

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

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1 Monday, 7 May 2018

2 (10.06 am)

3 CHAIRMAN: Good morning.

4 The Independent Review Committee on Hong Kong's
5 Franchised Bus Service was set up by the Chief Executive
6 on 13 March 2018. Its terms of reference, which are
7 displayed for you to see, are these, and it is important
8 that we all understand what the terms of reference are,
9 so I will read them out:

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

14 (a) to examine the operation and management of bus
15 franchises under the current legislative, franchise and
16 other contractual requirements;

17 (b) to examine the present regulatory and monitoring
18 system for franchised buses; and

19 (c) in relation to the above, to make
20 recommendations to the Chief Executive on safety-related
21 measures with a view to sustaining a safe and reliable
22 franchised bus service in Hong Kong.

23 The Committee may invite submissions from interested
24 parties and from the public on the above matters and
25 should use its best endeavours to submit its report

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1 within nine months. Issues relating to the causes and
2 liability of persons involved in the fatal accident on
3 10 February 2018 will be investigated by the Police and
4 fall outside the Committee's terms of reference."

5 It follows that it is the duty of the committee to
6 obtain information in respect of, first, the operation
7 and management of bus franchises, and secondly, the
8 regulatory and monitoring system of bus franchises.
9 Most importantly, the ultimate objective of the
10 committee is to make recommendations to the Chief
11 Executive on safety-related measures with a view to
12 sustaining a safe and reliable franchised bus service.

13 The committee intends to be and to remain focused on
14 attaining that objective.

15 Significantly, it is to be noted that the committee
16 has been directed that issues relating to the causes and
17 liability of persons involved in the fatal accident on
18 10 February 2018 on the Tai Po Road fall outside the
19 committee's terms of reference. That of course is
20 because the incident is the subject of a separate police
21 investigation.

22 On 28 March 2018, the committee commenced its work,
23 and on that date issued a public invitation to
24 passengers and family members of the victims of the
25 fatal accident on Tai Po Road and other recent serious
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1 incidents involving franchised bus services, together
2 with members of the public generally, to make written
3 submissions to the committee.

4 Today, we acknowledge and welcome the presence of
5 some of the surviving passengers and their family
6 members, and the family members of others who have lost
7 their lives in the incident on the Tai Po Road.

8 On 28 March 2018, the committee issued letters to
9 specified interested parties, requesting or inviting
10 them to make written submissions to the committee on the
11 matters identified in the terms of reference. The
12 committee requested some of those specified interested
13 parties to provide responses, addressing issues and
14 questions set out in annexes to the committee's letters.
15 Amongst the specified interested parties asked to
16 respond in that way were the Transport and Housing
17 Bureau, the Transport Department, the five franchised
18 bus companies, and no fewer than 16 trade unions
19 representing franchised bus drivers, and one bus driver
20 association, the LegCo Panel on Transport, the Community
21 for Road Safety, and others.

22 Subsequently, the committee wrote to the
23 Commissioner for Police, requesting the Hong Kong Police
24 Force to make a written submission and asking them to
25 address the issues and questions posed in an annex

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1 attached to the letter.

2 During April 2018, the committee received helpful
3 submissions, written submissions, from the Transport and
4 Housing Bureau, the Transport Department, all five
5 franchised bus companies, and from or on behalf of
6 various trade unions.

7 On 27 April 2018, the committee requested the
8 Transport and Housing Bureau and the Transport
9 Department to make further written submissions,
10 addressing specifically identified issues and questions.

11 On 3 May 2018, the committee invited the Transport
12 and Housing Bureau and the Transport Department to
13 provide a representative to give oral evidence before
14 the committee at today's and tomorrow's hearing. Today,
15 we acknowledge the presence of Mr Joseph Lai, Permanent
16 Secretary for the Transport and Housing Bureau, and his
17 colleagues, Mr Kevin Choi and Ms Crystal Yip, who are
18 representatives of the Transport and Housing Bureau, and
19 in due course we would welcome representatives of the
20 Transport Department, who are providing no fewer than
21 six representatives to assist the committee.

22 The committee is grateful to those bodies for having
23 accepted the committee's invitation to give oral
24 evidence, and is pleased that they are here today to
25 assist the committee in its work.

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1 On 4 May 2018, the committee requested all five
2 franchised bus companies to make further written
3 submissions, addressing specifically identified issues
4 and questions. On the same date, the committee received
5 written submissions from the Transport and Housing
6 Bureau and the Transport Department, and we are awaiting
7 written submissions from the Commissioner of Police.

8 We acknowledge that the time frame in which those
9 various parties have been asked to respond has been
10 short, and we are grateful that they have obviously
11 worked under time pressure to provide us with the
12 information we have requested.

13 On 4 and 5 May 2018, the committee uploaded to its
14 website paginated versions of the letters it had sent to
15 interested parties and the written submissions that it
16 had received, and they are available for all to access
17 as they wish.

18 Finally, before we begin to receive the oral
19 evidence, it is appropriate that we should acknowledge
20 and mark the tragic circumstances that have led to this
21 committee being set up. As a mark of our respect, for
22 the 19 persons who died in the Tai Po Road incident on
23 10 February 2018, and in commiseration to their family
24 members for their grievous loss, and as a mark of
25 respect for others who have died in recent incidents

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1 involving franchised buses, may I ask that we all stand
2 and observe a short moment of silence.

3 Thank you.

4 At the outset, I am going to ask Mr Duncan, senior
5 counsel of the counsel assisting the committee in its
6 work, to open proceedings.

7 Mr Duncan.

8 EVIDENCE FROM THE TRANSPORT AND HOUSING BUREAU:

9 MR JOSEPH LAI, MR KEVIN CHOI AND MS CRYSTAL YIP

10 MR DUNCAN: Mr Chairman, thank you.

11 Mr Choi, Mr Lai and Ms Yip, thank you for attending
12 this morning, and thank you for providing your written
13 submissions. Would you care to take your seats, please,
14 at the table.

15 As the chairman has already noted this morning, the
16 invitation has been issued to the bureau to provide oral
17 submissions today, in addition to the written
18 submissions that you have helpfully provided the
19 commission.

20 In the absence of your being represented by legal
21 counsel this morning, who would normally lead you
22 through any oral evidence that you wish to give, can
23 I ask whether any of you do wish to take the opportunity
24 of making any oral submissions?

25 CHAIRMAN: Mr Lai?

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1 MR JOSEPH LAI: Mr Chairman, if I may, I would like to make
2 a short opening statement.

3 CHAIRMAN: Please do.

4 Opening statement by MR JOSEPH LAI

5 MR JOSEPH LAI: Chairman and members of the committee, good
6 morning. Thank you for inviting the Transport and
7 Housing Bureau to attend before the committee and to
8 give us the opportunity to make an opening statement.

9 Before I deliver the statement, I would like to
10 convey a message from the Secretary for Transport and
11 Housing. It has always been the intention of the
12 secretary to personally attend before the committee.
13 Regrettably, by the time the invitation from the
14 committee arrived, the secretary already had
15 a commitment firmed up some time ago with the
16 Legislative Council. At this very moment, the secretary
17 is attending a meeting of the Bills Committee which is
18 set up to scrutinise the bill to provide for customs,
19 immigration and quarantine co-location arrangements in
20 the West Kowloon Station. The secretary has asked me to
21 send his apologies to the committee for not being able
22 to be here today.

23 Chairman, there are two characteristics of
24 Hong Kong's public transportation system which stand out
25 in any global comparison. These may form the backdrop
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1 to the issues which are being reviewed by the committee.

2 The first characteristic is that Hong Kong has
3 a highly developed public transport system to cater for
4 the daily commuting needs of the population. Our basic
5 transport policy can be summarised as "public
6 transportation is the primary means of transportation
7 with railway as the backbone". Chairman, if you allow
8 me, I will just translate that particular policy into
9 Chinese, because it is a very familiar term in the local
10 community.

11 CHAIRMAN: Please do so.

12 MR JOSEPH LAI: Thank you, Chairman. That is

13 "(Chinese spoken)".

14 Of all the daily trips undertaken by commuters every
15 day, over 90 per cent, in other words 12 million or so,
16 are made by way of public transport. This percentage,
17 as far as we are aware, is by far the highest in the
18 world. Within those 12 million trips, about 39 per cent
19 are by heavy rail, 31 per cent by franchised buses,
20 14 per cent by public light buses, 7 per cent by taxis,
21 4 per cent by Light Rail, and other modes of public
22 transport account for the remaining 5 per cent.

23 The other way to look at it is that on a typical
24 day, franchised buses carry some 4 million passenger
25 trips.

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1 The second characteristic is that, unlike almost all
2 other overseas jurisdictions, public transport services
3 in Hong Kong, including franchised buses, are operated
4 by private companies in accordance with prudent
5 commercial principles, generally without government's
6 direct subsidies. This reflects government's overall
7 policy thinking, established over many years, that
8 running public transport through prudent commercial
9 principles would help ensure efficiency and
10 competitiveness.

11 At the same time, franchised bus operators and other
12 public transport operators are not just any other
13 commercial entities. Many aspects of their operation
14 are subject to government regulation, control and
15 monitoring. These include, for example, fares, service
16 level and frequency, as well as the all-important issue
17 of safety.

18 In this connection, government has two roles. As
19 policymakers, government formulates standards and
20 requirements and seeks to reflect these in legislation,
21 franchise terms, and other contractual commitments. In
22 the process, government seeks to balance different,
23 sometimes competing, interests. Different stakeholders
24 include, for example, franchised bus operators, the
25 operators of other public transport modes, the

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1 travelling public, other road users, politicians, and so
2 on.

3 The Legislative Council also plays an important
4 role, in particular where laws need to be introduced or
5 amended or where financial resources are required.

6 The other role of government is that of regulator,
7 to ensure that the franchised bus operators do comply
8 with the prevailing legislation, franchise terms, and
9 other contractual commitments.

10 Policies and thus the details and focus of the
11 regulatory regime change over time. Sometimes this can
12 be the result of change in public expectation. At other
13 times this can be due to changing technologies or the
14 changing mode of operation of the franchised bus
15 operators. At still other times, policies can change in
16 response to certain events or incidents.

17 But throughout the years, an overarching constant
18 emphasis is always this. Franchised bus operators must
19 provide proper and efficient service. This requirement
20 for the provision of proper and efficient service is set
21 out in the Public Bus Services Ordinance enacted in
22 1975. Safety is always a crucial element when
23 considering whether the service is proper. Indeed,
24 safety is of uppermost priority in our transport policy,
25 and this is publicly documented. For instance, in the

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1 2016 Hong Kong Yearbook, it is stated, and I quote:

2 "The Government aims to provide a safe, efficient,
3 reliable and environmentally-friendly transportation
4 system ..."

5 In the controlling officer's report of the Transport
6 Branch of the Transport and Housing Bureau for this
7 year, ie 2018 to 2019, it is stated that one of the aims
8 of the Branch's work in relation to land and water-borne
9 transport is to promote road safety. The website of the
10 Transport and Housing Bureau states that one of the
11 policy objectives of the bureau is to promote safety,
12 and in this context I would say that this refers to the
13 safety of passengers.

14 Furthermore, the Road Safety Council was established
15 in 1973 to promote road safety in Hong Kong. Various
16 promotion and publicity programmes were launched by the
17 Road Safety Council over the years. For example, the
18 Road Safety Council supports the Transport Department's
19 signature event which is called Safe Driving and Health
20 Campaign for Commercial Vehicle Drivers. This event is
21 held each year on an annual basis, with a view to
22 enhancing the safe driving skills and health awareness
23 of commercial vehicle drivers, including of course
24 franchised bus drivers.

25 The campaign includes a wide range of activities,
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1 including radio programmes, health checks, and advice
2 provided for commercial vehicle drivers, as well as
3 community promotion by goodwill ambassadors.

4 Safety-related standards and requirements can
5 broadly be categorised into output-based, input-based
6 and process-based.

7 To give just a few examples, accident rate in terms
8 of, for example, involvement in accidents per
9 vehicle-kilometre travelled; customer satisfaction as
10 reflected through, for example, the number and nature of
11 complaints received and the outcome of passenger
12 surveys; type approval for any new bus model; annual and
13 spot-checks of buses in service; mandatory bus
14 equipment, such as the installation of black box and
15 speed limiter; licensing requirements for bus captains;
16 and maximum working hours and minimum rest time for bus
17 captains.

18 As I alluded to a moment ago, standards and
19 requirements evolve over time, as environment and
20 community expectations change. Again, just to quote
21 a few examples, Guidelines on Bus Captain Working Hours,
22 Rest Times, and Meal Breaks was first introduced in
23 1998, and then they were revised on several occasions,
24 the latest being earlier this year, 2018.

25 Two or three other examples I would quote would
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1 include the installation of speed limiters and black
2 boxes following a fatal accident in 2003; the
3 installation of an additional horizontal guard bar on
4 the exit doors, following a few accidents in 2016; and
5 the requirement for newly purchased franchised buses
6 must comply with the prevailing statutory emission
7 standards.

8 With regard to the overall road safety in Hong Kong,
9 the total number of accidents involving franchised buses
10 has remained relatively stable in the past five years or
11 so, which averages at about 2,200 per year, as compared
12 with the total number of traffic accidents in Hong Kong,
13 which averages at about 16,000 per year. The number of
14 accident involvement for franchised buses in fact
15 dropped slightly from 2,292 in the year 2013 to 2,187 in
16 the year 2017, at a time when the number of franchised
17 buses increased by 3.3 per cent. The involvement rate
18 per million vehicle-kilometres of franchised buses also
19 remained stable over the past few years.

20 Chairman, I should perhaps also mention that
21 franchised buses are run, by definition, on the basis of
22 franchises. These are to be differentiated from
23 services that are provided directly by government and
24 from services that are run purely as ordinary private
25 businesses.

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1 A franchise is awarded to a franchisee on the basis
2 that the franchisee would be able to fulfil all the
3 standards and requirements set out in law, the
4 franchise, and so on. The regulatory authority
5 scrutinises the performance of the franchisee at a broad
6 overall level. There are checks and balances, sort of
7 overall quality control, to ensure that franchisees are
8 able to deliver and do deliver. A quick example is the
9 spot-checks conducted every day on buses in service. At
10 the same time, in terms of day-to-day performance, the
11 primary onus and responsibility is on the franchisee to
12 deliver and to meet its basic obligations.

13 Generally speaking, a franchisee is expected to have
14 the maturity, the resources and the general capability
15 to provide its services without the regulator having to
16 look over the shoulder of each and every minute detail,
17 day in and day out.

18 Chairman, the last point I would like to make is
19 this. Whilst every effort has been made continuously by
20 government to improve the safe operation of franchised
21 buses, we are fully conscious that there is always room
22 for further improvement. We constantly look for ways to
23 bring safety to the next higher level, and any comments
24 and suggestions from different stakeholders are always
25 gratefully welcomed.

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1 Chairman, this concludes my statement. My
2 colleagues and I will be happy to answer questions.

3 CHAIRMAN: Thank you, Mr Lai.

4 Might I acknowledge on behalf of the committee that
5 we were aware of the Secretary's commitment in LegCo,
6 but given the urgency that we should examine and receive
7 material, we, the committee, decided that we must press
8 ahead, even without his attendance. But we thank him
9 for his apology.

10 MR JOSEPH LAI: Thank you.

11 CHAIRMAN: Mr Duncan.

12 Examination by MR DUNCAN

13 MR DUNCAN: Thank you, Mr Chairman.

14 Thank you, again, Mr Lai, for those comments.

15 There are a number of matters that I wish to explore
16 with the bureau. Before I start with those, can I just
17 recognise a point which has been made in your written
18 submissions, and that is the differentiation of duties
19 and responsibilities between the bureau on the one hand
20 and the Transport Department on the other.

21 The point that has been made in your submissions is
22 that it's the bureau's task to formulate policies and
23 initiate proposals, whereas the role of the department
24 is to implement those policies, enforce the laws, and
25 provide services generally to the community.

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1 I recognise that distinction.

2 Accordingly, my questions of you this morning will
3 be aimed, as far as I can, at the role you perform. We
4 will of course have the benefit of personnel from the
5 Transport Department later, and a lot more of the detail
6 will be covered with those persons.

7 I would like to actually start with the terms of
8 reference themselves, to which the chairman has already
9 referred, and bring to your specific attention item (b)
10 in the terms of reference. You will see, at the risk of
11 repetition, that the committee is charged with the
12 examination of the present regulatory and monitoring
13 system for franchised buses.

14 So the first matter which I wish to explore with you
15 a little this morning is the extent to which the current
16 regulatory system truly addresses the issue of safety.
17 As I understand it, again, from your written
18 submissions, the basics of our regulatory regime consist
19 firstly of the ordinance, to which Mr Lai has referred
20 to this morning, the Public Buses Ordinance, Cap 230,
21 I believe; secondly, the regulations which are made
22 under that ordinance; and then, thirdly, the franchise
23 document issued to a grantee as provided for in the
24 ordinance.

25 What I would like to do is take you to the
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1 ordinance. I'm going to run through -- quickly, I hope,
2 because all of these provisions will be well known to
3 you -- identify those which seem to us to be the
4 significant ones with regard to the committee's terms of
5 reference; and then, having regard to those provisions,
6 explore with you a number of matters.

7 The ordinance, I believe, is being brought up on the
8 screen. If you wish to have access to the hard copy of
9 that, it's in the THB-2 bundle at page 104.

10 MR JOSEPH LAI: Yes. Thank you.

11 MR DUNCAN: The first version to which I would bring your
12 attention is section 9 of the ordinance. It gives the
13 power to the Chief Executive to appoint not more than
14 two persons as additional directors of any of the
15 grantees under a franchise.

16 Moving from section 9, we go to section 12. That is
17 the provision which requires, as Mr Lai has already
18 referred to this morning, the franchisee or the grantee
19 to provide a proper and efficient bus service.

20 Subsection (2) of section 12 refers to the fact that
21 the grantee shall not be treated as maintaining that
22 sort of service unless it maintains the service and
23 operates it in accordance with the franchise, and any
24 direction or requirement under the franchise or under
25 the ordinance and any programme or any approval under
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1 section 16A.

2 Now, the reference to the programme is picked up in
3 the following section of the ordinance, section 12A,
4 "Forward planning programme". There is a requirement in
5 subsection (1) for a grantee, in each year, to prepare
6 a programme of the operations of the grantee for the
7 following five years in respect of the matters set out
8 in the schedule.

9 I will take you to the schedule in just a moment,
10 but if you look down to subsection (4), there is
11 a provision whereby if the franchisee concerned and the
12 Commissioner for Transport are unable to agree as to
13 matters to be included in the programme, then that is
14 a matter which has to be resolved by the secretary.

15 If we go through to the schedule, at the end of the
16 ordinance, it's page 126 on the marked bundle, the
17 contents of a programme are set out in detail there,
18 items (a) to (h). As far as I can tell, there is
19 nothing specific within the schedule pertaining to the
20 matter of safety. However, item (h) appears to be
21 a catch-all, in that it states "any other matters,
22 whether or not specified in paragraphs (a) to (g)
23 inclusive, as may be required by the Commissioner".

24 Going back to the substance of the ordinance, the
25 next section which is I think of relevance is that at

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1 section 18, page 112 of the bundle, the requirement for
2 the grantee to keep proper records in respect of
3 particular matters. At item (e), there is reference to
4 accidents.

5 Then, following on from that, the next provision
6 I wish to refer you to is section 22. This is on
7 page 114, the provision for the Chief
8 Executive-in-Council to require the payment of
9 a financial penalty under certain circumstances. Those
10 circumstances are set out in subsection (2):

11 "... may be imposed in respect of any failure by
12 a grantee to comply with its franchise or this Ordinance
13 or any direction or requirement under [the franchise or
14 the ordinance], or with any programme ..."

15 With reference back again to the forward planning
16 programme in section 12A.

17 Then section 24 on page 115 provides for fairly
18 drastic measures in the case of a grantee having failed
19 to maintain a proper and efficient public bus service,
20 and the steps that are available to the administration
21 to withdraw the franchise if that extreme situation were
22 to develop.

23 Then section 35, if I could take you to that,
24 please, at page 124 of the bundle:

25 "The Secretary for Transport and Housing may make
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1 regulations for [a number of matters set out there] ..."

2 If I could bring your attention to three of those
3 provisions in the context of this Committee's terms of
4 reference, first of all, at item (c):

5 "regulating the conduct of ... drivers, conductors
6 and authorised persons" employed by the bus companies.

7 At (d):

8 "generally as to the conduct of passengers and
9 intending passengers on buses used by a grantee".

10 And thirdly, at (j) over the page:

11 "regulating, in relation to the drivers of buses
12 used by a grantee --

13 (i) the maximum number of hours during which any
14 such driver may be permitted to drive ... a bus; and

15 (ii) the intervals to be provided by a grantee for
16 the rest and refreshment of such drivers ..."

17 Then the following section, section 36, provides for
18 a grantee, not the administration but the bus operator
19 itself, to make by-laws for a number of matters, and at
20 item (c) there is reference to, and I quote, "the safe
21 and efficient operation of the grantee's public bus
22 service".

23 Before I leave that, at subsection (3), there is
24 a provision to enable those by-laws to provide that
25 a contravention shall be an offence and can provide

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1 penalties.

2 Perhaps it's also worthy of note, in subsection (2),
3 that any by-laws passed by a franchisee are subject to
4 the approval of the Legislative Council.

5 So they are the provisions to which I wish to refer
6 you to in the ordinance itself.

7 Then you have the regulations, which commence from
8 page 128. Very quickly, you will notice that there are
9 some regulations already passed with regard to the
10 conduct of the driver and also the conduct of passengers
11 on buses.

12 At page 130, we have regulation 9, which has some
13 provisions for the conduct of driver; they are continued
14 on page 131, under regulations 11, 12 and 13. I notice
15 in passing that regulation 11 addresses the general
16 conduct not just of the driver but also of the
17 conductor, and to my knowledge bus companies these days
18 do not employ conductors, so perhaps that is
19 a reflection of how ancient perhaps these regulations
20 may be.

21 Nevertheless, let's move on. At page 132, we have
22 regulation 13A which pertains to the topic of the
23 general conduct of passengers and intending passengers.

24 With regard to the regulatory landscape, we can see
25 important provisions there in the ordinance and in the
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1 regulations.

2 I would then like to take you, please, to the
3 franchise document itself. For this purpose, I'm going
4 to refer to the latest franchise which has been issued,
5 which I understand was last year to the Kowloon Motor
6 Bus Company (1933) Ltd. You will find that document in
7 the hard copies at THB-2 at page 137.

8 Do you have that in front of?

9 MR JOSEPH LAI: Yes, I do. Thank you.

10 MR DUNCAN: The first provision perhaps I could bring to
11 your attention would be clause 7, one of the franchise
12 documents which can be found at page 141. A relevant
13 clause appears there:

14 "The Grantee shall, as far as practicable, acquire,
15 provide, adopt, maintain, or modify to the satisfaction
16 of the Commissioner such safety or service enhancement
17 facilities, installation, fixtures, fittings, apparatus
18 or equipment on its buses as may be reasonably required
19 by the Commissioner after consultation with the
20 Grantee."

21 So there is a specific reference there at clause 7
22 with regard to facilities on the buses of the
23 franchisee.

24 The ordinance, we have seen, refers to directions or
25 requirements which may be required under the franchise

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1 document. That also is reflected in the franchise
2 document itself, in clause 1 at subclause (3) at
3 page 139 of the bundle. We see at the bottom of that
4 page:

5 "For the avoidance of doubt, unless there is express
6 provision to the contrary, the Grantee shall at no cost
7 to the Government comply with any direction and
8 requirement given under this franchise by the
9 Commissioner, the Financial Secretary or any ... public
10 officer."

11 The next issue one turns to is what sort of
12 direction or requirement is the commissioner, the
13 Financial Secretary or any other public officer, able to
14 issue, within the terms of the franchise.

15 If we look through this document, as far as counsel
16 can tell, there is no general power to issue any sort of
17 direction or any sort of requirement. There are
18 specific matters in respect of which the administration
19 can issue a direction or a requirement.

20 I will give you some examples of those. Page 141,
21 paragraph 7, with regard to the provision of facilities,
22 that is a typical example of a matter which can be the
23 subject of a direction or a requirement; at item 9, the
24 shared use of bus stops; item 12 at page 143, parking
25 facilities at terminal points, display of routes and
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1 fares, and so on.

2 I won't take you through them all, but if you go
3 down to number 28, clause 28 of the document, you will
4 see a provision, 28(1):

5 "provide to the commissioner the information
6 relating to and records kept by the Grantee in respect
7 of the Bus Service in accordance with Schedule II ..."

8 And you will see that schedule at page 168 with
9 regard to the sorts of records and information which has
10 to be provided according to the terms of the franchise.

11 What I would like to note in passing is that it
12 would appear to counsel that there are probably a number
13 of safety-related issues which are not specifically
14 addressed in the franchise document and which would not
15 therefore be able to be the subject of any particular
16 direction or requirement. The one that occurs to
17 counsel as being an obvious one is the matter of the
18 training of bus captains. There would appear to be
19 nothing specific in the franchise which might set out
20 requirements for the training of bus captains, either
21 when they commence work as a bus captain or when
22 refresher training might be required at a later date.

23 We will see undoubtedly later during the hearing
24 that there are some arrangements between the
25 administration and the bus companies with regard to

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1 training, but whether these arrangements have the teeth
2 which some persons may think appropriate is a matter
3 which may call for some questions.

4 I would now like to take you back to the ordinance,
5 if I could, leading on to some of the matters now that
6 I wish to explore from those provisions that I've taken
7 you through.

8 Can we go back to the ordinance at page 124 of the
9 bundle. If I could pick this up at section 35, the
10 power of the secretary to make regulations. In
11 particular, the item at (j), which is "regulating, in
12 relation to the drivers of buses used by a grantee --

13 (i) the maximum number of hours during which any
14 such driver may be permitted to drive such a bus; and

15 (ii) the intervals to be provided by a grantee for
16 the rest and refreshment of such drivers ..."

17 The first matter I would like to ask the committee
18 is whether it is true that this topic has for some years
19 been a bone of contention between bus franchisees on the
20 one hand, and employees and trade unions on the other?
21 Is that something which has been an issue for the
22 administration for some time?

23 CHAIRMAN: So your question is directed at Mr Lai?

24 MR DUNCAN: Yes, it is.

25 CHAIRMAN: You said "the committee".

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1 Mr Lai, can you respond to that?

