

**INDEPENDENT REVIEW COMMITTEE ON HONG KONG'S FRANCHISED
BUS SERVICE**

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LIMITED ("KMB") AND LONG WIN BUS COMPANY LIMITED ("LWB")
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Dr Norman LEUNG Nai-pang, GBS, JP
Chairman, The Kowloon Motor Bus Co (1933) Ltd
9 Po Lun Street, Lai Chi Kok
Kowloon, Hong Kong

28 March 2018

Dear Dr Leung,

**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 Annex I 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.

As instructed by the Chairman of the Committee, the Honourable Mr Justice Michael Lunn, I am writing to request your company to provide a written submission to the Committee on the abovementioned matters. Specifically, your company is invited to provide responses to address the issues and questions set out in Annex II to this letter, as well as any other issues and comments that your company wishes to raise.

I should be grateful if the submission of your company could reach the Secretariat of the Committee by 17 April 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 your company 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.

**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.

Specific Matters to be Addressed in the Submission

Note: Please provide documents relevant to the issues and questions listed below. Where applicable, the documents should cover the period from 2012 to February 2018.

(1) The regulation and monitoring of your company's service

- (a) Please identify and supply copies of:
 - (i) any guidelines, codes of practice and directions issued to your company by the Transport Department (TD);
 - (ii) any annual reports or similar documents setting out the corporate governance of the franchised bus operators (such as information on corporate structure, board directorship and organisational chart) as well as financial situation;
 - (iii) any codes of practice established by your company;
 - (iv) any codes of corporate and social responsibility published by your company.
- (b) Please indicate if your company has established a Passenger Liaison Group and, if so, please provide details of its rules and its composition and what, if any proposals it has made, indicating whether or not they have been implemented.
- (c) Please indicate if your company has conducted passenger opinion/satisfaction surveys and, if so, provide details of the results of those surveys, indicating whether or not any concerns expressed in those surveys have been addressed or proposals implemented.
- (d) Please identify all records of information that your company is required by TD to make/keep and make available for inspection and/or are submitted to TD by your company.
- (e) What are the ramifications on the earnings of bus drivers and on the finances of the franchised bus operators of the changes to the Guidelines on Bus Captain-Working Hours, Rest Times and Meal Breaks guidelines?

(2) Design, build and deployment of buses

- (a) How do the design and build of bus compartments, in respect of the following, conform to the stipulated safety requirements: driver's cabin, seats (including their anchoring and use of fire-resilient material), doors and windows, emergency exits, access to upper deck, seat belts (for both the driver and passengers) and seats located at vulnerable positions?
- (b) Are the design and build of buses required passing impact collision tests and tilting tests? If so, at what speeds?
- (c) Are electronic recording device e.g. tachographs/blackboxes and speed limiters installed on all buses? What information from these devices pertaining to monitoring the driving performance of bus captains is captured, and how is the collected information used to enhance driving safety? Are the buses equipped with forward-looking cameras that record and retain the progress of the vehicle?
- (d) Are there any plans to equip buses with new technological aids to enhance driving safety?
- (e) What are the criteria for determining the type(s) of vehicles (e.g. single-decked bus or double-decked bus) assigned to run a certain route? How are road and traffic conditions of such routes reflected in the consideration?

(3) Maintenance and inspection

- (a) What are the stipulated requirements (either by TD or by your company) for annual and periodic maintenance schedule and inspection? For example, are there any requirements or guidelines on the list of items covered in inspection/ maintenance, frequency of periodic inspection/maintenance, staff deployed for each inspection/maintenance, system of recording results of the inspection/maintenance, system/procedures of follow-up actions arising from inspection/maintenance, etc?
- (b) Have the above requirements been strictly and fully complied with?
- (c) Are buses required to return to depot for inspection daily?
- (d) Is there any inspection before a bus starts its service each day?
- (e) Are some buses required to park overnight at bus termini and cannot undergo any inspection at depot and if yes, their number and reasons for not requiring their return to depot after termination of service each day?

(4) Manpower and staff retention

- (a) Does your company have adequate full-time bus captains to provide proper and efficient service? Is there a need for your company to continuously employ bus captains on a part-time basis to make up for the manpower shortfall and/or to augment the core staff complement to cover special events and absences? Please also furnish the number of bus captains on different employment terms and the extent to which the current staff complement can meet your operational requirements?
- (b) What are the problems encountered in recruiting and retaining bus captains? What are the demands and aspirations of bus captains with regard to staff retention, such as remuneration, working hours, rest time, working environment, etc?

(5) Journey time

- (a) Has journey time for each route at different times of the day been stipulated? If yes, how and at what level is it determined and has regard been made to road traffic conditions especially during traffic rush hours?
- (b) Has frontline staff (e.g. bus captains, terminal supervisors, etc.) been involved in the stipulation, and if yes, how and if no, why?
- (c) Is there any mechanism to verify periodically that the journey time is still accurate and relevant/realistic?

(6) Rest time

- (a) What is the stipulated rest time between trips and on what the basis is it determined? Is there any mechanism to verify the accuracy and completeness of any records kept on the rest time?
- (b) Will there be any compensation for rest time if the bus takes a longer journey time than stipulated due to traffic congestion?

(7) Working hours

- (a) Please set out the current working hour requirements and shift arrangements for bus captains.
- (b) Have any fatigue management measures been put in place, e.g. rotating shifts, allowing adequate rest time between trips, providing rest place at bus terminal, etc? Is there any mechanism to verify the accuracy and completeness of any records kept on the working hours by all drivers?

(8) Performance management

- (a) What monitoring measures have been put in place to ensure proper driving behaviour of bus captains? Are there any systems/tools to monitor bus captains real time? For example, are black boxes or other systems/tools installed on buses feeding real time data on the speed of each bus back to bus headquarters? If yes, how are these data being monitored/handled?
- (b) Have the blackboxes, if installed, been checked at regular intervals? If yes, how frequent, by whom and whether any follow-up actions have been taken if irregularities are identified? If no, why not and does your company have any improvement measures in mind?
- (c) Are there inspectors on board (uniformed or non-uniformed) to check the performance of bus captains? If yes, how does this checking system work?

(9) Remuneration packages

- (a) Please set out the remuneration packages of different categories of bus captains, full-time, part-time, or contract (if any).
- (b) How is overtime worked compensated and at what rate?
- (c) Is there any reward system for bus captains with good performance (and/or with low accident records)?

(10) Training and counselling

- (a) What driving training is provided for newly recruited full-time and part-time bus captains before they are assigned to drive on a specific bus route? What are the details (e.g. duration, format, any assessment on the outcome of the training) and is there any difference between the training for full-time and part-time drivers?
- (b) Will driving enhancement training and safety awareness training be provided for in-service bus captains and those with high accident records and if yes, what are the details in terms of scope and frequency, and the effectiveness of the training?
- (c) Is there any customer services training provided to bus captains to equip them with relevant skills to handle difficult passengers?
- (d) Is there any counselling service provided to bus captains in need?

- (e) Is there any mechanism to identify bus routes that require more driving experience or training specific to that bus route? If yes, what are the details?

(11) Background checks and penalties for traffic convictions

- (a) Will background checks be conducted before hiring a bus captain? If yes, what is covered in these checks and how do these checks factor into the hiring or not of a bus captain?
- (b) What internal action (e.g. suspension of driving duties, warnings, dismissal, etc.) will be taken against bus captains convicted of contravention against traffic regulations (whether or not involving casualties)?

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/7-45/3

電話號碼 Tel No.: (852) 2867 5324

來函檔號 Your Ref.:

傳真號碼 Fax No.: (852) 3104 0254

Dr Norman LEUNG Nai-pang, GBS, JP
Chairman, Long Win Bus Co Ltd
9 Po Lun Street, Lai Chi Kok
Kowloon, Hong Kong

28 March 2018

Dear Dr Leung,

**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 Annex I 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.

As instructed by the Chairman of the Committee, the Honourable Mr Justice Michael Lunn, I am writing to request your company to provide a written submission to the Committee on the abovementioned matters. Specifically, your company is invited to provide responses to address the issues and questions set out in Annex II to this letter, as well as any other issues and comments that your company wishes to raise.

I should be grateful if the submission of your company could reach the Secretariat of the Committee by 17 April 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 your company 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.

**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.

Specific Matters to be Addressed in the Submission

Note: Please provide documents relevant to the issues and questions listed below. Where applicable, the documents should cover the period from 2012 to February 2018.

(1) The regulation and monitoring of your company's service

- (a) Please identify and supply copies of:
 - (i) any guidelines, codes of practice and directions issued to your company by the Transport Department (TD);
 - (ii) any annual reports or similar documents setting out the corporate governance of the franchised bus operators (such as information on corporate structure, board directorship and organisational chart) as well as financial situation;
 - (iii) any codes of practice established by your company;
 - (iv) any codes of corporate and social responsibility published by your company.
- (b) Please indicate if your company has established a Passenger Liaison Group and, if so, please provide details of its rules and its composition and what, if any proposals it has made, indicating whether or not they have been implemented.
- (c) Please indicate if your company has conducted passenger opinion/satisfaction surveys and, if so, provide details of the results of those surveys, indicating whether or not any concerns expressed in those surveys have been addressed or proposals implemented.
- (d) Please identify all records of information that your company is required by TD to make/keep and make available for inspection and/or are submitted to TD by your company.
- (e) What are the ramifications on the earnings of bus drivers and on the finances of the franchised bus operators of the changes to the Guidelines on Bus Captain-Working Hours, Rest Times and Meal Breaks guidelines?

(2) Design, build and deployment of buses

- (a) How do the design and build of bus compartments, in respect of the following, conform to the stipulated safety requirements: driver's cabin, seats (including their anchoring and use of fire-resilient material), doors and windows, emergency exits, access to upper deck, seat belts (for both the driver and passengers) and seats located at vulnerable positions?
- (b) Are the design and build of buses required passing impact collision tests and tilting tests? If so, at what speeds?
- (c) Are electronic recording device e.g. tachographs/blackboxes and speed limiters installed on all buses? What information from these devices pertaining to monitoring the driving performance of bus captains is captured, and how is the collected information used to enhance driving safety? Are the buses equipped with forward-looking cameras that record and retain the progress of the vehicle?
- (d) Are there any plans to equip buses with new technological aids to enhance driving safety?
- (e) What are the criteria for determining the type(s) of vehicles (e.g. single-decked bus or double-decked bus) assigned to run a certain route? How are road and traffic conditions of such routes reflected in the consideration?

(3) Maintenance and inspection

- (a) What are the stipulated requirements (either by TD or by your company) for annual and periodic maintenance schedule and inspection? For example, are there any requirements or guidelines on the list of items covered in inspection/ maintenance, frequency of periodic inspection/maintenance, staff deployed for each inspection/maintenance, system of recording results of the inspection/maintenance, system/procedures of follow-up actions arising from inspection/maintenance, etc?
- (b) Have the above requirements been strictly and fully complied with?
- (c) Are buses required to return to depot for inspection daily?
- (d) Is there any inspection before a bus starts its service each day?
- (e) Are some buses required to park overnight at bus termini and cannot undergo any inspection at depot and if yes, their number and reasons for not requiring their return to depot after termination of service each day?

(4) Manpower and staff retention

- (a) Does your company have adequate full-time bus captains to provide proper and efficient service? Is there a need for your company to continuously employ bus captains on a part-time basis to make up for the manpower shortfall and/or to augment the core staff complement to cover special events and absences? Please also furnish the number of bus captains on different employment terms and the extent to which the current staff complement can meet your operational requirements?
- (b) What are the problems encountered in recruiting and retaining bus captains? What are the demands and aspirations of bus captains with regard to staff retention, such as remuneration, working hours, rest time, working environment, etc?

(5) Journey time

- (a) Has journey time for each route at different times of the day been stipulated? If yes, how and at what level is it determined and has regard been made to road traffic conditions especially during traffic rush hours?
- (b) Has frontline staff (e.g. bus captains, terminal supervisors, etc.) been involved in the stipulation, and if yes, how and if no, why?
- (c) Is there any mechanism to verify periodically that the journey time is still accurate and relevant/realistic?

(6) Rest time

- (a) What is the stipulated rest time between trips and on what the basis is it determined? Is there any mechanism to verify the accuracy and completeness of any records kept on the rest time?
- (b) Will there be any compensation for rest time if the bus takes a longer journey time than stipulated due to traffic congestion?

(7) Working hours

- (a) Please set out the current working hour requirements and shift arrangements for bus captains.
- (b) Have any fatigue management measures been put in place, e.g. rotating shifts, allowing adequate rest time between trips, providing rest place at bus terminal, etc? Is there any mechanism to verify the accuracy and completeness of any records kept on the working hours by all drivers?**14**

(8) Performance management

- (a) What monitoring measures have been put in place to ensure proper driving behaviour of bus captains? Are there any systems/tools to monitor bus captains real time? For example, are black boxes or other systems/tools installed on buses feeding real time data on the speed of each bus back to bus headquarters? If yes, how are these data being monitored/handled?
- (b) Have the blackboxes, if installed, been checked at regular intervals? If yes, how frequent, by whom and whether any follow-up actions have been taken if irregularities are identified? If no, why not and does your company have any improvement measures in mind?
- (c) Are there inspectors on board (uniformed or non-uniformed) to check the performance of bus captains? If yes, how does this checking system work?

(9) Remuneration packages

- (a) Please set out the remuneration packages of different categories of bus captains, full-time, part-time, or contract (if any).
- (b) How is overtime worked compensated and at what rate?
- (c) Is there any reward system for bus captains with good performance (and/or with low accident records)?

(10) Training and counselling

- (a) What driving training is provided for newly recruited full-time and part-time bus captains before they are assigned to drive on a specific bus route? What are the details (e.g. duration, format, any assessment on the outcome of the training) and is there any difference between the training for full-time and part-time drivers?
- (b) Will driving enhancement training and safety awareness training be provided for in-service bus captains and those with high accident records and if yes, what are the details in terms of scope and frequency, and the effectiveness of the training?
- (c) Is there any customer services training provided to bus captains to equip them with relevant skills to handle difficult passengers?
- (d) Is there any counselling service provided to bus captains in need?

- (e) Is there any mechanism to identify bus routes that require more driving experience or training specific to that bus route? If yes, what are the details?

(11) Background checks and penalties for traffic convictions

- (a) Will background checks be conducted before hiring a bus captain? If yes, what is covered in these checks and how do these checks factor into the hiring or not of a bus captain?
- (b) What internal action (e.g. suspension of driving duties, warnings, dismissal, etc.) will be taken against bus captains convicted of contravention against traffic regulations (whether or not involving casualties)?



Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

24 April 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Hand)

Dear Sirs,

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

We refer to your letters to KMB and LWB dated 28 March 2018 (the "Letters").

We now enclose our responses to the issues and questions set out in Annex II to the Letters and an additional submission for your review. Owing to the large size of the supporting documents, we have saved the same in the enclosed DVD.

In order to facilitate your review, we also enclose a copy of our report to the Transport Department dated 12 March 2018 and our subsequent correspondence with them. Please note, however, that we have removed the parts containing information that may have a bearing on any judicial proceedings from them.

Thank you for your attention.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

Encl.

THE KOWLOON MOTOR BUS COMPANY (1933) LIMITED

AND

LONG WIN BUS COMPANY LIMITED

**Submissions to
the Independent Review Committee on
Hong Kong's Franchised Bus Service**

24 April 2018

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Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in October 2010)	Annex 1a-i-3
Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) and TD's press release dated 23 February 2018	Annex 1a-i-4
Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in the Public Transport Sector (June 2017)	Annex 1a-i-5
Guidelines on Service Improvement and Reduction in Bus Route Development Programmes	Annex 1a-i-6

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More About LWB 2016	Annex 1a-ii-35
Code of Conduct for Directors and Employees	Annex 1a-iii-1
董事及僱員紀律守則	Annex 1a-iii-2
Outdoor Operations Staff Handbook	Annex 1a-iii-3
車務外勤員工服務手冊	Annex 1a-iii-4
Office Staff Handbook	Annex 1a-iii-5
維修員工安全規例	Annex 1a-iii-6
車長安全駕駛手冊	Annex 1a-iii-7
駕駛急彎之注意事項 (1 video)	Annex 1a-iii-8
車長壓力管理	Annex 1a-iii-9
注意路段駕駛貼士查詢	Annex 1a-iii-10
服務提昇及情緒管理 (a series of videos)	Annex 1a-iii-11

Documents	Annex No.
Codes of Practice (ISO 9001, ISO 14001 and OHSAS 18001)	Annex 1a-iii-12
KMB's Sustainability Report 2016	Annex 1a-iv-1
LWB's Corporate Social Responsibility Report 2016	Annex 1a-iv-2
Extracts of the report for KMB's PSS conducted in October 2017	Annex 1c-1
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Press release regarding the discussion at a meeting of the Legislative Council in June 2016	Annex 4b-1
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Notices from KMB's Human Resources Department from 2012 to 2016	Annex 9c-1
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GLOSSARY OF TERMS

“BC(s)”	bus captain(s)
“BCTS”	Bus Captain Training School
“BMS”	Bus Maintenance Information System
“BOM System”	Bus Onboard Monitoring System
“Commissioner”	Commissioner for Transport
“COF”	Certificate of Fitness
“COR”	Certificate of Roadworthiness
“CSR”	Corporate Social Responsibility
“DI”	Driving Instructor
“HMZB”	Hong Kong Macau Zhuhai Bridge
“KMB”	The Kowloon Motor Bus Company (1933) Limited
“LWB”	Long Win Bus Company Limited
“PLG”	Passenger Liaison Group
“PSS(s)”	Passenger Satisfaction Survey
“SoS”	Schedule of Services
“TD”	Transport Department
“TER”	Terminus Management System
“TIH”	Transport International Holdings Limited

Q(1) The Regulation and Monitoring of Your Company's Service

(a) Please identify and supply copies of:

- (i) any guidelines, codes of practice and directions issued to your company by the Transport Department ("TD")

Answer

Copies of the following documents are annexed:-

Annex

The Kowloon Motor Bus Company (1933) Limited ("KMB")

- The Franchise granted to KMB covering the period from 1 July 2017 to 1 July 2027

Annex 1a-i-1

Long Win Bus Company Limited ("LWB")

- The Franchise granted to LWB covering the period from 1 May 2013 to 1 May 2023

Annex 1a-i-2

KMB & LWB

- Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in October 2010)
- Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) and TD's press release dated 23 February 2018
- Guidelines on the Introduction of a New Electronic Payment System for the Collection of Fares in the Public Transport Sector (June 2017)
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- Schedule of Routes (Kowloon Motor Bus Company (1933) Limited) Order 2017 dated 10 January 2017 (Legal Notice 3 of 2017 published in Gazette)
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- General Guidelines in Planning Franchised Bus Services
- General Guidelines on Deployment of Bus and/or Bus Trip in the Busy Corridors
- Conditions for Installation of TV Broadcasting System of Franchised Buses
- Guidelines for Erection of Bus Shelters (September 1999)

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Annex 1a-i-8

Annex 1a-i-9

Annex 1a-i-10

Annex 1a-i-11

Annex 1a-i-12

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- Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A) *Annex 1a-i-14*
- Recommended Minimum Specification Requirements for Franchised Bus (February 2012) *Annex 1a-i-15*
- Administrative Bulletin No. 2.9 on Certificate of Fitness Examination for Franchised Buses (September 1997) *Annex 1a-i-16*

Q(1) The Regulation and Monitoring of Your Company's Service

- (a) Please identify and supply copies of:
- (ii) any annual reports or similar documents setting out the corporate governance of the franchised bus operators (such as information on corporate structure, board directorship and organisational chart) as well as financial situation
-

Answer

Copies of the following documents are annexed:-

Annex

Transport International Holdings Limited ("TIH")

- 2011 Annual Report *Annex 1a-ii-1*
- 2012 Annual Report *Annex 1a-ii-2*
- 2013 Annual Report *Annex 1a-ii-3*
- 2014 Annual Report *Annex 1a-ii-4*
- 2015 Annual Report *Annex 1a-ii-5*
- 2016 Annual Report *Annex 1a-ii-6*
- 2017 Annual Report *Annex 1a-ii-7*

KMB

- Management Structure as at 24 April 2018 *Annex 1a-ii-8*
- Audited Financial Statements for the year ended 31 December 2011 *Annex 1a-ii-9*
- Audited Financial Statements for the year ended 31 December 2012 *Annex 1a-ii-10*
- Audited Financial Statements for the year ended 31 December 2013 *Annex 1a-ii-11*
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- More About KMB 2016 *Annex 1a-ii-21*

LWB

- Management Structure as at 24 April 2018 *Annex 1a-ii-22*
- Audited Financial Statements for the year ended 31 December 2011 *Annex 1a-ii-23*
- Audited Financial Statements for the year ended 31 December 2012 *Annex 1a-ii-24*

• Audited Financial Statements for the year ended 31 December 2013	<u><i>Annex 1a-ii-25</i></u>
• Audited Financial Statements for the year ended 31 December 2014	<u><i>Annex 1a-ii-26</i></u>
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• More About LWB 2015	<u><i>Annex 1a-ii-34</i></u>
• More About LWB 2016	<u><i>Annex 1a-ii-35</i></u>

(1) The Regulation and Monitoring of Your Company's Service

- (a) Please identify and supply copies of:
(iii) any codes of practice established by your company

Answer

Copies of the following documents are annexed:-

Annex

KMB & LWB

- Code of Conduct
 - Code of Conduct for Directors and Employees *Annex 1a-iii-1*
 - 董事及僱員紀律守則 *Annex 1a-iii-2*
- Staff Handbook
 - Outdoor Operations Staff Handbook *Annex 1a-iii-3*
 - 車務外勤員工服務手冊 *Annex 1a-iii-4*
 - Office Staff Handbook *Annex 1a-iii-5*
 - 維修員工安全規例 *Annex 1a-iii-6*
 - 車長安全駕駛手冊 *Annex 1a-iii-7*
 - 駕駛急彎之注意事項 (1 video) *Annex 1a-iii-8*
 - 車長壓力管理 *Annex 1a-iii-9*
 - 注意路段駕駛貼士查詢 *Annex 1a-iii-10*
 - 服務提昇及情緒管理 (a series of videos) *Annex 1a-iii-11*
- Codes of Practice *Annex 1a-iii-12*
 - International Organization for Standardization - ISO 9001
 - QM (Quality Manual)
 - QP (Quality Procedures)
 - Depot – Maintenance
 - Depot – Operation
 - Headquarters
 - LWB
 - International Organization for Standardization - ISO 14001
 - Lai Chi Kok Depot
 - EM (Environmental Manual)
 - Shatin Depot
 - EM (Environmental Manual)
 - Occupational Health and Safety Assessment Series
 - OHSAS 18001
 - Corporate Safety Manual

Q(1) The Regulation and Monitoring of Your Company's Service

- (a) Please identify and supply copies of:
- (iv) any codes of corporate and social responsibility published by your company
-

Answer

KMB & LWB

- KMB and LWB are responsible corporate citizens. The core principles of our Corporate Social Responsibility (“CSR”) management align with our company mission, vision and values. We proactively drive both the sustainable development of our operations and our contributions to the well-being of the community.
- The three key components of our CSR have been listed on the corporate website:-
 - *Safety*
 - *KMB and LWB are committed to providing customers with a safe, reliable and comfortable bus service, which gives value for money. KMB and LWB continue to invest heavily in improving the safety of its bus operations by providing intensive training to its staff, strengthening performance monitoring procedures, implementing reward schemes, improving bus design and promoting passenger safety both internally and to the public.*
 - *Care for the Environment*
 - *KMB and LWB are committed to building a better environment through continuous contributions to environmental conservation and protection. We recognise the potential environmental impacts associated with our services and are dedicated to mitigating and minimising these impacts by implementing various measures at the corporate level, on the buses, and in the depots.*
 - *Care for the Community*
 - *KMB and LWB take steps to understand the communities among which we work and support various initiatives and non-governmental organisations providing assistance to the needy and improving the environment. We established the volunteer club FRIENDS OF KMB in 1995 with 5,300 volunteers to promote environmental protection, civic education and social service activities. The Donation of Used and Retired Bus Programme has been launched in 2016 to nurture the next generation and show our support for sustainability and recycling.*

- Publication for CSR
 - KMB publishes its standalone Sustainability Report and LWB publishes its standalone CSR Report, which are posted on the corporate websites to show our commitment to CSR. Copies of KMB's Sustainability Report 2016 and LWB's Corporate Social Responsibility Report 2016 are annexed as Annex 1a-iv-1 and Annex 1a-iv-2 respectively.
 - The said CSR Report / Sustainability Report contain detailed information in areas as follows:-
 - *Corporate Governance*
 - *With a commitment to conducting our businesses in line with the best corporate governance practices, we aim to achieve sustainable development by taking into account the interests of all our stakeholders while ensuring compliance with legal and regulatory requirements.*
 - *Care for Customers*
 - *Safety, efficiency, value-for-money and comfort underpin our customer services philosophy. KMB and LWB adopt a safety management system which supports safety performance improvement in accordance with the international standards of Occupational Health and Safety Assessment Series 18001. A number of technological devices are incorporated on buses to improve safety and record operational data, including speed limiting devices, which limit the speed of buses to 70 km/h, and the telematics system. All KMB and LWB buses undergo a maintenance regime certified by the International Organization for Standardization, comprising daily and monthly servicing, a bi-annual inspection known as minor dock and an annual road-worthiness inspection carried out at the depots, in addition to random checks conducted by TD. KMB and LWB have continued to upgrade their bus fleet with safety devices and passenger facilities, including the provision of free Wi-Fi service and USB charging points on both upper and lower decks. A number of fare concession schemes have been launched and we will continue to expand their coverage. The KMB Monthly Pass was introduced in March 2018. Passengers are able to obtain bus estimated time of arrival information via the smartphone application, App1933, corporate websites and display panels at bus termini and bus stops. We have also set up a live chat channel on the corporate websites and App1933 for providing instant response to customer enquiries.*

- *Care for Employees*
 - *We take care of our employees by maintaining a safe, respectful and harmonious workplace. We adopt a set of comprehensive human resources policies promoting gender equality, offering protection against sexual harassment, preventing bribery and protecting personal privacy. We observe Hong Kong's labour and anti-discrimination laws and ensure that all our suppliers respect labour rights with regard to employment and freedom of association, and prohibit child labour and forced labour in all aspects relating to our business.*
- *Care for the Environment*
 - *Our commitment to innovation and concern for the environment are helping us to create a better environment. KMB has introduced the first Euro VI diesel double-deck bus to Hong Kong and developed the first double-deck bus with solar power generation facilities. We currently have around 2,600 buses at Euro V standard or above in our bus fleet and will continue to invest in the latest emission-reduction technologies.*
- *Engaging stakeholders*
 - *Many different communication channels are employed to engage our stakeholders, including passengers, manufacturers, suppliers, contractors, political parties, community groups, the government and members of the public.*
- TIH, the holding company of KMB and LWB, is preparing its 2017 Sustainability Report, which will be prepared in accordance with the Core Option of the Global Reporting Initiative G4 Sustainability Reporting Guidelines and the Environmental, Social and Governance Reporting Guide issued by the Hong Kong Exchanges and Clearing Limited. In addition, we have taken into account the concerns of stakeholders as identified through engagement exercises such as the Passenger Liaison Group (“PLG”) meetings and interviews with representatives of different groups.

Q(1) The Regulation and Monitoring of Your Company's Service

- (b) Please indicate if your company has established a Passenger Liaison Group and, if so, please provide details of its rules and its composition and what, if any proposals it has made, indicating whether or not they have been implemented.**

Answer

KMB & LWB

- We have an established PLG arrangement, whereby KMB and LWB each hold 6 PLG sessions a year at a 2-month interval.
- To reach out to the community, the PLG sessions are held at bus termini in various districts. We publicise the PLG sessions, including the venue, date and time through the websites of KMB and LWB. We also invite TD to send representative(s) to attend each PLG session as observer(s) and inform the relevant district councillor(s). PLG ambassadors wear a sash and approach passengers to collect their feedback on various aspects of our bus service. To provide a comfortable environment for passengers to share their opinions with our ambassadors, an electric bus with a PLG signage is stationed at the terminus.
- Each item of feedback is sent to the relevant internal department to follow up. A report on each PLG session with summary of the feedback and responses is compiled and sent to TD. Examples of service enhancements made following PLG feedback include introduction of new routes (e.g. Route Nos. 14H, 38B, 271X) and service frequency improvements (e.g. Route Nos. 67M, 83X, 88X, 270S, 603, A33, A41P). Further, service enhancement proposals (e.g. introduction of Route No. N373) are under discussion with TD.

Q(1) The Regulation and Monitoring of Your Company's Service

- (c) Please indicate if your company has conducted passenger opinion/satisfaction surveys and, if so, provide details of the results of those surveys, indicating whether or not any concerns expressed in those surveys have been addressed or proposals implemented.

Answer

KMB

- KMB has conducted Passenger Satisfaction Surveys (“PSSs”) in accordance with the Franchise requirement. As requested by TD, it coordinates and administers the PSSs with the selected consultancy firm.
- PSSs are conducted to collect passengers’ opinions on bus services operated by the company and are performed quarterly from 2012 to 2018. The 1st Quarter of 2018 PSS will start soon.
- The PSS reports show the satisfaction of passengers in respect of Passenger Information, Convenience, Comfort, Safety, Staff Attitude, Listening to Customers, Environment and Value for Money. The reports describe the satisfaction ratings in each aspect and the key drivers to enhance passenger satisfaction for each year.
- The summary of the results extracted from the PSSs from 2012 to 2017 is provided below:-

	Percentage of Total (%) ^{Note 3}					
Time of survey	Oct 17	2016/ 2017	2015/ 2016	2014/ 2015	2013/ 2014	2012/ 2013
Overall satisfaction (very/quite satisfied) <small>Note 1a</small>	53	52	52	54	59	60
Overall satisfaction (neither satisfied nor dissatisfied) ^{Note 1b}	35	39	36	33	29	24
Service vs. expectation ^{Note 2}	86	87	82	81	85	86
Passenger Information						
Bus information at bus stops	72	66	65	68	68	73
Information on website	72	75	72	76	N/A	N/A
Information on smartphone App	73	78	75	74	N/A	N/A
Bus fare information onboard	80	75	78	76	76	78
Bus route information onboard	60	61	61	64	64	70
Customer service hotline onboard	35	42	44	46	43	45
Bus stop announcement system	66	66	64	66	70	69

	Percentage of Total (%) ^{Note 3}					
Time of survey	Oct 17	2016/ 2017	2015/ 2016	2014/ 2015	2013/ 2014	2012/ 2013
LED panels at bus termini	70	68	63	59	61	60
Convenience						
Frequency of buses	53	54	42	42	43	47
Reliability of bus frequency	53	54	43	43	44	48
Comfort						
Smoothness of ride when travelling	65	63	62	64	68	74
Shelter at bus stops	52	57	52	55	56	64
Number of seats onboard	69	70	67	61	65	72
Comfort of seats onboard	66	69	63	66	66	72
Cleanliness of bus interior	61	64	62	64	65	70
Temperature on board	55	52	50	52	50	54
Comfort of bus termini	45	51	50	47	46	53
Barrier-free facilities onboard	76	76	73	73	N/A	N/A
Safety						
Travelling speed	69	71	68	70	70	76
Driving skills	68	71	70	71	74	77
Obedying the traffic regulations and signals	82	79	80	77	81	87
Staff Attitude						
Politeness and friendliness of BCs	69	71	67	67	69	75
Listening to Customers						
Listening to customer's suggestions	46	47	45	47	46	46
Environment						
Efforts to minimise air pollution	53	49	51	51	41	44
Value for Money						
Providing value for money services	48	43	41	42	45	45

Note 1: For each assessment area, 5 rankings are offered for respondents to choose from: “5-Very Satisfied”; “4-Quite Satisfied”; “3-Neither satisfied nor dissatisfied”; “2-Quite dissatisfied”; and “1-Very dissatisfied”.

a) This represents respondents choosing “5-Very Satisfied” or “4-Quite Satisfied”.

b) This represents respondents choosing “3-Neither satisfied nor dissatisfied”.

Note 2: Figures indicate % of respondents who answered that the services met, or somewhat exceeded, or completely exceeded the expectations.

Note 3: Figures on the ranking of the services (except “Overall Satisfaction” and “Service vs. expectation”) indicate % of respondents who answered “5-Very Satisfied” or “4-Quite Satisfied”.

- Results of the PSS conducted in October 2017 indicated a fewer number of respondents selecting “5-*Very Satisfied*” or “4-*Quite Satisfied*” for the aspect “Customer service hotline onboard”, which refers to the display of our customer service hotline inside the bus compartments. In response to the customers’ feedback, we will add stickers showing the customer service hotline inside our bus compartments. Alternatively, passengers can use the online chat function of our mobile app App1933 to contact us.
- Results of the PSS conducted in October 2017 indicated a fewer number of respondents selecting “5-*Very Satisfied*” or “4-*Quite Satisfied*” for the aspect “Comfort of bus termini”, which refers mainly to the cleanliness, lighting and ventilation of bus termini. KMB currently has approximately 50 indoor and 150 outdoor bus termini which are situated on lands owned by the Government or the Housing Authority and we are one of the tenants using those lands. In response to the customers’ feedback, we shall notify the landlord(s) for improvement when we observe that the cleanliness, lighting and ventilation of our bus termini are poorly maintained.
- Copy of the extracts of the report for KMB’s PSS conducted in October 2017 is annexed as Annex 1c-1.

LWB

- LWB conducted PSSs by hiring an independent consultant under two-year contracts. The PSSs are conducted to collect passengers' opinions on bus service operated by the company. The PSSs were conducted annually in 2012, 2013, 2014, 2015, 2016 and 2017 (the report for the 2017 PSS is expected to be available in July 2018). The 2018 PSS will be conducted in the 4th Quarter of 2018.
- The PSS reports show the satisfaction of passengers in respect of Convenience, Driving Performance, Passenger Information, Staff Attitude, Environmental Protection and Comfort. The reports describe the satisfaction ratings in each aspect and the key drivers to enhance passenger satisfaction for each year.
- The summary of the results extracted from the PSSs from 2012 to 2016 is provided below:-

	Percentage of Total (%) ^{Note 4}				
	2016	2015	2014	2013	2012
Overall	89.5	83.5	87.8	85.8	87.8
Convenience	84.2	71.7	78.8	73.0	72.8
Network coverage	88.2	83.7	80.0	75.8	74.5
Bus route design	86.2	80.8	74.1	71.6	71.8
Bus stops location	86.7	78.3	79.8	73.0	79.8
Service hours	84.3	71.4	76.9	70.8	71.5
Frequency of bus services	74.3	64.0	68.2	61.5	57.5
Punctuality of bus schedules	80.7	71.3	74.5	64.0	62.7
Ramps ^{Note 5}	96.0	94.6	93.4	92.0	94.1
Driving Performance	92.3	87.5	92.7	88.3	90.8
Observing traffic lights and rules	93.3	90.6	96.3	90.5	94.8
Driving skills	92.3	89.1	92.5	89.0	88.5
Safety awareness	93.2	86.0	93.5	89.7	92.3
Speed	89.7	84.0	90.2	84.0	85.5
Passenger Information	89.7	86.7	84.4	81.9	83.3
Information at bus stops	90.0	88.1	87.2	83.1	87.1
Information on buses	86.0	85.5	84.6	81.9	81.4
Bus announcement systems	84.8	81.1	80.7	79.4	84.8
Service hotlines	81.5	77.8	75.6	69.3	66.0
Smartphone App	89.0	85.4	77.1	75.7	80.2
Web pages	85.7	81.6	73.6	75.4	82.8
Leaflets and pamphlets	83.1	79.2	77.3	71.8	73.8
Responding to service enquiries	89.0	85.7	84.7	81.0	77.0

	Percentage of Total (%) ^{Note 4}				
	2016	2015	2014	2013	2012
Staff attitudes	89.2	87.4	90.5	83.8	85.6
Taking care of passenger needs	88.4	84.3	90.2	79.4	81.7
Providing assistance to passengers	89.2	87.9	89.9	82.1	84.6
Listening to passenger opinions	88.2	80.8	85.3	73.1	77.8
Politeness	92.0	83.7	91.3	82.2	85.9
Appearance	91.7	87.4	90.2	84.5	91.1
Environmental protection	84.1	80.4	73.1	65.0	73.3
Reducing air pollution	84.6	81.4	70.5	66.0	72.5
Comfort	86.0	80.8	85.5	83.2	86.7
Stability of bus during driving	86.0	81.7	83.7	78.0	80.7
Number of seats	89.0	89.5	87.5	83.0	84.5
Seat comfort	88.2	84.3	84.7	78.2	83.7
Number of handrails	89.2	87.0	87.0	82.2	89.2
Cleanliness inside buses	83.8	70.0	85.2	74.3	81.8
Lighting inside buses	85.2	78.8	90.8	85.3	93.3
Temperature inside buses	83.3	72.1	78.0	72.9	68.0
Air quality inside buses	84.5	71.0	83.7	72.3	80.5
Luggage racks	82.3	75.9	83.3	80.5	78.3
Sheltering at bus stops	83.8	80.7	78.4	72.0	78.3
Environment in bus terminals	87.0	83.9	82.6	72.3	82.3

Note 4: Figures indicate % of respondents who answered “*partially satisfied*”, “*satisfied*” or “*very satisfied*”.

Note 5: 21.0%, 26.2%, 33.0%, 21.8% and 28.3% of the respondents had experience in using the ramps in the 2016, 2015, 2014, 2013 and 2012 PSSs respectively.

- Copy of the extracts of the report for LWB’s PSS conducted in November 2016 is annexed as Annex 1c-2.

Q(1) The Regulation and Monitoring of Your Company's Service

- (d) Please identify all records of information that your company is required by TD to make/ keep and make available for inspection and/or are submitted to TD by your company.

Answer

KMB

Item	Records and Information
<u>Operational Records and Information</u>	
1.	Number of passengers carried on every day on each specified route
2.	Number of passengers boarding and alighting at bus stops and the occupancy of buses when leaving each of the stops at hourly interval on each specified route
3.	Number of passengers and the occupancy of buses when leaving such stops at half-hourly interval on any of the specified routes
4.	Number of buses in use on each specified route on every day and the carrying capacity of each of such buses
5.	Journey time for journeys between terminal points on each specified route
6.	Scheduled and actual departure time of each journey on every day on each specified route
7.	Actual departure time of adjusted journey departs from the designated stop
8.	Number of scheduled journeys, actual journeys and additional journeys operated on every day on each specified route
9.	Number of scheduled journeys that the Grantee fails to operate on every day on each specified route due to vehicle breakdown, vehicle shortage, driver shortage, traffic congestion, accidents, inclement weather, public events, redeployment of buses and others
10.	Carrying capacity and technical specifications of buses
11.	Number of buses of each bus type and other vehicles used and the number of buses ordered
12.	Number of journeys and total kilometers travelled with breakdowns of revenue-generated kilometers and non-revenue-generated kilometers on each specified route on every day
13.	Number of bus driver duties scheduled to operate all specified routes in accordance with the Schedule of Service on a day required by the Commissioner for Transport (the "Commissioner") and the percentage of bus drivers, selected on the sample size as specified by the Commissioner, in compliance with the guidelines on arrangements in relation to working hour and rest time of bus drivers issued by the Commiss

Item	Records and Information
14.	Number of bus drivers at the end of each calendar month required and available to operate all specified routes in accordance with the Schedule of Service; and the surplus or shortage of bus drivers
15.	The total number of bus drivers resigned, retired, separated with other reasons, newly recruited and re-employed in each calendar month
16.	Daily receipts from the passengers carried on every day on each specified route
<u>List of Facilities</u>	
17.	Facilities provided by the Grantee and their locations for the construction, repair and maintenance of the buses and other vehicles used or kept by the Grantee
18.	Information on the seats and display panels installed under the Government Subsidy Scheme
<u>Maintenance of Buses, other Vehicles and Stores</u>	
19.	Maintenance schedule of the buses
20.	Maintenance schedule of other vehicles and inventory of stores
<u>Financial Information</u>	
21.	Accounting system manual and costing system manual for the preparation of accounts for the Bus Service
22.	Procurement policies, procurement procedures and practice manual of goods and services relating to the Bus Service
23.	Annual audited financial statements prepared and certified by a Qualified Auditor
24.	Monthly management accounts (including profit and loss account, balance sheet and cash flow statement)
25.	Monthly report on the fuel price, fuel cost, fuel consumption, hedging contracts on fuel
26.	Accounting policies governing the accounts of the Grantee which are related to the Bus Service
27.	Request for seeking prior approval for not pursuing Open Tendering from the board of directors for the contracts that are material to the Bus Service
28.	Financial information on all transactions which are related to the Bus Service made between the Grantee and any Related Party of the Grantee
29.	A report prepared by a Qualified Auditor or a Certification Body certifying that the Grantee has put in place internal control systems and procedures to measure and record, in all material respects, its operation statistics and other information
30.	Elderly Concessionary Fare Scheme - Application for reimbursement of Short Term Tenancy Rent and Government Rent

Item	Records and Information
31.	Update of Schedule I (Grantee's Undertaking)
<u>Bus Planning</u>	
32.	Five-year Forward Planning Program
<u>Customer Service and Public Information</u>	
33.	Passenger Liaison Group (PLG) (i) Details of passenger liaison arrangements; (ii) Proposals made by the Passenger Liaison Groups; and (iii) Implementation of those proposals
34.	(i) Publication of passenger service pledge for responding to complaints and suggestions from the public; and (ii) The achievement rate of its passenger service pledge
35.	Fuller disclosure of information before publication of accounts and operational information to the public: (i) Financial accounts related to the bus service; and (ii) Operational information related to the bus service
<u>Other Management Reports</u>	
36.	Report of Utilisation of Bus-Bus Interchange Scheme.
37.	Report of Passenger Reward Balance
38.	Report of Revenue Forgone.
39.	Report of Overcharging of Passengers using Octopus
40.	Environmental Improvement Measure Report
41.	Passenger Satisfaction Survey (PSS)
42.	Return on the operation and enhancement of Bus Stop Announcement System.
<u>Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (\$2 Scheme)</u>	
43.	Monthly reimbursement reports on eligible trips and differential fare under \$2 Scheme
44.	System Assurance Report, Reimbursement Audit Report and Eligible Trip Assurance Report prepared and issued by an external auditor engaged by bus operators
45.	Exception reports under \$2 Scheme
46.	Monthly inspection report on ride check for abuse case of \$2 Scheme
47.	Monthly usage trend report on \$2 Scheme

Item	Records and Information
<u>Bus Safety</u>	
48.	Records of BCs' traffic offences and the corresponding follow-up actions
49.	Records of on-board monitoring by plain-clothed staff and the corresponding follow-up actions
50.	Records of random check on the operational data recorded in black boxes and the corresponding follow-up actions
51.	Records of breath alcohol tests conducted on BCs and the corresponding follow-up actions

LWB

Item	Records and Information
<u>Operational Records and Information</u>	
1.	Number of passengers carried daily on each specified route and daily receipts therefrom
2.	Number of passengers and the occupancy of buses when leaving such stops at half-hourly interval on any of the specified routes
3.	Number of passengers boarding and alighting at bus stops daily and at peak hours on each of the specified routes
4.	Number and carrying capacity of buses in use on each specified route on each day and the number of buses and other vehicles and their technical specifications, used, kept or ordered by the Grantee for the purposes of or in connection with the Franchise
5.	Journey time for journeys between terminal points on each specified route
6.	Frequency at and the period on every day during which public bus service is operated by the Grantee on each specified route
7.	Number of additional journeys operated on each specified route on each day
8.	Number of journeys and total kilometres lost each day in relation to each specified route due to traffic congestion, accidents, breakdowns and vehicle and staff shortages, respectively
9.	Operation or future operation of the Bus Service
10.	Number of journeys and total kilometres travelled by each bus on each specified route
11.	Number of journeys and total kilometers travelled with breakdowns of revenue-generated kilometers and non-revenue-generated kilometers on each specified route on every day
12.	Number of drivers allocated to each specified route on each day
<u>Safe Operations</u>	
13.	Records of BCs' traffic offences and the corresponding follow-up actions
14.	Records of on-board monitoring by plain-clothed staff and the corresponding follow-up actions
15.	Records of random check on the operational data recorded in black boxes and the corresponding follow-up actions
16.	Records of breath alcohol tests conducted on BCs and the corresponding follow-up actions
17.	Notification on bus fire incident

Item	Records and Information
<u>Maintenance of Buses, other Vehicles and Stores</u>	
18.	Maintenance schedule of the buses
19.	Maintenance schedule of other vehicles and inventory of stores
<u>Facilities</u>	
20.	Facilities provided by the Grantee and their locations as at 31 December of the preceding year for the construction, repair and maintenance of the buses and other vehicles used or kept by the Grantee
<u>Bus Planning</u>	
21.	Five-year Forward Planning Program
<u>Customer Service and Public Information</u>	
22.	Passenger Liaison Group (PLG) (i) Details of passenger liaison arrangements; (ii) Proposals made by the Passenger Liaison Groups; and (iii) Implementation of those proposals
23.	Passenger Satisfaction Survey (PSS)
24.	Fuller disclosure of information before publication of accounts and operational information to the public: (i) Financial accounts related to the bus service; and (ii) Operational information related to the bus service
<u>Seats and Display Panels</u>	
25.	Information on the seats and display panels installed under the Government Subsidy Scheme
<u>Financial Information</u>	
26.	Accounting system manual and costing system manual for the preparation of accounts for the Bus Service
27.	Procurement policies, procurement procedures and practice manual of goods and services relating to the Bus Service
28.	Annual audited financial statements prepared and certified by a Qualified Auditor
29.	Monthly management accounts (including profit and loss account, balance sheet and cash flow statement)
30.	Monthly report on the fuel price, fuel cost, fuel consumption, hedging contracts on fuel
31.	Accounting policies governing the accounts of the Grantee which are related to the Bus Service

Item	Records and Information
32.	Financial information on all transactions which are related to the Bus Service made between the Grantee and any Related Party of the Grantee
33.	A report prepared by a Qualified Auditor or a Certification Body certifying that the Grantee has put in place internal control systems and procedures to measure and record, in all material respects, its operation statistics and other information
34.	An annual update of Schedule I of the Franchise (i.e. its undertaking at the commencement date)
<u>Other Management Reports</u>	
35.	Report of Utilisation of Bus-Bus Interchange Schemes
36.	Bus Window Advertising Report.
37.	(i) Report of Passenger Reward Balance; and (ii) Statement on the accuracy of the Fare Revenue Foregone, the Passenger Reward, the Balance of Passenger Reward and Designated Account in respect of that accounting year furnished by a Qualified Auditor
38.	Elderly Concessionary Fare Scheme: (i) Report of Revenue Foregone; and (ii) Application for reimbursement of Short Term Tenancy Rent and Government Rent
39.	Report of Overcharging of Passengers using Octopus
40.	Environmental Improvement Measure Report
41.	Report on bi-monthly check on the arrangements for multi-media on board
42.	Return on the operation and enhancement of Bus Stop Announcement System
<u>Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (\$2 Scheme)</u>	
43.	Monthly reimbursement reports on eligible trips and differential fare under \$2 Scheme
44.	Daily and monthly settlement reports on eligible trips and differential fare under \$2 Scheme
45.	System Assurance Report, Reimbursement Audit Report and Eligible Trip Assurance Report prepared and issued by an external auditor engaged by bus operators
46.	Exception reports under \$2 Scheme
47.	Monthly inspection report on ride check for abuse case of \$2 Scheme
48.	Monthly usage trend report on \$2 Scheme

Q(1) The Regulation and Monitoring of Your Company's Service

- (e) What are the ramifications on the earnings of bus drivers and on the finances of the franchised bus operators of the changes to the Guidelines on Bus Captain-Working Hours, Rest Times and Meal Breaks guidelines?
-

Answer

KMB & LWB

- The estimated financial impact of full implementation of the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (*Annex 1a-i-4*) is as follows:-
 - KMB – Estimated increase in staff cost is HK\$55 million per year at current pay level due to 200 additional bus captains (“BCs”) required.
 - LWB – Estimated increase in staff cost is HK\$8.7 million per year at current pay level due to 30 additional BCs required.
- There is no adverse impact to the earnings of the BCs.

Q(2) Design, Build and Deployment of Buses

- (a) How do the design and build of bus compartments, in respect of the following, conform to the stipulated safety requirements: driver's cabin, seats (including their anchoring and use of fire-resilient material), doors and windows, emergency exits, access to upper deck, seat belts (for both the driver and passengers) and seats located at vulnerable positions?
-

Answer

KMB & LWB

- All the listed items in our buses are in accordance with the stipulated safety requirements, i.e. Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap 374A) (*Annex 1a-i-14*) and Recommended Minimum Specification Requirements for Franchised Bus (*Annex 1a-i-15*).
- These requirements are specified in purchasing new buses and inspected for compliance during Type Approval Examination and new bus Certificate of Fitness (“COF”) inspection conducted by TD.

Q(2) Design, Build and Deployment of Buses

- (b) Are the design and build of buses required passing impact collision tests and tilting test? If so, at what speeds?
-

Answer

KMB & LWB

- A static tilt test for all new bus types is included in the Type Approval Examination conducted by TD.
- Neither TD nor major bus manufacturers requires buses to pass any impact collision test.

Q(2) Design, Build and Deployment of Buses

- (c) Are electronic recording device e.g. tachographs / blackboxes and speed limiters installed on all buses? What information from these devices pertaining to monitoring the driving performance of bus captains is captured, and how is the collected information used to enhance driving safety? Are the buses equipped with forward-looking cameras that record and retain the progress of the vehicle?
-

Answer

KMB & LWB

- All KMB and LWB buses are equipped with black boxes and speed limiters.
- The black boxes capture the information of vehicle speed and vehicle location.
- Operations Sections of KMB and LWB monitor bus speed daily for the driving record of the preceding 10 days to monitor BCs' driving performance. Information will be passed to Performance Managers to commence disciplinary action within 14 working days from the time of the contravention.
- Surveillance cameras, including forward-looking cameras and recording function, have become standard features on all new buses since 2015. Up to February 2018, surveillance cameras were installed in 2319 KMB buses and 146 LWB buses. The remaining buses will be equipped with surveillance cameras phase by phase.

Q(2) Design, Build and Deployment of Buses

- (d) Are there any plans to equip buses with new technological aids to enhance driving safety?**
-

Answer

KMB & LWB

- KMB and LWB have specified the installation of Electronic Stability Programme and safety belts on all seats as standard features for newly ordered buses since March 2018.
- BC drowsiness monitoring system will be installed into 4 buses for trial in May 2018.

Q(2) Design, Build and Deployment of Buses

- (e) What are the criteria for determining the type(s) of vehicles (e.g. single-decked bus or double-decked bus) assigned to run a certain route? How are road and traffic conditions of such routes reflected in the consideration?
-

Answer

KMB & LWB

- The criteria for selection of vehicle types for specific routes include physical constraint of the roads (e.g. length constraint, height limitation, etc.) and passenger demand of the routes.
- Prior to operating a route, KMB and LWB will submit a schedule of service including the bus type deployed (single-decked or double-decked) and carrying capacity to TD for approval. TD will grant the route approval subject to route trial run conducted in collaboration amongst TD, the Police and KMB / LWB.

Q(3) Maintenance and Inspection

- (a) What are the stipulated requirements (either by TD or by your company) for annual and periodic maintenance schedule and inspection? For example, are there any requirements or guidelines on the list of items covered in inspection / maintenance, frequency of periodic inspection / maintenance, staff deployed for each inspection / maintenance, system of recording results of the inspection / maintenance, system / procedures of follow-up actions arising from inspection / maintenance, etc.?

Answer

KMB & LWB

- As specified in TD's Administrative Bulletin No. 2.9 (*Annex 1a-i-16*) with which we have fully complied, all buses have to undergo annual Certificate of Roadworthiness ("COR") inspection programme and periodical COF inspection programme, the requirements of which are stated therein. TD Motor Vehicle Examiners also conduct surprise spot check on buses in service.
- In addition, KMB and LWB carry out the following periodic maintenance inspections:-
 - daily inspection at bus depot by maintenance staff (details in our answer to Q(3)(c) below);
 - daily report on defect, if any, by BCs (details in our answers to Q(3)(c) and Q(3)(d) below);
 - monthly inspection; and
 - bi-annual inspection known as minor dock.
- Standard inspection checklists for the above inspections are designed to cover relevant inspection items.
- Inspection results including the identified defects, follow-up repair details and the staff involved are recorded in the relevant checklist(s). All completed inspection checklists are kept in record.
- KMB and LWB use a computerised Bus Maintenance Information System ("BMS") to provide comprehensive bus information including bus particulars, status, maintenance schedule, repair and maintenance records, etc.

Q(3) Maintenance and Inspection

(b) Have the above requirements been strictly and fully complied with?

Answer

KMB & LWB

- Further to our answer to Q(3)(a) above, the specified requirements are fully complied with in the following manners:-
 - BMS reports are generated for implementation of daily inspection schedule to ensure stringent compliance.
 - Quality control inspections are conducted at all levels of the maintenance system to ensure that the company standards are maintained before release of buses for service.
 - COF/COR buses are subject to inspection by Motor Vehicle Examiner of TD before renewal of bus licenses.

Q(3) Maintenance and Inspection

(c) Are buses required to return to depot for inspection daily?

Answer

KMB & LWB

- All buses will return to depots after completion of service for daily servicing, upon which they will be inspected. Such inspection includes replenishment of diesel fuel (and urea solution where applicable), coolant and lubricating oil check and inspection of tyres.
- BCs shall report bus conditions after finishing their duties. All defects reported will be followed up by maintenance staff.

Q(3) Maintenance and Inspection

(d) Is there any inspection before a bus starts its service each day?

Answer

KMB & LWB

- BCs shall visually inspect the bus conditions before starting their service each day. Any defects will be reported to maintenance staff for follow up.

Q(3) Maintenance and Inspection

- (e) Are some buses required to park overnight at bus termini and cannot undergo any inspection at depot and if yes, their number and reasons for not requiring their return to depot after termination of service each day?
-

Answer

KMB & LWB

- All buses return to depots after completion of service for daily servicing and inspection as stated in our answer to Q(3)(c) above. Thereafter, some buses are parked at bus termini or designated parking locations due to insufficient depot parking spaces.

Q(4) Manpower and Staff Retention

- (a) Does your company have adequate full-time bus captains to provide proper and efficient service? Is there a need for your company to continuously employ bus captains on a part-time basis to make up for the manpower shortfall and/ or to augment the core staff complement to cover special events and absences? Please also furnish the number of bus captains on different employment terms and the extent to which the current staff complement can meet your operational requirements?

Answer

KMB & LWB

- Operation of each bus route is governed by the corresponding schedule of services (“SoS”). Each SoS has been approved by TD. A SoS stipulates, among others, the service frequency throughout a weekday, Saturday, Sunday and public holidays. Based on the service frequency stipulated, the number of BCs required for a bus route is derived. The sum of BCs required for all bus routes of our network is the total number of BCs of such franchisee.
- Based on the total number of BCs prescribed by the SoSs of all the bus routes of our network, BC vacancies are set out below.
- The adequacy of full-time BCs for KMB and LWB is shown in the tables below. Both KMB and LWB have the need to continuously recruit BCs to meet operational needs.
- Since mid-February 2018, KMB has stopped recruiting new external hourly rated BCs who work short hours (i.e. below 18 hours per week).
- BCs are employed in the following types of employment based on his/her date of appointment:-
 - Daily-rated BCs: BCs who were employed before May 1999.
 - Monthly-rated BCs: BCs who were employed from 1 May 1999.
 - Retiree BCs are eligible for re-employment after their retirement age of 60 on either a monthly rated or an hourly rated basis

KMB

As at	Daily Rated BCs	Monthly Rated BCs	Retired & Re-Employed BCs (Hourly Rated)	Retired & Re-Employed BCs (Monthly Rated)	External Hourly Rated BCs	BC Vacancies
31 Dec 2012	3973	3973	484	--	38	57
31 Dec 2013	3602	4232	559	--	41	110
31 Dec 2014	3255	4548	715	--	222	11
31 Dec 2015	2911	4847	816	--	339	0
31 Dec 2016	2545	5092	875	--	340	0
31 Dec 2017	2159	5253	583	354	358	146
28 Feb 2018	2105	5201	577	383	371	280

LWB

As at	Daily Rated BCs	Monthly Rated BCs	Retired & Re-Employed BCs (Hourly Rated)	Retired & Re-Employed BCs (Monthly Rated)	External Hourly Rated BCs	BC Vacancies
31 Dec 2012	204	155	16	0	0	4
31 Dec 2013	188	183	21	0	1	0
31 Dec 2014	178	210	22	0	4	0
31 Dec 2015	158	240	29	0	29	0
31 Dec 2016	148	353	31	0	31	12
31 Dec 2017	124	357	35	14	45	0
28 Feb 2018	119	374	35	15	52	0

Q(4) Manpower and Staff Retention

- (b) What are the problems encountered in recruiting and retaining bus captains? What are the demands and aspirations of bus captains with regard to staff retention, such as remuneration, working hours, rest time, working environment, etc.?
-

Answer

KMB & LWB

- Problem in recruiting BCs
 - The transport industry in Hong Kong has faced shortage and aging problem of commercial vehicle drivers. The issue had been discussed at a meeting of the Legislative Council in June 2016 (*Annex 4b-1*), and was further discussed at a meeting of the Legislative Council on 20 April 2018 (*Annex 4b-2*) as the problem has intensified.
 - Increasing demand for bus drivers has been driven by provision of additional bus service for Hong Kong Macau Zhuhai Bridge (“**HMZB**”), e.g. (a) cross border shuttle bus service between Hong Kong and Macau, Hong Kong and Zhuhai, (b) domestic franchised bus service to/from the HMZB, (c) non-franchised bus service to/from the HMZB.
 - It is very common for commercial vehicle drivers to hold driving licenses for bus, taxi, public light bus and truck simultaneously. Competition for commercial vehicle drivers with other transport industries/modes has intensified while they are aging.
 - Although we have extended our recruitment channels (e.g. outreach recruitment at bus termini, mobile recruitment car, recruitment through social media and online recruitment websites, posting recruitment posters and distributing flyers at busy locations), the number of BC applications is inadequate to meet our demand.
 - During the recruitment process, both KMB and LWB have to reject job applicants whose traffic conviction records do not meet our standard.
 - Some job applicants withdrew after learning about the job nature of a BC, e.g. having to work late or in early hours, having to face the pressure of handling difficult customers etc. Some job applicants left during training claiming that they were not confident to handle a sizeable double decker.

- Factors such as the surging number of assaults against BCs, the increasing occurrence of illegal parking on bus stops and the intensifying traffic congestion have hindered new entrants to the industry.
- As far as LWB is concerned, the remote location of LWB depot at Siu Ho Wan and Tung Chung terminus limits the source of applicants to mostly those living in Lantau/Tung Chung. The long journey time per trip is also a factor of consideration by job applicants.
- Measures taken in retaining BCs and attracting more job applicants for BCs
 - From 1 March 2018, the Company has incorporated Safe Driving Bonus and Good Service Bonus into the basic salary of BCs and enhanced the overtime allowance calculation formula. As a result, the starting salary of a newly joined BC becomes HK\$15,366.00 for 8 hours of work. Owing to the rise of overtime allowance, a BC working 10 hours gets a 6% - 9% increment in his/her take-home pay. This change costs approximately HK\$ 170 million and HK\$ 10 million per annum for KMB and LWB respectively.
 - In the past 2-3 years, we have made continual improvement in staff facilities to give a better working and resting environment for BCs:-
 - Renovation of duty dispatch offices, canteens, toilets and changing rooms at all depots
 - Renovation of 43 staff rest stations at bus termini
 - Renovation of 50 staff toilets of poor condition at bus termini
 - Installation of 83 staff rest kiosks at bus termini
 - Provision of microwave ovens, drinking water and refrigerators in all staff resting facilities
 - Installation of CCTV at bus termini
 - Provision of battery or solar panel in all portable toilets for ventilation and lighting Installation of mosquito killer lamps in regulator office/kiosk/staff rest station
 - We re-employ retiree BCs who performed well after their retirement age of 60. In the past, the re-employment could be on an hourly-rated basis. From the 2nd Quarter of 2017, we have offered a choice to the eligible retiree BCs to be re-employed either on a monthly-rated basis or on an hourly-rated basis. Monthly-rated basis is more appealing and could retain more retiree BCs.

- In response to increasing number of assaults against BCs, we have taken the following measures:-
 - Surveillance cameras, including forward-looking cameras and a camera covering the driver seat, have become standard features on all new buses since 2015. Up to February 2018, surveillance cameras were installed in 2,319 KMB buses and 146 LWB buses. The remaining buses will be equipped with surveillance cameras phase by phase. Surveillance cameras capture the behaviour (with audio recording) of difficult passengers. It will protect the interest of BCs in subsequent investigation by the Police or legal proceedings.
 - We will install a protective shield near the driver seat starting from June 2018.
 - We have added more on-board announcements to advise passengers not to do certain acts that will affect the BCs and other passengers.
 - We offer legal support to BCs after they have been assaulted.
- KMB's Legal Department has provided legal support to BCs who feel helpless during police investigation subsequent to traffic accidents or assault cases.
- We have promoted staff members' healthy lifestyle, work-life balance and a harmonious working environment, so as to reduce BCs' work pressure and improve their driving attitude. Enhancement of staff welfare in the past 2-3 years are shown below:-
 - Scholarship for staff's children (>150 beneficiaries since 2016)
 - Making use of KMB Charity Foundation's fund to help colleagues and their families in need
 - Tutorial class (補習班) for staff's kids
 - New uniform shoes for BCs and maintenance staff to enhance occupational safety
 - Set up barber shop at 4 depots
 - Set up Staff Discount Store (員工優惠站) at 4 depots
 - Set up and enhanced recreational clubs' engagement
 - Set up Retirees' Club with regular gatherings and tours
 - Offered festival gifts to all staff (e.g. 月餅, 糬, 年糕, 臘腸, 利是)
- The Managing Director of KMB and LWB visited bus termini several times a month to meet and listen to in-service BCs and to see if the staff facilities have been properly maintained. Senior management and/or bus depot management team holds regular meetings with newly hired BCs to collect their opinions and foster staff communication.

- Demand and aspirations of BCs
 - Many KMB and LWB BCs who left claimed that they faced family pressure to quit the job as taking care of the safety of more than 100 passengers on board is demanding. They were unable to enjoy family and social life as they need to work on festive days and Sundays. Those newly joined BCs could not adapt to the working conditions, i.e. monthly change of morning or evening shift, need to drive different routes.

Q(5) Journey Time

- (a) Has journey time for each route at different times of the day been stipulated? If yes, how and at what level is it determined and has regard been made to road traffic conditions especially during traffic rush hours?
-

Answer

KMB & LWB

- Scheduled journey time has been agreed with TD:-
 - for each route
 - for each route variant (different journey/direction)
 - at different times
 - on different service days (Mondays to Fridays, Saturdays, Sundays/Public Holidays)
- Ways for determining journey time:-
 - For new journey or new route, scheduled journey time setting will refer to:-
 - Journey time of existing similar routing
 - Journey distance
 - Measured journey time from trial run
 - For existing journeys:-
 - Actual trips start times and arrival times are recorded in the Terminus Management System (“**TER**”). The journey time of actual trips can be calculated by the start and end times. The trip information is uploaded to an integrated database data extraction system for periodical review on scheduled journey time.
 - Normally, scheduled journey time for each service day will be set at the 90 percentile level, i.e. journey time of 90% actual trips can be covered by the scheduled journey time. For routes with volatile journey time such as cross harbour tunnel routes, scheduled journey time will be determined by prevailing traffic conditions observed.
 - With the input from frontline staff, journey time will be reviewed and adjusted on a continual basis.

Q(5) Journey Time

- (b) Has frontline staff (e.g. bus captains, terminal supervisors, etc.) been involved in the stipulation, and if yes, how and if no, why?
-

Answer

KMB & LWB

- Terminus Supervisors input trip start time into TER. BCs record their trip arrival times into TER by tapping their staff cards at the bus termini upon their arrival.
- Persistent insufficiency of scheduled journey time will be reported by frontline staff, including inspectors, terminus supervisors and BCs, for further investigation or review as appropriate.
- With input from frontline staff, journey time will be reviewed and adjusted on a continual basis.

Q(5) Journey Time

- (c) **Is there any mechanism to verify periodically that the journey time is still accurate and relevant/ realistic?**
-

Answer

KMB & LWB

- Journey time analysis will be conducted when there is a change in bus schedule or timetable.
- Journey time is monitored daily, and it will be reviewed and adjusted in accordance with the prevailing road conditions.
- Daily monitoring of lost trip rate assists in the journey time setting and reviewing.
- Persistent insufficiency of scheduled journey time reported by frontline staff will be investigated and reviewed to ensure the journey time is accurate and realistic.
- Notwithstanding the above, KMB and LWB conduct quarterly journey time checking for all routes to verify the adequacy of scheduled journey time setting.
- From 1 January 2017 to 31 March 2018, out of 397 routes of KMB, the journey times of 115 routes running from Mondays to Fridays, 63 routes running on Saturdays and 58 routes running on Sundays and Public Holidays were added/increased upon investigation or review.
- From 1 January 2017 to 31 March 2018, out of the 30 routes of LWB, the journey times of 12 routes running from Mondays to Fridays, 5 routes running on Saturdays and 5 routes running on Sundays and Public Holidays were added/increased upon investigation or review.

Q(6) Rest Time

- (a) What is the stipulated rest time between trips and on what the basis is it determined? Is there any mechanism to verify the accuracy and completeness of any records kept on the rest time?
-

Answer

KMB & LWB

- For crew scheduling, rest breaks are sub-classified into meal break, coffee break and layover. A break starts from a trip arrival time to the boarding time of next in-service trip or the start time of next non-in-service trip. The break duration ranges are as follows:-
 - Meal Break – at least 1 hour (as required by TD, BCs working for a duty of not less than 8 hours in a working day should have a meal break)
 - Coffee Break – at least 30 minutes (as required by TD, BCs should have coffee break of at least 30 minutes after 6 hours of duty)
 - Layover – the minimum layover after each trip is set as 10% of the scheduled journey time. The scheduled layover for each trip may be varied depending on the prevailing road conditions or operational needs. However, in any event, there will be a break for all BCs between journeys.
- KMB and LWB fully comply with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in October 2010) (*Annex 1a-i-3*).
- For keeping record on BCs' rest times:-
 - All crew schedules have been kept in the scheduling system. The scheduled rest break records can be extracted from the system. Rule settings and validations of rest break are built into the system for controlling of accuracy and completeness.
 - The actual trip information (such as start/end time, deployed bus and BCs deployed) and the duty related information of BCs (such as sign-in/out times) are kept. The rest time information can be derived based on the information recorded.
 - To ensure the data integrity of actual trip information:-
 - A dedicated staff in Operations Section will verify the accuracy and completeness of trip information.
 - An exceptions report is built in the computer system for listing out detected errors.
 - The trip information will be further compared with the records of fare collection.

Q(6) Rest Time

- (b) Will there be any compensation for rest time if the bus takes a longer journey time than stipulated due to traffic congestion?**
-

Answer

KMB & LWB

- If a bus takes a longer journey time, the compensation for rest time will be as follows:-

Meal Break	Terminus Supervisor will make operational adjustments for arranging at least 1 hour meal break for the BC.
Coffee Break	If actual coffee break duration is shorter than 30 minutes, Terminus Supervisor will arrange another coffee break for the BC.
Layover	If the actual rest break is not sufficient due to traffic congestion, Terminus Supervisor will make operational adjustments such as adjusting departure time to facilitate the rest break of the BC.

Q(7) Working Hours

- (a) Please set out the current working hour requirements and shift arrangements for bus captains.
-

Answer

KMB & LWB

- Working hour requirements are set in accordance with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in October 2010) (*Annex 1a-i-3*):-
 - BCs will have rest time of at least 30 minutes after 6 hours of duty and within that 6-hour duty, they will have rest times totaling 20 minutes of which no less than 12 minutes will be within the first 4 hours of duty. The time BCs spent at a terminal point preparing for the next departure and monitoring boarding of passengers will not be regarded as rest time.
 - Maximum duty of BCs (including all rest times) in a working day will not exceed 14 hours.
 - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day will not exceed 11 hours.
 - The break between successive working days will not be less than 10 hours.
 - BCs working for a duty of not less than 8 hours in a working day will have a meal break of at least 1 hour.
- KMB and LWB are working progressively in implementing the revised Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018). Although the requirement from TD is to have the revised Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) to be fully implemented in the 2nd Quarter of 2019, KMB and LWB are aiming to fully implement the same by 1 May 2019.
- Shift arrangements for BCs are as follows:-
 - There are three kinds of shifts: morning shift, night shift and overnight shift.
 - Duties can be straight (one-piece) or split (two-pieces). Split duties are normally morning shift.
 - For full-time BCs, shift arrangements are as follows:-
 - Classifications of BC posts:-
 1. Scheduled (BCs will drive the same route):-
Scheduled BCs perform same trip number of the same route in a month.

2. Leave Replacement (BCs will drive more than one routes to relieve other BCs on weekly leave):-
When scheduled BCs are on leave, their duties will be assigned to Leave Replacement.
 3. Spare (BCs who know how to drive a number of route but are not Scheduled or Leave Replacement BCs):-
Spare BC will cover the uncovered duties when Scheduled or Leave Replacement BC is on annual leave; or, ad-hoc uncovered duties emerged (e.g. sick leave, etc.).
- Monthly rotation of duty assignment will be arranged for Scheduled BCs and Leave Replacement BCs at the first day of a month based on a preset rotation rule. Rotation groups are set by route, depot and duty type (straight or split).
 - In general, shift change will be arranged after the first rest day of second half of a month (16th day or after).
 - For contract hourly rated BCs, shifts will be arranged based on:-
 - their available time slot;
 - their trained routes, and
 - operational needs.
- The scheduled duty information and non-scheduled overtime records are maintained in the computer system. BCs' actual working hours can be derived from the system. For ensuring data integrity:-
 - Our Operations Officers will confirm the inputs of non-scheduled overtime records input by Terminus Supervisors.
 - There are validations in the Traffic Operations Management System for checking the accuracy of the non-scheduled overtime. Alert messages will be generated automatically when abnormal overtime is detected.
 - Our Wages Entry Section will also check the completeness and accuracy of the non-scheduled overtime records before passing the information further for wages calculation.

Q(7) Working Hours

- (b) Have any fatigue management measures been put in place, e.g. rotating shifts, allowing adequate rest time between trips, providing rest place at bus terminal, etc? Is there any mechanism to verify the accuracy and completeness of any records kept on the working hours by all drivers?
-

Answer

KMB & LWB

- All scheduled duties comply with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in October 2010) (*Annex 1a-i-3*).
- KMB and LWB are working progressively in implementing the revised Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018). Although the requirement from TD is to have the revised Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) to be fully implemented in the 2nd Quarter of 2019, KMB and LWB are aiming to fully implement the same by 1 May 2019.
- Leave Replacement Groups are set for arranging similar duties (in terms of duty nature and operating hours) for BCs.
- Post monthly rotation and shift change are arranged to evenly spread the working hours among the rotation groups.
- Minimum rest break between successive working days is set as 10 hours.
- Facilities, such as rest kiosks at bus termini and rest area in respective duty dispatch offices, microwave ovens, air-conditioners, refrigerators, water dispensers, televisions, rest sofas, etc. are provided for BCs taking meal break and/or rest break.

Q(8) Performance Management

- (a) What monitoring measures have been put in place to ensure proper driving behaviour of bus captains? Are there any systems/tools to monitor bus captains real time? For example, are black boxes or other systems/tools installed on buses feeding real time data on the speed of each bus back to bus headquarters? If yes, how are these data being monitored / handled?
-

Answer

KMB & LWB

- BCs' driving behavior is monitored through internal reports and external complaints.
 - Internal reports include reports from frontline management of depots; black box data analysis and plain clothes driving instructors performing discreet on-board check.
 - External complaints are TD reports and customers' complaints.
- Black boxes are installed in all buses to capture the real time information, such as speed, route, door open or close status and Global Positioning System (i.e. GPS), but there is a delay of about 10 seconds for transmitting the information to bus headquarters. The data will be kept in the computer under the Bus Onboard Monitoring System ("**BOM System**").

Q(8) Performance Management

- (b) Have the blackboxes, if installed, been checked at regular intervals? If yes, how frequent, by whom and whether any follow-up actions have been taken if irregularities are identified? If no, why not and does your company have any improvement measures in mind?
-

Answer

KMB & LWB

- Real time data will be stored in black boxes. However, it needs time to generate data with irregularities. Operations Sections monitor bus speed daily for the driving record of the preceding 10 days. Any abnormalities will be dealt with and reported promptly to Performance Managers.
- Enhancement of BOM System is in progress. With the enhancement of BOM System, Operations Sections can retrieve speeding record of preceding 8 days twice a week and pass the information to Performance Managers. Immediate actions will be taken to alert respective BCs to deter them from committing the same faults. The whole process will finish within 14 working days from the time of the contravention. Upon confirmation that the speedometer check is correct, follow-up action of issuing warning letter or appropriate disciplinary actions will be taken.

Q(8) Performance Management

- (c) Are there inspectors on board (uniformed or non-uniformed) to check the performance of bus captains? If yes, how does this checking system work?
-

Answer

KMB & LWB

- Plain clothes Driving Instructors (“DI”) will conduct discreet on-board check throughout the year on the following shifts to check the targeted BCs:-
 - (A) 06:00 – 15:00
 - (B) 08:00 – 17:00
 - (C) 13:00 – 22:00
 - (D) 16:00 – 01:00
- Targets of checking:-
 - New BCs (under 12 months’ service)
 - BCs after receiving remedial training
 - BCs on final warning
 - BCs under requests from depots or Performance Managers for suspected breach of discipline
 - BCs committed repeated traffic offences or multiple traffic accidents
- Random check will also be conducted.

Q(9) Remuneration Packages

- (a) Please set out the remuneration packages of different categories of bus captains, full-time, part-time, or contract (if any)?

Answer

KMB & LWB

- For March 2018, average take-home of different categories of BCs is as follows:-

Categories of BCs of KMB	Take-home pay per BC (including overtime allowance) (HK\$)
Monthly rated BCs (employed before 2004)	23,425.00
Monthly rated BCs (employed after 2004)	21,486.00
Daily rated BCs	29,884.00
Retired & re-employed BCs (monthly rated)	21,062.00
Retired & re-employed BCs (hourly rated)	17,572.00
Contract hourly rated BCs	5,968.00

Categories of BCs of LWB	Take-home pay per BC (including overtime allowance) (HK\$)
Monthly rated BCs (employed before 2004)	25,857.00
Monthly rated BCs (employed after 2004)	22,022.00
Daily rated BCs	30,946.00
Retired & re-employed BCs (monthly rated)	21,996.00
Retired & re-employed BCs (hourly rated)	17,669.00
Contract hourly rated BCs	6,909.00

- Other benefits:-
 - Defined benefits (Occupational Retirement Schemes Ordinance, i.e. ORSO) scheme for daily rated BCs;
 - Mandatory Provident Fund (i.e. MPF) scheme for monthly rated and hourly rated BCs, with contribution by KMB and LWB at 5% of relevant income without cap for monthly rated BCs;
 - Dependent cards for free travel on buses of KMB, LWB, Citybus Limited and New World First Bus Services Limited;
 - Company medical centres at 4 depots providing free medical consultations for BCs and HK\$100 per consultation for dependents;
 - Group medical hospitalisation insurance coverage for BCs; and
 - Group personal accident insurance coverage for BCs.

Q(9) Remuneration Packages

(b) How is overtime worked compensated and at what rate?

Answer

KMB & LWB

- Overtime is counted after completing the first 8 hours of work in a day. Incomplete hours are counted at 0.25 hours per unit.
- Overtime is compensated at the following rate by different categories of BCs:-

Categories of BCs	Overtime allowance per hour (HK\$)
Monthly rated BCs (employed before 2004)	103.00 – 109.00
Monthly rated BCs (employed after 2004)	96.00 – 102.00
Daily rated BCs	around 116.00
Retired & re-employed BCs (monthly rated)	96.00 – 102.00
Retired & re-employed BCs (hourly rated)	Not applicable
Contract hourly rated BCs	Not applicable

Q(9) Remuneration Packages

- (c) Is there any reward system for bus captains with good performance (and/or with low accident records)?

Answer

KMB & LWB

- KMB and LWB have established mechanisms to recognise BCs with good performance:-
 - **Safe Driving Award**
 - to recognise BCs with zero liable accident in consecutive 5 years / 10 years / 15 years / 20 years / 25 years / 30 years, etc.
 - Copies of the relevant notices from KMB's Human Resources Department from 2012 to 2016 are annexed as Annex 9c-1.
 - **Outstanding Service Award**
 - to recognise staff members including BCs with good performance in the past one year, not solely on driving skills.
 - Copies of the relevant internal memos from KMB's Human Resources Department from 2012 to 2015 are annexed as Annex 9c-2.
 - **Star Bus Captain** (combined Safe Driving Award & Outstanding Service Award)
 - to promote quality service and enhance safety awareness of BCs by presenting different star badge (silver / double / gold / grand) to qualified BCs with at least 2 years' service.
 - Copies of the relevant notices from KMB's Human Resources Department from 2016 to 2018 are annexed as Annex 9c-3.
 - **Career path for BCs with outstanding performance**

Rank	車長 (Bus Captain)	車長 II (Bus Captain II)	車長 I (Bus Captain I)
Level of Seniority	Entry	Mid-level	Senior
Promotion	Upon completion of 4 years of service, BCs with outstanding service records (no accident / disciplinary warnings and with good attendance in the past 2 years) can be promoted to Bus Captain II	After serving as Bus Captain II for 2 years and with outstanding service records (no accident / disciplinary warnings and with good attendance), they can be promoted to Bus Captain I	N/A

^

Annual Performance Bonus

- This bonus is granted to BCs who joined in 2004 and thereafter. The bonus is paid twice a year and linked with BC's performance. BCs with grade 1 performance in 6 months will get HK\$6,000.00 per half-year, and those with performance of lower grades will get HK\$4,500.00, HK\$3,000.00, HK\$1,500.00 or HK\$0.00 respectively.

Q(10) Training and Counselling

- (a) What driving training is provided for newly recruited full-time and part-time bus captains before they are assigned to drive on a specific bus route? What are the details (e.g. duration, format, any assessment on the outcome of the training) and is there any difference between the training for full-time and part-time drivers?
-

Answer

KMB & LWB

- KMB and LWB stopped recruitment of new part-time BCs from 15 February 2018.
- All newly recruited BC candidates will be subject to the same standard of training. They have to go through a two-phased training programme for at least 18 days (9.5 hours a day). Particulars of each phase are listed at Annex 10a-1.
- To sum up, phase 1 of the training focuses on training the BC candidates to meet the standard of passing the class 17 (public bus (franchised)) driving test conducted by TD (even if any candidates have already obtained class 10 or class 17 driving licences); and phase 2 focuses on training them to meet the standard required by KMB, including safe driving techniques, emotional control on handling passengers and route training. An instructor will coach 2 trainees on at least 2 different routes. The whole training for BC candidates is “standard orientated” rather than merely counting the number of training hours. Each BC candidate has to meet the KMB required standard before he/she is assigned to any driving duties.
- During the training provided to new BCs, a new BC needs to attend route training before he/she is assigned to drive on a specific bus route. One DI (i.e. Driving Instructor) is assigned to coach 2 BCs to familiarise with at least 2 bus routes in 7 days during Phase 2. The DI will brief BCs on the potential risk of the routes or anything needing special attention. DI will also assess the driving skill of BCs to evaluate the performance. BCs passed the training will be authorised to drive the specified bus routes.

Q(10) Training and Counselling

- (b) Will driving enhancement training and safety awareness training be provided for in-service bus captains and those with high accident records and if yes, what are the details in terms of scope and frequency, and the effectiveness of the training?
-

Answer

KMB & LWB

- Remedial Training
 - If a BC is convicted of careless driving or has committed multiple traffic contraventions, KMB and LWB will require him/her to attend remedial training for improvement of his/her driving skills.
 - Details of this remedial training:-
One DI will be assigned to coach three BCs and to assess their performance on driving skills, road practice and passenger safety awareness. BCs who fail in the assessment will have to attend remedial training again.
- BCs with 2 year gap period
 - A BC who has not been assigned to drive a particular bus route for 2 years, is needed to go through a 1 day route training before being assigned to drive that route. Details of this training is provided in our answer to Q(10)(e) below.
- Enhancement Training
 - KMB's Bus Captain Training School ("BCTS") will recall those who did not receive training in the past 3 years to attend driving enhancement training
- Bus Type Training
 - Before a BC is assigned to drive a new bus type (e.g. a bus of 12.8m of length), a bus type training will be provide to the BC.

- A summary of the aforesaid training is as follows:-

訓練課程	訓練 日數	師生 比例	課程內容概要
Remedial Training 車長輔助訓練 <ul style="list-style-type: none"> • (交通事故/紀律問題) • (協助新車長改善駕駛技術及行車安全) 	1 日 (8 小時)	1:3	由負責教授導師對受訓車長駕駛評核，評估車長的控車能力、駕駛信心、操縱車輛時的舒適程度、閘門關顧、道路安全及防衛性駕駛技巧熟悉程度，並重新教導及糾正被車長表現管理檢報在駕駛時違反交通規則的車長，改善其駕駛時之態度及惡劣的駕駛習慣。 車長駕駛表現合乎要求標準或高於標準便可完成訓練。 <ul style="list-style-type: none"> • 接見車長 • 理論課程 • 基本技術練習 • 道路駕駛訓練及環保駕駛 • 乘客安全 • 真實個案討論
Remedial Training 車長輔助訓練 <ul style="list-style-type: none"> • (身體健康/工傷問題) • (超過 30 天或以上沒有擔任駕駛工作) 	1 日 (8 小時)	1:3	由負責教授導師對受訓車長駕駛評核，評估車長的控車能力、駕駛信心、操縱車輛時的舒適程度、閘門關顧、道路安全及防衛性駕駛技巧熟悉程度，車長駕駛表現合乎要求標準或高於標準便可完成訓練。 <ul style="list-style-type: none"> • 基本技術練習 • 駕駛初期評核、精神、體力及四肢活動情況 • 道路駕駛訓練及環保駕駛 • 乘客安全
Enhancement Training 優質駕駛訓練 (每 3 年進行 1 次的深造/增潤課程)	1 日 (8 小時)	1:3	<ul style="list-style-type: none"> • 滅火筒使用 • 優質服務態度 • 加強訓練車長／學員駕駛技術及防衛駕駛技巧 • 基本技術練習 • 升降台及手動斜板操作程序 • 防衛駕駛訓練
Bus Type Training 車型訓練 (訓練車長駕駛新款車型)	1 (8 小時)	1:3	熟悉所駕駛車型之設備及性能，行經各巴士站位，實習操作巴士上各項儀器，同時認識在路線中的交通黑點，潛在危機，在訓練時，導師亦會一併指導其駕駛技巧及道路常識，在完成訓練後能提供安全及優質的客運服務。

- A summary of the aforesaid training is as follows:-

Training Course	Dates of Training	Instructor - trainee ratio	Brief Content
Remedial Training Bus Captain Remedial Training • (Traffic Incident/disciplinary issue) • (Assist new bus captains in improving their driving skills and driving safety)	1 day (8 hours)	1:3	The driving instructor would evaluate the driving skills of the bus captain during training and evaluate his/her ability to control the vehicle, confidence in driving, level of comfortability while driving the vehicle, the care of doors, road safety and familiarity with defensive driving skills, and re-educate and correct the bus captain who has violated traffic rules and has been reported by the performance management team, and to enhance his/her driving attitude and poor driving habit. The bus captain's training is considered to be completed if his/her driving performance meets the standard or is beyond standard. <ul style="list-style-type: none"> • Meet the bus captain • Theory courses • Practising of basic techniques • Behind-the-wheel training and driving environmentally • Passenger safety • Real case discussions
Remedial Training Bus Captain Remedial Training • (Health/issues in relation to Injured at work) • (did not take up any driving duties for 30 days or longer)	1 day (8 hours)	1:3	The driving instructor would evaluate the driving skills of the bus captain in training and evaluate the bus captain's ability to control the vehicle, his confidence in driving, his/her level of comfortability while driving the vehicle, the care of doors, road safety and familiarity with defensive driving skills, the bus captain's training is considered to be completed if his/her driving performance meets the standard or is beyond standard. <ul style="list-style-type: none"> • Practising of basic techniques • Initial driving assessment, mental condition, physical condition and mobility of limbs • Behind-the-wheel training and driving environmentally • Passenger safety
Enhancement Training Enhancement Training (enhancement course for once every 3 years)	1 day (8 hours)	1:3	<ul style="list-style-type: none"> • Use of fire extinguisher • Quality service attitude • Reinforcement training for bus captain/trainee in relation to driving skills and defensive driving techniques • Practising of basic techniques • Elevator platform and manual ramp operation procedures • Defensive driving training
Bus Type Training Bus Type Training (training bus captains on new bus models)	1 day (8 hours)	1:3	Familiarize with the equipment and performance of the bus model and the bus stops along the bus route that one is driving, practising the operation of various equipment on the bus, and at the same time be aware of the traffic black spots and potential risk along the bus route. During the training, the instructor will also provide guidance in relation to their driving skills and road knowledge. Upon completion of the training, it is hoped that one can provide safe and quality passenger service.

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Q(10) Training and Counselling

- (c) **Is there any customer services training provided to bus captains to equip them with relevant skills to handle difficult passengers?**
-

Answer

KMB & LWB

- In the basic training provided to newly recruited BCs, we have been adopting a blended training approach on customer services, i.e. an online training plus lecture delivered by DIs (who have received special training on customer service). The key contents of these training includes:-
 - Communication skills;
 - Customer service skills, manner and attitude;
 - Handling difficult customers and situations; and
 - Emotional management and emotional intelligence (i.e. EQ).
- The following materials are available on Staff website for all BCs' revision:-
 - 車長壓力管理 (*Annex 1a-iii-9*);
 - 服務提昇及情緒管理 (*Annex 1a-iii-11*).
- Apart from training, we have taken the following measures to assist BCs in handling difficult passengers:-
 - We have added more on-board announcements for BCs to use as and when necessary (Copy of the internal memo of KMB and LWB dated 12 April 2018 is annexed as *Annex 10c-1*). This arrangement aims to advise difficult passengers to be self-disciplined and avoid direct dialogues between the BCs and such difficult passengers.
 - Surveillance cameras, including forward-looking cameras and a camera covering the driver seat, have become standard features on all new buses since 2015. Up to February 2018, surveillance cameras were installed in 2,319 KMB buses and 146 LWB buses. The remaining buses will be equipped with surveillance cameras phase by phase. Surveillance cameras capture the behaviour (with audio recording) of difficult passengers. It will protect the interest of BCs in subsequent investigation by the Police or legal proceedings.
 - We will install a protective shield near the driver seat starting from June 2018.
 - We offer legal support to BCs after they have been assaulted.

Q(10) Training and Counselling

(d) Is there any counselling service provided to bus captain in need?

Answer

KMB & LWB

- At present, we have engaged Christian Family Service Centre which provides a counselling hotline to our staff members including BCs who are in need. The image of the banner put up Staff website is annexed as Annex 10d-1.
- A task force comprising KMB's Deputy Operations Director, Depot Heads, Head of Training and Quality Assurance Department, Head of Communications and Public Affairs and Manager, Talent Acquisition of Human Resources Department has been formed to look into enhancing the provision of emotional support for BCs and frontline staff. The task force will engage a professional consultant to provide a comprehensive review of the current practice and make recommendations in areas including but not limited to recruitment, assessment on BCs' emotional intelligence and stress tolerance, training, counselling and performance management. It is expected that the recommendations will be implemented phase by phase to address immediate concerns.

Q(10) Training and Counselling

- (e) Is there any mechanism to identify bus routes that require more driving experience or training specific to that bus route? If yes, what are the details?
-

Answer

KMB & LWB

- KMB & LWB have adjusted the policy such that for all BCs with at least 3 months to 6 months experience after passing out the BCTS, the respective depot managers will identify BCs with good performance and clean traffic accident record to attend route training, particulars of which are listed in *Annex 10e-1*.
- BCTS has extended route training to all bus routes operated by KMB.
- A DI is assigned to coach 6 BCs for one day on-the-wheel training to familiarise with the route, to identify potential risk of the route and anything needed special attention. All BCs' performance will be assessed and to be qualified by DI. After the training, DI will authorise the BC to drive a new route and the BC will also sign an agreement that he/she is familiar with the route. The record will be kept in computer.
- In addition, any BCs who have not driven any bus routes for 2 years or more, or who are new to any new bus route will have to go through aforesaid route training.

Q(11) Background Checks and Penalties for Traffic Convictions

- (a) Will background checks be conducted before hiring a bus captain? If yes, what is covered in these checks and how do these checks factor into the hiring or not of a bus captain?
-

Answer

KMB & LWB

- Before hiring a BC, KMB and LWB request job applicants to submit a Driving Offence Record Check obtained from the Hong Kong Police, a sample of which is annexed as Annex 11a-1. We will reject those candidates (i) who have incurred 9 or more driving offence points during the recent 3 years, (ii) who have committed serious driving offence (such as dangerous driving or reckless driving) or (iii) who have history of driving licence being suspended / disqualified. We also match this Driving Offence Record with the result of TD Scheduled Driving Offence Check, a sample of which is annexed as Annex 11a-2. We will reject candidates with remark of three asterisks (***). Job applicants are also requested to declare whether they have any criminal convictions during the recruitment process.

Q(11) Background Checks and Penalties for Traffic Convictions

- (b) What internal action (e.g. suspension of driving duties, warnings, dismissal, etc.) will be taken against bus captains convicted of contravention against traffic regulations (whether or not involving casualties)?
-

Answer

KMB & LWB

- The following disciplinary actions will be taken:-
 - Verbal advice or warning will be issued to BCs for minor traffic offences.
 - When a BC commits multiple minor traffic offences or more serious traffic offences (such as speeding over 15 km/h; wearing electronic communication devices whilst driving; disobeying traffic light, careless driving, etc.), the punishment will be escalated to written warning. Suspension of driving will be considered.
 - Further commission of traffic offences or liable traffic accidents will cause final warning for a period of six months.
 - Any further contravention of traffic offences or traffic accidents within the final warning period or repeated commission of careless driving within 3 years will cause termination of service.

THE KOWLOON MOTOR BUS COMPANY (1933) LIMITED

**Additional Submission to
the Independent Review Committee on
Hong Kong's Franchised Bus Service**

24 April 2018

The Kowloon Motor Bus Company (1933) Limited

Additional Submission to the Independent Review Committee on Hong Kong's Franchised Bus Service

Introduction

1. On 13 March 2018, an Independent Review Committee (“IRC”) was set up by the Government to review Hong Kong’s franchised bus service. The IRC has invited submissions from interested parties and the general public.
2. The Kowloon Motor Bus Company (1933) Limited (“KMB”, “the Company” or “we”), currently the largest franchised bus operator in Hong Kong, hereby submit this paper to the IRC which covers the following areas:
 - Regulatory framework and requirements
 - Main aspects of KMB’s operation
 - Key challenges
 - Looking ahead

Regulatory framework and requirements

3. Franchised bus services in Hong Kong are governed by the Public Bus Services Ordinance (Cap. 230) (“PBSO”). Under the PBSO, the Government may grant to a company a franchise for a period not exceeding 10 years. The grantee of a bus franchise is required to maintain a proper and efficient public bus service at fares that are approved by the Government.
4. KMB’s current franchise was granted by the Government on 28 March 2017 for a period of 10 years from 1 July 2017 to 1 July 2027. The franchise mainly covers the operational and financial requirements with which the Company must comply on a day-to-day basis. The Transport Department (“TD”) is responsible for monitoring the operation of the franchised bus service and the maintenance of the buses in accordance with the PBSO, the franchise conditions and other guidelines issued by it from time to time.

5. To ensure the safe operation of the franchised bus service, TD has laid down various requirements which aim to cover the ability and behaviour of bus captains, the technical safety of the franchised buses as well as the operating conditions of individual bus routes.
6. For bus captains, TD requires possession of a valid driving licence for vehicle classification No. 10 (Public Bus) or No.17 (Public Bus – Franchised). There is also a pledge from the operators that the scheduled duties of bus captains follow the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks issued by TD.
7. As for franchised buses, all bus purchases require the prior approval of TD, and all types of buses deployed by bus operators also have to be assessed and type-approved by TD. Regular inspection is conducted by TD to ensure that the buses are functioning properly according to their design. Other than that, we are also required to provide on-bus facilities with barrier-free, elderly-friendly, fire resistant and other service and safety enhancement features (e.g. handrails, seat belts at specified seats etc).
8. With regard to route planning, bus operators are required to operate the bus routes according to the Schedule of Services. Any changes or cancellation of the bus routes have to be approved by TD, with reference to the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes.
9. In respect of fares, the Government exercises strict control on fare adjustments as any proposal that would affect the bus fare, including discounts and concessions, the introduction of monthly passes etc, has to be approved by TD.

Main aspects of KMB's operation

10. KMB has all along been providing a proper and efficient public bus service and has repeatedly demonstrated willingness to further invest in the franchised bus operation. In many cases, KMB has voluntarily gone beyond the regulatory requirements.

Bus operations

Bus captains

11. As the longest established and largest franchised bus operator in Hong Kong, KMB operates its own Bus Captain Training School (“BCTS”), employing over 80 professional driving instructors. Apart from providing driving training for new recruits, BCTS also runs various training programmes (including route training, refresher and remedial training) for serving bus captains to enhance driving safety. Classroom training is also provided on topics of road safety and other soft skills (such as customer service attitude and techniques).
12. Though not required as part of the franchise or other regulations, KMB has taken the initiative to provide all bus captains with route training by professional driving instructors from BCTS with effect from March 2018. This allows bus captains to familiarise themselves through on-the-wheel training with the physical conditions of individual routes, including traffic black spots (if any), as a means of enhancing driving safety.
13. KMB has also been proactively liaising with various Governmental departments to enhance the resting facilities at bus termini (such as rest kiosks, staff restrooms, toilets, etc) so that bus captains can get refreshed between trips and during meal breaks, thereby reducing the stress that they may endure.
14. KMB constantly develops features to enhance the safety of the driving environment for bus captains. For example, KMB has begun installing protective shields at the bus captains’ cockpits on board its buses, as a means to prevent assault on bus captains.
15. Achieving sound work-life balance can effectively reduce occupational stress. To help promote this, KMB has organised a number of interest clubs covering various sports and leisure activities and encourages staff to participate in them.

Bus fleet

16. In accordance with TD's guideline, franchised buses must retire before they reach the age of 18 years. Nevertheless, with a view to providing a younger fleet with the latest safety-related features, and keeping pace as far as practicable with progressively more stringent emission control standards, we have invested heavily in bus fleet replacement in the past few years. As a result, the average age of KMB's bus fleet has been reduced from 11 years in 2014 to 7.5 years in 2017.
17. Moreover, in order to ensure the quality of maintenance workers servicing its bus fleet, KMB operates its own Technical Training School, which is the largest of its kind in Hong Kong, and has produced more than 2,000 qualified mechanics over the years through its own accredited apprenticeship scheme.
18. KMB has also pledged to maintain its bus availability rate (i.e. the proportion of the bus fleet that is available for active service) at 92.5%, and consistently achieved an actual availability rate of 93% or above in recent years. This achievement has been made possible by the continuous effort of our maintenance staff to perform regular and ad-hoc inspections and maintenance work on the bus fleet, thereby reducing mechanical breakdowns and effectively increasing the safety and reliability of the buses.
19. Since 2015, KMB has taken the initiative to equip its buses with speed limiters, blackboxes and surveillance cameras to monitor the driving performance of bus captains as well as to assist in accident investigation. Such equipment has subsequently become part of the franchise requirements.

Service delivery

20. KMB always strives to meet the demand of the general public for public bus services that are often beyond the level stipulated in the Schedule of Services. This has been made possible by the judicious redeployment of available resources.

21. KMB was the first franchised bus operator to provide real-time bus arrival information for all of its regular routes to passengers through smartphone applications and the company website. Such information greatly enhances the waiting experience and comfort of passengers. In turn, it also minimises the likelihood of conflict between passengers and bus captains, particularly during unexpected service disruptions, thereby effectively reducing occupational stress for bus captains.
22. Apart from submitting annually a rolling Forward Planning Programme as required under the PBSO, KMB also submits route rationalisation proposals to TD from time to time for various purposes, including but not limited to:
 - adjusting the service level in response to changes of demand;
 - providing new services to new development areas; and
 - rectifying stipulated journey times in view of changing traffic conditions.

Financial aspects

23. KMB is a wholly-owned subsidiary of Transport International Holdings Limited, which is a publicly listed company in Hong Kong. As such, the Company has to operate in accordance with sound commercial principles and be accountable to its ultimate shareholders, the majority of whom are members of the investing public. By contrast, public transport (including bus) services in many other parts of the world are wholly owned or heavily subsidised by the respective governments.
24. The business model for Hong Kong's franchised bus industry is unique in that it is highly regulated and both capital and labour intensive. In addition, with the Government's declared preferential policy of positioning railways as the backbone of the public transport system, the franchised bus industry faces severe competition as the railway network continues to expand.
25. Competition from the railways over the years has resulted in more franchised bus routes becoming under-utilised. However, bus route rationalisation and service reduction or cancellation proposals require approval by TD before implementation and this involves a long drawn process of public consultation which requires overwhelming consensus. At the same time, when new bus routes are introduced within the service catchment of KMB's network, they are not granted automatically to KMB but are awarded through a tendering process instead.

26. The cost structure of KMB is highly inflexible and the actual levels of various costs are to a large extent outside the control of the Company. As shown in the following table which summarises the results of the Company for the years 2012 to 2017, staff costs, fuel costs, toll charges and bus related costs (including depreciation, repair and maintenance etc.) are largely determined by local or international market factors and they together account for around 90% of KMB's total operating costs.

	2012 HK\$'M	2013 HK\$'M	2014 HK\$'M	2015 HK\$'M	2016 HK\$'M	2017 HK\$'M
Revenue	6,135	6,388	6,534	6,792	6,979	7,054
Operating costs						
Staff costs	2,898	3,204	3,264	3,483	3,563	3,603
Fuel costs	1,460	1,404	1,231	735	624	751
Toll charges	346	349	345	358	366	383
Bus related costs	990	943	940	987	1,006	978
Others	503	512	519	643	680	608
Total operating costs	6,196	6,412	6,299	6,206	6,239	6,323
Profit/(loss) before tax	(61)	(24)	235	586	740	731
Income tax	10	3	(38)	(98)	(122)	(121)
Profit/(loss) after tax	(51)	(21)	197	488	618	610

27. Staff costs constitute the largest component of KMB's operating cost, accounted for nearly 60% of the total in 2017. The Company has to compete in the open labour market for staff. This cost item has continued to rise over the years as a result of annual pay rises which are negotiated with our major labour unions through an established collective bargaining mechanism.
28. Fuel costs and toll charges together accounted for between 16% and 29% of KMB's total operating costs in the past six years, reflecting the very high level of volatility in international oil prices over the period. KMB has little or no control over the incidence of these costs, which is mainly dictated by the service level laid down by TD, or on their levels which are determined by local or international market forces.

29. Bus related costs, which comprise depreciation charges as well as repair and maintenance costs, accounted for approximately 15% of KMB's total operating costs in 2017. KMB has invested heavily in new buses with the latest safety-related features and emission control technologies: we have purchased around 1,500 buses at a total cost exceeding HK\$3.5 billion over the past three years. To maintain the safety of its buses, KMB spends approximately HK\$250 million a year on spare parts for bus maintenance.

Key challenges

30. KMB faces a number of financial and operational challenges and needs the understanding and support of its various stakeholders and the community at large to sustain a proper and efficient public bus service.

Financial viability

31. In order to maintain its financial viability in the face of continuously rising operating costs, KMB may need to apply to the Government for a fare increase from time to time. However, unlike the two power companies which operate under a profit control scheme, and the MTR Corporation which has a high degree of autonomy under a formula-based fare adjustment mechanism, the fare adjustment arrangement for franchised bus operators is a multi-step process involving consultation with the Government-appointed Transport Advisory Committee and the Transport Panel of the Legislative Council, and finally decision by the Chief Executive-in-Council.
32. A profit control scheme used to apply to the franchised bus industry prior to 1997 but was abolished in that year. In the 20 years that have elapsed since then, there have only been five fare adjustments for KMB involving a total increase of 26.3%. Over the same period, KMB's staff costs have risen cumulatively by 35.2% and its fuel costs (including changes in price and consumption levels) have risen cumulatively by 274.7%.

33. The current fare adjustment arrangement for franchised bus operators was put in place in January 2006. In considering the need for any fare adjustment, the Government will make reference to the following six factors:
- (i) changes in operating costs and revenue since the last fare adjustment;
 - (ii) forecasts of future costs, revenue and return;
 - (iii) the need to provide the operator with a reasonable rate of return;
 - (iv) public acceptability and affordability;
 - (v) quality and quantity of service provided; and
 - (vi) outcome of the following fare adjustment formula.
$$(0.5 \times \Delta \text{ in Wage Index} + 0.5 \times \Delta \text{ in CCPI} - 0.5 \times \text{Productivity Gain})$$
34. The formula mainly measures the changes in the wage index for the transportation sector and the composite consumer price index (“CCPI”). It does not reflect the cost structure of KMB, particularly it fails to take specific account of changes in fuel prices despite fuel cost being one of the major cost components.

Protecting front-line staff

35. A recent phenomenon which has been causing considerable concern to KMB is the increasing incidence of assault by passengers or other road users on its bus captains. This has often resulted from tension arising directly or indirectly from worsening traffic congestion. While we have been doing our best to institute legal proceedings against the culprits, we observe that the penalties meted out in such cases have generally been insufficient to have much deterrent effect.
36. Driving safety is of utmost importance for our operations. Apart from the efforts spent by KMB to protect its front-line bus captains, e.g. by installing protective shields at the bus captains’ cockpits on board its buses and enhancing the publicity on proper passenger behaviour, support from the Government is needed to educate the public on the consequences of assault and to step up enforcement action against offenders.

Safety-related and other traffic management technologies

37. KMB has always taken the initiative to invest in research, development and testing of new technologies and safety features. However, it is financially demanding for KMB to invest heavily on such projects in light of the difficult operating environment. In fact, given that safety is an industry-wide concern, it is questionable whether the investment in research and development in this area should be left to the individual bus operators.
38. In -other countries and regions around the world, many of the safety-related and other traffic management technologies for public buses are developed and tested by government-subsidised institutions, and collectively rolled out to transport operators following successful trials. We believe that the Government should consider expanding its sponsorship/subsidy schemes to fund research and development costs on various safety-related and traffic management technologies and make them available to all franchised bus operators.

Aligning service provision with need

39. Hong Kong has enjoyed virtual full employment conditions for a long time. There is a labour shortage problem in many sectors of the labour market and the franchised bus industry is one of these. A stable and sufficient team of bus captains would reduce the number of lost trips and improve the safety of the franchised bus service. Given that there is no vehicle shortage for KMB at present, crew shortage remains one of the key factors that lead to under-provision of services from those specified in the Schedule of Services.
40. Whilst we have identified many routes with potential for rationalisation and reduction in service levels within the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes, it often takes time for TD to be convinced about their practicality. As a responsible franchised bus operator, we believe we should not jeopardise safety and require the bus captains to work longer hours merely for meeting the schedule requirements. We also believe that the franchised bus industry's limited resources would be much more effectively deployed, and that unnecessary traffic congestion and air pollution would be minimised, by aligning the services with actual need.

Traffic congestion

41. Traffic congestion has been continuously worsening in recent years, leading to prolonged journey times and in turn causing fatigue and stress for bus captains which hamper driving safety. Other major cities with mature bus networks, such as Singapore and London, have effective bus priority and other traffic management measures to promote the use of public transport. We believe that Hong Kong can also benefit from their experience.
42. While more bus only lanes can definitely help relieve the work stress of bus captains, other bus priority measures, such as mandatory giving way to buses leaving bus stops, can further enhance road safety and reduce traffic congestion. We look to the Government for support through expediting the implementation of more bus priority measures.

Looking ahead

43. With stagnant growth in Hong Kong's population, together with the continuing expansion of the railway network, in an industry that is heavily regulated and highly capital and labour intensive, the business of operating franchised bus services is likely to become increasingly difficult in the future.
44. However, KMB remains committed to providing a safe and stable franchised bus service that provides value for money beyond the regulatory requirements. We look forward to working together with the Government on various policies to make the industry more sustainable. We are ready to join hands with our regulators and peers in the industry to achieve this goal.

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THE KOWLOON MOTOR BUS COMPANY (1933) LIMITED

**Report to the Commissioner for Transport
on the Investigation to Examine the Bus Accident
of KMB 872 on Tai Po Road on 10 February 2018**

Confidentiality Statement

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12 March 2018

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GLOSSARY OF TERMS USED IN THIS REPORT

“Accident Investigation and Prevention Team”	Accident Investigation and Prevention Team under the Legal Department of KMB
“AI Report”	Information withheld
“BC(s)”	bus captain(s)
“BCTS”	KMB’s Bus Captain Training School
“Bus Manufacturers”	Alexander Dennis (Asia Pacific) Limited and Volvo Bus Hong Kong Limited
“Company” or “KMB”	The Kowloon Motor Bus Company (1933) Limited
“CST”	Customer Service Feedback Management System
“duty hours”	Entire working hours from the beginning to the end of a shift
“ESC”	Electronic Stability Control
“ESP”	Electronic Stability Program
“Incident”	the incident that happened on 10 February 2018, in which a double-deck bus operated by KMB on Route 872 toppled over on Tai Po Road at the Tai Po Mei Village Access
“LWB”	Long Win Bus Company Limited
“Special Committee”	Special Committee on the Incident set up by KMB
“TD”	Transport Department

PART 1 – INTRODUCTION

1. On 10 February 2018, a double-deck bus operated by The Kowloon Motor Bus Company (1933) Limited (the “Company” or “KMB”) on Route 872 toppled over on Tai Po Road at the Tai Po Mei Village Access (the “Incident”). 18 persons were killed on the spot, 1 person died in hospital afterwards and another 65 people were injured.

2. On 12 February 2018, the Commissioner for Transport wrote to KMB requesting an Investigation Report on the Incident to be submitted by 12 March 2018. A copy of the Commissioner’s letter (reference TD BR76/201-1) is annexed hereto as **Annex 1**.

3. On the same day, KMB set up a Special Committee on the Incident (the “Special Committee”) consisting of three non-executive directors, namely Dr Norman LEUNG Nai-pang (also Chairman of the Company), Dr John CHAN Cho-chak (also Deputy Chairman of the Company) and Mr Andy TSANG Wai-hung, all of whom are independent non-executive directors of Transport International Holdings Limited which holds 100% of the shares of KMB. The Special Committee’s terms of reference were:-

3.1 To conduct an investigation on the traffic incident that occurred in Tai Po on 10 February 2018; and

3.2 To come up with recommendations for ensuring passenger safety.

4. The Special Committee has held a number of meetings with the management of KMB, with representatives of the Motor Transport Workers General Union and the Kowloon Motor Bus Workers General Union (which together represent about 90% of KMB bus captains (“BCs”)) and with senior representatives of Alexander Dennis (Asia Pacific) Limited and Volvo Bus Hong Kong Limited (collectively the “Bus Manufacturers” which together supply nearly 100% of the buses operated by KMB).

5. The Special Committee hereby submits this Investigation Report in response to the Commissioner’s letter.

PART 2 – ACCIDENT INVESTIGATION REPORT

Information withheld

PART 3 – ISSUES RELATING TO BUS CAPTAINS

Information withheld

PART 4 – RECOMMENDATIONS

A. Recruitment

Discontinuance of Employment of Part Time BCs

13. KMB has discontinued the employment of all part time BCs whose working hours fall below 18 hours per week. However, in order to meet the demand for bus services during peak hours, KMB has already offered the previous part time BCs the option to convert to contract hourly rated BCs or to take up alternative duties in the Company.

Internal Staff

14. Owing to the high demand for bus services during peak hours, deployment of internal staff holding full time non-driving jobs at KMB, e.g. office staff, bus maintenance staff and other frontline staff, to driving duties is warranted.

B. Training

15. KMB has re-assessed all training features of BCs and some new elements have already been introduced, while some will be executed at a later stage.

Basic Training

16. All newly recruited BC candidates will be subject to the same standard of training. They have to go through a two-phased training programme for at least 18 days (9.5 hours a day). Particulars of each phase are listed at Annex 5 (see part (iii) of KMB's response to issue (a) therein). To sum up, phase 1 of the training focuses on training the BC candidates to meet the standard of passing the class 17 (public bus (franchised)) driving test conducted by TD (even if any candidates have already obtained class 10 or class 17 driving licences); and phase 2 focuses on training them to meet the standard required by KMB, including safe driving techniques, emotional control on handling passengers and route training. An instructor will coach 2 trainees on 2 different routes. The whole training for BC candidates is "standard orientated" rather than merely counting the number of training hours. Each BC candidate has to meet the KMB required standard before he/she is assigned to any driving duties.

Route Training

17. KMB has adjusted the policy such that for all BCs with at least 3 months to 6 months experience after passing out, the respective depot managers will identify BCs with good performance and clean traffic accident record to attend route training, particulars of which are listed in **Annex 5** (see part (viii) of KMB's response to issue (a) therein). KMB's Bus Captain Training School ("BCTS") has extended the route training from covering 49 complicated routes prior to the Incident to all bus routes operated by KMB.

18. An instructor will be responsible to train up to 6 BCs in a day. Each BC is required to drive an empty bus to get trained for the new route. It is now mandatory for BCs converting from part time to full time employment to attend a 2-day qualification test before commencement of work.

BCs With 2-year gap Period For A Route

19. Going forward, a BC, who has not been assigned to drive a particular route for 2 years, has to go through a 1-day route training before being assigned to drive that route.

Remedial Training

20. If a BC is convicted of careless driving or has committed multiple traffic contraventions, KMB now strictly requires him/her to attend remedial training.

21. Further, if a BC either has taken a consecutive period of leave for 30 days or more or has been cumulatively absent from work for 30 days in a 2 month period, he/she will have to attend a full day one-on-three remedial training. Work duty will only be assigned if he/she has passed the driving test of the remedial training.

Training School Capacity

22. There are currently 66 driving instructors in KMB's BCTS. TD has already approved an increase of 15 driving instructor licences to BCTS. KMB is requesting for 29 additional driving instructor licences, so that there will be a total of 110 driving instructors, in order to meet KMB's training demand.

C. Performance

"Get to Know Your Employee"

23. KMB has decided to adopt a "Get to Know Your Employee" procedure, which is similar to the "Know Your Customer" guidelines adopted in the banking industry. The main objective is to be aware of each BC's personal attributes by requiring him/her to make a declaration regarding the items listed in paragraph 24 below. This prevents KMB from being misled, intentionally or unintentionally, by any criminal elements or other factors of a BC. This helps to prudently manage any potential risks.

Declaration

24. Each newly recruited BC is required to go through the following additional employment procedure before being provided with a job offer:-

24.1 Each BC should sign a KMB declaration form, a sample of which is annexed hereto as **Annex 6A**, under which the BC has to declare whether he/she:-

24.1.1 is employed by another employer(s), whether on a part time or full time basis;

24.1.2 is/was suffering from any serious illness that would affect road safety; and

24.1.3 has any criminal records (including but not limited to traffic records).

24.2 Having obtained all the information under item (a) above, KMB will conduct a formal assessment on each BC.

24.3 If any other abnormality is spotted, it is at the sole discretion of KMB not to employ that BC.

24.4 All of the above forms and documents will be filed in the personal file of the BC.

Pol.578A – Traffic Conviction Record

25. Pol578A refers to an application form of certificate of previous conviction issued under Section 75(5) of the Road Traffic Ordinance (Cap 374 of Laws of Hong Kong) of the Hong Kong Police Force which requests BC's previous traffic record(s), a sample of which is annexed hereto as **Annex 6B**. KMB will conduct a traffic conviction search for each contract hourly rated BC every 6 months whereas all full time BCs (including re-employed retirees) should be subject to the same search on an annual basis. If so required, such search will be conducted upon recruitment or new traffic conviction.

Follow up on Inappropriate Driving Behaviour/ Attitude

26. KMB will monitor the performance of each BC by analysing his/her driving record generated from the black box(es) installed on bus(es). KMB will revamp its handling of customer complaints on BCs' inappropriate driving behaviour/ attitude and improve the effectiveness and timeliness of following up such complaints. Stronger disciplinary actions will be taken against BCs who have been repeatedly complained by passengers. Once detected, such BC will immediately be warned by way of a phone call, and a face-to-face interview with a Performance Manager will be arranged shortly afterwards.

Disciplinary Actions

27. KMB's Training and Quality Assurance Department will take disciplinary actions against BCs with problems of speeding, abrupt acceleration, harsh braking or other poor performance within 14 working days. Subsequent to each aforesaid interview, if the handling Performance Manager considers the BC was at fault, one or more of the following actions will be taken:-

1	Verbal Warning
2	Remedial Training
3	Written Warning
4	Final Written Warning
5	Suspension of Service
6	Termination of Service
7	Summary Dismissal

D. Working conditions

28. BCs are employed in the following types of employment based on his/her date of appointment:-

28.1 Hourly-rated Bus Captains: Bus captains who are (a) re-employed after retirement from KMB or (b) employed externally (Please refer to Table 4 below).

28.2 Daily-rated Bus Captains: Bus captains who were employed before May 1999.

28.3 Monthly-rated Bus Captains: Bus captains who were employed in two periods (a) between 1 May 1999 and 31 Dec 2003; and (b) after 31 Dec 2003. For those who were employed after 31 December 2003, there are 3 ranks of Monthly Bus Captains in KMB and Long Win Bus Company Limited ("LWB"), namely "車長 (Bus Captain)", "車長 II (Bus Captain II)" and "車長 I (Bus Captain I)". Details are listed in Table 1 below.

TABLE 1

	Types of Monthly Bus Captains		
Rank	車長 (Bus Captain)	車長 II (Bus Captain II)	車長 I (Bus Captain I)
Level of Seniority	Junior	Mid-level	Senior
Promotion	A Bus Captain is eligible for promotion to be a Bus Captain II after 4 years of employment subject to performance review and approval by the HR Department.	A Bus Captain II is eligible for promotion to be a Bus Captain I after 2 years of employment subject to performance review and approval by the HR Department.	N/A

Salary structure enhancement for BC

29. On 21 February 2018, KMB and LWB announced that Safety Bonus and Good Service Bonus would be incorporated into Basic Salary effective from 1 March 2018. Table 2 (Monthly Rate), Table 3 (Daily Rate) and Table 4 (Hourly Rate) sets out the pay structures before and after the salary optimisation.

Table 2 (Monthly Rate)

Item	Pay/ Allowance	Old Monthly Rate (before 1 March 2018)		New Monthly Rate (effective from 1 March 2018)	
		Employed <i>Before</i> 2004	Employed <i>After</i> 2004	Employed <i>Before</i> 2004	Employed <i>After</i> 2004
(A)	Basic Salary	All related BCs reached the highest pay scale point: \$13,915	Entry Point: \$11,810	Entry Point Around \$17,471 (<i>Old Basic Salary + Item B + Item C</i>)	Entry Point Around \$15,366 (<i>Old Basic Salary + Item B + Item C</i>)
(B)	Safety Bonus	\$1,778	\$1,778	Nil	Nil
(C)	Good Service Bonus	\$1,778	\$1,778	Nil	Nil
(D)	Overtime Allowance (per hour)	$\frac{\text{Basic Salary}}{300} \times 1.8$		$\frac{\text{Basic Salary}}{240} \times 1.5$	
(E)	Split Shift Duty Allowance	\$1,951.50	\$1,951.50	No change	No change
(F)	Overnight Shift Allowance	\$3,218	\$3,218	No change	No change
(G)	Airport Allowance (for LWB BC only)	\$780	\$780	No change	No change
(H)	Year-end Discretionary Bonus	Discretionary Bonus will be given; traditionally equals to 1 month basic salary.	The amount of bonus payable is subject to performance of the BC concerned. (See Note 1)	No change	No change

Note 1: Amount of Year-end Performance Bonus is given based on the following scale:-

Assessment Grade of Bus Captain	Amount of Performance Bonus to be given		Full Year Amount
	July	January	
1	\$6,000	\$6,000	\$12,000
2	\$4,500	\$4,500	\$9,000
3	\$3,000	\$3,000	\$6,000
4	\$1,500	\$1,500	\$3,000
Unable to Assess	0	0	0

Entry Points of Each Grade of Monthly-rated Bus Captains after Salary Optimisation (effective from 1 March 2018)

Grade	Basic Salary
車長 (Bus Captain)	\$15,366
車長 II (Bus Captain II)	\$15,866
車長 I (Bus Captain I)	\$16,166

Table 3 (Daily Rate)

Item	Pay/ Allowance	Old Daily Rate (before 1 March 2018)	New Daily Rate (effective from 1 March 2018)
(A)	Basic Salary	Variable Range: \$203.30 - \$248.15	Old Basic Salary + Item B + Item C Range: \$386.90 - \$431.75
(B)	Safety Bonus	\$91.8	Nil
(C)	Good Service Bonus	\$91.8	Nil
(D)	Overtime Allowance (per hour)	$\left(\frac{\text{Basic Salary}}{8} \times 2\right) + \left(\frac{\text{Bus Type Allowance}}{8} \times 2\right) + (9.45 \times 2)$	$\frac{\text{Basic Salary} + \text{Bus Type Allowance}}{8} \times 1.5 + \19
(E)	Rest Day Pay	Range: \$315.6 - \$360.45	No change
(F)	General Allowance	Range: \$179.70 - \$284.00	No change
(G)	Bus Type Allowance	50% of Basic Salary (i.e. \$101.65 - \$124.08)	\$101.65 - \$124.08
(H)	Split Shift Duty Allowance (per hour)	\$21.90	No change
(I)	Overnight Shift Allowance (per day)	Range: \$142.20 to \$173.00 per day	No change
(J)	Airport Allowance (per day, for LWB BC only)	\$35.00	No change
(K)	Year-end Bonus	Total Annual Income $\times \frac{1}{12} \times 80\%$	No change
(L)	Lunar New Year Bonus	Total Annual Income $\times \frac{1}{12} \times 2\% \times 10$ days	No change

Table 4 (Hourly Rate)

Types of Bus Captains concerned	Old Hourly Rate (before 1 March 2018)	New Hourly Rate (effective from 1 March 2018)
(1) Re-employed as Bus Captain after retirement; and	\$70.3	\$75.0
(2) Employed as Bus Captain under hourly rate contract		

BC working hours, duty hours and rest hours

30. Having taken into account the views of KMB's staff, KMB has decided to enhance the features of BCs' working hours, duty hours and rest hours.

Duty Hours

31. The term "duty hours" refers to the entire working hours from the beginning to the end of a shift, which consists of the following:

- 31.1 Driving;
- 31.2 Rest time;
- 31.3 Meal break;
- 31.4 Standby; and
- 31.5 Bus shunting.

32. As soon as a BC commences each of his/her driving duty, he/she has to tap his/her staff card on an Octopus card reader installed on the bus to clock himself/herself in. After each trip, BC is also required to tap his/her staff card at the terminus to clock himself/herself off. The rest of the duties will be reflected in the payroll of each BC. A table showing BCs' on-the-wheel driving duty hours between November 2017 and January 2018 is annexed hereto as Annex 7.

Split and Straight Duties

33. Split and straight duties are designed by KMB, the former refers to a BC who is assigned to drive during peak hours (e.g. morning and evening) together with a 4-hour break in between, the latter refers to a continuous driving duty without the 4-hour break.

34. It is a common practice for a BC to perform split and straight duties in various shifts in a month. It is therefore impractical to classify a BC as a split duty or straight duty BC.

35. The majority of BCs usually prefer performing straight duties to split duties. A table showing BCs' duty hours (including driving duty hours, rest time, meal break, standby time and bus shunting time) between November 2017 and January 2018 is annexed hereto as Annex 8.

Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018)

36. TD has issued the revised Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (revised in 2018), a copy of which is annexed hereto as Annex 9. KMB will make all necessary implementation arrangements in order to comply with the new guidelines by the end of 2018. To further protect the well-being of BCs, KMB has decided

to reduce the maximum working hours for split duties to 13 hours, which is below the requirement of 14 hours as stipulated by TD.

37. In order to comply with the 10-hour ceiling on driving hours set out in the abovementioned revised Guidelines, the full time jobs of the internal staff will be reduced to accommodate the driving hours assigned to them. In spite of the reduction in working hours of their full time jobs, their salaries for the full time jobs will not be affected. Whenever an internal staff performs his/her duty, the total working hours (regular work and driving duty) of the internal staff should not exceed 12 hours per day.

E. Psychological support

38. A task force comprising KMB's Deputy Operations Director, Depot Heads, Head of Training and Quality Assurance Department, Head of Communications and Public Affairs and Manager, Talent Acquisition of Human Resources Department has been formed to look into enhancing the provision of emotional support for BCs and frontline staff. The task force will engage a professional consultant to provide a comprehensive review of the current practice and make recommendations in areas including but not limited to recruitment, assessment on BCs' emotional intelligence and stress tolerance, training, counselling and performance management. It is expected that the recommendations will be implemented phase by phase to address immediate concerns.

PART 5 – OTHER MEASURES TO ENHANCE BUS SAFETY

39. In the aftermath of the Incident, a number of comments and suggestions have been raised by Members of the Legislative Council, the media and members of the public on measures which should be considered with a view to enhancing the safety of public bus operations and of bus passengers. The Special Committee has considered these issues, in consultation with KMB's bus suppliers, and made various recommendations which KMB's management will be implementing or further examining.

Safety Belts

40. KMB has already requested its suppliers to install safety belts on all seats as a standard feature for new buses ordered after 5 March 2018. As for buses that are currently in service, where certain routes so require, safety belts will be installed on the upper deck of KMB buses phase by phase.

Electronic Stability Programme ("ESP")

41. ESP (also called Electronic Stability Control – "ESC") is an important safety feature available for buses. It is a mandatory safety feature on coaches in Europe. ESP reduces the risk of skidding and rolling over. Installation of ESP in Euro V and Euro VI buses is under testing and verification with the suppliers. Upon confirmation by the suppliers, ESP will be installed in the entire fleet phase by phase.

Geo-Fencing

42. Geo-fence is a virtual perimeter for a real-world geographic area. A geo-fence can be dynamically generated – as in a radius around a point location, or a geo-fence can be a predefined set of boundaries. The use of a geo-fence is called geo-fencing. Speed limits can be set for buses running through specific geo-fences. Arrangements will be made to test geo-fencing on 10 buses. Upon satisfactory testing, consideration will be given to implementing geo-fencing technology in the fleet. Bus routes with steep slopes or sharp bends will be given higher priority.

Tilt Alarm

43. A tilt alarm will be installed on every bus of the entire fleet. Upon reaching a specific inclination, the alarm will be triggered to alert the driver.

Speed Alarm

44. Prior to the Incident, two types of warning signals would be triggered if the bus speed exceeded 75km/hr. Subsequent to the Incident, the speed triggering the warning signals has been adjusted to 70km/hr. As long as the speed is beyond 70km/hr, an audible alert will be on and a warning light will be activated to warn the BC of speeding.

Speed Limitation

45. Current speed limitation technology simply cuts fuel to the engine when the speed limit is reached. When a bus is travelling downhill, it is still possible to exceed the speed limit. With a speed limitation system, should the speed limit be exceeded, then in addition to cutting the throttle, the brakes or retarder are automatically activated. A retarder is a hydraulic system that slows down the gearbox. Speed limitation systems could be offered on new buses after a period of engineering and testing.

Condensation

46. For extreme cold and wet weather conditions, KMB has already applied measures to prevent condensation on windscreens of the buses. Prior to the Incident, for the sake of defogging, anti-fog coating would be applied to the windscreens of buses that were without hot air demisters. Having reviewed the mechanism, either hot air demisters or heated windscreens will be adopted, for more effective and faster dehumidification.

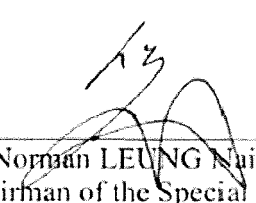
Drowsiness of Bus Captain

47. KMB is conducting a trial with a supplier on monitoring drowsiness of BCs while they are driving. The trial test will detect the level of alertness of a driver to give an early warning of the driver experiencing a 'microsleep'. If the trial results are satisfactory, such system will be installed in KMB buses.

PART 6 – CONCLUSION

48. The Board and management of KMB are deeply saddened by the fatal accident. As a responsible operator of franchised public bus services of 85 years' standing, the Company has always accorded top priority to ensuring the safety of its operations and its passengers. The Company remains committed to this end and to maintaining a zero tolerance attitude towards bus accidents for which the Company or any of its employees may be held to be responsible, particularly those that involve injuries to its passengers and/or other road users.

Signed by: _____


Dr Norman LEUNG Nai-pang
Chairman of the Special Committee

Date : 12 March 2018

Commissioner's letter (reference TD BR76/201-1)



Our Ref. TD BR76/201-1
Your Ref.
Tel No. 2829 5210
Fax No. 2802 2679

Urgent By Fax
(Fax No. 2745 0300)

12 February 2018

Mr. Roger Lee
Managing Director
The Kowloon Motor Bus Co. (1933) Ltd.
9 Po Lun Street
Lai Chi Kok
Kowloon

Dear Roger,

Bus Accident of KMB 872 on Tai Po Road on 10 February 2018
Request for an Investigation Report

We are deeply saddened by the tragic bus accident on Tai Po Road on 10 February 2018 (Saturday). The accident killed 19 people and injured 66 bus passengers and passers-by. While the cause of the accident would have to be established through investigation by the Police, we have grave concern on the safety of franchised bus operation, especially on the qualification, training and driving attitude of the bus captains including part-time bus captains. Further to the letter from our NT Regional Office asking for an accident report with facts/details of the accident by 15 February 2018, we would like to request KMB to conduct an investigation to examine the accident and review all safety-related issues of bus operation holistically including the following issues:

- (a) Qualification and recruitment requirements of bus captains, and general and route-specific training to bus captains (full time and part time);
- (b) KMB's policy on part-time bus captains and details of these captains, including the number of part time captains, deployment and working hours, etc.;
- (c) Monitoring mechanism of full-time and part-time bus captains' performance and measures to enhance the monitoring system on safe

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41st floor Immigration Tower 7 Gloucester Road Wai Chai Hong Kong
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網址 Web Site: <http://www.td.gov.hk>

driving of buses in operation as well as measures to enhance the awareness of the bus captains on the consequences of the monitoring system, in terms of disciplinary action and other penalties; and

- (d) KMB's policy on bus captains (full time and part time) with traffic accident and/or traffic-related offence records before and after joining KMB, and any measures to ensure such bus captains are fit for driving.

It will be highly appreciated if the Investigation Report could be submitted to this Department by 12 March 2018.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Rachel Kwan', with a stylized, cursive script.

(Miss Rachel Kwan)
for Commissioner for Transport

Annex 2

Annex 3

Annex 4

Information withheld

Response to Commissioner's Letter

Notwithstanding that KMB no longer employs any part time bus captains ("BCs") after the tragic incident on 10 February 2018 (the "Incident"), KMB's responses to the issues raised in the Commissioner for Transport's letter dated 12 February 2018 (Ref. TD BR76/201-1) (the "Commissioner's Letter") regarding the positions prior to the Incident are hereby set out:-

Issue (a) in the Commissioner's Letter:

Qualification and recruitment requirements of bus captains, and general and route-specific training to bus captains (full time and part time)

KMB's response to issue (a):

(i) Qualification and recruitment requirement for full time BC candidates:-

- Driving licence requirement:-
 - holder of valid class 1 (private car) driving licence in Hong Kong for at least 3 years; or
 - holder of valid class 10 (public bus) or class 17 (public bus (franchised)) driving licence in Hong Kong.

(ii) Qualification and recruitment requirement for part time BC candidates:-

- Driving licence requirement:-
 - holder of valid class 10 (public bus) or class 17 (public bus (franchised)) driving licence in Hong Kong.

(iii) General training for full time BC candidates:-

- A full time BC candidate must:-
 - undergo an 18-day training (9.5 hours a day) (subject to extension based on assessment of the candidate's performance by instructor);
 - pass the driving test (class 17) conducted by the Transport Department ("TD") (provided that if the candidate has already possessed class 10 or class 17 driving licence, he/she does not need to attend TD's driving test); and
 - pass the driving test administered by instructors.before he/she is employed by KMB as a full time BC.

- Details of the 18-day training:-

- Phase 1:

Duration	- 9 days (subject to extension)
Contents	<ul style="list-style-type: none"> - road driving training道路駕駛訓練; - anti-pressure training抗逆訓練; - service training服務訓練; - continuous driving training持續駕駛訓練; - taking driving test (class 17) conducted by TD on the 8th or 9th day (only applicable to candidates without class 10 or class 17 driving licence).

- Phase 2:

Duration	- 9 days (subject to extension)
Contents	<ul style="list-style-type: none"> - bus driving training under the guidance of instructors (1 instructor will coach 2 candidates); - training on 4 - 5 bus types 4 - 5款巴士車型訓練; - training on driving theories駕駛理論 (8 hours of classes and online self-learning programme); - training on defensive driving防衛性駕駛; - training on quality service 優質服務訓練; - training on handling ad hoc incidents 處理突發事件; - training on emotional control on handling passengers情緒智商訓練; - sharing by instructors on accidents意外分享; - route training for 2 routes (as described below).

- A full time BC candidate will have a total of at least 68 hours of on-the-wheel bus driving training (inclusive of the time for route training) under the supervision of instructors.

(iv) General training for part time BC candidates:-

- A part time BC candidate (with class 10 or class 17 driving licence) must:-
 - undergo a 2.5-day training (9 hours a day); and
 - pass the driving test administered by instructors.

- Details of the 2.5-day training:-

Duration	- 2.5 days (subject to extension)
Contents	<ul style="list-style-type: none"> - bus driving training under the guidance of instructors (1 instructor will coach 1 candidate); - training on 2 bus types 2款巴士車型訓練; - training on driving theories 駕駛理論 (4 hours of classes and online self-learning programme); - training on defensive driving 防衛性駕駛; - training on quality service 優質服務訓練; - training on handling ad hoc incidents 處理突發事件; - training on emotional control on handling passengers 情緒智商訓練; - sharing by instructors on accidents 意外分享 - route training for 1 route (as described below).

- A part time BC candidate will have a total of at least 16 hours of on-the-wheel bus driving training (inclusive of the time for route training) under the supervision of instructors

(v) Route-specific training for full time BC candidates:-

- Route training for 2 routes with on-the-wheel driving under the supervision of instructors would be provided (included in Phase 2 of training mentioned above).
- BC candidate must attend route training before he/she will be assigned with driving duties.

(vi) Route-specific training for part time BC candidates:-

- Route training for 1 route with on-the-wheel driving under the supervision of instructors would be provided (included in the 2.5-day training mentioned above).
- BC candidate must attend route training before he/she will be assigned with driving duties.

(vii) General training for employed BCs (both full time and part time):-

- BC buddy will accompany a newly employed BC for half day for three times during his/her (i) 1st day of work, (ii) 2nd day of work, and (iii) 7th to 9th days of work respectively.

- BCs have to undergo a 6-month probation.
- Driving enhancement training will be provided to BCs from time to time:-

Duration	- 1 day
Frequency	- from once per year to once per three years
Contents	- enhancement to knowledge of road safety, driving skills and driving attitude

(viii) Route-specific training for employed BCs (both full time and part time):-

- Additional route training / familiarisation* will be provided before assigning the BC (after working for 3 to 6 months) to drive another route.
- Route training
 - compulsory for 49 complicated routes (determined and to be amended from time to time)
 - optional for other routes* as determined by the Depots/Operations from time to time

Duration	- 1 day
Frequency	- to be decided by Depots depending on operational needs
Target	- BCs being employed for over 3 to 6 months
Contents	- driving on a route under the guidance of instructor

- Route familiarisation* for non-complicated routes:-

Duration	- to be decided by Depots depending on operational needs
Frequency	- to be decided by Depots depending on operational needs
Target	- BCs being employed for over 6 months
Contents	- observing a complete return trip of a route and get familiarised with the route

* Remarks:

Route familiarisation is no longer applicable after the Incident. At present, all BCs have to undergo route training before being assigned to drive new routes. Route training is thus applicable for all bus routes operated by KMB.

Issue (b) in the Commissioner's Letter:

KMB's policy on part time bus captains and details of these captains, including the number of part time captains, deployment and working hours, etc.

KMB's response to issue (b):

(i) KMB's policy on part time BCs:-

- Part time BCs have the same entry requirements as full time BCs (please refer to answer (a) above);
- Part time BCs are subject to the same assessment of instructors as full time BCs before passing out for duty (please refer to answer (a) above);
- Part time BCs receive appropriate training before passing out for duty (please refer to answer (a) above);
- Part time BCs should abide by the same working rules (e.g. Staff Handbook and Code of Conduct) as full time BCs;
- Part time BCs are subject to the same performance monitoring mechanism as full time BCs (please refer to answer (c) below);
- Part time BCs are subject to the same mechanism regarding irregular driving behaviour, traffic accident and traffic offence as full time BCs (please refer to answer (d) below);
- Upon duty start on every working day, an electronic message will pop up from an Octopus card console for both full time and part time BCs for them to confirm whether they are fit for duty on that day

(ii) Details of KMB's part time BCs:-

- Number of part time BCs as at 31 January 2018:-

KMB	LWB
358	45

- Deployment of part time BCs

KMB	36 BCs have no paid hours in January 2018
LWB	1 BC have no paid hours in January 2018

- Working hours of part time BCs

KMB	51.8 driving hours per BC in January 2018 (Median)
LWB	61.2 driving hours per BC in January 2018 (Median)

Issue (c) in the Commissioner's Letter:

Monitoring mechanism of full time and part time bus captains' performance and measures to enhance the monitoring system on safe driving of buses in operation as well as measures to enhance the awareness of the bus captains on the consequences of the monitoring system, in terms of disciplinary action and other penalties

KMB's response to issue (c):

(i) Monitoring mechanism of both full time and part time BCs' performance:-

- BCs' driving skills and service manner will be checked by plain-clothed instructors on board:-

Frequency	- at least 3 times per year
Target	- BCs having been complained by passengers - BCs with traffic accident / traffic offence record - random checking will also be conducted by instructors at different routes and at different time

- Inspectors and Terminus Supervisors act as the outdoor supervisors of BCs and will submit internal reports on BCs' inappropriate driving behaviour / attitude. Such internal reports will be handled by Operation Officers or Performance Management Officers.
- External complaints on BCs' inappropriate driving behaviour / attitude will also be investigated.

(ii) Measures to enhance the monitoring system on safe driving of buses in operation:-

- Black box is installed on every bus. Telematic data will be regularly downloaded to identify BCs with irregular driving behaviour.

(iii) Measures to enhance the awareness of the BCs on the consequences of the monitoring system:-

- BCs with good performance will receive performance bonus for safe driving.
- Discipline action will be taken for substantiated offences, including:-
 - Verbal advice
 - Verbal warning
 - Written warning
 - Final written warning
 - Suspension of duty
 - Termination / Dismissal

(please refer to answer (d) below)

- Accident prone BCs will be warned and remedial training will be mandatory (please refer to answer (d) below).
- BCs are subject to annual performance appraisal. Failing annual appraisal for 3 consecutive years will lead to termination of service.

Issue (d) in the Commissioner's Letter:

KMB's policy on bus captains (full time and part time) with traffic accident and/or traffic-related offence records before and after joining KMB, and any measures to ensure such bus captains are fit for driving

KMB's response to issue (d):

(i) Policy on BCs (full time and part time) with traffic accident / traffic-related offence record(s) BEFORE joining KMB:-

- Traffic conviction record of BC candidates of immediate past 3 years will be checked, with cross checking against TD's licence record.
- To be employed, a candidate shall:-
 - carry fewer than 9 driving offence points; and
 - have no record of licence suspension, dangerous driving or reckless driving
- Candidates with record of very serious scheduled offence(s) or suspension will be rejected.

(ii) Policy on BCs (full time and part time) with traffic accident / traffic-related offence record(s) AFTER joining KMB:-

- BCs are required to report to the Company within 72 hours for (i) having involved in a traffic accident relating to his/her KMB duty or (ii) having been convicted with a traffic offence, irrespective of whether the conviction relates to his/her KMB duty.

(iii) Measures to ensure BCs with traffic accident / traffic-related offence record(s) are fit for driving:-

- Discipline action on traffic accidents / traffic related offences:-

Liabile accident / offence	Discipline action
4 liable accidents within 1 year	- Written warning; and - Remedial training

New BC with 2 liable accidents within first 3 months of work	<ul style="list-style-type: none"> - Written warning; and - Remedial training
Speeding	<ul style="list-style-type: none"> - Verbal / Written warning
Careless Driving / Failing to Ensure Passenger Safety	<ul style="list-style-type: none"> - Final Warning with 6 month probation; - Special on board check by instructor; and - Remedial training
2 nd Careless Driving / Failing to Ensure Passenger Safety within 3 years	<ul style="list-style-type: none"> - Termination, provided that another chance may be given after review of the accident nature and the performance of the BC

• Details of remedial training:-

Duration	<ul style="list-style-type: none"> - 1 to 3 days (usually 1 day), subject to the recommendation of instructors
Target	<ul style="list-style-type: none"> - BCs involved in traffic accident / traffic related offence - BCs with improper driving behaviour - BCs being absent from driving duties for over 30 days due to sickness or any other reasons
Contents	<ul style="list-style-type: none"> - bus manoeuvring skills; - road driving training; - safety awareness training; - traffic accident case analysis; - driving assessment by instructors

聲明書

致：九龍巴士(1933)有限公司/龍運巴士有限公司 (下稱“公司”)

本人 _____ (中文) _____ (英文)，香港身份證號碼為 _____ ()，

住址為 _____，

於 _____ 年 _____ 月 _____ 日入職公司之 _____ 職位，現特此作出以下聲明：

- 1) 本人清楚明白並確認本人於入職時及/或在職期間，如受聘於公司以外的工作，不論全職或兼職，都必須向公司申報。

☐ 本人特此聲明於現時並沒有受聘於公司以外的工作，不論全職或兼職。

☐ 本人現於後頁列出本人現時，所有公司以外全職或兼職的工作。

- 2) 本人清楚明白並確認本人於入職前及/或在職期間，如患有可能會影響行車安全的嚴重疾病都必須向公司申報。

☐ 本人特此聲明本人從未患有任何可能會影響行車安全的嚴重疾病。

☐ 本人現於後頁列出本人的病歷紀錄。

- 3) 本人清楚明白並確認本人於入職前及/或在職期間，如有任何刑事定罪紀錄都必須向公司申報(包括但不限於交通定罪紀錄)。

☐ 本人特此聲明本人並沒有任何刑事定罪紀錄。

☐ 本人現於後頁列出本人的刑事定罪紀錄。

- 4) 本人附上已簽署的過往定罪事項證明書申請表格(下稱“該表格”)以授權公司向香港警務署交通總部查詢有關本人之駕駛紀錄。本人清楚明白並確認公司有權在本人入職日起任何時候向香港警務署查詢有關本人之駕駛紀錄。本人亦特此聲明，該表格之副本與正本均具有同等效力。

本人願意向公司作出此份聲明，此聲明的內容全部屬實，本人明白如上述聲明有任何虛假成份，本人有遭檢控刑事罪行之虞。本人亦清楚明白並確認此聲明書於本人簽署當刻生效，公司有權決定此聲明書日後的用途。

日期： _____ 年 _____ 月 _____ 日

簽署： _____ (姓名 _____)

(請於方格內加上「✓」號)

公司以外的全職/兼職工作

職銜/職別	僱主	全職/兼職	職位	工作職稱	月薪

病歷紀錄

疾病詳情	確診日期	仍須覆診	治療之醫院
		是/否*	
		是/否*	
		是/否*	
		是/否*	

刑事定罪紀錄

刑事定罪詳情	定罪日期	判刑

日期： 年 月 日

簽署： _____ (姓名)

Annex 6A

Declaration

To: The Kowloon Motor Bus Co. (1933) Limited

I _____, (Chinese name) _____ (English name) HKID No. _____ ()

Address _____

who have been employed by the Company on _____ Year _____ Month _____ Date as
_____ position, hereby declare and say as follows:

- 1) I clearly understand and confirm that before I was being employed and/or during my course of employment, I must declare to the Company, if I have been engaged with other duties other than the Company, be it full-time or part-time
☐ I hereby declare that currently, during the course of employment, I have not been engaged with other duties other than being employed by the Company, be it full-time or part-time
☐ I hereby set out in the back page my current duties other than being employed by the Company, be it full-time or part-time
- 2) I clearly understand and confirm that before I was being employed and/or during my course of employment, I must declare to the Company, if I am suffering from serious diseases that may affect driving safety,
☐ I hereby declare that I have never suffered from serious diseases that may affect driving safety
☐ I hereby set out in the back page my medical records
- 3) I clearly understand and confirm that before I was being employed and/or during my course of employment, I must declare to the Company, if I have any criminal conviction record (including but not limited to traffic conviction records),
☐ I hereby declare that I do not have any criminal conviction record
☐ I hereby set out in the back page my criminal conviction records
- 4) I enclose the signed Application Form of Certificate of Previous Conviction Issued (herebelow referred to as "the Form"), in order to authorize the Company to make enquires with the Traffic Branch Headquarters of the Hong Kong Police Force in relation to my driving records. I clearly understand and confirm that the Company has the right to make enquires with the Hong Kong Police Force in relation to my driving records at any time since the date of my employment. I also hereby declare that, the original or a copy of the Form shall have the effect.

I am willing to make this Declaration to the Company. The contents of this Declaration are all true. I understand that if the Declaration contains any false statements, I may be been subject to criminal prosecution. I also clearly understand and confirm that this Declaration is effective upon my signing of the same and that the Company has the right to determine the use of this Declaration in the future.

Date: Year Month Day

Signed: _____ (Name)

Please put a "✓" in the square box)

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。

Other full-time/part-time duties other than being employed by the Company

[Illegible]	[Illegible]	[Illegible]	[Illegible]	[Illegible]	Job duties

Medical Records

Details of the medical condition	Date of diagnosis	Follow-up consultation required	The Hospital that provides treatment
		Yes/No*	
		Yes/No*	
		Yes/No*	
		Yes/No*	

Criminal Conviction Record

Details of the Criminal Conviction	Date of Conviction	Sentencing

Date: Year Month Day

Signed: _____ (Name)

PERSONAL DATA "個人資料"

香港警務處交通一課
警務處警政大樓十一樓
香港警務處交通處
中區交通處總控制室
交通條例組辦事處

辦公時間：

星期一至星期五：上午九時至中午十二時四十五分
及下午二時至下午四時三十分

星期六、日及公眾假期休息

費用：港幣六十一元正



提供內部通訊

通訊號碼：_____

付款日期：_____

付款收據號碼：_____

證明書領取日期：_____

發出通知書日期：_____

收件人簽署：_____

收件日期：_____

送往定罪事項證明書申請表格
(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)

甲部 申請人個人資料

姓名(英文正格) _____ (中文) _____

香港身份證號碼/香港駕駛執照號碼 _____ 聯絡電話 _____

地址 _____

乙部

本人,即上述申請人,現以* 現金 或 支票(號碼為 _____) 繳付申請費用,並要求警務處處長於收取訂明費用後,發出一份有關本人根據《道路交通條例》(第 374 章)第 75(5)條而被定罪的證明書,包括:

- (a) 過去十年內根據《道路交通條例》(第 374 章)的定罪紀錄;
- (b) 過去五年內根據《定額罰款(刑事訴訟)條例》(第 240 章)的繳款紀錄;
- (c) 過去五年內根據《道路交通(違例駕駛記分)條例》(第 375 章)第 3(2)條的違例駕駛記分紀錄。

丙部 申請人聲明書

本人聲明,本人就所知及所信填寫此表格,並證明上述資料均屬正確。本人明白若提供失實資料,將會使警務處無法向本人提供準確的資料。

申請人簽署: _____

日期: _____

丁部 授權書 (如申請人授權他人代為領取證明書)

本人授權 _____ 先生/女士(身份證號碼為 _____) 代本人領取送往定罪事項證明書。

申請人簽署: _____

日期: _____

- 申請須知:
- (1) 根據《道路交通條例》(第 374 章)第 75(5)及(5A)的規定,本處必須收到申請人的申請及支付訂明費用後,並須確定申請人已繳交所有定額罰款、附加罰款及訟費,才可向申請人發出此證明書。
 - (2) 確定申請後,申請人或獲授權人可於本辦事處領取證明書,以現金或八達通繳付申請費用人士:如遞交一至四份申請,可於申請當日領取有關證明書;至於五至九份的申請,可在申請日期後的下一個工作天前來領取;而十份或以上的申請,則可在申請日期後的第三個工作天前來領取。如以支票繳付申請費用,請於確定申請後的第六個工作天領取證明書。
 - (3) 收集個人資料的目的為處理申請、通知申請進度及存檔之用。
 - (4) 申請人請出示你的香港身份證及香港駕駛執照以便核對身份。
 - (5) 獲授權人士請出示你的香港身份證以便核對身份。
 - (6) 為保障個人私隱,如申請人或獲授權人士拒絕出示香港身份證作核對,本處可拒絕交予有關的紀錄。

Pol 37&4 (Rev. 12/2017)

PERSONAL DATA "個人資料"

Traffic Conviction Records Office
 Central Traffic Prosecutions Division
 Traffic Branch Headquarters
 Hong Kong Police Force
 11/F, Arsenal House
 Police Headquarters
 No.1 Arsenal Street
 Wan Chai, Hong Kong



Business Hours :-

Monday to Friday : 9:00 a.m. to 12:45 p.m. &
 2:00 p.m. to 4:30 p.m.

Saturdays, Sundays and General Holidays : Closed

Prescribed Fee : HK\$61.00

For Official Use Only

Certificate S/N : _____

Payment Date : _____

Payment Receipt No.: _____

Certificate collected on : _____

Notification posted on: _____

Signature of recipient: _____

Date of receipt: _____

**Application Form of Certificate of Previous Conviction Issued
under Section 75(5) of Road Traffic Ordinance (Cap 374) of Laws of Hong Kong**

PART A Personal Particulars of Applicant

Name (in English BLOCK LETTERS) _____ (Chinese) _____

HK Identity Card No. / HK Driving Licence No. _____ Contact Telephone No. _____

Address _____

PART B

I, the above-mentioned applicant, pay the prescribed fee by ***cash or cheque** (cheque no. _____) and request to be provided with a certificate relating to my previous conviction of offence under Section 75(5) of Road Traffic Ordinance, Chapter 374 after the Commissioner of Police has received the prescribed fee. The record concerned includes: -

- (a) Previous conviction record under Road Traffic Ordinance, Chapter 374 in the past ten years .
- (b) Payment record under Fixed Penalty (Criminal Proceedings) Ordinance, Chapter 240 in the past five years .
- (c) Record of driving-offence points under Section 3(2) of Road Traffic (Driving-Offence Points) Ordinance, Chapter 375 in the past five years .