2 MR JOSEPH LAI: Yes. Thank you, Chairman, and thank you,
3 counsel, for the question.

4 I think the way I would put it is that it is
5 an issue which has been reviewed from time to time since
6 the guidelines which all franchised bus operators are
7 supposed to observe, and they do observe, I should add.
8 If I could use it in a very loose sense, it was made
9 mandatory since 1998. Prior to that, for over ten
10 years, as I recall it, there were guidelines on
11 a voluntary basis, to be observed on a voluntary basis.

12 I would say that this is an area which we have
13 always been trying to improve. In doing so, of course,
14 we need to consider all sorts of factors, including the
15 feasibility of any changes and improvements, in terms of
16 the impact on the actual operation of the operators, how
17 they would deal with the need for any additional drivers
18 that may be required as a result, how they would recruit
19 and train the necessary drivers, and so on. At the same
20 time, according to my understanding, whilst the bus
21 drivers would perhaps welcome an improvement in that
22 aspect, at the same time there is also the concern that
23 the take-home pay should not be affected in a negative
24 sense.

25 So there are a whole range of issues that will need
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1 to be taken on board.

2 The other issue, for completeness, I should mention,
3 is the financial implications of any changes to the
4 status quo and how those financial implications should
5 be addressed.

6 MR DUNCAN: I think those guidelines have been amended on
7 something like six occasions since 1998. Is that true?

8 MR JOSEPH LAI: If my recollection is correct, yes, counsel.
9 1999, the year 2000, 2004, 2007, 2010, and then most
10 recently earlier this year.

11 MR DUNCAN: Thank you. Now, they are guidelines. The
12 ordinance itself enables regulations to be passed in
13 that respect. Why are these the subject only of
14 guidelines and not of regulation?

15 MR JOSEPH LAI: Chairman, in answer to counsel's questions,
16 I actually do not have an immediate answer to that.
17 What I can say, first of all, with a fair degree of
18 firmness, is that the guidelines, although they are
19 classified as guidelines, they are meant to be observed
20 strictly by the operators. As I said a moment ago, they
21 are in fact observed by the operators, and they know
22 that the Transport Department will carry out surveys to
23 ensure that the guidelines are observed, and that if for
24 any reason the guidelines have not been observed fully
25 on occasions, the department will come after them for

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1 explanation, and the operators are obliged to provide
2 the explanation.

3 As to exactly why there have not been regulations in
4 the sense of subsidiary legislation being made, I am
5 afraid I don't have an immediate answer to that, but
6 I suppose -- and I am surmising here now -- that it is
7 the way we approach the whole regulatory regime, we seek
8 to do that through various means, and if one means, ie
9 the issue of guidelines, has proved feasible and
10 workable, then to us that is also a means of achieving
11 the objective of ensuring that the drivers will have the
12 necessary rest time, and so on.

13 CHAIRMAN: Mr Lai, you have said twice that you are unable
14 to give an immediate answer. Would you like the
15 opportunity to give a considered answer, perhaps by
16 supplying your answer in writing?

17 MR JOSEPH LAI: Chairman, I will certainly take that up,
18 although I should add that because we are talking about
19 guidelines which were first laid out in 1998, I do not
20 have full confidence that I will be able to dig out the
21 written record at the time.

22 But yes, of course, Chairman, we would be more than
23 happy to give it a go.

24 CHAIRMAN: Thank you.

25 MR DUNCAN: You do appreciate, of course, that if this
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1 matter was the subject of regulation, that would enable
2 a regulation to be passed, according to the terms of the
3 ordinance, to make it an offence, if the content of the
4 regulation was not conformed to.

5 MR JOSEPH LAI: Chairman, as I mentioned in my opening
6 statement, we see the need for the franchise operators
7 to ensure safety in the operations, very much part of
8 the proper and efficient requirement test, perhaps not
9 the "efficient" part of it but most certainly the
10 "proper" part of it. We take the view, we have always
11 taken the view, that if the operator are unable to
12 provide safe operation, either through taking
13 initiatives on their own or following initiatives,
14 guidelines, directives, however we might want to put it,
15 or even legislative provisions set out by the government
16 to ensure safety, then we would argue that, if that
17 failure is on a consistent basis, the franchisee's
18 ability to provide proper service is in doubt.

19 MR DUNCAN: But then your only remedy would, as I understand
20 it, be to take action under that what I described as the
21 drastic provision of withdrawing the franchise?

22 MR JOSEPH LAI: Chairman --

23 CHAIRMAN: You are referring to the revocation provision?

24 MR DUNCAN: Yes.

25 CHAIRMAN: Remind us, if you would -- where do we find that?

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1 MR DUNCAN: Section 24 of the ordinance.

2 CHAIRMAN: Which page do we find that on?

3 MR DUNCAN: Page 115 of the bundle.

4 There would have to be certain procedures followed,
5 and the matter would have to be ultimately considered by
6 the Chief Executive-in-Council, quite a long and
7 cumbersome process, I would imagine?

8 MR JOSEPH LAI: Chairman.

9 CHAIRMAN: Yes.

10 MR JOSEPH LAI: In response to counsel's question, I would
11 say that, yes, apart from revocation of the franchise,
12 either the whole of it or perhaps part of it, the
13 financial penalty provision in section 22 of the
14 ordinance, in my opinion, could also come into play,
15 because that refers to failure by the grantee to comply
16 with, maybe if not the franchise, then certainly the
17 ordinance. The ordinance does require the franchisee to
18 provide proper and efficient service.

19 MR DUNCAN: Just referring to that, over the weekend, when
20 the final submissions came in, it was clarified by the
21 Transport Department that the guidelines did not
22 constitute either a direction or a requirement under the
23 terms of the ordinance. So would that not inhibit the
24 ability to invoke the financial penalty provisions of
25 section 23?

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1 MR JOSEPH LAI: Chairman, not being a lawyer, the way I read
2 section 22(2) is this. Subsection (2) says the
3 financial penalty may be imposed for failure to comply
4 with franchise or this ordinance or any direction of or
5 requirement, and so on and so forth, or with any
6 programme or any approval.

7 So there is a series of "ors", alternative
8 scenarios. I have noted the Transport Department's
9 written submission which says that the guidelines do not
10 constitute direction or requirement. I was alluding
11 a moment ago to the reference in section 22(2), to this
12 ordinance, and this ordinance being the PBSO, in that
13 the franchisee is obliged to provide a proper and
14 efficient service.

15 The proper service, I would say, I would suggest,
16 includes the safety requirement.

17 MR DUNCAN: That would not entitle the administration to
18 invoke the provisions of section 22; would you agree?

19 MR JOSEPH LAI: Chairman --

20 MR DUNCAN: Sorry, let me -- I'm sorry for being a lawyer.

21 We will leave this perhaps to the lawyers. But if it is
22 only invoked by virtue of the fact that it's a breach of
23 the franchise generally, or the ordinance, for failure
24 to provide a proper and efficient service, the remedy of
25 the administration in those circumstances would be
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1 limited to the revocation clause; would that be right?

2 MR JOSEPH LAI: Chairman, as I was trying to suggest just
3 now, not being a lawyer, my reading of section 22(2)
4 should give us room, if necessary, to invite the
5 Executive Council to impose a financial penalty, because
6 section 22(2) refers specifically to failure by the
7 grantee to comply with this ordinance, and this
8 ordinance imposes the obligation on the operators to run
9 a proper and efficient service.

10 The proper service, I would argue -- the proper
11 service requirement, I would argue, includes the
12 requirement to provide a service which is safe,
13 otherwise it cannot be proper.

14 But, Chairman, as I said, I am seeing this from
15 a policy point of view. This particular scenario has
16 not been tested.

17 MR DUNCAN: Thank you, Mr Lai.

18 Can we move on to --

19 CHAIRMAN: Before you move on, Mr Duncan -- by that do you
20 mean no financial penalty has ever been invoked?

21 MR JOSEPH LAI: Chairman, by that I mean the question of
22 safety issue leading to an attempted use of this
23 particular section concerning financial penalty has
24 never been invoked thus far, so it's not tested.

25 MR DUNCAN: So do we understand correctly from that answer

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1 that no financial penalty has ever been imposed for any
2 of the reasons set out in that section, section 22?

3 MR JOSEPH LAI: Chairman, not to my recollection or
4 understanding. I would be more than happy to come back
5 with a written confirmation of that, but certainly not
6 in recent times.

7 MR DUNCAN: Has any application ever been made to the Chief
8 Executive-in-Council for such a penalty to be imposed?

9 MR JOSEPH LAI: Chairman, not that I am aware of in recent
10 times, and I think the explanation for that is that we
11 do not see that that provision needs to be invoked,
12 having regard to the circumstances of everything.

13 MR DUNCAN: Can I take you now to section 36, please,
14 page 125, which gives the power of a grantee to make
15 by-laws for certain matters, including the safe and
16 efficient operation of the grantee's public bus service.

17 Have any of the current grantees made any such
18 by-laws?

19 MR JOSEPH LAI: Chairman, I personally can recall certain
20 by-laws having been made, but I cannot answer right now
21 whether each and every item set out in section 36 are
22 the subject of by-laws which may currently be in force.
23 I do not have the information in my hand and I would
24 need to come back to the committee on this point.

25 MR DUNCAN: That would be helpful, because from our search
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1 we can't find any such by-laws, of any of the
2 franchisees.

3 CHAIRMAN: Please do. Your shopping list for written
4 submissions is growing.

5 MR JOSEPH LAI: Thank you, Chairman.

6 MR DUNCAN: I believe in the case of other transport
7 providers, specifically the Mass Transit Railway
8 Corporation, they have passed their own by-laws?

9 MR JOSEPH LAI: The MTR do have their by-laws, yes.

10 MR DUNCAN: Of course the advantage of that is that the MTR
11 can take its own action, backed up by appropriate
12 by-laws and offences under those by-laws, in respect of
13 conduct by drivers and in respect of conduct by
14 passengers who may be on the bus?

15 MR JOSEPH LAI: Chairman, yes and no. As counsel reminded
16 us a moment ago, there are regulations, Cap 230A, which
17 provide for the regulation of the conduct of drivers and
18 passengers. So there are already provisions in the law
19 as it stands.

20 The only way I could put it is that it's not as if
21 there is a total vacuum in law on this particular
22 subject.

23 MR DUNCAN: Who, then, would be responsible for enforcing
24 the regulations?

25 MR JOSEPH LAI: Chairman, generally speaking, the police, as
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1 far as I understand, will be responsible. As to whether
2 any other authorities might be responsible, I can
3 confirm. But generally speaking the police would be
4 responsible.

5 MR DUNCAN: Would you see advantages in the bus companies
6 themselves being able to take action in this respect,
7 rather than relying on the police?

8 MR JOSEPH LAI: Chairman, a very off-the-cuff response: the
9 mode of -- if we use the MTR as the reference point,
10 Chairman, the mode of operation of buses and railways
11 are rather different, because of the way MTR or rather
12 the railway works, in a confined place, generally, with
13 a lot of staff around, where backup and support will be
14 generally -- can be made available generally rather
15 quickly, and so on and so forth. Not being a trained
16 law enforcer, to my mind, it may be easier to enforce
17 whatever by-law that's in place regarding passengers'
18 behaviour, and so on and so forth, without unduly
19 affecting the movement of other passengers.

20 In a bus, particularly in this day and age where
21 there is only the bus driver in control of the bus, and
22 if something untoward were to happen during the journey,
23 it might be in operational terms rather more tricky to
24 expect the driver to enforce the law.

25 But that's really my very off-the-cuff response, but
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1 that might also be the reason why having the police
2 enforce the law might be the present arrangement.

3 MR DUNCAN: The committee, in its submissions, has received
4 a number of comments with regard to the conduct of
5 drivers, on the one hand, and also with regard to the
6 conduct of what might be called unruly passengers on the
7 other.

8 How often are prosecutions instituted under the
9 regulations relating to the conduct of drivers and
10 passengers?

11 MR JOSEPH LAI: Chairman, if you could just give me
12 a second.

13 CHAIRMAN: Mr Duncan, perhaps it might assist everyone
14 else's understanding of what you are raising, if you
15 were to take us to one of the submissions -- I think
16 it's KMB, is it not? -- where there is reference to
17 increasing abuse drivers suffer from passengers.

18 MR DUNCAN: I will find the reference to that, Mr Chairman.
19 Thank you.

20 MR JOSEPH LAI: Chairman, if I could answer counsel's
21 question just now.

22 CHAIRMAN: Yes, please do.

23 MR JOSEPH LAI: According to the police -- and this is
24 a piece of information which in fact was made public in
25 2016, in reply to a question from the Legislative
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1 Council -- the advice by the police at the time is that
2 when there are incidents involving assault, they would
3 investigate, regardless of, obviously, the location, and
4 so on and so forth.

5 But the police do not maintain figures on cases of
6 assault on bus captains or passengers, for that matter,
7 nor do they keep the respective prosecution and
8 conviction statistics.

9 The police also advised at the time that if there
10 were cases of assault in a bus, for example, involving
11 whatever parties, then apart from relying on Cap 230A,
12 they could also use other pieces of legislation as may
13 be appropriate, to investigate and to prosecute. There
14 are a good number of criminal legislation which the
15 police could make use of.

16 Thank you.

17 MR DUNCAN: I know the provision is there. My question
18 really is aimed at how often is it actually invoked. It
19 looks as though figures are not available.

20 MR JOSEPH LAI: Chairman, the short answer is that according
21 to the police, they do not keep such figures.

22 MR DUNCAN: Just going back to the chairman's question,
23 I think the reference -- you will probably be aware,
24 Mr Lai -- to KMB's comments on this is to be found in
25 the KMB bundle number 1 at page 95, at paragraph 35.

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1 CHAIRMAN: Perhaps you would be kind enough to read that
2 out, or the relevant parts.

3 MR DUNCAN: I quote:

4 "A recent phenomenon which has been causing
5 considerable concern to KMB is the increasing incidence
6 of assault by passengers or other road users on its bus
7 captains. This has often resulted from tension arising
8 directly or indirectly from worsening traffic
9 congestion. While we have been doing our best to
10 institute legal proceedings against the culprits, we
11 observe that the penalties meted out in such cases have
12 generally been insufficient to have much deterrent
13 effect."

14 I think that is the matter, and I think it's fair to
15 say that the submissions have referred not just to
16 physical abuse but also to verbal abuse of passengers.

17 Is the bureau aware of those allegations?

18 MR JOSEPH LAI: Chairman, we are aware of the concern of bus
19 companies and bus drivers in that respect, and I could
20 add that one of the things which the Commissioner for
21 Transport and her colleagues are working on is
22 an education plan, to educate the travelling public on
23 the sort of behaviour expected of them, and also the
24 sort of complaints channels that they could or they
25 should resort to in case of any dissatisfaction with

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1 either bus service generally or with the service of
2 a particular driver.

3 So the Transport Department is working on that
4 already.

5 We tend to think that education is perhaps more
6 important, if not equally important, than looking purely
7 on the question of enforcement. The law is already
8 there. It's to be observed. And, really, the important
9 thing is to educate the public to behave in a civil
10 manner, even though, when they feel upset, there are
11 other channels rather than resorting to physical or
12 verbal abuse.

13 MR DUNCAN: When were these regulations last considered with
14 regard to their applicability to current circumstances?

15 MR JOSEPH LAI: Sorry, Chairman, can I ask what regulations
16 counsel is referring to?

17 CHAIRMAN: Yes. Perhaps you can more specific.

18 MR DUNCAN: The regulations provided for to which I am
19 referring, which is the regulations made under the
20 ordinance, talks about the responsibilities of drivers,
21 conductors, passengers, and I'm just wondering when they
22 may have been the subject of review by the
23 administration, as to whether they cater for current-day
24 circumstances?

25 MR JOSEPH LAI: Chairman, I believe, when -- I expect, when
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1 the Transport Department in due course presents the
2 bureau with an overall plan on education and publicity,
3 they would also look into the question of, you know, how
4 the existing criminal penalty provisions in the
5 legislation should be more widely promulgated, and in
6 that connection, perhaps the need for any review.

7 CHAIRMAN: If I could ask you to respond directly to the
8 question. The question was: when were the regulations
9 last reviewed?

10 MR JOSEPH LAI: Chairman, we have not actually taken out
11 this particular piece of legislation for, shall I put
12 it, a thorough review, because the assumption has always
13 been that the provisions therein are not insufficient.

14 CHAIRMAN: So there has been no review?

15 MR JOSEPH LAI: Chairman, we have not done a review because
16 we do not think that the provisions therein are
17 insufficient. But, as I said, we do expect that when
18 the Transport Department come up with the education
19 plan, in that context they will also look into the
20 sufficiency of the provisions with a fresh pair of eyes.

21 CHAIRMAN: Thank you.

22 MR DUNCAN: Do I understand from those answers, Mr Lai, that
23 the bureau has actually already charged the department
24 with coming up with an education plan?

25 MR JOSEPH LAI: Yes, Mr Chairman, that is correct.

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1 MR DUNCAN: When was the department given that directive?

2 MR JOSEPH LAI: Chairman, that directive followed shortly
3 after the very tragic accident in Tai Po, when there
4 were a number of reports coming to us which suggested
5 that there seemed to be some occasions of rising tension
6 between drivers and passengers.

7 MR DUNCAN: In essence, what is the education plan designed
8 to address?

9 MR JOSEPH LAI: Chairman, as I said, as regards the details,
10 I need to await the proposals from the Transport
11 Department, and so I would not wish to pre-empt what
12 they will come up with for the bureau's consideration.
13 But the overall sense of it should be, and they are
14 aware of it, that we should remind passengers to behave
15 in a civil and orderly manner at all times, that if they
16 are dissatisfied with either the provisions of the bus
17 service generally or in relation to a particular bus
18 driver, and so on, there are complaints channels that
19 they could go to, and that is the far more sensible way
20 than to take out their dissatisfaction on a particular
21 bus driver.

22 MR DUNCAN: Has the department been given a time schedule
23 for the plan?

24 MR JOSEPH LAI: They have not been given a deadline as such,
25 but the department is fully aware of the urgency, so

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1 they are working on it expeditiously. This is what
2 I have asked the department to do, and they are working
3 on it.

4 MR DUNCAN: Can I raise another matter with you, going back
5 to the ordinance, please, at page 108.

6 This is section 9 and the power of the Chief
7 Executive to appoint additional directors of the
8 grantees. Is this a power that the Chief Executive has
9 exercised?

10 MR JOSEPH LAI: Chairman, yes, it is a power which the Chief
11 Executive has exercised, and it's been exercised for
12 a number of years.

13 The Commissioner for Transport and the deputy
14 secretary responsible for bus service, the incumbent
15 being Mr Choi to my right, they have been appointed by
16 the CE as government directors to all the franchised bus
17 companies.

18 MR DUNCAN: I believe at the moment there are five
19 franchisees. Do I understand those two individuals sit
20 on the boards of each of the five franchisee companies?

21 MR JOSEPH LAI: Mr Chairman, that is correct.

22 MR DUNCAN: And to what extent do the directors so appointed
23 become concerned with safety issues on those boards?

24 MR JOSEPH LAI: Mr Chairman, the directors are appointed to
25 represent the government. I would argue that by
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1 extension to represent the Government's interests. So
2 safety issues are one of the issues which are of concern
3 to the government directors, and where necessary or
4 where appropriate they will in fact raise the issues at
5 board meetings. That has been set out in our submission
6 to the committee dated 4 May.

7 MR DUNCAN: We are aware that some companies from time to
8 time may have subcommittees of the board, for example
9 an audit committee or a safety committee, those sorts of
10 committees. Have the government directors come across,
11 in any cases of the franchises, to a particular
12 committee of the board devoted to safety matters?

13 MR JOSEPH LAI: Chairman, if you will allow me, can I invite
14 Mr Choi to answer the question, Mr Choi being the
15 government director?

16 CHAIRMAN: Yes. Thank you.

17 MR KEVIN CHOI: Thank you, Chairman, thank you, Mr Lai, and
18 thank you, counsel.

19 As Mr Lai said, I, as the incumbent Deputy Secretary
20 for Transport, and also Commissioner for Transport,
21 Ms Mable Chan, we are the two persons being appointed as
22 the directors representing by the government, appointed
23 by the Chief Executive to sit on the board of the five
24 franchised bus companies as such.

25 We perform as one of the directors, so of course we
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1 represent the Government's interests, but at the same
2 time we are also one of the many directors to look after
3 the company matters in a strategic manner. So we do
4 participate in the business as one of the many
5 directors.

6 As far as I know, because I have been in post since
7 September last year, I have been attending board
8 meetings bi-monthly or quarterly of these boards. They
9 do run audit committee or some form of audit programmes
10 in their daily life or their everyday operations, which
11 cover proper and efficient service part of it and also
12 the safety part of it.

13 So indicators like accident rates and lost trip
14 rates are examined by -- reported from the management to
15 the board, through board papers, and we are also copied
16 in and have a copy for reference.

17 Unfortunately, I would say that we don't really sit
18 on the audit committee per se.

19 MR DUNCAN: Would you see value in these companies operating
20 safety committees on which government directors might be
21 members?

22 MR KEVIN CHOI: Well, chairman and counsel, thank you for
23 your question. As Mr Lai has mentioned in the opening
24 remarks, franchisees are given the duty and the
25 responsibility for it to run its franchise properly and
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1 Mr Lai, I was going to refer you to section 12A of
2 the ordinance, please, at page 109.

3 CHAIRMAN: Yes.

4 MR JOSEPH LAI: Yes.

5 MR DUNCAN: You will recall I had taken you to this when we
6 went through the provisions initially. This is the
7 section that deals with the five-year forward planning
8 programme.

9 We saw that the matters that could be contained in
10 the programme are set out in the schedule, at page 126.

11 If you look at page 109, subsection (4) -- I brought
12 your attention to the provision whereby if there was any
13 disagreement or a failure to reach agreement, between
14 the commissioner and the franchisee, the point of
15 disagreement could be referred to the secretary for his
16 resolution.

17 Has the secretary ever been called upon to resolve
18 such a disagreement?

19 MR JOSEPH LAI: Chairman, no, not that I am aware of,
20 because -- I suppose the way to explain it is the
21 forward planning programme is often a result of many
22 rounds of iterative or reiterative discussion process
23 between the Transport Department and the franchised bus
24 operators, so that -- usually, by the time the programme
25 is finalised, it will have obtained the consent of both

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1 the department and the bus operators.

2 MR DUNCAN: Could I ask you to turn to the schedule, please,
3 page 126, where you will see the contents of the
4 programme set out.

5 Has the bureau issued any proposals to the
6 department with regard to what the programme should
7 contain over and above the specific provisions of
8 clauses (a) through to (g)? I brought to your attention
9 the catch-all provision of item (h), "any other
10 matters", and my question is whether the bureau has at
11 any time suggested to the department what matters should
12 be included in the five-year plan. Was that something
13 you leave to the department?

14 MR JOSEPH LAI: Chairman, we do know, from the content page
15 of the most recent FPP provided to the committee, the
16 committee will also know that there are certain broad
17 subjects, or broad subject headings in at least some of
18 the FPP, which are over and above what is strictly
19 required as set out in the schedule.

20 For example, one of the bus companies, they do
21 provide certain information on staff training, bus
22 driver training to be more exact. I have been given to
23 understand that this is the result of discussion between
24 the department and the bus operators, but I cannot
25 confirm one way or another whether that is very much the
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1 department's initiative or whether the department was
2 acting under some specific request by the bureau.

3 I suspect it's more than likely to be the former.

4 CHAIRMAN: I think Mr Duncan's question was directed to
5 another issue, and that is whether or not the bureau has
6 issued any proposals to the Transport Department as to
7 what should be contained in a five-year plan.

8 MR JOSEPH LAI: Chairman, the short answer to that is
9 I cannot recall any specific directive of the sort you
10 suggested or you alluded to. The starting point, the
11 basic point, is always that everything in the schedule
12 should be in the programme, and if the department is
13 able to secure, through discussion with the bus
14 companies, further information, then that would be
15 reflected in the individual programmes.

16 CHAIRMAN: So no directive to the Transport Department?

17 MR JOSEPH LAI: Not in this context.

18 CHAIRMAN: Thank you.

19 MR DUNCAN: Mr Lai, I'm going to leave the regulatory regime
20 now, and if I could take you back to the terms of
21 reference again.

22 Just to remind us all, with regard to paragraph (b)
23 of the terms of reference, the committee is also charged
24 to examine the monitoring system for franchised buses,
25 and it's that that I wish to explore with you briefly,

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1 if I could.

2 It is clear from the submissions that the committee
3 has received that the companies, as a matter of
4 practice, furnish the department with quite
5 a significant supply of written documentation, either on
6 a monthly or on a quarterly basis, with regard to the
7 operation and the management of the bus franchisees.

8 You are no doubt aware of that?

9 MR JOSEPH LAI: Yes.

10 MR DUNCAN: Does the bureau require the department to
11 undertake any sort of verification process with regard
12 to the written documentation which is provided to the
13 department?

14 MR JOSEPH LAI: Chairman, if I seek a clarification on
15 counsel's question. Counsel is asking whether the
16 bureau has asked the department to check that the
17 information provided by the companies, the information
18 itself is truthful or accurate.

19 MR DUNCAN: Yes, that is so.

20 CHAIRMAN: Yes, that's Mr Duncan's question.

21 MR JOSEPH LAI: The short answer to that is that we expect
22 the department to take the necessary action to ensure
23 the truthfulness of the information, without the bureau
24 having to actually ask or remind the department to do
25 that.

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1 Of course, under the franchise, if I recall
2 correctly, there is also the requirement, in broad
3 terms -- and I'm not sure it will cover each and every
4 scenario or each and every piece of information to be
5 provided by the operators -- but I do recall there is
6 a provision which requires the bus companies to ensure
7 that information provided to the commissioner is
8 accurate and is truthful.

9 So there is also that requirement on the part of the
10 operators to follow, to observe.

11 And I know, for example, that the department, as
12 a matter of fact, on certain issues at least, that they
13 will take action on its own, just to double-check to
14 ensure the veracity of the information. For example, in
15 the case of the bus drivers' rest time and working
16 hours, for example, they do provide -- the department
17 does engage contractor to conduct independent survey, ie
18 independent of the bus companies, to check that the bus
19 companies do observe the guidelines, quite apart from
20 whatever information is received by the department from
21 the bus companies.

22 MR DUNCAN: Yes, and of course that's a matter that we will
23 explore further with the department.

24 But leading on from that answer, can I ask you this.
25 A lot of the monitoring process is carried out,

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1 obviously, by receiving and considering the records
2 prepared by the bus companies. A considerable amount of
3 the monitoring process is done in that way. Has the
4 bureau issued any proposals/suggestions to the
5 department as to the extent to which the department
6 should be monitoring the activities of the bus companies
7 directly, rather than relying on records that the bus
8 companies provide to the department?

9 MR JOSEPH LAI: I suppose the answer to this is perhaps
10 a rather long-winded one, counsel, if you would allow
11 me, and Chairman, if you would allow me.

12 There are checks and balance features built into the
13 overall regulatory and monitoring system, and all those
14 checks and balances are basically either endorsed by the
15 bureau or, at the very least, are initiatives which the
16 bureau is aware of. Those include, for example -- just
17 to quote a few examples -- I referred a moment ago to
18 the survey on bus captain rest hours, rest time. There
19 are also daily spot-checks conducted by the department
20 on buses in service. So every day they will pick 14
21 buses which are supposed to go into service, they will
22 pick the 14 buses at random, and they will be subject to
23 testing/examination by the Transport Department's own
24 vehicle examiner. This is again quite apart from
25 whatever information bus companies provide on the safety
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1 of their buses.

2 These are just two examples I can think of offhand
3 of the sort of mechanism that we have built in with the
4 policy endorsement of the bureau, to check against
5 what's provided as a matter of course by the bus
6 companies.

7 Of course, as you will have noticed from the written
8 submissions by the Transport Department, if there is
9 doubt on either the accuracy or the comprehensiveness of
10 whatever information is provided by the bus companies,
11 then the Transport Department does go after the bus
12 companies and ask for more complete information.

13 That has been built up very much over the years, as
14 very much part and parcel of the overall mode of
15 operation of the department, and I think we have come to
16 a stage when, you know, certain things are being done
17 because colleagues know what is expected, without the
18 need for any further specific written directives.

19 CHAIRMAN: So does it come to this, that there have been no
20 such directives to the Transport Department because they
21 are doing the job that you would expect them to do?

22 MR JOSEPH LAI: Basically, Chairman, I think that would be
23 a fair way of putting it.

24 MR DUNCAN: I want to move away from monitoring, about which
25 we will ask the department more later, but turning from
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1 monitoring to the general topic of safety policies.

2 There are a number of matters I would like to explore
3 with you in that respect, Mr Lai.

4 The submissions from the bus companies indicate that
5 they themselves will explore from time to time new
6 safety technology that might be available, new safety
7 measures that might be introduced. Does the bureau
8 itself undertake research, domestically or
9 internationally, to understand what new initiatives
10 might be available with regard to technology or general
11 safety measures?

12 MR JOSEPH LAI: Chairman, the division of labour between the
13 bureau and the department is such that generally the
14 research which counsel alluded to is done by the
15 Transport Department rather than by the bureau, because
16 at the bureau we really do not have the necessary
17 expertise to do that, whereas in the department we have
18 a team of traffic engineers who are, you know, more --
19 and also electrical and mechanical engineers who are
20 more well-versed, shall I say, in this sort of thing.
21 And they do carry out research of that sort, as
22 evidenced, for example, by the adoption and introduction
23 of the black box and the speed limiters installed in all
24 buses. Also as evidenced more recently, as this
25 committee will be aware, following the tragic accident

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1 in Tai Po, the setting up of a working group, chaired by
2 the Transport Department, with participation by the
3 franchised bus operators, to look into possible
4 additional safety equipment or safety features that
5 could be installed on our franchised buses, the details
6 of which are already set out in one of the Transport
7 Department's submissions.

8 So, yes, we do that.

9 MR DUNCAN: Has the bureau considered the possibility of
10 a requirement whereby the individual bus franchisee
11 should be required to draw up a composite approved
12 safety programme, as opposed to dealing with individual
13 safety issues on an ad hoc sort of basis?

14 I'm suggesting the possibility of a safety programme
15 equipped with suitably qualified personnel with a safety
16 background and with the requisite qualifications and
17 experience.

18 Is that a matter that has been considered at all by
19 the bureau?

20 MR JOSEPH LAI: Chairman, no, not in a structured or
21 detailed way. However, since the question is put to me
22 this morning by counsel, my first instinct would be,
23 yes, we would be more than happy to look into that.

24 MR DUNCAN: As I understand the current situation, one of
25 the bus franchisees might have a totally different
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1 safety programme, looked at overall, from one of the
2 other franchisees. Could that be the case?

3 MR JOSEPH LAI: Chairman, I do not know enough about the
4 exact details of how things are done on a day-to-day
5 basis at the company, to say definitively "yes" or "no".
6 But I would not be surprised if there is some
7 difference.

8 So if we were to request or to require the
9 setting-up of a safety programme of the sort counsel has
10 in mind, there are of course a few things we would need
11 to discuss with the operators, including, for example,
12 what the programme should look like, should we insist
13 for one size fits all, or should we accept that
14 company A may come up with certain programme with
15 different emphasis and focus, company B with a slightly
16 different set of focus.

17 So those are sorts of the things obviously we would
18 need to sort out.

19 MR DUNCAN: Many countries have adopted the international
20 standard ISO -- I think it's 39001 -- road safety
21 management system, and if I'm not wrong the Road Safety
22 Committee has constantly advocated for the adoption of
23 that in Hong Kong.

24 Has the bureau considered adopting the road safety
25 management system for Hong Kong?

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1 MR JOSEPH LAI: Chairman, this is a rather new standard, as
2 far as I know. It's a standard which -- again, if
3 I haven't got it wrong -- is normally used by transport
4 and logistics companies, rather than by public
5 authorities per se.

6 The question of whether we would encourage or we
7 would ask bus companies to adopt this particular ISO,
8 I would suggest could perhaps be looked at in
9 conjunction with the earlier idea, counsel, you put
10 across to me, ie the safety programme, whether --
11 I suppose there is some logic in policy terms to look at
12 the two issues together.

13 No, I wouldn't rule that out as a matter of
14 principle. I think really the question to ask is, you
15 know, what the cost and benefit of the adoption of the
16 ISO is. Again, if we have companies with different
17 stages of readiness regarding the adoption of the ISO,
18 what should be done about that, and so on?

19 We would like to look into that and we have an open
20 mind about it.

21 MR DUNCAN: Can I take it from that that that's not really
22 been a matter considered to date by the bureau?

23 MR JOSEPH LAI: Chairman, I think that is not an unfair way
24 of putting it, because it is a relatively new ISO, as
25 far as I'm aware. It's been around for only a few
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1 years. In terms of standard and so on, it is still
2 relatively new. But we are happy to look into new
3 ideas.

4 CHAIRMAN: Mr Duncan, we have a copy of the ISO 39001, do we
5 not? Does it state on its face when it came into being?

6 MR JOSEPH LAI: Mr Chairman, the document can be found at
7 miscellaneous bundle 2 at page 645. According to that
8 document, at page 646, it was issued in 2012.

9 CHAIRMAN: And that's the first edition. Yes, thank you.

10 MR DUNCAN: Hong Kong, the geography of Hong Kong, Mr Lai,
11 is such that we have almost a peculiar situation whereby
12 double-decker buses are visible on very steep and very
13 narrow roads onto which pedestrians often spill.

14 How much of those sorts of situations are taken into
15 account by the bureau with regard to the general topic
16 of safety in Hong Kong?

17 MR JOSEPH LAI: Chairman, road design and how it affects
18 safety is one of the tasks which our colleagues in the
19 Transport Department, in particular the transport
20 engineering team, look into very much as part of their
21 routine. By "routine" I do mean as a day-to-day task.

22 So either after a particular accident or
23 a particular spate of accidents, or as part of their
24 normal review process, they will look into the safety of
25 a particular stretch of road and see what can be done to
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1 improve the safety situation and whether, if necessary,
2 certain restrictions should be placed on that particular
3 stretch of road, restrictions including speed limit,
4 including the type of vehicles which can access the
5 particular stretch, and so on and so forth.

6 So, again, this is part of their ongoing job. For
7 example, if a place has been designated a black spot --
8 there is a very objective yardstick for determining
9 whether a particular spot is a black spot, usually by
10 reference to the number of accidents within a certain
11 period -- then they will take a particularly closer look
12 at that spot to see whether any of the changes
13 I referred to a moment ago should be considered.

14 As I say, it's not a purely reactive process in the
15 sense that they also take the initiative to look at
16 other stretches of roads which are not black spots as
17 such but they feel would require looking into or
18 reviewed.

19 MR DUNCAN: I take it from those answers that there have to
20 date been no discussions between the bureau and the
21 department with regard to the responsibility of
22 introducing into Hong Kong, either directly or through
23 the bus companies or other transport companies, the road
24 safety management system to which I have referred? Is
25 that correct?

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1 MR JOSEPH LAI: You are talking about the road safety --

2 MR DUNCAN: The ISO system, yes.

3 MR JOSEPH LAI: This ISO 39001, no. I think -- sorry, yes,
4 it is correct to say that there have not been any
5 discussion on this as such. As I explained, this is, to
6 us, a relatively new ISO, although introduced in 2012,
7 still at a relatively youthful stage, shall I say. But
8 we also note that a growing number of transport and
9 logistic companies are using that.

10 So, yes, now that the matter has been drawn to our
11 attention on this particular ISO, as I said, we will be
12 more than happy to look into its applicability in
13 Hong Kong, in conjunction with the franchised bus
14 operators.

15 MR DUNCAN: Can I turn to the topic of manpower supply. The
16 submissions that the committee has received would
17 indicate that there has been a shortage of persons who
18 are either qualified or willing to undertake the duties
19 of a bus captain, and this shortage has been with us for
20 some time now.

21 Is that a fair summary of the situation?

22 MR JOSEPH LAI: Chairman, I would say that this is perhaps
23 a reflection of the rather tight labour supply situation
24 in Hong Kong. Yes, it exists not only in franchised bus
25 companies but also in other transport-related companies,

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1 and in fact in logistics-related companies as well.

2 MR DUNCAN: One of the matters the department has brought to
3 the attention of the commission -- and I'm sure you are
4 aware of this -- is that, as a result of the latest
5 guidelines to which you have already referred, something
6 like 250 additional bus drivers would need to be
7 employed. Are you aware of that?

8 MR JOSEPH LAI: Yes, I am aware of that, Mr Chairman.

9 MR DUNCAN: In your submission, you stated that Hong Kong is
10 one of the few places in the world where the franchised
11 bus service is provided by private companies, without
12 any direct subsidies. Do you recall that being in your
13 submission?

14 MR JOSEPH LAI: Yes, Mr Chairman, although, if the chairman
15 would allow, to be absolutely precise, I said "generally
16 without direct subsidies".

17 CHAIRMAN: Perhaps you would like to refer to the passage to
18 which Mr Duncan is referring.

19 Is that on the screen now, Mr Duncan?

20 I think that deals with a separate issue, does it
21 not?

22 MR DUNCAN: Yes, that's a related but separate issue,
23 Mr Chairman. I think it's --

24 CHAIRMAN: Your qualification is that that is a general
25 observation, Mr Lai?

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1 MR JOSEPH LAI: Mr Chairman, I was just trying to clarify --
2 sorry for appearing to be pedantic. I heard Mr Duncan
3 say that in my opening statement I said there was
4 absolutely no government subsidies. I was trying to
5 clarify that it's not absolutely no subsidies. It's
6 generally no direct subsidies.

7 MR DUNCAN: Yes, I'm sorry.

8 Let us go to paragraph 14. Or perhaps you could
9 locate where you have referred to this in your
10 submission. The passage relates to the question of
11 subsidies and the fact there are no direct subsidies.
12 Is it paragraph 14?

13 MR JOSEPH LAI: It is paragraph 14, that might be the one,
14 yes.

15 MR DUNCAN: Let me quote directly from that.

16 MR JOSEPH LAI: In our submission dated April, yes.

17 MR DUNCAN: "It should be noted that Hong Kong is one of the
18 very few cities/jurisdictions in the world where the
19 franchised bus service is provided by private companies
20 without direct government subsidies."

21 That was the passage to which I was referring.

22 MR JOSEPH LAI: Yes.

23 MR DUNCAN: Does the government provide indirect subsidies
24 to the franchisees?

25 MR JOSEPH LAI: Chairman, there are a few examples which
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1 I could cite. For example, franchised buses are
2 exempted from, first, registration of tax. That is
3 perhaps one of the more clear examples.

4 The other reason, Mr Chairman, why I said in my open
5 statement that government generally does not provide
6 subsidies is sort of -- it's meant to be elaboration of
7 the written submissions we provided. In recent times,
8 over the years, we do provide some form of financial
9 assistance to franchised buses, to pursue a particular
10 initiative or to pursue a particular programme.

11 To give this committee an example, the trial and
12 testing of electric buses, this is an initiative by the
13 Environment Bureau rather than by the THB, but
14 nonetheless it is a government subsidy, and the subsidy
15 is provided to the bus companies to procure a certain
16 number of electric buses, on a trial basis.

17 So it is a form of subsidy, if you will, for
18 a targeted means.

19 We also provide --

20 CHAIRMAN: Am I right in remembering that that involves four
21 buses, four electric buses?

22 MR JOSEPH LAI: That involves 36 single-deckers,
23 Mr Chairman.

24 CHAIRMAN: Thank you.

25 MR JOSEPH LAI: Another more recent example is that we
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1 provide subsidy to help the company put up realtime
2 arrival display panels at bus stops. That is on
3 a matching basis, a dollar-to-dollar matching basis.

4 But otherwise, apart from the few specific targeted
5 subsidies, yes, it is fair to say that the government
6 does not provide subsidy to the operators as such.

7 MR DUNCAN: Does the government provide subsidies to certain
8 ferry companies?

9 MR JOSEPH LAI: We provide special helping measures, that is
10 the terminology of the programme -- in counsel's
11 wording, it's "subsidy", and I will not dispute the use
12 of word -- for ferry service to outlying islands,
13 specifically to outlying islands. The specific policy
14 consideration is that ferry is the only transport means
15 for people who live in the outlying islands, and those
16 ferries are financially not viable, and that is
17 a chronic problem, unless we go for a huge hike in the
18 fare, which we do not think the public will be able to
19 afford.

20 So there is a particular background to that special
21 helping measure programme.

22 CHAIRMAN: How is that special helping measure implemented?

23 MR JOSEPH LAI: Could I invite Mr Choi, who looks after that
24 on a day-to-day basis, to explain?

25 CHAIRMAN: Mr Choi.

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1 MR KEVIN CHOI: Thank you, Mr Chairman, and thank you,
2 counsel, for that particular question.

3 As Mr Lai has said, the outlying island ferry routes
4 are a specific case for which the government has
5 provided some special helping measures. There are six
6 such routes that we are providing special helping
7 measures, and the scheme is under review for the time
8 being.

9 Basically, the government, as Mr Lai said,
10 recognises that unless we have a very huge hike of ferry
11 fares for these outlying islands, residents who rely on
12 these ferry services to come to town, say for their
13 office and other duties, otherwise these ferry services
14 are not viable.

15 Under these special helping measures, the government
16 undertook to subsidise individual items. For example,
17 maintenance fees, electricity bills, some concession
18 costs or insurance premium, or like also revenue forgone
19 when they are introducing elderly or child concessions,
20 so the costs of such measures.

21 The special helping measures identified individual
22 items and subsidised these areas. The government
23 undertook to the Legislative Council to get the funding
24 approval from the Finance Committee of LegCo, and then
25 we provided this public money to ferry operators, as
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1 I said, over those items, and we have an audit programme
2 through the Transport Department to consider whether
3 those costs are true or not and also to ensure that the
4 public moneys are well spent.

5 So that's the case for the special helping measures.

6 MR DUNCAN: Thank you.

7 Going back to the manpower separation, Mr Lai,
8 I wonder if you could be shown bundle TD-5 at page 1510.
9 This is a document that came to the commission just over
10 the weekend, and you may or may not have seen this.

11 MR JOSEPH LAI: Yes. It's notes of a meeting; is that
12 right?

13 MR DUNCAN: Yes, minutes of the meeting. It's in the
14 Chinese language.

15 It appears to be extracts from a special meeting
16 held by the Sham Shui Po District Council on
17 28 September 2017, following from the tragic accident in
18 Sham Shui Po.

19 My interest is in particular with regard to
20 page 1523 of the document.

21 MR JOSEPH LAI: Yes, Mr Chairman.

22 MR DUNCAN: It's paragraph 203(iii).

23 MR JOSEPH LAI: Yes.

24 MR DUNCAN: If I could read the translation with which I've
25 been provided. It reports a chief transport officer of
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1 the department saying that the government is concerned
2 about manpower shortage and that bus companies had
3 responsibilities to increase salary, fringe benefits and
4 promotion prospects, in order to attract new blood.

5 Is that a fair translation of what you are reading
6 in the Chinese?

7 MR JOSEPH LAI: Mr Chairman, yes, I would say so.

8 MR DUNCAN: Does that reflect the Government's position
9 accurately with regard to the manpower shortage?

10 MR JOSEPH LAI: Mr Chairman, I think it reflects what we
11 expect the franchise companies to do. It does not
12 reflect the full picture, because this is meant to be
13 a summary of what Mr Leung, the chief transport officer,
14 was supposed to have said. All I can say is that it is
15 part of what our position is.

16 The other part of our position, regarding the
17 chronic problem of shortage in commercial drivers, is
18 that we are taking steps to try to -- a full legislative
19 amendment, and I would be happy to elaborate on that in
20 a moment or two -- full legislative amendment to relax
21 the licensing requirement for commercial drivers.

22 So, basically, what happens is that, at present, if
23 you want to apply for a licence, a driving licence, to
24 be a commercial vehicle driver, you will have to have
25 had a private car driving licence for three years before
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1 you are eligible to make the application, ie the
2 application for a driving licence for commercial
3 vehicles.

4 Because of the chronic manpower shortage, we have
5 proposed, and the trade as well as Legislative Council
6 have agreed, that the three-year period could be reduced
7 to a one-year period. So in future, all you need is to
8 have a private car driving licence for one year before
9 you can apply for a driving licence for a commercial
10 vehicle. Commercial vehicles include, of course, buses,
11 and that includes of course franchised buses.

12 We are drafting the amendment legislation, and we
13 hope to be able to introduce that into the Legislative
14 Council before the end of this year. If that is passed
15 by the Legislative Council, that should also go some way
16 towards relieving the private shortage problem. It may
17 not provide a total answer, but hopefully it will
18 provide some relief.

19 On our part, that's what we have been doing. But
20 yes, having said that, we do also think that it's part
21 of the franchised bus companies, as the franchisee, to
22 take all reasonable measures to ensure that they have
23 the necessary number of drivers to provide service.

24 MR DUNCAN: Given the statement to which I referred, what
25 steps has the administration taken with the bus

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1 companies to persuade them to increase the remuneration
2 for bus captains?

3 MR JOSEPH LAI: Chairman, most recently there has been some,
4 shall I say, restructuring in the pay package of the bus
5 drivers, with a view to enhancing the package or at
6 least improving the certainty of bus drivers that they
7 would be able to take home X amount of dollars every
8 month bus drivers.

9 That is a result of a discussion between the
10 government and the bus companies, although it also has
11 to be said, in fairness to the bus companies, that they
12 reacted very quickly to the Tai Po accident, which is
13 a very tragic one, and realised that something must be
14 done very quickly about that.

15 MR DUNCAN: Have the bus companies undertaken that they will
16 increase the remuneration?

17 MR JOSEPH LAI: I think the restructured package has already
18 been announced.

19 MR DUNCAN: Given what you described as a chronic shortage,
20 would the government consider providing a subsidy in
21 respect of the added remuneration which appears to be
22 desirable?

23 MR JOSEPH LAI: When we talk about subsidy for the long-term
24 basis, we will have to consider that most carefully. It
25 does represent a rather fundamental departure to the

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1 basic philosophy of how the public transport system is
2 run in Hong Kong. Speaking sort of off-the-cuff, I do
3 not think that for recruitment of bus drivers we have
4 come to that stage. I think there can be means through
5 which bus companies can recruit and retain the necessary
6 number of qualified drivers.

7 As I went through some of the documents provided by
8 some of the bus companies to this committee, it can also
9 be seen that they are doing quite a lot to improve the
10 situation.

11 So, no, I don't think we have come to that stage of
12 having to provide subsidy for recruitment of bus
13 drivers. There are ways through which we can help ease
14 the problem, apart from what I just explained about the
15 licensing requirement. Another is about, for example,
16 the 250 drivers, counsel, you alluded to. You will be
17 aware that there is the agreement that the guidelines
18 will be introduced progressively, starting from later
19 this year, to sometime next year, 2019, and the whole
20 purpose being to enable the bus companies to have the
21 necessary turnaround time to recruit the necessary
22 number of people.

23 The other thing we have done in the past one or two
24 years is to give priority to the driving exams of rookie
25 bus drivers. They are given priority over people who

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1 want to take driving exams for, for example, a private
2 car driving licence. This is against the backdrop of
3 a big and rather sustained increase in the number of
4 people who apply for driving licences, and against that
5 background the Transport Department have redeployed
6 driving examiners to give priority to bus driver
7 applicants.

8 MR DUNCAN: Have the bus companies indicated to you that the
9 requirement for increased remuneration which has been
10 referred to in that minute is going to entail
11 considerably more expense?

12 MR JOSEPH LAI: Chairman, this will be a fact anyway. As
13 you recruit more drivers, then of course the cost
14 generally speaking will go up. But this has not stopped
15 the bus companies from agreeing to the latest
16 guidelines.

17 MR DUNCAN: So does the bureau have any other initiatives,
18 apart from speaking to the bus companies, lowering the
19 licence qualifications; any other initiatives whereby
20 the manpower shortage might be alleviated?

21 MR JOSEPH LAI: We have been encouraging them to look for
22 new, unexplored or at least under-explored
23 possibilities, the recruitment of women drivers, for
24 example, and of course this is something that they have
25 been doing more in recent years; and, I have to admit,

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1 the rather sensitive subject nowadays, since the Tai Po
2 accident, of part-time drivers. That was meant to
3 provide some relief for the manpower shortage problem,
4 but of course, as the committee will be aware, since the
5 accident, the facts means it has been suspended by the
6 companies themselves.

7 MR DUNCAN: What proportion of the bus captains are female?

8 MR JOSEPH LAI: Sorry, Chairman, I don't have the answer
9 with me. I don't know if my colleagues have the answer.

10 No.

11 MR DUNCAN: Would it be very low?

12 MR JOSEPH LAI: It would not be high, definitely, but,
13 Chairman, it's growing. From our point of view, we
14 would welcome more women joining the ranks.

15 MR DUNCAN: Has the bureau taken any particular steps to
16 attract the fairer sex to the position of bus captain?

17 MR JOSEPH LAI: Chairman, not us directly. It's very much
18 a responsibility of the companies to recruit drivers.
19 But we have put across that message to them in more than
20 one or two occasions, and I know the Transport
21 Department has also been in discussion with them. And,
22 as I said, I do know for a fact that they have stepped
23 up recruitment, in fact, in that process, as evidenced
24 by, anecdotally at least, the probability of us running
25 into women driver as we take the buses.

26

1 But no, sorry, I don't have the exact figures with
2 me.

3 MR DUNCAN: What I'm interested in is any particular
4 substantive step that either the administration or the
5 bus companies may have taken to attract females to their
6 position?

7 MR JOSEPH LAI: Chairman, maybe this is a question which the
8 bus companies themselves would be best placed to answer.

9 CHAIRMAN: So the direct answer to Mr Duncan's question is
10 that there has been no such initiative?

11 MR JOSEPH LAI: Sorry, Chairman --

12 CHAIRMAN: There has been no such initiative because this is
13 a matter for the bus companies?

14 MR JOSEPH LAI: Initiative --

15 CHAIRMAN: By the Transport and Housing Bureau.

16 MR JOSEPH LAI: Chairman, the short answer is that we do not
17 do the recruitment ourselves, but we do encourage the
18 bus companies to do that.

19 CHAIRMAN: Thank you.

20 MR DUNCAN: One of the reasons for the inquiry is the
21 unfortunate spate of accidents over the years involving
22 buses. Does the bureau conduct its own research into
23 any common causes attributable to these accidents?

24 MR JOSEPH LAI: Chairman, I was explaining a moment earlier
25 that the task of researching into the causes of
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1 accidents are the job of the professional colleagues in
2 the Transport Department. Quite frankly, in the bureau,
3 we are not equipped to do any research.

4 However, there have been cases when we note that
5 something properly should have been done, and we then
6 ask or task of department to look into that.

7 If I could quote two examples. One is the most
8 recent update of the Guidelines on Working Hours and
9 Rest, and here I am making a factual correction to the
10 written submission we made in April, because we have
11 since been able to ascertain that that review, which
12 started in 2017, was triggered from a request by the
13 bureau. So that is one example.

14 The other example is, somewhere in our submissions
15 and also in TD's submission, we refer to the cases of
16 the broken glass doors, the exit doors in the buses with
17 glass panels, and there were a spate of accidents in
18 2016, where the glass was broken, leading to injuries
19 suffered by passengers.

20 As it gradually became what looks like to be
21 a pattern, not one accident but two accidents and then
22 three accidents -- if I remember correctly, that was
23 within a spate of maybe two months, more or less -- we
24 suspected something might not be entirely right; there
25 might be some weaknesses in either the bus design or the

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1 quality of the glass or whatever. So we asked the
2 department to take a look at it, and they looked into
3 it, in conjunction with the bus companies, and in the
4 end the safety feature that was put in place was
5 an additional horizontal handrail across the width of
6 the glass door, to prevent -- sorry, not to prevent --
7 but to reduce the possibility of passengers suffering
8 major injuries such as that would be suffered if the
9 passenger was thrown out of the bus.

10 So, yes, we do try to keep track of things, and
11 where we can, when it comes to our attention, sometimes
12 we will initiate, request a review by the Transport
13 Department. Still other times the review or study would
14 be initiated by the department itself, direct, because
15 they are really at the coal face, so to speak. They are
16 the frontline department, and they have a better sense
17 sometimes than we do on what needs to be done or what
18 needs to be looked into, having regard to their
19 day-to-day interaction with the bus companies, the
20 District Council, members of the public, and so on.

21 MR DUNCAN: Understanding that it's their domain, if they
22 found any common causes, would you expect them to relate
23 those back to the bureau?

24 MR JOSEPH LAI: Chairman, if we are talking about causes of
25 accidents --

26

1 MR DUNCAN: Yes.

2 MR JOSEPH LAI: -- then particularly if the operation of
3 buses is involved, then, yes, we would expect there to
4 be some communication between the department and the
5 bureau.

6 MR DUNCAN: Has the bureau drawn any conclusions as to
7 whether there's any common causes threading their way
8 through these spates of accidents?

9 MR JOSEPH LAI: Chairman, if I could ask counsel, when he
10 refers to "these spates of accidents", what spate of
11 accidents?