PART C Declaration by Applicant

I declare that this form is completed to the best of my knowledge and belief. I certify that the information contained above is correct. I understand that if I give false information, HKPF will not be able to provide me with accurate information.

Signature of Applicant : _____

Date : _____

PART D Authorization (to be completed if the applicant authorizes a person to collect the Certificate)

I authorize Mr./Ms. _____ (I.D. No. _____) to collect the Certificate on my behalf.

Signature of Applicant : _____

Date : _____

- Note :**
- (1) According to Section 75(5) and (5A), Road Traffic Ordinance, Chapter 374, the Certificate will only be issued to the applicant on receipt of the application made by the applicant and the prescribed fee, as well as after confirming the applicant has paid all fixed penalties, additional penalties and costs.
 - (2) The Certificate(s) can be collected in person or by an authorized person at our office after completion of all application procedures. If prescribed fee is paid by cash or Octopus, the Certificate(s) will be available for collection on the same day of application for one to four applications; for five to nine applications, the Certificates can be collected on the next working day after receipt of the application and on the third working day for ten or more applications. If prescribed fee is paid by cheque, the Certificate(s) will be available for collection on the sixth working days.
 - (3) The purpose of collecting personal particulars in this form is for processing the application, notification of application progress and record keeping purpose.
 - (4) Applicant has to produce his/her Hong Kong Identity Card and Hong Kong Driving Licence for verification of identity.
 - (5) Authorized person has to produce his/her Hong Kong Identity Card for verification of identity.
 - (6) For protection of personal data, our staff may refuse to provide the relevant records to the applicant or the authorized person if he/she refuses to produce his/her Hong Kong Identity Card for verification.

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Bus Captain Driving Hour (on the wheel)

現時指引: 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) 不應超過11小時

Duty Type	Driving hours per duty	Jan-18		Dec-17		Nov-17	
		Quantity of duties (更份)	% of total duties	Quantity of duties (更份)	% of total duties	Quantity of duties (更份)	% of total duties
Split	11hr & below	36,772	19.9%	34,263	18.6%	34,309	19.3%
	11hr01mins - 11hr30mins	358	0.2%	613	0.3%	663	0.4%
	Over 11hr30mins	113	0.1%	121	0.1%	113	0.1%
	sub-total	37,243	20.1%	34,997	19.0%	35,085	19.7%
Straight	11hr & below	147,855	79.9%	148,859	80.9%	142,683	80.2%
	11hr01min - 11hr30mins	33	0.0%	127	0.1%	105	0.1%
	Over 11hr30mins	4	0.0%	0	0.0%	7	0.0%
	sub-total	147,892	79.9%	148,986	81.0%	142,795	80.3%
Total		185,135	100.0%	183,983	100.0%	177,880	100.0%

Nov'17-Jan'18
(3 months)

347

Involves 127 BC:
- Additional trips
- Traffic congestion
- Non-passenger carrying trip

11

Involves 4 BC:
- Additional trips

Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours

Total Valid	185,240	183,122	176,992
	105	(861)	(888)

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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 7

Bus Captain Driving Hour (on the wheel)

Current Guideline: driving time within 1 working day (i.e. the longest working hour deducted by all of each at least 30 minutes rest time) should not exceed 11 hours

Duty Type	Driving hours per duty	Jan-18		Dec-17		Nov-17		Nov'17-Jan'18 (3 months)
		Quantity	% of	Quantity	% of	Quantity	% of total	
		of duties (更份)	total duties	of duties (更份)	total duties	of duties (更份)	duties	
Split	11hr & below	36,772	19.9%	34,263	18.6%	34,309	19.3%	347
	11hr01mins - 11hr30mins	358	0.2%	613	0.3%	663	0.4%	
	Over 11hr30mins	113	0.1%	121	0.1%	113	0.1%	
	sub-total	37,243	20.1%	34,997	19.0%	35,085	19.7%	
Straight	11hr & below	147,855	79.9%	148,859	80.9%	142,683	80.2%	11
	11hr01mins - 11hr30mins	33	0.0%	127	0.1%	105	0.1%	
	Over 11hr30mins	4	0.0%	0	0.0%	7	0.0%	
	sub-total	147,892	79.9%	148,986	81.0%	142,795	80.3%	
Total		185,135	100.0%	183,983	100.0%	177,880	100.0%	

Involves: 27BC:
- Additional trips
- Traffic congestion
- Non-passenger carrying trip

Involves 4 BC:
- Additional trips

Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours

Total Valid	185,240	183,122	176,992
	105	(861)	(888)

A47

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Bus Captain Duty Hour**Duty Hour = Driving + rest times + meal break + standby + bus shunting**

現時指引: 一個工作日內最長的工作時間 (包括所有休息時間) 不應超過14小時。

Duty Type	Duty hour	Jan-18		Dec-17		Nov-17	
		Quantity of duties (更份)	% of total duties	Quantity of duties (更份)	% of total duties	Quantity of duties (更份)	% of total duties
Split	14hr & below	38,683	19.9%	35,996	18.7%	36,361	19.5%
	14hr01mins - 14hr30mins	82	0.0%	102	0.1%	97	0.1%
	Over 14hr30mins	26	0.0%	25	0.0%	9	0.0%
	sub-total	38,791	20.0%	36,123	18.8%	36,467	19.5%
Straight	11hr & below	135,461	69.7%	135,435	70.4%	130,157	69.8%
	11hr01min - 12hr	17,602	9.1%	18,147	9.4%	17,434	9.3%
	12hr01min - 14hr	2,256	1.2%	2,474	1.3%	2,380	1.3%
	14hr01min - 14hr30mins	142	0.1%	150	0.1%	91	0.0%
	Over 14hr30mins	71	0.0%	70	0.0%	50	0.0%
	sub-total	155,532	80.0%	156,276	81.2%	150,112	80.5%
Total		194,323	100.0%	192,399	100.0%	186,579	100.0%

Nov'17-Jan'18
(3 months)

60

Involves 40 BC:

- Standby and bus shunting
- Route familiarisation
- Additional trips
- Wrong data input
- Others, e.g. traffic congestion

191

Involves 85 BC:

- Additional trips
- Route familiarisation
- Bus shunting

Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours

Total Valid

185,240
(9,083)183,122
(9,277)176,992
(9,587)

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 8

Bus Captain Duty Hour

Duty Hour = Driving + rest times + meal break + standby + bus shunting

Current Guideline: the longest working hours within 1 working day (including all rest time) should not exceed 14 hours

Duty Type	Duty hour	Jan-18		Dec-17		Nov-17	
		Quantity of duties (更份)	% of total duties	Quantity of duties (更份)	% of total duties	Quantity of duties (更份)	% of total duties
Split	14hr & below	38,683	19.9%	35,996	18.7%	36,361	19.5%
	14hr01mins - 14hr30mins	82	0.0%	102	0.1%	97	0.1%
	Over 14hr30mins	26	0.0%	25	0.0%	9	0.0%
	sub-total	38,791	20.0%	36,123	18.8%	36,467	19.5%
Straight	11hr & below	135,461	69.7%	135,435	70.4%	130,157	69.8%
	11hr01mins - 12hr	17,602	9.1%	18,147	9.4%	17,434	9.3%
	12hr01mins - 14hr	2,256	1.2%	2,474	1.3%	2,380	1.3%
	14hr01mins - 14hr30mins	142	0.1%	150	0.1%	91	0.0%
	Over 14hr30mins	71	0.0%	70	0.0%	50	0.0%
	sub-total	155,532	80.0%	156,276	81.2%	150,112	80.5%
Total		194,323	100.0%	192,399	100.0%	186,579	100.0%

Nov'17-Jan'18

(3 months)

60

Involves 40BC:
- Standby and bus shunting
- Rout familiarisation
- Additional trips
- Wrong data input
- Others, e.g. traffic congestion

191

Involves 85 BC:
- Additional trips
- Rout familiarisation
- Bus shunting

Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours

Total Valid	185,240	183,122	176,992
	(9,083)	(9,277)	(9,587)

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Guidelines on Bus Captain
Working Hours, Rest Times and Meal Breaks

(Revised in 2018)

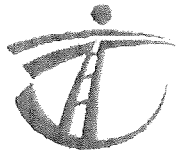
- Guideline (1) (a) Maximum duty hours¹ in a shift should not exceed 12 hours, and driving hours² therein should not exceed 10 hours.
- (b) Duty hours in a special shift duty arranged to cater for service demand in the morning and evening peaks may exceed 12 hours but maximum duty hours should not exceed 14 hours, and driving hours therein should not exceed 10 hours. A rest break of no less than 3 consecutive hours should be provided in the special shift.
- Guideline (2) — The off-duty break between 2 successive shifts should not be less than 10 hours. The total off-duty breaks in 3 successive shifts, other than special shift duties, should not be less than 22 hours.
- Guideline (3) — Bus captains should have a rest break³ of at least 40 minutes after 6 driving hours², and within that 6-hour duty, they should have short rest breaks⁴ totalling not less than 20 minutes, of which no less than 12 minutes should be within the first 4 hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest break/short rest break.
- Guideline (4) — Bus captains working for 8 hours or above in a shift should have a meal break of no less than 1 hour.

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

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

³ Inclusive of meal breaks.

⁴ Short rest breaks refer to rest times of less than 40 minutes.



運輸署

Transport Department

By Post & Fax (No : 2742 7432)

Our Ref.: TD BR 76/190-3C
Your Ref.: LGD 10403
Tel.: 2829 5306
Fax: 2511 4158

19 March 2018

Managing Director
The Kowloon Motor Bus Company (1933) Ltd.
15/F, 9 Po Lun Street
Lai Chi Kok
Kowloon
(Attn: Mr Roger Lee)

Dear Roger,

**Report on Bus Accident of KMB Route 872
on Tai Po Road on 10 February 2018**

I refer to the captioned report which we received on 12 March 2018. We are studying it and would like to seek the following information which is missing in the report for our in-depth examination –

Part 2 – Accident Investigation Report

[Information Withheld]

[Information Withheld]

Part 4 – Recommendations

A. Recruitment

- (a) Has KMB identified any deficiency or room for improvement in the recruitment of bus captains?

Para. 13 –

- (a) What is the reason for the immediate discontinuation of employment of part-time bus captains?
- (b) Has KMB done assessment on the impact of the service delivery before the discontinuation? If yes, what is the result of the assessment? If not, why?
- (c) What measures have been taken or will be taken to fill up the shortfall as a result of the discontinuation?

Para. 14 –

- (a) Have the internal staff received same training as an ordinary bus captain before they are deployed to driving duties?
- (b) Will they be informed of the need of taking up driving duties in advance?
- (c) Will the performance-related standards on the bus captains be applicable to these internal staff?

B. Training

Para. 15 –

- (a) Has KMB identified any deficiency or room for improvement in the training of bus captains?
- (b) What are the merits of the new elements of the training?
- (c) Has KMB identified any deficiency or room for improvement in the existing follow-up on inappropriate driving behaviour/attitude?

Para. 16 –

- (a) How do the new arrangements of basic training differ from the previous arrangement?
- (b) Did the bus captain involved in the accident meet the “KMB required standard” before he was assigned to driving duty?

Para. 17 –

[Information Withheld]

Para. 19 –

- (a) How does this new arrangement of 1-day route training differ from the previous arrangement?

Para. 20 --

- (a) How do the new arrangements of remedial training differ from the previous arrangement?

Para. 25 –

- (a) It says that “If so required, such search will be conducted upon recruitment or new traffic conviction.” Under what circumstances, will KMB extend the traffic conviction search upon recruitment of bus captains or new traffic conviction?

Para. 26 and para. 27 –

- (a) Will KMB intend to consult staff / staff unions on the proposed follow-up on inappropriate driving behaviour / attitude (including disciplinary actions)?

Part 5 – Other measures to enhance bus safety

Para. 39 to 47 –

- (a) Is there any expected timetable that the recommendations made in para. 40 to 47 could be implemented or the KMB management could complete the study on these recommendations?

The “Independent Review Committee on Hong Kong's Franchised Bus Service” has been formed. I would appreciate it if you would give me at your earliest convenience.

Yours sincerely,



(Miss Rachel Kwan)
for Commissioner for Transport

Our Ref: LGD 10403
Your Ref: TD BR 76/190-3C

10 April 2018

Commissioner for Transport
41st Floor, Immigration Tower,
7 Gloucester Road,
Wan Chai, Hong Kong

Attn.: Miss Rachel Kwan

(By Hand)

Dear Commissioner,

**Re: Report on Bus Accident of KMB Route 872 on Tai Po Road on 10
February 2018 (the "Incident")**

We refer to your letter to us dated 19th March 2018 seeking further information relating to our report to you dated 12th March 2018 for the Incident (the "Report").

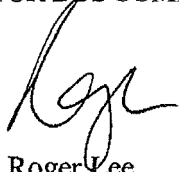
As requested, our replies to the questions raised in the said letter are enclosed (the "Replies"). We have also enclosed an action plan for implementation of the key recommendations we made in the Report (the "Action Plan").

Please note that our submission of the Report, the Replies and the Action Plan are made on the footing that the same shall not be disclosed to other parties.

As you are well aware, judicial proceedings against the Bus Driver involved in the Incident are still ongoing. As the contents of our submission to you are sensitive, disclosure of any such details may have a bearing on the above judicial proceedings and affect the outcome.

We therefore ask that you do not disclose the Report, the Replies and the Action Plan, or any details contained therein, to any other party.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.


Roger Lee
Managing Director

Encl.

Replies to Questions Raised in TD's Letter dated 19 March 2018

Part 2 - Accident Investigation Report

[Information Withheld]



[Information Withheld]

Part 4 - Recommendations

A. Recruitment

- (a) Has KMB identified any deficiency or room for improvement in the recruitment of bus captains?

Ans: Since 15 February 2018, we have stopped recruiting new part-time BCs.

Para. 13 -

- (a) What is the reason for the immediate discontinuation of employment of part-time bus captains?

Ans: KMB did not discontinue the employment of part-time BCs. A few days after the incident, KMB stopped hiring new part-time BC. From 15 February 2018, KMB has suspended assigning driving duty to 209 part-time BCs working less than 18 hours a week.

After the incident, there was increasing public concern over (a) the adequacy of control and awareness by franchised bus operators of their part time BCs taking other employment before driving franchised bus; and (b) how franchised bus operators monitoring their part-time BCs' fatigue.

In response to the public concern on safety, the aforementioned suspension of assigning driving duty was implemented. Hence the deployment of part-time BCs has been revamped as well.

- (b) Has KMB done assessment on the impact of the service delivery before the discontinuation? If yes, what is the result of the assessment? If not, why?

Ans: Yes, we assessed. The impact on the service delivery was considered to be minimal. The 209 part-time BCs, on average, contributed approximately 0.5% of the entire workforce in terms of working hours performed. Besides, bus service provision during such period was in a holiday mode that service frequency of certain routes was lower than usual.

- (c) What measures have been taken or will be taken to fill up the shortfall as a result of the discontinuation?

Ans: In late March 2018, most of those 209 part-time BCs have accepted our requirements. We have assigned driving duty to them after they have met the following requirements:-

1. having made a written declaration that being a part-time BC does not



- breach the employment contract of his/her full-time job;
2. having made a written declaration of illness;
3. having made a written declaration of criminal record;
4. having passed traffic conviction record check; and
5. having attended a full day remedial training if the BC involved has not been driving a bus for one month or more

The latest status of the 209 part-time BCs:-

Agreed to work ≥ 18 hours a week	78
Agreed to work over 10 hours a week; declare doing part-time BCs at KMB will not breach the employment contract with their employer.	123
Quitted	8
Total	209

Para.14 -

- (a) Have the internal staff received same training as an ordinary bus captain before they are deployed to driving duties?

Ans: Internal staff have received the same training as full-time BCs.

- (b) Will they be informed of the need of taking up driving duties in advance?

Ans: They apply for driving on their own volition, and duty will be allocated in accordance with the Guidelines on Bus Captain Working Hours, Meal Break and Rest Time.

- (c) Will the performance-related standards on the bus captains be applicable to these internal staff?

Ans: Yes, they are required to meet the same driving and performance standards that apply to full-time BCs. All BCs are subject to the same standard of discipline action.

B. Training

Para. 15 -

- (a) Has KMB identified any deficiency or room for improvement in the training of bus captains?

Ans: We have made improvements in bus captain training as set out in paragraphs 17 and 18 of the Report.

- (b) What are the merits of the new elements of the training?

Ans: Training quality will be enhanced.



- (c) Has KMB identified any deficiency or room for improvement in the existing follow-up on inappropriate driving behaviour/attitude?

Ans: KMB has considered the driving behavior and attitude of BCs being an important element for safety driving. Despite emotional behavior training is being delivered in the present training, KMB is seeking professional assistance from clinical psychologists to enhance the training.

Para. 16 -

- (a) How do the new arrangements of basic training differ from the previous arrangement?

Ans: Previously, all new recruits of full-time BCs had to go through an 18-day training. Currently KMB does not recruit new part-time BCs. The new arrangements have standardised the requirements for all BCs and have split the training into two phases. Phase 1 is to train new recruits, among others, to pass the public bus driving licence examination conducted by TD. A new recruit holding driving license 10 or 17 and having passed an assessment conducted by BCTS can skip Phase 1 of the training and proceed to Phase 2 directly. Phase 2 is to train new recruits to reach the standard set out by KMB irrespective of the number of days of the training course.

- (b) Did the bus captain involved in the accident meet the "KMB required standard" before he was assigned to driving duty?

Ans: BC Chan met the standard required of a BC at the material time.

Para.17 -

[Information Withheld]



[Information Withheld]

Para. 19 -

- (a) How does this new arrangement of 1-day route training differ from the previous arrangement?

Ans: Under the previous arrangement, they were required to take part in route familiarization. Now they have to take a 1-day route training.

Para. 20 -

- (a) How do the new arrangements of remedial training differ from the previous arrangement?

Ans: We have stepped up the monitoring of BCs' performance and will enforce the remedial training as necessary.

Para. 25 -

- (a) It says that "If so required, such search will be conducted upon recruitment or new traffic conviction." Under what circumstances, will KMB extend the traffic conviction search upon recruitment of bus captains or new traffic conviction?

Ans: - New BCs are required to submit their traffic conviction records during recruitment.
- In-service contract hourly rate BCs (previously known as part-time BCs) have to submit their traffic conviction records every 6 months.
- Checking the traffic conviction record of in-service full-time BCs shall will be subject to consultation and subsequent agreement with the trade unions.

Para. 26 and Para. 27 -

- (a) Will KMB intend to consult staff/ staff unions on the proposed follow-up on inappropriate driving behaviour / attitude (including disciplinary actions)?

Ans: Disciplinary actions have been laid down in Outdoor Operations Staff Handbook. The proposed follow-up action does not vary the Outdoor Operations Staff Handbook. We advise BCs to refer to Outdoor Operations Staff Handbook periodically.



Part 5 - Other measures to enhance bus safety

Para. 39 to 47 -

- (a) Is there any expected timetable that the recommendations made in para. 40 to 47 could be implemented or the KMB management could complete the study on these recommendations?

Ans: We have attached an action plan setting out the expected timetable.



Action plan for implementation of the Key Recommendations
As of 10 April 2018

Topic	Action plan with milestone and date						
Recruitment							
1. To discontinue the employment of part time BCs whose working hours fall below 18 hours per week.	<p>No more new employment of part time BC with working hours below 18 hours per week since 15 February 2018.</p> <p><u>Milestone</u> 15 February 2018</p>						
2. To offer the previous part time BCs the option to convert to contract hourly rated BCs or to take up alternative duties in the Company.	<p>Status of the 209 previous part time BCs:</p> <table border="1"> <tr> <td>Agreed to work \geq18 hours a week</td><td>78</td></tr> <tr> <td>Agreed to work over 10 hours a week; declare doing part-time BCs at KMB will not breach the employment contract with their employer.</td><td>123</td></tr> <tr> <td>Quitted</td><td>8</td></tr> </table>	Agreed to work \geq 18 hours a week	78	Agreed to work over 10 hours a week; declare doing part-time BCs at KMB will not breach the employment contract with their employer.	123	Quitted	8
Agreed to work \geq 18 hours a week	78						
Agreed to work over 10 hours a week; declare doing part-time BCs at KMB will not breach the employment contract with their employer.	123						
Quitted	8						
Training							
3. All newly recruited BC candidates should be subject to the same standard of training i.e. phase 1 of training to meet the standard of passing 17 (public bus (franchised)) driving test conducted by TD; and phase 2 of training to meet the standard required by KMB including safe driving techniques, emotional control and route training.	<p>New recruits that only possess driving licenses 1 & 2, should undergo both Phase 1 and Phase 2 of training.</p> <p>Those who have already possessed driving license 10 or 17, and passed BCTS' pre-course driving assessment, are allowed to join Phase 2.</p> <p>In case he/she failed the pre-course driving assessment, he/she has to start from Phase 1.</p> <p>The same rule also applies to internal staff members.</p> <p><u>Milestone</u> The above action has been implemented from 14 March 2018.</p>						



Topic	Action plan with milestone and date
<p>4. Bus Captain Training School should extend the route training to all bus routes operated by KMB. Each BC is required to get trained with an instructor for each new route.</p>	<p>Each BC is required to receive formal route training delivered by a BCTS' driving instructor ("DI") in the ratio of 1:6 before he/she is deployed to drive a new route.</p> <p>After the training, a DI will authorize the BC to drive the new route and the BC will also sign an agreement that he/she is familiar with the route. The record will be kept in computer.</p> <p><u>Milestone</u> The above action plan has taken effect from 15 February 2018.</p>
<p>5. Any BC who is convicted of careless driving or has committed multiple traffic contraventions should attend remedial training.</p>	<p>Performance managers will refer BCs who were convicted of careless driving or with poor driving record to BCTS for remedial training.</p> <p><u>Milestone</u> On-going (it has been an established practice).</p>
<p>6. Any BC who has taken a consecutive period of leave for 30 days or more or has been cumulatively absent from work for 30 days in a 2 month period should attend a full day remedial training.</p>	<p>HRD and Operations will refer BCs who have not performed consecutive driving duty for 30 days or more, due to sick leave and injury leave or due to operational reasons, to BCTS for a full day remedial training respectively.</p> <p>A full day remedial training for BCs who have been cumulatively absent from duty for over 30 days or more in a 2-month period will be required subject to consultation and subsequent agreement with the trade unions.</p> <p><u>Milestone</u> On-going</p>



Topic	Action plan with milestone and date
7. The number of KMB driving instructors should be increased to a total of 110.	<p>An additional 15 DI licenses have been approved by TD. The selection of DI candidates was completed on 19 March 2018. The DI candidates would complete all training and necessary TD's exams before 30 June 2018 to form a cadre of 81 DIs.</p> <p><u>Milestone</u> With the capacity of 81 DIs, the workload of DIs and the necessity of additional DIs will be reviewed in Q3 2018 and an application of additional 29 DI licenses, to form a cadre of 110, will be submitted.</p>
Performance	
8. Each newly recruited BC should declare his employment, whether on a part time or full time basis; any serious illness that would affect road safety, and criminal records. KMB should conduct a formal assessment on each BC.	<p>The following requirements have been implemented for all newly hired BCs:</p> <ul style="list-style-type: none"> - declaration of illness; - declaration of criminal record; and - traffic conviction check. <p>Remark: No new hire of part-time BC since 15 February 2018.</p>
9. KMB should conduct a traffic conviction search for each contract hourly rated BC every 6 months whereas all full time BCs including employed retirees on an annual basis.	<p>New BCs are required to submit their traffic conviction records during recruitment.</p> <p>In-service contract hourly rate BCs (previously known as part-time BCs) have to submit their traffic conviction records every 6 months.</p> <p>Checking the traffic conviction record of in-service full-time BCs will be subject to consultation and subsequent agreement with the trade unions.</p>



Topic	Action plan with milestone and date
<p>10. KMB should monitor BCs' performance by analyzing his driving record from the black box installed on buses and improve the effectiveness and timeliness of follow up disciplinary actions on BCs' inappropriate driving behavior and attitude.</p>	<p>Operations Sections will continue monitoring bus speed by using the "BOP 207" functions in the black box system. Checking is done on a daily basis for the driving record of the preceding 10 days. Any abnormalities will be dealt with and reported promptly to TQD, which will then commence disciplinary procedures.</p> <p><u>Milestone</u> IT Dept. is in the process of enhancing the presentation of the Bus Performance Reports to facilitate monitoring speeding, harsh braking and abrupt acceleration. After the enhancement of BOM System, Operation Sections will analyze the data of preceding 8 days twice a week to provide driving records of BCs with irregularities. The reports will be passed to TQD twice a week. Immediate actions will be taken to alert respective BCs to deter them from committing the same faults. The whole process will finish in 14 working days. Upon confirmation of the speedometer check is correct, a follow-up action of issuing warning letter or appropriate disciplinary actions will be taken.</p>
<p>11. The Training and Quality Assurance Department of KMB should take disciplinary actions against BCs with problems of speeding, abrupt acceleration, harsh braking and other poor performance within 14 working days.</p>	<p>Refer to the answer to item 10 above.</p>



[Handwritten signature]

Topic	Action plan with milestone and date
Working conditions	
12. KMB should implement the revised Guidelines on Bus Captain Working Hours, Rest times and Meal Breaks by the end of 2018 and reduce the maximum working hours for split duties to 13 hours.	<p>The implementation plan of the revised Guidelines will be as follows: -</p> <ol style="list-style-type: none"> 1. Computer system modifications below will be conducted between April and December 2018: <ul style="list-style-type: none"> - scheduling system modifications between April and May 2018 - duty rostering system modifications between May and September 2018 - duty dispatching system modifications between July and October 2018 - modifications of reports for guidelines checking for actual duty between November and December 2018 2. Guideline number (2) will be fully complied effective from 1 November 2018 3. Rescheduling bus and crew duties will be implemented by phases starting from October 2018, and to be completed by end of April 2019 4. Guideline number (1)(a), (1)(b), (3) will be fully complied effective from 1 May 2019 <p>Reduction of maximum working hours for split duties to 13 hours will be reviewed upon the full implementation of the revised Guidelines.</p>
Psychological support	
13. KMB should engage a professional consultant to provide a comprehensive review of the current practice and recommendations will be implemented phase by phase to address immediate concerns.	<p>A restricted tender has been sent out to invite professional consultants to provide such service. All the interested consultants will be invited to present their proposal in early May 2018 and the Task Force will appoint the consultant in mid May 2018. The consultancy service should be completed within 6 to 9 months. It is expected the consultant will make recommendations on psychological well being issues including but not limited to recruitment, training, performance management as well as developing tools and training programs that fit our needs.</p>



Topic	Action plan with milestone and date
Measures to enhance bus safety	
14. Safety belts- KMB has already requested its suppliers to install safety belts on all seats as a standard feature for new buses ordered after 5 March 2018. As for buses that are currently in service, where certain routes so required, safety belts will be installed on the bus upper decks phase by phase.	<p><u>Installation of safety belts on new buses ordered after 5 March 2018</u> Safety belts on all seats have been requested on new ordered buses after 5 March 2018.</p> <p><u>Installation of safety belts on all seats of existing buses</u> Installation of safety belts on lower deck of existing buses is not feasible as this will involve major structural alternation. The feasibility of "installing safety belts on upper deck seats only" will be updated by our suppliers in due course.</p>
15. Electronic Stability Program – KMB should test and verify with bus suppliers the installation of ESP in EURO V and EURO VI to reduce the risk of skidding and rolling over.	New ordered Euro VI buses will have ESP installed. Feasibility for retrofitting on existing buses will be updated in due course.
16. Geo-fencing—KMB should set speed limits of buses running through specific geo-fences. Upon satisfactory testing, they should consider using the technology in the fleet in particular routes with steep slopes or sharp bends.	Bus suppliers are studying how to implement this feature. Feasibility study is ongoing.
17. Tilt alarm – tilt alarm should be installed on the entire fleet to alert BCs when the bus has reached a specific inclination.	Bus suppliers have been urged to study and suggest the inclination threshold. Feasibility will be updated in due course.
18. Speed alarm—an audible alert and a warning light should be activated to warn BC when the bus speed is beyond 70km/hr.	Completed.
19. Speed limitation—speed limitation system which will automatically activate the brakes to slow down the gearbox should be installed on new buses after a period of engineering and testing.	Both ADL and Volvo are studying how this system could be implemented on new bus. Feasibility will be updated in due course.



Topic	Action plan with milestone and date
20. Condensation - either hot air demisters or heated windscreens should be adopted for more effective and faster dehumidification.	<p>Either hot air demisters or heated windscreen has been adopted as standard features on new ordered buses after March 2018.</p> <p>Existing buses will be retrofitted with hot air demisters or heated wind screens by phase within the next 12 months.</p>
21. Drowsiness of bus captain – KMB should test device to monitor drowsiness of BCs while they are driving and install such system in all buses if the result is satisfactory.	This drowsiness monitoring system will be installed into 4 buses for trial at the end of 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

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/3
來函檔號 Your Ref.: LGD 10403



Independent Review Committee on
Hong Kong's Franchised Bus Service

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

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

4 May 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Ltd.
and Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

Dear Mr LEE,

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

The Committee thanks you for the helpful submissions, together with the accompanying annexures, received by the Committee on 24 April 2018. However, the Committee seeks further detailed information in respect of some of the matters addressed in those submissions and invites you to provide further written responses to the issues raised and questions posed in Annex.

I should be grateful if that information could reach the Secretariat of the Committee by 18 May 2018.

Yours sincerely,

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

Encl

1. The answer in the ‘Submissions’, to what was described as Q (1)(b), states that:

“To reach out to the community, the PLG (Passenger Liaison Group) sessions are held at bus termini in various districts.”
2. (a) Has the issue of bus safety, including injuries caused by collisions involving buses or injuries resulting from passengers on-board buses losing their balance in consequence of abrupt braking by the bus captain, been raised in 2016-2017? If so, please provide details of such discussions and any follow-up action taken by KMB/LWB. If records were compiled of the discussions and follow-up action, please provide copies of such documents.
- (b) What, if any, are the merits of having ad-hoc liaison groups instead of regular liaison group meeting at regular intervals with designated representatives so that the progress of follow-up actions on issues raised in previous meetings could be monitored?
3. In the answers in the ‘Submissions’, to what was described as Q 2 (c) and Q 8(a) and (b), pages 25 and 47 to 48 respectively, information was provided in respect of the use of tachographs/black boxes to obtain information, amongst other things, of the vehicle’s speed and location and the storage of that data in the “Bus Onboard Monitoring System (“BOM System”). Further, it was said that there was “...a delay of about 10 seconds for transmitting the information to bus headquarters.” Also, it was said that the “Operation Sections of KMB and LWB monitor bus speed daily for the driving record of the preceding 10 days to monitor BC’s driving performance”, which information was “... passed to Performance Managers to commence disciplinary action within 14 working days from the time of the contravention.”
4. (a) Please give a description of the number of persons employed in the Operations Sections of KMB/LWB performing those tasks and their experience and qualifications. Also, describe in detail the process by which the data contained in the black boxes are analysed, in order that the bus captain’s driving is thereby monitored. Is the analysis computer-assisted?
- (b) Of the statement in answer to Q (8) (b) that “...it needs time to generate data with irregularities”, please describe that process indicating how much time is required. Are the data retained and, if so, for how long? If the black box is assigned to a particular bus, how is the driver of that bus at any given time identified? Does the data stipulate the speed limit at any particular place at which it provides information of the speed of the bus? If not, how is that information obtained?

- (c) Are the data in all black boxes installed in buses analysed for all periods of use? If not, how is it determined which black boxes are analysed and for which bus drivers, periods of time and locations? What percentage of black boxes are examined and how frequently? Is some of the data relating to every bus driver examined and, if so, how frequently does such an examination take place?
- (d) Please provide some copy samples of the data obtained illustrating driving at inappropriate speeds and/or speeds in excess of the speed limit at particular locations. Please describe the disciplinary process which might result in such circumstances. Please provide statistical information for the period 2012 to 2018 of disciplinary action resulting from an analysis of the data obtained from black boxes.
- (e) Is some of the data in the black boxes on buses made available to the TD? If so, how frequently is that done? Please give broad statistics for such a process, if it exists, over the previous 2 years.
- (f) Given that it is said that data from the black boxes are transmitted to “bus headquarters” with “a delay of about 10 seconds”, is any real-time use made of that data? Does the real-time data capture the frequency of the brakes being applied abruptly and/or that a bus is being driven at speed around a sharp bend?
- (g) What is the incidence of malfunctioning of black boxes? Is the device an effective tool in monitoring the bus captain’s driving performance?
- (h) Are black boxes in operation at times when the bus is not carrying passengers, e.g. returning to depots/bus termini? If so, are the data used to monitor the bus captain’s driving performance in those journeys?

5. In paragraph 19, page 4, of the ‘Additional Submission’ provided to the Committee on 24 April 2018, it is stated that:

“Since 2015, KMB has taken the initiative to equip its buses with speed limiters, black boxes and surveillance cameras to monitor the driving performance of bus captains as well as to assist in accident investigation. Such equipment has subsequently become part of the franchise requirements.”

6. Please identify those franchise requirements. Are the requirements imposed by the Transport Department? Are they expressed in writing? If so, please provide copies of those documents.

7. Annex 1-a-i 15, attached to the written submission, is a copy of a document entitled “Recommended Minimum Specification requirements for Franchise Buses” that states that it was issued in February 2012 by “VSSD, Transport Department”.

8. Are KMB/LWB required to comply with those specifications? If so, is that compliance required pursuant to statute, franchise agreements, other contractual agreements, by mutual agreement or by a stated commitment in the process of the renewal of a franchise? Are KMB/LWB required to comply with other safety-related requirements of TD in a similar way? If so, please provide details, including copies of relevant documents, of such requirements.

9. Annex 1-a-iii-10 of the written submissions, described as a “Staff Handbook” in page 5 of those submissions, contains information relating to “注意路段駕駛貼士查詢”, which we understand to roughly mean “enquiry results on tips concerning roads sections requiring special attention”.

10. Please describe the nature and purpose of the handbook. If, as appears on its face, it provides bus captains with driving tips, does it contain all or only a sample of the road sections on which KMB/LWB buses are driven which require special attention by bus captains? Please describe how these driving tips were drawn up and how the road sections were identified. In compiling the handbook was regard given to instances of previous traffic accidents and/or to the driving behaviour of bus captains? If so, please identify those traffic accidents.

11. Annex 1-a-iii-12 of the written submissions, listed under the “Codes of Practice” at page 5 of those submissions, is described as a “ISO Quality Manual” of KMB/LWB and sets out key operating procedures. Some of the documents/instructions pertain to day-to-day bus operations as well as training.

12. (a) Please provide copies of the documents, and where appropriate copy sample documents of actual reports, referred to at:

- (i) items listed as D1, D3-D6, D8-D10 and D15 and D16 of the “Document List” and items listed as R1, R2, R12 and R15 in the “Record List” on page 5 of the document entitled “Quality Procedure. Bus Service Delivery Process.”, identified as “TOM/QP-02”;
- (ii) items listed as D1-D7 of the “Document List” and items R1-R3 of the “Record List” on page 5 of the document entitled “Quality Procedure. Accident Risk Management Process.”, identified as “IN/QP-01”; and
- (iii) items listed as D1 of the “document list” and items R2 to R7 of the “record list” on page 5 of the document entitled “Quality Procedure. Design Process of Technical Training Courses”, identified as “SD/QP-03”.

13. In the answers in the ‘Submissions’, to what was described as Q (3) (a), under the title “Maintenance and Inspection”, the system of periodic maintenance inspection was described. In the answer to what was described as Q (3) (c) it was stated that:

“All buses will return to depots after completion of service for daily servicing, upon which they will be inspected.”

14. (a) By whom are the inspections of buses made after completion of service?

(b) Consequent upon defect reports by bus captains and/or defects detected in inspections, have there been occasions where the defects could not be rectified immediately due to the non-availability of replacement parts? If so, please describe such incidents in 2016 and 2017.

15. In paragraph 14 of the partially redacted version provided to the Committee of the “Report to the Commissioner for Transport on the Investigation to Examine the Bus Accident of KMB 872 on Tai Po Road on 10 February 2010” it was stated that:

“Owing to the high demand for bus services during peak hours, deployment of internal staff holding full time non-driving jobs at KMB, e.g. office staff, bus maintenance staff and other frontline staff, to driving duties is warranted.”

16. (a) Please set out the number of such internal staff and stipulate the number of such internal staff members who were deployed to driving duties in such circumstances in 2016 and 2017. Please describe the overall circumstances in which they were so deployed, in particular whether the internal staff members were on leave or had finished their usual working duties. In the latter case, are there measures in place to ensure that they have had sufficient rest time after finishing their principal duties and before commencing their part-time driving duties? If so, please provide details of those measures and, if they are in writing, please provide a copy of the document.

(b) Is it a requirement that, before such internal staff members are required to perform bus driver duties, they have received dedicated route-specific training under the coaching of qualified driving instructors? If so, are records made describing the routes on which such part-time bus drivers have been trained? Are those records available to those who assign such internal staff to perform part-time bus driver duties? If so, please provide sample documentary records for 2016 and 2017 reflecting the deployment of internal staff as part-time bus drivers on particular routes and sample documentary records of their qualification to drive on that route.

17. In Part 4 of the “Report to the Commissioner for Transport on the Investigation to Examine the Bus Accident of KMB 872 on Tai Po Road on 10 February 2010” under the heading “Recommendations” and the subheading “Psychological support” it was stated that a task force of KMB had been formed to look into “...enhancing the provision of emotional support for BCs and frontline staff”. Also, it was stated that:

“The task force will engage a professional consultant to provide a comprehensive review of the current practice and make recommendations in areas including but not limited to recruitment, assessment on BCs emotional intelligence and stress tolerance, training, counselling and performance management.”

18. In the partially redacted letter, dated 10 April 2018, from KMB to the Commissioner for Transport, providing ‘Replies to Questions Raised in TDs Letter dated 19 March 2018’, which material was provided to the Committee on 24 April 2018 under the rubric ‘Action plan for implementation of the Key Recommendations As of 10 April 2018’, it was stated that it was anticipated that a consultant would be appointed who would make:

“...recommendations on psychological well-being issues including but not limited to recruitment, training, performance management as well as developing tools and training programs that fit our needs.”

19. (a) Please describe what part, if any, of an assessment of the emotional intelligence and stress tolerance of a candidate played and plays in the previous and existing system for the recruitment of bus captains. In such previous recruitment and in the current system of recruitment are any enquiries directed at an assessment made of a prospective bus captains ability to “handle difficult passengers”? If so what was/is the nature of those enquiries and the related assessments?

20. In the same ‘Action plan for implementation of the Key Recommendations As of 10 April 2018’ reference was made, at item 16, to “Geo-fencing and, at item 21, to a “drowsiness monitoring system”. Please provide details of both systems, indicating whether or not it is known that they are in use in motor vehicles, including franchised buses, in other jurisdictions.

- End -

Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

18 May 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Hand)

Dear Sirs,

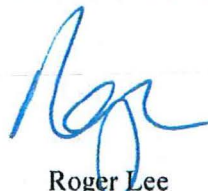
**Re: Written Submissions for Consideration by the Independent
Review Committee on Hong Kong's Franchised Bus Service**

We refer to your letter to KMB and LWB dated 4 May 2018 (the "Letter").

We now enclose our responses to the issues raised and questions posed in the
Annex to the Letter.

Thank you for your attention.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

Encl.



THE KOWLOON MOTOR BUS COMPANY (1933) LIMITED

AND

LONG WIN BUS COMPANY LIMITED

Second Submission to
the Independent Review Committee on
Hong Kong's Franchised Bus Service
(in response to IRC's letter dated 4 May 2018
containing further issues/questions)

18 May 2018

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• R12. Report on the effect of Redeployment (sample form)	Annex FQ12a-i-R12
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Documents**Annex No.****Documents under “Quality Procedure: Accident Risk Management Process”**

- D1. Accident Prevention Report (IN/QI-03) Annex FQ12a-ii-D1
- D2. Traffic Accident Internal Record Maintenance (IN/QI-06) Annex FQ12a-ii-D2
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- D6. Accident Information to Transport Department (IN/QI-09) Annex FQ12a-ii-D6
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- R1. Accident Prevention Report, KMB’s letter to TD dated 26 July 2016 and other relevant documents Annex FQ12a-ii-R1
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- D1. Design of Technical Training Course (SD/QI-08) Annex FQ12a-iii-D1
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Sample training and assignment records (車長訓練通知書) for Route 102 (personal data withheld)	Annex FQ16b-i
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Sample BC candidate interview evaluation form	Annex FQ19a-i

GLOSSARY OF TERMS

Unless otherwise stated, all capitalised terms and expressions used in this Second Submission shall have the same meanings as those defined in the Submissions.

“Additional Submission”	A document entitled “Additional Submission to the Independent Review Committee on Hong Kong’s Franchised Bus Service” dated 24 April 2018, voluntarily submitted to the IRC by KMB
“IRC”	The Independent Review Committee on Hong Kong’s Franchised Bus Service
“Submissions”	A document entitled “Submissions to the Independent Review Committee on Hong Kong’s Franchised Bus Service” dated 24 April 2018, submitted to the IRC by KMB and LWB in response to IRC’s 2 separate letters to KMB and LWB both dated 28 March 2018

Further Issue/Question (1)

The answer in the 'Submissions', to what was described as Q (1)(b), states that:

"To reach out to the community, the PLG (Passenger Liaison Group) sessions are held at bus termini in various districts."

Further Issue/Question (2)(a)

Has the issue of bus safety, including injuries caused by collisions involving buses or injuries resulting from passengers on-board buses losing their balance in consequence of abrupt braking by the bus captain, been raised in 2016-2017? If so, please provide details of such discussions and any follow-up action taken by KMB/LWB. If records were compiled of the discussions and follow-up action, please provide copies of such documents.

Response

KMB & LWB

- The requirement for conducting PLG sessions is stipulated respectively in clause 15 of KMB's franchise (*Annex 1a-i-1 of the Submissions*) and clause 15 of LWB's franchise (*Annex 1a-i-2 of the Submissions*).
- TD has been invited to send representative(s) to attend each PLG session as observer(s) and the relevant district councillor(s) has been informed accordingly.
- The majority of feedback obtained from the passengers of the PLG was based on their personal, day-to-day travelling experience to and from work or school and focused on bus route frequency and service adequacy, facilities of bus stops and bus compartment, suggestions on bus routes reorganisation, introduction of new routes and fare concession schemes.
- No feedback on collisions involving buses or injuries resulting from passengers on-board buses losing their balance in consequence to abrupt braking was given at any of the PLG sessions of KMB and LWB in 2016-2017.
- The results of PLG sessions of KMB and LWB in 2016-2017 are annexed as *Annexes FQ2a-i and FQ2a-ii*.

Further Issue/Question (2)(b)

What, if any, are the merits of having ad-hoc liaison groups instead of regular liaison group meeting at regular intervals with designated representatives so that the progress of follow-up actions on issues raised in previous meetings could be monitored?

Response

KMB & LWB

- 6 PLG sessions are held for each of KMB and LWB annually at a 2-month interval at the bus termini of various districts of Kowloon and New Territories for the convenience of passengers. The purpose of such arrangement, which is referred to as “ad-hoc” in the question above, is to obtain feedback from a representative sample of passengers. Having meetings with designated representatives instead may limit the scope of feedback we receive. The date, location and time of each upcoming PLG session are announced on the KMB and LWB websites in order to invite more participation by passengers from all walks of life. All passengers are welcome to share their feedback at the PLG session.

Further Issue/Question (3)

In the answers in the 'Submissions', to what was described as Q 2(c) and Q 8(a) and (b), pages 25 and 47 to 48 respectively, information was provided in respect of the use of tachographs/black boxes to obtain information, amongst other things, of the vehicle's speed and location and the storage of that data in the "Bus Onboard Monitoring System ("BOM System"). Further, it was said that there was "... a delay of about 10 seconds for transmitting the information to bus headquarters." Also, it was said that the "Operation Sections of KMB and LWB monitor bus speed daily for the driving record of the preceding 10 days to monitor BC's driving performance", which information was "... passed to Performance Managers to commence disciplinary action within 14 working days from the time of the contravention."

Further Issue/Question (4)(a)

Please give a description of the number of persons employed in the Operations Sections of KMB/LWB performing those tasks and their experience and qualifications. Also, describe in detail the process by which the data contained in the black boxes are analysed, in order that the bus captain's driving is thereby monitored. Is the analysis computer-assisted?

Response

KMB & LWB

- Data in the black boxes are analysed by staff of officer grades or above in the Operations Section of KMB and LWB who are familiar with the routes under their management. There are 37 staff members for black boxes' analysis working for both KMB and LWB at the moment.
- There is a dedicated computer programme in generating suspected speeding cases for the officers to check and verify. After examination, confirmed speeding cases will then be forwarded to Performance Managers of Bus Captain Performance Management Section for taking further action.

Further Issue/Question (4)(b)

Of the statement in answer to Q (8) (b) that “....it needs time to generate data with irregularities”,

- please describe that process indicating how much time is required.
 - Are the data retained and, if so, for how long?
 - If the black box is assigned to a particular bus, how is the driver of that bus at any given time identified?
 - Does the data stipulate the speed limit at any particular place at which it provides information of the speed of the bus?
 - If not, how is that information obtained?
-

Response

KMB & LWB

- By means of a computer programme, black boxes will capture: (i) records of speeding; (ii) malpractice of harsh braking; and/or (iii) abrupt acceleration for analysis. Further information, e.g. the corresponding bus registration numbers and route numbers, can be retrieved with the assistance of other systems, such as Terminus Management System (TER), Fleet Management Information System (FMI) and Bus Onboard Monitoring System (BOM). It takes about 10 days to retrieve such data for analysis, where necessary, further disciplinary actions will be taken.
- All the data in black boxes will be archived after one month and then retained for one year.
- Identification of the BC of a particular bus is done through our Terminus Management System (TER).
- The data do not stipulate the speed limit at any particular place at which it provides information of the speed of the bus.
- The speed limit is obtained manually via the assistance of other system, such as Fleet Management Information System (FMI) and Bus Onboard Monitoring System (BOM).

Further Issue/Question (4)(c)

Are the data in all black boxes installed in buses analysed for all periods of use? If not, how is it determined which black boxes are analysed and for which bus drivers, periods of time and locations? What percentage of black boxes are examined and how frequently? Is some of the data relating to every bus driver examined and, if so, how frequently does such an examination take place?

Response

KMB & LWB

- The data in all black boxes installed in buses are analysed for all periods of use.

Further Issue/Question (4)(d)

Please provide some copy samples of the data obtained illustrating driving at inappropriate speeds and/or speeds in excess of the speed limit at particular locations. Please describe the disciplinary process which might result in such circumstances. Please provide statistical information for the period 2012 to 2018 of disciplinary action resulting from an analysis of the data obtained from black boxes.

Response

KMB & LWB

- A sample of the data retrieved from black boxes (in the form of a report known as BOP 207) is annexed as *Annex FQ4d-i*, which shows speeding cases (personal data withheld). It shows the date, time, bus registration number, route number, and concerned BC's information.
- Verbal warning and written warning will be given to BCs for speeding not exceeding 15 km/h and more than 15 km/h respectively. Disciplinary action will be escalated to Final Written Warning or Dismissal for repeated offenders.
- From 2014 to 2018 (telematic data were not collected until 2014), disciplinary actions were taken against 2,062 BCs in relation to 2,704 cases.

Further Issue/Question (4)(e)

Is some of the data in the black boxes on buses made available to the TD? If so, how frequently is that done? Please give broad statistics for such a process, if it exists, over the previous 2 years.

Response

KMB & LWB

- The data in the black boxes are not made available to the TD.

Further Issue/Question (4)(f)

Given that it is said that data from the black boxes are transmitted to “bus headquarters” with “a delay of about 10 seconds”, is any real-time use made of that data? Does the real-time data capture the frequency of the brakes being applied abruptly and/or that a bus is being driven at speed around a sharp bend?

Response

KMB & LWB

- There is real-time use of the data. The black box real-time monitors the driving speed. once the speed has reached the speed limit, it will trigger an alert (both sound and signal lamps) on the dashboard to alert the bus captains.
- The black box real-time captures (i) records of speeding; (ii) malpractice of harsh braking; and/or (iii) abrupt acceleration. These data are transmitted to our headquarters for analysis. A computer programme will generate exception reports from the data collected. These exception reports are followed up by the actions described in the our response to Further Issue/Question 4(a) and 4(b) above.

Further Issue/Question (4)(g)

What is the incidence of malfunctioning of black boxes? Is the device an effective tool in monitoring the bus captain's driving performance?

Response

KMB & LWB

- Of the KMB and LWB buses, the amount of malfunctioning of black boxes is about 10 buses per day, less than 0.5% of the fleet. Those buses with malfunctioning black boxes will be kept in depots and will not be deployed for driving duties. Black box is an effective tool in monitoring BCs' driving performance in view of its low malfunctioning percentage and capability in revealing speeding, harsh braking and abrupt acceleration.

Further Issue/Question (4)(h)

Are black boxes in operation at times when the bus is not carrying passengers, e.g. returning to depots/bus termini? If so, are the data used to monitor the bus captain's driving performance in those journeys?

Response

KMB & LWB

- Black boxes are in operation even when the buses are not carrying passengers, e.g. returning to depots/bus termini, so as to monitor the driving performance of the BCs.

Further Issue/Question (5)

In paragraph 19, page 4, of the 'Additional Submission' provided to the Committee on 24 April 2018, it is stated that:

"Since 2015, KMB has taken the initiative to equip its buses with speed limiters, black boxes and surveillance cameras to monitor the driving performance of bus captains as well as to assist in accident investigation. Such equipment has subsequently become part of the franchise requirements."

Further Issue/Question (6)

Please identify those franchise requirements. Are the requirements imposed by the Transport Department? Are they expressed in writing? If so, please provide copies of those documents.

Response

KMB

- In the new franchise of KMB which became effective on 1 July 2017 (*Annex 1a-i-1 of the Submissions*), a new Clause 7(1) has been added which states:-
"The Grantee shall, as far as practicable, acquire, provide, adopt, maintain, or modify to the satisfaction of the Commissioner such safety or service enhancement facilities, installation, fixtures, fittings, apparatus or equipment on its buses as may be reasonably required by the Commissioner after consultation with the Grantee."
- During the discussions of the new franchise, the Government has requested KMB to commit to adopt a list of enhanced safety features including but not limited to on-bus electronic data processing device (also known as black box), speed limiter and surveillance cameras, as the standard provisions when acquiring new buses (please refer to extracts of the letter from TD dated 10 March 2017 under *Annex FQ6-i*). KMB has given its undertaking to TD to implement these commitments under the new franchise.

Further Issue/Question (7)

Annex 1-a-i 15, attached to the written submission, is a copy of a document entitled “Recommended Minimum Specification requirements for Franchise Buses” that states that it was issued in February 2012 by “VSSD, Transport Department”.

Further Issue/Question (8)

Are KMB/LWB required to comply with those specifications? If so, is that compliance required pursuant to statute, franchise agreements, other contractual agreements, by mutual agreement or by a stated commitment in the process of the renewal of a franchise? Are KMB/LWB required to comply with other safety-related requirements of TD in a similar way? If so, please provide details, including copies of relevant documents, of such requirements.

Response

KMB & LWB

- KMB and LWB are required to comply with the “Recommended Minimum Specification requirements for Franchise Buses” (issued by TD) based on mutual agreements between TD and KMB and LWB.
- KMB and LWB are also committed to complying with other safety-related requirements of TD in the process of the renewal of a franchise, referring to extracts of TD’s letter to KMB dated 10 March 2017 (*Annex FQ6-i*) and extracts of TD’s letter to LWB dated 2 April 2012 (*Annex FQ8-i*).

Further Issue/Question (9)

Annex I-a-iii-10 of the written submissions, described as a “Staff Handbook” in page 5 of those submissions, contains information relating to “注意路段駕駛貼士查詢”, which we understand to roughly mean “enquiry results on tips concerning roads sections requiring special attention”.

Further Issue/Question (10)

Please describe the nature and purpose of the handbook. If, as appears on its face, it provides bus captains with driving tips, does it contain all or only a sample of the road sections on which KMB/LWB buses are driven which require special attention by bus captains? Please describe how these driving tips were drawn up and how the road sections were identified. In compiling the handbook was regard given to instances of previous traffic accidents and/or to the driving behaviour of bus captains? If so, please identify those traffic accidents.

Response

KMB & LWB

- The nature and purpose of the provision of 注意路段駕駛貼士查詢 on the staff website are to give BCs precautionary attention and safety tips for driving through certain road sections or locations.
- General speaking, locations involving KMB/LWB buses with (i) 5 or more traffic accidents; or (ii) 2 traffic accidents with injuries in 12 months will be identified as “black spots” to be included in 注意路段駕駛貼士查詢.
- Our Training & Quality Assurance Department will refresh the contents of 注意路段駕駛貼士查詢 on a quarterly basis. First, new black spots will be identified. The information will then be passed to the bus depots to study the similarities of the causes of the accidents, e.g. road condition, weather condition, behaviour of other road users, etc. Driving behavior of BCs is one but not the sole factor to be considered. Safety tips will be formulated with highlights on what to notice to avoid recurrence. The depots will then find out which bus routes would pass such black spots. Photos/videos will be taken and all the relevant information, including the layout of the black spots will be put on the staff website for BCs’ attention.
- Regarding the information on the staff web site, new black spots will be highlighted whilst previous black spots causing concern of safety will remain for the enquiry by BCs.

Further Issue/Question (9)

Annex 1-a-iii-10 of the written submissions, described as a “Staff Handbook” in page 5 of those submissions, contains information relating to “Inquiry on Driving Tips in Special Attention Areas”, which we understand to roughly mean “enquiry results on tips concerning roads sections requiring special attention”.

Further Issue/Question (10)

Please describe the nature and purpose of the handbook. If, as appears on its face, it provides bus captains with driving tips, does it contain all or only a sample of the road sections on which KMB/LWB buses are driven which require special attention by bus captains? Please describe how these driving tips were drawn up and how the road sections were identified. In compiling the handbook was regard given to instances of previous traffic accidents and/or to the driving behaviour of bus captains? If so, please identify those traffic accidents.

Response

KMB&LWB

- The nature and purpose of the provision of Inquiry on Driving Tips in Special Attention Areas on the staff website are to give BCs precautionary attention and safety tips for driving through certain road sections or locations.
- General speaking, locations involving KMB/L WB buses with (i) 5 or more traffic accidents; or (ii) 2 traffic accidents with injuries in 12 months will be identified as "black spots" to be included in Inquiry on Driving Tips in Special Attention.
- Our Training & Quality Assurance Department will refresh the contents of Inquiry on Driving Tips in Special Attention Areas on a quarterly basis. First, new black spots will be identified. The information will then be passed to the bus depots to study the similarities of the causes of the accidents, e.g. road condition, weather condition, behaviour of other road users, etc. Driving behavior of BCs is one but not the sole factor to be considered. Safety tips will be formulated with highlights on what to notice to avoid recurrence. The depots will then find out which bus routes would pass such black spots. Photos/videos will be taken and all the relevant information, including the layout of the black spots will be put on the staff website for BCs' attention.
- Regarding the information on the staff web site, new black spots will be highlighted whilst previous black spots causing concern of safety will remain for the enquiry by BCs.

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Further Issue/Question (11)

Annex 1-a-iii-12 of the written submissions, listed under the “Codes of Practice” at page 5 of those submissions, is described as a “ISO Quality Manual” of KMB/LWB and sets out key operating procedures. Some of the documents/instructions pertain to day-to-day bus operations as well as training.

Further Issue/Question (12)(a)

Please provide copies of the documents, and where appropriate copy sample documents of actual reports, referred to at:

- (i) items listed as D1, D3-D6, D8-D10 and D15 and D16 of the “Document List” and items listed as R1, R2, R12 and R15 in the “Record List” on page 5 of the document entitled “Quality Procedure. Bus Service Delivery Process.”, identified as “TOM/QP-02”;
- (ii) items listed as D1-D7 of the “Document List” and items R1-R3 of the “Record List” on page 5 of the document entitled “Quality Procedure. Accident Risk Management Process.”, identified as “IN/QP-01”; and
- (iii) items listed as D1 of the “document list” and items R2 to R7 of the “record list” on page 5 of the document entitled “Quality Procedure. Design Process of Technical Training Courses”, identified as “SD/QP-03”.

Response

KMB & LWB

- Copies of the requested documents are provided:-
 - (i) Quality Procedure: Bus Service Delivery Process
 - Document List
 - D1. 派更組運作 (T&O/QI-09-01) (personal data withheld)
(*Annex FQ12a-i-D1*)
 - D3. 車長工作 (T&O/QI-09-03)
(*Annex FQ12a-i-D3*)
 - D4. Control of Operations (T&O/QI-09-04)
(*Annex FQ12a-i-D4*)
 - D5. Scheduling of Bus Service (T&O/QI-09-05)
(*Annex FQ12a-i-D5*)
 - D6. 編更組運作 (T&O/QI-09-06)
(*Annex FQ12a-i-D6*)
 - D8. 巴士交通意外的處理 (T&O/QI-09-10)
(*Annex FQ12a-i-D8*)
 - D9. Maintenance of Schedule of Service (T&O/QI-09-11)
(*Annex FQ12a-i-D9*)

Further Issue/Question (11)

Annex 1-a-iii-12 of the written submissions, listed under the “Codes of Practice” at page 5 of those submissions, is described as a “ISO Quality Manual” of KMB/LWB and sets out key operating procedures. Some of the documents/instructions pertain to day-to-day bus operations as well as training.

Further Issue/Question (12)(a)

Please provide copies of the documents, and where appropriate copy sample documents of actual reports, referred to at:

- (i) items listed as D1, D3-D6, D8-D10 and D15 and D16 of the “Document List” and items listed as R1, R2, R12 and R15 in the “Record List” on page 5 of the document entitled “Quality Procedure. Bus Service Delivery Process.”, identified as “TOM/QP-02”;
- (ii) items listed as D1-D7 of the “Document List” and items R1-R3 of the “Record List” on page 5 of the document entitled “Quality Procedure. Accident Risk Management Process.”, identified as “IN/QP-01”; and
- (iii) items listed as D1 of the “document list” and items R2 to R7 of the “record list” on page 5 of the document entitled “Quality Procedure. Design Process of Technical Training Courses”, identified as “SD/QP-03”.

Response

KMB & LWB

- Copies of the requested documents are provided:-
 - (i) Quality Procedure: Bus Service Delivery Process
 - Document List
 - D1. The work of the shift allocation team (T&O/QI-09-01) (personal data withheld)
(*Annex FQ12a-i-D1*)
 - D3. The work of a bus captain (T&O/QI-09-03)
(*Annex FQ12a-i-D3*)
 - D4. Control of Operations (T&O/QI-09-04)
(*Annex FQ12a-i-D4*)
 - D5. Scheduling of Bus Service (T&O/QI-09-05)
(*Annex FQ12a-i-D5*)
 - D6. The work of the shift formulation team (T&O/QI-09-06)
(*Annex FQ12a-i-D6*)
 - D8. The handling of bus traffic accident (T&O/QI-09-10)
(*Annex FQ12a-i-D8*)
 - D9. Maintenance of Schedule of Service (T&O/QI-09-11)
(*Annex FQ12a-i-D9*)

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- D10. 突發事件的應變計劃 (T&O/QI-09-12)
(*Annex FQ12a-i-D10*)
- D15. 車務督察工作 (T&O/QI-10-01)
(*Annex FQ12a-i-D15*)
- D16. 站長工作 (T&O/QI-10-02)
(*Annex FQ12a-i-D16*)
- Record List
 - R1. 要求車長訓練表格 (personal data withheld)
(*Annex FQ12a-i-R1*)
 - R2. 車長訓練通知書 (personal data withheld)
(*Annex FQ12a-i-R2*)
 - R12. Report on the effect of Redeployment (sample form)
(*Annex FQ12a-i-R12*)
 - R15. 各類事件通知及呈報名單
(*Annex FQ12a-i-R15*)
- (ii) Quality Procedure: Accident Risk Management Process
 - Document List
 - D1. Accident Prevention Report (IN/QI-03)
(*Annex FQ12a-ii-D1*)
 - D2. Traffic Accident Internal Record Maintenance (IN/QI-06)
(*Annex FQ12a-ii-D2*)
 - D3. “General” Non Traffic Accident (IN/QI-05)
(*Annex FQ12a-ii-D3*)
 - D4. Traffic Accident Site Investigation (IN/QI-02)
(*Annex FQ12a-ii-D4*)
 - D5. Safe Driving Bonus Scheme and Civil Liability Assessment (IN/QI-07)
(*Annex FQ12a-ii-D5*)
 - D6. Accident Information to Transport Department (IN/QI-09)
(*Annex FQ12a-ii-D6*)
 - D7. Accident Prone Bus Captain (IN/QI-08)
(*Annex FQ12a-ii-D7*)
 - Record List
 - R1. Accident Prevention Report, KMB’s letter to TD dated 26 July 2016 and other relevant documents
(*Annex FQ12a-ii-R1*)
 - R2. Traffic Accident Report (sample form)
(*Annex FQ12a-ii-R2*)
 - R3. Incident Report (sample form)
(*Annex FQ12a-ii-R3*)

- D10. The contingency plan of emergency event (T&O/QI-09-12)
(*Annex FQ12a-i-D10*)
- D15. The work the traffic affairs supervisor (T&O/QI-10-01)
(*Annex FQ12a-i-D15*)
- D16. The work of the terminus supervisor (T&O/QI-10-02)
(*Annex FQ12a-i-D16*)
- Record List
 - R1. The Training request form of bus captain (personal data withheld)
(*Annex FQ12a-i-R1*)
 - R2. The notice of training of bus captain (personal data withheld)
(*Annex FQ12a-i-R2*)
 - R12. Report on the effect of Redeployment (sample form)
(*Annex FQ12a-i-R12*)
 - R15. List of report and notification of various events
(*Annex FQ12a-i-R15*)
- (ii) Quality Procedure: Accident Risk Management Process
 - Document List
 - D1. Accident Prevention Report (IN/QI-03)
(*Annex FQ12a-ii-D1*)
 - D2. Traffic Accident Internal Record Maintenance (IN/QI-06)
(*Annex FQ12a-ii-D2*)
 - D3. "General" Non Traffic Accident (IN/QI-05)
(*Annex FQ12a-ii-D3*)
 - D4. Traffic Accident Site Investigation (IN/QI-02)
(*Annex FQ12a-ii-D4*)
 - D5. Safe Driving Bonus Scheme and Civil Liability Assessment (IN/QI-07)
(*Annex FQ12a-ii-D5*)
 - D6. Accident Information to Transport Department (IN/QI-09)
(*Annex FQ12a-ii-D6*)
 - D7. Accident Prone Bus Captain (IN/QI-08)
(*Annex FQ12a-ii-D7*)
 - Record List
 - R1. Accident Prevention Report, KMB' s letter to TD dated 26 July 2016 and other relevant documents
(*Annex FQ12a-ii-R1*)
 - R2. Traffic Accident Report (sample form)
(*Annex FQ12a-ii-R2*)
 - R3. Incident Report (sample form)
(*Annex FQ12a-ii-R3*)

- (iii) Quality Procedure: Design Process of Technical Training Courses
 - Document List
 - D1. Design of Technical Training Course (SD/QI-08)
(*Annex FQ12a-iii-D1*)
 - Record List
 - R2. Annual Training Plan 2018
(*Annex FQ12a-iii-R2*)
 - R3. Course Design Plan (personal data withheld)
(*Annex FQ12a-iii-R3*)
 - R4. TTS Training Course Design Control Form (personal data withheld)
(*Annex FQ12a-iii-R4*)
 - R5. TTS Evaluation of Training Course (personal data withheld)
(*Annex FQ12a-iii-R5*)
 - R6. TTS Training Course Feedback Corrective Action / Validation (personal data withheld)
(*Annex FQ12a-iii-R6*)
 - R7. In-House Training Record (personal data withheld)
(*Annex FQ12a-iii-R7*)

Further Issue/Question (13)

In the answers in the 'Submissions', to what was described as Q (3)(a), under the title "Maintenance and Inspection", the system of periodic maintenance inspection was described. In the answer to what was described as Q (3)(c) it was stated that:

"All buses will return to depots after completion of service for daily servicing, upon which they will be inspected."

Further Issue/Question (14)(a)

By whom are the inspections of buses made after completion of service?

Response

KMB & LWB

- After completion of service, tire conditions are checked by tiremen. Other defects reported by BCs are inspected by mechanics, electricians or body workers accordingly.

Further Issue/Question (14)(b)

Consequent upon defect reports by bus captains and/or defects detected in inspections, have there been occasions where the defects could not be rectified immediately due to the non-availability of replacement parts? If so, please describe such incidents in 2016 and 2017.

Response

KMB & LWB

- In the event that defects cannot be rectified immediately due to non-availability of replacement parts, the buses concerned will be kept in depots. When the replacement parts are available, the defects will be rectified. After which, the buses can be released into service.
- The average daily numbers of buses kept in depots due to unavailability of replacement parts, including the above daily check and other inspections such as monthly inspection and minor dock, are as follows:

	KMB	LWB
2016	14	2
2017	26	2

Further Issue/Question (15)

In paragraph 14 of the partially redacted version provided to the Committee of the “Report to the Commissioner for Transport on the Investigation to Examine the Bus Accident of KMB 872 on Tai Po Road on 10 February 2010 (sic)” it was stated that:

“Owing to the high demand for bus services during peak hours, deployment of internal staff holding full time non-driving jobs at KMB, e.g. office staff, bus maintenance staff and other frontline staff to driving duties is warranted.”

Further Issue/Question (16)(a)

Please set out the number of such internal staff and stipulate the number of such internal staff members who were deployed to driving duties in such circumstances in 2016 and 2017. Please describe the overall circumstances in which they were so deployed, in particular whether the internal staff members were on leave or had finished their usual working duties. In the latter case, are there measures in place to ensure that they have had sufficient rest time after finishing their principal duties and before commencing their part-time driving duties? If so, please provide details of those measures and, if they are in writing, please provide a copy of the document.

Response

KMB & LWB

- Currently KMB and LWB have a pool of 273 internal staff members who are qualified for deployment to bus driving duties. 193 of them are actively performing bus driving duties on a regular basis.
- They may perform the bus driving duties on their leave days or before/after their principal duties. Signing-up of such driving duties by internal staff is entirely on a voluntary basis.
- Driving duties before/after their principal duties are primarily short-hour duties covering either morning or evening peak periods.
- In any event, the deployment of internal staff members of KMB and LWB for bus driving duties will fully comply with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in October 2010) issued by TD (*Annex 1-a-i-3 of the Submissions*).
- With effect from 1 March 2018, in KMB and LWB, the total principal working hours plus driving hours of internal staff members have been fixed to not more than 12 hours per day. This internal restriction is indeed better than the requirements under the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in October 2010).

Further Issue/Question (16)(b)

Is it a requirement that, before such internal staff members are required to perform bus driver duties, they have received dedicated route-specific training under the coaching of qualified driving instructors? If so, are records made describing the routes on which such part-time bus drivers have been trained? Are those records available to those who assign such internal staff to perform part-time bus driver duties? If so, please provide sample documentary records for 2016 and 2017 reflecting the deployment of internal staff as part-time bus drivers on particular routes and sample documentary records of their qualification to drive on that route.

Response

KMB & LWB

- Similar to all regular BCs, prior to be deployed for bus driving duties on any specific routes, all internal staff members are required to undergo route-specific training under the coaching of a qualified DI (i.e. Driving Instructor).
- Training records are available to the duty dispatch staff who are responsible for assigning bus driving duties to internal staff members. 2 sample training and assignment records (i.e. 車長訓練通知書) for 2017 are annexed as *Annexes FQ16b-i and FQ16b-ii* for ease of reference (personal data withheld). However, records for 2016 can no longer be retrieved from the system.

Further Issue/Question (17)

In Part 4 of the “Report to the Commissioner for Transport on the Investigation to Examine the Bus Accident of KMB 872 on Tai Po Road on 10 February 2010 (sic)” under the heading “Recommendations” and the subheading “Psychological support” it was stated that a task force of KMB had been formed to look into “... enhancing the provision of emotional support for BCs and frontline staff”. Also, it was stated that:

“The task force will engage a professional consultant to provide a comprehensive review of the current practice and make recommendations in areas including but not limited to recruitment, assessment on BCs emotional intelligence and stress tolerance, training, counselling and performance management.”

Further Issue/Question (18)

In the partially redacted letter, dated 10 April 2018, from KMB to the Commissioner for Transport, providing ‘Replies to Questions Raised in TDs Letter dated 19 March 2018’, which material was provided to the Committee on 24 April 2018 under the rubric ‘Action plan for implementation of the Key Recommendations As of 10 April 2018’, it was stated that it was anticipated that a consultant would be appointed who would make:

“...recommendations on psychological well-being issues including but not limited to recruitment, training, performance management as well as developing tools and training programs that fit our needs.”

Further Issue/Question (19)(a)

Please describe what part, if any, of an assessment of the emotional intelligence and stress tolerance of a candidate played and plays in the previous and existing system for the recruitment of bus captains. In such previous recruitment and in the current system of recruitment are any enquiries directed at an assessment made of a prospective bus captains ability to “handle difficult passengers”? If so what was/is the nature of those enquiries and the related assessments?

Response

KMB & LWB

- A set of competency based interview questions is available to the interviewers to facilitate their assessment on BC candidates’ emotional intelligence and stress tolerance. These questions have been used for a number of years (well before the year 2012) and subject to periodical review, are still being used now. Our interviewers share among one another the candidates’ response to questions and how they evaluate a candidate on 4 competencies, i.e. driving attitude, emotional control, customer focus and sense of responsibility.

- Our interviewers will ask the candidates to describe situations which they have experienced, e.g. a traffic accident they committed as a driver, an occasion when they felt angry, an issue at the work place which they felt frustrated, an incident of being blamed by customer or superior, an incident of handling difficult customers, etc. Our interviewers will assess candidates' response on how they handled the situation, their attitude and manner, what they have learnt from the incident and whether they understand the cause of the incident and know the means to avoid such incident in the future.
- A sample BC candidate interview evaluation form is annexed as Annex FQ19a-i.
- Our interviewers have, on average, 10 years of relevant interviewing experience.
- After the interview by the staff of our Human Resources Department, the candidates will have to attend a driving test, conducted by an experienced DI (i.e. Driving Instructor). The driving test is a road test for 30 to 45 minutes. During the test, our DI will assess the candidates' driving skills as well as their behavior and emotion quotient based on their reaction to various road traffic conditions.

Further Issue/Question (20)

In the same ‘Action plan for implementation of the Key Recommendations As of 10 April 2018’ reference was made, at item 16, to “Geo-fencing and, at item 21, to a “drowsiness monitoring system”. Please provide details of both systems, indicating whether or not it is known that they are in use in motor vehicles, including franchised buses, in other jurisdictions.

Response

KMB & LWB

- Geo-fencing
 - Geo-fencing is a virtual boundary/zone with preset speed limits. Different zones will have their own speed limits. When a vehicle with GPS tracking enters a specific zone, the preset speed limit will be triggered accordingly. The system will alert the driver, cut off fuel supply if the vehicle speed exceeds the preset limit of that zone.
 - A trial on two London bus routes was conducted in Transport for London (TfL).
- Drowsiness monitoring system
 - The drowsiness monitoring system uses a vision related technologies to detect fatigue and distraction. It uses an advanced infrared sensors and image processing technology to track the micro-movement of the eyes, facial expression and head movement to identify a fatigue or distraction event, such as mobile device use and micro-sleeps. When an event is detected, the driver receives immediate in-cab audio and seat vibration alerts that help prevent an incident.
 - The supplier claimed that its systems are being used by truck operators in Australia such as “Toll Group”, bus operators such as “Coach USA” in America and “RATP group” in London.

Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

23 May 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Hand)

Dear Sirs,

**Re: An Addition Submission for Consideration by the Independent
Review Committee on Hong Kong's Franchised Bus Service**

We write further to our letter to you dated 18 May 2018 and hereby submit for your information some initiatives taken by Mr. Roger Lee, our Managing Director and myself in enhancing bus safety last year.

Please refer to the enclosed Description of Work issued by W-Tech (William Wright Technology Centre of Queen's University of Belfast). On 19 October 2017, Mr. Lee and I, among others, had a meeting with the following persons of Wrights Group Limited:-

1. Mr. Mark Nodder – Chairman and Chief Executive Officer; and
2. Mr. Brian Maybin – Group Engineering Director.

A notable subsidiary of Wrights Group is Wrightbus, a Northern Irish coachbuilder and pioneer of buses based in Northern Ireland.

The purpose of the said meeting was to discuss implementing a series of advanced driver assist systems ("ADAS") in the fleets of KMB and LWB. Research and Development of ADAS will be collaborated with W-Tech of Queen's University of Belfast.

The objectives of the said collaboration are as follows:-

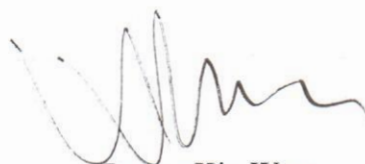
1. To complete a technology viability assessment of pre-commercial/ commercial ADAS technologies applicable to the Wrightbus Streetdeck configuration;
2. To recommend ADAS appropriate for implementation within the KMB and LWB fleets of Wrightbus vehicles on the basis of this assessment; and
3. To deliver a roadmap for ADAS implementation to KMB and LWB.

In particular, ADAS will provide safety enhancement through warning of unsafe driving behaviours; enhanced situational awareness, improved drivers' behavior and reduction of drivers' workload.

The enclosed Description of Work dated 9 May 2018 is an update of the progress of our collaboration with W-Tech of Queen's University of Belfast. We are prepared to answer any queries that the IRC may have on this project at the upcoming hearing of KMB and LWB.

Thank you for your attention.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.

A handwritten signature in dark ink, consisting of several loops and a trailing line, positioned above the printed name and title.

Leung Kin Wang
Operations Director

Encl.

Description of Work

Project Name:	Technology Assessment of Advanced Driver Assistance Systems (ADAS) in City Buses
Partner Organisation:	Kowloon Motor Bus Company (KMB)
Date of Issue:	9 th May 2018

Project description:

The project will deliver a technology assessment and accompanying development roadmap for future *advanced driver assist systems* (ADAS) adoption in city bus configurations. The focus will be on the Wrightbus Streetdeck configuration, covering both retrofit and new build options. It will be limited (in the first instance) to those technologies relevant to vehicle environment detection, evaluation and signal processing to support primary driving tasks (navigation, manoeuvre and stabilisation).

Pre-commercial and commercial ADAS solutions, including lane support (lane assist/lane departure warning), forward/reverse collision warning, active safety systems (emergency brake control/speed control) and blind spot detection will be assessed for relevance to Kowloon Motor Bus Company (KMB) fleet deployment. Current Codes of Practice, relevant standards (*ISO-26262 Functional Safety of electrical/electronic/programmable electronic safety-related systems for the automotive industry*) and national guidelines/restrictions for implementation of ADAS will be reviewed.

Advanced driver assist systems provide safety enhancement through:

- Warning of unsafe driving behaviours (for instance excessive speed and lane drift)
- Enhanced situational awareness (proximity of pedestrians, vehicles, cyclists and other road users)
- Improved driver behaviour (reduction in pedal confusion)
- Reduction of driver workload (for instance, active speed control and reversing sensors)

All options will be evaluated against a set of derived criteria, including (but not limited to):

- Intended user groups for ADAS technology;
- Range of vehicles currently adopting candidate ADAS technology;
- Driver operations supported by ADAS (perception, recognition, decision, action);
- Driving task to be supported by the ADAS (navigation, manoeuvre, stabilisation);
- Information levels presented to the driver and are they suitable for targeted driver operations/driving tasks;
- Impact of unanticipated/missing information in warnings provided by system;
- Driver system override functionality, and procedures for activation/deactivation of ADAS;
- Nature and location (if relevant) of any available warning – visual/audio/kinaesthetic;
- Required reaction time in response to warning/advice;
- Does the ADAS provide functionality to provide feedback to other vehicle systems;

Description of Work

- Anticipated driving behavioural changes resulting from ADAS implementation;
- Has the system been primarily developed for a particular vehicle type/specific vehicle function;
- Do infrastructure implications need to be taken into account (quality of lane markings, lane width, traffic protocols);
- Are there country specific ADAS restrictions/national guidelines in place;
- Is a detailed system description available for the candidate ADAS system;
- Current pricing for ADAS (non-recurring/recurring costs);
- Is specialist user knowledge required for system use;
- Anticipated influence of ADAS system on user workload;
- System reliability under climatic variations/electromagnetic sensitivity which may impact on safety;

Based on this review, best practice guidelines and an ADAS adoption roadmap relevant to Kowloon Motor Bus Company (KMB) operations will be delivered.

Project objective(s):

1. To complete a technology viability assessment of pre-commercial/commercial ADAS technologies applicable to the Wrightbus Streetdeck configuration;
2. To recommend ADAS appropriate for implementation within the Kowloon Motor Bus Company (KMB) fleet of Wrightbus vehicles on the basis of this assessment;
3. To deliver a roadmap for ADAS implementation to the Kowloon Motor Bus Company (KMB).

Project deliverables/anticipated timeline:

1. Viability assessment of commercial ADAS for Streetdeck configuration (Format: Report. Date: 3 months).
2. Site visit to KMB by Wrightbus/QUB Research Engineers to discuss commercial requirements for ADAS and findings of preliminary assessment (Format: Site Visit. Date: 3 months).
3. ADAS recommendations for KMB fleet (Format: Report. Date: 6 months)
4. Technology roadmap for ADAS development within KMB (Format: Report. Date: 12 months)
5. Site visit to KMB by Wrightbus/QUB Research Engineers to discuss technology roadmap for ADAS (Format: Site Visit. Date: 12 months).

Additional comments:

Work will be undertaken at the William Wright Technology Centre at Queen's University Belfast. W-TECH extends an invitation to KMB to supply a graduate engineer to be involved in this 12-month project. This would assist with information flow and very much add value to the project.

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

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/3
來函檔號 Your Ref.: LGD 10403



Independent Review Committee on
Hong Kong's Franchised Bus Service

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

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

29 June 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Ltd
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

The Committee thanks you for your further written submission of 23 May 2018 providing further information on the initiatives that the management of Kowloon Motor Bus has taken to enhance bus safety. While the Committee is reviewing your submission, there is further information that the Committee would like to request Kowloon Motor Bus and Long Win Bus to provide.

We note from the evidence of the Transport Department on 8 May 2018 that franchised bus operators "are expected to provide an FPP comprising the route development programme as well as other operational aspects to the transport Department by the end of June of each year", where "FPP" refers to the Forward Programme Plan (*line 16 to 19, page 2 of the transcript of the said hearing attached as an Annex to this letter*). At that hearing, with your consent, the Transport Department provided the Committee with an extract of the Forward Programme Plan 2018-2022 relating to Bus Safety. In those circumstances, please provide a copy of the section on Bus Safety of the Forward Programme Plan for 2019-2023 that your companies are going to or have already submitted to the Transport Department by the above stated deadline of end of June 2018.

The Committee would be very grateful for your reply in writing within the next 7 days. Should you have any queries, please feel free to contact me or Mr Justin TO at 2867 4612.

Yours sincerely,

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

Encl

Page 1	Page 3
<p>1 Tuesday, 8 May 2018</p> <p>2 (10.00 am)</p> <p>3 CHAIRMAN: Good morning.</p> <p>4 Ms Chan, might I invite you to resume your seats at</p> <p>5 the table.</p> <p>6 EVIDENCE FROM THE TRANSPORT DEPARTMENT: MS MABLE CHAN</p> <p>7 MS AMY LEE, MS RACHEL KWAN, MS MACELLA LEE,</p> <p>8 MR REGINALD YK CHAN, MR TONY YAU</p> <p>9 CHAIRMAN: Overnight, the Transport Department has provided</p> <p>10 the committee with material relating to the forward</p> <p>11 planning documents that the various bus companies have</p> <p>12 provided to the Transport Department on bus safety.</p> <p>13 I think at the outset we ought to afford you</p> <p>14 an opportunity -- and I do -- if you wish to make some</p> <p>15 statement about those documents. Otherwise, I will ask</p> <p>16 Mr Duncan to pursue it in examination.</p> <p>17 MS MABLE CHAN: Good morning. Thank you very much,</p> <p>18 Chairman, for giving me this opportunity. I would just</p> <p>19 like to say a very few words on that.</p> <p>20 CHAIRMAN: Please do.</p> <p>21 Further opening statement by MS MABLE CHAN</p> <p>22 MS MABLE CHAN: Actually, I thank the chairman for raising</p> <p>23 this and giving us the opportunity to have a go with the</p> <p>24 bus operators last night, because I do appreciate that</p> <p>25 the request came from the IRC secretariat for sight of</p>	<p>1 their own analysis, and we expect the bus operators to</p> <p>2 propose improvement measures and we expect them to</p> <p>3 include in that programme the implementation timetable</p> <p>4 for the various improvement measures.</p> <p>5 Apart from this forward planning process, we also</p> <p>6 conduct an annual performance assessment by the end of</p> <p>7 each year. That exercise, we will take into account</p> <p>8 nine indicators, of which two are related to safety. As</p> <p>9 I replied to the senior counsel during yesterday's oral</p> <p>10 session, we also maintain an independent database on the</p> <p>11 overall territory-wide accident statistics, in which</p> <p>12 there is also analysis of accident statistics in respect</p> <p>13 of each franchised bus operator. We will also conduct</p> <p>14 independent analysis of the accidents by its nature, by</p> <p>15 its contributing factor, in order to conduct our annual</p> <p>16 performance assessment of each franchised bus operator.</p> <p>17 This assessment is done annually based on independent</p> <p>18 data from the database, independent of the forward</p> <p>19 planning exercise. So the two run in parallel. And the</p> <p>20 annual performance assessment report will also be</p> <p>21 submitted to the Transport Advisory Committee for</p> <p>22 discussion and reference.</p> <p>23 Thank you, Chairman.</p> <p>24 CHAIRMAN: Thank you.</p> <p>25 Mr Duncan.</p>
Page 2	Page 4
<p>1 the whole FPP, but on the basis of the document</p> <p>2 containing commercial value, that's why we did not</p> <p>3 disclose it at the outset, but also noting that it</p> <p>4 comprises an important chapter on bus safety which does</p> <p>5 not comprise commercial value, we actually took the</p> <p>6 opportunity to run it past the bus operators last night</p> <p>7 and we managed to provide the IRC secretariat with</p> <p>8 copies.</p> <p>9 In fact, I would like to say a few words, that the</p> <p>10 forward planning programme is part of the statutory</p> <p>11 requirement that the bus operators would have to submit</p> <p>12 for discussion and agreement with the Transport</p> <p>13 Department.</p> <p>14 It is part of the two-pronged process which the</p> <p>15 Transport Department monitor and regulate the bus</p> <p>16 operators. The bus operators are expected to provide</p> <p>17 an FPP comprising the route development programme as</p> <p>18 well as other operational aspects to the Transport</p> <p>19 Department by the end of June of each year.</p> <p>20 It is since 2003 that the Transport Department has</p> <p>21 required the bus operators to include a dedicated</p> <p>22 chapter on bus safety, and since then that chapter forms</p> <p>23 part of the programme and serves as a planning tool for</p> <p>24 the Transport Department to discuss and monitor the</p> <p>25 accident statistics of each franchised bus operator in</p>	<p>1 Examination by MR DUNCAN (continued)</p> <p>2 MR DUNCAN: Thank you, Chairman.</p> <p>3 Good morning, Ms Chan, and ladies and gentlemen.</p> <p>4 Thank you again for your homework last evening. What</p> <p>5 I would like to do is just note the documents which have</p> <p>6 been provided overnight, first of all, and then ask you</p> <p>7 a couple of questions about those.</p> <p>8 With regard to the forward planning programmes, the</p> <p>9 safety parts of that, I will have questions on those</p> <p>10 later this morning. So I won't spend any time on those</p> <p>11 at the moment.</p> <p>12 You have also, via your submission overnight,</p> <p>13 provided us with a number of other matters that were</p> <p>14 raised during the evidence yesterday, and for those</p> <p>15 I thank you.</p> <p>16 There is just one of those matters referred to in</p> <p>17 your submission that I would like to ask you a little</p> <p>18 bit about. If you could turn to paragraph 8 of the</p> <p>19 overnight supplementary written submission, there is</p> <p>20 reference there to the Working Group on Enhancement of</p> <p>21 Safety of Franchised Buses. The committee has been</p> <p>22 informed that that group was formed after the Tai Po</p> <p>23 accident in February of this year, and contains as its</p> <p>24 membership, amongst others, representatives of bus</p> <p>25 companies.</p>

Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

6 July 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Fax: 3104 0254 & By Post)

Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your letter to KMB and LWB dated 29 June 2018, by which you requested us to provide a copy of the section on Bus Safety of the Forward Programme Plan for 2019-2023.

Please be informed that the Transport Department has revised its requirements on the contents of the said Bus Safety section and set the deadline for all franchisees to submit the Bus Safety section as 17 August 2018. Nevertheless, the new deadline does not apply to the target accident rate for the coming Forward Programme Plan each franchisee should propose.

We enclose the documents of KMB and LWB setting out their proposed target accident rates. We are preparing the rest of the section on Bus Safety in accordance with the new requirements. Upon our submission of that section to the Transport Department, a copy set will be provided to you.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

Encl.

Our Ref: TDO-18- 02995-PDD

5 July 2018

Your Ref:

Commissioner for Transport
Transport Department
41st Floor
Immigration Tower
7 Gloucester Road
Wan Chai
Hong Kong

[By Hand]

Dear Commissioner,

Five Year Forward Planning Programme (FPP) (2019-2023) – Safety Chapter

As requested by your Department, we hereby submit the revised Chapter 8 – Bus Safety, with the proposed Target Accident Rate included.

The enclosed version has superseded the previous of Chapter 8 that was included in the submission of FPP 2019-2023 to your Department on 29 June 2018. For the rest of the requirement, your Department has set the deadline to be 17 August 2018. We will provide the input accordingly.

Thank you for your attention.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS (1933) CO. LTD



Godwin So
General Manager,
Corporate Planning & Business Development

Encl.

8. BUS SAFETY

8.1 Introduction

8.1.1. KMB is committed to providing safe, reliable and quality bus services in Hong Kong. Safety is an absolute pre-requisite in everything we do. We accord top priority to safety in our daily agenda to meet or exceed customers' expectations.

8.1.2. This chapter includes an analysis of the types/causes of accidents for the past few years and the relationship of accident rates with respect to different factors, e.g. bus route, bus model, bus type, vehicle age, etc.

8.1.3. This chapter further discusses the various measures and plans that have been or are being undertaken to enhance safety, and propose the target accident rate for year 2018.

8.1.4 Transport Department informed all franchised bus operators including KMB to submit the Bus Safety Section in the Five Year Forward Planning Programme 2019-2023 by 17 August 2018, except for the proposed Target Accident Rate.

8.2 Proposed Target Accident Rate

8.2.1 Accident Rate in this context is defined as average number of bus accidents involving personal injuries or deaths per million vehicle/km operated in the reporting year. This definition is used for a long period of time and across different franchised bus operators.

8.2.2 KMB proposes to use the 3-year average of the last three years (2015 to 2017) actual Accident Rate of **2.71** as a target for this Forward Planning Programme. It represents an improvement from 2017.

Year	2013	2014	2015	2016	2017
Accident Rate	3.17	2.89	2.57	2.68	2.90

8.2.3 Bus accidents are caused by an array of reasons. Apart from driving behavior, other major causes include vehicle condition, road condition, action of other vehicles, passengers' behaviour etc.

8.2.4 Different franchised bus operators serve different bus service networks. Each bus service network has its own uniqueness. The operating environment and road conditions vary significantly among different bus service networks. As a result, Accident Rates of different franchised bus operators in the past few years ranged from 0.92 (Long Win Bus in 2016) to 6.33 (New World First Bus in 2014/2015). Therefore, in formulating the proposed Target Accident Rate, KMB makes reference to its own Accident Rate which we deem fair and reasonable.

8.2.5 Operating environment keeps changing. The total number of registered vehicles in Hong Kong increased from 798K to 840K from 2015 to 2017 (+5%). Besides, bus service network changes and route rationalization happened year on year. In the last three years (2015-2017), the number of bus routes operated by KMB has increased from 377 in 2015 to 384 in 2016, and further to 395 in 2017. In the period, KMB has experienced material changes to its bus service network. To name a few, launched Routes 290/290A (Choi Ming – Tsuen Wan West Station) in 2015; launched numerous routes serving Anderson Road Development Area in 2015; completed rationalization of the bus routes as impacted by MTR Kwun Tong Line Extension in 2017.

8.2.6 With the above mentioned changes in the operating environment and bus service network of KMB, the Accident Rates in remote years have low reference value. Therefore, it is proposed that reference be made to the past three years data in proposing the Target Accident Rate.

(As mentioned in Section 8.1.4, KMB will submit a full version of Section 8 - Bus Safety to Transport Department before the deadline.)

Our Ref: TDO-18- 02996-LWB
Your Ref:

5 July 2018

Commissioner for Transport
Transport Department
41st Floor
Immigration Tower
7 Gloucester Road
Wan Chai
Hong Kong

[By Hand]

Dear Commissioner,

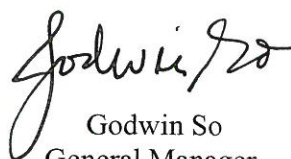
Five Year Forward Planning Programme (FPP) (2019-2023) – Safety Chapter

As requested by your Department, we hereby submit the revised Chapter 8 – Bus Safety, with the proposed Target Accident Rate included.

The enclosed version has superseded the previous of Chapter 8 that was included in the submission of FPP 2019-2023 to your Department on 29 June 2018. For the rest of the requirement, your Department has set the deadline to be 17 August 2018. We will provide the input accordingly.

Thank you for your attention.

Yours faithfully,
for and on behalf of
LONG WIN BUS CO. LTD.



Godwin So
General Manager,
Corporate Planning & Business Development

Encl.

8. BUS SAFETY

8.1 Introduction

8.1.1. LWB is committed to providing safe, reliable and quality bus services in Hong Kong. Safety is an absolute pre-requisite in everything we do. We accord top priority to safety in our daily agenda to meet or exceed customers' expectations.

8.1.2. This chapter includes an analysis of the types/causes of accidents for the past few years and the relationship of accident rates with respect to different factors, e.g. bus route, bus model, bus type, vehicle age, etc.

8.1.3. This chapter further discusses the various measures and plans that have been or are being undertaken to enhance safety, and propose the target accident rate for year 2018.

8.1.4 Transport Department informed all franchised bus operators including LWB to submit the Bus Safety Section in the Five Year Forward Planning Programme 2019-2023 by 17 August 2018, except for the proposed Target Accident Rate.

8.2 Proposed Target Accident Rate

8.2.1 Accident Rate in this context is defined as average number of bus accidents involving personal injuries or deaths per million vehicle/km operated in the reporting year. This definition is used for a long period of time and across different franchised bus operators.

8.2.2 LWB proposes to use the 3-year average of the last three years (2015 to 2017) actual Accident Rate of 1.07 as a target for this Forward Planning Programme. It represents an improvement from 2017.

Year	2013	2014	2015	2016	2017
Accident Rate	1.92	1.33	1.09	0.92	1.21

8.2.3 Bus accidents are caused by an array of reasons. Apart from driving behavior, other major causes include vehicle condition, road condition, action of other vehicles, passengers' behaviour etc.

8.2.4 Different franchised bus operators serve different bus service networks. Each bus service network has its own uniqueness. The operating environment and road conditions vary significantly among different bus service networks. As a result, Accident Rates of different franchised bus operators in the past few years ranged from 0.92 (Long Win Bus in 2016) to 6.33 (New World First Bus in 2014/2015). Therefore, in formulating the proposed Target Accident Rate, LWB makes reference to its own Accident Rate which we deem fair and reasonable.

8.2.5 Operating environment keeps changing. The total number of registered vehicles in Hong Kong increased from 798K to 840K from 2015 to 2017 (+5%). Besides, bus service network changes and route rationalization happened year on year. In the last three years (2015-2017), the number of bus routes operated by LWB has increased from 23 in 2015 to 28 in 2016, and further to 30 in 2017. In the period, LWB has experienced material changes to its bus service network. To name a few, launched Routes A37 (Hung Shui Kiu – Airport) and A32 (Kwai Chung – Airport) in 2016; completed rationalization of Tuen Mun and Tai Po Airport Routes in 2017.

8.2.6 With the above mentioned changes in the operating environment and bus service network of LWB, the Accident Rates in remote years have low reference value. Therefore, it is proposed that reference be made to the past three years data in proposing the Target Accident Rate.

(As mentioned in Section 8.1.4, LWB will submit a full version of Section 8 - Bus Safety to Transport Department before the deadline.)

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/7-45/3
來函檔號 Your Ref.: LGD 10403

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

19 July 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Ltd
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

The Committee thanks you for your written submission dated 6 July 2018, in which you provided a copy of part of the section on Bus Safety in KMB and LWB's Forward Programme Plans for 2019-2023.

The Committee asks you to provide information as to the location and address of the bus termini, and the bus depot responsible for that bus termini, at which KMB and LWB bus captains working a "special shift", permitted under the "Guidelines on Bus Captain's Working Hours, Rest Times and Meal Breaks" revised in February 2018, commence the minimum of a 3-hour break which they are required to be afforded on such a shift. Please describe in detail the resting and staff facilities available at such bus termini.

To illustrate the operation of the special shift, and to enable the Committee to understand the demand for and provision of resting and staff facilities at bus termini, please provide details in respect of 17 July 2018 as to:

- (a) the bus termini and the range of times at which the minimum 3-hour break for bus captains commenced; and
- (b) the maximum number of bus captains taking such a break at such bus termini at any given time.

The Committee would be very grateful for your reply in writing on or before **25 July 2018**. Should you have any queries, please feel free to contact me or Mr Justin TO at 2867 4612.

Yours sincerely,



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

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/7-45/3
來函檔號 Your Ref.: LGD 10403

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

20 July 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Ltd
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

Further to our letter of 19 July 2018, there are matters which the Committee would like to invite you to provide further information on. In your submissions, dated 24 April 2018, it was stated [KMB & LWB-1, page 62]:

“In response to increasing number of assaults against BCs, we have taken the following measures:-

- surveillance cameras, including forward-looking cameras and a camera covering the driver seat, have become standard features on all new buses since 2015. Up to February 2018, surveillance cameras were installed in 2,319 KMB buses and 146 LWB buses. The remaining buses will be equipped with surveillance cameras phase by phase. Surveillance cameras captured the behaviour (with audio recording) of difficult passengers. It will protect the interests of BCs and subsequent investigation by the police or legal proceedings.
- We will install a protective shield near the driver's seat starting from June 2018.
- We have added more on-board announcements to advise passengers not to do certain acts that will affect the BCs and other passengers.
- We offer legal support to BCs after they have been assaulted.

KMB's Legal Department has provided legal support to BCs who feel helpless during police investigation subsequent to traffic accidents or assault cases.”

2. Please provide statistics of the alleged assaults on bus captains reported to KMB & LWB in the period beginning on 1 January 2015 to date, the action taken by KMB & LWB and the Police and the results, if any.

3. In submissions to the Committee, dated 25 June 2018, the Kowloon Motor Bus Workers General Union described alleged assaults by passengers on five KMB bus captains who sustained injuries, in the period 4 to 6 April 2018. The names of the respective bus captain, the date and location of the assault are set out below:

- [REDACTED] [REDACTED] at Ti Tsz Terminus (天慈總站) on 4 April 2018;
- [REDACTED] [REDACTED] at Amoy Gardens Station (淘大花園站) on 5 April 2018;
- [REDACTED] [REDACTED] at Long Ping Road, near Long Ping Terminus (朗屏路近朗屏總站), on 5 April 2018;
- [REDACTED] [REDACTED] at Ngau Chi Wan Station (牛池灣站) on 6 April 2018; and
- [REDACTED] at Millennium City 5 (apm 創紀之城 5 期) on 6 April 2018.

4. Please confirm whether or not these alleged assaults were reported to, or otherwise came to the attention of, KMB & LWB and, if so, please provide copies of documents recording the facts of the complaints, the action that was taken by KMB & LWB and the Police and the results of such action.

5. The Committee would be very grateful for your reply in writing **on or before noon, 26 July 2018**. Should you have any queries, please feel free to contact me or Mr Justin TO at 2867 4612.

Yours sincerely,



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

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Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

26 July 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Fax: 3104 0254 & By Post)

Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your letter to KMB and LWB dated 19 July 2018, by which you requested us to provide details of the resting and staff facilities available at bus termini that cater for "special shifts".

The details are set out in the enclosed table. We shall also send the table in excel format to your office by way of an email to facilitate your review of the information. We also enclose for your record our implementation plan of the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (revised in February 2018)". For your information, the TD has set the deadline for complete implementation of such Guidelines to be Q2 2019.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

Encl.

KMB/LWB Staff Facilities at Bus Termini

Bus Terminus	Depot	Shared Rest Area		Separated Rest Area	Canteen	Drinking Water (* if provided by opposite bus terminus)	Microwave Oven	Fridge	Toilet	Range of Time of Mid- day Rest Break	Max. No. of Bus Captains taking rest break	Remarks
		Kiosk	Office									
Cheung Wah	ST					Yes*			Public Toilet	-	0	
Chevalier Garden	ST	Yes				Yes			Public Toilet	-	0	
Ching Ho	ST			Yes		Yes	Yes	Yes	Public Toilet	11:13-16:08	2	
Choi Yuen	ST			Yes		Yes	Yes	Yes	Public Toilet	12:15-16:52	3	
Chun Shek	ST			Yes		Yes	Yes	Yes	Public Toilet	10:42-17:54	12	
Fo Tan Railway Station	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:20-16:15	2	
Fo Tan Shan Mei Street	ST			Yes		Yes	Yes	Yes	Public Toilet	12:03-14:40	1	
Fu Heng	ST		Yes			Yes	Yes	Yes	Public Toilet	12:30-18:30	6	Include LWB BC
Fu Shin	ST		Yes			Yes	Yes	Yes	Public Toilet	10:44-18:00	10	
Heng On	ST			Yes		Yes	Yes	Yes	Chemical Toilet	10:52-18:25	12	
Hin Keng	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:15-18:15	11	
Kam Ying Court	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:38-17:32	8	
Kowloon Tong	ST			Yes		Yes*			Public Toilet	-	0	
Kwong Yuen	ST		Yes	Yes		Yes	Yes	Yes	Public Toilet	11:42-18:12	13	
Lee On	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:33-18:20	11	
Lek Yuen	ST			Yes		Yes	Yes	Yes	Public Toilet	11:40-17:28	5	
Luen Wo Hui	ST			Yes		Yes	Yes	Yes	KMB Toilet	11:10-18:22	17	Include LWB BC
Ma On Shan Town Centre	ST			Yes		Yes	Yes	Yes	Public Toilet	10:56-18:55	10	
Man Kam To	ST	Installation work in progress				Yes*			Public Toilet	-	0	
Mei Lam	ST			Yes		Yes	Yes	Yes	Public Toilet	11:55-16:35	2	
Mei Tin	ST		Yes			Yes	Yes	Yes	KMB Toilet	-	0	
Ravana Garden	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:08-19:39	8	
Royal Ascot	ST	Yes							Chemical Toilet	-	0	
Sha Tau Kok	ST			to be provided					Public Toilet	-	0	
Sha Tin Wai	ST			Yes		Yes	Yes	Yes	Chemical Toilet	12:01-18:06	6	
Shatin Central	ST			Yes		Yes	Yes	Yes	KMB Toilet	10:30-17:45	9	
Shatin Racecourse	ST								Public Toilet	-	0	
Shatin Railway Station	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:05-16:46	5	
Shek Mun	ST	Yes							Public Toilet	-	0	
Sheung Shui Landmark	ST			Yes	Yes	Yes	Yes	Yes	KMB Toilet	10:18-18:00	25	
Shui Chuen O	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:18-17:29	10	
Sui Wo Court	ST			Yes		Yes	Yes	Yes	Public Toilet	11:25-16:30	4	
Sun Chui	ST			Yes		Yes	Yes	Yes	Chemical Toilet	12:31-17:45	1	
Sun Tin Wai	ST			Yes		Yes	Yes	Yes	Public Toilet	11:42-18:19	8	
Ta Kwu Ling	ST			to be provided		Yes*			Public Toilet	-	0	
Tai Mei Tuk	ST	Yes				Yes*			Public Toilet	-	0	
Tai Ping	ST			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
Tai Po Central	ST			Yes		Yes	Yes	Yes	Public Toilet	11:17-17:15	12	
Tai Po Industrial Estate	ST			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
Tai Po Market Railway Station	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:18-18:49	9	
Tai Wai Railway Station	ST		Yes			Yes	Yes	Yes	KMB Toilet	11:18-17:27	6	
Tai Wo	ST			Yes		Yes	Yes	Yes	Public Toilet	11:40-18:00	8	

Tin Ping	ST			Yes		Yes	Yes	Yes	Public Toilet	11:26-18:00	4	
Tsui Lai Garden	ST			Yes		Yes	Yes	Yes	Chemical Toilet	12:23-15:40	2	
University Railway Station	ST			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
Wah Ming	ST			Yes		Yes	Yes	Yes	Public Toilet	10:21-18:15	8	
Wo Che	ST			Yes		Yes	Yes	Yes	Public Toilet	11:30-17:15	9	
Wong Nai Tau	ST			Yes		Yes	Yes	Yes	Chemical Toilet	11:28-16:50	8	
Wong Shek Pier	ST					Yes*			Public Toilet	-	0	
Wu Kai Sha	ST		Yes			Yes	Yes	Yes	KMB Toilet	10:49-17:30	13	Include LWB BC
Yiu On	ST			Yes		Yes	Yes	Yes	Public Toilet	11:08-18:00	11	
Yu Chui Court	ST			Yes		Yes	Yes	Yes	KMB Toilet	11:50-17:40	4	Include LWB BC
Yuet Wu Villa, TM	LW			Yes		Yes	Yes	Yes	Public Toilet	13:15-16:15	1	
Fu Tai Estate, TM	LW			Yes		Yes	Yes	Yes	Public Toilet	15:15-16:15	1	
Hung Yuen Road, YL	LW			Yes		Yes	Yes	Yes	Chemical Toilet	13:00-18:30	2	
Tin Shui Wai Town Centre, TSW	LW		Yes	Yes		Yes	Yes	Yes	KMB Toilet	10:54-17:10	4	
Shan Shui House, YL	LW			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
Tai Po Tau, TP	LW			Yes		Yes	Yes	Yes	Chemical Toilet	13:30-18:00	4	
Pok Hong, ST	LW	Yes				Yes	Yes	Yes	Public Toilet	-	0	
Tung Chung Station, TC	LW			Yes		Yes	Yes	Yes	Public Toilet	13:07-17:52	2	
Yat Tung, TC	LW		Yes			Yes	Yes	Yes	KMB Toilet	12:15-15:58	1	
Asia-WorldExpo, Airport	LW			Yes		Yes	Yes	Yes	Chemical Toilet	11:15-17:40	7	
Ground Transport Centre, Airport	LW			Yes		Yes	Yes	Yes	KMB Toilet	09:05-16:25	3	
Fung Cheung Road	TM			Yes		Yes	Yes	Yes	Public Toilet	-	0	
Hung Fuk Estate	TM			Yes		Yes	Yes	Yes	Chemical Toilet	11:48-17:33	5	
Kam Sheung Road R/W Station	TM			Yes		Yes	Yes	Yes	Public Toilet	11:50-17:21	2	
Kin Sang	TM			Yes		Yes	Yes	Yes	Public Toilet	11:50-17:49	7	
Leung King	TM		Yes			Yes	Yes	Yes	Public Toilet	12:07-18:00	4	
Lok Ma Chau N73	TM								Public Toilet	-	0	
Lok Ma Chau R/W Station	TM			Yes		Yes	Yes	Yes	Public Toilet	-	0	
Long Ping Estate	TM			Yes		Yes	Yes	Yes	Chemical Toilet	11:55-17:27	4	
Long Ping R/W Station	TM			Yes		Yes	Yes	Yes	Chemical Toilet	11:34-17:01	6	Include LWB BC
Lung Mun Oasis	TM			Yes		Yes	Yes	Yes	Public Toilet	-	0	
Pat Heung Road	TM			Yes		Yes	To be provided	Yes	Chemical Toilet	-	0	
Po Tin	TM			Yes		Yes	Yes	Yes	Public Toilet	11:41-18:40	3	
Sam Shing	TM		Yes			Yes	Yes	Yes	KMB Toilet	-	0	
Shan King	TM			Yes		Yes	Yes	Yes	Chemical Toilet	12:18-17:25	8	
Sheung Tsuen	TM								Public Toilet	-	0	
Siu Hong Court	TM			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
Tai Hing	TM			Yes		Yes	Yes	Yes	Public Toilet	11:56-16:15	1	
Tin Fu	TM			Yes		Yes	Yes	Yes	Public Toilet	12:54-17:20	2	
Tin Heng	TM		Yes			Yes	Yes	Yes	KMB Toilet	12:03-18:14	6	
Tin Shui	TM			Yes		Yes	Yes	Yes	Chemical Toilet	11:54-18:20	3	
Tin Shui Wai R/W Station	TM			Yes		Yes	Yes	Yes	Chemical Toilet	11:54-16:54	2	
Tin Shui Wan Town Centre	TM			Yes		Yes	Yes	Yes	Public Toilet	11:56-18:00	13	
Tin Tsz	TM			Yes		Yes	Yes	Yes	Public Toilet	10:56-17:15	5	
Tin Yan	TM			Yes		Yes	Yes	Yes	Public Toilet	11:35-16:42	2	
Tin Yiu	TM								Public Toilet	-	0	
Tuen Mun Central	TM			Yes		Yes	Yes	Yes	KMB Toilet	11:41-18:10	16	Include LWB BC
Tuen Mun Pierhead	TM			Yes		Yes	Yes	Yes	KMB Toilet	11:25-17:15	5	
Tuen Mun R/W Station	TM		Yes			Yes	Yes	Yes	KMB Toilet	11:04-17:00	2	
Yau Oi (South)	TM			Yes		Yes	Yes	Yes	Chemical Toilet	11:05-17:48	3	
Yuen Long (West)	TM			Yes		Yes	Yes	Yes	KMB Toilet	10:28-18:26	12	

Yuen Long Park	TM			Yes		Yes	Yes	Yes	Public Toilet	11:22-16:40	2	
Yuet Wu Villa	TM	Yes							Public Toilet	-	0	
Handsome Court	TM									-	0	
Sun Tuen Mun Centre	TM	Yes								-	0	
Yuen Long R/W Station	TM			Yes		Yes	Yes	Yes	Chemical Toilet	13:05-17:40	1	
Choi Fook	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:45-18:15	2	
Choi Hung	KB			Yes		Yes	Yes	Yes	Public Toilet	11:19-17:45	4	
Choi Ming	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:05-17:50	4	
Choi Wan	KB	Yes				Yes	Yes	Yes	Public Toilet	12:04-17:31	4	
Chuk Yuen	KB			Yes		Yes	Yes	Yes	Chemical Toilet	11:13-19:20	16	
Clear Water Bay	KB	Yes				Yes*			Chemical Toilet	-	0	
Diamond Hill R/W Station	KB			Yes		Yes	Yes	Yes	Chemical Toilet	11:02-17:05	14	
Fu Shan	KB	Yes				Yes	Yes	Yes	Chemical Toilet	11:36-16:40	5	
Fung Shing Street	KB	Yes							Public Toilet	11:00-18:20	3	
Hang Hau North	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:24-18:00	7	
Hang Hau R/W Station	KB	Yes				Yes	Yes	Yes	Chemical Toilet	12:10-15:40	1	
Hong Shing Garden	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:55-18:36	2	
Kai Tak (Kai Ching Estate)-641	KB			Yes		Yes	Yes	Yes	Chemical Toilet	11:50-15:55	2	
Kai Tak (Tak Long Estate) -	KB			Yes		Yes	Yes	Yes	Chemical Toilet	11:55-15:50	1	
Kai Tak Crusie Terminal-5R	KB	Yes				Yes			Public Toilet	-	0	
Kai Yip	KB			Yes		Yes	Yes	Yes	Public Toilet	11:30-17:10	9	
Kowloon Bay	KB			Yes		Yes	Yes	Yes	Chemical Toilet	11:18-19:39	9	
Kwun Tong (Elegance Road)	KB			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
Kwun Tong (Tsui Ping Road)	KB	Yes				Yes	Yes	Yes	Public Toilet	11:51-16:07	2	
Kwun Tong (Yue Man	KB			Yes		Yes	Yes	Yes	Chemical Toilet	11:39-17:47	9	
Kwun Tong Ferry	KB			Yes		Yes	Yes	Yes	KMB Toilet	-	0	
Kwun Tong R/W Station	KB			Yes		Yes	Yes	Yes	Public Toilet	-	0	
Laguna City	KB		Yes			Yes	Yes	Yes	KMB Toilet	12:20-16:30	2	
Lam Tin (Kwong Tin Estate)	KB		Yes			Yes	Yes	Yes	KMB Toilet	11:15-17:59	9	
Lam Tin R/W Station	KB			Yes		Yes	Yes	Yes	KMB Toilet	-	0	
Lei Yue Mun (Shung Tak Wai) 14X	KB	Yes				Yes*	Yes	Yes	Public Toilet	12:15-18:30	4	
Lei Yue Mun Estate	KB		Yes			Yes	Yes	Yes	KMB Toilet	-	0	
Lok Fu	KB			Yes		Yes	Yes	Yes	KMB Toilet	11:35-17:00	4	
Lok Wah	KB			Yes		Yes	Yes	Yes	Public Toilet	11:22-16:28	7	
Ngau Tau Kok	KB	Yes				Yes			Public Toilet	-	0	
On Tai	KB			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
On Tai West	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:28-15:20	1	
On Tai South	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:31-15:54	1	
On Tat	KB			Yes		Yes	Yes	Yes	Chemical Toilet	-	0	
Ping Shek	KB	Yes				Yes	Yes	Yes	Public Toilet	-	0	
Ping Tin	KB		Yes			Yes	Yes	Yes	KMB Toilet	11:55-18:04	4	
Po Lam	KB		Yes			Yes	Yes	Yes	KMB Toilet	11:39-18:00	9	
Po Tat	KB		Yes			Yes	Yes	Yes	KMB Toilet	11:24-17:20	9	
Sai Kung	KB		Yes			Yes	Yes	Yes	Public Toilet	-	0	
Sau Mau Ping (Central)	KB		Yes			Yes	Yes	Yes	KMB Toilet	12:11-17:45	10	
Sheung Tak	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:21-15:50	1	
Shun Lee	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:32-18:00	7	
Shun Tin	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:12-17:06	4	
Telford Garden-5D	KB	Yes				Yes	Yes	Yes	Public Toilet	11:58-17:30	2	
Tiu King Leng N691	KB	Yes							Public Toilet	-	0	
Tsui Chuk	KB	Yes		Yes (at Lung Cheung Rd)		Yes	Yes	Yes	Chemical Toilet	-	0	
Tsui Lam	KB		Yes			Yes	Yes	Yes	KMB Toilet	11:48-17:10	4	
Tsz Wan Shan (Central)	KB		Yes			Yes	Yes	Yes	KMB Toilet	11:03-17:32	13	

Tsz Wan Shan (North)	KB			Yes		Yes	Yes	Yes	KMB Toilet	11:37-17:30	10	
Tung Tau Estate	KB	Yes				Yes	Yes	Yes	Chemical Toilet	12:23-17:40	1	
Upper Sau Mau Ping	KB			Yes		Yes	Yes	Yes	Chemical Toilet	12:24-17:54	2	
Wong Tai Sin	KB			Yes		Yes	Yes	Yes	KMB Toilet	11:35-18:36	10	
Yau Tong	KB			Yes		Yes	Yes	Yes	Public Toilet	12:18-17:50	3	
慈南 (Rt. 3P 晨早特別班)	KB	Yes							Public Toilet	11:03-15:14	1	
Broadcast Drive	KB	Yes				Yes	Yes	Yes	Chemical Toilet	-	0	
Kowloon City (Shing Tak Street)	KB	Yes				Yes	Yes	Yes	Public Toilet	-	0	
Kowloon City Ferry	KB			Yes		Yes	Yes	Yes	Public Toilet	11:55-17:20	2	
Allway Gardens	LCK			YES		YES	YES	YES	Chemical Toilet	12:22 - 17:30	2	
Bayview Garden	LCK		YES			YES	YES	YES	KMB Toilet	11:58 - 17:05	4	
Braemar Hill	LCK	YES				YES			Public Toilet	-	0	
Causeway Bay (Tin Hau)	LCK	YES				YES	YES	YES	Public Toilet	-	0	
Central Ferry Pier	LCK	Kiosk for computer facilities only							Chemical Toilet	-	0	
Central (Macau Ferry)	LCK	YES								-	0	
Chak On	LCK	YES				YES*			Public Toilet	-	0	
Cheung Ching	LCK			YES		YES	YES	YES	Public Toilet	12:30 - 17:05	4	
Cheung Hang	LCK			YES		YES	YES	YES	Public Toilet	11:46 - 17:50	5	
Cheung Hong	LCK		YES			YES	YES	YES	Public Toilet	12:07 - 16:05	1	
Cheung On	LCK			YES		YES	YES	YES	KMB Toilet	12:03 - 17:15	5	
Cheung Sha Wan (Kom Tsun St)(North)(86A)	LCK	YES		YES		YES	YES	YES	Chemical Toilet	-	0	
Cheung Sha Wan (Kom Tsun St)(South)	LCK									-	0	
Cheung Sha Wan Plaza	LCK		YES			YES	YES	YES	Chemical Toilet	-	0	
Cheung Sha Wan (Sham Mong Road)	LCK	YES		YES		YES	YES	YES	Chemical Toilet	12:18 - 17:42	9	
Cheung Wang	LCK			YES		YES	YES	YES	Chemical Toilet	12:51 - 16:34	1	
China Ferry Terminal	LCK	YES		YES		YES			Public Toilet	-	0	
Cho Yiu	LCK									-	0	
Discovery Park	LCK		YES			YES	YES	YES	KMB Toilet	12:08 - 16:47	6	Include LWB BC
Happy Valley (Lower)	LCK	Kiosk with no electricity							Public Toilet	-	0	
Ho Man Tin	LCK	YES				Yes*	YES	Yes	Chemical Toilet	13:09 - 15:40	1	
Hoi Lai Estate	LCK	YES		YES		YES	YES	YES	Public Toilet	12:04 - 15:20	1	
Hoi On Road	LCK	YES				YES	YES	YES	Chemical Toilet	12:21 - 16:35	1	
Hong Kong Station	LCK	Kiosk with no electricity							Public Toilet	-	0	
Hung Hom Ferry	LCK	YES		YES		YES	YES	YES	Public Toilet	-	0	
Hung Hom R/W Station	LCK	YES	YES	YES		YES	YES	YES	KMB Toilet	-	0	
Island Harbourview	LCK	YES	YES	YES		YES	YES	YES	KMB Toilet	-	0	
Jordan (To Wah Road)	LCK	YES	YES	YES		YES	YES	YES	Chemical Toilet	-	0	
Kennedy Town (Belcher)	LCK	YES					YES	YES	Public Toilet	-	0	
Kowloon R/W Station	LCK	YES	YES	YES		YES	YES	YES	Chemical Toilet	-	0	
Kwai Chung Estate	LCK		YES			YES	YES	YES	KMB Toilet	14:50 - 17:30	1	Include LWB BC
Kwai Fong R/W Station	LCK	YES	YES			YES	YES	YES	Public Toilet	12:05 - 17:07	6	
Kwai Hing R/W Station	LCK	YES				YES			Public Toilet	-	0	
Kwai Shing Central	LCK		YES			YES	YES	YES		11:50 - 15:55	2	
Kwai Shing East	LCK	YES		to be provided		YES	YES	YES	Public Toilet	12:40 - 17:09	3	

Laguna Verde	LCK	YES		YES		YES	YES	YES	Public Toilet	12:59 - 17:49	1	
Lai Chi Kok	LCK		YES	YES		YES	YES	YES	KMB Toilet	11:26 - 18:08	17	
Lai King North	LCK	YES				YES	YES	YES	Chemical Toilet	-	0	
Lai Kok	LCK	YES		YES		YES	YES	YES	Public Toilet	12:35 - 18:35	1	
Lai Yiu	LCK			YES		YES	YES	YES	Public Toilet	11:43 - 18:00	3	
Lei Muk Shue	LCK		YES			YES	YES	YES	KMB Toilet	12:27 - 16:30	2	
Mayfair Garden	LCK					YES*			Public Toilet	-	0	
Mei Foo	LCK		YES	YES		YES	YES	YES	KMB Toilet	12:06 - 18:04	9	
Mong Kok (Park Avenue)	LCK	YES	YES	YES		YES	YES	YES	KMB Toilet	-	0	
Mong Kok East R/W Station	LCK	YES		YES		YES	YES	YES	Public Toilet	-	0	
Oi Man	LCK	YES				YES	YES	YES	Public Toilet	12:54 - 16:15	1	
Olympic Station	LCK	YES	YES	YES		YES	YES	YES	KMB Toilet	12:48 - 16:30	2	
On Yam	LCK			YES		YES	YES	YES	Public Toilet	12:18 - 17:45	4	
Pak Tin	LCK	YES		YES		YES	YES	YES	Public Toilet	11:35 - 18:50	8	
Riviera Gardens	LCK		YES			YES	YES	YES	KMB Toilet	12:22 - 17:42	4	
Sea Crest Villa	LCK		YES						Public Toilet	-	0	
Sham Shui Po (Yen Chow)	LCK		YES	YES		YES	YES	YES	KMB Toilet	12:33 - 18:00	2	
Shau Kei Wan	LCK	Kiosk with no electricity							Public Toilet	-	0	
Shek Lei (Lei Pui St)	LCK					YES*			Public Toilet	-	0	
Shek Lei (Tai Loong St)	LCK		YES			YES	YES	YES	KMB Toilet	11:42 - 16:49	5	
Shek Wai Kok	LCK	YES							Public Toilet	-	0	
Siu Sai Wan	LCK	Kiosk with no electricity							Public Toilet	-	0	
So Uk	LCK		YES	YES		YES	YES	YES	KMB Toilet	12:25 - 18:30	7	
Star Ferry	LCK	YES	YES	YES		YES	YES	YES	Public Toilet	-	0	
Tai Hang Tung	LCK	YES				YES	YES	YES	Public Toilet	11:50 - 13:51	1	
Tsim Sha Tsui (Canton)	LCK					YES*			Public Toilet	-	0	
Tsim Sha Tsui East	LCK		YES	YES	Yes	YES	YES	YES	KMB Toilet	11:50 - 17:25	3	
Tsim Sha Tsui East (Mody Road)	LCK		YES	YES		YES	YES	YES	Public Toilet	12:55 - 17:05	2	
Tsing Yi Estate	LCK	YES				YES	YES	YES	Public Toilet	12:12 - 16:52	2	
Tsing Yi Ferry	LCK	YES		YES		YES	YES	YES	Public Toilet	-	0	
Tsing Yi R/W Station	LCK		YES	YES		YES	YES	YES	KMB Toilet	11:27 - 17:19	10	
Tsuen Wan (Nina Tower)	LCK		YES	YES		YES	YES	YES	KMB Toilet	12:14 - 17:00	4	Include LWB BC
Tsuen Wan R/W Station	LCK		YES	YES		YES	YES	YES	KMB Toilet	-	0	
Tsuen Wan West R/W	LCK		YES	YES		YES	YES	YES	KMB Toilet	11:23 - 17:02	16	
Wah Fu (Central)	LCK	YES				YES			Public Toilet	-	0	
Wan Chai (HKCECE)	LCK	Kiosk for computer facilities only							Public Toilet	-	0	
Wan Chai (North)	LCK	YES				YES	YES	YES	Public Toilet	-	0	
Whampoa Garden	LCK		YES	YES		YES	YES	YES	KMB Toilet	-	0	
Yau Yat Tsuen	LCK									-	0	

The implementation plan of the revised Guidelines will be as follows: -	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Status (Jul 2018)
1. Computer system modifications below will be conducted between April and December 2018:															
- scheduling system modifications between April and May 2018															Completed
- duty rostering system modifications between May and September 2018															In progress
- duty dispatching system modifications between July and October 2018															In progress
- modifications of reports for guidelines checking for actual duty between November and December 2018															
2. Guideline number (2) will be fully complied effective from 1 November 2018															
3. Rescheduling bus and crew duties will be implemented by phases starting from October 2018, and to be completed by end of April 2019															
4. Guideline number (1)(a), (1)(b), (3) will be fully complied effective from 1 May 2019															

Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

26 July 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Fax: 3104 0254 & By Post)

Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your letter to KMB and LWB dated 20 July 2018, by which you requested us to provide: 1) statistics of the alleged assaults on bus captains reported to KMB & LWB from 1 January 2015 to date; and 2) details of 5 specific alleged assaults.

We now enclose a list of the alleged assaults on bus captains reported to KMB & LWB in the period from 1 January 2015 to 22 July 2018. We confirm that the 5 alleged assaults were reported to KMB and our Legal Department provided legal support to the 5 bus captains named in your letter. We also enclose a list showing the particulars of the 5 alleged assaults.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

Encl.

Assault Cases from 1 January 2015 to 22 July 2018

No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
1	BC	黃XX	A43	LWB	02-Jan-2015	百和路粉嶺火車站	打車長左手臂三下	Yes	-	-
2	BC	李XX	606	KMB	18-Jan-2015	彩雲邨停車場	被玻璃樽襲擊後腦，及後跌倒地上，以致後腦腫及擦損雙手	Yes	-	-
3	Inspector	楊XX	彩雲站	KMB	18-Jan-2015	彩雲邨停車場	被玻璃碎片弄傷左手背	Yes	-	-
4	BC	馮XX	87D	KMB	26-Jan-2015	界限街西洋菜街燈位	頭部及腰部受傷	Yes	-	-
5	BC	陳XX	73X	KMB	06-Feb-2015	大窩口鐵路站	頸及腰痛	Yes	-	-
6	BC	葉X	74X	KMB	18-Feb-2015	觀塘道德福A站	打車長前額	Yes	-	-
7	BC	譚XX	42C	KMB	23-Feb-2015	鯉魚門道觀塘法院站	頸及腰扭傷	Yes	-	-
8	BC	余XX	968	KMB	24-Feb-2015	天后總站	左鼻流血，左頭、左面、左頸、左眼角紅腫	Yes	-	-
9	BC	梁XX	36M	KMB	24-Feb-2015	葵芳鐵路站	頸部及胸部被抓傷	Yes	-	-
10	BC	袁XX	E32	LWB	27-Feb-2015	葵芳總站附近公廁	右腰被襲擊	Yes	-	-
11	BC	梁XX	88K	KMB	03-Mar-2015	美田路近大圍街市站	襲擊車長左面兩下	Yes	-	-
12	BC	蔡XX	212	KMB	06-Mar-2015	深旺道富昌邨站	左臉腫	Yes	-	-
13	BC	朱XX	78K	KMB	19-Mar-2015	上水總站	用羽毛球拍打車長左肩，推車長埋車身，右手擦損	Yes	-	-
14	TS	郭XX	天恆邨站	KMB	23-Mar-2015	天恆邨站	打臉部，傷鼻、頸及腰	Yes	-	-
15	BC	翁XX	81C	KMB	17-Apr-2015	麼地道總站公廁對出	左面頰受傷流血及紅腫	Yes	-	-
16	BC	彭XX	49X	KMB	20-Apr-2015	小瀝源路小瀝源站	左手臂痛	Yes	-	-
17	BC	趙XX	241	KMB	09-May-2015	彌敦道中郵站	被打傷左手以致手痛	Yes	-	-
18	BC	彭XX	103	KMB	28-May-2015	竹園邨總站	乘客吐口水及用手踉撞車長右臉	Yes	-	-
19	BC	胡XX	E34A	LWB	13-Jun-2015	天富總站	被用手肘撞向車長以致右手臂痛	Yes	-	-
20	BC	黃XX	1A	KMB	16-Jun-2015	觀塘道定富街站	被襲擊面部，鼻受傷，想嘔吐	Yes	-	-
21	BC	周XX	42A	KMB	01-Jul-2015	長青邨青桃路站	擦傷右手腕及右前臂	Yes	-	-
22	BC	羅XX	99	KMB	04-Jul-2015	西貢總站	打車長左胸一拳	Yes	-	-
23	BC	李XX	6	KMB	05-Jul-2015	尖沙咀碼頭總站	被襲擊左面，左臉紅腫	Yes	-	-
24	BC	陳XX	36B	KMB	05-Jul-2015	梨木樹總站	用手打面部，及用手叉車長頸部，車長背部受傷	Yes	-	-
25	BC	莫XX	265B	KMB	09-Jul-2015	天恆站	跌地後頭暈及神志不清	Yes	-	-
26	TS	林XX	265B	KMB	09-Jul-2015	天恆站	跌倒，尾龍骨跌傷及左手被抓傷	Yes	-	-
27	BC	吳XX	603P	KMB	10-Jul-2015	安田街藍田小巴士入口	面部紅，左手中指扭傷及左膝擦損	Yes	-	-
28	BC	朱XX	249M	KMB	15-Jul-2015	青衣鐵路站	被吐口水，左額紅腫，左肩及胸口痛	Yes	-	-
29	BC	林XX	238M	KMB	20-Jul-2015	海濱花園站	被男乘客觸碰胸部，女車長感被非禮及感到不適	Yes	-	-
30	BC	王XX	73X	KMB	23-Jul-2015	廣福道站	被拍打頭部，車長感到頭部痛楚	Yes	-	-
31	BC	黃XX	101	KMB	24-Jul-2015	漆咸道北浙江街遊樂場站	頭痛，頭暈，右下顎流血	Yes	-	-
32	BC	廖XX	60X	KMB	02-Aug-2015	屯門市中心總站	頭痛，左眼角痛及頭暈(無流血)	Yes	-	-
33	BC	關XX	279X	KMB	10-Aug-2015	長安邨安媚樓站	被打左咀，車長咀部和後腦受傷	Yes	-	-
34	BC	潘XX	961	KMB	27-Aug-2015	金紫荊廣場附近海旁	被打後，感到心口痛	Yes	-	-
35	BC	馮XX	5	KMB	04-Sep-2015	彩虹道天主教伍華中學站	打車長心口及抓傷車長手指	Yes	-	-
36	BC	彭XX	N271	KMB	09-Sep-2015	富亨總站	被打腹部，腹痛	Yes	-	-
37	BC	王XX	118	KMB	09-Sep-2015	藍灣半島總站	被打後腦一拳	Yes	-	-
38	BSA	關XX	元朗同樂街站	KMB	09-Sep-2015	元朗B1 同樂街站	被乘客用手推跌，跌倒地上傷左膝及腰受傷	Yes	-	-
39	BC	胡XX	601	KMB	12-Sep-2015	寶達總站	乘客用身體碰向車長，令車長倒地，右腹痛受傷	Yes	-	-
40	BC	黃XX	278X	KMB	22-Sep-2015	新運路近上水中心	被打心口，心口不適	Yes	-	-
41	BC	陳XX	1A	KMB	24-Sep-2015	界限街聖德肋撒醫院站	心口及頸痛	Yes	-	-
42	BC	李XX	34	KMB	28-Sep-2015	沙咀道戴麟趾夫人診所站	打車長胸部一下	Yes	-	-
43	BC	洪XX	E32	LWB	27-Oct-2015	駿運北路站	左肩紅腫及拉扯車長衣服	Yes	-	-
44	BC	馮XX	52X	KMB	25-Nov-2015	青山公路深井牌坊對出燈位	打車長頭部及掌摑臉部，車長稱頭暈	Yes	-	-
45	TS	黃XX	黃大仙站	KMB	29-Nov-2015	黃大仙站	站長傷左手前臂痛及背痛	Yes	-	-
46	BC	鄧XX	52X	KMB	02-Dec-2015	彌敦道太子鐵路站	打車長左胸一下	Yes	-	-
47	BC	杜XX	11	KMB	27-Dec-2015	馬頭涌道近新山道站	襲擊車長額頭，車長頭痛、頭暈	Yes	-	-
48	BC	歐陽XX	67X	KMB	29-Dec-2015	青山公路何福堂書院站	左眼角被眼鏡撞傷	Yes	-	-
49	BC	何XX	28	KMB	18-Jan-2016	牛頭角總站近出口	右手受傷	Yes	-	-
50	BC	王XX	N171	KMB	23-Jan-2016	鴨脷洲邨商場公廁	被打，右額頭及左下顎瘀傷	Yes	-	-
51	BC	袁XX	290A	KMB	01-Feb-2016	寶林路近馬塘村口	打車長左手上臂一下	Yes	-	-
52	BSA	黃XX	落馬洲站	KMB	04-Feb-2016	落馬洲B1總站	拍打站務助理左肩一下	Yes	-	-
53	BC	朱XX	38	KMB	01-Mar-2016	興芳路智芳街站	抓傷車長上唇(有流血)，拍打車長左胸三次	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
54	BC	許XX	N30	KMB	02-Mar-2016	天瑞邨站	揮拳打車長右面一下，車長面部紅腫	Yes	-	-
55	BC	何XX	1A	KMB	06-Mar-2016	中秀茂坪總站	乘客用手捉住車長頸部，頸部皮膚有紅印	Yes	-	-
56	BC	鄺XX	278X	KMB	13-Mar-2016	和宜合道石圍角新邨站	乘客揮拳車長頭部數次，車長左頭腫及頭暈	Yes	-	-
57	BC	黃XX	42	KMB	14-Mar-2016	富豪東方酒店站	用右拳擊中車長腹部	Yes	-	-
58	BC	曾XX	7	KMB	14-Mar-2016	聯合道浸會大學站	以手打車長頸部，車長頸部瘀紅	Yes	-	-
59	BC	張XX	80X	KMB	15-Mar-2016	乙明邨站	車長被推跌地上，雙手及臀部受傷	Yes	-	-
60	BC	劉XX	46X	KMB	20-Mar-2016	大圍鐵路站近美田路出口	用手叉住車長頸部及拉車長左手	Yes	-	-
61	BC	周XX	104	KMB	21-Mar-2016	白田總站	打車長右邊面	Yes	-	-
62	BC	何XX	80	KMB	26-Mar-2016	美林總站入口通道	乘客用包好的壁球拍打車長，車長左面腫及頸痛	Yes	Case settled	Case settled
63	BSA	黃XX	落馬洲B1總站	KMB	10-Apr-2016	落馬洲B1總站	乘客雙手猛力推站助，站助後腦撞及八達通機身，無力起身	Yes	-	-
64	BC	陳XX	E42	LWB	12-Apr-2016	沙田廠	右臉紅腫，一隻牙鬆	Yes	-	-
65	BC	張XX	268C	KMB	19-Apr-2016	豐力樓站	胸口紅腫	Yes	-	-
66	BSA	林XX	元朗廣場站	KMB	06-May-2016	元朗廣場站	手指擦傷流血	Yes	-	-
67	BSW	蔡XX	同樂街站	KMB	06-May-2016	同樂街站	頭暈，手痛及全身乏力	Yes	-	-
68	BC	陸XX	N293	KMB	07-May-2016	唐明街尚德商場	左眼角流血，左手紅腫	Yes	-	-
69	BSA	林XX	元朗廣場站	KMB	13-May-2016	元朗廣場站	左手痛	Yes	-	-
70	BC	馬XX	282	KMB	14-May-2016	沙中總站	頭部及腰部痛	Yes	-	-
71	BC	李XX	43	KMB	23-May-2016	禾塘咀街葵涌街坊會站	胸骨痛	Yes	-	-
72	BSA	黃XX	元朗鐵路站	KMB	26-May-2016	元朗鐵路站	頭腰受傷	Yes	-	-
73	BC	莊XX	81K	KMB	14-Jun-2016	瀝源邨站	右臉頰紅腫	Yes	-	-
74	BC	陳XX	43X	KMB	17-Jun-2016	奧運總站	頭及頸痛	Yes	-	-
75	BC	黃XX	B1	KMB	19-Jun-2016	落馬洲B1總站	右膝擦損和尾龍骨痛	Yes	-	-
76	BC	羅XX	13D	KMB	25-Jun-2016	寶達總站	無表面傷痕	Yes	-	-
77	TS	陳XX	葵盛東站	KMB	30-Jun-2016	葵盛東站	左手尾指受傷	Yes	-	-
78	BC	李XX	297	KMB	11-Jul-2016	寶琳北路欣明苑站	頭痛，左胸口紅腫，左手腕，右手前臂及鼻流血	Yes	-	-
79	BC	蘇XX	13X	KMB	14-Jul-2016	彌敦道九龍公園站	眼痛及模糊不清	Yes	-	-
80	BC	黃XX	208	KMB	16-Jul-2016	廣播道總站	右手掌及右前臂痛	Yes	-	-
81	BC	黃XX	36M	KMB	20-Jul-2016	梨木樹總站	用硬物刺向車長	No	-	-
82	BC	姚XX	A37	LWB	08-Aug-2016	機場總站	右手抓傷	Yes	-	-
83	BSA	林XX	元朗廣場站	KMB	09-Aug-2016	元朗廣場站	左手腕及左腳踭受傷	Yes	-	-
84	Security Guard	黃XX	同樂街站	KMB	15-Aug-2016	同樂街站	左腰痛	Yes	-	-
85	BC	李XX	43A	KMB	17-Aug-2016	石梨總站	右肩背被打，右臉頰受傷	Yes	-	-
86	BC	文XX	52X	KMB	19-Aug-2016	青山公路咖啡灣站	鼻擦損	Yes	-	-
87	BC	鍾XX	38	KMB	01-Sep-2016	葵盛西邨對出	左臉，耳鳴及頭暈	Yes	-	-
88	BC	霍XX	N216	KMB	01-Sep-2016	油塘總站	右頸受傷	Yes	-	-
89	BC	許XX	8A	KMB	08-Sep-2016	黃埔花園站	頭部、頸部及右臂受傷	Yes	-	-
90	BC	周XX	265B	KMB	09-Sep-2016	落馬洲鐵路站	右臉受傷	Yes	-	-
91	BC	黎XX	281A	KMB	15-Sep-2016	廣源站	腰部受傷	Yes	-	-
92	BC	朱XX	112	KMB	15-Sep-2016	蘇屋總站	頭紅腫，鼻口爆裂，鼻樑及口角均有流血	Yes	Common Assault	80 hours Community Service Order
93	BC	吳XX	112	KMB	15-Sep-2016	蘇屋總站	被乘客推跌，左面痛和頭紅腫	Yes	Common Assault	80 hours Community Service Order
94	BC	張XX	112	KMB	15-Sep-2016	蘇屋總站	左頭及左手痛	Yes	Common Assault	80 hours Community Service Order
95	BC	曹XX	112	KMB	15-Sep-2016	蘇屋總站	被打左邊臉，左臉受傷	Yes	Common Assault	80 hours Community Service Order
96	BC	李XX	286X	KMB	22-Sep-2016	長沙灣徑站	頭部及頭暈	Yes	-	-
97	BC	葉XX	238X	KMB	29-Sep-2016	興華街燈位	右臂受傷	Yes	-	-
98	TS	王XX	穗禾苑	KMB	30-Sep-2016	穗禾苑	流鼻血	Yes	-	-
99	BC	梁XX	104	KMB	10-Oct-2016	眾坊街站	背部受傷	Yes	-	-
100	BC	蔡XX	天慈總站	KMB	14-Oct-2016	天慈總站	面部受傷	Yes	-	-
101	BC	柳XX	288	KMB	14-Oct-2016	水泉澳站	肩膀受傷	Yes	-	-
102	BC	李XX	215X	KMB	18-Oct-2016	康寧道	頸部受傷	Yes	-	-
103	BC	冼XX	288	KMB	22-Oct-2016	博泰樓站	左臂受傷	Yes	-	-
104	BC	黃XX	265M	KMB	31-Oct-2016	天恆總站	右肩、左腿及背部受傷	Yes	-	-
105	BC	張XX	5C	KMB	09-Nov-2016	紅鐵5C巴士站	胸部受傷	Yes	-	-

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106	BC	關XX	59X	KMB	18-Nov-2016	旺角道巴士站	右肩受傷	Yes	-	-
107	BC	徐XX	276	KMB	29-Nov-2016	掃管埔路轉入馬會道	左面頰受傷	Yes	-	-
108	BC	曾XX	2	KMB	04-Dec-2016	梳士巴利道近太空館對開	左臉及左眼紅腫	Yes	-	-
109	BC	黃XX	171A	KMB	17-Dec-2016	東興樓站	頭痛	Yes	-	-
110	BC	戚XX	171	KMB	21-Dec-2016	太子鐵路站	左肩受傷	Yes	-	-
111	BC	張XX	42C	KMB	27-Dec-2016	青山公路屏麗徑站	右面頰受傷	Yes	-	-
112	BC	劉XX	42A	KMB	31-Dec-2016	長亨站	乘客捉住車長，並拍打其頭部及背部，車長後腦位置腫	Yes	-	-
113	BC	李XX	98C	KMB	09-Jan-2017	亞皆老街旺角鐵路站	乘客出手打車長左眼角一拳，車長覺頭暈	Yes	-	-
114	BC	柳XX	288	KMB	08-Feb-2017	博泉街上斜方向近朗泉樓	乘客用胸口推撞車長，車長倒地受傷，車長右手手腕受傷，頭暈	Yes	-	-
115	BC	鍾XX	67M	KMB	13-Mar-2017	青山公路眾安街站	車長被乘客襲擊，右姆指擦損流血	Yes	-	-
116	BC	蔡XX	60X	KMB	09-Apr-2017	屯門市中心總站	(乘客向車長講粗口)	No	-	-
117	Inspector	溫XX	元朗鐵路站	KMB	15-Apr-2017	元朗鐵路站	被乘客推跌，右手臂擦傷	Yes	-	-
118	BC	廖XX	93A	KMB	20-Apr-2017	寶達邨站	左額頭紅腫，左膊麻痺	Yes	-	-
119	BC	方XX	276	KMB	06-May-2017	上水廣場總站	鼻樑紅腫，頭暈	Yes	Common Assault	120 hours Community Service Order
120	BC	林XX	58M	KMB	06-May-2017	屯門市廣場站	車長右手食指痛，嘴唇流血	Yes	Common Assault (without person arrested)	-
121	BC	吳XX	215X	KMB	07-May-2017	啟田邨巴士站	頭暈肚痛，拉傷左前臂	Yes	1) Common Assault 2) Assault Occasioning Actual Bodily Harm	1) 100 hours Community Service Order to charge 1 2) 100 hours Community Service Order to charge 2 3) Restitution of HK\$5,000 to victim 1 4) Restitution of HK\$5,000 to victim 2 5) Both Community Service Orders run concurrently
122	BC	陳XX	265B	KMB	01-Jun-2017	長沙灣道近楓樹街球場	左臉紅腫	Yes	-	-
123	BC	任XX	42M	KMB	04-Jun-2017	長宏總站	雙手感到麻痺	Yes	Case settled	Case settled
124	BSA	黃XX	落馬洲鐵路站	KMB	05-Jun-2017	落馬洲鐵路站	拍打車長手部數下	Yes	Common Assault	Fined HK\$3000
125	BSA	潘XX	菲林明道站	KMB	08-Jun-2017	菲林明道站	被私家車右車頭碰失平衡跌倒，扭傷左腳	Yes	-	-
126	BSA	房XX	落馬洲鐵路站	KMB	04-Jul-2017	落馬洲鐵路站B1	頭暈，左手痠痛麻痺，左腰麻痺	Yes	-	-
127	BSA	黃XX	屯門轉車站	KMB	04-Aug-2017	大欖轉車站	被男乘客推跌，左手擦傷及紅腫	Yes	Common Assault	-
128	BC	冼XX	86C	KMB	30-Aug-2017	窩仔街站	被乘客用右手打左面一拳，車長頭暈，左面頰紅腫，頸背側撞傷	Yes	-	-
129	BSA	唐XX	廣東道80號	KMB	15-Sep-2017	廣東道80號	臀部受傷	Yes	Common Assault	Defendant 1: Fined HK\$1,000 Defendant 2: O.N.E. Bind Over
130	BSA	譚XX	廣東道80號	KMB	15-Sep-2017	廣東道80號	胸口不適	Yes	Common Assault	Defendant 1: Fined HK\$1,000 Defendant 2: O.N.E. Bind Over
131	TS	姜XX	天富站	KMB	16-Sep-2017	天富總站	被乘客用右手打左邊臉，站長左臉痛	Yes	Common Assault (without person arrested)	-
132	BC	鍾XX	N281	KMB	25-Sep-2017	西沙路恆康街燈位	左眼痛	Yes	Common Assault	Drug Addiction Treatment Centre Order
133	BC	曾XX	279X	KMB	27-Sep-2017	青敬路瀨景灣Rt.279X巴士站	頸紅、頭痛	Yes	-	-
134	Inspector	劉XX	長宏總站	KMB	28-Sep-2017	長宏總站	左手手掌擦傷，腰部近尾龍骨撞傷	Yes	Common Assault (without person arrested)	-
135	BC	劉XX	11D	KMB	07-Oct-2017	九龍灣鐵路站	打車長右臉頰一巴	Yes	-	-
136	BC	楊XX	243M	KMB	08-Oct-2017	宜業樓站	頸痛及左面近眼角紅腫	Yes	-	-
137	TS	黃XX	彩明站	KMB	11-Oct-2017	彩明站	打站長右臉一下	Yes	-	-
138	BC	陳XX	2	KMB	22-Oct-2017	蘇屋總站	左眼角受傷流血	Yes	-	-
139	BC	胡XX	287X	KMB	29-Oct-2017	碧街站	被南亞裔乘客抱住及吻車長左臉一下	Yes	-	-
140	BC	鄧XX	74K	KMB	05-Nov-2017	三門仔總站迴旋處入口	被乘客打左手臂，車長右膊頭、左手臂和左面痛	Yes	Common Assault	-
141	BC	劉X	85X	KMB	07-Nov-2017	馬頭角道	被一踩單車男子用右手打左手臂一拳，車長左手臂受傷	Yes	Common Assault (without person arrested)	-
142	BC	黃XX	6C	KMB	18-Nov-2017	大埔道福華街休憩公園站	被乘客拉扯及掌摑臉部，車長左臉及手臂受傷	Yes	-	-

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143	BC	郭XX	N241	KMB	25-Nov-2017	長沙灣道近龍昌街	用左腳手腳作狀恐嚇車長	Yes	Police treated this incident as "乘客情緒失控" and case not pursued	-
144	BC	伍XX	58X	KMB	26-Nov-2017	亞答街近西門菜園街	打車長右臉頰一拳	Yes	1) Dangerous Driving 2) Common Assault 3) Motor vehicle examination with defect and 4) Motor vehicle examination with defect.	1) 320 hours Community Service Order 2) Disqualified for all classes of vehicle for 12 months 3) Fined HK\$700
145	BSA	黃XX	元朗鐵路站	KMB	27-Nov-2017	元朗鐵路站	被乘客推跌及用手打站助右臉及心口，站助跌倒地，右手肘受傷	Yes	Assault Occasioning Actual Bodily Harm	1) 120 hours Community Service Order 2) Restitution of HK\$500 to victim
146	BC	張XX	968	KMB	11-Dec-2017	中環匯豐銀行站	胸脘、右肘紅腫	Yes	-	-
147	BC	張XX	279X	KMB	30-Dec-2017	蔚衣站	唇脣和頸部	Yes	Common Assault	-
148	Inspector	李XX	葵芳站	KMB	31-Jan-2018	葵芳站	右腳及心口痛	Yes	-	-
149	BC	李XX	26	KMB	02-Feb-2018	細蚊道海防道站	到司機打車長左面及吐口水於車長心口	Yes	Common Assault	-
150	BC	彭XX	680	KMB	03-Feb-2018	英皇道近龍騰站	左手受傷	Yes	Common Assault	-
151	BC	李XX	276	KMB	08-Feb-2018	天慈總站	車長腰部及腿部擦傷流血	Yes	Case settled	Case settled
152	BC	潘XX	43A	KMB	08-Feb-2018	青洲橋站	被乘客打右胸一拳，車長胸痛	Yes	Common Assault	-
153	BC	王XX	905	KMB	15-Feb-2018	摩利臣街左轉干諾道西	被途人拳打腳踢，車長左額及右膝擦傷，左臉及胸部有紅痕	Yes	Assault Occasioning Actual Bodily Harm (without person arrested)	-
154	BC	趙XX	203E	KMB	16-Feb-2018	錦南村道公園	(乘客向車長講粗口)	Yes	-	-
155	BC	文XX	1A	KMB	17-Feb-2018	太子道西近維安街	向車長臉吐口水	Yes	-	-
156	BC	鄺XX	N216	KMB	03-Mar-2018	天龍橋站	被乘客向面部擲硬幣，車長右眼角傷及臉紅腫	Yes	Common Assault (without person arrested)	-
157	BC	高XX	9	KMB	13-Mar-2018	彩虹站	被兩亞乘客打咀部，車長頸痛和咀痛	Yes	Common Assault	-
158	BC	劉XX	88	KMB	15-Mar-2018	大南橋路	被乘客揮拳右臉及踢了腹部一下，車長腹部及腹部受傷	Yes	Assault Occasioning Actual Bodily Harm	-
159	BC	霍XX	89D	KMB	19-Mar-2018	官地法院站	左耳背紅及擦傷	Yes	Common Assault	-
160	BC	洪XX	64K	KMB	21-Mar-2018	錦上路社區村站	右手臂和右大腿痛	Yes	Common Assault	-
161	BC	陳XX	B1	KMB	04-Apr-2018	天慈總站外天喜街	被男乘客將推倒地上，車長腰及後腦受傷	Yes	Common Assault (without person arrested)	Not pursued by police
162	BC	陳XX	2A	KMB	05-Apr-2018	樂華南邨翠華樓(樂華總站車坑後方)	右胸不適	Yes	Common Assault	Defendant plead guilty and fined HK\$3,000
163	BC	譚XX	76K	KMB	05-Apr-2018	朗屏總站	右肩和右膝受傷	Yes	Fighting in Public Place	Still under investigation
164	BC	杜XX	88	KMB	06-Apr-2018	新清水灣道近白虹樓	打車長左臉一拳	Yes	Common Assault	Defendant plead guilty and fined HK\$1,000
165	BC	丁XX	74X	KMB	06-Apr-2018	apm創紀之戒500站	推車長胸門幾下	Yes	Common Assault (without person arrested, assailant left the scene)	Still under investigation
166	BC	李XX	74X	KMB	15-Apr-2018	大埔廣福道站	動交時被撞到右後肩膀	Yes	Common Assault (without person arrested)	Settled (BC refused to give statement)
167	BC	吳XX	111	KMB	18-Apr-2018	坪石巴士總站	(乘客向車長講粗口)	Yes	-	-
168	BC	袁XX	E33	LWB	20-Apr-2018	屯門匯豐站	臉部和左眼紅腫	Yes	-	-
169	TS	羅XX	美孚站	KMB	26-Apr-2018	美孚站	左手臂及胸口痛	Yes	Common Assault	The arrested person was verbally warning by the police