12 MR DUNCAN: There were a number of accidents. Go back to
13 2003, I think it was in Tuen Mun. There was an accident
14 in Chai Wan. There was an accident in Sham Shui Po.
15 And then we had this one, this year, in Tai Po.
16 A number of quite serious fatal accidents involving
17 buses. They are the sorts of accidents I'm referring
18 to.

19 MR JOSEPH LAI: Chairman, if you would allow me, I would
20 leave out the accident in Tai Po in my response, because
21 obviously it is subject to legal processes, and I would
22 not want to infer or suggest that we have any particular
23 view on what might have caused the accident. But
24 generally --

25 CHAIRMAN: No. The committee has been directed not to
26

1 consider issues as to the causes and liability, but it
2 doesn't mean that we can't have regard to the accident.

3 MR JOSEPH LAI: No. I do understand that point,
4 Mr Chairman.

5 Generally speaking, each accident will have
6 a specific reason for it.

7 MR DUNCAN: Yes.

8 MR JOSEPH LAI: They could be categorised either into
9 mechanical failure on the part of the buses or the
10 design of the buses or the design of the roads, or
11 driving behaviour or passenger behaviour. Some of the
12 causes might be what we would call active involvement of
13 the bus or the bus drivers, in the sense that the bus
14 drivers are responsible or it's a mechanical failure of
15 the bus which is responsible. Some of the other
16 accidents would be the result of passive involvement of
17 the buses, in the sense that the bus, shall we say, is
18 the victim, is being rammed into from behind, for
19 example, when it's travelling perfectly normally.

20 So there are different causes, and after each
21 accident or spate of accidents, the Transport
22 Department/THB, would look into those accidents and see
23 what improvements we might make, what lessons we might
24 learn from that.

25 The speed limiter and the black box was a direct
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1 result of another very tragic accident in Tuen Mun in
2 the year 2003.

3 CHAIRMAN: And as a result of the experts' report, because
4 the experts recommended both those safety measures.

5 MR JOSEPH LAI: Yes, and, as a result of that, the
6 government accepted the expert report, and that was put
7 into practice very quickly. So by now all the buses are
8 equipped with both devices, the black box and the speed
9 limiter.

10 MR DUNCAN: You have mentioned a number of factors there:
11 mechanical failure, design of roads, driver behaviour,
12 passenger behaviour. Has the bureau been able to
13 discern a predominant feature?

14 MR JOSEPH LAI: Chairman, no, not that I am aware of.

15 MR DUNCAN: The chairman has just referred to measures which
16 were taken after the 2003 accident in Tuen Mun. Is it
17 correct that the accident in Sham Shui Po in September
18 2017, that was the matter which prompted a review of the
19 guidelines which was concluded in February of this year?

20 MR JOSEPH LAI: Chairman, yes. I think it's fair to say
21 that that particular tragic accident prompted the
22 review.

23 MR DUNCAN: The previous guidelines --

24 CHAIRMAN: That is the working hours of bus captains
25 guideline?
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1 MR JOSEPH LAI: Yes, Chairman, that's right.

2 MR DUNCAN: The previous guidelines I think had been in
3 force since 2012; is that correct?

4 MR JOSEPH LAI: 2010, Mr Chairman.

5 MR DUNCAN: 2010. Thank you.

6 And the new guidelines were issued, if I understand
7 it correctly, on 23 February this year. That's just
8 a couple of weeks after the unfortunate accident in
9 Tai Po. Is that the position?

10 MR JOSEPH LAI: Yes, Chairman.

11 MR DUNCAN: Now, if I understand correctly, the Sham Shui Po
12 accident also prompted the department to require more
13 monthly information from the bus companies; is that
14 correct?

15 MR JOSEPH LAI: Chairman, yes.

16 MR DUNCAN: For example, matters such as the traffic
17 offences of bus captains, on-board monitoring by the bus
18 companies, random checks on the black boxes, alcohol
19 breath tests of the drivers, those sorts of things.

20 Do I understand correctly also that since the Tai Po
21 accident, a working group has been established?

22 MR JOSEPH LAI: Yes, Mr Chairman, that is correct.

23 MR DUNCAN: And that is to review the technical feasibility
24 of installing new safety devices on buses?

25 MR JOSEPH LAI: Yes, Mr Chairman, that's correct too.

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1 MR DUNCAN: Was that also prompted by the unfortunate
2 incident at Tai Po?

3 MR JOSEPH LAI: Yes, Mr Chairman, that would be a fair way
4 of putting it.

5 MR DUNCAN: Can I ask you this, in conclusion, Mr Lai. What
6 would you say to the suggestion that the administration
7 has adopted a reactive approach to matters of safety
8 rather than a proactive approach?

9 MR JOSEPH LAI: Mr Chairman, I would say that after
10 particularly serious accidents, it falls to the
11 government to try not only to look into the cause of it
12 but also to see how such accidents could be prevented in
13 future or at least to reduce the likelihood of
14 recurrence.

15 But, as I said in my opening statement, we also seek
16 to improve safety in response not only to particular
17 accidents or incidents but in the light of changing
18 technologies, different expectation and demands, and so
19 on.

20 So I would not say that our approach is purely
21 a reactive one, although I would agree that after
22 an accident, you have to react, and in that sense it's
23 a reactive one, and it's always tragic that you could
24 not have prevented it in the first place, but at least
25 you should try to see what might be done to prevent it
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1 from happening again.

2 MR DUNCAN: Thank you, Mr Lai.

3 CHAIRMAN: Thank you, Mr Duncan.

4 MR DUNCAN: Do you have any questions?

5 MEMBER LO: I just have some minor questions. The working
6 hours guidelines talk about still keeping the special
7 shift of 14 hours. Has the bureau done any research or
8 study into if you were to totally remove the special
9 shift, what is the impact on drivers needed; how many
10 more drivers would the companies need?

11 MR JOSEPH LAI: Chairman, I do know that the Transport
12 Department has done the research. I do not have the
13 findings at the top of my head. The commissioner is
14 right behind me. If you would allow, Chairman, the
15 commissioner could answer that question in the next
16 session.

17 CHAIRMAN: Yes.

18 MR JOSEPH LAI: But yes, something has been done.

19 CHAIRMAN: If she has the information, of course, that's
20 sensible.

21 MR JOSEPH LAI: Thank you.

22 MEMBER LO: One more question. You mentioned about driver
23 supply is a chronic problem. That means it has been for
24 a long time. So why haven't more drastic measures been
25 put up to address the problem more directly? Because

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1 that has led to severe consequences in the work hours,
2 in the tiredness of drivers. Has there been any policy
3 that looks directly at this problem?

4 MR JOSEPH LAI: Chairman, I believe over these many years
5 the bus companies have, you know, come up with different
6 measures, from the recruitment of more women, to
7 recruitment of part-time drivers. I know, as I said,
8 this is now becoming a rather sensitive subject. But it
9 was introduced to help relieve the shortage problem.
10 The introduction of more benefits to the drivers; to the
11 initiative to step up recruitment locally, "locally"
12 meaning recruitment of drivers living near where the
13 depots are, because my understanding is that drivers
14 usually don't want to travel far to report for duty and
15 to travel far to get home after work. So they have been
16 looking at all those sorts of things.

17 So these are different measures. And also,
18 recruitment of retirees, to get them working again, with
19 suitable remuneration, and the improvement in
20 remuneration package, bonus and all that.

21 Prof Lo might have in mind the question of importing
22 labour, importing drivers. On this particular one, we
23 have looked into this every now and then. Our
24 conclusion is that it might not be suitable in the
25 context of bus drivers, because bus drivers need to have
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1 very often and close interaction with passengers, where
2 the ability to communicate in the passenger's language
3 is most important.

4 So importing drivers from other places outside
5 Hong Kong may create a communication problem between the
6 imported drivers and the passengers.

7 Also, the other thing is we are right-hand drive in
8 Hong Kong, which is a rarity.

9 MEMBER AUYEUNG: Thank you, Chairman.

10 The question I have to Mr Lai is -- I think in your
11 opening statement, you mentioned that one of the safety
12 measures is that you have 14 spot-checks a day.
13 Considering the thousands of buses on the street every
14 day, can you provide some more insight into how you
15 determine this number, 14?

16 MR JOSEPH LAI: Chairman, again, this is a question which
17 I believe the commissioner would be better placed than
18 I to answer. But regardless of the exact number, how it
19 came about and the exact rationale for it, I suppose the
20 reason why the number is not bigger is that you have to
21 bear in mind, first of all, that it is a surprise check,
22 in the sense that we call in the buses on the day. So
23 there is no prior notification, no prior warning. You
24 can imagine the effect it will have on bus deployment on
25 the day.

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1 So, on the day, the bus companies will have to make
2 alternative arrangements to replace that bus by another
3 bus. I suppose this operational consideration is one
4 factor that has to be taken into account.

5 The other is that this is on top of the annual
6 check, the monthly check, and whatever check which the
7 bus companies have, which the buses have to undergo; and
8 also the daily examinations which the bus companies
9 themselves are to undertake every day, before the bus is
10 sent out for service and at the end of the day when the
11 bus comes back to the depot.

12 So this surprise spot check of 14 buses is
13 an additional check and balance safeguard measure, in
14 addition to everything that's been done to ensure that
15 the bus is in a sound and proper state.

16 MEMBER AUYEUNG: Thank you.

17 Thank you, Chairman.

18 CHAIRMAN: Thank you. For my own part, I have no questions,
19 so it remains for me to thank you, Mr Lai, and thank
20 you, Mr Choi. We haven't heard from you, Ms Yip. But
21 thank you for attending, and we are grateful to the help
22 you have provided the committee in having a better
23 understanding of how the system works.

24 We will take a lunch break now and we will resume at
25 2.30, when we will hear from Ms Chan.

26

1 MR JOSEPH LAI: Thank you, Chairman. Thank you, members.

2 Thank you, counsel.

3 CHAIRMAN: Thank you.

4 (1.04 pm)

5 (The luncheon adjournment)

6 (2.30 pm)

7 EVIDENCE FROM THE TRANSPORT DEPARTMENT: MS MABLE CHAN,

8 MS AMY LEE, MS RACHEL KWAN, MS MACELLA LEE,

9 MR REGINALD YK CHAN, MR TONY YAU

10 CHAIRMAN: Ms Chan and your representatives from the

11 Transport Department. May I invite you to take your

12 seats, all together, as you wish, or one at a time.

13 It's a matter for you.

14 MS MABLE CHAN: We will sit as a team.

15 CHAIRMAN: Thank you.

16 Mr Duncan, if you would commence proceedings.

17 MR DUNCAN: Thank you.

18 Ladies and gentlemen, thank you very much for

19 providing written submissions to the committee, and

20 thank you also for attending today, having been given

21 the opportunity of making any oral submissions you may

22 wish.

23 In the absence of any legal representatives of yours

24 who would perhaps normally take you through any oral

25 submissions, do you wish to make any oral submissions to

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1 the committee?

2 MS MABLE CHAN: Yes, counsel, I would like to make an oral
3 submission in front of the committee.

4 CHAIRMAN: Yes, please do so.

5 Opening statement by MS MABLE CHAN

6 MS MABLE CHAN: Thank you, Chairman.

7 Chairman, members of the committee, good afternoon.
8 Thank you for giving us the opportunity today to appear
9 before the committee to give oral submission on matters
10 relating to the Transport Department's regulation and
11 monitoring of the franchised bus operations in
12 Hong Kong, in support of the committee's important
13 mission in reviewing Hong Kong's franchised bus service
14 following the occurrence of the tragic accident on
15 Tai Po Road on 10 February 2018.

16 Today with me is my team, including my deputy,
17 Ms Macella Lee, and three assistant commissioners
18 overseeing the monitoring of franchised bus,
19 Ms Rachel Kwan, Mr Reg Chan, overseeing vehicle
20 licensing and examination, and Mr Tony Yau, who is the
21 chief engineer overseeing road safety and standards.

22 We are happy to facilitate the committee's
23 proceedings today by giving truthful and detailed
24 evidence in order to facilitate the committee's
25 understanding of what we know and more importantly what

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1 we have been doing as a regulator.

2 The Transport Department, headed by the
3 commissioner, is the main authority for administering
4 the Road Traffic Ordinance and its subsidiary
5 legislation for the management of road traffic,
6 regulation of public transport services, and operation
7 of major transport infrastructures, as well as the
8 Public Bus Services Ordinance and the public bus
9 services regulation. Both constitute the key statutory
10 tools for the regulation of franchised bus operation in
11 Hong Kong.

12 The policy objective and public expectations on the
13 Transport Department in ensuring proper and efficient
14 franchised bus service is clearly embedded in the
15 statute.

16 Safety-related aspects are of utmost importance in
17 sustaining a safe and reliable franchised bus service.
18 The fact that safety-related defects per bus examination
19 and number of buses involved in accidents per million
20 vehicle-kilometres are two of the nine key indicators
21 adopted in the annual performance assessment of the
22 franchised bus operator speaks for itself.

23 To ensure the roadworthiness and operational safety
24 of franchised buses, the Transport Department, in short
25 "TD", keeps track closely of the conditions and

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1 performance of franchised buses, from their design and
2 build stage, to the in-service period, through periodic
3 examinations and inspections of vehicles as required
4 under the regulatory framework.

5 All of the 5,900-plus licensed franchised buses are
6 subject to annual inspection, monthly inspections, as
7 well as spot-checks by the Transport Department at the
8 average rate of 14 franchised buses per day, or around
9 3,400 buses per year.

10 The TD conducted monthly review on bus operation
11 safety by analysing the accident statistics derived from
12 a database on all traffic accidents, jointly maintained
13 by the police and TD. Should the TD find that there is
14 a rising trend or abnormality, the TD will follow up
15 with the respective bus operators for explanations and
16 follow-up actions, remedial actions.

17 We would also examine the accident trends of each
18 bus operator annually, as part of the systematic review
19 on the performance of the bus operators.

20 To enable the delivery of public bus service through
21 grant of franchise to private operators, the six
22 franchises currently signed with the five operators have
23 empowered the Commissioner for Transport to regulate the
24 bus service performance levels in highly prescriptive
25 terms, in the form of a schedule of service, ranging
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1 from the greeting and timetable, location of bus stops,
2 fares and concessions, to the number and types of buses
3 deployed for each route.

4 Pursuant to the relevant clause in the franchise,
5 grantees are required to keep and provide information
6 and records relating to the number of buses, passengers,
7 journeys, as well as driver duties and establishment and
8 strength, in order that the TD can monitor the delivery
9 of service in accordance with the approved schedules of
10 services.

11 Chairman, the regulation and monitoring of bus
12 franchises is an ongoing and evolving process. Over the
13 years, for better delivery of franchised bus service and
14 to enhance safety and service, the TD has signed
15 commitment letters with bus operators pursuant to the
16 relevant franchises, requiring them to install safety
17 and service enhancement measures.

18 While ensuring the delivery of franchised bus
19 service according to the approved schedules of service,
20 the TD pays importance to the working conditions and
21 environment of bus captains, while reckoning that bus
22 captains are employees of bus companies and their
23 working conditions are parts of the latter's manpower
24 policy.

25 In the form of administrative requirement reached
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1 with mutual agreement with franchised bus operators, the
2 TD promulgated a set of Guidelines on Working Hours,
3 Rest Times, and Meal Breaks in 1998, and revised it six
4 times over the years, with the latest in 2018, for
5 franchised bus operators to follow in bus captain
6 deployment for their respective bus routes.

7 Bus operators are required to submit regular reports
8 on the compliance with the guidelines to the Transport
9 Department, which also conducts regular surveys to
10 assess compliance with the guidelines.

11 As far as bus captains are concerned, franchised bus
12 operators have also voluntarily made performance pledges
13 on providing training to all new recruits, and training
14 once every three years for in-service bus captains.
15 They submit information on training to the TD on
16 an annual basis for monitoring.

17 It is obviously not realistic for the TD to perform
18 day-to-day checking of compliance of the franchised bus
19 operators and the accuracy of information and records,
20 each and every one submitted by the bus operators. As
21 far as bus service is concerned, there is check and
22 balance through monitoring by way of TD's on-site
23 surveys, passenger satisfaction surveys, and monitoring
24 of public complaints received.

25 As far as safety is concerned, we monitor franchised
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1 bus operators' performance by analysing the nature,
2 severity and contributing factors of accidents involving
3 franchised buses, coupled with black spot investigation,
4 trend analysis, and benchmarking with other commercial
5 vehicles in territory-wide accident statistics.

6 Follow-up actions include quarterly reporting to and
7 monitoring by the Road Safety Council. We will also
8 follow up recommendations and our own findings through
9 road safety review, vehicle safety enhancements, and
10 regular meetings with bus operators to discuss measures
11 and proposals to improve bus captains' driving
12 behaviour.

13 Chairman, franchised bus services have been
14 expanding over the years in terms of fleet size and
15 patronage. While the local licensed bus fleet has grown
16 by 3.24 per cent as compared with that of ten years ago,
17 to meet the increase in patronage by 37 million
18 passenger journeys in absolute terms, franchised bus
19 operators are facing an increasingly acute problem of
20 manpower shortage. It is inevitable that the bus
21 companies are exploring various means to meet manpower
22 needs by increasing the remuneration package to attract
23 new recruits, extending the retirement age of bus
24 captains, and recruiting part-time bus captains.

25 It is against such background that the Transport
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1 Department sees the need to enhance bus captains' safe
2 driving by institutionalising the monitoring of bus
3 companies' training arrangements, including those for
4 the new recruits, the in-service, be they full-time or
5 part-time, as well as special or remedial training for
6 those who are found to have improper driving behaviour
7 or who have been away from driving duties for a long
8 period because of sickness or other reasons.

9 What we intend to do includes the formulation of
10 a set of new guidelines on the manpower training
11 framework, with basic requirements on modules, duration
12 and weighting, so as to provide a common basis for
13 internal monitoring and audit within individual
14 franchised bus companies.

15 We have indeed shared our thoughts with bus
16 companies at our first two meetings of the Working Group
17 on Enhancement of Safety of Franchised Buses on 13 March
18 and 21 April 2018.

19 The feedback has been positive. The working group
20 has pledged to complete its work by the end of June.

21 Taking advantage of the latest technological
22 know-how on driver-assisted devices, we are also
23 discussing with the bus companies and bus manufacturers
24 to examine the feasibility of installing on new buses
25 seat belts for all passenger seats, electronic stability
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1 control, speed limiter to cap the maximum speed for
2 buses travelling downhill, and put on trial driver
3 monitoring device, in order to assist bus captains to
4 drive safely and improve passenger safety.

5 All in all, the Transport Department will continue
6 monitoring of the public transport services in the
7 territory and will spare no effort in enhancing the
8 safety operation of public transport operators in
9 Hong Kong.

10 Chairman, this concludes my statement. My team and
11 I will be happy to answer questions. Thank you.

12 CHAIRMAN: Thank you.

13 Mr Duncan.

14 Examination by MR DUNCAN

15 MR DUNCAN: Mr Chairman, thank you.

16 Ms Chan, I am very interested to hear your remarks
17 just at the end of your submission with regard to
18 monitoring, because I think as you probably know from
19 the terms of reference of the committee, one of the
20 prime matters they have to consider -- it's item (b) of
21 the terms of reference -- is first of all the regulation
22 of the bus companies' operations, and secondly the
23 monitoring.

24 This morning, I think you were in the auditorium
25 when questions were asked of the bureau with regard to
26

1 regulation. I would just like to ask a few more
2 questions, please, about the monitoring process, as it
3 is at the moment, and how the monitoring process as
4 presently conducted might be in the process of change
5 from the remarks that you've made this afternoon.

6 First of all, if I could understand the current
7 process by which the monitoring is carried out. It may
8 be useful if you were to turn up, please, one of the
9 exhibits to your submission. This will be TD-2,
10 page 293.

11 You will see there a document which is tabbed
12 appendix L, and it's headed, "Records and information
13 submitted by franchised bus operators". It's one of the
14 documents that the department helpfully provided to the
15 commission.

16 Are you able to have that in front of you?

17 MS MABLE CHAN: Yes.

18 MR DUNCAN: This, as I understand it, summarises the records
19 and information which, by arrangement with the
20 operators, they are required to supply the department
21 from time to time. I think sometimes it's on a monthly
22 basis; sometimes it's on a quarterly basis.

23 Would it be true to say that, at the present time,
24 this represents the principal methods by which you
25 monitor the operation of the bus companies?

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1 MS MABLE CHAN: Yes, senior counsel, the records and
2 information highlighted in appendix L actually flows
3 from the requirements as specified in schedule 2 to the
4 relevant franchises we signed with the bus operators,
5 and this formed the basis for the regular monitoring by
6 TD, either on a daily or quarterly basis.

7 For those which relate to passengers, buses,
8 journeys, things like that, they are actually submitted
9 by the bus companies, through an electronic system, so
10 that -- and they are also required to upload the
11 information within seven days from which those trips are
12 made, so that the Transport Department can monitor them
13 on a frequent basis as well as on an ad hoc basis.

14 As we have stated in my opening statement, the
15 franchise has specified and empowered C for T power to
16 regulate and monitor the delivery of franchised bus
17 service in highly prescriptive terms. So this list of
18 information actually helps us to monitor the delivery of
19 the services in terms of the routes, the passengers, the
20 bus deployment.

21 But I would also like to add that this only forms
22 the basis. In order to verify whether this is actually
23 happening on the ground, the Transport Department has
24 been conducting regular on-site surveys, which include
25 inspections on trips on board the buses and also at the
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1 bus stops. Those on-site surveys will help us to sort
2 of do it on a random basis, in order to verify the
3 information supplied by the bus operators are on valid
4 and accurate terms.

5 Apart from that, we also conduct passenger
6 satisfaction surveys, through which we will also gather
7 feedback from the passengers on the various performance
8 levels in a more systematic manner.

9 Thank you.

10 MR DUNCAN: So those on-site surveys to which you have just
11 referred, are they referred to here in this appendix L?

12 MS MABLE CHAN: I would say that the on-site surveys
13 actually cover most of the items in appendix L.

14 MR DUNCAN: Right. But if I take you to, for example,
15 page 297 of the bundle, you see in the first box on the
16 right-hand side, "Survey conducted by an independent
17 consultant". That's a different type of survey, is it,
18 from the one you've just referred to?

19 MS MABLE CHAN: Yes. This one is a special survey that we
20 employed an independent contractor to do special
21 checking on the compliance with the guidelines.

22 MR DUNCAN: Right. So what I want to clarify for the
23 committee's consideration at the moment is what are the
24 monitoring steps over and above what is in this
25 appendix. So you mentioned during your statement

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1 spot-checks, about 14 buses a day. Can you tell us
2 a little bit more about that, please?

3 MS MABLE CHAN: Sure. For the spot-checks, it's actually on
4 top of the annual inspection and also the monthly
5 inspection of the vehicle fleet.

6 The bus operators are actually required to do their
7 monthly inspection, but as a statutory requirement, the
8 Transport Department oversees the safety and the
9 construction and maintenance fitness of the buses. So,
10 to facilitate the Transport Department in monitoring, we
11 conduct annual inspection and also monthly inspection.

12 But on top of that, in order to ensure the
13 robustness of our monitoring, the vehicle licensing and
14 inspection team will carry out unannounced spot-checks
15 of an average 14 franchised buses from the fleet in the
16 bus company. That is unannounced and that is to ensure
17 that apart from the regular inspection which the bus
18 companies may have geared up to prepare for the
19 inspection, we can conduct on a spot-check basis to make
20 sure that the buses are safe and fit for running.

21 MR DUNCAN: You mentioned regular on-site surveys. What do
22 you mean by that?

23 MS MABLE CHAN: For the regular on-site surveys, they relate
24 to the delivery of the services, including the bus
25 journeys, the passengers on board from the first stop or
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1 at individual stops, and also the destination, the
2 number of passengers alighting or boarding, and also the
3 bus driver deployment on the individual bus, as well as
4 whether there is any delay or change in frequency of the
5 bus deployment according to the specified frequency in
6 the approved schedule of routes.

7 MR DUNCAN: Who carries out the surveys?

8 MS MABLE CHAN: Transport Department.

9 Perhaps I can invite my deputy to fill in some
10 details about how it is actually conducted from the
11 ground, if I may.

12 MR DUNCAN: Thank you.

13 CHAIRMAN: Yes.

14 MS MACELLA LEE: Thank you, Chairman.

15 Because of the resources required, we also contract
16 out these surveys to independent consultants or
17 contractors. But of course our officers sometimes would
18 also go and look for the demand situation himself, so as
19 to better understand the situation or to go with the
20 district councillors, and so on.

21 Basically, the bulk of them is contracted out to
22 independent consultants.

23 MR DUNCAN: Are written records kept of --

24 MS MACELLA LEE: Yes.

25 MR DUNCAN: I don't recall this, but have any samples of
26

1 those records been provided to the committee?

2 MS MACELLA LEE: As the commissioner has explained, these
3 are all on the service side, whether the services are
4 provided according to those approved by C for T.

5 So these are on the service side and we can supply
6 some examples of these surveys if required.

7 MR DUNCAN: I don't think we have seen those. That's the
8 point. So are they available if we require them?

9 MS MABLE CHAN: I can confirm that through the bundles we
10 have not provided those samples, but we can surely do.

11 MR DUNCAN: Thank you.

12 In your remarks, Ms Chan, just a few moments ago,
13 I believe you mentioned monthly undertakings by the Road
14 Safety Council, in the context of monitoring.

15 MS MABLE CHAN: Quarterly.

16 MR DUNCAN: Could you give us some details about that,
17 please.

18 MS MABLE CHAN: Sure. The Road Safety and Standards
19 Division, headed by Mr Tony Yau, who is a traffic
20 engineer, they will monitor and analyse the data about
21 accidents from a common database jointly maintained by
22 the police and the Transport Department. The purpose of
23 the monitoring is to analyse the nature, the severity
24 and also the contributing factor of the accidents.
25 Then, based on the analysis, they will provide a report

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1 on a quarterly basis to the Road Safety Council.

2 In that report, they will analyse whether there is
3 any common factor in those accidents, in order to
4 prepare for necessary improvement or remedial actions.
5 The aspects covered will include road safety, vehicle
6 safety, or human factor, including driver behaviour or
7 whether there are any common phenomena of pedestrians
8 crossing in a very dangerous way.

9 So, on a quarterly basis, we submit the report to
10 the Road Safety Council, and we will then take the
11 follow-up actions accordingly.

12 Worth noting is that should any trend or analysis
13 involving franchised bus companies, in particular the
14 driver behaviour, they will also highlight those actions
15 that need to be taken to the Bus and Railway Branch of
16 the Transport Department, and my team will then raise
17 the issue with the franchised bus operators in their
18 regular meetings, to remind them of necessary actions to
19 remind the bus captains.

20 MR DUNCAN: The portion which caught my attention was what
21 was recorded in the transcript.

22 The transcript has you recorded as saying this:

23 "Follow-up actions include quarterly reporting to
24 and monitoring by the Road Safety Council."

25 Now, is the Road Safety Council distinct from the
26

1 Transport Department?

2 MS MABLE CHAN: Yes. The Road Safety Council is distinct
3 from the Transport Department. Actually, can I take
4 this point to correct the flow of my wording?

5 MR DUNCAN: Yes, please.

6 MS MABLE CHAN: Actually, I would like to say that the
7 Transport Department conduct a quarterly analysis of the
8 accidents and analyse the contributing factor, the
9 nature and severity, and then we will produce quarterly
10 report to the Road Safety Council. Then the follow-up
11 actions arising from our analysis and report to the Road
12 Safety Council will include road safety review, vehicle
13 safety enhancements, and then regular meetings with the
14 franchised bus operators, to discuss means to improve
15 bus captains' driving behaviour.

16 MR DUNCAN: So that initial work that you do and provide to
17 the Road Safety Council, that's done by your conclusions
18 from the documentation that the bus companies provide to
19 you; is that correct?

20 MS MABLE CHAN: Basically, it's from the analysis done by
21 the Transport Department's road safety and standards
22 team on the accidents data collected in the common
23 database managed by the Transport Department and the
24 police.

25 MR DUNCAN: Right.

26

1 MS MABLE CHAN: So it is an independent source, not from the
2 bus companies.

3 MR DUNCAN: Right. What I'm trying to understand is any
4 steps the department takes to monitor the operations of
5 the bus companies, apart from relying on the records of
6 the bus companies.

7 MS MABLE CHAN: Yes, this is true. We have our own
8 database. We do not rely just on the bus companies'
9 data.

10 MR DUNCAN: Right. At the risk of asking you to repeat
11 a few things, can you just identify what steps you take
12 over and above considering the written information
13 provided to you by the bus companies?

14 CHAIRMAN: Whenever there is an accident, in a particular
15 fatal accident occurred, the police will timely input
16 those data into the database. The Transport Department
17 and the police jointly maintain that database. Then the
18 Road Safety and Standards Unit, they will regularly
19 monitor that database and analyse the accidents from
20 that database. They do it independently, without
21 reliance on the bus company's information on the
22 accidents, because the bus companies' reports on the
23 accidents, they may come a bit later, or they may come
24 in the context of their annual programme provided by the
25 TD.

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1 So we actually look into that database maintained by
2 the police and the Transport Department and then we will
3 do a quarterly review to the Road Safety Council.

4 MR DUNCAN: Right. There, you are relying on the records
5 from the police. I'm trying to find out what work the
6 staff of the Transport Department might do independently
7 to assess the operations of the bus companies, not
8 relying on documentation of any sort. Your own work,
9 that's what I would like you to identify.

10 MS MABLE CHAN: In that regard, I will invite Tony Yau, the
11 chief engineer, to respond.

12 MR DUNCAN: Thank you.

13 MR TONY YAU: Thank you, Chairman, counsel.

14 As the commissioner mentions, we directly derived
15 the accident data from a computer system which is input
16 by the police, and we have accessibility to the system,
17 and we retrieve the accident data in doing our
18 monitoring and analysis work, including the trends,
19 number of accidents, severity, collision type, vehicle
20 types, and mainly the contributory factors.

21 The contributory factors can be driving factor,
22 casualty factor, vehicle factor and environmental
23 factors. So if we find out any common factors or any
24 observations, we will quarterly report to the Road
25 Safety Council.

26

1 The Road Safety Council consists of members from
2 different bureaux, including Transport and Housing
3 Bureau, Education Bureau, police, Highways Department,
4 as well as other representatives from external members,
5 such as Hong Kong Medical Association, Hong Kong Road
6 Safety Association, Hong Kong Automobile Association,
7 Institute of Logistics, to formulate -- what we are
8 going to do then, the Road Safety Council will
9 formulate -- help the different departments, initiate
10 the department and the bureau to formulate the policy,
11 and maybe implement road safety improvement measures
12 such as updating or introducing new legislation,
13 priority in enforcement, education and publicity
14 campaign, et cetera.

15 MR DUNCAN: Thank you.

16 Those remarks I think have been made in the context
17 of accidents. My enquiry is more operations generally.
18 We've got an abundance of written records which are
19 supplied, but over and above that, as I understand you,
20 there is different work that the Transport Department
21 actually undertakes with regard to the operations of the
22 bus companies.

23 You have mentioned spot-checks, about 14 buses
24 a day. I understand that. You have mentioned feedback
25 you get back from passenger surveys; I understand that.

26

1 You have mentioned regular on-site surveys. Could you
2 tell me just a little bit more about that: what does
3 that consist of, who does the work, what conclusions do
4 you draw from that?

5 MS MABLE CHAN: Perhaps I will invite Ms Lee to elaborate.

6 MR DUNCAN: Thank you.

7 MS MACELLA LEE: Thank you, Chairman.

8 Because of the requirement in the law about the
9 service to be delivered by the franchised bus operators,
10 those approval by C for T include a timetable, routing,
11 stops, and also some patronage figures.

12 What we do is we either do terminal surveys, so we
13 choose -- in a particular route, we station people in
14 the terminus to time the departures, whether the bus
15 companies have adhered to the schedules, and then on the
16 same occasion record the number of passengers boarding.

17 In another end of the terminus, we will have the
18 arrival time, so we know the journey time, we know if
19 there are any delays in the trips, and so on. These are
20 terminal surveys or stop surveys.

21 Another type is on-board surveys. We have surveyors
22 on the bus. At each bus stop, they will record how many
23 passengers getting down, setting down and so on. So we
24 have the detailed operational data. These data are very
25 important because all along we have to make sure that

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1 the operators adhere to the schedules, and especially if
2 there are complaints saying that there are missing
3 trips, then we will examine these reports and take up
4 with bus companies.

5 Another angle is the planning angle, because there
6 are often requests for re-routing or to combine some
7 routes, and so on, so for planning purpose we also need
8 this data.

9 Actually, we got these data from the bus companies,
10 but we verify them and also do -- sometimes we will need
11 updated figures, especially for planning purpose. So
12 because with these records and also our on-site survey
13 we perform this operational performance monitoring and
14 also planning purpose.

15 Thank you.

16 MR DUNCAN: Thank you.

17 I understand a lot of that work. A lot of it
18 of course is not related to safety requirements. Is
19 there any work done by the Transport Department
20 independently of the records provided by the bus
21 companies aimed at independently checking safety
22 provisions undertaken by the bus companies? For
23 example, the training of bus captains. Are you totally
24 dependent on what the bus companies to inform you, or do
25 you undertake independent assessments of safety
26

1 requirements?

2 MS MABLE CHAN: Perhaps I can try to answer on that. The
3 safety-related aspects, I have mentioned two of them,
4 two of the nine key indicators, including safety-related
5 defects per bus examination. Senior counsel has asked
6 a minute ago about our 14 spot-checks. Perhaps on that
7 I can ask the assistant commissioner to elaborate
8 a little bit.

9 MR DUNCAN: I don't think you need to do that. I think we
10 understand that one.

11 MS MABLE CHAN: The other is on the number of buses involved
12 in accidents per million vehicle-kilometres. This is
13 one of the indicators that we monitor. In this regard,
14 we will check the information supplied by the bus
15 companies on the number of buses involved in accidents
16 per million vehicle-kilometre. Then we will compare the
17 performance year-on-year.

18 In meeting that indicator, training is also
19 an important aspect that the bus company has mentioned
20 as an important aspect to ensure that the driver has
21 received sufficient training. In this regard, the bus
22 company has voluntarily made two performance pledges.
23 One is provide training for all new recruits, and the
24 other is provide training for in-service bus captains
25 once every three years.

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1 The bus companies have provided information in this
2 regard in their annual programme to meet their voluntary
3 performance pledges. We take note of the information
4 supplied in that programme and we review their work on
5 an annual basis.

6 But I would like to emphasise that the Transport
7 Department does not, as in the previous case, perform
8 our independent checks on that, because I must admit
9 that the training is not a requirement that flows from
10 the franchise or that flows from the ordinance. It was
11 actually formulated by the bus company on a voluntary
12 basis as part of our discussions with them to improve
13 and enhance bus safety, but there is no such legal
14 requirement nor requirement in the franchise.

15 So, up to the present moment, the Transport
16 Department does not do any spot-checks or independent
17 checking on the training provided by bus companies.

18 MR DUNCAN: Do I take it also that there is no direction or
19 requirement, as stipulated in the ordinance, with regard
20 to training?

21 MS MABLE CHAN: No.

22 MR DUNCAN: It's all done on a voluntary basis?

23 MS MABLE CHAN: No direction or requirement.

24 MR DUNCAN: I'm going to go back to the records, this table,
25 in a moment, but are you able to inform the committee as
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1 to any other independent steps that the Transport
2 Department might take, outside of the records supplied
3 to you by the bus companies, with regard to matters of
4 safety?

5 MR YK CHAN: I would like to supplement. The commissioner
6 has mentioned about the spot-checks on vehicles. That's
7 one thing. Another thing is, for all the buses run by
8 bus companies nowadays, they have to do a complete check
9 or repair once a year, and after that the Transport
10 Department needs to check every one of them. So this is
11 really an independent complete check to the standard, as
12 spot-checks, really. So this is an aspect that the
13 Transport Department do have independent information
14 obtained by carrying out our own works by our
15 inspectors, our vehicle examiners, at the depots.

16 MR DUNCAN: Thank you.

17 Let us go then back to this document, appendix L,
18 "Records and information submitted by franchised bus
19 operators". We can see the records and information
20 which are supplied, the reference to the ordinance or
21 the franchise, the relevant clause, the time frame for
22 submission, and then the follow-up actions.

23 What we have done is been through the follow-up
24 actions to try and identify where it is that matters
25 beyond what the bus operators have provided you have
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1 been checked or investigated in some way.

2 The first one I've come across appears at page 296.

3 If you look at the second-last box on that page, there
4 is in the second paragraph reference to:

5 "Survey conducted by independent consultant ..."

6 Do you see that reference?

7 MS MABLE CHAN: Yes.

8 MR DUNCAN: Thank you. In fact the same reference is made
9 in the next box, at the bottom of page 196, and another
10 one at the top of page 297.

11 I believe that although there's three references,
12 they all refer to one survey; is that correct?

13 MS MABLE CHAN: Correct.

14 MR DUNCAN: Can you tell us a bit more about that, a survey
15 conducted by an independent consultant? Who is the
16 independent consultant and what does the survey
17 indicate?

18 MS MABLE CHAN: Again, Ms Lee, please.

19 MS MACELLA LEE: Thank you, Chairman. These surveys are to
20 check the compliance of the franchised bus companies,
21 whether they follow the guidelines in arranging the
22 duties for the captains.

23 As you are aware, the original guideline, not the
24 one just revised, there are four parts of the guideline.
25 Basically, there are two types. One is the driving --

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1 the rest breaks, rest breaks and driving hours. This
2 type of survey, we need to follow -- actually, the
3 surveyor followed -- we select the drivers randomly and
4 then the surveyor follows the driver the whole day. So
5 we can check whether really rest break is given to him
6 or whether, say, sometimes -- the rest break and the
7 driving hours, whether the driving hours within that
8 duty is within the maximum.

9 So this kind, we follow the surveys. But for breaks
10 between two consecutive duties, for example, we check
11 the sign in and sign out record of the drivers.

12 So there are basically two teams of surveyors. So
13 where do we find these surveyors? We do it by an open
14 tender, for qualified consultants to do it. We have
15 a study brief, we select the most appropriate
16 consultants, and then we follow up with the consultant
17 to do this.

18 So, with these samples and we can see the
19 compliance, and in fact, as we have included in the
20 bundle, over the years the compliance rate is quite
21 high, and for those items or guidelines that we found
22 a small percentage of non-compliance, we have asked the
23 bus company the reasons and explanations, and most of
24 them are outside their control. This is the way surveys
25 are done, and I must say these are very labour
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1 intensive. We do 12,000 bus drivers altogether, the bus
2 companies.

3 So the surveys are done like that. Thank you.

4 MR DUNCAN: Sorry, you do 12,000?

5 MS MACELLA LEE: Yes.

6 MR DUNCAN: What does that mean?

7 MS MACELLA LEE: I mean we select samples and we take -- the
8 six companies as a whole, we do 12,000 samples of
9 these --

10 MR DUNCAN: You speak to 12,000 drivers?

11 MS MACELLA LEE: Sorry, 1,200.

12 MR DUNCAN: Per year?

13 MS MACELLA LEE: Yes.

14 MR DUNCAN: When did this system commence? When did you
15 first engage surveyors for this?

16 MS MACELLA LEE: At least when the current guideline is
17 implemented in 2010, and for those before 2010, I cannot
18 give a definite answer here.

19 MR DUNCAN: If I refer the commissioner now to page 297,
20 there is another box in the middle of the page:

21 "Survey conducted by independent consultant ..."

22 That is the same survey that's referred to, is it,
23 earlier on?

24 MS MABLE CHAN: Yes, I can confirm it's the same.

25 MR DUNCAN: Thank you. The other one that we have located
26

1 is on page 299. This refers to the report on the
2 passenger liaison group, and it refers to sending of
3 representatives to attend PLG meetings. Could you give
4 us a bit more detail about that, please?

5 MS MABLE CHAN: Perhaps on this I can ask my assistant
6 commissioner overseeing bus to explain the details.

7 MR DUNCAN: Thank you.

8 MS RACHEL KWAN: Mr Chairman, each of the bus franchisees
9 arrange their passenger liaison group meeting once in
10 every two months, and once they have determined the
11 location of the PLG meeting, we will be informed and we
12 will send our representatives to attend the meeting as
13 well, and to monitor that the franchised bus operator
14 will do their own PLG meeting properly and to listen to
15 the views collected from the meeting.

16 We will take records and after the meeting the
17 franchised bus operator will also send us the record for
18 our forward bus planning purpose.

19 MR DUNCAN: Who selects --

20 CHAIRMAN: Before you proceed, Mr Duncan -- so are you
21 saying there are two sets of records, one taken by your
22 representative and another taken by the bus company?

23 MS RACHEL KWAN: We will do our own -- because we will only
24 send one representative to attend the meeting, we cannot
25 follow all the passengers' opinions collected. So

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1 whenever we collect, we listen to the passengers' views,
2 we will jot our own notes, and we will not put it
3 formally into a record but we will report to our senior
4 when they come back to the office.

5 But actually, all the information collected will be
6 recorded by the franchisee, and they will send us their
7 report afterwards to countercheck our own handwritten
8 record.

9 CHAIRMAN: So are there two sets of records?

10 MS RACHEL KWAN: Yes.

11 CHAIRMAN: Have we been supplied with these records?

12 MS RACHEL KWAN: Not yet.

13 MR DUNCAN: Could they be made available as well?

14 MS RACHEL KWAN: Yes.

15 MR DUNCAN: Thank you. Samples.

16 How many persons typically attend these PLG groups,
17 meetings?

18 MS RACHEL KWAN: Mr Chairman, it all depends on the location
19 of the PLG meeting. If it is held at a popular
20 location, more than 20 passengers will attend.

21 MR DUNCAN: Who determines the make-up of the passenger
22 liaison group?

23 MS RACHEL KWAN: Pardon me?

24 MR DUNCAN: Who determines, who makes up, the passenger
25 liaison group? Are they selected by the Transport
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1 Department? Are they selected by the bus operator?

2 MS RACHEL KWAN: Yes. They are determined by the bus
3 operator.

4 MR DUNCAN: Thank you. You can put that document away.

5 I think I've finished the questions on that particular
6 topic.

7 CHAIRMAN: Before we move on from that, at these passenger
8 liaison group meetings, are issues of bus safety raised?

9 MS RACHEL KWAN: Depends on the passengers' opinion. There
10 is no definite topic for the passengers, for them -- in
11 fact, they can raise whatever comments they would like
12 to put forward.

13 CHAIRMAN: I appreciate that. Perhaps the question is
14 better put this way. Do they ever raise questions of
15 bus safety?

16 MS RACHEL KWAN: In my mind, most of the comments received
17 are service related or fare concession related, not
18 much --

19 CHAIRMAN: So questions of bus safety not raised?

20 MS RACHEL KWAN: Very little.

21 CHAIRMAN: Thank you.

22 Yes, Mr Duncan.

23 MR DUNCAN: Thank you, Mr Chairman.

24 Turning to another topic, Ms Chan -- reference has
25 been made already this afternoon to the Guidelines on
26

1 Working Hours, Rest Times, and Meal Breaks for the bus
2 captains, and one of your colleagues mentioned the
3 guidelines in 2010, and we know that they were revised
4 very recently and the guidelines issued in February of
5 this year.

6 I would like to refer you, please, to your
7 supplemental submission, the one that came in, I think,
8 on 4 May. You will find this at TD-1 at page 157. In
9 answer to a query from the committee, at paragraph (d)
10 you mentioned that the department received a suggestion
11 from a bus captains' union suggesting a revision of the
12 guideline. It goes on to say that the department
13 discussed the suggestion with the bus operators and
14 another bus captains' union and both expressed objection
15 to the suggestions. After further discussion with the
16 proponent, it was concluded that the guidelines would
17 not be changed.

18 Is it not the case that even before 2015, there had
19 been requests and suggestions to the department that the
20 guidelines be changed; do you recall that?

21 MS MABLE CHAN: Perhaps I can start -- the guidelines'
22 development process is quite a long one.

23 MR DUNCAN: Yes.

24 MS MABLE CHAN: It dated back to 1993, when we sort of
25 developed the guidelines for voluntary following up by
26

1 the relevant bus operators. It was not until 1998 that
2 we promulgated the guidelines and required the bus
3 companies to follow.

4 Since the promulgation in 1998, the guidelines were
5 revised six times.

6 I would like to highlight that throughout the years
7 and as the process, there have been ongoing suggestions
8 and views from the staff union side, to further improve
9 the working conditions and shorten the working hours of
10 the bus captains; and, on the other hand, we are also
11 mindful of ongoing and increasing public expectations to
12 enhance the service level of franchised bus service.

13 So senior counsel's referral of our written
14 statement in March 2019 [sic], I would say that is
15 an example to illustrate that the staff union all along,
16 they have a genuine request for further improvement in
17 the working hours and conditions of the bus captains.

18 MR DUNCAN: Thank you. Just in that respect, I would ask
19 you to pick up bundle SEC-1, and go to page 437.

20 These are minutes of a meeting of the Panel on
21 Transport of the Legislative Council on 27 November
22 2012. Do you see that?

23 Then if you look through, please, to page 441, at
24 the bottom of the page you will see that the chairman
25 refers to:

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1 "... a serious traffic accident had taken place in
2 Chai Wan on 19 November 2012 involving two buses and
3 a taxi and this had aroused extensive public concern on
4 the health and driving attitudes of professional
5 drivers, particularly bus captains."

6 So that was the context in which that meeting took
7 place.

8 Then if you go through, please, to 442, there's
9 reference in paragraph 2 to the secretary and the
10 commissioner giving a brief account on paper which had
11 included reference to details of the health check and
12 the working hour arrangements for bus captains of
13 franchised bus companies.

14 Then at 447, if I could refer you to that,
15 paragraph 24, there's reference to the secretary
16 undertaking that the administration would review the
17 guidelines in conjunction with stakeholders, including
18 franchised bus companies and their staff unions. He
19 added that the department was liaising with major staff
20 unions of the bus captains to discuss the problems
21 arising from that accident.

22 Then there is, at page 454, a summing-up by the
23 chairman of the meeting, where he thanked the parties
24 and, amongst other things, indicated that members
25 considered that the administration should review the

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1 operation of franchised bus services, the captains' rest
2 times, working hours and remuneration, as well as
3 measures to improve the existing traffic network.

4 Now, it would seem that notwithstanding the contents
5 of those minutes, there was no change to the guidelines
6 from 2012 up until the time of the Sham Shui Po accident
7 in 2017. Are you able to assist the committee with
8 regard to what determination and for what reasons that
9 determination was made of the administration regarding
10 the guidelines as they were at that time?

11 MS MABLE CHAN: Perhaps I can give a general answer first
12 and then I will invite Ms Rachel Kwan to supplement on
13 the thinking and review process.

14 Following the tragic accident back in 2012, actually
15 there are two major follow-up actions. The first one is
16 the enhancement of the health check requirement of the
17 bus captains. It is following from that incident that
18 we have required all the bus operators to step up the
19 health check requirements. In addition to the annual
20 health check for bus captains aged 50 or above, we
21 actually stipulate additional health check requirement
22 for those bus captains who have declared significant
23 health illness, so that the companies can arrange more
24 frequent health examination and also including the
25 cardio checking on the bus captains.

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1 We also require the bus companies to arrange health
2 check for bus captains at the 54 and 60, things like
3 that.

4 On the other hand, on the review of the guidelines,
5 I understand that the department has actually, at that
6 time, taken another look at the guidelines on the
7 working hours of the bus captains. But, at the end of
8 the day, there is no specific change made to the
9 guideline at that moment. But the department did
10 undergo a review of the guidelines to see whether any
11 parts of it would need to be enhanced at that moment.

12 CHAIRMAN: You said there were two follow-up actions that
13 followed the incident in November 2012, one was
14 increased health checks. What was the other?

15 MS MABLE CHAN: The other is the review of the guideline,
16 though it does not lead to any specific revision at that
17 junction.

18 Thank you, Chairman.

19 CHAIRMAN: Yes, Mr Duncan.

20 MS MABLE CHAN: I would invite Ms Kwan --

21 MS RACHEL KWAN: Mr Chairman, I would like to supplement.
22 The working hours guidelines was last reviewed in 2010.
23 At that time, a new guideline was introduced. That is
24 on the meal break. At that time, when we promulgated
25 the guidelines in 2010, we allowed the bus companies to

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1 implement the new guideline E on the meal break in two
2 years' time. That means, for full implementation of the
3 revised guideline in 2010, that will be in 2012 already.

4 So I cannot give a definite answer right now why,
5 after the review in 2013, there is no change to the
6 guideline. May we have some time to check our record?
7 Maybe it's due to the fact that the new guideline for
8 full implementation has just been implemented in 2012,
9 in the latter part of the year, so maybe this is one of
10 the reasons for perhaps at that time to look at the
11 performance of the franchised bus operator for a longer
12 period of time.

13 MR DUNCAN: Thank you.

14 Ms Chan, you were present this morning, I think,
15 when I asked representatives from the bureau as to why
16 these guidelines with regard to working hours are simply
17 guidelines, as opposed to regulations, given that the
18 ordinance expressly stipulates that this topic can be
19 the subject of regulation.

20 Are you able to assist the committee as to the
21 reason why this has not been a regulation or has not
22 even achieved the status of a direction or
23 a requirement?

24 MS MABLE CHAN: Perhaps I can try to. Because I was present
25 at this morning's session and the context in which this

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1 issue was raised was on whether or not it should be
2 better implemented or enforced under the law or as
3 a franchise requirement.

4 First perhaps I can express my view from
5 an operational and monitoring point of view. As I see
6 it, the history of the working hours guidelines is long
7 and it is an ongoing process. As revealed from the few
8 times that the guidelines are revised, the beauty of the
9 requirements as set out in the guidelines is that it
10 could be reviewed and revised in a more timely basis as
11 compared to if it is stipulated as the ordinance or in
12 the regulation; though I must admit that as and when
13 necessary, we should not spare ourselves from the effort
14 in reviewing the legislation or taking it through the
15 Legislative Council.

16 The fact remains that, being guidelines, it can be
17 more flexible and it can be sort of enhanced in the
18 light of the prevailing circumstances. Franchised bus
19 service is a very labour-intensive service. There are
20 also highly prescriptive requirements on the service
21 levels of franchised bus. So I think from the
22 government perspective, we are trying to strike
23 a balance in ensuring the delivery of bus service
24 according to franchise requirement on the one hand and
25 the enhancement of the working environment of bus

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1 captains on the other.

2 That being the case, while the working hours
3 guidelines are guidelines as such, administrative
4 requirement in our words, in our written submission, we
5 also require the franchised bus operators to supply
6 information on their compliance, and we do independent
7 checking on their compliance, so as to ensure that the
8 franchised bus operators will comply with those
9 guidelines as a product following ongoing and mutual
10 discussions with the franchised bus operators.

11 So we would see it as a contractual requirement in
12 that sense, because it is a product of ongoing
13 discussions between the government and also the bus
14 operators.

15 On the other hand, I also note from the franchise
16 document signed with the franchisees, under
17 clause 28(1)(a), the grantee shall provide the
18 commissioner information relating to records kept by the
19 grantee in respect of the bus service in accordance with
20 schedule 2 to the franchise.

21 Under that schedule 2, item (1), we have stipulated
22 in the franchise that the grantee shall provide records
23 and information on, inter alia, the percentage of bus
24 drivers selected on the sample size as specified by
25 C for T in compliance with the guidelines on

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1 arrangements in relation to working hours and rest time
2 of bus drivers issued by C for T after consultation with
3 the grantee.

4 CHAIRMAN: Before you go on any further, forgive me for
5 interrupting -- Mr Duncan, may we see one of these
6 franchise clause 28(1)(a) so we can follow this?

7 MR DUNCAN: Certainly. The franchise, Mr Chairman, is at
8 THB-2 at page 137.

9 CHAIRMAN: Thank you.

10 MR DUNCAN: And I believe Ms Chan is referring to page 169.

11 CHAIRMAN: She referred first of all to clause 28,
12 subsection (1), that's page 158, is it not? And
13 schedule 2 is at 168.

14 Yes, Ms Chan, if that helps you with your
15 explanation.

16 MS MABLE CHAN: Thank you, Chairman.

17 MR DUNCAN: I don't want to get into a legal debate, but
18 that seems to be a requirement to produce records?

19 MS MABLE CHAN: Yes.

20 MR DUNCAN: As opposed to a requirement to keep to the
21 guidelines?

22 MS MABLE CHAN: Absolutely. I'm not a legal expert on that,
23 but I'm trying to explain how we would make use of the
24 provision.

25 MR DUNCAN: Yes, in a practical sense.

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1 MS MABLE CHAN: In a practical sense, I would see that the
2 commissioner should exercise my authority to ensure that
3 the bus operators do the checking and submit data
4 according to the sample size and specify the
5 commissioner according to item (1) of schedule 2 to the
6 franchise.