Assault Cases from 1 January 2015 to 22 July 2018

No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
170	BC	楊XX	E31	LWB	29-Apr-2018	青馬收費廣場	左面輕微紅腫	Yes	Common Assault (without person arrested)	-
171	TS	伍XX	烏溪沙站	KMB	02-May-2018	烏溪沙站	左手肘擦傷	Yes	Common Assault	Case settled
172	BC	彭XX	42C	KMB	04-May-2018	藍田鐵路總站	左手臂及後腦傷	Yes	1) Common Assault 2) Assault with Intent to Commit Offence on Police Officer	-
173	Inspector	李XX	葵芳站	KMB	11-May-2018	葵芳站	左手上臂紅腫	Yes	Assault Occasioning Actual Bodily Harm	-
174	BC	林XX	46	KMB	13-May-2018	萬基大廈站	扭傷腰部	Yes	-	-
175	BC	陳XX	603	KMB	15-May-2018	中環街市站	胸部腰背痛	Yes	-	-
176	BC	林X	214	KMB	18-May-2018	油塘站	乘客手部碰到車長肚部	Yes	Common Assault	Case settled
177	BC	黃XX	269D	KMB	21-May-2018	城隧轉車站	左手手臂痛楚	Yes	Common Assault	Not pursued by police
178	BC	張XX	117	KMB	21-May-2018	彌敦道/窩打老道燈位	(乘客向車長講粗口)	Yes	-	-
179	BC	陳XX	48X	KMB	22-May-2018	灣景花園站	額頭感到痛楚及頭暈	Yes	Common Assault	-
180	BC	黃XX	A43	LWB	09-Jun-2018	上水廣場站	車長報稱被人襲擊	Yes	Common Assault (re-classified dispute)	Case settled
181	TS	吳XX	黃大仙站	KMB	18-Jun-2018	黃大仙站	右膝及右手腕受傷	Yes	Assault Occasioning Actual Bodily Harm	-
182	BC	陳XX	43A	KMB	21-Jun-2018	青康路美景花園站	前額紅腫及有些少流血，左手被抓損及覺胸痛	Yes	Assault Occasioning Actual Bodily Harm	-
183	TS	何XX	海濱站	KMB	25-Jun-2018	海濱站	胸口痛	Yes	Common Assault	Not pursued by police
184	BC	朱XX	279X	KMB	26-Jun-2018	粉嶺公路近石崗出口	車長行車時稱被乘客滋擾	Yes	Passenger Obstructing Driver of Public Bus	Not pursued by police
185	BC	林XX	89D	KMB	06-Jul-2018	富安花園站	打車長頸部	Yes	Common Assault	-
186	BC	馬XX	87B	KMB	17-Jul-2018	窩仔街站	打車長右下顎	Yes	Common Assault	Not pursued by police
187	BC	黃XX	38	KMB	19-Jul-2018	鐘山台站	打車長前額一下	Yes	Common Assault (without person arrested)	-
188	BC	劉XX	961	KMB	22-Jul-2018	干諾道西皇后街站	左手腕受傷	Yes	Common Assault	Not pursued by police (police confirmed that the arrested person was mentally disable)

BC - Bus Captain (車長)
BSA - Bus Stop Assistant (站務助理)
BSW - Part-time Bus Stop Warden (站務管理員)
Inspector (督察)
Security Guard (保安員)
TS - Terminus Supervisor (站長)

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Assault Cases from 1 January 2015 to 22 July 2018

No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
1	BC	Wong XX	A43	LWB	02-Jan-2015	Pak Wo Road Fanling Train Station	Hit bus captain's left arm for three times	Yes	-	-
2	BC	Lee XX	606	KMB	18-Jan-2015	Choi Wan Estate Car Park	Hind brain attacked by glass bottle, then fell on the ground, causing swollen hind brain and abrasion of hands	Yes	-	-
3	Inspector	Yeung XX	Choi Wan Station	KMB	18-Jan-2015	Choi Wan Estate Car Park	Back of left hand injured by broken glass	Yes	-	-
4	BC	Fung XX	87D	KMB	26-Jan-2015	Boundary Street Sai Yeung Choi Street's traffic light junction	Injured head and waist	Yes	-	-
5	BC	Chan XX	73X	KMB	06-Feb-2015	Tai Wo Hau MTR Station	Neck and waist pain	Yes	-	-
6	BC	Yip XX	74X	KMB	18-Feb-2015	Kwun Tong Road Telford Stop A	Hit forehead of bus captain	Yes	-	-
7	BC	Tam	42C	KMB	23-Feb-2015	Lei Yue Mun	Neck and waist	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				Road Kwun Tong Law Courts Stop	sprain			
8	BC	Yu XX	968	KMB	24-Feb-2015	Tin Hau Terminus	Bleeding left nose, red and swollen left head, left face, left neck, left eye corner	Yes	-	-
9	BC	Leung XX	36M	KMB	24-Feb-2015	Kwai Fong MTR Station	Scratched neck and chest	Yes	-	-
10	BC	Yuen XX	E32	LWB	27-Feb-2015	Public toilets near Kwai Fong Terminus	Right chest being attacked	Yes	-	-
11	BC	Leung XX	88K	KMB	03-Mar-2015	Mei Tin Road near Tai Wai Market Station	Attacked bus captain's left face for twice	Yes	-	-
12	BC	Choi XX	212	KMB	06-Mar-2015	Sham Mong Road Fu Cheong Estate Stop	Swollen left face	Yes	-	-
13	BC	Chu XX	78K	KMB	19-Mar-2015	Sheung Shui Terminus	Used badminton racket to slap the bus captain's left shoulder, push the bus captain toward the bus, abrasion of	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
							right hand			
14	TS	Kwok XX	Tin Heng Estate Station	KMB	23-Mar-2015	Tin Heng Estate Stop	Hit face, nose, neck and waist	Yes	-	-
15	BC	Yung XX	81C	KMB	17-Apr-2015	Outside the public toilets of Mody Road Terminus	Injured, bleeding, red and swollen left cheek	Yes	-	-
16	BC	Pang XX	49X	KMB	20-Apr-2015	Siu Lek Yuen Road Siu Lek Yuen Stop	Left arm pain	Yes	-	-
17	BC	Chiu XX	241	KMB	09-May-2015	Nathan Road Central Post Office Stop	Left hand being beaten causing hand pain	Yes	-	-
18	BC	Pang XX	103	KMB	28-May-2015	Chuk Yuen Estate Terminus	Passenger spat and used elbow to hit bus captain's right face	Yes	-	-
19	BC	Wu XX	E34A	LWB	13-Jun-2015	Tin Fu Terminus	Bus captain being hit by elbow causing right arm pain	Yes	-	-
20	BC	Wong XX	1A	KMB	16-Jun-2015	Kwun Tong Ting Fu Street Stop	Face being attacked, injured nose, wanted to vomit	Yes	-	-
21	BC	Chow	42A	KMB	01-Jul-2015	Cheung	Abrasion of right	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				Ching Estate Ching Tao Road Stop	wrist and right forearm			
22	BC	Law XX	99	KMB	04-Jul-2015	Sai Kung Terminus	Punched bus captain's left chest for once	Yes	-	-
23	BC	Lee XX	6	KMB	05-Jul-2015	Tsim Sha Tsui Pier Terminus	Left face being attacked, red and swollen left face	Yes	-	-
24	BC	Chan XX	36B	KMB	05-Jul-2015	Lei Muk Shue Terminus	Used hand to hit the face, and used hand to grab the neck, bus captain's injured back	Yes	-	-
25	BC	Mok XX	265B	KMB	09-Jul-2015	Tin Hang Stop	Dizziness and confusion after falling on the ground	Yes	-	-
26	TS	Lam XX	265B	KMB	09-Jul-2015	Tin Hang Stop	Falling, injured tailbone due to falling and scratched left hand	Yes	-	-
27	BC	Ng XX	603P	KMB	10-Jul-2015	Lam Tin On Tin Street Minibus Station	Red face, sprained left middle finger and abrasion of left knee	Yes	-	-
28	BC	Chu	249M	KMB	15-Jul-2015	Tsing Yi	Being spat, red and	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				MTR Station	swollen forehead, left shoulder and chest pain			
29	BC	Lam XX	238M	KMB	20-Jul-2015	Riviera Gardens Stop	Chest being touched by male passenger, female bus captain alleged indecent assault and discomfort	Yes	-	-
30	BC	Wong XX	73X	KMB	23-Jul-2015	Kwong Fuk Road Stop	Head being slapped, bus captain felt head pain	Yes	-	-
31	BC	Wong XX	101	KMB	24-Jul-2015	Chatham Road North Chi Kiang Street Playground Stop	Headache, dizziness, bleeding lower right jaw	Yes	-	-
32	BC	Liu XX	60X	KMB	02-Aug-2015	Tuen Mun Town Centre Terminus	Headache, left eye corner pain and dizziness (without bleeding)	Yes	-	-
33	BC	Kwan XX	279X	KMB	10-Aug-2015	Cheung On Estate On Mei House Stop	Left mouth being hit, bus captain's mouth and hind brain were injured	Yes	-	-
34	BC	Poon	961	KMB	27-Aug-2015	Harbor front	Felt pain in the	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				near Golden Bauhinia Square	chest after being hit			
35	BC	Fung XX	5	KMB	04-Sep-2015	Choi Hung Road Ng Wah Catholic Secondary School Stop	Hit bus captain's chest and scratched bus captain's finger	Yes	-	-
36	BC	Pang XX	N271	KMB	09-Sep-2015	Fu Heng Terminus	Abdomen being hit, abdomen pain	Yes	-	-
37	BC	Wong XX	118	KMB	09-Sep-2015	Island Resort Terminus	Hind brain being punched for once	Yes	-	-
38	BSA	Kwan XX	Yuen Long Tung Lok Street Stop	KMB	09-Sep-2015	Yuen Long B1 Tung Lok Street Stop	Being pushed down by the hand of passenger, fell on the ground left knee injured and waist injured	Yes	-	-
39	BC	Wu XX	601	KMB	12-Sep-2015	Po Tat Terminus	Passenger used body to bump into bus captain, causing bus captain to fall on the ground, right abdomen pain and injury	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
40	BC	Wong XX	278X	KMB	22-Sep-2015	San Wan Road near Sheung Shui Centre	Chest being hit, discomfort of chest	Yes	-	-
41	BC	Chan XX	1A	KMB	24-Sep-2015	Boundary Street St. Teresa's Hospital Stop	Chest and neck pain	Yes	-	-
42	BC	Lee XX	34	KMB	28-Sep-2015	Sha Tsui Road Lady Trench Polyclinic Stop	Hit bus captain's chest for once	Yes	-	-
43	BC	Hung XX	E32	LWB	27-Oct-2015	Chun Wan Road North Stop	Red and swollen left shoulder and dragged bus captain's clothes	Yes	-	-
44	BC	Fung XX	52X	KMB	25-Nov-2015	Traffic light opposite to Castle Peak Road Sham Tseng Archway	Hit bus captain's head and slapped face, bus captain claimed dizziness	Yes	-	-
45	TS	Wong XX	Wong Tai Sin Station	KMB	29-Nov-2015	Wong Tai Sin Station	Terminus supervisor's injured left forearm pain and back pain	Yes	-	-
46	BC	Tang	52X	KMB	02-Dec-2015	Nathan Road	Hit bus captain's	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				Prince Edward MTR Station	left chest for once			
47	BC	To XX	11	KMB	27-Dec-2015	Ma Tau Chung Road near San Shan Road Stop	Attacked bus captain's forehead, bus captain's headache and dizziness	Yes	-	-
48	BC	Au Yeung XX	67X	KMB	29-Dec-2015	Castle Peak Road Hoh Fuk Tong College Stop	Left eye corner being hit and injured by glasses	Yes	-	-
49	BC	Ho XX	28	KMB	18-Jan-2016	Ngau Tau Kok Terminus near the exit	Injured right hand	Yes	-	-
50	BC	Wong XX	N171	KMB	23-Jan-2016	Public toilets in Ap Lei Chau Estate Shopping Center	Being hit, bruised right forehead and left lower jaw	Yes	-	-
51	BC	Yuen XX	290A	KMB	01-Feb-2016	Po Lam Road near the entrance of Ma Yau Tong Village	Hit bus captain's left forearm for once	Yes	-	-
52	BSA	Wong XX	Lok Ma Chau	KMB	04-Feb-2016	Lok Ma Chau B1 Terminus	Slapped bus stop assistant's left	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
			Station				shoulder for once			
53	BC	Chu XX	38	KMB	01-Mar-2016	Hing Fong Road Che Fong Street Stop	Scratched bus captain's upper lip (with bleeding), slapped bus captain's left chest for three times	Yes	-	-
54	BC	Hui XX	N30	KMB	02-Mar-2016	Tin Shui Estate Stop	Punched bus captain's right face for once, red and swollen bus captain's face	Yes	-	-
55	BC	Ho XX	1A	KMB	06-Mar-2016	Sau Mau Ping (Central) Terminus	Passenger used hand to grab bus captain's neck, leaving red marks on neck skin	Yes	-	-
56	BC	Kwong XX	278X	KMB	13-Mar-2016	Wo Yi Hop Road Shek Wai Kok Sun Village Stop	Passenger punched bus captain's head for a few times, swollen left head and dizziness of bus captain	Yes	-	-
57	BC	Wong XX	42	KMB	14-Mar-2016	Regal Oriental Hotel Stop	Used right fist to punch bus captain's abdomen	Yes	-	-
58	BC	Tsang XX	7	KMB	14-Mar-2016	Junction Road Baptist	Used hand to hit bus captain's neck,	Yes	-	-

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						University Stop	red and bruised neck of bus captain			
59	BC	Cheung XX	80X	KMB	15-Mar-2016	Jat Min Chuen Stop	Bus captain was pushed to the ground, injured hands and hip	Yes	-	-
60	BC	Lau XX	46X	KMB	20-Mar-2016	Tai Wai MTR Station near the exit of Mei Tin Road	Used hand to grab bus captain's neck and dragged bus captain's left hand	Yes	-	-
61	BC	Chow XX	104	KMB	21-Mar-2016	Pak Tin Terminus	Hit bus captain's right face	Yes	-	-
62	BC	Ho XX	80	KMB	26-Mar-2016	Entrance pathway of Mei Lam Terminus	Passenger used packaged squash to hit bus captain, swollen left cheek and neck pain of bus captain	Yes	Case settled	Case settled
63	BSA	Wong XX	Lok Ma Chau B1 Terminus	KMB	10-Apr-2016	Lok Ma Chau B1 Terminus	Passenger used both hands to push bus stop assistance strongly, bus stop assistant's hind brain bumped into the octopus machine, unable to stand up	Yes	-	-
64	BC	Chan	E42	LWB	12-Apr-2016	Sha Tin Bus	Red and swollen	Yes	-	-

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		XX				Depot	right face, a loose tooth			
65	BC	Cheung XX	268C	KMB	19-Apr-2016	Phoenix House Stop	Red and swollen chest	Yes	-	-
66	BSA	Lam XX	Yuen Long Plaza Stop	KMB	06-May-2016	Yuen Long Plaza Stop	Abrasion and bleeding of finger	Yes	-	-
67	BSW	Choi XX	Tung Lok Street Stop	KMB	06-May-2016	Tung Lok Street Stop	Dizziness, hand pain and excessive fatigue	Yes	-	-
68	BC	Luk XX	N293	KMB	07-May-2016	Tong Ming Street Sheung Tak Plaza	Bleeding of left eye corner, red and swollen of left hand	Yes	-	-
69	BSA	Lam XX	Yuen Long Plaza Stop	KMB	13-May-2016	Yuen Long Plaza Stop	Left hand pain	Yes	-	-
70	BC	Ma XX	282	KMB	14-May-2016	Sha Tin Central Terminus	Head and waist pain	Yes	-	-
71	BC	Lee XX	43	KMB	23-May-2016	Wo Tong Tsui Street Kwai Chung Kai Fong Association Stop	Sternum pain	Yes	-	-
72	BSA	Wong XX	Yuen Long	KMB	26-May-2016	Yuen Long MTR Station	Injured head and waist	Ye	-	-

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			MTR Station							
73	BC	Chong XX	81K	KMB	14-Jun-2016	Lek Yuen Estate Stop	Red and swollen right cheek	Yes	-	-
74	BC	Chan XX	43X	KMB	17-Jun-2016	Olympic Terminus	Head and neck pain	Yes	-	-
75	BC	Wong XX	B1	KMB	19-Jun-2016	Lok Ma Chau B1 Terminus	Abrasion of right knee and tailbone pain	Yes	-	-
76	BC	Law XX	13D	KMB	25-Jun-2016	Po Tat Terminus	No apparent injury	Yes	-	-
77	TS	Chan XX	Kwai Shing (East) Stop	KMB	30-Jun-2016	Kwai Shing (East) Stop	Injured left little finger	Yes	-	-
78	BC	Lee XX	297	KMB	11-Jul-2016	Po Lam Road North Yan Ming Court Stop	Headache, red and swollen left chest, bleeding of left wrist, right forearm and nose	Yes	-	-
79	BC	So XX	13X	KMB	14-Jul-2016	Nathan Road Kowloon Park Stop	Eye pain and blurred vision	Yes	-	-
80	BC	Wong XX	208	KMB	16-Jul-2016	Broadcast Drive Terminus	Right palm and right forearm pain	Yes	-	-
81	BC	Wong XX	36M	KMB	20-Jul-2016	Lei Muk Shue	Used hard object to stab bus captain	No	-	-

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						Terminus				
82	BC	Yiu XX	A37	LWB	08-Aug-2016	Airport Terminus	Scratched right hand	Yes	-	-
83	BSA	Lam XX	Yuen Long Plaza Stop	KMB	09-Aug-2016	Yuen Long Plaza Stop	Left wrist and injured left heel	Yes	-	-
84	Security Guard	Wong XX	Tung Lok Street Stop	KMB	15-Aug-2016	Tung Lok Street Stop	Left waist pain	Yes	-	-
85	BC	Lee XX	43A	KMB	17-Aug-2016	Shek Lei Terminus	Right shoulder and back being hit, injured right cheek	Yes	-	-
86	BC	Man XX	52X	KMB	19-Aug-2016	Castle Peak Road Cafeteria Beach Stop	Abrasion of nose	Yes	-	-
87	BC	Chung XX	38	KMB	01-Sep-2016	Opposite to Kwai Shing West Estate	Left face, tinnitus and dizziness	Yes	-	-
88	BC	Fok XX	N216	KMB	01-Sep-2016	Yau Tong Terminus	Injured right neck	Yes	-	-
89	BC	Hui XX	8A	KMB	08-Sep-2016	Whampoa Garden Stop	Injured head, neck and right arm	Yes	-	-
90	BC	Chow XX	265B	KMB	09-Sep-2016	Lok Ma Chau Train Station	Injured right face	Yes	-	-
91	BC	Lai XX	281A	KMB	15-Sep-2016	Kwong Yuen Stop	Injured waist	Yes	-	-
92	BC	Chu	112	KMB	15-Sep-2016	So Uk	Red and swollen	Yes	Common	80 hours

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				Terminus	head, nose and mouth bursts, bleeding nose bridge and edge of the lips		Assault	Community Service Order
93	BC	Ng XX	112	KMB	15-Sep-2016	So Uk Terminus	Being pushed to fall down by passenger, left face pain and red and swollen head	Yes	Common Assault	80 hours Community Service Order
94	BC	Cheung XX	112	KMB	15-Sep-2016	So Uk Terminus	Left head and left hand pain	Yes	Common Assault	80 hours Community Service Order
95	BC	Cho XX	112	KMB	15-Sep-2016	So Uk Terminus	Left face being hit, injured left face	Yes	Common Assault	80 hours Community Service Order
96	BC	Lee XX	286X	KMB	22-Sep-2016	Cheung Sha Wan Path Stop	Head and dizziness	Yes	-	-
97	BC	Yip XX	238X	KMB	29-Sep-2016	Traffic light junction in Hing Wah Street	Injured right arm	Yes	-	-
98	TS	Wong XX	Sui Wo Court	KMB	30-Sep-2016	Sui Wo Court	Nose bleeding	Yes	-	-
99	BC	Leung XX	104	KMB	10-Oct-2016	Public Square Street Stop	Injured back	Yes	-	-
100	BC	Choi	Tin Tsz	KMB	14-Oct-2016	Tin Tsz	Injured face	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX	Terminus			Terminus				
101	BC	Lau XX	288	KMB	14-Oct-2016	Shui Chuen O Stop	Injured shoulder	Yes	-	-
102	BC	Lee XX	215X	KMB	18-Oct-2016	Hong Ning Road	Injured neck	Yes	-	-
103	BC	Sin XX	288	KMB	22-Oct-2018	Pok Tai House Stop	Injured left arm	Yes	-	-
104	BC	Wong XX	265M	KMB	31-Oct-2016	Tin Heng Terminus	Injured right shoulder, left leg and back	Yes	-	-
105	BC	Cheung XX	5C	KMB	09-Nov-2016	Hung Hom MTR Station 5C Bus Stop	Injured chest	Yes	-	-
106	BC	Kwan XX	59X	KMB	18-Nov-2016	Mong Kok Road Bus Stop	Injured right shoulder	Yes	-	-
107	BC	Tsui XX	276	KMB	29-Nov-2016	So Kwun Po Village turning to Jockey Club Road	Injured left cheek	Yes	-	-
108	BC	Tsang XX	2	KMB	04-Dec-2016	Salisbury Road near Hong Kong Space Museum	Red and swollen left face and left eye	Yes	-	-
109	BC	Wong XX	171A	KMB	17-Dec-2016	Tung Hing House Stop	Headache	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
110	BC	Chik XX	171	KMB	21-Dec-2016	Prince Edward MTR Station	Injured left shoulder	Yes	-	-
111	BC	Cheung XX	42C	KMB	27-Dec-2016	Castle Peak Road Ping Lai Path Stop	Injured right cheek	Yes	-	-
112	BC	Lau XX	42A	KMB	31-Dec-2016	Cheung Hang Stop	Passenger grabbed bus captain, and slapped his/her head and back, swollen hind brain of bus captain	Yes	-	-
113	BC	Lee XX	98C	KMB	09-Jan-2017	Argyle Street Mong Kok MTR Station	Passenger punched bus captain's left eye corner for once, bus captain felt dizziness	Yes	-	-
114	BC	Lau XX	288	KMB	08-Feb-2017	Pok Chuen Street driving uphill near Long Chuen House	Passenger used chest to push bus captain, bus captain fell on the ground and injured, bus captain's right wrist was injured, dizziness	Yes	-	-
115	BC	Chung XX	67M	KMB	13-Mar-2017	Castle Peak Road Chung On Street	Bus captain being attacked by passenger, abrasion	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
						Stop	and bleeding of right thumb			
116	BC	Choi XX	60X	KMB	09-Apr-2017	Tuen Mun Town Centre Terminus	(Passenger spoke foul language to bus captain)	No	-	-
117	Inspector	Wan XX	Yuen Long MTR Station	KMB	15-Apr-2017	Yuen Long MTR Station	Being pushed by passenger and fell, abrasion of right arm	Yes	-	-
118	BC	Liu XX	93A	KMB	20-Apr-2017	Po Tat Estate Stop	Red and swollen left forehead, left shoulder numbness	Yes	-	-
119	BC	Fong XX	276	KMB	06-May-2017	Landmark North Terminus	Red and swollen nose bridge, dizziness	Yes	Common Assault	120 hours Community Service Order
120	BC	Lam XX	58M	KMB	06-May-2017	Tuen Mun Town Plaza Stop	Bus captain's right index finger pain, bleeding of lip	Yes	Common Assault (without person arrested)	-
121	BC	Ng XX	215X	KMB	07-May-2017	Kai Tin Estate Bus Stop	Dizziness and stomachache, sprained left forearm	Yes	1) Common Assault 2) Assault Occasioning Actual Bodily Harm	1) 100 hours Community Service Order to charge 1 2) 100 hours Community Service Order to charge 1 3) Restitution of HK\$5,000

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
										to victim 1 4) Restitution of HK\$5,000 to victim 2 5) Both Community Service Orders run concurrently
122	BC	Chan XX	265B	KMB	01-Jun-2017	Cheung Sha Wan Road near Maple Street Playground	Red and swollen left face	Yes	-	-
123	BC	Yam XX	42M	KMB	04-Jun-2017	Cheung Wang Terminus	Felt numbness of both hands	Yes	Case settled	Case settled
124	BSA	Wong XX	Lok Ma Chau MTR Station	KMB	05-Jun-2017	Lok Ma Chau MTR Station	Slapped bus captain's hand for a few times	Yes	Common Assault	Fined HK\$3,000
125	BSA	Poon XX	Fleming Road Stop	KMB	08-Jun-2017	Fleming Road Stop	Bumped by the right front bumper of a private car, fell on the ground due to loss of balance, sprained left foot	Yes	-	-
126	BSA	Fong	Lok Ma	KMB	04-Jul-2017	Lok Ma Chau	Dizziness, soreness	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX	Chau MTR Station			MTR Station B1	and numbness of left hand, numbness of left waist			
127	BSA	Wong XX	Tuen Mun Interchange	KMB	04-Aug-2017	Tai Lam Interchange	Being pushed by male passenger and fell, abrasion, redness and swelling of left hand	Yes	Common Assault	-
128	BC	Sin XX	86C	KMB	30-Aug-2017	Woh Chai Street Stop	Being punched by passenger's right hand on left face, dizziness of bus captain, red and swollen left cheek, injury of side neck and back due to the bump	Yes	-	-
129	BSA	Tong XX	Canton Road 80	KMB	15-Sep-2017	Canton Road 80	Injured hip	Yes	Common Assault	Defendant 1: Fined HK\$1,000 Defendant 2: O.N.E. Bind Over
130	BSA	Tam XX	Canton Road 80	KMB	15-Sep-2017	Canton Road 80	Chest discomfort	Yes	Common Assault	Defendant 1: Fined HK\$1,000

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
										Defendant 2: O.N.E. Bind Over
131	TS	Keung XX	Tin Fu Stop	KMB	16-Sep-2017	Tin Fu Terminus	Being hit by passenger's right hand on left face, terminus supervisor's left face pain	Yes	Common Assault (without person arrested)	-
132	BC	Chung XX	N281	KMB	25-Sep-2017	Sai Sha Road Hang Hong Street's traffic light junction	Left eye pain	Yes	Common Assault	Drug Addition Treatment Centre Order
133	BC	Tsang XX	279X	KMB	27-Sep-2017	Tsing King Road Villa Esplanada Rt.279X Bus Stop	Red neck, headache	Yes	-	-
134	Inspector	Lau XX	Cheung Wang Terminus	KMB	28-Sep-2017	Cheung Wang Terminus	Abrasion of left palm, bump to and injury of waist near tailbone	Yes	Common Assault (without person arrested)	-
135	BC	Lau XX	11D	KMB	07-Oct-2017	Kowloon Bay MTR Station	Hit bus captain's right cheek for once	Yes	-	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
136	BC	Yeung XX	243M	KMB	08-Oct-2017	Yee Yip House Stop	Neck pain and red and swollen left face near eye corner	Yes	-	-
137	TS	Wong XX	Choi Ming Stop	KMB	11-Oct-2017	Choi Ming Stop	Hit terminus supervisor's right face for once	Yes	-	-
138	BC	Chan XX	2	KMB	22-Oct-2017	So Uk Terminus	Injury and bleeding of left eye corner	Yes	-	-
139	BC	Wu XX	287X	KMB	29-Oct-2017	Pitt Street Stop	Hugged by Southeast Asian passenger and kissed bus captain's left face for once	Yes	-	-
140	BC	Tang XX	74K	KMB	05-Nov-2017	Entry of Sam Mun Tsai Terminus's Roundabout	Being hit by passenger on left arm, bus captain's right shoulder, left arm and left face pain	Yes	Common Assault	-
141	BC	Lau XX	85X	KMB	07-Nov-2017	Ma Tau Kok Road	Being punched on the left arm for once by a man who was riding on a bike, bus captain's	Yes	Common Assault (without person arrested)	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
							left arm was injured			
142	BC	Wong XX	6C	KMB	18-Nov-2017	Tai Po Road Fuk Wah Street Rest Garden Stop	Being dragged and slapped on the face by passenger, bus captain's left face and arm were injured	Yes	-	-
143	BC	Kwok XX	N241	KMB	25-Nov-2017	Cheung Sha Wan Road near Kwong Cheung Street	Used the hammer in the front part of the bus to threaten bus captain	Yes	Police treated this incident as "passenger got out of control" and case not pursued	-
144	BC	Ng XX	58X	KMB	26-Nov-2017	Argyle Street near Sai Yeung Choi South Street	Punched bus captain's right cheek for once	Yes	1) Dangerous Driving 2) Common Assault 3) Motor vehicle examination with defect and 4) Motor vehicle examination in defect	1) 320 hours Community Service Order 2) Disqualified for all classes of vehicle for 12 months 3) Fined HK\$700
145	BSA	Wong XX	Yuen Long MTR Station	KMB	27-Nov-2017	Yuen Long MTR Station	Being pushed by passenger and fell and hit on right face and chest by	Yes	Assault Occasioning Actual Bodily Harm	1) 120 hours Community Service Order 2) Restitution

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
							the hands of passenger, bus stop assistant fell to the ground, abrasion of right elbow			of HK\$500 to victim
146	BC	Cheung XX	968	KMB	11-Dec-2017	Central HSBC Stop	Chest pain, red right ear	Yes	-	-
147	BC	Cheung XX	279X	KMB	30-Dec-2017	Tsing Yi Station	Arm and head pain	Yes	Common Assault	-
148	Inspector	Lee XX	Kwai Fong Station	KMB	31-Jan-2018	Kwai Fong Station	Right foot and chest pain	Yes	-	-
149	BC	Lee XX	26	KMB	02-Feb-2018	Nathan Road Haiphong Road Stop	Taxi driver hit left face of bus captain and spat toward bus captain's chest	Yes	Common Assault	
150	BC	Pang XX	680	KMB	03-Feb-2018	King's Road Sunbeam Theatre Stop	Left arm pain	Yes	Common Assault	-
151	BC	Lee XX	276	KMB	08-Feb-2018	Tin Tsz Terminus	Abrasion and bleeding of bus captain's waist and head	Yes	Case settle	Case settled
152	BC	Poon XX	43A	KMB	08-Feb-2018	Ching Kwai House Stop	Being punched on the right chest for once by passenger, bus captain's chest pain	Yes	Common Assault	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
153	BC	Wong XX	905	KMB	15-Feb-2018	Morrison Street turning left to Connaught Road West	Being punched and kicked by passer-by, abrasion of bus captain's left forehead and right knee, red marks on left face and chest	Yes	Assault Occasioning Actual Bodily Harm (without person arrested)	-
154	BC	Tong XX	203E	KMB	16-Feb-2018	Po Kong Village Road Park	(Passenger spoke foul language to bus captain)	Yes	-	-
155	BC	Man XX	1A	KMB	17-Feb-2018	Prince Edward Road West near Sai Yee Street	Spat to bus captain's face	Yes	-	-
156	BC	Kwong XX	N216	KMB	03-Mar-2018	Tin Lung Road Stop	Being thrown coin to face by passenger, bus captain's right eye corner was injured and red and swollen face	Yes	Common Assault (without person arrested)	-
157	BC	Ko XX	9	KMB	13-Mar-2018	Choi Hung Station	Being hit on the month by Southeast Asian passenger, bus captain's neck pain and mouth pain	Yes	Common Assault	-
158	BC	Lau	88	KMB	15-Mar-2018	Tai Wai MTR	Being punched on	Yes	Assault	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				Station	the right face and kicked on abdomen for once by passenger, bus captain's face and abdomen were injured		Occasioning Actual Bodily Harm	
159	BC	Fok XX	89D	KMB	19-Mar-2018	Kwun Tong Courts Stop	Redness and abrasion of left ear back	Yes	Common Assault	-
160	BC	Sin XX	64K	KMB	21-Mar-2018	Kam Sheung Road Dao Uk Tsuen Stop	Right arm and right thigh pain	Yes	Common Assault	-
161	BC	Chan XX	B1	KMB	04-Apr-2018	Tin Hei Street outside of Tin Tsz Terminus	Being pushed to the ground by male passenger, bus captain's waist and hind brain were injured	Yes	Common Assault (without person arrested)	Not pursued by police
162	BC	Chan XX	2A	KMB	05-Apr-2018	Lok Wah South Estate Ning Wah House (the back of Lok Wah Terminus's parking lane)	Right chest discomfort	Yes	Common Assault	Defendant plead guilty and fined HK\$3,000
163	BC	Tam	76K	KMB	05-Apr-2018	Long Ping	Injured right	Yes	Fighting in	Still under

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				Terminus	shoulder and right knee		Public Place	investigation
164	BC	To XX	88	KMB	06-Apr-2018	New Clear Water Bay Road near Pak Hung House	Punched bus captain's left face for once	Yes	Common Assault	Defendant plead guilty and fined HK\$1,000
165	BC	Ting XX	74X	KMB	06-Apr-2018	apm Millenium City 5 stop	Pushed bus captain's chest for a few times	Yes	Common Assault (without person arrested)	Still under investigation
166	BC	Lee XX	74X	KMB	06-Apr-2018	Tai Po Kwong Fuk Road Stop	Right back shoulder was bumped when advising not to fight	Yes	Common Assault	Settled (BC refused to give statement)
167	BC	Tong XX	111	KMB	18-Apr-2018	Ping Shek Bus Terminus	(Passenger spoke foul language to bus captain)	Yes	-	-
168	BC	Yuen XX	E33	LWB	20-Apr-2018	Tuen Mun Interchange	Red and swollen face and left eye	Yes	-	-
169	TS	Law XX	Mei Foo Station	KMB	26-Apr-2018	Mei Foo Station	Left arm and chest pain	Yes	Common Assault	The arrested person was verbally warning by the police
170	BC	Yeung XX	E31	LWB	29-Apr-2018	Lantau Link Toll Plaza	Slightly red and swollen left face	Yes	Common Assault (without person arrested)	-

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171	TS	Ng XX	Wu Kai Sha Station	KMB	02-May-2018	Wu Kai Sha Station	Abrasion of left elbow	Yes	Common Assault	Case settled
172	BC	Pang XX	42C	KMB	04-May-2018	Nam Tin MTR Station Terminus	Injured left arm and hind brain	Yes	1) Common Assault 2) Assault with Intent to Commit Offence on Police Officer	-
173	Inspector	Lee XX	Kwai Fong Station	KMB	11-May-2018	Kwai Fong Station	Red and swollen upper left arm	Yes	Assault Occasioning Actual Bodily Harm	-
174	BC	Lam XX	46	KMB	13-May-2018	Man Kee Mansion Stop	Sprained waist	Yes	-	-
175	BC	Chan XX	603	KMB	15-May-2018	Central Market Stop	Chest, waist, back pain	Yes	-	-
176	BC	Lam XX	214	KMB	18-May-2018	Yau Tong Station	Passenger's hand touched bus captain's abdomen	Yes	Common Assault	Case settled
177	BC	Wong XX	269D	KMB	21-May-2018	Shing Mun Tunnels Bus Interchange	Left arm pain	Yes	Common Assault	Not pursued by police
178	BC	Cheung XX	117	KMB	21-May-2018	Nathan Road/ Waterloo Road's traffic light	Passenger spoke foul language to bus captain	Yes	-	-

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						junction				
179	BC	Chan XX	48X	KMB	22-May-2018	Bayview Garden Stop	Forehead pain and dizziness	Yes	Common Assault	-
180	BC	Wong XX	A43	LWB	09-Jun-2018	Landmark North Stop	Bus captain claimed being attacked	Yes	Common Assault (re-classified dispute)	-
181	TS	Ng XX	Wong Tai Sin Station	KMB	18-Jun-2018	Wong Tai Sin Station	Injured right knee and right wrist	Yes	Assault Occasioning Actual Bodily Harm	-
182	BC	Chan XX	43A	KMB	21-Jun-2018	Ching Hong Road Mayfair Gardens Stop	Red, swollen and slightly bleeding forehead, left hand was scratched and felt chest pain	Yes	Assault Occasioning Actual Bodily Harm	-
183	TS	Ho XX	Riviera stop	KMB	25-Jun-2018	Riviera stop	Chest pain	Yes	Common Assault	Not pursued by police
184	BC	Chu XX	279X	KMB	26-Jun-2018	Exit of Fanling Highway near Shek Kong	Bus captain claimed being harassed by passenger while driving	Yes	Passenger Obstructing Driver of Public Bus	Not pursued by police
185	BC	Lam XX	89D	KMB	06-Jul-2018	Chevalier Garden Stop	Hit bus captain's neck	Yes	Common Assault	-
186	BC	Ma XX	87B	KMB	17-Jul-2018	Woh Chai Street Stop	Hit bus captain's right lower jaw	Yes	Common Assault	Not pursued by police
187	BC	Wong	38	KMB	19-Jul-2018	Chung Shan	Hit bus captain's	Yes	Common	-

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No.	Position	Name	Bus Route / Bus Stop	KMB / LWB	Assault Date dd/mm/yyyy	Place	Remarks	Reported to police	Consequence / Conviction	Sentence
		XX				Terrace Stop	forehead for once		Assault (without person arrested)	
188	BC	Lau XX	961	KMB	22-Jul-2018	Connaught Road West Queen Street Stop	Injured left wrist	Yes	Common Assault	Not pursued by police (police confirmed that the arrested person was mentally disable)

Particulars of the 5 Alleged Assault Cases

No.	Assault Date	Name	Offence	Penalty / Imprisonment	Consequence / Conviction Date	Legal Department's Support
1	04/Apr/2018	CHAN [REDACTED] 陳 [REDACTED]	Common Assault (without person arrested, assailant left the scene)	Not pursued by police	No further action by police	BC was contacted by phone right after the incident on 04-Apr-2018. BC was contacted on 30-May-2018 by phone again. He stated that he had withdrawn the case on 26-May-2018 and that police could not locate the assailant despite KMB had already provided the police with octopus card records of the assailant.
2	05/Apr/2018	TAM [REDACTED] 譚 [REDACTED]	Fighting in Public Place	Not pursued by police	No further action by police	BC was contacted by phone right after the incident on 05-Apr-2018. BC was interviewed at Pok Oi Hospital and AIP assisted BC during the police enquiry on 05-Apr-2018. BC was accompanied by AIP to take statement at Yuen Long Police Station on 12-Apr-2018. Various phone conversations were conducted between BC and LC on 06, 13, 26 of Apr-2018 and 08-May-2018. Conference was held among BC, LC and AIP on 09-Apr-2018. Scene visit was conducted on 23-Apr-2018.
3	05/Apr/2018	CHAN [REDACTED] 陳 [REDACTED]	Common Assault	Defendant PG and fined HK\$3,000	07-May-2018 (Kowloon City Magistrates' Court)	BC was contacted by phone right after the incident on 05-Apr-2018. CCTV brief finding report was prepared on 10-Apr-2018. BC was accompanied by AIP to take statement at Sau Mau Ping Police Station on 13-Apr-2018.
4	06/Apr/2018	TO [REDACTED] 杜 [REDACTED]	Common Assault	Defendant PG and fined HK\$1,000	11-May-2018 (Kowloon City Magistrates' Court)	BC was contacted by phone right after the incident on 06-Apr-2018. CCTV brief finding report was prepared on 12-Apr-2018. BC was accompanied by AIP to take statement at Wong Tai Sin Police Station on 17-Apr-2018.
5	06/Apr/2018	TING [REDACTED] 丁 [REDACTED]	Common Assault (without person arrested, assailant left the scene)	Still under investigation	Still under investigation	BC was contacted by phone right after the incident on 06-Apr-2018. Conference was held among BC, LC and AIP on 19-Apr-2018. BC was accompanied by AIP to attend Traffic Kowloon East Police Station to lodge a complaint against the assailant after the conference on 19-Apr-2018.

AIP: Accident Investigation & Prevention Section

BC: Bus Captain

LC: Legal Counsel

PG: Plead Guilty

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/7-45/3
來函檔號 Your Ref.: LGD 10403

電話號碼 Tel No.: (852) 2867 5324
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27 July 2018

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(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for your letter, dated 26 July 2018, in which you provided, amongst other things, information in respect of alleged assaults on five bus captains in separate incidents on and between 4 and 6 April 2018. The Committee seeks further information in respect of those incidents.

2. It is noted that in respect of cases 3 and 4 reference was made to the preparation of a "CCTV brief finding report" and that in respect of case 1, reference was made to the provision to the police of "Octopus card records of the assailant".
3. Please provide copies of the two "CCTV brief finding report" and describe the nature of the information obtained from the Octopus card records and when that was provided to the Police.
4. The Committee would be very grateful for your reply in writing **on or before 10 August 2018**. Should you have any queries, please feel free to contact me or Mr Justin TO at 2867 4612.

Yours sincerely,

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

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Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

2 August 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Fax: 3104 0254 & By Post)

Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to a remark we had made at the Panel Meeting on Transport of the Legislative Council held on 15 February 2018, which was subsequently brought up for review at the IRC Hearing on 31 July 2018.

Mr. Patrick Pang, Deputy Operations Director of KMB, stated at the said meeting that if bus captains, regardless of full-time or part-time, had not "driven a route" for a month or more, they would have to practise driving on that route again. On this issue, we would like to make a clarification. All along, remedial training is provided to bus captains who have been away from driving duties for over 30 days while route training is arranged for bus captains who have not driven a particular route for over 2 years. We meant to say that those bus captains who have not "driven a franchised bus" for over a month will have to go through a one-day training before resuming any bus-driving duties.

Please take note of the above and accept our apologies for any inconvenience it may have caused.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

c.c. Transport Panel, Legislative Council

Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

6 August 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Fax: 3104 0254 & By Post)

Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to our action plan for implementation of the key recommendations as of 10 April 2018, which can be found at your Hearing Bundle [KMB & LWB-1, page 145-151].

We hereby submit for your reference our updated action plan as of 1 August 2018.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

c.c. Commissioner for Transport
41st Floor, Immigration Tower,
7 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Miss Rachel Kwan)
(Ref.: TD BR 76/190-3C)

Action plan for implementation of the Key Recommendations

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)												
Recruitment														
1. To discontinue the employment of part time BCs whose working hours fall below 18 hours per week.	No more new employment of part time BC with working hours below 18 hours per week since 15 February 2018. <u>Milestone</u> 15 February 2018	Same as before.												
2. To offer the previous part time BCs the option to convert to contract hourly rated BCs or to take up alternative duties in the Company.	Status of the 209 previous part time BCs: <table border="1"><tr><td>Agreed to work ≥ 18 hours a week</td><td>78</td></tr><tr><td>Agreed to work over 10 hours a week; declare doing part-time BCs at KMB will not breach the employment contract with their employer.</td><td>123</td></tr><tr><td>Quitted</td><td>8</td></tr></table>	Agreed to work ≥ 18 hours a week	78	Agreed to work over 10 hours a week; declare doing part-time BCs at KMB will not breach the employment contract with their employer.	123	Quitted	8	Status of the 209 previous Hourly Rated BCs: <table border="1"><tr><td>Contract signed (work ≥ 18 hours a week)</td><td>73</td></tr><tr><td>Contract signed (work over 10 hours a week); declared doing Hourly Rated BC at KMB will not breach the employment contract with their employer</td><td>109</td></tr><tr><td>Quitted</td><td>27</td></tr></table>	Contract signed (work ≥ 18 hours a week)	73	Contract signed (work over 10 hours a week); declared doing Hourly Rated BC at KMB will not breach the employment contract with their employer	109	Quitted	27
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Quitted	27													

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
Training		
3. All newly recruited BC candidates should be subject to the same standard of training i.e. phase 1 of training to meet the standard of passing 17 (public bus (franchised)) driving test conducted by TD; and phase 2 of training to meet the standard required by KMB including safe driving techniques, emotional control and route training.	<p>New recruits that only possess driving licenses 1 & 2, should undergo both Phase 1 and Phase 2 of training.</p> <p>Those who have already possessed driving license 10 or 17, and passed BCTS' pre-course driving assessment, are allowed to join Phase 2.</p> <p>In case he/she failed the pre-course driving assessment, he/she has to start from Phase 1.</p> <p>The same rule also applies to internal staff members.</p> <p><u>Milestone</u> The above action has been implemented from 14 March 2018.</p>	Same as before.

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
4. Bus Captain Training School should extend the route training to all bus routes operated by KMB. Each BC is required to get trained with an instructor for each new route.	<p>Each BC is required to receive formal route training delivered by a BCTS' driving instructor ("DI") in the ratio of 1:6 before he/she is deployed to drive a new route.</p> <p>After the training, a DI will authorize the BC to drive the new route and the BC will also sign an agreement that he/she is familiar with the route. The record will be kept in computer.</p> <p><u>Milestone</u> The above action plan has taken effect from 15 February 2018.</p>	Same as before.
5. Any BC who is convicted of careless driving or has committed multiple traffic contraventions should attend remedial training.	<p>Performance managers will refer BCs who were convicted of careless driving or with poor driving record to BCTS for remedial training.</p> <p><u>Milestone</u> On-going (it has been an established practice).</p>	Same as before.

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
6. Any BC who has taken a consecutive period of leave for 30 days or more or has been cumulatively absent from work for 30 days in a 2 month period should attend a full day remedial training.	<p>HRD and Operations will refer BCs who have not performed consecutive driving duty for 30 days or more, due to sick leave and injury leave or due to operational reasons, to BCTS for a full day remedial training respectively.</p> <p>A full day remedial training for BCs who have been cumulatively absent from duty for over 30 days or more in a 2-month period will be required subject to consultation and subsequent agreement with the trade unions.</p> <p><u>Milestone</u> On-going</p>	<p>On-going.</p> <p>No consultation and agreement yet.</p>
7. The number of KMB driving instructors should be increased to a total of 110.	<p>An additional 15 DI licenses have been approved by TD. The selection of DI candidates was completed on 19 March 2018. The DI candidates would complete all training and necessary TD's exams before 30 June 2018 to form a cadre of 81 DIs.</p> <p><u>Milestone</u> With the capacity of 81 DIs, the workload of DIs and the necessity of additional DIs will be reviewed in Q3 2018 and an application of additional 29 DI licenses, to form a cadre of 110, will be submitted.</p>	<p>16 DI candidates have attended and passed TD's written examination and driving test by June 2018 and joined BCTS to form a cadre of 81 DIs.</p> <p><u>Milestone</u> Same as before.</p>

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
Performance		
8. Each newly recruited BC should declare his employment, whether on a part time or full time basis; any serious illness that would affect road safety, and criminal records. KMB should conduct a formal assessment on each BC.	<p>The following requirements have been implemented for all newly hired BCs:</p> <ul style="list-style-type: none"> - declaration of illness; - declaration of criminal record; and - traffic conviction check. <p>Remark: No new hire of part-time BC since 15 February 2018.</p>	Same as before.
9. KMB should conduct a traffic conviction search for each contract hourly rated BC every 6 months whereas all full time BCs including employed retirees on an annual basis.	<p>New BCs are required to submit their traffic conviction records during recruitment.</p> <p>In-service contract hourly rate BCs (previously known as part-time BCs) have to submit their traffic conviction records every 6 months.</p> <p>Checking the traffic conviction record of in-service full-time BCs will be subject to consultation and subsequent agreement with the trade unions.</p>	<p>For new hire: traffic conviction check has been implemented and has become an on-going measure.</p> <p>For in service contract hourly rated BCs: the first round of traffic conviction check was completed in April 2018. Next round will be done in October 2018.</p> <p>For in service full time BCs: will consult the trade unions and the BCs affected by end of September 2018.</p>

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
<p>10. KMB should monitor BCs' performance by analyzing his driving record from the black box installed on buses and improve the effectiveness and timeliness of follow up disciplinary actions on BCs' inappropriate driving behavior and attitude.</p>	<p>Operations Sections will continue monitoring bus speed by using the "BOP 207" functions in the black box system. Checking is done on a daily basis for the driving record of the preceding 10 days. Any abnormalities will be dealt with and reported promptly to TQD, which will then commence disciplinary procedures.</p> <p><u>Milestone</u> IT Dept. is in the process of enhancing the presentation of the Bus Performance Reports to facilitate monitoring speeding, harsh braking and abrupt acceleration. After the enhancement of BOM System, Operation Sections will analyze the data of preceding 8 days twice a week to provide driving records of BCs with irregularities. The reports will be passed to TQD twice a week. Immediate actions will be taken to alert respective BCs to deter them from committing the same faults. The whole process will finish in 14 working days. Upon confirmation of the speedometer check is correct, a follow-up action of issuing warning letter or appropriate disciplinary actions will be taken.</p>	<p>Operations Sections will continue monitoring bus speed by using the "BOP 207" functions in the black box system. Checking is done on a daily basis for the driving record of the preceding 4 calendar days. Any abnormalities will be dealt with and reported promptly to TQD, which will then commence disciplinary procedures.</p> <p>Raw data of speeding, harsh braking and abrupt acceleration will be generated weekly. For speeding cases, Operation Sections will be informed to remind respective BCs. For harsh braking and abrupt acceleration, plain clothes driving instructors will be deployed to conduct on-board check within one week. TQD will take disciplinary actions against BCs with poor driving performance.</p>

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
10. KMB should monitor BCs' performance by analyzing his driving record from the black box installed on buses and improve the effectiveness and timeliness of follow up disciplinary actions on BCs' inappropriate driving behavior and attitude.	<p>Operations Sections will continue monitoring bus speed by using the "BOP 207" functions in the black box system. Checking is done on a daily basis. for the driving record of the preceding 10 days BOP 207 is capable of checking speeding that occurred 10 days before. Any abnormalities will be dealt with and reported promptly to TQD, which will then commence disciplinary procedures.</p> <p><u>Milestone</u> IT Dept. is in the process of enhancing the presentation of the Bus Performance Reports to facilitate monitoring speeding, harsh braking and abrupt acceleration. After the enhancement of BOM System, Operation Sections will analyze the data of preceding 8 days twice a week to provide driving records of BCs with irregularities. The reports will be passed to TQD twice a week. Immediate actions will be taken to alert respective BCs to deter them from committing the same faults. The whole process will finish in 14 working days. Upon confirmation of the speedometer check is correct, a follow-up action of issuing warning letter or appropriate disciplinary actions will be taken.</p>	<p>Operations Sections will continue monitoring bus speed by using the "BOP 207" functions in the black box system. Checking is done on a daily basis. BOP 207 is capable of checking speeding that occurred 4 days before. Any abnormalities will be dealt with and reported promptly to TQD, which will then commence disciplinary procedures.</p> <p>Raw data of speeding, harsh braking and abrupt acceleration will be generated weekly. For speeding cases, Operation Sections will be informed to remind respective BCs. For harsh braking and abrupt acceleration, plain clothes driving instructors will be deployed to conduct on-board check within one week. TQD will take disciplinary actions against BCs with poor driving performance.</p>

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Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
<p>11. The Training and Quality Assurance Department of KMB should take disciplinary actions against BCs with problems of speeding, abrupt acceleration, harsh braking and other poor performance within 14 working days.</p>	<p>Refer to the answer to item 10 above.</p>	<p>Refer to the answer to item 10 above.</p>

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
Working conditions		
12. KMB should implement the revised Guidelines on Bus Captain Working Hours, Rest times and Meal Breaks by the end of 2018 and reduce the maximum working hours for split duties to 13 hours.	<p>The implementation plan of the revised Guidelines will be as follows: -</p> <ol style="list-style-type: none"> 1. Computer system modifications below will be conducted between April and December 2018: <ul style="list-style-type: none"> - scheduling system modifications between April and May 2018 - duty rostering system modifications between May and September 2018 - duty dispatching system modifications between July and October 2018 - modifications of reports for guidelines checking for actual duty between November and December 2018 2. Guideline number (2) will be fully complied effective from 1 November 2018 3. Rescheduling bus and crew duties will be implemented by phases starting from October 2018, and to be completed by end of April 2019 4. Guideline number (1)(a), (1)(b), (3) will be fully complied effective from 1 May 2019 <p>Reduction of maximum working hours for split duties to 13 hours will be reviewed upon the full implementation of the revised Guidelines.</p>	<p>Same as before.</p> <p>Everything is on schedule.</p> <p>Scheduling system modification was completed in May 2018.</p>

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
Psychological support		
13. KMB should engage a professional consultant to provide a comprehensive review of the current practice and recommendations will be implemented phase by phase to address immediate concerns.	A restricted tender has been sent out to invite professional consultants to provide such service. All the interested consultants will be invited to present their proposal in early May 2018 and the Task Force will appoint the consultant in mid May 2018. The consultancy service should be completed within 6 to 9 months. It is expected the consultant will make recommendations on psychological well being issues including but not limited to recruitment, training, performance management as well as developing tools and training programs that fit our needs.	<p>The consultancy team from the psychology department of a local university was appointed on 31 May 2018. In June 2018, the team has kicked off its review of the current practice in relation to the provision of emotional support through visiting depots, BCTS and Hotline Center, and meetings with Deputy Operations Director, depot staff, zone heads, driving instructors, recruitment team and employee relations team of HR department.</p> <p>In July 2018, the consultancy team has shared their initial observations with the Task Force. Both parties have worked out the general approach in delivering the project and the key activities in the coming months, namely to set up some focus groups to collect views directly from BCs and frontline staff on their needs in terms of psychological support and well being, to plan the training of driving instructors which was scheduled to start in September 2018, to further review the recruitment process so as to maximize its effectiveness, and to develop supporting activities for building a balanced and healthy work life.</p>

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
Measures to enhance bus safety		
14. Safety belts- KMB has already requested its suppliers to install safety belts on all seats as a standard feature for new buses ordered after 5 March 2018. As for buses that are currently in service, where certain routes so required, safety belts will be installed on the bus upper decks phase by phase.	<p><u>Installation of safety belts on new buses ordered after 5 March 2018</u> Safety belts on all seats have been requested on new ordered buses after 5 March 2018.</p> <p><u>Installation of safety belts on all seats of existing buses</u> Installation of safety belts on lower deck of existing buses is not feasible as this will involve major structural alternation. The feasibility of "installing safety belts on upper deck seats only" will be updated by our suppliers in due course.</p>	<p><u>Installation of safety belts on new buses ordered after 5 March 2018</u> Completed.</p> <p><u>Installation of safety belts on all seats of existing buses</u> Volvo and ADL advise that installation of safety belts on upper deck of certain existing buses is feasible. Volvo and ADL will provide technical details. Reduction in carrying capacity and bus down time for retrofit should be considered.</p>
15. Electronic Stability Program – KMB should test and verify with bus suppliers the installation of ESP in EURO V and EURO VI to reduce the risk of skidding and rolling over.	New ordered Euro VI buses will have ESP installed. Feasibility for retrofitting on existing buses will be updated in due course.	<p>New Euro VI buses to be delivered in 2019 will have ESP installed.</p> <p>Volvo indicated that lead time of 18-24 months will be required for developing a retrofitting solution for the existing Euro V buses. ADL has yet to confirm the retrofitting solution in due course.</p>

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
16. Geo-fencing—KMB should set speed limits of buses running through specific geo-fences. Upon satisfactory testing, they should consider using the technology in the fleet in particular routes with steep slopes or sharp bends.	Bus suppliers are studying how to implement this feature. Feasibility study is ongoing.	<p>A test drive was arranged with Volvo on 28 June 2018. The test drive showed that the speed limiter could change its threshold according to the defined 50 km/h and 70 km/h speed limit zones. Another test drive on a specific route will be arranged by August 2018.</p> <p>A test drive was arranged with Openmatics on 31 July 2018. The test drive showed that speed alert could be produced according to the defined 50 km/h and 70 km/h speed limit zones.</p>
17. Tilt alarm – tilt alarm should be installed on the entire fleet to alert BCs when the bus has reached a specific inclination.	Bus suppliers have been urged to study and suggest the inclination threshold. Feasibility will be updated in due course.	All bus manufacturers do not recommend a tilt alarm as the signal may be either too early or too late. Should the threshold be set at a level that a warning is sent to the BC in time for him/her to react, that might cause a number of nuisance activations which may lead to the BC ignoring the warning. Should the threshold be set to a higher level, by the time the BC has the chance to react to the warning, there is a danger that it may be too late. It is also hard to predict what action the BC will have, such as harsh braking or over-steering.
18. Speed alarm—an audible alert and a warning light should be activated to warn BC when the bus speed is beyond 70km/hr.	Completed.	Completed.

Topic	Action plan with milestone and date (as of 10 April 2018)	Action plan with milestone and date (as of 1 August 2018)
19. Speed limitation—speed limitation system which will automatically activate the brakes to slow down the gearbox should be installed on new buses after a period of engineering and testing.	Both ADL and Volvo are studying how this system could be implemented on new bus. Feasibility will be updated in due course.	ADL Euro VI new buses will come with this feature. Volvo will have this feature available in July 2019 and their Euro VI new buses delivered before this time will have the feature retrofitted.
20. Condensation - either hot air demisters or heated windscreens should be adopted for more effective and faster dehumidification.	<p>Either hot air demisters or heated windscreen has been adopted as standard features on new ordered buses after March 2018.</p> <p>Existing buses will be retrofitted with hot air demisters or heated wind screens by phase within the next 12 months.</p>	<p>Completed.</p> <p>On schedule.</p>
21. Drowsiness of bus captain – KMB should test device to monitor drowsiness of BCs while they are driving and install such system in all buses if the result is satisfactory.	This drowsiness monitoring system will be installed into 4 buses for trial at the end of April 2018.	<p>Initial trial in June 2018 showed that the drowsiness monitoring system could perform its functions.</p> <p>Trial run of the system in 4 buses has started since end of June 2018. The device is positioned to help BCs rather than to take disciplinary action against them. Recording function is not enabled.</p>



運輸署
Transport Department

By Fax and Post

Our Ref: () in TD VS 70/190/1
Your Ref:
Tel : 2829 5471
Fax : 2824 4255

7 June 2018

Distribution

Citybus Ltd. (Attn: Mr. Paul LI)
Kowloon Motor Bus Co. (1933) Ltd. (Attn: Mr. LEUNG Kin-wang)
Long Win Bus Co. Ltd (Attn: Mr. Mr. LEUNG Kin-wang)
New Lantau Bus Co. (1973) Ltd. (Attn: Mr. Benny CHAN)
New World First Bus Services Ltd. (Attn: Mr. Paul LI)

Dear Sirs,

Road Network with Speed Limit Information

I refer to our recent discussions on the proposed on-vehicle safety device of **Speed control by Global Positioning Service ("GPS") or geo-fencing** during the meetings of the Working Group on Enhancement of Franchised Bus Safety.

I am pleased to inform you that dataset of speed limits under the road networks managed by TD in the geographical information system ("GIS") format is already available to download from DATA.GOV.HK (<http://www.data.gov.hk>) of the HKSAR Government. A guideline for retrieving road network package from DATA.GOV.HK is attached in this letter for your reference.

You may utilise these GIS data packages to explore the technical feasibility on speed control by GPS or geo-fencing with your bus manufacturers or other appropriate party(ies) and conduct relevant trials. Apart from the said on-vehicle safety device, I understand your company currently also utilize the blackbox information to monitor the driver behavior and we trust that these GIS data package could provide you a more precise information on relevant speed limits of your bus routes. I shall be most grateful if you could provide your formal response on the captioned subject in coming Sub-working Group meeting on On-vehicle Safety Devices for Franchised Buses.

Should you have further queries on the GIS data packages, please feel free to contact our Mr. Joseph Wong of Transport Information Systems Section at 2829 5397.

Yours faithfully,

(Danny CHAN)

for Commissioner for Transport

Encl.

Guidelines for Retrieving Road Network (RN) Package form DATA.GOV.HK

To facilitate public to make use of the road networks information for their use, Transport Department (TD) opens up its road networks data in machine-readable format via. DATA.GOV.HK for public's downloading. "Speed Limit" information is included as part of the road network information in the Road Network (RN) dataset.

The RN dataset comprises a set of Geographical Information System (GIS) based data and non-GIS data, and could be utilized by personnel with GIS knowledge and with the aid of GIS software after downloading the dataset from DATA.GOV.HK.

Using "Speed Limit" Information in RN dataset as an example, the steps for retrieving relevant data from RN dataset in DATA.GOV.HK for producing speed limit maps are illustrated in Annex for reference.

Retrieving “Speed Limit” information in “Road Network” Dataset

(STEP 1) Go to DATA.GOV.HK

- a) Visit **DATA.GOV.HK** and hit “**DATASETS**” in “**DATA**” on the top menu
- b) Select “**Road Network**” Data set

or

Use this direct Link:

https://data.gov.hk/en-data/dataset/hk-td-tis_6-road-network

RN dataset (comprising 59 files) is provided in the formats of Geography Markup Language (gml/xml/xsd) and ESRI Geodatabase (mdb). A self explanatory "data dictionary" on the description of files is included in the heading of the above dataset (Direct Link below):

http://static.data.gov.hk/td/road-network/dataspec/rdnet_dataspec.pdf

(STEP 2) Download relevant files from DATA.GOV.HK

Download the following files in the RN dataset:

- a) Road centerline
- b) Geographic Information of Road Network Elements
- c) Speed Limit

(STEP 3) Visual presentation of speed limits data over a base map*

- a) Import “Road centerline” onto the software
- b) Import “Geographic Information of Road Network Elements” as datum of linear reference
- c) Import “Speed Limit” in reference to the Geographic Information of Road Network Elements
- d) Import base map* dataset (for speed map with base map) to outline the road alignment and coastline of Hong Kong

Remarks: GIS software is required to read the RN dataset and base map dataset

*Base map dataset is separately available from Lands D or alternatively, 3rd parties online map services such as Google Map and Open Street Map are available

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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/7-45/3

來函檔號 Your Ref.: LGD 10403

電話號碼 Tel No.: (852) 2867 5324

傳真號碼 Fax No.: (852) 3104 0254

8 August 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Limited
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

I write to remind you of the material that the representatives of KMB/LWB ("the companies") undertook at the hearing of 7 August 2018 to provide to the Committee the materials listed at Annex.

Mindful of the fact that the evidence of the representatives of the companies resumes at 10:00 am on 10 August 2018, the Committee asks that the information be provided to it by 5:00 pm on 9 August 2018.

Please be advised that the information provided in your 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 supplementary written submissions and/or to give oral evidence. 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.

Should you have any queries, please feel free to contact me or Mr Justin TO at 2867 4612.

Yours sincerely,

(CHAN Ping-fai, Peter)

Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

Encl

1. Map of the zones under the purview of each Depot of the companies [Transcript Day 12; 7 August 2018, page 58].
2. If available, Excel soft copy and/or any hardcopies in whatever form of the advice/warnings given in respect of the 29 sharp bends identified by the then Safety and Quality Department and others in KMB, and all available records setting out the reasons that the plan to provide such advice/warnings was not implemented [Transcript Day 12; 7 August 2018, pages 60-61].
3. The letter from KMB to the Transport Department in which the company undertook to abide by the commitments made to the Transport Department in negotiations that led to the renewal of the current franchise [transcript day 12; 7 August 2018, page 81].
4. The formula by which the green/amber/red colour assessment of the bus captains driving behaviour is assessed having regard to excesses of the threshold set for speed; deceleration; acceleration; and engine idling. Copies of posters and/or notices explaining to bus captains the purpose and mechanics of the scheme [Transcript Day 12; 7 August 2018, pages 120-121].
5. A copy of a report that evidences harsh braking/acceleration [Transcript Day 12; 7 August 2018, page 140].
6. Copies of the documentation that describe and evidence the steps taken, including the involvement of Openmatics, to enable data to be obtained in real-time to distinguish between speeding in speed limits of 50 kilometres per hour and speeding in speed limits of 70 kilometres per hour and the documents describing and evidencing the results of those tests [Transcript Day 12; 7 August 2018, pages 107-108; pages 148-149].

- End -

Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

8 August 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Email & By Hand)

Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your letter to us of even date. We adopt the numbering stated in the Annex of the said letter.

Items 1, 3, 6 and a poster plus a circular under item 4 are enclosed. The remaining items will be sent to your office by 5:00 pm on 9 August 2018.

Incidentally, the issue of assaults together with enforcement of Public Bus Services Regulations (Cap. 230A) was raised in previous hearings. We have brought up the same issue with the Police Force since May 2017. Our correspondence with the Police Force regarding this issue is also enclosed for your record.



Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.

Roger Lee
Managing Director

Encl.

ITEM 1

荔枝角廠香港區分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監：(電話：)									
	經理，車務(荔枝角廠)：(電話：)									
	襄理，車務(荔枝角廠)：(電話：)(手提電話：)									
	車務主任(荔枝角廠)：(電話：)(手提電話：)									
	車務主任(荔枝角廠)：(電話：)(手提電話：)									
	車務主任(荔枝角廠)：(電話：)(手提電話：)									
	車務主任(荔枝角廠)：(電話：)(手提電話：)									
分段	香港區一段(港島東區)					香港區二段(港島南區及中西區)				
管轄範圍	堅拿道東至小西灣					堅拿道西至堅尼地城及全南區				
巴士總站	銅鑼灣天后	寶馬山	銅鑼灣東院道	銅鑼灣興發街	銅鑼灣棉花路	灣仔會展	香港仔(華貴邨)	鴨脷洲(利東邨)	上環永吉街	中環交易廣場
	跑馬地下	北角百福道	北角碼頭	筲箕灣(耀東邨)	筲箕灣	灣仔菲林明道	香港仔(華富邨中)	薄扶林(數碼港)	上環林士街	堅尼地城
	小西灣(運動場)	小西灣(藍灣半島)	鯽魚涌	跑馬地馬場		灣仔(北)	鴨脷洲(海怡半島)	薄扶林(蒲飛路)	中環港澳碼頭	堅尼地城(卑路乍灣)
						金鐘站(東)	鴨脷洲(利樂街)		中環香港站	
							海洋公園		中環渡輪碼頭	
管理路線	102R, 104R 105R, 117R 118R, 171R, 802, 811									
本廠派車(別廠路線)	NIL									
別區管理路線	一區：102(102P), 110, 112, 117, 118(118P), 914(914P/914X) 二區：936, 948(948P/948X) 三區：613 四區：106(106P), 116, 302A, 606(606A/606X) 五區：108 六區：960B, 968(968A/968X) 七區：307P, 678 (共 18 條路線)					一區：104, 105R, 107P, 109, 115(115P), 171(171A/171P), 301, 904, 905(905P), 二區：934(934A), 935 三區：601(601P), 690(690P), 692P, N691 四區：103(103P), 111(111P), 113, 302, 619(619P/619X), 671 五區：101(101X), 101R 107, 111R, 603(603P/603S/ 603A), 621, 641 六區：168R, 960(960A/960B/960P/960S), 961(961P) 七區：307(307A/307B/307C/307P), 373, 673 (673P), 978(978A/978B) 八區：170, 182(182X), 680(680A/680B/680P/680X), 681(681P), 980X, 981P, 982X, 985 (共 45 條路線)				
外勤 車務督察	總車務督察：					總車務督察：				
	高級車務督察：					高級車務督察：				
	車務督察：					車務督察：				
出車	香港區: 0									
車務督察	香港區: 11 人									
站長	香港區: 2 人									
車長	香港區: 0 人									

as at 08/08/2018

荔枝角廠共有 1876 名車長(有崗位 1407 人+後備 469 人)及出車 803 架
 車長人數以 08 / 08 / 2018 計算

荔枝角廠一區分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監：電話：								
	經理, 車務(荔枝角廠)：電話：								
	襄理, 車務(荔枝角廠)：(電話：)(手提電話：)								
	車務主任(荔枝角廠)：(電話：)(手提電話：)								
	車務主任(荔枝角廠)：(電話：)(手提電話：)								
	車務主任(荔枝角廠)：(電話：)(手提電話：)								
分段	一區一段(土瓜灣,紅磡及紅隧收費廣場)			一區二段(尖沙咀, 大角咀, 佐敦, 油麻地)			一區三段(旺角, 太子, 九龍塘, 深水埗, 長沙灣及美孚)		
管轄範圍	東面邊界：浙江街及紅磡道 南面邊界：紅磡繞道 西面邊界：康莊道 北面邊界：亞皆老街(天光道至窩打老道一段)			東面邊界：康莊道至亞皆老街/公主道交界 南面邊界：梳士巴利道 西面邊界：三號幹線(西隧出口至海輝道) 北面邊界：亞皆老街/公主道交界			東面邊界：窩打老道(亞皆老街至獅子山出入口) 南面邊界：彌敦道/窩打老道 西面邊界：三號幹線(海輝道至美孚) 北面邊界：龍翔道(龍匯至獅子山出入口)		
巴士總站	紅隧收費廣場	海逸豪園		尖沙咀東	九龍站	柏景灣	白田	蘇屋	長沙灣(深旺道)
	紅磡站	愛民		尖東麼地道	佐敦渡華路		深水埗(欽州街)	美孚	龍閣
	紅磡體育館	何文田		尖沙咀碼頭	中港碼頭		旺角東站	荔枝角	長沙灣(甘泉街)
	紅磡碼頭			漢口道	維港灣		澤安	海麗邨	
	黃埔花園			尖沙咀(廣東道)	奧運站		大坑東	長沙灣廣場	
管理路線	8A (8P) 107P 109 271S 301 891 N271			2 6 8 12 110 203C 203S 208			2E 6C 6D 6F (6P) 6R 12A 18 102 (102P) 104 112 117 118 (118P) 171 171A 171P 904 905 (905P) 914 (914P/914X) N118 N122 N171 N237 N260 N269		
本廠派車 (別廠路線)				三區：95 四區：5A 115(115) 五區：16 六區：52X 60X 63X 68X 69X 268X 七區：270A			五區：2A (2X) 214 七區：72 八區：86		
別區管理路線	3B 7B 11K 11X 15 15X 17 21 30X 85X 87D 260X 268B 269B 297 N216 N281			1 1A 3C 5 (5P/5X) 5C 7 9 11 13D 13X 14 16X 26 28 31B 32 32H 33A 35A 35X 36B 36X 37 41A 42A 43C 46 66X 72X 81 81C 87B 98D 98P 203E 215P 215X 234P 234X 237A 238P 238X 261B 265B 268X 270A 270C 270P 270S 271 271B 271X 280X 281A 281B 281X 296D 887 N283 N287 T270			2B 2D 2F 13P 30 36A 38A 44 46X 58X 59X 67X 86A 86C 93K 98C 98S 270B 272E 272P 296C 886 N237		

外勤 車務督察	總車務督察：[REDACTED]	總車務督察：
	高級車務督察：[REDACTED]	高級車務督察：[REDACTED]
	車務督察：[REDACTED]	車務督察：[REDACTED]
出車	一區: 283	
車務督察	一區: 26 人	
站長	一區: 73 人	
車長	一區: 554 人	

as at 08/08/2018

荔枝角廠共有 1876 名車長(有崗位 1407 人+後備 469 人)及出車 803 架
車長人數以 08 / 08 / 2018 計算

荔枝角廠二區分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監：[REDACTED] 電話：[REDACTED]								
	經理, 車務(荔枝角廠)：[REDACTED] 電話：[REDACTED]								
	襄理(車務)：[REDACTED] (電話：[REDACTED]) (手提電話：[REDACTED])								
	高級車務主任：[REDACTED] (電話：[REDACTED]) (手提電話：[REDACTED])								
	車務主任：[REDACTED] (手提電話：[REDACTED])								
	車務主任：[REDACTED] (手提電話：[REDACTED])								
分段	一段：葵涌區			二段：荃灣區			三段：青衣區		
管轄範圍	東起：青山公路 呈祥道支路 西至：葵青路 南起：葵涌道(荃灣路口) 北至：青荃路 德士古道 青山公路 昌榮路 和宜合道			東起：和宜合道 城隧公路 西至：荃灣路 青山公路(青龍頭) 南起：青荃路 德士古道 青山公路 昌榮路 北至：荃錦公路 屯門公路(深井交匯處) 大欖隧道(往元朗方向之管道前)			青衣島(青荃橋、青衣大橋、葵青路) 西至：青馬大橋 東起：葵青路 北至：汀九橋 南起：葵涌交匯處 / 長青隧道		
巴士總站	麗瑤	祖堯	葵芳鐵路站	荃威花園	浪翠園	海濱花園	長安	長康	青衣邨
	安蔭	梨貝街	葵興鐵路站	愉景新城	石圍角	灣景花園	長亨	長宏	美景花園
	石籬	荔景北		如心廣場	葵芳邨	象山	長青	青衣碼頭	青衣碼頭
	梨木樹			荃灣鐵路站	荃灣(麗城花園)				
	葵涌邨			荃灣西鐵路站					
	葵盛(東)								
	葵盛(西)								
管理路線	30 30X (230X) 31 31B 31M 32 32M (32H) (32P) (32S) 33A 34 34M 35A (35X) 36 36A 36B(36X) 36M 37 (237A) 37M 38 (38B) 38P (38S) 38A 39A 39M 40 (40A/40P) 45 46 51 234A 234B (234C) (234D) 234X (234P) 235 235M 238M 238X (238P) 848 934 (934A) 935 936 N36 N39 41 (241X) 41A 41M (41P) 41R 42 42A (242X) 42C (X42C, X42P) 42M 43 43A 43B 43C (43D) 43M 44 44M 243M (243P) 248M 249M 948 (948P/948X) N41X N241								
本廠派車 (別廠路線)	三區: 290 (290A) 六區: 53 67M 68A 68E 七區: 72 73X 278X 279X 八區: 40X 43X 47X 48P 48X 49X 249X								
別區管理路線	六區：57M 58M 58P 61M 67M 69M 69P 260C 265M 269A 269M 269P 八區：40X 46P 47X (共 18 條路線)			三區：290 290A N290 六區：53 59M 60M 66M 68M 259E 七區：73X 273C 273P 278P 278X 八區：43P 43X 48X (共 24 條路線)			六區：68A 68E 七區：279A 279X 八區：49P 49X 249X (共 8 條路線)		

過境路線	六區：52X 58X 59A 59X 60X 61X 62X 63X 66X 67X 68X 69X 252B 258D 258P 258S 259B 259C 259D 260B 260X 261B 267X 268B 268C 268P 269A 269B 269C 269P 960 960A 960B 960P 960S 960X 961 961P 968 968A 968X 七區：73X 272P 273C 273P 278P 278X 八區：46X 48X 240X 九區：290 290A (共 84 條路 線)	六區：52X 53 57M 58M 58P 58X 59A 59X 60X 61M 61X 62X 63X 66X 67M 67X 68A 68X 69M 69X 251M 252B 258D 258P 258S 259B 259C 259D 260B 260C 260X 261B 263 265M 267S 268B 268C 268P 269A 269B 269C 269D 269M 269P 868 960 960A 960B 960P 960S 960X 961 961P 968 968A 968X 七區：279X 978 978A 978B 八區：49P 49X 249X
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as at 08/08/2018

荔枝角廠共有 1876 名車長(有崗位 1407 人+後備 469 人)及出車 803 架
 車長人數以 08 / 08 / 2018 計算



九龍灣廠三區範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監：[REDACTED] 電話：[REDACTED]									
	車廠總經理：[REDACTED] (電話：[REDACTED] (手提電話：[REDACTED])									
	襄理 車務(九龍灣廠)：[REDACTED] (電話：[REDACTED] (手提電話：[REDACTED])									
	車務主任(九龍灣廠)：[REDACTED] (電話：[REDACTED] (手提電話：[REDACTED])									
管轄範圍	東面邊界：清水灣 南面邊界：將軍澳市區、日出康城、大小赤沙、將軍澳工業邨 西面邊界：清水灣道(安秀道以東)、寶琳路/秀茂坪道、調景嶺、將軍澳隧道收費廣場 北面邊界：大網仔路/西沙路交界(麥邊迴旋處)									
巴士總站	寶林	尚德	安泰(南)	調景嶺						
	翠林	寶達	安泰(西)	日出康城						
	康盛花園	彩明	西貢	將軍澳工業邨						
	坑口(北)	安達	西貢(北)							
	坑口站	安泰	清水灣							
管理路線	813D/13P/213D 13X/213X 88 91/91R 91M/91P/91S 92 93A 93K 93M 94 95 95M 96R 98A 98C/98S 98D/ 98P 98R 99 213M/213S 214 290 290A 290B 290X 292P 296A 296C 296D 296M 296P 297/297P 298E 601/601P 613 690/690P 692P 893 N290 N293/293S N601 N691									
本廠派車 (別廠路線)										
別區管理路線	99R 299X									
外勤 車務督察	總車務督察：[REDACTED]									
	高級車務督察：[REDACTED]									
	車務督察：[REDACTED]									
出車	三區: 281									
車務督察	三區: 13 人									
站長	三區: 17 人									
車長	三區: 480 人									

as at 01/08/2018

九龍灣廠共有 2319 名車長(有崗位 1623 人+後備 696 人)及出車 1005 架
 車長人數以 01 / 08 / 2018 計算



九龍灣廠四區範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監：[REDACTED] 電話：[REDACTED]									
	車廠總經理：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])									
	襄理 車務(九龍灣廠)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])									
	高級車務主任(九龍灣廠)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])									
管轄範圍	東面邊界：清水灣道(安秀道以西)、順安道/秀茂坪道、順利邨道/協和街、觀塘道/坪石邨通道交界以西 南面邊界：靠背壟道、馬頭圍道、土瓜灣道/浙江街交界、太子道東/協調道交界、宋皇臺道/承啟道交界 西面邊界：天光道、靠背壟道、龍翔道/獅子山隧道公路交界，聯合道、禧福道、蘭開夏道、界限街、太子道西、亞皆老街/喬打老道交界，東九龍走廊 北面邊界：慈雲山									
巴士總站	九龍城碼頭	東頭邨	慈雲山(南)	彩雲						
	九龍城盛德街	竹園邨	鑽石山站	彩雲(豐盛街)						
	廣播道	黃大仙	彩虹	順利						
	樂富	慈雲山(北)	富山	順天						
	翠竹花園	慈雲山(中)	坪石							
管理路線	1 2B 2D 2F 3B/3X 3C 3D 3M 3S 5 5A 5C/5P/5X 7 7B 7M 10 11 11C 11D 11K 21 26 26M 27 29M 103/103P 106/106P 111/111P/111R 113 115/115P 116 203E 205M 211/211A 215R 302/302A 606/606A/606X 619/619P/619X 671 891 N106 N116 N619									
本廠派車 (別廠路線)	42 75X									
別區管理路線	6C 6F 11B 14D 15A 41 42 45 61X 75X 82P 84M 85 85A 85B 91/91P 91M 92 96R 208 272S 292P									
外勤 車務督察	總車務督察：[REDACTED]									
	高級車務督察：[REDACTED]									
	車務督察：[REDACTED]									
出車	四區：339									
車務督察	四區：16 人									
站長	四區：31 人									
車長	四區：565 人									

as at 01/08/2018

九龍灣廠共有 2319 名車長(有崗位 1623 人+後備 696 人)及出車 1005 架
 車長人數以 01 / 08 / 2018 計算



九龍灣廠五區分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監： (電話：)									
	車廠總經理： (電話：) (手提電話：)									
	襄理 車務(九龍灣廠)： (電話：) (手提電話：)									
	車務主任(九龍灣廠)： (電話：)									
	車務主任(九龍灣廠)： (電話：)									
管轄範圍	東面邊界：鯉魚門 南面邊界：承豐道、啟德郵輪碼頭 西面邊界：觀塘道/坪石村通道交界以東、啟福道、啟德隧道、協調道/太子道東交界、啟新道、承啟道/宋皇臺道交界 北面邊界：軍澳道/秀茂坪道、秀茂坪道/寶琳路交界、秀茂坪道/順安道、協和街/順利邨道、彩興里/新清水灣道交界									
巴士總站	觀塘碼頭	藍田(廣田邨)	啟業	觀塘(翠屏道)	德朗邨					
	觀塘(裕民坊)	牛頭角	彩福	觀塘站	啟晴邨					
	藍田站	榮華	德福花園	鯉魚門邨	啟德郵輪碼頭					
	麗港城	觀塘(雅麗道)	上秀茂坪	油塘						
	平田	九龍灣	中秀茂坪	油塘(崇德園)						
管理路線	1A 2A/2X 5D 5M 5R 9 11B 11X 13M 14/14X 14B 14D 14H 14S 15/15X 15A 16/16X 16M 17 23 23M 24 28 28B/28S 74S 101/101X 107 108 216M 215X/215P 219X 224X 603/603A/603P/ 603S 621 641 889 N121 N216 N603									
本廠派車 (別廠路線)	38/38P 40/40A/40P 42C/X42C/X42P 62X 74A 74X/74B/74C/74D/74P/274X 80/80A/80P 80X 83A 83X 89 89C 89D/89P 89X 101R 107P 258D/258A/258P/258S/258X 259D/259X 268C/268A/268P 269C/69C/269S 277X/277E/277P									
別區管理路線	3D 6D/6P 11C 11D 38/38P 40/40A/40P 42C/X42C/X42P 62X 74A 74E , 74X/74B/74C/74D/74P/274X 80/80A/80P 80X 83A 83X 88 89 89B 89C 89D/89P 89X 93A 93M 101R 107P 111P 213D 214 292P 234C 234D 252X 258D/258A/258P/258S/258X 259D/259X 267X 268C/268A/268P 269C/69C/269S 277X/277E/277P 606X T277 X89D									
外勤 車務督察	總車務督察：									
	高級車務督察：									
	車務督察：									
出車	五區: 385									
車務督察	五區: 16 人									
站長	五區: 31 人									
車長	五區: 578 人									

as at 01/08/2018

九龍灣廠共有 2319 名車長(有崗位 1623 人+後備 696 人)及出車 1005 架
 車長人數以 01 / 08 / 2018 計算

屯門廠六區分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監：[REDACTED] 電話：[REDACTED]								
	經理, 項目(6A)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])								
	襄理, 車務(6B&C)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])								
	襄理, 車務(6B)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])								
	高級車務主任(6B)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])								
	車務主任(6C)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])								
	車務主任(6A)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])								
	車務主任(6A)：[REDACTED] 電話：[REDACTED] (手提電話：[REDACTED])								
分段	6A 區(屯門, 掃管笏, 屯門公路轉車站)			6B 區(天水圍, 洪水橋)			6C 區(元朗, 八鄉, 錦田, 落馬洲, 大欖隧道轉車站)		
管轄範圍	東面邊界：屯門公路及青山公路(豪景花園) 南面邊界：湖翠路 西面邊界：青雲路/鳴琴路 北面邊界：青山公路至鍾屋村			東面邊界：朗天路 南面邊界：元朗公路至虎地迴旋處 西面邊界：青山公路至鍾屋村及田廈路 北面邊界：天影路/濕地公園路			東面邊界：粉錦公路(水潤石)及落馬洲公共交通轉車站 南面邊界：錦田(上村)及大欖隧道轉車站 西面邊界：朗天路 北面邊界：元朗工業邨及落馬洲站		
巴士總站	屯門市中心	恆順園	友愛南	天水圍市中心	天富	天恆邨	元朗西	朗屏邨	八鄉路
	三聖邨	屯門站	屯門碼頭	天瑞	天恩	天水圍站	朗屏站	上村	落馬洲
	龍門居	富健花園	新屯門中心	天慈邨	天耀邨	天秀路	元朗公園	錦上路站	元朗站
	兆禧苑	悅湖山莊	掃管笏				元朗鳳翔路	落馬洲站	山水樓
	山景	兆康苑	良景				洪水橋洪福邨	洪水橋洪元路	
	建生	寶田	大興邨						
	富泰	五柳路	屯門公路轉車站 (屯門)						
管理路線	52X 57M 58M 58P 58X 59A 59M 59X 60M 60X 61M 61X 62X 66M 66X 67M 67X 252 252B 252X 258A 258D 258P 258S 258X 259B 259C 259D 259E 259X 260B 260C 260X 261 261B 261P 263 263A 267X 868 960 960A 960B 960C 960P 960S 960X 961 961P			69C 69M 69P 69X 265B 265M 265S 269A 269B 269C 269D 269M 269P 269S 276 276A 276B 276P 869 B1			53 54 63X 64S 68A 68E 68F 68M 68X 251A 251B 251M 268A 268B 268C 268P 268X 968 968A 968X N368		
本廠派車 (別廠路線)	一區：N260			一區：N269			七區：64K 76K 77K 264R		
別區管理路線	53 63X 68A 48P N260			53 261 261P N269			51 64K 76K 77K 258A 258P 261 261P 264R 279A 279X 978 978A 978B 960A 960B 960P 960X N269 N73		

外勤 車務督察	總車務督察： [REDACTED]	總車務督察： [REDACTED]
	高級車務督察： [REDACTED]	高級車務督察： [REDACTED]
	車務督察： [REDACTED]	車務督察： [REDACTED]
出車	6A 區: 467	6B&C 區: 420
車務督察	6A 區: 12 人	6B&C 區: 12 人
站長	6 區: 65 人	
車長	6A 區: 960 人	6B&C 區: 832 人

as at 01/08/2018

屯門廠共有 1792 名車長(有崗位 1315 人+後備 477 人)及出車 887 架
車長人數以 01 / 08 / 2018 計算



沙田廠七區分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監：[REDACTED] (電話：[REDACTED])					
	總經理，車務(沙田廠)：[REDACTED] (電話：[REDACTED]) (手提電話：[REDACTED])					
	襄理，車務(沙田廠)：[REDACTED] (電話：[REDACTED]) (手提電話：[REDACTED])					
	車務主任(沙田廠)：[REDACTED] (電話：[REDACTED]) (手提電話：[REDACTED])					
	車務主任(沙田廠)：[REDACTED] (電話：[REDACTED]) (手提電話：[REDACTED])					
分段	大埔區			北區		
管轄範圍	東面邊界：新娘潭/新娘潭路及大美督/汀角路 南面邊界：上村迴旋處/林錦公路 西面邊界：樟樹灘/大埔公路及澤祥街交匯處/吐露港公路 北面邊界：九龍坑/大窩支路西及粉錦公路九龍坑天橋			東面邊界：沙頭角/沙頭角公路 南面邊界：落馬洲/青山公路/古洞路及粉嶺公路 西面邊界：消防訓練學校/粉錦公路及九龍坑/大窩支路西及粉錦公路九龍坑天橋 北面邊界：文錦渡/文錦渡路及打鼓嶺/坪輦路		
巴士總站	富善	太和	九龍坑	上水	天平	清河邨
	大埔工業邨	大埔墟站	船灣	文錦渡	華明	翠麗花園
	大美督	運頭塘		沙頭角	和合石	祥華
	富亨	新娘潭		打鼓嶺	聯和墟	置福圍
	大埔中心	大埔頭		彩園邨	太平	
管理路線	64K(64S), 65K, 71A, 71B, 71K, 71S, 72, 72A(72C), 72X(272X), 73X, 74A, 74E, 74K, 74X(74B, 74C, 74D, 74P, 274X), 75K(75P), 75X, 264R, 271(271B, 271P, 271X), 272E, 272P, 273P(273C), 270R, 271R, 275R, 307(307A, 307B, 307C, 307P), 872(872X)			70K, 73, 73A, 73K, 76K, 77K, 78K, 79K, 270, 270A(270B, 270C, 270D, 270P, 270S), 273(273S), 273A(273D), 273B, 277X(277E, 277P), 278K, 278X(278A, 278P), 279X(279A), 373(673, 673P), 978 (978A, 978B, 168R), 678, N73, T270, T277		
本廠派車 (別廠路線)	一區: N271 八區: 274P			六區: 261(261P) 276 276A 276B 276P		
MTR管理	K12, K14, K17, K18					
別區管理路線	一區: N271 六區: 265S 八區: 274P			六區: 261(261P) 276 276A 276B 276P		
外勤 車務督察	總車務督察：[REDACTED]					
	高級車務督察：[REDACTED]					
	車務督察：[REDACTED]					
出車	398					
車務督察	14 人					
站長	32 人					
車長	708 人					

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沙田廠共有 2115 名車長(有崗位 1833 人+後備 282 人)及出車 1041 架
車長人數以 01 / 08 / 2018 計算

沙田廠八區分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監： (電話：)									
	總經理 (沙田廠)： (電話：) (手提電話：)									
	襄理, 車務 (沙田廠)： (電話：) (手提電話：)					襄理, 車務(沙田廠)： (電話：) (手提電話：)				
	高級車務主任 (沙田廠)： (電話：) (手提電話：)					車務主任(沙田廠)： (電話：) (手提電話：)				
						車務主任(沙田廠)： (電話：) (手提電話：)				
分段	沙田區					馬鞍山區				
管轄範圍	東至：大埔道 / 大埔尾 南至：獅子山隧道(九龍出入口) 西至：大埔道 / 呈祥道交界、城門隧道(沙田出入口)、青沙公路隧道(九龍出入口) 北至：小瀝源路					東至：大網仔路 / 西沙路交界 / 北潭路(黃石碼頭) 南至：大老山隧道(九龍出入口) 西至：吐露港公路至馬料水迴旋處(包括香港科學園)				
巴士總站	大圍站	新田圍	顯徑	新翠	秦石	恆安	富安	耀安	錦英	大學站
	美林	美田	沙田圍	穗禾	火炭山尾街	利安	頌安	馬鞍山市中心	烏溪沙	黃泥頭
	火炭站	駿景園	禾輦	瀝源	沙田站	廣源	濱景	泥涌	石門	黃石碼頭
	愉翠苑	沙田市中心	水泉澳	九龍塘站	馬場(南/北站)					
管理路線	46X(46P), 47X(47A), 48X(48P), 80(80P), 80A, 80K, 80M, 80X, 81(81S), 81K, 82K(82B), 83A, 85, 85B, 86A, 87B, 88K, 88X, 89, 89B, 89X, 280X, 281M, 282, 283, 284, 286X(286P), 287X, 288 (288A, 288B), 299X, 985, 170, N170, 182(182X, 982X), 887, 888					40X, 43X(43P), 49X(49P), 81C(281X, 281B), 82C, 82X(82P), 83K(83S), 83X, 84M, 85A, 85X(85S), 85K, 85M, 86, 86C(286C), 86K(86P, 86S), 87D(87E), 87K(87S/87P), 87R, 89C, 89D(89P, 89S), X89D, 99R, 240X, 249X, 272A, 272K, 272S, 274P, 281A, 286M, 289K, 680(680B/680P/680X), 980A, 980X, N182, N281, N283, N287, N680, 681(681P), 981P				
本廠派車(別廠路線)	88, 263, 269D					99				
別區管理路線	一區： 二區：848, 891 三區：88, 893 四區： 五區： 六區：263, 269D, 868, 869 七區：72, 72A, 72X, 73A, 73X, 74A, 263A, 270A, 270B, 270C, 270D, 270P, 270S, 271(271P), 271R, 271B, 271X, 272P, 272X, 273C, 273P, 278A, 278X(278P), 307C, 373, 872, 872X, N271(271S), N73 (共 37 條路線)					一區： 二區：38B 三區：94, 99 四區：96R 五區： 六區：263A 七區：72X, 73X, 74B, 74C, 74D, 74X, 74P, 75X, 270A(270B, 270P, 270S), 271(271P), 271R, 272P, 272X, 277X(277B, 277P) 278X(278P), 307(307A, 307B, 307P), 373, 673, N271, 678, T270, T277, (共 27 條路線)				
外勤 車務督察	總車務督察：									
	高級車務督察：									
	車務督察：									
出車	643									
車務督察	21 人									
站長	57 人									
車長	1125 人									

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沙田廠共有 2115 名車長(有崗位 1833 人+後備 282 人)及出車 1041 架
車長人數以 01 / 08 / 2018 計算

龍運車務及客務部分段範圍、路線管理、巴士總站、巴士路線及工作人員資料一覽表

	副車務總監： (電話：)									
	經理(車務)： (直線電話：) (手提電話：)									
	襄理(車務)： (直線電話：) (手提電話：) / (直線電話：) (手提電話：)									
	車務主任： (直線電話：) (手提電話：)									
	車務主任： (直線電話：) (手提電話：)									
	車務主任： (直線電話：) (手提電話：)									
	助理主任： () (手提電話：)									
分段	1 段- 北大嶼、迪士尼及新界西、北					2 段- 新界東、南及大埔				
管轄範圍	屯門、元朗、天水圍、上水、粉嶺、離島					大圍、沙田、馬鞍山、大埔、荃灣、迪士尼、葵涌、青衣				
巴士總站	元朗(媽橫路)	天水圍市中心	洪水橋(洪元路)	屯門市中心	屯門站	葵芳站	愉翠苑	如心廣場	愉景新城	耀安
	朗屏站	機場博覽館	上水站	迪士尼總站	迎東邨	烏溪沙站	大圍站	黃泥頭	博康	大埔頭
	富豪邨	元朗站	兆康站	聯和墟	機場(地面運輸中心)	富亨	水泉澳	葵涌邨		
	東涌站	逸東邨	東涌碼頭	悅湖山莊	鍾屋村					
管理路線	A33/P/X, A36, A37, A43/P, E33/P, E34A/P/X, E34B, S1, S64/C/P/X, NA33, NA34, NA43, N30/P/S, N42A/P, N64, R33, X33, X34					A31/P, A32, A41, A41P, A47X, E31, E32/A, E41, E42, NA31, NA32, NA40, NA41, NA47, N31, N42, R8,R42 X1, X41				
外勤 車務督察	高級服務統籌員：									
	一級服務統籌員：									
	車務督察：									
出車	217									
服務統籌員	18(+1) 人									
顧客服務督導/助理	27(+2)									
車長	645 人									

as at 01/08/2018

共有 645 名車長(有崗位 439 人+後備 206 人)及出車 217 架
車長人數以 01 / 08 / 2018 計算

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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。

ITEM 1

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。



List of Lai Chi Kok Depot Hong Kong District Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])									
	Manager, Operations (Lai Chi Kok Depot): [redacted] (Tel: [redacted])									
	Senior Manager, Operations (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
Section	Hong Kong District Section 1 (Hong Kong Island Eastern District)					Hong Kong District Section 2 (Hong Kong Island Southern District and Central and Western District)				
Area managed	Canal Road East to Siu Sai Wan					Canal Road West to Kennedy Town and the whole Southern District				
Bus terminus	Causeway Bay Tin Hau	Braemar Hill	Causeway Bay Eastern Hospital Road	Causeway Bay Hing Fat Street	Causeway Bay Cotton Path	Wai Chai Convention and Exhibition Centre	Aberdeen (Wah Fu Estate)	Ap Lei Chau (Lei Tung Estate)	Sheung Wan Wing Kut Street	Central Exchange Square
	Happy Valley Lower	North Point Pak Fuk Road	North Point Ferry Pier	Shau Kei Wan (Yiu Tung Estate)	Shau Kei Wan	Wan Chai Fleming Road	Aberdeen (Wah Fu Estate Central)	Pok Fu Lam (Cyberpot)	Sheung Wan Rumsey Street	Kennedy Town
	Siu Sai Wan	Siu Sai Wan	Quarry Bay	Happy Valley		Wan Chai (North)	Ap Lei Chau	Pok Fu Lam	Central Hong	Kennedy Town

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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。

	(Sports Ground)	(Island Resort)		Racecourse			(South Horizons)	(Pokfield Road)	Kong - Macau Ferry Terminal	(Belcher Bay)
						Admiralty Station (East)	Ap Lei Chau (Lee Lok Street)		Central Hong Kong Station	
							Ocean Park		Central Ferry Piers	
Route managed	102R, 104R, 105R, 117R, 118R, 171R, 802, 811									
Bus sent by this depot (route of other depot)	NIL									
Route managed by other areas	Area 1 : 102(102P), 110, 112, 117, 118(118P), 914(914P/914X) Area 2 : 936, 948(948P/948X) Area 3 : 613 Area 4 : 106(106P), 116, 302A, 606(606A/606X) Area 5 : 108 Area 6 : 960B, 968(968A/968X) Area 7 : 307P, 678 (18 routes in total)					Area 1 : 104, 105R, 107P, 109, 115(115P), 171(171A/171P), 301, 904, 905(905P), Area 2 : 934(934A), 935 Area 3 : 601(601P), 690(690P), 692P, N691 Area 4 : 103(103P), 111(111P), 113, 302, 619(619P/619X), 671 Area 5 : 101(101X), 101R, 107, 111R, 603(603P/603S/603A), 621, 641				

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。

		Area 6 : 168R, 960(960A/960B/960P/960S), 961(961P) Area 7 : 307(307 A/307B/307C/307P), 373 , 673 (673P), 978(978A/978B) Area 8 : 170, 182(182X), 680(680A/680B/680P/680X), 681(681P), 980X, 981P, 982X, 985 (45 routes in total)
Field inspector	General Inspector: [redacted]	General Inspector: [redacted]
	Senior Inspector: [redacted]	Senior Inspector: [redacted]
	Inspector: [redacted]	Inspector: [redacted]
Bus sent	Hong Kong district: 0	
Inspector	Hong Kong district: 11 persons	
Terminus supervisor	Hong Kong district: 2 persons	
Bus captain	Hong Kong district: 0 person	

as at 08/08/2018

There are 1876 bus captains of Lai Chi Kok Depot (1407 with post + 469 as reserve) and 803 buses sent

The number of bus captains is calculated as at 08/08/2018



List of Lai Chi Kok Depot Area 1 Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])		
	Manager, Operations (Lai Chi Kok Depot): [redacted] (Tel: [redacted])		
	Senior Manager, Operations (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
Section	Area 1 Section 1 (To Kwa Wan, Hung Hom and Cross Harbour Tunnel Toll Plaza)	Area 1 Section 2 (Tsim Sha Tsui, Tai Kok Tsui, Jordan, Yau Ma Tei)	Area 1 Section 3 (Mongkok, Prince Edward, Kowloon Tong, Sham Shui Po and Mei Foo)
Area managed	Eastern boundary: Chi Kiang Street and Hung Hom Road Southern boundary: Hung Hom Bypass Western boundary: Hong Chong Road Northern boundary: Argyle Street (Tin Kwong Road to Waterloo Road Section 1)	Eastern boundary: Hong Chong Road to junction of Argyle Street/Princess Margaret Road Southern boundary: Salisbury Road Western boundary: Route 3 (Exit of Western Harbour Crossing to Hoi Fai Road) Northern boundary: Junction of Argyle Street/Princess Margaret Road	Eastern boundary: Waterloo Road (Argyle Street to the exit and entrance of Lion Rock Tunnel) Southern boundary: Nathan Road/Waterloo Road Western boundary: Route 3 (Hoi Fai Road to Mei Foo) Northern boundary: Lung Cheung Road (Nob Hill to the exit and entrance of Lion Rock Tunnel)

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Bus terminus	Cross Harbour Tunnel Toll Plaza	Laguna Verde		Tsim Sha Tsui East	Kowloon Station	Park Avenue	Pak Tin	So Uk	Cheung Sha Wan (Sham Mong Road)
	Hung Hom Station	Oi Man		Tsim Sha Tsui East Mody Road	Jordan To Wah Road		Sham Shui Po (Yen Chow Street)	Mei Foo	Lai Kok
	Hong Kong Coliseum	Ho Man Tin		Tsim Sha Tsui Ferry Pier	China Ferry Terminal		Mong Kok East Station	Lai Chi Kok	Cheung Sha Wan (Kom Tsun Street)
	Hung Hom Ferry Pier			Hankow Road	Island Harbourview		Chak On	Hoi Lai Estate	
	Whampoa Garden			Tsim Sha Tsui Canton Road	Olympic Station		Tai Hang Tung	Cheung Sha Wan Plaza	
Route managed	8A (8P) 107P 109 271S 301 891 N271			2 6 8 12 110 203C 203S 208			2E 6C 6D 6F (6P) 6R 12A 18 102 (102P) 104 112 117 118 (118P) 171 171A 171P 904 905 (905P) 914 (914P/9!4X) N118 N122 NI 71 N237 N260 N269		
Bus sent by this depot				Area 3 : 95 Area 4 : 5A 115(115)			Area 5 : 2A (2X) 214 Area 7 : 72		

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(route of other depot)		Area 5 : 16 Area 6 : 52X 60X 63X 68X 69X 268X Area 7 : 270A	Area 8 : 86
Route managed by other areas	3B 7B 11K 11X 15 15X 17 21 30X 85X 87D 260X 268B 269B 297 N216 N281	11A 3C 5 (5P/5X) SC 7 9 1113D 13X 1416X 26 28 31B 32 32H 33A 35A 35X 36B 36X 37 41A 42A 43C 46 66X 72X 81 81C 87B 98D 98P 203E 215P 215X 234P 234X 237A 238P 238X 261B 265B 268X 270A 270C 270P 270S 271 271B 271X 280X 281A 281B 281X 296D 887 N283 N287 T270	2B 2D 2F 13P 30 36A 38A 44 46X 58X 59X 67X 86A 86C 93K 98C 98S 270B 272E 272P 296C 886 N237
	General Inspector: [redacted]		General Inspector:
	Senior Inspector: [redacted]		Senior Inspector: [redacted]
	Inspector: [redacted]		Inspector: [redacted]
Driving	Area 1: 283		
Inspector	Area 1: 26 persons		
Terminus supervisor	Area 1: 73 persons		
Bus captain	Area 1: 554 persons		

as at 08/08/2018

There are 1876 bus captains of Lai Chi Kok Depot (1407 with post + 469 as reserve) and 803 buses sent

The number of bus captains is calculated as at 08/08/2018



List of Lai Chi Kok Depot Area 2 Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])								
	Manager, Operations (Lai Chi Kok Depot): [redacted] (Tel: [redacted])								
	Senior Manager, Operations (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])								
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])								
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])								
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])								
Section	Area 1: Kwai Chung District			Area 2: Tsuen Wan District			Area 3: Tsing Yi District		
Area managed	From East : Castle Peak Road Ching Cheung Road Sub Road To West : Kwai Tsing Road From South : Kwai Chung Road (Intersection of Tsuen Wan Road) To North : Tsing Tsuen Road Texaco Road Castle Peak Road Cheung Wing Road Wo Yi Hop Road			From East : Wo Yi Hop Road Shing Mun Tunnels Road To West : Tsuen Wan Road Castle Peak Road (Tsing Lung Tau) From South : Tsing Tsuen Road Texaco Road Castle Peak Road Cheung Wing Road To North : Route Twisk Tuen Mun Road (Interchange at Sham Tseng) Tai Lam Tunnel (in front of the tunnel to the direction of Yuen Long)			Tsing Yi Island (Tsing Tsuen Bridge, Tsing Yi Bridge, Kwai Tsing Road) From East : Tsing Ma Bridge To West : Kwai Tsing Road To North : Ting Kau Bridge From South : Kwai Chung Interchange / Cheung Tsing Tunnel		
Bus terminus	Lai Yiu	Cho Yiu	Kwai Fong MTR Station	Allway Garden	Sea Crest Villa	Riviera Gardens	Cheung On	Cheung Hong	Tsing Yi Estate
	On Yam	Lei Pui	Kwai Hing	Discovery	Shek Wai	Bayview	Cheung	Cheng Wang	Mayfair

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	Street	MTR Station	Park	Kok	Garden	Hang		Gardens
	Shek Lei Lai King North		Nina Tower	Kwai Fong Estate	Cheung Shan	Cheung Ching	Tsing Yi Pier	Tsing Yi Pier
	Lei Muk Shue		Tsuen Wan MTR Station	Tsuen Wan (Belvedere Garden)				
	Kwai Chung Estate		Tsuen Wan West MTR Station					
	Kwai Shing (East)							
	Kwai Shing (West)							
Route managed	30 30X (230X) 31 31B 31M 32 32M (32H) (32P) (32S) 33A 34 41 (241X) 41A 41M (41P) 41R 42 42A (242X) 42C (X42C, 34M 35A (35X) 36 36A 36B(36X) 36M 37 (237 A) 37M 38 X42P) 42M 43 43A 43B 43C (43D) 43M 44 44M 243M (38B) 38P (38S) 38A 39A 39M 40 (40A/40P) 45 46 51 234A (243P) 248M 249M 948 (948P/948X) N41X N241 234B (234C) (234D) 234X (234P) 235 235M 238M 238X (238P) 848 934 (934A) 935 936 N36 N39							
Bus sent by this depot (route of other depot)	Area 3 : 290 (290A) Area 6 : 53 67M 68A 68E Area 7 : 72 73X 278X 279X Area 8 : 40X 43X 47X 48P 48X 49X 249X							
Route managed by	Area 6 : 57M 58M 58P 61M 67M 69M 69P 260C 265M 269A 269M 269P		Area 3 : 290 290A N290 Area 6 : 53 59M 60M 66M 68M 259E			Area 6 : 68A 68E Area 7 : 279A279X		

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other areas	Area 8 : 40X 46P 47X (18 routes in total)	Area 7 : 73X 273C 273P 278P 278X Area 8 : 43P 43X 48X (24 routes in total)	Area 8 : 49P 49X 249X (8 routes in total)
Cross-border route	Area 6 : 52X 58X 59A 59X 60X 61X 62X 63X 66X 67X 68X 69X 252B 258D 258P 258S 259B 259C 259D 260B 260X 261B 267X 268B 268C 268P 269A 269B 269C 269P 960 960A 960B 960P 960S 960X 961 961P 968 968A 968X Area 7 : 73X 272P 273C 273P 278P 278X Area 8 : 46X 48X 240X Area 9 : 290 290A (84 routes in total)	Area 6 : 52X 53 57M 58M 58P 58X 59A 59X 60X 61M 61X 62X 63X 66X 67M 67X 68A 68X 69M 69X 251M 252B 258D 258P 258S 259B 259C 259D 260B 260C 260X 261B 263 265M 267S 268B 268C 268P 269A 269B 269C 269D 269M 269P 868 960 960A 960B 960P 960S 960X 961 961P 968 968A 968X Area 7 : 279X 978 978A 978B Area 8 : 49P 49X 249X (62 routes in total)	Area 6 : 61X 62X 69C 252X 258D 258P 258S 259D 259X 260X 267X 268A 268B 268C 268P 269B 269C 269S 960 960A 960B 960P 960S 960X 961 961P 968 968A 968X Area 7 : 68A 68E 978 279A 279X T270 Area 8 : 49X249X (27 routes in total)
Field inspector	General Inspector: [redacted]		General Inspector: [redacted]
	Senior Inspector: [redacted]		Senior Inspector: [redacted]
	Inspector: [redacted]		Inspector: [redacted]
Bus sent	Area 2: 520		
Inspector	Area 2: 19 persons		
Terminus supervisor	Area 2: 50 persons		
Bus captain	Area 2: 853 person		

as at 08/08/2018

There are 1876 bus captains of Lai Chi Kok Depot (1407 with post + 469 as reserve) and 803 buses sent

The number of bus captains is calculated as at 08/08/2018



List of Kowloon Bay Depot Area 3 Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])									
	Manager, Operations: [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Senior Manager, Operations (Kowloon Bay Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Operations Officer (Kowloon Bay Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
Area managed	Eastern Boundary : Clear Water Bay Southern Boundary : Tseung Kwan O Town, Lohas Park, Tai Siu Chik Sha, Tseung Kwan O Industrial Estate Western Boundary : Clear Water Bay Road (East of On Sau Road), Po Lam Road/Sau Mau Ping Road, Tiu Keng Leng, Tseung Kwan O Tunnel Toll Plaza Northern Boundary : Junction of Tai Mong Tsai Road/ Sai Sha Road (Mak Pin Roundabout)									
Bus terminus	Po Lam	Sheung Tak	On Tai (South)	Tiu Keng Leng						
	Tsui Lam	Po Tat	On Tai (West)	Lohas Park						
	Hong Sing Gardens	Choi Ming	Sai Kung	Tseung Kwan O Industrial Estate						
	Hang Hau (North)	On Tat	Sai Kung (North)							
	Hang Hau	On Tai	Clear							

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	Station		Water Bay							
Route managed	813D/13P/213D 13X/213X 88 91/91R 91M/91P/91S 92 93A 93K 93M 94 95 95M 96R 98A 98C/98S 98D/ 98P 98R 99 213M/213S 214 290 290A 290B 290X 292P 296A 296C 296D 296M 296P 297/297P 298E 601/601P 613 690/690P 692P 893 N290 N293/293S N601 N691									
Bus sent by this depot (route of other depot)										
Route managed by other areas	99R 299X									
Field inspector	General Inspector: [redacted]									
	Senior Inspector: [redacted]									
	Inspector: [redacted]									
Bus sent	Area 3: 281									
Inspector	Area 3: 13 persons									
Terminus supervisor	Area 3: 17 persons									
Bus captain	Area 3: 480 person									

as at 01/08/2018

There are 2319 bus captains of Kowloon Bay Depot (1623 with post + 696 as reserve) and 1005 buses sent

The number of bus captains is calculated as at 01/08/2018



List of Kowloon Bay Depot Area 4 Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])									
	Manager, Operations: [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Senior Manager, Operations (Kowloon Bay Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Operations Officer (Kowloon Bay Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
Area managed	<p>Eastern Boundary : Clear Water Bay (West of On Sau Road), Shun On Road/Sau Mau Ping Road, Shun Lee Tsuen Road/Hip Wo Street, West of the junction of Kwun Tong Toad/Ping Shek Estate Road</p> <p>Southern Boundary : Kau Pui Lung Road, Ma Tau Wai Road, junction of To Kwa Wan Road/Chi Kiang Street, junction of Prince Edward Road East/Concorde Road, junction of Sung Wong Toi Road/Shing Kai Road</p> <p>Western Boundary : Tin Kwong Road, Kau Pui Lung Road, junction of Lung Cheung Road/Lion Rock Tunnel Road, Junction Road, Hereford Road, Lancashire Road, Boundary Street, Prince Edward Road West, junction of Argyle Street/Waterloo Road, East Kowloon Corridor</p> <p>Northern : Tsz Wan Shan</p>									
Bus terminus	Kowloon City Ferry Pier	Tung Tau Estate	Tsz Wan Shan (South)	Choi Wan						
	Kowloon City Shing Tak Street	Chuk Yuen Estate	Diamond Hill Station)	Choi Wan (Fung Shing Street)						
	Broadcast	Wong Tai	Choi Hung	Shun Lee						

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	Drive	Sin								
	Lok Fu	Tsz Wan Shan (Norht)	Fu Shan	Shun Tin						
	Tsui Chuk Garden	Tsz Wan Shan (Central)	Ping Shek							
Route managed	1 2B 2D 2F 3B/3X 3C 3D 3M 3S 5 SA SC/SP/SX 7 7B 7M 10 11 11C 11D 11K 21 26 26M 27 29M 103/103P 1061106P 111/111P/111R 113 115/115P 116 203E 205M 211/211A 215R 302/302A 606/606A/606X 619/619P/619X 671 891 N106 N116 N619									
Bus sent by this depot (route of other depot)	42 75X									
Route managed by other areas	6C 6F 11B 14D 15A 41 42 45 61X 75X 82P 84M 85 85A 85B 91/91P 91M 92 96R 208 272S 292P									
Field inspector	General Inspector: [redacted]									
	Senior Inspector: [redacted]									
	Inspector: [redacted]									
Bus sent	Area 4: 339									
Inspector	Area 4: 16 persons									
Terminus supervisor	Area 4: 31 persons									
Bus captain	Area 4: 565 person									

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as at 01/08/2018

There are 2319 bus captains of Kowloon Bay Depot (1623 with post + 696 as reserve) and 1005 buses sent

The number of bus captains is calculated as at 01/08/2018



List of Kowloon Bay Depot Area 5 Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])									
	General Manager, Operations: [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Senior Manager, Operations (Kowloon Bay Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
	Operations Officer (Kowloon Bay Depot): [redacted] (Tel: [redacted])									
	Operations Officer (Kowloon Bay Depot): [redacted] (Tel: [redacted])									
Area managed	Eastern Boundary : Lei Yue Mun Southern Boundary : Shing Fung Road, Kai Tak Cruise Terminal Western Boundary : Kwun Tong Road, East of Ping Shek Estate Pathway Junction, Kai Fuk Road, Kai Tak Tunnel, Concorde Road/ Prince Edward Road East Junction, Kai San Road, Shing Kai Road/ Sung Wong Toi Road Junction Northern Boundary: Kwan O Road/ Sau Mau Ping Road, Sau Mau Ping Road/Po Lam Road Junction, Sau Mau Ping Road/ Shun On Road, Hip Wo Street/ Shun Lee Tsuen Road, Choi Hing Lane/ Clear Water Bay Road Junction									
Bus terminus	Kwun Tong Ferry Pier	Lam Tin (Kwong Tin Estate)	Kai Yip	Kwun Tong (Tsui Ping Road)	Tak Long Estate					
	Kwun Tong (Yue Man Square)	Ngau Tau Kok	Choi Fook	Kwun Tong Station	Kai Ching Estate					
	Lam Tin Station	Lok Wah	Telford Gardens	Lei Yue Mun Estate	Kai Tak Cruise Terminal					

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	Laguna City	Kwun Tong (Elegance Road)	Upper Sau Mau Ping	Yau Tong						
	Ping Tin	Kowloon Bay	Central Sau Mau Ping	Yau Tong (Shung Tak Wai)						
Route managed	1A 2A/2X 5D 5M 5R 9 11B 11X 13M 14/14X 14B 14D 14H 14S 15/15X 15A 16/16X 16M 17 23 23M 24 28 28B/28S 74S 101/101X 107 108 216M 215X/215P 219X 224X 603/603A/603P/ 603S 621 641 889 N121 N216 N603									
Bus sent by this depot (route of other depot)	38/38P 40/40A/40P 42C/X42C/X42P 62X 74A 74X/74B/74C/74D/74P/274X 80/80A/80P 80X 83A 83X 89 89C 89D/89P 89X 101R 107P 258D/258A/258P/258S/258X 259D/259X 268C/268A/268P 269C/69C/269S 277X/277E/277P									
Route managed by other areas	3D 6D/6P 11C 11D 38/38P 40/40A/40P 42C/X42C/X42P 62X 74A 74E, 74X/74B/74C/74D/74P/274X 80/80A/80P 80X 83A 83X 88 89 89B 89C 89D/89P 89X 93A 93M 101R 107P 111P 213D 214 292P 234C 234D 252X 258D/258A/258P/258S/258X 259D/259X 267X 268C/268A/268P 269C/69C/269S 277X/277E/277P 606X T277 X89D									
Field inspector	General Inspector: [redacted]									
	Senior Inspector: [redacted]									
	Inspector: [redacted]									
Bus sent	Area 5: 385									
Inspector	Area 5: 16 persons									
Terminus supervisor	Area 5: 31 persons									
Bus captain	Area 5: 578 person									

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as at 01/08/2018

There are 2319 bus captains of Kowloon Bay Depot (1623 with post + 696 as reserve) and 1005 buses sent

The number of bus captains is calculated as at 01/08/2018



List of Tuen Mun Depot Area 6 Hong Kong District Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])		
	Manager, Projects (6A): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Senior Manager (6B&C), Operations: [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Senior Manager (6B), Operations: [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Senior Operations Officer (6B): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Operations Officer (6C): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Operations Officer (6A): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
	Operations Officer (6A): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])		
Section	Area 6A (Tuen Mun, So Kwun Wat, Tuen Mun Road Interchange)	Area 6B (Tin Shui Wai, Hung Shui Kiu)	Area 6C (Yuen Long, Pat Heung, Kam Tin, Lok Ma Chau, Tai Lam Tunnel Bus Interchange)
Area managed	<p>Eastern boundary: Tuen Mun Road and Castle Peak Road (HongKong Garden)</p> <p>Southern boundary: Wu Chui Road</p> <p>Western boundary: Tsing Wun Road/ Ming Kum Road</p> <p>Northern boundary: Castle Peak Road to Chung Uk Tsuen</p>	<p>Eastern boundary: Long Tin Road</p> <p>Southern boundary: Yuen Long Highway to Fu Tei Roundabout</p> <p>Western boundary: Castle Peak Road to Chung Uk Tsuen and Tin Ha Road</p> <p>Northern boundary: Tin Ying Road/ Wetland Park Road</p>	<p>Eastern boundary: Fan Kam Road (Shui Kan Shek) and Lok Ma Chau Public Transport Interchange</p> <p>Southern boundary: Kam Tin (Sheung Tsuen) and Tai Lam Tunnel Bus Interchange</p> <p>Western boundary: Long Tin Road</p> <p>Northern boundary: Yuen Long Industrial Estate and Lok Ma Chau Station</p>

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Bus terminus	Tuen Mun Town Centre	H andsome Court	Yau Oi (South)	Tin Shui Wai Town Centre	Tin Fu	Tin Heng Estate	Yuen Long West	Long Ping Estate	Pat Heung Road
	Sam Shing Estate	Tuen Mun Station	Tuen Mun Pier	Tin Shui	Tin Yan	Tin Shui Wai Station	Long Ping Station	Sheung Tsuen	Lok Ma Chau
	Lung Mun Oasis	Glorious Garden	Sun Tuen Mun Centre	Tin Tsz Estate	Tin Yiu Estate	Tin Sau Road	Yuen Long Park	Kam Sheung Road Station	Yuen Long Station
	Siu Hei Court	Yuet Wu Villa	So Kwun Wat				Yuen Long Fung Cheung Road	Lok Ma Chau Station	Shan Shui House
	Shan King	Siu Hong Court	Leung King				Hung Shui Kiu Hung Fuk Estate	Hung Shui Kiu Hung Yuen Road	
	Kin Sang	Po Tin	Tai Hing Estate						
	Fu Tai	Ng Lau Road	Tuen Mun Road Interchange						

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			(Tuen Mun)						
Route managed	52X 57M 58M 58P 58X 59A 59M 59X 60M 60X 61M 61X 62X 66M 66X 67M 67X 252 252B 252X 258A 258D 258P 258S 258X 259B 259C 259D 259E 259X 260B 260C 260X 261 261B 261P 263 263A 267X 868 960 960A 960B 960C 960P 960S 960X 961 961P			69C 69M 69P 69X 265B 265M 265S 269A 269B 269C 269D 269M 269P 269S 276 276A 276B 276P 869 B1			53 54 63X 64S 68A 68E 68F 68M 68X 251A 251B 251M 268A 268B 268C 268P 268X 968 968A 968X N368		
Bus sent by this depot (route of other depot)	Area 1: N260			Area 1: N269			Area 7: 64K 76K 77K 264R		
Route managed by other areas	53 63X 68A 48P N260			53 261 261P N269			51 64K 76K 77K 258A 258P 261 261P 264R 279A 279X 978 978A 978B 960A 960B 960P 960X N269 N73		
Filed Inspector	General Inspector: [redacted]			General Inspector:					
	Senior Inspector: [redacted]			Senior Inspector: [redacted]					
	Inspector: [redacted]			Inspector: [redacted]					
Driving	Area 6A: 467			Area 6B&C: 420 persons					
Inspector	Area 6A: 12 persons			Area 6B&C: 12 persons					
Terminus supervisor	Area 6: 65 persons								

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Bus captain	Area 6A: 960 persons	Area 6B&C:: 832 persons
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as at 01/08/2018

There are 1792 bus captains of Tuen Mun Depot (1315 with post + 477 as reserve) and 887 buses sent

The number of bus captains is calculated as at 01/08/2018



List of Sha Tin Depot Area 7 Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])					
	General Manager, Operations (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile: [redacted])					
	Senior Manager, Operations (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile: [redacted])					
	Operations Officer (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])					
	Operations Officer (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])					
Section	Tai Po District			North District		
Area managed	Eastern Boundary to: Bride's Pool/ Bride's Pool Road and Tai Mei Tuk/ Ting Kok Road Southern Boundary: Sheung Tsuen Roundabout/ Lam Kam Road Western Boundary: Cheung Shue Tan/ Tai Po Road and Chak Cheung Street Intersection/ Tolo Highway Northern Boundary: Kau Lung Hang/ Tai Wo Service Road West and Fan Kam Road Kau Lung Hang Bridge			Eastern Boundary to: Sha Tau Kok/ Sha Tau Kok Road Southern Boundary: Lok Ma Chau/ Castle Peak Road/ Kwu Tung Road and Fanling Highway Western Boundary: Fire Services Training School/ Fan Kam Road and Kau Lung Hang/ Tai Wo Service Road West and Fan Kam Road and Kau Lung Hang Bridge Northern Boundary: Man Kam To/ Man Kam To Road and Ta Kwu Ling/ Ping Che Road		
Bus terminus	Fu Shin	Tai Wo	Kau Lung Hang	Sheung Shui	Tin Ping	Ching Ho Estate
	Tai Po Industrial Estate	Tai Po Market Station	Plover Cove	Man Kam To	Wah Ming	Tsui Lai Garden
	Tai Mei Tuk	Wan Tau Tong		Sha Tau Kok	Wo Hop Shek	Cheung Wah
	Fu Heng	Bride's Pool		Ta Kwu Ling	Luen Wo Hui	Chi Fuk Circuit
	Tai Po Centre	Tai Po Tau		Choi Yuen Estate	Tai Ping	
Route managed	64K(64S), 65K, 71A, 71B, 71K, 71S, 72, 72A(72C),			70K, 73, 73A, 73K, 76K, 77K, 78K, 79K, 270,		

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	72X(272X), 73X, 74A, 74E, 74K, 74X(74B, 74C, 74D, 74P, 274X), 75K(75P), 75X, 264R, 271(271B, 271P, 271X), 272E, 272P, 273P(273C), 270R, 271R, 275R, 307(307A, 307B, 307C, 307P), 872(872X)	270A(270B,270C,270D,270P,270S), 273(273S), 273A(273D),273B, 277X(277E,277P), 278K, 278X(278A, 278P), 279X(279A), 373(673, 673P), 978 (978A, 978B, 168R), 678, N73, T270, T277
Bus sent by this depot (route of other depot)	Area 1: N271 Area 8: 274P	Area 6: 261(261P) 276 276A 276B 276P
Managed by MTR	K12, K14, K17, K18	
Route managed by other areas	Area 1: N271 Area 6: 265S Area 8: 274P	Area 6: 261(261P) 276 276A 276B 276P
Field Inspector	General Inspector: [redacted]	
	Senior Inspector: [redacted]	
	Inspector: [redacted]	
Bus sent	398	
Inspector	14 persons	
Terminus supervisor	32 persons	
Bus captain	708 persons	

As at 01/08/2018

There are 2115 bus captains of Sha Tin Depot (1833 with post + 282 as reserve) and 1041 buses sent

The number of bus captains is calculated as at 01/08/2018



List of Sha Tin Area 8 Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])									
	General Manager (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile: [redacted])									
	Senior Manager, Operations (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile: [redacted])					Senior Manager, Operations (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile: [redacted])				
	Senior Operations Officer (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])					Operations Officer (Sha Tin Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])				
	Operations Officer (Lai Chi Kok Depot): [redacted] (Tel: [redacted]) (Mobile phone: [redacted])									
Section	Sha Tin District					Ma On Shan District				
Area managed	East to: Tai Po Road/ Tai Po Mei South to: Lion Rock Tunnel (Kowloon Exit/Entrance) West to: Tai Po Road/ Ching Cheung Road Junction, Shing Mun Tunnels (Sha Tin Exit/Entrance), Tsing Sha Highway Tunnel (Kowloon Exit/Entrance) North to: Siu Lek Yuen Road					East to: Tai Mong Tsai Road/ Sai Sha Road Junction/ Pak Tam Road (Wong Shek Pier) South to: Tate's Cairn Tunnel (Kowloon Exit/Entrance) West to: Tolo Highway to Ma Liu Shui Roundabout (including Hong Kong Science Park)				
Bus terminus	Tai Wai Station	Sun Tin Wai	Hin Keng	Sun Chui	Chun Shek	Heng On	Chevalier Garden	Yiu On	Kam Ying	University Station
	Mei Lam	Mei Tin	Sha Tin Wai	Sui Wo	Fo Tan Shan Mei Street	Lee On	Chung On	Ma On Shan Town Centre	Wu Kai Sha	Wong Nai Tau

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	Fo Tan Station	Royal Ascot	Wo Che	Lek Yuen	Sha Tin Station	Kwong Yuen	Ravana Garden	Nai Chung	Shek Mun	Wong Shek Pier
	Yu Chui Court	Sha Tin Town Centre	Shui Chuen O	Kowloon Tong Station	Racecourse (South/North Stop)					
Route managed	46X(46P), 47X(47A), 48X(48P), 80(80P), 80A, 80K, 80M, 80X, 81(81S), 81K, 82K(82B), 83A, 85, 85B, 86A, 87B, 88K, 88X, 89, 89B, 89X, 280X, 281M, 282, 283, 284, 286X(286P), 287X, 288 (288A, 288B), 299X, 985,170, NI70, 182(182X, 982X), 887, 888					40X, 43X(43P), 49X(49P), 81C(281X, 281B), 82C, 82X(82P), 83K(83S), 83X, 84M, 85A, 85X(85S), 85K, 85M, 86, 86C(286C), 86K(86P, 86S), 87D(87E), 87K(87S/87P), 87R, 89C, 89D(89P, 89S), X89D, 99R, 240X, 249X, 272A, 272K, 272S, 274P, 281A, 286M, 289K, 680(680B/680P/680X), 980A, 980X, N182, N281, N283, N287, N680, 681(681P), 981P				
Bus sent by this depot (route of other depot)	88, 263, 269D					99				
Route managed by other areas	Area 1: Area 2: 848, 891 Area 3: 88, 893 Area 4: Area 5: Area 6: 263, 269D, 868, 869 Area 7: 72, 72A,72X,73A, 73X, 74A, 263A, 270A, 270B, 270C, 270D, 270P, 270S, 271(271P), 271R, 271B, 271X, 272P, 272X, 273C, 273P, 278A, 278X(278P), 307C, 373,					Area 1: Area 2: 38B Area 3: 94, 99 Area 4: 96R Area 5: Area 6: 263A Area 7: 72X, 73X, 74B, 74C, 74D, 74X, 74P, 75X, 270A(270B, 270P, 270S), 271(271P),271R, 272P, 272X, 277X(277E, 277P) 278X(278P), 307(307A, 307B, 307P),				

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	872, 872X, N271(271S), N73 (37 routes in total)	373,673, N271, 678, T270, T277, (27 routes in total)
Field Inspector	General Inspector: [redacted]	
	Senior Inspector: [redacted]	
	Inspector: [redacted]	
Bus sent	643	
Inspector	21 persons	
Terminus supervisor	57 persons	
Bus captain	1125 persons	

As at 01/08/2018

There are 2115 bus captains of Sha Tin Depot (1833 with post + 282 as reserve) and 1041 buses sent

The number of bus captains is calculated as at 01/08/2018



List of Long Win Operations and Customer Service Sectional Areas, Route Management, Bus Terminus, Bus Routes and Staff

	Deputy Operations Director: [redacted] (Tel: [redacted])									
	Manager, Operations: [redacted] (Direct line: [redacted]) (Mobile: [redacted])									
	Senior Manager, Operations: [redacted] (Direct line: [redacted]) (Mobile: [redacted])/ [redacted] (Direct line: [redacted]) (Mobile: [redacted])									
	Operations Officer: (Direct line: [redacted]) (Mobile: [redacted])									
	Operations Officer: (Direct line: [redacted]) (Mobile: [redacted])									
	Operations Officer: (Direct line: [redacted]) (Mobile: [redacted])									
	Assistant Officer: (Direct line: [redacted]) (Mobile: [redacted])									
Section	Section 1- Lantau North, Disneyland and New Territories West, North					Section 2- New Territories East, South and Tai Po				
Area managed	Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling, Islands					Tai Wai, Sha Tin, Ma On Shan, Tai Po, Tsuen Wan, Disneyland, Kwai Chung, Tsing Yi				
Bus terminus	Yuen Long (Ma Wang Road)	Tin Shui Wai Town Centre	Hung Shui Kiu (Hung Yuen Roadtu)	Tuen Mun Central	Tuen Mun Station	Kwai Fong Station	Yu Chui Court	Nina Tower	Discovery Park	Yiu On
	Long Ping Station	AsiaWorld-Expo	Sheung Shui	Disneyland Terminus	Ying Tung Estate	Wu Kai Sha Station	Tai Wai Station	Wong Nai Tau	Pok Hong	Tai Po Tau
	Fu Tai	Yuen Long	Siu	Luen Wo	Airport	Fu Heng	Shui	Kwai		

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	Estate	Station	Hong Station	Hui	(Ground Transportation Centre)		Chuen O	Chung		
	Tung Chung Station	Yat Tung Estate	Tung Chung Ferry Pier	Yuet Wu Villa	Chung Uk Tsuen					
Route managed	A33/P/X, A36, A37, A43/P, E33/P, E34A/P/X, E34B, S1, S64/C/P/X, NA33, NA34, NA43, N30/P/S, N42A/P, N64, R33, X33, X34					A31/P, A32, A41, A41P, A47X, E31, E32/A, E41, E42, NA31, NA32, NA40, NA41, NA47, N31, N42, R8, R42, X1, X41				
Field Inspector	Senior Service Coordinator: [redacted]									
	Service Coordinator I: [redacted]									
	Inspector:[redacted]									
Bus sent	217									
Service Coordinator	18(+1) persons									
Customer Service Inspector/ Assistant	27(+2)									
Bus captain	645 persons									

As at 01/08/2018

There are 645 bus captains (439 with post + 206 as reserve) and 217 buses sent

The number of bus captains is calculated as at 01/08/2018

Depots / Zones

Lai Chi Kok Depot: Zone 1
Zone 2
Zone HK

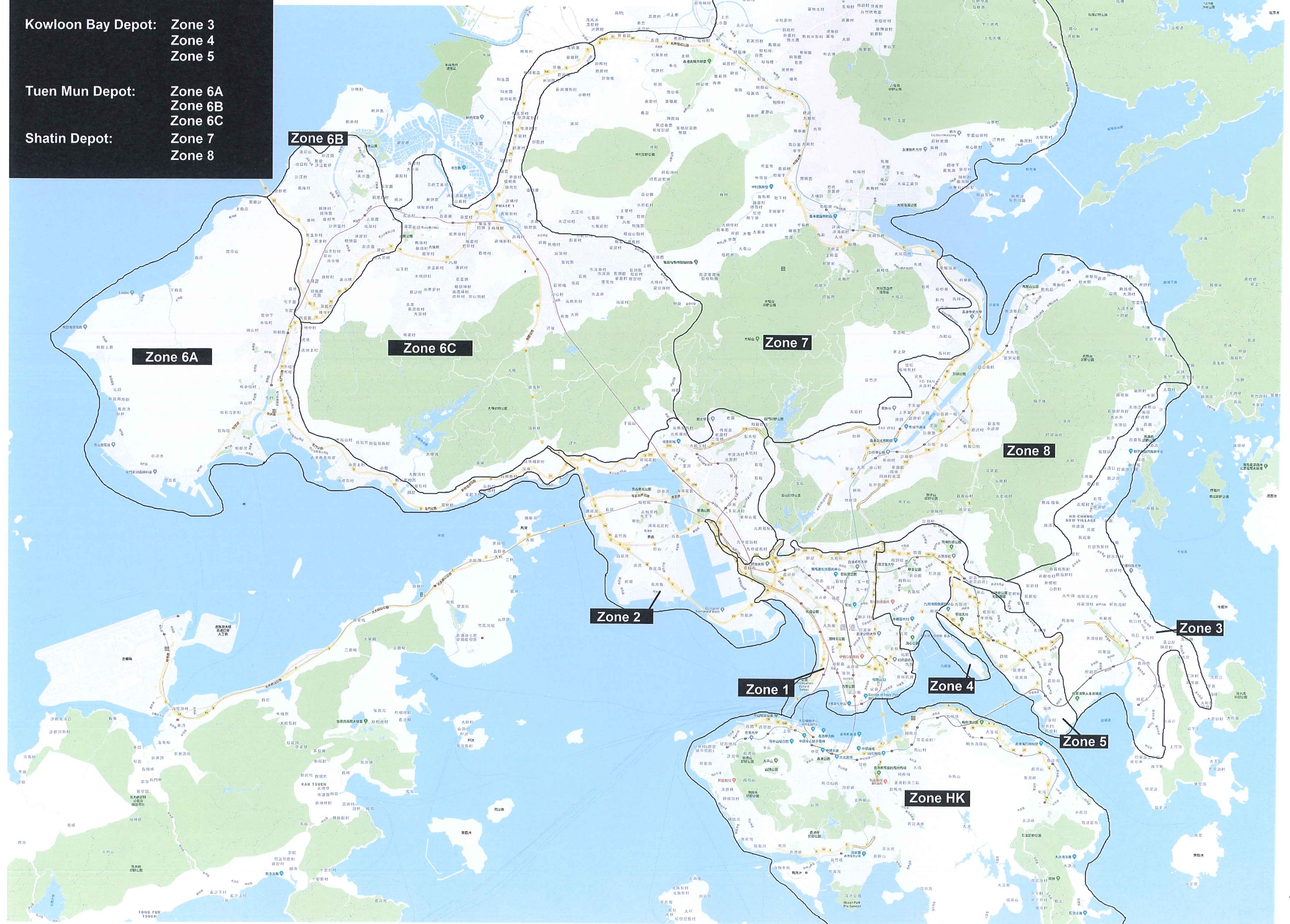
Kowloon Bay Depot: Zone 3
Zone 4
Zone 5

Tuen Mun Depot: Zone 6A
Zone 6B
Zone 6C

Shatin Depot: Zone 7
Zone 8



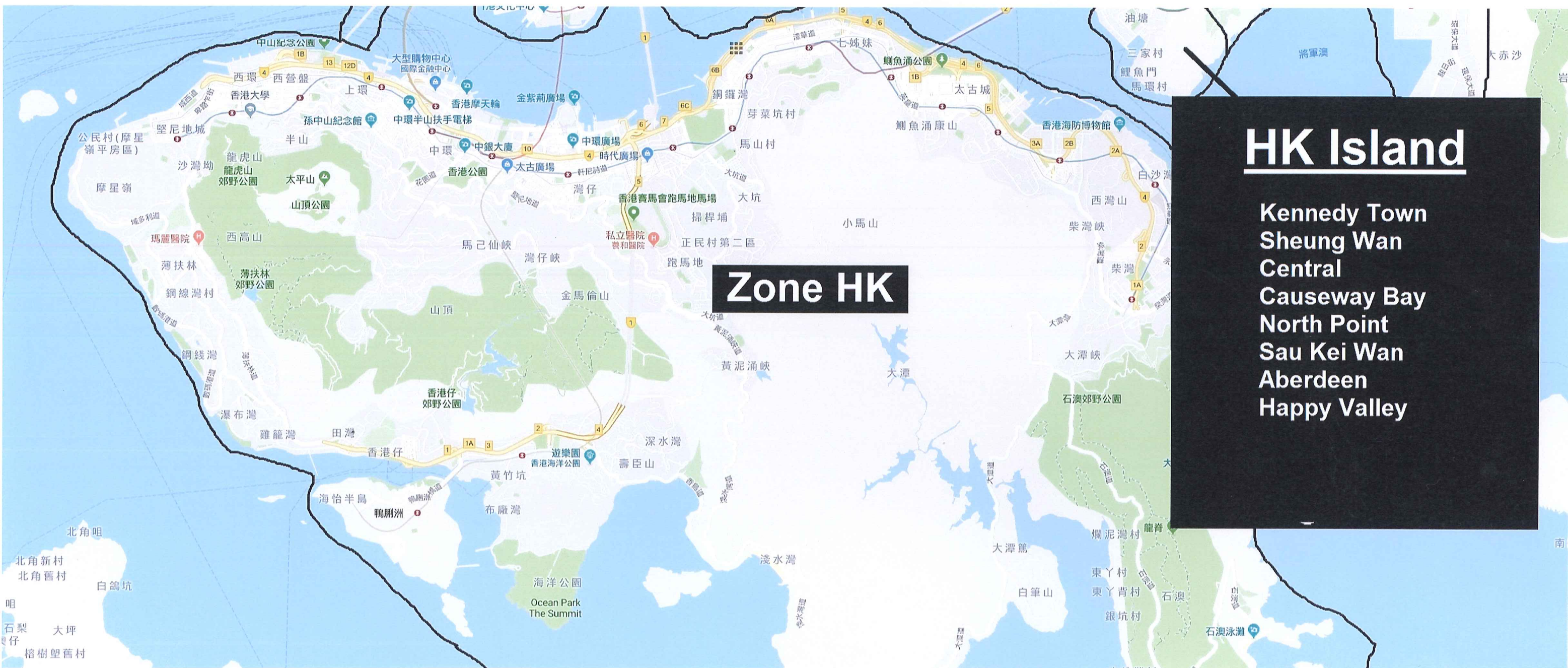
九龍巴士(一九三三)有限公司
THE KOWLOON MOTOR BUS CO. (1933) LTD.





Zone 1

To Kwa Wan
Hung Hom
Cross Harbour Tunnel
Tsim Sha Tsui
Tai Kok Tsui
Jordan
Yau Ma Tei
Prince Edward West
Sham Shui Po
Kowloon Tong
Cheung Sha Wan



HK Island

Kennedy Town
Sheung Wan
Central
Causeway Bay
North Point
Sau Kei Wan
Aberdeen
Happy Valley

Zone HK

Zone 8

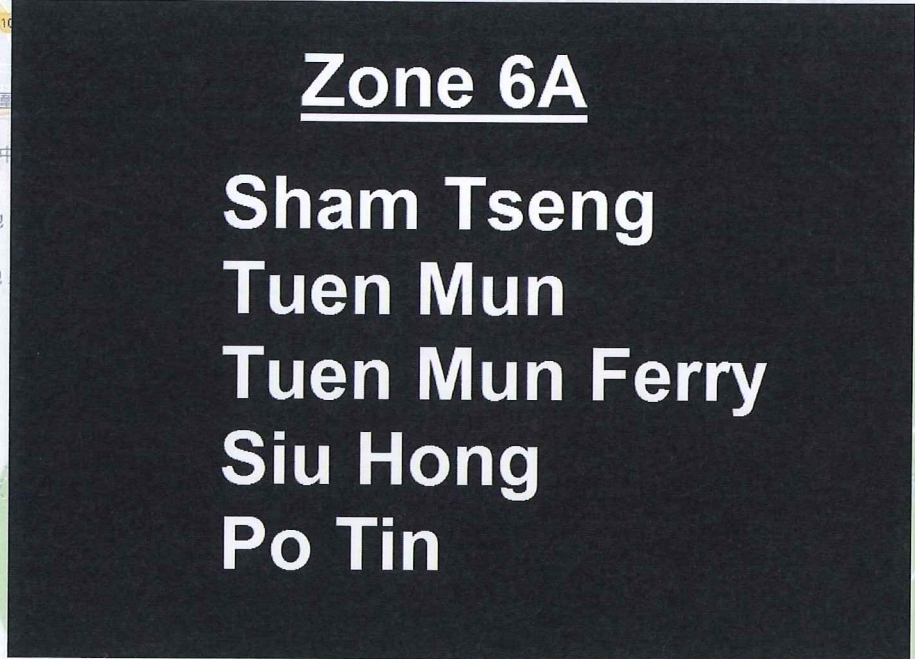
Zone 3

Clear Water Bay
Tseung Kwan O
Po Lam
Sai Kung
On Tat

Zone 5



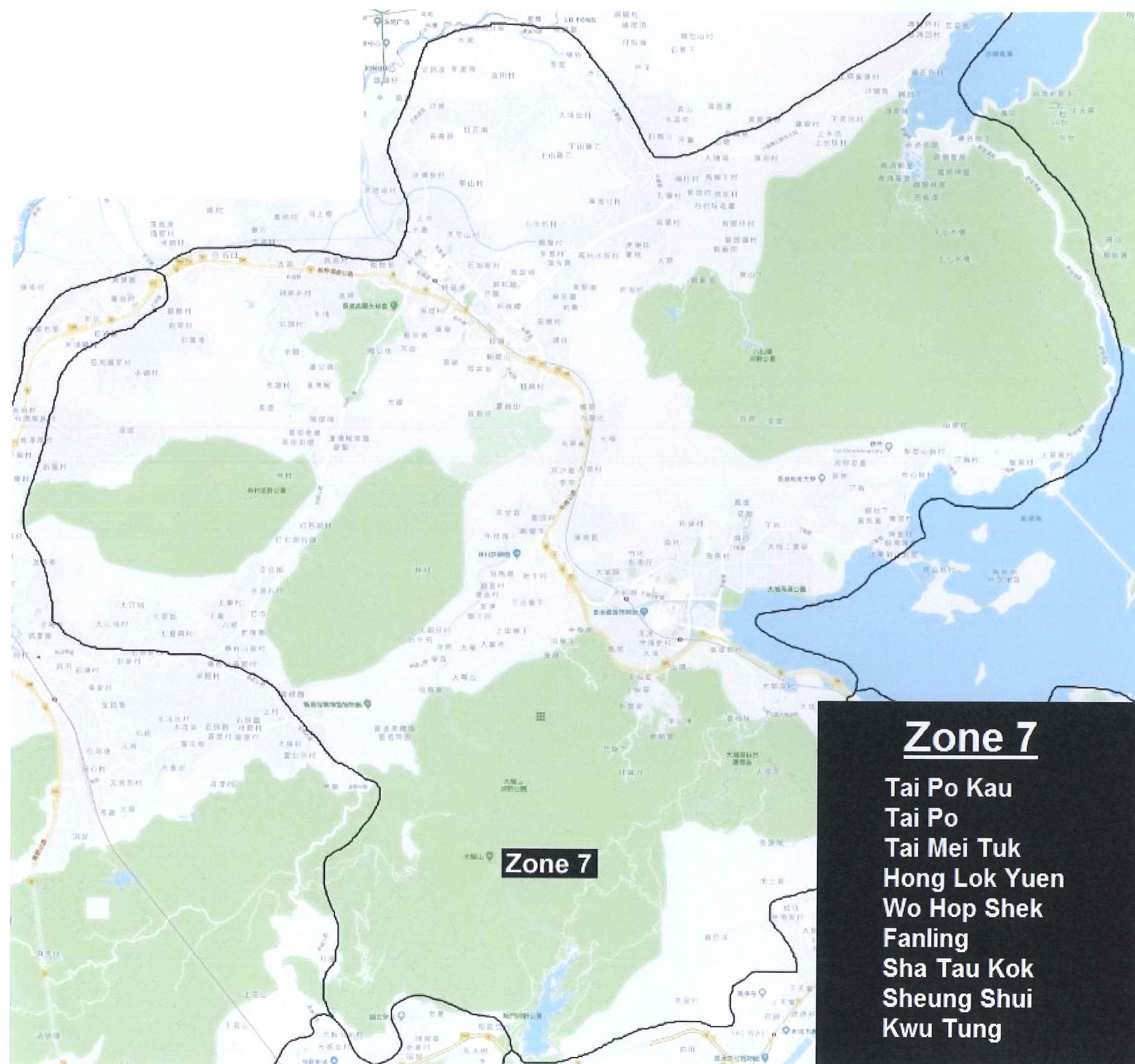




**Tin Shui Wai
Hung Shui Kiu**











ITEM 3



運輸署

Transport Department

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(without Prejudice)

Our Ref.: (52) in TD BR 76/63-1 C Pt. 5
Your Ref.: MD/410L/TD/KMB/14
Tel. No.: 2829 5211
Fax No.: 2802 2679

Urgent By Hand

10 March 2017

Mr Roger Lee
Managing Director
The Kowloon Motor Bus Company (1933) Limited
9 Po Lun Street
Lai Chi Kok
Kowloon
Hong Kong

Dear Sir,

The Kowloon Motor Bus Company (1933) Limited
Application for New Franchise

Service Enhancement and Fare Concession Commitments

We refer to your Company's application for a new 10-year franchise to operate bus routes under your Company's existing bus network commencing immediately upon the expiry of the current franchise on 1 July 2017 (the "Application"). We are pleased to attach a draft franchise document ("draft franchise document") containing all the terms and conditions for a new franchise agreed between your Company and the Government. In addition, your Company has also committed to providing the following service enhancement and fare concession initiatives ("committed initiatives") which together with the draft franchise document will form part of the Application:

(I) **Service Enhancement Initiatives**

Your Company undertakes to:

- (a) pursuant to a requirement made by the Commissioner for Transport (the "Commissioner") under Clause 7 of the new franchise;

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- (1) provide on-bus facilities with barrier-free, elderly-friendly, fire hazard preventive, service and safety enhancement features as set out in Annex 1;
 - (2) erect new or refurbish a minimum of 20 passenger shelters with seats and electricity supply per annum, subject to technical feasibility and approval of relevant government departments;
 - (3) upgrade or provide passenger facilities at bus stops, bus termini and bus-bus interchanges as set out in Annex 2;
 - (4) offer free Wi-Fi service in bus compartments as set out in Annex 3;
 - (5) comply with the Environmental Protection Department ("EPD")'s prevailing air quality guidelines in respect of carbon dioxide concentration level inside bus compartments as far as reasonably practicable;
 - (6) make necessary provisions to allow carriage of foldable bicycles, which are properly folded and put in bags, on board without causing any hazard to other passengers;
 - (7) adopt appropriate technology to provide real-time information on the lower deck on seat vacancy of the upper deck and, before wider implementation, conducting a trial to assess the operational and technical feasibility as well as public acceptability;
 - (8) provide additional elderly-friendly and barrier-free facilities on board for bus routes serving hospitals as set out in Annex 4;
- (b) pursuant to a requirement made by the Commissioner under Clause 14 of the new franchise, enhance bus service information to passengers as set out in Annex 5;
- (c) pursuant to Clauses 16(2) and 29(2) of the new franchise, publish passenger service pledge for responding to complaints and suggestions from the public, and the achievement rate of

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the pledge for public information, as set out in Annex 6;

- (d) pursuant to Clause 26 of the new franchise, deploy low-emission buses (i.e. those buses meeting the emission level of Euro IV or above, or buses retrofitted with the selective catalytic reduction devices and diesel particulates filters) on your bus routes serving the three low-emission zones (LEZs) in Causeway Bay, Central and Mongkok, as delineated by EPD and shown on Annex 7; and
- (e) pursuant to the Forward Planning Programme referred to under Clause 27 of the new franchise, provide better bus service for passengers visiting hospitals in Kowloon and New Territories by introduction of two new routes, subject to Government's approval in the context of Route Planning Programme 2017/2018; and

(II) Fare Concession Initiatives (with details in Annex 8)

Your Company has committed to:

- (a) introducing a long-haul route fare concession scheme for full-time students;
- (b) offering more BBI concessions, namely:
 - (i) inter-modal interchange fare concessions with trams and
 - (ii) new bus-bus interchange concession schemes; and
- (c) aligning fares for short-haul trips on cross-district routes and shuttle bus routes.

We will present the draft franchise document together with the committed initiatives to the Chief Executive-in-Council ("CE-in-C") for consideration of the Application. Subject to CE-in-C's decision of granting of the new franchise to your Company, we will report the provisions of the new franchise and the committed initiatives to the Legislative Council Panel on Transport in the form of Legislative Council Brief.

4


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Before we submit the Application to the CE-in-C, we should be most grateful if your Company will before 3 pm on 13 March 2017:

- (a) initial on each and every page of the draft franchise document and return the duly signed document to signify that your Company will duly accept a new bus franchise on the provisions of the draft franchise document; and
- (b) confirm in writing that your Company will honour and implement the committed initiatives under the new franchise, subject to the CE-in-C's granting of the new franchise to your Company and on a "without prejudice" basis.

Your Company will need to report to the Transport Department ("TD") annually the progress of the committed initiatives in the context of the Forward Planning Programme and/or in any other form and manner as may be specified by the Commissioner. Your Company is also required to submit formal applications to TD for approval before implementation of the fare concession initiatives in respect of individual routes.

Yours faithfully,


(Miss Rachel KWAN)
for Commissioner for Transport

4

Provision of On-bus Facilities

Pursuant to Clause 7 of the new franchise, KMB has committed:

- (a) to adopt the following features and facilities as the standard provisions when acquiring **new buses** after granting of the new franchise:

Service enhancement, barrier-free and elderly-friendly features and facilities:

- (i) Low-floor design and wheelchair accessible;
- (ii) Wheelchair parking space and related facilities, including boarding/alighting ramp, kneeling design, wheelchair restraint system (backrest and restraint lap belt, additional restraint belt on one side to prevent wheelchair toppling over) and wheelchair symbol;
- (iii) Designated priority seats for passengers in need, with labels and special-designed cushion covers;
- (iv) Enhanced railing design, including continuous railing, slip resistant colour-contrasting surface and handrails at exit doors at a lower position;
- (v) Easily reached/low level stop buttons;
- (vi) High contrast step-edge to alert passengers;
- (vii) Bus stop announcement system (with audio and visual displays);
- (viii) Large electronic destination and route number display panel on the front and electronic route number display panels on the side and rear of bus;
- (ix) Display panel, which may be provided in electronic or any other form as agreed with the Commissioner, to show clearly bus route information, including subsequent bus stops of the routes at which the buses are operated; and
- (x) Electrostatic air cleaning system (double deck buses only).

Enhanced safety features:

- (i) Automatic fire suppression system (AFSS) in engine compartment;
- (ii) Air conditioning system with automatic shutdown feature triggered by fire occurring in engine compartment (double deck buses only);
- (iii) Electronic Data Processing Device;
- (iv) Speed limiter;
- (v) Reinforced upper deck front to alleviate crash damage;
- (vi) Seat belts on exposed seats;
- (vii) Double hand-railing at staircase;
- (viii) Door closing buzzer and warning lamp at exit;

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(without prejudice)

(ix) Break-glass hammers (minimum number):

Bus Type	Bus Type with	
	Emergency Exit Door	Emergency Exit Window
<u>Double deck bus</u>		
upper deck	6	6
lower deck	2	4
Single deck bus	2	4

(x) Surveillance cameras:

Bus Type	Number of Camera
<u>Double deck bus</u>	
upper deck	1
lower deck	2
	(1 for bus reversing, 1 for monitoring the exit)
Single deck bus	2
	(1 for bus reversing, 1 for monitoring the exit)

- (xi) High temperature sensors in engine compartment;
- (xii) Engine compartment separated off from the rear part of bus body by steel firewall with necessary insulation; and
- (xiii) Additional guard bar for plug slide / outward swing bus exit doors.

(b) to retrofit the following facilities at its **existing buses**:

- (i) AFSS in engine compartment on its existing buses, subject to bus design, with a target to have the AFSS on its full fleet by 2021 according to the implementation plan as summarised in Table 1; and
- (ii) Additional guard bars for existing plug slide / outward swing bus exit doors by June 2017.

Table 1
Implementation Plan for Retrofitting AFSS at Existing Buses

<u>Year</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>Total</u>
No. of existing buses to be retrofitted with AFSS	740	740	740	737	2,957

ITEM 4

(Poster & Circular)



環保駕駛

個人及路線獎勵計劃

新

按提示改善
駕駛表現



【環保駕駛提示器】
會向你作出駕駛提示

拍卡時 /
登入員工網
留意個人表現



環保駕駛表現：

- 表現優良
- 表現一般*
- 表現有改進空間*

獎勵優異
車長 / 路線



個人獎：每廠設大獎1名、
優異獎數名**

路線獎：各區最佳路線1條**



環保駕駛由我做起

- ✓ 漸進式向油門/迫力加壓
- ✓ 保持適當車速
- ✓ 避免引擎維持高轉數
- ✓ 勿讓引擎空轉過久



* 詳情請登入員工網之
【環保駕駛】分頁

** 詳情請參閱內部通告

內部通告

「環保駕駛」個人及路線獎勵計劃

☒提升駕駛安全 ☒節能減碳 ☒減少空氣、噪音污染 ☒減少機件及資源損耗

於 2015 年 6 月，公司曾在各廠的先導總站推行了獎勵計劃。因應效果良好及為鼓勵所有車長實踐「環保駕駛」，公司將在各總站推行獎勵計劃。詳情如下：

日期： 2016 年 1 月 1 日 至 2016 年 1 月 31 日（為期一個月）


內容： 甲.「個人獎勵計劃」

凡於計劃期內有十日或以上的工作天的車長（不論掛牌、替休、後備車長或暫掛新車長）皆自動成為參與車長。各廠會選出「環保駕駛車長（大獎）」1 名及「環保駕駛車長（優異獎）」10 位。每位獲選者可獲得獎勵，以表揚對環保駕駛的貢獻。

乙.「路線獎勵計劃」

各廠每個車務管理區內，表現最佳的路線將會獲選為「環保駕駛路線」。公司管理層將到訪有關總站安排茶點，答謝該總站內之車長以示獎勵。

站務系統將於 2015 年 12 月 1 日起新增以下功能，讓各車長進一步了解及實踐「環保駕駛」，以迎接上述獎勵計劃。各車長請留意，於 2016 年 1 月之前所顯示的「環保駕駛」標籤顏色，將不會計算入上述獎勵計劃內。

<p>～ 環保駕駛 ～</p> <p>你於 2015 年 6 月 7 日至 13 日 的表現：</p>  <p>詳細資料已上載至「員工網」之「環保駕駛」分頁內</p>	<p>（圖一）</p> <p>每逢星期二，當車長在總站拍卡時，增設綠色標籤，代表車長的駕駛操控達致環保效果，為推動行車安全及為環保作出貢獻。</p>	<p>公司將於 2016 年 3 月份，分別向各「環保駕駛車長」及「環保駕駛路線」頒發獎勵。</p>
<p>～ 環保駕駛 ～</p> <p>你於 2015 年 6 月 7 日至 13 日 的表現：</p> <p>無車前系統慢車速 漸進式內泊力加壓</p> <p>詳細資料已上載至「員工網」之「環保駕駛」分頁內</p>	<p>（圖二）</p> <p>如未有顯示綠色標籤，改為顯示「環保駕駛小貼士」，即表示車長需在環保駕駛方面繼續提升技巧。</p>	<p>有關獎勵計劃於首次頒獎後會定期推行，藉以鼓勵各車長為環保駕駛作出貢獻。</p> <p>如對上述獎勵計劃有任何問題，可向車務督察查詢。</p>



此通告張貼日期
由 24/11/2015
至 31/1/2016
後 秘檔 / 棄置

九龍巴士(一九三三)有限公司
副車務總監
何志文
24 NOV 2015



Eco-Driving

Personal and Route Award Scheme

Improve driving performance by following the reminders



[Eco-Driving Reminder] will give you driving reminders

Check personal performance when wiping the card/logging in to the staff intranet

Card wiping on Tuesday



Eco-Driving Performance

- Excellent Performance
- General Performance*
- With room of improvement*

Award excellent bus captains/routes



Personal award: one grand award and a few merit awards for each depot**

Route award: one best route for each district



Eco-Driving Starts With Me

- ✓ Press the acceleration/brake gradually
- ✓ Maintain appropriate speed
- ✓ Avoid maintaining the engine at high spinning
- ✓ Don't let the engine idle for too long



*Please log in to the Employee Website under the page of [Eco-Driving] for details

**Please refer to internal announcement for details



九龍巴士(一九三三)有限公司
THE KOWLOON MOTOR BUS CO. (1933) LTD.

乘客諮詢熱線 2745 4466
Passenger Enquiry Hotline

Internal Announcement

“Eco-Driving” Personal and Route Award Scheme

- | | | | |
|--|--|--|---|
| <input checked="" type="checkbox"/> Enhance driving safety | <input checked="" type="checkbox"/> Saving energy and reducing | <input checked="" type="checkbox"/> Reducing air and noise | <input checked="" type="checkbox"/> Reducing mechanical wear and tear and |
|--|--|--|---|

In June 2015, the Company has launched the Award Scheme in the pilot bus terminus of every depot. Because of the positive effect and the aim of encouraging all bus captains to practice “Eco-driving”, the Company will launch the Award Scheme in every bus terminus. The details are as follows:

Date: 1st January 2016 – 31st January 2016 (last for one month)

Content: (a) “Personal Award Scheme”


Bus Captains who work for ten or more working days during the period of the Scheme (no matter whether it is scheduled, substituted, stand-by bus captains or new bus captains under training) will automatically become participating bus captains. One “Eco-Bus Captain (Grand Prize)” and ten “Eco-Bus Captain (Merit Prize)” will be selected from every depot. Every awardee will receive an award in recognition of his contribution to Eco-driving.

(b) “Route Award Scheme”

Within each Bus Affairs Management Area in every depot, the best-performed route will be selected as “Eco-Driving Route”. As an award, the management of the Company will visit the relevant bus terminus and arrange refreshments to express its gratitude to the bus captains of the relevant terminus.

From 1st December 2015 onwards, the following functions will be added to the operation system to let every bus captain further understand and practice “Eco-driving”, in order to prepare for the above-mentioned award scheme. Every bus captain shall be aware of the fact that the

“Eco-driving” label color shown before January 2016 will not be counted into the above-mentioned award scheme.

<p>~Eco-Driving~</p> <p>Your performance from 7th to 13th June 2015:</p>  <p>The detailed information has been uploaded onto “Employee Website” under the page of “Eco-Driving”</p>	<p>(Picture 1)</p> <p>Every Tuesdays when the bus captain taps the card in the bus terminus, a green label is added. It represents the driving and the control of the bus captain has achieved an environmentally-friendly effect level, promoting driving safety and contributing to environmental protection.</p>	<p>The Company will, from March 2016, present the award to separately “Eco-Driving Captain” and “Eco-Driving Route”. The relevant award scheme will be launched regularly after the first award presentation in order to encourage every bus captain to contribute to eco-driving.</p> <p>Should you have any enquires about the above-mentioned award scheme, please contact the Operations Inspector.</p>
<p>~Eco-Driving~</p> <p>Your performance from 7th to 13th June 2015:</p> <p>Slow down before braking</p> <p>Apply pressure to the brake gradually</p> <p>The detailed information has been uploaded onto “Employee Website” under the page of “Eco-Driving”</p>	<p>(Picture 2)</p> <p>If the green label is not shown but showing “tips on eco-driving”, it means that the bus captain should continuously improving his skills in eco-driving.</p>	

This announcement is posted
From 24/11/2015
To 31/1/2016
After file / discard



The Kowloon Motor Bus
Co. (1933) Ltd
Vice Operations Director
Ho Chi-man
24 NOV 2015

ITEM 6

Progress report on enhancing the speeding alert functions of Openmatics black box

Current system

Openmatics is the current supplier of black box on KMB / LWB buses. On speeding alert, the Openmatics black box compares the actual speed from Controller Area Network System onboard with the speed limit threshold, which is currently set at 70 kph.

1. Real-time onboard speed alert at 70 kph.
2. The black box data are being uploaded to the KMB server from buses for processing and further merging with KMB systems. The processing time is currently 4 days.

Challenges

Challenges	Suggested solutions
Unable to identify the speed limit on actual locations	<ul style="list-style-type: none">• Live digital map with accurate speed limits from the Government
Lengthy data processing time for speeding offences	<ul style="list-style-type: none">• Live digital map with accurate speed limits from the Government• Improve internal data processing

Works undertaken

A number of initiatives have being carried out to improve the above.

Openmatics has manually defined 50 kph and 70 kph zonings (please refer to Annex). KMB had started a conceptual trial on 31 July 2018 by comparing the above speed limits with the actual speed. Such trial is to verify whether the real-time onboard speed alert would notify the bus captains upon the actual speed of the trial bus exceeds the speed limit of the road. The result of the initial trial is so far positive. Further testing will be carried out. We are prepared to introduce the Government's digital map into the Openmatics black box, which will take three to four months. However, the Government's digital map does not contain live information, and can only be updated every 6 months.

In order to shorten the backend 4 day processing, KMB will adopt the blackbox as source to eliminate the duplicated information within KMB systems.

In parallel, we are also working with bus manufacturers to explore the feasibility of geo-fencing. With the new technology, the black box has potential to assist the control of the buses when certain parameters are met (i.e. speed limiter includes cutting off fuel supply or braking).

Timeline

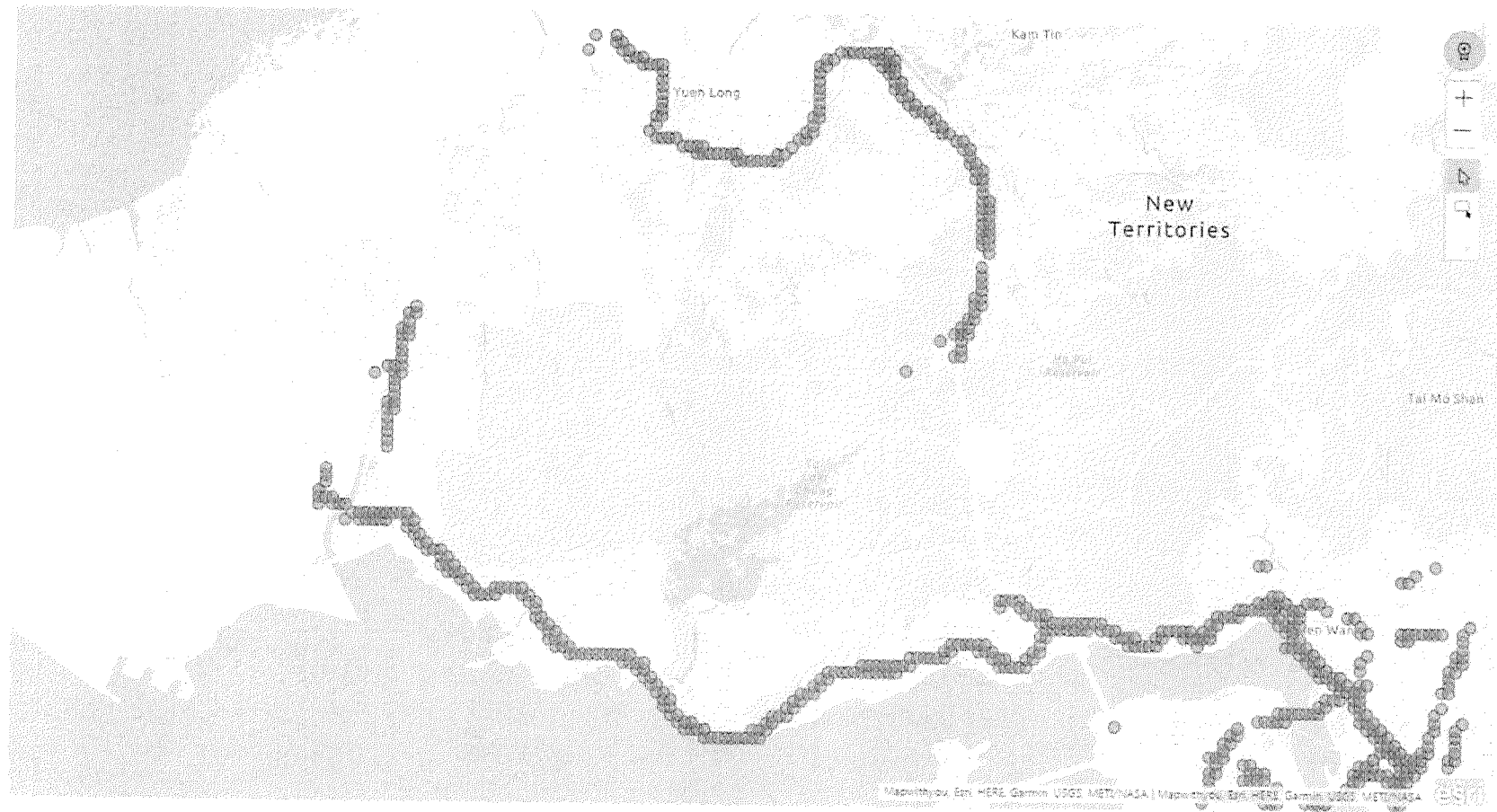
	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19
Real-time alert								
Incorporate speed limit into black box by Openmatics								
Validate the speed limit accuracy								
Carry out internal trial								
Consultation with frontline staff								
Implementation to full fleet								
Data processing								
Integration of internal systems								
Geo-fencing (fuel cutting)								
Discussion with bus manufacturers								
Development by bus manufacturers								
Carry out internal trial								
Consultation with frontline staff								
Implementation to full fleet								

Target

Current	Future
Activation of speed alert when the speed exceeds 70 kph	Activation of speed alert when the speed exceeds the actual speed limit
Activation of fuel cutting when the speed exceeds 70 kph	Activation of geo-fencing (including fuel cutting, gear lowering and braking) when the speed exceeds the actual speed limit
Processing time of 4 days in the back-end for speeding offences	Processing time can be shorten further in the back-end for speeding offences

Annex: Speed zones defined for the trial on 31 July 2018

- Green dots: speed limit of 70 kph
- Other areas: speed limit of 50 kph



Correspondence with Police



九龍巴士（一九三三）有限公司
THE KOWLOON MOTOR BUS CO. (1933) LTD.

檔案編號：LGD4270

香港警務處
交通總部
香港灣仔軍器廠街 1 號
警政大樓 32 樓

郵寄

致： 警務處處長

有關：多宗巴士車長被襲擊案件

本公司聘用逾 8,000 名巴士車長，他們乃公司最重要資產之一，接二連三發生巴士車長被襲擊事件，除本公司內部員工感到憤慨及委屈外，本公司亦感到痛心疾首。兇徒無理及橫蠻的暴力行為，超越了法律的底線，本公司再次促請警方加強調查及執法。本公司作為以人為本的社會企業，不會對襲擊事件置之不理。本公司一直就多宗車長被襲擊案件，主動向警方提供資料，並協助有關被襲擊員工到警署報案及落口供。

為方便警方執法及加快令兇徒繩之於法，本公司進一步提供部份已報案的案件資料，供 貴處跟進，有關資料請參閱附頁。

就 2016 年 9 月 15 日長沙灣蘇屋邨巴士總站發生多名車長被襲擊案，本公司感謝警方配合本公司之追究及果斷執法，終令涉案兇徒被定罪。本公司將從民事索償追討該名兇徒。

如 貴處就車長被襲擊案希望本公司提供相關資料，本公司法律部
律師(電話： 定當積極配合及提供協助。

此致

九龍巴士(一九三三)有限公司
法律部

2017 年 5 月 25 日

註：附頁

抄送： 總督察

附頁

巴士車長被襲擊案件

事項	報案簿編號	發生日期	被襲擊車長 姓名	案件階段
1.	TKO 17012206	2017 年 4 月 20 日	██████	已到警署落口供
2.	RN 17017267	2017 年 5 月 6 日	██████	已到警署落口供
3.	CPRN 17010819	2017 年 5 月 6 日	██████	已到警署落口供
4.	KTRN17017026	2017 年 5 月 7 日	██████	已到警署落口供

OUR REF 本案檔號: LM(394/17) in
NTN TM CPK
18/4

YOUR REF 來函檔號: LGD4270

TELEPHONE 電話: 3661 5912

FAX 傳真: 2457 9507



HONG KONG POLICE FORCE
CASTLE PEAK POLICE STATION
12, Wu On Street, Tuen Mun,
New Territories
香港警務處
青山分區警署
新界屯門湖安街12號

九龍 荔枝角
寶輪街九號十五樓
九龍巴士(一九三三)有限公司
法律部

敬啟者:

回覆：有關：多宗巴士車長被襲擊案件

警方已經收到 閣下於二零一七年五月二十五日的來信，本署得悉 閣下對巴士車長被襲擊之案件的關注，青山分區警署軍裝巡邏小隊第二隊已就閣下所提供的案件(編號為CPK RN 17010819)展開調查，並會在有需要時邀請閣下提供資料及協助調查。

如有任何查詢，可致電3661 5912與青山分區警署軍裝巡邏小隊第二隊督察 [REDACTED] 聯絡或致電3661 1668與青山警署報案室聯絡。

多謝 閣下提出有關事宜。



警務處處長

(曾俊銘 代行)

二零一七年六月八日

貴處檔號：LM(394/17) in NTN TM CPK 18/4
我司檔號：LGD 4270

香港警務處
交通總部
香港灣仔軍器廠街1號
警政大樓32樓

郵寄

致：警務處處長

有關：多宗巴士車長遇襲案件

關於上述事宜，貴處於2017年6月8日之來函經已收悉。

我司於去年5月份曾致函貴處反映我司車長接二連三遭到襲擊一事。及後，當我司在研究相關案情時，發現個別兇徒不僅違反了普通襲擊罪，更有可能違反了香港法例《公共巴士服務規例》(第230A章)(“《規例》”)第13A(1)(c)條：任何乘客或擬成為乘客的人均不得對巴士的任何部分或其設備故意作出或故意安排作出任何事情，而該等事情--(i)阻礙或干擾巴士的操作，或引致損壞；或(ii)導致他人受傷、不安、煩擾或不便。

為此，我司曾為下列案件特地派員到警署提供證供，並要求貴處可循《規例》第13A條起訴涉案兇徒(隨函附上相關口供紙，以供貴處參閱)：

<u>傷者姓名</u>	<u>證人姓名</u>	<u>案件日期</u>	<u>案件編號</u>
██████ (車長)	██████ (車務督察)	2017年5月6日	SSRN17017267
██████ (車長)	██████ (車務督察)	2017年5月6日	CPKRN17010819
██████ (車長)	██████ (車務督察)	2017年5月7日	KTRN17017026
██████ (站務助理)	██████ (車長)	2017年8月17日	17008334
██████ (車長)	██████ (車長)	2017年8月30日	SSPORN17037553
██████ (車長)	██████ (車長)	2017年9月6日	CPKRN17021702

其後，我司亦曾致函貴處查詢上述案件的進度，惟得悉貴處僅以普通襲擊罪起訴涉案兇徒(隨函附上有關██████及██████兩案與貴處的來往信件)。

日前，我司與前線車長會面時，車長們一再表明希望 貴處可嚴厲執行《規例》第 13A 條，以警戒各影響巴士車務操作的人士，甚或是襲擊我司職工的兇徒。

為此，我司現懇請 貴處在往後車長襲擊案件中，除卻控以普通襲擊罪外，可慎重考慮加以《規例》第 13A 條檢控有關兇徒，而我司定必加以配合並提供協助。就上述事宜，如有任何查詢，煩請撥冗賜電 [REDACTED] 與我司 [REDACTED] 律師聯絡。

九龍巴士(一九三三)有限公司

法律部

KMB

2018 年 3 月 8 日

附件：

1. 六份口供紙複本；以及
2. 四封我司與 貴處來往信件之複本。

本處檔號 OUR REF. : (5) in LM (134) in
CP SUP/6-20/1/1 Pt.3

來函檔號 YOUR REF. :

電話 TELEPHONE : 2860 6269

傳真 FAX : 2200 4377



香港警務處
交通總部
香港灣仔
軍器廠街 1 號
警政大樓 32 樓

九龍巴士(一九三三)有限公司
法律部
香港九龍荔枝角
寶輪街 9 號 15 樓

(郵寄)

■先生：

貴公司於本年 3 月 8 日致警務處處長的來信收悉，本人現獲授權回覆閣下。

關於 3 月 28 日與貴公司召開商討會議後的跟進行動，現通知閣下本科已書面通知各總區提醒前線同事，在處理襲擊或騷擾車長的案件時，要時刻保持公正及專業、透過深入了解案件性質及有關傷者傷勢去正確分類案件，以及認真考慮香港法例第 230A 章《公共巴士服務規例》第 13A 條是否適用。

如對此回覆有任何疑問，請致電 2860-6277 與周富榮高級督察聯絡。

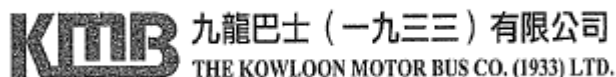
警務處處長



(邱倩雯)

代行)

2018 年 05 月 17 日



File Reference: LGD4270

POST

Hong Kong Police Force
Traffic Branch Headquarters
32/F, Hong Kong Police Headquarters
1 Arsenal Street
Wan Chai, Hong Kong

To : The Commissioner of Police



Re: Various Assault Cases on Bus Captains

The Company has hired over 8,000 bus captains and they are one of the most important assets of the Company. With the consecutive incidents of bus captains being assaulted, not only the staff of the Company feel angry and aggrieved, the Company is agitated as well. The unreasonable and rude and violent behaviors of the bullies have exceeded the bottom line of the law. The Company again urges the Police to reinforce investigations and law enforcement. The Company is a human-based social enterprise and will not disregard the assault cases.

To facilitate the law enforcement of the Police and expedite the arrest of the bullies, the Company has further provided further case information of the reports made to the Police for your Department to follow up with. Please see the enclosed page for the relevant information.

In respect of the various assaults on the bus captains at So Uk Estate Bus Terminus in Cheung Sha Wan on 15 September 2016, the Company expressed thanks to the Police for cooperating with the Company's claim and efficient law enforcement, leading to the conviction of the subject bully. The Company will initiate civil proceedings to claim against the

bully.

If the Department wishes the Company to provide further relevant information, our lawyer Mr. [REDACTED] (tel: [REDACTED]) will actively cooperate and provide assistance.

The Kowloon Motor Bus Co. (1933) Ltd.
Legal Department

25 May 2017

NB: Page annexed

cc: Mr. [REDACTED], Chief Inspector of Police

Annexed Page

Assault Cases on Bus Captains

Item	Case Report No.	Date of Incident	Name of bus captain assaulted	Phase of the case
1.	TKO 17012206	20 April 2017	Redacted	Statement taken at the Police Station already
2.	RN 17017267	6 May 2017	Redacted	Statement taken at the Police Station already
3.	CPRN 17010819	6 May 2017	Redacted	Statement taken at the Police Station already
4.	KT RN17017026	7 May 2017	Redacted	Statement taken at the Police Station already

OUR REF 本案檔號: LM(394/17) in
NTN TM CPK
18/4

YOUR REF 來函檔號: LGD4270

TELEPHONE 電話: 3661 5912

FAX 傳真: 2457 9507



HONG KONG POLICE FORCE
CASTLE PEAK POLICE STATION
12, Wu On Street, Tuen Mun,
New Territories
香港警務處
青山分區警署
新界屯門湖安街12號

Legal Department
The Kowloon Motor Bus Co. (1933) Ltd.
15/F, 9 Po Lun Street,
Lai Chi Kok, Kowloon

To whom it may concern:

Reply: Re: Various Assault Cases on Bus Captains

The Police has received your letter dated 25 May 2017 and the Department has noted your concern about the assault cases on bus captains. Patrol Sub-Unit 2 of Castle Peak Division has commenced investigation into the case provided (ref: CPK RN 17010819) and will invite you to provide information and assist in the investigation when necessary.

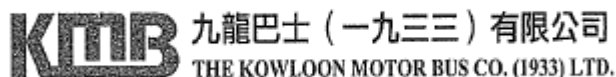
If you have any enquiry, please contact Inspector Mr. [REDACTED] of Patrol Sub-Unit 2 of Castle Peak Division at 3661 5912 or contact our the Police Report Room at Castle Peak Police Station at 3661 1668.

Thank you for raising the relevant matters.



([REDACTED])
for the Commissioner of Police

8 June 2017



Your Reference: LM(394/17) in NTN TM CPK 18/4

Our Reference: LGD4270

POST

Hong Kong Police Force

Traffic Branch Headquarters

32/F, Hong Kong Police Headquarters

1 Arsenal Street

Wan Chai, Hong Kong

To : The Commissioner of Police

Mr. [REDACTED]

Re: Multiple Cases of Assault on Bus Captains

In relation to the above matter, we have received a letter from the Police dated 8 June 2017.

In May last year, we wrote to the Police expressing that our bus captains had been assaulted one after another. Upon considering the relevant cases, we found that certain offenders not only committed the offence of common assault but were also likely to be in violation of section 13A(1)(c) of the Public Bus Services Regulations (Cap. 230A) (the “**Regulations**”): no passenger or intending passenger shall wilfully do or cause to be done with respect to any part of the bus or its equipment, anything which—(i) obstructs or interferes with the workings of the bus or causes damage; or (ii) causes injury, discomfort, annoyance or inconvenience to any other person.

As such, our company had specially sent our staff to the police station to provide evidence for the following cases, and requested that the Hong Kong Police may prosecute the suspects in accordance with section 13A of the Regulations (the relevant statements are attached herewith for your reference):

<u>Name of injured person</u>	<u>Name of Witness</u>	<u>Date of incident</u>	<u>Case reference</u>
[redacted](bus captain)	[redacted](inspector)	6 May 2017	SSRN17017267
[redacted](bus captain)	[redacted](inspector)	6 May 2017	CPKRN17010819
[redacted](bus captain)	[redacted](inspector)	7 May 2017	KTRN17017026
[redacted](bus stop assistant)	[redacted](bus captain)	17 August 2017	17008334
[redacted](bus captain)	[redacted](bus captain)	30 August 2017	SSPORN17037553
[redacted](bus captain)	[redacted](bus captain)	6 September 2017	CPKRN17021702

Subsequently, our company had written to the Hong Kong Police to enquire the developments of the above cases, but were told by the Hong Kong Police that the offenders involved in the cases were only prosecuted for common assault (the relevant letters exchanged with the Hong Kong Police in respect of the cases of [redacted] and [redacted] are attached herewith).

Recently, when our company met with the frontline bus captains, the captains have repeatedly indicated their wishes that the Hong Kong Police would strictly enforce section 13A of the Regulations to warn people who affect bus service operations, or even the offenders who attack our staff.

In this regard, we now earnestly request that the Hong Kong Police do, in future cases of assaults on bus captains, seriously consider charging the offenders under section 13A of the Regulation, in addition to the charge of common assault. Our company will definitely cooperate with the Hong Kong Police to offer our assistance. If you have any enquiries concerning the above matters, please feel free to contact our Counsel, Mr. [REDACTED], at [REDACTED].

The Kowloon Motor Bus Co. (1933) Ltd.
Legal Department

Annexure:

1. Copies of 6 statements; and
2. Copies of the 4 letters exchanged between our company and the Hong Kong Police.

本處檔號 OUR REF. : (5) in LM (134) in
CP SUP/6-20/1/1 Pt.3

來函檔號 YOUR REF. :

電話 TELEPHONE : 2860 6269

傳真 FAX : 2200 4377



Hong Kong Police Force
Traffic Branch
Headquarters
32/F, Hong Kong Police
Headquarters
1 Arsenal Street
Wan Chai, Hong Kong

The Kowloon Motor Bus Co. (1933) Ltd.
Legal Department
15/F, 9 Po Lun Street
Lai Chi Kok, Kowloon, Hong Kong

Mr. [REDACTED]:

I acknowledge receipt of your company's letter to the Commissioner of Police dated 8 March, and I am hereby authorized to reply to you.

Regarding the follow-up action of the meeting with your company on 28 March, you are hereby notified that the division has notified the regions in writing to remind the frontline staff to be fair and professional when handling the cases of assault or harassment of bus captains, and shall understand the nature of the case and the injury of the injured to properly categorize the case and seriously consider whether <<Public Bus Services Regulations>> Cap 230A of the Laws of Hong Kong should apply.

If you have any questions regarding this reply, please contact Mr. Chow Fu-sun, Senior Inspector of Police at 2860-6277.



(Yau Sin-man)
for the Commissioner of Police

17 May 2018

Our Ref: LGD 10403
Your Ref: CSO/IRC-BUS/CR/7-45/3

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

Attn.: Mr. Chan Ping-fai, Peter



9 August 2018

By Hand

Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your 2 letters to us dated 27 July 2018 and 8 August 2018 respectively and provide our reply as follows:-

Reply to your 27 July 2018 letter:-

In respect of cases 3 and 4 referred to in the said letter, the CCTV brief finding reports prepared by the Accident Investigation and Prevention Team of our Legal Department are enclosed as Appendix A. Please note that, as the respective defendants pleaded guilty, the CCTV videos/records were not used in the legal proceedings.

In respect of case 1 referred to in the said letter, by a letter dated 16 April 2018, the Police requested us to provide the Octopus card records of the assailant and his/her companions who were the last three passengers on board the relevant bus at the material time. In or around end of April 2018, we had a telephone conversation with the Police concerning the Octopus card records and informed them to collect our written reply.

Reply to your 8 August 2018 letter (in addition to our previous reply dated 8 August 2018):-

We adopt the numbering stated in the Annex of the said letter.

In respect of Item 2, the following are enclosed as Appendix B:-

- (i) a document entitled "*Meeting Notes for Review on Safe Speed Limit for Identified Sharp Bends*" regarding a meeting held on 31 July 2014;
- (ii) a table setting out details of 30 sharp bends (which is embedded in (i) above);
- (iii) a communication plan (which is embedded in (i) above);
- (iv) corresponding photos of those bends (which are embedded in (ii) above);
- (v) a draft Safety Speed Card in contemplation in September 2014 (which is embedded in (iii) above); and
- (vi) a series of emails indicating that Mr. Owen Eckford, the then Operations Director ("OD") did not endorse this safety enhancement programme.

We draw your attention to the following statement under item 5.2 at page 2 of (i) above:-

Endorsement by OD and MD

The suggested safe speed limit at all identified sharp bends / roundabouts and the action plan would be submitted to OD and MD for endorsement.

We also draw your attention the reply of the then Managing Director (“MD”) at the top of page 2 of (vi) above:-

...For formal approval, please ask OD to check and endorse.

Mr. Owen Eckford, the then Operations Director did not endorse this safety enhancement programme, hence the Safety Speed Card suggestion was not implemented. For the avoidance of doubt, bends “3a” and “3b” (as shown in (ii) above) were sometimes described as one bend, therefore the total number of bends / roundabouts described in earlier IRC hearings was 29 instead of 30.

In respect of Item 4, a document setting out the formula with explanatory notes is enclosed as Appendix C.

In respect of Item 5, a report that evidences, among others, harsh braking and harsh acceleration records in the week of 24-30 July 2018 is enclosed as Appendix D.

We have also considered Mr. Duncan’s request for our disclosure of Parts 2 and 3 of the *Report to the Commissioner for Transport on the Investigation to Examine the Bus Accident of KMB 872 on Tai Po Road on 10 February 2018* (the “Report”). As Part 2 of the Report contains information that may prejudice the criminal investigation of the accident on 10 February 2018, we maintain that it will not be provided to the IRC. However, Part 3 of the Report is enclosed as Appendix E.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Roger Lee
Managing Director

Encl.

Appendix A

CCTV Brief Findings

Case Ref.:	05.04.2018 – TW9648	Sources:	KMB bus
Findings:	1. Accident Time on the CCTV images:		10:26:09
	2. Camera(s) referred / video(s) retained in DIS :		1 to 8
	3. Audio Channel:		3
	4. Bus speed from CCTV images at accident time: [1 mile per hour = 1.6093 kilometer per hour]		-

Key information based on pictures extracted from CCTV images:

於 10:25:11

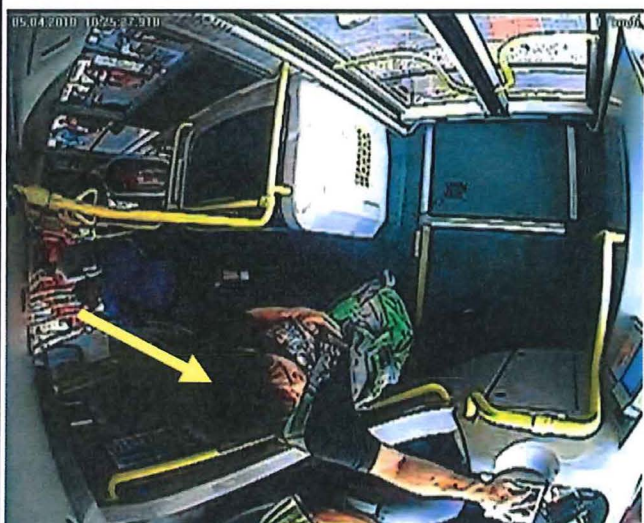
九巴 TW9648 2A 線巴士,從美孚總站開往樂華總站,途經淘大花園分站,一名男子上車,以八達通繳付車資,但不成功.



於 10:25:27

男子以現金,投入巴士收費錢箱,車長以未足夠支付車資為由,通知該名男子繳付足夠車資.

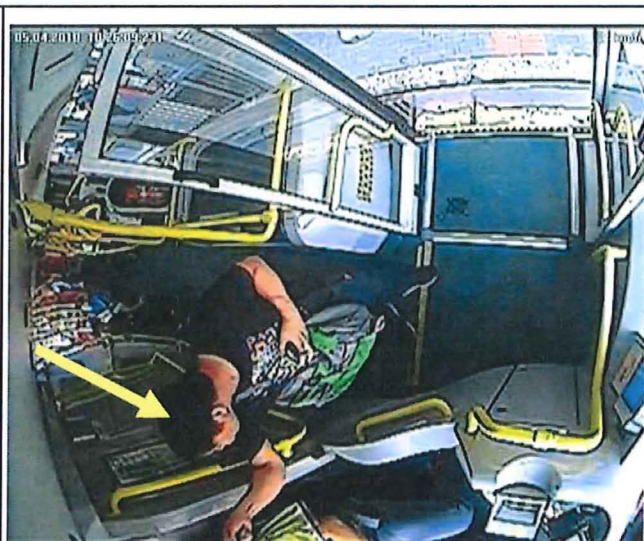
(記錄得車長聲音)



於 10:26:09

男子以粗言穢語指罵車長。

(記錄得指罵車長聲音)



於 10:27:24

男子在車外以右手,擊打巴士車前玻璃門。

(記錄得擊打車門聲音)



Prepared By: _____

Date: 11.04.2018

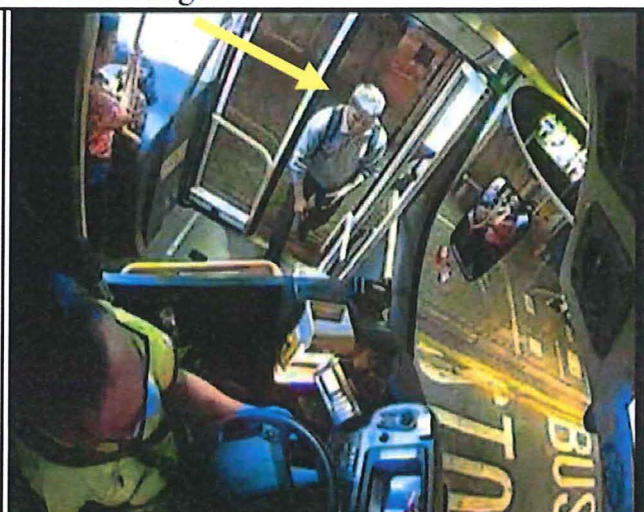
CCTV Brief Findings

Case Ref.:	<u>06.04.2018 – UX3160</u>	Sources:	<u>KMB bus</u>
Findings:	1. Accident Time on the CCTV images:		<u>19:30:28</u>
	2. Camera(s) referred / video(s) retained in DIS:		<u>1 to 8</u>
	3. Audio Channel:		<u>5</u>
	4. Bus speed from CCTV images at accident time: [1 mile per hour = 1.6093 kilometer per hour]		<u>-</u>

Key information based on pictures extracted from CCTV images:

於 19:26:41

九巴 UX3160 88S 號線巴士,從沙田大圍總站開往中秀茂坪總站,途經牛池灣分站,一名男子上車。



於 19:27:20

男子指責車長

(記錄得聲音)



於 19:30:28

另一男子（AP）要求車長開門不果，以
右手推向車長左邊面部

(記錄得指責車長聲音)



於 19:41:50

車長向警方指出涉事者

(記錄得聲音)




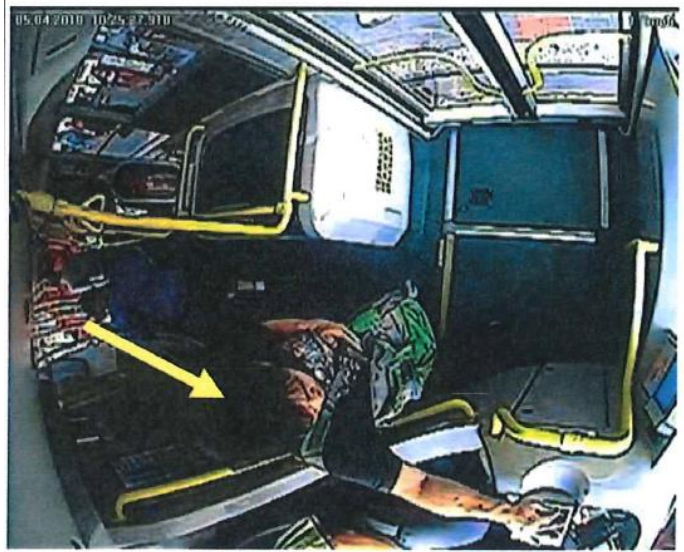
Prepared By: _____

Date: 13.04.2018

CCTV Brief Findings

Case Ref.:	05.04.2018 - TW9648	Sources:	KMB bus
Findings:	1. Accident Time on the CCTV images:		10:26:09
	2. Camera(s) referred / video(s) retained in DIS:		1 to 8
	3. Audio Channel:		3
	4. Bus speed from CCTV images at accident time:		-
	<i>[1 mile per hour= 1.6093 kilometer per hour]</i>		

Key information based on pictures extracted from CCTV images:

<p>At 10:25:11</p> <p>KMB bus TW9648 Route 2A, from Mei Foo Terminus towards Lok Wah Terminus, when driving passed the stop at Amoy Gardens, a man got on, and tried to pay the bus fare by octopus but in vain.</p>	
<p>At 10:25:27</p> <p>The man paid by cash and put the money into the cash box. The bus captains notified the man to pay sufficient bus fare, as the bus captain believed he did not pay sufficient bus fare.</p> <p>(Recorded the voice of the bus captain)</p>	

At 10:26:09

The man pointed at the bus captain and shouted at him with foul language.

(Recorded the shouting voice against the bus captain)



At 10:27:24

The man stood outside the bus, and used his right hand to hit the glass door at the front of the bus.

(Recorded the sound of hitting glass door)





Prepared by: [redacted]

Date: 11.04.2018

CCTV Brief Findings

Case Ref.:	06.04.2018 – UX3160	Sources:	KMB bus
Findings:	1. Accident Time on the CCTV images:		19:30:28
	2. Camera(s) refened / video(s) retained in DIS:		1 to 8
	3. Audio Channel:		5
	4. Bus speed from CCTV images at accident time:		-
	<i>[1 mile per hour= 1.6093 kilometer per hour]</i>		

Key information based on pictures extracted from CCTV images:

<p>At 19:26:41</p> <p>KMB bus UX3160 Route 88S, from Sha Tin Tai Wai Terminus towards Sau Mau Ping Central Terminus, when driving passed the stop at Ngau Chi Wan, a man got on.</p>	
<p>At 19:27:20</p> <p>The man blamed the bus captain.</p> <p>(Recorded voice)</p>	

At 19:30:28

Another man (AP) requested the bus captain to open the door but in vain. He used his right hand to push the left side of the face of the bus captain.

(Recorded the shouting voice against the bus captain)



At 19:41:50

The bus captain informed the police the person involved.

(Recorded voice)



Prepared by: [redacted]

Date: 13.04.2018

Appendix B


The Kowloon Motor Bus Co. (1933) Ltd.


Meeting Notes for Review on Safe Speed Limit for Identified Sharp Bends

Date : 31 July 2014
Time : 1430 - 1700 hrs
Venue : Conference Room, 9/F HQs
Present : Gary Wong HSSQD (Chairperson)
Raymond Cheng SM, CSQ
SK Lam M, SRD (Notes taker)
Aman Fong AM, OS
Siu Wah Ma GM, LWB
Kin Keung Woo GM, TMD
Siu Hung Fung GM, STD
Kwok Ho Yeung SM, KBD
Danny So POO, LCKD
Henry Yeung SSQ Coordinator, LCKD
Dennis Ng SSQ Coordinator, KBD
Kevin Kwan SSQ Coordinator, TMD
Hing Shun So APE, EO















Apology : AL Law SSQ Coordinator, STD
















Distribution : All those present and apology

Items	Issue Discussed	Action
1	Review and confirm the final “safe speed limit” for all identified sharp bends / roundabouts	
1.1	<p>A total of 30 sharp bends were identified and the suggested safe speed limit were reviewed and confirmed. The details of safe speed limit for these sharp bends / roundabouts were listed in the attached file.</p> <p> Sharp Bend Roundabouts_KMB ar</p>	Noted

Items	Issue Discussed	Action
2	New locations need to be included	
2.1	All depot heads confirmed that no more new location of sharp bends / roundabouts was identified.	Noted
3	Pilot run for particular locations	
3.1	By analyzing the results of test drive conducted by BCTS, SSQD and depots, all depot heads confirmed that there was no need for the pilot run for particular locations.	Noted
4.	Communication plan and frequency	
4.1	<p>Regarding the safe speeds of all identified sharp bends/roundabouts, the communication means for all relevant BC and the frequency were discussed and listed in the attached file. HSSQD requested all relevant parties to fill in the table within 2 days such that he could submit the action plan to OD/MD promptly.</p>  <p>Communication Means for Briefing the</p>	Depots, BCTS, SSQD
5	Way forward	
5.1	<p><u>Speed monitoring</u></p> <p>Except the locations identified by LCKD, Depot heads expressed that it would be unable to use laser gun or assign inspector to monitor the safe speeds of buses at all identified sharp bends / roundabouts because places of safety were not available. HSSQD would discuss the feasibility of using telematics to monitor the speeding situation at the identified locations with Alice Wong and MD on 7 August 2014.</p>	HSSQD
5.2	<p><u>Endorsement by OD and MD</u></p> <p>The suggested safe speed limit at all identified sharp bends / roundabouts and the action plan would be submitted to OD and MD for endorsement.</p>	HSSQD

Items	Issue Discussed	Action
6	AOB	
6.1	<u>E-learning</u> <ol style="list-style-type: none"> To ensure the e-learning videos would be watched by the qualified BC, depots needed to prepare and submit to SSQD the list of qualified BC for each route and or deadrun passing through the identified sharp bends/roundabouts. If BC concerned obtained the authorization and competency through new route training, DI of the BCTS should ensure that the BC concerned has watched the related video if the new route falls into the identified sharp bends/roundabouts. If BC concerned obtained the authorization and competency through route familiarization (i.e. he/she learns the new routing by taking a ride on the route and declares that he/she is familiar with the new routing), DDS should notify the BC concerned the safe speed limit for the identified sharp bends/roundabouts before posting. For those BC who did not watch the compulsory e-learning videos after they had been reminded by depot OO at least 3 times, their name list would be submitted to HRD for follow-up. 	<p>Depots, BCTS</p> <p>Depots, HRD</p>
6.2	<u>Risk assessment for new route(s)</u> HSSQD reminded all depot heads to conduct the risk assessment on safe speed limit for new identified sharp bends / roundabouts including the speed calculation from EO and the validation from BCTS during the new route risk assessment.	Depots
6.3	<u>New Bus with 12.8 m in length</u> <ol style="list-style-type: none"> APE confirmed that the safe speed calculation for the new bus with 12.8 m for the identified sharp bends / roundabouts would be the same as ordinary DD bus. HSSQD reminded all depot heads to conduct the assessment on “safe speed” for the identified sharp bends / roundabouts with BCTS before the new bus (12.8 m) passing through the above identified locations. 	<p>Depots</p> <p>Depots</p>
6.4	<u>Implementation by phases</u> Depot heads suggested that there was no need to implement the safe speeds by phases as it would cause confusion among BC.	Noted

Road Section	Information provided by Depot/LW								Information provided by EO										Remarks
	Depot	Bus Route Involved/ N-routes, crew trips or deadrun trips	Fleet Size (as at 28/5/2014)	Bus Route Involved/ N-routes, crew trips or deadrun trips (Input by LW)	Fleet Size (as at 28/5/2014) (Input by LW)	Location	Map with Photo	Speed Limit (km/h)	Skidding (km/h)				Roll-over (km/h)		By checking BOM (Bus 6 - Bus 10)	Validated by BCTS	Reviewed by EO, SSQD, BCTS and Depots/LW		
									Calculated Radius (m)	LOB Speed (km/h)	Wet	Dry	SD	DD	Average speed (km/h)	Suggested Safe Speed (km/h)	Suggested Safe Speed (Final) (km/h)		
1	STD	72A, 73A, 74A, 72	31			Tai Po Road /Tolo Highway		50	18.9	21.9	31.0	41.0	41.0	35.7	28	25	25		
2	STD	99	4			Ma On Shan Bypass to Sai Sha Road (South Bound)		50	51.4	36.2	51.1	67.7	67.7	59.0	45	35	25		
3a	STD	Deadrun	70	A41P/ deadrun	6	Ma On Shan Bypass to Sai Sha Road (North Bound) - large bend		50	142.9	60.3	85.2	112.8	112.8	98.3	39	40	25		
3b	STD	Deadrun	70	A41P/ deadrun	6	Ma On Shan Bypass to Sai Sha Road (North Bound) - small bend	Ditto	50	31.4	28.3	40.0	52.9	52.9	46.1	39	35	25		
4	STD	72, 81, 286X	36			Tsing Sha Highway /Mei Tin Road		50	12.6	17.9	25.3	33.4	33.5	29.2	26	25	25		
5	STD	70K, 78K, 270A, 270B, 270P, 270S, 273B, 277E, 277P, 278X, 279X, 261, 276, 276P, 678	161	A43/ N42A	11/ 1	So Kwun Po Road to San Wan Road (to Fanling / Shek Wu Hui)		50	24.0	24.7	34.9	46.2	46.2	40.3	22	25	25		
6	STD	70K, 78K, 270A, 270B, 270P, 270S, 273B, 277E, 277P, 278X, 279X, 261, 276, 276P, 678	161	A43/ N42A	11/ 1	So Kwun Po Road to Kai Leng Roundabout		50	20.6	22.9	32.3	42.8	42.8	37.3	23	25	25		
7	TMD	deadrun trip	200	deadrun	15	From Wong Chu Road (East Bound) to Hoi Wong Road (South Bound)		50	28.6	27.0	38.1	50.4	50.4	43.9	31	25	25		
8	TMD	deadrun trip	4			From Castle Peak Road (Tai Lam) (South Bound) to Tuen Mun Road (North Bound)		50	48.6	35.1	49.7	65.7	65.8	57.3	28	35	25		
9	TMD	deadrun trip	30	N30	3	From Hung Tin Road (South Bound) to Yuen Long Highway (South Bound)		50	68.6	41.8	59.1	78.1	78.1	68.1	41	40	25		
10	LCKD	All scheduled buses of LCKD - deadrun trip	593			Hing Wah Street Interchange near Lai Po Road		50	28.6	27.0	38.1	50.4	50.4	43.9	29.5	25	20		
11	LCKD	All scheduled buses of LCKD - deadrun trip	593			Roundabout at Hing Wah Street West near depot of NWFB		50	17.7	21.2	30.0	39.7	39.7	34.6	27	20	20		
12	LCKD	All scheduled buses of TYD - deadrun trip	259			Tsing Yi Road West right turn onto Sai Tso Wan Road		50	9.1	15.2	21.6	28.5	28.5	24.9	18	20	20		
13	LCKD	42A, 42C, 42M, 43A, 248M, N241	90			Lui To Road left / right turn onto Tsing Yi Road West		50	9.1	15.2	21.6	28.5	28.5	24.9	17	20	20		
14	LCKD	243M, 41, 42, 42A, 43, 43A, 43C, 249M, N241	122	A31, E32	8/12	Tsing Hong Road left turn onto Tsing Yi Road		50	10.3	16.2	22.9	30.3	30.3	26.4	17	20	20		

Road Section	Depot	Bus Route Involved/ N-routes, crew trips or deadrun trips	Fleet Size (as at 28/5/2014)	Bus Route Involved/ N-routes, crew trips or deadrun trips (Input by LW)	Fleet Size (as at 28/5/2014) (Input by LW)	Location	Map with Photo	Speed Limit (km/h)	Skidding (km/h)				Roll-over (km/h)		by checking BOM (Bus 6 - Bus 10)	Validated by BCTS	Reviewed by EU, SSQD, BCTS and Depots/LW	Remarks
									Calculated Radius (m)	LOB Speed (km/h)	Wet	Dry	SD	DD	Average speed (km/h)	Suggested Safe Speed (km/h)	Suggested Safe Speed (Final) (km/h)	
15	LCKD	36	7			Wo Yi Hop Road right turn onto Lei Muk Shue B/T 和宜道右轉梨木樹巴士總站		50	9.1	15.2	21.6	28.5	28.5	24.9	18	20	15	Depot requests to lower the safe speed to 15km/h
16	LCKD	235, 235M, 35A, 31, 935	44			On Chuk Street right turn onto Shek Pal Street 安足街右轉石排街		50	9.1	15.2	21.6	28.5	28.5	24.9	12	18	15	
17	LCKD	42C, 249M, 243M, 41, 43B, 948	81			Chung Mei Rd. left turn onto Tsing Yi Heung Sze Wui Rd 涌美路左轉青衣鄉事會 路		50	12.0	17.5	24.7	32.7	32.7	28.5	15	15	15	
18	KBD	3D, 6D, 38, 40, 40P, 42C, 62X, 74A, 74B, 74X, 80, 80X, 83X, 89, 89B, 89C, 89D, 89X, 258D, 259D, 268C, 269C, 277E, 277P, 277X, 671, 889, N121	439			Kwun Tong Road to Lung Cheung Road slip road 觀塘道往龍翔道支路		50	27.4	26.4	37.3	49.4	49.4	43.1	34	25	20	
19	KBD	23, 23M	10			New Clear Water Bay Road to Shun Lee Tsuen Road slip road 新清水灣道往順利邨道 支路		50	24.6	25.0	35.3	46.8	46.8	40.8	31	28	20	
20	KBD	92, 96R, 292P	18			Hiram's Highway flyover to Clear Water Bay Road 西貢公路天橋往清水灣 道		50	9.1	15.2	21.6	28.5	28.5	24.9	27	15	15	
21	KBD	5D	4			Kai Cheung Road to Wai Yip Street 啓祥道往偉業街		50	31.4	28.3	40.0	52.9	52.9	46.1	30	25	20	
22	KBD	28, 13X, 224X, 297	41			Kai Cheung Road to Kai Fuk Road 啓祥道往啟福道		50	31.4	28.3	40.0	52.9	52.9	46.1	25	30	20	
23	KBD	16	22			Tseung Kwan O Road (North Bound) to Sau Mau Ping Road 將軍澳道(南行)往秀茂 坪道		50	11.4	17.0	24.1	31.9	31.9	27.8	24	20	20	
24	KBD	13M, 16, 93K, 98A, 296A, 296C	92			Tseung Kwan O Road (South Bound) to Cha Kwo Ling Road 將軍澳道(南行)往茶果 嶺道		50	62.9	40.0	56.5	74.8	74.8	65.2	21	30	20	
25	KBD	215P, 216M, 603, 603S, N216	36			Pik Wan Road to Ko Chiu Road 碧雲道往高超道		50	11.4	17.0	24.1	31.9	31.9	27.8	16	15	15	
26	KBD	15A, 74A, 107, 297, 302, 302A, 606	72			Kwun Tong Road to Kai Cheung Road 觀塘道往啓祥道		50	34.3	29.5	41.8	55.2	55.2	48.1	31	30	20	
27	KBD	98D, 98S, 296A, 296C, 296D, 297, 893	64			Tseung Kwan O Tunnel Road into Po Shun Road 將軍澳隧道公路往寶順 路		50	52.6	36.6	51.7	68.4	68.4	59.6	40	40	20	
28	KBD	98D, 98S, 297, 296M	40			Po Shun Road into Po Hong Road 寶順路往寶康路		50	52.6	36.6	51.7	68.4	68.4	59.6	41	35	20	
29	KBD	296A, 296C, 296D, 296M, 893, N293	41			Po Shun Road onto Tong Ming Street 寶順路往德明街		50	16.0	20.2	28.5	37.7	37.7	32.9	27	20	20	

Location for trial based on the final suggested speed

Road Section	Depot	Bus Route Involved/ N-routes, crew trips or deadrun trips	Fleet Size (as at 28/5/2014)	Bus Route Involved/ N-routes, crew trips or deadrun trips (Input by LW)	Fleet Size (as at 28/5/2014) (Input by LW)	Location	Map with Photo	Speed Limit (km/h)	Skidding (km/h)				Roll-over (km/h)		By checking BOM (Bus 6 - Bus 10)	Validated by BCTS	Reviewed by LU, SSQD, BCTS and Depots/LW	Remarks
									Calculated Radius (m)	LOB Speed (km/h)	Wet	Dry	SD	DD	Average speed (km/h)	Suggested Safe Speed (km/h)	Suggested Safe Speed (Final) (km/h)	

Centre of Gravity (g) 9.81 m/s²
 Calculated radius of a roadway curve (R) m

Assumption:

1) Lateral acceleration for passenger loss of balance $g(\cos\theta\sin\theta)$ 0.2g m/s² where $\theta = 11.79^\circ$
 2) Coefficient of friction (wet road) (μ_w) 0.4
 3) Coefficient of friction (dry road) (μ_d) 0.7
 4) Vehicle track width (d) 2.5 m
 5) Height of CG for S/D ($H_{S/D}$) 1.79 m full laden at limiting roll-over angle of 35°
 6) Height of CG for D/D ($H_{D/D}$) 2.35 m full laden at limiting roll-over angle of 28°


Formula:

1) For speed of LoB $V_{LoB}^2 \geq gR\cos\theta\sin\theta$
 2) For speed of skidding $V_s^2 \geq \mu gR$
 3) For speed of rolling over $V_r^2 \geq g d R / 2H$

* For suggested safe speeds (final), make reference to the LoB speed and round down the figures.

Route Number	Road Section	Speed (km/h)
74A	1, 18, 26	20, 25
42C	13, 17, 18	15, 20
277E, 277P	5, 6	20, 25
296A, 296C	24, 27, 29	20
98D, 98S	27, 28	20
296D	27, 29	20
A41P	3a, 3b	25
A43, N42A	5, 6	25
296M	28, 29	20
42A, 43A, N241	13, 14	20
41, 243M, 249M	14, 17	15, 20
297	26, 27, 28	20
16	23, 24	20
893	27, 29	20

**Communication Plan for Safe Speed Limit of all
Identified Sharp Bends/Roundabouts**

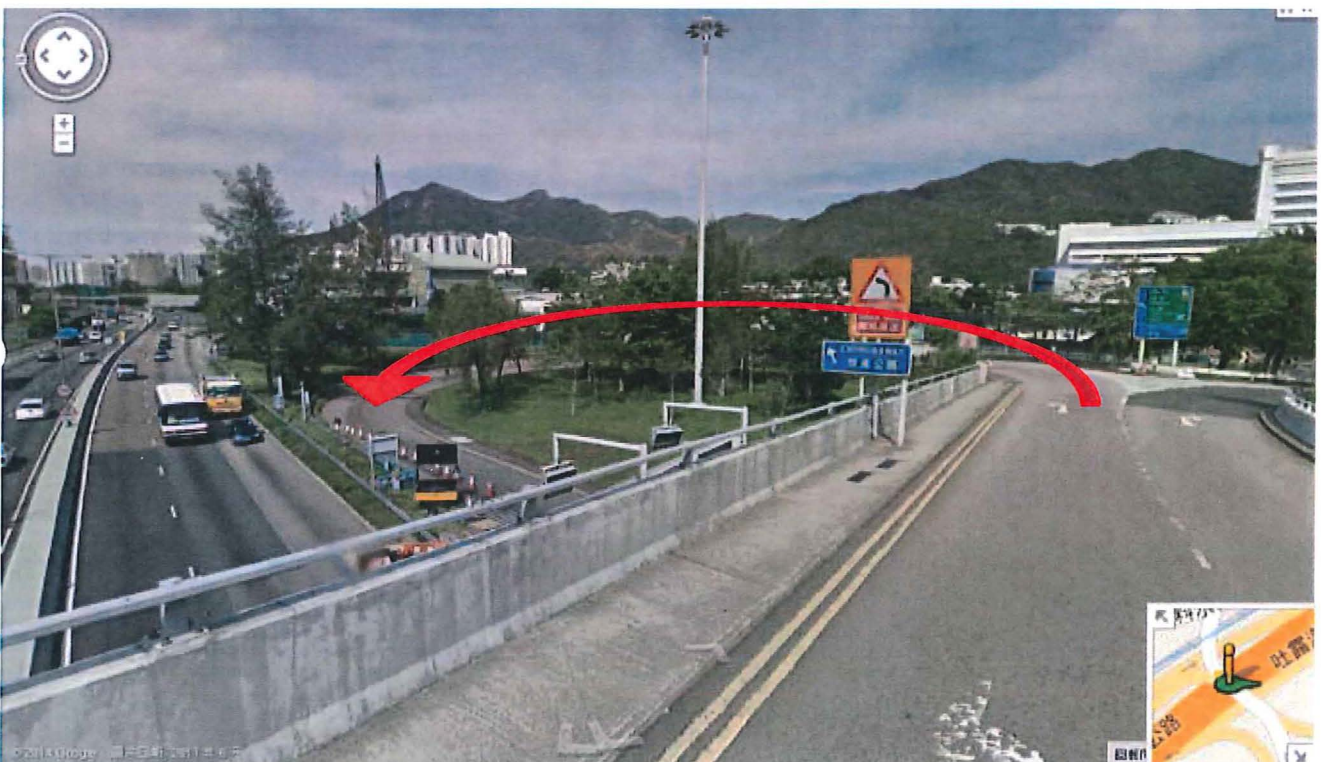
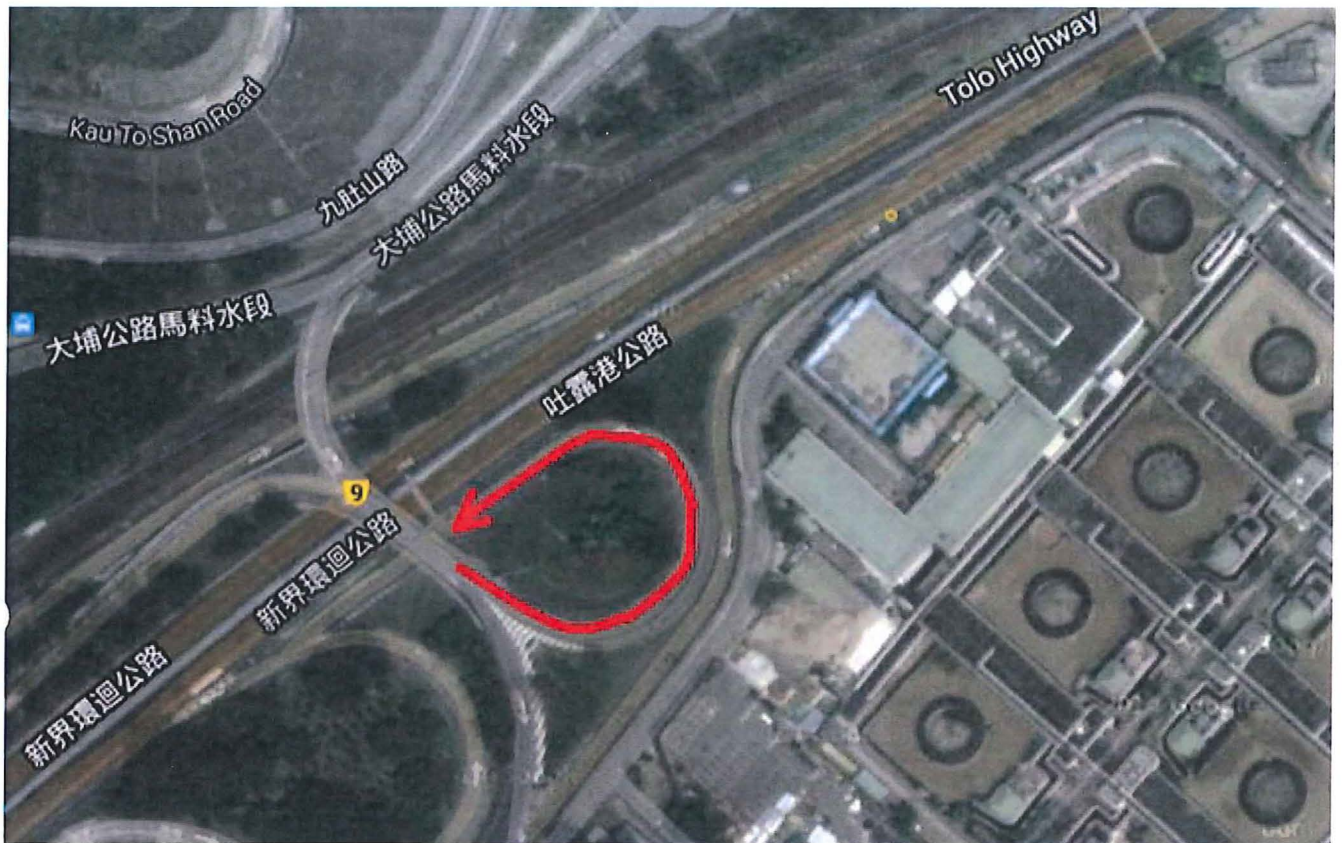
	Communication Means	Target Group	Frequency	Responsible Party	No. of Working Days Required for Completion		
					Depots	SSQD	LWB
A) Internal Notice							
1.	*Issue Internal notice for implementation of safe speed limit	All relevant BC	One-off until next revision	Depots	1 week	N/A	1 week
B) Website							
2.	*Update driving tips in staff website	All relevant BC	On-going	Depots	1 month	1 week	1 week
C) Album							
3.	*Photos. for all relevant sharp bends / roundabouts stuck in the album and kept in all TS offices for quick reference	All relevant BC	One-off until next revision	Depots	1.5 months	N/A	1 week
D) Face-to-face Communication							
4.	Issue “Safe speed limit” card in pocket size (Chi. version) and brief the safe speed limit to all relevant BC 	All relevant BC	One-off until next revision	SSQD (for the design of “safe speed limit” card), Depots	3 months	2 weeks	2 weeks (Safety Tips Briefing instead of Tool-box talk)

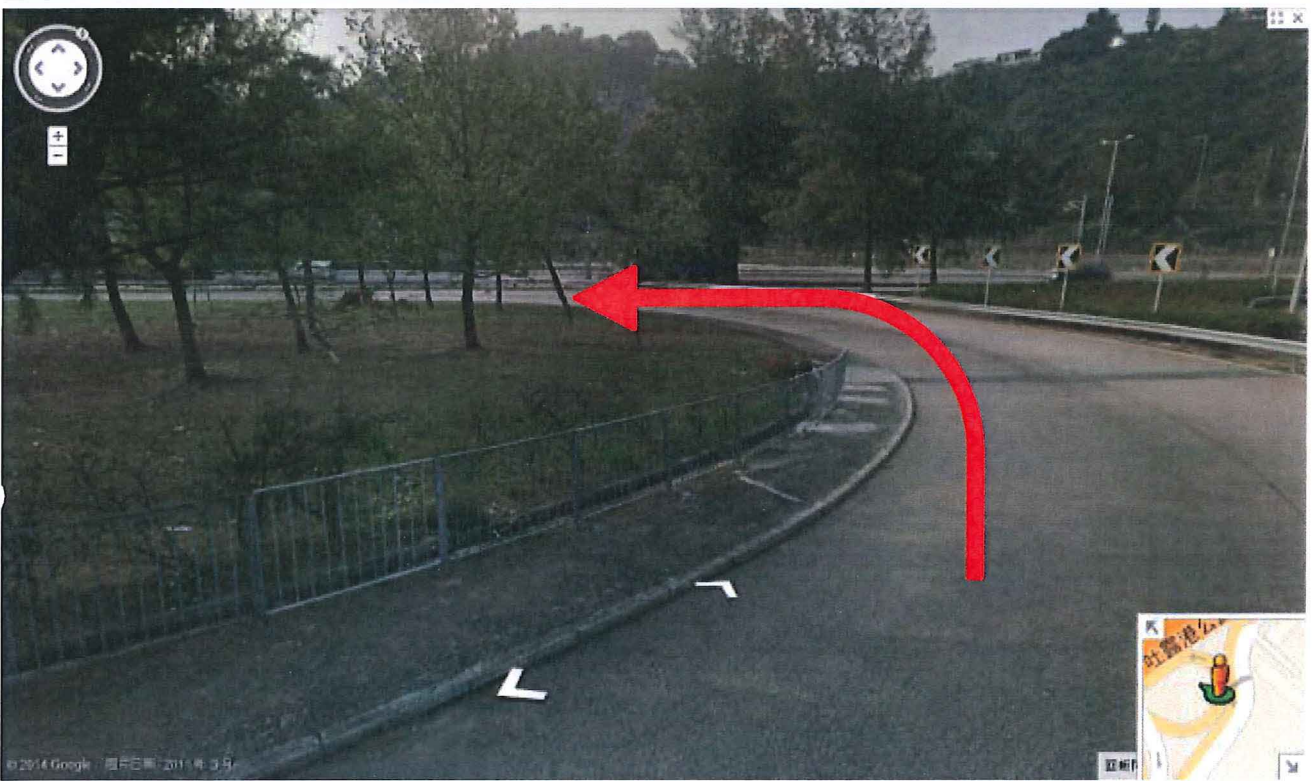
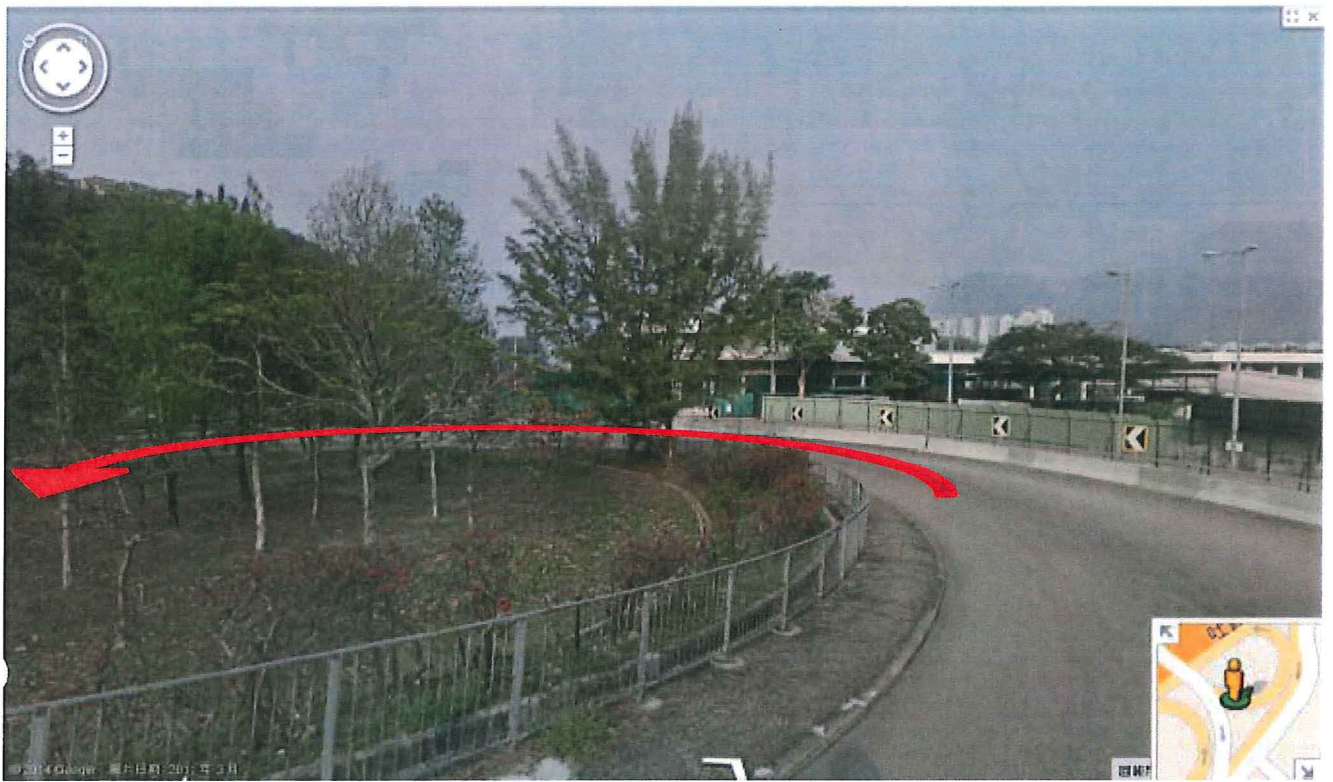
	Communication Means	Target Group	Frequency	Responsible Party	No. of Working Days Required for Completion		
					Depots	SSQD	LWB
5.	Tool-box talk - Inspectors/TS brief the safe speed limit to all relevant BC	All relevant BC	Once every two weeks (right after completion of Item 4)	Depots of Route Masters	NA	N/A	N/A
6.	Safety Awareness Briefing - DI brief the safe speed limit to relevant BC at all B/T	All relevant BC	On-going (once every year)	DI/BCTS	Immediate effect		
7.	Buddy Ride - Buddy drivers brief the safe speed limit to relevant new BC before buddy ride	All relevant new BC	Once per new BC	Buddy Drivers/ Depots	1 week	N/A	Immediate effect (depends on regular BC attendance)
8.	New BC Orientation Program - OO/SSQ Coordinators brief the safe speed limit to all new relevant BC	All relevant new BC	Once per new BC	Depots	1 week	N/A	Immediate effect
E) Training							
9.	Basic Training	All new BC	Once per new BC	BCTS	Immediate effect		
10.	Driving Enhancement Training (for experienced BC who are trained on areas of defensive driving techniques)	All relevant BC	Once every 3 years	BCTS	Immediate effect		
11.	Route Training (for those BC before posting to a specific new route)	All relevant BC	Once per BC	BCTS	Immediate effect		

	Communication Means	Target Group	Frequency	Responsible Party	No. of Working Days Required for Completion		
					Depots	SSQD	LWB
12.	Safety Enhancement Training (for those BC who are involved in liable traffic accident resulting in injury)	All relevant BC	Once per BC	BCTS	Immediate effect		
13.	Remedial Training (for those BC who are found to have driving irregularities or away from driving duties for a period of time)	All relevant BC	Once per BC	BCTS	Immediate effect		
F) E-learning							
14.	E-learning video - Identify relevant name list of BC for each specific route and upload all videos in staff website and all relevant BC are required to access the related videos compulsory	All relevant BC	Once every 12 months	SSQD (for the production of videos), Depots	3.5 months	1 week	1 week
G) Route Familiarization (BC learns the new route by taking a ride on the route and declares that he/she is familiar with the new routing)							
15.	Route familiarization - DDS to remind the BC concerned the safe speed limit for the specific new route	All relevant BC	One-off until next new routing	DDS/Depots	1 week	N/A	1 week

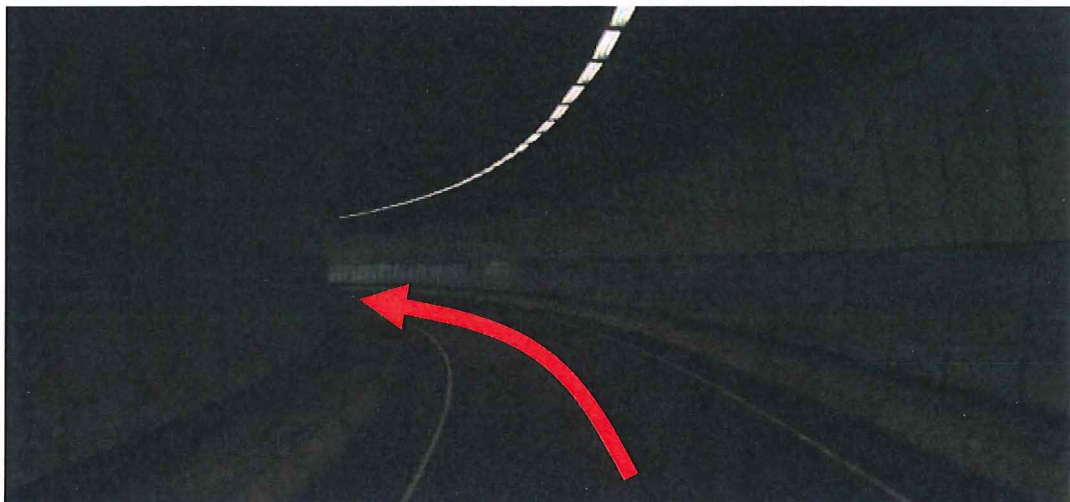
* denotes action should be taken and completed before the implementation of safe speed limit to all identified sharp bends/roundabouts.

Turning left from Tai Po Road Slip Road into Tolo Highway heading into Sha Tin.



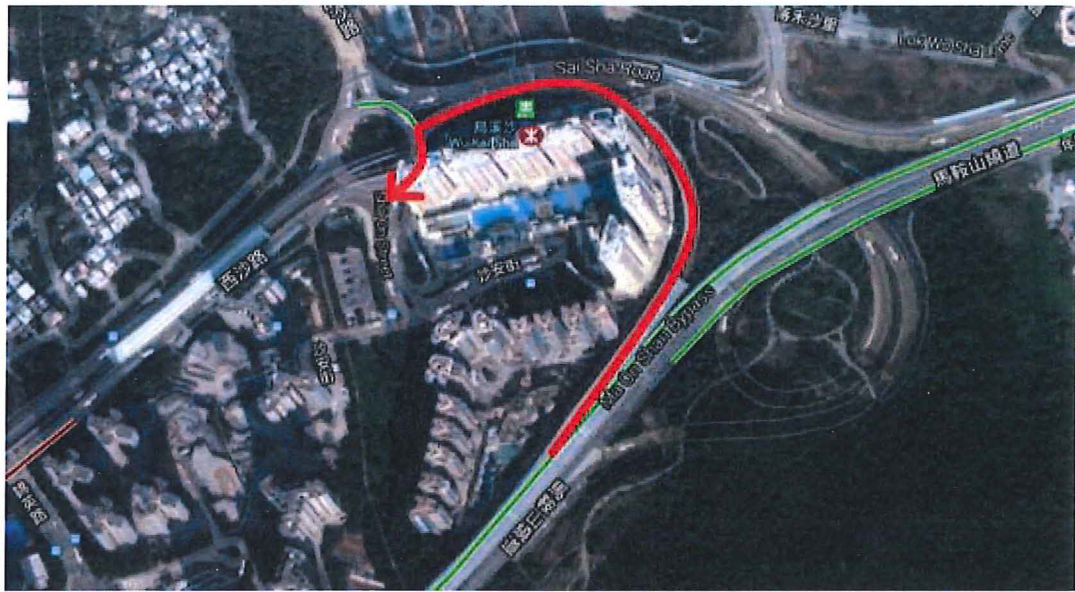


Ma On Shan Bypass to Sai Sha Road (south bound)

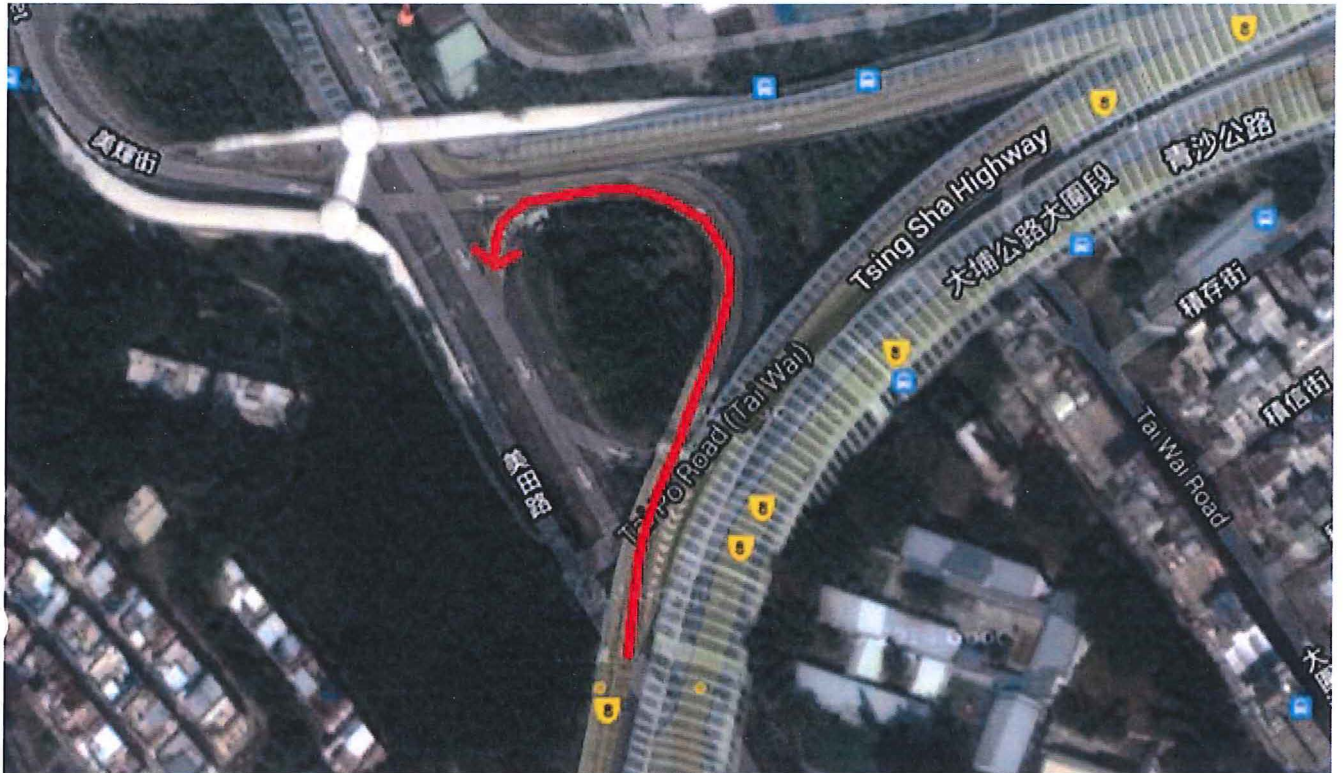




Ma On Shan Bypass to Sai Sha Road (north bound) (Dead run from depot)

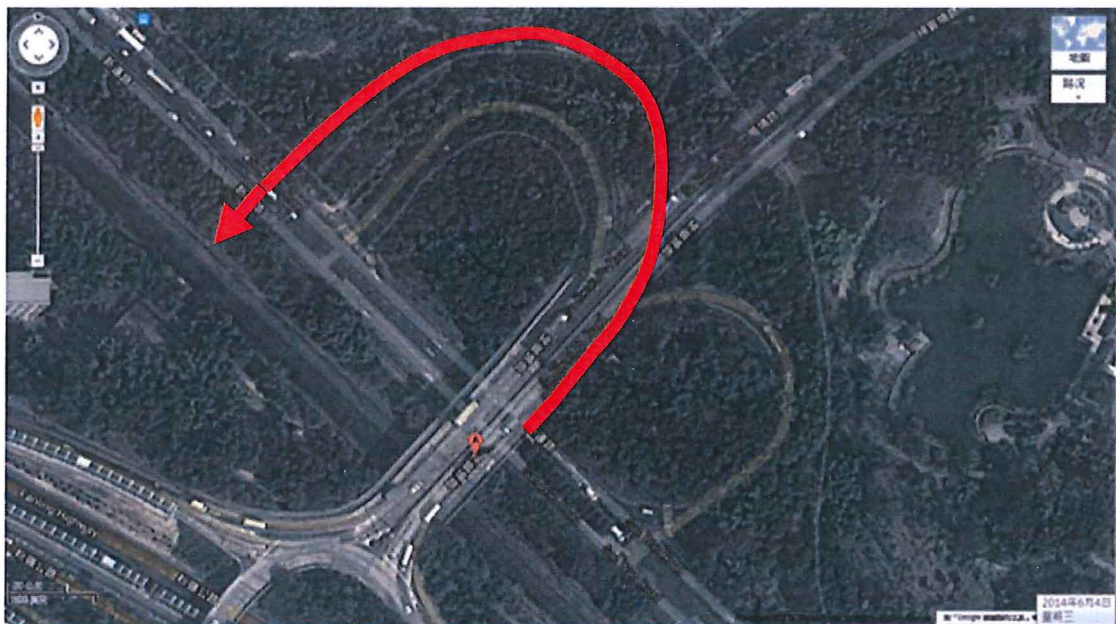
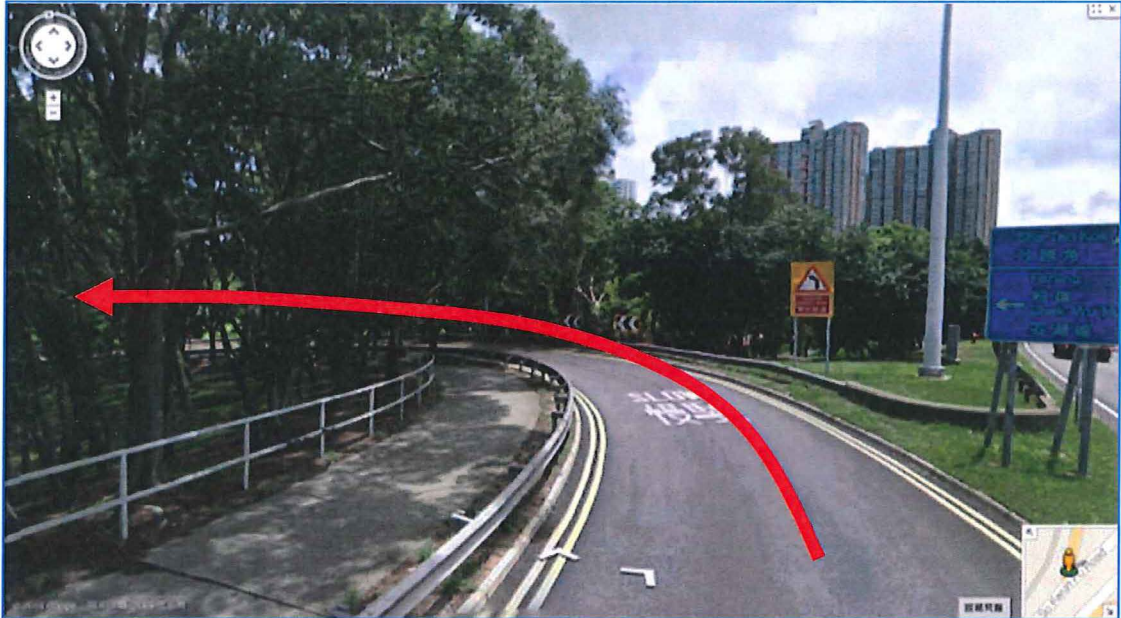


Turning left from Tsing Sha Highway Slip Road into Mei Tin Road heading to TW Tai Wai.

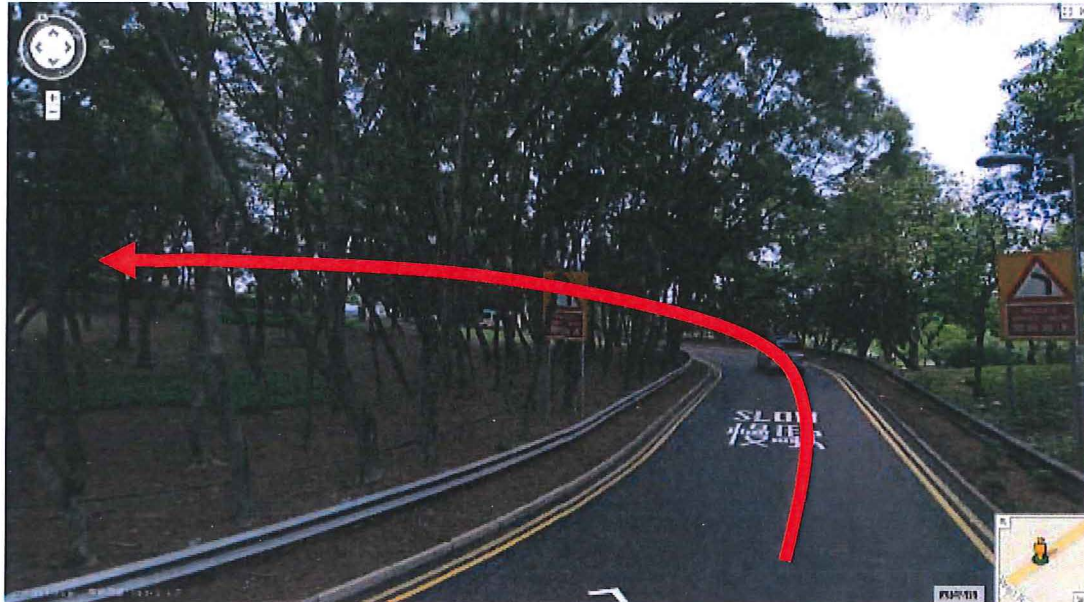




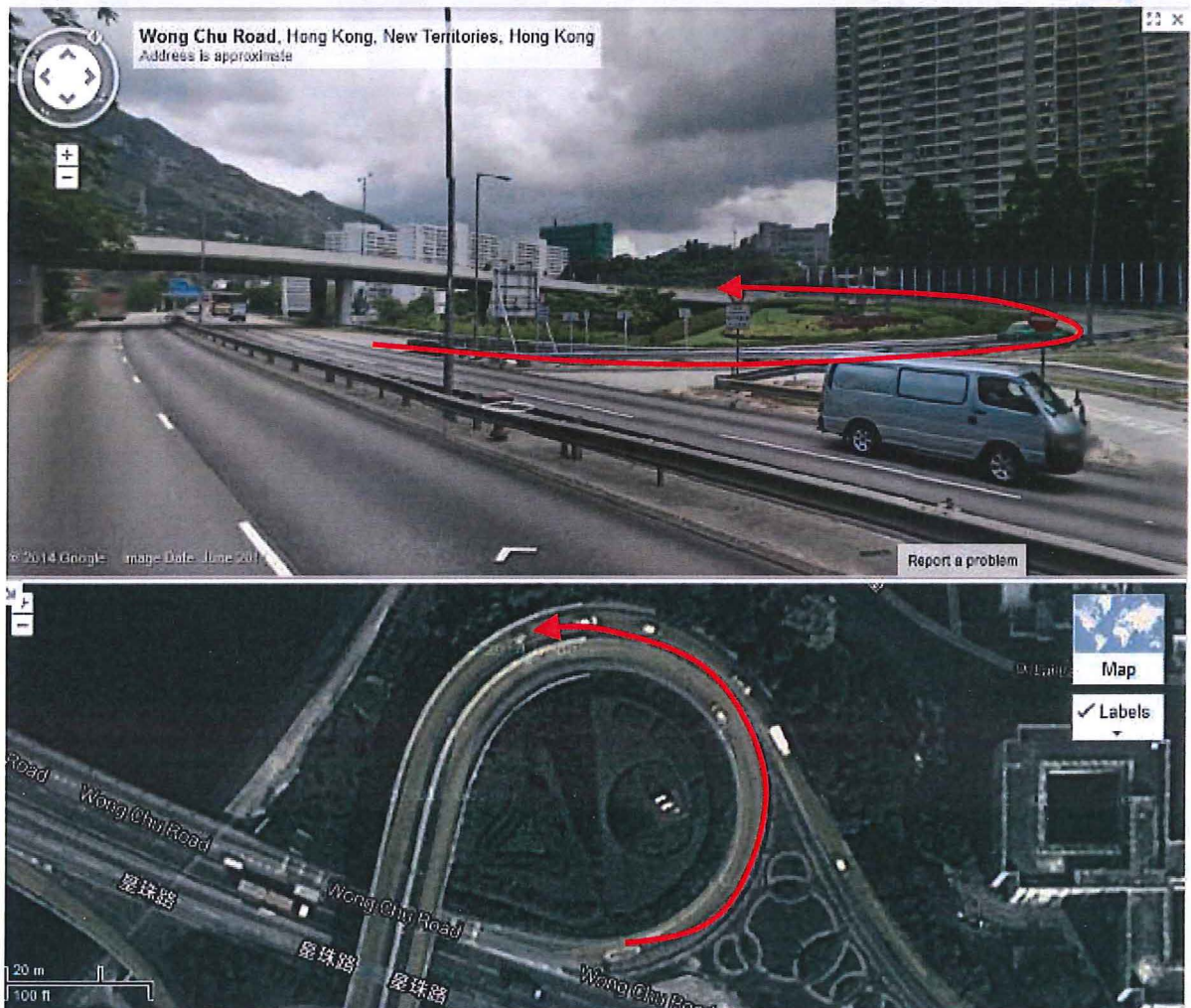
Turning left from So Kwun Po Road to San Wan Road heading to Fanling / Shek Wui Hui



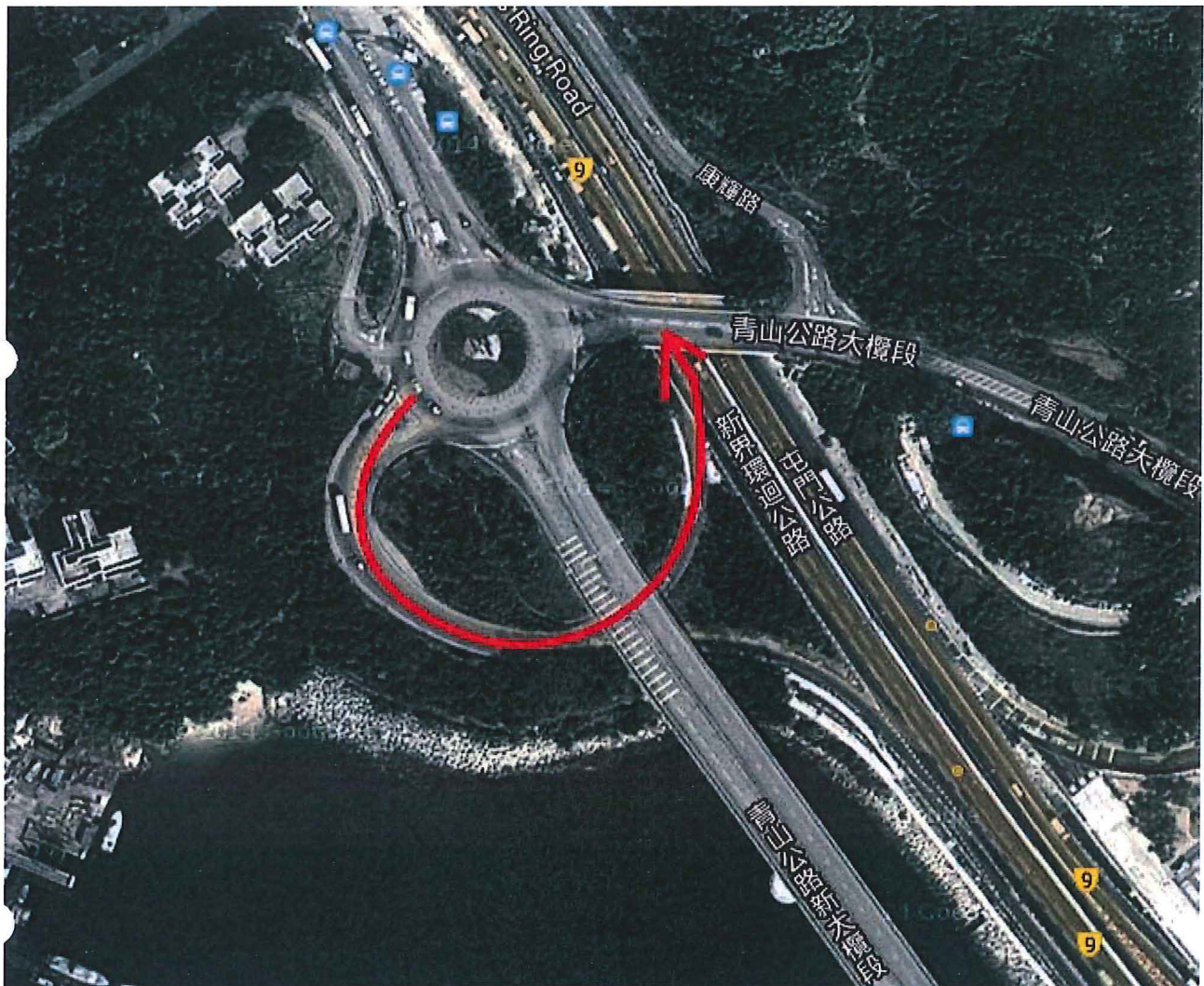
Turning left from San Wan Road to So Kwun Po Road heading to Kai Leng Roundabout



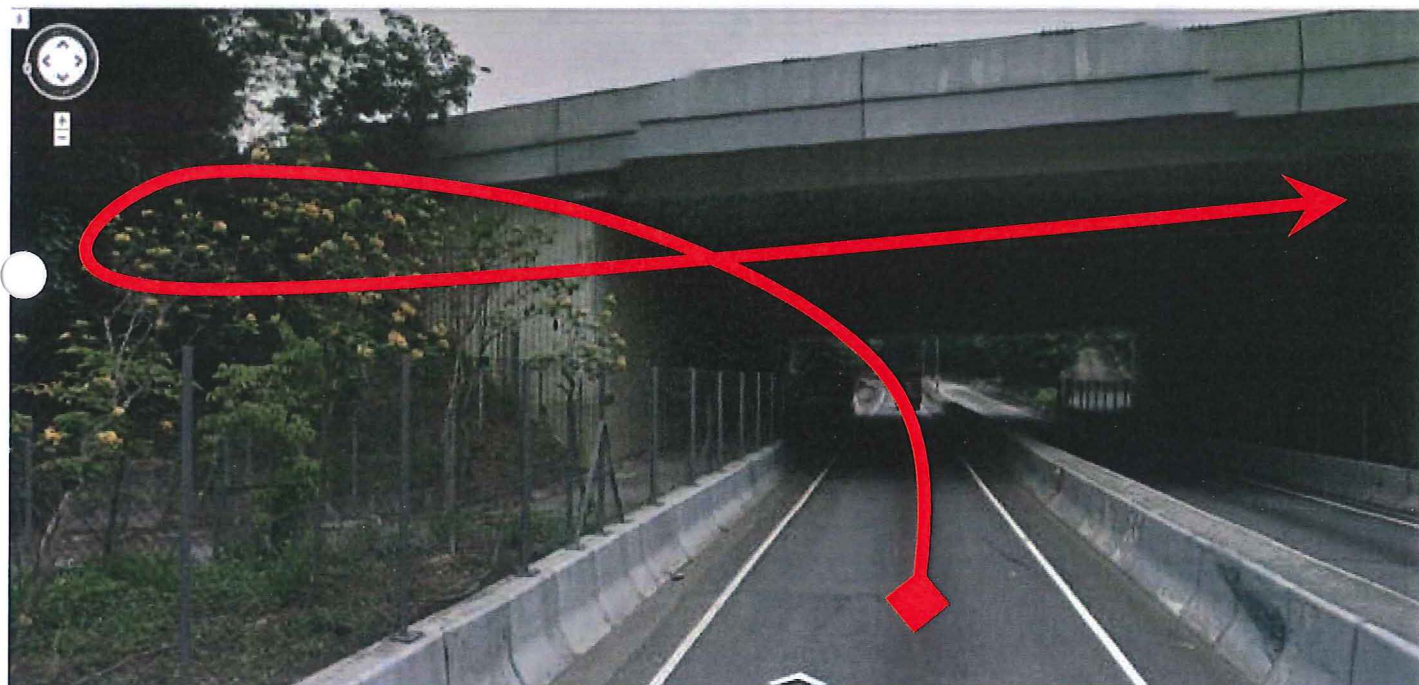
From Wong Chu Road (East bound) to Hoi Wong Road (South bound)



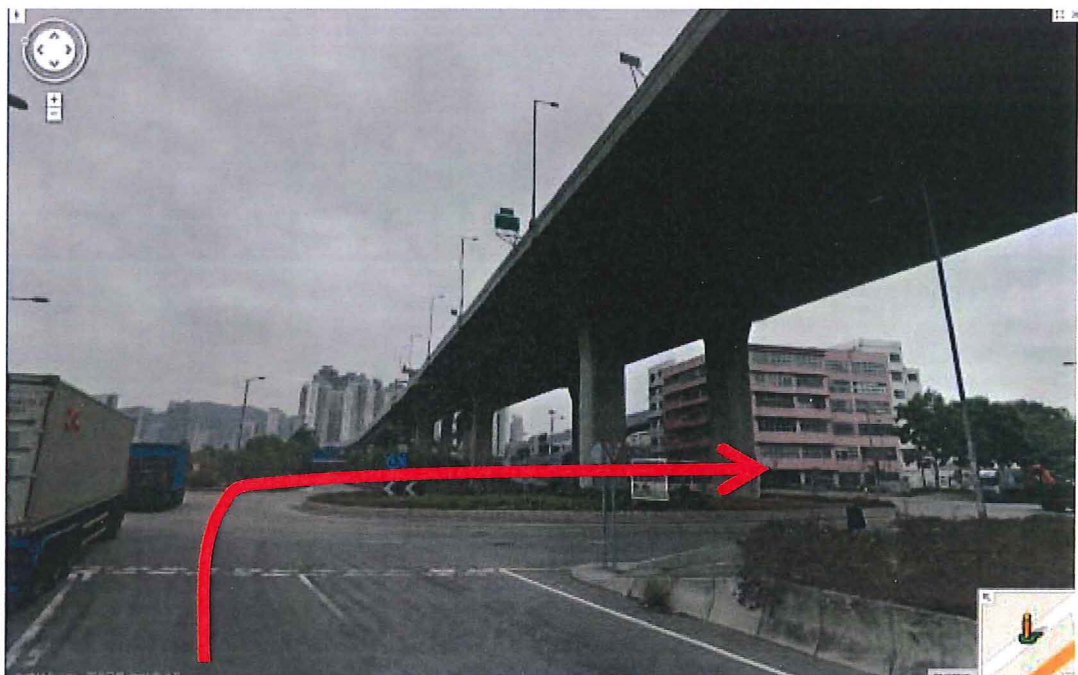
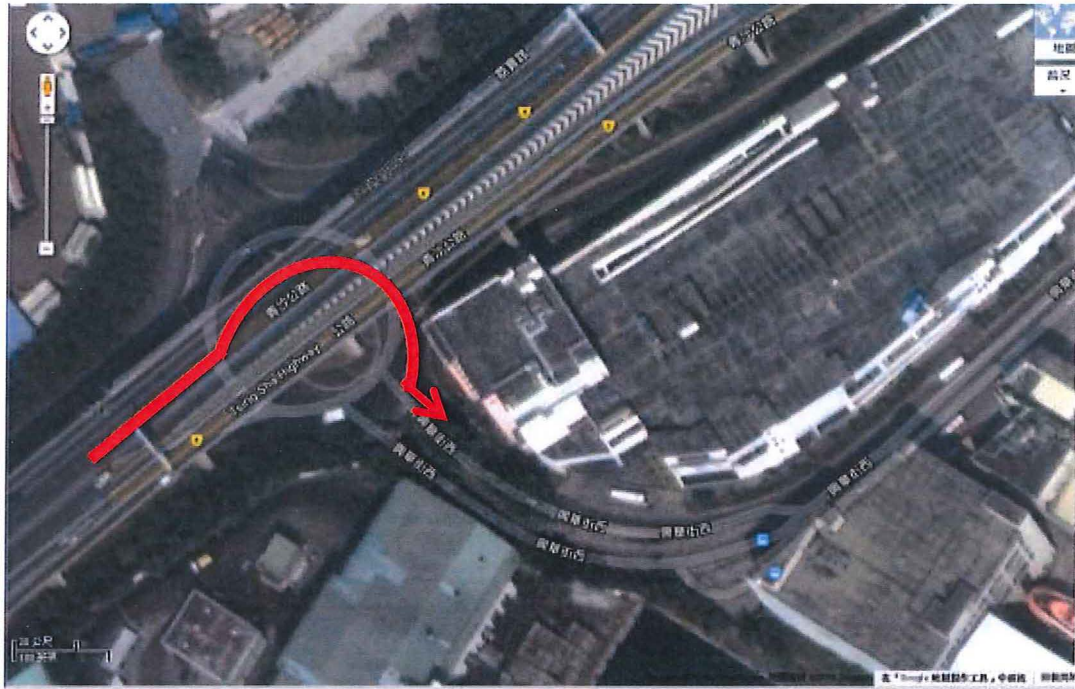
**From Castle Peak Road (Tai Lam) (South bound) to Tuen
Mun Road (North bound)**

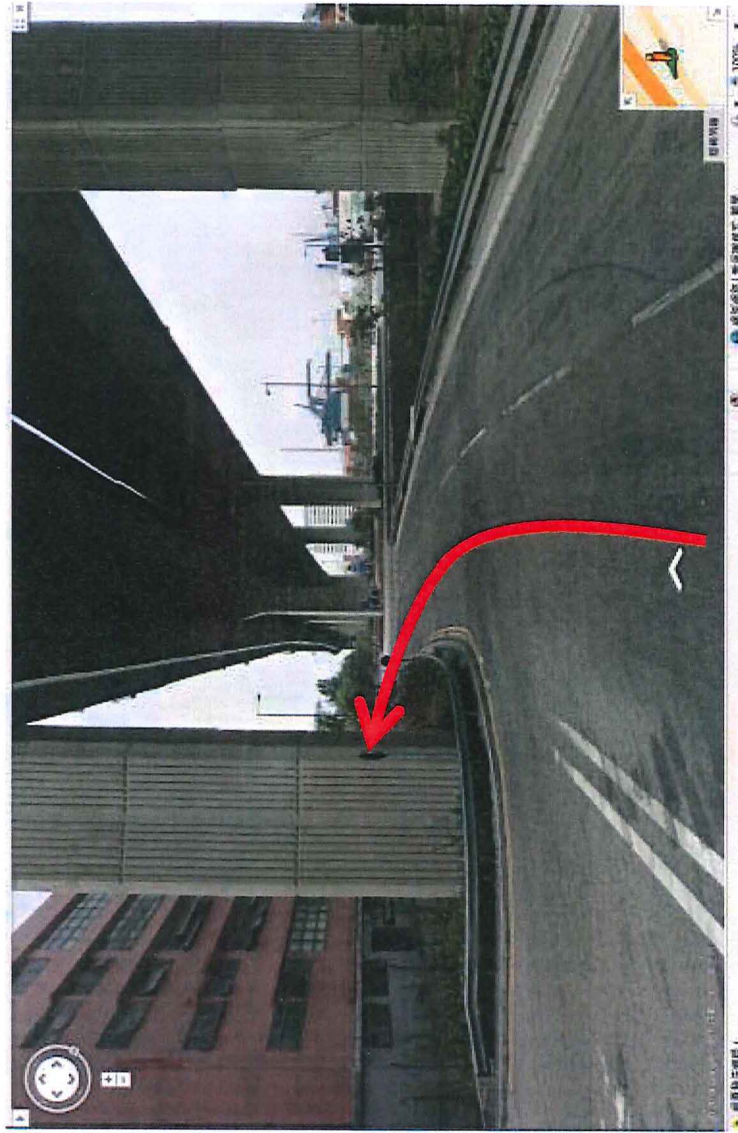
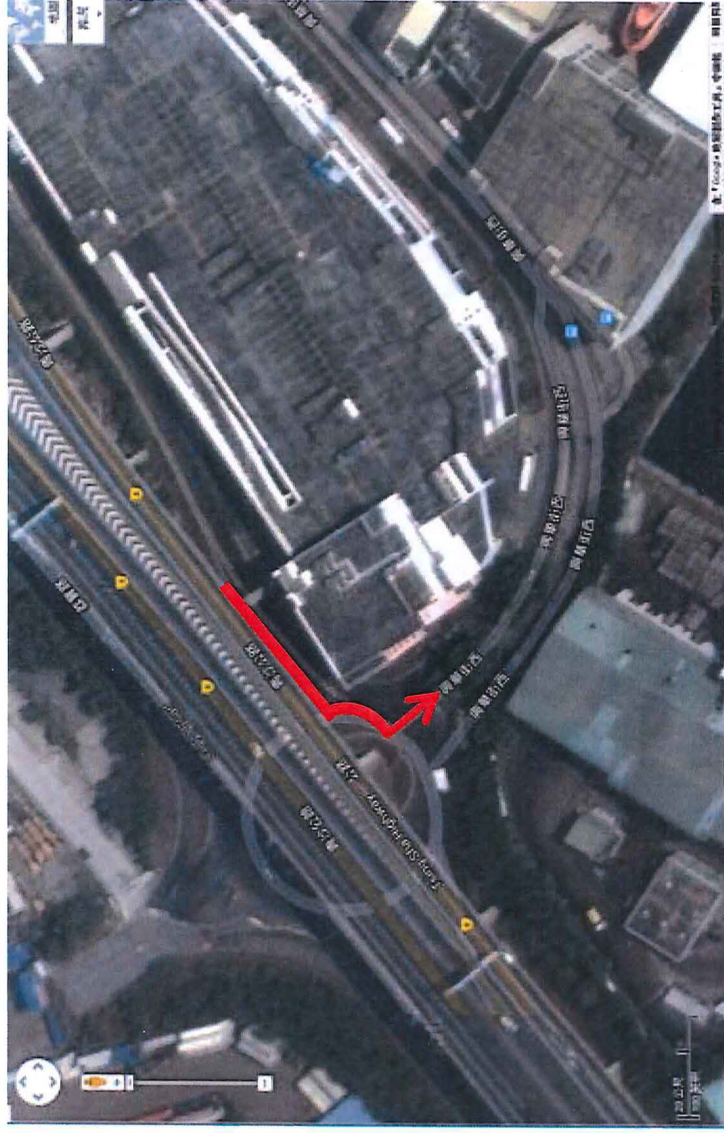


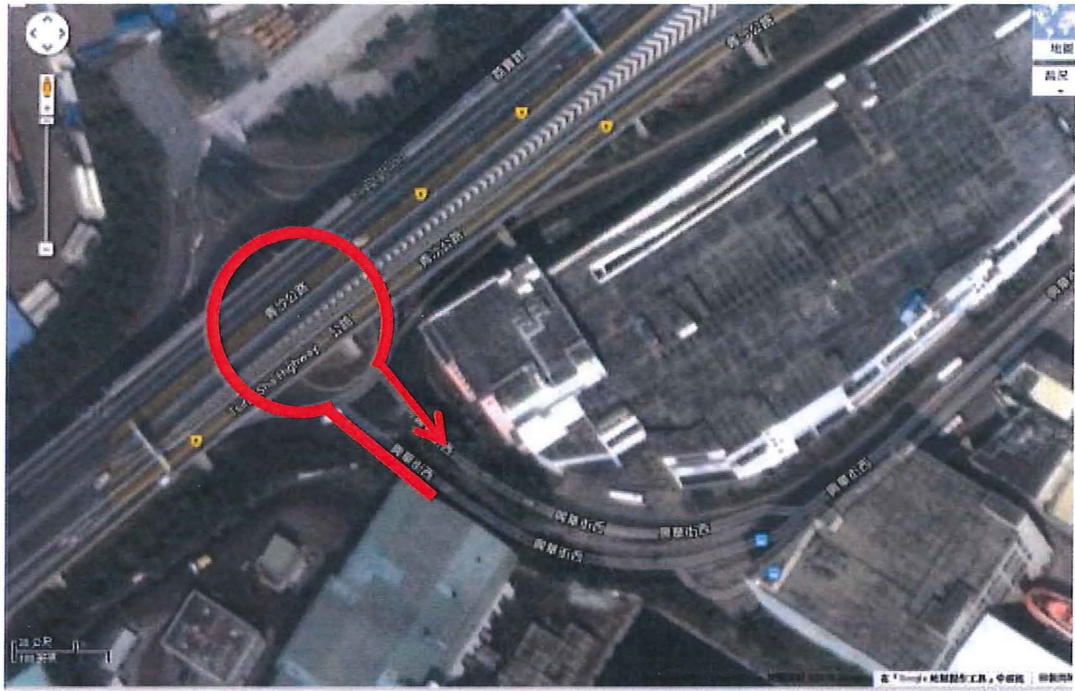
**From Hung Tin Road (South bound) to Yuen Long Highway
(South bound)**



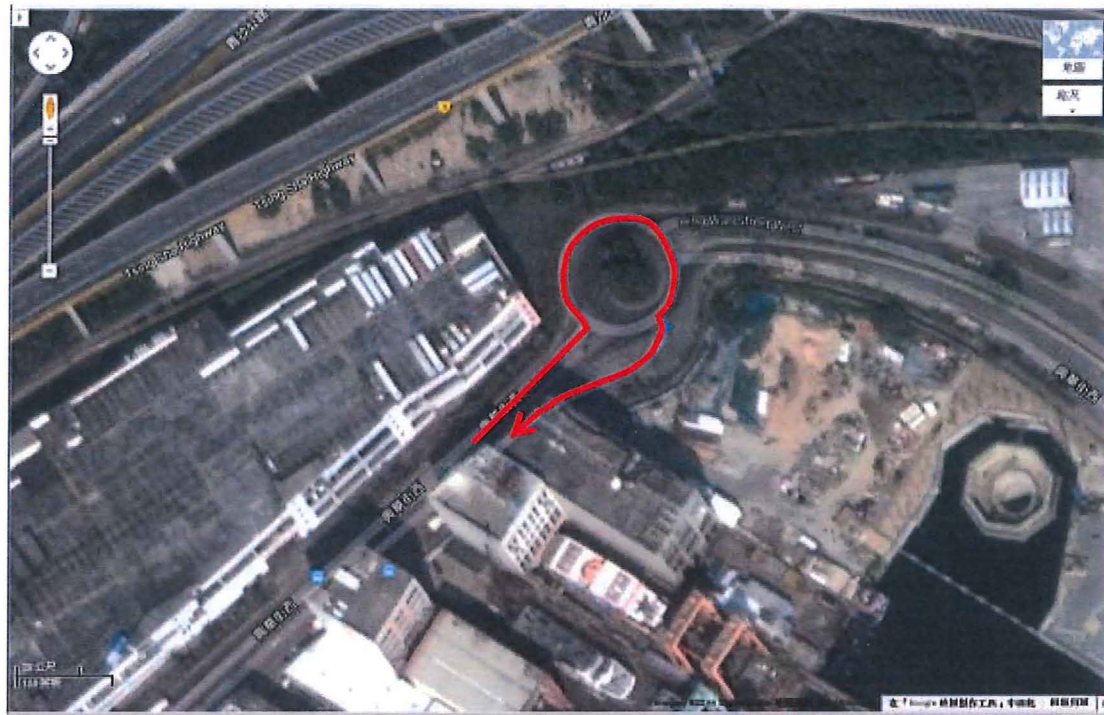
Interchange near Hing Wah Street West and Lai Po Road (near the depot entrance of LCKD)



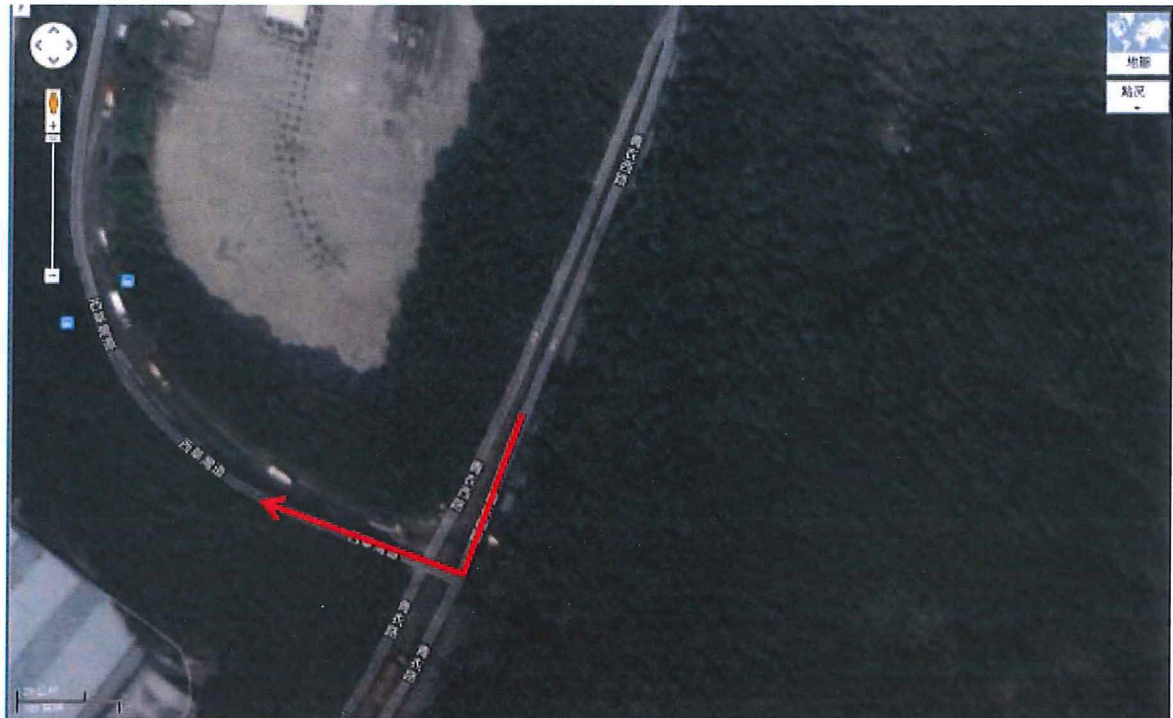




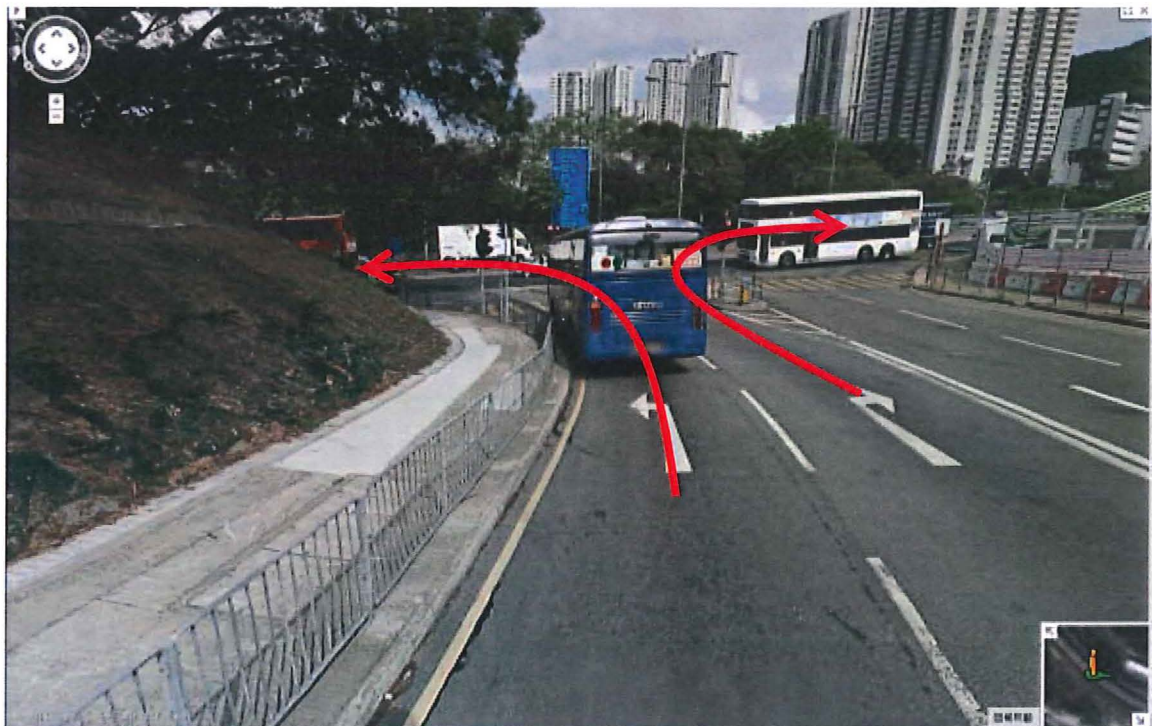
Roundabout at Hing Wah Street West – near depot of NWFB



Tsing Yi Road West (down-hill) right turn onto Sai Tso Wan Road



Lui To Road (down-hill) left turn / right turn onto Tsing Yi Road West



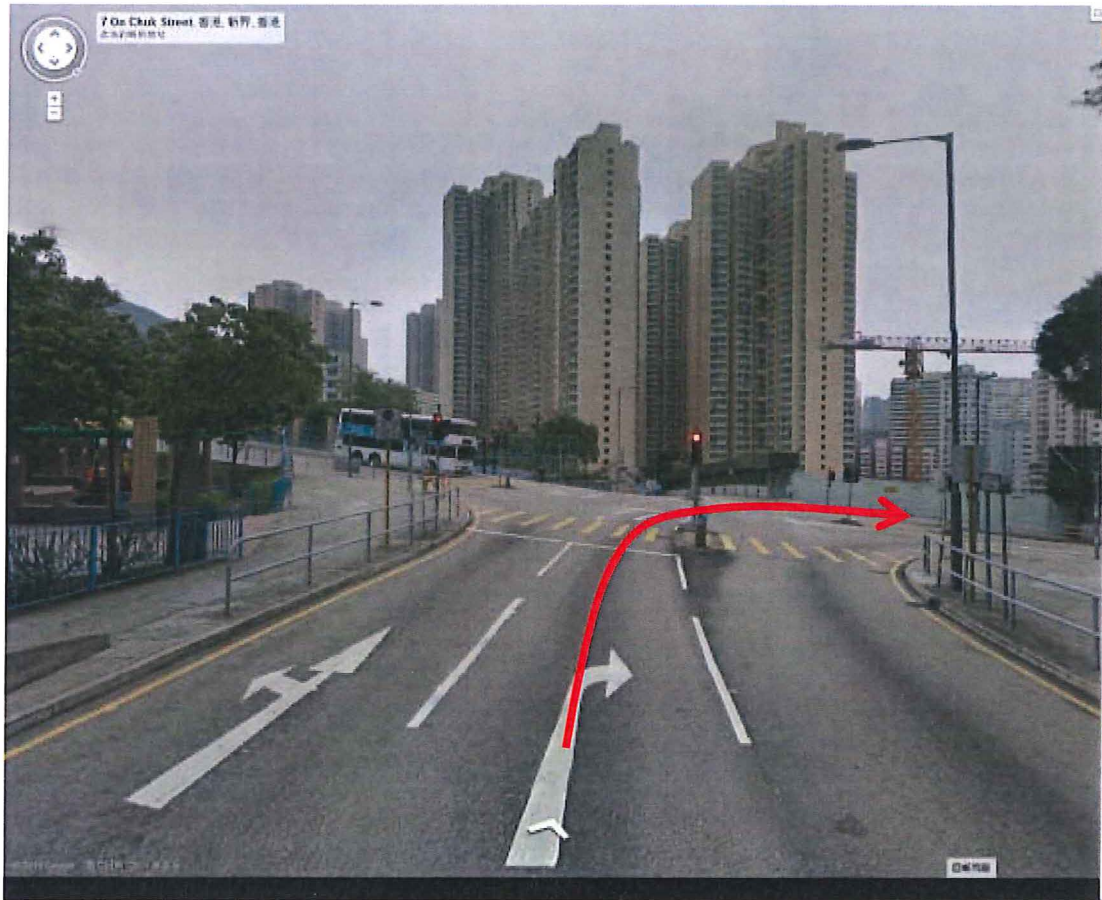
Tsing Hong Road (down-hill) left turn onto Tsing Yi Road



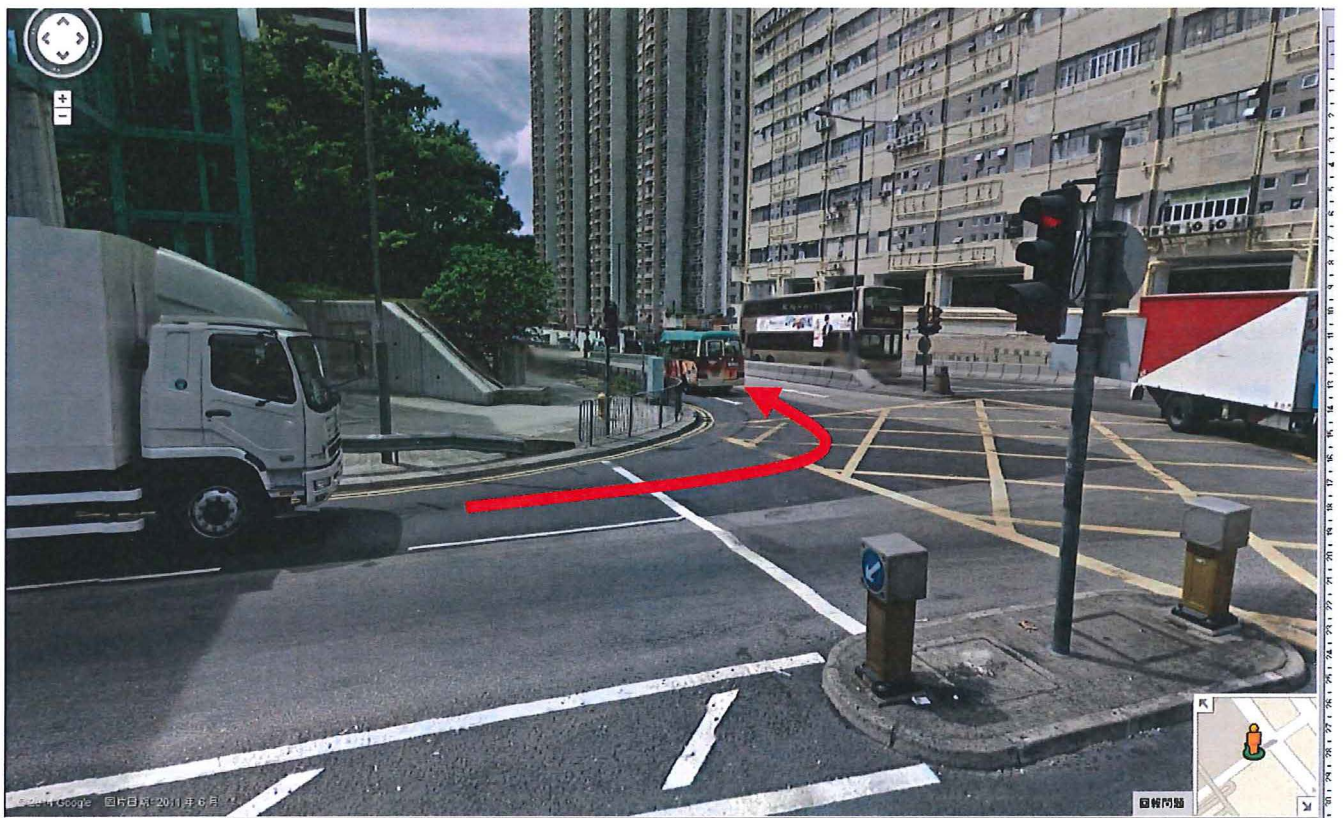
Wo Yi Hop Road (down-hill) right turn onto Lei Muk Shue B/T



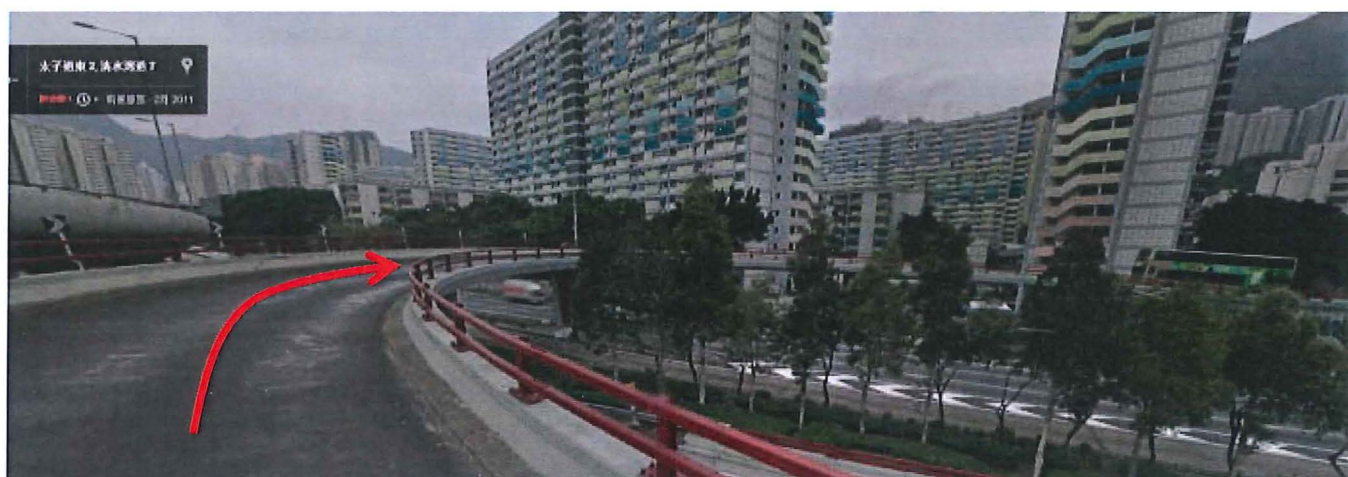
On Chuk Street (down-hill) right turn onto Shek Pai Street



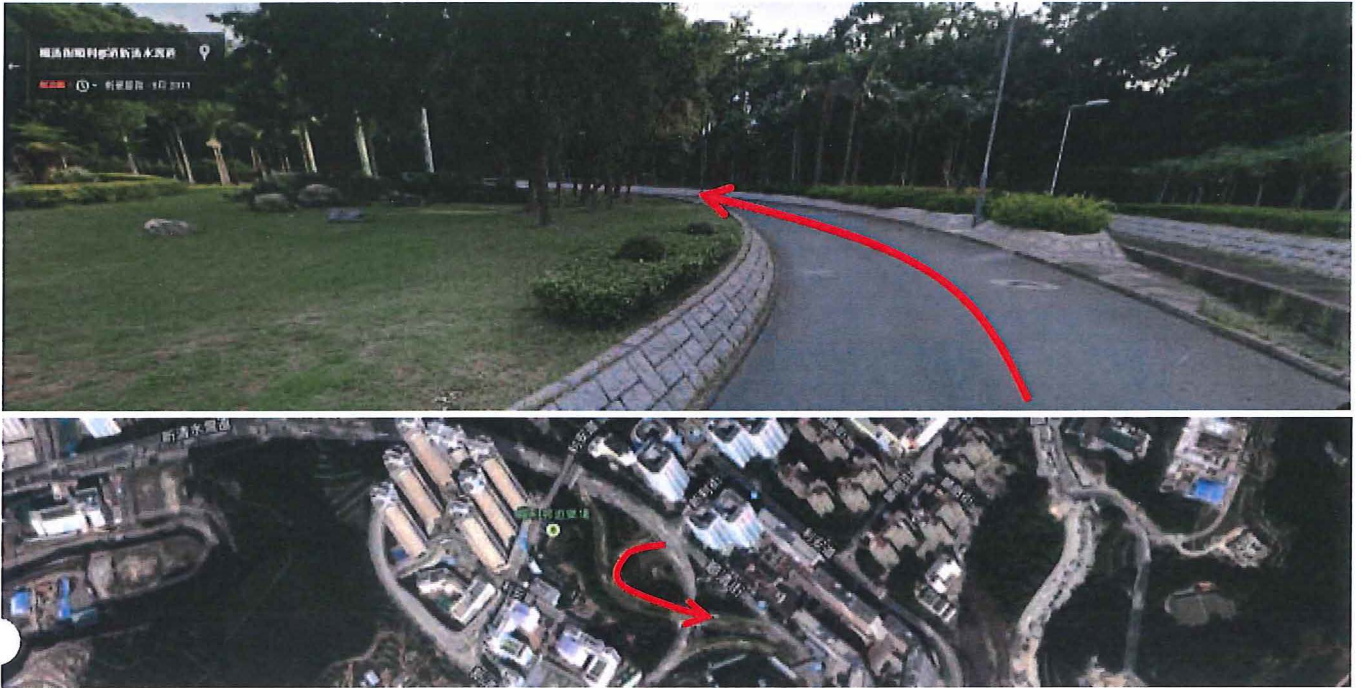
Chung Mei Road (left turn) Tsing Yi Heung Sze Wui Road



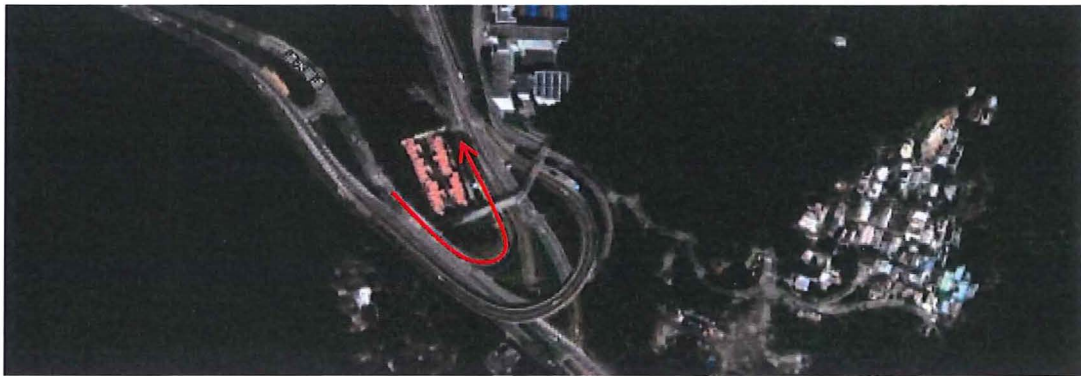
Kwun Tong Road to Lung Cheung Road



New Clear Water Bay Road to Shun Lee Tsuen Road slip road



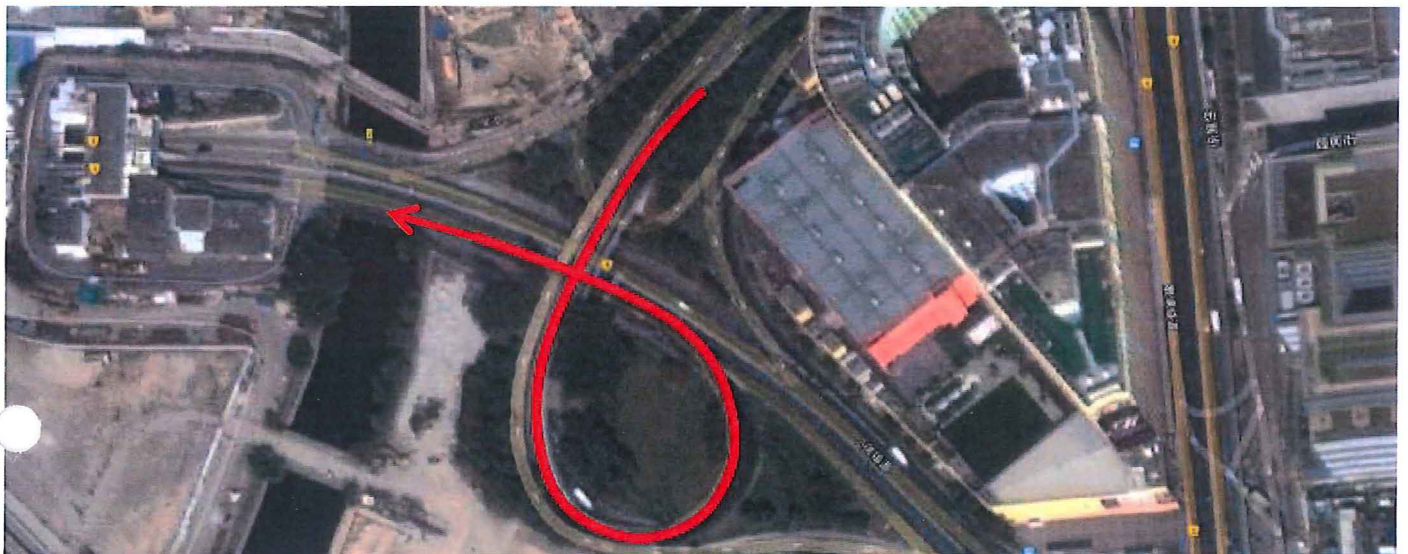
Slip road from Clear Water Bay Road to Hiram's Highway



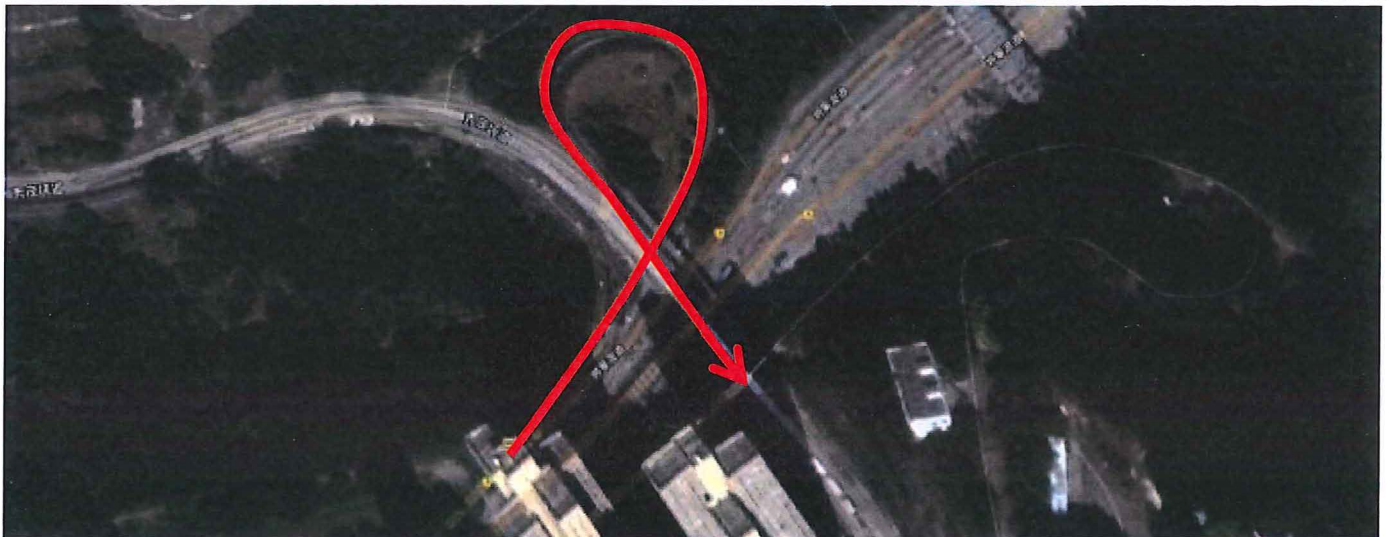
Kai Cheung Road to Wai Yip Street



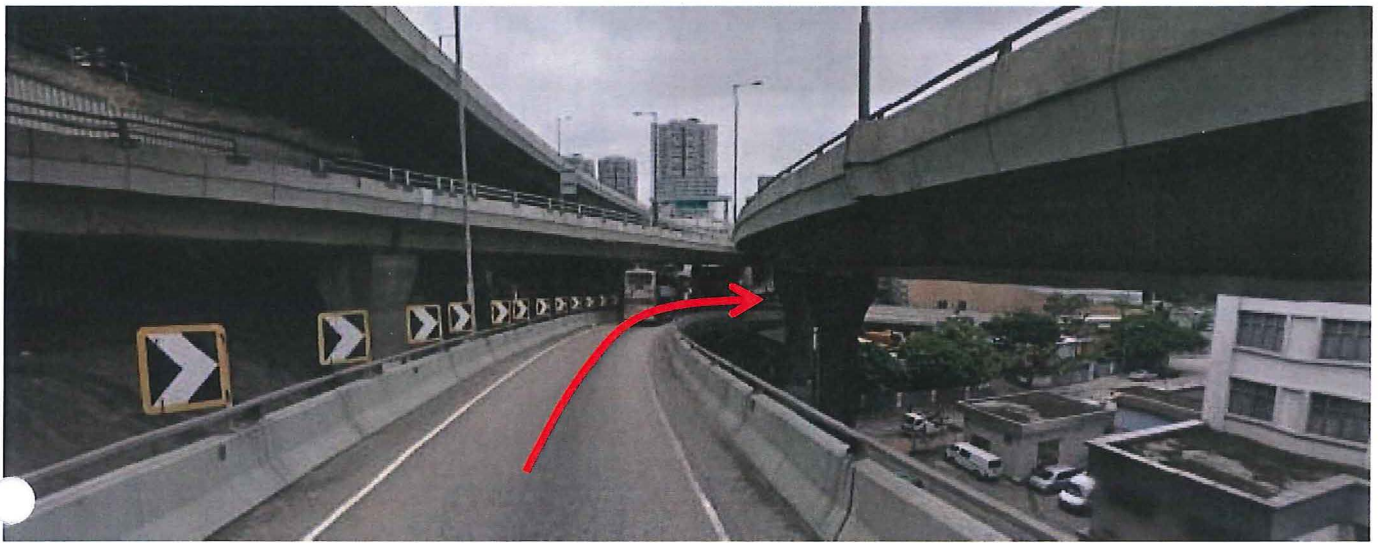
Kai Cheung Road to Kai Fuk Road



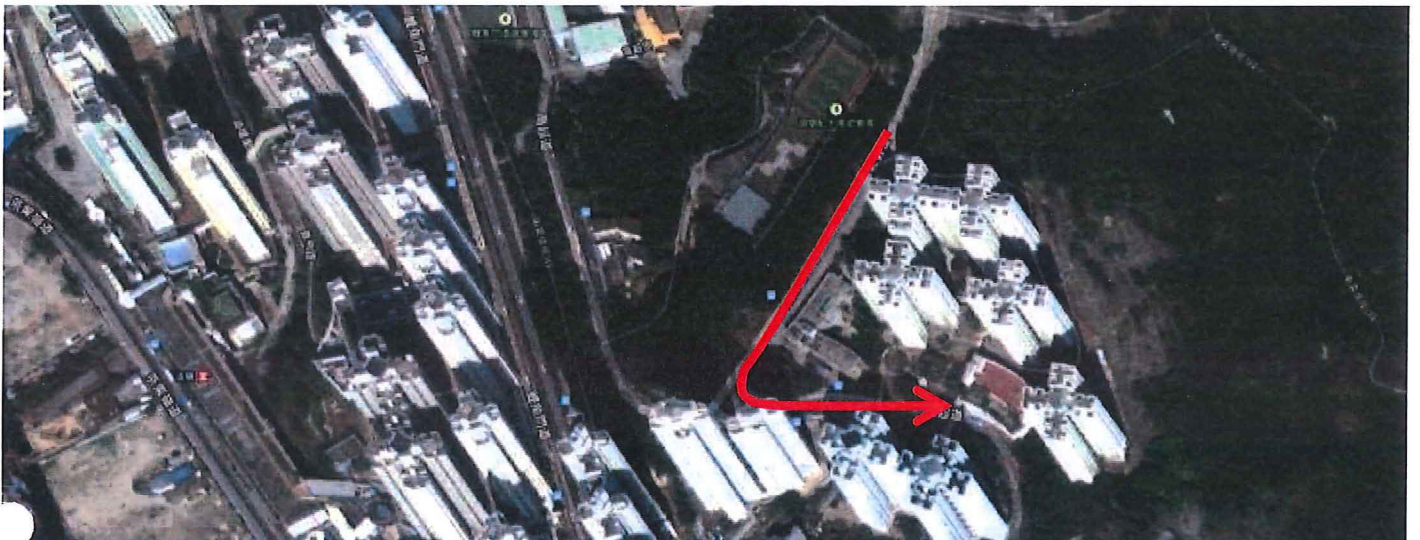
Tseung Kwan O Road (North Bound) to Sau Mau Ping Road



Tseung Kwan O Road South Bound to Cha Kwo Ling Road



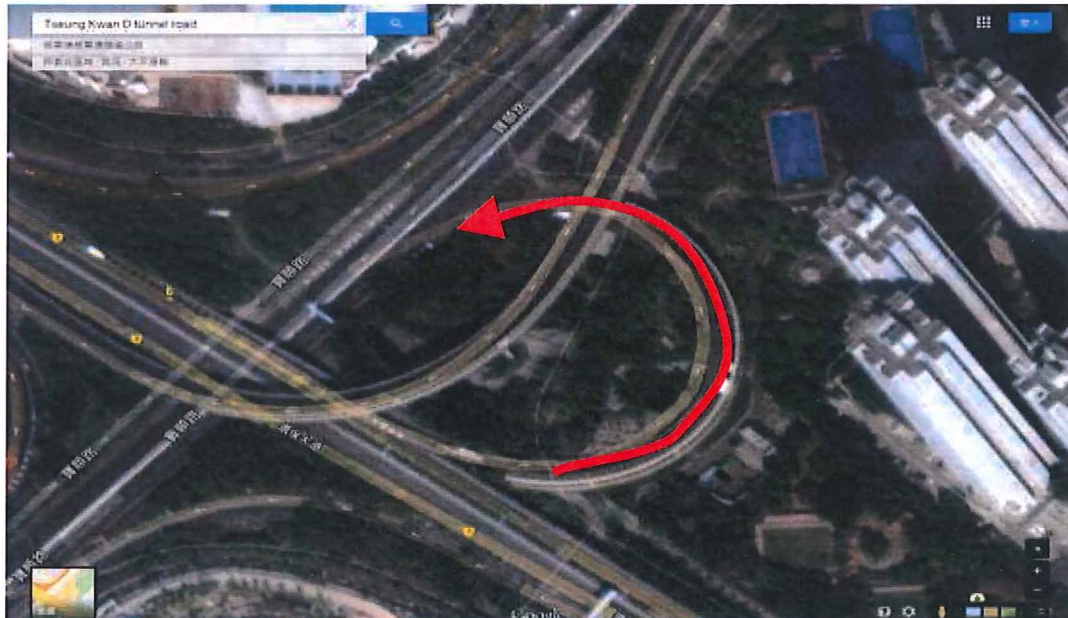
Pik Wan Road to Ko Chiu Road



Kwun Tong Road to Kai Cheung Road



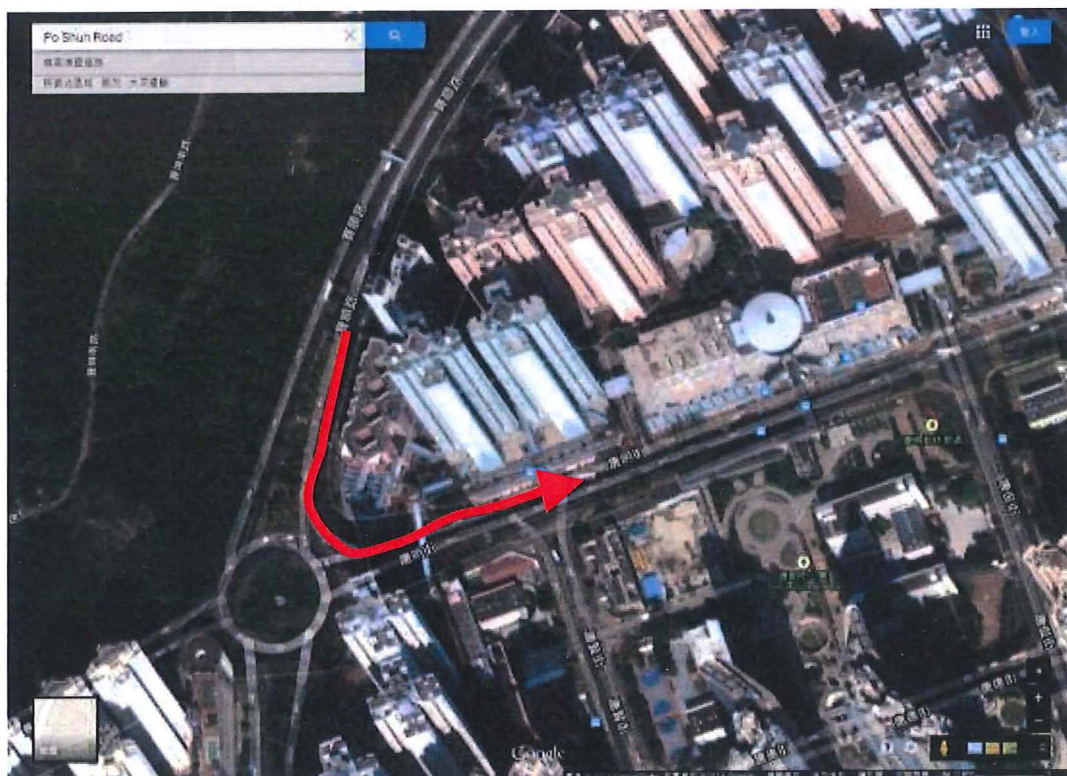
Turning left from Tseung Kwan O Tunnel Road into Po Shun Road



Turning left from Po Shun Road into Po Hong Road



Turning left from Po Shun Road onto Tong Ming Street



Safe Speed Card

Chinese version

車廠	急彎/迴旋處	安全限速(km/h)
九龍灣廠	西貢公路天橋往清水灣道	15
九龍灣廠	碧雲道往高超道	15
九龍灣廠	觀塘道往龍翔道支路	20
九龍灣廠	新清水灣道往順利邨道支路	20
九龍灣廠	啓祥道往偉業街	20
九龍灣廠	啓祥道往啟福道	20
九龍灣廠	將軍澳道(南行)往秀茂坪道	20
九龍灣廠	將軍澳道(南行)往茶果嶺道	20
車廠	急彎/迴旋處	安全限速(km/h)
九龍灣廠	觀塘道往啓祥道	20
九龍灣廠	將軍澳隧道公路往寶順路	20
九龍灣廠	寶順路往寶康路	20
九龍灣廠	寶順路往唐明街	20
荔枝角廠	和宜合道右轉梨木樹巴士總站	15
荔枝角廠	安足街右轉石排街	15
荔枝角廠	涌美路左轉青衣鄉事會路	15
荔枝角廠	興華街西近荔寶路迴旋處	20
車廠	急彎/迴旋處	安全限速(km/h)
荔枝角廠	興華街西迴旋處近新巴車廠	20
荔枝角廠	青衣西路右轉西草灣路	20
荔枝角廠	寮肚路左/右轉青衣西路	20
荔枝角廠	青康路左轉青衣路	20
沙田廠	大埔道往吐露港公路	25
沙田廠	馬鞍山繞道往西沙路(南行)	25
沙田廠	馬鞍山繞道往西沙路(北行)-大彎	25
沙田廠	馬鞍山繞道往西沙路(北行)-細彎	25
車廠	急彎/迴旋處	安全限速(km/h)
沙田廠	青沙公路往美田路	25
沙田廠	掃管埔路往新運路(往粉嶺/石湖墟)	25
沙田廠	掃管埔路往雞嶺迴旋處	25
屯門廠	皇珠路(東行)往海皇路 (南行)	25
屯門廠	青山公路(大欖)(南行)往屯門公路(北行)	25
屯門廠	洪天路(南行)往元朗公路(南行)	25

2014 年 9 月版

English version

Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)
KBD	Hiram's Highway flyover to Clear Water Bay Road	15
KBD	Pik Wan Road to Ko Chiu Road	15
KBD	Kwun Tong Road to Lung Cheung Road slip road	20
KBD	New Clear Water Bay Road to Shun Lee Tsuen Road slip road	20
KBD	Kai Cheung Road to Wai Yip Street	20
KBD	Kai Cheung Road to Kai Fuk Road	20
KBD	Tseung Kwan O Road (North Bound) to Sau Mau Ping Road	20
KBD	Tseung Kwan O Road (South Bound) to Cha Kwo Ling Road	20
Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)
KBD	Kwun Tong Road to Kai Cheung Road	20
KBD	Tseung Kwan O Tunnel Road into Po Shun Road	20
KBD	Po Shun Road into Po Hong Road	20
KBD	Po Shun Road onto Tong Ming Street	20
LCKD	Wo Yi Hop Road right turn onto Lei Muk Shue B/T	15
LCKD	On Chuk Street right turn onto Shek Pai Street	15
LCKD	Chung Mei Rd. left turn onto Tsing Yi Heung Sze Wui Rd	15
LCKD	Hing Wah Street Interchange near Lai Po Road	20
Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)
LCKD	Roundabout at Hing Wah Street West near depot of NWFB	20
LCKD	Tsing Yi Road West right turn onto Sai Tso Wan Road	20
LCKD	Lui To Road left / right turn onto Tsing Yi Road West	20
LCKD	Tsing Hong Road left turn onto Tsing Yi Road	20
STD	Tai Po Road/Tolo Highway	25
STD	Ma On Shan Bypass to Sai Sha Road (South Bound)	25
STD	Ma On Shan Bypass to Sai Sha Road (North Bound) - large bend	25
STD	Ma On Shan Bypass to Sai Sha Road (North Bound) - small bend	25
Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)
STD	Tsing Sha Highway/Mei Tin Road	25
STD	So Kwun Po Road to San Wan Road (to Fanling / Shek Wu Hui)	25
STD	So Kwun Po Road to Kai Leng Roundabout	25
TMD	From Wong Chu Road (East Bound) to Hoi Wong Road (South Bound)	25
TMD	From Castle Peak Road (Tai Lam) (South Bound) to Tuen Mun Road (North Bound)	25
TMD	From Hung Tin Road (South Bound) to Yuen Long Highway (South Bound)	25

Sep 2014 version

Louisa Leung IA

寄件者: Aman Fong TQD
寄件日期: 2018年4月17日星期二 9:16
收件者: Louisa Leung IA
主旨: RE: Safe Speed Limits for the 30 Identified Sharp bend and Roundabouts

Dear Louisa,

No.