7 So, in this respect, should we find that the bus
8 operators cannot provide the information pursuant to
9 this requirement, and should that lead us to any
10 suspicion or cast doubt on whether the franchisees are
11 providing proper and efficient service, we would also
12 undertake necessary action, follow-up action, with the
13 bus operators.

14 MR DUNCAN: So you gain flexibility on the one hand. On the
15 other hand, it would appear that you may lose the force
16 of a regulation providing for an offence, or action
17 under section 12A, namely the imposition of a financial
18 penalty.

19 MS MABLE CHAN: I would say that it does not constitute
20 a statutory requirement as such in case of any failure
21 of the bus operator in compliance with the guideline
22 that leads to a strict triggering of the relevant
23 clause, ie section 22, in regard of the imposition of
24 the financial penalty.

25 But I would ride on the relevant item (1) in
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1 schedule 2 to ensure that the bus franchise operators
2 are providing the information as required, and we would
3 also do independent checking on the data provided, and
4 then will take that into account in assessing whether
5 a bus operator is providing proper and efficient
6 service.

7 MR DUNCAN: Could we turn to the ordinance itself, which
8 I think is in the bundle that you may have in front of
9 you now. This is at page 104. This is the reference to
10 the forward planning programme.

11 Do you see section 12A?

12 MS MABLE CHAN: Yes.

13 MR DUNCAN: Can I ask you this. To what extent does the
14 department require bus operators to include detailed
15 safety provisions in the forward planning programme?

16 MS MABLE CHAN: The forward planning programme flows from
17 the legal backing in the law. The forward planning
18 programme serves as a planning tool and it covers, by
19 and large, the service aspects of the bus operators in
20 fulfilling the requirement under the franchise.

21 I think we have provided the committee, in our
22 bundle, a contents page of the forward planning
23 programme. As one of the chapters in the forward
24 planning programme, there is a chapter on bus safety.
25 This actually arises from the past experience of the

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1 analysis of bus accidents involving franchised buses and
2 our discussions with the franchised bus operators on
3 important aspects to ensure bus safety.

4 CHAIRMAN: If you just pause there for a moment, I think
5 an attempt is being made to put up this contents page
6 which does have, as you say, in the index, references to
7 bus safety, I think it's called. Perhaps we could have
8 that on the screen.

9 Is this not something that comes from a letter sent
10 to Citybus by the Transport Department?

11 Mr Duncan, where do we find the latest written
12 submissions from the Transport Department?

13 MR DUNCAN: I think the document Mr Chairman is looking for
14 is TD-4/1038. TD-4/1035, I believe.

15 CHAIRMAN: What I had in mind was what was sent to the bus
16 operators, saying, "For your forward planning programme,
17 please address the following matters." Is this the
18 document?

19 MR DUNCAN: No. What I'm looking at is the document
20 referred to by Ms Chan, which is the index document,
21 indicating what was expected to be found in the forward
22 planning programme document, the converse.

23 Could we go to TD-4 at page 1035. This is the
24 contents page, is it not, that you were referring to?

25 And if you look at page 1038, there's a heading,
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1 "Bus safety". That's what you're referring to?

2 MS MABLE CHAN: Yes.

3 MR DUNCAN: Thank you. Now, you have not yet provided the
4 committee with the report itself and the programme
5 itself, you say for commercial confidential reasons.

6 Would there be any problem in your supplying that
7 section which deals just with safety?

8 MS MABLE CHAN: We can certainly take that up and make sure
9 that we can get the consent from the bus company on that
10 part.

11 CHAIRMAN: Before we go ahead, Mr Duncan, let's take this
12 step by step so that this can be followed by others who
13 are not aware of what you are talking about.

14 Could we go to the submission where we have the
15 passage that you just have in mind about the inability
16 to furnish this material.

17 I'm looking at the document that was made available
18 to me on Friday and it wasn't paginated but it's in the
19 appendix at paragraph 22. Item 22, paragraph 34(a):

20 "All FB operators provided the TD a five-year plan.
21 As the five-year plan contains commercially sensitive
22 information of individual FB operators ...", and so on.

23 Do you have what I have in mind?

24 MR DUNCAN: Yes. That's actually been tabulated now. It's
25 TD-1 at 164.

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1 CHAIRMAN: Thank you.

2 Because this is what your question is aimed at, is
3 it not?

4 MR DUNCAN: It is indeed.

5 If I could just remind you, Ms Chan, of the response
6 of the department:

7 "As the five-year plan contains commercially
8 sensitive information of individual FB operators, the FB
9 operators agree to disclose the information to the IRC
10 provided that prior agreement from IRC is obtained for
11 not disclosing the information to the public."

12 All the committee will need is that portion -- for
13 present purposes, anyway -- of the programme which is
14 concerned with safety.

15 If I could ask you again, perhaps overnight, to try
16 and speak to the bus operators, gain their consent to
17 that part of the programme being provided to the
18 committee.

19 MS MABLE CHAN: Yes. The basis of our response to the
20 committee as highlighted on the screen now is we have
21 sought the bus operators' view on the disclosure of
22 their five-year plan and it's not made on the basis of
23 just an extract of the relevant chapter. But knowing
24 what the senior counsel has just asked me, we will
25 certainly take that up and ask the operator again, to

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1 seek their consent and see whether that particular
2 chapter on bus safety can be provided to the committee.

3 CHAIRMAN: That's a matter we will take up directly with the
4 bus companies.

5 MR DUNCAN: I think I can still ask this, though, if I may.
6 Could you look at TD-5, page 1599.

7 This is the index for the five-year forward planning
8 programme for the New Lantao Bus company, one of the
9 five franchisees.

10 If you turn the page to 1600, we have the contents
11 page there. Do you see the contents page?

12 MS MABLE CHAN: Yes.

13 MR DUNCAN: There is no reference to the topic of safety
14 there, for that particular company.

15 So my question is this, and I think you can answer
16 this perhaps even though we are awaiting the full
17 details. To what extent does the department require the
18 franchisee to include in the forward planning programme
19 details as to safety requirements?

20 MS MABLE CHAN: Actually, regarding this contents page, the
21 bus safety is covered in part 1, "Route development
22 programme".

23 MR DUNCAN: It's part of that, is it?

24 MS MABLE CHAN: Yes, it's part of the route development
25 programme.

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1 MR DUNCAN: So could you answer my question, perhaps a bit
2 more directly: what details does the department require
3 of the bus franchisees with regard to safety
4 requirements in the context of this programme?

5 MS MABLE CHAN: Perhaps I will invite Ms Lee to give the
6 details.

7 MS MACELLA LEE: Thank you, Chairman.

8 The preparation of the forward planning programme is
9 a requirement under the PBSO, and in the PBSO there's
10 a schedule setting out the content which the bus company
11 must provide. So you can see from the law that it is
12 emphasised on the route development programme, on the
13 buses, purchasing and scrapping programmes, maintenance
14 facilities, et cetera. Of course, at the last item, it
15 mentions about other materials that C for T considers
16 appropriate, and other matters that C for T may specify.

17 Some years ago -- just now my colleagues already
18 said that we have analysed accident data, et cetera, and
19 we find, actually, when we do this annual exercise, we
20 look at the trends of the accident data and we found
21 that it's good that we require the bus companies to
22 provide a chapter -- not a chapter -- provide in the FPP
23 their own analysis of traffic accidents and tell us what
24 improvement measures that were made. It is in this
25 context and for this purpose we asked them to include in
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1 the FPP, and since then it is included.

2 So now, for submission of this FPP every year, the
3 bus companies will include an analysis of data, of their
4 own accident statistics, and then tell us their proposed
5 improvement measures. This is the background.

6 Of course, there are others that we added over the
7 years. For example, because of the public aspiration
8 for using more environmentally friendly buses, we added
9 a chapter about environmental initiatives. So we have
10 an environmental initiative that is outside -- I mean
11 using the last item about "Other matters". This is the
12 way that we add. And the commissioner has just
13 mentioned that the bus companies also voluntarily make
14 some performance indicators and targets. Some of them
15 are on safety and some of them are on training.

16 This is the way that we deal with the forward
17 planning programme. Thank you.

18 MR DUNCAN: Just before I leave this topic, it would be very
19 helpful if you made contact with the bus companies this
20 evening to obtain that safety information, so that we
21 could ask you questions about it tomorrow. We don't
22 want to wait until the bus companies come.

23 MS MACELLA LEE: Thank you. We can do that.

24 CHAIRMAN: Before you leave the topic, the matter is
25 addressed in the some of the other five-year plan

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1 material that's in the bundle. That is TD-5 at
2 page 1602. We see "Forward planning", where "Bus
3 safety" is section 5; do you have that? We see "Bus
4 safety" is item 5 at page 1604.

5 Then we have the five-year plan for Long Win Bus,
6 and we have more detail here because at 1607 we see
7 a chapter dealing with safety review.

8 There are eight items there in "Safety review" --
9 are all of those items addressing requests that were
10 made by the Transport Department of the bus company?

11 MS MABLE CHAN: I would try to answer this. As a statutory
12 requirement or the franchise requirement, we do not
13 specify specific requirement on training or on specific
14 measures to be taken. That said, as an ongoing
15 monitoring and discussions with franchised bus operators
16 to assess their performance on an annual basis and also
17 on top of the road safety quarterly review, we have
18 asked the bus companies to include in their forward
19 planning programme a safety chapter, to analyse their
20 own accident data, and also to provide their improvement
21 measures in bus operation.

22 Those improvement measures relate to vehicle safety,
23 bus maintenance, as well as the measures taken to
24 address drivers' behaviour, driving behaviour, and also
25 training.

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1 CHAIRMAN: Yes. Thank you.

2 MR DUNCAN: Moving on to the point about training. You have
3 said I think a couple of times now that there is no
4 specific requirement in the franchise document, nor do
5 I think you say it anywhere else, that contains any
6 particular requirement of the department with regard to
7 what the actual training should be.

8 Is that a correct understanding?

9 MS MABLE CHAN: Yes.

10 MR DUNCAN: So do I take it that the department has not
11 issued any particular directives to any of the
12 franchisees as to how they should conduct their
13 training?

14 MS MABLE CHAN: No, we did not issue any directive on that.

15 MR DUNCAN: So that's a matter left entirely to the bus
16 companies?

17 MS MABLE CHAN: Yes.

18 MR DUNCAN: Does it vary then from one bus company to the
19 next?

20 MS MABLE CHAN: Based on the information they provide in the
21 context of bus safety and also training on bus captains
22 in the forward planning programme, we have gathered that
23 in terms of the arrangements for new recruits,
24 in-service bus captains and also refresher course,
25 remedial course, basically in terms of the contents,

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1 they are the same.

2 But the duration of the individual training courses
3 and modules may vary. So, in very specific terms, all
4 the bus companies provide training for the new recruits.
5 For the in-service bus captains, they provide training
6 once every three years, and actually these are all which
7 the bus operators have pledged to do so.

8 For those drivers which have been absent from the
9 driving duties for a long period of time, they will
10 provide refresher course or remedial courses for the
11 drivers before they are taking up the driving duties
12 again.

13 In terms of the refresher course, we know that,
14 except one operator which does not provide refresher
15 course for part-time captains, all the other bus
16 operators provide refresher course for the part-time bus
17 captains.

18 It is actually against this background that we think
19 that there is merit in aligning the basic requirements
20 in terms of the contents and modules for the training to
21 be provided to the bus captains. While noting that it
22 may not be realistic or reasonable to stipulate the
23 duration or the frequency of such courses to be
24 provided, bearing in mind that operators actually vary
25 in terms of scale and also the bus routes operated, in

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1 terms of the manpower strength of the various bus
2 operators.

3 So it is on this basis that we are developing a set
4 of guidelines to devise a framework for the delivery of
5 this kind of training, and we think that it is very
6 important to have a common basis for the bus operators
7 to perform internal monitoring and audit, to make sure
8 that trainings are actually provided as pledged.

9 Thank you.

10 MR DUNCAN: When did you commence the development of these
11 proposed guidelines?

12 MS MABLE CHAN: We have formulated our thinking on these
13 proposals with the bus operators following the Tai Po
14 accident in February, and the working group was formed
15 in March. This is one of the proposals that we have
16 noted in the first working group meeting held in March.

17 MR DUNCAN: So this is a matter of discussion with the bus
18 operators at the moment?

19 MS MABLE CHAN: It is under discussion.

20 MR DUNCAN: Now, you mentioned earlier this afternoon health
21 checks of the drivers. What is the current arrangement
22 or directive, whatever it may be, between the department
23 and the franchisees with regard to health checks?

24 MS MABLE CHAN: Perhaps on health checks I can invite
25 Ms Kwan to elaborate on the details.

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1 CHAIRMAN: Yes. Thank you.

2 MS RACHEL KWAN: Mr Chairman, before joining the service,
3 all full-time and part-time bus drivers are required to
4 declare their health conditions and to pass a health
5 check, to prove that he or she is medically fit to drive
6 buses.

7 The health check includes a chest examination,
8 eyesight, hearing, diabetes, blood pressure, blood and
9 urine test. And now, all the franchised bus operators
10 currently require bus drivers aged 50 or above to
11 undergo an annual health check which covers chest
12 examination, eyesight, hearing, diabetes and blood
13 pressure, blood and urine test.

14 For the bus drivers at the age of 50, 54, 57 or 60
15 or above, they are also required to undergo
16 an electrocardiogram as part of their health check.
17 Moreover, for the bus drivers who have suffered stroke
18 or cardiovascular diseases or are on medication due to
19 diabetes or hypertension, they are also required to
20 declare such illnesses to their employers and undergo
21 an electrocardiogram in their annual health check.

22 This is the current arrangement.

23 MR DUNCAN: When you say it's an arrangement, is it
24 a requirement or is this simply an understanding that
25 you have with the bus companies?

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1 MS RACHEL KWAN: The health check requirement is not
2 a direction or a requirement under the bus franchise or
3 under the PBSO. It is a requirement made known to all
4 bus drivers.

5 MR DUNCAN: How long have these arrangements been in place?

6 MS RACHEL KWAN: The arrangements are evolving. I remember,
7 since 2007, the health check requirement for all bus
8 drivers aged 50 or above to undergo annual health check
9 started from 2007.

10 MR DUNCAN: There are some observations in the submissions
11 received by the committee that it would be beneficial
12 for the checks on respective bus captains to include
13 test as to their suitability in coping with the stress
14 which is involved in the task of driving a bus.

15 Has that been brought to the attention of the
16 department, that sort of proposal?

17 CHAIRMAN: I take it, Mr Duncan, you have in mind the
18 submissions of KMB, where this matter was dealt with
19 specifically?

20 MR DUNCAN: I think it is from KMB, Mr Chairman, yes.

21 CHAIRMAN: It might be useful if you were to draw our
22 attention to it.

23 MR DUNCAN: Okay.

24 Would you turn up, please, KMB-1, page 81-1.

25 You see the reference there to "Remedial training"?

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1 We are looking for another reference as well, but that
2 concept --

3 CHAIRMAN: If you are doing a word search, find the word
4 "psychologist" because that's the passage I had in mind.

5 MR DUNCAN: Thank you, Mr Chairman.

6 CHAIRMAN: What I have in mind -- it's the report to the
7 Commissioner for Transport. It's the third of the
8 documents that was provided in the first of the
9 submissions, and it's paragraph 38. That's at page 113.

10 MR DUNCAN: Do you have that, Ms Chan?

11 MS MABLE CHAN: Yes.

12 MR DUNCAN: Paragraph E, referring to "Psychological
13 support", and this is the KMB submission:

14 "A task force ... has been formed to look into
15 enhancing the provision of emotional support for [bus
16 captains] and frontline staff. The task force will
17 engage a professional consultant to provide
18 a comprehensive review of the current practice and make
19 recommendations in areas including but not limited to
20 recruitment, assessment on [bus captains'] emotional
21 intelligence and stress tolerance, training, counselling
22 and performance management. It is expected that the
23 recommendations will be implemented phase by phase to
24 address immediate concerns."

25 So is the department aware of that initiative?

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1 MS MABLE CHAN: Thank you, senior counsel. We have not
2 received such kind of suggestion from the KMB as such,
3 and this is also not raised in our working group in
4 discussing possible enhancements or alignments in the
5 training to the offered to the bus captains.

6 But I can offer that in terms of training for new
7 recruits and in-service bus captains, the bus companies
8 have included stress handling and counselling as one of
9 the modules in the courses for the new recruits and also
10 the in-service bus captains. It is actually one of the
11 topics that we will include -- that we intend to include
12 in the future guidelines on the content framework for
13 training to be offered. But that one does not address
14 the point about emotional assessment for possible
15 candidates applying for the job of bus captains.

16 MR DUNCAN: It could be considered, could it not, as part of
17 any training regime which might be suggested?

18 MS MABLE CHAN: The suggestion to beef up the stress
19 handling as part of the training modules was discussed
20 in the working group, and this will be part of the
21 topics that we will look into, in setting out possible
22 guideline on the training framework.

23 But if there are any suggestions to make the
24 emotional and stress as an assessment for new recruits,
25 I think this will have to be carefully deliberated

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1 amongst all bus operators. Obviously, we note that KMB,
2 as one of the bus operators, have raised this. We will
3 need to flag this up and discuss with other bus
4 operators, because this will also affect their
5 recruitment policy, particularly the manpower supply
6 situation in the current local market.

7 MR DUNCAN: So do I take it that this is a new concept as
8 far as the department is concerned?

9 MS MABLE CHAN: I think so, yes.

10 MR DUNCAN: I would like to turn to the topic of part-time
11 drivers. It's a fact, is it not, that many of the bus
12 companies have, over the years, engaged part-time
13 drivers, especially in view of the manpower issue. Is
14 that correct?

15 MS MABLE CHAN: The manpower issue has long been an issue of
16 concern in bus operation. This has particularly been so
17 with the ever-increasing public expectations on the
18 increase and enhancement of bus services in terms of bus
19 routes and also frequency.

20 While we have been trying hard to discuss with the
21 bus operators and the local district councils on ways to
22 review the frequency and also the service of the bus
23 routes, the fact is that over the ten years there has
24 been an increase in percentage of the bus routes
25 concerned. This will also imply an increasing need for
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1 recruiting more bus drivers to meet with the
2 expectations of the franchise.

3 We are aware of this situation in our annual review
4 and also in the board meetings, that especially in the
5 annual review with the bus companies, we have encouraged
6 them to look into various ways to increase the manpower
7 supply. The Transport Department has, together with the
8 Labour Department, helped the bus operators to stage
9 recruitment exercises and campaigns in the various
10 districts to help them recruit bus drivers, and we have
11 also encouraged the bus companies to review their
12 remuneration package so as to provide a more attractive
13 and reasonable package to attract new blood into the
14 industry.

15 MR DUNCAN: Thank you.

16 As far as the department is concerned, does the
17 engagement of part-time drivers create any particular
18 safety issues?

19 MS MABLE CHAN: In the past review, there is no obvious
20 phenomenon or trend revealing that part-time bus
21 captains is a cause for concern in contributing to
22 franchised bus accidents.

23 MR DUNCAN: What checks are undertaken by the bus companies,
24 as far as you are aware, as to what a part-time bus
25 driver might be doing before he commences his work or
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1 after he finishes his work?

2 MS MABLE CHAN: In terms of training, the bus companies are
3 expected to provide training for the in-service bus
4 captains, be they full-time or part-time.

5 MR DUNCAN: Sorry to interrupt you. I'm not concerned about
6 training so much. I'm concerned about whether they are
7 fresh enough to undertake the duties of a bus captain,
8 if they are working on a part-time basis, and there is
9 no knowledge as to what they may be doing for other
10 parts of the same day. Is that a matter that has been
11 considered by the department?

12 MS MABLE CHAN: From the Transport Department's perspective,
13 we do not have the information as to the bus companies
14 in monitoring the part-time captains in their driving --
15 in delivering their driving duty. The part-time bus
16 captains are recruited by the bus companies as a relief,
17 to help the bus companies meet the bus services,
18 particularly in the hours where there are peak service
19 demands.

20 So, over the years, we know that, at the present
21 moment, the percentage of part-time bus captains ranges
22 from 3 per cent in some companies to 31 per cent in one
23 company, and that latter company actually has a lot of
24 routes being operated on holidays, and that they need,
25 in addition to their basic team members of the full-time
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1 bus captains, it is an established practice for them to
2 recruit part-time drivers to meet the holiday peak
3 demands.

4 MR DUNCAN: Has the department conducted any analysis as to
5 the relationship between part-time drivers and
6 accidents, whether there's more accidents as a result of
7 driving by part-time drivers as opposed to full-time
8 drivers? Has that analysis been carried out?

9 MS MABLE CHAN: I do not have the information at hand, but
10 perhaps we can do some research on that and then we will
11 supply the committee with information.

12 MR DUNCAN: Thank you.

13 CHAIRMAN: Mr Duncan, hasn't one of the bus companies given
14 us the information as far as they are concerned? That
15 there's no incidence of a greater rate of accidents of
16 part-time drivers?

17 MR DUNCAN: I'm not up to the play with that. It might have
18 come in very late.

19 CHAIRMAN: If you are about to leave this topic of part-time
20 bus drivers.

21 MR DUNCAN: Yes, I am.

22 CHAIRMAN: Perhaps I can ask you this. The question I think
23 Mr Duncan was asking you was this. By its nature, if
24 you are part-time in one job, bus driver, perhaps you
25 are part-time in another job, taxi driver, truck driver,

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1 coach driver. Does the Transport Department require the
2 bus companies to first of all gather any information
3 about what other jobs the part-time bus driver might
4 have?

5 MS MABLE CHAN: At the present moment, we do not have such
6 requirement on the bus operators to gather such
7 information and support to us.

8 CHAIRMAN: So I take it that it follows, then, that you have
9 no information as to what these part-time drivers might
10 be doing in the rest of their day?

11 MS MABLE CHAN: No, Chairman.

12 CHAIRMAN: Thank you.

13 MR DUNCAN: Could I ask you to turn up, please, the
14 CTB-1 file, page 26, please. This is part of the
15 submission received by one of the bus franchisees,
16 Citybus. At the bottom of page 26, there's reference to
17 "New technological aids". Do you see that?

18 MS MABLE CHAN: Yes.

19 MR DUNCAN: If I quote from page 26, at the bottom:

20 "We plan to include the following features on new
21 buses for delivery from June 2019 onward".

22 And there's a series of headings, "Electronic
23 stability control", "Dynamic stability control,
24 "Roll-over prevention", "Active speed limiting system".

25 I wonder if I could ask you this. Does the
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1 department itself conduct any research, locally or
2 overseas or with bus companies, whatever, with regard to
3 what new technology or what new safety aids may be
4 coming into the system and which could be considered for
5 improving safety requirements? Does the department
6 itself conduct that sort of research?

7 MS MABLE CHAN: Perhaps I can invite Mr Chan, who oversees
8 the vehicle licensing and hardware, to advise on that.

9 CHAIRMAN: Yes.

10 MR YK CHAN: Thank you, Chairman.

11 The Transport Department is always mindful of having
12 new technology applied in buses, particularly those that
13 can make the operation of buses safer.

14 Of course, there are ways of doing it. You can do
15 it in-house or you can do it in collaboration with bus
16 companies. To us, I think we will always take the path
17 that -- I think it's more useful actually to work with
18 the bus companies, because they actually do the
19 operations and actually have different types of buses to
20 actually test out all this equipment, which is whether
21 they are suitable for the type of buses they operate.

22 So, for us, your question is we always look out for
23 improvements, and if there's any particular equipment
24 that could be useful, then we will bring this up to
25 discuss with the bus companies, to see whether there is

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1 any way we can ask the bus company to try them out and
2 discuss with the vehicle manufacturers.

3 MR DUNCAN: Thank you. When you say you look out, where do
4 you look?

5 MR YK CHAN: There are always developments search on the web
6 and our engineers actually do it quite often, doing the
7 web search, and also we have magazines. We do subscribe
8 to magazines of equipment and we try to read them and
9 see whether there are things that are worthwhile taking
10 or trying out with bus companies.

11 MR DUNCAN: Do you have any contact with your counterparts
12 overseas, regulators in other countries, in this
13 context?

14 MR YK CHAN: Not regularly, but from time to time, if we
15 want to do some research on equipment, we try to contact
16 our counterparts in different countries, particularly in
17 Singapore, UK, Japan, all these kind of Western
18 countries. But of course we don't have sort of regular
19 contact with them.

20 MR DUNCAN: The ASLS system referred to here by Citybus, was
21 that something which was identified by them or was it
22 identified by the department?

23 MR YK CHAN: I think this is something that was identified
24 by them, but from the description of it, I think this is
25 something like the system we talk about, the ESC, the
26

1 electronic stability control.

2 CHAIRMAN: I think ASLS is an active speed limiter, as
3 opposed to a passive one.

4 MR YK CHAN: Okay. So this is another initiative that we
5 are also discussing with bus companies concurrently.
6 This is the features that on top of the current speed
7 limiters which cap the speed at 70 kph at the moment,
8 but we do need more functions when it's going downhill,
9 to cap the bus to run on 70 kph.

10 What I think Citybus mentioned, talking about, is
11 something like similar equipment but with a different
12 name.

13 MR DUNCAN: Currently, the speed limiter comes in at
14 70 kilometres per hour, I think. Is there any provision
15 to limit the speed of a bus --

16 MR YK CHAN: Yes.

17 MR DUNCAN: -- going, say, 60 kilometres per hour in
18 a 50 kilometre zone?

19 MR YK CHAN: A bus going 60 kph in a 50 kph zone is
20 speeding.

21 MR DUNCAN: Yes. Is there any way of limiting the bus in
22 that respect? Is there any technology available?

23 MR YK CHAN: This is something that people are talking
24 about, if you can have something automatic GPS system,
25 coupled with the operation of a limiter like this, and
26

1 also the base map, that have charted out the whole area,
2 and with the speed limit imposed on, yes, theoretically,
3 you can do that.

4 But we have also touched base and discussed with bus
5 operators on this, and the consensus is, yes,
6 theoretically it can be done, but in the Hong Kong
7 environment, the application of the GPS signal may have
8 problems in areas, because the signals may be blocked
9 out by skyscrapers.

10 So this is something that we are still asking the
11 bus companies to explore, and hopefully one day,
12 hopefully not too long in the distant future, you can
13 adopt it as a safety measure, a safety device, which is
14 reliable and functional.