Regards,
Aman

-----Original Message-----

From: Louisa Leung IA
Sent: Tuesday, April 17, 2018 9:11 AM
To: Aman Fong TQD
Subject: RE: Safe Speed Limits for the 30 Identified Sharp bend and Roundabouts

Dear Aman

It was noted that Edmond Ho asked Gary Wong to obtain OD's formal approval for the exercise.
Did you receive any subsequent email that suggest Owen have given formal approval to Gary on this topic?

Many thanks for your help.

Regards,
Louisa

From: Aman Fong TQD
Sent: Friday, April 06, 2018 11:45 AM
To: Louisa Leung IA
Subject: FW: Safe Speed Limits for the 30 Identified Sharp bend and Roundabouts

Dear Louisa,

Pls note.

Regards,
Aman

From: Edmond Ho MD
Sent: Friday, August 15, 2014 3:26 PM
To: Gary Wong SSQ; Owen Eckford OD
Cc: Evan Auyang DMD; Susanna Wong HR; Chi Man Ho DOD; Aman Fong SSQ
Subject: RE: Safe Speed Limits for the 30 Identified Sharp bend and Roundabouts
Importance: High

HSSQD,

Thank you and your team for the effort in coordinating this safety enhancement programme. Your proposed actions look fine with me. For formal approval, please ask OD to check and endorse.

Many thanks!

Edmond Ho
MD

By copy of this email, would OD please check HSSQD's documents and communication plan, and then issue formal approval as you see fit. Thanks!

From: Gary Wong SSQ
Sent: Thursday, August 14, 2014 8:27 PM
To: Edmond Ho MD
Cc: Evan Auyang DMD; Susanna Wong HR; Owen Eckford OD; Chi Man Ho DOD; Aman Fong SSQ
Subject: FW: Safe Speed Limits for the 30 Identified Sharp bend and Roundabouts

Dear MD

I am pleased to inform you that field operational tests on safe speed limits for the 30 identified sharp bends and roundabouts were completed on 12 Aug. 2014 (Tuesday). Attached please find the excel file showing the calculation of safe speed limits carried out by EO, validation of calculated safe speed limits performed by DI of BCTS (SSQD's staff as observer) and the result of final review jointly conducted by EO, BCTS, Depots, LWB and SSQD.

<< File: Sharp Bend Roundabouts_KMB and LW 20140814.xls >> With respect to the theoretical calculations and validation of safe speed limits for the 30 identified locations where the risk of bus roll-over is deemed to be high, it would be very difficult for all concerned BC to remember different speed limits due to different turning radius of roadway curves. BCs can make errors (i.e. lapses of memory/memory errors) no matter how well trained and bright they are. The consequences of such human errors can be severe if the BC gets wrong memory and drive the bus at a speed for what's that supposed not to be. This may lead to a serious "bus roll-over" accident and the hazard presents significantly greater risk than other types of traffic accident. The risk is "unacceptable" and cannot be tolerated. Therefore, we recommend stronger risk controls to minimize the intolerable risk caused by the human errors.

In view of above, we simplify the variety of safe speed limits into "15 km/h", "20 km/h" and "25 km/h" for the 30 identified sharp bends and roundabouts so as to make it easier to understand and remember. Based on the final review shown in the attached excel file, the recommended safe speed limits are listed as follows:

Safe Speed Limit	No. of Sharp bends/Roundabouts Involved				
	LCKD	STD	KBD	TMD	LWB
15 km/h 3		NA	2	NA	NA
20 km/h 5		NA	10	NA	1
25 km/h NA		7	NA	4	7
Total	8	7	12	4	8

The management of speed through appropriate safe speed limits is an essential element of road safety. As a rule of thumb, the recommended safe speed limits are not higher than the calculated roll-over speeds within the same depot area. Take for an example, if the BC of KBD gets wrong memory and drive the bus at a speed of 20 km/h instead of 15 km/h, this may not lead to a "bus roll-over" accident as the calculated roller-over speed limit for Hiram's Highway flyover to Clear Water Bay Road (shown in road section no. 20 in the attached excel file) is 24.9 km/h. This principle can also be applied to other depots.

To conclude, action items are summarized as follows:

- a) Identify the locations of sharp bends and roundabouts where the risk of bus roll-over is deemed to be high; (Completed on 6 June 2014 for the first 29 identified locations)
- b) Calculate safe speed limits for all identified sharp bends and roundabouts based on technical assessment; (Completed on 27 June 2014 for the first 29 identified locations and on 13 August 2014 for the thirtieth location at Poi Oi Interchange (Yuen Long Direction))
- c) Validate the calculated safe speed limits by test drive; (Completed on 29 July 2014 for the first 29 identified locations and on 12 August 2014 for the thirtieth location at Poi Oi Interchange (Yuen Long Direction))
- d) Review the safe speed limits based on the results of calculation and test drive; (Completed on 31 July 2014 for the first 29 identified locations and on 13 August 2014 for the thirtieth location at Poi Oi Interchange (Yuen Long Direction)) and
- e) Develop communication plan so as to convey safety message on safe speed limits to all relevant BC (see the attached Communication Plan) and conduct speed checks.

<< File: Communication Means for Briefing the Safe Speed 20140814.docx >> It is expected that the implementation of safe speed limits can take effect in October 2014 upon completion of action items addressed in Items 1-3 of the Communication Plan.

For your approval please.

Gary
HSSQD

Appendix C

Eco-Driving Score Formula

I) Definition:

	Factors	Description
1.	Violation	The monitoring parameter exceeds the preset threshold value.
2.	Weight Factor	The weight assigned based on the seriousness of the violation.
3.	Trip duration	Time lag between Trip Start and Trip End (i.e. Trip End – Trip Start).

II) Monitoring Parameters, Preset Threshold Value and Weight Factor

	Monitoring Parameters	Preset Threshold Value *	Weight Factor
1.	B: Harsh braking	• Deceleration > 7 km/h/s	1.75
2.	A: Harsh acceleration	• Acceleration > 4 km/h/s	1.0
3.	S: Speeding	• Vehicle speed > 70 km/h	1.75

*Every second in excess of the threshold will be counted as one unit in the Violation_{parameter} below

III) Method of Calculation:

	Factors	Description
1.	Per Trip total no. of Violations for each monitoring parameter	• Violation _{parameter} = total no. of violation per trip
2.	Score for each monitoring parameter, i.e. Score B, Score A, Score S	• Score _{parameter} = (Violation _{parameter} × Weight Factor _{parameter}) / Trip duration in minute.
3.	Score RAG	• Score _{rag} = [(Violation _{h.braking} × Weight _{h.braking}) + (Violation _{h.acceleration} × Weight _{h.acceleration}) + (Violation _{speeding} × Weight _{speeding})] / Trip duration in minute.

IV) Score RAG and Grading relationship:

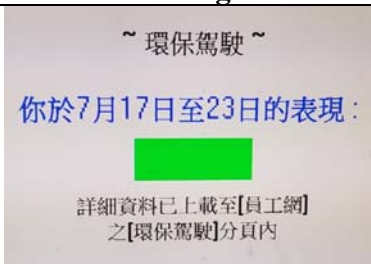
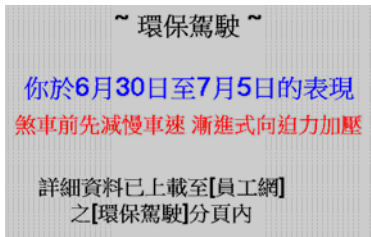
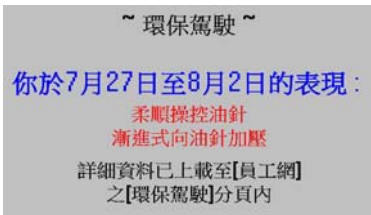
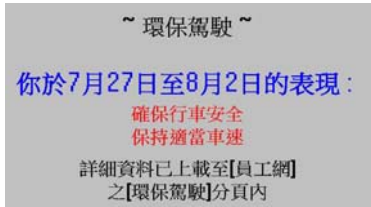
Score RAG		
From	To	Grade
0.00	0.99	G
1.00	1.99	A
2.00	99.99	R

Eco-Driving Messages shown on-screen by Terminus Management System

Message Type	Message Contents
Scoring Period	<p>你於 XXXX 年 XX 日至 YYYY 年 YY 日的表現</p> <p>Remarks: A Weekly Average of Daily Score (RAG) from the 17th day before the current date up to the 11th day before the current date will be generated daily at 05:15.</p>
Color Box	A Green Box to be shown if BC get Grade = "G"
Driving Tips	A driving tip highlighted in "Red" will be shown if a BC's Grade is "A" or "R". Eco-Driving score will determine which driving tip to be shown.
Static Text	<p>A static text is shown together with the message below:</p> <p style="text-align: center;">“詳細資料已上載至[員工網] 之[環保駕駛]分頁內”</p>
Frequency of Display	Starting from every Tuesday mid-night, Eco-Driving messages will be displayed to every BC twice a week at each bus terminus when a BC presents his/her Octopus card at any TER card reader. The number of times displayed in each terminus is independent.
Content Refreshing Rate	Regardless of the frequency of display, a rolling weekly average score and driving tips will be refreshed at each bus terminus daily.

Eco-Driving Messages shown on-screen by Terminus Management System

On-screen message when a BC taps his/her staff Octopus card

Message display condition	Message
If Grade = G	 <p>~ 環保駕駛 ~</p> <p>你於7月17日至23日的表現：</p> <p>[REDACTED]</p> <p>詳細資料已上載至【員工網】之【環保駕駛】分頁內</p>
If Grade = A or R and if Score B (harsh braking) amongst Score B, A and S, is the highest	 <p>~ 環保駕駛 ~</p> <p>你於6月30日至7月5日的表現</p> <p>煞車前先減慢車速 漸進式向泊力加壓</p> <p>詳細資料已上載至【員工網】之【環保駕駛】分頁內</p>
If Grade = A or R and if Score A (harsh acceleration) amongst Score B, A and S, is the highest	 <p>~ 環保駕駛 ~</p> <p>你於7月27日至8月2日的表現：</p> <p>柔順操控油針 漸進式向油針加壓</p> <p>詳細資料已上載至【員工網】之【環保駕駛】分頁內</p>
If Grade = A or R and if Score S (speeding) amongst Score B, A and S, is the highest	 <p>~ 環保駕駛 ~</p> <p>你於7月27日至8月2日的表現：</p> <p>確保行車安全 保持適當車速</p> <p>詳細資料已上載至【員工網】之【環保駕駛】分頁內</p>

Eco-Driving Messages shown on Staff Web

Message Type	Message Contents
Scoring Period	<ul style="list-style-type: none"> Weekly average of the last 8 weeks (counting from Sunday to Saturday)
Availability	<ul style="list-style-type: none"> Once daily score of the latest week (Sunday to Saturday) is available in BOM, HRM will compile a weekly average for Staff Web presentation BOM can generate daily score 10 days before the current date. Hence, data will be available to HRM in 11 days.
Content	See the screen of Staff Web below
Driving Tips	<p>If Score B > 0: 煞車前先減慢車速，漸進式向迫力加壓</p> <p>If Score A > 0: 柔順操控油針，漸進式向油針加壓</p> <p>If Score S > 0: 確保行車安全，保持適當車速</p>

Message to be shown on Staff Web:

過往8星期的駕駛表現

日期	你的整體表現		細項			
			迫力操控	油針運用	車速控制	引擎空轉
2018-07-15 至 2018-07-21						
2018-07-08 至 2018-07-14						
2018-07-01 至 2018-07-07						
2018-06-24 至 2018-06-30						
2018-06-17 至 2018-06-23						
2018-06-10 至 2018-06-16						
2018-06-03 至 2018-06-09						
2018-05-27 至 2018-06-02						

* 環保駕駛小貼士： 😊 煞車前先減慢車速，漸進式向迫力加壓
😊 柔順操控油針，漸進式向油針加壓

綠色 - 表現優良，繼續保持環保駕駛技巧。

黃色 - 表現一般，請留意「環保駕駛小貼士」所給你的提示。

紅色 - 表現有改進空間，請留意「環保駕駛小貼士」所給你的提示。

"引擎空轉" is no longer taken into account

Appendix D

Speeding (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
1	92665	龍運	23 mins	29
2	1244	屯門廠	14 mins	28
3	3058	屯門廠	12 mins	36
4	5791	屯門廠	10 mins	31
5	2661	屯門廠	10 mins	22
6	4551	屯門廠	10 mins	10
7	5329	屯門廠	9 mins	21
8	92610	龍運	8 mins	8
9	70128	屯門廠	8 mins	17
10	70212	屯門廠	8 mins	10
11	85198	沙田廠	7 mins	1
12	4909	屯門廠	7 mins	9
13	68166	荔枝角廠	7 mins	13
14	65750	屯門廠	7 mins	17
15	63909	屯門廠	7 mins	10
16	61030	屯門廠	7 mins	3
17	90150	龍運	7 mins	5
18	69693	屯門廠	7 mins	8
19	5765	屯門廠	6 mins	12
20	92675	龍運	6 mins	10
21	92669	龍運	6 mins	1
22	68337	屯門廠	6 mins	25
23	92644	龍運	5 mins	3
24	5312	屯門廠	5 mins	4
25	92514	龍運	5 mins	6
26	2944	屯門廠	5 mins	8
27	5397	屯門廠	5 mins	11
28	3859	屯門廠	5 mins	5
29	1627	屯門廠	5 mins	6
30	92645	龍運	5 mins	8
31	9531	其他部門	5 mins	1
32	54439	屯門廠	4 mins	11
33	75215	九龍灣廠	4 mins	7
34	69888	屯門廠	4 mins	15
35	5709	屯門廠	4 mins	15
36	92515	龍運	4 mins	32
37	72520	屯門廠	4 mins	1
38	78009	屯門廠	4 mins	2
39	5669	屯門廠	4 mins	9
40	78467	屯門廠	4 mins	6
41	4761	屯門廠	4 mins	1

Speeding (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
42	90139	龍運	4 mins	3
43	65317	屯門廠	4 mins	4
44	64646	屯門廠	4 mins	5
45	92519	龍運	4 mins	6
46	60745	屯門廠	4 mins	1
47	53779	沙田廠	4 mins	4
48	78302	屯門廠	4 mins	1
49	91162	龍運	4 mins	1
50	53843	屯門廠	4 mins	4
51	70207	屯門廠	4 mins	9
52	92445	龍運	4 mins	7
53	61582	屯門廠	4 mins	10
54	4598	沙田廠	4 mins	3
55	9465	其他部門	4 mins	7
56	8358	沙田廠	4 mins	12
57	56609	屯門廠	4 mins	5

Sudden Acceleration (accumulated more than 60 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
1	76129	沙田廠	76 mins	18
2	69496	沙田廠	75 mins	10
3	63128	九龍灣廠	70 mins	19
4	72843	沙田廠	69 mins	13
5	77740	九龍灣廠	67 mins	5
6	78951	沙田廠	64 mins	2
7	75403	荔枝角廠	63 mins	16
8	65315	九龍灣廠	61 mins	10
9	69179	九龍灣廠	61 mins	16

Harsh Brake (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph/s)	No. of appearance since 28.3.2017
1	3965	九龍灣廠	7 mins	10
2	63287	沙田廠	7 mins	15
3	60409	荔枝角廠	6 mins	54
4	1172	沙田廠	6 mins	11
5	75062	沙田廠	6 mins	47
6	4901	荔枝角廠	6 mins	3
7	75249	沙田廠	6 mins	9
8	1171	荔枝角廠	6 mins	39
9	62720	荔枝角廠	5 mins	31
10	62067	荔枝角廠	5 mins	21
11	62786	荔枝角廠	5 mins	18
12	76932	九龍灣廠	5 mins	37
13	5637	荔枝角廠	5 mins	49
14	53794	九龍灣廠	5 mins	4
15	75842	九龍灣廠	5 mins	14
16	92761	龍運	5 mins	13
17	2522	九龍灣廠	5 mins	6
18	78951	沙田廠	4 mins	7
19	68858	沙田廠	4 mins	16
20	63837	荔枝角廠	4 mins	1
21	73234	荔枝角廠	4 mins	6
22	62232	荔枝角廠	4 mins	51
23	4268	荔枝角廠	4 mins	3
24	60094	沙田廠	4 mins	31
25	60824	荔枝角廠	4 mins	3
26	53996	沙田廠	4 mins	8
27	75003	荔枝角廠	4 mins	5
28	2615	沙田廠	4 mins	29
29	75175	沙田廠	4 mins	43
30	61973	荔枝角廠	4 mins	34
31	60015	沙田廠	4 mins	23
32	68799	沙田廠	4 mins	49
33	66598	屯門廠	4 mins	1
34	2531	沙田廠	4 mins	7
35	63147	九龍灣廠	4 mins	3
36	66361	屯門廠	4 mins	1
37	69035	沙田廠	4 mins	7
38	78277	沙田廠	4 mins	11
39	61839	沙田廠	4 mins	10
40	3387	荔枝角廠	4 mins	13
41	61861	沙田廠	4 mins	29

Harsh Brake (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph/s)	No. of appearance since 28.3.2017
42	73414	荔枝角廠	4 mins	34
43	2658	九龍灣廠	4 mins	6
44	71706	九龍灣廠	4 mins	25
45	68812	九龍灣廠	4 mins	32
46	65770	九龍灣廠	4 mins	31
47	75501	九龍灣廠	4 mins	30
48	72613	沙田廠	4 mins	20
49	85344	沙田廠	4 mins	15
50	69165	荔枝角廠	4 mins	1
51	92704	龍運	4 mins	3

BC Performance 20180724-20180730

Speeding (accumulated more than 4 mins) 24.7.18 – 30.7.18 (both dates inclusive)				
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
1	92665	Long Win	23 mins	29
2	1244	Tuen Mun Depot	14 mins	28
3	3058	Tuen Mun Depot	12 mins	36
4	5791	Tuen Mun Depot	10 mins	31
5	2661	Tuen Mun Depot	10 mins	22
6	4551	Tuen Mun Depot	10 mins	10
7	5329	Tuen Mun Depot	9 mins	21
8	92610	Long Win	8 mins	8
9	70128	Tuen Mun Depot	8 mins	17
10	70212	Tuen Mun Depot	8 mins	10
11	85198	Sha Tin Depot	7 mins	1
12	4909	Tuen Mun Depot	7 mins	9
13	68166	Lai Chi Kok Depot	7 mins	13
14	65750	Tuen Mun Depot	7 mins	17
15	63909	Tuen Mun Depot	7 mins	10
16	61030	Tuen Mun Depot	7 mins	3
17	90150	Long Win	7 mins	5
18	69693	Tuen Mun Depot	7 mins	8
19	5765	Tuen Mun Depot	6 mins	12
20	92675	Long Win	6 mins	10
21	92669	Long Win	6 mins	1
22	68337	Tuen Mun Depot	6 mins	25
23	92644	Long Win	5 mins	3
24	5312	Tuen Mun Depot	5 mins	4
25	92514	Long Win	5 mins	6
26	2944	Tuen Mun Depot	5 mins	8
27	5397	Tuen Mun Depot	5 mins	11
28	3859	Tuen Mun Depot	5 mins	5

Speeding (accumulated more than 4 mins) 24.7.18 – 30.7.18 (both dates inclusive)				
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
29	1627	Tuen Mun Depot	5 mins	6
30	92645	Long Win	5 mins	8
31	9531	Other Department	5 mins	1
32	54439	Tuen Mun Depot	4 mins	11
33	75215	Kowloon Bay Depot	4 mins	7
34	69888	Tuen Mun Depot	4 mins	15
35	5709	Tuen Mun Depot	4 mins	15
36	92515	Long Win	4 mins	32
37	72520	Tuen Mun Depot	4 mins	1
38	78009	Tuen Mun Depot	4 mins	2
39	5669	Tuen Mun Depot	4 mins	9
40	78467	Tuen Mun Depot	4 mins	6
41	4761	Tuen Mun Depot	4 mins	1
42	90139	Long Win	4 mins	3
43	65317	Tuen Mun Depot	4 mins	4
44	64646	Tuen Mun Depot	4 mins	5
45	92519	Long Win	4 mins	6
46	60745	Tuen Mun Depot	4 mins	1
47	53779	Sha Tin Depot	4 mins	4
48	78302	Tuen Mun Depot	4 mins	1
49	91162	Long Win	4 mins	1
50	53843	Tuen Mun Depot	4 mins	4
51	70207	Tuen Mun Depot	4 mins	9
52	92445	Long Win	4 mins	7
53	61582	Tuen Mun Depot	4 mins	10
54	4598	Sha Tin Depot	4 mins	3
55	9465	Other Department	4 mins	7
56	8358	Sha Tin Depot	4 mins	12

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。

Speeding (accumulated more than 4 mins)		24.7.18 – 30.7.18 (both dates inclusive)		
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
57	56609	Tuen Mun Depot	4 mins	5

BC Performance 20180724-20180730

Sudden Acceleration (accumulated more than 60 mins) 24.7.18 – 30.7.18 (both dates inclusive)				
No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
1	76129	Sha Tin Depot	76 mins	18
2	69496	Sha Tin Depot	75 mins	10
3	63128	Kowloon Bay Depot	70 mins	19
4	72843	Sha Tin Depot	69 mins	13
5	77740	Kowloon Bay Depot	67 mins	5
6	78951	Sha Tin Depot	64 mins	2
7	75403	Lai Chi Kok Depot	63 mins	16
8	65315	Kowloon Bay Depot	61 mins	10
9	69179	Kowloon Bay Depot	61 mins	16

BC Performance 20180724-20180730

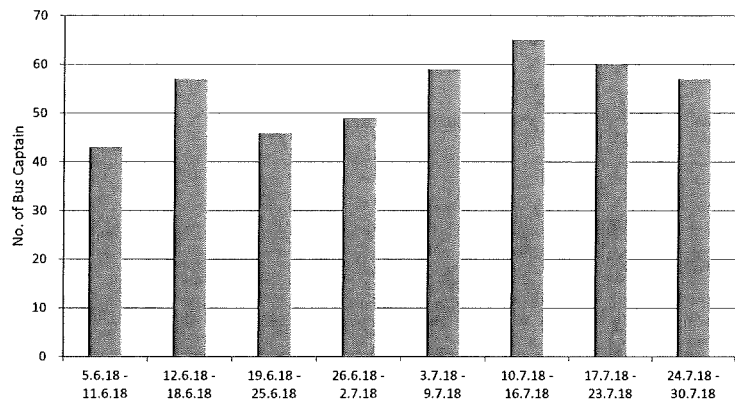
Harsh Brake (accumulated more than 4 mins) 24.7.18-30.7.18(both dates inclusive)				
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration>8 kph/s)	No. of appearance since 28.3.2017
1	3965	Kowloon Bay Depot	7 mins	10
2	63287	Sha Tin Depot	7 mins	15
3	60409	Lai Chi Kok Depot	6 mins	54
4	1172	Sha Tin Depot	6 mins	11
5	75062	Sha Tin Depot	6 mins	47
6	4901	Lai Chi Kok Depot	6 mins	3
7	75249	Sha Tin Depot	6 mins	9
8	1171	Lai Chi Kok Depot	6 mins	39
9	62720	Lai Chi Kok Depot	5 mins	31
10	62067	Lai Chi Kok Depot	5 mins	21
11	62786	Lai Chi Kok Depot	5 mins	18
12	76932	Kowloon Bay Depot	5 mins	37
13	5637	Lai Chi Kok Depot	5 mins	49
14	53794	Kowloon Bay Depot	5 mins	4
15	75842	Kowloon Bay Depot	5 mins	14
16	92761	Long Win	5 mins	13
17	2522	Kowloon Bay Depot	5 mins	6

Harsh Brake (accumulated more than 4 mins) 24.7.18-30.7.18(both dates inclusive)				
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration>8 kph/s)	No. of appearance since 28.3.2017
18	78951	Sha Tin Depot	4 mins	7
19	68858	Sha Tin Depot	4 mins	16
20	63837	Lai Chi Kok Depot	4 mins	1
21	73234	Lai Chi Kok Depot	4 mins	6
22	62232	Lai Chi Kok Depot	4 mins	51
23	4268	Lai Chi Kok Depot	4 mins	3
24	60094	Sha Tin Depot	4 mins	31
25	60824	Lai Chi Kok Depot	4 mins	3
26	53996	Sha Tin Depot	4 mins	8
27	75003	Lai Chi Kok Depot	4 mins	5
28	2615	Sha Tin Depot	4 mins	29
29	75175	Sha Tin Depot	4 mins	43
30	61973	Lai Chi Kok Depot	4 mins	34
31	60015	Sha Tin Depot	4 mins	23
32	68799	Sha Tin Depot	4 mins	49
33	66598	Tuen Mun Depot	4 mins	1
34	2531	Sha Tin Depot	4 mins	7
35	63147	Kowloon Bay Depot	4 mins	3
36	66361	Tuen Mun Depot	4 mins	1
37	69035	Sha Tin Depot	4 mins	7
38	78277	Sha Tin Depot	4 mins	11

Harsh Brake (accumulated more than 4 mins) 24.7.18-30.7.18(both dates inclusive)				
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration>8 kph/s)	No. of appearance since 28.3.2017
39	61839	Sha Tin Depot	4 mins	10
40	3387	Lai Chi Kok Depot	4 mins	13
41	61861	Sha Tin Depot	4 mins	29
42	73414	Lai Chi Kok Depot	4 mins	34
43	2658	Kowloon Bay Depot	4 mins	66
44	71706	Kowloon Bay Depot	4 mins	25
45	68812	Kowloon Bay Depot	4 mins	32
46	65570	Kowloon Bay Depot	4 mins	31
47	75501	Kowloon Bay Depot	4 mins	30
48	72613	Sha Tin Depot	4 mins	20
49	85344	Sha Tin Depot	4 mins	15
50	69165	Lai Chi Kok Depot	4 mins	11
51	92704	Long Win	4 mins	3

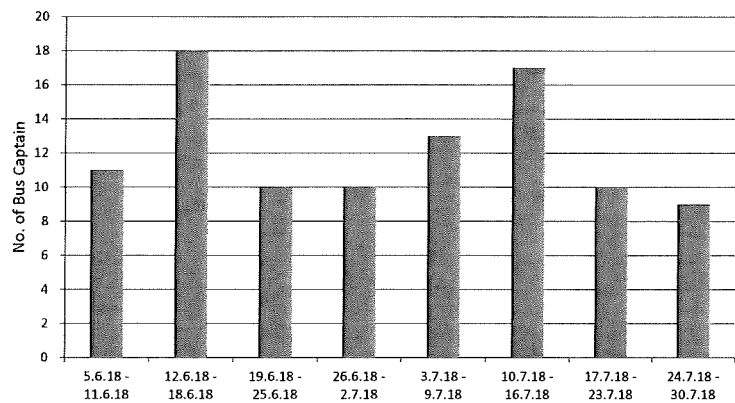
Speeding (accumulated more than 4 mins)

Week	No. of Bus Captain
5.6.18 - 11.6.18	43
12.6.18 - 18.6.18	57
19.6.18 - 25.6.18	46
26.6.18 - 2.7.18	49
3.7.18 - 9.7.18	59
10.7.18 - 16.7.18	65
17.7.18 - 23.7.18	60
24.7.18 - 30.7.18	57



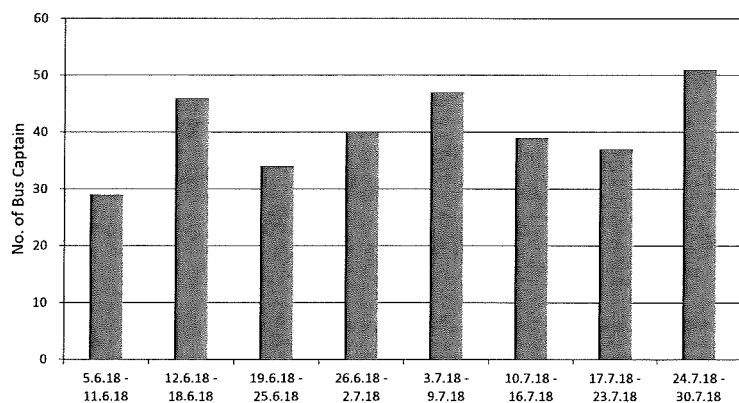
Sudden Acceleration (accumulated more than 60 mins)

Week	No. of Bus Captain
5.6.18 - 11.6.18	11
12.6.18 - 18.6.18	18
19.6.18 - 25.6.18	10
26.6.18 - 2.7.18	10
3.7.18 - 9.7.18	13
10.7.18 - 16.7.18	17
17.7.18 - 23.7.18	10
24.7.18 - 30.7.18	9



Harsh Brake (accumulated more than 4 mins)

Week	No. of Bus Captain
5.6.18 - 11.6.18	29
12.6.18 - 18.6.18	46
19.6.18 - 25.6.18	34
26.6.18 - 2.7.18	40
3.7.18 - 9.7.18	47
10.7.18 - 16.7.18	39
17.7.18 - 23.7.18	37
24.7.18 - 30.7.18	51



Explanatory Note:

The heading of the first column from the right "*No. of appearance since 28.3.2017*" means the number of weeks where instances of driving misbehaviour have been found since 28 March 2017. For the avoidance of doubt, even if there were multiple instances of driving misbehaviour in a week, the figure in that column would only increase by 1.

Appendix E

PART 3 – ISSUES RELATING TO BUS CAPTAINS

11. In the letter at Annex 1, the Commissioner for Transport requested KMB to review all safety-related issues of bus operation holistically, including the following issues:

- 11.1 Qualifications and recruitment requirements of bus captains, and general and route-specific training to bus captains (full time and part time);
- 11.2 KMB's policy on part time bus captains and details of these captains, including the number of part time captains, deployment and working hours, etc.;
- 11.3 Monitoring mechanism of full time and part time bus captains' performance and measures to enhance the monitoring system on safe driving of buses in operation as well as measures to enhance the awareness of the bus captains on the consequences of the monitoring system, in terms of disciplinary action and other penalties; and
- 11.4 KMB's policy on bus captains (full time and part time) with traffic accident and/or traffic-related offence records before and after joining KMB, and any measures to ensure such bus captains are fit for driving.

12. Detailed information relating to these issues, reflecting the position up to and including 10 February 2018 (the date of the Incident), is annexed hereto as **Annex 5**.

Summary of Documents relating to Identified Sharp Bends

Dates	Descriptions	Extracts	Remarks
31 Jul 2014	"Meeting Notes for Review on Safe Speed Limit for Identified Sharp Bends"	<i>"the action plan would be submitted to OD and MD for endorsement"</i>	Submitted to IRC on 9 Aug 2018 Bundle KMB-1 pp.309-311
14 Aug 2014	Email from Gary Wong to Edmond Ho	<i>"For your approval please"</i>	Submitted to IRC on 9 Aug 2018 Bundle KMB-1 p.354
15 Aug 2014	Email from Edmond Ho to Gary Wong	<i>"For formal approval, please ask OD to check and endorse"</i>	Submitted to IRC on 9 Aug 2018 Bundle KMB-1 p.353
2 Feb 2015	Email from Gary Wong to General Managers of all depots	<i>"Following the clearance of protest areas in Dec. 2014, it is the right time to re-consider the implementation of speed limits..."</i> <i>"I will submit it to OD for approval"</i>	Please see Exhibit No. 1 (email)
5 Feb 2015	Email from Gary Wong to General Managers of all depots	<i>"I will submit them to OD and OPD for final approval"</i>	Please see Exhibit No.2 (email) Exhibit No.3 (KMB action plan + embedded files) Exhibit No.4 (LWB action plan + embedded files)
13 Feb 2015	Email from Gary Wong to General Managers of all depots	<i>"We have a new approach to manage this issue"</i> <i>"there is no need to issue the safe speed limits cards... ...the speed limits will not be specified in the safety video and internal notice"</i>	All actions mentioned in the email have been taken. Please see Exhibit No.5 (email) Exhibit No.6 (posters) Exhibit No.7 (internal notice) Bundle KMB-8 p.3353 (video)

*For names shown in the emails above, please refer to Exhibit No. 8

Exhibit No.1

From: Gary Wong SSQ

Sent: Monday, February 02, 2015 5:46 PM

To: Kin Keung Woo TM; Andrew Kwan LCK; Siu Hung Fung ST; Kwok Ho Yeung KB; Siu Wah Ma LWB

Cc: Wendy Siu TR; Al Law ST; Mike Ho LWB; Henry Yeung LCK; Kevin Kwan TM

Subject: FW: Sharp Bends/Roundabouts - Actions for Implementation of Safe Speed limits

Dear All,

Following the clearance of protest areas in Dec. 2014, it is the right time to re-consider the implementation of speed limits for the identified sharp bends/roundabouts. In principle, OD has no objection for this issue.

Attached please find the updated action plan together with draft internal notice and briefing notes (contained in items 6 & 8) for your comments.

Pls. revert and suggest effective date by **COP 4 Feb. 2015 (Wed)** so that I will submit it to OD for approval.

Thank you!

Gary
HSSQD

Exhibit No.2

From: Gary Wong SSQ

Sent: Thursday, February 05, 2015 11:29 AM

To: Kin Keung Woo TM; Andrew Kwan ST; Siu Hung Fung ST; Kwok Ho Yeung KB; Siu Wah Ma LWB

Cc: Wendy Siu TR; Al Law ST; Mike Ho LWB; Henry Yeung LCK; Kevin Kwan TM; Dennis Ng KB; Henry Yeung LCK; Kevin Kwan TM; Al Law ST; Mike Ho LWB; Kin Wang Leung OD; Shu Kai Lam SSQ; Aman Fong TQD; Jenny Yu SSQ

Subject: RE: Sharp Bends/Roundabouts - Actions for Implementation of Safe Speed limits

Dear All,





Two separate action plans for KMB and LWB are attached. I will submit them to OD and OPD for final approval if no further comment is received by COP today.

For your information, bus drivers of engineering departments of KMB and LWB will also follow the in-house rule and implementation date (to be confirmed) upon approval.

Gary
HSSQD

Exhibit No.3

Implementation of Safe Speed limits for KMB – 31 Sharp Bends & Roundabouts

Action Item	LCKD	STD	KBD	TMD
1) SSQ Coordinators update driving tips in staff website.		30 Sep. 2014		
2) SSQ Coordinators identify and update the name list of relevant BC for each specific route.		23 Jan. 2015		
3) SSQD uploads the name list of relevant BC and the safety videos (including convert the format) in staff website.		28 Jan. 2015		
4) SSQD collects “Safe Speed Limits” cards from the vendor and SSQ Coordinators retrieve “Safe Speed Limits” cards. <u>Chi. version:</u>  Safe Speed Limit Card-KMB (Chi) R5 (Available on 29 Jan. 2015		
<u>Eng. version:</u>  Safe Speed Limit Card-KMB (Eng).pdf				
5) SSQD to seek OD’s approval.		To be done by SSQD upon completion of action items 1) to 4)		
6) Traffic Department issues internal notice for the implementation of safe speed limits.  KMB Internal Notice - Sharp Bends_201502		Within 1 week upon approval by OD.		
7) SSQD informs BCTS and PMS the effective day of safe speed limits.		Immediate after issuance of internal notice.		
8) Depot Management of KMB conducts briefings (with briefing note) on safe speed limits and issue “Safe Speed Limits” cards to all TS and Inspectors who will brief all BC.  KMB Briefing Notes - Sharp Bends_201502		Within 2 weeks upon approval by OD		
9) SSQ Coordinators conduct briefings (with briefing note) on safe speed limits and issue “Safe Speed Limits” cards to all buddy drivers who will brief the same safety issues to new BC during share ride.				
10) SSQ Coordinators conduct briefings on safe speed limits and issue “Safe Speed Limits” cards to all involved staff of Duty Dispatch Section (DSS) who will brief the BC after completion of route familiarization.				
11) Inspectors/TS of KMB issue “Safe Speed Limits” cards and conduct briefings to all BC with briefing note by inspectors and TS.		a) To be completed within 1 month (Scheduled BC and Part-time BC.) b) To be completed within 2 months (including spare BC).		

車廠	急彎/迴旋處	安全限速 (Km/h)	車廠	急彎/迴旋處	安全限速 (Km/h)
九龍灣廠	清水灣道往西貢公路	15	荔枝角廠	和宜合道右轉梨木樹巴士總站	15
九龍灣廠	碧雲道往高超道	15	荔枝角廠	安足街右轉石排街	15
九龍灣廠	新清水灣道往順利邨道支路	20	荔枝角廠	涌美路左轉青衣鄉事會路	15
九龍灣廠	觀塘道往龍翔道支路	20	荔枝角廠	興華街西入荔寶路迴旋處	20
九龍灣廠	觀塘道往啓祥道	20	荔枝角廠	興華街西迴旋處近新巴車廠	20
九龍灣廠	啓祥道往偉業街	20	荔枝角廠	青衣西路右轉西草灣路	20
九龍灣廠	啓祥道往啓福道	20	荔枝角廠	寮肚路左/右轉青衣西路	20
九龍灣廠	將軍澳道(北行)往秀茂坪道	20	荔枝角廠	青康路左轉青衣路	20
車廠	急彎/迴旋處	安全限速 (Km/h)	車廠	急彎/迴旋處	安全限速 (Km/h)
九龍灣廠	將軍澳道(南行)往茶果嶺道	20	沙田廠	大埔公路往吐露港公路	25
九龍灣廠	將軍澳隧道公路往寶順路	20	沙田廠	馬鞍山繞道往西沙路(南行)	25
九龍灣廠	寶順路往寶康路	20	沙田廠	馬鞍山繞道往西沙路(北行)	25
九龍灣廠	寶順路往唐明街	20	沙田廠	西沙路往沙安街	25
屯門廠	皇珠路(九龍方向)往海皇路 (屯門南廠方向)	25	沙田廠	青沙公路往美田路	25
屯門廠	青山公路(大欖)往屯門公路 (屯門方向)	25	沙田廠	掃管埔路往新運路(往粉嶺/石湖墟)	25
屯門廠	洪天路往元朗公路(屯門方向)	25	沙田廠	新運路往雞嶺迴旋處	25
屯門廠	博愛交匯處近往青山公路支路 (元朗方向)	25	 2014年10月版		

Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)	Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)
KBD	Hiram's Highway flyover to Clear Water Bay Road	15	LCKD	Wo Yi Hop Road right turn onto Lei Muk Shue B/T	15
KBD	Pik Wan Road to Ko Chiu Road	15	LCKD	On Chuk Street right turn onto Shek Pai Street	15
KBD	New Clear Water Bay Road to Shun Lee Tsuen Road slip road	20	LCKD	Chung Mei Rd. left turn onto Tsing Yi Heung Sze Wui Rd	15
KBD	Kwun Tong Road to Lung Cheung Road slip	20	LCKD	Hing Wah Street Interchange near Lai Po Road	20
KBD	Kwun Tong Road to Kai Cheung Road	20	LCKD	Roundabout at Hing Wah Street West near depot of NWFB	20
KBD	Kai Cheung Road to Wai Yip Street	20	LCKD	Tsing Yi Road West right turn onto Sai Tso Wan Road	20
KBD	Kai Cheung Road to Kai Fuk Road	20	LCKD	Lui To Road left / right turn onto Tsing Yi Road West	20
KBD	Tseung Kwan O Road (North Bound) to Sau Mau Ping Road	20	LCKD	Tsing Hong Road left turn onto Tsing Yi Road	20
Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)	Depot	Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)
KBD	Tseung Kwan O Road (South Bound) to Cha Kwo Ling Road	20	STD	Tai Po Road / Tolo Highway	25
KBD	Tseung Kwan O Tunnel Road into Po Shun Road	20	STD	Ma On Shan Bypass to Sai Sha Road (South Bound)	25
KBD	Po Shun Road into Po Hong Road	20	STD	Ma On Shan Bypass to Sai Sha Road (North Bound)	25
KBD	Po Shun Road onto Tong Ming Street	20	STD	Sai Sha Road to Sha On Street	25
TMD	Wong Chu Road (Kowloon Bound) to Hoi Wong Road (Tuen Mun South Depot bound)	25	STD	Tsing Sha Highway/Mei Tin Road	25
TMD	Castle Peak Road (Tai Lam) to Tuen Mun Road (Tuen Mun bound)	25	STD	So Kwun Po Road to San Wan Road (to Fanling / Shek Wu Hui)	25
TMD	Hung Tin Road to Yuen Long Highway (Tuen Mun bound)	25	STD	San Wan Road to Kai Leng Roundabout	25
TMD	Pok Oi Interchange near the slip road to Castle Peak Road (Yuen Long bound)	25			

Oct 2014 version

急彎/迴旋處之安全限速

為提升各同事對於路面急彎/迴旋處之安全駕駛意識，公司已因應風險情況識別了 31 個急彎/迴旋處的位置，並根據各路段之特性而訂立公司內部不同的安全限速。

同時，公司已印製「安全限速」提示卡予各同事，方便隨時查閱駕駛路線所涉及有關急彎/迴旋處位置之安全限速，而有關急彎/迴旋處位置的教學影片亦已上載至員工網，請各同事自行查閱及觀看，預先熟悉有關路段的安全限速。

各同事須因應路面情況，緊記不可超過公司內部訂立有關急彎/迴旋處的安全限速駕駛，以免發生意外。

有關 31 個急彎/迴旋處的位置及所設定安全限速之詳情，請參閱附表：

車廠	急彎/迴旋處	安全限速 (km/h)
九龍灣廠	清水灣道往西貢公路	15
九龍灣廠	碧雲道往高超道	15
九龍灣廠	新清水灣道往順利邨道支路	20
九龍灣廠	觀塘道往龍翔道支路	20
九龍灣廠	觀塘道往啓祥道	20
九龍灣廠	啓祥道往偉業街	20
九龍灣廠	啓祥道往啟福道	20
九龍灣廠	將軍澳道(北行)往秀茂坪道	20
九龍灣廠	將軍澳道(南行)往茶果嶺道	20
九龍灣廠	將軍澳隧道公路往寶順路	20
九龍灣廠	寶順路往寶康路	20
九龍灣廠	寶順路往唐明街	20
屯門廠	皇珠路(九龍方向)往海皇路 (屯門南廠方向)	25
屯門廠	青山公路(大欖)往屯門公路 (屯門方向)	25
屯門廠	洪天路往元朗公路 (屯門方向)	25
屯門廠	博愛交匯處近往青山公路支路 (元朗方向)	25

車廠	急彎/迴旋處	安全限速 (km/h)
荔枝角廠	和宜合道右轉梨木樹巴士總站	15
荔枝角廠	安足街右轉石排街	15
荔枝角廠	涌美路左轉青衣鄉事會路	15
荔枝角廠	興華街西入荔寶路迴旋處	20
荔枝角廠	興華街西迴旋處近新巴車廠	20
荔枝角廠	青衣西路右轉西草灣路	20
荔枝角廠	寮肚路左/右轉青衣西路	20
荔枝角廠	青康路左轉青衣路	20
沙田廠	大埔公路往吐露港公路	25
沙田廠	馬鞍山繞道往西沙路(南行)	25
沙田廠	馬鞍山繞道往西沙路(北行)	25
沙田廠	西沙路往沙安街	25
沙田廠	青沙公路往美田路	25
沙田廠	掃管埔路往新運路(往粉嶺/石湖墟)	25
沙田廠	新運路往雞嶺迴旋處	25

有關 31 個急彎/迴旋處安全限速將於
2015 年 2 月 XX 日起實施。

急彎/迴旋處安全限速

- 1) 公司已因應風險情況識別了 31 個急彎/迴旋處的位置，並根據各路段之特性而訂立公司內部唔同嘅安全限速。請你因應路面情況，緊記唔可以超過公司內部訂立有關急彎/迴旋處嘅安全限速駕駛。
- 2) 為咗方便你隨時查閱有關急彎/迴旋處嘅安全限速，依家派發「安全限速」提示卡，請你自行查閱獲派路線所駛經有關急彎/迴旋處位置嘅安全限速。
- 3) 有關急彎/迴旋處路段嘅教學影片亦已上載到員工網，請你自行觀看獲派路線所駛經有關急彎/迴旋處嘅安全限速。
- 4) 如果遺失「安全限速」提示卡，請立即聯絡屬廠車務主任安排補發。

Internal Notice (KMB)

Safe Speed Limits of Sharp Bends/ Roundabouts

To increase all colleagues' awareness of the safe speed limits of Sharp Bends/ Roundabouts, the Company has identified the locations of 31 Sharp Bends/ Roundabouts in response to the risks and adopted different safe speed limits internally in accordance with the characteristics of each of the concerned road sections.

At the same time, the Company has printed "Safe Speed Limits" cards for all colleagues to enable all of you to conveniently check the safe speed limits [of the locations] of the concerned Sharp Bends/ Roundabouts in your driving routes. Also, safety videos for the locations of the concerned Sharp Bends/ Roundabouts have been uploaded to the staff website. All colleagues please read [the "Safe Speed Limits" cards] and watch [the safety videos] at your convenience to familiarize yourselves with the safe speed limits of the concerned road sections.

All colleagues should adapt to road conditions and remember not to exceed the internally-adopted safe speed limits for the concerned Sharp Bends/ Roundabouts to prevent accidents.

Internal Notice (KMB)

In relation to the details of the location and the Safe Speed Limit of the 31 Sharp Bends/Roundabouts, please see attached table:

Depot	Sharp Bends/Roundabouts	Safe Speed Limits (Km/h)
Kowloon Bay Depot	Hiram's Highway to Clearwater Bay Road	15
Kowloon Bay Depot	Pik Wan Road to Ko Chiu Road	15
Kowloon Bay Depot	New Clear Water Bay Road to Shun Lee Tsuen Road slip road	20
Kowloon Bay Depot	Kwun Tong Road to Lung Cheung Road slip road	20
Kowloon Bay Depot	Kwun Tong Road to Kai Cheung Road	20
Kowloon Bay Depot	Kai Cheung Road to Wai Yip Street	20
Kowloon Bay Depot	Kai Cheung Road to Kai Fuk Road	20
Kowloon Bay Depot	Tseung Kwan O Road (North bound) to Sau Mau Ping Road	20
Kowloon Bay Depot	Tseung Kwan O Road (South bound) to Cha Kwo Ling Road	20
Kowloon Bay Depot	Tseung Kwan O Tunnel Road into Po Shun Road	20
Kowloon Bay Depot	Po Shun Road into Po Hong Road	20
Kowloon Bay Depot	Po Shun Road onto Tong Ming Street	20
Tuen Mun Depot	Wong Chu Road (Kowloon bound) to Hoi Wong Road (Tuen Mun South Depot bound)	25
Tuen Mun Depot	Castle Peak Road (Tai Lam) to Tuen Mun Road (Tuen Mun bound)	25
Tuen Mun Depot	Hung Tin Road to Yuen Long Highway (Tuen Mun bound)	25
Tuen Mun Depot	Pok Oi Interchange near the slip road to Castle Peak Road (Yuen Long bound)	25

Internal Notice (KMB)

Depot	Sharp Bends/Roundabouts	Safe Speed Limits (Km/h)
Lai Chi Kok Depot	Wo Yi Hop Road right turn onto Lei Muk Shue Bus Terminus	15
Lai Chi Kok Depot	On Chuk Street right turn onto Shek Pai Street	15
Lai Chi Kok Depot	Chung Mei Road left turn onto Tsing Yi Heung Sze Wui Road	15
Lai Chi Kok Depot	Hing Wah Street West entering Lai Po Road Roundabout	20
Lai Chi Kok Depot	Hing Wah Street West Roundabout near New World First Bus Depot	20
Lai Chi Kok Depot	Tsing Yi Road West right turn onto Sai Tso Wan Road	20
Lai Chi Kok Depot	Liu To Road left / right turn onto Tsing Yi Road West	20
Lai Chi Kok Depot	Tsing Hong Road left turn onto Tsing Yi Road	20
Shatin Depot	Tai Po Road to Tolo Highway	25
Shatin Depot	Ma On Shan Bypass to Sai Sha Road (South bound)	25
Shatin Depot	Ma On Shan Bypass to Sai Sha Road (North bound)	25
Shatin Depot	Sai Sha Road to Sha On Street	25
Shatin Depot	Tsing Sha Highway to Mei Tin Road	25
Shatin Depot	So Kwun Po Road to San Wan Road (to Fanling / Shek Wu Hui)	25
Shatin Depot	San Wan Road to Kai Leng Roundabout	25

The Safe Speed Limit in relation to the 31 Sharp Bends/Roundabouts shall be implemented on XX February 2015.





Briefing Notes (KMB)

Safe Speed Limits of Sharp Bends/ Roundabouts

- 1) In response to the risks, the Company has identified the locations of 31 Sharp Bends/ Roundabouts and adopted different safe speed limits internally in accordance with the characteristics of each of the concerned road sections. While adapting to road conditions, please remember not to exceed the internally-adopted safe speed limits for the concerned Sharp Bends/ Roundabouts.
- 2) To enable you to conveniently check the safe speed limits of the concerned Sharp Bends/ Roundabouts, “Safe Speed Limits” cards have been distributed. Please read the Safe speed limits for the locations of the Sharp Bends/ Roundabouts of your allocated driving routes at your convenience.
- 3) The safety videos of the road sections of the concerned Sharp Bends/ Roundabouts have been uploaded to the staff website. Please have a look at the safe speed limits for the locations of the Sharp Bends/ Roundabouts of your allocated driving routes at your convenience.
- 4) If you lose your “Safe Speed Limits” card, please contact the Operations Director of your concerned Depot immediately to arrange the reissuance of “Safe Speed Limits” card.


Exhibit No.4

Implementation of Safe Speed limits for LWB – 8 Sharp Bends & Roundabouts

Action Item	Estimated Completion Dates
1) Operations Officer (Project) updates driving tips in staff website.	30 Sep. 2014 (Completed)
2) OO (Project) identifies and updates the name list of relevant BC for each specific route.	23 Jan. 2015 (Completed)
3) SSQD uploads the name list of relevant BC and the safety videos (including convert the format) in staff website.	28 Jan. 2015
4) LWB collects "Safe Speed Limits" cards from the vendor. <u>Chi. version:</u>  Safe Speed Limit Card-LWB (Chi).pdf <u>Eng. version:</u>  Safe Speed Limit Card-LWB (Eng).pdf	Available on 29 Jan. 2015
5) Approval of OPD for the implementation date.	To be done by OO (Project), LWB upon completion of action items 1) to 4)
6) Operations & Customer Service Department (OCSD) of LWB issues internal notice for the implementation of safe speed limits.  LWB Internal Notice - Sharp Bends_201502	Within 1 week upon approval by OPD
7) SSQD inform BCTS and PMS the effective day of safe speed limits.	Immediate after issuance of internal notice.
8) OCSD of LWB conducts briefings (with briefing note) on safe speed limits and issue "Safe Speed Limits" cards to involved Service Coordinators (SC) or Customer Services Supervisor (CSS)* who will brief all BC.  LWB Briefing Notes - Sharp Bends_201502	Within 1 week upon approval by OPD
9) OO (Project) conducts briefings (with briefing note) on safe speed limits and issue "Safe Speed Limits" cards to all buddy drivers who will brief the same safety issues to new BC during share ride.	
10) OO (Project) conducts briefings on safe speed limits and issue "Safe Speed Limits" cards to duty dispatch SC who will brief the BC after completion of route familiarization.	
11) SC/CSS of OCSD issues "Safe Speed Limits" cards and conduct briefings to all BC with briefing note.	a) To be completed within 1 month (Scheduled BC and Part-time BC.) b) To be completed within 1 month (including spare BC).

*Customer Service Supervisors (CSS) include the Customer Service Assistants.

龍運巴士有限公司		2014 年 10 月版
急彎/迴旋處	最高限速(km/h)	有關路線
青康路左轉青衣路	20	A31, E32
馬鞍山繞道往西沙路(北行)	25	A41P, 私牌
西沙路往沙安街	25	
掃管埔路往新運路(往粉嶺/石湖墟)	25	A43, N42A
新運路往雞嶺迴旋處	25	
皇珠路(九龍方向)往海皇路(屯門南廠方向)	25	私牌
洪天路往元朗公路(屯門方向)	25	N30
博愛交匯處近往青山公路支路(元朗方向)	25	E34, 私牌

 Long Win Bus Company Limited	Oct 2014 version	
Location of Sharp Bend/Roundabout	Safe Speed Limit (km/h)	Bus Routes
Tsing Hong Road left turn onto Tsing Yi Road	20	A31, E32
Ma On Shan Bypass to Sai Sha Road (North Bound)	25	A41P, Deadrun
Sai Sha Road to Sha On Street	25	
So Kwun Po Road to San Wan Road (to Fanling / Shek Wu Hui)	25	A43, N42A
San Wan Road to Kai Leng Roundabout	25	
Wong Chu Road (Kowloon Bound) to Hoi Wong Road (Tuen Mun South Depot bound)	25	Deadrun
Hung Tin Road to Yuen Long Highway (Tuen Mun bound)	25	N30
Pok Oi Interchange near the slip road to Castle Peak Road (Yuen Long bound)	25	E34, Deadrun

急彎/迴旋處之安全限速

鑑於路面急彎/迴旋處為交通意外高危路段，各車長經過急彎/迴旋處應減慢車速至安全限速。為提升各車長對於急彎/迴旋處之安全駕駛意識，公司已因應風險情況，識別了其中 8 個急彎/迴旋處的位置，並根據各路段之特性而訂立公司內部不同的安全限速。

同時，公司已印製「安全限速」提示卡予各車長，方便隨時查閱駕駛路線所涉及有關急彎/迴旋處位置之安全限速，而有關急彎/迴旋處位置的教學影片亦已上載至員工網，請各車長自行查閱及觀看，預先熟悉有關路段的安全限速。

各車長須因應路面情況，緊記不可超過公司內部訂立有關急彎/迴旋處的安全限速駕駛，以免發生意外。

有關 8 個急彎/迴旋處的位置及所設定安全限速之詳情如下：

急彎/迴旋處	安全限速 (km/h)
青康路左轉青衣路	20
馬鞍山繞道往西沙路(北行)	25
西沙路往沙安街	25
掃管埔路往新運路(往粉嶺/石湖墟)	25
新運路往雞嶺迴旋處	25
皇珠路(九龍方向)往海皇路 (屯門南廠方向)	25
洪天路往元朗公路 (屯門方向)	25
博愛交匯處近往青山公路支路 (元朗方向)	25

有關 8 個急彎/迴旋處安全限速將於 2015 年 2 月 XX 日起實施。

急彎/迴旋處安全限速

- 1) 公司已因應風險情況識別了 8 個急彎/迴旋處的位置，並根據各路段之特性而訂立公司內部唔同嘅安全限速。請你因應路面情況，緊記唔可以超過公司內部訂立有關急彎/迴旋處嘅安全限速駕駛。
- 2) 為咗方便你隨時查閱有關急彎/迴旋處嘅安全限速，依家派發「安全限速」提示卡，請你自行查閱獲派路線所駛經有關急彎/迴旋處位置嘅安全限速。
- 3) 有關急彎/迴旋處路段嘅教學影片亦已上載到員工網，請你自行觀看獲派路線所駛經有關急彎/迴旋處嘅安全限速。
- 4) 如果遺失「安全限速」提示卡，請立即聯絡站長/統籌員安排補發。

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Internal Notice (LWB)

Safe Speed Limits of Sharp Bends/ Roundabouts

Given that Sharp Bends/ Roundabouts are the high-risk sections for traffic accidents, each Bus Captain should decelerate to align with the safe speed limits when driving through the Sharp Bends/ Roundabouts. To increase all Bus Captains' awareness of the safe speed limits of Sharp Bends/ Roundabouts, the Company has identified the locations of 8 Sharp Bends/ Roundabouts in response to the risks and adopted different safe speed limits internally in accordance with the characteristics of each of the concerned road sections.

At the same time, the Company has printed "Safe Speed Limits" cards for all Bus Captain to enable all of you to conveniently check the safe speed limits [of the locations] of the concerned Sharp Bends/ Roundabouts in your driving routes. Also, safety videos for the locations of the concerned Sharp Bends/ Roundabouts have been uploaded to the staff website. For all Bus Captains, please read [the Safe Speed Limits cards] and watch [the safety videos] at your convenience to familiarize yourselves with the safe speed limits of the concerned road sections.

All Bus Captains should adapt to road conditions and remember not to exceed the internally-adopted safe speed limits for the concerned Sharp Bends/ Roundabouts to prevent accidents.

Internal Notice (LWB)

In relation to the details of the location and the Safe Speed Limit of the 8 Sharp Bends/Roundabouts, please see attached table

Sharp Bends/Roundabouts	Safe Speed Limits (Km/h)
Tsing Hong Road left turn onto Tsing Yi Road	20
Ma On Shan Bypass to Sai Sha Road (North Bound)	25
Sai Sha Road to Sha On Street	25
So Kwun Po Road to San Wan Road (to Fanling / Shek Wu Hui)	25
San Wan Road to Kai Leng Roundabout	25
Wong Chu Road (Kowloon bound) to Hoi Wong Road (Tuen Mun South Depot bound)	25
Hung Tin Road to Yuen Long Highway (Tuen Mun bound)	25
Pok Oi Interchange near the slip road to Castle Peak Road (Yuen Long bound)	25

The Safe Speed Limit in relation to the 8 Sharp Bends/Roundabouts shall be implemented on XX February 2015.

Briefing Notes (LWB)

Safe Speed Limits of Sharp Bends/ Roundabouts

- 1) In response to the risks, the Company has identified the locations of 8 Sharp Bends/ Roundabouts and adopted different safe speed limits internally in accordance with the characteristics of each of the concerned road sections. While adapting to road conditions, please remember not to exceed the internally-adopted safe speed limits for the concerned Sharp Bends/ Roundabouts.
- 2) To enable you to conveniently check the safe speed limits of the concerned Sharp Bends/ Roundabouts, “Safe Speed Limits” cards have been distributed. Please read the Safe speed limits for the locations of the Sharp Bends/ Roundabouts of your allocated driving routes at your convenience.
- 3) The safety videos of the road sections of the concerned Sharp Bends/ Roundabouts have been uploaded to the staff website. Please have a look at the safe speed limits for the locations of the Sharp Bends/ Roundabouts of your allocated driving routes at your convenience.
- 4) If you lose your “Safe Speed Limits” card, please contact the Terminus Supervisor / Organizer immediately to arrange the reissuance of “Safe Speed Limits” card.

Exhibit No.5

From: Gary Wong SSQ

Sent: Friday, February 13, 2015 1:27 PM

To: Kin Keung Woo TM; Andrew Kwan LCK; Siu Hung Fung ST; Kwok Ho Yeung KB

Cc: Siu Wah Ma LWB; Aman Fong SSQ; Shu Kai Lam SSQ; Henry Yeung LCK; Al Law ST; Dennis Ng KB; Kevin Kwan TM; Mike Ho LWB; Richard Lee HR; Jenny Yu SSQ; Wendy Siu TR

Subject: Sharp Bends

Dear All,

A meeting with OD this morning regarding the above captioned subject. We have a new approach to manage this issue and the actions are summarized as follows:

- 1) SSQD will prepare a safety poster **“Safety Driving through Sharp Bends”** for the month of April. Depots are required to place and display the safety posters at prominent places inside the depot areas & all B/T and DI are required to conduct safety briefings to BC at all B/T as a normal practice;
- 2) SSQD will prepare an internal notice which to be issued by Traffic Department to enhance the safety awareness among BC and to remind all BC to watch a safety video by means of e-learning (same approach for bus fire handling)
- 3) SSQD will liaise with BCTS to post a safety video on staff website to specify the general safety guidelines/precautions when driving through sharp bends. The sharp bend “Po Shun Road onto Tong Ming Street” will be selected as an example for the 30 sec. safety video. All BC are required to login or make use of other means to watch the safety video and their names should be captured/recorded.
- 4) BCTS to quote Tseung Kwan O toppled over incident as a lesson learnt for all new BC trainees and all other BC through appropriate safe driving training.

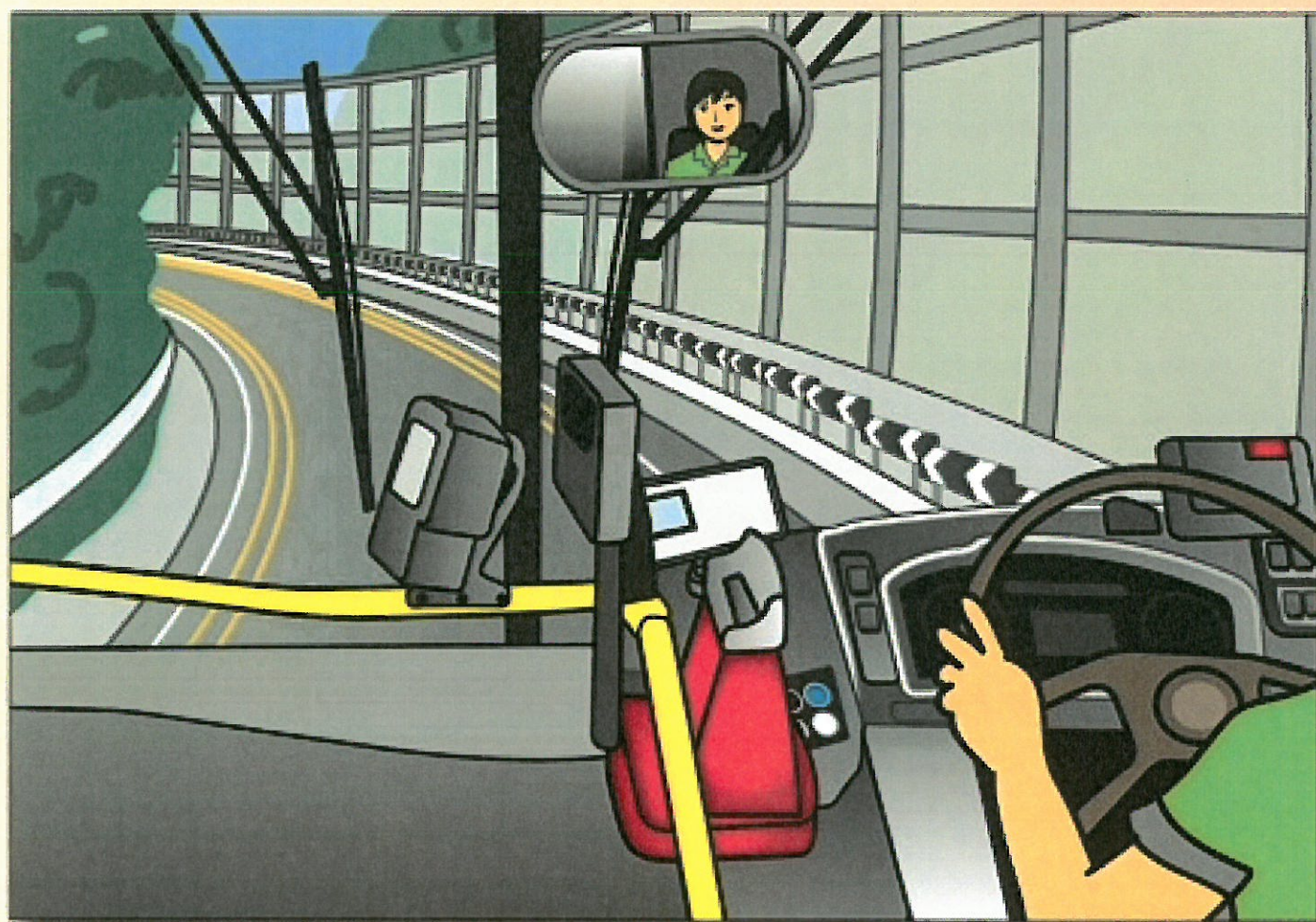
Please note that there is no need to issue the safe speed limits cards and the speed limits will not be specified in the safety video and internal notice. It is expected that we will start to take the above-mentioned actions in April 2015. I will keep you informed of the updated progress.

Gary
HSSQD

Exhibit No.6

● 駛經急彎之注意事項 ●

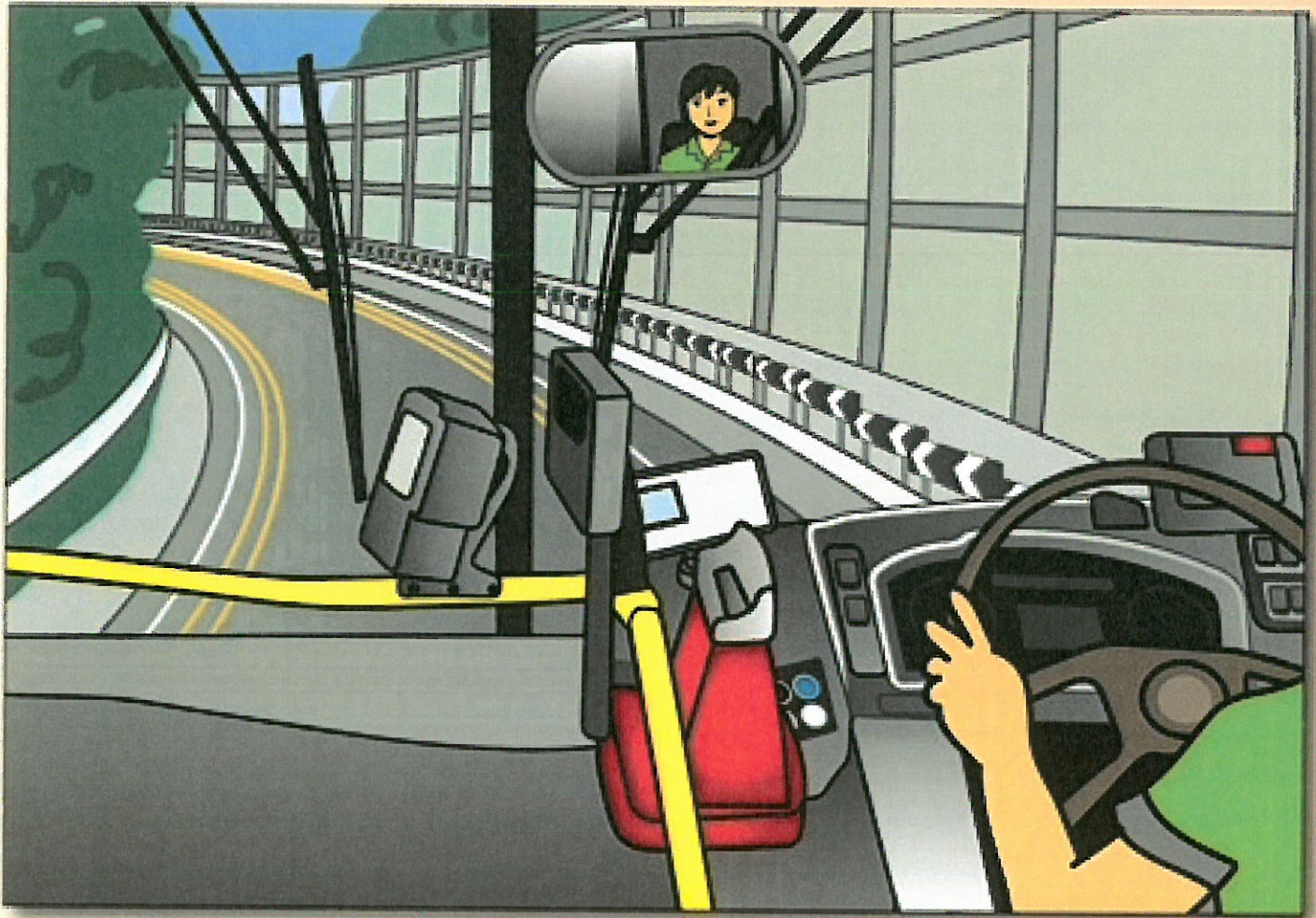
2015年4月



1. 到達急彎前，必須預早減慢車速，同時兼顧尾隨車輛動態；
2. 選擇正確行車綫，如需轉綫，預早發出正確信號，與前車保持足夠安全距離；
3. 在轉彎之前，利用倒後鏡及關顧視綫盲區的车辆，如遇其他車輛同時轉彎，應以一先一後方式轉彎，慎防巴士車身越過隔鄰行車綫；
4. 軚盤運作要柔順，不可轉向過急。過彎時應輕踏油門，用漸進式加油前進；及
5. 轉彎後，柔順回軚及調整車速配合路面環境。

Points to Note when driving through Sharp Bends

Apr 2015



1. Before turning, reduce speed and pay attention to the vehicles behind;
2. Select proper lane and switch on the correct direction indicators in advance if you need to change lanes to get into the correct lane to traverse the bend. Keep a safe distance from the vehicle in front;
3. Keep your eyes scanning around with the side mirrors before turning and pay attention to the "blind spots". If a vehicle is traversing the bend in the same direction in an adjacent lane, then you should ensure that the bus remains within its lane and does not cross into the path of the other vehicle;
4. Steer smoothly to avoid turning abruptly. Apply the brake slightly and accelerate gradually when driving through a bend; and
5. As you leave a bend, start return steering smoothly and adjust the speed with regard to the conditions on the road.

Exhibit No.7

內部通告

駛經急彎之注意事項

由於涉及急彎的交通意外往往導致嚴重後果，甚至人命傷亡，各同事駛經急彎時必須注意下列事項：


1. 到達急彎前，必須預早減慢車速，同時兼顧尾隨車輛動態；
2. 選擇正確行車綫，如需轉綫，預早發出正確信號，與前車保持足夠安全距離；
3. 在轉彎之前，利用倒後鏡及關顧視線盲區的車輛，如遇其他車輛同時轉彎，應以一先一後方式轉彎，慎防巴士車身越過隔鄰行車綫；
4. 軚盤運作要柔順，不可轉向過急。過彎時應輕踏油門，用漸進式加油前進；及
5. 轉彎後，柔順回軚及調整車速配合路面環境。

同時，公司製作了一段駛經急彎之注意事項的教學影片，由2015年4月1日起，上載於員工網供各同事觀看（請參閱附件一）。所有車長必須登入員工網進行有關網上學習，整個程序需時約1分鐘。車長須完成觀看整段短片。

車長如未能完成觀看整段短片，可選擇即時或稍後再進行網上學習。屬廠車務組將跟進未能依期完成網上學習的車長。如車長對上述學習有任何疑問，可向屬廠車務組查詢。

請各位車長留意。

此通告張貼日期
由 1-4-2015
至 30-6-2015
後 ~~不再~~ / 棄置


九龍巴士（一九三三）有限公司

交通部主管

1 April 2015

404

附件一：駛經急彎之注意事項影片指南

各車長登入員工網後，將看見以下畫面，請按「開始」觀看教學影片。

員工網網上學習

駛經急彎之注意事項

開始稍後

如車長未能觀看影片，請到派更組或已安裝電腦的總站觀看。如有任何問題，可向屬廠車務組查詢：


1) 荔枝角廠：	3473 1700
2) 九龍灣廠：	3406 7022
3) 沙田廠：	2647 1233
4) 屯門廠：	3406 7700
5) 龍運：	2708 5637

如想再次觀看該影片，請於員工網選擇 **選項 > 優質服務及安全駕駛資訊 > 駛經急彎之注意事項**。

首頁通告更牌電子報單假期/補時批核假期/補時個人資料電子郵箱登出

選項

- 公司資訊
- 常用資料
- 網上服務
- 優質服務及安全駕駛資訊
 - 「共創服務新里程」工作坊-功夫秘笈
 - 車長安全駕駛手冊
 - 車長壓力管理
 - 注意路旁駕駛貼士
 - 環保駕駛
 - 駛經急彎之注意事項**
- 員工天地
- 網站管理
- 颱風期間工作安排(車務)



毋須要求乘客摺

九巴開辦全新35X晨早

《今日九巴》1月號

九巴開辦全新X42C晨早

(1) 2 3 4


優惠圖地：CSL九巴員工優惠

2015-03-30

cs. 九巴員工優惠

立即登記

優惠圖地



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九龍巴士(一九三三)有限公司
THE KOWLOON MOTOR BUS CO. (1933) LTD.

乘客諮詢熱線 2745 4466
Passenger Enquiry Hotline

Internal Notice

Items to Note When Driving Through Sharp Bends

Since accidents involving sharp bends often lead to serious consequences, even deaths and casualties, would colleagues passing by sharp bends please take note of the following items:

1. Before turning, the car speed should be slowed down in advance, and at the same time attention should be paid to the vehicles travelling from behind;
2. Choose the right lane, and if you are to change the lane, please make the correct signals in advance, and sufficient safe distance should be kept with the vehicle travelling in front;
3. Before making a turn, utilise the rear-end mirrors and pay attention to vehicles in the blind spots, the turns should be made one after one, so as to avoid the bus vehicle body crossing the adjacent lane.
4. The use of the steering wheel has to be soft, and should not be turned abruptly. When driving through road bends, brake should be applied slightly and acceleration should be made softly and gradually when driving through a bend; and
5. After making the turn, the steering wheel should be returned smoothly and the car speed should be adjusted to accommodate the road condition.

At the same time, the Company has produced an instruction video for the items to note when driving through sharp bends, which was uploaded to the staff intranet since 1 April 2015 for viewing (please see annexure 1). **All bus captains** must sign in to the staff intranet to undergo the relevant e-learning, which takes about 1 minute. **The bus captains must complete watching the whole video.**

If bus captains cannot complete viewing the whole video, they can choose to complete the e-learning immediately or later. The supervisory unit of the relevant bus depots will follow up with bus captains who have not completed the e-learning as scheduled. Should bus captains have any question on the above learning, please consult the supervisory unit of the relevant bus depot.

Would every bus captain please take note.

Date of posting this notice From 1 April 2015 to 30 June 2015 and be [readcted]/ Disposed thereafter

(signature of SHAO Wai-Man)
Kowloon Motor Bus (1933) Limited Company
1 April 2015

Annexure 1: Instruction on watching Points to Note for Driving Through Sharp Bends

After the bus captains have logged on to the staff intranet, the following screen will be shown, please press “start” to watch the instruction video.

E-learning on staff intranet

**Points to Note for Driving
Through Sharp Bends**

Start

Later

If bus captains cannot view the video, please watch it at the rotation distribution unit or bus termini of which computers are installed.

1)	Lai Chi Kok Depot:	3473 1700
2)	Kowloon Bay Depot:	3406 7022
3)	Shatin Depot:	2647 1233
4)	Tuen Mun Depot:	3406 7700
5)	Long Win:	2708 5637

If you would like to watch the video again, please choose at the staff intranet Options > Quality Service and Safe Driving Information > Items to Note when Driving Through Sharp Bends

The screenshot displays the KMB staff intranet homepage. At the top, a navigation bar includes links for Mainpage, Notice, Roster, e-payroll, Holiday/overtime, Approval of holiday/overtime, Personal information, Email address, and Logout. Below this, a large green banner features an image of a bus and a wheelchair, with the text "No requirement for passengers to fold". To the left, a sidebar menu lists options such as Company info, Useful info, Online service, and various driving tips and manuals. The main content area contains several blue promotional banners for new morning routes (35X, X42C) and the "KMB Today" January issue. At the bottom, a white box promotes a "CSL KMB Staff Discount" with a "Register Now" button. The date "2015-03-30" is visible in the top right corner of the main content area.

[Blank Page]

Exhibit No.8

Name	Position at such material time
Gary Wong SSQ	Head of Safety and Quality Department
Kin Keung Woo TM	General Manager of Tuen Mun Depot
Andrew Kwan LCK	General Manager of Lai Chi Kok Depot
Siu Hung Fung ST	General Manager of Sha Tin Depot
Kwok Ho Yeung KB	General Manager of Kowloon Bay Depot
Siu Wah Ma LWB	General Manager of Long Win Bus

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



IRC - Supplementary Documents -warning stickers (LGD Ref: 10403)

13.08.2018 17:41

From: Henry Leung LGD [REDACTED]
To: "yt_to@irc-bus.gov.hk" <yt_to@irc-bus.gov.hk>,
Cc: "lawrence chung@irc-bus.gov.hk" <lawrence chung@irc-bus.gov.hk>, Yan Auyeung LGD [REDACTED], George Tam LGD [REDACTED]

2 attachments



Warning sticker Photo 1.jpg



Warning sticker Photo 2.jpg

Dear Justin,

Photos of our warning stickers are attached for your record. Thank you.

Regards,
Henry

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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/7-45/3

來函檔號 Your Ref.: LGD 10403

電話號碼 Tel No.: (852) 2867 5324

傳真號碼 Fax No.: (852) 3104 0254

14 August 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Limited
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

At the hearings of the Committee, at which the representatives of KMB and LWB "the companies") gave evidence, on 10 and 11 August 2018, the representatives undertook to provide further information to the Committee, as listed in the attached **Annex**. At the conclusion of the hearing on 11 August 2018, the Committee asked that the information be provided within two weeks of that date.

Yours sincerely,

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

Encl

At the hearings of 10 and 11 August 2018 the representatives of the companies undertook, where appropriate, to make enquiries and provide information, where available, in respect of the following matters:

10 August 2018

- (1) further to the request of the Committee, made at paragraph 2 of the Annex of the Committee's letter dated 8 August 2018, to make further searches for documents, in particular emails, relevant to the plans in respect of the "29 sharp bends" in the period 14 August 2014 to 2 February 2015, including those sent or received by Mr Owen Eckford; [Transcript Day 13; 10 August, pages 6-7; 18-19; and 23-24]
- (2) to provide the Committee with information as to the policy of the companies in respect of the preservation of records, including emails; [Transcript Day 13; 10 August 2018, page 24]
- (3) to provide records of presentations and/or email exchanges regarding the ROM project at the time Mr Alok Jain was employed by KMB; [Transcript Day 13; 10 August 2018, page 60]
- (4) to provide a copy of the circular(s) and/or notices issued to bus captains prohibiting their use of their own CCTV cameras and/or other devices to carry out recording on board whilst driving franchised buses; [Transcript Day 13; 10 August 2018, page 86]
- (5) to provide information on the overseas supplier which has supplied the protective shields to KMB, and whether or not the design of the protective shields is based on those being used on buses elsewhere in the world; [Transcript Day 13; 10 August 2018, pages 90-91]
- (6) to provide photographs of the warning message being displayed on buses saying that "disturbing the bus captain is a criminal offence", and warning, if in visual format, about the bus captains stopping the bus if there is a disturbance; [Transcript Day 13; 10 August 2018, pages 94-96]
- (7) to provide a copy of the form entitled "DISC" Test Evaluation and an explanation of the acronym "DISC", a form previously used in the assessment of applicants for recruitment as bus captains; [Transcript Day 13; 10 August 2018, pages 119-120]
- (8) to provide details obtained in and statistics derived from declarations required of bus captains as to their other employment, in particular details of their employment as drivers of other motor vehicles; [Transcript Day 13; 10 August 2018, pages 141-145]

- (9) to provide copies of samples of declarations made by the bus captains who reported their alternative employment in respect of those 78 working more than 18 hours per week and those others working more than 10 hours per week; [Transcript Day 13; 10 August 2018, pages 150-153]
- (10) to provide copies of samples of copies of contracts of employment with newly recruited bus captains and retired bus captains on re-employment [Transcript Day 13; 10 August 2018, page 153].

11 August 2018

- (11) to enquire if speeding/harsh acceleration/harsh deceleration exception reports were generated on 10 February 2018 in respect of the bus captain driving the bus involved in the Tai Po Road accident that day and, if so, to provide copies of those reports; if such exception reports were not generated, nevertheless to examine the data to determine if there was speeding/harsh acceleration/harsh deceleration of the bus prior to the accident and, if so, to provide copies of that data; [Transcript Day 14, 11 August 2018, pages 8-9]
- (12) to provide minutes of the meetings of the Working Group on the Enhancement of Safety of Franchised Buses and its sub-groups; [Transcript Day 14; 11 August 2018, pages 42-46]
- (13) to provide the version of the “Practice Note” attached to the discussion paper of the Working Group, dated early/mid July 2018; [Transcript Day 14; 11 August 2018, pages 52-53]
- (14) to provide a copy of the “old form” of the companies, which required information to be disclosed by applicant bus captains of various matters including any dangerous driving records; [Transcript Day 14; 11 August 2018, pages 53-56]
- (15) to provide information on the proportion of bus captains driving split shifts who begin their rest period at a bus station rather than a bus depot; [Transcript Day 14; 11 August 2018, pages 70-71]
- (16) to provide the relevant chapters of the Forward Planning Programme (2019-2023) of KMB and LWB to be provided to the Transport Department on or before 17 August 2018; [Transcript Day 14; 11 August 2018, pages 71-72]
- (17) to provide information for 2018 of the number of passengers injured in the various different categories of accidents described in the statistics set out in Tables 8.1 and 8.2, described at paragraphs 8.2.6 to 8.2.8 (TD-183), distinguishing between those injured and fatalities; number of passengers injured in the single “bus overturn/topple” case in 2016; and number of persons injured in the 27 accidents under the heading of “hit a street object or a vehicle or an animal” in 2016. [Transcript Day 14; 11 August 2018, pages 78-82; and 83-85]

- (18) to provide correspondence between the companies and the Hong Kong Police Force and the standard form of the witness statement used, in respect of the pilot scheme to combat illegal parking at the bus terminus at Canton Road; [Transcript Day 14; 11 August 2018, pages 90-92] and
- (19) to provide copies of correspondence between KMB and Openmatics in respect of what value, if any, was/was not recommended to be input into the black box for the threshold of “Tilt” [Transcript Day 14; 11 August 2018, pages 126-128].

- End -

Our Ref: LGD 10403

Your Ref: CSO/IRC-BUS/CR/7-45/3

23 August 2018

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

Attn.: Mr. Chan Ping-fai, Peter

By Hand

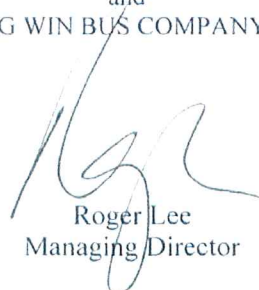
Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your letter to us dated 14 August 2018.

Our reply to the requests set out in the Annex of the said letter is enclosed. There is a short video under our answer to Item 6 of the said Annex, we have already sent it to your office by email. Thank you.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.


Roger Lee
Managing Director

Encl.



Annex 1

Request from IRC

further to the request of the Committee, made at paragraph 2 of the Annex of the Committee's letter dated 8 August 2018, to make further searches for documents, in particular emails, relevant to the plans in respect of the "29 sharp bends" in the period 14 August 2014 to 2 February 2015, including those sent or received by Mr. Owen Eckford;

[Transcript Day 13; 10 August, pages 6-7;18-19; and 23-24]

Reply:-

1. The table below sets out the key documents/emails relating to the companies' proposal/project relating to the 29 identified sharp bends and roundabouts (later revised to 30 and 31 as shown from such documents/emails).
2. Prior to 13 February 2015, the various proposals relating to the identified sharp bends and roundabouts had not been finalised thus no official documentation was recorded or stored systematically.
3. On 13 February 2015, the proposals relating to the identified sharp bends and roundabouts were finalised. The relevant policies decided in this project stage were subsequently implemented by the companies with proper documentation maintained.
4. Most of the staff involved in the proposal stage of the identified sharp bends and roundabouts have left the companies. Those staff who are still serving the companies were non-core members at the proposal stage, thus extra effort is required for them to retrieve documents/emails that had been archived years ago, in particular those relating to the proposals that had not been adopted by the companies. Nonetheless, they have confirmed in writing that, to the best of their knowledge, the key documents/emails relating to the identified sharp bends and roundabouts have been identified.

Documents/Information by KMB/LWB			
Doc. No.	Date	Description	Extracts / Remarks
[Bundle KMB-1 pp.309-311]	31 July 2014	Meeting Notes for Review on Safe Speed Limit for Identified Sharp Bends	<i>"the action plan would be submitted to OD and MD for endorsement"</i>
[Bundle KMB-1 p.354]	14 Aug 2014 (8:27 PM)	Email from Gary Wong (SSQ) to Edmond Ho (MD)	<i>"For your approval please"</i>
[Bundle KMB-1 p.353]	15 Aug 2014 (3:26 PM)	Email from Edmond Ho (MD) to Gary Wong (SSQ)	<i>"for formal approval, please ask OD to check and endorse"</i>
1.1	22 Aug 2014 (5:34 PM)	Email from Gary Wong (SSQ) to General Managers of all depots	<i>"Attached please find the final version of "Safety Speed Limit" card which will be passed to Printing Section of CFMD [Commercial and Facilities Management Department] for necessary action"</i>
1.2	27 Aug 2014 (11:11 AM)	Email from Jenny Yu (SSQ) to Operations Officers of all depots	<i>"Subject: Safe Speed Limit Training Video – Staff List"</i>
1.3	27 Aug 2014 (11:42 AM)	Email from Gary Wong (SSQ) to Operations Officers of all depots	<i>"Pls. proceed according to the Communication Plan as the plan was agreed by OD"</i>
1.4	19 Sep 2014 (12:52 PM)	Email from Kwok Ho Yeung (KB) to Gary Wong (SSQ)	<i>"Depots only agreed with reminding the BC to watch the video of sharp bends"</i>
1.5	19 Sep 2014 (2:53 PM)	Email from Kwok Ho Yeung (KB) to Gary Wong (SSQ)	<i>"these videos are restricted to the selected BCs on Staff Web now"</i>

Documents/Information by KMB/LWB			
Doc. No.	Date	Description	Extracts / Remarks
1.6	19 Sep 2014 (3:23 PM)	Email from Gary Wong (SSQ) to Kwok Ho Yeung (KB)	<i>"Yes. This approach is based on the advice from MD"</i>
1.7	25 Sep 2014 (12:37 PM)	Email from Jenny Yu (SSQ) to Operations Officers of all depots	<i>"The safe speed limit cards have been delivered to SSQD today"</i> <i>"The cards will be dispatched to you in Oct 2014 after the completion of the denoted items mentioned in the communication plan"</i>
1.8	8 Oct 2014 (9:47 AM)	Email from Gary Wong (SSQ) to Operations Officers of all depots	<i>"this practice should be started after the pass away of "Occupy Central" "</i>
1.9	24 Oct 2014 (9:50 AM)	Email from Gary Wong (SSQ) to Operations Officers of all depots and LWB	<i>"Attachment: Actions for Implementation of Safe Speed limits v2.1.docx"</i>
1.10	8 Jan 2015 (12:12 PM)	Email from Gary Wong (SSQ) to Operations Officers of all depots	<i>"Following the completion of the clearance of protest sites in Dec 2014, I intend to raise the "Speed Limits for the 31 identified sharp bends and roundabouts" issue and seek OD's approval on next week.</i> <i>"Attachment: Actions for Implementation of Safe Speed limits v2.2.docx"</i>

Documents/Information by KMB/LWB			
Doc. No.	Date	Description	Extracts / Remarks
[Bundle KMB-1 pp.379-380]	2 Feb 2015 (5:46 PM)	Email from Gary Wong (SSQ) to General Managers of all depots	<i>"Following the clearance of protest areas in Dec 2014, it is the right time to re-consider the implementation of speed limits..."</i> <i>"I will submit it to OD for approval"</i>
[Bundle KMB-1 pp.381-397]	5 Feb 2015 (11:29 AM)	Email from Gary Wong (SSQ) to General Managers of all depots	<i>"I will submit them to OD and OPD for final approval"</i>
1.11	11 Feb 2015 (6:18 PM)	Email from Aman Fong (SSQ) to General Managers of all depots and LWB	<i>"To finalize the speed limit and arrangement, the meeting will be held"</i>
1.12	12 Feb 2015 (11:04 AM)	Email from Gary Wong (SSQ) to Owen Eckford (OD)	<i>"For your approval please"</i>
1.13	12 Feb 2015 (4:28 PM)	Email from Owen Eckford (OD) to Gary Wong (SSQ)	<i>"I think you know that I have always had a reservation about the approach"</i>
1.14	12 Feb 2015 (6:12 PM)	Email from Gary Wong (SSQ) to Owen Eckford (OD)	<i>"I would counter-propose 3 follow up actions"</i>
1.15	12 Feb 2015 (6:25 PM)	Email from Owen Eckford (OD) to Gary Wong (SSQ)	<i>"I broadly agree with your suggestion but let's speak briefly tomorrow and finalise a decision"</i>

Documents/Information by KMB/LWB			
Doc. No.	Date	Description	Extracts / Remarks
1.16	12 Feb 2015 (6:48 PM)	Email from Gary Wong (SSQ) to Safety & Service Quality Department	<p><i>"FYI"</i></p> <p>Gary Wong sent #1.12 to #1.15 (which had previously been privy to Gary Wong and Owen Eckford) to a group of staff of the Safety & Service Quality Department notifying them of Eckford's reservation about Wong's approach.</p>
[Bundle KMB-1 pp.398-405] & [Bundle KMB-8 p.3353 (video)]	13 Feb 2015 (1:27 PM)	Email from Gary Wong (SSQ) to General Managers of all depots	<p><i>"we have a new approach to manage this issue"</i></p> <p><i>"there is no need to issue the safe speed limits cards...the speed limits will not be specified in the safety video and internal notice"</i></p>
1.17	N/A	Update list of names and positions of key persons shown in the documents / emails above	N/A

Annex 2

Request from IRC
<p>to provide the Committee with information as to the policy of the companies in respect of the preservation of records, including emails;</p> <p>[Transcript Day 13; 10 August 2018, page 24]</p>

Reply:

1. For documents arising from routine business processes, the key documents under such processes and their respective retention period(s) and responsible personnel(s) are listed out in the corresponding ISO Quality Procedures, which are subject to Internal Quality Audit (“IQA”) and annual renewal audit by HKQAA. Extracts of two examples of ISO Quality Procedures are enclosed for reference: Document 2.1 (Friends of KMB Volunteer Club, at p.7) and Document 2.2 (Print Advertising Implementation, at p.6).
2. For documents arising from projects, there is a Project Manager assigned for each project, who is responsible for managing documents and information arising from that project. When the project proposals are finalised and adopted by the companies, the details of the proposals will be written as the companies’ policies and where applicable, be converted into ISO Quality Procedures.
3. Nevertheless, the companies are reviewing the control over management of projects including the preservation of relevant records and documents. A group policy on record management and a central record management system are in the process of development.
4. The companies have a “Backup Tape Retention Policy” which sets out, inter alia, the backup frequency and retention period for data recorded in servers as well as data for projects. Extracts of the “Backup Tape Retention Policy” are enclosed as Document 2.3. The companies also have regular disaster recovery drills which include, inter alia, restoration of backup data for certain project(s). Subject to the “Backup Tape Retention Policy”, the companies’ practice on email retention is set out in Document 2.4.

Documents/Information by KMB/LWB	
2.1	Extracts of ISO Quality Procedure – Quality Instruction: Friends of KMB Volunteer Club;
2.2	Extracts of ISO Quality Procedure – Quality Instruction: Print Advertising Implementation;
2.3	Extracts of Backup Tape Retention Policy; and
2.4	Practice on Email Retention.

Annex 3

Request from IRC
to provide records of presentations and/or email exchanges regarding the ROM project at the time Mr. Alok Jain was employed by KMB; [Transcript Day 13; 10 August 2018, page 60]

Reply:-

1. The main functions of ROM are to assist dispatchers in the monitoring and management of bus operation according to the System Specifications for ROM under document 3.2, System Requirements Specification for ROM under document 3.11 and System Proposal for ROM under document 3.12. There is no mention of bus safety in any of the documents.
2. Most of the staff involved in the ROM project have left the companies. Andrew Kwan (ST) and Terry Lo (TR), who served the taskforce, confirmed that, to the best of their knowledge, the emails and documents are substantially all the relevant records relating to the ROM project and that Mr. Alok Jain was not involved in the project. His name is not mentioned in the records of the ROM project.
3. Although the ROM system in its original version was not fully implemented, KMB later developed the unimplemented elements into ETA and FMI.
4. The table below sets out the relevant documents/emails relating to the ROM project.

Documents/Information by KMB/LWB			
Doc. No.	Date	Description	Remarks
3.1	13 Jul 2013 (1:44 PM)	Email from Terry Lo (TR) to ROM Taskforce with ROM Implementation Plan	At the kick off meeting, it was agreed that the system name of "Next Generation Fleet Management Software" should be changed to "Real-time Operations Management System (ROM)".
- ditto -	- ditto -	- ditto -	4 taskforces were formed to work on different stages of the ROM implementation.
3.2	Undated	ROM System Specifications	System Specifications for ROM (version 1.10) were prepared. It confirmed that the objectives of ROM were to control and monitor bus services, streamline workflow and improve operational efficiency so as to provide the best bus services to the public even in unexpected resources shortage or special situations that would cause bus disruption.
3.3	Undated	Tender Document of ROM	KMB invited vendors to tender for ROM.
3.4	29 Oct 2013	Email correspondence between Catherine Yip (IT) and Evan Auyang (DMD)	The Deputy Managing Director agreed to extend the ROM tender closing date from 8 Nov 2013 to 6 Dec 2013.
3.4	6 Dec 2013	- ditto -	New deadline for submission of tender.

3.5	13 Dec 2013 (4:46 PM)	Email from Virginia Lam (PUR) to the concerned parties for ROM tendering	The Purchasing Department was clarifying with the tenderers on their quotes and requesting detailed breakdowns.
3.6	2 Jan 2014 (11:09 AM)	Email from Kelvin Yeung (PUR) to the concerned parties for ROM tendering	The Purchasing Department reported that 4 tenderers were invited to attend a post-tender meeting individually on various dates.
3.7	Undated	ROM Tender Analysis	Taskforce analysed the overall tender price submitted by 4 tenderers, namely Autotoll, INIT, Trapeze and Volvo.
3.8	12 Mar 2014 to 13 Mar 2014	Email correspondence amongst the concerned parties for ROM tendering with Powerpoint presentation – ROM Project Status Update	A Powerpoint regarding ROM Project Status Update was prepared. It included the summaries of the assessment and evaluation of the tenderers. Despite Autotoll obtained the highest total scores, its bus operations knowledge was limited.
3.9	2 Apr 2014	4 Emails from Virginia Lam (PUR) to the Tenderers	It was agreed not to award the ROM contract to any tenderer. KMB notified all tenderers its decision.
3.10	23 Jun 2014	Memo of Chung Lim Chan (IT)	Information Technology Department took up the development of the ROM project.

3.11	18 Aug 2014	Memo of Chung Lim Chan (IT) with System Requirements Specification	The System Requirements Specification for ROM was prepared with a view to achieve the following functions:- 1) Real time bus monitoring; 2) Departure Management; 3) Diversion Management; and 4) Communication Management.
3.12	18 Nov 2014	Memo of Chung Lim Chan (IT) with System Proposal	The ROM System Proposal was completed and approved by the Head of Depot and the General Managers of respective Depots.
- ditto -	- ditto -	- ditto -	ROM project was at its implementation stage. ROM would provide the following set of functions:- 1) Reference tables maintenance; 2) Real-time Bus Monitoring; 3) Departure Management; 4) Dispatchers Managers; 5) Reporting; and 6) Access Control.
3.13	19 Dec 2014 to 17 Sept 2015	Memos of Chung Lim Chan (IT) concerning ROM Status Report	Development status was reported, the progress was generally on schedule.
3.14	26 Oct 2015	Memo of Chung Lim Chan (IT)	LCK Depot decided that ROM was sufficient to replace TER system in department management for 3 designated routes 5A, 108 and 37M. ROM was also deployed to 5 termini to assist terminus supervisors in departure management.

3.15	17 Dec 2015	Memo of Chung Lim Chan (IT)	Dispatchers were accustomed to the new system and ready to abandon the old TER system in a short time for the selected routes.
3.16	3 Feb 2016 25 Feb 2016	Email correspondence between Chung Lim Chan (IT) and Louisa Lam (ODD)	The scope of ROM had been changed and was renamed to Fleet Management Information System (FMI).
3.17	Various	Application forms for FMI to add new users to access the project	FMI is still widely adopted
3.18	N/A	Update list of names and positions of key persons shown in the documents / emails above	N/A

Annex 4

Request from IRC

to provide a copy of the circular(s) and/ or notices issued to bus captains prohibiting their use of their own CCTV cameras and/or other devices to carry out recording on board whilst driving franchised buses;

[Transcript Day 13; 10 August 2018, page 86]
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Documents/Information by KMB/LWB

4.1 Internal notice dated 5 March 2015.

Explanatory note:-

1. According to document 4.1, 砵車報告 means 事項報告 and 款待處 means 維修部接待處.

Annex 4

Request from IRC

to provide a copy of the circular(s) and/ or notices issued to bus captains prohibiting their use of their own CCTV cameras and/or other devices to carry out recording on board whilst driving franchised buses;

[Transcript Day 13; 10 August 2018, page 86]

Documents/Information by KMB/LWB

4.1 Internal notice dated 5 March 2015.

Explanatory note:-

1. According to document 4.1, Problem
Report
[Translation] means Incident
Report
[Translation] and Hospitality
Counter
[Translation] means

Maintenance Section Reception Counter.
[Translation]

Annex 5

Request from IRC
<p>to provide information on the overseas supplier which has supplied the protective shields to KMB, and whether or not the design of the protective shields is based on those being used on buses elsewhere in the world;</p> <p>[Transcript Day 13; 10 August 2018, pages 90-91]</p>

Reply:-

1. The design of the protective shields is based on those being used elsewhere in the world. The supplier is called Palram Industries Ltd and the production site of the said shields is Israel;
2. KMB bus manufacturers, namely Alexander Dennis (Asia Pacific) Limited and Volvo Bus Hong Kong Limited, do not have objections to the protective shields; and
3. The Transport Department has approved the retrofitting of the protective shields in June 2018.

Documents/Information by KMB/LWB
<p>5.1 Design reference from existing application in United Kingdom;</p> <p>5.2 Letter from Alexander Dennis (Asia Pacific) Limited dated 22 November 2017 with no objection to sourcing and retrofitting buses with the protective screens;</p> <p>5.3 Letter from Volvo Bus Hong Kong Limited dated 12 June 2018 with no objection to sourcing and retrofitting buses with the protective screens;</p> <p>5.4 Letter from KMB to Transport Department dated 27 October 2017 seeking approval to retrofit the protective shields;</p> <p>5.5 Letter from Transport Department to KMB dated 12 June 2018 approving the protective shields;</p> <p>5.6 Letter from KMB to Transport Department dated 21 June 2018 seeking approval to retrofit the protective shields;</p> <p>5.7 Letter from Transport Department to KMB dated 25 June 2018 approving the protective shields;</p> <p>5.8 Cover of Brochure for Palclear; and</p> <p>5.9 Information about Palram Industries Ltd.</p>

Annex 6

Request from IRC

to provide photographs of the warning message being displayed on buses saying that "disturbing the bus captain is a criminal offence", and warning, if in visual format, about the bus captains stopping the bus if there is a disturbance;

[Transcript Day 13; 10 August 2018, pages 94-96]

Documents/Information by KMB/LWB

- 6.1 Photograph of the sticker with the warning message near the driver's seat of our bus;
- 6.2 Design of the sticker with the warning message;
- 6.3 Video (with audio) showing the on board announcement that the bus captain is being impeded (sent to IRC office by email on 23 Aug 2018); and
- 6.4 Internal notice dated 25 May 2017 regarding the said on board announcement.

Annex 7

Request from IRC

to provide a copy of the form entitled "DISC" Test Evaluation and an explanation of the acronym "DISC", a form previously used in the assessment of applicants for recruitment as bus captains;

[Transcript Day 13; 10 August 2018, pages 119-120]

Documents/Information by KMB/LWB

7.1 Sample Copy of the "DISC" Test Evaluation Form

Explanatory notes:-

1. An explanation of the acronym "DISC" is as follows :-
 - a. "D" stands for Dominance;
 - b. "I" stands for Influence;
 - c. "S" stands for Steadiness; and
 - d. "C" stands for Conscientiousness.
2. The "DISC" Test Evaluation form was found not to be an effective tool to assess the personality of the job applicants;
3. Subsequently, KMB found that it was more appropriate to assess a bus captain's character based on scenario type questions during interviews;
4. In addition, during driving tests for potential bus drivers, the driving behaviour of said drivers can easily be observed by KMB assessors; and
5. Hence, the "DISC" Test Evaluation form was deemed ineffective and was not used after review in 2014.

Annex 8

Request from IRC
to provide details obtained in and statistics derived from declarations required of bus captains as to their other employment, in particular details of their employment as drivers of other motor vehicles; [Transcript Day 13; 10 August 2018, pages 141-145]

Documents/Information by KMB/LWB
8.1 Outside employment of the 311 bus captains; and 8.2 Print screen.

Explanatory notes:-

1. Document 8.1 sets out the statistics derived from declarations required of bus captains as to their other employment, in particular details of their employment as drivers of other motor vehicles.
2. Document 8.2 is a print screen of the declaration that a BC needs to make by tapping his/her staff card against a TER machine upon commencement of each day's work.

Annex 9

Request from IRC

to provide copies of samples of declarations made by the bus captains who reported their alternative employment in respect of those 78 working more than 18 hours per week and those others working more than 10 hours per week;

[Transcript Day 13; 10 August 2018, pages 150-153]

Reply:-

Both categories of bus captains have to make the same declaration. However for those working more than 10 hours per week, they have to provide an additional brief report to undertake that they have to work not less than 10 hours per week and working as KMB/LWB bus captains do not contravene the employment contracts of their alternative employments.

Documents/Information by KMB/LWB

- 9.1 Declaration made by part-time bus captain who reported his/her alternative employment and worked in KMB/LWB for more than 18 hours per week; and
- 9.2 Declaration and brief report made by part-time bus captain who reported his/her alternative employment and worked in KMB/LWB for more than 10 but less than 18 hours per week.

Annex 10

Request from IRC

to provide copies of samples of copies of contracts of employment with newly recruited bus captains and retired bus captains on re-employment

[Transcript Day 13; 10 August 2018, page 153]

Documents/Information by KMB/LWB

- 10.1 月薪車長合約
- 10.2 月薪車長合約 (退休重聘車長)
- 10.3 時薪車長合約
- 10.4 時薪車長合約 (退休重聘車長)

Annex 10

Request from IRC

to provide copies of samples of copies of contracts of employment with newly recruited bus captains and retired bus captains on re-employment

[Transcript Day 13; 10 August 2018, page 153]

Documents/Information by KMB/LWB

- 10.1 Employment Contract of Monthly -Rated Bus Captain *[Translation]*
- 10.2 Employment Contract of Monthly -Rated Bus Captain
(for Bus Captains Re-employed after Retirement) *[Translation]*
- 10.3 Employment Contract of Hourly-Rated Bus Captain *[Translation]*
- 10.4 Employment Contract of Hourly-Rated Bus Captain
(for Bus Captains Re-employed after Retirement) *[Translation]*

Annex 11

Request from IRC

to enquire if speeding/harsh acceleration/harsh deceleration exception reports were generated on 10 February 2018 in respect of the bus captain driving the bus involved in the Tai Po Road accident that day and, if so, to provide copies of those reports; if such exception reports were not generated, nevertheless to examine the data to determine if there was speeding/harsh acceleration/harsh deceleration of the bus prior to the accident and, if so, to provide copies of that data;

[Transcript Day 14, 11 August 2018, pages 8-9]

Reply:-

Yes, such exception reports were generated. The driving records of the bus captain, who drove the bus involved in the Tai Po Road accident on 10 February 2018, do not appear in those reports.

Documents/Information by KMB/LWB

- 11.1 BOP 207 records from 29 Jan 2018 to 13 Feb 2018 (Shatin Depot);
- 11.2.1 Summary of data relating to speeding, sudden acceleration and harsh brake between 19 Dec 2017 and 12 Feb 2018;
- 11.2.2 BC Performance from 6 Feb 2018 to 12 Feb 2018: Speeding;
- 11.2.3 BC Performance from 6 Feb 2018 to 12 Feb 2018: Sudden Acceleration; and
- 11.2.4 BC Performance from 6 Feb 2018 to 12 Feb 2018: Harsh Brake.

Annex 12

Request from IRC
to provide minutes of the meetings of the Working Group on the Enhancement of Safety of Franchised Buses and its sub-groups; [Transcript Day 14; 11 August 2018, pages 42-46]

Reply:

1. The scope of works of the Working Group was discussed at the inception of the Working Group (during the Working Group Meeting held on 13 March 2018 and three letters between the Transport Department and KMB/LWB under document nos. 12.12 – 12.14). The following items were suggested be included in the scope:-
 - i. Illegal parking and loading/unloading activities at bus stops;
 - ii. Traffic congestion;
 - iii. Bus captain assaults; and
 - iv. Traffic black spots.
2. The Transport Department replied that these four subjects would be handled separately outside the Working Group.

Documents/Information by KMB/LWB
12.1 Summary of notes for meetings between the Transport Department and all bus operators and bus manufacturers;
12.2 Summary of correspondences between KMB and the Transport Department;
12.3 Meeting schedule with the Transport Department;
12.4 Notes of 1 st Meeting held on 13 March 2018 of the Working Group on Enhancement of Safety of Franchised Buses;
12.5 Notes of 1 st Meeting held on 19 April 2018 of the Technical Meeting on Training Arrangements for Bus Captains;
12.6 Notes of 2 nd Meeting held on 23 April 2018 of the Working Group on Enhancement of Safety of Franchised Buses;
12.7 Notes of 3 rd Meeting held on 21 June 2018 of the Working Group on Enhancement of Safety of Franchised Buses;
12.8 Draft Notes of 2 nd Meeting held on 4 June 2018 of the Technical Meeting on Training Arrangements for Bus Captains;

- 12.9 Notes of Meeting of the 1st Sub-Working Group on On-Vehicle Safety Devices for Franchised Buses on 27 March 2018;
- 12.10 Draft Notes of the 2nd Meeting of the Sub-Working Group on On-Vehicle Safety Devices for Franchised Buses on 12 June 2018;
- 12.11 Draft Notes of the 3rd Meeting of the Sub-Working Group on In-Vehicle Safety Devices for Franchised Buses on 27 June 2018;
- 12.12 Letter from KMB to Transport Department dated 15 March 2018;
- 12.13 Letter from Transport Department to KMB dated 26 March 2018; and
- 12.14 Letter from KMB to Transport Department dated 11 July 2018.

Annex 13

Request from IRC

to provide the version of the "Practice Note" attached to the discussion paper of the Working Group, dated early/mid July 2018;

[Transcript Day 14; 11 August 2018, pages 52-53]
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Reply:

1. A draft set of Guidelines on Training for Franchised Bus Captains (the “Guidelines”) was given to the bus operators on 4 June 2018 during the 2nd Meeting of the Technical Meeting on Training Arrangements for Bus Captains. A revised draft set of Guidelines was circulated to bus operators on 5 June 2018;
2. It is found in the Notes of 3rd Meeting of the Working Group (under document no. 13.4) that the Transport Department has turned the Guidelines into the Practice Note on Training Framework for Franchised Bus Captains (the “Practice Note”);
3. On 29 June 2018, a draft Practice Note was circulated to all bus operators; and
4. On 18 July 2018, KMB wrote to the Transport Department enquiring the authoritative status of the Practice Note, the consequences thereof and other details. On 6 August 2018, the Transport Department replied to KMB. On the same date, the Transport Department officially issued the Practice Note.

Documents/Information by KMB/LWB

- | | |
|------|---|
| 13.1 | Summary of Practice Note and Guidelines; |
| 13.2 | Summary of Correspondences between KMB and the Transport Department; |
| 13.3 | 2 nd and 4 th Draft Guidelines on Training for Franchised Bus Captains, annexed to the Draft Notes of 2 nd Meeting held on 4 June 2018 of the Technical Meeting on Training Arrangements for Bus Captains; |
| 13.4 | The Practice Note on Training Framework for Franchised Bus Captains annexed to the Notes of 3 rd Meeting held on 21 June 2018 of the Working Group on Enhancement of Safety of Franchised Buses; |
| 13.5 | Practice note on Training Framework for Franchised Bus Captains, annexed to letter from Transport Department dated 6 August 2018; |
| 13.6 | Letter from KMB to Transport Department dated 18 July 2018; and |
| 13.7 | Letter from Transport Department to KMB dated 6 August 2018. |

Annex 14

Request from IRC
to provide a copy of the "old form" of the companies, which required information to be disclosed by applicant bus captains of various matters including any dangerous driving records;
[Transcript Day 14; 11 August 2018, pages 53-56]

Documents/Information by KMB/LWB
14.1 職位申請書 (車長);
14.2 職位申請書 附件;
14.3 至運輸署牌照部的授權書;
14.4 KMB Medical Centre Medical Assessment Form dated 25 November 2017;
14.5 Certificate of Previous Conviction Issued under Section 75(5) of the Road Traffic Ordinance (Cap 374) of Laws of Hong Kong dated 20 November 2017;
14.6 Letter from the Transport Department dated 28 February 2018 enclosing an appendix with information; and
14.7 KMB Medical Examination- Health Status Declaration.

Explanatory notes:

1. Upon handing in the bus captain application form, the bus captain applicant is also required to sign an authorisation to the Transport Department Hong Kong Licensing Office (the "Licensing Office") , please see document 14.3, allowing KMB to obtain records of all traffic records, if any;
2. The bus captain applicant will also be required to (i) sign a Medical Examination – Health Status Declaration and (ii) go to the KMB Medical Centre for a medical examination and obtain a Medical Assessment Form;
3. KMB will then write to the Licensing Office enclosing the signed authorisation form. The Licensing Office will then provide information regarding past offences, if any, committed by the bus captain applicants within the past three years; and
4. KMB will also apply to the Hong Kong Police to obtain a certificate showing previous convictions of the bus captain applicant within the past 5 to 10 years depending on type of offence and penalty.

Annex 14

Request from IRC
to provide a copy of the "old form" of the companies, which required information to be disclosed by applicant bus captains of various matters including any dangerous driving records;
[Transcript Day 14; 11 August 2018, pages 53-56]

Documents/Information by KMB/LWB	
14.1	Job Application Form (Bus Captain) <i>[Translation]</i>
14.2	Appendix to Job Application Form <i>[Translation]</i>
14.3	Authorisation Letter to Licensing Section of Transport Department <i>[Translation]</i>
14.4	KMB Medical Centre Medical Assessment Form dated 25 November 2017;
14.5	Certificate of Previous Conviction Issued under Section 75(5) of the Road Traffic Ordinance (Cap 374) of Laws of Hong Kong dated 20 November 2017;
14.6	Letter from the Transport Department dated 28 February 2018 enclosing an appendix with information; and
14.7	KMB Medical Examination- Health Status Declaration.

Explanatory notes:

1. Upon handing in the bus captain application form, the bus captain applicant is also required to sign an authorisation to the Transport Department Hong Kong Licensing Office (the "Licensing Office") , please see document 14.3, allowing KMB to obtain records of all traffic records, if any;
2. The bus captain applicant will also be required to (i) sign a Medical Examination – Health Status Declaration and (ii) go to the KMB Medical Centre for a medical examination and obtain a Medical Assessment Form;
3. KMB will then write to the Licensing Office enclosing the signed authorisation form. The Licensing Office will then provide information regarding past offences, if any, committed by the bus captain applicants within the past three years; and
4. KMB will also apply to the Hong Kong Police to obtain a certificate showing previous convictions of the bus captain applicant within the past 5 to 10 years depending on type of offence and penalty.

Annex 15

Request from IRC

to provide information on the proportion of bus captains driving split shifts who begin their rest period at a bus station rather than a bus depot;

[Transcript Day 14; 11 August 2018, pages 70-71]

Documents/Information by KMB/LWB

- 15.1 Statistics of the venue of taking midday rest by KMB and LWB special shift bus captains.

Annex 16

Request from IRC

to provide the relevant chapters of the Forward Planning Programme (2019-2023) of KMB and LWB to be provided to the Transport Department on or before 17 August 2018;

[Transcript Day 14; 11 August 2018, pages 71-72]

Documents/Information by KMB/LWB

- 16.1 Chapter 8 (Bus Safety) of KMB's Forward Planning Programme 2019-2023;
and
- 16.2 Chapter 8 (Bus Safety) of LWB's Forward Planning Programme 2019-2023.

Annex 17

Request from IRC

to provide information for 2018 of the number of passengers injured in the various different categories of accidents described in the statistics set out in Tables 8.1 and 8.2, described at paragraphs 8.2.6 to 8.2.8 (TD-183), distinguishing between those injured and fatalities; number of passengers injured in the single "bus overturn/topple" case in 2016; and number of persons injured in the 27 accidents under the heading of "hit a street object or a vehicle or an animal" in 2016.

[Transcript Day 14; 11 August 2018, pages 78-82; and 83-85]

Documents/Information by KMB/LWB

- 17.1 Table showing the number of passengers injured and fatalities in 2018 ;
- 17.2 Information regarding the single "bus overturn/topple" case in 2016;
- 17.3 Information regarding the 27 "hit a street object or a vehicle or an animal" accidents in 2016.

Annex 18

Request from IRC
to provide correspondence between the companies and the Hong Kong Police Force and the standard form of the witness statement used, in respect of the pilot scheme to combat illegal parking at the bus terminus at Canton Road;
[Transcript Day 14; 11 August 2018, pages 90-92]

Documents/Information by KMB/LWB
18.1 Letter from KMB to Police dated 14 December 2017 (regarding illegal parking happened on 8 December 2017 at 18:22);
18.2 Letter from KMB to Police dated 14 December 2017 (regarding illegal parking happened on 8 December 2017 at 18:32);
18.3 Letter from Police to KMB dated 10 January 2018 (in duplicate);
18.4 Letter from KMB to Police dated 27 February 2018 (regarding illegal parking happened on 10 February 2018 at 20:50);
18.5 Letter from KMB to Police dated 27 February 2018 (regarding illegal parking happened on 10 February 2018 at 20:52);
18.6 Letter from KMB to Police dated 28 June 2018 (regarding illegal parking happened on 6 June 2018 at 22:30);
18.7 Email correspondence between Patrick Pang (DOD) and Police Superintendent Chung Hung Yip Courtney on 15 November 2017 and 14 August 2018;
18.8 Email from Kenneth Kung (Operations Officer) to Patrick Pang (DOD) sent on 14 November 2017 at 12:50 and some previous email correspondence with 4 photos;
18.9 Email from Kenneth Kung (Operations Officer) to Patrick Pang (DOD) sent on 15 November 2017 at 8:34 and some previous email correspondence with 4 pages of photos;
18.10 Email from Patrick Pang (DOD) to Leung Kin Wang (OD) sent on 15 November 2017 at 13:19 with 4 pages of photos;
18.11 Email from Kenneth Kung (Operations Officer) to Patrick Pang (DOD) sent on 20 November 2017 at 20:16 and some previous email correspondence;
18.12 Email from Kenneth Kung (Operations Officer) to Patrick Pang (DOD) sent on 23 November 2017 at 10:58 and some previous email correspondence with 4 photos; and
18.13 Email from Kenneth Kung (Operations Officer) to Patrick Pang (DOD) sent on 9 February 2018 at 11:41 and some previous email correspondence.
18.14 Pro forma report to Police on illegal parking (舉報違泊報告書);

- 18.15 PowerPoint presentation on the work procedure of reporting to Police on illegal parking (擬訂車務督察以錄影片段舉報違泊報告書工作程序); and
- 18.16 Record of report to Police on illegal parking (車務督察以錄影片段舉報違泊報告紀錄) updated as at 6 August 2018.

Annex 19

Request from IRC

to provide copies of correspondence between KMB and Openmatics in respect of what value, if any, was/was not recommended to be input into the black box for the threshold of "Tilt"

[Transcript Day 14; 11 August 2018, pages 126-128]

Reply:

1. As seen from the email correspondences enclosed with this Annex, Openmatics and our two bus manufactures, Alexander Dennis (Asia Pacific) Limited ("ADL") and Volvo Bus Hong Kong Limited, were unable to give any advice on what to input for the threshold of "Tilt". They are also not aware of any overseas double decker bus operators who have set up a tilt angle alarm. ADL mentioned in their mail of 6 July 2018 that should the parameters be set too low then there would be a number of nuisance activations and a bus driver might be distracted when he should be concentrating on rectifying the situation he finds himself in.
2. Nevertheless, KMB will continue to actively look into the matter of setting up a tilt angle alarm and will liaise with The William Wright Technology Centre (W-TECH) in Belfast to conduct further research into the tilt angle concerns and explore options to resolve it.

Documents/Information by KMB/LWB

- 19.1 Table identifying relevant parties in email correspondences;
- 19.2 Chronology and summary of emails between KMB and Openmatics;
- 19.3 Chronology and summary of emails between KMB and Alexander Dennis (Asia Pacific) Limited;
- 19.4 Chronology and summary of emails between KMB and Volvo Bus Hong Kong Limited;
- 19.5 Email from Jan Kulis of Openmatics to Chun Kin Chan (SER) sent on 2 August 2018 at 9:44 pm;
- 19.6 Email from Chun Kin Chan (SER) to Jan Kulis of Openmatics sent on 3 August 2018 at 8:36 am;

- 19.7 Email from Chun Kin Chan (SER) to Jan Kulis of Openmatics sent on 4 August 2018 at 1:28 pm;
- 19.8 Email from Jan Kulis of Openmatics to Chun Kin Chan (SER) sent on 6 August 2018 at 2:30 pm;
- 19.9 Email from Chun Kin Chan (SER) to Jan Kulis of Openmatics sent on 6 August 2018 at 2:42 pm;
- 19.10 Email from Chun Kin Chan (SER) to Jan Kulis of Openmatics sent on 17 August 2018 at 10:33 am;
- 19.11 Email from Chun Kin Chan (SER) to Jan Kulis of Openmatics sent on 17 August 2018 at 1:02 pm;
- 19.12 Email from Jan Kulis of Openmatics to Chun Kin Chan (SER) sent on 17 August 2018 at 5:51 pm;
- 19.13 Email from Jan Kulis of Openmatics to Chun Kin Chan (SER) sent on 17 August 2018 at 7:35 pm;
- 19.14 Email from Sai Lok Ho (SER) to Andy Boulton of Alexander Dennis (Asia Pacific) Limited sent on 29 March 2018 at 7:03 pm;
- 19.15 Email from Sai Lok Ho (SER) to Andy Boulton of Alexander Dennis (Asia Pacific) Limited sent on 28 May 2018 at 6:30 pm;
- 19.16 Email from Andy Boulton of Alexander Dennis (Asia Pacific) Limited to Sai Lok Ho (SER) sent on 6 July 2018 at 6:46 pm;
- 19.17 Email from Sai Lok Ho (SER) to Andy Boulton of Alexander Dennis (Asia Pacific) Limited sent on 2 August 2018 at 2:40 pm;
- 19.18 Email from Andy Boulton of Alexander Dennis (Asia Pacific) Limited to Sai Lok Ho (SER) sent on 2 August 2018 at 2:44 pm;
- 19.19 Email from Sai Lok Ho (SER) to Andy Boulton of Alexander Dennis (Asia Pacific) Limited sent on 3 August 2018 at 9:42 am;
- 19.20 Email from Andy Boulton of Alexander Dennis (Asia Pacific) Limited to Sai Lok Ho (SER) sent on 3 August 2018 at 1:03 pm;
- 19.21 Email from Sai Lok Ho (SER) to Scott Harvey of Volvo Bus Hong Kong Limited sent on 29 March 2018 at 7:05 pm;
- 19.22 Email from Sai Lok Ho (SER) to Julia Lu of Volvo Bus Hong Kong Limited sent on 28 May 2018 at 6:28 pm;
- 19.23 Email from Julia Lu of Volvo Bus Hong Kong Limited to Sai Lok Ho (SER) sent on 29 May 2018 at 8:58 am;
- 19.24 Email from Sai Lok Ho (SER) to Julia Lu of Volvo Bus Hong Kong Limited sent on 2 August 2018 at 2:32 pm;
- 19.25 Email from Julia Lu of Volvo Bus Hong Kong Limited to Sai Lok Ho (SER) sent on 2 August 2018 at 3:01 pm;
- 19.26 Email from Sai Lok Ho (SER) to Julia Lu of Volvo Bus Hong Kong Limited sent on 3 August 2018 at 9:44 am; and
- 19.27 Email from Julia Lu of Volvo Bus Hong Kong Limited to Sai Lok Ho (SER) sent on 6 August 2018 at 9:21 am.

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/7-45/3

來函檔號 Your Ref.: LGD 10403

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11 September 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Limited
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

The Committee thanks you for your submission of 23 August 2018, which provides, amongst others, further records kept by your company in relation to the development of the Real-time Operations Management (ROM) System. It is in connection to the ROM System that the Committee wishes to request your company to provide further information. Specifically, the Committee would like to request your company to provide copies of the section on Bus Safety in the Forward Programme Plans (FPPs) prepared by your company in the years from 2012 to 2016, i.e. the five FPPs covering the five-year periods from 2013 - 2017 to 2017 to 2021.

The Committee would be very grateful if your company could provide the Committee with the information requested above **before the commencement of the hearing on 12 September 2018.**

Please note that 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. 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

香港專營巴士服務
獨立檢討委員會

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14 September 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Limited
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon

BY EMAIL & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

The Committee thanks Dr Norman LEUNG, Dr John CHAN, as well as you and your colleagues for attending the hearing on 12 September 2018 and giving oral evidence to the Committee in respect of safety-related matters pertaining to the franchised bus service of the Kowloon Motor Bus Co. (1933) Limited ("KMB") and Long Win Bus Company Limited ("LWB"). The Committee also thanks your company for following-up on the hearing and making a further submission on 14 September 2018 to provide the full notes of meeting of the Transport Department's Working Group on Enhancement of Safety of Franchised Buses and its subgroups.

2. In addition to the notes of meeting, at the hearing of 12 September 2018, the representatives of the companies undertook to provide other information in respect of the matters set out in **Annex 1**. I should be grateful if you would provide us with further information on those matters by **21 September 2018**.

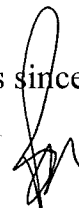
3. The Committee also undertook at the meeting to share the investigation report of the United Kingdom's Railway Accident Investigation Branch released in December 2017 concerning the overturning of a tram at Sandilands junction, Croydon on 9 November 2016 with KMB. [*Transcript Day 15; page 12; lines 21 to 22*] An excerpt of the report is attached as **Annex 2**, while the full report is available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/665906/R182017_171207_Sandilands.pdf. You may wish to note the following paragraphs from the excerpt of the report provided at Annex 2:

- (i) “Other observations included:
 - ...there was no device fitted to the Croydon trams that was capable of reliably detecting drivers’ loss of awareness (report paragraphs 401 to 407)” *[paragraph S33 on page 13, with a similar paragraph in paragraph 471(b) on page 139];*
- (ii) “In October 2017, London Trams reported that its actions since the accident at Sandilands have included:
 - installing an in-cab vigilance/alertness system to all its trams” *[paragraph 482 on page 142, with a paragraph on the installation of such in-cab vigilance/alertness system on trams for the Croydon network by Trams Operations Limited mentioned in paragraph 483 on the same page];*
- (iii) “UKTram has reported that UK tramways and UKTram are working on the following with the intention of sharing good practice among UK tramways:
 - reviewing systems for monitoring driver attention” *[paragraph 484 on page 142];* and
- (iv) “The following recommendations are made:
 - UKTram operators, owners and infrastructure managers should work together to research and evaluate systems capable of reliably detecting driver attention state and initiating appropriate automatic responses if a low level of alertness is identified” *[sub-paragraph 4 of paragraph 491 on page 146].*

4. The report was then put to the Board of the Transport for London for discussion on 30 January 2018, the discussion paper and meeting minutes of which are available respectively at: <http://content.tfl.gov.uk/board-20180130-item05-tram-overturning-at-sandilands.pdf> and <http://content.tfl.gov.uk/board-20180320-item03-minutes-20180130-for-approval.pdf>. On the fourth page of Appendix 2 to the discussion paper (attached to this letter as **Annex 3**) is a progress report on the recommendation mentioned in paragraph 3(iv) of this letter. It states that:

“...LT has procured and commission the Seeing Machine Guardian driver protection system fleet wide. This system provides proven driver fatigue and distraction management via facial recognition technology. Driver protection system installed and operational across LT fleet”, with the term “LT” referring to London Trams.

Yours sincerely,



(CHAN Ping-fai, Peter)

Secretary, Independent Review Committee on
Hong Kong’s Franchised Bus Service

1. Information regarding the service schedule and routing of crew bus service provided by KMB and LWB for their bus captains to report duty at their respective depots; [*Transcript Day 15; page 89; lines 17 to 19*] and
2. A table of comparison showing the salary structure of daily-rated and monthly-rated bus captains before and after the changes to the remuneration package that took effect on 1 September 2018 [*Transcript Day 15; page 94; lines 7 to 12*].

Rail Accident Report



Overturning of a tram at Sandilands junction, Croydon 9 November 2016

This investigation was carried out in accordance with:

- the Railway Safety Directive 2004/49/EC;
- the Railways and Transport Safety Act 2003; and
- the Railways (Accident Investigation and Reporting) Regulations 2005.

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This report is published by the Rail Accident Investigation Branch, Department for Transport.

Preface

The purpose of a Rail Accident Investigation Branch (RAIB) investigation is to improve railway safety by preventing future railway accidents or by mitigating their consequences. It is not the purpose of such an investigation to establish blame or liability. Accordingly, it is inappropriate that RAIB reports should be used to assign fault or blame, or determine liability, since neither the investigation nor the reporting process has been undertaken for that purpose.

The RAIB's findings are based on its own evaluation of the evidence that was available at the time of the investigation and are intended to explain what happened, and why, in a fair and unbiased manner.

Where the RAIB has described a factor as being linked to cause and the term is unqualified, this means that the RAIB has satisfied itself that the evidence supports both the presence of the factor and its direct relevance to the causation of the accident. However, where the RAIB is less confident about the existence of a factor, or its role in the causation of the accident, the RAIB will qualify its findings by use of the words 'probable' or 'possible', as appropriate. Where there is more than one potential explanation the RAIB may describe one factor as being 'more' or 'less' likely than the other.

In some cases factors are described as 'underlying'. Such factors are also relevant to the causation of the accident but are associated with the underlying management arrangements or organisational issues (such as working culture). Where necessary, the words 'probable' or 'possible' can also be used to qualify 'underlying factor'.

Use of the word 'probable' means that, although it is considered highly likely that the factor applied, some small element of uncertainty remains. Use of the word 'possible' means that, although there is some evidence that supports this factor, there remains a more significant degree of uncertainty.

An 'observation' is a safety issue discovered as part of the investigation that is not considered to be causal or underlying to the event being investigated, but does deserve scrutiny because of a perceived potential for safety learning.

The above terms are intended to assist readers' interpretation of the report, and to provide suitable explanations where uncertainty remains. The report should therefore be interpreted as the view of the RAIB, expressed with the sole purpose of improving railway safety.

The RAIB's investigation (including its scope, methods, conclusions and recommendations) is independent of any inquest or fatal accident inquiry, and all other investigations, including those carried out by the safety authority, police or railway industry.

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Overturning of a tram at Sandilands junction, Croydon, 9 November 2016

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Summary

The accident on 9 November 2016

- S1 For the people of New Addington and the surrounding areas, the tramway which links them to the centre of Croydon has become part of the landscape of their lives since its opening in 2000. It has an important role, taking residents to and from their work, shopping and leisure activities.
- S2 Early in the morning of 9 November 2016, 26 commuters boarded the tram which was to be the fifth service of the day, due to leave New Addington at 05:53 hrs. It was a dark morning, and heavy rain was falling. The tram, number 2551, left the terminus on time. Its journey took it past the Addington Village interchange, and through open country and woodland towards Croydon. It called at five stops along the route, picking up another 36 passengers and travelling at up to 80 km/h (50 mph). It then called at Lloyd Park, where seven more people boarded, so that as the tram moved into the built-up area on the eastern outskirts of Croydon, it was carrying 69 passengers.
- S3 Beyond Lloyd Park, the tramway curves sharply to the right and joins the route of a former railway line. The tram rounded this bend at about 20 km/h (12 mph), and then accelerated, on a long straight stretch of line. There are three closely spaced tunnels on this section, which together are just over 500 metres long. Less than 100 metres beyond the far end of the tunnels, the tramway leaves the alignment of the old railway on a sharp left-hand curve and then meets the other branch of the network, the route from Elmers End and Beckenham, at Sandilands junction.
- S4 The tram passed through the tunnels at around 80 km/h (50 mph). When it emerged from the far end (figure S1), at 06:07 hrs, it had not slowed down as trams normally do, and was still travelling at 78 km/h (48 mph). Through the darkness and heavy rain, the tram approached the reflective sign which marked the point where its speed should have been reduced to 20 km/h (12 mph) to negotiate the curve. The driver applied the brakes, but the tram was still travelling at 73 km/h (45 mph) when it passed the sign, entered the curve, and began to turn over onto its right-hand side.
- S5 The passengers on the tram had no warning of what was to come. Some of them were standing, but most were seated, and as the tram began to tilt they were thrown across and around the vehicle. Some described it as “like being in a washing machine”. The windows on the right-hand side smashed as passengers were thrown against them, and as the tram hit the ground. Some of the doors on that side were torn off. People fell through the openings where the doors and windows had been, and were crushed under the tram as it slid to a stop, about three seconds after leaving the rails. The tram came to rest after travelling a distance of about 27 metres from the place where it left the rails (figure S2).



Figure S1: View emerging from the tunnels

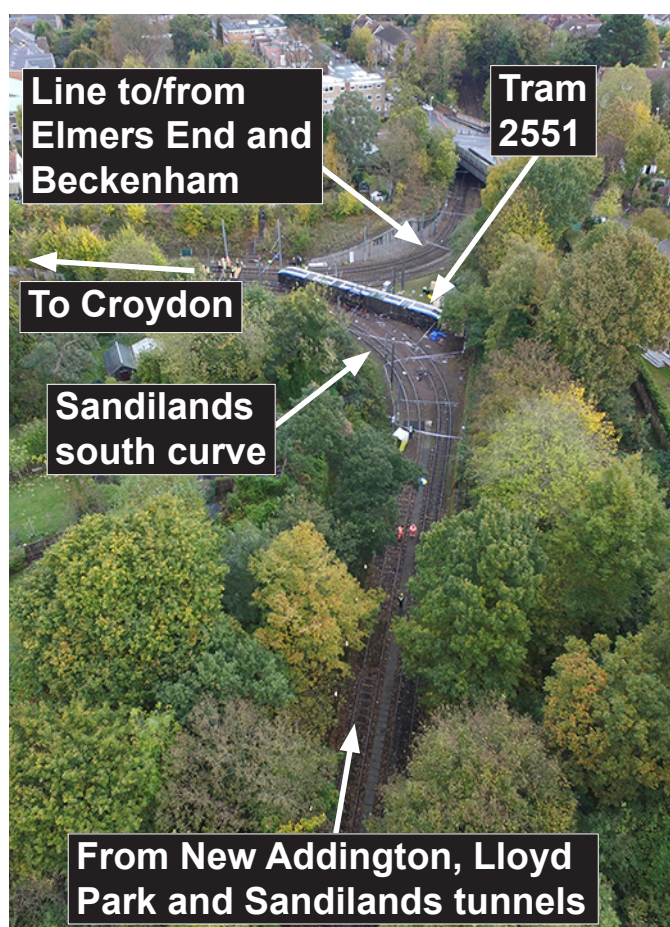


Figure S2: Final position of the tram

- S6 Seven people were killed, nineteen were seriously injured, and 43 had minor physical injuries (including the tram driver). Only one person was physically unhurt. A substantial number of people involved with the accident suffered shock and/or emotional trauma.
- S7 Those who lost their lives were:
- Dane Chinnery**
- Donald Collett**
- Robert Huxley**
- Philip Logan**
- Dorota Rynkiewicz**
- Philip Seary**
- Mark Smith**
- S8 The driver of the tram, who was slightly hurt, contacted the tramway control room by phone, and asked for the emergency services. Many of the passengers also used their phones to make 999 calls. The first person on the scene was the driver of a tram travelling out of Croydon, which had just left the Sandilands stop, when the accident caused it to lose power and stop. This driver walked forward to see what had happened, and he and the driver of tram 2551 used a fire extinguisher and a metal bar to make a hole in the front windscreen of the overturned tram, large enough for people to start to escape. The first police response officers arrived on the scene about five minutes after the accident, and four minutes after that firefighters, paramedics and ambulance crews began to assist the injured.

Tramways in the UK

- S9 This catastrophic accident was the worst to occur on a British tramway for more than 90 years. Towards the end of the nineteenth century, most large towns and cities in the UK acquired tramway networks. From the 1930s onwards, tram services, by then electrified, were replaced by buses, and the last major urban network, in Glasgow, closed in 1962. This left the system connecting Blackpool and Fleetwood as the only 'first generation' tramway remaining in operation, notable for its heritage features. From 1992, tramways again became part of the country's public transport systems, with the opening of the first part of the Manchester Metrolink network. Since then, the Blackpool tramway has been updated and a further five 'second generation' tramway systems have been built, one of which is the Croydon tramway, opened in 2000, and running from termini at Elmers End, Beckenham Junction and New Addington, through the centre of Croydon and on to Wimbledon.
- S10 Tramways are different from railways in several ways. The most significant, in the context of this accident, is that trams are driven on 'line-of-sight', with drivers expected to drive at a speed which will enable them to stop the tram in the distance that they can see ahead, like the drivers of road vehicles. This is in contrast to railways, where the movements of trains are regulated by lineside or in-cab signals, which give the driver permission to proceed as far as the next signal, and may also indicate how fast the train can travel.

- S11 Tram networks, like roads and railways, have speed limits which reflect the type of route, or the presence of curves, junctions and other physical features of the route. On tramways, these speed limits are shown on lineside signs, which mark the point at which the change in permitted speed begins.
- S12 Trains are driven on the basis that the track is unobstructed, even beyond the point the driver can see ahead, and railways have engineered systems that enforce compliance with signals and obedience to speed limits. Tramways do not have such systems, and until now, they have relied on the driver to control the tram's speed as necessary. Signals are provided only to control movements at junctions.

The investigation

- S13 The accident on 9 November immediately brought into question the way which the speed of trams is controlled, and raised many other issues linked to the design, operation and management of trams and the routes they travel on. It was important that the RAIB's investigation should cover all of these areas, and make recommendations that will result in changes that minimise the chances of such a tragedy happening again.
- S14 The investigation itself began immediately, with a team of RAIB inspectors arriving at Sandilands just after 10:00 hrs on the morning of the accident. They examined the overturned tram, and the infrastructure along its route, in detail. Over the following months, the RAIB worked with the emergency services to record and reconstruct the positions of all the passengers on the tram, before and after the accident. With assistance from the British Transport Police, the RAIB has contacted all the surviving passengers from tram 2551.
- S15 The tram was recovered and moved to a secure location within the RAIB's premises near Aldershot, where a covered enclosure has enabled further detailed examination and testing to take place. Some components of the tram have been tested by specialist consultants in dedicated facilities elsewhere.
- S16 During the investigation the RAIB kept in close touch with operators of all the tramways in the UK. Based on our early findings, we issued urgent safety advice to the operators of the Croydon tramway in November 2016, advising them to take action to reduce the risk of trams approaching the curve at excessive speed. In response to this, the infrastructure manager installed additional signs on the route before resuming services after the accident, and also installed similar signs at three other locations on the tramway (report paragraph 479). Other tram operators took similar action (report paragraph 480).
- S17 The RAIB has interviewed many witnesses, both in relation to the accident itself, and in connection with all the circumstances leading up to it. Among many ways in which we gathered information on how the tramway has been run, we circulated a questionnaire to all 146 drivers on the Croydon tramway.

This report

Background

S18 The report describes the areas of investigation, beginning with the events of 9 November (report paragraphs 45 to 65). It goes on to describe the background to the accident, including the regulatory regime that was being operated during the authorisation, design, construction and commissioning of the Croydon tramway (report paragraphs 66 to 71). It also examines the way in which the Croydon tramway applies the principles of line-of-sight driving to the training, assessment and management of drivers (report paragraphs 72 to 90).

The causes of the accident

S19 The immediate cause of the accident was that the tram overturned because it was travelling too fast to negotiate the curve. Detailed analysis of damage, computer simulation and calculations have enabled the RAIB to establish the dynamics of the event. This has confirmed that the tram would have overturned if it had entered the curve at any speed greater than 49 km/h (30 mph); its actual speed was 73 km/h (45 mph) as it entered the curve (report paragraphs 95 to 118).

S20 The tram did not slow down sufficiently before entering the curve because the driver did not apply sufficient braking. There was no evidence of any fault with the tram that could have caused or contributed to the inadequate braking (report paragraphs 119 to 122).

The driving of the tram

S21 The report considers the driver's actions, and the reasons for them. Although it can never be completely ruled out, the RAIB found no evidence that the driver's health or medical fitness contributed to what happened. He had been driving trams in Croydon since 2008, had a good safety record and had driven round the curve at Sandilands many times: records show that he had driven round it at least 693 times since the beginning of 2015. There is no evidence that he was distracted by anything inside or outside the tram, or by using a mobile phone or radio (report paragraphs 123 to 135).

S22 After the tram rounded the curve at Lloyd Park, the driver applied power and let the tram reach its maximum speed. He then needed to do very little to control the tram's speed for about 49 seconds, as the tram ran through the tunnel. This is the longest section on the whole of the tramway on which there is minimal requirement for any active control by the driver. Compared with other sections of the tramway, this presents a relatively low level of workload to the driver. It is also the case that the tunnels did not contain distinctive features which would alert drivers during darkness to their normal braking point.

S23 Although some doubt remains as to the reasons for the driver not applying sufficient braking, the RAIB has concluded that the most likely cause was a temporary loss of awareness of the driving task during a period of low workload, which possibly caused him to microsleep. It is also possible that, when regaining awareness, the driver became confused about his location and direction of travel (report paragraphs 119 to 179).

S24 The investigation considered whether the driver may have been fatigued. It concluded that the shift pattern followed by the driver should not have caused an increased risk of fatigue on the morning of the accident, above the general fatigue risk factor of very early starts, but that it is possible his sleep pattern could have led to a sleep debt, a situation which can result in microsleeps (report paragraphs 143 to 152).

Previous incidents

S25 On 31 October 2016, less than two weeks before the accident, there had been an incident in which a tram went too fast round the curve at Sandilands. On that occasion a different tram driver mistook his position in the tunnel, braked late, and entered the curve at more than 45 km/h (28 mph), a speed at which it is likely that the tram was close to tipping over. For various reasons, this incident was not fully investigated by Tram Operations Ltd (TOL), which is the operator of the trams, until after the accident on 9 November (report paragraphs 180 to 191).

S26 Some tram drivers on the Croydon system reported to the RAIB that there have been occasions on which they had used heavy braking or used the hazard (emergency) brake in order to control their speed at this location. None of them reported these events to the managers at TOL, mainly because of the perceived attitude of some managers and because the drivers feared the consequences for themselves if they did so. This meant that TOL management did not understand the extent of late braking, and so took no action to mitigate the risk (report paragraphs 224 to 231).

The management of risk

S27 An important underlying factor in the accident was that TOL and London Trams (LT), a part of Transport for London which maintains the tramway infrastructure and the trams, had not recognised the actual level of risk associated with overspeeding on a curve, and therefore had not identified the need for additional control measures. TOL had carried out an assessment of the hazards on the route, but had not identified overturning on this curve, or on any other curves, as a consequence of excessive speed. There had been no accident in the UK involving a tram overturning since 1953, and although only a few had occurred in the rest of the world (report paragraph 216), a tram overturning was nevertheless a real possibility.

S28 The investigation found that the risk of trams overturning due to excessive speed around curves, had not been addressed by UK tramway designers, owners, operators or the safety regulator (report paragraphs 249 to 276). In the other UK tram systems, the speed limit signs provided are generally similar to those in Croydon. Additional signs were added after the RAIB issued urgent safety advice to the tramway industry during the investigation. The way in which UK tramways set out signs for speed restrictions approaching curves provides less warning to tram drivers than is given to UK road users on comparable modern roads, and to drivers on many tramways in the rest of Europe.

The consequences of the accident

- S29 Detailed analysis of the injuries people suffered showed that the principal cause of death and serious injury in this accident was the ejection of passengers through the windows and doors on the right-hand side of the tram. Tests carried out during the investigation showed that the windows could have been shattered by passengers being thrown against them, and would in any case have shattered on impact with the ground. Although they met regulatory requirements, the windows were made of toughened glass, which provides little resistance to the ejection of passengers. Similarly, although complying with relevant design standards, it is also likely that the way the doors were attached to the tram meant that some of the doors were not able to contain passengers when they fell against them during the accident (report paragraphs 277 to 344).
- S30 There were no emergency exits available from the overturned tram. It was necessary for the tramway staff and the emergency services to break the front and rear windscreens to make routes by which all the passengers who were able to, could eventually be evacuated (report paragraphs 350 to 361). The emergency lighting was disabled when the tram overturned, meaning that immediately after the accident the survivors were plunged into darkness (report paragraphs 345 to 349).