15 At this point in time, probably they are still
16 experimenting or exploring it.

17 CHAIRMAN: Is this system called geo-fencing?

18 MR YK CHAN: Yes.

19 MS MABLE CHAN: Chairman, can I add that --

20 CHAIRMAN: Yes.

21 MS MABLE CHAN: -- actually, these items as flagged up by
22 Citybus are part of those items that we have included in
23 the discussing under the Working Group on Enhancement of
24 Bus Safety.

25 CHAIRMAN: Yes.

26

1 MS MABLE CHAN: While we note that there may be proposals
2 from the bus companies on new devices and technology
3 advancements, we would discuss with them very thoroughly
4 on the technical feasibility, on the safety application,
5 and also on how it could be put in a context of local
6 franchised bus operation.

7 So we have actually covered this in our Working
8 Group on Bus Safety Enhancement and will continue to
9 look into that.

10 CHAIRMAN: May I come back to a question Mr Duncan asked
11 earlier and I don't think he got an answer. Who has
12 identified and suggested these various technical devices
13 to be discussed in the working group? Was that done by
14 the bus companies or by the Transport Department, or by
15 both?

16 MS MABLE CHAN: Chairman, we have, in the first meeting,
17 flagged up a number of possible devices and technology
18 for discussion with the bus operators. The ideas could
19 be suggested by various parties over the years, but it
20 is the Transport Department to put out a paper to
21 discuss with the bus operators on possible technology or
22 devices to be discussed under that context.

23 CHAIRMAN: Who invited the bus manufacturers to be parties
24 to the working group?

25 MS MABLE CHAN: The Transport Department.

26

1 CHAIRMAN: Thank you.

2 MR DUNCAN: Sorry, did you wish to add to that?

3 MR YK CHAN: That's all.

4 MR DUNCAN: I was going to ask you this. The geo-fencing to
5 which the chairman referred, in what jurisdictions is
6 that functioning, do you know?

7 MR YK CHAN: You mean currently in the world?

8 MR DUNCAN: Yes.

9 MR YK CHAN: We don't have this information in hand.

10 Actually, I think this technology -- by concept, it may
11 not be new, but in actual applications or actual formal
12 application in other parts of the world, we don't have
13 any information on that.

14 But from my information, I gather from the transport
15 operators in Hong Kong, they are actually running this
16 sort of management system, which you can check -- even
17 now, they can check the buses on the computer utilising
18 the GPS system, which partly nowadays people can find
19 out where they are and has estimated arrival time from
20 the application today.

21 One thing they do inside, internally, is to sort of
22 mark out certain roads that they consider sensitive, or
23 say they should be operating more safely, and they
24 actually can find out whether those buses are operating
25 above the speed limit. That is something very similar

26

1 to geo-fencing, but I think at the moment, for them,
2 it's not entirely accurate. But this is something that
3 they might think about and are testing out, whether it
4 will be applicable in the future.

5 To answer your question, I don't know anybody
6 actually formally adopting -- using the geo-fencing
7 successfully, but of course we are now all working
8 towards this goal.

9 MR DUNCAN: What you've just described would tell you what
10 the bus is doing, but it wouldn't necessarily stop the
11 problem, if there's a problem. What I'm trying to
12 explore with you is whether the geo-fencing would
13 actually provide a measure equivalent to the speed
14 limiter over 70, if the bus was going more than 50 in
15 a 50 zone.

16 MS MABLE CHAN: As Mr Chan just supplemented, it appears
17 that the application of this kind of technology is more
18 for fleet management and for tracking of buses or other
19 vehicles over a territory. As to whether this
20 technology can be further applied as to limit the speed
21 or retard the speed, and prohibit the bus driver in
22 speeding beyond 70 or even 50 in some cases, we don't
23 have the information on successful experience overseas.

24 We do recollect that some individual bus operators
25 have cautioned that with the availability of technology

26

1 and driver-assisted devices, we should bear in mind that
2 we should not go to the point that the bus drivers rely
3 fully on such kind of devices, to the extent that they
4 are being so accustomed to the device and they do not
5 exert extra care or personal judgment in certain
6 critical situations. This is one thing the bus
7 operators have flagged up in examining the technical
8 feasibility of any technology and devices.

9 MR DUNCAN: Yes, I understand, but just for the avoidance of
10 any doubt, is the possibility of a speed limit within
11 the geo-fencing system on the table for discussion?

12 MS MABLE CHAN: It is on the table for discussion.

13 CHAIRMAN: Mr Duncan, I see we have reached 4.30. If that
14 a convenient moment or not an inconvenient moment?

15 MR DUNCAN: Yes, it is.

16 CHAIRMAN: Ms Chan and the rest of your team, we are going
17 to adjourn our proceedings for the day now, and as you
18 were invited earlier to make yourself available for
19 tomorrow and you have kindly done so, may I invite all
20 of you to come back at 10 o'clock tomorrow to continue
21 with your testimony.

22 MS MABLE CHAN: Thank you.

23 CHAIRMAN: Thank you. 10 o'clock tomorrow.

24 (4.32 pm)

25 (The hearing adjourned until 10.00 am the following day)

26

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1 香港專營巴士服務獨立檢討委員會

2

3 日期 : 2018 年 5 月 7 日

4 時間 : 上午 10 時 07 分

5 主席 : Hon Mr Justice Michael Lunn (倫明高)

6 委員 : 歐陽伯權先生

7 : 羅康錦教授

8 代表大律師 : Peter N. Duncan (鄧樂勤) 資深大律師，
9 黃佩琪大律師及陳政龍大律師，由高露雲律師行委聘，
10 代表香港專營巴士服務獨立檢討委員會

11 出席人士 : 黎以德先生，運輸及房屋局常任秘書長 (運輸)

12 蔡傑銘先生，運輸及房屋局副秘書長 (運輸) 2

13 葉倩菁女士，運輸及房屋局首席助理秘書長 (運輸) 1

14 陳美寶女士，運輸署署長

15 李萃珍女士，副署長／公共運輸事務及管理

16 陳英傑先生，助理署長／行政及牌照

17 關翠蘭女士，助理署長／特別職務

18 邱國鼎先生，總工程師／道路安全及標準研究

19 李美鳳女士，總運輸主任／特別職務

20

21 以下內容乃數碼錄音謄本

22

23 主席：(經傳譯員) 香港專營巴士服務獨立檢討委員會係由行政長官成立嘅，當時係
24 2018 年 3 月 13 號，佢嘅職能範圍而家已經係打咗上畫面，就係咁樣嘅。我希
25 望大家都明白呢個係重要嘅，所以我就係將佢讀出，讓大家明白。從安全角度而
26 言，鑑於香港專營巴士涉及 2018 年 2 月 10 號發生嘅致命意外以及其他近期發生
27 嘅嚴重事故：

28 (一) 審視巴士專營權嘅現行法律專營權同埋其他合約規定下嘅運作同埋管

1 理模式；

2 (二) 審視現行對專營巴士嘅監管及監察制度；以及

3 (三) 就上述事宜向行政長官提出與安全相關嘅建議，以維持香港嘅專營巴
4 士服務安全可靠。

5 我哋係可以邀請相關人士同埋公眾人士就上述嘅事宜提交意見書，亦都會盡
6 力就係希望盡量可以喺九個月之內提交我哋嘅報告。關於有關 2018 年 2 月 10 號
7 致命意外呢件事嘅成因同埋所涉及人事嘅法律責任呢啲事宜會由警方進行調
8 查，佢哋係唔屬於委員會嘅職權範圍。所以我哋委員會嘅責任就係要獲取一啲資
9 訊，首先就係關於巴士專營權佢哋運作同埋管理；第二，亦都要睇下專營巴士嘅
10 監管同埋監察制度。最重要嘅就係我哋最終個目標，委員會最終嘅目標就係向行
11 政長官提出建議，而係同安全相關嘅，希望係維持香港嘅專營巴士服務安全可
12 靠。委員會希望一直都會聚焦，係達致呢一個目標。

13 重要嘅亦都係下面嘅一項事宜，有關呢一個意外嘅成因同埋係相關人士佢哋
14 法律責任，即係我係指 2018 年 2 月 10 號大埔道呢一宗意外，呢啲事宜就唔屬於
15 我哋專責委員會嘅職權範圍裏面嘅。當然，呢個另行係由警方進行調查嘅。喺
16 2018 年 3 月 28 號，我哋開始我哋嘅工作，喺嗰一日我哋就係發出咗一項邀請，
17 係向公眾人士邀請嘅，係相關嘅團體以及大埔交通意外死難者嘅家屬，以及係近
18 期其他嚴重事件嘅相關人士。我哋邀請佢哋就係向我哋提交意見書，我哋今日係
19 見到有一啲傷者同埋死難者佢哋嘅家屬，佢哋今日係到場嘅，佢哋係喺大埔道嘅
20 交通意外裏面受傷或者死亡。

21 喺 3 月 28 號，我哋發出函件係畀嗰啲指名嘅團體，要求佢哋或者係邀請佢
22 哋就係向我哋委員會提交意見書，呢個係關乎我哋嘅職權範圍裏面嘅事宜。我哋
23 亦都係曾經同佢哋有函件嘅來往，咁就喺我哋嘅附件嗰度，喺我哋函件嘅附件嗰
24 度列出啲問題嘅。喺嗰啲指名團體裏面，我哋希望佢哋就係有一啲回應，其中包
25 括就係運房局、運輸署、五間專營公司同埋係不少於十六個公會，佢哋都係專營
26 巴士公司嘅公會、立法會交通事務委員會，以及道路交通安全委員會以及其他嘅
27 團體。之後，我哋係寫信畀警務處處長，要求警方嗰方面提交書面意見書，同埋
28 同我哋講一講就係喺我哋函件裏面，附件裏面所列出嘅問題，請佢哋回應。

29 喺 4 月份，我哋得到好多意見書，書面嘅意見書，係嚟自運房局同埋運輸署
30 嘅，同埋係五間專營公司，以及係代表各個公會佢哋提交上嚟嘅意見書，都係非
31 常有用嘅資料。喺 4 月 27 號，我哋檢討委員會係請運房局以及運輸署係作進一
32 步嘅書面陳述嚟到回應我哋係鑑別出嘅某一啲事項或者問題。喺 5 月 3 號，我哋
33 委員會係邀請運輸及房屋局以及運輸署就係話畀我哋聽，係有邊一位做佢哋代
34 表，喺今日同聽日嘅聽證會嗰度作呢個口述證供。我哋今日好高興係有運輸及房
35 屋局常任秘書長（運輸）黎以德先生同埋佢兩位同事蔡傑銘先生同埋葉倩菁女
36 士，佢哋都係代表運輸及房屋局嘅。稍後我哋亦都會係介紹同埋歡迎運輸署嘅代
37 表，佢哋總共係有六位代表出席協助委員會。我哋委員會亦都感謝局同埋署同埋

1 其他團體就係上嚟畀口述證供我哋，感謝佢哋今日上嚟協助我哋嘅工作。

2 喺5月4號，我哋委員會係請所有五間專營權公司作進一步嘅陳述，嚟到回
3 應我哋提出嘅一啲事項同埋問題。喺同一日，我哋接到運房局同埋運輸署畀我哋
4 進一步嘅陳述，我哋而家就等緊警務處處長嘅書面陳述，我哋明白相關各位係畀
5 佢哋回應嘅時間係好短嘅。當然，佢哋亦都受到好大嘅壓力，就係要提供我哋所
6 要求嘅資訊，呢點我哋係明白嘅。喺今年嘅5月4號、5月5號，檢討委員會我
7 哋就係將文件編碼同埋將佢上載咗去我哋嘅網站，呢啲都係各方交畀我哋嘅陳述
8 書，呢啲都係讓大家可以如果有需要嘅話，去取覽嘅。

9 最後，當我哋開始進行呢一個聽證會之前，我哋有一點好重要嘅，就係要理
10 解成立呢一個委員會個背後嘅慘劇。呢個慘劇當中，就係喺大埔道嘅巴士意外，
11 2018年2月10號，導致到十九人死亡。我哋亦都明白死者家屬嘅哀痛，仲有喺
12 近來一啲專營巴士嘅意外當中嘅死難者嘅家屬，希望大家而家起立去默哀。唔
13 該。

14 喺一開始，我首先會邀請鄧樂勤資深大律師，佢就係協助呢個委員會嘅代表
15 大律師，請佢開場發言。

16 MR DUNCAN：（經傳譯員）主席，唔該晒。蔡先生、黎先生、葉女士，多謝你哋今
17 朝嚟到聽證會，亦都好多謝你提供咗書面嘅陳詞，而家請你去到個檯前面就座。
18 剛才主席先生已經提到，曾經係發信件邀請運房局今日就作一個嘅口頭取證，除
19 咗之前已經向檢討委員會提交過書面陳詞之外，今朝早亦都係有律師代表，通常
20 如果有律師代表就會係引導你點樣做一個口頭證供嘅，希望亦都畀呢個機會就睇
21 下你會唔會想做一個口頭嘅陳詞先。

22 黎以德先生：（經傳譯員）可以。主席、委員，早晨。多謝你邀請運房局嚟到呢一個
23 聽證會，亦都有機會講一個開場白。我首先想代表運房局局長去講以下嘅說話，
24 局長一向都希望係親身能夠嚟到呢一個獨立檢討委員會，但係喺訂定呢個聽證會
25 時間表之前，其實局長已經係承諾咗喺立法會出席一個會議，其實呢一刻局長係
26 出席緊一地兩檢個嘅法案委員會，即係呢一個委員會就係關於喺西九龍高鐵總
27 站一地兩檢嘅安排，所以首先要同委員會道歉，佢冇辦法今日出席呢個聽證會。

28 主席，香港嘅公共交通系統係有兩個特色，比起全球各地有呢兩個特色，咁
29 亦都可以作為一個背景資料畀委員會參考。

30 第一個特色，香港嘅公共交通系統係有好高嘅載客量嘅，去滿足乘客嘅要
31 求。我哋基本嘅公共交通政策就係可以咁講嘅，公共交通係作為交通嘅主要工
32 具，我哋係以鐵路為骨幹，亦都容許我用中文去再強調呢一個嘅政策，因為喺本
33 地，公眾都係好明白，「公交為主，鐵路為骨幹」。喺每日，乘客搭嘅交通工具
34 超過百分之九十，即係話1,200萬乘客人次都係用公共交通工具嘅。據我哋所
35 知，全球嚟講係最高嘅載客率，有百分之三十九係重型鐵路，百分之三十一係專
36 營巴士，百分之十四係公共小巴士，百分之七的士，百分之四輕鐵，而其他嘅交
37 通模式就佔其餘嘅百分之五。用另外一個角度睇，日常嚟講，專營巴士每日載客

1 量係 400 萬嘅。

2 第二個特色就係同其他國家唔同嘅，喺香港嘅公共交通模式，包括專營巴
3 士，係由私營嘅公司營運，係根據審慎嘅商業理財原則，一般嚟講，係冇政府
4 直接資助。呢個亦都反映政府整體嚟講，當年呢一個諗法都係用私營嘅方式營
5 運公共交通，就可以確保有競爭性同埋有效率。其他嘅公共交通營運者都唔係
6 一般嘅經營者嚟嘅，佢哋都係要受到政府嘅規管、監察同埋監管嘅，譬如話喺
7 車費方面、服務水平、班次同埋係要確保安全。

8 喺呢方面，政府有兩個角色，作為決策局，政府係制訂政策，亦都喺法例入
9 面反映，譬如話仲有係專營權同埋其他合約嘅協議。喺呢個過程當中，政府有
10 時要平衡各方利益嘅，譬如話專營公司嘅利益、其他交通工具嘅營運者、公
11 眾、政客等等。立法會亦都有一個重要角色嘅，尤其係如果要引入法例或者修
12 改法例，需要更多嘅財政資源等等。

13 政府另外一個角色就係一個規管角色，去確保專營巴士公司嘅營運者係可以
14 符合到專營權入面嘅內容同埋係合約嘅內容。而有關呢個規管架構喺個政策上
15 都係與時並進，有時都係因為公眾嘅期望係唔同嘅，又或者係科技嘅發展，又
16 或者係營運者佢個營運模式改變，所以政策亦都可能係因為某啲事件而有改變
17 嘅。

18 但係多年嚟，我哋一直致力都係強調呢個大原則，就係專營巴士公司嘅營運
19 者必須要提供適當而有效率嘅巴士服務，呢一個要求，即係要提供適當而有效
20 率嘅巴士服務，呢個係喺 1975 年訂立嘅《公共巴士服務條例》入面指出嘅。當
21 考慮到底呢一個服務係唔係適當嘅時候，安全就係喺我哋運輸政策入面至為重
22 要，呢一樣嘢亦都係各個公眾文件嗰度可以見到嘅。譬如喺 2016 年嘅報告，喺
23 個年報入面就係話政策嘅目標就要提供安全、有效率、可靠同埋環保嘅運輸工
24 具。而喺運房局嘅運輸嗰方面嘅觀察人員報告，即係今年 2018 及 19 年財政年度
25 入面，亦都係話其中一個運輸科喺陸上運輸嗰方面嘅目標就係要推廣道路安
26 全，而運房局個政策其中一點亦都係推廣安全嘅，我意思即係話係乘客嘅安
27 全。

28 另外，道路安全議會係喺 1973 年成立，亦都係推廣喺香港嘅道路安全，我
29 哋有唔同嘅推廣活動，咁多年嚟都係由道路安全議會提出嘅。譬如道路安全議會
30 都係支持運輸署一啲嘅活動，譬如係「至 fit 安全駕駛運動」，呢一個運動係每
31 年都會舉行嘅，目的就係提高商業司機安全駕駛嘅標準同埋佢哋嘅健康，亦都包
32 括專營巴士嘅司機。有好多節目，包括電話節目、健康檢查，同埋係有啲意見界
33 商業司機，亦都都有一啲嘅大使。

34 有關嘅安全標準可以大概分為向外型、向內型同埋呢個過程嘅安全嘅，可
35 以舉幾個例子：意外率，譬如話以行車公里計算嘅涉及意外率；顧客嘅滿意率，
36 譬如話係收到幾多乘客嘅投訴，同埋係調查咗幾多位乘客；有冇一啲新嘅巴士嘅
37 型號，同埋一啲突擊檢查，有啲必須要安裝嘅巴士嘅儀器，譬如係話限速器同埋

1 個黑盒；車長牌照方面有冇符合批准，同埋係車長嘅工作同埋休息時間。呢啲嘅
2 標準亦都一樣與時並進，因為隨住時日改變，公眾嘅期望亦都可能唔同。

3 我亦都可以舉個例子，有關於車長工作、休息同埋用膳時間指引，就首先
4 喺 1998 年引入，然後經過幾次修訂，最近一次修訂就係今年年頭，2018 年嘅時
5 候。仲有兩三個例子，譬如安裝限速器同埋黑盒，呢個係因為喺 2003 年一次致
6 命嘅意外之後要求嘅。另外，就係喺落客嘅車門嗰度，喺 2016 年嘅意外之後，
7 就裝咗一個橫向嘅護欄。另外，巴士亦都要符合法定嘅排放標準。

8 至於整體香港嘅道路安全方面，牽涉專營巴士嘅意外率，過去五年其實個
9 數字都係穩定嘅，平均大概每年 2,200 宗，呢個係相比起香港整體嘅交通意外數
10 字，平均就係一萬六千多宗。專營巴士涉及意外嘅比率其實係輕微下降嘅，由
11 2,092 宗，呢個係 2013 年嘅時候，咁到 2017 年，個數字係 2,187 宗，但係同時間
12 專營巴士嘅數目亦都上升咗百分之三點三，每百萬行車公里嘅意外涉及率對於專
13 營巴士嚟講，過去幾年亦都係維持穩定。

14 主席，或者我都要提到，專營巴士係以專營嘅方式去營運一專營權。呢一
15 個比起政府直接提供嘅服務係唔同嘅，亦都同純粹商業運作唔同嘅，專營權就係
16 由政府批與一個公司，而呢個公司就必須要符合喺法例入面提出嘅所有要求，專
17 營權條約入面嘅要求等等。規管當局就會喺一個較廣、較高嘅層面去監管公司嘅
18 運作，有制衡嘅機制，可以話整體嚟講，係一個質管控制去確保專營嘅巴士公司
19 佢哋係能夠提供有關嘅服務。其中一個例子就係每日對於行走中嘅巴士，我哋有
20 突擊嘅檢查，同時每日嘅表現方面，主要嘅責任就係由專營巴士公司去提供服務
21 同埋達至要求。一般嚟講，專營公司係應該有呢個成熟程度，有呢一個資源同埋
22 有呢個能力去提供服務，而唔需要每一個細節每日都需要由政府去看管。

23 主席，最後想提嘅一點係咁樣樣嘅，我哋係盡一切嘅努力，恆久咁樣去
24 做，政府係致力改善專營巴士嘅安全。我哋亦都完全明白總係有足以改善嘅地
25 方，我哋不斷去尋求方法嚟到將安排嘅水平將佢再提升，任何嘅建議或者意見嚟
26 自各方嘅人士，其實我哋都係衷心咁樣去歡迎嘅。主席先生，我作嘅開場白就係
27 到此為止，我本人同埋我兩位同事都樂意回答大家嘅問題。

28 主席：（經傳譯員）唔該晒你，黎先生。讓我代表委員會，我哋知道局長係需要去立
29 法會嘅，知道佢係需要出席，不過鑑於就係咁趕急，所以我哋委員會覺得都應該
30 係縱使佢無法出席，就係都要開始我哋嘅工作，不過亦都感謝佢係作出致歉。
31 係，鄧大律師。

32 MR DUNCAN：（經傳譯員）黎先生，多謝你嘅發言。有幾樣嘢我就係想同局方探討
33 一下嘅。或者我未開始之前，或者咁，我就係想係表明一點，你喺書面陳述書嗰度
34 係提過嘅。你話其實局係一方，以及署係另一方，兩者就喺個責任上面係有一個
35 區別。你哋有咁講過嘅，就話局方負責制訂政策，同埋就係建議一啲提議嘅。至
36 於運輸署嗰個責任就係去執行呢一啲政策，落實呢啲政策，同埋就係去執法嘅。
37 我明白兩者係有個分別嘅，因此，今朝我向你提出嘅問題，我盡量去就係集中喺

1 你哋嗰個角色嘅。當然，我知道今日稍後亦都會有運輸署嘅代表上嚟，我哋亦都
2 會向佢哋提出相關嘅問題。

3 其實咁，不如我先講一講我哋嘅職權範圍，其實主席剛才已經係提過嘅。
4 或者我就特別係想請你睇番第二項，職權範圍裏面嘅第二點，我相信你喺呢度
5 會睇到嘅，我好似都喺度重覆緊剛才主席所講嘅。不過，我要指出就係話職權
6 範圍係咁嘅，就係審視現行對專營巴士嘅監管及監察制度，所以我想同你探討
7 嘅第一個事項就係咁樣嘅，我就係想知道目前嗰個監管制度喺幾大程度上係
8 能夠處理到呢個安全嘅問題嘅呢？而且從你嘅書面陳述嗰度，我知道我哋嘅監
9 管制度就包括係有關嘅條例，今朝你都提過嘅，就係《公共巴士服務條例》。
10 另外就係有關嘅規則，而呢啲規則都係喺嗰條條例底下就係制訂嘅。仲有第
11 三，就係嗰個專營權嘅文件，呢個就係發畀專營權公司嘅，呢個都係根據條例
12 之下係發出嘅。

13 剛剛就係有人提醒我，我頭先講錯咗，唔係 430 章，係 230 章嘅。或者
14 咁，等我係請你去睇一睇嗰個條例，我都好快嘅，因為你應該都好熟悉嗰條
15 條例。不如咁，我哋就係搵出嗰啲重要嘅條文，有關於我哋呢個委員會嘅職責
16 範圍，職權範圍嘅。我就同你睇睇嗰啲條文，然後就再幾項事宜同你係探討一
17 下，我而家先將有關嘅條文打咗出嚟，唔知你會唔會係想睇番有關嘅文本呢？
18 咁就係喺運房局嘅 THB-2 嗰個文件夾嘅 104 頁嗰度。

19 黎以德先生：（經傳譯員）係，得。

20 MR DUNCAN：（經傳譯員）首先，第一條條文想你睇嘅，就係條例嘅第 9 條，呢個
21 就係讓行政長官係有權去委任不多於兩人為專營公司嘅額外董事，即係呢個係喺
22 嗰個專營權底下嘅安排嚟嘅。

23 係，睇咗第 9 條之後，亦都想你揭去第 12 條，嗰度就係有一條咁嘅條文，
24 呢度就正如黎先生剛才講過，就係話專營公司係需要提供一個適當而有效率嘅
25 公共巴士服務。12(2)嗰度亦都係提及一點事實，就係話專營公司除非佢係按照
26 佢嘅專營權，本條例如任何根據其專營權或者根據本條例所作出嘅指示、要求
27 或者規定，以及任何計劃，或者係根據 16A 條作出嘅批准，以維持同埋經營，
28 否則不可以被視為維持適當而有效率嘅公共巴士服務。

29 仲有 12A 呢條就講及遠期嘅計劃，呢度 12A 下面嘅第(1)款就咁有咁嘅要
30 求，就話專營公司喺每一年就係需要已備佢嘅經營計劃，係涉及之後嗰五年嘅
31 經營計劃，咁涉及咩嘢事宜呢？其實就係要睇番嗰個附表嗰度就會講。我等一
32 陣就會同你睇呢個附表，即係你睇番落去第(4)款嗰度。第(4)款嗰度就咁講嘅，
33 如果有關嘅專營公司同埋運輸署署長係無法就係已備計劃裏面某項事宜達成協議
34 嘅話，咁就係需要由運房局局長去處理同埋解決。

35 講到嗰個附件，附件就係喺條例嘅後面嘅，咁大家可以睇番第 126 頁嘅，
36 如果係我哋嘅文件夾。嗰度就係講及究竟計劃裏面應該有啲咩嘢內容，好詳細
37 嘅，有啲細節嘅，由(a)至到(h)咁多項嘅。照我所知，其實喺嗰個計劃裏面，就

1 有任何一樣係提及安全嘅事宜。不過，(h)個項似乎就係包羅萬有嘅，嗰度就係
2 話其他事宜，不論該等事宜是否(a)至(g)段所指明者。呢個就係話要應署長嘅要
3 求包括落去嘅。

4 好，我哋講番呢個條例，下一條條文，而我認為係相關嘅就係第 18 條，
5 112 頁，嗰度就係要求專營公司備存妥當嘅紀錄，咁有各項事宜嘅。(e)嗰度就係
6 涉及意外嘅。