Other observations

- S31 During the investigation, the RAIB observed that, although not a factor in the accident at Sandilands junction, TOL's management of the risk of tram driver fatigue was not always in line with published industry practice. Areas of concern include rostering and rest day working, not fostering a culture which encouraged drivers to report fatigue, and not providing guidance for drivers on managing their own fatigue (report paragraphs 362 to 382).
- S32 Although there is evidence of some tram drivers sometimes exceeding the speed limit, generally by small amounts, there is no evidence of a culture of speeding contributing to the accident (report paragraphs 383 to 400).
- S33 Other observations included:
- in common with most trams and trains in the world, there was no device fitted to the Croydon trams that was capable of reliably detecting drivers' loss of awareness (report paragraphs 401 to 407);
 - the CCTV system fitted to tram 2551 was not working (report paragraphs 408 to 421); and
 - some of the vehicle maintenance instructions were not up to date (report paragraphs 422 to 425).
- S34 UK tramways do not have a mechanism to promote effective sharing of safety information or the development of common approaches to the management of risk. This meant that data on safety performance is not routinely shared between operators, and there is little evidence of the use of common risk assessment techniques (report paragraphs 426 to 433).

The role of the regulator

S35 ORR's regulatory strategy provided a lower level of intervention for tramways than for other sectors, consistent with its evaluation of the risk and the regulatory framework in place for tramways. However, the RAIB's analysis of the evidence suggests that the overall level of risk on tramways, and the potential for multiple fatality accidents, is higher than previously assumed. For this reason, and given the scope for safety improvements in the sector, there is a need to review the regulatory strategy (report paragraphs 434 to 451).

Recommendations

S36 The RAIB has made 15 recommendations (report paragraph 491) as a result of this investigation. Several of these are addressed to all the operators in the UK tram industry. Some of them need to be implemented by co-operation between the individual operators, and for this reason we are recommending the establishment of a permanent body to facilitate a long term cooperative approach to UK tramway safety, which will require both suitable funding and access to data from all UK tramways.

S37 To prevent an accident like this happening again, we believe it is important that an automatic system should be developed and installed that will slow a tram if it approaches a higher risk location, such as a sharp curve, at a speed which could lead to it derailing or overturning. Such systems are already in use on main line railways. We also recommend consideration and, if appropriate, installation of systems which automatically intervene if a driver displays a low level of alertness. Our other recommendations focus on the need for better understanding of the risk associated with tramways, and updated guidance on how tramways should be designed, operated and maintained.

S38 The lineside signs provided to warn tram drivers of speed restrictions, and other information about high risk locations, should be improved taking account of the requirements for other road users (such as bus drivers). Recommendations relating to the design of vehicles are intended to reduce the likelihood of passengers being ejected during a collision or derailment, and to provide adequate lighting and exit routes in an emergency. There are specific recommendations about ORR's regulatory activities, and TOL's processes for the management of operational risk, tram driver fatigue, and some aspects of safety culture. For TOL and LT jointly, we identify the need to improve the way they use information from the public, manage and maintain CCTV equipment, and document tram maintenance procedures.

S39 The RAIB has no powers to make recommendations in areas outside railway and tramway safety, but the report also includes safety advice to the Department for Transport and the bus industry, in relation to the strength and containment capability of windows and doors on buses and coaches (report paragraph 492).

S40 If there is one overriding lesson to learn from this tragic accident, it is that safe operation of a tram network depends on thinking about possible accident scenarios outside the immediate experience of the managers and their teams. The UK tramway community did not appreciate that such a catastrophic accident could occur.

Acknowledgments

S41 The RAIB would particularly like to thank the families of those who died and the surviving passengers for the information which they gave to us in very difficult circumstances. We would also like to thank all the organisations who assisted with this investigation, and the Croydon tram drivers who completed our questionnaire.

Summary of conclusions

Immediate cause

463 The tram overturned because it was travelling too fast to negotiate the curve (paragraph 95).

Causal factors

Causal factors relating to the driving of the tram

464 The tram did not slow down to a safe speed before entering Sandilands south curve because the driver did not apply sufficient braking (paragraphs 119 and 123). Although some doubt remains as to the reasons for the driver not applying sufficient braking, the RAIB has concluded that the most likely cause was a temporary loss of awareness of the driving task during a period of low workload, which possibly caused him to microsleep. It is also possible that, when regaining awareness, the driver became confused about his location and direction of travel.

465 The RAIB has identified a number of factors that may have influenced the driver's actions:

- a. low driver workload when approaching the accident site (paragraph 138 to 142, **Recommendations 3 and 4**);
- b. although there is no evidence that the driver's shift pattern carried an exceptional risk of causing fatigue, it is possible that the driver had become fatigued due to insufficient sleep when working very early turns of duty (paragraphs 143 to 152, **Recommendations 3 and 4**);
- c. disorientation of the driver (paragraph 153 to 156); and
- d. the infrastructure approaching the curve did not contain sufficiently distinctive features to alert drivers to their position relative to the curve at Sandilands or to their direction of travel in the tunnel (paragraphs 157 to 164, **Recommendation 5**).

Consideration of other factors

466 A serious overspeeding incident at Sandilands south curve on 31 October 2016 was similar in nature to the event that led to the overturning of tram 2551 on 9 November 2016. Even had full details of the incident been known to TOL's managers, the RAIB considers it unlikely that they would have recognised the need for urgent implementation of additional measures to mitigate the risk. This is because they neither knew how close the tram came to overturning, nor fully understood the actual level of risk associated with overspeeding on curves (paragraphs 180 to 191).

467 It is also relevant to note that design of the junction resulted in a tight left-hand curve. Although such curves are a normal feature of tramway design it is important that the risk associated with overspeeding is adequately mitigated (paragraphs 192 to 194, **Recommendations 2, 3 and 4**).

Underlying factors

468 The underlying factors were:

- a. LT and TOL did not recognise the actual level of risk associated with overspeeding on a curve (paragraph 195, **Recommendation 2**). This was for the following reasons:
 - i. route hazard assessments did not identify the need for additional mitigation due to the risk associated with overspeeding at Sandilands south curve (paragraphs 197 to 201, **Recommendation 10**).
 - ii. risk profiling for the Croydon network did not fully recognise the level of risk associated with a tram overturning (paragraphs 203 to 211, **Recommendation 10**);
 - iii. route hazard assessments and risk profiling relied on driver performance as the main means of mitigating the risk of overspeeding (paragraphs 202 and 212 to 214, **Recommendation 10**); and
 - iv. route hazard assessments and risk profiling did not take account of evidence from other tram, road and rail systems showing the level of risk associated with trams overturning (paragraphs 215 to 221, **Recommendation 10**).
- b. Although senior managers recognised the importance of learning from experience, there were a number of factors which prevented TOL from gaining a full understanding of the extent of late braking (probably partly because of a lack of distinct cues) on the approach to Sandilands south curve. These factors included:
 - i. a reluctance of some drivers to report their own mistakes (paragraphs 224 to 243, **Recommendation 12**); and
 - ii. potential safety learning from customer complaints was not fully exploited (paragraph 248, **Recommendation 13**).
- c. The risk associated with excessive speed around curves was neither fully understood by the safety regulator nor adequately addressed by UK tramway designers, owners and operators (paragraph 249, **Recommendation 2**).

Factor affecting the severity of consequences

469 All fatalities and a significant proportion of injuries occurred because the window and door window systems did not contain passengers within the tram. Although meeting regulatory requirements, the main bodyside windows on the right-hand side of the tram shattered and became dislodged, and some of the doors became detached (paragraph 277, **Recommendation 6**).

470 Two other factors affecting the consequences, both relating to the escape of passengers from the tram, were:

- a. the tram's emergency lighting did not work once the tram had overturned (paragraph 345, **Recommendation 7**); and
- b. Passengers' only feasible escape route was through the tram's windscreens (paragraph 350, **Recommendation 8**).

Observations and other issues

471 Although not linked to causes of the accident or the severity of its consequences, the RAIB has identified the following:

- a. TOL's management of the risk of tram driver fatigue was not in line with published industry practice in the following areas:
 - i. rosters and the monitoring of rest day working;
 - ii. fostering a culture that encourages drivers to report fatigue; and
 - iii. providing its drivers with adequate guidance on fatigue management.

(paragraph 362, **Recommendation 11**)

- b. In common with most trams and trains in the world, there was no device fitted that was capable of reliably detecting the driver's loss of awareness (paragraph 401, **Recommendation 4**).

- c. The CCTV on tram 2551 was not recording at the time of the accident (paragraph 408, action already taken paragraph 421 and **Recommendation 14**).

- d. Some of LT's vehicle maintenance instructions were not up to date (paragraph 422, **Recommendation 15**).

472 The RAIB also observes that UK tramways did not have a mechanism to promote effective sharing of safety information or the development of common approaches to the management of risk (paragraph 426, **Recommendation 1**).

473 Although there is evidence of some Croydon tram drivers sometimes exceeding the speed limit, generally by small amounts, there is no evidence that a speeding culture contributed to the accident (paragraph 383).

The role of the safety regulator

474 ORR's regulatory strategy provided a lower level of intervention for tramways than for other sectors, consistent with its evaluation of the risk and the regulatory framework in place for tramways. However, the RAIB's analysis of the evidence suggests that the overall level of risk on tramways, and the potential for multiple fatality accidents, is higher than previously assumed. For this reason, and given the scope for safety improvements in the sector, there is a need to review the regulatory strategy (paragraph 434, **Recommendation 9**).

Previous RAIB recommendation relevant to this investigation

475 The RAIB has not made any previous recommendations to UK tram organisations directly relevant to the accident on 9 November 2016.

Recommendation that is currently being implemented

Incidents near Reading, 28 March 2015 and 3 November 2015

476 An RAIB investigation into two incidents on the main line in which trains passed signals displaying a stop aspect ([RAIB report 18/2016](#)), found that driver fatigue was the immediate cause of both events (paragraph 461). The investigation found evidence that the associated underlying factors relating to fatigue management were present across the rail industry. Recommendation 2 was addressed specifically to freight operating companies but the improvements sought here are also likely to be applicable to tram drivers. Those responsible for implementing related Sandilands recommendations should (without delaying implementation of these recommendations) consider whether learning from the freight operating companies' work could assist the tram industry.

477 Recommendation 2 stated:

Freight operating companies should expedite a review of their fatigue risk management systems to ensure that they have sufficient controls (eg policies, company standards) in place which are consistent with published good practice (such as that from ORR and RSSB), including:

- *rostering and associated staffing levels (such as limits on working hours, overtime and consecutive shifts), especially for night shifts;*
- *appropriate use of biomathematical fatigue models (such as the FRI);*
- *training and education on fatigue for safety-critical workers and controllers of safety-critical work;*
- *fitness for duty checks when booking-on for duty;*
- *processes for gathering and using feedback, in an open and timely manner, from safety-critical workers on fatigue-inducing shift patterns; and*
- *in consultation with their occupational health advisers, screening and treatment for sleep disorders as part of medical assessments, both routinely and particularly where a worker has been involved in a suspected fatigue-related incident, and requirements on individuals to declare any known sleep disorders to their employer.*

478 The Reading report (paragraph 476) was published in September 2016 and ORR reported to RAIB on 28 September 2017 that implementation of Recommendation 2 was progressing.

Actions reported as already taken or in progress relevant to this report

479 In response to the Urgent Safety Advice issued by the RAIB (paragraph 65, Appendix F), additional signage, intended to remind drivers of the need to reduce speed, was added at Sandilands south curve before tram services restarted at this location (figure 54). LT report that it also installed additional signage at three other locations on the Croydon tramway.



Figure 54: Chevron sign fitted as part of the signage changes at Sandilands south curve after the accident

480 Shortly after the Sandilands accident, Edinburgh Tramway, Midland Metro and Nottingham Express Tramway fitted additional signage at locations where there is a speed reduction of more than 30 km/h (19 mph), an ORR requirement triggered by the Urgent Safety Advice. Manchester Metrolink has informed the RAIB that it already had some signage to supplement standard speed signs at high risk locations and has fitted additional signage following a risk review triggered by the Sandilands accident.

481 The RAIB is aware of other tram industry actions intended to address issues identified by the RAIB investigation of the Sandilands accident. Some of these are described below. Where these actions overlap the RAIB's recommendations, the RAIB anticipates that the actions will contribute to implementation of the recommendations.

482 In October 2017, London Trams reported that its actions since the accident at Sandilands have included:

- installing additional signage on the curves approaching Sandilands junction and similar curves elsewhere on the Croydon tramway in response to the RAIB's urgent safety advice (paragraph 65);
- reducing the maximum permitted speed on the Croydon tramway from 80 km/h (50 mph) to 70 km/h (43 mph) with effect from September 2017;
- trialling tram activated signs which illuminate if trams approach a hazard at excessive speed;
- installing an in-cab vigilance/alertness system to all its trams;
- commencing a study into possible fitment of stronger glass to trams;
- investigating options for installing equipment which will prevent trams overspeeding;
- developing a specification for enhanced emergency lighting in trams; and
- replacing the CCTV recorders in the CR4000 trams with modern units incorporating a health monitor allowing remote monitoring of whether the equipment is working correctly.

483 In October 2017, Tram Operations Limited reported that its actions since the accident at Sandilands have included:

- installing an in-cab vigilance/alertness system for trams on the Croydon network (in conjunction with LT);
- participation in the UK tram industry equipment-based initiatives described in paragraph 484;
- working with a consultant to identify potential low frequency events with high consequences for tram safety and, in conjunction with LT where necessary, identifying any actions needed to deal with these;
- reviewing and updating its safety management system and key risk assessments (16 out of 24 policies are 'approved' and the remainder are being worked on);
- enhancing route hazard assessments, developing route risk assessments and reviewing the methods by which tram drivers acquire route knowledge;
- reviewing network risks in conjunction with LT; and
- engaging fatigue experts to review its fatigue management and roster arrangements.

484 UKTram has reported that UK tramways and UKTram are working on the following with the intention of sharing good practice among UK tramways:

- trialling various forms of signage;
- collecting information about fatigue management practices in UK tramways;
- reviewing options for automatic control of tram speeds approaching higher risk locations; and
- reviewing systems for monitoring driver attention.

Background to the RAIB's recommendations

- 485 Several of the recommendations identified as a result of the RAIB's Sandilands investigation apply to UK tramways beyond Croydon. Some cannot be implemented effectively without pooling expertise and information distributed among these tramways. Others would require substantial duplication of effort if carried out independently by each of the affected tramways.
- 486 The RAIB has addressed these recommendations to 'UK tram operators, owners and infrastructure managers' or 'UK tram operators and owners' as the legal entities with responsibilities for safety on the Blackpool, Croydon, Edinburgh, Manchester, Midland Metro, Nottingham and Sheffield systems. The recommendations are not addressed to the other UK tramways but the RAIB expects these minor tramways to take account of output from the recommendations to the extent that this is relevant to their operations.
- 487 Although addressed to individual operators, owners and infrastructure managers, the RAIB believes that it would be appropriate for these organisations to implement some aspects by cooperating through an organisation drawing together experts and organisations involved with the UK tram network. In order to be fully effective, this body will require expertise from other transport modes (eg mainline railway) and knowledge from tram systems outside the UK.
- 488 The RAIB believes that the Sandilands accident demonstrates the importance of a permanent body to facilitate a long term cooperative approach to UK tramway safety. The RAIB therefore recommends that the body set up to assist implementation of recommendations in this report should be (or become) a permanent body with this aim. To be effective, this body will need to occupy an authoritative position in the tramway world and in the UK highway world. In order to understand tramway safety issues, it will require both suitable funds and access to data from all UK tramways.
- 489 The existing trade body, UKTram, includes members from various parts of the UK tram industry but has informed the RAIB that, as currently funded and constituted, it could not undertake the role. This statement has been supported by UK tram operators consulted by the RAIB.
- 490 This report contains a recommendation, addressed to ORR, to develop an organisation capable of assisting in implementation of the recommendations applicable to the UK tramway industry. If suitably constituted, the RAIB would address future tramway related recommendations to the new organisation when appropriate. All recommendations in this report, except for Recommendation 1 (establishing the organisation), could be implemented without the organisation, or before it is formally established. Implementation of other recommendations should not be delayed by the implementation of Recommendation 1.

Recommendations

491 The following recommendations are made⁴⁵:

- 1 *The intent of this recommendation is to improve the management of safety risk in the UK tram industry by enabling more effective UK-wide cooperation.*

ORR should work with the UK tram industry to develop a body to enable more effective UK-wide cooperation on matters related to safety, and the development of common standards and good practice guidance.

As a minimum, the purpose and aims of this body should be to:

- i. provide a forum for the discussion of common safety issues and the exchange of experience;
- ii. the provision of authoritative and impartial advice and guidance on matters related to safety;
- iii. managing the development of safety related design and operational standards, and their subsequent maintenance;
- iv. participation in the development of industry standards and guidance by international bodies;
- v. sponsoring and project management of the research and development needed to inform the above;
- vi. gathering data, monitoring and reporting on the industry's safety performance (including comparisons of safety performance on different tramways);
- vii. providing suitable guidance on effective safety management, including guidance applicable to public highways;
- viii. working with tramways to help plan industry safety improvement; and

⁴⁵ Those identified in the recommendations have a general and ongoing obligation to comply with health and safety legislation, and need to take these recommendations into account, so far as is reasonably practicable, in ensuring the safety of their employees and others.

Additionally, for the purposes of regulation 12(1) of the Railways (Accident Investigation and Reporting) Regulations 2005, these recommendations are addressed to the Office of Rail and Road to enable it to carry out its duties under regulation 12(2) to:

- (a) ensure that recommendations are duly considered and where appropriate acted upon; and
- (b) report back to the RAIB details of any implementation measures, or the reasons why no implementation measures are being taken.

Copies of both the regulations and the accompanying guidance notes (paragraphs 200 to 203) can be found on the RAIB's website www.gov.uk/raib.

- ix. disseminating good practice from both the UK and overseas industries.

The body should be suitably constituted and funded to enable the effective delivery of the above functions. It should be structured so that ORR promotes, encourages and supports its operation (paragraph 472).

- 2 *The intent of the recommendation is to better understand all safety risk associated with tramway operation and then provide updated guidance for the design and operation of tramways (this could be achieved by issuing an updated version of the 'Guidance on tramways' with expanded coverage of operational matters). Particular attention will be required to recognise risks from low frequency / high consequence events which may not be apparent from precursor incidents on existing UK tramways. Identifying such events is likely to require input from specialists outside the UK tram community, including specialists with knowledge of main line rail and bus environments. Consideration of main line rail and bus issues is intended to inform evaluation of tramway risks; it does not imply that all heavy rail and bus requirements should be applied to tramways.*

UK tram operators, owners and infrastructure managers should jointly conduct a systematic review of operational risks and control measures associated with the design, maintenance and operation of tramways.

The review should include:

- i. examination of the differing risk profiles of on-street, segregated and off-street running;
- ii. safety issues associated with driving at relatively high speeds in accordance with the line-of-sight principle in segregated and off-street areas, particularly during darkness and when visibility is poor;
- iii. current practice world-wide and the potential of recent technological advances to help manage residual risk;
- iv. safety learning from bus and train sectors that may be applicable to the design and operation of tramways;
- v. consideration of the factors that affect driver attention and alertness across all tram driving scenarios in comparison to driving buses and trains; and
- vi. guidance on timescales for implementing new control measures (eg whether retrospective or only for new equipment).

Using the output of this review UK tram operators, owners and infrastructure managers should then, in consultation with ORR, publish updated guidance on ways of mitigating the risk associated with design, maintenance and operation of UK tramways (paragraphs 467 and 468).

- 3 *The intent of this recommendation is to prevent serious accidents due to excessive speed at higher risk locations on tramways. These locations are likely to include all locations where a substantial speed reduction is required for trams approaching at relatively high speed. Implementation of this recommendation may be assisted by work in this area already underway by Croydon tramway organisations.*

UK tram operators, owners and infrastructure managers should work together to review, develop, and provide a programme for installing suitable measures to automatically reduce tram speeds if they approach higher risk locations at speeds which could result in derailment or overturning (paragraph 465).

- 4 *The intent of this recommendation is to reduce the likelihood of serious accidents due to tram drivers becoming inattentive because of fatigue or other effects. Existing tram systems relying on drivers applying forces to driving controls (driver safety devices) do not necessarily detect an inattentive driver. Implementation of this recommendation may be assisted by work in this area already underway by Croydon tramway organisations.*

UK tram operators, owners and infrastructure managers should work together to research and evaluate systems capable of reliably detecting driver attention state and initiating appropriate automatic responses if a low level of alertness is identified. Such responses might include an alarm to alert the tram driver and/or the application of the tram brakes. The research and evaluation should include considering use of in-cab CCTV to facilitate the investigation of incidents.

If found to be effective, a time-bound plan should be developed for such devices to be introduced onto UK tramways (paragraph 471).

- 5 *The recommendation is intended to provide tram drivers operating on line-of-sight with signage giving visual information cues comparable to those for bus drivers. This recommendation builds on the RAIB's Urgent Safety Advice issued in November 2016 and recognises that driving a tram on line-of-sight has considerable similarities with driving a bus on a public road.*

UK tram operators, owners and infrastructure managers, in consultation with the DfT, should work together to review signage, lighting and other visual information cues available on segregated and off-street areas based on an understanding of the information required by drivers on the approach to high risk locations such as tight curves. Comparison should be made with the cues provided to road vehicle drivers on highways that are designed in accordance with current UK highway standards. Prior to the installation of suitable measures to automatically reduce tram speeds at higher risk locations (Recommendation 3) consideration should also be given to providing in-cab warnings to tram drivers on the approach to high risk locations.

The findings of this review should then be used by UK tram operators and tramway owners to improve the information and/or warnings provided to drivers at high risk locations in segregated and off-street areas (paragraph 465).

- 6 *The intent of this recommendation is to reduce the likelihood of people being seriously injured or killed by being ejected through tram doors and windows (ie to provide better containment). Although it is not expected that ejection can always be prevented in case of overturning, the improvement of containment will deliver improved safety in a range of different scenarios such as collision with road vehicles. Any improvement to containment is dependent on the ability of passengers to easily open doors in an emergency. It is expected that implementation will build on similar research already undertaken by RSSB in respect of railway carriage windows.*

UK tram operators and owners should, in consultation with appropriate tram manufacturers and other European tramways, review existing research and, if necessary, undertake further research to identify means of improving the passenger containment provided by tram windows and doors. The findings should then be used to:

- i. provide a time-bound plan to modify doors and windows on existing trams when practical to do so (eg during planned refurbishment);
- ii. promote changes to the specifications and standards governing the doors and windows of new trams; and
- iii. inform the Department for Transport of the findings to allow implementation of the safety advice at paragraph 492.

(paragraph 469)

- 7 *The intent of this recommendation is to provide emergency lighting which will operate without connection to remote power supplies such as the tram's main batteries and the overhead electrical supply. Implementation may involve tram operators seeking input from appropriate tram manufacturers.*

UK tram operators and owners should install (or modify existing) emergency lighting so that the lighting cannot be unintentionally switched off or disconnected during an emergency (paragraph 470).

- 8 *The intent of this recommendation is to minimise the risk of people being trapped in an overturned tram where side windows and doors are either facing the ground or facing the sky. Solutions could include the use of removable windscreens at the ends of trams. Implementation may involve tram operators seeking input from appropriate tram manufacturers.*

UK tram operators and owners should review options for enabling the rapid evacuation of a tram which is lying on its side after an accident. If the review identifies practical measures which would provide significant benefit to trapped passengers, UK tram operators and owners should:

- i. implement these measures on existing trams if practical to do so in the short term; or
- ii. provide a time-bound plan to implement these measures on existing trams when practical to do so (eg during planned refurbishment).

Such measures should then be promoted for inclusion in the specifications and standards governing the new builds of trams (paragraph 470).

- 9 *The intent of this recommendation is to ensure that the safety authority responsible for regulation of UK tramways maintains an appropriate, proportionate risk-based level of inspection and oversight to tramway operations.*

The Office of Rail and Road should carry out a review of the regulatory framework for tramways and its long-term strategy for supervision of the sector. This should be informed by a new assessment of the risk associated with tramway operations (allowing for low frequency/high consequence events of the type witnessed at Sandilands junction) and consideration of the most effective means by which supervision can contribute to continuous improvement in passenger safety (paragraph 474).

- 10 *This recommendation is intended to ensure that Tram Operations Limited's systems for identifying the hazards and assessing the risk associated with its operation are fit for purpose. The requirement for an independent review does not prevent it being carried out by other parts of TfL and FirstGroup provided the requisite expertise is available.*

Tram Operations Limited and London Trams should commission an independent review of its process for assessing risk associated with the operation of trams (eg collision, derailment and overturning of trams).

This review shall consider:

- i. the extent to which the process for risk assessments is capable of identifying and correctly assessing all significant risks, particularly those related to low frequency/high consequence events; and
- ii. the means by which potential mitigations are identified and evaluated.

The findings of the review shall be incorporated into a documented process for the assessment of operational risk. This should also be shared with other tramways (paragraph 468).

- 11 *The intent of this recommendation is to minimise risk due to tram driver fatigue associated with both work and out-of-work activities.*

Tram Operations Limited, drawing on expertise from elsewhere in the FirstGroup organisation, should review and, where necessary, improve the management of fatigue risk affecting its tram drivers with reference to ORR's good practice guidance. As a minimum this should include a review of:

- i. the base roster with particular reference to whether it is appropriate to use a shift rotation pattern of about a week;
- ii. the management and monitoring of overtime and rest day working;
- iii. training, briefings and support for tram drivers regarding lifestyle, sleep hygiene and their individual responsibilities regarding fatigue and fitness for duty (including reporting when they feel that fatigue may affect their driving performance); and
- iv. competence requirements for managers and supervisors that have a role in the management of fatigue risk.

(paragraph 471)

- 12 *This recommendation is intended to encourage an organisational culture in which tram drivers feel able and willing to report safety incidents, and in which TOL takes suitable actions in response to information from both staff and the public. The requirement for an external expert does not preclude the review being carried out by other parts of TfL and/or FirstGroup provided the requisite expertise is available.*

Tram Operations Limited should undertake a review, informed by expert input from external sources, covering the way that it learns from operational experience. The areas the review should address are:

- i. fostering the creation of a 'just culture' in which staff are more likely to report incidents and safety-related concerns;
- ii. establishing a common understanding of what constitutes a safety incident when reported by the public, or that should be reported by staff;
- iii. improving management systems to ensure that safety issues are properly identified from any reports, whether from staff or members of the public, and that appropriate and timely actions are taken in response; and
- iv. developing improved processes to ensure that suitable lessons are learned by TOL from such reports and that outcomes are fed back to the reporter

(paragraph 468).

- 13 *This recommendation is intended to achieve effective and timely responses to allegations of unsafe situations reported by members of the public, or employees. It takes account of CCTV, OTDR and other systems which record data by overwriting earlier information after a period of time. It also takes account of the fact that witnesses' recollection of events can degrade relatively quickly. London Trams is included in the recommendation as improvements to processes and/or equipment relating to on-tram recording systems may be necessary to ensure a sufficient period for information to be available for downloading. Including workforce comments/complaints in the same system may further improve safety. Effective implementation of this recommendation is likely to include separating safety related comments from customer care issues and prompting people making comments to provide (where possible) the date, time and location of events.*

Tram Operations Limited and London Trams should, in conjunction with TfL, improve processes, and where necessary, equipment used for following up both public and employee comments which indicate a possible safety risk. The improved process should ensure complaints are dealt with promptly and within time periods which:

- i. improve the effectiveness of identifying complaints that are safety-related (eg time, date, location, safety or customer care event etc);
- ii. avoid the loss of technical evidence (eg CCTV recordings);
- iii. minimise the time before witness information is sought; and
- iv. ensure that appropriate action is taken without undue delay.

(paragraph 468)

- 14 *The intent of this recommendation is to maximise the availability of CCTV images which could assist accident and incident investigation (and also the investigation of criminal acts and anti-social behaviour). It considers both technical reliability and processes used to recover images before they are over-written. It is probable that equipment installed since November 2016 on trams similar to that involved in the accident will assist implementation of this recommendation.*

London Trams, in consultation with Tram Operations Limited, should review and, where necessary, improve its processes for inspecting and maintaining on-tram CCTV equipment to greatly reduce the likelihood of recorded images being unavailable for accident and incident investigation (paragraph 471).

This recommendation may apply to other UK tram operators.

- 15 *The intent of this recommendation is to ensure that up-to-date and accurate maintenance and testing documentation is available to tram maintainers.*

London Trams, in consultation with Tram Operations Limited should:

- i. review and, where necessary, revise existing tram maintenance and testing documentation to take account of experience gained, and modifications made, since the trams were brought into service; and
- ii. review and, where necessary, revise the processes for ensuring that these documents are kept up-to-date in future.

(paragraph 471)

Appendix 2

Summary of the Rail Accident Investigation Branch (RAIB) and TfL's independent investigation recommendations and progress against these

1 Background

- 1.1 The following table presents the RAIB's recommendations and those from our independent investigation into the Tram overturning and derailment at Sandilands junction on 9 November 2016. It summarises our progress to date against the recommendations. (Those recommendations that are greyed out are not directly on us.)
- 1.2 TfL via London Trams are represented on the UK Trams Sandilands Sub Committee, established to specifically consider RAIB's findings and coordinate a response, and take action, on behalf of the UK Tram Industry. Where we have developed our own solutions to the recommendations we have shared these with the wider industry and will continue to do so. We will also continue to engage with the UK Tram Industry to input to and adopt the outcomes of the wider recommendations/actions.
- 1.3 Our investigation report is included as Appendix 1 and RAIB's report can be accessed via the link below.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/665906/R182017_171207_Sandilands.pdf
- 1.4 Future progress updates against these actions will be included in the quarterly Health, Safety Environment performance report to the Safety Sustainability and Human Resources Panel.

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
RAIB recommendation 1	<p>ORR should work with the UK tram industry to develop a new body to enable more effective UK-wide cooperation on matters related to safety, and the development of common standards and good practice guidance. As a minimum, the purpose and aims of this body should be to:</p> <ul style="list-style-type: none">i. provide a forum for the discussion of common safety issues and the exchange of experience;ii. the provision of authoritative and impartial advice and guidance on matters related to safety;iii. managing the development of safety related design and operational standards, and their subsequent maintenance;iv. participation in the development of industry standards and guidance by international bodies;v. sponsoring and project management of the research and development needed to inform the above;vi. gathering data, monitoring and reporting on the industry's safety performance (including comparisons of safety performance on different tramways);vii. providing suitable guidance on effective safety management, including guidance applicable to public highways;viii. working with tramways to help the plans for industry safety improvement; andix. disseminating good practice from both the UK and overseas industries. <p>The body should be suitably constituted and funded to enable the effective delivery of the above functions. It should be structured so that the ORR promotes, encourages and supports its operation.</p>	ORR			ORR has invited TfL to an UK tram industry wide forum on 22 January to discuss approaches to meet the intent of this recommendation.

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
RAIB Recommendation 2 links with RAIB Recommendation 1 RAIB Recommendation 10 TfL Recommendation 5	<p>UK tram operators, owners and infrastructure managers should jointly conduct a systematic review of operational risks and control measures associated with the design, maintenance and operation of tramways.</p> <p>The review should include:</p> <ul style="list-style-type: none"> i. examination of the differing risk profiles of on-street, segregated and off-street running; ii. safety issues associated with driving at relatively high speeds in accordance with the line of sight principle in segregated and off-street areas, particularly during darkness and when visibility is poor; iii. current practice world-wide and the potential of recent technological advances to help manage residual risk; iv. safety learning from bus and train sectors that may be applicable to the design and operation of tramways; v. consideration of the factors that affect driver attention and alertness across all tram driving scenarios in comparison to driving buses and trains; and vi. guidance on timescales for implementing new control measures (e.g. whether retrospective or only for new equipment). <p>Using the output of this review UK tram operators, owners and infrastructure managers should then, in consultation with ORR, publish updated guidance on ways of mitigating the risk associated with design, maintenance and operation of UK tramways.</p>	UK Tram Operators, Owners & Infrastructure Managers (ORR)	<ul style="list-style-type: none"> - Partially dependent on the output of the review of risk assessments / network risk profile (RAIB Recommendation 10) - Partially dependent upon the establishment of the industry body referred to in RAIB Recommendation 1 - Output from this will also directly meet the intent of SNCL Recommendation 5 	Director of London Trams (LT)	<p>TfL/LT are represented on the industry's UK Trams Sandilands Sub Committee, established to consider RAIB's findings and coordinate a response, and take action, on behalf of the UK Tram Industry.</p> <p>Work underway to review and improve route risk assessments / network risk model by LT/TOL has already commenced and will be shared with the wider industry (RAIB Recommendation 10 & SNCL recommendation 5).</p> <p>TfL hosting a UK Rail industry safety summit on 1st February 2018, where the industry wide element of this recommendation will be discussed further.</p>
RAIB recommendation 3 links with TfL Recommendation 2	<p>UK tram operators, owners and infrastructure managers should work together to review, develop, and install suitable measures to automatically reduce tram speeds if they approach higher risk locations at speeds which could result in derailment or overturning.</p>	UK Tram Operators, Owners and Infrastructure Managers	<ul style="list-style-type: none"> - the TfL/LT work stream looking at physical prevention of over speeding directly meets intent of this recommendation 	Director of London Trams	<p>Via a global search, LT has investigated potential automatic speed reduction solutions that meet the intent of the RAIB recommendation.</p> <p>LT has developed a high level system architecture for a potential over speed control solution appropriate to its vehicles, and is in the process of assessing the impact and technical requirements of such a system before entering the procurement market.</p> <p>LT has shared its work to date with UK Trams and will continue to do so.</p>

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
RAIB recommendation 4	<p>UK tram operators, owners and infrastructure managers should work together to research and evaluate systems capable of reliably detecting driver attention state and initiating appropriate automatic responses if a low level of alertness is identified. Such responses might include an alarm to alert the tram driver and/or the application of the tram brakes. The research and evaluation should include considering use of in-cab CCTV to facilitate the investigation of incidents. If found to be effective, a time-bound plan should be developed for such devices to be introduced onto UK tramways</p>	UK Tram Operators, Owners & Infrastructure Managers	- TfL/LT's In-cab vigilance device directly meets the intent of this recommendation	Director of London Trams	<p>Complete for TfL/LT. After a market search for suitable technologies LT has procured and commissioned the Seeing Machine Guardian driver protection system fleet wide. This system provides proven driver fatigue and distraction management via facial recognition technology. Driver protection system installed and operational across LT fleet. TfL/LT are represented on the industry's UK Trams Sandilands Sub Committee, established to consider RAIB's findings and coordinate a response, and take action, on behalf of the UK Tram Industry, our action will be discussed there and considered at the Trams Summit.</p>
<p>RAIB recommendation 5</p> <p>links with TfL Recommendation 1</p>	<p>UK tram operators, owners and infrastructure managers, in consultation with the DfT, should work together to review signage, lighting and other visual information cues available on segregated and off-track areas based on an understanding of the information required by drivers on the approach to high risk locations such as tight curves. Comparison should be made with the cues provided to road vehicle drivers on highways that are designed in accordance with current UK highway standards. Prior to the installation of an automatic protection system to apply the brakes (RAIB Recommendation 3) consideration should also be given to providing in cab warnings to tram drivers on the approach to high risk locations.</p> <p>The findings of this review should then be used by UK tram operators and tramway owners to improve the information and/or warnings provided to drivers at high risk locations in segregated and off-track areas.</p>	UK Tram Operators, Owners & Infrastructure Managers in consultation with the DfT	- Work has commenced on establishing activity required to meet the intent of this recommendation	Director of London Trams	<p>A TfL/LT review is underway and has to date resulted in the following changes:</p> <ol style="list-style-type: none"> 1) Reduction in maximum network speed from 80kph to 70 kph/ 2) Introduction of step down speeds and associated signage on approach to high risk locations/ and 3) Provision of additional high visibility outlines to relevant speed signage. <p>TfL/LT are represented on the industry's UK Trams Sandilands Sub Committee, established to consider RAIB's findings and coordinate a response, and take action, on behalf of the UK Tram Industry, our solution will be shared there and at the Trams Summit.</p>

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
RAIB recommendation 6 links with TfL recommendation 8	<p>UK tram operators and owners should, in consultation with appropriate tram manufacturers and other European tramways, review existing research and, if necessary, undertake further research to identify means of improving the passenger containment provided by tram windows and doors. The findings should then be used to:</p> <p>i. provide a time-bound plan to modify doors and windows on existing trams when practical to do so (eg during planned refurbishment);</p> <p>ii. promote changes to the specifications and standards governing the doors and windows of new trams; and</p> <p>iii. inform the Department for Transport of the findings to allow implementation of the safety advice at paragraph 492.</p>	UK Tram Operators & Owners	- TfL/LT's work stream to review glazing specification partially meets intent of this recommendation- Output from this will also directly meet the intent of SNCL Recommendation 8	Director of London Trams	<p>TfL/LT has separated its response to this recommendation into two parts:</p> <p>1. Glazing. LT has commissioned the manufacture and testing of several prototypes that may provide an appropriate level of additional containment. These prototypes have been assessed against the conditions likely to have been encountered during the Sandilands incident, and will take into account any affect they may have on ease of access for the emergency services.</p> <p>2. Doors. LT is investigating the practicalities of modifying tram doors and we will consider the recommendations made by the RAIB when designing new vehicles in the future. .As TfL/LT are represented on the industry's UK Trams Sandilands Sub Committee, established to consider RAIB's findings and coordinate a response, and take action, on behalf of the UK Tram Industry, our proposals will be shared there and at the Trams Summit.</p>
RAIB recommendation 7	UK tram operators and owners should install (or modify existing) emergency lighting so that the lighting cannot be unintentionally switched off or disconnected during an emergency.	UK Tram Operators & Owners	- TfL/LT's work stream to review emergency lighting meets intent of this recommendation	Director of London Trams	LT has commissioned a study into possible options relating to emergency lighting on its trams, and is preparing to enter into industry procurement of an appropriate solution.
RAIB recommendation 8	<p>UK tram operators and owners should review options for enabling the rapid evacuation of a tram which is lying on its side after an accident. If the review identifies practical measures which would provide significant benefit to trapped passengers, UK tram operators and owners should:</p> <p>i. implement these measures on existing trams if practical to do so in the short term; or</p> <p>ii. provide a time-bound plan to implement these measures on existing trams when practical to do so (eg during planned refurbishment).</p> <p>Such measures should then be promoted for inclusion in the specifications and standards governing the new builds of trams.</p>	UK Tram Operators & Owners		Head of Engineering London Rail (which covers London Trams)	We will work with UK Trams, other tram operators and tram manufacturers to identify and evaluate options to achieve this objective.

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
RAIB recommendation 9	The Office of Rail and Road should carry out a review of the regulatory framework for tramways and its long-term strategy for supervision of the sector. This should be informed by a new assessment of the risk associated with tramway operations (allowing for low frequency/high consequence events of the type witnessed at Sandilands junction) and consideration of the most effective means by which supervision can contribute to continuous improvement in passenger safety.	ORR			
RAIB recommendation 10 links with RAIB Recommendation 2	<p>Tram Operations Limited and London Trams should commission an independent review of its process for assessing risk associated with the operation of trams (e.g. collision, derailment and overturning of trams). This review shall consider:</p> <p>i. the extent to which the process for risk assessments is capable of identifying and correctly assessing all significant risks, particularly those related to low frequency/high consequence events; and</p> <p>ii. the means by which potential mitigations are identified and evaluated. The finding of the review shall be incorporated into a documented process for the assessment of operational risk. This should also be shared with other tramways.</p> <p>Note: The requirement for an independent review does not prevent it from being carried out by others parts of TfL or First Group provided the requisite expertise is available</p>	Tram Operations Limited & London Trams	- Programme of work agreed with Tram Operations Limited to review and make improvements to route risk assessments and network risk model.	London Trams - Senior HSE Manager	Programme agreed, resources allocated and activities underway. Project execution plans shared with the ORR. Route risk assessments and risk model have been reviewed and updated.
RAIB recommendation 11	<p>Tram Operations Limited, drawing on expertise from elsewhere in the FirstGroup organisation, should review and, where necessary, improve the management of fatigue risk affecting its tram drivers with reference to the ORR's good practice guidance. As a minimum this should include a review of:</p> <ul style="list-style-type: none"> - the base roster with particular reference to whether it is appropriate to use a shift rotation pattern of about a week; - the management of rest day working and working time exceedances; - training, briefings and support for tram drivers regarding lifestyle, sleep hygiene and their individual responsibilities regarding fatigue and fitness for duty (including reporting when they feel that fatigue may affect their driving performance). 	Tram Operations Limited			

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
RAIB recommendation 12	<p>Tram Operations Limited should commission an external expert or organisation to review, the way that it learns from operational experience. The areas the review should address are:</p> <ul style="list-style-type: none"> - fostering the creation of a 'just culture' in which staff are more likely to report incidents and safety-related concerns; - establishing a common understanding of what constitutes a safety incident when reported by the public, or that should be reported by staff; - improving management systems to ensure that safety issues are properly identified from any reports, whether from staff or members of the public, and that appropriate and timely actions are taken in response; and - developing improved processes to ensure that suitable lessons are learned by TOL from such reports and that outcomes are fed back to the reporter. 	Tram Operations Limited			
RAIB recommendation 13	<p>Tram Operations Limited and London Trams should, in conjunction with TfL, improve processes, and where necessary, equipment used for following up both public and employee comments which indicate a possible safety risk. The improved process should ensure complaints are dealt with promptly and within time periods which:</p> <ul style="list-style-type: none"> i. improve the effectiveness of identifying complaints that are safety related (eg time, date, location, safety or customer care event etc.); ii. avoid the loss of technical evidence (eg CCTV recordings); iii. minimise the time before witness information is sought; and iv. ensure that appropriate action is taken without undue delay. 	Tram Operations Limited & London Trams	<ul style="list-style-type: none"> - A review of TfL/LT's complaints process is complete, with a revised process implemented. - Internal audit currently ongoing to identify any gaps in new process. 	Director London Trams/General Counsel	<p>Complete.</p> <p>Substantial improvements have been implemented in this area following Sandilands, with a pan-TfL procedure PR0725 'Managing Safety & Security Complaints' developed and implemented via the TfL Management System. There is an Internal Audit underway to assure the extent to which this revised procedure has been effectively implemented, of which London Trams is in scope.</p>
RAIB recommendation 14	<p>Tram Operations Limited and London Trams should review, and where necessary, improve their processes for inspection and maintaining on-tram CCTV equipment to greatly reduce the likelihood of recorded images being unavailable for accident and incident investigation. This recommendation may apply to other UK tram operators.</p>	Tram Operations Limited & London Trams	- No gaps identified	Director of London Trams	<p>Complete.</p> <p>All LT fleet has been fitted with new CCTV image recorders.</p> <p>CR4000 has CCTV health checkers which actively monitor the status of recording units and identify faults in real time.</p> <p>Work underway to establish route to market for the fitment of similar monitoring technology for Stadler units.</p>

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
RAIB recommendation 15	London Trams and Tram Operations Limited should:- review and, where necessary, revise existing tram maintenance and testing documentation to take account of experienced gained, and modifications made, since the trams were brought into service; and- review and, where necessary, revise the processes for ensuring that these documents are kept up-to-date in future.	London Tram/Tram Operations Limited	- TfL/LT's work stream to review Engineering/Maintenance Standards is looking at Maintenance Task Instructions and the review of the Fleet Vehicle Maintenance Instructions	Head of Engineering London Rail (which covers London Trams)	LT has undertaken a comprehensive review of its written standards, maintenance processes and forms and identified quality gaps.LT will shortly appoint an independent entity who will author new written standards, maintenance processes and forms addressing all quality gaps. This process will be in two phases, with sixteen critically prioritised standards and associated documents being delivered in the first phase.
TfL recommendation 1 links with RAIB Recommendation 5	Review available cues to the driver of the braking points and the approaching curve	London Trams	- TfL/LT work stream to introduce Step down speeds, reduce maximum speed from 80kph to 70 kph and to increase size of signs/visibility directly meets the intent of this recommendation	Director of London Trams	Complete. Overall network top speed has been reduced from 80kph to 70kph. Additional 70kph signs have been provided to aid driver awareness of the permitted maximum speed. A design and signal sighting exercise has been concluded and the provision of additional step down speed signage to aid driver speed awareness and visual cuing is complete. A design and signal sighting exercise has been concluded and enhanced visibility signs provided, which will heighten driver speed awareness in high risk areas.
TfL recommendation 2 links with RAIB Recommendation 3	Review of arrangements for the monitoring and management of speeding	London Trams	- TfL/LT work stream to consider implementation of the ibus system onto Trams (iTram system) and the work stream to consider physical prevention of over-speeding directly meets the intent of this recommendation	Director of London Trams	LT has commissioned the installation and commissioning of the iTram system, which will via GPS technology provide driver over-speed alerts network wide. iTram will also provide oncoming hazard awareness to drivers of high risk areas.

Source	Recommendation	Aimed at	TfL/LT Management Action	Owner for TfL	Progress to Date
TfL recommendation 3	Review of traction brake controller (TBC) driver's safety device (DSD) design	London Trams	- Intent of this recommendation being met by the introduction of Driver Protection Device (RAIB Recommendation 4)	Head of Engineering London Rail (which covers London Trams)	Complete. After a market search for suitable technologies LT has procured and commissioned the Seeing Machine Guardian driver protection system fleet wide. This system provides proven driver fatigue and distraction management via facial recognition technology.
TfL recommendation 4 - Same as RAIB recommendation 11	Review the arrangements for the monitoring and management of fatigue and fitness to work			Director of London Trams	Closed as duplicated by RAIB Recommendation 11.
TfL recommendation 5 - Same as RAIB Recommendation 10	Review route risk assessments network risk model to reflect new understanding of risk arising from the Sandilands investigation			London Trams - Senior HSE Manager	Closed as duplicated by RAIB Recommendations 10.
TfL recommendation 6 - same as RAIB Recommendation 12	Review mechanisms used to promote Organisation Learning			Director of London Trams	Closed as duplicated by RAIB Recommendation 12.
TfL recommendation 7 - same as RAIB Recommendation 12	Review near miss reporting mechanisms			Director of London Trams	Closed as duplicated by RAIB Recommendation 12.
TfL recommendation 8 - Same as RAIB Recommendation 6	Consider feasibility of increasing containment of tram vehicles			Director of London Trams	Closed as duplicated by RAIB Recommendation 6.

Our Ref: LGD 10403

Your Ref: CSO/IRC-BUS/CR/7-45/3

21 September 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Fax: 3104 0254 & By Post)

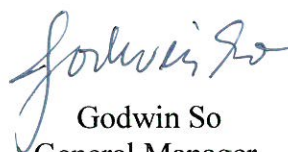
Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your letter to us dated 14 September 2018.

Our reply to your requests set out in Annex 1 of the said letter is enclosed.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.



Godwin So
General Manager,
Corporate Planning and Business Development

Encl.

Item 1

Information regarding the service schedule and routing of crew bus service provided by KMB and LWB for their bus captains to report duty at their respective depots

- i. The table below shows the current status of KMB and LWB crew bus service network;
- ii. The crew bus service is subject to change based on actual situations such as road condition, traffic, weather, etc.; and
- iii. The crew bus service is provided in addition to KMB and LWB staff's entitlement to enjoy free rides on franchised bus routes operated by KMB, LWB, Citybus and New World First Bus during normal service hours.

	路線	開車時間	上客地點
01	短程路線：荔枝角廠→興華街西→荔寶道→深旺道→月輪街→深旺道→興華街西→荔枝角廠	全日均有班次	1. 荔枝角廠 2. 月輪街消防局 3. 荔枝角廠
01K	荔枝角廠→興華街西→深旺道→東京街→荔枝角道→彌敦道→加士居道→漆咸道→機利士南路→蕪湖街→馬頭圍道→佛光街→忠孝街→愛民總站→忠孝街→佛光街→馬頭圍道→新柳街→漆咸道北→馬頭圍道→馬頭涌道→太子道東(富豪東方酒店 Rt.15)→彩虹道→蒲崗村道→彩虹道→彩虹邨通道 Rt.92→太子道東→彩坪交匯處→官塘道→偉業街天橋→啟祥道	04:00, 05:10	1. 荔枝角廠 2. 發祥街西 3. 麗閣邨麗蘿樓 4. 桂林街 5. 石硤尾街 6. 雅蘭街 7. 旺角站 8. 豉油街 9. 文明里 10. 勞資審裁署 11. 仔麻街 12. 迦蜜村街 13. 愛民巴士總站 14. 忠孝街 15. 信用街 16. 佛光街 17. 新柳街 18. 江蘇街 19. 天光道 20. 馬頭角道 21. 富豪東方酒店 22. 王仲銘中學 23. 黃大仙警署 24. 大有街 25. 碧海樓 26. 坪石邨 27. 臨華街(九灣廠)
01K (SP)	蕪湖街→馬頭圍道→佛光街→忠孝街→愛民總站→忠孝街→佛光街→馬頭圍道→新柳街→漆咸道北→馬頭圍道→馬頭涌道→太子道東(富豪東方酒店 Rt.15)→彩虹道→蒲崗村道→彩虹道→彩虹邨通道 Rt. 92→太子道東→官塘道→偉業街天橋→啟祥道→宏光道→九龍灣廠→宏冠道→常悅道→宏光道→啟祥道→啟福道(展貿中心外 Rt.98D,215X)→偉業街→觀塘碼頭	05:10	1. 蕪湖街 2. 佛光街 3. 愛民巴士總站 4. 忠孝街 5. 佛光街 6. 馬頭圍道 7. 漆咸道北 8. 馬頭圍道 9. 馬頭涌道 10. 富豪東方酒店 11. 王仲銘中學 12. 黃大仙警署 13. 新蒲崗大有街 14. 碧海樓 15. 坪石邨 16. 臨華街(九龍灣廠) 17. 國際展貿中心 18. 觀塘碼頭

	路線	開車時間	上客地點
02	荔枝角道→長沙灣道→興華街→青山道→大埔道→白楊街→西洋菜北街→界限街→太子道東(富豪東方酒店 Rt. 15)→彩虹道→彩虹邨通道 Rt.92→太子道東→官塘道→啓祥道→宏光道→臨華街→九龍灣廠	04:15, 05:05, 05:25	1. 美孚鐵路站 2. 荔枝角鐵路站 3. 長沙灣道(興華街) 4. 青山道(興華街) 5. 東京街 6. 寶血醫院 7. 北河街 8. 石硤尾街 9. 西洋菜里 10. 警察游樂會 11. 花墟公園 12. 富豪東方酒店 13. 王仲銘中學 14. 黃大仙警署 15. 大有街 16. 碧海樓 17. 坪石邨 18. 臨華街(九龍灣廠)
03	惠華街→雲華街→慈雲山道(近正暉樓 Rt. 3D)→蒲崗村道→龍翔道→鳳舞街→富美街→聯合道→太子道東(富豪東方酒店 Rt. 15)→彩虹道→彩虹邨通道 Rt.92→太子道東→官塘道→偉業街→偉業街天橋→啓祥道天橋→宏光道→臨華街→九龍灣廠	03:55, 04:55, 05:15	1. 慈雲山中總站 2. 正暉樓 3. 正康樓 4. 德愛中學 5. 珠鳳樓 6. 鳳鑽苑 7. 黃大仙中心 8. 摩士公園泳池 9. 宏業樓 10. 宏富樓 11. 樂富游樂場 12. 杏林街 13. 貫炳達道 14. 福佬村道 15. 富豪東方酒店 16. 王仲銘中學 17. 黃大仙警署 18. 大有街 19. 碧海樓 20. 坪石邨 21. 臨華街(九龍灣廠)
03A	惠華街→雲華街→慈雲山道(近正暉樓 Rt. 3D)→蒲崗村道→龍翔道→鳳舞街→富美街→聯合道→太子道東(富豪東方酒店 Rt. 15)→觀塘道→偉業街→偉業街天橋→啓祥道天橋→宏光道→臨華街→九龍灣廠→偉業街→觀塘碼頭	04:25	1. 慈雲山中總站 2. 正暉樓 3. 正康樓 4. 德愛中學 5. 珠鳳樓 6. 鳳鑽苑 7. 黃大仙中心 8. 摩士公園泳池 9. 宏業樓 10. 宏富樓 11. 樂富游樂場 12. 杏林街 13. 貫炳達道 14. 福佬村道 15. 富豪東方酒店 16. 彩虹邨 17. 坪石邨 18. 臨華街(九龍灣廠) 19. 觀塘碼頭
04	(第一班：安秀道→寶琳路→秀茂坪道→連德道→德田街→)藍田(北)總站→德田街→連德道→碧雲道(近廣田總站)→高超道→鯉魚門道→翠屏道→翠屏總站(在翠屏總站掉頭上山)→翠屏道→協和街→同仁街→裕民坊→康寧道→牛頭角道(牛頭角下邨 14 座外 Rt. 6D, 28)→啓祥道→宏光道→臨華街(九龍灣廠門口)→宏冠道→臨興街→宏照道→啓祥道→官塘道→龍翔道→斧山道(錦雲樓外 Rt. 9, 95)→彩虹道→太子道→九龍城迴旋處(**0350AM 班次轉 06 工程車往荔廠)→馬頭圍道→蕪湖街→漆咸道→加士居道→彌敦道→大埔道→元州街→興華街→興華街西→荔枝角廠	03:45	1. 安泰總站 2. 愛達樓 3. 安達總站 4. 寶達邨 5. 秀暉樓 6. 興田 7. 藍田北總站 8. 康逸苑 9. 藍田公園 10. 德樂樓 11. 德隆樓 12. 廣靖樓 13. 廣田商場 14. 高俊苑 15. 高怡邨 16. 鯉魚門廣場 17. 聖安當女書院 18. 油麗邨 19. 滙景花園 20. 觀塘法院 21. 翠柏樓 22. 翠屏總站 23. 寶珮苑 24. 和樂邨 25. 裕民坊 26. 牛頭角地鐵站 27. 觀塘官立小學 28. 牛頭角下邨 29. 海大花園 30. 臨華街 (九龍灣廠) 31. 丹鳳樓 32. 錦雲樓 33. 四美街 34. 黃大仙警署 35. 彩虹道遊樂場 36. 新蒲崗衍慶街 37. 新蒲崗寧遠街 38. 富豪東方酒店 39. 宋皇台道 40. 木廠街 41. 天光道 42. 土瓜灣市政大樓 43. 鴻福街 44. 新柳街 45. 迦密中學 46. 愛民巴士總站 47. 忠孝街 48. 信用街口 49. 紅磡街市 50. 蕪湖街 51. 荔枝角廠

	路線	開車時間	上客地點
04	藍田(北)總站→德田街→連德道→碧雲道(近廣田總站)→高超道→鯉魚門道→翠屏道→翠屏總站(在翠屏總站掉頭上山)→翠屏道→協和街→同仁街→裕民坊→康寧道→牛頭角道→啓祥道→宏光道→臨華街(九龍灣廠門口)→宏冠道→臨興街→宏照道→啓祥道→官塘道→龍翔道→斧山道→彩虹道→太子道→九龍城迴旋處→馬頭圍道→蕪湖街→漆咸道→加士居道→彌敦道→大埔道→元州街→興華街→興華街西→荔枝角廠	04:25	1. 藍田北總站 2. 康逸苑 3. 藍田公園 4. 德樂樓 5. 德隆樓 6. 廣靖樓 7. 廣田商場 8. 高俊苑 9. 高怡邨 10. 鯉魚門廣場 11. 聖安當女書院 12. 油麗邨 13. 滙景花園 14. 觀塘法院 15. 翠柏樓 16. 翠屏總站 17. 寶珮苑 18. 和樂邨 19. 裕民坊 20. 牛頭角地鐵站 21. 觀塘官立小學 22. 牛頭角下邨 23. 淘大花園 Rt. 6D) 24. 臨華街 (九龍灣廠) 25. 丹鳳樓 26. 錦雲樓 27. 四美街 28. 黃大仙警署 29. 彩虹道遊樂場 30. 新蒲崗衍慶街 31. 新蒲崗寧遠街 32. 富豪東方酒店 33. 宋皇台道 34. 木廠街 35. 天光道 36. 土瓜灣市政大樓 37. 鴻福街 38. 新柳街 39. 迦密中學 40. 愛民巴士總站 41. 忠孝街 42. 信用街 43. 紅磡街市 44. 蕪湖街 45. 荔枝角廠
04B	藍田(北)總站→德田街→連德道→碧雲道(近廣田總站)→高超道→鯉魚門道→翠屏道→翠屏總站(在翠屏總站掉頭上山)→翠屏道→協和街→同仁街→裕民坊→康寧道→牛頭角道→啓祥道→宏光道→臨華街(九龍灣廠門口)→宏冠道→臨興街→宏照道→啓祥道→官塘道→龍翔道→斧山道→彩虹道→太子道→九龍城迴旋處→馬頭圍道→蕪湖街→漆咸道→加士居道→彌敦道→大埔道→元州街→興華街→興華街西→荔枝角廠	05:00	1. 藍田北總站 2. 康逸苑 3. 藍田公園 4. 德樂樓 5. 德隆樓 6. 廣靖樓 7. 廣田商場 8. 高俊苑 9. 高怡邨 10. 鯉魚門廣場 11. 聖安當女書院 12. 油麗邨 13. 滙景花園 14. 觀塘法院 15. 翠柏樓 16. 翠屏總站 17. 寶珮苑 18. 和樂邨 19. 裕民坊 20. 牛頭角地鐵站 21. 觀塘官立小學 22. 牛頭角下邨 23. 淘大花園 24. 臨華街 (九龍灣廠) 25. 丹鳳樓 26. 錦雲樓 27. 四美街 28. 黃大仙警署 29. 彩虹道遊樂場 30. 新蒲崗衍慶街 31. 新蒲崗寧遠街 32. 富豪東方酒店 33. 宋皇台道 34. 木廠街 35. 天光道 36. 土瓜灣市政大樓 37. 鴻福街 38. 新柳街 39. 紅磡街市 40. 蕪湖街 41. 荔枝角廠
04SP	馬頭涌道→馬頭圍道(4:23)→鶴園街→民樂街→佛光街→忠孝街→愛民總站(4:30)→忠孝街→馬頭圍道→蕪湖街→漆咸道→加士居道→加士居道大橋→渡船街→翱翔道→海泓道(4:40)→櫻桃街→大角咀道→通州街→南昌街→海壇街→欽州街→荔枝角道→興華街西→荔枝角廠(4:55)	04:20	1. 太子道東(近宋皇台道 Rt. 5, 5C) (開 4:20AM) 2. 馬頭涌道(木廠街 Rt. 5C) 3. 馬頭圍道 (天光道 Rt. 5) 4. 馬頭圍道 (土瓜灣市政大樓 Rt. 5) 5. 土瓜灣道 (銀漢街 Rt. 75X) 6. 馬頭圍道 (新柳街 Rt. 6C) 7. 忠孝街 (迦蜜村 Rt. 8) 8. 愛民商場 (總站) 9. 忠孝街 (山谷道村 Rt. 8) 10. 信用街口 (Rt. 8, 41, 45) 11. 馬頭圍道 (紅磡市政大樓 Rt. 2E) 12. 蕪湖街 (機利士南 Rt. 6C) 13. 海泓道 (富榮花園 Rt. 2E) 14. 大角咀道 (大同新村 Rt. 2E) 15. 海壇街 (過北河街 Rt. 46) 16. 欽州街(914 近醫局街) 17. 荔枝角道 (麗閣村 Rt. 2A, 32) 18. 荔枝角廠

	路線	開車時間	上客地點
05	安秀道→新清水灣道→利安道→順利總站→利安道→新利街→順清街→順景街→利安道→順安道→秀茂坪道→秀明道(秀茂坪商場外 Rt. 601)→曉光街→協和街→同仁街→裕民坊→康寧道→牛頭角道(牛頭角下邨 14 座外 Rt. 6D, 28)→啓祥道天橋→啓祥道→宏光道→臨華街→九龍灣廠→宏冠道→宏照道→啓祥道→偉業街天橋→太子道西→九龍城迴旋處→太子道西→砵蘭街→汝洲街→黃竹街→大埔道→元州街→興華街→興華街西→荔枝角廠	04:15, 04:45	1. 安秀道 2. 順利消防局 3. 利恆樓 4. 安逸樓 5. 天韻樓 6. 秀樂樓 7. 秀茂坪商場 8. 秀安樓 9. 梁式芝書院 10. 曉麗苑 11. 祥和苑 12. 和樂邨 13. 裕民坊 14. 牛頭角站 15. 官塘官立小學 16. 牛頭角下邨 17. 淘大花園 18. 臨華街(九龍灣廠) 19. 麗晶花園 20. 富豪東方酒店 21. 候王道 22. 聖德肋撒堂 23. 水渠道 24. 楓樹街 25. 黃竹街 26. 北河街 27. 營盤街 28. 東京街 29. 發祥街 30. 元州商場 31. 荔枝角廠
05	安秀道→新清水灣道→利安道→順利總站→利安道→新利街→順清街→順景街→利安道→順安道→秀茂坪道→秀明道(秀茂坪商場外 Rt. 601)→曉光街→協和街→同仁街→裕民坊→康寧道→牛頭角道(牛頭角下邨 14 座外 Rt. 6D, 28)→啓祥道天橋→啓祥道→宏光道→臨華街→九龍灣廠→宏冠道→宏照道→啓祥道→偉業街天橋→太子道西→九龍城迴旋處→太子道西→砵蘭街→汝洲街→黃竹街→大埔道→元州街→興華街→興華街西→荔枝角廠	05:15	1. 順利總站 2. 安逸樓 3. 天韻樓 4. 秀樂樓 5. 秀茂坪商場 6. 秀安樓 7. 梁式芝書院 8. 曉麗苑 9. 祥和苑 10. 和樂邨 11. 裕民坊 12. 牛頭角站 13. 觀塘官立小學 14. 牛頭角下邨 15. 淘大花園 16. 臨華街(九龍灣廠) 17. 麗晶花園 18. 富豪東方酒店 19. 候王道 20. 聖德肋撒堂 21. 水渠道 22. 楓樹街 23. 黃竹街 24. 北河街 25. 營盤街 26. 東京街 27. 發祥街 28. 元州商場 29. 荔枝角廠
06	太子道→砵蘭街→汝洲街→黃竹街→大埔道→元州街→興華街→興華街西→荔枝角廠	04:35, 04:50, 05:20	1. 富豪東方酒店 2. 候王道 3. 聖德肋撒堂 4. 水渠道 5. 砵蘭街 6. 楓樹街 7. 黃竹街 8. 北河街 9. 東京街 10. 發祥街 11. 元州商場 12. 興華街 13. 荔枝角廠
07	長安巴士總站→青荃橋→楊屋道→馬頭霸道→德士古道→荃灣路→葵青路→興芳路→葵福路→葵富路→葵涌道→葵涌北天橋→和宜合道→大隴街→圍口街→石排街→大白田街→梨木道→和宜合道→象鼻山道→石圍角路→惠荃路→廟崗街→城門道→青山公路→大涌道→沙咀道→德士古道→大窩口道→禾塘咀街→葵興路→興芳道→葵福道→荔景山道→葵涌道→長沙灣道→荔枝角道→通州街→興華街西→荔枝角廠	03:35, 04:15	1. 長安巴士總站 2. 馬頭霸街 3. 德士古道 4. 葵福路 5. 藍田街 6. 石梨總站對出 7. 石排街 8. 福蔭樓 9. 石蔭東邨 10. 石圍角新村 11. 梨木樹邨 12. 可風中學 13. 三棟屋村 14. 石葵樓 15. 石荷樓 16. 眾安街 17. 滿樂大廈 18. 寶石大廈 19. 富安樓 20. 富貴樓 21. 茵葵樓 22. 葵涌邨 23. 興樂樓 24. 葵信樓 25. 新都會廣場 26. 聯接路 27. 荔景站 28. 晨輝學校 29. 荔枝角廠

	路線	開車時間	上客地點
08	南昌街→大埔道→青沙公路→支路 落斜→左轉美田路→左轉大圍路→大埔道→美田路→車公廟路→大涌橋路→沙角街→月明邨街→沙角街→沙田圍路→沙田鄉土會路→源禾路→火炭路→大涌橋路→小瀝源路→源順圍→源安街	04:25	1. 南昌街 2. 薩凡納藝術設計大學 3. 大圍街市 4. 秦石邨 5. 沙角邨 6. 瀝源邨 7. 禾輦邨 8. 沙田廠
08	砵蘭街→汝州街→黃竹街→元州街→南昌街→大埔道→青沙公路→支路 落斜→左轉美田路→左轉大圍路→大埔道→美輝街→香粉寮街→美田路→沙田正街→沙田市中心→橫街→源禾路→火炭橋→沙田路→沙田圍路→牛皮沙街→源順圍→源安街	04:55	1. 南昌街 2. 薩凡納藝術設計大學 3. 美輝街 4. 大圍街市 5. 秦石邨 6. 沙角邨 7. 瀝源邨 8. 禾輦邨 9. 沙田廠
08	砵蘭街→汝州街→黃竹街→元州街→南昌街→大埔道→青沙公路→支路 落斜→左轉美田路→左轉大圍路→大埔道→美輝街→香粉寮街→美田路→沙田正街→沙田市中心→橫街→源禾路→火炭橋→沙田路→沙田圍路→牛皮沙街→源順圍→源安街	05:10, 05:40, 06:00	1. 運動場道 2. 保護兒童會 3. 黃竹街 4. 南昌街 5. 薩凡納藝術設計大學 6. 美輝街 7. 大圍站 8. 沙田市中心 9. 好運中心 10. 瀝源邨 11. 禾輦邨 12. 李嘉誠專科醫院 13. 沙田廠
09	馬頭涌道→馬頭圍道→浙江街→土瓜灣道→馬頭圍道→蕪湖街→漆咸道→加士居道→彌敦道→太子道→大南街→柏樹街→汝洲街→黃竹街→大埔道→欽洲街→長沙灣道→荔枝角廠	04:00	1. 富豪東方酒店 2. 信義學校 3. 浙江街遊樂場 4. 平治街 5. 九龍中央郵政局 6. 碧街 7. 奶路臣街 8. 弼街 9. 南昌街 10. 怡閣苑 11. 荔枝角廠
010	天瑞路→天湖路→天耀路→屏廈路→洪天路→青山公路→藍地迴旋處→青麟路→兆康苑→青麟路→良景村→青田路→洪橋→屯門公路→杯渡路→青山公路→屯興路→華都花園→屯門公路→青山公路→荃鐵→葵涌道→葵富路→葵芳地鐵站→興芳道→荃灣路→青葵公路→西九龍公路→美孚迴旋處→美青道→貨櫃碼頭南路→興華街西→荔枝角廠	03:35	1. 天耀邨 2. 藍地 3. 兆康苑 4. 屯門醫院 5. 寶如大廈 6. 良景巴士總站 7. 健生邨 8. 虹橋 9. 新墟 10. 華都花園 11. 豐景園 12. 愉景新城 13. 荃灣站 14. 大窩口站 15. 昌榮路 16. 葵俊苑 17. 葵芳邨 18. 新都會廣場 19. 荔枝角廠
010A	元朗大馬路→青山公路→唐人新邨→洪水橋→藍地→青田路→大興總站→大方街→大興街→石排頭道→鳴琴路→山景村→青雲路→龍門路→湖翠路→屯門碼頭總站→湖翠路→湖景路→海珠路→友愛村→安定村→屯門鄉事會路→屯興路→華都花園→置樂花園→青山公路→深井→青山公路→荃鐵→葵涌道→葵芳→興芳路→荃灣路→青葵公路→美青道→貨櫃碼頭南路→興華街西→荔枝角廠	03:30	1. 元朗大馬路 2. 洪水橋 3. 藍地 4. 兆康苑 5. 大興總站 6. 大興商場 7. 石排頭路 8. 偉昌工業大廈 9. 山景邨景華樓 10. 龍門居 11. 新屯門中心 12. 紅樓對面 13. 美樂花園 14. 蝴蝶邨總站 15. 屯門碼頭 16. 友愛南 17. 友愛邨 18. 華都花園 19. 置樂站 20. 三聖邨 21. 黃金海岸 22. 青龍頭 23. 深井站 24. 汀九 25. 灣景花園一期 26. 麗城花園一期 27. 荃景圍天橋 28. 愉景新城 29. 荃灣站 30. 大窩口站 31. 葵涌官立學校 32. 昌榮路 33. 葵俊苑 34. 新葵興花園 35. 新都會廣場 36. 荔枝角廠

	路線	開車時間	上客地點
010X	天水圍廠>天柏路>天城路>天龍路>天葵路>濕地公園路>天瑞路>天湖路>天耀路>屏廈路>洪天路>青山公路藍地段>屯門公路>汀九橋>長青公路>青衣西路>西草灣路>青衣廠>西草灣路>青衣路>青衣2號迴旋處>昂船洲大橋>荔寶路>興華街西>荔廠	03:50	1. 天水圍廠 2. 景湖居 3. 麗湖居 4. 天晴邨晴雲樓 5. 慧景軒 6. 香港濕地公園 7. 天逸邨逸潭樓 8. 天富苑欣富閣 9. 天頌苑 10. 天瑞邨 11. 天水圍公園 12. 天耀邨耀盛樓 13. 天耀邨耀民樓 14. 天盛苑 15. 洪水橋鐵路站 16. 泥圍鐵路站 17. 藍地鐵路站 18. 虎地 19. 紅橋 20. 華都花園 21. 屯門公路轉車站 22. 青衣廠 (開 04:40) 23. 荔枝角廠
011	山尾街→火炭路→翠榕橋→沙田路→沙田圍路→牛皮沙街→源順圍→源安街→源順圍→牛皮沙街→沙田圍路→沙田路→翠榕橋→源禾路→沙燕橋→大涌橋路→車公廟路→美田路→大圍道→大埔道→松嶺路→大埔道→青沙公路→大埔道→南昌街	04:35	1. 火炭巴士總站 2. 沙田廠 3. 沙田第一城 4. 禾輦邨 5. 瀝源邨 6. 乙明邨 7. 秦石邨 8. 新翠邨 9. 海福花園 10. 美桃路 11. 荔枝角廠
012	顯徑街→富健街→田心街→紅梅谷路→車公廟路(秦石站)→大涌橋路→沙角街沙角邨→沙田圍路→*[小瀝源路→源康街→源順圍→沙田廠→牛皮沙街→沙田圍路] T6 公路(大老山公路)→馬鞍山路→馬鞍山→西沙路→錦英路→錦英苑總站→錦英路→P8 路(馬鞍山路往西貢)→D16 路(西沙路往沙田) 恒康街恒安邨→馬鞍山路→恒德街→恒信街→富安花園總站→恒信街→亞公角街→石門迴旋處→T5 路(大老山公路)→小瀝源路→源康街→源順圍→牛皮沙街→沙田圍路→大涌橋路→車公廟路→顯徑總站	04:10	1. 顯徑街 2. 田心街 3. 大圍站 4. 秦石邨 5. 乙明邨街 6. 沙角街 7. 錦龍苑 8. 錦英苑 9. 馬鞍山市中心 10. 曾壁山中學 11. 耀安邨 12. 富安花園 13. 沙田醫院 14. 沙田廠
012A	顯徑街→富健街→田心街→紅梅谷路→車公廟路(秦石站)→大涌橋路→沙角街沙角邨→沙田圍路→牛皮沙街→源順圍→源安街→沙田廠	05:10	1. 顯徑街 2. 田心街 3. 大圍站 4. 秦石邨 5. 乙明邨街 6. 沙角街 7. 錦龍苑 8. 錦英苑 9. 馬鞍山市中心 10. 曾壁山中學 11. 耀安邨 12. 富安花園 13. 沙田醫院 14. 沙田廠
013	上水廠→新豐路→馬會路→大埔公路→大埔太和路→安祥路→安慈路→大埔中心巴士總站(開 4:10AM)→南運路→大埔公路→源和路→火炭路	03:50	1. 上水廠 2. 翠麗花園 3. 天平邨 4. 祥華邨 5. 一鳴路 6. 大窩西支路 7. 太和邨 8. 翠怡花園 9. 大埔中心巴士總站 10. 新興花園 11. 廣福運動場 12. 廣福邨 13. 松仔園 14. 火炭(山尾街)
013A	大埔中心巴士總站→南運路→吐露港公路→沙田廠	05:15	1. 大埔中心巴士總站 2. 新興花園 3. 廣福運動場 4. 廣福邨 5. 沙田廠
013X	富亨巴士總站→頌雅路→南運路→安埔路→大埔中心巴士總站→安慈路→安祥路→寶鄉橋→廣福道→吐露港公路大埔道→源禾路→火炭路→山尾街→火炭路→源禾路→沙田鄉事會路(沙燕橋)→大涌橋路→車公廟路→青沙公路→荔寶路迴旋處→荔枝角廠→興華街西→荔寶道→深旺道→寶輪街→荔枝角道→葵涌道→荃灣路→德士古道迴旋處→青荃路→青衣西路→西草灣路→青衣廠	04:00	1. 富亨巴士總站 2. 大埔中心巴士總站 3. 大埔文娛中心 4. 廣福道 5. 蓮頭角里 6. 廣福邨 7. 火炭村 8. 山尾街 9. 禾輦邨 10. 瀝源邨 11. 乙明邨 12. 秦石邨 13. 車公廟 14. 新翠邨 15. 田心村 16. 荔枝角廠 17. 美孚站 18. 青華苑 19. 青衣廠

	路線	開車時間	上客地點
014	恒安總站→恒錦街→恒康街→馬鞍山路→西沙路→錦英苑→錦英苑總站→錦英路→馬鞍山路大 水坑→恒德街→亞公角街→石門迴旋處→大涌橋路→翠榕橋→源禾路→沙燕橋→大涌橋路→車公廟路→紅梅谷路→獅子山隧道公路→獅子山隧道→龍翔道→蒲崗村道→彩虹道→彩虹邨總站 →彩虹邨通道 Rt.92→太子道東→官塘道→啓祥道→宏光街→臨華街→九龍灣廠→啓福道 (近啓德廠)	04:05	1. 恒安總站 2. 耀安邨 3. 利安邨 4. 錦英苑 5. 恒德街 6. 新界鄉議局大樓 7. 禾輦邨 8. 瀝源邨 9. 乙明邨 10. 秦石邨 11. 車公廟 12. 新翠邨 13. 龍翔官立中學 14. 蕘大仙站 15. 沙田坳道 16. 四美街 17. 彩虹道 18. 彩虹邨總站 19. 碧海樓 20. 坪石邨 21. 臨華街(九龍灣廠) 22. 國際展覽中心
015	唐明街→唐俊街→寶邑路→昭信路→寶寧路(不入坑口北總站)→寶琳北路 (欣明苑外 Rt. N293)→寶琳路→秀茂坪道→將軍澳道→啓田道→德田街→ 藍田總站	04:05	1. 尚德商場 2. 佛教志蓮小學 3. 明德邨 4. 厚德邨 5. 景林邨 6. 欣明苑 7. 英明邨 8. 寶仁樓 9. 翠林邨 10. 康盛花園 11. 馬遊塘村 12. 寶達邨 13. 曉光街 14. 興田 15. 康逸苑 16. 藍田北總站
015A	唐明街→寶康路→寶邑路→昭信路→寶寧路(不入坑口北總站)→寶琳北路 (欣明苑外 Rt. N293)→寶琳路→秀茂坪道→協和街→康寧道→振華道(社區 中心開 5:05AM)→牛頭角道→啓祥道→宏光道→臨華街→九龍灣廠	04:45	1. 尚德商場 2. 明德邨 3. 厚德邨 4. 景林邨 5. 欣明苑 6. 英明邨 7. 寶仁樓 8. 翠林邨 9. 康盛花園 10. 馬遊塘村 11. 寶達邨 12. 秀程樓 13. 秀康樓 14. 寧波第二中學 15. 康寧道公園 16. 樂華南邨 17. 樂雅苑 18. 安基苑 19. 淘大花園 20. 臨華街(九龍灣廠)
017	荔枝角廠→荔寶路→深旺道→寶輪街→荔枝角道→荔景山道→葵福路→葵芳地鐵站→葵富路→興芳路→荃灣路→青荃橋→長安村→楓樹窩路→涌美路→青康路→美景花園→青華苑→青衣西路→西草灣路→青衣廠	05:00, 05:15, 05:30, 06:00, 06:30	1. 荔枝角廠 2. 美孚站 3. 荔枝角總站 4. 荔景邨 5. 葵芳站巴士總站 6. 葵青劇院 7. 新都會廣場 8. 長安巴士總站 9. 楓樹窩體育館 10. 青衣邨宜業樓 11. 綠柔雅苑 12. 翠怡花園 13. 長青邨青梅樓 14. 長康邨康富樓 15. 美景花園 16. 長青巴士總站對面 17. 長康巴士總站對面 18. 青華苑 19. 青衣廠
017A	荃灣鐵路站→西樓角路→青山公路→大涌道→荃灣路→荃青交匯處→青荃路→担杆山交匯處→青敬路→長安總站→担杆山路→担杆山交匯處→楓樹窩路→青衣西路→西草灣路→清梅街→青衣廠	04:25, 04:40, 05:05, 05:30, 06:00	1. 荃灣站 2. 青山道福來邨 3. 大涌道福來邨 4. 祈德尊新邨 5. 長安巴士總站 6. 楓樹窩路 7. 長亨邨 8. 青華苑 9. 青衣廠
017B	荔枝角廠→荔寶路→深旺道→寶輪街→荔枝角道→荔景山道→葵福路→葵芳地鐵站→葵富路→興芳路→荃灣路→青荃橋→長安村→楓樹窩路→涌美路→青康路→美景花園→青華苑→青衣西路→西草灣路→青衣廠	06:30, 06:50, 07:10, 07:30 (假期加開 08:00, 08:30, 09:00, 09:30)	1. 長安巴士總站 2. 長亨邨 3. 青華苑 4. 青衣廠

	路線	開車時間	上客地點
017SP	荔枝角廠—荔寶路—月輪街--寶輪街--荔枝角道—葵涌道—荔景山道—葵福路—葵義路—葵芳鐵路站—葵義路—葵富路—興芳路--葵青路—青衣路—青康路--青衣西路—青衣廠	04:30, 04:50	1. 荔枝角廠 2. 救世軍荔景院 3. 荔景山路近荔景鐵路站 4. 荔景北巴士總站 5. 葵芳鐵路站巴士總站 6. 新都會廣場 7. 美景花園 8. 長青邨 9. 青盛苑 10. 青華苑 (長康邨對面) 11. 青華苑 (青衣西路) 12. 青衣廠
018	竹園巴士總站→竹園路→馬仔坑道→鳳舞街→東頭村道→沙田坳道 →彩虹道→蒲崗村道→斧山道→斧山道天橋→斧山道→彩虹邨道(Rt. 92)→太子道東→觀塘道→牛頭角道→振華道(牛頭角總站入口附近)→康寧道→協和街→順利邨道→順安道(天韻樓對面 Rt. N216)→ 秀茂坪道→寶琳路→寶琳北路→寶豐路→欣景路(欣明苑外 Rt.N293)→佳景路→寶琳北路(景林)→寶寧路→坑口北總站外→昭信路 →寶邑路→寶康路→運亨路→運隆路→將軍澳廠	04:25	1. 竹園總站 2. 天虹小學 3. 馬仔坑遊樂場 4. 摩士公園 5. 摩士室內體育館 6. 東頭村道(龍滿樓) 7. 東頭村道(龍慧樓) 8. 黃大仙警署 9. 富祐大廈 10. 蒲慈里 11. 蒲衡里 12. 富山邨 13. 斧山道運動場 14. 碧海樓 15. 觀塘道(坪石邨) 16. 觀塘道(啓業邨) 17. 振華道(牛頭角總站) 18. 振華苑 19. 樂雅苑 20. 樂華南邨 21. 康寧道公園 22. 順安道(天韻樓) 23. 順天總站對面 24. 秀茂坪道(秀康樓) 25. 秀茂坪道(秀程樓) 26. 寶琳路(寶達邨) 27. 寶琳路(安達臣道) 28. 馬遊塘村 29. 茅湖仔村 30. 康盛花園 31. 翠林邨 32. 將軍澳消防局 33. 欣景路 34. 景林邨 35. 厚德邨 36. 坑口北總站外 37. 煜明苑 38. 廣明苑 39. 將軍澳廠
018A	竹園巴士總站→竹園路→馬仔坑道→鳳舞街→東頭村道→沙田坳道 →彩虹道→蒲崗村道→斧山道→斧山道天橋→斧山道→彩虹邨通道 Rt. 92→太子道東→觀塘道→觀塘道東行支路(近牛頭角下村一座)→ 牛頭角道→振華道(牛頭角總站入口附近)→康寧道→協和街→翠屏 道(巴士總站)→鯉魚門道→將軍澳道→將軍澳隧道→將軍澳隧道公路→寶順路→寶寧路→坑口(北)巴士總站→寶寧路→昭信路→寶邑 路→寶康路→運亨路→運隆路→將軍澳廠	05:45	1. 竹園總站(Rt. 1 月台) (5:45AM) 2. 竹園道(天虹小學 Rt. 1) (5:46AM) 3. 馬仔坑道(馬仔坑遊樂場 Rt. 11C) 4. 鳳舞街(摩士公園 Rt. 1) (5:47AM) 5. 鳳舞街(摩士室內體育館 Rt. 1) 6. 東頭村道(龍滿樓 Rt. 10) 7. 東頭村道(龍慧樓 Rt. 10) (5:48AM) 8. 彩虹道(黃大仙警署 Rt. 5) (5:50AM) 9. 蒲崗村道(富祐大廈 Rt. 2F) 10. 蒲崗村道(蒲慈里 Rt. 2F) (5:52AM) 11. 蒲崗村道(蒲衡里 Rt. 3C) 12. 蒲崗村道(富山邨 Rt. 3D) 13. 斧山道(斧山道運動場 Rt. 3B) (5:54AM) 14. 彩虹通道(碧海樓 Rt. 92) (5:58AM) 15. 太子道東(坪石邨 Rt. 1A) (6:00AM) 16. 觀塘道(啓業邨 Rt. 1A) (6:01AM) 17. 觀塘道(九龍灣地鐵站 Rt. 14) (6:02AM) 18. 觀塘道(牛頭角下邨 Rt. 1A) (6:03AM) 19. 牛頭角道(牛頭角下邨 Rt. 89) (6:04AM) 20. 振華道(牛頭角總站入口附近) (6:05AM) 21. 振華道(振華苑 Rt. 2A) (6:05AM) 22. 振華道(樂雅苑 Rt. 2A) 23. 振華道(樂華南邨 Rt. 13X) (6:07AM) 24. 康寧道(康寧道公園 Rt. 619) (6:08AM) 25. 協和街(秀雅道遊樂場 Rt. 13X) (6:09AM) 26. 協和街(祥和苑 Rt. 11C) (6:10AM) 27. 翠屏道(寶珮苑 Rt. 11C) 28. 翠屏道(翠屏巴士總站 Rt. 89C) 29. 翠屏道(翠梓樓 Rt. 11C) 30. 翠屏道(觀塘泳池 Rt. 70X) (6:11AM) 31. 鯉魚門道(觀塘道遊樂場 Rt. 14C) (6:12AM) 32. 將軍澳道(觀塘警署 Rt. 16) (6:13AM) 33. 厚德邨 (Rt. 91M) (6:15AM) 34. 寶寧路(坑口總站 Rt. 297 月台) (6:17AM) 35. 昭信路(煜明苑 Rt. 298E) (6:18AM) 36. 寶康路(廣明苑 Rt. 296M) 37. 將軍澳廠 (6:26AM)

	路線	開車時間	上客地點
019	官塘道→鯉魚門道→翠屏道→翠屏巴士總站(開 4:18AM)→翠屏道→鯉魚門道→將軍澳隧道→將軍澳隧道公路→寶順路→寶寧路→坑口(北)巴士總站開 4:28AM→寶寧路→昭信路→寶邑路→寶康路→運亨路→運隆路→將軍澳廠	04:13	1. 牛頭角地鐵站 2. 創紀之城 3. 觀塘市中心 4. 觀塘游泳池 5. 翠柏樓 6. 翠屏總站 7. 翠梓樓 8. 觀塘游泳池 9. 觀塘道遊樂場 10. 觀塘警署 11. 景榕樓 12. 厚德邨 13. 坑口總站 14. 煜明苑 15. 廣明苑 16. 將軍澳廠
019A	宏冠道→啓祥道→牛頭角道→振華道(牛頭角總站入口附近)→振華道→康寧道→協和街→曉光街→秀茂坪道→寶琳路→寶琳北路(欣明苑對面 Rt. 93A)→寶寧路→坑口(北)巴士總站→昭信路→寶邑路→寶康路→運亨路→運隆路→將軍澳廠	05:20	1. 宏冠道(九龍灣廠) 2. 振華道(牛頭角總站入口) 3. 振華苑 4. 樂雅苑 5. 樂華南邨 6. 康寧道公園 7. 秀雅道球場 8. 曉麗苑 9. 梁式芝書院 10. 上秀總站對面 11. 寶達邨 12. 安達臣道 13. 馬遊塘村 14. 茅湖仔村 15. 康盛花園 16. 翠林邨 17. 將軍澳消防局 18. 英明苑 19. 將軍澳馬會診所 20. 景林邨 21. 厚德邨 22. 坑口總站 23. 煜明苑 24. 廣明苑 25. 將軍澳廠
020	坑口(北)巴士總站→寶寧路→昭信路→寶邑路→寶康路→運亨路→運隆路→將軍澳廠	04:55, 05:15, 05:30	1. 坑口北總站 2. 煜明苑 3. 廣明苑 4. 將軍澳廠
020A	日出康城→環保大道→寶邑路→寶康路→運亨路→運隆路→將軍澳廠	04:25, 04:55	沿途巴士站
021	寶邑路(近寶盈花園)→景嶺路→唐明街→寶康路→運亨路→運隆路→將軍澳廠	05:20, 05:40, 06:00	1. 寶盈花園 2. 健明邨 3. 尚德商場 4. 廣明苑 5. 將軍澳廠
031	藍灣半島總站·小西灣道·柴灣道·迴旋處·柴灣道·筲箕灣道·英皇道·康山道·英皇道·健康街西·七姊妹道·電照街·渣華道·東區走廊·東區海底隧道·觀塘繞道·宏照道·常悅道·宏冠道·臨華街。	03:50	1. 藍灣半島巴士總站 2. 小西灣道富景花園 3. 小西灣道小西灣邨 4. 柴灣道富城閣 5. 柴灣道樂軒台 6. 環翠道環翠邨澤翠樓 7. 環翠道興華邨豐興樓 8. 柴灣道興民邨 9. 柴灣道山翠苑 10. 柴灣道近阿公岩道 11. 筲箕灣道南安里 12. 筲箕灣道海晏街 13. 西灣河文娛中心 14. 康山道康怡廣場 15. 英皇道鯽魚涌街 16. 北角官立小學 17. 健康村 18. 電照街 19. 東隧收費廣場 20. 臨華街(九龍灣廠)

	路線	開車時間	上客地點
001	<p>員工接送車起點開出時間：12:30AM 途經：觀塘碼頭→基業街→海濱道→勵業街→雅麗道→牛頭角道→常怡道→宏照道→常悅道→宏光道→臨華街→九龍灣廠→臨華街→宏冠道→臨興街→宏照道→啓祥道→官塘道→龍翔道→斧山道→彩虹道→四美街總站→右轉彩虹道→斧山道→鳳德道→左轉蒲崗村道→彩虹道(轉乘 003 員工接送車)→太子道東→九龍城迴旋處→馬頭涌道→木廠街→土瓜灣道→馬頭圍道→蕪湖街→漆咸道(何文田) →加士居道→佐敦道→海泓道→西九龍站巴士總站→佐敦道→廣東道→眾坊街→新填地街→亞皆老街→櫻桃街→維港灣→博文街→櫻桃街→亞皆老街→新填地街→旺角道→彌敦道→荔枝角道→黃竹街→大埔道→元州街→欽州街→長沙灣(深旺道)站→興華街西→連翔道→東京街→深旺道→欽州街→元州街→東京街→廣利道→蘇屋總站→長發街→保安道→興華街→興華街西→荔枝角廠</p> <p>員工接送車起點開出時間：1:10AM 途經：觀塘碼頭→基業街→海濱道→勵業街→雅麗道→牛頭角道→常怡道→宏照道→常悅道→宏光道→臨華街→九龍灣廠→臨華街→宏冠道→臨興街→宏照道→啓祥道→官塘道→龍翔道→斧山道→彩虹道→四美街總站→右轉彩虹道→斧山道→鳳德道→左轉蒲崗村道→彩虹道(轉乘 003 員工接送車)→太子道東→九龍城迴旋處→馬頭涌道→木廠街→土瓜灣道→馬頭圍道→鶴園街→民樂街→民裕街→佛光街→忠孝街→愛民總站→忠孝街→佛光街→馬頭圍道→蕪湖街→漆咸道(何文田) →加士居道→佐敦道→海泓道→西九龍站巴士總站→海泓道→佐敦道→廣東道→眾坊街→新填地街→亞皆老街→櫻桃街→維港灣→博文街→櫻桃街→亞皆老街→新填地街→旺角道→彌敦道→荔枝角道→黃竹街→大埔道→元州街→欽州街→長沙灣(深旺道)站→興華街西→連翔道→東京街→深旺道→欽州街→元州街→東京街→廣利道→蘇屋總站→長發街→保安道→興華街→興華街西→荔枝角廠</p> <p>員工接送車起點開出時間：1:45AM 途經：觀塘碼頭→基業街→海濱道→宏照道→常悅道→宏光道→臨華街→九龍灣廠→臨華街→宏冠道→臨興街→宏照道→啓祥道→官塘道→龍翔道→斧山道→彩虹道→四美街總站→左轉彩虹道(轉乘 003 員工接送車) →太子道東→九龍城迴旋處→馬頭涌道→木廠街→土瓜灣道→馬頭圍道→鶴園街→民樂街→民裕街→佛光街→忠孝街→愛民總站→忠孝街→佛光街→馬頭圍道→蕪湖街→漆咸道(何文田) →加士居道→佐敦道→海泓道→西九龍站巴士總站→海泓道→佐敦道→廣東道→眾坊街→新填地街→亞皆老街→櫻桃街→維港灣→博文街→櫻桃街→亞皆老街→新填地街→旺角道→彌敦道→荔枝角道→黃竹街→大埔道→元州街→欽州街→長沙灣(深旺道)站→興華街西→連翔道→東京街→深旺道→欽州街→元州街→東京街→廣利道→蘇屋總站→長發街→保安道→興華街→興華街西→荔枝角廠</p>	00:30, 01:10, 01:45	沿途巴士站
002	宏冠道→臨興街→宏光道→啓祥道→啓福道(展貿中心外 Rt. 98D, 215X)→ 啓福道天橋→偉業街→敬業街→成業街→開源道→官塘道→翠屏道→協和街→官塘道→鯉魚門道→高超道→碧雲道→連德道→秀茂坪道→曉光街→ 秀明道(中秀茂坪總站) →秀茂坪道→順安道→順天總站→利安道→新清水 灣道→坪石邨	00:40, 01:05, 01:55	沿途巴士站
003	彩虹道→沙田坳道→東頭村道→鳳舞街→杏林街→聯合道→橫頭磡東道→ 樂富總站→橫頭磡東道→富美街→鳳舞街→鳳舞街天橋→馬仔坑道→竹園道→竹園邨巴士總站→竹園道→馬仔坑道→龍翔道→蒲崗村道→鳳德道→ 斧山道→蒲崗村道→慈雲山道→惠華街→慈雲山(中)巴士總站→惠華街→ 雲華街→慈雲山道→慈雲山(北)巴士總站→慈雲山道→蒲崗村道→彩虹道	01:30, 02:00, 02:30	沿途巴士站
003 (SP)	<p>橫頭磡東道→聯合道→太子道西→太子道東→彩虹路→蒲崗村道→慈雲山道→惠華街→慈雲山(中)巴士總站→惠華街→雲華街→慈雲山道→慈雲山 (北)巴士總站→慈雲山道→蒲崗村道→彩虹道</p> <p>員工接送車起點開出時間：1:05AM(樂富開), 1:20AM(慈北開)</p>	01:05 (樂富開) 01:20 (慈北開)	沿途巴士站

	路線	開車時間	上客地點
004	荔枝角廠→興華街→荔枝角道→大南西街→長沙灣道→興華道→青山道→保安道→蘇屋邨→東京街→欽州街→深旺道→海輝道→維港灣→連翔道→海輝道→深旺道→櫻桃街→連翔道→佐敦道(西行)→迴旋處→佐敦道(東行)→渡華路→佐敦道(東行)→加士居道→機利士路→蕪湖街→馬頭圍道→土瓜灣道→馬頭角道→馬頭涌道→九龍城迴旋處→太子道東(富豪東方酒店 Rt. N293)→彩虹道→蒲崗村道→彩崗村道→彩虹道→彩虹通道→官塘道→牛頭角→雅麗道→勵業街→偉業街→巧明街→官塘廠	00:30, 00:55	沿途巴士站
004A	荔枝角廠→興華街→荔枝角道→大南西街→長沙灣道→興華道→青山道→大埔道→彌敦道→旺角道→西洋菜街→亞皆老街→櫻桃街→維港灣→櫻桃街→渡船街→佐敦道→加士居道→漆咸道→蕪湖街→馬頭圍道→土瓜灣道→馬頭角道→馬頭涌道→九龍城迴旋處→太子道東(富豪東方酒店 Rt. N293)→彩虹道→蒲崗村道→彩崗村道→彩虹道→彩虹通道→官塘道→牛頭角→雅麗道→勵業街→偉業街→巧明街→官塘廠	01:40	沿途巴士站
005	荔枝角廠→荔寶路→月輪街→寶輪街→荔枝角道→荔景山路→葵芳地鐵站→葵福路→興芳路→荃灣路→青衣北橋→青衣西路→西草灣路→青衣廠→西草灣路→青衣西路→青康路→青衣北橋→德士古道→沙咀道→大河道→荃灣地鐵站→西樓角街→石圍角→象山邨→梨木樹→石蔭邨→石籬邨→和宜合道→青山公路→德士古道→大窩口道→禾塘咀街→葵盛圍→葵盛總站→葵福路→葵芳→荔景山路→葵涌道→荔枝角道→荔枝角廠	01:00	沿途巴士站
005A	荔枝角廠→荔寶路→月輪街→寶輪街→荔枝角道→荔景山路→葵芳地鐵站→葵福路→興芳路→荃灣路→經新荃碼頭, 楊屋道, 青荃橋, 青衣西路, 青衣廠→青衣西路→西草灣路→青衣廠→西草灣路→青衣西路→青康路→青衣北橋→德士古道→沙咀道→大河道→荃灣地鐵站→西樓角街→石圍角→象山邨→梨木樹→石蔭邨→石籬邨→和宜合道→青山公路→德士古道→大窩口道→禾塘咀街→葵盛圍→葵盛總站→葵福路→葵芳→荔景山路→葵涌道→荔枝角道→荔枝角廠	01:50, 02:15, 02:40	沿途巴士站
006	西草灣路→青衣西路→青康路→青衣鄉事會路→楓樹窩路→担桿山交匯處→青敬路→青衣機鐵站→青敬路→担桿山交匯處→青荃橋→德士古道→沙咀道→如心廣場→荃灣西站→大河道→荃灣地鐵站→西樓角街→石圍角→象山邨→梨木樹→石蔭邨→石籬邨→和宜合道→青山公路→德士古道→大窩口道→禾塘咀街→葵盛圍→葵盛總站→葵福路→葵芳→荔景山道→葵通道→荔枝角道通州街→興華街西→荔枝角廠	00:45, 01:20, 02:20	沿途巴士站
007	源順圍→牛皮沙街→插桅桿街→圓洲角巴士站通道→插桅桿街→銀城街→小瀝源道→大涌橋道→翠榕橋→源禾路→沙燕橋→大涌橋道→沙角街→車公廟路→紅梅谷路→田心街→大圍鐵路站→美田路→大圍道→大埔道→松嶺路→大埔道→青沙公路→大埔道→欽州街→元州街→興華街→興華街西→荔枝角廠 員工接送車起點開出時間：11:50PM(只限一班往沙角街, 紅梅谷路, 田心街), 12:10AM, 12:40AM, 1:15AM	23:50, 00:10, 00:40, 01:15	沿途巴士站
008	西九龍站巴士總站→海泓道→佐敦道(東行)→渡船街→欣翔道→海泓道→柏景灣總站→櫻桃街→櫻桃街隧道→櫻桃街→維港灣總站→海輝道→連翔道→東京街西→深旺道→東京街總站→深旺道→興華街西→興華街西→荔枝角廠(稍作停留)→荔枝角廠→寶輪街→荔枝角道→荔灣道→荔景南→葵芳地鐵站→葵涌道→荃灣地鐵站→大河道→如心廣場→荃灣西站→大河道→沙咀道→青山公路→安定→友愛→皇珠路→湖景路→蝴蝶邨→龍門路→青雲路→鳴琴路鳴琴鐵路站→田景路→青松觀路→青麟路→青山公路→洪天路→屏廈路→天耀路→入天瑞巴士總站→屏廈路→青山公路→元朗大馬路 員工接送車起點開出時間：1:30AM(佐敦渡華路開), 2:00AM(荔廠開)	01:30(西九龍站開) 02:00(荔廠開)	沿途巴士站
008A	荔枝角廠→荔寶路→月輪街→寶輪街→荔枝角道→荔灣道→荔景南→葵芳鐵路站→興芳路→葵興鐵路站→和塘咀街→健全街→大窩口鐵路站→荃灣鐵路站→大河道→如心廣場→荃灣西站→大河道→沙咀道→青山公路→深井→安定→友愛→皇珠路→友愛南廠(2:10AM)→湖景路→蝴蝶邨→龍門路→青雲路→鳴琴路→石頭排路(2:20AM)→良景邨→青松觀路→青麟路→青山公路→元朗安樂路→福喜街→朗屏路(朗屏邨)→天朗路→屏廈路(天慈邨)→天耀路→天湖路→天瑞路→天瑞邨總站	01:20	沿途巴士站

	路線	開車時間	上客地點
008X	荔枝角廠(開凌晨 01:00) > 興華街西 > 荔寶路 > 昂船洲大橋 > 青衣 2 號迴旋處 > 青衣路 > 西草灣路 > 青衣廠(開凌晨 01:15) > 西草灣路 > 青衣西路 > 長青公路 > 汀九橋 > 屯門公路 > 青山公路藍地段 > 洪天路 > 屏廈路 > 天耀路 > 天湖路 > 天瑞路 > 濕地公園路 > 天葵路 > 天龍路 > 天城路 > 天柏路 > 天水圍廠	01:00	1. 荔枝角廠 2. 青衣廠 (開 01:15) 3. 屯門公路轉車站 4. 屯門大會堂 5. 紅橋 6. 虎地 7. 藍地鐵路站 8. 泥圍鐵路站 9. 洪水橋鐵路站 10. 天盛苑 11. 天水圍警署 12. 賞湖居 13. 天水圍公園 14. 天瑞邨 15. 天華邨 16. 天恩邨 17. 天澤邨 18. 香港濕地公園 19. 香港青年協會李兆基書院 20. 美湖居 21. 景湖居 22. 天水圍廠
009	荔枝角廠→荔寶路→月輪街→寶輪街→荔枝角道→長沙灣道→青山道→青沙公路→美田路→車公廟路→大涌橋路→沙燕橋→源禾路→火炭路→大涌橋路→濱景花園	01:30	沿途巴士站
0010	源安街→源順圍→牛皮沙街→插桅桿街→圓洲角總站通道→銀城街→沙田圍路→沙角街→大涌橋路→車公廟路→大圍火車站總站→美田路→車公廟路→顯徑街→富健街→田心街→車公廟路→大涌橋路→馬鞍山路→恒康街→恒安總站 員工接送車起點開出時間：12:50AM, 1:20AM(往沙田市中心), 1:50AM (註: 12:50AM 由沙田廠開出, 依原有路線到達顯徑後, 私牌返沙田廠, 夜開 1:20AM 往沙田市中心, 1:50AM 當到達恒康街, 不入恒安總站, 改經 D16 路, P8 路, 馬鞍台, 錦英苑返回馬鞍山道回程依原有路線行走。 往九龍之員工可在車公廟道大圍總站 2:00AM 安排與 0014 接駁可出九龍及返沙田各區。	00:50, 01:20, 01:50	沿途巴士站
0010A	源順街→源順圍→牛皮沙街→沙田圍路→沙田鄉事會路→大埔道→沙田市中心	01:20	沿途巴士站
0011	源順圍→牛皮沙街→插桅桿街→圓洲角總站通道→插桅桿街→小瀝源路→沙田圍路→沙田路→錦龍橋→大埔公路→南運路→大埔中心總站→安慈路→汀角路→大埔太和路→大埔公路→粉嶺迴旋處→馬會路→新豐路→上水廠 員工接送車起點開出時間：12:50AM, 1:50AM (註: 12:50AM 只往大埔中心經吐露港公路)	01:50	沿途巴士站
0011A	源順圍→牛皮沙街→插桅桿街→圓洲角總站通道→插桅桿街→小瀝源路→沙田圍路→沙田路→錦龍橋→吐露港公路→南運路→大埔中心總站→安慈路→汀角路→大埔太和路→大埔公路→粉嶺迴旋處→馬會路→新豐路→上水廠 員工接送車起點開出時間：12:50AM, 1:50AM	00:50	沿途巴士站
0014	宏冠道→臨興街→啓祥道→啓福道(展覽中心外 Rt. 98D, 215X) →啓福道天橋→偉業街→官塘碼頭→偉業街→敬業街→成業街→官塘道→鯉魚門道→(藍田地鐵站外 889 站) →啓田道迴旋處→鯉魚門道→官塘道→龍翔道(近黃大仙中心 Rt. 38) →獅子山隧道→獅子山隧道公路→紅梅谷路→田心街→富健街→顯徑街→車公廟路→大涌橋路→沙燕橋→源禾路→翠榕橋→大涌橋路→亞公角街→富安花園→馬鞍山路→恒康街→西沙路→馬鞍台→錦英苑→廣源邨 82M 巴士總站	01:30	沿途巴士站
0015	臨華街→宏光道→啓福道天橋→偉業街(只經觀塘碼頭總站外, 不入總站) →敬業街→成業街→茶果嶺道→鯉魚門道→觀塘道→協和街→同仁街→康寧道→協和街→秀茂坪道→寶琳路→寶琳北路→寶康路→寶豐路(寶林邨外 Rt. N691) →欣景路(只經寶林總站外, 不入總站) →寶琳北路→寶寧路→坑口北總站	00:35	沿途巴士站

	路線	開車時間	上客地點
0017	西草灣路→青衣西路→青康路→青衣鄉事會路→楓樹窩路→担桿山交匯處 青敬路→青衣機鐵站→青敬路→担桿山交匯處→青荃橋→荃灣路→興芳路→葵福路→葵芳地鐵站→葵富路→興芳路→葵福路→荔景山道→葵涌道→荔枝角道→通州街→興華街西→荔枝角廠 員工接送車起點開出時間：11:40PM, 12:10AM, 12:40AM, 1:00AM, 1:20AM, 1:50AM (註: 12:40AM, 1:00AM, 1:20AM, 1:50AM 要往葵興地鐵站)	23:40, 00:10, 00:40, 01:00, 01:20, 01:50	沿途巴士站
0017A	西草灣路→青衣西路→担桿山交匯處→長安總站/担杆山路公眾上落客區(近祥發邨停車場入口)→担桿山交匯處→青衣西路→西草灣路→青衣廠 1. 青華苑 (Rt.279x 往青衣方向) 2. 長亨邨 (Rt.279x 往青衣方向) 3. 長安巴士總站 (Rt. 42c 往藍田方向) (18:40-20:40 開出之班次) ^担杆山路公眾上落客區(近長發邨停車場入口) (21:00-00:20 開出之班次) 4. 長亨邨 (Rt.279x 往上水方向) 5. 青華苑 (Rt.279x 往上水方向) 6. 青衣廠 ^21:00-00:20 開出之班次由陽光巴士營運，並改停担杆山路公眾上落客區，期間不停長安巴士總站	由 18:40 至 00:20, 每 20 分鐘一班	沿途巴士站
0018	運隆路→寶康路→寶邑路→昭信路→寶寧路(坑口(北)巴士總站對面 Rt. N293)→寶琳北路(欣明苑外 Rt. N293)→寶琳路→秀茂坪道→協和街→開源道迴旋處→觀塘道(美亞工業大廈外)→九龍灣廠	01:15	沿途巴士站
0020	駿宏街→駿日街→環保大道→昭信路→寶寧路→坑口北總站	23:20, 23:45, 00:10, 00:35, 01:35	沿途巴士站
0020B	駿宏街→駿日街→環保大道→昭信路→寶寧路(坑口(北)巴士總站對面 Rt. N293)→寶琳北路(欣明苑外 Rt. N293)→寶琳路→秀茂坪道→曉光街→秀明道(中秀茂坪總站)→秀茂坪道→協和街(1:10AM 轉乘 001 員工接送車)→開源道→觀塘碼頭→偉業街→勵業街→牛頭角道→啟祥道→宏光道→臨興街	00:10, 00:35	沿途巴士站
0021	駿宏街→駿日街→環保大道→昭信路→寶寧路→昭信路→寶邑路→翠嶺路→景嶺路→唐明街→尚德總站	00:50, 01:05, 01:20, 02:00	沿途巴士站
0031	臨華街，宏光道，啟祥道，啟福道，觀塘繞道，鯉魚門道，啟田道迴旋處，東區海底隧道，東區走廊，民康街，英皇道，康山道，英皇道，筲箕灣道，柴灣道，迴旋處，柴灣道，小西灣道，藍灣半島總站。	01:30	臨華街(九龍灣廠) 東隧收費廣場 英皇道健康邨 英皇道北角官立小學 英皇道新威園 英皇道船塢里 康山道康怡廣場 筲箕灣道太安樓 筲箕灣道南安里 柴灣道近阿公岩道 柴灣道東區醫院 柴灣道高威閣 興華邨興翠樓 環翠道青年廣場 柴灣道怡泰街 柴灣道漁灣邨 柴灣道常安街 小西灣道富欣花園 小西灣道富怡花園 藍灣半島巴士總站
TKO SP	將軍澳廠、運隆路、寶康路、寶邑路、環保大道、駿日街、將軍澳工業邨巴士總站	星期六 07:00, 07:30, 08:30 星期日及假日 07:00, 07:30, 08:00, 08:30, 09:00, 09:30	將軍澳廠、將軍澳工業邨巴士總站

	路線	開車時間	上客地點
500	03:25 班次：途經：屯門碼頭、湖翠路、龍門路、皇珠路、海珠路(豐景園)、屯門鄉事會路、杯渡路、震寰路、建泰街、屯門廠、建泰街、震寰路、青麟路、青山公路、大馬路、安樂路、宏樂街、宏利街、福宏街、元朗廠 04:40 班次：途經：屯門碼頭、湖翠路、龍門路、皇珠路、海珠路(豐景園)、屯門鄉事會路、杯渡路、震寰路、建泰街、屯門廠、建泰街、震寰路、青麟路、青山公路、洪天路、屏廈路、天耀路(天盛苑)、天湖路、天瑞路、天榮路、天城路、天祥路、天柏路、天水圍廠(門口)、天柏路、天城路、天福路、朗天路、水邊圍交匯處、朗屏路、福喜街、元朗廠	03:25, 04:40	沿途各巴士站
501	屯門廠、建泰街、震寰路、杯渡路註、青雲路、皇珠路、海皇路、海珠路(豐景園)、鄉事會路(友愛)、杯渡路、青山公路(景峰、富泰)、藍地交匯處、青山公路(洪水橋)、大馬路、安樂路、宏樂街、宏利街、福宏街、元朗廠	04:35, 05:25, 06:05 註:04:35 班車不經友愛、景峰，由杯渡路天橋轉行屯門公路、青山公路，返回原有路線	沿途各巴士站
502	屯門廠、建泰街、建國街、震寰路、石排頭路、旺賢街、山景邨總站、石排頭路、鳴琴路、田景路、良景邨總站(B3A 站停)、田景路、鳴琴路、寶田邨總站、震寰路、河田街、建泰街、屯門廠	05:00, 05:20, 05:40, 06:00, 06:20 註 1, 06:40 註 2 註 1 : 06:20 只往寶田邨總站 註 2 : 06:40 只往山景邨總站	沿途各巴士站
503	班次一 途經：朗邊、青山公路、屯貴路、富泰邨、屯貴路、青山公路、藍地交匯處、青麟路(兆康苑)、震寰路、鳴琴路、田景路(良景邨)、青田路、震寰路、大方街、大興街(大興邨)、石排頭路、震寰路、河田街、建泰街、屯門廠 班次二 途經：富泰邨、屯貴路、青山公路、藍地交匯處、青麟路(兆康苑)、震寰路、大方街、大興街(大興邨)、石排頭路、震寰路、河田街、建泰街、屯門廠	班次一 開出時間：04:35(朗邊) / 04:50(富泰邨) 班次二 開出時間：05:30(富泰邨)	沿途各巴士站
504	屯門廠、建泰街、震寰路、杯渡路、青雲路、龍門路、湖翠路、屯門碼頭、湖翠路、龍門路、青雲路、杯渡路、震寰路、建泰街、屯門廠	屯門廠開出時間 04:45 05:05 05:25 05:50 06:25 屯門碼頭開出時間 05:05 05:25 05:45 06:10 06:45	沿途各巴士站
505	屯門廠、建泰街、震寰路、杯渡路、屯門鄉事會路、屯匯街、屯門市中心總站	04:35 註 05:00 05:15 05:30 05:45 06:00 06:20 06:40 07:00 註: 04:35 班次屯門廠開出，到達屯門市中心總站後，取道屯門鄉事會路、海珠路、海皇路、屯義街並以屯門南廠為終點站	沿途各巴士站
506	屯門碼頭、湖翠路、龍門路、皇珠路、海皇路、海珠路、屯門鄉事會路、杯渡路、震寰路、建泰街、屯門廠	04:15	沿途各巴士站
507	屯門廠、建泰街、震寰路、青麟路、兆康鐵路站(北)、青麟路、震寰路、河田街、建泰街、屯門廠	05:15, 05:40, 06:00, 06:15, 06:30, 06:45, 07:00 註 1 註 1 : 07:00 只往兆康鐵路站(北)	沿途各巴士站

	路線	開車時間	上客地點
508	屯門廠、建泰街、震寰路、杯渡路、青雲路、皇珠路、海皇路、屯義街、屯門南廠、屯義街、海皇路、海珠路(豐景園)、鄉事會路(友愛邨)、杯渡路、震寰路、建泰街、屯門廠	05:00, 05:10, 05:20, 05:30, 05:40, 05:50, 06:00, 06:10, 06:20, 06:30, 06:40, 06:50 註 1, 07:00 註 1, 07:15 註 1 註 1 : 06:50、07:00、07:15 只往屯門南廠	沿途各巴士站
509	屯門廠、建泰街、震寰路、杯渡路、青雲路、皇珠路、屯門公路、支路、青山公路、支路、青山公路(大欖段)、支路、屯門公路轉車站(九龍方向)、支路、青山公路(大欖段)、屯門公路轉車站(新界方向)	05:20, 05:40, 06:00, 06:20	沿途各巴士站
601	元朗廠、福宏街、宏利街、宏樂街、朗業街、朗日路、大馬路、青山公路(洪水橋)註、屯門公路、杯渡路、震寰路、建泰街、屯門廠	04:45, 05:15, 05:40 註 註: 05:40 班車在藍地交匯處轉行青山公路(富泰、景峰)後返回原有路線	宏利廠、宏樂廠及沿途各巴士站
602	元朗廠、福宏街、福欣街、福喜街、宏利街、宏樂街、富業街、宏業西街、康業街、康業街停車場、康業街、宏業西街、富業街、宏樂街、福喜街、朗屏路、鳳池路、宏達路、朗業街、朗日路(入元朗東總站)、大馬路、青山公路、屏廈路、天耀路(天盛苑)、天湖路、天瑞路、天瑞邨、天瑞路、天湖路、天城路天慈	03:00 或正常尾車全部到廠才開出(特別加夜日子除外)	宏利廠、宏樂廠、康業街停車場、朗屏邨及沿途各巴士站
602A	元朗廠、福宏街、宏利街、宏樂街、朗業路、朗日路(入元朗東總站)、大馬路、青山公路、屏廈路、天耀路(天盛苑)、天湖路、天瑞路、天瑞邨、天瑞路、天秀路、天影路、洪天路、青山公路、屯貴路、富泰邨迴旋處、屯貴路、青山公路、藍地交匯處、青麟路(兆康苑)、震寰路、鳴琴路、田景路、良景邨巴士總站、青田路、震寰路、河田街、建泰街、屯門廠	03:35	宏利廠、宏樂廠及沿途各巴士站
603	經青山公路班次途經： 天水圍(天逸邨逸潭樓)、天瑞路、天秀路、天葵路、天華路、天瑞路、天湖路、天耀路、屏廈路、洪天路、青山公路(洪水橋)、藍地交匯處、青山公路-嶺南段、新墟段、杯渡路、震寰路、建榮街、建泰街、屯門廠 經元朗公路、屯門公路班次途經： 天水圍(天逸邨逸潭樓)、天瑞路、天秀路、天葵路、天華路、天瑞路、天湖路、天耀路、屏廈路、洪天路、元朗公路、屯門公路、青田路、震寰路、河田街、建泰街、屯門廠	經青山公路班次 04:50 經元朗公路、屯門公路班次 05:20	沿途各巴士站
604	元朗廠、福宏街、宏利街、宏樂街、朗業街、朗日路(入元朗東總站)、青山公路(元朗段)、朗天路、天慈路、濕地公園路、天瑞路(天恒邨)、天瑞路(天瑞邨站)、天湖路、天耀路(耀民樓)、屏廈路、洪天路、青山公路(洪水橋)、藍地交匯處、青山公路-嶺南段、新墟段、杯渡路、震寰路、河田街、建泰街、屯門廠	04:05	宏利廠、宏樂廠及沿途各巴士站
605	天水圍廠、天柏路、天湖路、天耀路、屏廈路、青山公路、朗天路、水邊圍交匯處、朗屏路、福喜街、福宏街、元朗廠、福宏街、宏利街、宏樂街、福喜街、朗屏路、朗屏邨巴士總站、朗屏路、水邊圍交匯處、朗天路、天福路、天城路、天柏路、天水圍廠	天水圍廠開出時間 03:45, 04:15, 04:45, 05:15, 05:30#, 05:45, 06:00#, 06:15, 06:45 # 以宏樂廠為終點站	宏利廠、宏樂廠及沿途各巴士站

	路線	開車時間	上客地點
606	<p>04:35 班次： 途經：元朗廠、福宏街、宏利街、宏樂街、富業街、宏業西街、康業街、宏業東街、強業街、寶業街、朗業街、朗日路(新元朗中心)、青山公路、錦田公路、錦河路、東匯路、錦上路站、東匯路、錦上路、錦田公路、青山公路、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠</p> <p>05:05 班次： 途經：元朗廠、福宏街、宏利街、宏樂街、富業街、宏業西街、康業街、宏業東街、強業街、寶業街、朗業街、朗日路、青山公路、錦田公路、錦上路、東匯路、錦上路站、東匯路、錦上路、上村球場、錦田公路、青山公路、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠</p> <p>05:20, 05:40, 05:55, 06:25 班次： 途經：元朗廠、福宏街、宏利街、宏樂街、富業街、宏業西街、康業街、宏業東街、強業街、寶業街、朗業街、朗日路(新元朗中心)、青山公路、錦田公路、錦河路、東匯路、錦上路站</p>	04:35, 05:05, 05:20, 05:40, 05:55, 06:25	宏利廠、宏樂廠及沿途各巴士站
607	大棠(黃泥墩巴士站)、僑興路、大棠路、大旗嶺路、十八鄉交匯處、元朗公路、博愛交匯處、青山公路、安樂路、宏樂街、宏利街、福宏街、元朗廠	04:25	沿途各巴士站
607A	大棠(黃泥墩巴士站)、僑興路、大棠路、大旗嶺路、十八鄉交匯處、元朗公路、博愛交匯處、青山公路、安樂路、宏樂街、宏利街、福宏街、元朗廠	05:15	沿途各巴士站
608	元朗廠、福宏街、宏利街、宏樂街、*富業街、宏業西街、康業街、宏業東街、強業街、寶業街*、朗業街、朗日路(新元朗中心)、朗樂路、青山公路(元朗段)、朗天路、唐人新村交匯處、朗天路、天福路、天城路、天柏路、天水圍廠	<p>04:35 註, 05:00, 05:30, 06:00, 06:30</p> <p>註: 04:35 班次元朗廠開出, 不經**路段, 到達天水圍廠後, 取道天柏路、天祥路、天城路、天華路、天瑞路並以天恆總站為終點站。</p>	宏利廠、宏樂廠及沿途各巴士站
610	元朗廠、福宏街、福欣街、福喜街、宏利街、宏樂街、朗業街、擴業街、科業街、宏業西街、富業街、宏樂街、媽橫路、屏會街、元朗安寧路、媽廟路、青山公路(元朗段)、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠	<p>03:50 註, 04:10 註, 04:25, 04:40, 05:00, 05:20, 05:40, 06:10#, 06:20, 06:40, 06:50#, 07:00, 07:10#, 07:20#, 07:30, 07:50#^, 08:15#^, 08:30^</p> <p>註 03:50, 04:10 班車將不經**路段 # 以元朗廣場為終點站 ^ 只限星期六、日及公眾假期服務</p>	宏利廠、宏樂廠、朗屏鐵路巴士總站外、元朗廣場、谷亨街、大橋村、惠州小學
610S	<p>08:00 至 14:00、18:00 至 22:30 元朗廠開出班次途經： 元朗廠、福宏街、福欣街、福喜街、宏利街、宏樂街、媽橫路、屏會街、元朗安寧路、媽廟路、青山公路(元朗段)、擊讓路、元朗安寧路、媽廟路、宏達路、宏樂街、宏利街、福宏街、元朗廠</p> <p>#14:30 至 17:00 元朗廠開出班次途經： 元朗廠、福宏街、宏利街、宏樂街、媽橫路、屏會街、元朗安寧路、媽廟路、青山公路(元朗段)、擊讓路、元朗安寧路、媽廟路、宏達路、宏樂街、宏利街、福喜街、福欣街、福宏街、元朗廠</p>	<p>元朗廠 08:00, 09:00, 10:00, 10:30, 11:00, 11:30, 12:00, 12:30, 13:00, 13:30, 14:00, #14:30, #15:00, #15:30, #16:00, 16:30, #17:00, 18:00, 19:00, 20:00, 20:30, 21:00, 21:30, 22:00, 22:30</p>	<p>08:00 至 14:00、18:00 至 22:30 宏利廠、宏樂廠、屏昌徑、香港家庭計劃指導會、元朗廣場、朗屏邨悅屏樓</p> <p>14:30 至 17:00 屏昌徑、香港家庭計劃指導會、元朗廣場、朗屏邨悅屏樓、宏樂廠、宏利廠</p>

	路線	開車時間	上客地點
611	<p>正常班次途經： 天水圍廠、天柏路、天祥路、天城路、天恩路、嘉恩街、天水圍市中心巴士總站、天恩路、天榮路、天城路、天華路、天葵路、濕地公園路、天瑞路、天湖路、天耀路、天福路、天城路、天柏路、天水圍廠</p> <p>特別班次 A 途經： 天水圍廠、天柏路、天祥路、天城路、天恩路、嘉恩街、天水圍市中心巴士總站、天恩路、天榮路、天城路、天華路、天葵路、濕地公園路、天瑞路、天湖路、天耀路、天福路、天城路、天柏路、天水圍廠(開 04:00)、天柏路、天祥路、天城路、天福路、屏廈路、青山公路、元朗廣場、青山公路、擊壤路、元朗安寧路、媽廟路、宏達路、宏樂街、宏利街、福宏街、元朗廠</p> <p>特別班次 B 途經： 天水圍廠、天柏路、天祥路、天城路、天恩路、嘉恩街、天水圍市中心巴士總站、天恩路、天榮路、天城路、天華路、天葵路、濕地公園路、天瑞路、天湖路、天耀路、天福路、天城路、天柏路、天水圍廠(開 04:25、05:20)、天柏路、天祥路、天城路、天福路、朗天路、水邊圍交匯處、朗屏路、福喜街、元朗廠</p>	<p>正常班次：04:15, 04:30, 05:10, 05:25, 05:40, 06:00, 06:20</p> <p>特別班次 A：03:35</p> <p>特別班次 B：04:00, 04:55</p> <p>註 1：04:55 至 06:20 之班次途經天富巴士總站*(過天恆後)</p>	沿途各巴士站
612	天水圍廠、天柏路、天城路、天福路、屏廈路、洪天路、洪志路、洪元路、洪水橋田心路、洪水橋(洪福邨)	一至五 05:05, 05:30, 06:00, 06:15 六、日、公眾假期 05:05, 05:35, 06:00, 06:15	沿途各巴士站
613	<p>往天水圍廠途經： 元朗廠、福宏街、宏利街、宏樂街、媽橫路、屏會街、元朗安寧路、媽廟路、宏達路、鳳池路、朗屏路、朗天路、天福路、天耀路、天湖路、天柏路、天水圍廠</p> <p>往元朗廠途經： 天水圍廠、天柏路、天城路、天福路、朗天路、朗屏路、鳳池路、屏會街、元朗安寧路、媽廟路、青山公路(元朗段)、擊壤路、元朗安寧路、媽廟路、宏達路、宏樂街、宏利街、福喜街、福欣街、福宏街、元朗廠</p>	<p>元朗廠開出時間 (只限星期一至五) 10:15 10:45 11:15 11:45 12:15 12:45 13:15</p> <p>天水圍廠開出時間 (只限星期一至五) 14:45 15:15 15:45</p>	沿途各巴士站
700	<p>上水廠(03:20)、新運路、新豐路、寶蓮路、寶石湖路、粉錦公路(蓮塘尾)、錦田公路、錦上路、東匯路、錦田公路、青山公路、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠(04:10)、福宏街、福喜街、宏樂街、媽橫路、青山公路、元朗廣場(04:20)、朗日路(新元朗中心)、青山公路、錦田公路(錦田郵局)、粉錦公路、寶石湖路、寶蓮路、新豐路、新運路、上水廠</p> <p>元朗廠(05:30)、福宏街、福喜街、宏樂街、朗業街、朗日路(新元朗中心)、青山公路、錦田公路(錦田郵局)、東匯路、錦上路站、東匯路、錦田公路、粉錦公路、寶石湖路、寶蓮路、新豐路、新運路、上水廠</p>	<p>上水廠： 03:20</p> <p>元朗廠： 04:10, 05:30(不經大馬路)</p>	沿途各巴士站
701	<p>元朗廠(03:40)、福宏街、宏利街、宏樂街、媽橫路、青山公路、元朗廣場、朗日路(新元朗中心)、青山公路(新田)、寶石湖路、寶蓮路、新豐路、新運路、上水廠、新運路、新豐路、寶蓮路、寶石湖路、青山公路、古洞路、青山公路、新潭路、青山公路、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠</p> <p>元朗廠(05:10)、福宏街、宏利街、宏樂街、朗業街、朗日路(新元朗中心)、青山公路(新田)、寶石湖路、寶蓮路、新豐路、新運路、上水廠、新運路、新豐路、寶蓮路、寶石湖路、青山公路、古洞路、青山公路、新潭路、青山公路、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠</p>	03:40, 05:05	沿途各巴士站
702	大埔汀角路(安慈路)巴士站、大埔太和路、大埔公路、林錦公路、上村、錦田公路、八鄉警署迴旋處掉頭、錦田公路、錦上路、東匯路、錦田公路、青山公路、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠、福宏街、福喜街、宏樂街、朗業街、朗日路(形點II)、青山公路、錦上路、東匯路、錦上路站、東匯路、錦上路、上村、林錦公路、大埔公路、大埔太和路、完善路、大福街(大埔廠)	03:55	沿途各巴士站

	路線	開車時間	上客地點
0500A	屯門廠、建泰街、震寰路、杯渡路、屯門鄉事會路(新墟)、河旁街、青賢街、屯門鄉事會路(安定)、海珠路、海皇路、屯義路、屯門南廠、屯義路、海皇路、湖景路、湖翠路、龍門路、龍門鐵路站	01:40	沿途各巴士站
0500B	屯門廠、建泰街、震寰路、杯渡路、屯門鄉事會路(安定邨)、海珠路、海皇路、屯義街、屯門南廠、屯義街、海皇路、湖景路、湖翠路、龍門路、青雲路、鳴琴路、田景路(良景邨)、鳴琴路、震寰路、青麟路(兆康苑)、藍地迴旋處、青山公路(富泰、景峰)、杯渡路、震寰路、建泰街、屯門廠	02:35 或正常尾車全部到廠才開出 (特別加夜日子除外)	屯門南廠 沿途各巴士站
0500S	天水圍廠、天柏路、天祥路、天城路、天恩路、天水圍市中心總站、天恩路、天榮路、天城路、天華路、天瑞路(天瑞邨)、天湖路、天耀路(天耀邨)、屏廈路、洪天路、洪志路、洪元路、洪水橋田心路(洪福邨巴士總站)、洪天路、洪志路、洪天路、青山公路(洪水橋)、藍地交匯處、青麟路(兆康苑)、震寰路、大坊街、大興街(大興邨)、石排頭路、震寰路、河田街、建泰街、屯門廠	01:20	沿途各巴士站
0501	第一班途經： 屯門南廠、屯義街、海皇路、海珠路、屯門鄉事會路、杯渡路、建泰街、屯門廠、建泰街、震寰路、青麟路、兆康西鐵站(北交匯處)、青山公路(洪水橋)、洪天路、屏廈路、天福路、朗天路、宏達路、媽橫路、元朗大馬路、安樂路、宏樂街、宏利街、福宏街、元朗廠 第二班途經： 屯門南廠、屯義街、海皇路、海珠路、屯門鄉事會路、杯渡路、建泰街、屯門廠、建泰街、震寰路、青麟路、兆康西鐵站(北交匯處)、青山公路(洪水橋)、洪天路、屏廈路、天耀路、天湖路、天瑞路、天恒邨總站、天瑞路、天華路、天城路、天福路、屏廈路、青山公路、元朗大馬路、安樂路、宏樂街、宏利街、福宏街、元朗廠	01:00 (屯門南廠) 01:15(屯門廠) 01:50 (屯門南廠) 02:05(屯門廠)	沿途各巴士站
0501B	屯門廠、建泰街、震寰路、杯渡路、青雲路、皇珠路、海皇路、屯門南廠、海皇路、海榮路、兆麟街、屯門鄉事會路(安定、友愛、市中心、新城)、育康街、屯門公路、藍地迴旋處、青麟路、兆康鐵路站(北交匯處)、青麟路、藍地迴旋處、青山公路(洪水橋)、屏廈路(屏山)、天耀路(天盛苑)、天湖路、天瑞路(天瑞、天恆)、濕地公園路、天慈路、朗天路、水邊圍交匯處、宏達路、媽橫路、青山公路(大馬路)、安樂路、宏樂街、宏利街、福宏街、元朗廠	02:35 或正常尾車全部到廠才開出 (特別加夜日子除外)	屯門南廠 沿途各巴士站
0502	屯門廠、建泰街、震寰路、杯渡路、屯門鄉事會路(屯門市中心)、屯興路、青山公路、杯渡路、屯門鄉事會路(新墟)、青山公路(景峰)、屯貴路、富泰	01:15	沿途各巴士站
0503	屯門南廠、屯義街、海皇路、海珠路、鄉事會路、杯渡路、震寰路、建泰街、屯門廠、建泰街、建國街、震寰路、青田路、田景路(良景邨)、鳴琴路、震寰路、青麟路(兆康苑)、藍地交匯處、青山公路、屯貴路、富泰	00:50 (屯門南廠) 01:00(屯門廠) 01:40 (屯門南廠) 01:50(屯門廠)	沿途各巴士站
0509	屯門公路轉車站(九龍方向)、支路、青山公路(大欖段)、屯門公路轉車站(新界方向)、青山公路(大欖段)、屯門公路、皇珠路、龍門路、富健花園迴旋處、龍門路、青雲路、杯渡路、震寰路、建泰街、屯門廠	01:00, 01:30	沿途各巴士站
0510S	元朗廠、福宏街、福欣街、福喜街、宏利街、宏樂街、福喜街、朗屏路、朗天路、天福路、天城路、天柏路、天水圍廠、天柏路、天祥路、天城路、天恩路、天水圍市中心總站、天恩路、天榮路、天城路、天華路、天葵路、濕地公園路、天瑞路、天湖路、天耀路、屏廈路、洪天路、青山公路(洪水橋)、藍地交匯處、青麟路(兆康苑)、震寰路、鳴琴路、青雲路、龍門路、湖翠路、湖景路、海皇路、海珠路、屯門鄉事會路、杯渡路、震寰路、河田街、建泰街、屯門廠	02:30	宏利廠、宏樂廠及沿途各巴士站

	路線	開車時間	上客地點
0511	<p>經青麟路往元朗廠班次途經： 屯門南廠、屯義街、海皇路、海珠路、屯門鄉事會路、杯渡路、建泰街、屯門廠、建泰街、建國街、震寰路、青麟路、青山公路、洪天路、洪天路、屏廈路、天耀路、天湖路、天瑞路、濕地公園路、天慈路、天福路、屏廈路、青山公路、元朗大馬路、安樂路、宏樂街、宏利街、福宏街、元朗廠</p> <p>經青麟路往天水圍廠班次途經： 屯門南廠、屯義街、海皇路、海珠路、屯門鄉事會路、杯渡路、建泰街、屯門廠、建泰街、建國街、震寰路、青麟路、青山公路、洪天路、天影路、天瑞路、天湖路、天耀路、天福路、天城路、天柏路、天水圍廠</p> <p>經富泰往元朗廠班次途經： 屯門南廠、屯義街、海皇路、海珠路、屯門鄉事會路、杯渡路、建泰街、屯門廠、建泰街、河田街、震寰路、杯渡路、青山公路、洪天路、屏廈路、天耀路、天湖路、天瑞路、濕地公園路、天慈路、天福路、屏廈路、青山公路、元朗大馬路、安樂路、宏樂街、宏利街、福宏街、元朗廠</p>	<p>經青麟路往元朗廠班次 00:20 (屯門南廠), 00:35(屯門廠)</p> <p>經青麟路往天水圍廠班次 00:40 (屯門南廠), 00:55(屯門廠)</p> <p>經富泰往元朗廠班次 01:25 (屯門南廠), 01:40(屯門廠)</p>	沿途各巴士站
0601	<p>第一至二班途經： 元朗廠、福宏街、宏利街、宏樂街、富業街、宏業西街、康業街、宏業東街、強業街、寶業街、朗業街、朗日路、青山公路、洪天路、洪志路、洪天路、青山公路、屯門公路、皇珠路、海皇路、屯義街、屯門南廠、屯義街、海皇路、海珠路、鄉事會路(友愛邨)、杯渡路、震寰路、建泰街、屯門廠</p> <p>第三班途經： 元朗廠、福宏街、宏利街、宏樂街、富業街、宏業西街、康業街、宏業東街、強業街、寶業街、朗業街、朗日路、青山公路、洪天路、洪志路、洪天路、青山公路、屯門公路、皇珠路、海皇路、屯義街、屯門南廠</p> <p>第四班途經： 元朗廠、福宏街、宏利街、宏樂街、朗業路、朗日路、青山公路、朗天路、唐人新村交匯處、朗天路、天福路、天城路、天柏路、天水圍廠、天柏路、天祥路、天城路、天福路、朗天路、唐人新村交匯處、朗天路、青山公路、洪天路、洪志路、洪天路、青山公路、屯門公路、杯渡路、屯門鄉事會路、海珠路、海皇路、屯義街、屯門南廠</p>	<p>第一至二班 元朗廠 23:20, 00:15 屯門南廠(保安亭旁) 00:05, 01:05</p> <p>第三班 元朗廠 01:00</p> <p>第四班 元朗廠 01:50 天水圍廠(保安亭旁) 02:15</p>	宏利廠、宏樂廠及沿途各巴士站
0602	天水圍廠、天柏路、天祥路、天城路、天恩路、天水圍市中心總站、天恩路、天榮路、天城路、天華路、天瑞路 (天瑞邨)、天湖路、天耀路、屏廈路、洪天路、洪志路、洪元路、洪水橋田心路(洪福邨巴士總站)、洪天路、洪志路、洪天路、青山公路(洪水橋)、屯門公路、皇珠路、海皇路、屯門鄉事會路、海珠路、海皇路、屯義街、屯門南廠、屯義街、海皇路、海珠路、屯門鄉事會路、杯渡路、震寰路、建泰街、建榮街、屯門廠	00:35	沿途各巴士站
0606	元朗廠、福宏街、宏利街、宏樂街、媽橫路、屏會街、元朗安寧路、媽廟路、青山公路、朗日路、青山公路、錦田公路、錦上路、*東匯路、錦上路站、東匯路、錦上路*、上村球場、錦田公路(錦田街市) * 01:55 之班次需繞經錦上路站	01:00, 01:55*, 02:50 *需繞經錦上路站	宏利廠、宏樂廠及沿途各巴士站
0606A	錦上路站、東匯路、錦上路、錦田公路、青山公路(元朗段)、擊讓路、元朗安寧路、媽廟路、宏達路、宏樂街、宏利街、福宏街、元朗廠	01:00, 01:20, 01:40, 02:00	沿途各巴士站
0607	元朗廠、福宏街、宏利街、宏樂街、朗日路、青山公路、體育路、教育路、大棠路、僑興路、大棠(黃泥墩巴士站)	01:15, 02:10	宏利廠、宏樂廠及沿途各巴士站
0609	元朗廠、福宏街、福欣街、福喜街、宏利街、宏樂街、福喜街、朗屏路、朗天路、天福路、天城路、天柏路、天水圍廠	00:20	宏利廠、宏樂廠及沿途各巴士站
0609A	元朗廠、福宏街、福欣街、福喜街、宏利街、宏樂街、朗業街、擴業街、科業街、宏業西街、富業街、宏樂街、福喜街、朗屏路、朗天路、天福路、天城路、天柏路、天水圍廠、天柏路、天祥路、天城路、天龍路、天葵路、天秀路、天瑞路、天恆邨、天瑞路(天瑞邨)、天湖路、天耀路(天耀邨)、屏廈路(屏山)、青山公路、安樂路、宏樂街、宏利街、福宏街、元朗廠	元朗廠：00:50, 01:10, 01:30, 01:50 天水圍廠：01:10, 01:30, 01:50, 02:10	宏利廠、宏樂廠、朗屏站總站外及沿途各巴士站

	路線	開車時間	上客地點
0609B	元朗廠、福宏街、宏利街、宏樂街、朗業路、朗日路、青山公路、屏廈路(屏山)、天福路、天城路、天柏路、天水圍廠	02:10, 02:30	宏利廠、宏樂廠及沿途各巴士站
0610	元朗廠、福宏街、福欣街、福喜街、宏利街、宏樂街、朗業街、擴業街、科業街、宏業西街、富業街、宏樂街、媽橫路、屏會街、元朗安寧路、媽廟路、青山公路(元朗段)、元朗安樂路、宏樂街、宏利街、福宏街、元朗廠	23:00, 23:40, 00:00, 00:30, 00:45, 01:30	宏利廠、宏樂廠、朗屏鐵路站巴士總站外、屏昌徑、元朗廣場、谷亭街
0702A	上水廠、新運路、新豐路、寶運路、寶石湖路、粉錦公路、錦田公路、青山公路、大馬路、擊壤路、元朗西	01:00	沿途各巴士站
0702B	上水站、新運路、新豐路、寶運路、寶石湖路、青山公路(新田)、大馬路、擊壤路、元朗西	01:30	沿途各巴士站
0703	上水廠、新運路、新豐路、寶運路、寶石湖路、馬會道、粉嶺迴旋處、沙頭角公路、新運路、馬會道、百和路、華明路、華明邨口迴旋處、銘賢路、橋頭路、大窩西支路、大埔公路、太和路、南運路、汀角路、大貴街、大埔工業邨、大貴街、汀角路、大福街、大埔廠註、大華街、大福街、汀角路、南運道、大埔墟鐵路站、南運道、安埔路、大埔中心、安慈路、汀角路、太和路、大窩西支路、橋頭路、銘賢路、華明邨口迴旋處、華明路、百和路、馬會道、新運路、沙頭角公路、粉嶺迴旋處、馬會道、龍琛路、新運路、上水廠。	23:20, 23:50, 00:15, 00:40(大埔工業邨開), 00:45(上水廠開)	沿途各巴士站
703	上水廠、新運路、龍琛路、馬會道、沙頭角公路、粉嶺樓路、和睦路、聯安街、沙頭角公路、馬會道(祥華)、粉嶺公路、大埔公路、太和路、汀角路、安慈路、大埔中心巴士總站、安埔路、折返汀角路富亨路口、南運路(運頭塘)、鄉事會路、寶鄉街、安慈路(八號花園)、汀角路、太和路、大埔公路、大窩西支路、橋頭路、銘賢路、華明邨口迴旋處、華明路、百和路、馬會道、新運路、粉嶺名都、沙頭角公路、粉嶺樓路、和睦路、聯安街、沙頭角公路、馬會道、龍琛路、新運路、上水廠。	04:30	沿途各巴士站
703A	富亨邨路口、南運路(運頭塘邨)、鄉事會路、寶鄉街、安慈路(八號花園)、汀角路、太和路、大埔公路、大窩西支路、橋頭路、銘賢路、華明邨口迴旋處、華明路、百和路、馬會道、新運路、粉嶺名都、沙頭角公路、粉嶺樓路、和睦路、聯安街、沙頭角公路、馬會道、龍琛路、新運路、上水廠。	04:05, 04:40	沿途各巴士站
0703P	上水廠、新運路、龍琛路、新運路、雞嶺迴旋處、粉嶺公路、吐露港公路、大埔公路(元洲仔迴旋處)、南運路、汀角路、大福街、大埔廠。	08:35, 09:35 (只限非假期之星期六行走)	沿途各巴士站
0704	上水廠、新運路、新寶街、寶運路、寶石湖路、馬會道、粉嶺迴旋處註 2、沙頭角公路、新運路、馬會道、百和路、華明路、華明邨口迴旋處、銘賢路、橋頭路、大窩西支路、大埔公路、太和路、南運路、汀角路、大福街、大埔廠註 2、大華街、大福街、汀角路、南運道、大埔墟鐵路站、南運道、安埔路、大埔中心、安慈路、汀角路、太和路、大窩西支路、橋頭路、銘賢路、華明邨口迴旋處、華明路、百和路、馬會道、新運路、沙頭角公路、粉嶺迴旋處、馬會道、龍琛路、新運路、上水廠。	01:00, 01:20 00:55 及 01:25 (只往聯和墟及清河邨) 02:00 (只到大埔廠)	沿途各巴士站
705	聯和墟、聯安街、沙頭角公路、粉嶺迴旋處、馬會道、龍琛路、新運路上水廠。	04:50	沿途各巴士站
0706	大埔廠、大華街、大福街、汀角路、南運道、安埔路、大埔中心巴士總站、安慈路、汀角路、太和路、大埔公路(大窩段)、林錦公路、上村、錦上路、東匯路、錦田公路、青山公路、大馬路、擊壤路、元朗西	01:10 (*大埔中心巴士總站 01:17) *預計時間	沿途各巴士站
707	担水坑站、沙頭角公路、坪輦路、坪原路(九記士多)掉頭、坪輦路、沙頭角公路、聯安街、和睦路、粉嶺樓路、馬適路、馬會道、寶石湖路、寶運路、新豐路、新運路、上水廠。	04:10, 04:54, 05:20	沿途各巴士站
0707	新運路上水鐵路站、新運路、L5 路(上水廠門口)、新寶街、寶運路、寶石湖路、馬會道、迴旋處、沙頭角公路、坪輦路、坪原路(九記士多掉頭)、坪輦路、沙頭角公路、担水坑站。	00:30, 01:10, 01:50	沿途各巴士站

	路線	開車時間	上客地點
0710S	上水廠、新運路、新豐路、寶運路、寶石湖路、粉錦公路、錦田公路、青山公路、大馬路、擊壤路、元朗西	02:10	沿途各巴士站
080X	上水廠、新豐路、馬會道、百和路、一鳴路、華明邨迴旋處、一鳴路、百和路、粉嶺公路、吐露港公路、大埔公路(元洲仔段)註 1、南運路、太和路、完善路、大福路、大埔廠、大福路、完善路、吐露港公路、大老山公路、小瀝源路、源康路、源順圍、沙田廠。	04:30, 05:00(繞經大埔廠)	沿途各巴士站
SHW01	逸東街、松仁路、裕東路、順東路、達東路、富東街、翔東路、深豐路、小濠灣廠	04:15, 04:30, 05:00, 05:30	逸東邨停車場迴旋處、北大嶼山醫院、東涌消防局、東堤灣畔、東薈城
SHW01	逸東邨巴士總站、逸東街、松仁路、裕東路、順東路、達東路、富東街、翔東路、深豐路、小濠灣廠	04:45	逸東邨總站、北大嶼山醫院、東涌消防局、東堤灣畔、東薈城
SHW01	東涌站、慶東街、達東路、順東路、達東路、富東街、翔東路、深豐路、小濠灣廠	05:45, 06:05, 06:20, 06:40	東涌站 A 出口、東堤灣畔、東薈城
SHW01	東涌站巴士總站、美東街、達東路、富東街、翔東路、深豐路、小濠灣廠	07:00, 07:45, 08:20, 08:52, 12:45, 13:45, 14:15, 14:45, 15:15, 15:45, 16:15, 16:45, 19:45, 20:15, 20:45, 21:15, 22:00, 22:45, 23:15, 00:12	東涌站巴士總站、東薈城
SHW01	深豐路、翔東路、富東街、達東路、順東路、達東路、美東街、東涌站總站	05:30, 05:55, 06:10, 06:30, 06:45, 07:30, 08:00, 08:40, 09:10, 09:40, 10:10, 11:00, 11:30, 12:00, 12:30, 13:00, 13:30, 17:00, 17:20, 18:00, 18:50, 19:00, 19:30, 20:00, 20:30, 21:00, 21:30, 22:30, 23:00, 23:30, 00:00, 00:25, 01:25, 01:50, 02:15	小濠灣廠
SHW01	深豐路、翔東路、富東街、達東路、順東路、裕東路、松仁路、逸東街	00:40, 00:55, 01:10	小濠灣廠
SHW05	大河道、沙咀道、德士古道、青荃路、擔杆山交匯處、青衣西路、長青公路、青嶼幹線、北大嶼山公路、竹篙灣公路、欣澳道、翔東路、深豐路、小濠灣廠	04:20, 07:10	大河道、川龍街、寶石大廈、名逸居、長亨邨、青華苑
SHW05	深豐路、翔東路、欣澳道、竹篙灣公路、北大嶼山公路、青嶼幹線、長青公路、青衣西路、擔杆山交匯處、青荃路、德士古道、沙咀道、大河道	01:50, 19:00	小濠灣廠
SHW02	沙田廠、沙田圍路、沙田市中心總站、城門隧道、和宜合道、葵涌道、葵富道、興芳路、青衣南橋、青康路、青衣西路、青嶼幹線、北大嶼山公路、竹篙灣公路、欣澳道、翔東路、深豐路、小濠灣廠	03:45	沿途巴士站
SHW03	青衣廠、西草灣路、青衣西路、長青公路、青嶼幹線、北大嶼山公路、竹篙灣公路、欣澳道、翔東路、深豐路、小濠灣廠	04:50	青衣廠、青馬收費廣場
SHW02	深豐路、翔東路、欣澳道、竹篙灣公路、北大嶼山公路、青嶼幹線、長青公路、青衣西路、大圍道、美田路、車公廟路、獅子山隧道公路、沙田正街、沙田市中心總站、沙田廠	00:42	小濠灣廠
SHW03	深豐路、翔東路、欣澳道、竹篙灣公路、北大嶼山公路、青嶼幹線、長青公路、青衣西路、西草灣路、青衣廠	01:12	小濠灣廠

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KMB and LWB Crew Bus Service Network

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- i. The table below shows the current status of KMB and LWB crew bus service network;
- ii. The crew bus service is subject to change based on actual situations such as road condition, traffic, weather, etc.; and
- iii. The crew bus service is provided in addition to KMB and LWB staff's entitlement to enjoy free rides on franchised bus routes operated by KMB, LWB, Citybus and New World First Bus during normal service hours.

	Route	Departure Time	Boarding Point
01	Short distance route : Lai Chi Kok Depot→Hing Wah Street West→Lai Po Road→Sham Mong Road→Yuet Lun Street→Sham Mong Road→Hing Wah Street West→Lai Chi Kok Depot	There are shifts all day.	1. Lai Chi Kok Depot 2. Yuet Lun Street Fire Station 3. Lai Chi Kok Depot
01K	Lai Chi Kok Depot→Hing Wah Street West→Sham Mong Road→Tonkin Street→Lai Chi Kok Road→Nathan Road→Gascoigne Road→Chatham Road→Gillies Avenue South→Wuhu Street→Ma Tau Wai Road→Fat Kwong Street→Chung Hau Street→Oi Man Bus Terminus→Chung Hau Street→Fat Kwong Street→Ma Tau Wai Road→San Lau Street→Chatham Road North→Ma Tau Wai Road→Ma Tau Chung Road→Prince Edward Road East(Regal Oriental Hotel Rt.15)→Choi Hung Road→Po Kong Village Road→Choi Hung Road→Choi Hung Estate Route Rt.92→Prince Edward Road East→Choi Ping Interchange→Kwun	04:00, 05:10	1. Lai Chi Kok Depot 2. Fat Tseung Street West 3. Lai Kok Estate Lai Lo House 4. Kweilin Street 5. Shek Kip Mei Street 6. Arran Street 7. Mong Kok Station 8. Soy Street 9. Man Ming Lane 10. Labour 15. Credit Street 16. Fat Kwong Street 17. New Street 18. Kiang Su Street 19. Tin Kwong Road 20. Ma Tau Kok Road 21. Regal Oriental Hotel 22. Wong Chung Ming Secondary School 23. Wong Tai Sin

	Tong Road→Wai Yip Street Bridge→ Kai Cheung Road		<p>Tribunal</p> <p>11. Marsh Street</p> <p>12. Carmel Village Street</p> <p>13. Oi Man Bus Terminus</p> <p>14. Chung Hau Street</p>	<p>Police Station</p> <p>24. Tai Yau Street</p> <p>25. Pik Hoi House</p> <p>26. Ping Shek Estate</p> <p>27. Lam Wah Street (Kowloon Bay Depot)</p>
01K(SP)	<p>Wuhu Street→Ma Tau Wai Road→Fat Kwong Street→Chung Hau Street→Oi Man Bus Terminus→Chung Hau Street→Fat Kwong Street→Ma Tau Wai Road→San Lau Street→Chatham Road North→Ma Tau Wai Road→Ma Tau Chung Road→Prince Edward Road East(Regal Oriental Hotel Rt.15)→Choi Hung Road→ Po Kong Village Road→Choi Hung Road→Choi Hung Estate Route Rt. 92→Prince Edward Road East→Kwun Tong Road→Wai Yip Street Bridge→Kai Cheung Road→Wang Kwong Road→Kowloon Bay Depot→Wang Kwun Road→Sheung Yuet Road→Wang Kwong Road→Kai Cheung Road→Kai Fuk Road(Outside T&E Centre Rt.98D,215X)→Wai Yip Street→Kwun Tong Ferry</p>	05:10	<p>1. Wuhu Street</p> <p>2. Fat Kwong Street</p> <p>3. Oi Man Bus Terminus</p> <p>4. Chung Hau Street</p> <p>5. Fat Kwong Street</p> <p>6. Ma Tau Wai Road</p> <p>7. Chatham Road North</p> <p>8. Ma Tau Wai Road</p> <p>9. Ma Tau Chung Road</p>	<p>10. Regal Oriental Hotel</p> <p>11. Wong Chung Ming Secondary School</p> <p>12. Wong Tai Sin Police Station</p> <p>13. San Po KongTai Yau Street</p> <p>14. Pik Hoi House</p> <p>15. Ping Shek Estate</p> <p>16. Lam Wah Street (Kowloon Bay Depot)</p> <p>17. International Trade & Exhibition Centre</p> <p>18. Kwun Tong Ferry</p>

KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point
02	Lai Chi Kok Road→Cheung Sha Wan Road→Hing Wah Street→Castle Peak Road→Tai Po Road→Poplar Street→Sai Yeung Choi Street North→Boundary Street→Prince Edward Road East(Regal Oriental Hotel Rt. 15)→Choi Hung Road→Choi Hung Estate Route Rt.92→Prince Edward Road East→Kwun Tong Road→Kai Cheung Road→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot	04:15, 05:05, 05:25	<div> 1. Mei Foo MTR Station 2. Lai Chi Kok MTR Station 3. Cheung Sha Wan Road (Hing Wah Street) 4. Castle Peak Road (Hing Wah Street) 5. Tonkin Street 6. Precious Blood Hospital 7. Pei Ho Street 8. Shek Kip Mei Street 9. Sai Yeung Choi Lane 10. Police Sports and Recreation Club 11. Fa Hui Park 12. Regal Oriental Hotel 13. Wong Chung Ming Secondary School 14. Wong Tai Sin Police Station 15. Tai Yau Street 16. Pik Hoi House 17. Ping Shek Estate 18. Lam Wah Street (Kowloon Bay Depot) </div>
03	Wai Wah Street→ Wun Wah Street→ Tsz Wan Shan Road(near Ching Fai House Rt. 3D)→ Po Kong Village Road→ Lung Cheung Road→ Fung Mo Street→ Fu Mei Street→ Junction Road → Prince Edward Road East(Regal Oriental Hotel Rt. 15)→ Choi Hung Road→ Choi Hung Estate Route Rt.92→ Prince Edward Road East→ Kwun Tong Road→ Wai Yip	03:55, 04:55, 05:15	<div> 1. Tsz Wan Shan (Central) Bus Terminus 2. Ching Fai House 3. Ching Hong House 4. Tak Oi Secondary 12. Heng Lam Street 13. Carpenter Road 14. Fuk Lo Tsun Road 15. Regal Oriental Hotel 16. Wong Chung Ming Secondary School </div>

	Street→ Wai Yip Street Bridge→ Kai Cheung Road Bridge→ Wang Kwong Road→ Lam Wah Street→ Kowloon Bay Depot		School 5. Chu Fung House 6. Fung Chuen Court 7. Temple Mall 8. Morse Park Swimming Pool 9. Wang Yip House 10. Wang Fu House 11. Lok Fu Recreation Ground	17. Wong Tai Sin Police Station 18. Tai Yau Street 19. Pik Hoi House 20. Ping Shek Estate 21. Lam Wah Street (Kowloon Bay Depot)
03A	Wai Wah Street→Wun Wah Street→Tsz Wan Shan Road(near Ching Fai House Rt. 3D)→Po Kong Village Road→Lung Cheung Road→Fung Mo Street→Fu Mei Street→Junction Road →Prince Edward Road East(Regal Oriental Hotel Rt. 15)→Kwun Tong Road→Wai Yip Street→Wai Yip Street Bridge→Kai Cheung Road Bridge→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot→Wai Yip Street→Kwun Tong Ferry	04:25	1. Tsz Wan Shan (Central) Bus Terminus 2. Ching Fai House 3. Ching Hong House 4. Tak Oi Secondary School 5. Chu Fung House 6. Fung Chuen Court 7. Temple Mall 8. Morse Park Swimming Pool 9. Wang Yip House 10. Wang Fu House	11. Lok Fu Recreation Ground 12. Heng Lam Street 13. Carpenter Road 14. Fuk Lo Tsun Road 15. Regal Oriental Hotel 16. Choi Hung Estate 17. Ping Shek Estate 18. Lam Wah Street (Kowloon Bay Depot) 19. Kwun Tong Ferry
04	(First bus : On Sau Road→Po Lam	03:45	1. On Tai Estate	27. Kwun Tong

<p>Road→SauMau Ping Road→Lin Tak Road→Tak Tin Street→)Lam Tin (North) Bus Terminus→Tak Tin Street→Lin Tak Road→Pik Wan Road(near Kwong Tin Terminus)→Ko Chiu Road→Lei Yue Mun Road→Tsui Ping Road→Tsui Ping Terminus(Turn around at Tsui Ping Terminus to go uphill)→Tsui Ping Road→Hip Wo Street→Tung Yan Street→Yue Man Square→Hong Ning Road→Ngao Tao Kok Road(Lower Ngau Tau Kok Estate Outside Block 14 Rt. 6D, 28)→Kai Cheung Road→Wang Kwong Road→Lam Wah Street(Kowloon Bay Depot Entrance)→Wang Kwun Road→Lam Hing Street→Wang Chiu Road→Kai Cheung Road→Kwun Tong Road→Lung Cheung Road→Hammer Hill Road(Outside Kam Wan House Rt. 9, 95)→Choi Hung Road→Prince Edward Road→Kowloon City Roadabout(**0350AM The shift changes to 06 Recovery Vehicle to Lai Chi Kok Depot)→Ma Tau Wai Road→Wuhu Street→Chatham Road→Gascoigne Road→Nathan Road→Tai Po Road→Un Chau Street→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot</p>		<p>Bus Terminus 2. Oi Tat House 3. On Tat Estate Bus Terminus 4. Po Tat Estate 5. Sau Fai House 6. Hing Tin 7. Lam Tin (North) Bus Terminus 8. Hong Yat Court 9. Lam Tin Park 10. Tak Lok House 11. Tak Lung House 12. Kwong Ching House 13. Kwong Tin Shopping Centre 14. Ko Chun Court 15. Ko Yee Estate 16. Lei Yue Mun Plaza 17. St. Antonius Girls College 18. Yau Lai Estate 19. Sceneway Garden 20. Kwun Tong Law Courts 21. Tsui Pak House 22. Tsui Ping</p>	<p>Government Primary School 28. Lower Ngau Tau Kok Estate 29. Amoy Gardens 30. Lam Wah Street (Kowloon Bay Depot) 31. Tan Fung House 32. Kam Wan House 33. Sze Mei Street 34. Wong Tai Sin Police Station 35. Choi Hung Road Playground 36. San Po KongYin Hing Street 37. San Po KongNing Yuen Street 38. Regal Oriental Hotel 39. Sung Wong Toi Road 40. Mok Cheong Street 41. Tin Kwong Road 42. Tokwawan Market and Government Offices 43. Hung Fook Street</p>
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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。

			Terminus 23. Po Pui Court 24. Wo Lok Estate 25. Yue Man Square 26. Ngau Tau Kok MTR Station	44. San Lau Street 45. Carmel Secondary School 46. Oi Man Bus Terminus 47. Chung Hau Street 48. Credit Street 49. Hung Hom Market 50. Wuhu Street 51. Lai Chi Kok Depot
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KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point	
04	Lam Tin (North) Bus Terminus→Tak Tin Street→Lin Tak Road→Pik Wan Road(near Kwong Tin Terminus)→Ko Chiu Road→Lei Yue Mun Road→Tsui Ping Road→Tsui Ping Terminus(turn around at Tsui Ping Terminus to go uphill)→Tsui Ping Road→Hip Wo Street→Tung Yan Street→Yue Man Square→Hong Ning Road→Ngao Tao Kok Road→Kai Cheung Road→Wang Kwong Road→Lam Wah Street(front of Kowloon Bay Depot)→Wang Kwun Road→Lam Hing Street→Wang Chiu Road→Kai Cheung Road→Kwun Tong Road→Lung Cheung Road→Hammer Hill Road→Choi Hung Road→Prince Edward Road→Kowloon City Roadabout→Ma Tau Wai Road→Wuhu Street→Chatham Road→Gascoigne Road→Nathan Road→Tai Po Road→Un Chau Street→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot	04:25	1. Lam Tin (North) Bus Terminus	24. Lam Wah Street (Kowloon Bay Depot)
			2. Hong Yat Court	25. Tan Fung House
			3. Lam Tin Park	26. Kam Wan House
			4. Tak Lok House	27. Sze Mei Street
			5. Tak Lung House	28. Wong Tai Sin Police Station
			6. Kwong Ching House	29. Choi Hung Road Playground
			7. Kwong Tin Shopping Centre	30. San Po KongYin Hing Street
			8. Ko Chun Court	31. San Po Kong Ning Yuen Street
			9. Ko Yee Estate	32. Regal Oriental Hotel
			10. Lei Yue Mun Plaza	33. Sung Wong Toi Road
			11. St. Antonius Girls College	34. Mok Cheong Street
			12. Yau Lai Estate	35. Tin Kwong Road
			13. Sceneway Garden	36. Tokwawan Market and Government Offices
			14. Kwun Tong Law Courts	37. Hung Fook Street
			15. Tsui Pak House	38. San Lau Street
			16. Tsui Ping	

			<p>Terminus</p> <p>17. Po Pui Court</p> <p>18. Wo Lok Estate</p> <p>19. Yue Man Square</p> <p>20. Ngau Tau Kok MTR Station</p> <p>21. Kwun Tong Government Primary School</p> <p>22. Lower Ngau Tau Kok Estate</p> <p>23. Amoy Gardens Rt. 6D)</p>	<p>39. Carmel Secondary School</p> <p>40. Oi Man Bus Terminus</p> <p>41. Chung Hau Street</p> <p>42. Credit Street</p> <p>43. Hung Hom Market</p> <p>44. Wuhu Street</p> <p>45. Lai Chi Kok Depot</p>
04B	<p>Lam Tin (North) Bus Terminus→Tak Tin Street→Lin Tak Road→Pik Wan Road(near Kwong Tin Terminus)→Ko Chiu Road→Lei Yue Mun Road→Tsui Ping Road→Tsui Ping Terminus(Turnaround at Tsui Ping Terminus to go uphill)→Tsui Ping Road→Hip Wo Street→Tung Yan Street→Yue Man Square→Hong Ning Road→Ngao Tao Kok Road→Kai Cheung Road→Wang Kwong Road→Lam Wah Street(front of Kowloon Bay Depot)→Wang Kwun Road→Lam Hing Street→Wang Chiu Road→Kai Cheung Road→Kwun Tong Road→Lung Cheung Road→Hammer Hill Road→Choi Hung Road→Prince Edward Road→Kowloon City Roadabout→Ma Tau Wai Road→Wuhu</p>	05:00	<p>1. Lam Tin (North) Bus Terminus</p> <p>2. Hong Yat Court</p> <p>3. Lam Tin Park</p> <p>4. Tak Lok House</p> <p>5. Tak Lung House</p> <p>6. Kwong Ching House</p> <p>7. Kwong Tin Shopping Centre</p> <p>8. Ko Chun Court</p> <p>9. Ko Yee Estate</p> <p>10. Lei Yue Mun Plaza</p> <p>11. St. Antonius Girls College</p>	<p>22. Lower Ngau Tau Kok Estate</p> <p>23. Amoy Gardens</p> <p>24. Lam Wah Street (Kowloon Bay Depot)</p> <p>25. Tan Fung House</p> <p>26. Kam Wan House</p> <p>27. Sze Mei Street</p> <p>28. Wong Tai Sin Police Station</p> <p>29. Choi Hung Road Playground</p> <p>30. San Po KongYin Hing Street</p> <p>31. San Po KongNing</p>

	Street→Chatham Road→Gascoigne Road→Nathan Road→Tai Po Road→Un Chau Street→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot		12. Yau Lai Estate 13. Sceneway Garden 14. Kwun Tong Law Courts 15. Tsui Pak House 16. Tsui Ping Terminus 17. Po Pui Court 18. Wo Lok Estate 19. Yue Man Square 20. Ngau Tau Kok MTR Station 21. Kwun Tong Government Primary School	Yuen Street 32. Regal Oriental Hotel 33. Sung Wong Toi Road 34. Mok Cheong Street 35. Tin Kwong Road 36. Tokwawan Market and Government Offices 37. Hung Fook Street 38. San Lau Street 39. Hung Hom Market 40. Wuhu Street 41. Lai Chi Kok Depot
04SP	Ma Tau Chung Road→Ma Tau Wai Road(4:23)→Hok Yuen Street→Man Lok Street→Fat Kwong Street→Chung Hau Street→Oi Man Bus Terminus(4:30)→Chung Hau Street→Ma Tau Wai Road→Wuhu Street→Chatham Road→Gascoigne Road→Gascoigne Road Bridge→Ferry Street→Ngo Cheung Road→Hoi Wang Road (4:40)→Cherry Street→Tai Kok Tsui Road→Tung Chau Street→Nam Cheong Street→Hai Tan Street→Yen Chow Street→Lai Chi Kok Road→Hing Wah Street West→Lai Chi Kok Depot(4:55)	04:20	1. Prince Edward Road East(near Sung Wong Toi Road Rt. 5, 5C) (departs at 4:20AM) 2. Ma Tau Chung Road(Mok Cheong Street Rt. 5C) 3. Ma Tau Wai Road (Tin Kwong Road Rt. 5)	10. Credit Street (Rt. 8, 41, 45) 11. Ma Tau Wai Road (Hung Hom Municipal Services Building Rt. 2E) 12. Wuhu Street (Gillies Avenue South Rt. 6C) 13. Hoi Wang Road (Charming Garden Rt. 2E) 14. Tai Kok Tsui Road (Cosmopolitan

			<p>4. Ma Tau Wai Estates Rt. 2E) Road 15. Hai Tan Street (Tokwawan (across Pei Ho Market and Street Rt. 46) Government 16. Yen Chow Street Office Rt. 5) (914 near Yee Kuk Street)</p> <p>5. To Kwa Wan 17. Lai Chi Kok Road Road (Ngan Hon (Lai Kok Estate Rt. Street Rt. 75X) 2A, 32)</p> <p>6. Ma Tau Wai 18. Lai Chi Kok Depot Road (San Lau Street Rt. 6C)</p> <p>7. Chung Hau Street (Carmel Village Rt. 8)</p> <p>8. Oi Man Bus Terminus</p> <p>9. Chung Hau Street (Valley Road Estate Rt. 8)</p>
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KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point	
05	On Sau Road→New Clear Water Bay Road→Lee On Road→Shun Lee Bus Terminus→Lee On Road→San Lee Street→Shun Ching Street→ Shun King Street→Lee On Road→Shun On Road→Sau Mau Ping Road→Sau Ming Road(Outside Sau Mau Ping Shopping Centre Rt. 601)→ Hiu Kwong Street→Hip Wo Street→Tung Yan Street→Yue Man Square→Hong Ning Road→Ngao Tao Kok Road(Lower Ngau Tau Kok Estate Outside Block 14 Rt. 6D, 28)→Kai Cheung RoadBridge→Kai Cheung Road→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot→ Wang Kwun Road→Wang Chiu Road→Kai Cheung Road→Wai Yip Street Bridge→Prince Edward Road West→Kowloon City Roundabout→Prince Edward Road West→Portland Street→Yu Chau Street→Wong Chuk Street→Tai Po Road→Un Chau Street→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot	04:15, 04:45	1. On Sau Road 2. Shun Lee Fire Station 3. Lee Hang House 4. On Yat House 5. Tin Wan House 6. Sau Lok House 7. Sau Mau Ping Shopping Centre 8. Sau On House 9. Leung Shek Chee College 10. Hiu Lai Court 11. Cheung Wo Court 12. Wo Lok Estate 13. Yue Man Square 14. Ngau Tau Kok Station 15. Kwun Tong Government Primary School 16. Lower Ngau Tau Kok Estate	17. Amoy Gardens 18. Lam Wah Street (Kowloon Bay Depot) 19. Richland Gardens 20. Regal Oriental Hotel 21. Hau Wong Road 22. St. Teresa's Church 23. Nullah Road 24. Maple Street 25. Wong Chuk Street 26. Pei Ho Street 27. Camp Street 28. Tonkin Street 29. Fat Tseung Street 30. Un Chau Shopping Centre 31. Lai Chi Kok Depot
05	On Sau Road→New Clear Water Bay Road→Lee On Road→Shun Lee Bus	05:15	1. Shun Lee Bus Terminus	16. Lam Wah Street (Kowloon Bay

	Terminus→Lee On Road→San Lee Street→Shun Ching Street→ Shun King Street→Lee On Road→Shun On Road→Sau Mau Ping Road→Sau Ming Road(Outside Sau Mau Ping Shopping Centre Rt. 601)→ Hiu Kwong Street→Hip Wo Street→Tung Yan Street→Yue Man Square→Hong Ning Road→Ngao Tao Kok Road(Lower Ngau Tau Kok Estate Outside Block 14 Rt. 6D, 28)→Kai Cheung RoadBridge→Kai Cheung Road→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot→ Wang Kwun Road→Wang Chiu Road→Kai Cheung Road→Wai Yip Street Bridge→Prince Edward Road West→Kowloon CityRoundabout→Prince Edward Road West→Portland Street→Yu Chau Street→Wong Chuk Street→Tai Po Road→Un Chau Street→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot		2. On Yat House Depot) 3. Tin Wan House 17. Richland 4. Sau Lok House Gardens 5. Sau Mau Ping 18. Regal Oriental Shopping Centre Hotel 6. Sau On House 19. Hau Wong Road 7. Leung Shek Chee 20. St. Teresa's College Church 8. Hiu Lai Court 21. Nullah Road 9. Cheung Wo Court 22. Maple Street 10. Wo Lok Estate 23. Wong Chuk Street 11. Yue Man Square 12. Ngau Tau Kok 24. Pei Ho Street Station 13. Kwun Tong 25. Camp Street Government 14. Lower Ngau Tau 26. Tonkin Street Kok Estate 15. Amoy Gardens 27. Fat Tseung Street 28. Un Chau Shopping Centre 29. Lai Chi Kok Depot
06	Prince Edward Road →Portland Street →Yu Chau Street →Wong Chuk Street →Tai Po Road →Un Chau Street→Hing Wah Street →Hing Wah Street West →Lai Chi Kok Depot	04:35, 04:50, 05:20	1. Regal Oriental Hotel 2. Hau Wong Road 3. St. Teresa's Church 4. Nullah Road 5. Portland Street 6. Maple Street 7. Wong Chuk Street 8. Pei Ho Street 9. Tonkin Street 10. Fat Tseung Street 11. Un Chau Shopping Centre 12. Hing Wah Street 13. Lai Chi Kok Depot

07	Cheung On Bus Terminus →Tsing Tsuen Bridge →Yeung Uk Road →Ma Tau Pa Road →Texaco Road →Tsuen Wan Road →Kwai Tsing Road →Hing Fong Road → Kwai Fuk Road →Kwai Foo Road →Kwai Chung Road →North Kwai Chung Bridge →Wo Yi Hop Road →Tai Loong Street→ Wai Hau Street →Shek Pai Street →Tai Pak Tin Street →Lei Muk Road →Wo Yi Hop Road →Cheung Pei Shan Road →Shek Wai Kok Road→ Wai Tsuen Road →Miu Kong Street →Shing Mun Road →Castle Peak Road →Tai Chung Road →Sha Tsui Road →Texaco Road →Tai Wo Hau Road →Wo Tong Tsui Street →Kwai Hing Road →Hing Fong Road →Kwai Fuk Road →Lai King Hill Road →Kwai Chung Road →Cheung Sha Wan Road →Lai Chi Kok Road →Tung Chau Street →Hing Wah Street West →Lai Chi Kok Depot	03:35, 04:15	<ol style="list-style-type: none"> 1. Cheung On Bus Terminus 2. Ma Tau Pa Road 3. Texaco Road 4. Kwai Fuk Road 5. Lam Tin Street 6. Outside Shek Lei Bus Terminus 7. Shek Pai Street 8. Fortuna House 9. Shek Yam East Estate 10. Shek Wai Kok Sun Village 11. Lei Muk Shue Estate 12. Ho Fung College 13. Sam Tung Uk Resite Village 14. Shek Kwai House 15. Shek Ho House 	<ol style="list-style-type: none"> 16. Chung On Street 17. Moon Lok Dai Ha 18. Bo Shek Mansion 19. Fu On House 20. Fu Kwai House 21. Yan Kwai House 22. Kwai Chung Estate 23. Hing Lok House 24. Kwai Shun House 25. Metroplaza 26. Joint Street 27. Lai King Station 28. Morninghope School 29. Lai Chi Kok Depot
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KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point
08	Nam Cheong Street → Tai Po Road → Tsing Sha Highway → Subsection downhill → Turning left to Mei Tin Road → Turning left to Tai Wai Road → Tai Po Road → Mei Tin Road → Che Kung Miu Road → Tai Chung Kiu Road → Sha Kok Street → Jat Min Chuen Street → Sha Kok Street → Sha Tin Wai Road → Sha Tin Rural Committee Road → Yuen Wo Road → Fo Tan Road → Tai Chung Kiu Road → Siu Lek Yuen Road → Yuen Shun Circuit → Yuen On Street	04:25	<div> <div>1. Nam Cheong Street</div> <div>2. Savannah College of Arts and Design</div> <div>3. Tai Wai Wet Market</div> <div>4. Chun Shek Estate</div> <div>5. Sha Kok Estate</div> <div>6. Lek Yuen Estate</div> <div>7. Wo Che Estate</div> <div>8. Sha Tin Depot</div> </div>
08	Portland Street → Yu Chau Street → Wong Chuk Street → Un Chau Street → Nam Cheong Street → Tai Po Road → Tsing Sha Highway → Subsection downhill → Turning left to Mei Tin Road → Turning left to Tai Wai Road → Tai Po Road → Mei Fai Street → Heung Fan Liu Street → Mei Tin Road → Sha Tin Centre Street → Sha Tin Town Centre → Side Street → Yuen Wo Road → Fo Tan Bridge → Sha Tin Road → Sha Tin Wai Road → Ngau Pei Sha Street → Yuen Shun Circuit → Yuen On Street	04:55	<div> <div>1. Nam Cheong Street</div> <div>2. Savannah College of Arts and Design</div> <div>3. Mei Fai Street</div> <div>4. Tai Wai Wet Market</div> <div>5. Chun Shek Estate</div> <div>6. Sha Kok Estate</div> <div>7. Lek Yuen Estate</div> <div>8. Wo Che Estate</div> <div>9. Sha Tin Depot</div> </div>
08	Portland Street → Yu Chau Street → Wong Chuk Street → Un Chau Street → Nam Cheong Street → Tai Po Road → Tsing Sha Highway → Subsection downhill → Turning left to Mei Tin Road → Turning left to Tai Wai Road → Tai Po	05:10, 05:40, 06:00	<div> <div>1. Playing Field Road</div> <div>2. Society for the Protection of Children</div> <div>3. Wong Chuk Street</div> <div>8. Sha Tin Town Centre</div> <div>9. Lucky Plaza</div> <div>10. Lek Yuen Estate</div> </div>

	Road → Mei Fai Street → Heung Fan Liu Street → Mei Tin Road → Sha Tin Centre Street → Sha Tin Town Centre → 橫街 → Yuen Wo Road → Fo Tan Bridge → Sha Tin Road → Sha Tin Wai Road → Ngau Pei Sha Street → Yuen Shun Circuit → Yuen On Street		4. Nam Cheong Street 5. Savannah College of Arts and Design 6. Mei Fai Street 7. Tai Wai Station	11. Wo Che Estate 12. Li Ka Shing Specialist Clinic 13. Sha Tin Depot
09	Ma Tau Chung Road → Ma Tau Wai Road → Chi Kiang Street → To Kwa Wan Road → Ma Tau Wai Road → Wuhu Street → Chatham Road → Gascoigne Road → Nathan Road → Prince Edward Road → Tai Nan Street → Cedar Street → Yu Chau Street → Wong Chuk Street → Tai Po Road → Yen Chow Street → Cheung Sha Wan Road → Lai Chi Kok Depot	04:00	1. Regal Oriental Hotel 2. E.L.C.H.K. School 3. Chi Kiang Street Playground 4. Lo Lung Hang 5. Kowloon Central Post Office 6. Pitt Street	7. Nelson Street 8. Bute Street 9. Nam Cheong Street 10. Yee Kok Court 11. Lai Chi Kok Depot
010	Tin Shui Road → Tin Wu Road → Tin Yiu Road → Ping Ha Road → Hung Tin Road → Castle Peak Road → Lam Tei Roundabout → Tsing Lun Road → Siu Hong Court → Tsing Lun Road → Leung King Estate → Tsing Tin Road → Hung Kiu → Tuen Mun Road → Pui To Road → Castle Peak Road → Tuen Hing Road → Waldorf Garden → Tuen Mun Road → Castle Peak Road → Tsuen Wan Station → Kwai Chung Road → Kwai Foo Road → Kwai Fong Station → Hing Fong Road → Tsuen Wan Road → Tsing Kwai Highway → West Kowloon Highway → Mei Foo Roundabout → Mei Tsing Road → Container Port Road South → Hing Wah Street West → Lai Chi Kok Depot	03:35	1. Tin Yiu Estate 2. Lam Tei 3. Siu Hong Court 4. Tuen Mun Hospital 5. Po Yu Building 6. Leung King Estate Bus Terminus 7. Kin Sang Estate 8. Hung Kiu 9. San Hui 10. Waldorf Garden	11. Goodview Garden 12. Discovery Park 13. Tsuen Wan Station 14. Tai Wo Hau Station 15. Cheung Wing Road 16. Kwai Chun Court 17. Kwai Fong Estate 18. Metroplaza 19. Lai Chi Kok Depot

010A	Castle Peak Road (Yuen Long) →Castle Peak Road →Tong Yan San Tsuen →Hung Shui Kiu →Lam Tei →Tsing Tin Road →Tai Hing Bus Terminus →Tai Fong Street→ Tai Hing Street →Shek Pai Tau Road →Ming Kum Road →Shan King Estate →Tsing Wan Road →Lung Mun Road →Wu Chui Road →Tuen Mun Pier Bus Terminus→ Wu Chui Road →Wu Kingi Road →Hoi Chu Road →Yau Oi Estate →On Ting Estate →Tuen Mun Heung Sze Wui Road →Tuen Hing Road →Waldorf Garden→ Chi Lok Fa Yuen →Castle Peak Road →Sham Tseng →Castle Peak Road →Tsuen Wan Station →Kwai Chung Road →Kwai Fong →Hing Fong Road →Tsuen Wan Road→ Tsing Kwai Highway →Mei Tsing Road →Container Port Road South →Hing Wah Street West →Lai Chi Kok Depot	03:30	<ol style="list-style-type: none"> 1. Castle Peak Road (Yuen Long) 2. Hung Shui Kiu 3. Lam Tei 4. Siu Hong Court 5. Tai Hing Bus Terminus 6. Tai Hing Commercial Centre 7. Shek Pai Tau Road 8. Wai Cheung Industrial Centre 9. Shan King Estate King Wah House 10. Lung Mun Oasis 11. Sun Tuen Mun Centre 12. Opposite to Red House 13. Melody Garden 14. Butterfly Estate Bus Terminus 15. Tuen Mun Pier 16. Yau Oi (South) 17. Yau Oi Estate 18. Waldorf Garden 	<ol style="list-style-type: none"> 19. Chi Lok Stop 20. Sam Shing Estate 21. Gold Coast 22. Tsing Lung Tau 23. Sham Tseng Stop 24. Ting Kau 25. Bayview Garden 26. Belvedere Garden Phase 1 27. Tsuen King Circuit Bridge 28. Discovery Park 29. Tsuen Wan Station 30. Tai Wo Hau Station 31. Kwai Chung Public School 32. Cheung Wing Road 33. Kwai Chun Court 34. Sun Kwai Hing Gardens 35. Metroplaza 36. Lai Chi Kok Depot
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	Route	Departure Time	Boarding Point
010X	Tin Shui Wai Depot→Tin Pak Road→Tin Shing Road→Tin Lung Road→Tin Kwai Road→Wetland Park Road→Tin Shui Road→Tin Wu Road→Tin Yiu Road→Ping Ha Road→Hung Tin Road→Castle Peak Road Lam Tei Section→Tuen Mun Road→Ting Kau Bridge→Cheung Tsing Highway→Tsing Yi Road West → Sai Tso Wan Road→Tsing Yi Road→Tsing Yi Roundabout No.2→Stonecutters' Bridge→Lai Po Road→Hing Wah Street West→Lai Chi Kok Depot	03:50	<div> <div>1. Tin Shui Wai Depot</div> <div>2. Kenswood Court</div> <div>3. Lynwood Court</div> <div>4. Ching Wan House Tin Ching Estate</div> <div>5. Vianni Cove</div> <div>6. Hong Kong Wetland Park</div> <div>7. Yat Tam House Tin Yat Estate</div> <div>8. Yan Fu House Tin Fu Court</div> <div>9. Tin Chung Court</div> <div>10. Tin Shui Estate</div> <div>11. Tin Shui Wai Park</div> <div>12. Yiu Shing House Tin Yiu Estate</div> <div>13. Yiu Man House Tin Yiu Estate</div> <div>14. Tin Shing Court</div> <div>15. Hung Shui Kiu Railway Station</div> <div>16. Nai Wai Railway Station</div> <div>17. Lam Tei Railway Station</div> <div>18. Fu Tei</div> <div>19. Hung Kiu</div> <div>20. Waldorf Garden</div> <div>21. Tuen Mun Road</div> <div>22. Tsing Yi Depot (depart at 04:40)</div> <div>23. Lai Chi Kok Depot</div> </div>
011	Shan Mei Street→Fo Tan Road→Banyan Bridge→Sha	04:35	<div> <div>1. Fo Tan Bus</div> <div>7. Chun Shek</div> </div>

	Tin Road→ Sha Tin Wai Road→ Ngau Pei Sha Street→ Yuen Shun Circuit→ Yuen On Street→ Yuen Shun Circuit→ Ngau Pei Sha Street→ Sha Tin Wai Road→ Sha Tin Road→ Banyan Bridge→ Yuen Wo Road→ Sand Martin Bridge→ Tai Chung Kiu Road→ Che Kung Miu Road→ Mei Tin Road→ Tai Wai Road→ Tai Po Road→ Chung Ling Road→ Tai Po Road→ Tsing Sha Highway→ Tai Po Road→ Nam Cheong Street		Terminus 2. Sha Tin Depot 3. City One Shatin 4. Wo Che Estate 5. Lek Yuen Estate 6. Jat Min Chuen	Estate 8. Sun Chui Estate 9. Holford Gardens 10. Mei Tao House 11. Lai Chi Kok Depot
012	Hin Keng Street→ Fu Kin Street→ Tin Sam Street→ Hung Mui Kuk Road→ Che Kung Miu Road (Chun Shek Stop)→ Tai Chung Kiu Road→ Sha Kok Street Sha Kok Estate→ Sha Tin Wai Road→ *[Siu Lek Yuen Road→ Yuen Hong Street→ Yuen Shun Circuit→ Sha Tin Depot→ Ngau Pei Sha Street→ Sha Tin Wai Road] T6 Highway (Tate's Cairn Highway)→ Ma On Shan Road→ Ma On Terrace→ Sai Sha Road→ Kam Ying Road→ Kam Ying Court Terminus→ Kam Ying Road→ P8 Road (Ma On Shan Road to Sai Kung)→ D16 Road (Sai Sha Road to Sha Tin) → Hang Hong Street Hang Hong Estate→ Ma On Shan Road→ Hang Tak Street→ Hang Shun Street→ Chevalier Garden Terminus→ Hang Shun Street→ A Kung Kok Street→ Shek Mun Roundabout→ T5 Road (Tate's Cairn Highway)→ Siu Lek Yuen Road→ Yuen Hong Street→ Yuen Shun Circuit→ Ngau Pei Sha Road→ Sha Tin Wai Road→ Tai Chung Kiu Road→ Che Kung Miu Road→ Hin Keng Terminus	04:10	1. Hin Keng Street 2. Tin Sam Street 3. Tai Wai Station 4. Chun Shek Estate 5. Jat Min Chuen Steet 6. Sha Kok Street 7. Kam Lung Court	8. Kam Ying Court 9. Ma On Shan Town Centre 10. Tsang Pik Shan Secondary School 11. Yiu On Estate 12. Chevalier Garden 13. Sha Tin Hospital 14. Sha Tin Depot
012A	Hin Keng Street→ Fu Kin Street→ Tin Sam Street→ Hung Mui Kuk Road→ Che Kung Miu Road (Chun Shek	05:10	1. Hin Keng Street 2. Tin Sam Street	8. Kam Ying Court

	Stop)→ Tai Chung Kiu Road→ Sha Kok Street Sha Kok Estate→ Sha Tin Wai Road→ Ngau Pei Sha Road→ Yuen Shun Circuit→Yuen On Street→ Sha Tin Depot		3. Tai Wai Station 4. Chun Shek Estate 5. Jat Min Chuen Steet 6. Sha Kok Street 7. Kam Lung Court	9. Ma On Shan Town Centre 10. Tsang Pik Shan Secondary School 11. Yiu On Estate 12. Chevalier Garden 13. Sha Tin Hospital 14. Sha Tin Depot
013	Sheung Shui Depot→San Fung Avenue→Jockey Club Road→Tai Po Highway→Tai Po Tai Wo Road→On Cheung Road→On Chee Road→Tai Po Central Bus Terminus (Depart at 4:10AM)→ Nam Wan Road→Tai Po Highway→Yuen Wo Road→Fo Tan Road	03:50	1. Sheung Shui Depot 2. Tsui Lai Garden 3. Tin Ping Estate 4. Cheung Wah Estate 5. Yat Ming Road 6. Tai Wo Service Road West 7. Tai Wo Estate	8. Greenery Plaza 9. Tai Po Central Bus Terminus 10. Sun Hing Garden 11. Kwong Fuk Sports Ground 12. Kwong Fuk Estate 13. Tsung Tsai Yuen 14. Shan Mei Street
013A	Tai Po Central Bus Terminus→ Nam Wan Road→ Tolo Highway→Sha Tin Depot	05:15	1. Tai Po Central Bus Terminus 2. Sun Hing Garden	4. Kwong Fuk Estate 5. Sha Tin Depot

			3. Kwong Fuk Sports Ground
013X	Fu Heng Bus Terminus→ Chung Nga Road→Nan Wan Raod→ On Po Road→ Tai Po Central Bus Terminus→On Chee Road→On Cheung Road→ Po Heung Bridge→Kwong Fuk Road→Tolo Highway Tai Po Section→Yuen Wo Road→Fo Tan Road→ Shan Mei Street→Fo Tan Road→Yuen Wo Road→ Sha Tin Rural Committee Road (Sand Martin Bridge) → Tai Chung Kiu Road→Che Kung Miu Road→ Tsing Sha Highway→Lai Po Road Roundabout→Lai Chi Kok Depot→Hing Wah Street West→ Lai Po Road→ Sham Mong Road→ Po Lun Street→Lai Chi Kok Road→Kwai Chung Road→Tsuen Wan Road→ Texaco Road Roundabout→Tsing Yi North BridgeRoad→Tsing Yi Road West→ Sai Tso Wan Road→ Tsing Yi Depot	04:00	<div> 1. Fu Heng Bus Terminus 2. Tai Po Central Bus Terminus 3. Tai Po Civic Centre 4. Kwong Fuk Road 5. Wan Tau Kok Lane 6. Kwong Fuk Estate 7. Fo Tan Estate 8. Shan Mei Street 9. Wo Che Estate 10. Lek Yuen Estate </div> <div> 11. Jat Ming Estate 12. Chun Shek Estate 13. Che Kung Miu 14. Sun Chui Estate 15. Tin Sam Estate 16. Lai Chi Kok Depot 17. Mei Foo Station 18. Tsing Wah Court 19. Tsing Yi Depot </div>

KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point
014	Hang On Terminus→Hang Kam Street→Hang On Street→Ma On Shan Road→Sai Sha Road→Kam Ying Court→Kam Ying Court Terminus→Kam Ying Road→Ma On Shan Road Tai Shui Hang→Hang Tak Street→A Kung Kok Street→Shek Mun Roundabout→Tai Chung Kiu Road→Banyan Bridge→Yuen Wo Road→Sand Martin Bridge→Tai Chung Kiu Road→Che Kung Miu Road→Hung Mui Kuk Road→Lion Rock Tunnel Road→Lion Rock Tunnel→Lung Cheung Road→Po Kong Village Road→Choi Hung Road→Choi Hung Estate Terminus →Choi Hung Estate Road Rt.92→Prince Edward Road East→Kwun Tong Road→Kai Cheung Road→Wang Kwong Street→Lam Wah Street→Kowloon Bay Depot→Kai Fuk Road (near Kai Tak Depot)	04:05	<div> <div>1. Hang On Terminus</div> <div>2. Yiu On Estate</div> <div>3. Lee On Estate</div> <div>4. Kam Ying Court</div> <div>5. Hang Tak Street</div> <div>6. Heung Yee Kuk New Territories Building</div> <div>7. Wo Che Estate</div> <div>8. Lek Yuen Estate</div> <div>9. Jat Ming Estate</div> <div>10. Chun Shek Estate</div> <div>11. Che Kung Miu</div> </div> <div> <div>12. Sun Tsui Estate</div> <div>13. Lung Cheung Government Secondary School</div> <div>14. Wong Tai Sin Station</div> <div>15. Shatin Pass Road</div> <div>16. Sze Mei Street</div> <div>17. Choi Hung Road</div> <div>18. Choi Hung Estate Terminus</div> <div>19. Pik Hoi House</div> <div>20. Ping Shek Estate</div> <div>21. Lam Wah Street(Kowloon Bay Depot)</div> <div>22. International Trade & Exhibition Centre</div> </div>
015	Tong Ming Street→Tong Chun Street→Bauhinia Garden→Chiu Shun Road→Po Ning Road(Not enter Hang Hau North Terminus)→Po Lam Road North (Outside Yan Ming Court Rt. N293)→Po Lam Road→Sau Mau Ping Road→Tseung Kwan O Road→Kai Tin Road→Tak Tin Street→ Nam Tin Terminus	04:05	<div> <div>1. Sheung Tak Plaza</div> <div>2. Chi Lin Buddhist Primary School</div> <div>3. Ming Tak Estate</div> <div>4. Hau Tak Estate</div> <div>5. King Lam Estate</div> <div>6. Yan Ming Court</div> </div> <div> <div>9. Tsui Lam Estate</div> <div>10. Hong Sing Garden</div> <div>11. Ma Yau Tong Village</div> <div>12. Po Tat Estate</div> <div>13. Hiu Kwong Street</div> <div>14. Hing Tin</div> </div>

			7. Ying Ming Estate 8. Po Yan House	15. Hong Yat Court 16. Nam Tin North Terminus
015A	Tong Ming Street→Po Hong Road→Bauhinia Garden→Chiu Shun Road→Po Ning Road(Not enter Hang Hau North Terminus)→Po Lam Road North (Outside Yan Ming Court Rt. N293)→Po Lam Road→Sau Mau Ping Road→Hip Wo Street→Hong Ning Road→Chun Wah Road(Depart from Community Center at 5:05AM)→Ngau Tau Kok Road→Kai Cheung Road→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot	04:45	1. Sheung Tak Plaza 2. Ming Tak Estate 3. Hau Tak Estate 4. King Lam Estate 5. Yan Ming Court 6. Ying Ming Estate 7. Po Yan House 8. Tsui Lam Estate 9. Hong Sing Garden 10. Ma Yau Tong Village	11. Po Tat Estate 12. Sau Ching House 13. Sau Hong House 14. Ning Po No.2 College 15. Hong Ning Road Park 16. Lok Wah Estate South 17. Lok Nga Court 18. On Kay Court 19. Amoy Gardens 20. Lam Wah Street(Kowloon Bay Depot)
017	Lai Chi Kok Depot→Lai Po Road→Shum Mong Road→Po Lun Street→Lai Chi Kok Road→Lai King Hill Road→Kwai Fuk Road→Kwai Fong MTR Station→Kwai Fu Road→Hing Fong Road→Tsuen Wan Road→Tsing Yi North Bridge→Cheung On Estate→Fung Shue Wo Road→Chung Mei Road→Ching Hong Road→Mayfair Garden→Ching Wah Court→Tsing Yi Road West→Sai Tso Wan Road→Tsing Yi Depot	05:00, 05:15, 05:30, 06:00, 06:30	1. Lai Chi Kok Depot 2. Mei Foo Station 3. Lai Chi Kok Terminus 4. Lai King Estate 5. Kwai Fong Station Bus Terminus 6. Kwai Tsing Theatre 7. Metroplaza 8. Cheung On Bus	11. Greenview Villa 12. Greenfield Garden 13. Ching Mui House Cheung Ching Estate 14. Hong Fu House Cheung Hong Estate 15. Mayfair Garden 16. Opposite to Cheung Ching Bus

			Terminus 9. Fung Shue Wo Sports Centre 10. Yee Yip House Tsing Yi Estate	Terminus 17. Opposite to Cheung Hong Bus Terminus 18. Ching Wah Court 19. Tsing Yi Depot
017A	Tsuen Wan Railway Station→Sai Lau Kok Road→Castle Peak Road→Tai Chung Road→Tsuen Wan Road→Tsuen Tsing Interchange→Tsing Yi North Bridge→Tam Kon Shan Interchange→Tsing King Road→Cheung On Terminus→Tam Kon Shan Road→Tam Kon Shan Interchange→Fung Shue Wo Road→Tsing Yi Road West→Sai Tso Wan Road→Tsing Mui Street→Tsing Yi Depot	04:25, 04:40, 05:05, 05:30, 06:00	1. Tsuen Wan Station 2. Fuk Loi Estate Castle Peak Road 3. Fuk Loi Estate Tai Chung Road 4. Clague Garden Estate 5. Cheung On Bus Terminus	6. Fung Shue Wo Road 7. Cheung Hang Estate 8. Ching Wah Court 9. Tsing Yi Depot
017B	Lai Chi Kok Depot→Lai Po Road→Shum Mong Road→Po Lun Street→Lai Chi Kok Road→Lai King Hill Road→Kwai Fuk Road→Kwai Fong MTR Station→Kwai Fu Road→Hing Fong Road→Tsuen Wan Road→Tsing Yi North Bridge→Cheung On Estate→Fung Shue Wo Road→Chung Mei Road→Ching Hong Road→Mayfair Garden→Ching Wah Court→Tsing Yi Road West→Sai Tso Wan Road→Tsing Yi Depot	06:30, 06:50, 07:10, 07:30 (additional buses in holidays 08:00, 08:30, 09:00, 09:30)	1. Cheung On Bus Terminus 2. Cheung Hang Estate	3. Ching Wah Court 4. Tsing Yi Depot

KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point
017SP	Lai Chi Kok Depot—Lai Po Road—Yuet Lun Street--Po Lun Street--Lai Chi Kok Road—Kwai Chung Road—Lai King Hill Road—Kwai Fuk Road—Kwai Yi Road—Kwai Fong Railway Station—Kwai Yi Road—Kwai Fu Road—Hing Fong Road--Kwai Tsing Road—Tsing Yi Road—Tsing Hong Road--Tsing Yi Road West—Tsing Yi Depot	04:30, 04:50	<div> 1. Lai Chi Kok Depot 2. The Salvation Army Lai King Home 3. Lai King Hill Road near Lai King Railway Station 4. Lai King North Bus Terminus 5. Kwai Fong Railway Station Bus Terminus 6. Metroplaza 7. Mayfair Garden 8. Cheung Ching Estate 9. Ching Shing Court 10. Ching Wah Court (Opposite to Cheung Hong Estate) 11. Ching Wah Court (Tsing Yi Road West) 12. Tsing Yi Depot </div>
018	Chuk Yuen Estate Bus Terminus→Chuk Yuen Road→Ma Chai Hang Road→Fung Mo Street→Tung Tau Tsuen Road→Shatin Pass Road→Choi Hung Road→Po Kong Village Road→Hammer Hill Road→Hammer Hill Road Footbridge→Hammer Hill Road→Choi Hung Road(Rt. 92)→Prince Edward Road East→Kwun Tong Road→Ngau Tau Kok Road→Chun Wah Road(near the Entrance of Ngau Tau Kok Terminus)→Hong Ning Road→Hip Wo Street→Shun Lee Tsuen Road→Shun On Road(Opposite to Tin Wan House Rt. N216)→Sau Mau Ping Road→Po Lam Road→Po Lam Road North →Po Fung Road→Yan King	04:25	<div> 1. Chuk Yuen Terminus 2. Rainbow Primary School 3. Ma Chai Hang Recreation Ground 4. Morse Park 5. Morse Indoor Sports Centre 6. Tung Tau Tsuen Road(Lung Moon House) 7. Tung Tau Tsuen Road(Lung Wai 21. Hong Ning Road Park 22. Shun On Road(Tin Wan House) 23. Opposite to Shun Tin Terminus 24. Sau Mau Ping Road(Sau Hong House) 25. Sau Mau Ping Road(Sau Ching House) 26. Po Lam Road(Po Tat Estate) </div>

	Road(Outside Yan Ming Court Rt.N293)→Kai King Road→Po Lam Road North (King Lam)→Po Ning Road→Outside Hang Hau North Terminus→Chiu Shun Road →Po Yap Road→Po Hong Road→Wan Hang Road→Wan Lung Road→Tseung Kwan O Depot		House) 8. Wong Tai Sin Police Station 9. Fu Yau Building 10. Po Tsz Lane 11. Po Hang Lane 12. Fu Shan Estate 13. Hammer Hill Road Sports Ground 14. Pik Hoi House 15. Kwun Tong Road(Ping Shek Estate) 16. Kwun Tong Road(Kai Yip Estate) 17. Chun Wah Road(Ngau Tau Kok Terminus) 18. Chun Wah Court 19. Lok Nga Court 20. Lok Wah Estate South	27. Po Lam Road(Anderson Road) 28. Ma Yau Tong Village 29. Mau Wu Tsai Village 30. Hong Sing Garden 31. Tsui Lam Estate 32. Tseung Kwan O Fire Station 33. Yan King Road 34. King Lam Estate 35. Hau Tak Estate 36. Outside Hang Hau North Terminus 37. Yuk Ming Court 38. Kwong Ming Court 39. Tseung Kwan O Depot
018A	Chuk Yuen Estate Bus Terminus→Chuk Yuen Road→Ma Chai Hang Road→Fung Mo Street→Tung Tau Tsuen Road→Shatin Pass Road→Choi Hung Road→Po Kong Village Road→Hammer Hill Road→Hammer Hill Road Footbridge→Hammer Hill Road→Choi Hung	05:45	1. Chuk Yuen Terminus(Rt. 1 Platform) (5:45AM) 2. Chuk Yuen Road(Rainbow	21. Chun Wah Road(Chun Wah CourtRt. 2A) (6:05AM) 22. Chun Wah Road(Lok Nga

Estate Road Rt. 92→Prince Edward Road East→Kwun Tong Road→Kwun Tong Road Eastbound Branch Road (Near Lower Ngau Tau Kok Estate Block 1)→ Ngau Tau Kok Road→Chun Wah Road(near Entrance of Ngau Tau Kok Terminus)→Hong Ning Road→Hip Wo Street→Tsui Ping Road(Bus Terminus)→Lei Yue Mun Road→Tseung Kwan O Road→Tseung Kwan O Tunnel→Tseung Kwan O Tunnel Road→Po Shun Road→Po Ning Road→Hang Hau (North) Bus Terminus→Po Ning Road→Chiu Shun Road→Po Yap Road→Po Hong Road→Wan Hang Road→Wan Lung Road→Tseung Kwan O Depot		Primary School Rt. 1) (5:46AM) 3. Ma Chai Hang Road(Ma Chai Hang Recreation Ground Rt. 11C) 4. Fung Mo Street(Morse Park Rt. 1) (5:47AM) 5. Fung Mo Street(Morse Indoor Sports Centre Rt. 1) 6. Tung Tau Tsuen Road(Lung Moon House Rt. 10) 7. Tung Tau Tsuen Road(Lung Wai House Rt. 10) (5:48AM) 8. Choi Hung Road(Wong Tai Sin Police Station Rt. 5) (5:50AM) 9. Po Kong Village Road(Fu Yau Building Rt. 2F) 10. Po Kong Village Road(Po Tsz Lane Rt. 2F)	Court Rt. 2A) 23. Chun Wah Road(Lok Wah South Rt. 13X) (6:07AM) 24. Hong Ning Road(Hong Ning Road Park Rt. 619) (6:08AM) 25. Hip Wo Street(Sau Nga Road Playground Rt. 13X) (6:09AM) 26. Hip Wo Street(Cheung Wo Court Rt. 11C) (6:10AM) 27. Tsui Ping Road(Po Pui Court Rt. 11C) 28. Tsui Ping Road(Tsui Ping Bus Terminus Rt. 89C) 29. Tsui Ping Road(Tsui Tsz House Rt. 11C) 30. Tsui Ping Road(Kwun Tong Swimming Pool Rt.
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			(5:52AM)	70X)
			11. Po Kong Village	(6:11AM)
			Road(Po Hang	31. Lei Yue Mun
			Lane Rt. 3C)	Road(Kwun Tong
			12. Po Kong Village	Road Recreational
			Road(Fu Shan	Ground Rt. 14C)
			Estate Rt. 3D)	(6:12AM)
			13. Hammer Hill	32. Tseung Kwan O
			Road(Hammer Hill	Road(Kwun Tong
			Road Sports	Police Station Rt.
			Ground Rt. 3B)	16)
			(5:54AM)	(6:13AM)
			14. Choi Hung	33. Hau Tak Estate(Rt.
			Road(Pik Hoi	91M) (6:15AM)
			House Rt. 92)	34. Po Ning
			(5:58AM)	Road(Hang Hau
			15. Prince Edward	Terminus Rt. 297
			Road East(Ping	Platform)
			Shek Estate Rt.	(6:17AM)
			1A)	35. Chiu Shun
			(6:00AM)	Road(Yuk Ming
			16. Kwun Tong	Court Rt. 298E)
			Road(Kai Yip	(6:18AM)
			Estate Rt. 1A)	36. Po Hong
			(6:01AM)	Road(Kwong Ming
			17. Kwun Tong	Court Rt. 296M)
			Road(Kowloon	37. Tseung Kwan O
			Bay MTR Station	Depot (6:26AM)
			Rt. 14)	
			(6:02AM)	

			<p>18. Kwun Tong Road(Lower Ngau Tau Kok Estate Rt. 1A) (6:03AM)</p> <p>19. Ngau Tau Kok Road(Lower Ngau Tau Kok Estate Rt. 89) (6:04AM)</p> <p>20. Chun Wah Road(Near Entrance of Ngau Tau Kok Terminus) (6:05AM)</p>
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KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point	
019	Kwun Tong Road→Lei Yue Mun Road→Tsui Ping Road→Tsui Ping Bus Terminus(Depart at 4:18AM)→Tsui Ping Road→ Lei Yue Mun Road→Tseung Kwan O Tunnel→Tseung Kwan O Tunnel Highway→Po Shun Road→Po Ning Road→ Depart from Hang Hau (North) Bus Terminus at 4:28AM→Po Ning Road→Chiu Shun Road→Po Yap Road→Po Hong Road→Wan Hang Road→Wan Lung Road→Tseung Kwan O Depot	04:13	1. Ngau Tau Kok MTR Station 2. Millennium City 3. Kwun Tong Town Centre 4. Kwun Tong Swimming Pool 5. Tsui Pak House 6. Tsui Ping Terminus 7. Tsui Tsz House 8. Kwun Tong Swimming Pool 9. Kwun Tong Road Recreational Ground 10. Kwun Tong Police Station 11. King Yung House 12. Hau Tak Estate 13. Hang Hau Terminus 14. Yuk Ming Court 15. Kwong Ming Court 16. Tseung Kwan O Depot	
019A	Wang Kwun Road→Kai Cheung Road→Ngau Tau Kok Road→Chun Wah Road(near the Entrance of Ngau Tau Kok Terminus)→Chun Wah Road→Hong Ning Road→Hip Wo Street→Hiu Kwong Street→Sau Mau Ping Road→Po Lam Road→Po Lam Road North (Opposite to Yan Ming Court Rt. 93A)→Po Ning Road→Hang Hau (North) Bus Terminus→Chiu Shun Road→Po Yap Road→Po Hong Road→Wan Hang Road→Wan Lung Road→Tseung Kwan O Depot	05:20	1. Wang Kwun Road(Kowloon Bay Depot) 2. Chun Wah Road(Entrance of Ngau Tau Kok Terminus) 3. Chun Wah Court 4. Lok Nga Court 5. Lok Wah South Estate 6. Hong Ning Road Park 14. Mau Wu Tsai Village 15. Hong Sing Gardens 16. Tsui Lam Estate 17. Tseung Kwan O Fire Station 18. Ying Ming Court 19. Tseung Kwan O Jockey Club Clinic 20. King Lam Estate 21. Hau Tak Estate 22. Hang Hau Terminus	

			<p>7. Sau Nga Road Playground</p> <p>8. Hiu Lai Court</p> <p>9. Leung Shek Chee College</p> <p>10. Opposite to Sau Mau Ping (Upper) Terminus</p> <p>11. Po Tat Estate</p> <p>12. Anderson Road</p> <p>13. Ma Yau Tong Village</p>	<p>23. Yuk Ming Court</p> <p>24. Kwong Ming Court</p> <p>25. Tseung Kwan O Depot</p>
020	Hang Hau (North) Bus Terminus→Po Ning Road→Chiu Shun Road→Po Yap Road→Po Hong Road→Wan Hang Road→Wan Lung Road→Tseung Kwan O Depot	04:55, 05:15, 05:30	<p>1. Wang Kwun Road(Kowloon Bay Depot)</p> <p>2. Chun Wah Road(Entrance of Ngau Tau Kok Terminus)</p> <p>3. Chun Wah Court</p> <p>4. Lok Nga Court</p> <p>5. Lok Wah Estate South</p> <p>6. Hong Ning Road Park</p> <p>7. Sau Nga Road Playground</p> <p>8. Hiu Lai Court</p> <p>9. Leung Shek Chee College</p>	<p>14. Mau Wu Tsai Village</p> <p>15. Hong Sing Garden</p> <p>16. Tsui Lam Estate</p> <p>17. Tseung Kwan O Fire Station</p> <p>18. Ying Ming Court</p> <p>19. Tseung Kwan O Jockey Club Clinic</p> <p>20. King Lam Estate</p> <p>21. Hau Tak Estate</p> <p>22. Hang Hau Terminus</p> <p>23. Yuk Ming Court</p> <p>24. Kwong Ming Court</p> <p>25. Tseung Kwan O Depot</p>

			10. Opposite to Sau Mau Ping (Upper) Terminus 11. Po Tat Estate 12. Anderson Road 13. Ma Yau Tong Village	
020A	LOHAS Park→Wan Po Road→Po Yap Road→Po Hong Road→Wan Hang Road→Wan Lung Road→Tseung Kwan O Depot	04:25, 04:55	1. Hang Hau North Terminus 2. Yuk Ming Court	3. Kwong Ming Court 4. Tseung Kwan O Depot
021	Po Yap Road(near Bauhinia Garden)→King Ling Road→Tong Ming Street→Po Hong Road→Wan Hang Road→Wan Lung Road→Tseung Kwan O Depot	05:20, 05:40, 06:00	1. Bauhinia Garden 2. Kin Ming Estate 3. Sheung Tak Plaza	4. Kwong Ming Court 5. Tseung Kwan O Depot
031	Island Resort Terminus , Siu Sai Wan Road , Chai Wan Road , Roundabout , Chai Wan Road , Shau Kei Wan Road , King's Road , Kornhill Road , King's Road , Kin Hong Street West , Tsat Tsz Mui Road , Tin Chiu Street , Java Road , Island Eastern Corridor , Eastern Harbour Crossing , Kwun Tong Bypass , Wang Chiu Road , Sheung Yuet Road , Wang Kwun	03:50	1. Island Resort Bus Terminus 2. Siu Sai Wan Road Scenic Heights 3. Siu Sai Wan Road Siu Sai Wan Estate 4. Chai Wan Road Fu Shing Court 5. Chai Wan Road Lok Hin Terrace 6. Wan Tsui Road Wan Tsui Estate Chak Tsui House	11. Shau Kei Wan Road Nam On Lane 12. Shau Kei Wan Road Hoi An Street 13. Sai Wan Ho Civic Centre 14. Kornhill Road Kornhill Plaza 15. King's Road Quarry Bay Street 16. North Point Government

	Road · Lam Wah Street °		<p>7. Wan Tsui Road Hing Wah Estate Fung Hing House</p> <p>8. Chai Wan Road Hing Man Estate</p> <p>9. Chai Wan Road Shan Tsui Court</p> <p>10. Chai Wan Road near A Kung Ngam Road</p>	<p>Primary School</p> <p>1. Healthy Village</p> <p>2. Tin Chiu Street</p> <p>3. Eastern Harbour Crossing Toll Plaza</p> <p>4. Lam Wah Street(Kowloon Bay Depot)</p>
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KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point
001	<p>Crew Bus Starting Point Department Time : 12:30AM</p> <p>Passing : Kwun Tong Pier→Kei Yip Street →Hoi Bun Road→Lai Yip Street→Elegance Road→Ngau Tau Kok Road→Sheung Yee Road→Wang Chiu Road→Sheung Yuet Road→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot→Lam Wah Street→Wang Kwun Road→Lam Hing Street→Wang Chiu Road→Kai Cheung Road→Kwun Tong Road→Lung Cheung Road→Hammer Hill Road→Choi Hung Road→Sze Mei Street Terminus→Right turn Choi Hung Road→Hammer Hill Road→Fung Tak Road→ Left turn Po Kong Village Road→Choi Hung Road(Change to Crew Bus 003)→Prince Edward Road East→Kowloon City Roundabout→Ma Tau Chung Road→Mok Cheong Street→To Kwa Wan Road→Ma Tau Wai Road→Wuhu Street→Chatham Road(Ho Man Tin) →Gascoigne Road→Jordan Road→Hoi Wang Road→West Kowloon Station Bus Terminus→Jordan Road→Canton Road→Public Square Street→Reclamation Street→Argyle Street→Cherry Street→Island Harbourview→Pok Man Street →Cherry Street→Argyle Street→Reclamation Street→Mong Kok Road→Nathan Road→Lai Chi Kok Road→Wong Chuk Street→Tai Po Road→Un Chau Street→Yen Chow Street→Cheung Sha Wan(Shum Mong Road) Station→Hing Wah Street West→Lin Cheung Road→Tonkin Street→Shum Mong Road→Yen Chow Street→Un Chau Street→Tonkin Street→Kwong Lee Road→So Uk Terminus→Cheung Fat Street→Po On</p>	00:30, 01:10, 01:45	All stops

	<p>Road→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot</p> <p>Crew Bus Starting Point Department Time : 1:10AM</p> <p>Passing : Kwun Tong Pier→Kei Yip Street →Hoi Bun Road→Lai Yip Street→Elegance Road→Ngau Tau Kok Road→Sheung Yee Road→Wang Chiu Road→Sheung Yuet Road→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot→Lam Wah Street→Wang Kwun Road→Lam Hing Street→Wang Chiu Road→Kai Cheung Road→Kwun Tong Road→Lung Cheung Road→Hammer Hill Road→Choi Hung Road→Sze Mei Street Terminus→ Right turn Choi Hung Road→Hammer Hill Road→Fung Tak Road→Left turn Po Kong Village Road→Choi Hung Road(Changing Crew Bus 003)→Prince Edward Road East→Kowloon CityRoundabout→Ma Tau Chung Road→Mok Cheong Street→To Kwa Wan Road→Ma Tau Wai Road→Hok Yuen Street→Man Lok Street→Man Yu Street→Fat Kwong Street→Chung Hau Street→Oi Man Bus Terminus→Chung Hau Street→Fat Kwong Street→Ma Tau Wai Road→Wuhu Street→Chatham Road(Ho Man Tin) →Gascoigne Road→Jordan Road→Hoi Wang Road→West Kowloon Station Bus Terminus→Hoi Wang Road→Jordan Road→Canton Road→Public Square Street→Reclamation Street→Argyle Street→Cherry Street→Island Harbourview→Pok Man Street →Cherry Street→Argyle Street→Reclamation Street→Mong Kok Road→Nathan Road→Lai Chi Kok Road→Wong Chuk Street→Tai Po Road→Un Chau Street→Yen Chow</p>		
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<p>Street→Cheung Sha Wan(Shum Mong Road) Station→Hing Wah Street West→Lin Cheung Road→Tonkin Street→Shum Mong Road→Yen Chow Street→Un Chau Street→Tonkin Street→Kwong Lee Road→So Uk Terminus→Cheung Fat Street→Po On Road→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot</p> <p>Crew Bus Starting Point Department Time : 1:45AM Passing : Kwun Tong Pier→Kei Yip Street →Hoi Bun Road→Wang Chiu Road→Sheung Yuet Road→Wang Kwong Road→Lam Wah Street→Kowloon Bay Depot→Lam Wah Street→Wang Kwun Road→Lam Hing Street→Wang Chiu Road→Kai Cheung Road→Kwun Tong Road→Lung Cheung Road→Hammer Hill Road→Choi Hung Road→Sze Mei Street Terminus→Left turn Choi Hung RoadChanging Crew Bus 003) →Prince Edward Road East→Kowloon CityRoundabout→Ma Tau Chung Road→Mok Cheong Street→To Kwa Wan Road→Ma Tau Wai Road→Hok Yuen Street→Man Lok Street→Man Yu Street→Fat Kwong Street→Chung Hau Street→Oi Man Bus Terminus→Chung Hau Street→Fat Kwong Street→Ma Tau Wai Road→Wuhu Street→Chatham Road(Ho Man Tin) →Gascoigne Road→Jordan Road→Hoi Wang Road→West Kowloon Station Bus Terminus→Hoi Wang Road→Jordan Road→Canton Road→Public Square Street→Reclamation Street→Argyle Street→Cherry Street→Island Harbourview→Pok Man Street →Cherry Street→Argyle Street→Reclamation Street→Mong Kok Road→Nathan</p>		
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	Road→Lai Chi Kok Road→Wong Chuk Street→Tai Po Road→Un Chau Street→Yen Chow Street→Cheung Sha Wan(Shum Mong Road) Station→Hing Wah Street West→Lin Cheung Road→Tonkin Street→Shum Mong Road→Yen Chow Street→Un Chau Street→Tonkin Street→Kwong Lee Road→So Uk Terminus→Cheung Fat Street→Po On Road→Hing Wah Street→Hing Wah Street West→Lai Chi Kok Depot		
002	Wang Kwun Road→Lam Hing Street→Wang Kwong Road→Kai Cheung Road→Kai Fuk Road(Outside Trade & Exhibition Centre Rt. 98D, 215X)→ Kai Fuk Road Footbridge→Wai Yip Street→King Yip Street→Shing Yip Street→Hoi Yuen Road→Kwun Tong Road→Tsui Ping Road→Hip Wo Street→Kwun Tong Road→Lei Yue Mun Road→ Ko Chiu Road →Pik Wan Road→Lin Tak Road→Sau Mau Ping Road→Hui Kwong Street→ Shau Ming Road (Sau Mau Ping (Central) Terminus) →Sau Mau Ping Road→Shun On Road→Shun Tin Terminus→ Lee On Road → New Clear Water Bay Road →Ping Shek Estate	00:40, 01:05, 01:55	All stops
003	Choi Hung Road→Shatin Pass Road→Tung Tau Tsuen Road→Fung Mo Street→Heng Lam Street→Junction Road→Wang Tau Hom East Road→ Lok Fu Terminus→Wang Tau Hom East Road→Fu Mei Street→Fung Mo Street→Fung Mo Street Footbridge→Ma Chai Hang Road→Chuk Yuen Road→Chuk Yuen Estate Bus Terminus→Chuk Yuen Road→Ma Chai Hang Road→Lung Cheung Road→Po Kong Village	01:30, 02:00, 02:30	All stops

	Road→Fung Tak Road→ Hammer Hill Road→Po Kong Village Road→Tsz Wan Shan Road→Wai Wah Street→Tsz Wan Shan (Central) Bus Terminus→Wai Wah Street→ Wan Wah Street→Tsz Wan Shan Road→Tsz Wan Shan (North) Bus Terminus →Tsz Wan Shan Road→Po Kong Village Road→Choi Hung Road		
003 (SP)	<p>Wang Tau Hom East Road→Junction Road→Prince Edward Road West→Prince Edward Road East→Choi Hung Road→Po Kong Village Road→Tsz Wan Shan Road→Wai Wah Street→Tsz Wan Shan (Central) Bus Terminus→Wai Wah Street→Wan Wah Street→Tsz Wan Shan Road→Tsz Wan Shan (North) Bus Terminus→Tsz Wan Shan Road→Po Kong Village Road→Choi Hung Road</p> <p>Crew Bus Starting Point Department Time : 1:05AM(Depart from Lok Fu), 1:20AM(Depart from Tsz Wan Shan (North))</p>	01:05 (Depart from Lok Fu) 01:20 (Depart from Tsz Wan Shan (North))	All stops

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	Route	Departure Time	Boarding Point
004	Lai Chi Kok Depot→Hing Wah Street→Lai Chi Kok Road→Tai Nan West Street→Cheung Sha Wan Road→Hing Wah Road→Castle Peak Road→ Po On Road→So Uk Estate→Tonkin Street →Yen Chow Street→Shum Mong Road→Hoi Fai Road→Island Harbourview→ Lin Cheung Road→Hoi Fai Road→Shum Mong Road→Cherry Street→Lin Cheung Road→Jordan Road (West bound)→Roundabout→ Jordan Road (East bound)→ To Wah Road →Jordan Road (East bound)→Gascoigne Road→ Gillies Avenue → Wuhu Street →Ma Tau Wai Road→To Kwa Wan Road→Ma Tau Kok Road→Ma Tau Chung Road→Kowloon City Roundabout→ Prince Edward Road East(Regal Oriental Hotel Rt. N293)→Choi Hung Road→Po Kong Village Road→Choi Kong Village Road→ Choi Hung Road→Choi Hung Road→Kwun Tong Road→Ngau Tau Kok→Elegance Road→Lai Yip Street→Wai Yip Street→How Ming Street→Kwun Tong Depot	00:30, 00:55	All stops
004A	Lai Chi Kok Depot→Hing Wah Street→Lai Chi Kok Road→Tai Nan West Street→Cheung Sha Wan Road→Hing Wah Road→Castle Peak Road→ Tai Po Road→Nathan Road→Mong Kok Road→Sai Yeung Choi Street→Argyle Street→Cherry Street→Island Harbourview→Cherry Street→Ferry Street→Jordan Road→ Gascoigne Road→Chatham Road→Wuhu Street→Ma Tau Wai Road→To Kwa Wan Road→Ma Tau Kok Road→Ma Tau Chung Road→Kowloon City	01:40	All stops

	Roundabout→ Prince Edward Road East(Regal Oriental Hotel Rt. N293)→Choi Hung Road→Po Kong Village Road→Choi Kong Village Road→ Choi Hung Road→Choi Hung Road→Kwun Tong Road→Ngau Tau Kok→Elegance Road→Lai Yip Street→Wai Yip Street→How Ming Street→Kwun Tong Depot		
005	Lai Chi Kok Depot→Lai Po Road→Yuet Lun Street→Po Lun Street→Lai Chi Kok Road→Lai King Hill Road→Kwai Fong MTR Station→Kwai Fuk Road→Hing Fong Road→Tsuen Wan Road→Tsing Yi North Bridge→Tsing Yi Road West→Sai Tso Wan Road→Tsing Yi Depot→Sai Tso Wan Road→Tsing Yi Road West→Ching Hong Road→Tsing Yi North Bridge→Texaco Road→Sha Tsui Road→Tai Ho Road→Tsuen Wan MTR Station→Sai Lau Kok Road→Shek Wai Kok →Cheung Shan Estate→Lei Muk Shue→Shek Yam Estate→Shek Lei Estate→Wo Yi Hop Road→Castle Peak Road→Texaco Road→Tai Wo Hau Road→Wo Tong Tsui Street →Kwai Shing Court→Kwai Shing Terminus→Kwai Fuk Road→Kwai Fong→Lai King Hill Road→Kwai Chung Road→Lai Chi Kok Road→Lai Chi Kok Depot	01:00	All stops
005A	Lai Chi Kok Depot→Lai Po Road→Yuet Lun Street→Po Lun Street→Lai Chi Kok Road→Lai King Hill Road→Kwai Fong MTR Station→Kwai Fuk Road→Hing Fong Road→Tsuen Wan Road→Passing New Tsuen Wan Pier, Yeung Uk Road, Tsing Yi North BridgeBridge, Tsing Yi Road West, Tsing Yi Depot→Tsing Yi Road	01:50, 02:15, 02:40	All stops

	West→Sai Tso Wan Road→Tsing Yi Depot→Sai Tso Wan Road→Tsing Yi Road West→Ching Hong Road→Tsing Yi North Bridge→Texaco Road→Sha Tsui Road→Tai Ho Road→Tsuen Wan MTR Station→Sai Lau Kok Road→Shek Wai Kok →Cheung Shan Estate→Lei Muk Shue→Shek Yam Estate→Shek Lei Estate→Wo Yi Hop Road→Castle Peak Road→Texaco Road→Tai Wo Hau Road→Wo Tong Tsui Street →Kwai Shing Court→Kwai Shing Terminus→Kwai Fuk Road→Kwai Fong→Lai King Hill Road→Kwai Chung Road→Lai Chi Kok Road→Lai Chi Kok Depot		
006	Sai Tso Wan Road→Tsing Yi Road West→Ching Hong Road→Tsing Yi Heung Sze Wui Road→Fung Shue Wo Road→Tam Kon Shan Interchange →Tsing King Road→Tsing Yi MTR Station→Tsing King Road→Tam Kon Shan Interchange→Tsing Yi North Bridge→Texaco Road→Sha Tsui Road→Nina Tower→Tsuen Wan West Station→Tai Ho Road→Tsuen Wan MTR Station→Sai Lau Kok Road→Shek Wai Kok →Cheung Shan Estate→Lei Muk Shue→Shek Yam Estate→Shek Lei Estate→Wo Yi Hop Road→Castle Peak Road→Texaco Road→Tai Wo Hau Road→Wo Tong Tsui Street →Kwai Shing Court→Kwai Shing Terminus→Kwai Fuk Road→Kwai Fong→Lai King Hill Road→Kwai Chung Road→Lai Chi Kok Road Tung Chau Street→Hing Wah Street West→Lai Chi Kok Depot	00:45, 01:20, 02:20	All stops
007	Yuen Shun Circuit→Ngau Pei Sha Street→Chap Wai Kon Street →Yuen Chau Kok Bus Stop Road→Chap Wai Kon	23:50, 00:10, 00:40, 01:15	All stops

	<p>Street → Ngan Shing Street → Siu Lek Yuen Road → Tai Chung Kiu Road → Banyan Bridge → Yuen Wo Road → Sand Martin Bridge → Tai Chung Kiu Road → Sha Kok Street → Che Kung Miu Road → Hung Mui Kuk Road → Tin Sam Street → Tai Wai Railway Station → Mei Tin Road → Tai Wai Road → Tai Po Road → Chung Ling Road → Tai Po Road → Tsing Sha Highway → Tai Po Road → Yen Chow Street → Un Chau Street → Hing Wah Street → Hing Wah Street West → Lai Chi Kok Depot</p> <p>Crew Bus Starting Point Department Time : 11:50PM (Only one bus to Sha Kok Street, Hung Mui Kuk Road, Tin Sam Street), 12:10AM, 12:40AM, 1:15AM</p>		
008	<p>West Kowloon Station Bus Terminus → Hoi Wang Road → Jordan Road (Eastbound) → Ferry Street → Yan Cheung Road → Hoi Wang Road → Park Avenue Terminus → Cherry Street → Cherry Street Tunnel → Cherry Street → Island Harbourview Terminus → Hoi Fai Road → Lin Cheung Road → Tonkin Street West → Shum Mong Road → Tonkin Street Terminus → Shum Mong Road → Hing Wah Street West → Lai Chi Kok Depot (stop for a while) → Lai Chi Kok Depot → Po Lun Street → Lai Chi Kok Road → Lai Wan Road → Lai King South → Kwai Fong MTR Station → Kwai Chung Road → Tsuen Wan MTR Station → Tai Ho Road → Nina Tower → Tsuen Wan West Station → Tai Ho Road → Sha Tsui Road → Castle Peak Road → On Ting → Yau Oi → Wong Chu Road → Wu King Road → Butterfly Estate → Lung Mun Road → Tsing Wan Road → Ming Kum Road → Ming Kum Railway Station → Tin King Road → Tsing Chung Koon Road → Tsing</p>	<p>01:30 (Depart from West Kowloon Station) 02:00 (Depart from Lai Chi Kok Depot)</p>	All stops

	<p>Lun Road →Castle Peak Road → Hung Tin Road →Ping Ha Road→Tin Yiu Road→ Entering into Tin Shui Bus Terminus →Ping Ha Road→Castle Peak Road → Castle Peak Road - Yuen Long</p> <p>Crew Bus Starting Point Department Time : 1:30AM(Depart from Jordan To Wah Road), 2:00AM(Depart from Lai Chi Kok Depot)</p>		
008A	<p>Lai Chi Kok Depot→Lai Po Road→Yuet Lun Street→Po Lun Street→Lai Chi Kok Road→Lai Wan Road→Lai King South→Kwai Fong Railway Station→Hing Fong Road→Kwai Hing Railway Station→Wo Tong Tsui Street→Kin Chuen Street→Tai Wo Hau Railway Station→ Tsuen Wan Railway Station→Tai Ho Road→Nina Tower→Tsuen Wan West Station→Tai Ho Road→Sha Tsui Road→Castle Peak Road →Sham Tseng→On Ting→Yau Oi→Wong Chu Road→Yau Oi South Depot (2:10AM)→Wu King Road→Butterfly Estate→ Lung Mun Road→Tsing Wan Road→Ming Kum Road→Shek Pai Tau Road (2:20AM)→Leung King Estate→Tsing Chung Koon Road→ Tsing Lun Road→Castle Peak Road→Yuen Long On Lok Road→Fuk Hi Street→Long Ping Road (Long Ping Estate)→Tin Long Road→ Ping Ha Road(Tin Tsz Estate)→Tin Yiu Road→Tin Wu Road→Tin Shui Road→Tin Shui Estate Terminus</p>	01:20	All stops

KMB and LWB Crew Bus Service Network

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	Route	Departure Time	Boarding Point
008X	Lai Chi Kok Depot (01:00) > Hing Wah St W > Lai Po Rd > Stonecutters Bridge > Cheung Fai Road (Near Interchange) Car Park > Tsing Yi Rd > Sai Tso Wan Rd > Tsing Yi Depot (starts at 01:15) > Sai Tso Wan Rd > Tsing Yi Rd W > Cheung - Tsing Highway > Ting Kau Bridge > Tuen Mun Rd > Castle Peak Road (Lam Tei) > Hung Tin Rd > Ping Ha Rd > Tin Yiu Rd > Tin Wu Rd > Tin Shui Wai > Wetland Park Rd > Tin Kwai Rd > Tin Lung Rd > Tin Shing Rd > Tin Pak Rd > Tai Shui Wan Depot	01:00	<div> <div>1. Lai Chi Kok Depot</div> <div>2. Tsing Yi Depot (departs at 01:15)</div> <div>3. Tuen Mun Road Interchange</div> <div>4. Tuen Mun Town Hall</div> <div>5. Hung Kiu</div> <div>6. Fu Tei</div> <div>7. Lam Tei Railway Station</div> <div>8. Nai Wai Railway Station</div> <div>9. Hung Shui Kiu Station</div> <div>10. Tin Shing Court</div> <div>11. Tin Shui Wai Divisional Police Station</div> </div> <div> <div>12. Sherwood Court</div> <div>13. Tin Shui Wai Park</div> <div>14. Tin Shui Estate</div> <div>15. Tin Wah Estate</div> <div>16. Tin Yan Estate</div> <div>17. Tin Chak Estate</div> <div>18. Hong Kong Wetland Park</div> <div>19. HKFYG Lee Shau Kee College</div> <div>20. Maywood Court</div> <div>21. Kenswood Court</div> <div>22. Tin Shui Wai Depot</div> </div>
009	Lai Chi Kok Depot → Lai Po Road → Yuet Lun St → Po Lun St → Lai Chi Kok Rd → Cheung Sha Wan Rd → Castle Peak Rd → Tsing Sha Highway → Mei Tin Rd → Che Kung Miu Rd → Tai Chung Kiu Rd → Sand Martin Bridge → Yuen Wo Rd → Fo Tan Rd → Tai Chung Kiu Rd → Avana Garden	01:30	All stops

0010	<p>Yuen On St→Yuen Shun Circuit→Ngau Pei Sha St→Chap Wai Kon St→Yuen Chau Kok Terminus→Ngan Shing St→Sha Tin Wai Road→Sha Kok Street→Tai Chung Kiu Road→Che Kung Miu Rd→Tai Wai Station Public Transport Interchange→Mei Tin Rd→Che Kung Miu Rd→Hin Keng St→Fu Kin St→Tin Sam St→Che Kung Miu Rd→Tai Chung Kiu Rd→Ma On Shan Rd→Hang Hong St→Heng On Terminus</p> <p>Crew bus pick-up point starting time: 12:50AM, 1:20AM (towards Shatin City Centre), 1:50AM (Note: 12:50AM starting from Shatin Depot, following the original route to Tat Hin Lane, private licence reahing Shatin Depot, night time starts at 1:20AM towards Shatin City Centre. 1:50AM upon reaching Hang Hong St, do not enter Heng On Terminus and go by D16 Road, P8 Road, Ma On Terrace, Kam Ying Court and back to Ma On Shan Road. Follow the same route for the return journey. For staff travelling towards Kowloon, arrangements have been made at Che Kung Miu Rd at 2 a.m. to connect through 0014 to travel between Kowloon and Shatin each district</p>	<p>00:50, 01:20, 01:50</p>	All stops
0010 A	<p>Yuen Shun St →Yuen Shun Circuit→Ngau Pei Sha St→Sha Tin Wai Rd→Sha Tin Rural Committee Rd→Tai Po Rd→Sha Tin City</p>	<p>01:20</p>	All stops

	Centre		
0011	<p>Yuen Shun Circuit→Ngau Pei Sha St→Chap Wai Kon St→Yuen Chau Kok Terminus→ Chap Wai Kon St→Siu Lek Yuen Road→Sha Tin Wai Rd→Sha Tin Rd→Banyan Bridge→Tolo Highway→Nam Wan Road→Tai Po Centre Bus Terminus→On cee Rd→Ting Kok Rd→Tai Po Tai Wo Rd→</p> <p>Crew bus pick-up point starting time: 12:50AM, 1:50AM</p>	01:50	All stops
0011 A	<p>Yuen Shun Circuit →Ngau Pei Sha St→Chap Wai Kon St→ Yuen Chau Kok Terminus→Chap Wai Kon St→Siu Lek Yuen Road→Sha Tin Wai Rd→Sha Tin Rd→Banyan Bridge→Tolo Highway→Nam Wan Road→ Tai Po Centre Bus Terminus→ On Chee Rd→Ting Kok Rd→Tai Po Tai Wo Rd→Tai Po Rd→Fanling Roundabout→Jockey Club Rd→San Fung Avenue→Sheung Shui Depot</p> <p>Crew bus pick-up point starting time: 12:50AM, 1:50AM</p>	00:50	All stops
0014	<p>Wang Kwun Rd→Lam Hing St→Kai Cheung Rd→Kai Fuk Rd(Outside Trade & Exhibition Centre Rt. 98D, 215X) →Kai Fuk Rd Bridge→Wai Yip Street→Kwun Tong</p>	01:30	All stops

	Pier→Wai Yip Street→King Yip St→Shing Yip St→Kwun Tong Rd→Lei Yue Mun Rd→ (Outside Lam Tin Station 889 Stop) →Kai Tin Rd Roundabout→Lei Yue Mun Rd→Kwun Tong Rd→Lung Cheung Rd(Near Temple Mall Rt. 38) →Lion Rock Tunnel→Lion Rock Tunnel Road→Hung Mui Kuk Rd→Tin Sam St→ Fu Kin St→Hin Keng St→Che Kung Miu Road→Tai Chung Kiu Rd→Sand Martin Bridge→Yuen Wo Rd→Banyan Bridge→Tai Chung Kiu Rd→A Kung Kok Street→Chevalier Garden→Ma On Shan Rd→Hang Hong St→Sai Sha Rd→Ma On Terrace→Kam Ying Court→Kwong Yuen Estate 82M Bus Terminus		
0015	Lam Wah St→Wang Kwong Rd→Kai Fuk Rd Bridge→Wai Yip Street(Only pass through outside Kwun Tong Ferry Bus Terminus, not entering into the terminus)→ King Yip St→Shing Yip St→Cha Kwo Ling Rd→Lei Yue Mun Rd→Kwun Tong Rd→Hip Wo Street→Tung Yan St→Hong Ning Rd→ Hip Wo Street→Sau Mau Ping Road→Po Lam Road→Po Lam Road North→Po Hong Road→Po Fung Rd(Outside Po Lam Estate Rt. N691) → Yan King Rd(Only pass through outside Po Lam Bus Terminus, not going into the terminus)→Po Lam Road North→Po Ning Rd→Hang Hau (North) Bus Terminus	00:35	All stops

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	Route	Departure Time	Boarding Point
0017	<p>Sai Tso Wan Rd→Tsing Yi Road West→Ching Hong Rd→Tsing Yi Heung Sze Wui Road→Fung Shue Wo Rd→Tam Kon Shan Interchange Tsing King Rd→Tsing Yi Station→Tsing King Rd→Tam Kon Shan Interchange→Tsing Tsuen Bridge→Tsuen Wan Road→Hing Fong Road→Kwai Fuk Road→Kwai Fong Station→Kwai Foo Road→Hing Fong Road→Kwai Fuk Road→Lai King Hill Rd→Kwai Chung Rd→Lai Chi Kok Rd→Tung Chau St→Hing Wah Street West→Lai Chi Kok Depot</p> <p>Crew bus departs from the first stop at : 11:40PM , 12:10AM, 12:40AM, 1:00AM, 1:20AM, 1:50AM (Note: 12:40AM, 1:00AM, 1:20AM, 1:50AM heading to Kwai Hing Station)</p>	23:40, 00:10, 00:40, 01:00, 01:20, 01:50	All stops
0017 A	<p>Sai Tso Wan Rd→Tsing Yi Rd W→Tam Kon Shan Interchange→Cheung On Bus Terminus/ Tam Kon Shan Road boarding and alighting areas(near Cheung Fat Estate car park entrance)→Tam Kon Shan Interchange→Tsing Yi Rd W→Sai Tso Wan Rd→Tsing Yi Depot</p> <p>1. Ching Wah Court (Rt.279x towards Tsing</p>	From 18:40 to 00:20, every 20 minutes	All stops

	<p>Yi)</p> <p>2. Cheung Hang Estate (Rt.279x towards Tsing Yi)</p> <p>3. Cheung On Bus Terminus (Rt. 42c towards Lam Tin) (for shifts depart from 18:40-20:40)</p> <p>^ Tam Kon Shan Road boarding and alighting area (near Cheung Fat Estate car park entrance) (Shifts depart from 21:00-00:20)</p> <p>4. Cheung Hang Estate (Rt.279x towards Sheung Shui)</p> <p>5. Ching Wah Court (Rt.279x towards Sheung Shui)</p> <p>6. Tsing Yi Depot</p> <p>^Shifts departing from 21:00-00:20 are operated by Sun Bus and will stop at Tam Kon Shan Road boarding and alighting area. They will not stop at Cheung On Bus Terminus</p>		
0018	<p>Wan Lung Rd→Po Hong Road→Po Yap Rd→Chiu Shun Rd→Po Ning Rd(Opposite to Hang Hau (North) Bus Terminus Rt. N293)→Po Lam Road North (Outside Yan Ming Court Rt. N293)→Po Lam Road→Sau Mau Ping Road→ Hip Wo Street→Hoi Yuen Road Roundabout→ Kwun Tong Rd (Outside Meyer Industrial Building)</p> <p>→Kowloon Bay Depot</p>	01:15	All stops
0020	<p>Chun Wang St→Chun Yat St→Wan Po Rd→Chiu Shun Rd→Po Ning Rd→Hang Hau (North) Bus Terminus</p>	23:20, 23:45, 00:10, 00:35, 01:35	All stops

0020 B	Chun Wang St→Chun Yat St→Wan Po Rd→Chiu Shun Rd→Po Ning Rd(Opposite to Hang Hau (North) Bus Terminus Rt. N293)→Po Lam Road North (Outside Yan Ming Court Rt. N293)→Po Lam Road→Sau Mau Ping Road→ Hiu Kwong St→Sau Ming Rd(Sau Mau Ping (Central) Bus Terminus)→Sau Mau Ping Road→Hip Wo Street(1:10AM transfer to 001 crew bus)→Hoi Yuen Road→Kwun Tong Pier→Wai Yip Street→Lai Yip Street→Ngau Tau Kok Rd→ Kai Cheung Rd→Wang Kwong Rd→Lam Hing St	00:10, 00:35	All stops
0021	Chun Wang St→Chun Yat St→Wan Po Rd→Chiu Shun Rd→Po Ning Rd→Chiu Shun Rd→Po Yap Rd →Chui Ling Rd→King Ling Rd→Tong Ming St→Sheung Tak Public Transport Terminus	00:50, 01:05, 01:20, 02:00	All stops
0031	Lam Wah Street , Wang Kwong Rd , Lam Wah Street , Kai Fuk Road , Kwun Tong Bypass , Lei Yue Mun Rd , Kai Tin Road Roundabout , Eastern Harbour Crossing , Island Eastern Corridor , Man Hong Street , King's Road , Kornhill Road , King's Road , Shau Kei Wan Road , Chai Wan Road , Roundabout , Chai Wan Road , Siu	01:30	<div> Lam Wah Street(Kowloon Bay Depot) Eastern Harbour Crossing Toll Plaza King's Road Healthy Village King's Road North Point Government </div> <div> Chai Wan Road Eastern Hospital Chai Wan Road Koway Court Hing Chui House Hing Wah Estate Wan Tsui Road Youth Square Chai Wan Road Yee </div>

	Sai Wan Road , Island Resort Terminus 。		Primary School King's Road Sunway Gardens King's Road Shipyard Lane Kornhill Road Kornhill Plaza Shau Kei Wan Road Tai On Building Shau Kei Wan Road Nam On Lane Chai Wan Road near A Kung Ngam Road	Tai Street Chai Wan Road Yue Wan Estate Chai Wan Road Sheung On Street Siu Sai Wan Road Harmony Garden Siu Sai Wan Road Cheerful Garden Island Resort Bus Terminus
TKO SP	Tseung Kwan O Depot 、 Wan Lung Rd 、 Po Hong Road 、 Po Yap Rd 、 Wan Po Rd 、 Chun Yat St 、 Tseung Kwan O Industrial Estate Depot	Saturdays 07:00, 07:30, 08:30 Sunday and public holidays 07:00, 07:30, 08:00, 08:30, 09:00, 09:30	Tseung Kwan O Depot 、 Tseung Kwan O Industrial Estate Depot	

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	Route	Departure Time	Boarding Point
500	03:25 trip : via: Tuen Mun Pier Head、Wu Chui Road、Lung Mun Road、Wong Chu Road、Hoi Chu Road (Goodview Garden)、Tuen Mun Heung Sze Wui Road、Pui To Road、Tsun Wen Road、Kin Tai Street、Tuen Mun Depot、Kin Tai Street、Tsun Wen Road、Tsing Lun Road、Castle Peak Road、Castle Peak Road、On Lok Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot 04:40 trip : via: Tuen Mun Pier Head、Wu Chui Road、Lung Mun Road、Wong Chu Road、Hoi Chu Road (Goodview Garden)、Tuen Mun Heung Sze Wui Road、Pui To Road、Tsun Wen Road、Kin Tai Street、Tuen Mun Depot、Kin Tai Street、Tsun Wen Road、Tsing Lun Road、Castle Peak Road、Hung Tin Road、Ping Ha Road、Tin Yiu Road(Tin Shing Court)、Tin Wu Road、Tin Shui Road、Tin Wing Road、Tin Shing Road、Tin Cheung Road、Tin Pak Road、Tin Shui Wai Depot(front)、Tin Pak Road、Tin Shing Road、Tin Fuk Road、Long Tin Road、Shui Pin Wai Interchange、Long Ping Road、Fuk Hi Street、Yuen Long Depot	03:25, 04:40	All stops
501	Tuen Mun Depot、Kin Tai Street、Tsun Wen Road、Pui To Road、Tsing Wun Road、Wong Chu Road、Hoi Wong Road、Hoi Chu Road (Goodview Garden)、Heung	04:35, 05:25, 06:05 Remark: 04:35	All stops

	Sze Wui Road(Yau Oi)、Pui To Road、Castle Peak Road(Prime View、Fu Tai)、Lam Tei Interchange、Castle Peak Road(Hung Shui Kiu)、Castle Peak Road、On Lok Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot	bus does not pass through Yau Oi, Prime View, change from Pui To Road Bridge to Tuen Mun Road,Castle Peak Road, return with original route	
502	Tuen Mun Depot、Kin Tai Street、Kin Kwok Street、Tsun Wen Road、Shek Pai Tau Road、Wong Yin Street、Shan King Bus Terminus、Shek Pai Tau Road、Ming Kum Road、Tin King Road、Leung King Bus Terminus(stop at B3A)、Tin King Road、Ming Kum Road、Po Tin Bus Terminus、Tsun Wen Road、Ho Tin Street、Kin Tai Street、Tuen Mun Depot	05:00, 05:20, 05:40, 06:00, 06:20 Remark 1, 06:40 Remark2 Remark 1 : 06:20 only to Po Tin Bus Terminus Remark 2 : 06:40 only to Shan King Bus Terminus	All stops
503	Trip 1 via : Long Bin、Castle Peak Road、Tuen Kwai Road、Fu Tai Estate、Tuen Kwai Road、Castle Peak Road、Lam Tei Interchange、Tsing Lun Road(Siu Hong Court)、Tsun Wen Road、Ming Kum Road、Tin King Road(Leung King Estate)、Tsing Tin Road、Tsun Wen Road、Tai Fong Street、Tai Hing Street(Tai Hing Estate)、Shek Pai Tau Road、Tsun Wen Road、Ho Tin Street、Kin Tai Street、Tuen Mun Depot Trip 2 via : Fu	Trip1 departure time : 04:35(Long Bin) / 04:50(Fu Tai Estate) Trip 2 departure time : 05:30(Fu Tai Estate)	All stops

	Tai Estate、Tuen Kwai Road、Castle Peak Road、Lam Tei Interchange、Tsing Lun Road(Siu Hong Court)、Tsun Wen Road、Tai Fong Street、Tai Hing Street(Tai Hing Estate)、Shek Pai Tau Road、Tsun Wen Road、Ho Tin Street、Kin Tai Street、Tuen Mun Depot		
504	Tuen Mun Depot、Kin Tai Street、Tsun Wen Road、Pui To Road、Tsing Wun Road、Lung Mun Road、Wu Chui Road、Tuen Mun Pier Head、Wu Chui Road、Lung Mun Road、Tsing Wun Road、Pui To Road、Tsun Wen Road、Kin Tai Street、Tuen Mun Depot	Tuen Mun Depot departure time 04:45 05:05 05:25 05:50 06:25 Tuen Mun Pier Head departure time 05:05 05:25 05:45 06:10 06:45	All stops
505	Tuen Mun Depot、Kin Tai Street、Tsun Wen Road、Pui To Road、Tuen Mun Heung Sze Wui Road、Tuen Wui Street、Tuen Mun Central Bus Terminus	04:35 remark 05:00 05:15 05:30 05:45 06:00 06:20 06:40 07:00 remark: 04:35 trip departs from Tuen Mun Depot, upon arriving Tuen Mun Central Bus Terminus, takes the route of Tuen Mun Heung Sze Wui Road、Hoi Chu Road、Hoi	All stops

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。

		Wong Road 、 Tuen Yee Street and final stop at	
506	Tuen Mun Pier Head 、Wu Chui Road 、Lung Mun Road 、Wong Chu Road 、Hoi Wong Road 、Hoi Chu Road 、Tuen Mun Heung Sze Wui Road 、Pui To Road 、Tsun Wen Road 、Kin Tai Street 、Tuen Mun Depot	04:15	All stops
507	Tuen Mun Depot 、Kin Wing Street 、Tsun Wen Road 、Tsing Lun Road 、Siu Hong Station(North) 、Tsing Lun Road 、Tsun Wen Road 、Ho Tin Street 、Kin Tai Street 、Tuen Mun Depot	05:15, 05:40, 06:00, 06:15, 06:30, 06:45, 07:00 remark 1 Remark 1 : 07:00 only to Siu Hong Station(North)	All stops

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	Route	Departure Time	Boarding Point
508	Tuen Mun Depot、Kin Tai Street、Tsun Wen Road、Pui To Road、Tsing Wun Road、Wong Chu Road、Hoi Wong Road、Tuen Yee Street、Tuen Mun South Depot、Tuen Yee Street、Hoi Wong Road、Hoi Chu Road (Goodview Garden)、Heung Sze Wui Road(Yau Oi Estate)、Pui To Road、Tsun Wen Road、Kin Tai Street、Tuen Mun Depot	05:00, 05:10, 05:20, 05:30, 05:40, 05:50, 06:00, 06:10, 06:20, 06:30, 06:40, 06:50 remark1, 07:00 remark1, 07:15 remark1 Remark1 : 06:50、07:00、07:15 Only to Tuen Mun South Depot	All stops
509	Tuen Mun Depot、Kin Tai Street、Tsun Wen Road、Pui To Road、Tsing Wun Road、Wong Chu Road、Tuen Mun Road、Branch Road、Castle Peak Road、Branch Road、Castle Peak Road(Tai Lam Section)、Branch Road、Tuen Mun Road Interchange(Kowloon Bound)、Branch Road、Castle Peak Road(Tai Lam Section)、Tuen Mun Road Interchange(New Territories Bound)	05:20, 05:40, 06:00, 06:20	All stops
601	Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、Long Yip Street、Long Yat Road、Castle Peak Road、Castle Peak Road(Hung Shui Kiu)Remark、Tuen Mun Road、Pui To Road、Tsun Wen Road、Kin Tai Street、Tuen Mun Depot	04:45, 05:15, 05:40 remark Remark: 05:40 trip takes Castle Peak Road(Fu Tai、Prime View) at Lam Tei Interchange then resumes original route	Wang Li Depot、Wang Lok Depot and all stops

602	Yuen Long Depot、Fuk Wang Street、Fuk Yan Street、Fuk Hi Street、Wang Li Street、Wang Lok Street、Fu Yip Street、Wang Yip Street West、Hong Yip Street、Hong Yip Street Car Park、Hong Yip Street、Wang Yip Street West、Fu Yip Street、Wang Lok Street、Fuk Hi Street、Long Ping Road、Fung Chi Road、Wang Tat Road、Long Yip Street、Long Yat Road(enter into Yuen Long East Terminus)、Castle Peak Road - Yuen Long、Castle Peak Road、Ping Ha Road、Tin Yiu Road(Tin Shing Court)、Tin Wu Road、Tin Shui Road、Tin Shui Estate、Tin Shui Road、Tin Wu Road、Tin Shing Road Tin Tsz	03:00 or depart when all of the normal last buses have arrived the depot (apart from special extra night shift days)	Wang Li Depot、Wang Lok Depot、Hong Yip Street Car Park、Long Ping Estate and all stops
602A	Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、Long Yip Road、Long Yat Road(onto Yuen Long East Bus Terminus)、Castle Peak Road、Castle Peak Road、Ping Ha Road、Tin Yiu Road(Tin Shing Court)、Tin Wu Road、Tin Shui Road、Tin Shui Estate、Tin Shui Road、Tin Sau Road、Tin Ying Road、Hung Tin Road、Castle Peak Road、Tuen Kwai Road、Fu Tai Estate Roundabout、Tuen Kwai Road、Castle Peak Road、Lam Tei Interchange、Tsing Lun Road(Siu Hong Court)、Tsun Wen Road、Ming Kum Road、Tin King Road、Leung King Estate	03:35	Wang Li Depot、Wang Lok Depot and all stops

	Bus Terminus、Tsing Tin Road、Tsun Wen Road、Ho Tin Street、Kin Tai Street、Tuen Mun Depot		
603	<p>Through Castle Peak Road Trip Passing : Tin Shui Wai(Tin Yat Estate Yat Tam House)、Tin Shui Road、Tin Sau Road、Tin Kwai Road、Tin Wa Road、Tin Shui Road、Tin Wu Road、Tin Yiu Road、Ping Ha Road、Hung Tin Road、Castle Peak Road(Hung Shui Kiu)、Lam Tei Interchange、Castle Peak Road-Ling Nam Section、San Hui Section、Pui To Road、Tsun Wen Road、Kin Wing Street、Kin Tai Street、Tuen Mun Depot</p> <p>Through Yuen Long Highway、Tuen Mun Road Trip Passing : Tin Shui Wai(Tin Yat Estate Yat Tam House)、Tin Shui Road、Tin Sau Road、Tin Kwai Road、Tin Wa Road、Tin Shui Road、Tin Wu Road、Tin Yiu Road、Ping Ha Road、Hung Tin Road、Yuen Long Highway、Tuen Mun Road、Tsing Tin Road、Tsun Wen Road、Ho Tin Street、Kin Tai Street、Tuen Mun Depot</p>	<p>Through Castle Peak Road trip 04:50</p> <p>Through Yuen Long Highway、Tuen Mun Road trip 05:20</p>	All stops
604	Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、Long Yip Street、Long Yat Road(enter into Yuen Long East Bus Terminus)、Castle Peak Road(Yuen Long	04:05	Wang Li Depot、Wang Lok Depot and all stops

	Section) 、 Long Tin Road 、 Tin Tsz Road 、 Wetland Park Road 、 Tin Shui Road(Tin Heng Estate) 、 Tin Shui Road(Tin Shui Estate Stop) 、 Tin Wu Road 、 Tin Yiu Road(Yiu Man House) 、 Ping Ha Road 、 Hung Tin Road 、 Castle Peak Road(Hung Shui Kiu) 、 Lam Tei Interchange 、 Castle Peak Road-Ling Nam Section 、 San Hui Section 、 Pui To Road 、 Tsun Wen Road 、 Ho Tin Street 、 Kin Tai Street 、 Tuen Mun Depot		
605	Tin Shui Wai Depot 、 Tin Pak Road 、 Tin Wu Road 、 Tin Yiu Road 、 Ping Ha Road 、 Castle Peak Road 、 Long Tin Road 、 Shui Pin Wai Interchange 、 Long Ping Road 、 Fuk Hi Street 、 Fuk Wang Street 、 Yuen Long Depot 、 Fuk Wang Street 、 Wang Li Street 、 Wang Lok Street 、 Fuk Hi Street 、 Long Ping Road 、 Long Ping Estate Bus Terminus 、 Long Ping Road 、 Shui Pin Wai Interchange 、 Long Tin Road 、 Tin Fuk Road 、 Tin Shing Road 、 Tin Pak Road 、 Tin Shui Wai Depot	Tin Shui Wai Depot departure time 03:45, 04:15, 04:45, 05:15, 05:30#, 05:45, 06:00#, 06:15, 06:45 # Wang Lok Depot as the last stop	Wang Li Depot 、 Wang Lok Depot and all stops

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	Route	Departure Time	Boarding Point
606	<p>04:35 trip : via: Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、Fu Yip Street、Wang Yip Street West、Hong Yip Street、Wang Yip Street East、Keung Yip Street、Po Yip Street、Long Yip Street、Long Yat Road(Sun Yuen Long Centre)、Castle Peak Road、Kam Tin Road、Kam Ho Road、Tung Wui Road、Kam Sheung Road Station、Tung Wui Road、Kam Sheung Road、Kam Tin Road、Castle Peak Road、Yuen Long On Lok Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot</p> <p>05:05 trip : via: Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、Fu Yip Street、Wang Yip Street West、Hong Yip Street、Wang Yip Street East、Keung Yip Street、Po Yip Street、Long Yip Street、Long Yat Road、Castle Peak Road、Kam Tin Road、Kam Sheung Road、Tung Wui Road、Kam Sheung Road Station、Tung Wui Road、Kam Sheung Road、Sheung Tsuen Playground、Kam Tin Road、Castle Peak Road、Yuen Long On Lok Road、Wang Lok Street、Wang Li Street、</p>	04:35, 05:05, 05:20, 05:40, 05:55, 06:25	Wang Li Depot、Wang Lok Depot and all stops

	Fuk Wang Street、Yuen Long Depot 05:20, 05:40, 05:55, 06:25 trip : via: Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、Fu Yip Street、Wang Yip Street West、Hong Yip Street、Wang Yip Street East、Keung Yip Street、Po Yip Street、Long Yip Street、Long Yat Road(Sun Yuen Long Centre)、Castle Peak Road、Kam Tin Road、Kam Ho Road、Tung Wui Road、Kam Sheung Road Station		
607	Tai Tong(Wong Nai Tun Bus Stop)、Kiu Hing Road、Tai Tong Road、Tai Kei Leng Road、Shap Pat Heung Interchange、Yuen Long Highway、Pok Oi Interchange、Castle Peak Road、On Lok Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot	04:25	All stops
607A	Tai Tong(Wong Nai Tun Bus Stop)、Kiu Hing Road、Tai Tong Road、Tai Kei Leng Road、Shap Pat Heung Interchange、Yuen Long Highway、Pok Oi Interchange、Castle Peak Road、On Lok Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot	05:15	All stops
608	Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、*Fu Yip Street、Wang Yip Street West、Hong Yip Street、Wang Yip Street East、Keung Yip Street、Po Yip	04:35 Remark, 05:00, 05:30, 06:00, 06:30	Wang Li Depot、Wang Lok Depot and all stops

	Street*、Long Yip Street、Long Yat Road(Sun Yuen Long Centre)、Long Lok Road、Castle Peak Road(Yuen Long Section)、Long Tin Road、Tong Yan San Tsuen Interchange、Long Tin Road、Tin Fuk Road、Tin Shing Road、Tin Pak Road、Tin Shui Wai Depot	Remark: 04:35 trip departs from Yuen Long Depot, does not pass the sections with **, after arriving Tin Shui Wai Depot, will take the route of Tin Pak Road、Tin Cheung Road、Tin Shing Road、Tin Wa Road、Tin Shui Road and the last stop is Tin Heng Terminus	
610	Yuen Long Depot、Fuk Wang Street、Fuk Yan Street、Fuk Hi Street、Wang Li Street、Wang Lok Street、Long Yip Street、Kwong Yip Street、Fo Yip Street、Wang Yip Street West、Fu Yip Street、Wang Lok Street、Ma Wang Road、Ping Wui Street、Yuen Long On Ning Road、Ma Miu Road、Castle Peak Road(Yuen Long Section)、Yuen Long On Lok Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot	03:50 remark, 04:10 remark, 04:25, 04:40, 05:00, 05:20, 05:40, 06:10#, 06:20, 06:40, 06:50#, 07:00, 07:10#, 07:20#, 07:30, 07:50#^, 08:15#^, 08:30^ Remark 03:50, 04:10 trips will not pass the sections with **	Wang Li Depot、Wang Lok Depot、Outside the Long Ping Railway Station Bus Terminus、Yuen Long Plaza、Kuk Ting Street、Tai Kiu Tsuen、Wai Chow School

		# Yuen Long Plaza as the last stop ^ Only for services in Saturdays, Sundays and public holidays	
610S	<p>08:00-14:00 , 18:00-22:30 Trips depart from Yuen Long Depot passing: Yuen Long Depot 、 Fuk Wang Street 、 Fuk Yan Street 、 Fuk Hi Street 、 Wang Li Street 、 Wang Lok Street 、 Ma Wang Road 、 Ping Wui Street 、 Yuen Long On Ning Road 、 Ma Miu Road 、 Castle Peak Road(Yuen Long Section) 、 Kik Yeung Road 、 Yuen Long On Ning Road 、 Ma Miu Road 、 Wang Tat Road 、 Wang Lok Street 、 Wang Li Street 、 Fuk Wang Street 、 Yuen Long Depot</p> <p>#14:30-17:00 trips depart from Yuen Long Depot passing: Yuen Long Depot 、 Fuk Wang Street 、 Wang Li Street 、 Wang Lok Street 、 Ma Wang Road 、 Ping Wui Street 、 Yuen Long On Ning Road 、 Ma Miu Road 、 Castle Peak Road(Yuen Long Section) 、 Kik Yeung Road 、 Yuen Long On Ning Road 、 Ma Miu Road 、 Wang Tat Road 、 Wang Lok Street 、 Wang Li Street 、 Fuk Hi Street 、 Fuk Yan Street 、 Fuk Wang Street 、 Yuen Long Depot</p>	<p>Yuen Long Depot 08:00, 09:00, 10:00, 10:30, 11:00, 11:30, 12:00, 12:30, 13:00, 13:30, 14:00, #14:30, #15:00, #15:30, #16:00, 16:30, #17:00, 18:00, 19:00, 20:00, 20:30, 21:00, 21:30, 22:00, 22:30</p>	<p>08:00-14:00 , 18:00-22:30 Wang Li Depot 、 Wang Lok Depot 、 Ping Cheong Path 、 The Family Planning Association of Hong Kong 、 Yuen Long Plaza 、 Long Ping Estate Yuet Ping House</p> <p>14:30-17:00 Ping Cheong Path 、 The Family Planning Association of Hong Kong 、 Yuen Long Plaza 、 Long Ping Estate Yuet Ping House 、 Wang Lok Depot 、 Wang Li Depot</p>

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	Route	Departure Time	Boarding Point
611	Regular trips via : Tin Shui Wai Depot、Tin Pak Road、Tin Cheung Road、Tin Shing Road、Tin Yan Road、Ka Yan Street、Tin Shui Wai Town Centre Bus Terminus、Tin Yan Road、Tin Wing Road、Tin Shing Road、Tin Wa Road、Tin Kwai Road、Wetland Park Road、Tin Shui Road、Tin Wu Road、Tin Yiu Road、Tin Fuk Road、Tin Shing Road、Tin Pak Road、Tin Shui Wai Depot Special Trip A via : Tin Shui Wai Depot、Tin Pak Road、Tin Cheung Road、Tin Shing Road、Tin Yan Road、Ka Yan Street、Tin Shui Wai Town Centre Bus Terminus、Tin Yan Road、Tin Wing Road、Tin Shing Road、Tin Wa Road、Tin Kwai Road、Wetland Park Road、Tin Shui Road、Tin Wu Road、Tin Yiu Road、Tin Fuk Road、Tin Shing Road、Tin Pak Road、Tin Shui Wai Depot(opens at 04:00)、Tin Pak Road、Tin Cheung Road、Tin Shing Road、Tin Fuk Road、Ping Ha Road、Castle Peak Road、Yuen Long Plaza、Castle Peak Road、Kik Yeung Road、Yuen Long On Ning Road、Ma Miu Road、Wang Tat Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot Special Trip B via : Tin Shui Wai Depot、Tin Pak Road、Tin Cheung Road、Tin Shing Road、Tin Yan Road、Ka Yan Street、Tin Shui Wai Town Centre Bus Terminus、Tin Yan Road、Tin Wing Road、Tin Shing Road、Tin Wa Road、Tin Kwai Road、	Regular trips : 04:15, 04:30, 05:10, 05:25, 05:40, 06:00, 06:20 Special Trip A : 03:35 Special Trip B : 04:00, 04:55 Remark 1 : trips between 04:55-06:20 pass through Tin Fu Bus Terminus* (after Tin Heng)	All stops

	Wetland Park Road、Tin Shui Road、Tin Wu Road、Tin Yiu Road、Tin Fuk Road、Tin Shing Road、Tin Pak Road、Tin Shui Wai Depot(opens at 04:25、05:20)、Tin Pak Road、Tin Cheung Road、Tin Shing Road、Tin Fuk Road、Long Tin Road、Shui Pin Wai Interchange、Long Ping Road、Fuk Hi Street、Yuen Long Depot		
612	Tin Shui Wai Depot、Tin Pak Road、Tin Shing Road、Tin Fuk Road、Ping Ha Road、Hung Tin Road、Hung Chi Road、Hung Yuen Road、Hung Shui Kiu Tin Sam Road、Hung Shui Kiu (Hung Fuk Estate)	Monday to Friday 05:05, 05:30, 06:00, 06:15 Saturday, Sunday and Public Holidays 05:05, 05:35, 06:00, 06:15	All stops
613	Toward Tin Shui Wai Depot via : Yuen Long Depot、Fuk Wang Street、Wang Li Street、Wang Lok Street、Ma Wang Road、Ping Wui Street、Yuen Long On Ning Road、Ma Miu Road、Wang Tat Road、Fung Chi Road、Long Ping Road、Long Tin Road、Tin Fuk Road、Tin Yiu Road、Tin Wu Road、Tin Pak Road、Tin Shui Wai Depot Toward Yuen Long Depot via : Tin Shui Wai Depot、Tin Pak Road、Tin Shing Road、Tin Fuk Road、Long Tin Road、Long Ping Road、Fung Chi Road、Ping Wui Street、Yuen Long On Ning Road、Ma Miu Road、Castle Peak Road(Yuen Long Section)、Kik Yeung Road、Yuen Long On Ning Road、Ma Miu	Yuen Long Depot departure time (Monday to Friday only) 10:15 10:45 11:15 11:45 12:15 12:45 13:15 Tin Shui Wai Depot departure time (Monday to Friday only) 14:45 15:15 15:45	All stops

	Road、Wang Tat Road、Wang Lok Street、Wang Li Street、Fuk Hi Street、Fuk Yan Street、Fuk Wang Street、Yuen Long Depot		
700	<p>Sheung Shui Depot(03:20)、San Wan Road、San Fung Road、Po Wan Road、Po Shek Wu Road、Fan Kam Road(Lin Tong Mei)、Kam Tin Road、Kam Sheung Road、Tung Wui Road、Kam Tin Road、Castle Peak Road、Yuen Long On Lok Road、Wang Lok Street、Wang Li Street、Fuk Wang Street、Yuen Long Depot(04:10)、Fuk Wang Street、Fuk Hi Street、Wang Lok Street、Ma Wang Road、Castle Peak Road、Yuen Long Plaza(04:20)、Long Yat Road(Sun Yuen Long Centre)、Castle Peak Road、Kam Tin Road(Kam Tin Post Office)、Fan Kam Road、Po Shek Wu Road、Po Wan Road、San Fung Road、San Wan Road、Sheung Shui Depot</p> <p>Yuen Long Depot(05:30)、Fuk Wang Street、Fuk Hi Street、Wang Lok Street、Long Yip Street、Long Yat Road(Sun Yuen Long Centre)、Castle Peak Road、Kam Tin Road(Kam Tin Post Office)、Tung Wui Road、Kam Sheung Road Station、Tung Wui Road、Kam Tin Road、Fan Kam Road、Po Shek Wu Road、Po Wan Road、San Fung Road、San Wan Road、Sheung Shui Depot</p>	<p>Sheung Shui Depot : 03:20</p> <p>Yuen Long Depot : 04:10, 05:30(Not passing Castle Peak Road – Yuen Long)</p>	All stops
701	Yuen Long Depot(03:40)、Fuk Wang Street、Wang Li Street、Wang Lok Street、Ma Wang Road、Castle Peak Road、Yuen Long Plaza、Long Yat Road(Sun Yuen Long	03:40, 05:05	All stops

	Centre) 、 Castle Peak Road (San Tin) 、 Po Shek Wu Road 、 Po Wan Road 、 San Fung Road 、 San Wan Road 、 Sheung Shui Depot 、 San Wan Road 、 San Fung Road 、 Po Wan Road 、 Po Shek Wu Road 、 Castle Peak Road 、 Kwu Tung Road 、 Castle Peak Road 、 San Tam Road 、 Castle Peak Road 、 Yuen Long On Lok Road 、 Wang Lok Street 、 Wang Li Street 、 Fuk Wang Street 、 Yuen Long Depot Yuen Long Depot(05:10) 、 Fuk Wang Street 、 Wang Li Street 、 Wang Lok Street 、 Long Yip Street 、 Long Yat Road(Sun Yuen Long Centre) 、 Castle Peak Road(San Tin) 、 Po Shek Wu Road 、 Po Wan Road 、 San Fung Road 、 San Wan Road 、 Sheung Shui Depot 、 San Wan Road 、 San Fung Road 、 Po Wan Road 、 Po Shek Wu Road 、 Castle Peak Road 、 Kwu Tung Road 、 Castle Peak Road 、 San Tam Road 、 Castle Peak Road 、 Yuen Long On Lok Road 、 Wang Lok Street 、 Wang Li Street 、 Fuk Wang Street 、 Yuen Long Depot		
702	Tai Po Ting Kok Road (On Tsz Road) Bus Stop 、 Tai Po Tai Wo Road 、 Tai Po Road 、 Lam Kam Road 、 Sheung Tsuen 、 Kam Tin Road 、 Pat Heung Police Station Roundabout reverse 、 Kam Tin Road 、 Kam Sheung Road 、 Tung Wui Road 、 Kam Tin Road 、 Castle Peak Road 、 Yuen Long On Lok Road 、 Wang Lok Street 、 Wang Li Street 、 Fuk Wang Street 、 Yuen Long Depot 、 Fuk Wang Street 、 Fuk Hi Street 、 Wang Lok Street 、 Long Yip Street 、 Long Yat Road(Yoho Mall II) 、 Castle Peak Road 、 Kam Sheung Road 、 Tung Wui Road 、 Kam	03:55	All stops

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。

	Sheung Road Station、Tung Wui Road、Kam Sheung Road、Sheung Tsuen、Lam Kam Road、Tai Po Road、Tai Po Tai Wo Road、Yuen Shin Road、Dai Fuk Street (Tai Po Depot)		
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	Route	Departure Time	Boarding Point
0500A	Tuen Mun Depot, Kin Tai St, Tsun Wen Road, Pui To Rd, Tuen Mun Heung Sze Wui Rd (San Hu), Ho Pong St, Tsing Yin St, Tuen Mun Heung Sze Wui Rd (On Ting), Hoi Chu Rd, Hoi Wong Rd, Tuen Yi Rd, Tuen Mun South Depot, Tuen Yi Rd, Hoi Wong Rd, Wu King Rd, Wu Chui Rd, Lung Mun Rd, Lung Mun Railway Station	01:40	Along the bus stops
0500B	Tuen Mun Depot, Kin Tai St, Tsun Wen Rd, Pui To Rd, Tuen Mun Heung Sze Wui Rd (On Ting Estate), Hoi Chu Rd, Hoi Wong Rd, Tuen Yee St, Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Wu King Rd, Wu Chui Rd, Lung Mun Rd, Tsing Wun Rd, Ming Kum Rd, Tin King Rd (Leung King Estate), Ming Kum Rd, Tsun Wen Rd, Tsing Lun Rd (Siu Hong Court), Lam Tei Roundabout, Castle Peak Rd (Fu Tai, King Fung), Pui To Rd, Tsun Wen Rd, Kin Tai St, Tuen Mun Depot	02:35 or starts upon all last buses arriving at the depot (except special night shifts)	Tuen Mun South Depot Along the bus stops
0500S	Tin Shui Wai Depot, Tin Pak Rd, Tin Cheung Rd, Tin Shing Rd, Tin Yan Rd, Tin Shui Wai Town Centre Bus Terminus, Tin Yan Rd, Tin Wing Rd, Tin Shing Rd, Tin Wah Rd, Tin Shui Rd (Tin Shui Estate), Tin Wu Rd, Tin Yiu Rd (Tin Yiu Estate), Ping Ha Rd, Hung Tin Road, Hung Chi Rd, Hung Yuen Rd, Shui Kiu Tin Sum Road (Hung Fuk Estate Bus Terminus), Hung Tin Road, Hung Chi Rd, Hung Tin Road, Castle Peak Road (Hung Shui Kiu), Lam Tei Interchange, Tsing Lun Rd (Siu Hong Court), Tsun Wen Road, Dai Fong	01:20	Along the bus stops

	St, Tai Hing St (Tai Hing Estate), Shek Pai Tau Rd, Tsun Wen Road, Ho Tin St, Kin Tai St, Tuen Mun Depot		
0501	The 1 st Bus passes through : Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Kin Tai St, Tuen Mun Depot, Kin Tai St, Tsun Wen Road, Tsing Lun Rd, Siu Hong Station (North Public Transport Interchange), Castle Peak Road (Hung Shui Kiu), Hung Tin Road, Ping Ha Rd, Tin Fuk Rd, Long Tin Rd, Wang Tat Rd, Ma Wang Rd, Yuen Long Main Road, On Lok Rd, Wang Lok St, Wang Lee St, Fuk Wang St, Yuen Long Depot The 2 nd bus passes through : Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Kin Tai St, Tuen Mun Depot, Kin Tai St, Tsun Wen Road, Tsing Lun Rd, Siu Hong Station (North Public Transport Interchange), Castle Peak Road (Hung Shui Kiu), Hung Tin Road, Ping Ha Rd, Tin Yiu Rd, Tin Wu Rd, Tin Shui Rd, Tin Heng Estate Bus Terminus, Tin Shui Rd, Tin Wah Rd, Tin Shing Rd, Tin Fuk Rd, Ping Ha Rd, Castle Peak Road, Yuen Long Main Road, On Lok Rd, Wang Lok St, Wang Lee St, Fuk Wang St, Yuen Long Depot	01:00 (Tuen Mun South Depot) 01:15(Tuen Mun Depot) 01:50 (Tuen Mun South Depot) 02:05 (Tuen Mun Depot)	Along the bus stops
0501B	Tuen Mun Depot, Kin Tai St, Tsun Wen Road, Pui To Rd, Tsing Wun Rd, Wong Chu Rd, Hoi Wong Rd, Tuen Mun South Depot, Hoi Wong Rd, Hoi Wing Rd, Siu Lun St, Tuen Mun Heung Sze Wui Rd (On Ting, Yau Oi, Town Centre, San Hu), Yuk Hong St, Castle Peak Road, Lam Tei Roundabout, Tsing Lun Rd, Siu	02:35 or starts upon all last buses arriving at the depot (except special night shifts)	Tuen Mun South Depot Along the bus stops

	Hong Station North Public Transport Interchange, Tsing Lun Rd, Lam Tei Roundabout, Castle Peak Road(Hung Shui Kiu), Ping Ha Rd(Ping Shan), Tin Yiu Rd (Tin Shing Court), Tin Wu Rd, Tin Shui Rd (Tin Shui, Tin Heng), Wetland Park Rd, Tin Tsz Rd, Long Tin Rd, Shui Pin Wai Interchange, Wang Tat Rd, Ma Wang Rd, Castle Peak Road(Yuen Long Main Road), On Lok Rd, Wang Lok St, Wang Lee St, Fuk Wang St, Yuen Long Depot		
0502	Tuen Mun Depot, Kin Wing St, Tsun Wen Road, Pui To Rd, Tuen Mun Heung Sze Wui Rd(Tuen Mun Town Centre), Tuen Hing Rd, Castle Peak Road, Pui To Rd, Tuen Mun Heung Sze Wui Rd (San Hu), Castle Peak Road (King Fung), Tuen Kwai Rd, Fu Tai	01:15	Along the bus stops
0503	Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Tsun Wen Road, Kin Tai St, Tuen Mun Depot, Kin Tai St, Kin Kwok St, Tsun Wen Road, Tsing Tin Rd, Tin King Rd (Leung King Estate), Ming Kum Rd, Tsun Wen Road, Tsing Lun Rd (Siu Hong Court), Lam Tei Interchange, Castle Peak Road, Tuen Kwai Rd, Fu Tai	00:50 (Tuen Mun South Depot) 01:00 (Tuen Mun Depot) 01:40 (Tuen Mun South Depot) 01:50 (Tuen Mun Depot)	Along the bus stops
0509	Castle Peak Road Interchange (Kowloon direction), Slip Road, Castle Peak Road- Tai Lam, Castle Peak Road Interchange (New Territories Direction), Castle Peak Road- Tai Lam, Castle Peak Road, Wong Chu Rd, Lung Mun Rd, Glorious Garden Roundabout, Lung Mun Rd, Tsing Wun Rd, Pui To Rd, Tsun Wen Road, Kin Tai St, Tuen Mun Depot	01:00, 01:30	Along the bus stops
0510S	Yuen Long Depot, Fuk Wang St, Fuk Hi St, Fuk Hi St,	02:30	Wang Lee Depot, Wang Lok Depot

Wang Lee St, Wang Lok St, Fuk Hi St, Long Ping Rd, Long Tin Rd, Tin Fuk Rd, Tin Shing Rd, Tin Pak Rd, Tin Shui Wai Depot, Tin Pak Rd, Tin Cheung Rd, Tin Shing Rd, Tin Yan Rd, Tin Shui Wai Town Centre Bus Terminus, Tin Yan Rd, Tin Wing Rd, Tin Shing Rd, Tin Wah Rd, Tin Kwai Rd, Wetland Park Rd, Tin Shui Rd, Tin Wu Rd, Tin Yiu Rd, Ping Ha Rd, Hung Tin Road, Castle Peak Road (Hung Shui Kiu), Lam Tei Interchange, Tsing Lun Rd (Siu Hong Court), Tsun Wen Road, Ming Kum Rd, Tsing Wun Rd, Lung Mun Rd, Wu Chui Rd, Wu King Rd, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Tsun Wen Road, Ho Tin St, Kin Tai St, Tuen Mun Depot		and along the bus stops
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	Route	Departure Time	Boarding Point
0511	<p>Bus Route Through Tsing Lun Rd towards Yuen Long Depot : Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Kin Tai St, Tuen Mun Depot, Kin Tai St, Kin Kwok St, Tsun Wen Road, Tsing Lun Rd, Castle Peak Road, Hung Tin Road, Ping Ha Rd, Tin Yiu Rd, Tin Wu Rd, Tin Shui Rd, Wetland Park Rd, Tin Tsz Rd, Tin Fuk Rd, Ping Ha Rd, Castle Peak Road, Yuen Long Main Road, On Lok Rd, Wang Lok St, Wang Lee St, Fuk Wang St, Yuen Long Depot through Tsing Lun Rd towards Tin Shui Wai Depot</p> <p>Bus Route : Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Kin Tai St, Tuen Mun Depot, Kin Tai St, Kin Kwok St, Tsun Wen Road, Tsing Lun Rd, Castle Peak Road, Hung Tin Road, Tin Ying Rd, Tin Shui Rd, Tin Wu Rd, Tin Yiu Rd, Tin Fuk Rd, Tin Shing Rd, Tin Pak Rd, Tin Shui Wai Depot passing through Fu Tai towards Yuen Long Depot</p> <p>BUS Route : Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Kin Tai St, Tuen Mun Depot, Kin Tai St, Ho Tin St, Tsun Wen Road, Pui To Rd, Castle Peak Road, Hung Tin Road, Ping Ha Rd, Tin Yiu Rd, Tin Wu Rd, Tin Shui Rd, Wetland Park Rd, Tin Tsz Rd, Tin Fuk Rd, Ping Ha Rd, Castle Peak Road, Yuen Long Main Road, On Lok Rd, Wang Lok St, Wang</p>	<p>Through Tsing Lun Rd Towards Yuen Long Depot Bus frequency: 00:20 (Tuen Mun South Depot), 00:35(Tuen Mun Depot) Through Tsing Lun Rd towards Tin Shui Wai Depot Bus frequency: 00:40 (Tuen Mun South Depot), 00:55(Tuen Mun Depot) Through Fu Tai towards Yuen Long Depot Bus trips 01:25 (Tuen Mun South Depot), 01:40 (Tuen Mun Depot)</p>	Along the bus stops

	Lee St, Fuk Wang St, Yuen Long Depot		
0601	<p>The route the 1st and 2nd bus trip pass through : Yuen Long Depot, Fuk Wang St, Wang Lee St, Wang Lok St, Fu Yip St, Wang Yip St W, Hong Yip St, Wang Yip St E, Keung Yip St, Po Yip St, Long Yip St, Long Yat Rd, Castle Peak Road, Hung Tin Road, Hung Chi Rd, Hung Tin Road, Castle Peak Road, Castle Peak Road, Wong Chu Rd, Hoi Wong Rd, Tuen Yee St, Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd (Yau Oi Estate), Pui To Rd, Tsun Wen Road, Kin Tai St, Tuen Mun Depot</p> <p>The 3rd bus passes through : Yuen Long Depot, Fuk Wang St, Wang Lee St, Wang Lok St, Fu Yip St, Wang Yip St W, Hong Yip St, Wang Yip St E, Keung Yip St, Po Yip St, Long Yip St, Long Yat Rd, Castle Peak Road, Hung Tin Road, Hung Chi Rd, Hung Tin Road, Castle Peak Road, Castle Peak Road, Wong Chu Rd, Hoi Wong Rd, Tuen Yee St, Tuen Mun South Depot</p> <p>The 4th bus passes through : Yuen Long Depot, Fuk Wang St, Wang Lee St, Wang Lok St, Long Yip St, Long Yat Rd, Castle Peak Road, Long Tin Rd, Tong Yan San Tsuen Interchange, Long Tin Rd, Tin Fuk Rd, Tin Shing Rd, Tin Pak Rd, Tin Shui Wai Depot, Tin Pak Rd, Tin Cheung Rd, Tin Shing Rd, Tin Fuk Rd, Long Tin Rd, Tong Yan San Tsuen Interchange, Long Tin Rd, Castle Peak Road, Hung Tin Road, Hung Chi Rd, Hung Tin Road, Castle Peak Road, Castle Peak Road, Pui To Rd, Tuen Mun Heung Sze Wui Rd, Hoi Chu Rd, Hoi Wong Rd, Tuen Yee St, Tuen Mun South Depot</p>	<p>1st and 2nd bus trip Yuen Long Depot 23:20, 00:15 Tuen Mun South Depot(Adjacent to security booth) 00:05, 01:05</p> <p>3rd bus trip Yuen Long Depot 01:00</p> <p>4th bus trip Yuen Long Depot 01:50 Tin Shui Wai Depot(Adjacent to security booth) 02:15</p>	Wang Lee Depot, Wang Lok Depot and along the bus stops

0602	Tin Shui Wai Depot, Tin Pak Rd, Tin Cheung Rd, Tin Shing Rd, Tin Yan Rd, Tin Shui Wai Town Centre Bus Terminus, Tin Yan Rd, Tin Wing Rd, Tin Shing Rd, Tin Wah Rd, Tin Shui Rd (Tin Shui Estate), Tin Wu Rd, Tin Yiu Rd, Ping Ha Rd, Hung Tin Road, Hung Chi Rd, Hung Yuen Rd, Hung Shui Kiu Tin Sum Road(Hung Fuk Estate Bus Terminus), Hung Tin Road, Hung Chi Rd, Hung Tin Road, Castle Peak Road(Hung Shui Kiu), Castle Peak Road, Wong Chu Rd, Hoi Wong Rd, Tuen Mun Heung Sze Wui Rd, Hoi Chu Rd, Hoi Wong Rd, Tuen Yee St, Tuen Mun South Depot, Tuen Yee St, Hoi Wong Rd, Hoi Chu Rd, Tuen Mun Heung Sze Wui Rd, Pui To Rd, Tsun Wen Road, Kin Tai St, Kin Wing St, Tuen Mun Depot	00:35	Along the bus stops
0606	Yuen Long Depot, Fuk Wang St, Wang Lee St, Wang Lok St, Ma Wang Rd, Ping Wui St, Yuen Long On Ning R, Ma Miu Rd, Castle Peak Road, Long Yat Rd, Castle Peak Road, Kam Tin Rd, Kam Sheung Rd, *Tung Wui Rd, Kam Sheung Road Station, Tung Wui Rd, Kam Sheung Rd*, Sheung Tsuen Playground, Kam Tin Rd(Kam Tin Market) * Bus trip at 01:55 has to pass by Kam Sheung Road Station	01:00, 01:55*, 02:50 *requires to pass through Kam Sheung Road Station	Wang Lee Depot, Wang Lok Depot and along the bus stops
0606A	Kam Sheung Road Station, Tung Wui Rd, Kam Sheung Rd, Kam Tin Rd, Castle Peak Road(Yuen Long Section), Kik Yeung Rd, Yuen Long On Ning R, Ma Miu Rd, Wang Tat Rd, Wang Lok St, Wang Lee St, Fuk Wang St, Yuen Long Depot	01:00, 01:20, 01:40, 02:00	Along the bus stops
0607	Yuen Long Depot, Fuk Wang St, Wang Lee St, Wang Lok St, Long Yat Rd, Castle Peak Road, Tai Yuk Rd, Kau Yuk Rd, Tai Tong Rd, Kiu Hing Rd, Tai	01:15, 02:10	Wang Lee Depot, Wang Lok Depot and along the bus stops

	Tong(Wong Nai Tun Bus Stop)		
0609	Yuen Long Depot, Fuk Wang St, Fuk Hi St, Fuk Hi St, Wang Lee St, Wang Lok St, Fuk Hi St, Long Ping Rd, Long Tin Rd, Tin Fuk Rd, Tin Shing Rd, Tin Pak Rd, Tin Shui Wai Depot	00:20	Wang Lee Depot, Wang Lok Depot and along the bus stops
0609A	Yuen Long Depot, Fuk Wang St, Fuk Hi St, Fuk Hi St, Wang Lee St, Wang Lok St, Long Yip St, Kwong Yip St, Fo Yip St, Wang Yip St W, Fu Yip St, Wang Lok St, Fuk Hi St, Long Ping Rd, Long Tin Rd, Tin Fuk Rd, Tin Shing Rd, Tin Pak Rd, Tin Shui Wai Depot, Tin Pak Rd, Tin Cheung Rd, Tin Shing Rd, Tin Lung Rd, Tin Kwai Rd, Tin Sau Rd, Tin Shui Rd, Tin Heng Estate, Tin Shui Rd(Tin Shui Estate), Tin Wu Rd, Tin Yiu Rd (Tin Yiu Estate), Ping Ha Rd(Ping Shan), Castle Peak Road, On Lok Rd, Wang Lok St, Wang Lee St, Fuk Wang St, Yuen Long Depot	Yuen Long Depot : 00:50, 01:10, 01:30, 01:50 Tin Shui Wai Depot : 01:10, 01:30, 01:50, 02:10	Wang Lee Depot, Wang Lok Depot, outside Long Ping Station Terminus and along the bus stops

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	Route	Departure Time	Boarding Point
0609B	Yuen Long Depot, Fuk Wang St, Wang Lee St, Wang Lok St, Long Yip St, Long Yat Rd, Castle Peak Road, Ping Ha Rd(Ping Shan), Tin Fuk Rd, Tin Shing Rd, Tin Pak Rd, Tin Shui Wai Depot	02:10, 02:30	Wang Lee Depot, Wang Lok Depot and along the bus stops
0610	Yuen Long Depot, Fuk Wang St, Fuk Hi St, Fuk Hi St, Wang Lee St, Wang Lok St, Long Yip St, Kwong Yip St, Fo Yip St, Wang Yip St W, Fu Yip St, Wang Lok St, Ma Wang Rd, Ping Wui St, Yuen Long On Ning Road, Ma Miu Rd, Castle Peak Road(Yuen Long Section), Yuen Long On Lok Rd, Wang Lok St, Wang Lee St, Fuk Wang St, Yuen Long Depot	23:00, 23:40, 00:00, 00:30, 00:45, 01:30	Wang Lee Depot, Wang Lok Depot, outside Long Ping Station Bus Terminus, Ping Cheong Path, Yuen Long Plaza, Kuk Ting St
0702A	Sheung Shui Depot, San Wan Rd, San Fung Avenue, Po Wan Rd, Po Shek Wu Road, Fan Kam Road, Kam Tin Rd, Castle Peak Road, Yuen Long Main Road, Kik Yeung Rd, Yuen Long West	01:00	Along the bus stops
0702B	Sheung Shui Station, San Wan Rd, San Fung Avenue, Po Wan Rd, Po Shek Wu Road, Castle Peak Road(San Tin), Yuen Long Main Road, Kik Yeung Rd, Yuen Long West	01:30	Along the bus stops
0703	Sheung Shui Depot, San Wan Rd, San Fung Avenue, Po Wan Rd, Po Shek Wu Rd, Jockey Club Rd, Fanling Roundabout, Sha Tau Kok Road, San Wan Rd, Jockey Club Rd, Pak Wo Rd, Wah Ming Rd, Wah Ming Estate □ Roundabout, Ming Yin Rd, Kiu Tau Rd, Tai Wo Service Rd W, Tai Po Rd, Tai Wo Road, Nam Wan Road, Ting Kok Road, Dai Kwai St, Tai Po Industrial Estate, Dai Kwai St, Ting Kok	23:20, 23:50, 00:15, 00:40(starts at Tai Po Industrial Estate), 00:45(starts at Sheung Shui Depot)	Along the bus stops

	Road, Dai Fuk St, Tai Po Depot Note, Dai Wah St, Dai Fuk St, Ting Kok Road, Nam Wan Road, Tai Po Market Station, Nam Wan Road, On Po Rd, Tai Po Centre, On Chee Road, Ting Kok Road, Tai Wo Road, Tai Wo Service Rd W, Kiu Tau Rd, Ming Yin Rd, Wah Ming Estate Roundabout, Wah Ming Rd, Pak Wo Rd, Jockey Club Rd, San Wan Rd, Sha Tau Kok Road, Fanling Roundabout, Jockey Club Rd, Lung Sum Avenue, San Wan Rd, Sheung Shui Depot.		
703	Sheung Shui Depot, San Wan Rd, Lung Sum Avenue, Jockey Club Rd, Sha Tau Kok Road, Fan Leng Lau Rd, Wo Muk Rd, Luen On St, Sha Tau Kok Road, Jockey Club Rd(Cheung Wa), Fanling Highway, Tai Po Road, Tai Wo Rd, Ting Kok Road, On Chee Rd, Tai Po Centre Tai Ho Rd, On Po Rd, back to Ting Kok Road and junction of Fu Heng Road, Nam Wan Road (Wan Tau Tong), Tuen Mun Heung Sze Wui Rd, Po Heung S, On Chee Rd (Eightland Gardens), Ting Kok Road, Tai Wo Rd, Tai Po Road, Tai Wo Service Rd W, Kiu Tau Rd, Ming Yin Rd, Wah Ming Roundabout, Wah Ming Road, Pak Wo Rd, Jockey Club Rd, San Wan Rd, Fanling Town Centre, Sha Tau Kok Road, Fan Leng Lau Rd, Wo Muk Rd, Luen On St, Sha Tau Kok Road, Jockey Club Rd, Lung Sum Avenue, San Wan Rd, Sheung Shui Depot.	04:30	Along the bus stops
703A	Junction of Fu Heng Estate , Nam Wan Road (Wan Tau Tong Estate, Tuen Mun Heung Sze Wui Rd, Po Heung St, On Chee Rd (Eightland Gardens), Ting	04:05, 04:40	Along the bus stops

	Kok Road, Tai Wo Rd, Tai Po Road, Tai Wo Service Rd W, Kiu Tau Rd, Ming Yin Rd, Wah Ming Estate Roundabout, Wah Ming Road, Pak Wo Rd, Jockey Club Rd, San Wan Rd, Fanling Town Centre, Sha Tau Kok Road, Fan Leng Lau Rd, Wo Muk Rd, Luen On St, Sha Tau Kok Road, Jockey Club Rd, Lung Sum Avenue, San Wan Rd, Sheung Shui Depot.		
0703P	Sheung Shui Depot, San Wan Rd, Lung Sum Avenue, San Wan Rd, Kai Leng Roundabout, Fanling Highway, Tolo Highway, Tai Po Road (Yuen Chau Tsai Roundabout), Nam Wan Road, Ting Kok Road, Dai Fuk St, Tai Po Depot.	08:35, 09:35 (Only operates during Saturdays which are not holidays)	Along the bus stops
0704	Sheung Shui Depot, San Wan Rd, San Po St, Po Wan Rd, Po Shek Wu Rd, Jockey Club Rd, Fanling Roundabout Note 2, Sha Tau Kok Road, San Wan Rd, Jockey Club Rd, Pak Wo Rd, Wah Ming Rd, Wah Ming Estate Roundabout, Ming Yin Rd, Kiu Tau Rd, Tai Wo Service Rd W, Tai Po Rd, Tai Wo Road, Nam Wan Road, Ting Kok Road, Dai Fuk St, Tai Po Depot Note 2, Dai Wah St, Dai Fuk St, Ting Kok Road, Nam Wan Road, Tai Po Market Station, Nam Wan Road, On Po Rd, Tai Po Centre, On Chee Road, Ting Kok Road, Tai Wo Road, Tai Wo Service Rd W, Kiu Tau Rd, Ming Yin Rd, Wah Ming Estate Roundabout, Wah Ming Rd, Pak Wo Rd, Jockey Club Rd, San Wan Rd, Sha Tau Kok Road, Fanling Roundabout, Jockey Club Rd, Lung Sum Avenue, San Wan Rd, Sheung Shui Depot.	01:00, 01:20 00:55 and 01:25 (Only towards Luen Wo Hui and Ching Ho Estate) 02:00 (Only to Tai Po Depot)	Along the bus stops
705	Luen Wo Hui, Luen On St, Sha Tau Kok Road, Fanling Roundabout, Jockey Club Rd, Lung Sum	04:50	Along the bus stops

	Avenue, San Wan Rd Sheung Shui Depot.		
0706	Tai Po Depot, Dai Wah St, Dai Fuk St, Ting Kok Road, Nam Wan Road, On Po Rd, Tai Po Centre Bus Terminus, On Chee Rd, Ting Kok Road, Tai Wo Rd, Tai Po Road- Tai Wo, Lam Kam Rd, Sheung Tsuen, Kam Sheung Rd, Tung Wui Rd, Kam Tin Rd, Castle Peak Road, Yuen Long Main Road, Kik Yeung Rd, Yuen Long (West)	01:10 (*Tai Po CentreBus Terminus 01:17) *Estimated time	Along the bus stops
707	Tam Shui Hang, Sha Tau Kok Road, Ping Che Road, turn around at Ping Yuen Rd (Kau Kee Store), Ping Che Road, Sha Tau Kok Road, Luen On St, Wo Muk Rd, Fan Leng Lau Rd, Ma Sik Rd, Jockey Club Rd, Po Shek Wu Rd, Po Wan Rd, San Fung Avenue, San Wan Rd, Sheung Shui Depot.	04:10, 04:54, 05:20	Along the bus stops
0707	San Wan Rd, Sheung Shui Station, San Wan Rd, L5 Road(entrance of Sheung Shui Depot), San Po St, Po Wan Rd, Po Shek Wu Rd, Jockey Club Rd, Roundabout, Sha Tau Kok Road, Ping Che Road, Ping Yuen Rd (turn around at Kau Kee Store), Ping Che Road, Sha Tau Kok Road, Tam Shui Hang.	00:30, 01:10, 01:50	Along the bus stops

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	Route	Departure Time	Boarding Point
0710S	Sheung Shui Depot, San Wan Rd, San Fung Avenue, Po Wan Rd, Po Shek Wu Road, Fan Kam Road, Kam Tin Rd, Castle Peak Road, Yuen Long Main Road, Kik Yeung Rd, Yuen Long (West)	02:10	Along the bus stops
080X	Sheung Shui Depot, San Fung Avenue, Jockey Club Rd, Pak Wo Rd, Yat Ming Rd, Wah Ming Estate Roundabout, Yat Ming Rd, Pak Wo Rd, Fanling Highway, Tolo Highway, Tai Po Rd(Yuen Chau Tsai) Note 1, Nam Wan Road, Tai Wo Road, Yuen Shin Rd, Dai Fuk St, Tai Po Depot, Dai Fuk St, Yuen Shin Rd, Tolo Highway, Tate's Cairn Highway, Siu Lek Yuen Road, Yuen Hong St, Yuen Shun Circuit, Shatin Depot.	04:30, 05:00 (pass through Tai Po Depot)	Along the bus stops
SHW01	Yat Tung St, Chung Yan Rd, Yu Tung Rd, Shun Tung Rd, Tat Tung Rd, Fu Tung St, Cheung Tung Rd, Sham Fung Rd, Siu Ho Wan Depot	04:15, 04:30, 05:00, 05:30	Yat Tung Estate Car Park Roundabout, North Lantau Hospital, Tung Chung Fire Station, Tung Chung Crescent, Citygate Outlets
SHW01	Yat Tung Estate Bus Terminus, Yat Tung St, Chung Yan Rd, Yu Tung Rd, Shun Tung Rd, Tat Tung Rd, Fu Tung St, Cheung Tung Rd, Sham Fung Rd, Siu Ho Wan Depot	04:45	Yat Tung Estate Terminus, North Lantau Hospital, Tung Chung Fire Station, Tung Chung Crescent, Citygate Outlets
SHW01	Tung Chung Station, Hing Tung St, Tat Tung Rd, Shun Tung Rd, Tat Tung Rd, Fu Tung St, Cheung Tung Rd, Sham Fung Rd, Siu Ho Wan Depot	05:45, 06:05, 06:20, 06:40	Tung Chung Station Exit A, Tung Chung Crescent, Citygate Outlets
SHW01	Tung Chung Station Bus Terminus, Mei Tung St, Tat Tung Rd, Fu Tung St, Cheung Tung Rd, Sham Fung	07:00, 07:45, 08:20, 08:52, 12:45, 13:45,	Tung Chung Station Bus Terminus, Citygate Outlets

	Rd, Siu Ho Wan Depot	14:15, 14:45, 15:15, 15:45, 16:15, 16:45, 19:45, 20:15, 20:45, 21:15, 22:00, 22:45, 23:15, 00:12	
SHW01	Sham Fung Rd, Cheung Tung Rd, Fu Tung St, Tat Tung Rd, Shun Tung Rd, Tat Tung Rd, Mei Tung St, Tung Chung Station Terminus	05:30, 05:55, 06:10, 06:30, 06:45, 07:30, 08:00, 08:40, 09:10, 09:40, 10:10, 11:00, 11:30, 12:00, 12:30, 13:00, 13:30, 17:00, 17:20, 18:00, 18:50, 19:00, 19:30, 20:00, 20:30, 21:00, 21:30, 22:30, 23:00, 23:30, 00:00, 00:25, 01:25, 01:50, 02:15	Siu Ho Wan Depot
SHW01	Sham Fung Rd, Cheung Tung Rd, Fu Tung St, Tat Tung Rd, Shun Tung Rd, Yu Tung Rd, Chung Yan Rd, Yat Tung St	00:40, 00:55, 01:10	Siu Ho Wan Depot
SHW05	Tai Ho Rd, Sha Tsui Rd, Texaco Rd, Tsing Tsuen Road, Tam Kon Shan Interchange, Tsing Yi Road West, Cheung - Tsing Highway, Lantau Link, North Lantau Highway, Penny's Bay Highway, Sunny Bay Road, Cheung Tung Rd, Sham Fung Rd, Siu Ho Wan Depot	04:20, 07:10	Tai Ho Rd, Chuen Lung St, Bo Shek Mansion, New Haven, Cheung Hang Estate, Ching Wah Court
SHW05	Sham Fung Rd, Cheung Tung Rd, Sunny Bay Road, Penny's Bay Highway, North Lantau Highway, Lantau Link, Cheung - Tsing Highway, Tsing Yi Road West, Tam Kon Shan Interchange, Tsing Tsuen	01:50, 19:00	Siu Ho Wan Depot

	Road, Texaco Rd, Sha Tsui Rd, Tai Ho Rd		
SHW02	Shatin Depot, Sha Tin Wai Rd, Sha Tin Central Bus Terminus, Shing Mun Tunnels, Wo Yi Hop Rd, Kwai Chung Rd, Kwai Foo Rd, Hing Fong Rd, Tsing Yi Bridge South, Ching Hong Rd, Tsing Yi Road West, Lantau Link, North Lantau Highway, Penny's Bay Highway, Sunny Bay Road, Cheung Tung Rd, Sham Fung Rd, Siu Ho Wan Depot	03:45	Along the bus stops
SHW03	Tsing Yi Depot, Sai Tso Wan Rd, Tsing Yi Road West, Cheung - Tsing Highway, Lantau Link, North Lantau Highway, Penny's Bay Highway, Sunny Bay Road, Cheung Tung Rd, Sham Fung Rd, Siu Ho Wan Depot	04:50	Tsing Yi Depot, Wo Yi Hop Rd

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Item 2

A table of comparison showing the salary structure of daily-rated and monthly-rated bus captains before and after the changes to the remuneration package that took effect on 1 September 2018

Monthly Rated Bus Captains - Change in salary and salary structure in 2018

Time	Before March 2018		After March 2018 (From Mar 2018, incorporated Safety Bonus & Good Service Bonus into Basic Salary. Enhanced OT pay calculation formula.)		After 2018 annual pay rise (announced on 19Aug2018; retrospective from 1Jun2018) 5% pay rise, with a minimum increase of \$1,100 in basic monthly salary; 13th monthly basic salary in place of APB	
Change	8 working hours ¹ a day	10 working hours ¹ a day (2 hour overtime a day)	8 working hours ¹ a day	10 working hours ¹ a day (2 hour overtime a day)	8 working hours ¹ a day	10 working hours ¹ a day (2 hour overtime a day)
Basic salary (the entry salary point)	\$11,810.0	\$11,810.0	\$15,366.0	\$15,366.0	\$16,466.0	\$16,466.0
Safety Bonus	\$1,778.0	\$1,778.0				
Good Service Bonus	\$1,778.0	\$1,778.0				
Overtime Allowance (per hour)		\$70.9 <i>basic salary ÷ 300 x 1.8</i>		\$96.0 <i>basic salary ÷ 240 x 1.5</i>		\$102.9 <i>basic salary ÷ 240 x 1.5</i>
Overtime Allowance (2 hours x 26 days)		\$3,684.7		\$4,994.0		\$5,351.5
Monthly income	\$15,366.0	\$19,050.7	\$15,366.0	\$20,360.0	\$16,466.0	\$21,817.5
Annual performance bonus ² ("APB")	\$12,000 p.a.	\$12,000 p.a.	\$12,000 p.a.	\$12,000 p.a.		
13th basic monthly salary					\$16,466.0	\$16,466.0
Average monthly income (with year end payment)	\$16,366.0 <i>(\$15,366+\$12,000/12)</i>	\$20,050.7 <i>(\$19,050.7+\$12,000/12)</i>	\$16,366.0 <i>(\$15,366+\$12,000/12)</i>	\$21,360.0 <i>(\$20,360+\$12,000/12)</i>	\$17,838.2 <i>(\$16,466+\$16,466/12)</i>	\$23,189.6 <i>(\$21,817.5+\$16,466/12)</i>
Comparing with Mar 2018					+9.0%	+15.7%

Remarks

1. Include meal break (1 hour) and rest time.
2. Subject to performance assessment, \$12,000 p.a. for grade 1 (the best); \$9,000 p.a. for grade 2; \$6,000 p.a. for grade 3; \$3,000 p.a. for grade 4; nil for 'unable to assess'.

Monthly Rated Bus Captain - new Pay Scale

Old Pay Scale (before 2018 pay rise)			New Pay Scale (effective from 1 September 2018)			Under the New Pay Scale
Grade	Salary point	Monthly basic salary	Grade	Salary point	Monthly basic salary	Average monthly income for 10 working hours ¹ a day and with the 13th month basic salary
Bus Captain	1	\$15,366	Bus Captain 1	1	\$16,466	\$23,189.6
	2	\$15,471		2	\$16,571	\$23,337.5
	3	\$15,566		3	\$16,666	\$23,471.3
	4	\$15,666		4	\$16,766	\$23,612.1
Bus Captain II	5	\$15,866	Bus Captain 2	5	\$16,966	\$23,893.8
	6	\$15,966		6	\$17,066	\$24,034.6
Bus Captain I	7	\$16,166		7	\$17,266	\$24,316.3
	8	\$16,266		8	\$17,366	\$24,457.1
			Bus Captain 3	9	\$17,521	\$24,675.4
				10	\$17,631	\$24,830.3
				11	\$17,741	\$24,985.2
				12	\$17,851	\$25,140.2
			Bus Captain 4	13	\$18,041	\$25,407.7
				14	\$18,151	\$25,562.7
				15	\$18,261	\$25,717.6
				16	\$18,371	\$25,872.5
			Bus Captain 5	17	\$18,571	\$26,154.2
				18	\$18,681	\$26,309.1
				19	\$18,791	\$26,464.0
				20	\$18,901	\$26,618.9

Remarks

1. Include meal break (1 hour) and rest time.
2. Bus captains employed before 2004 with basic salary beyond the Old Pay Scale were not subject to the Old Pay Scale in the past. The New Pay Scale (w.e.f. 1/9/2018) is now applicable to them. Based on their basic salary amount, they have joined the New Pay Scale at point 9 and point 17 respectively, and are eligible for salary point increase subject to performance assessment.

Enhancement of Staff Benefits and Welfare items

1.	<p>In 1H 2018, staff members eligible for Annual Performance Bonus ("APB") were exempted from performance assessment and received the full amount.</p> <p>In 2H 2018 and onwards, APB is replaced by the 13th month basic salary.</p>
2.	The number of days for monthly rated bus captains, terminus supervisors and maintenance workers to have double overtime allowance is increased from 3 days a year to 12 days a year, effective from Sep 2018. These 12 days are mostly festive days.
3.	Enrich the current salary scale for monthly-rated bus captains by increasing the number of salary increment points from 8 to 20 and increasing the grading of bus captains from 3 grades to 5 grades, effective from Sep 2018.
4.	Provide \$300 cash allowance for bus captains aged 50 and above doing annual medical check-up on their rest days, effective from Sep 2018.
5.	Reduce the basic working hours of inspectors from 10 hours a day to 9 hours a day. Change the OT pay calculation formula for inspectors from "basic salary / 300 x 1.8" to "basic salary / 270 x 1.8" in alignment with the change in working hours. Change the monthly performance allowance of \$500 for pre-04 employed inspectors to a fixed allowance of \$500, which becomes applicable to all inspectors, effective from Sep 2018.
6.	<p>Enhance the entitlement for Dependent Free-Ride Cards, effective from Sep 2018</p> <ul style="list-style-type: none"> • Upon completion of 3 years of service (previously 10 years), staff members are entitled to the third adult Dependent Free-Ride Card. • Upon completion of 6 years of service, apart from parents and spouse, staff members can elect to allocate the 3 adult Dependent Free-Ride Cards to their adult children as well. (Note: It remains unchanged that each staff member can only apply for a maximum of 3 adult Dependent Free-Ride Cards.)

Daily-rated Bus Captain (an illustration of a BC who earns an average daily basic rate)

	Before March 2018		After March 2018 (From Mar 2018, incorporated Safe Bonus & Good Service Bonus into Basic Salary. Enhanced OT pay calculation formula.)		After 2018 annual pay rise of 5% (announced on 19Aug2018; retrospective from 1Jun2018)	
	8 working hours a day	10 working hours a day (2 hour overtime a day)	8 working hours a day	10 working hours a day (2 hour overtime a day)	8 working hours a day	10 working hours a day (2 hour overtime a day)
Daily Basic Rate ("DBR")	216.80	216.80	400.40	400.40	420.50	420.50
Safety Bonus	91.80	91.80				
Good Service Bonus	91.80	91.80				
Overtime allowance (per hour)		54.20 <i>$DBR \div 8 \times 2$</i>		114.40 <i>$(DBR + BTA) \div 8 \times 1.5 + \\19</i>		120.18 <i>$(DBR + BTA) \div 8 \times 1.5 + \\20</i>
Overtime allowance 2 hour		108.40		228.80		240.36
General Allowance	284.00	321.80	284.00	284.00	298.20	298.20
	<i>$\\$284 + (\\$9.45 \text{ for each half hour OT})$</i>		<i>$\\$284 \text{ flat}$</i>		<i>$\\$284 \times 1.05 = \\298.2 flat</i>	
Bus Type Allowance ("BTA")	108.40	162.60	108.40	108.40	113.82	113.82
	<i>$[DBR + (DBR \div 8 \times 2 \times OT \text{ hr})] \times 50\%$</i>		<i>$\\$108.4 \text{ flat}$</i>		<i>$\\$108.4 \times 1.05 = \\113.82 flat</i>	
Daily Income	792.80	993.20	792.80	1,021.60	832.52	1,072.88
Rest Day Pay	329.10	329.10	329.10	329.10	345.56	345.56
	<i>$DBR + \\$112.3$</i>		<i>$\\$329 \text{ flat}$</i>		<i>$\\$329 \times 1.05 = \\345.56 flat</i>	
Monthly Income (26 Normal Working Days + 4 Rest Days)	21,929	27,140	21,929	27,878	23,028	29,277
Year End Bonus	17,543	21,712	17,543	22,302	18,422	23,422
	<i>$Total \text{ annual income} \div 12 \times 80\%$</i>		<i>$Total \text{ annual income} \div 12 \times 80\%$</i>		<i>$Total \text{ annual income} \div 12 \times 80\%$</i>	
Lunar New Year End Bonus	4,386	5,428	4,386	5,576	4,606	5,855
	<i>$Total \text{ annual income} \div 12 \times 2\% \text{ for attendance on each day from last 2 days before CNY and the first 8 days of CNY}$</i>		<i>$Total \text{ annual income} \div 12 \times 2\% \text{ for attendance on each day from last 2 days before CNY and the first 8 days of CNY}$</i>		<i>$Total \text{ annual income} \div 12 \times 2\% \text{ for attendance on each day from last 2 days before CNY and the first 8 days of CNY}$</i>	
Average Monthly Income*	23,756	29,402	23,756	30,201	24,947	31,717
Comparing with Mar 2018					+5%	+7.9%

* Monthly income + (Year End Bonus + Lunar New Year End Bonus)/12

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/7-45/3

來函檔號 Your Ref.: LGD 10403

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21 September 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Limited
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon

BY EMAIL & BY POST

Dear Mr LEE,

Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for your letter of 21 September 2018 setting out further information that your company undertook to provide at the hearing on 12 September 2018. There are further matters that the Committee would like to request your company to provide information on.

2. On 7 August 2018 the Committee and counsel assisting the Committee explored with representatives of your company the use of black box information in generating exception reports on and monitoring of speeding.

3. As recorded from line 23 on page 129 to line 13 on page 130 of the transcript, the abovementioned matter was discussed with reference to the document described as "Sample data retrieved from black boxes showing speeding cases (report BOP 207)", which was submitted by your company on 18 May 2018 and included in the "KMB & LWB-2 to KMB & LWB-12" bundle on pages 3993 to 3995 (English translation on pages 3995-1 to 3995-3). An excerpt of the transcript for that day from page 129 to 140 is attached at **Annex 1**, while a copy of the "Sample data retrieved from black boxes showing speeding cases (report BOP 207)" for the period 1 May 2018 to 7 May 2018 is attached at **Annex 2** for reference.

4. Towards the end of the discussion on the matter of exceptional speeding reports on that day and as set out from lines 2 to 9 on page 140 of the transcript, the Chairman asked the following:

"Chairman: Mr Leung, can I bring you back to the question Mr Duncan asked some minutes ago now: are you able to provide the committee with a report that evidences harsh braking or harsh acceleration? We've got one on the screen which enables us to understand, now it's been explained to us, how you look at speeding. Are you able to give us a similar document that deals with harsh braking and acceleration?"

where the document “on the screen” refers to the “Sample data retrieved from black boxes showing speeding cases (report BOP 207)”.

5. Representatives of your company undertook to provide the information the Chairman requested and helpfully submitted on the next day (i.e. on 8 August 2018) at Appendix D of the submission a number of reports entitled “BC Performance 20180724 - 20180730”, which have been included in the “KMB & LWB-1” bundle on pages 361 to 366, with English translation provided on pages 367 to 373 of the same bundle. These reports are attached at Annex 3 for reference.

6. The Committee and counsel assisting the Committee revisited these exception reports on the third day of the hearing with KMB (i.e. on 11 August 2018), during which it was noted from line 16 on page 7 to line 7 on page 8 of the transcript for that day, attached as Annex 4, that:

“MR PETER DUNCAN: ... If I could raise another matter, please, that we addressed yesterday. This is the matter of the exception reports that we were provided with yesterday. I am referring to two types of reports, one relating to speeding and the other relating to harsh braking and sudden acceleration which we saw yesterday. Just so there is no misunderstanding here, can we look first of all at KMB-9 at page 3993. You will recall that we spent some time on this document in the last couple of days. That's the first type of report I'm referring to.

And the second type of report is that which we can find at KMB-1 at page 362.

CHAIRMAN: What kind of report is that?

MR PETER DUNCAN: This pertains to speed, and then also acceleration, and then also harsh braking. You will recall that sort of report?

MR JAMES WONG: (Via interpreter) Yes.”

7. And the Committee also made the following request to KMB (vide line 10 on page 8 to line 18 on page 9 of the transcript), which KMB agreed to undertake:

“MR PETER DUNCAN: ... With regard to the accident in Tai Po on 10 February this year, can I ask this question: was the bus involved or the driver of that bus identified after the incident in any of these two types of reports generated for 10 February?

...

MR PETER DUNCAN: Could you undertake a check as to whether there were such reports issued for 10 February?

MR JAMES WONG: (Via interpreter) Yes. I can check whether such reports appeared at that time.

CHAIRMAN: And having done so, will you provide them to the committee?

MR JAMES WONG: (Via interpreter) If I am able to identify the records, of course I would provide them to the committee."

8. In response, your company made a further submission on 23 August 2018 and provided at Annexes 11.2.2 to 11.2.4 a number of reports similar to the ones submitted on 8 August 2018 that cover the period from 6 February 2018 to 12 February 2018. These reports can be found on pages 4835 to 4855 in the "KMB & LWB-2 to KMB & LWB-12" bundle and are attached at Annex 5 for reference.

9. As noted by counsel assisting the Committee at the hearing on 11 August 2018, the reports submitted by KMB on 8 August 2018 and also those reports submitted on 23 August 2018 are in a different format and captured different types of information as compared to those reports submitted on 18 May 2018. To elaborate, the reports submitted in August 2018 are "driver-based" reports where each data entry mainly shows the total accumulated duration of undesirable driving behaviour (i.e. speeding, sudden acceleration and harsh braking) of a particular driver during the reporting period without providing the details of such instances of undesirable driving behaviour. In contrast, the report submitted in May 2018 is "incident-based", where each data entry shows the details of a particular instance of speeding such as date, time, bus route number, GPS location, duration of speeding, maximum speed attained, etc.

10. The Committee wishes to clarify that the information it wished to seek when the Chairman asked for "a similar document that deals with harsh braking and acceleration" on the first day of hearing with your company was an "incident-based" report(s) on harsh braking and acceleration. Similarly, the term "such reports" mentioned by counsel assisting the Committee on the third day of hearing with your company meant the "two types of reports" that covered the "incident-based reports" similar to the one submitted in May 2018.

11. It is in connection with the above that I am writing on behalf of the Committee to request your company to provide "incident-based" reports, i.e. with details such as date, time, bus route number, GPS location, duration of speeding/sudden acceleration/harsh braking, maximum speed/acceleration/deceleration attained, etc., similar to the report format of the "Sample data retrieved from black boxes showing speeding cases (report BOP 207)" in respect of the following:

- (i) reports on sudden acceleration and harsh braking for Shatin depot covering the period on and between 24 July 2018 and 30 July 2018, i.e. the same period covered by the reports submitted to the Committee on 8 August 2018, without redaction of the employee number;
- (ii) reports on speeding, sudden acceleration and harsh braking for buses driven on route 872 covering the period on and between 6 February 2018 and 12 February 2018; and

- (iii) reports on speeding, sudden acceleration and harsh braking for all depots on 30 August 2018, 2 September 2018 and 6 September 2018.

12. I should be grateful if you would provide us with further information as stated in paragraph 11 above by **28 September 2018**. Please note that 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. 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

<p style="text-align: right;">Page 129</p> <p>1 spent a little bit of time at the terminus, and then the 2 message is not shown on that occasion. But I cannot 3 rule out technical problems of individual terminus. We 4 have to look into whether there is any technical hiccup, 5 and also whether, in terms of publicity, some bus 6 captains are not really fully aware of this three-colour 7 message system. We may have to do more. But we still 8 think that this is a good way to tell bus captains how 9 they have performed.</p> <p>10 As for how we calculate the scores and whether the 11 scores should be fine-tuned to more accurately reflect 12 the performance, I think we should have to work harder 13 on that.</p> <p>14 MR DUNCAN: Are you able to tell us when the bus drivers 15 were last informed about the significance and purpose of 16 the system?</p> <p>17 MR LEUNG KIN WANG: I can't tell.</p> <p>18 MR DUNCAN: I think you have indicated to the committee that 19 you will make some documents available with regard to 20 the formula and also the description of the scheme for 21 the staff.</p> <p>22 MR LEUNG KIN WANG: (In English) Yes.</p> <p>23 MR DUNCAN: Thank you.</p> <p>24 I move now to the last of the aspects of the black 25 box that I wanted to ask questions about. That is the</p>	<p style="text-align: right;">Page 131</p> <p>1 the response is that:</p> <p>2 "A sample of the data retrieved from black boxes (in 3 the form of a report known as BOP 207) is annexed ..., 4 which shows speeding cases (personal data withheld). It 5 shows the date, time, bus registration number, route 6 number, and concerned [bus captain's] information."</p> <p>7 We will find that annex at KMB-9 at page 3993.</p> <p>8 There is a translation at page 3995-1. I have a couple 9 of questions with regard to this report, please. If you 10 look at the very first row, there's an entry towards the 11 right-hand side of the document which has the duration, 12 it says in seconds, and a maximum speed of 67.9, which 13 I assume is kilometres per hour. Would that be correct?</p> <p>14 MR JAMES WONG: Yes, I can read.</p> <p>15 MR DUNCAN: Thank you. So is a correct reading of that that 16 a bus was found to be travelling over 67.9 over the 17 whole 32 seconds; under 67.9, about 67.9? What exactly 18 is it that that chart tells you?</p> <p>19 MR JAMES WONG: According to the table, for this bus TW5352 20 on 1 May 2018, 0000 hours, 00:00, and the time 20:07, at 21 this time, for the duration of 32 seconds, the maximum 22 speed was 67.9 kilometres per hour.</p> <p>23 MR DUNCAN: Throughout that period it was 67.9?</p> <p>24 MR JAMES WONG: In the duration of 32 seconds, that was the 25 speed.</p>
<p style="text-align: right;">Page 130</p> <p>1 use that's made of the data captured by the black box in 2 order to facilitate the monitoring and the assessment of 3 the driving behaviour.</p> <p>4 We have seen already that one of the functions of 5 the black box is to capture the speed of the bus. I'm 6 going to ask you, please, to look at the second 7 submission to the committee, again, of the company, this 8 time at page 167.</p> <p>9 There are two reasonably long questions asked at the 10 top of page 167. I don't believe I need to go through 11 those, but what I would simply do is bring your 12 attention to the second paragraph of the response. It 13 is stated as follows:</p> <p>14 "There is a dedicated computer programme in 15 generating suspected speeding cases for the officers to 16 check and verify. After examination, confirmed speeding 17 cases will then be forwarded to performance managers of 18 bus captain performance management section for taking 19 further action."</p> <p>20 If I could then ask you to turn to page 170, please. 21 The committee has there asked, at the top of the page, 22 the company to "provide some copy samples of the data 23 obtained illustrating driving at inappropriate speeds 24 and/or speeds in excess of the speed limit at particular 25 locations", and amongst the answers, the first bullet,</p>	<p style="text-align: right;">Page 132</p> <p>1 MR DUNCAN: Throughout the 32 seconds?</p> <p>2 MR ROGER LEE: (Chinese words not interpreted).</p> <p>3 MR JAMES WONG: In the 32 seconds, the maximum speed 4 occurred was 67.9.</p> <p>5 CHAIRMAN: But why choose 32 seconds? Why not choose 90 6 seconds or 10 seconds?</p> <p>7 MR JAMES WONG: The black box display would be updated every 8 second. Once a vehicle reaches a particular speed, the 9 black box would show the maximum speed of the bus within 10 a certain duration.</p> <p>11 CHAIRMAN: What I'm trying to understand is why 32.</p> <p>12 MR LEUNG KIN WANG: This is an exception report and there 13 are certain settings. When a certain setting is 14 exceeded, information would be displayed. In other 15 words, for a duration of 32 seconds, the setting was 16 exceeded, but the maximum speed was 67.9. So over this 17 period of 32 seconds, our pre-set setting was exceeded. 18 So apparently this is a 50 kilometre per hour zone.</p> <p>19 If this is a 70 kilometre zone, this entry should 20 not exist. So for a duration of 32 seconds the bus 21 exceeded the limit for this speed zone and the maximum 22 speed was 67.9.</p> <p>23 CHAIRMAN: Thank you.</p> <p>24 MR DUNCAN: So is the duration pre-set?</p> <p>25 MR LEUNG KIN WANG: No. It would depend on the duration in</p>

<p style="text-align: right;">Page 133</p> <p>1 which the bus exceeded the threshold. It depends on the 2 duration within the bus trip. It is an accumulative 3 value. It is not a continuous duration. It refers to 4 the total duration of all the trips that day, and this 5 shows the number of seconds in which the bus had 6 exceeded our threshold. 7 MR ROGER LEE: For this example, the area is a 50 kilometre 8 per hour zone, so for a duration of 32 seconds the bus 9 exceeded the speed limit of 50 and within the 32 seconds 10 the bus once reached 67.9. So, in other words, during 11 the 32 seconds, the speed of the bus exceeded 50 but the 12 maximum speed was 67.9. 13 CHAIRMAN: Am I correct in understanding that an exception 14 report would not be generated unless you exceeded the 15 speed limit for more than 10 seconds? 16 We can all do the exercise of doing down to find if 17 there are any single digits, but this is a matter of 18 principle. Is that a correct understanding, that 19 an exception requires a continuous excess of speed limit 20 of 10 seconds or more? 21 MR JAMES WONG: I will answer this question. In a computer 22 programme, we will set certain thresholds, and when 23 a bus reaches certain speed it will be displayed. 24 I would like to share some figures. 25 CHAIRMAN: Can you try answering the question? Is that</p>	<p style="text-align: right;">Page 135</p> <p>1 CHAIRMAN: That's most helpful. Is there a similar pattern 2 with speed limits of 70 kilometres per hour? 3 MR JAMES WONG: At 70 kilometre speed zones, if the speed is 4 between 76 to 79kph and the duration is more than 30 5 seconds, the occurrence would show up on the screen. 6 MR LEUNG KIN WANG: If it's over 80, two seconds would be 7 the threshold. 8 CHAIRMAN: Thank you. 9 Yes, Mr Duncan. 10 MR DUNCAN: Let us go back, please, to KMB-1 at 168. 11 In the first bullet answer that you've given the 12 committee -- this is the second submission of the 13 company -- you have stated that: 14 "By means of a computer programme, black boxes will 15 ... capture records of speeding ... malpractice of harsh 16 braking, and/or ... abrupt acceleration for analysis. 17 Further information ... corresponding bus registration 18 numbers and route numbers, can be retrieved with the 19 assistance of other systems", which are then described. 20 "It takes about 10 days to retrieve such data for 21 analysis, where necessary, further disciplinary actions 22 will be taken." 23 Why does it take as long as 10 days to retrieve what 24 might be quite significant data? 25 MR LEUNG KIN WANG: It's four days now. Four days is still</p>
<p style="text-align: right;">Page 134</p> <p>1 a wrong understanding? If so, just say, yes, it's 2 wrong. 3 MR JAMES WONG: It's not 10 seconds. 4 CHAIRMAN: What is it? 5 MR JAMES WONG: That's why I would like to tell you about 6 the situation for different durations -- 7 CHAIRMAN: Why not try answering the question directly first 8 and then give an explanation. What is the threshold? 9 MR JAMES WONG: Between 56 and 65 kilometres per hour an 10 entry will show up if the duration is more than 30 11 seconds. This is on roads with a speed limit of 50. 12 And between 66 to 70 kilometres per hour, in 13 a 50 kilometre zone, if the duration is more than 15 14 seconds, it will show up on the computer screen. 15 CHAIRMAN: Why is this information not in the thousands of 16 pages that you have provided us in these reports? Why 17 do we have to ask these questions in an oral hearing? 18 It's perfectly clear what the committee were seeking 19 when we asked these open-ended questions. 20 Carry on with your explanation, if you would be kind 21 enough. 22 MR JAMES WONG: In 50 kilometre roads, for speeds from 76 to 23 79 kilometres per hour, information would be displayed 24 if the duration lasts more than two seconds. This is 25 for areas with a 50 kilometre speed limit.</p>	<p style="text-align: right;">Page 136</p> <p>1 too long. We would like to make it faster. The data in 2 the server will be the black box number, the bus number, 3 the data, from second to second the location, where 4 there is speeding, harsh braking, abrupt acceleration. 5 These are the data, but we have to relay the data to 6 individual bus captains. For that, we will rely on 7 a lot of information, including TER, terminus management 8 system. 9 For this TER, terminus management system, it 10 requires the sign-on or sign-in of bus captains, when 11 the bus captain starts the journey, the bus number, the 12 route number, and at the end of the trip the bus captain 13 will sign off. So the system knows when the journey 14 starts, when it ends, and the system would capture the 15 information of the bus captain, the information of the 16 bus and of the journey. 17 For this system, TER, it captures such data on 18 a daily basis with more than 200 termini, and all of the 19 information would then be transmitted to the server, to 20 our servers. There are also data on the bus on-board 21 system. We need to provide the interface between the 22 systems so that we can tell the bus driven by 23 a particular bus captain, the relevant locations and the 24 performance. 25 Then we need to do more processing, to know which</p>

<p style="text-align: right;">Page 137</p> <p>1 zones are 50kmh road sections. So we need to have the</p> <p>2 FMI, the fleet management information system, which can</p> <p>3 tell the journey, the locations, and which road sections</p> <p>4 are 50kmh and which are 70kmh. So we need to know the</p> <p>5 route, the bus captain, the data of the journey, and so</p> <p>6 on. That's why it's complicated.</p> <p>7 So if we have a digital map and everything is stored</p> <p>8 in the black box, we can do it much more quickly, and we</p> <p>9 will be able to produce the same report in one day.</p> <p>10 CHAIRMAN: This technology has been available for a long</p> <p>11 time, has it not?</p> <p>12 MR LEUNG KIN WANG: (In English) Yes, I know.</p> <p>13 CHAIRMAN: You can answer "yes" or "no" and then you can</p> <p>14 explain.</p> <p>15 MR LEUNG KIN WANG: (In English) Yes. Yes, I know.</p> <p>16 CHAIRMAN: If you want to explain, the obvious next question</p> <p>17 is: why haven't you done it before?</p> <p>18 MR LEUNG KIN WANG: I have tried to look into the same</p> <p>19 issue. I have asked the same questions. I would say we</p> <p>20 will do whatever we can as an operator, and the</p> <p>21 resources available to us, the influence that we can</p> <p>22 exert, and we hope this will present an opportunity,</p> <p>23 this time, so that we can make things move more quickly.</p> <p>24 CHAIRMAN: Thank you.</p> <p>25 MR DUNCAN: At the committee's request, you have provided</p>	<p style="text-align: right;">Page 139</p> <p>1 a problem of bad or poor performance.</p> <p>2 MR JAMES WONG: Maybe I can supplement. This morning, when</p> <p>3 we talk about the black box, we said there are four</p> <p>4 lights to provide the feedback to the bus captain --</p> <p>5 I won't repeat the details -- which will provide</p> <p>6 an instantaneous reminder to the bus captain so the</p> <p>7 performance can be rectified, and also there is the</p> <p>8 three-colour system, when the bus captain taps his</p> <p>9 Octopus card, when he signs on, all these messages are</p> <p>10 meant to remind the bus captain of the need to improve,</p> <p>11 if appropriate. And on top, there's the weekly report</p> <p>12 which would record the speeding, acceleration and</p> <p>13 deceleration data.</p> <p>14 And the data in the past kept are not as detailed</p> <p>15 here. We only got accumulative data. There's</p> <p>16 a performance management group under my department, and</p> <p>17 they would inform the operation, the depot, not to issue</p> <p>18 warning but to remind bus captains that certain speeding</p> <p>19 episodes have been recorded, so that they would improve.</p> <p>20 As for the harsh braking or sudden acceleration, we</p> <p>21 would send plain-clothed driving instructors to check on</p> <p>22 the bus. They will observe how the bus captain drives,</p> <p>23 so whether it's unsafe driving, as reflected by the</p> <p>24 data, and then the inspector or the instructor would</p> <p>25 report back to us so that we can take appropriate</p>
<p style="text-align: right;">Page 138</p> <p>1 the data which we see in the form of the table in</p> <p>2 respect of excessive speed. Are you able to provide</p> <p>3 a report which has reflected instances of harsh braking</p> <p>4 or excessive acceleration?</p> <p>5 MR LEUNG KIN WANG: We have a weekly report on these</p> <p>6 conditions. This weekly report will look back at the</p> <p>7 past week in respect of a bus captain and how many</p> <p>8 seconds of exceedance in those three areas: harsh</p> <p>9 braking, sudden acceleration and speeding. We have</p> <p>10 a weekly report to reflect these matters.</p> <p>11 When these weekly reports are generated, relevant</p> <p>12 departments in my company would take follow-up action.</p> <p>13 Sometimes, harsh braking and sudden acceleration are</p> <p>14 unavoidable because of road conditions, and it may not</p> <p>15 reflect a problem on the part of the bus captain because</p> <p>16 the road conditions can change suddenly, you have</p> <p>17 pedestrians crossing, suddenly there are other vehicles,</p> <p>18 and we understand the tremendous pressure faced by bus</p> <p>19 captains and sometimes they may make some undesirable or</p> <p>20 unsatisfactory moves, but we need to tell them what they</p> <p>21 have done. Sometimes, our colleagues would arrange</p> <p>22 an interview or would talk to the bus captain over the</p> <p>23 phone, and if necessary we would have to send some</p> <p>24 plain-clothed officers to do some on-spot inspection.</p> <p>25 Otherwise, we cannot really tell whether it's</p>	<p style="text-align: right;">Page 140</p> <p>1 action.</p> <p>2 CHAIRMAN: Mr Leung, can I bring you back to the question</p> <p>3 Mr Duncan asked some minutes ago now: are you able to</p> <p>4 provide the committee with a report that evidences harsh</p> <p>5 braking or harsh acceleration? We've got one on the</p> <p>6 screen which enables us to understand, now it's been</p> <p>7 explained to us, how you look at speeding. Are you able</p> <p>8 to give us a similar document that deals with harsh</p> <p>9 braking and acceleration?</p> <p>10 MR LEUNG KIN WANG: (In English) Yes.</p> <p>11 CHAIRMAN: Would you please provide us with that?</p> <p>12 MR LEUNG KIN WANG: (Nodded head).</p> <p>13 CHAIRMAN: Thank you very much.</p> <p>14 MR DUNCAN: I'm now going to ask you to look again at the</p> <p>15 transcript, please. Day 6.</p> <p>16 CHAIRMAN: Whose evidence is this, Mr Duncan?</p> <p>17 MR DUNCAN: This is the evidence of Mr Kulis, Mr Chairman.</p> <p>18 CHAIRMAN: Thank you.</p> <p>19 MR DUNCAN: At page 161.</p> <p>20 CHAIRMAN: Of which bundle?</p> <p>21 MR DUNCAN: This would be bundle number 3, Mr Chairman.</p> <p>22 CHAIRMAN: Thank you.</p> <p>23 MR DUNCAN: I mentioned earlier on the concept of a score</p> <p>24 card for the drivers' driving behaviour, the bus</p> <p>25 captains' driving behaviour, and I just want to ask</p>

operating_date	bus_no	location_from	dept_time	route_no	run_no	shift	operating_route	emp_no	name_chi	operating_time	duration(seconds)	max_speed	gps_pos_lat	gps_pos_long
01/05/2018 0:00	TW5352	藍灣半島	01/05/2018 19:26	606	03	2	606			01/05/2018 20:07	32	67.9	0	0
01/05/2018 0:00	MM3904	觀塘碼頭	01/05/2018 8:45	80X	22	1	80X			01/05/2018 9:03	35	70.9	22.38096117	114.208526
01/05/2018 0:00	SP8148	觀塘碼頭	01/05/2018 23:06	74X	52	2	74X			01/05/2018 23:39	41	70.5	22.43991248	114.1854922
01/05/2018 0:00	MM3454	藍田站	01/05/2018 7:46	89D	31	1	89D			01/05/2018 8:06	32	66.5	22.384349	114.2106387
01/05/2018 0:00	KT6487	藍田站	01/05/2018 13:13	89D	32	1	89D			01/05/2018 13:44	31	71.6	22.411647	114.2242187
01/05/2018 0:00	TW 122	藍灣半島	01/05/2018 10:51	606	530	1	606			01/05/2018 11:40	33	69.4	22.290813	114.2144292
01/05/2018 0:00	LG 419	中港碼頭	01/05/2018 7:45	3C	07	1	3C			01/05/2018 8:25	47	72	22.31649667	114.1610583
01/05/2018 0:00	KT6487	藍田站	01/05/2018 11:00	89D	32	1	89D			01/05/2018 11:29	33	71.6	22.4119975	114.2243208
01/05/2018 0:00	KT6487	藍田站	01/05/2018 6:05	89D	32	1	89D			01/05/2018 6:30	32	71.6	22.41394783	114.2244888
01/05/2018 0:00	TF5377	藍田站	01/05/2018 22:58	89D	30	2	89D			01/05/2018 23:20	33	70.3	22.38669172	114.2110004
01/05/2018 0:00	MM3454	烏溪沙站	01/05/2018 6:48	89D	31	1	89D			01/05/2018 7:06	47	67.4	0	0
01/05/2018 0:00	MM3454	烏溪沙站	01/05/2018 12:00	89D	31	1	89D			01/05/2018 12:22	39	66.8	0	0
01/05/2018 0:00	KT6487	藍田站	01/05/2018 13:13	89D	32	1	89D			01/05/2018 13:37	44	71.1	22.38529833	114.2106978
01/05/2018 0:00	MM3454	藍田站	01/05/2018 13:04	89D	31	1	89D			01/05/2018 13:26	31	66.8	22.38450033	114.2106918
01/05/2018 0:00	MM3904	觀塘碼頭	01/05/2018 7:15	80X	22	1	80X			01/05/2018 7:35	35	70.3	22.38097617	114.2085987
01/05/2018 0:00	KT6487	藍田站	01/05/2018 6:05	89D	32	1	89D			01/05/2018 6:24	46	70.7	22.38501117	114.2105393
01/05/2018 0:00	MM3904	觀塘碼頭	01/05/2018 23:38	80X	20	2	80X			01/05/2018 23:56	36	72.5	22.38094883	114.2084665
01/05/2018 0:00	KT6487	藍田站	01/05/2018 11:00	89D	32	1	89D			01/05/2018 11:24	44	70.7	22.38547083	114.210639
01/05/2018 0:00	KT6487	藍田站	01/05/2018 7:57	89D	32	1	89D			01/05/2018 8:19	45	70.7	22.38506633	114.2105163
01/05/2018 0:00	MM3904	觀塘碼頭	01/05/2018 18:40	80X	22	2	80X			01/05/2018 19:00	34	73.1	22.380914	114.2083647
01/05/2018 0:00	MM3904	觀塘碼頭	01/05/2018 11:20	80X	22	1	80X			01/05/2018 11:38	31	70.6	22.3810345	114.208645
01/05/2018 0:00	UB7851	藍灣半島	01/05/2018 8:34	606	03	1	606			01/05/2018 9:08	102	69.3	0	0
01/05/2018 0:00	LG 419	中港碼頭	01/05/2018 7:45	3C	07	1	3C			01/05/2018 8:23	34	72	22.31104483	114.1613782
01/05/2018 0:00	MM3904	觀塘碼頭	01/05/2018 20:45	80X	20	2	80X			01/05/2018 21:09	32	68.4	22.38090683	114.2083922
02/05/2018 0:00	TR9200	藍灣半島	02/05/2018 12:10	606	03	1	606			02/05/2018 12:59	87	69.2	0	0
02/05/2018 0:00	VB1552	藍田站	02/05/2018 22:20	89D	31	2	89D			02/05/2018 22:44	41	70.7	22.3851395	114.2107955
02/05/2018 0:00	VB1552	藍田站	02/05/2018 14:40	89D	31	2	89D			02/05/2018 15:07	36	69	22.386036	114.2108712
02/05/2018 0:00	KZ2356	麗港城	02/05/2018 13:16	40	21	1	40			02/05/2018 13:56	34	69.3	22.34238533	114.153692
02/05/2018 0:00	VB1552	藍田站	02/05/2018 16:51	89D	31	2	89D			02/05/2018 17:22	30	70.4	22.38736983	114.2110667
02/05/2018 0:00	SJ3088	藍灣半島	02/05/2018 11:50	606	04	1	606			02/05/2018 12:38	50	68.2	22.28947145	114.2119185
03/05/2018 0:00	TV6831	藍田站	03/05/2018 10:11	89D	32	1	89D			03/05/2018 10:43	36	69.6	22.41027267	114.2234415
03/05/2018 0:00	TV6831	藍田站	03/05/2018 10:11	89D	32	1	89D			03/05/2018 10:37	45	69.3	22.38438367	114.210639
03/05/2018 0:00	TV6831	藍田站	03/05/2018 6:20	89D	32	1	89D			03/05/2018 6:47	40	71.2	22.40974967	114.2231558
03/05/2018 0:00	TV6831	藍田站	03/05/2018 13:52	89D	32	1	89D			03/05/2018 14:13	47	69.4	22.384277	114.2106118
03/05/2018 0:00	KZ2356	麗港城	03/05/2018 6:00	40	21	1	40			03/05/2018 6:30	54	72.4	22.342765	114.1552267
03/05/2018 0:00	UT6162	藍田站	03/05/2018 14:40	89D	31	2	89D			03/05/2018 15:05	35	69.4	22.3840145	114.2105802
03/05/2018 0:00	TV6831	藍田站	03/05/2018 13:52	89D	32	1	89D			03/05/2018 14:18	36	70.7	22.41006233	114.2233245
03/05/2018 0:00	TV9004	烏溪沙站	03/05/2018 14:48	89D	30	1	89D			03/05/2018 15:05	52	70.3	0	0
03/05/2018 0:00	TV9004	藍田站	03/05/2018 13:25	89D	30	1	89D			03/05/2018 13:47	30	69.7	22.3874545	114.2110825
03/05/2018 0:00	TV9004	烏溪沙站	03/05/2018 12:30	89D	30	1	89D			03/05/2018 12:52	34	69.3	0	0
03/05/2018 0:00	TV9004	藍田站	03/05/2018 8:28	89D	30	1	89D			03/05/2018 9:00	39	70.4	22.40977533	114.2231922
03/05/2018 0:00	TV9004	藍田站	03/05/2018 8:28	89D	30	1	89D			03/05/2018 8:52	51	69.4	22.38393833	114.2105678
03/05/2018 0:00	UX9958	藍灣半島	03/05/2018 20:00	606	05	2	606			03/05/2018 20:42	35	70.2	22.29443517	114.2212032
03/05/2018 0:00	TV6831	藍田站	03/05/2018 6:20	89D	32	1	89D			03/05/2018 6:40	50	69.4	22.3839975	114.2105635
04/05/2018 0:00	VJ8412	藍田站	04/05/2018 8:28	89D	30	1	89D			04/05/2018 8:53	35	70.8	22.38655833	114.2109582
04/05/2018 0:00	VJ8412	烏溪沙站	04/05/2018 6:10	89D	30	1	89D			04/05/2018 6:33	50	70.5	22.37337883	114.2140045
04/05/2018 0:00	TV6831	藍田站	04/05/2018 14:38	89D	31	2	89D			04/05/2018 15:05	31	69	22.38423883	114.2106237
04/05/2018 0:00	VJ8412	藍田站	04/05/2018 15:50	89D	30	2	89D			04/05/2018 16:22	30	70.6	22.386615	114.2109825
04/05/2018 0:00	UT6162	藍田站	04/05/2018 13:54	89D	32	1	89D			04/05/2018 14:25	38	69.7	22.40982717	114.2231925
04/05/2018 0:00	UT6162	藍田站	04/05/2018 13:54	89D	32	1	89D			04/05/2018 14:19	48	69.5	22.38380017	114.2105473
04/05/2018 0:00	UA7204	藍田廣田邨	04/05/2018 11:53	215X	S03	1	14B			04/05/2018 12:00	94	69.8	22.30743233	114.2259392
04/05/2018 0:00	UT6162	藍田站	04/05/2018 10:02	89D	32	1	89D			04/05/2018 10:35	35	69.8	22.4107695	114.2237192
05/05/2018 0:00	KT6487	藍田站	05/05/2018 11:08	89D	32	1	89D			05/05/2018 11:36	34	72	22.4109275	114.2237572
05/05/2018 0:00	KT6487	藍田站	05/05/2018 8:06	89D	32	1	89D			05/05/2018 8:37	34	71.6	22.41096967	114.2238317

operating_date	bus_no	location_from	dept_time	route_no	run_no	shift	operating_route	emp_no	name_chi	operating_time	duration(seconds)	max_speed	gps_pos_lat	gps_pos_long
05/05/2018 0:00	KT6487	烏溪沙站	05/05/2018 7:16	89D	32	1	89D			05/05/2018 7:36	34	71.1	22.37250817	114.214078
05/05/2018 0:00	KT6487	藍田站	05/05/2018 6:05	89D	32	1	89D			05/05/2018 6:28	36	71.6	22.40838917	114.2222542
05/05/2018 0:00	VG7233	藍田站	05/05/2018 8:50	89D	30	1	89D			05/05/2018 9:10	34	70.6	22.38638117	114.2109475
05/05/2018 0:00	LF2846	藍灣半島	05/05/2018 19:35	606	03	2	606			05/05/2018 20:13	44	71.4	22.29433317	114.2217342
05/05/2018 0:00	KT5159	藍田站	05/05/2018 20:30	89D	30	2	89D			05/05/2018 20:53	44	71.8	22.38434717	114.21064
05/05/2018 0:00	UU2733	荃灣西站	05/05/2018 7:40	290	04	1	290A			05/05/2018 7:58	4	81.2	22.34061483	114.1320882
05/05/2018 0:00	VE2508	尖沙咀東	06/05/2018 0:30	98D	13	2	98D			06/05/2018 0:59	5	80.6	22.31879067	114.2565908
05/05/2018 0:00	KT6487	藍田站	05/05/2018 13:28	89D	32	1	89D			05/05/2018 14:00	33	72	22.41092283	114.2237758
05/05/2018 0:00	UG1956	中環港澳碼頭	05/05/2018 5:55	N121	02	2	N619			05/05/2018 6:00	30	69.7	22.27915	114.1632667
06/05/2018 0:00	UT2932	尚德	06/05/2018 19:38	296A	01	2	296A			06/05/2018 20:00	5	81.1	22.31877233	114.2566132
06/05/2018 0:00	UU4341	藍灣半島	06/05/2018 17:01	606	05	2	606			06/05/2018 17:38	33	68.2	22.29306983	114.2192232
06/05/2018 0:00	KP 297	烏溪沙站	06/05/2018 23:30	89D	31	2	89D			06/05/2018 23:49	31	69.8	0	0
06/05/2018 0:00	KP 297	烏溪沙站	06/05/2018 21:25	89D	31	2	89D			06/05/2018 21:47	30	70.2	0	0
06/05/2018 0:00	KP 297	藍田站	06/05/2018 20:14	89D	31	2	89D			06/05/2018 20:36	50	68.9	22.38388983	114.2105505
06/05/2018 0:00	TH7047	藍田站	06/05/2018 22:58	89D	30	2	89D			06/05/2018 23:19	36	70.5	22.3859855	114.2109267
06/05/2018 0:00	KP 297	烏溪沙站	06/05/2018 19:12	89D	31	2	89D			06/05/2018 19:34	32	69.8	0	0
06/05/2018 0:00	KP 297	藍田站	06/05/2018 17:14	89D	31	2	89D			06/05/2018 17:40	51	71.6	22.38395483	114.210536
06/05/2018 0:00	TH7047	藍田站	06/05/2018 17:51	89D	30	2	89D			06/05/2018 18:15	44	69.3	22.38447533	114.2107365
06/05/2018 0:00	KP 297	藍田站	06/05/2018 15:10	89D	31	2	89D			06/05/2018 15:32	47	70.2	22.38393567	114.210541
06/05/2018 0:00	TH7047	藍田站	06/05/2018 15:50	89D	30	2	89D			06/05/2018 16:12	43	69.4	22.38453767	114.210707
06/05/2018 0:00	PC4053	黃石碼頭	06/05/2018 14:54	96R	S08	1	96R			06/05/2018 15:44	3	81.7	22.33646833	114.2424292
06/05/2018 0:00	UG1956	維多利亞	07/05/2018 0:05	13D	01	2	13D			07/05/2018 0:09	33	71.3	22.33462117	114.2006553
06/05/2018 0:00	PC4053	黃石碼頭	06/05/2018 11:02	96R	S08	1	96R			06/05/2018 11:47	2	80.3	22.33645833	114.2424352
06/05/2018 0:00	TH7047	烏溪沙站	06/05/2018 14:50	89D	30	1	89D			06/05/2018 15:10	55	69.6	0	0
06/05/2018 0:00	KT6487	藍田站	06/05/2018 13:13	89D	32	1	89D			06/05/2018 13:41	30	71.6	22.41148733	114.2241298
06/05/2018 0:00	TH7047	藍田站	06/05/2018 11:48	89D	30	1	89D			06/05/2018 12:11	45	69.4	22.38448417	114.2105842
06/05/2018 0:00	TH7047	藍田站	06/05/2018 8:47	89D	30	1	89D			06/05/2018 9:10	31	69.8	22.4101155	114.2233923
06/05/2018 0:00	KT6487	藍田站	06/05/2018 13:13	89D	32	1	89D			06/05/2018 13:35	46	70.7	22.38486783	114.2107338
06/05/2018 0:00	TH7047	藍田站	06/05/2018 8:47	89D	30	1	89D			06/05/2018 9:05	48	69.3	22.38423333	114.2106288
06/05/2018 0:00	TH7047	烏溪沙站	06/05/2018 7:50	89D	30	1	89D			06/05/2018 8:10	35	69.2	0	0
06/05/2018 0:00	TH7047	烏溪沙站	06/05/2018 12:50	89D	30	1	89D			06/05/2018 13:12	37	69.5	0	0
06/05/2018 0:00	TH7047	藍田站	06/05/2018 13:50	89D	30	1	89D			06/05/2018 14:11	46	69.4	22.38434933	114.2107517
06/05/2018 0:00	KT6487	藍田站	06/05/2018 11:05	89D	32	1	89D			06/05/2018 11:38	33	72	22.4107285	114.223666
06/05/2018 0:00	TH7047	藍田站	06/05/2018 6:50	89D	30	1	89D			06/05/2018 7:14	33	69.4	22.410172	114.2233578
06/05/2018 0:00	TH7047	藍田站	06/05/2018 6:50	89D	30	1	89D			06/05/2018 7:08	45	69.2	22.384549	114.2106798
06/05/2018 0:00	KT6487	藍田站	06/05/2018 11:05	89D	32	1	89D			06/05/2018 11:30	46	72.4	22.38473383	114.2106875
06/05/2018 0:00	TH7047	烏溪沙站	06/05/2018 6:00	89D	30	1	89D			06/05/2018 6:19	51	70.6	22.37552517	114.2137033
06/05/2018 0:00	KT6487	藍田站	06/05/2018 7:59	89D	32	1	89D			06/05/2018 8:25	36	72	22.41068667	114.2236552
06/05/2018 0:00	KT6487	藍田站	06/05/2018 7:59	89D	32	1	89D			06/05/2018 8:18	45	71.1	22.384672	114.2106598
06/05/2018 0:00	KT6487	烏溪沙站	06/05/2018 7:00	89D	32	1	89D			06/05/2018 7:22	32	71.1	22.371865	114.2140107
06/05/2018 0:00	KT6487	藍田站	06/05/2018 6:05	89D	32	1	89D			06/05/2018 6:31	36	71.6	22.410575	114.2236178
06/05/2018 0:00	UU4341	藍灣半島	06/05/2018 8:34	606	03	1	606			06/05/2018 9:08	99	69	0	0
06/05/2018 0:00	KT6487	藍田站	06/05/2018 6:05	89D	32	1	89D			06/05/2018 6:25	47	71.1	22.38621117	114.2112152
06/05/2018 0:00	KP 297	藍田站	06/05/2018 13:04	89D	31	1	89D			06/05/2018 13:28	37	72	22.41011467	114.2233385
06/05/2018 0:00	KP 297	藍田站	06/05/2018 10:57	89D	31	1	89D			06/05/2018 11:22	37	72	22.41037183	114.2234965
06/05/2018 0:00	TH7047	烏溪沙站	06/05/2018 19:40	89D	30	2	89D			06/05/2018 20:02	38	69	0	0
06/05/2018 0:00	TH7047	藍田站	06/05/2018 20:38	89D	30	2	89D			06/05/2018 21:03	44	69.4	22.38422633	114.2106153
06/05/2018 0:00	TH7047	烏溪沙站	06/05/2018 22:00	89D	30	2	89D			06/05/2018 22:20	46	69.6	0	0
06/05/2018 0:00	KP 297	藍田站	06/05/2018 7:47	89D	31	1	89D			06/05/2018 8:12	36	72	22.41047283	114.2235435
06/05/2018 0:00	KP 297	烏溪沙站	06/05/2018 6:48	89D	31	1	89D			06/05/2018 7:08	33	71.6	0	0
06/05/2018 0:00	KP 297	藍田站	06/05/2018 5:50	89D	31	1	89D			06/05/2018 6:11	40	72	22.41038283	114.2234965
07/05/2018 0:00	KG1428	藍田站	07/05/2018 13:54	89D	32	1	89D			07/05/2018 14:20	53	71.1	22.38357517	114.2105082
07/05/2018 0:00	KC7298	恒安	07/05/2018 16:30	99	02	2	99			07/05/2018 17:19	30	71.7	22.40620133	114.2213682
07/05/2018 0:00	KG1428	藍田站	07/05/2018 10:18	89D	32	1	89D			07/05/2018 10:47	40	71.6	22.41021833	114.223418

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operating_date	bus_no	location_from	dept_time	route_no	run_no	shift	operating_route	emp_no	name_chi	operating_time	duration(seconds)	max_speed	gps_pos_lat	gps_pos_long
07/05/2018 0:00	KG1428	藍田站	07/05/2018 10:18	89D	32	1	89D			07/05/2018 10:40	53	71.6	22.3836895	114.2105125
07/05/2018 0:00	KG1428	藍田站	07/05/2018 6:20	89D	32	1	89D			07/05/2018 6:49	34	72	22.41096617	114.223821
07/05/2018 0:00	KG1428	藍田站	07/05/2018 6:20	89D	32	1	89D			07/05/2018 6:42	55	70.7	22.38326317	114.210446
07/05/2018 0:00	KC7298	恒安	07/05/2018 16:30	99	02	2	99			07/05/2018 17:20	53	71.7	22.402766	114.2164048

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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。

Annex FQ4d-i

operating date	bus no	location from	dept time	route no	run no	shift	operating route	emp no	name chi	operating time	duration (seconds)	max speed	gps_pos_lat	gps_pos_long
01/05/2018 0:00	TW5352	Island Resort	01/05/2018 19:26	606	03	2	606			01/05/2018 20:07	32	67.9	0	0
01/05/2018 0:00	MM3904	Kwun Tong Pier	01/05/2018 8:45	80X	22	1	80X			01/05/2018 9:03	35	70.9	22.38096117	114.208526
01/05/2018 0:00	SP8148	Kwun Tong Pier	01/05/2018 23:06	74X	52	2	74X			01/05/2018 23:39	41	70.5	22.43991248	114.1854922
01/05/2018 0:00	MM3454	Nam Tin Station	01/05/2018 7:46	89D	31	1	89D			01/05/2018 8:06	32	66.5	22.384349	114.2106387
01/05/2018 0:00	KT6487	Nam Tin Station	01/05/2018 13:13	89D	32	1	89D			01/05/2018 13:44	31	71.6	22.411647	114.2242187
01/05/2018 0:00	TW 122	Island Resort	01/05/2018 10:51	606	S30	1	606			01/05/2018 11:40	33	69.4	22.290813	114.2144292
01/05/2018 0:00	LG 419	HK-China Ferry Terminal	01/05/2018 7:45	3C	07	1	3C			01/05/2018 8:25	47	72	22.31649667	114.1810583
01/05/2018 0:00	KT6487	Nam Tin Station	01/05/2018 11:00	89D	32	1	89D			01/05/2018 11:29	33	71.6	22.4119975	114.2243208
01/05/2018 0:00	KT6487	Nam Tin Station	01/05/2018 6:05	89D	32	1	89D			01/05/2018 6:30	32	71.6	22.41394783	114.2244888
01/05/2018 0:00	TF5377	Nam Tin Station	01/05/2018 22:58	89D	30	2	89D			01/05/2018 23:20	33	70.3	22.38669172	114.2110004
01/05/2018 0:00	MM3454	Wu Kai Sha Station	01/05/2018 6:48	89D	31	1	89D			01/05/2018 7:06	47	67.4	0	0
01/05/2018 0:00	MM3454	Wu Kai Sha Station	01/05/2018 12:00	89D	31	1	89D			01/05/2018 12:22	39	66.8	0	0
01/05/2018 0:00	KT6487	Nam Tin Station	01/05/2018 13:13	89D	32	1	89D			01/05/2018 13:37	44	71.1	22.38529833	114.2106978
01/05/2018 0:00	MM3454	Nam Tin Station	01/05/2018 13:04	89D	31	1	89D			01/05/2018 13:26	31	66.8	22.38450033	114.2106918
01/05/2018 0:00	MM3904	Kwun Tong Pier	01/05/2018 7:15	80X	22	1	80X			01/05/2018 7:35	35	70.3	22.38097617	114.2085987
01/05/2018 0:00	KT6487	Nam Tin Station	01/05/2018 6:05	89D	32	1	89D			01/05/2018 6:24	46	70.7	22.38501117	114.2105393
01/05/2018 0:00	MM3904	Kwun Tong Pier	01/05/2018 23:38	80X	20	2	80X			01/05/2018 23:56	36	72.5	22.38094883	114.2084665
01/05/2018 0:00	KT6487	Nam Tin Station	01/05/2018 11:00	89D	32	1	89D			01/05/2018 11:24	44	70.7	22.38547083	114.210639
01/05/2018 0:00	KT6487	Nam Tin Station	01/05/2018 7:57	89D	32	1	89D			01/05/2018 8:19	45	70.7	22.38506633	114.2105163
01/05/2018 0:00	MM3904	Kwun Tong Pier	01/05/2018 18:40	80X	22	2	80X			01/05/2018 19:00	34	73.1	22.380914	114.2083647
01/05/2018 0:00	MM3904	Kwun Tong Pier	01/05/2018 11:20	80X	22	1	80X			01/05/2018 11:38	31	70.6	22.3810345	114.208645
01/05/2018 0:00	UB7851	Island Resort	01/05/2018 8:34	606	03	1	606			01/05/2018 9:08	102	69.3	0	0
01/05/2018 0:00	LG 419	HK-China Ferry Terminal	01/05/2018 7:45	3C	07	1	3C			01/05/2018 8:23	34	72	22.31104483	114.1613782
01/05/2018 0:00	MM3904	Kwun Tong Pier	01/05/2018 20:45	80X	20	2	80X			01/05/2018 21:09	32	68.4	22.38090683	114.2083922
02/05/2018 0:00	TR9200	Island Resort	02/05/2018 12:10	606	03	1	606			02/05/2018 12:59	87	69.2	0	0
02/05/2018 0:00	VB1552	Nam Tin Station	02/05/2018 22:20	89D	31	2	89D			02/05/2018 22:44	41	70.7	22.3851395	114.2107955
02/05/2018 0:00	VB1552	Nam Tin Station	02/05/2018 14:40	89D	31	2	89D			02/05/2018 15:07	36	69	22.386036	114.2108712
02/05/2018 0:00	KZ2356	Laguna City	02/05/2018 13:16	40	21	1	40			02/05/2018 13:56	34	69.3	22.34238533	114.1536692
02/05/2018 0:00	VB1552	Nam Tin Station	02/05/2018 16:51	89D	31	2	89D			02/05/2018 17:22	30	70.4	22.38736983	114.2110667
02/05/2018 0:00	SJ3088	Island Resort	02/05/2018 11:50	606	04	1	606			02/05/2018 12:38	50	68.2	22.28947145	114.2119185
03/05/2018 0:00	TV6831	Nam Tin Station	03/05/2018 10:11	89D	32	1	89D			03/05/2018 10:43	36	69.6	22.41027267	114.2234415
03/05/2018 0:00	TV6831	Nam Tin Station	03/05/2018 10:11	89D	32	1	89D			03/05/2018 10:37	45	69.3	22.38438367	114.210639
03/05/2018 0:00	TV6831	Nam Tin Station	03/05/2018 6:20	89D	32	1	89D			03/05/2018 6:47	40	71.2	22.40974967	114.2231558
03/05/2018 0:00	TV6831	Nam Tin Station	03/05/2018 13:52	89D	32	1	89D			03/05/2018 14:13	47	69.4	22.384277	114.2106118
03/05/2018 0:00	KZ2356	Laguna City	03/05/2018 6:00	40	21	1	40			03/05/2018 6:30	54	72.4	22.342765	114.1552267
03/05/2018 0:00	UT6162	Nam Tin Station	03/05/2018 14:40	89D	31	2	89D			03/05/2018 15:05	35	69.4	22.3840145	114.2105802
03/05/2018 0:00	TV6831	Nam Tin Station	03/05/2018 13:52	89D	32	1	89D			03/05/2018 14:18	36	70.7	22.41006233	114.2233245
03/05/2018 0:00	TV9004	Wu Kai Sha Station	03/05/2018 14:48	89D	30	1	89D			03/05/2018 15:05	62	70.3	0	0
03/05/2018 0:00	TV9004	Nam Tin Station	03/05/2018 13:25	89D	30	1	89D			03/05/2018 13:47	30	69.7	22.3874545	114.2110825
03/05/2018 0:00	TV9004	Wu Kai Sha Station	03/05/2018 12:30	89D	30	1	89D			03/05/2018 12:52	34	69.3	0	0
03/05/2018 0:00	TV9004	Nam Tin Station	03/05/2018 8:28	89D	30	1	89D			03/05/2018 9:00	39	70.4	22.40977533	114.2231922
03/05/2018 0:00	TV9004	Nam Tin Station	03/05/2018 8:28	89D	30	1	89D			03/05/2018 8:52	51	69.4	22.38393833	114.2105678
03/05/2018 0:00	UX9958	Island Resort	03/05/2018 20:00	606	05	2	606			03/05/2018 20:42	35	70.2	22.29443517	114.2212032
03/05/2018 0:00	TV6831	Nam Tin Station	03/05/2018 6:20	89D	32	1	89D			03/05/2018 6:40	60	69.4	22.3839975	114.2105635
04/05/2018 0:00	VJ8412	Nam Tin Station	04/05/2018 8:28	89D	30	1	89D			04/05/2018 8:53	35	70.8	22.38655833	114.2109582
04/05/2018 0:00	VJ8412	Wu Kai Sha Station	04/05/2018 6:10	89D	30	1	89D			04/05/2018 6:33	50	70.5	22.37337883	114.2140045
04/05/2018 0:00	TV6831	Nam Tin Station	04/05/2018 14:38	89D	31	2	89D			04/05/2018 15:05	31	69	22.38423883	114.2106237
04/05/2018 0:00	VJ8412	Nam Tin Station	04/05/2018 15:50	89D	30	2	89D			04/05/2018 16:22	30	70.6	22.386615	114.2109825
04/05/2018 0:00	UT6162	Nam Tin Station	04/05/2018 13:54	89D	32	1	89D			04/05/2018 14:26	38	69.7	22.40982717	114.2231925
04/05/2018 0:00	UT6162	Nam Tin Station	04/05/2018 13:54	89D	32	1	89D			04/05/2018 14:19	48	69.5	22.38380017	114.2105473
04/05/2018 0:00	UA7204	Nam Tin Kwong Tin Estate	04/05/2018 11:53	215X	S03	1	14B			04/05/2018 12:00	94	69.8	22.30743233	114.2259392
04/05/2018 0:00	UT6162	Nam Tin Station	04/05/2018 10:02	89D	32	1	89D			04/05/2018 10:35	35	69.8	22.4107695	114.2237192
05/05/2018 0:00	KT6487	Nam Tin Station	05/05/2018 11:08	89D	32	1	89D			05/05/2018 11:36	34	72	22.4109275	114.2237572
05/05/2018 0:00	KT6487	Nam Tin Station	05/05/2018 8:06	89D	32	1	89D			05/05/2018 8:37	34	71.6	22.41096967	114.2238317

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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。

operating date	bus no	location from	dept time	route no	run no	shift	operating route	emp no	name_chi	operating time	duration (seconds)	max speed	gps_pos lat	gps_pos long
05/05/2018 0:00	KT6487	Wu Kai Sha Station	05/05/2018 7:16	89D	32	1	89D			05/05/2018 7:36	34	71.1	22.37250817	114.214078
05/05/2018 0:00	KT6487	Nam Tin Station	05/05/2018 6:05	89D	32	1	89D			05/05/2018 6:28	36	71.6	22.40838917	114.2222542
05/05/2018 0:00	VG7233	Nam Tin Station	05/05/2018 8:50	89D	30	1	89D			05/05/2018 9:10	34	70.6	22.38638117	114.2109475
05/05/2018 0:00	LF2846	Island Resort	05/05/2018 19:35	606	03	2	606			05/05/2018 20:13	44	71.4	22.29433317	114.2217342
05/05/2018 0:00	KT5159	Nam Tin Station	05/05/2018 20:30	89D	30	2	89D			05/05/2018 20:53	44	71.8	22.38434717	114.210684
05/05/2018 0:00	UU2733	West Tsuen Wan Station	05/05/2018 7:40	290	04	1	290A			05/05/2018 7:58	4	81.2	22.34061483	114.1320882
05/05/2018 0:00	VE2508	East Tsim Sha Tsui	06/05/2018 0:30	98D	13	2	98D			06/05/2018 0:59	5	80.6	22.31879067	114.2565908
05/05/2018 0:00	KT6487	Nam Tin Station	05/05/2018 13:28	89D	32	1	89D			05/05/2018 14:00	33	72	22.41092283	114.2237758
05/05/2018 0:00	UG1956	HK-Macau Ferry Terminal	05/05/2018 5:55	N121	02	2	N619			05/05/2018 6:00	30	69.7	22.27915	114.1632667
06/05/2018 0:00	UT2932	Sheung Tak	06/05/2018 19:38	296A	01	2	296A			06/05/2018 20:00	5	81.1	22.31877233	114.2566132
06/05/2018 0:00	UU4341	Island Resort	06/05/2018 17:01	606	05	2	606			06/05/2018 17:38	33	68.2	22.29306983	114.2192232
06/05/2018 0:00	KP 297	Wu Kai Sha Station	06/05/2018 23:30	89D	31	2	89D			06/05/2018 23:49	31	69.8	0	0
06/05/2018 0:00	KP 297	Wu Kai Sha Station	06/05/2018 21:25	89D	31	2	89D			06/05/2018 21:47	30	70.2	0	0
06/05/2018 0:00	KP 297	Nam Tin Station	06/05/2018 20:14	89D	31	2	89D			06/05/2018 20:36	50	68.0	22.38388983	114.2105505
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 22:58	89D	30	2	89D			06/05/2018 23:19	36	70.5	22.3859855	114.2109267
06/05/2018 0:00	KP 297	Wu Kai Sha Station	06/05/2018 19:12	89D	31	2	89D			06/05/2018 19:34	32	69.8	0	0
06/05/2018 0:00	KP 297	Nam Tin Station	06/05/2018 17:14	89D	31	2	89D			06/05/2018 17:40	51	71.6	22.38395483	114.210536
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 17:51	89D	30	2	89D			06/05/2018 18:15	44	69.3	22.38447533	114.2107365
06/05/2018 0:00	KP 297	Nam Tin Station	06/05/2018 15:10	89D	31	2	89D			06/05/2018 15:32	47	70.2	22.38393567	114.210541
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 15:50	89D	30	2	89D			06/05/2018 16:12	43	69.4	22.38453767	114.210707
06/05/2018 0:00	PC4053	Wong Shek Pier	06/05/2018 14:54	96R	S08	1	96R			06/05/2018 15:44	3	81.7	22.33646833	114.2424292
06/05/2018 0:00	UG1956	Island Harbourview	07/05/2018 0:05	13D	01	2	13D			07/05/2018 0:09	33	71.3	22.33462117	114.2006553
06/05/2018 0:00	PC4053	Wong Shek Pier	06/05/2018 11:02	96R	S08	1	96R			06/05/2018 11:47	2	80.3	22.33645833	114.2424352
06/05/2018 0:00	TH7047	Wu Kai Sha Station	06/05/2018 14:50	89D	30	1	89D			06/05/2018 15:10	55	69.6	0	0
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 13:13	89D	32	1	89D			06/05/2018 13:41	30	71.6	22.41148733	114.2241298
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 11:48	89D	30	1	89D			06/05/2018 12:11	45	69.4	22.38448417	114.2105842
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 8:47	89D	30	1	89D			06/05/2018 9:10	31	69.8	22.4101155	114.2233923
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 13:13	89D	32	1	89D			06/05/2018 13:35	46	70.7	22.38486783	114.2107338
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 8:47	89D	30	1	89D			06/05/2018 9:05	48	69.3	22.38423333	114.2106288
06/05/2018 0:00	TH7047	Wu Kai Sha Station	06/05/2018 7:50	89D	30	1	89D			06/05/2018 8:10	35	69.2	0	0
06/05/2018 0:00	TH7047	Wu Kai Sha Station	06/05/2018 12:50	89D	30	1	89D			06/05/2018 13:12	37	69.5	0	0
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 13:50	89D	30	1	89D			06/05/2018 14:11	46	69.4	22.38434933	114.2107517
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 11:05	89D	32	1	89D			06/05/2018 11:38	33	72	22.4107285	114.223666
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 6:50	89D	30	1	89D			06/05/2018 7:14	33	69.4	22.410172	114.2233578
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 6:50	89D	30	1	89D			06/05/2018 7:08	45	69.2	22.384549	114.2106798
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 11:05	89D	32	1	89D			06/05/2018 11:30	46	72.4	22.38473383	114.2106875
06/05/2018 0:00	TH7047	Wu Kai Sha Station	06/05/2018 6:00	89D	30	1	89D			06/05/2018 6:19	51	70.6	22.37552517	114.2137033
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 7:59	89D	32	1	89D			06/05/2018 8:25	36	72	22.41068667	114.2236552
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 7:59	89D	32	1	89D			06/05/2018 8:18	45	71.1	22.384672	114.2106598
06/05/2018 0:00	KT6487	Wu Kai Sha Station	06/05/2018 7:00	89D	32	1	89D			06/05/2018 7:22	32	71.1	22.371865	114.2140107
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 6:05	89D	32	1	89D			06/05/2018 6:31	36	71.6	22.410575	114.2236178
06/05/2018 0:00	UU4341	Island Resort	06/05/2018 8:34	606	03	1	606			06/05/2018 9:06	99	69	0	0
06/05/2018 0:00	KT6487	Nam Tin Station	06/05/2018 6:05	89D	32	1	89D			06/05/2018 6:25	47	71.1	22.38621117	114.2112152
06/05/2018 0:00	KP 297	Nam Tin Station	06/05/2018 13:04	89D	31	1	89D			06/05/2018 13:28	37	72	22.41011467	114.2233385
06/05/2018 0:00	KP 297	Nam Tin Station	06/05/2018 10:57	89D	31	1	89D			06/05/2018 11:22	37	72	22.41037183	114.2234965
06/05/2018 0:00	TH7047	Wu Kai Sha Station	06/05/2018 19:40	89D	30	2	89D			06/05/2018 20:02	38	69	0	0
06/05/2018 0:00	TH7047	Nam Tin Station	06/05/2018 20:38	89D	30	2	89D			06/05/2018 21:03	44	69.4	22.38422633	114.2106153
06/05/2018 0:00	TH7047	Wu Kai Sha Station	06/05/2018 22:00	89D	30	2	89D			06/05/2018 22:20	46	69.6	0	0
06/05/2018 0:00	KP 297	Nam Tin Station	06/05/2018 7:47	89D	31	1	89D			06/05/2018 8:12	36	72	22.41047283	114.2235435
06/05/2018 0:00	KP 297	Wu Kai Sha Station	06/05/2018 6:48	89D	31	1	89D			06/05/2018 7:08	33	71.6	0	0
06/05/2018 0:00	KP 297	Nam Tin Station	06/05/2018 5:50	89D	31	1	89D			06/05/2018 6:11	40	72	22.41038283	114.2234965
07/05/2018 0:00	KG1428	Nam Tin Station	07/05/2018 13:54	89D	32	1	89D			07/05/2018 14:20	53	71.1	22.38357517	114.2105082
07/05/2018 0:00	KC7298	Heng On	07/05/2018 16:30	99	02	2	99			07/05/2018 17:19	30	71.7	22.40620133	114.2213682
07/05/2018 0:00	KG1428	Nam Tin Station	07/05/2018 10:18	89D	32	1	89D			07/05/2018 10:47	40	71.6	22.41021833	114.223418

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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。

operating_date	bus_no	location_from	dept_time	route_no	run_no	shift	operating_route	emp_no	name_chi	operating_time	duration(seconds)	max_speed	gps_pos_lat	gps_pos_long
07/05/2018 0:00	KG1428	Nam Tin Station	07/05/2018 10:18	89D	32	1	89D			07/05/2018 10:40	53	71.6	22.3836895	114.2105125
07/05/2018 0:00	KG1428	Nam Tin Station	07/05/2018 6:20	89D	32	1	89D			07/05/2018 6:49	34	72	22.41096617	114.223821
07/05/2018 0:00	KG1428	Nam Tin Station	07/05/2018 6:20	89D	32	1	89D			07/05/2018 6:42	55	70.7	22.38326317	114.210446
07/05/2018 0:00	KC7298	Heng On	07/05/2018 16:30	99	02	2	99			07/05/2018 17:20	53	71.7	22.402766	114.2164048

Appendix D

Speeding (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
1	92665	龍運	23 mins	29
2	1244	屯門廠	14 mins	28
3	3058	屯門廠	12 mins	36
4	5791	屯門廠	10 mins	31
5	2661	屯門廠	10 mins	22
6	4551	屯門廠	10 mins	10
7	5329	屯門廠	9 mins	21
8	92610	龍運	8 mins	8
9	70128	屯門廠	8 mins	17
10	70212	屯門廠	8 mins	10
11	85198	沙田廠	7 mins	1
12	4909	屯門廠	7 mins	9
13	68166	荔枝角廠	7 mins	13
14	65750	屯門廠	7 mins	17
15	63909	屯門廠	7 mins	10
16	61030	屯門廠	7 mins	3
17	90150	龍運	7 mins	5
18	69693	屯門廠	7 mins	8
19	5765	屯門廠	6 mins	12
20	92675	龍運	6 mins	10
21	92669	龍運	6 mins	1
22	68337	屯門廠	6 mins	25
23	92644	龍運	5 mins	3
24	5312	屯門廠	5 mins	4
25	92514	龍運	5 mins	6
26	2944	屯門廠	5 mins	8
27	5397	屯門廠	5 mins	11
28	3859	屯門廠	5 mins	5
29	1627	屯門廠	5 mins	6
30	92645	龍運	5 mins	8
31	9531	其他部門	5 mins	1
32	54439	屯門廠	4 mins	11
33	75215	九龍灣廠	4 mins	7
34	69888	屯門廠	4 mins	15
35	5709	屯門廠	4 mins	15
36	92515	龍運	4 mins	32
37	72520	屯門廠	4 mins	1
38	78009	屯門廠	4 mins	2
39	5669	屯門廠	4 mins	9
40	78467	屯門廠	4 mins	6
41	4761	屯門廠	4 mins	1

Speeding (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
42	90139	龍運	4 mins	3
43	65317	屯門廠	4 mins	4
44	64646	屯門廠	4 mins	5
45	92519	龍運	4 mins	6
46	60745	屯門廠	4 mins	1
47	53779	沙田廠	4 mins	4
48	78302	屯門廠	4 mins	1
49	91162	龍運	4 mins	1
50	53843	屯門廠	4 mins	4
51	70207	屯門廠	4 mins	9
52	92445	龍運	4 mins	7
53	61582	屯門廠	4 mins	10
54	4598	沙田廠	4 mins	3
55	9465	其他部門	4 mins	7
56	8358	沙田廠	4 mins	12
57	56609	屯門廠	4 mins	5

Sudden Acceleration (accumulated more than 60 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
1	76129	沙田廠	76 mins	18
2	69496	沙田廠	75 mins	10
3	63128	九龍灣廠	70 mins	19
4	72843	沙田廠	69 mins	13
5	77740	九龍灣廠	67 mins	5
6	78951	沙田廠	64 mins	2
7	75403	荔枝角廠	63 mins	16
8	65315	九龍灣廠	61 mins	10
9	69179	九龍灣廠	61 mins	16

Harsh Brake (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph/s)	No. of appearance since 28.3.2017
1	3965	九龍灣廠	7 mins	10
2	63287	沙田廠	7 mins	15
3	60409	荔枝角廠	6 mins	54
4	1172	沙田廠	6 mins	11
5	75062	沙田廠	6 mins	47
6	4901	荔枝角廠	6 mins	3
7	75249	沙田廠	6 mins	9
8	1171	荔枝角廠	6 mins	39
9	62720	荔枝角廠	5 mins	31
10	62067	荔枝角廠	5 mins	21
11	62786	荔枝角廠	5 mins	18
12	76932	九龍灣廠	5 mins	37
13	5637	荔枝角廠	5 mins	49
14	53794	九龍灣廠	5 mins	4
15	75842	九龍灣廠	5 mins	14
16	92761	龍運	5 mins	13
17	2522	九龍灣廠	5 mins	6
18	78951	沙田廠	4 mins	7
19	68858	沙田廠	4 mins	16
20	63837	荔枝角廠	4 mins	1
21	73234	荔枝角廠	4 mins	6
22	62232	荔枝角廠	4 mins	51
23	4268	荔枝角廠	4 mins	3
24	60094	沙田廠	4 mins	31
25	60824	荔枝角廠	4 mins	3
26	53996	沙田廠	4 mins	8
27	75003	荔枝角廠	4 mins	5
28	2615	沙田廠	4 mins	29
29	75175	沙田廠	4 mins	43
30	61973	荔枝角廠	4 mins	34
31	60015	沙田廠	4 mins	23
32	68799	沙田廠	4 mins	49
33	66598	屯門廠	4 mins	1
34	2531	沙田廠	4 mins	7
35	63147	九龍灣廠	4 mins	3
36	66361	屯門廠	4 mins	1
37	69035	沙田廠	4 mins	7
38	78277	沙田廠	4 mins	11
39	61839	沙田廠	4 mins	10
40	3387	荔枝角廠	4 mins	13
41	61861	沙田廠	4 mins	29

Harsh Brake (accumulated more than 4 mins)				24.7.18 - 30.7.18 (both dates inclusive)
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph/s)	No. of appearance since 28.3.2017
42	73414	荔枝角廠	4 mins	34
43	2658	九龍灣廠	4 mins	6
44	71706	九龍灣廠	4 mins	25
45	68812	九龍灣廠	4 mins	32
46	65770	九龍灣廠	4 mins	31
47	75501	九龍灣廠	4 mins	30
48	72613	沙田廠	4 mins	20
49	85344	沙田廠	4 mins	15
50	69165	荔枝角廠	4 mins	1
51	92704	龍運	4 mins	3

BC Performance 20180724-20180730

Speeding (accumulated more than 4 mins) 24.7.18 – 30.7.18 (both dates inclusive)				
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
1	92665	Long Win	23 mins	29
2	1244	Tuen Mun Depot	14 mins	28
3	3058	Tuen Mun Depot	12 mins	36
4	5791	Tuen Mun Depot	10 mins	31
5	2661	Tuen Mun Depot	10 mins	22
6	4551	Tuen Mun Depot	10 mins	10
7	5329	Tuen Mun Depot	9 mins	21
8	92610	Long Win	8 mins	8
9	70128	Tuen Mun Depot	8 mins	17
10	70212	Tuen Mun Depot	8 mins	10
11	85198	Sha Tin Depot	7 mins	1
12	4909	Tuen Mun Depot	7 mins	9
13	68166	Lai Chi Kok Depot	7 mins	13
14	65750	Tuen Mun Depot	7 mins	17
15	63909	Tuen Mun Depot	7 mins	10
16	61030	Tuen Mun Depot	7 mins	3
17	90150	Long Win	7 mins	5
18	69693	Tuen Mun Depot	7 mins	8
19	5765	Tuen Mun Depot	6 mins	12
20	92675	Long Win	6 mins	10
21	92669	Long Win	6 mins	1
22	68337	Tuen Mun Depot	6 mins	25
23	92644	Long Win	5 mins	3
24	5312	Tuen Mun Depot	5 mins	4
25	92514	Long Win	5 mins	6
26	2944	Tuen Mun Depot	5 mins	8
27	5397	Tuen Mun Depot	5 mins	11
28	3859	Tuen Mun Depot	5 mins	5

Speeding (accumulated more than 4 mins)			24.7.18 – 30.7.18 (both dates inclusive)	
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
29	1627	Tuen Mun Depot	5 mins	6
30	92645	Long Win	5 mins	8
31	9531	Other Department	5 mins	1
32	54439	Tuen Mun Depot	4 mins	11
33	75215	Kowloon Bay Depot	4 mins	7
34	69888	Tuen Mun Depot	4 mins	15
35	5709	Tuen Mun Depot	4 mins	15
36	92515	Long Win	4 mins	32
37	72520	Tuen Mun Depot	4 mins	1
38	78009	Tuen Mun Depot	4 mins	2
39	5669	Tuen Mun Depot	4 mins	9
40	78467	Tuen Mun Depot	4 mins	6
41	4761	Tuen Mun Depot	4 mins	1
42	90139	Long Win	4 mins	3
43	65317	Tuen Mun Depot	4 mins	4
44	64646	Tuen Mun Depot	4 mins	5
45	92519	Long Win	4 mins	6
46	60745	Tuen Mun Depot	4 mins	1
47	53779	Sha Tin Depot	4 mins	4
48	78302	Tuen Mun Depot	4 mins	1
49	91162	Long Win	4 mins	1
50	53843	Tuen Mun Depot	4 mins	4
51	70207	Tuen Mun Depot	4 mins	9
52	92445	Long Win	4 mins	7
53	61582	Tuen Mun Depot	4 mins	10
54	4598	Sha Tin Depot	4 mins	3
55	9465	Other Department	4 mins	7
56	8358	Sha Tin Depot	4 mins	12

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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。

Speeding (accumulated more than 4 mins)		24.7.18 – 30.7.18 (both dates inclusive)		
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
57	56609	Tuen Mun Depot	4 mins	5

BC Performance 20180724-20180730

Sudden Acceleration (accumulated more than 60 mins) 24.7.18 – 30.7.18 (both dates inclusive)				
No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
1	76129	Sha Tin Depot	76 mins	18
2	69496	Sha Tin Depot	75 mins	10
3	63128	Kowloon Bay Depot	70 mins	19
4	72843	Sha Tin Depot	69 mins	13
5	77740	Kowloon Bay Depot	67 mins	5
6	78951	Sha Tin Depot	64 mins	2
7	75403	Lai Chi Kok Depot	63 mins	16
8	65315	Kowloon Bay Depot	61 mins	10
9	69179	Kowloon Bay Depot	61 mins	16

BC Performance 20180724-20180730

Harsh Brake (accumulated more than 4 mins) 24.7.18-30.7.18(both dates inclusive)				
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration>8 kph/s)	No. of appearance since 28.3.2017
1	3965	Kowloon Bay Depot	7 mins	10
2	63287	Sha Tin Depot	7 mins	15
3	60409	Lai Chi Kok Depot	6 mins	54
4	1172	Sha Tin Depot	6 mins	11
5	75062	Sha Tin Depot	6 mins	47
6	4901	Lai Chi Kok Depot	6 mins	3
7	75249	Sha Tin Depot	6 mins	9
8	1171	Lai Chi Kok Depot	6 mins	39
9	62720	Lai Chi Kok Depot	5 mins	31
10	62067	Lai Chi Kok Depot	5 mins	21
11	62786	Lai Chi Kok Depot	5 mins	18
12	76932	Kowloon Bay Depot	5 mins	37
13	5637	Lai Chi Kok Depot	5 mins	49
14	53794	Kowloon Bay Depot	5 mins	4
15	75842	Kowloon Bay Depot	5 mins	14
16	92761	Long Win	5 mins	13
17	2522	Kowloon Bay Depot	5 mins	6

Harsh Brake (accumulated more than 4 mins) 24.7.18-30.7.18(both dates inclusive)				
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration>8 kph/s)	No. of appearance since 28.3.2017
18	78951	Sha Tin Depot	4 mins	7
19	68858	Sha Tin Depot	4 mins	16
20	63837	Lai Chi Kok Depot	4 mins	1
21	73234	Lai Chi Kok Depot	4 mins	6
22	62232	Lai Chi Kok Depot	4 mins	51
23	4268	Lai Chi Kok Depot	4 mins	3
24	60094	Sha Tin Depot	4 mins	31
25	60824	Lai Chi Kok Depot	4 mins	3
26	53996	Sha Tin Depot	4 mins	8
27	75003	Lai Chi Kok Depot	4 mins	5
28	2615	Sha Tin Depot	4 mins	29
29	75175	Sha Tin Depot	4 mins	43
30	61973	Lai Chi Kok Depot	4 mins	34
31	60015	Sha Tin Depot	4 mins	23
32	68799	Sha Tin Depot	4 mins	49
33	66598	Tuen Mun Depot	4 mins	1
34	2531	Sha Tin Depot	4 mins	7
35	63147	Kowloon Bay Depot	4 mins	3
36	66361	Tuen Mun Depot	4 mins	1
37	69035	Sha Tin Depot	4 mins	7
38	78277	Sha Tin Depot	4 mins	11

Harsh Brake (accumulated more than 4 mins) 24.7.18-30.7.18(both dates inclusive)				
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration>8 kph/s)	No. of appearance since 28.3.2017
39	61839	Sha Tin Depot	4 mins	10
40	3387	Lai Chi Kok Depot	4 mins	13
41	61861	Sha Tin Depot	4 mins	29
42	73414	Lai Chi Kok Depot	4 mins	34
43	2658	Kowloon Bay Depot	4 mins	66
44	71706	Kowloon Bay Depot	4 mins	25
45	68812	Kowloon Bay Depot	4 mins	32
46	65570	Kowloon Bay Depot	4 mins	31
47	75501	Kowloon Bay Depot	4 mins	30
48	72613	Sha Tin Depot	4 mins	20
49	85344	Sha Tin Depot	4 mins	15
50	69165	Lai Chi Kok Depot	4 mins	11
51	92704	Long Win	4 mins	3

<p style="text-align: right;">Page 5</p> <p>1 MR PETER DUNCAN: Mr Chairman, we will arrange for that</p> <p>2 These pages just arrived on my desk a few moments ago.</p> <p>3 CHAIRMAN: I appreciate that. If somebody could perhaps</p> <p>4 start doing that, then we can write the numbers in</p> <p>5 ourselves.</p> <p>6 MR PETER DUNCAN: Certainly.</p> <p>7 Dr Leung and gentlemen, good morning. Thank you for</p> <p>8 your homework overnight and thank you for that</p> <p>9 explanation this morning.</p> <p>10 DR NORMAN LEUNG: I have to apologise on behalf of the</p> <p>11 management. So much time was spent on this topic</p> <p>12 yesterday. If our management had done their job better,</p> <p>13 you know, the whole thing could have been explained</p> <p>14 clearer yesterday. Please accept my apology.</p> <p>15 CHAIRMAN: Yes, thank you for that gesture, Dr Leung.</p> <p>16 Examination by MR PETER DUNCAN (continued)</p> <p>17 MR PETER DUNCAN: Dr Leung, I just have a couple of</p> <p>18 questions arising from the material we received</p> <p>19 overnight.</p> <p>20 If you look at exhibit 1, this is the email from</p> <p>21 Gary Wong of February 2, 2015:</p> <p>22 "Following the clearance of protest areas in</p> <p>23 December 2014, it is the right time to reconsider the</p> <p>24 implementation of speed limits for the identified sharp</p> <p>25 bends/roundabouts."</p>	<p style="text-align: right;">Page 7</p> <p>1 because you told us previously that this was something</p> <p>2 that had been decided when Mr Edmond Ho was the managing</p> <p>3 director. That's not the case, is it, from the</p> <p>4 documents you have provided today?</p> <p>5 MR ROGER LEE: Can you just let me to get back to the office</p> <p>6 to find out more information?</p> <p>7 CHAIRMAN: Yes. Thank you.</p> <p>8 DR NORMAN LEUNG: Chairman, perhaps if I may make a point of</p> <p>9 clarification, because I raised the same question with</p> <p>10 our management.</p> <p>11 It started with:</p> <p>12 "Following the clearance of protest areas in</p> <p>13 December 2014 ..."</p> <p>14 They were referring to the Occupy --</p> <p>15 MR PETER DUNCAN: Occupy Central, yes.</p> <p>16 If I could raise another matter, please, that we</p> <p>17 addressed yesterday. This is the matter of the</p> <p>18 exception reports that we were provided with yesterday.</p> <p>19 I am referring to two types of reports, one relating</p> <p>20 to speeding and the other relating to harsh braking and</p> <p>21 sudden acceleration which we saw yesterday. Just so</p> <p>22 there is no misunderstanding here, can we look first of</p> <p>23 all at KMB-9 at page 3993.</p> <p>24 You will recall that we spent some time on this</p> <p>25 document in the last couple of days. That's the first</p>
<p style="text-align: right;">Page 6</p> <p>1 So the word "reconsider" would suggest that this</p> <p>2 matter had already been the subject of consideration.</p> <p>3 We don't have any documentation with regard to what</p> <p>4 happened subsequent to the email of Mr Edmond Ho on</p> <p>5 15 August 2014, which sought formal approval from the</p> <p>6 operations director, Mr Eckford.</p> <p>7 Has the management been able to find any information</p> <p>8 as to what happened after August 2014 and before</p> <p>9 February of 2015 with regard to that request for formal</p> <p>10 approval?</p> <p>11 DR NORMAN LEUNG: We have to look up the file. The</p> <p>12 documents submitted before the committee are all we have</p> <p>13 got, the relevant material we have got, from our file.</p> <p>14 CHAIRMAN: We understand that, but the question is very</p> <p>15 simple: where are the records of what was being</p> <p>16 considered between 14 August 2014 and 2 February 2015?</p> <p>17 Where are they?</p> <p>18 Mr Lee, perhaps you can help.</p> <p>19 MR ROGER LEE: I will try to help but I joined the company</p> <p>20 in January 2015.</p> <p>21 CHAIRMAN: Yes.</p> <p>22 MR ROGER LEE: And no doubt I will go back to the office and</p> <p>23 find out a bit more.</p> <p>24 CHAIRMAN: Yes, but you weren't the managing director at the</p> <p>25 time this decision was taken on 13 February 2015,</p>	<p style="text-align: right;">Page 8</p> <p>1 type of report I'm referring to.</p> <p>2 And the second type of report is that which we can</p> <p>3 find at KMB-1 at page 362.</p> <p>4 CHAIRMAN: What kind of report is that?</p> <p>5 MR PETER DUNCAN: This pertains to speed, and then also</p> <p>6 acceleration, and then also harsh braking.</p> <p>7 You will recall that sort of report?</p> <p>8 MR JAMES WONG: (Via interpreter) Yes.</p> <p>9 MR PETER DUNCAN: Thank you.</p> <p>10 With regard to the accident in Tai Po on 10 February</p> <p>11 this year, can I ask this question: was the bus involved</p> <p>12 or the driver of that bus identified after the incident</p> <p>13 in any of these two types of reports generated for</p> <p>14 10 February?</p> <p>15 MR JAMES WONG: (Via interpreter) At that time, we did not</p> <p>16 identify the bus through these reports because, at that</p> <p>17 time, we looked at the specific incident and bus</p> <p>18 involved without having to wait for these reports.</p> <p>19 MR PETER DUNCAN: So were the reports ever produced for</p> <p>20 10 February?</p> <p>21 MR JAMES WONG: (Via interpreter) At that time, the focus</p> <p>22 was on the bus itself. I did not realise or pay</p> <p>23 attention to the occurrence of this bus in these</p> <p>24 reports.</p> <p>25 MR PETER DUNCAN: So this type of reports had never been</p>

Page 9	Page 11
<p>1 produced for 10 February?</p> <p>2 MR JAMES WONG: (Via interpreter) These reports are regular</p> <p>3 reports. In other words, for buses that contravene our</p> <p>4 guidelines, they would show up on these reports. So</p> <p>5 these are regular reports.</p> <p>6 For the Tai Po incident, it was an exceptional</p> <p>7 incident, which was why we looked at that bus</p> <p>8 specifically. I cannot recall whether the bus was</p> <p>9 covered in these reports.</p> <p>10 MR PETER DUNCAN: Could you undertake a check as to whether</p> <p>11 there were such reports issued for 10 February?</p> <p>12 MR JAMES WONG: (Via interpreter) Yes. I can check whether</p> <p>13 such reports appeared at that time.</p> <p>14 CHAIRMAN: And having done so, will you provide them to the</p> <p>15 committee?</p> <p>16 MR JAMES WONG: (Via interpreter) If I am able to identify</p> <p>17 the records, of course I would provide them to the</p> <p>18 committee.</p> <p>19 CHAIRMAN: Thank you.</p> <p>20 MR PETER DUNCAN: Had the bus been travelling in excess of</p> <p>21 70 kilometres per hour -- had that bus been</p> <p>22 travelling -- would a report such as the two types we</p> <p>23 have seen automatically have been produced?</p> <p>24 MR JAMES WONG: (Via interpreter) First of all, for the</p> <p>25 table we see right now, the speed threshold was</p>	<p>1 already.</p> <p>2 MR PETER DUNCAN: I see. Thank you.</p> <p>3 MR LEUNG KIN WANG: (Via interpreter) It should be possible</p> <p>4 but since the records or figures were from half a year</p> <p>5 ago, they were already archived in other systems, so we</p> <p>6 might need to identify the data involved. So we have to</p> <p>7 study the feasibility, but I believe it's possible.</p> <p>8 MR PETER DUNCAN: Thank you.</p> <p>9 CHAIRMAN: Yes, Mr Duncan.</p> <p>10 MR PETER DUNCAN: We moved, at the end of yesterday, to the</p> <p>11 matter of training. Before I resume with that, I just</p> <p>12 want to ask a few more questions about the issue of</p> <p>13 manpower shortage.</p> <p>14 As a comment, it would seem that given the likely</p> <p>15 effect of the new guidelines, the problem of the</p> <p>16 shortage of bus drivers is going to get worse rather</p> <p>17 than better. Is that a fair comment?</p> <p>18 MR PATRICK PANG: (Via interpreter) Yes, I agree, Mr Duncan.</p> <p>19 MR PETER DUNCAN: Has the company developed any recent</p> <p>20 initiatives with regard to how the situation might be</p> <p>21 improved?</p> <p>22 MR ROGER LEE: (Via interpreter) This is a diverse issue.</p> <p>23 First of all, something must be done on recruitment, and</p> <p>24 the company also needs to promote staff morale. In</p> <p>25 terms of the recruitment of bus captains, something must</p>
Page 10	Page 12
<p>1 75 kilometres per hour. If the bus succeeded 75kph, it</p> <p>2 should show up on this table.</p> <p>3 As for another, shorter table, it depends on the</p> <p>4 road speed limit at that time before we ascertain</p> <p>5 whether a bus was speeding. If there was speeding,</p> <p>6 again, it would show up on the report.</p> <p>7 MR PETER DUNCAN: If there was harsh braking or extreme</p> <p>8 acceleration, would that have automatically generated</p> <p>9 the second type of report?</p> <p>10 MR JAMES WONG: (Via interpreter) Yes.</p> <p>11 MR PETER DUNCAN: If those reports were not generated at</p> <p>12 that time, would the system today allow for the</p> <p>13 production of those reports?</p> <p>14 MR JAMES WONG: (Via interpreter) If there was harsh braking</p> <p>15 or sudden acceleration, there would be such record. If</p> <p>16 there was such occurrence, it would show up on the</p> <p>17 report. So if I am able to identify that report, I will</p> <p>18 share that with the committee.</p> <p>19 MR PETER DUNCAN: My question is a little different. If the</p> <p>20 report does not exist, can you produce a report today</p> <p>21 from what consists in the company's records, in its</p> <p>22 computers?</p> <p>23 MR JAMES WONG: (Via interpreter) I don't quite understand</p> <p>24 the question. If there was harsh braking or sudden</p> <p>25 acceleration, it should have shown up on the report</p>	<p>1 be done by way of remuneration. Our chairman mentioned</p> <p>2 some measures this Tuesday, and in terms of recruitment,</p> <p>3 in different districts and different types of roles, we</p> <p>4 hope to do something.</p> <p>5 These days, not many staff are prepared to stay in</p> <p>6 the job for a very long time, unlike in the past, so we</p> <p>7 suggest recruiting different types of people to our</p> <p>8 company. In terms of promoting a sense of belonging for</p> <p>9 staff, we have also done a lot. We would enhance depot</p> <p>10 facilities. We are providing different services and</p> <p>11 facilities such as resting areas and hairdressing</p> <p>12 service. We have also introduced gym rooms and</p> <p>13 ping-pong tables and at bus termini a lot has been done</p> <p>14 to enhance comfort for bus captains. So we have done</p> <p>15 quite a lot.</p> <p>16 In terms of lifestyle, we implemented recreation</p> <p>17 clubs, including football activities. Most bus captains</p> <p>18 are males, so we want to allow them to take part in</p> <p>19 various facilities or activities after work; for</p> <p>20 example, singing events. And at the instruction of the</p> <p>21 chairman, we also set up a scholarship. This way, we</p> <p>22 can do something for the children and kids of our bus</p> <p>23 captains or staff. So hopefully this can help us retain</p> <p>24 staff and attract new blood in the recruitment of bus</p> <p>25 captains. The work is certainly not easy. This is</p>

Speeding (accumulated more than 4 mins)				6.2.18 - 12.2.18 (both dates inclusive)
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
1	69	荔枝角廠	13 mins	5
2	53	九龍灣廠	10 mins	3
3	66	屯門廠	8 mins	3
4	54	九龍灣廠	8 mins	12
5	71	屯門廠	7 mins	6
6	92	龍運	6 mins	1
7	71	屯門廠	6 mins	5
8	53	屯門廠	5 mins	5
9	57	屯門廠	5 mins	13
10	12	屯門廠	5 mins	8
11	66	沙田廠	5 mins	4
12	92	龍運	5 mins	3
13	56	荔枝角廠	5 mins	4
14	92	龍運	4 mins	6
15	74	沙田廠	4 mins	8
16	69	屯門廠	4 mins	2
17	92	龍運	4 mins	5
18	30	屯門廠	4 mins	14
19	63	屯門廠	4 mins	3
20	64	屯門廠	4 mins	2

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11.2.2

BC Performance from 6 Feb 2018 to 12 Feb 2018: Speeding

Speeding (accumulated more than 4 mins) 6.2.18-12.2.18 (both dates inclusive)				
No.	Employee No.	Depot	Speeding accumulated (speed > 75kph)	No. of appearance since 28.3.2017
1	69[redacted]	Lai Chi Kok Depot	13 mins	5
2	53[redacted]	Kowloon Bay Depot	10 mins	3
3	66[redacted]	Tuen Mun Depot	8 mins	3
4	54[redacted]	Kowloon Bay Depot	8 mins	12
5	71[redacted]	Tuen Mun Depot	7 mins	6
6	92[redacted]	Long Win	6 mins	1
7	71[redacted]	Tuen Mun Depot	6 mins	5
8	53[redacted]	Tuen Mun Depot	5 mins	5
9	57[redacted]	Tuen Mun Depot	5 mins	13
10	12[redacted]	Tuen Mun Depot	5 mins	8
11	66[redacted]	Sha Tin Depot	5 mins	4
12	92[redacted]	Long Win	5 mins	3
13	56[redacted]5	Lai Chi Kok Depot	5 mins	4
14	92[redacted]	Long Win	4 mins	6
15	74[redacted]	Sha Tin Depot	4 mins	8
16	69[redacted]	Tuen Mun Depot	4 mins	2
17	92[redacted]	Long Win	4 mins	5
18	30[redacted]	Tuen Mun Depot	4 mins	14
19	63[redacted]	Tuen Mun Depot	4 mins	3
20	64[redacted]	Tuen Mun Depot	4 mins	2

BC Performance from 6 Feb 2018 to 12 Feb 2018: Sudden Acceleration

Sudden Acceleration (accumulated more than 60 mins) 6.2.18-12.2.18 (both dates inclusive)				
No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph)	No. of appearance since 28.3.2017
1	60[redacted]	Lai Chi Kok Depot	93 mins	27
2	560[redacted]	Kowloon Bay Depot	92 mins	2
3	60[redacted]	Tuen Mun Depot	91 mins	15
4	66[redacted]	Tuen Mun Depot	90 mins	15
5	60[redacted]	Lai Chi Kok Depot	90 mins	10
6	74[redacted]	Sha Tin Depot	89 mins	19
7	61[redacted]	Kowloon Bay Depot	87 mins	10
8	60[redacted]	Lai Chi Kok Depot	86 mins	12
9	54[redacted]	Lai Chi Kok Depot	83 mins	3
10	32[redacted]	Sha Tin Depot	83 mins	3
11	14[redacted]	Kowloon Bay Depot	82 mins	9
12	15[redacted]	Lai Chi Kok Depot	81 mins	2
13	63[redacted]	Lai Chi Kok Depot	80 mins	7
14	60[redacted]	Sha Tin Depot	79 mins	1
15	60[redacted]	Tuen Mun Depot	79 mins	13
16	60[redacted]	Kowloon Bay Depot	78 mins	9
17	61[redacted]	Kowloon Bay Depot	78 mins	3
18	61[redacted]	Lai Chi Kok Depot	78 mins	13
19	42[redacted]	Lai Chi Kok Depot	78 mins	2
20	80[redacted]	Kowloon Bay Depot	77 mins	6
21	72[redacted]	Kowloon Bay Depot	76 mins	3

Sudden Acceleration (accumulated more than 60 mins)				6.2.18 - 12.2.18 (both dates inclusive)
No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
1	60	荔枝角廠	93 mins	27
2	560	九龍灣廠	92 mins	2
3	60	屯門廠	91 mins	15
4	66	屯門廠	90 mins	15
5	60	荔枝角廠	90 mins	10
6	74	沙田廠	89 mins	19
7	61	九龍灣廠	87 mins	10
8	60	荔枝角廠	86 mins	12
9	54	荔枝角廠	83 mins	3
10	32	沙田廠	83 mins	3
11	14	九龍灣廠	82 mins	9
12	15	荔枝角廠	81 mins	2
13	63	荔枝角廠	80 mins	7
14	60	沙田廠	79 mins	1
15	60	屯門廠	79 mins	13
16	60	九龍灣廠	78 mins	9
17	61	九龍灣廠	78 mins	3
18	61	荔枝角廠	78 mins	13
19	42	荔枝角廠	78 mins	2
20	80	九龍灣廠	77 mins	6
21	72	九龍灣廠	76 mins	3
22	71	荔枝角廠	76 mins	6
23	61	沙田廠	76 mins	5
24	75	荔枝角廠	76 mins	7
25	69	荔枝角廠	75 mins	12
26	72	荔枝角廠	75 mins	15
27	75	荔枝角廠	75 mins	4
28	62	九龍灣廠	75 mins	8
29	69	荔枝角廠	75 mins	1
30	60	屯門廠	74 mins	8
31	66	九龍灣廠	74 mins	4
32	78	九龍灣廠	74 mins	4
33	62	荔枝角廠	74 mins	2
34	770	荔枝角廠	73 mins	1
35	71	屯門廠	73 mins	5
36	73	荔枝角廠	73 mins	9
37	85	九龍灣廠	73 mins	2
38	75	沙田廠	73 mins	1
39	72	沙田廠	73 mins	6
40	71	荔枝角廠	72 mins	3
41	69	荔枝角廠	72 mins	1
42	65	九龍灣廠	72 mins	2
43	568	九龍灣廠	71 mins	2
44	72	荔枝角廠	71 mins	9
45	77	荔枝角廠	71 mins	4
46	60	九龍灣廠	71 mins	1
47	44	九龍灣廠	70 mins	1

Sudden Acceleration (accumulated more than 60 mins) 6.2.18 - 12.2.18 (both dates inclusive)

No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
48	60	荔枝角廠	70 mins	3
49	50	九龍灣廠	70 mins	1
50	63	九龍灣廠	70 mins	2
51	75	九龍灣廠	70 mins	3
52	73	荔枝角廠	69 mins	7
53	62	荔枝角廠	69 mins	2
54	61	荔枝角廠	69 mins	2
55	71	九龍灣廠	69 mins	1
56	48	九龍灣廠	69 mins	3
57	32	沙田廠	69 mins	1
58	60	屯門廠	68 mins	3
59	71	荔枝角廠	68 mins	2
60	63	九龍灣廠	68 mins	7
61	69	荔枝角廠	68 mins	2
62	76	沙田廠	68 mins	8
63	61	荔枝角廠	68 mins	6
64	63	荔枝角廠	68 mins	3
65	68	荔枝角廠	68 mins	17
66	71	九龍灣廠	67 mins	1
67	72	荔枝角廠	67 mins	1
68	75	沙田廠	67 mins	2
69	69	沙田廠	67 mins	3
70	50	九龍灣廠	67 mins	3
71	78	九龍灣廠	67 mins	1
72	560	九龍灣廠	67 mins	1
73	68	九龍灣廠	67 mins	7
74	77	荔枝角廠	67 mins	4
75	68	荔枝角廠	67 mins	1
76	61	沙田廠	67 mins	1
77	78	沙田廠	66 mins	3
78	60	沙田廠	66 mins	5
79	78	荔枝角廠	66 mins	3
80	64	屯門廠	66 mins	1
81	66	九龍灣廠	66 mins	6
82	16	荔枝角廠	66 mins	4
83	63	九龍灣廠	66 mins	1
84	62	沙田廠	66 mins	3
85	76	沙田廠	65 mins	2
86	32	九龍灣廠	65 mins	5
87	29	九龍灣廠	65 mins	1
88	73	荔枝角廠	65 mins	2
89	71	九龍灣廠	65 mins	2
90	75	九龍灣廠	65 mins	1
91	63	荔枝角廠	65 mins	2
92	17	九龍灣廠	65 mins	5
93	75	屯門廠	64 mins	2
94	60	九龍灣廠	64 mins	3

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Sudden Acceleration (accumulated more than 60 mins) 6.2.18 - 12.2.18 (both dates inclusive)

No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
95	73	荔枝角廠	64 mins	2
96	21	屯門廠	64 mins	2
97	35	荔枝角廠	64 mins	3
98	72	荔枝角廠	64 mins	2
99	53	九龍灣廠	64 mins	2
100	10	九龍灣廠	64 mins	5
101	56	九龍灣廠	64 mins	4
102	68	荔枝角廠	64 mins	3
103	71	九龍灣廠	64 mins	2
104	11	荔枝角廠	63 mins	1
105	64	九龍灣廠	63 mins	2
106	73	荔枝角廠	63 mins	2
107	78	沙田廠	63 mins	2
108	62	沙田廠	63 mins	10
109	85	沙田廠	63 mins	1
110	55	九龍灣廠	63 mins	2
111	60	沙田廠	63 mins	5
112	23	沙田廠	63 mins	4
113	54	沙田廠	63 mins	2
114	66	九龍灣廠	63 mins	3
115	73	荔枝角廠	63 mins	6
116	78	九龍灣廠	63 mins	2
117	78	荔枝角廠	63 mins	1
118	69	九龍灣廠	62 mins	3
119	92	龍運	62 mins	1
120	68	荔枝角廠	62 mins	7
121	64	九龍灣廠	62 mins	7
122	37	荔枝角廠	62 mins	2
123	81	沙田廠	62 mins	1
124	62	荔枝角廠	62 mins	6
125	65	九龍灣廠	62 mins	3
126	77	九龍灣廠	62 mins	4
127	48	九龍灣廠	62 mins	2
128	70	荔枝角廠	62 mins	1
129	48	沙田廠	61 mins	1
130	34	沙田廠	61 mins	2
131	54	荔枝角廠	61 mins	1
132	70	九龍灣廠	61 mins	5
133	63	九龍灣廠	61 mins	3
134	31	屯門廠	61 mins	1
135	68	荔枝角廠	61 mins	2
136	60	九龍灣廠	61 mins	1
137	20	九龍灣廠	61 mins	2
138	53	沙田廠	61 mins	1
139	60	九龍灣廠	61 mins	1
140	46	九龍灣廠	61 mins	9
141	68	九龍灣廠	61 mins	2

Sudden Acceleration (accumulated more than 60 mins)				6.2.18 - 12.2.18 (both dates inclusive)
No.	Employee No.	Depot	Sudden Acceleration accumulated (Acceleration > 4kph/s)	No. of appearance since 28.3.2017
142	61	荔枝角廠	61 mins	2
143	54	屯門廠	61 mins	4
144	61	荔枝角廠	60 mins	2
145	10	荔枝角廠	60 mins	1
146	76	九龍灣廠	60 mins	5
147	61	荔枝角廠	60 mins	1
148	61	荔枝角廠	60 mins	2
149	66	荔枝角廠	60 mins	4
150	68	荔枝角廠	60 mins	3
151	53	沙田廠	60 mins	4
152	73	沙田廠	60 mins	1
153	76	荔枝角廠	60 mins	2
154	77	九龍灣廠	60 mins	1
155	77	荔枝角廠	60 mins	8
156	63	沙田廠	60 mins	1
157	73	荔枝角廠	60 mins	1
158	60	荔枝角廠	60 mins	5
159	61	沙田廠	60 mins	1
160	64	九龍灣廠	60 mins	1
161	53	荔枝角廠	60 mins	1

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11.2.3

22	71[redacted]	Lai Chi Kok Depot	76 mins	6
23	61[redacted]	Sha Tin Depot	76 mins	5
24	75[redacted]	Lai Chi Kok Depot	76 mins	7
25	96[redacted]	Lai Chi Kok Depot	75 mins	12
26	72[redacted]	Lai Chi Kok Depot	75 mins	15
27	75[redacted]	Lai Chi Kok Depot	75 mins	4
28	62[redacted]	Kowloon Bay Depot	75 mins	8
29	69[redacted]	Lai Chi Kok Depot	75 mins	1
30	60[redacted]	Tuen Mun Depot	74 mins	8
31	66[redacted]	Kowloon Bay Depot	74 mins	4
32	78[redacted]	Kowloon Bay Depot	74 mins	4
33	62[redacted]	Lai Chi Kok Depot	74 mins	2
34	770[redacted]	Lai Chi Kok Depot	73 mins	1
35	71[redacted]	Tuen Mun Depot	73 mins	5
36	73[redacted]	Lai Chi Kok Depot	73 mins	9
37	85[redacted]	Kowloon Bay Depot	73 mins	2
38	75[redacted]	Sha Tin Depot	73 mins	1
39	72[redacted]	Sha Tin Depot	73 mins	6
40	71[redacted]	Lai Chi Kok Depot	72 mins	3
41	69[redacted]	Lai Chi Kok Depot	72 mins	1
42	65[redacted]	Kowloon Bay Depot	72 mins	2
43	568[redacted]	Kowloon Bay Depot	71 mins	2
44	72[redacted]	Lai Chi Kok Depot	71 mins	9
45	77[redacted]	Lai Chi Kok Depot	71 mins	4
46	60[redacted]	Kowloon Bay Depot	71 mins	1
47	44[redacted]	Kowloon Bay Depot	70 mins	1
48	60[redacted]	Lai Chi Kok Depot	70 mins	3
49	50[redacted]	Kowloon Bay	70 mins	1

11.2.3

		Depot		
50	63[redacted]	Kowloon Bay Depot	70 mins	2
51	75[redacted]	Kowloon Bay Depot	70 mins	3
52	73[redacted]	Lai Chi Kok Depot	69 mins	7
53	62[redacted]	Lai Chi Kok Depot	69 mins	2
54	61[redacted]	Lai Chi Kok Depot	69 mins	2
55	71[redacted]	Kowloon Bay Depot	69 mins	1
56	48[redacted]	Kowloon Bay Depot	69 mins	3
57	32[redacted]	Sha Tin Depot	69 mins	1
58	60[redacted]	Tuen Mun Depot	68 mins	3
59	71[redacted]	Lai Chi Kok Depot	68 mins	2
60	63[redacted]	Kowloon Bay Depot	68 mins	7
61	69[redacted]	Lai Chi Kok Depot	68 mins	2
62	76[redacted]	Sha Tin Depot	68 mins	8
63	61[redacted]	Lai Chi Kok Depot	68 mins	6
64	63[redacted]	Lai Chi Kok Depot	68 mins	3
65	68[redacted]	Lai Chi Kok Depot	68 mins	17
66	71[redacted]	Kowloon Bay Depot	67 mins	1
67	72[redacted]	Lai Chi Kok Depot	67 mins	1
68	75[redacted]	Sha Tin Depot	67 mins	2
69	69[redacted]	Sha Tin Depot	67 mins	3
70	50[redacted]	Kowloon Bay Depot	67 mins	3
71	78[redacted]	Kowloon Bay Depot	67 mins	1
72	560[redacted]	Kowloon Bay Depot	67 mins	1
73	68[redacted]	Kowloon Bay Depot	67 mins	7
74	77[redacted]	Lai Chi Kok Depot	67 mins	4

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11.2.3

75	68[redacted]	Lai Chi Kok Depot	67 mins	1
76	61[redacted]	Sha Tin Depot	67 mins	1
77	78[redacted]	Sha Tin Depot	66 mins	3
78	60[redacted]	Sha Tin Depot	66 mins	5
79	78[redacted]	Lai Chi Kok Depot	66 mins	3
80	64[redacted]	Tuen Mun Depot	66 mins	1
81	66[redacted]	Kowloon Bay Depot	66 mins	6
82	16[redacted]	Lai Chi Kok Depot	66 mins	4
83	63[redacted]	Kowloon Bay Depot	66 mins	1
84	62[redacted]	Sha Tin Depot	66 mins	3
85	76[redacted]	Sha Tin Depot	65 mins	2
86	32[redacted]	Kowloon Bay Depot	65 mins	5
87	29[redacted]	Kowloon Bay Depot	65 mins	1
88	73[redacted]	Lai Chi Kok Depot	65 mins	2
89	71[redacted]	Kowloon Bay Depot	65 mins	2
90	75[redacted]	Kowloon Bay Depot	65 mins	1
91	63[redacted]	Lai Chi Kok Depot	65 mins	2
92	17[redacted]	Kowloon Bay Depot	65 mins	5
93	75[redacted]	Tuen Mun Depot	64 mins	2
94	60[redacted]	Kowloon Bay Depot	64 mins	3
95	73[redacted]	Lai Chi Kok Depot	64 mins	2
96	21[redacted]	Tuen Mun Depot	64 mins	2
97	35[redacted]	Lai Chi Kok Depot	64 mins	3
98	72[redacted]	Lai Chi Kok Depot	64 mins	2
99	53[redacted]	Kowloon Bay Depot	64 mins	2
100	10[redacted]	Kowloon Bay Depot	64 mins	5

11.2.3

101	56[redacted]0	Kowloon Bay Depot	64 mins	4
102	68[redacted]	Lai Chi Kok Depot	64 mins	3
103	71[redacted]	Kowloon Bay Depot	64 mins	2
104	11[redacted]	Lai Chi Kok Depot	63 mins	1
105	64[redacted]	Kowloon Bay Depot	63 mins	2
106	73[redacted]	Lai Chi Kok Depot	63 mins	2
107	78[redacted]	Sha Tin Depot	63 mins	2
108	62[redacted]	Sha Tin Depot	63 mins	10
109	85[redacted]	Sha Tin Depot	63 mins	1
110	55[redacted]	Kowloon Bay Depot	63 mins	2
111	60[redacted]	Sha Tin Depot	63 mins	5
112	23[redacted]	Sha Tin Depot	63 mins	4
113	54[redacted]	Sha Tin Depot	63 mins	2
114	66[redacted]	Kowloon Bay Depot	63 mins	3
115	73[redacted]	Lai Chi Kok Depot	63 mins	6
116	78[redacted]	Kowloon Bay Depot	63 mins	2
117	78[redacted]	Lai Chi Kok Depot	63 mins	1
118	69[redacted]	Kowloon Bay Depot	62 mins	3
119	92[redacted]	Long Win	62 mins	1
120	68[redacted]	Lai Chi Kok Depot	62 mins	7
121	64[redacted]	Kowloon Bay Depot	62 mins	7
122	37[redacted]	Lai Chi Kok Depot	62 mins	2
123	81[redacted]		62 mins	1
124	62[redacted]	Lai Chi Kok Depot	62 mins	6
125	65[redacted]	Kowloon Bay Depot	62 mins	3
126	77[redacted]	Kowloon Bay Depot	62 mins	4

11.2.3

127	48[redacted]	Kowloon Bay Depot	62 mins	2
128	70[redacted]	Lai Chi Kok Depot	62 mins	1
129	48[redacted]	Sha Tin Depot	61 mins	1
130	34[redacted]	Sha Tin Depot	61 mins	2
131	54[redacted]	Lai Chi Kok Depot	61 mins	1
132	70[redacted]	Kowloon Bay Depot	61 mins	5
133	63[redacted]	Kowloon Bay Depot	61 mins	3
134	31[redacted]	Tuen Mun Depot	61 mins	1
135	68[redacted]	Lai Chi Kok Depot	61 mins	2
136	60[redacted]	Kowloon Bay Depot	61 mins	1
137	20[redacted]	Kowloon Bay Depot	61 mins	2
138	53[redacted]	Sha Tin Depot	61 mins	1
139	60[redacted]	Kowloon Bay Depot	61 mins	1
140	46[redacted]	Kowloon Bay Depot	61 mins	9
141	68[redacted]	Kowloon Bay Depot	61 mins	2
142	61[redacted]	Lai Chi Kok Depot	61 mins	2
143	54[redacted]	Tuen Mun Depot	61 mins	4
144	61[redacted]	Lai Chi Kok Depot	60 mins	2
145	10[redacted]	Lai Chi Kok Depot	60 mins	1
146	76[redacted]	Kowloon Bay Depot	60 mins	5
147	61[redacted]	Lai Chi Kok Depot	60 mins	1
148	61[redacted]	Lai Chi Kok Depot	60 mins	2
149	66[redacted]	Lai Chi Kok Depot	60 mins	4
150	68[redacted]	Lai Chi Kok Depot	60 mins	3
151	53[redacted]	Sha Tin Depot	60 mins	4
152	73[redacted]	Sha Tin Depot	60 mins	1
153	76[redacted]	Lai Chi Kok Depot	60 mins	2

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。

11.2.3

154	77[redacted]	Kowloon Bay Depot	60 mins	1
155	77[redacted]	Lai Chi Kok Depot	60 mins	8
156	63[redacted]	Sha Tin Depot	60 mins	1
157	73[redacted]	Lai Chi Kok Depot	60 mins	1
158	60[redacted]	Lai Chi Kok Depot	60 mins	5
159	61[redacted]	Sha Tin Depot	60 mins	1
160	64[redacted]	Kowloon Bay Depot	60 mins	1
161	53[redacted]	Lai Chi Kok Depot	60 mins	1

Harsh Brake (accumulated more than 4 mins)				6.2.18 - 12.2.18 (both dates inclusive)	
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph/s)	No. of appearance since 28.3.2017	
1	68	屯門廠	9 mins	11	
2	78	沙田廠	8 mins	21	
3	61	荔枝角廠	8 mins	16	
4	77	沙田廠	8 mins	28	
5	10	九龍灣廠	8 mins	29	
6	81	九龍灣廠	8 mins	7	
7	75	屯門廠	7 mins	3	
8	49	荔枝角廠	7 mins	1	
9	63	九龍灣廠	7 mins	13	
10	92	龍運	7 mins	5	
11	722	九龍灣廠	6 mins	12	
12	60	九龍灣廠	6 mins	10	
13	11	荔枝角廠	6 mins	19	
14	62	沙田廠	6 mins	22	
15	61	九龍灣廠	6 mins	8	
16	33	荔枝角廠	6 mins	6	
17	66	荔枝角廠	6 mins	10	
18	60	沙田廠	6 mins	15	
19	78	荔枝角廠	6 mins	7	
20	62	荔枝角廠	6 mins	16	
21	65	九龍灣廠	6 mins	16	
22	73	沙田廠	6 mins	9	
23	73	荔枝角廠	6 mins	4	
24	77	沙田廠	6 mins	2	
25	45	荔枝角廠	6 mins	10	
26	56	荔枝角廠	6 mins	4	
27	44	荔枝角廠	6 mins	2	
28	14	九龍灣廠	5 mins	14	
29	69	荔枝角廠	5 mins	29	
30	60	屯門廠	5 mins	14	
31	60	屯門廠	5 mins	22	
32	60	沙田廠	5 mins	13	
33	48	沙田廠	5 mins	12	
34	62	荔枝角廠	5 mins	11	
35	46	沙田廠	5 mins	11	
36	74	九龍灣廠	5 mins	1	
37	69	九龍灣廠	5 mins	1	
38	60	沙田廠	5 mins	16	
39	73	荔枝角廠	5 mins	23	
40	76	九龍灣廠	5 mins	9	
41	78	沙田廠	5 mins	4	
42	77	沙田廠	5 mins	9	
43	73	九龍灣廠	5 mins	15	
44	54	荔枝角廠	5 mins	1	
45	54	屯門廠	5 mins	1	
46	73	沙田廠	5 mins	1	
47	77	九龍灣廠	5 mins	6	

4848

562

Harsh Brake (accumulated more than 4 mins)				6.2.18 - 12.2.18 (both dates inclusive)	
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph/s)	No. of appearance since 28.3.2017	
48	61	荔枝角廠	5 mins	26	
49	62	九龍灣廠	5 mins	19	
50	72	沙田廠	5 mins	21	
51	69	九龍灣廠	5 mins	2	
52	61	九龍灣廠	5 mins	5	
53	76	沙田廠	5 mins	13	
54	99	龍運	5 mins	3	
55	69	九龍灣廠	5 mins	6	
56	70	荔枝角廠	5 mins	2	
57	10	沙田廠	5 mins	30	
58	90	龍運	5 mins	20	
59	74	沙田廠	4 mins	8	
60	60	沙田廠	4 mins	2	
61	78	荔枝角廠	4 mins	14	
62	76	沙田廠	4 mins	12	
63	73	荔枝角廠	4 mins	5	
64	64	九龍灣廠	4 mins	1	
65	73	荔枝角廠	4 mins	18	
66	69	九龍灣廠	4 mins	6	
67	34	沙田廠	4 mins	2	
68	54	荔枝角廠	4 mins	7	
69	61	荔枝角廠	4 mins	3	
70	68	九龍灣廠	4 mins	21	
71	60	荔枝角廠	4 mins	33	
72	71	九龍灣廠	4 mins	2	
73	57	屯門廠	4 mins	2	
74	77	沙田廠	4 mins	3	
75	46	九龍灣廠	4 mins	15	
76	10	荔枝角廠	4 mins	3	
77	73	九龍灣廠	4 mins	5	
78	64	九龍灣廠	4 mins	13	
79	72	九龍灣廠	4 mins	6	
80	64	九龍灣廠	4 mins	6	
81	77	荔枝角廠	4 mins	3	
82	62	九龍灣廠	4 mins	10	
83	17	九龍灣廠	4 mins	1	
84	52	九龍灣廠	4 mins	3	
85	66	荔枝角廠	4 mins	8	
86	75	九龍灣廠	4 mins	11	
87	78	屯門廠	4 mins	1	
88	24	沙田廠	4 mins	2	
89	76	九龍灣廠	4 mins	23	
90	64	屯門廠	4 mins	2	
91	24	荔枝角廠	4 mins	1	
92	54	九龍灣廠	4 mins	8	
93	65	荔枝角廠	4 mins	9	
94	60	荔枝角廠	4 mins	6	

Harsh Brake (accumulated more than 4 mins)				6.2.18 - 12.2.18 (both dates inclusive)	
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph/s)	No. of appearance since 28.3.2017	
95	66	屯門廠	4 mins	2	
96	63	屯門廠	4 mins	3	
97	75	九龍灣廠	4 mins	1	
98	60	沙田廠	4 mins	11	
99	72	九龍灣廠	4 mins	1	
100	75	沙田廠	4 mins	20	
101	91	龍運	4 mins	7	
102	65	荔枝角廠	4 mins	14	
103	63	九龍灣廠	4 mins	6	
104	55	荔枝角廠	4 mins	11	
105	75	九龍灣廠	4 mins	8	
106	68	荔枝角廠	4 mins	2	
107	24	九龍灣廠	4 mins	1	
108	73	沙田廠	4 mins	6	
109	53	沙田廠	4 mins	1	
110	53	九龍灣廠	4 mins	5	
111	85	沙田廠	4 mins	9	
112	65	九龍灣廠	4 mins	2	
113	74	荔枝角廠	4 mins	6	
114	40	沙田廠	4 mins	3	
115	11	沙田廠	4 mins	5	
116	64	沙田廠	4 mins	23	
117	72	沙田廠	4 mins	8	
118	63	屯門廠	4 mins	13	
119	92	龍運	4 mins	12	

BC Performance from 6 Feb 2018 to 12 Feb 2018: Harsh Brake

Harsh Brake (accumulated more than 4 mins) 6.2.18-12.2.18 (both dates inclusive)				
No.	Employee No.	Depot	Harsh Brake accumulated (Deceleration > 8kph)	No. of appearance since 28.3.2017
1	68[redacted]	Tuen Mun Depot	9 mins	11
2	78[redacted]	Sha Tin Depot	8 mins	21
3	61[redacted]	Lai Chi Kok Depot	8 mins	16
4	77[redacted]	Sha Tin Depot	8 mins	28
5	10[redacted]	Kowloon Bay Depot	8 mins	29
6	81[redacted]	Kowloon Bay Depot	8 mins	7
7	75[redacted]	Tuen Mun Depot	7 mins	3
8	49[redacted]	Lai Chi Kok Depot	7 mins	1
9	63[redacted]	Kowloon Bay Depot	7 mins	13
10	92[redacted]	Long Win	7 mins	5
11	722[redacted]	Kowloon Bay Depot	6 mins	12
12	60[redacted]	Kowloon Bay Depot	6 mins	10
13	11[redacted]	Lai Chi Kok Depot	6 mins	19
14	62[redacted]	Sha Tin Depot	6 mins	22
15	61[redacted]	Kowloon Bay Depot	6 mins	8
16	33[redacted]	Lai Chi Kok Depot	6 mins	6
17	66[redacted]	Lai Chi Kok Depot	6 mins	10
18	60[redacted]	Sha Tin Depot	6 mins	15
19	78[redacted]	Lai Chi Kok Depot	6 mins	7
20	62[redacted]	Lai Chi Kok Depot	6 mins	16
21	65[redacted]	Kowloon Bay	6 mins	16

11.2.4

		Depot		
22	73[redacted]	Sha Tin Depot	6 mins	9
23	73[redacted]	Lai Chi Kok Depot	6 mins	4
24	77[redacted]	Sha Tin Depot	6 mins	2
25	45[redacted]	Lai Chi Kok Depot	6 mins	10
26	56[redacted]1	Lai Chi Kok Depot	6 mins	4
27	44[redacted]	Lai Chi Kok Depot	6 mins	2
28	14[redacted]	Kowloon Bay Depot	5 mins	14
29	69[redacted]	Lai Chi Kok Depot	5 mins	29
30	60[redacted]	Tuen Mun Depot	5 mins	14
31	60[redacted]	Tuen Mun Depot	5 mins	22
32	60[redacted]	Sha Tin Depot	5 mins	13
33	48[redacted]	Sha Tin Depot	5 mins	12
34	62[redacted]	Lai Chi Kok Depot	5 mins	11
35	46[redacted]	Sha Tin Depot	5 mins	11
36	74[redacted]	Kowloon Bay Depot	5 mins	1
37	69[redacted]	Kowloon Bay Depot	5 mins	1
38	60[redacted]	Sha Tin Depot	5 mins	16
39	73[redacted]	Lai Chi Kok Depot	5 mins	23
40	76[redacted]	Kowloon Bay Depot	5 mins	9
41	78[redacted]	Sha Tin Depot	5 mins	4
42	77[redacted]	Sha Tin Depot	5 mins	9
43	73[redacted]	Kowloon Bay Depot	5 mins	15
44	54[redacted]	Lai Chi Kok Depot	5 mins	1
45	54[redacted]	Tuen Mun Depot	5 mins	1
46	73[redacted]	Sha Tin Depot	5 mins	1
47	77[redacted]	Kowloon Bay Depot	5 mins	6
48	61[redacted]	Lai Chi Kok Depot	5 mins	26
49	62[redacted]	Kowloon Bay Depot	5 mins	19

11.2.4

50	72[redacted]	Sha Tin Depot	5 mins	21
51	69[redacted]	Kowloon Bay Depot	5 mins	2
52	61[redacted]	Kowloon Bay Depot	5 mins	5
53	76[redacted]	Sha Tin Depot	5 mins	13
54	99[redacted]	Long Win	5 mins	3
55	69[redacted]	Kowloon Bay Depot	5 mins	6
56	70[redacted]	Lai Chi Kok Depot	5 mins	2
57	10[redacted]	Sha Tin Depot	5 mins	30
58	90[redacted]	Long Win	5 mins	20
59	74[redacted]	Sha Tin Depot	4 mins	8
60	60[redacted]	Sha Tin Depot	4 mins	2
61	78[redacted]	Lai Chi Kok Depot	4 mins	14
62	76[redacted]	Sha Tin Depot	4 mins	12
63	73[redacted]	Lai Chi Kok Depot	4 mins	5
64	64[redacted]	Kowloon Bay Depot	4 mins	1
65	73[redacted]	Lai Chi Kok Depot	4 mins	18
66	69[redacted]	Kowloon Bay Depot	4 mins	6
67	34[redacted]	Sha Tin Depot	4 mins	2
68	54[redacted]	Lai Chi Kok Depot	4 mins	7
69	61[redacted]	Lai Chi Kok Depot	4 mins	3
70	68[redacted]	Kowloon Bay Depot	4 mins	21
71	60[redacted]	Lai Chi Kok Depot	4 mins	33
72	71[redacted]	Kowloon Bay Depot	4 mins	2
73	57[redacted]	Tuen Mun Depot	4 mins	2
74	77[redacted]	Sha Tin Depot	4 mins	3
75	46[redacted]	Kowloon Bay Depot	4 mins	15
76	10[redacted]	Lai Chi Kok Depot	4 mins	3
77	73[redacted]	Kowloon Bay	4 mins	5

11.2.4

		Depot		
78	64[redacted]	Kowloon Bay Depot	4 mins	13
79	72[redacted]	Kowloon Bay Depot	4 mins	6
80	64[redacted]	Kowloon Bay Depot	4 mins	6
81	[redacted]77	Lai Chi Kok Depot	4 mins	3
82	62[redacted]	Kowloon Bay Depot	4 mins	10
83	17[redacted]	Kowloon Bay Depot	4 mins	1
84	52[redacted]	Kowloon Bay Depot	4 mins	3
85	66[redacted]	Lai Chi Kok Depot	4 mins	8
86	75[redacted]	Kowloon Bay Depot	4 mins	11
87	78[redacted]	Tuen Mun Depot	4 mins	1
88	24[redacted]	Sha Tin Depot	4 mins	2
89	76[redacted]	Kowloon Bay Depot	4 mins	12
90	64[redacted]	Tuen Mun Depot	4 mins	2
91	24[redacted]	Lai Chi Kok Depot	4 mins	1
92	54[redacted]	Kowloon Bay Depot	4 mins	8
93	65[redacted]	Lai Chi Kok Depot	4 mins	9
94	60[redacted]	Lai Chi Kok Depot	4 mins	6
95	66[redacted]	Tuen Mun Depot	4 mins	2
96	63[redacted]	Tuen Mun Depot	4 mins	3
97	75[redacted]	Kowloon Bay Depot	4 mins	1
98	60[redacted]	Sha Tin Depot	4 mins	11
99	72[redacted]	Kowloon Bay Depot	4 mins	1
100	75[redacted]	Sha Tin Depot	4 mins	20
101	91[redacted]	Long Win	4 mins	7

11.2.4

102	65[redacted]	Lai Chi Kok Depot	4 mins	14
103	63[redacted]	Kowloon Bay Depot	4 mins	6
104	55[redacted]	Lai Chi Kok Depot	4 mins	11
105	75[redacted]	Kowloon Bay Depot	4 mins	8
106	68[redacted]	Lai Chi Kok Depot	4 mins	2
107	24[redacted]	Kowloon Bay Depot	4 mins	1
108	73[redacted]	Sha Tin Depot	4 mins	6
109	53[redacted]	Sha Tin Depot	4 mins	1
110	53[redacted]	Kowloon Bay Depot	4 mins	5
111	85[redacted]	Sha Tin Depot	4 mins	9
112	65[redacted]	Kowloon Bay Depot	4 mins	2
113	74[redacted]	Lai Chi Kok Depot	4 mins	6
114	40[redacted]	Sha Tin Depot	4 mins	3
115	11[redacted]	Sha Tin Depot	4 mins	5
116	64[redacted]	Sha Tin Depot	4 mins	23
117	72[redacted]	Sha Tin Depot	4 mins	8
118	63[redacted]	Tuen Mun Depot	4 mins	13
119	92[redacted]	Long Win	4 mins	12

Our Ref: LGD 10403

Your Ref: CSO/IRC-BUS/CR/7-45/3

3 October 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Email)

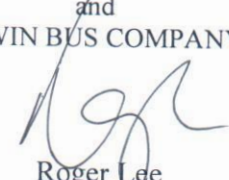
Dear Sirs,

Re: Independent Review Committee on Hong Kong's Franchised Bus Service

We refer to your letter dated 21 September 2018.

Our reply to your requests is set out in the enclosure of this letter.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.


Roger Lee
Managing Director

Encl.

Enclosure to KMB and LWB's letter to IRC dated 3 October 2018

Requests from IRC

1. Under paragraph 11 of IRC's letter dated 21 September 2018 ("**IRC's said letter**"), KMB and LWB are requested to provide the following "incident-based" reports (which were slightly varied¹ through subsequent telephone conversations with the Secretariat office on 26 September 2018):-
 - (i) reports on sudden acceleration and harsh braking for Shatin depot covering the period on and between 24 July 2018 and 30 July 2018, i.e. the same period covered by the reports submitted to the Committee on 8 August 2018 [sic]², without redaction of the employee number ("**Request (i)**");
 - (ii) reports on speeding, sudden acceleration and harsh braking for buses driven on route 872 covering the period on and between 6 February 2018 and 12 February 2018 ("**Request (ii)**"); and
 - (iii) reports on speeding, sudden acceleration and harsh braking for all depots on 30 August 2018, 2 September 2018 and 6 September 2018 ("**Request (iii)**").

Background Information of KMB and LWB's Exception Reports

2. As mentioned by Mr. Peter Duncan, Counsel for IRC, at the hearing on 11 August 2018 (under the extracts of the transcript of Day 14 cited at paragraph 6 of IRC's said letter), KMB and LWB have the practice of generating two types of exception reports to monitor the driving behaviour of BCs:-
 - (A) **BOP 207 reports** (which are described in IRC's said letter as "incident-based") showing individual speeding cases that occurred in a day. The details listed therein include the respective date and time, route number, GPS location, duration of speeding, maximum speed and name and employee number of the BCs involved;
(see samples at pages 3993-3995 of "KMB & LWB-9(B)" bundle and page 4827 of "KMB & LWB-12(A)" bundle)and
 - (B) **BC performance reports** (which are described in IRC's said letter as "driver-based") showing particular BCs' accumulative durations of speeding, sudden

¹ Among the 60 BCs in contemplation, only 4 have been shortlisted for preparing the reports under Request (i).

² The BC performance reports for the week of 24 July 2018 to 30 July 2018 were submitted to the IRC under KMB and LWB's letter dated 9 August 2018 (see pages 297-298 of "KMB & LWB-1" bundle).

acceleration and harsh braking cases that occurred in a week. These reports do not include the details listed in BOP 207 reports.

(see samples at pages 361-366 of “KMB & LWB-1” bundle and pages 4835, 4838-4841 and 4848-4850 of “KMB & LWB-12(A)” bundle)

3. In generating the two types of exception reports automatically by the computer system, different criteria are set, namely:-

- (A) The criteria for generating daily BOP 207 reports are as follows (which have been illustrated by Mr. James Wong, Head of Training & Quality Assurance Department of KMB and LWB at the hearing of 7 August 2018 (see pages 134-135 of the transcript of Day 12)):-

- I. For road sections with 50km/hr speed limit as defined in the system, under a tolerance of 5 km/hr, BC’s name will be shown in BOP 207 report when the black box records the speed of a bus during a day exceeds 55 km/hr for the respective durations:-

Speed	Past duration (prior to 1 Aug 2018)	Revised duration (since 1 Aug 2018)
● 56-65 km/hr	>=60 sec	>=30 sec
● 66-75 km/hr	>=30 sec	>=15 sec
● 76-79 km/hr	>=30 sec	>=2 sec
● 80-89 km/hr	>=2 sec	>=2 sec

- II. For other road sections without any speed limit defined in the system, the default speed limit is set as 70 km/hr. Thus, under a tolerance of 5 km/hr, BC’s name will be shown in BOP 207 report when the black box records the speed of a bus during a day exceeds 75 km/hr for the respective durations:-

Speed	Past duration (prior to 1 Aug 2018)	Revised duration (since 1 Aug 2018)
● 76-79 km/hr	>=60 sec	>=30 sec
● 80-89 km/hr	>=2 sec	>=2 sec

- (B) The criteria for generating weekly BC performance reports are as follows:-

- I. Speeding
 - BC’s name will be shown in the BC performance reports when the accumulated duration of speeding (i.e. the speed exceeds 75 km/hr for any particular second) recorded by the black boxes of all buses driven by that BC during a particular week is more than 4 minutes.
- II. Sudden acceleration
 - BC’s name will be shown in the BC performance reports when the accumulated duration of sudden acceleration (i.e. for any particular

second, the increase in speed compared with the speed of the preceding second exceeds 4 km/hr) recorded by the black boxes of all buses driven by that BC during a particular week is more than 60 minutes.

III. Harsh braking

- BC's name will be shown in the BC performance reports when the accumulated duration of harsh braking (i.e. for any particular second, the decrease in speed compared with the speed of the preceding second exceeds 7 km/hr)³ recorded by the black boxes of all buses driven by that BC during a particular week is more than 4 minutes.
4. It should be noted from the above criteria that the speeding cases recorded in BOP 207 reports are the more serious ones in that the speeding either lasted for a long duration or exceeded the limits outrageously. The details listed in the BOP 207 reports would be used as evidence for immediate investigation and follow-up actions taken by the Operations Section and Training & Quality Assurance Department ("TQD"). As stated in item no.10 of KMB and LWB's Updated Action Plan (see page 226-1 of "KMB & LWB-1" bundle), checking for BOP 207 reports is done by the Operations Section on a daily basis after 4 days. After confirmation with the relevant depots, the established cases of speeding will be handled by the TQD to commence disciplinary procedures.
 5. Meanwhile, BC performance reports aim at identifying BCs with improper driving behaviour based on their weekly accumulated durations of speeding, sudden acceleration and harsh braking. For speeding cases, the Operations Section will be informed to remind the respective BCs. For sudden acceleration and harsh braking, plain-clothed driving instructors will be deployed to conduct on-board check within one week to monitor the driving behaviour of those BCs identified. The TQD will take disciplinary actions against those BCs with confirmed poor driving performance.
 6. The causes of BCs' sudden acceleration and harsh braking vary, for example, they might do so due to actual traffic conditions at such particular time. Accordingly, KMB and LWB's approach is to monitor the BC's driving behaviour first instead of taking immediate investigation and follow-up actions. KMB and LWB thus do not have the practice of generating detailed incident-based reports for sudden acceleration and harsh braking. Further, the number of entries would be numerous if such detailed reports were generated. For example, an aggregation of 60 minutes (i.e. 3,600 seconds) of sudden acceleration by one BC would create at least 3,600 entries in the report while an aggregation of 4 minutes (i.e. 240 seconds) of harsh braking by one BC would create at least 240 entries. Given the massive volume of data involved, the Information Technology Department of KMB and LWB has made their best effort in conducting manual analysis of the relevant data to generate irregular detailed reports (with the adoption of BC performance report standard) in response to the requests of IRC as explained below.

³ The threshold was set at 8 km/hr per second prior to 1 August 2018.

KMB and LWB's Response to Request (i)

7. As mentioned in paragraph 6 above, KMB and LWB do not have the practice of generating detailed incident-based reports for a particular date. However, KMB and LWB have taken the effort to conduct manual analysis of the black box telematics raw data of the trips driven by a particular BC during a week and generate detailed reports (with the adoption of BC performance report standard) in relation to the breaches of sudden acceleration and harsh braking (if any) committed by that BC. By way of illustration, the following^{4&5} are enclosed as Annex 1:-
 - (a) the detailed record of sudden acceleration for BC with Employee No. 76129 (3,620 entries entailing 60.33 minutes of sudden acceleration) and BC with Employee No. 69496 (4,415 entries entailing 73.58 minutes of sudden acceleration) for the week of 24 July 2018 to 30 July 2018; and
 - (b) the detailed record of harsh braking for BC with Employee No. 3965 (401 entries entailing 6.68 minutes of harsh braking) and BC with Employee No. 63287 (395 entries entailing 6.58 minutes of harsh braking) for the week of 24 July 2018 to 30 July 2018.
8. It is noted that there are discrepancies between the figures of actual duration of breaches and the duration of breaches adopted for compiling BC performance reports. For example, for BC with Employee No. 76129, from 24 July 2018 to 30 July 2018, the actual aggregate duration of sudden acceleration exceeding the threshold for BC performance report was 60.33 minutes while the relevant BC performance report stated that the aggregate duration of sudden acceleration was 76 minutes (see page 364 of “KMB & LWB-1” bundle).
9. There are various factors contributing to the discrepancies, for example, amongst others:-
 - (a) In capturing black box telematics data, the concept of “**operation day**” is used which covers a total of 28 hours (i.e. including 1 additional hour from 23:00 to 23:59 of the previous calendar day and 3 additional hours from 00:00 to 02:59 of the next calendar day) which would better reflect the actual operation of franchised bus services. This may cause considerable multiple counting of data in respect of those hours duplicated.

⁴ In these reports, the item “b/a value” refers to brake/acceleration value, which is calculated by comparing the speed of a particular time with the speed of the preceding second.

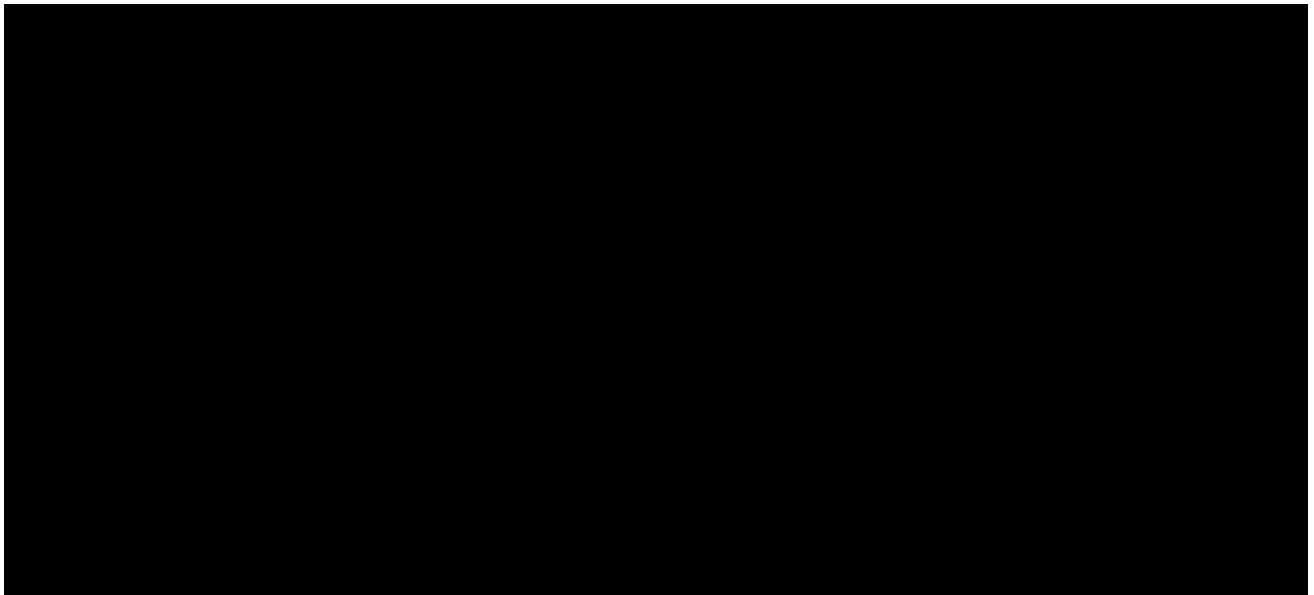
⁵ These reports are not standard reports generated by KMB and LWB in their normal practice but reports specifically prepared upon the request of IRC by importing, inter alia, route data from TER system, BC data from Octopus processors on buses and telematics data from black boxes. Certain entries would include irregular items marked as “NULL”. For IRC’s easy reference, second versions of the reports are provided with such entries with irregular items hidden.

- (b) The black boxes on buses only record the telematics data such as the speed and GPS location of the buses and do not contain any information of the BCs driving the buses nor the bus routes being driven by the BCs. A matching process is needed to identify, inter alia, the BC involved in speeding, sudden acceleration and harsh braking cases in a day using the Terminus Management System (the “**TER system**”) and the data recorded in the Octopus processors installed on buses as BCs have to tap their Octopus staff cards before driving. While the black box telematics data are transmitted wirelessly to our depots every 30 seconds, the Octopus data will only be transmitted when the buses physically return to depots after service hours, thus causing delay in the matching process. Depending on the data volume and the transmission time involved, this may sometimes cause multiple counting of data in generating the reports and sometimes cause late counting of data only after the reports are prepared.

It is therefore unavoidable that multiple counting and/or late counting of data may occur when the black box telematics data for 7 operation days are used for calculating the accumulated duration of breaches for each BC for 7 calendar days, causing discrepancies with the actual results.

10. With these discrepancies, the number of BCs included in the BC performance reports in relation to sudden acceleration and harsh braking might be greater than the number of BCs who have in fact exceeded the relevant thresholds. However, given the non-disciplinary nature of BC performance reports, and for the purpose of ensuring the safety of passengers and other road-users, such discrepancies are allowed so as to include more BCs to be subject to on-board checking by driving instructors. Further, it would not be cost and time effective to conduct manual analysis of all telematics data to identify such discrepancies every week. KMB and LWB will improve the situation with their best endeavour.

KMB and LWB’s Response to Request (ii) (not relevant to the review by the Committee)





KMB and LWB's Response to Request (iii)

14. As mentioned in paragraph 6 above, due to the amount of data involved, it is not feasible to apply the criteria for BC performance reports into the black box telematics raw data of all bus routes operated on specific dates for analysis manually in order to generate incident-based reports (with the adoption of BC performance report standard) for speeding, sudden acceleration and harsh braking.
15. However, as a daily practice, the BOP 207 reports on speeding for 30 August 2018, 2 September 2018 and 6 September 2018 have been prepared and the same are enclosed as Annex 3.

KMB & LWB
Number of bus captains who had been warned or dismissed
in the period from February to July 2018

Reasons	Verbal warning	Written warning	Final warning for dismissal	Termination	Dismissal	Total
Disciplinary cases involving safety performance of BCs	1,908	656	211	15	5	2,795

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/7-45/3

來函檔號 Your Ref.: LGD 10403

電話號碼 Tel No.: 2867 5324

傳真號碼 Fax No.: 3104 0254

4 December 2018

Mr Roger LEE
Managing Director
The Kowloon Motor Bus Company (1933) Limited
Long Win Bus Company Limited
9 Po Lun Street, Lai Chi Kok
Kowloon
(Fax: 2745 0300)

BY FAX & BY POST

Dear Mr LEE,

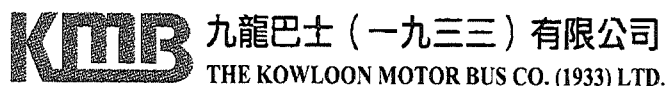
Independent Review Committee on Hong Kong's Franchised Bus Service

For your information, the Committee had earlier commissioned the PolyU Technology & Consultancy Company Limited ("the Consultant") to conduct a survey of speed of franchised buses at 20 selected road sections in Hong Kong with a view to gauging the extent of speeding of franchised buses. The survey had been conducted at 20 selected road sections from 29 August to 23 September 2018 and all the survey work had been completed. The survey report submitted by the Consultant is available at www.irc-bus.gov.hk/bundles/Bundle%20EXP-1%2020181204.pdf.

In case you have any views on the survey report, please let the Committee have the views by **10 December 2018 (Monday)**. Please note 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



Our Ref: LGD 10403

Your Ref: CSO/IRC-BUS/CR/7-45/3

10 December 2018

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

Attn.: Mr. Chan Ping-fai, Peter

(By Fax: 31040254 and By Post)

Dear Sirs,

**Re: Survey Report submitted to the Independent Review Committee on
Hong Kong's Franchised Bus Service**

We refer to your letter to our Mr. Roger Lee dated 4 December 2018 and the Survey Report submitted by PolyU Technology & Consultancy Company Limited (the "Consultant") dated 2 October 2018. We respectfully submit to the IRC our views on the said report.

The Consultant measured the extent of speeding of franchised buses on 20 road sections in Hong Kong, 16 of which are regularly travelled by franchised buses of KMB and/or LWB. We are equally dedicated to preventing speeding. We capture our speeding data through speedometers installed on our buses instead of the laser guns as used by the Consultant. The parameters applicable to our monitoring system are different from those used by the Consultant, hence our findings are not identical to those set out in the said report. Notwithstanding such difference in parameters, we have obtained some comparable findings. Among the 16 locations selected in the said report, we have also identified 8 of which to be black spots of bus speeding.

In response to speeding committed by our bus captains, our Training and Quality Assurance Department will take disciplinary actions against them and, where appropriate, our Driving School will provide remedial training to them. Such disciplinary actions are in 4 tiers, namely, verbal warning, written warning, final written warning for dismissal and termination. Our statistics show that in November 2018, there was a notable decrease in the number of speeding incidents when compared with those of the previous months.

Recently, we have reduced the time required for our system to generate exception reports on speeding to 4 days. The time required will be further reduced to 1 day within this month. It is hoped that earlier identification of bus captains having exceeded speed limits will eradicate their speeding behaviours, hence reducing the risk of traffic accidents.



Notwithstanding our target of reducing the time required for generating exception reports on speeding, we believe that instant alert of speeding for our bus captains is a more effective way in preventing traffic accidents. Our current system will only alert the bus captains when the speed exceeds 70 kph. However, later this month, we will launch an alert system that is also capable of alerting bus captains of speeding at locations whose limits are 50 kph. The new alert system will be installed in our entire fleet of buses phase by phase.

We are duty bound to ensure road safety. This letter only sets out our preliminary views on the said report. We have continually strived to enhance our knowledge on bus safety. Our Managing Director and Operations Director made a trip to Singapore meeting two franchised bus operators there and exchanging our experiences. A second trip to Singapore will be led by Dr. Norman Leung, our Chairman, in January 2019, during which we shall be meeting with the Land Transport Authority of Singapore and the said two bus operators. We will make more visits to other parts of the world to broaden our safety knowledge. Rest assured that bus safety is a recurring and sustainable theme in our Group.

If we can be of further assistance in the preparation of your report, please do not hesitate to let us know. Thank you.

Yours faithfully,
for and on behalf of
THE KOWLOON MOTOR BUS COMPANY (1933) LTD.
and
LONG WIN BUS COMPANY LTD.

A handwritten signature in black ink, appearing to read 'Godwin So'.

Godwin So
General Manager
Corporate Planning & Business Development