7 跟住請睇下一條條文，就係第 22 條，114 頁。嗰度就係話行政長官會同行
8 政會議就可以喺某一啲情況底下要求專營公司係繳付經濟罰則。呢一個就係喺
9 第(2)款嗰度講咗嘅，就係話若果專營公司有遵從其專營權或本條例，或沒有遵
10 從根據其專營權或本條例作出嘅指示或規定，或者有遵從任何計劃，或者任何
11 根據 16A 給予嘅批准。當然，我哋剛才就係提及 12A 跟住所睇嘅附表。

12 另外，第 24 條，呢個就係睇 115 頁。嗰度就係有啲好犀利嘅權力，就係話
13 如果專營公司佢唔能夠係維持一個適當而有效率嘅公共巴士服務嘅話，究竟政
14 府當局係有啲咩嘢權力呢？呢度就係話喺極端嘅情況之下，係可以撤銷佢個
15 專營權嘅。

16 跟住第 35 條，請你去睇睇第 35 條，124 頁。呢度就係話運輸及房屋局局長
17 係可以訂立規條，就一系列事宜有權訂立規例嘅，嗰度係列咗出嚟嘅。我就係
18 想請你睇睇其中三點嘅，呢個係關乎我哋呢個委員會嘅職權範圍。首先就係：

19 (c) 個項，規管該等司機、售票員或獲授權的人在如此受僱時的行為。

20 (d) 一般地關於某專營公司所使用嘅巴士上嘅乘客或擬成為乘客的人的行為。
21

22 然後就係跟住個版，喺：

23 (j) 個點，就駕駛某專營公司所使用嘅巴士嘅司機而言，規管在本規例所
24 指明嘅任何期間：

25 (i) 該公司可准許駕駛該類巴士嘅最多時數；及

26 (ii) 該專營公司給予該等司機休息和用茶點的相隔時間。

27 跟住就係第 36 條，呢個就話專營公司，即係話巴士嘅經營者，佢係獲得授
28 權去訂立一啲附例，而(c)個項就係有提及，我要將佢引述出嚟，就係講到安全
29 和有效率運作，就係該專營公司的公共巴士服務的安全和有效率運作。另外，
30 第(3)款嗰度亦都係有一個條文，就係話如果違反咗嘅話，就會係一個屬於犯
31 法，而且亦都可以係罰款。或者大家亦都可以睇番呢個第(2)款，就係話如果係
32 專營公司係提出呢啲附例嘅話，都需要經過立法會嘅批准。

33 我剛才讀出咗一啲條文，我希望你睇番呢一啲條文嘅。當然，亦都係有啲
34 啲規例，由第 128 頁開始嘅，咁好快你會見到，其實係有一啲規例就已經係通過

1 咗，係關乎係嗰個司機嘅行為，同埋乘客喺車上面嘅行為。第 130 頁，就係第 9
2 條，嗰度就係關乎司機嘅行為。另外，你可以繼續落去，就係 131 頁，就係第
3 11 條、12、13。我知道 11 個條就唔係淨係司機嘅，售票員都係嘅，所以我知道
4 今時今日其實就係都有乜售票員，所以你就可以反映出，其實嗰個規例已經過
5 時。132 頁，我哋有 13A，就係話乘客嘅一般行為，同埋擬成為乘客嘅人嘅一般
6 行為。

7 講到嗰個監管，其實你見到條文，你見到嗰個條例同埋個規例裏面嘅條
8 文，跟住我就想請你睇睇個專營權文件。喺呢一方面，我就係想睇番最新嗰份
9 專營權嘅文件，嗰個係發出咗，呢個係去年向九巴發出嘅。呢份文件，你可以
10 睇到呢個副本就係喺運房局嘅文件冊第 2 冊嘅第 137 頁。你面前見唔見到呢個文
11 件？

12 黎以德先生：（經傳譯員）見到。

13 MR DUNCAN：（經傳譯員）睇下呢啲條文，第 1 條--其實我想睇嘅係第 7 條，其中
14 第 141 頁睇到呢一個專營權文件入面，佢就話專營公司應該喺合理可行嘅範圍內
15 係令到運輸署署長信納去購置、提供、維護等等，係任何安全同埋提高服務嘅裝
16 置、設施、儀器等等，就係喺同專營公司商討之後，合理地由運輸署署長提出嘅
17 要求，呢個就係提到喺專營公司嘅巴士上面應該安裝啲乜嘢嘅安全措施或者係儀
18 器。

19 我哋睇過個條例，條例入面就講到喺專營權文件入面要求嘅啲嘅要求。
20 呢個專營權文件入面其實自己都有提到，就係喺第 1 條第(3)款，呢個係第 139
21 頁。我哋見到呢頁最底就係話為免呢一個混亂，除非係另有明確指明，專營公
22 司應該係根據運輸署署長、財政司司長或者任何公務人員喺呢一個嘅專營權文
23 件底下要求嘅任何指示或者要求嘅。

24 如果我哋繼續睇呢份文件，據我理解，冇一啲一般嘅權力去作出咁嘅指示
25 同埋要求，佢講政府係喺點樣嘅情況底下係可以發出呢啲指示或者要求。我可
26 以畀啲例子你，譬如第 141 頁，第 7 段，關於話要提供啲設施，呢個係一個好通
27 用嘅例子，政府可以提供要求嘅。譬如話巴士站，即係第 143 頁嘅第 12 條就提
28 到，就係話喺總站嘅時候，會提供一啲停泊設施之類之類。

29 我唔會逐個講，但係如果你睇到第 28 項嘅話，即係第 28 條，睇番呢份文
30 件，你會見到就係運輸署署長需要獲提供有啲嘅資料，係由專營公司保管嘅紀
31 錄，咁係關係喺附表二入面巴士服務。168 頁就睇到呢個附表二，呢度提到需要
32 有啲乜嘢紀錄同埋資料係要由專營公司根據專營權文件要求提供嘅。我順帶一
33 提，我哋覺得似乎有幾項都係同安全有關，喺專營權文件係冇明確提出嘅。因
34 此，亦都唔會係任何指示或者要求入面會提到，其中一點就譬如係話車長嘅訓
35 練，似乎冇任何喺個專營權文件入面係仔細講及點樣要培訓車長嘅要求，無論
36 佢哋係已經擔任緊車長嘅工作，或者係一啲培訓新人，以便佢日後做車長嘅工
37 作，都有嘅。我知道政府同埋巴士公司喺培訓方面都有啲安排，但係呢啲安排

1 到底係咪有力呢？令到即係有人覺得係或者佢係咪合適嘅培訓呢？有人都會提出
2 出啲疑問嘅。我而家就想你請睇番個條例，我而家打算就某啲範圍問一啲問題。
3 頭先我已經講解咗某啲條文畀你聽，而家我哋可以返番去第 124 頁，文件冊
4 124 頁，個條例。我想講下呢一點，第 35 條，運房局局長訂立規例嘅權力，特別
5 我想講(j)款嘅，關於就駕駛某專營公司所使用嘅巴士司機而言，規管呢個條例
6 所指明嘅任何時間，該司機可准許駕駛該類巴士嘅最多時數，同埋專營公司給
7 予司機休息同埋用茶點嘅相隔時間。

8 第一點，我想問嘅，事實係咪咁呢？呢一個題目已經多年嚟都係有啲爭
9 拗，一方面巴士公司同埋佢嘅僱員，又或者係公會之間都有啲爭拗，呢一點係
10 唔係政府一段時間都知悉嘅呢？

11 主席：（經傳譯員）你問嘅問題係問黎先生？問黎先生，你可唔可以回應？

12 黎以德先生：（經傳譯員）唔該主席，唔該律師。我會咁樣形容嘅，呢個問題不時都
13 會有人提出，即係自從引入一個指引，係所有專營巴士公司都應當遵守。或者我
14 可以咁講，其實喺 1998 年引入之後，差唔多係一個硬性嘅指引嚟嘅，必須遵
15 守。而十年嚟，呢個指引就係叫做一個自願意性嘅一個指引，我就會咁樣講，我
16 哋一直致力改善，而當中亦都要考慮多種因素，包括任何改變係有冇改善呢？係
17 咪可行呢？對於營運者嘅實際運作有冇影響呢？如果需要額外司機嘅話，佢哋點
18 樣應付到呢？或者佢哋點樣會可以聘請同埋培訓有關嘅司機呢？同時，據我理
19 解，巴士司機或者喺呢方面都會要求有改善嘅，都會歡迎。同一個時間亦都要關
20 注嘅，就係佢哋嘅薪酬唔應該受到影響，即係話係減少咗咁嘅意思，所以係有一
21 系列嘅問題都需要一併考慮。為咗完整性，我仲要提到另外一點，就係任何嘅改
22 動對於公司狀況嘅財務影響，而呢個財務影響係應該點樣解決。

23 MR DUNCAN：（經傳譯員）我諗嗰個指引應該有六次嘅條訂，喺 1998 年引入之後，
24 係咪呀？如果我記憶係冇錯嘅話。

25 黎以德先生：（經傳譯員）冇錯，你講得啱。1999 年、2000 年、2004 年、2007 年、
26 2010 年，最近就係今年年頭。

27 MR DUNCAN：（經傳譯員）嗰啲係指引嚟嘅，條例本身就容許制訂規例嘅。喺呢一
28 方面，點解只係以指引嘅方式而唔係以規例嘅方式實施呢？

29 黎以德先生：（經傳譯員）主席，回答番律師嘅問題，我其實即時亦都有一個答案。
30 我只能夠咁樣講，首先我都可以幾確定咁樣講，雖然呢個指引只算係一個指引性
31 質，叫做，但係意義上係營運者要嚴格遵守嘅。我頭先亦都提到的而且確營運者
32 都係有遵守，佢哋亦都知道運輸署會進行調查，睇下係咪有符合呢個指引。如果
33 有任何原因，冇完全遵守呢個指引，有咁嘅情況，運輸署係會要求公司解釋嘅，
34 而呢個營運者就會被運輸署要求提供個解釋。

35 至於點解有用附屬法例方式喺規例入面包含呢樣嘢，我恐怕我都即時畀唔到
36 個答案。我只係猜測，喺我哋整個規管制度嘅底下，我哋希望係用唔同嘅方式。

1 如果我哋嘗試用某一個方式，譬如話係引入指引嘅時候，都係可行，已經係運作
2 良好嘅話，呢個亦都係能夠達到我哋目的嘅其中一個手法，我哋個目的就係要確
3 保司機要有足夠嘅休息時間等等嘅。

4 主席：（經傳譯員）黎先生，你講咗兩次，你話你即時都回答唔到，你想唔想要有啲
5 機會諗咗，再畀個書面答案呢，遲啲？

6 黎以德先生：（經傳譯員）主席，我呢一方面會跟進嘅，但係我都要補充，我哋講緊
7 呢個指引係喺 1998 年初次引入嘅，我就唔係有百分百信心可以搵番當年嘅書面
8 紀錄。不過，當然，主席，我哋好樂意返去試下嘅。

9 MR DUNCAN：（經傳譯員）係，你都會明白如果呢一件事係 包括咗喺個規例入
10 面，根據職權範圍，就可以被列作一個罪行，即係話如果巴士公司有遵守嗰個規
11 例嘅內容嘅話，就會係犯罪。

12 黎以德先生：（經傳譯員）主席，正如我喺開場發言入面提到，我哋見到專營巴士公
13 司係有需要喺運作上確保安全，我哋視為呢個係適當而有效率服務嘅其中一部分
14 嘢嘅，或者唔當係即係有效率嗰方面，但係起碼係適當嗰方面嘅。我哋一向嘅睇
15 法都係如果營運者係唔能夠提供安全嘅運作嘅話，無論係佢哋自行去做一啲措
16 施，又或者係跟從任何我哋施行嘅，或甚至係政府以立法嘅方式施行嘅指示、安
17 全嘅規則等等，如果佢哋持續係做唔到呢個要求嘅話，我哋嘅睇法就係專營公司
18 係咪有能力提供適當嘅服務呢？我哋就會有懷疑。

19 MR DUNCAN：即係話我形容去到一啲極端嘅條文入面，係可以採取行動，譬如話係
20 撤銷佢個專營權。

21 主席：（經傳譯員）講到撤銷，咁你可唔可以提一提我哋，就應該係搵番邊條款文
22 呢？

23 MR DUNCAN：（經傳譯員）係第 24 條條例嘅第 24 條。

24 主席：（經傳譯員）可唔可以講番邊一頁呢？

25 MR DUNCAN：（經傳譯員）係 115，文件夾嘅 115 頁。呢度要跟番某一啲程序嘅，
26 而最終嚟講，係要有行政長官會同行政會議去考慮，所以都相當繁複嘅一個程序
27 嘅。

28 黎以德先生：（經傳譯員）係，主席。

29 主席：（經傳譯員）係。

30 黎以德先生：（經傳譯員）喺回答係大律師嘅問題嘅時候，我會話「係」㗎，除咗呢
31 個撤銷專營權之外，即係可能係專營權嘅全部或者係一部分，另外亦都係有經濟
32 罰則呢一個條文。大家可以睇番第 22 條，呢條條例嘅第 22 條。而我嘅睇法就係
33 呢一個施加經濟罰則亦都可以應用，因為呢度就係講及就係專營公司係需要遵從
34 嗰個專營權同埋條例。條例就講明咗就係專營公司係要提供一個適當有效率嘅服

1 務。

2 MR DUNCAN：（經傳譯員）係，喺週末嘅時候，你哋亦都提交咗進一步嘅書面嘅陳
3 述，你哋亦都係澄清咗，就話嗰個指引就唔構成呢度所講嘅指示或規定。會唔會
4 因此你哋就無法就係去施加嗰個經濟罰則呢，即係話第 23 條所提及嘅經濟罰則
5 呢？或者第 22 條呢？

6 黎以德先生：（經傳譯員）主席先生，我本身唔係一位律師，我自己點樣去詮釋呢個
7 第 22(2)呢？22(2)嗰度就咁講，「可以施加經濟罰則，如果沒有遵從其專營權或
8 本條例，又或者係根據其專營權或本條例所作出嘅指示或規定，又或者係冇遵從
9 任何嘅計劃或者係批准」，所以呢度有好多個係或乜嘢，「或」即係話有好多個
10 選項。

11 其實運輸署亦都有作出過陳詞，佢就話「嗰個指引不屬於指示或者規定」。
12 不過較早之前我係提及喺呢個 22(2)條底下，呢度就講話「本條例」，嗰個「本
13 條例」就係指《公共巴士服務條例》。呢度就係話係經營呢個專營權嘅公司係需
14 要維持適當而有效率嘅服務。講到適當嘅服務，我會咁樣睇嘅，就係包括咗係個
15 個安全嘅要求，

16 MR DUNCAN：（經傳譯員）但係都唔能夠係令到政府當局就可以引用呢個第 23 條或
17 者第 22 條個嘢？

18 黎以德先生：（經傳譯員）主席先生。

19 MR DUNCAN：（經傳譯員）對唔住，我係律師，所以其實係咪呢條題目應該留番畀
20 律師呢？如果你純粹話因為佢冇遵從或者佢違反咗嗰個專營權或者係條例，因為
21 佢冇維持一個適當而又有效率嘅服務，政府當局嗰個補救，就只能夠係去番嗰個
22 撤銷嗰個條文，撤銷專營權嗰個條文。

23 黎以德先生：（經傳譯員）主席，我剛剛其實係想咁講，我自己唔係律師，但係我自
24 己點樣去睇呢個第 22 條第(2)款呢？其實你咁樣睇嘅時候，應該我哋就係有咁嘅
25 能力，就係去向行政長官會同行政會議申請，就係要求施加係經濟罰則。

26 因為呢度講得好清楚，就話專營公司係冇遵從本條例。講到本條例，本條例
27 其實就係施加咗個責任畀嗰個經營者，就係話必須係維持一個適當而有效率嘅服
28 務。適當嘅服務，我會話適當嘅服務係即係要求啲咩嘢呢？適當嘅服務就係要求
29 你係提供一個係安全嘅服務，否則嘅話，不能視之為係適當嘅服務。

30 主席，正如我所講，我當然係從一個政策嘅角度去睇。其實一個咁樣嘅情況
31 係冇出現過，未經考驗。

32 主席：（經傳譯員）對唔住，或者你意思係咪從來都冇施加過經濟罰則呢？

33 黎以德先生：（經傳譯員）主席先生，我剛才咁講意思係話，因為安全嘅事宜而引致
34 我哋係嘗試去援引呢條條文，即係關乎經濟罰則嘅，我哋從來未試過去援引過，

- 1 所以就話佢未經考驗，冇測試到。
- 2 MR DUNCAN：（經傳譯員）我哋咁嘅理解啱唔啱呢？即係話其實從來就有施加過經
3 濟罰則，而個理由即係冇話係因為呢個 22(2)款需要施加經濟罰則呢？
- 4 黎以德先生：（經傳譯員）主席先生，如果照我嘅記憶所及同埋照我嘅理解所知，就
5 係咁樣樣。不過我好希望你畀機會我返去就係查咗，然後書面確認。不過最近應
6 該冇，係咪呀？
- 7 MR DUNCAN：（經傳譯員）行政長官會同行政會議有冇施加過咁嘅罰則呢？
- 8 黎以德先生：（經傳譯員）主席先生，以近期嚟計，我當然--即係我就係唔知有個咁
9 樣嘅情況，就有嘅。即係我哋冇遇過係一啲情況而需要係援引呢條文嘅。
- 10 MR DUNCAN：（經傳譯員）我而家係想請你去睇呢個第 36 條，125 頁。文件夾嘅
11 125 頁，呢個就係 36 條，對唔住，係講係附例。就話專營公司就可以係訂立附
12 例。我就想問，目前嘅現有嘅專營公司有冇制定過呢啲咁樣嘅附例呢？
- 13 黎以德先生：（經傳譯員）主席，我本人記得係有一啲附例係有訂立過，不過現時未
14 必能夠講到係咪第 36 條裏面嘅每一點都係有一啲係而家執行緊嘅附例嘅。我而
15 家係返去查一查，然後再返嚟向大家匯報。
- 16 MR DUNCAN：（經傳譯員）係，請你幫我哋手。因為我哋自己查，就係查唔到有啲
17 咁樣專營巴士公司嘅係附例，我哋自己就查唔到。
- 18 主席：（經傳譯員）好呀，唔該你。你即係已經需要再補充嘅書面資料係不斷增加。
- 19 MR DUNCAN：（經傳譯員）我諗其他嘅係公交嘅專營--或者營運者係佢哋有附例。
- 20 黎以德先生：（經傳譯員）係呀，地鐵公司有自己嘅附例。
- 21 MR DUNCAN：（經傳譯員）因為地鐵就可以自己採取行動，因為佢係有附例，附例
22 下面有訂明邊一啲事情係犯法，同埋有啲咩嘢罰則。譬如話如果係巴士嘅司機，
23 係巴士嘅乘客，有冇類似嘅安排？
- 24 黎以德先生：（經傳譯員）主席先生，可以講話係，亦都可以講話唔係。我諗你剛剛
25 提醒我，我哋有規例㗎。其實嗰度係有附例，230A 就係可以規管司機同埋乘客
26 嘅行為，所以法例上面其實係有咁樣嘅條文。所以我要指出，其實唔係話就呢一
27 個具體嘅課題唔係完全係一無所有㗎。
- 28 MR DUNCAN：（經傳譯員）邊一個去執行呢一啲規例呢？
- 29 黎以德先生：（經傳譯員）主席，一般嚟講，照我嘅理解就係警方就會係負責係執
30 法。至於話有冇其他嘅權利當局係都可以負責呢，咁我要再查核一下。一般嚟
31 講，警方係負責執法㗎。
- 32 MR DUNCAN：（經傳譯員）你會唔會覺得就係巴士公司自己去做，巴士公司自己嚟

1 呢方面都可以執法係會更好，亦都係好嘅咩？就唔使淨係靠警方。

2 黎以德先生：（經傳譯員）主席，或者我--你即時問我，我即時答呢，就係可能大家
3 都以地鐵嘅附例作為一個參考點。嗰個其實巴士公司同埋係鐵路公司佢個營運模
4 式係相當不同，因為地鐵或者鐵路公司佢個運作係點呢，佢係一個密封嘅環境裏
5 面嘅，一般都喺密封嘅環境裏面㗎，而且佢下面就係有好多職員作一個支援。佢
6 哋提供支援嘅職員，一般都好快可以到場處理㗎。或者講到係執法嘅話，即係如
7 果係乘客嘅行為有問題，而需要執行呢個附例。其實佢哋比較容易去執法，就唔
8 使就係妨礙其他嘅乘客嘅進出。

9 但係巴士又唔同嘞，巴士就係現場係只係得一位巴士司機係喺度控制住嗰部
10 巴士。如果係有啲係唔妥當嘅地方嘅話，係行走中、喺旅程中係有啲問題嘅話，
11 咁樣樣一般嚟講，你可以諗到，其實就比較難去預期嗰個司機喺嗰度去進行執法
12 㗎。呢個純粹係我--即係你問我，我即時嘅一個回應，呢個可能亦都係點解需要
13 由係警務人員去執法，呢個就係現時嗰個安排。

14 MR DUNCAN：（經傳譯員）委員會喺嗰啲收到嘅意見書，好多人都有提及--一方面
15 提及司機嘅行為，另一方面亦都有人提及一啲係比較粗魯或者係唔聽話嘅乘客嘅
16 行為。我就想問嘞，究竟根據現有嘅規例，關乎司機同埋乘客嘅行為係幾多次進
17 行過檢控呢？

18 黎以德先生：（經傳譯員）主席先生，畀少少時間我。

19 主席：（經傳譯員）或者係鄧大律師，或者你話番畀我哋聽，究竟係邊一個陳述書嘅
20 度係有講呢，係咪九巴呢？係咪好似我諗佢哋嗰度就話係越嚟越多人，就係有咁
21 嘅做法嘅，可唔可以話番畀我哋聽係邊一段呢？

22 黎以德先生：（經傳譯員）主席，或者我可以回答番律師頭先問嘅問題。根據警方嘅
23 資料，而呢個資料其實都有公開嘅，喺 2016 年，就係我哋回覆番立法會嘅質
24 詢。警方當時嘅意見就係話，如果係牽涉襲擊嘅事件，警方會調查，不論地點之
25 類。但係警方就有就住襲擊--即係對車長襲擊嘅個案數字，又或者關於乘客方面
26 嘅數字，亦都有去做一個統計嘅，有關嘅數字。警方當時亦都有個意見，就係話
27 如果喺巴士上面有襲擊嘅事件，無論牽涉嘅係邊一方，除咗係倚賴法例 230A 章
28 之外，亦都會倚賴其他嘅法例條文去恰當咁樣調查，同埋去提出檢控，亦都有幾
29 條刑事嘅法例，警方係可以引用。

30 MR DUNCAN：（經傳譯員）我知道有呢啲條文，但係我想問嘅就係有幾常去提出檢
31 控呢？

32 黎以德先生：（經傳譯員）主席，簡短嘅答案，根據警方，佢哋有記錄呢啲數字。

33 MR DUNCAN：（經傳譯員）講番主席嘅問題，我諗頭先講到一啲參與文件，黎先生
34 你都應該知道嘞，呢個係九巴嘅書面意見，就係喺佢哋嘅文件夾嘅第 95 頁第 35
35 段。

1 主席：（經傳譯員）或者請你讀番有關嘅部分出嚟。

2 MR DUNCAN：（經傳譯員）「最近有一個現象對九巴嚟講都係相當關注，就係似乎
3 係有更多嘅事件係由乘客或者其他道路使用者對巴士嘅車長係襲擊。呢個好多時
4 候係由日漸惡化嘅交通意外--交通擠塞，直接或者間接造成一啲嘅緊張嘅情況。
5 我哋儘量係對於犯事者係採取法律行動，我哋亦都明白嚟呢一方面嘅罰則係唔足
6 以有阻嚇作用。」

7 我相信呢一段唔單只--所謂「襲擊」，唔係講緊話用武力嘅襲擊，仲有譬如
8 係乘客粗言穢語辱罵司機。你知唔知道係有呢啲指控呢？

9 黎以德先生：（經傳譯員）主席，我哋知悉巴士公司同埋車長對呢方面有關注。我可
10 以講下，運輸署署長同佢嘅同事而家就係致力一啲公眾教育嘅工作，就係指出嘅
11 公交通工具上面係唔應該有呢啲行為嘅。另外投訴有咩嘢渠道，而乘客如果想投訴唔
12 滿意巴士服務又或者係某一個司機嘅行為嘅時候，可以用咩嘢渠道去投訴，運輸
13 署係嚟呢方面已經有工作。我哋就認為教育或者係重要，甚至比起純粹考慮執法
14 係更重要。法例就有啲嘞，大家應該遵守法律，但係重要嘅一點就係教育公眾文
15 明嘅方式去使用交通工具，就算佢哋不滿，其實係有投訴嘅渠道，唔應該係動
16 武，或者係粗言穢語嘍。

17 MR DUNCAN：（經傳譯員）呢啲嘅規例，對上一次係幾時考慮過能唔能夠仍然適用
18 嚟今時今日嘅情況呢？

19 黎以德先生：（經傳譯員）主席，唔好意思，我可唔可以請律師講清楚講緊乜嘢規
20 例？

21 MR DUNCAN：（經傳譯員）嗰啲規例，我頭先講緊嘅，即係根據條例底下制定嘅規
22 例提到巴士車長、票務員、乘客嘅責任等等，政府係幾時檢討過呢？睇下到底佢
23 哋仲對於今時今日嚟講係咪適用呢？

24 黎以德先生：（經傳譯員）主席，我預期運輸署即將會向運房局呈交佢哋推廣同埋教
25 育方面嘅工作嘅計劃嘅時候，亦都會提出現行嘅刑事刑責嘅條文，嚟法例入面點
26 樣應該進一步去推廣，或者去考慮下需唔需要檢討。

27 主席：（經傳譯員）我諗我可以請你直接回答番個問題，個問題就係話嗰啲規例對上
28 一次係幾時檢討過？

29 黎以德先生：（經傳譯員）主席，我哋冇單獨就住呢一條法例去徹底檢討。因為個假
30 設一直都係入面嘅條文並非不足。

31 MR DUNCAN：（經傳譯員）即係冇做過檢討？

32 黎以德先生：（經傳譯員）主席，我哋冇做檢討，因為我哋唔覺得入面嘅條文係唔足
33 夠。不過正如我頭先講，到運輸署提交一個教育嘅計劃嘅時候，佢哋亦都會去考
34 慮番重新去審視番嗰啲條文係唔足唔夠。

- 1 主席：Thank you.
- 2 MR DUNCAN：（經傳譯員）黎先生，以你嘅答案，係咪運房局已經係指示運輸署要
3 提交一個公眾教育計劃？
- 4 黎以德先生：（經傳譯員）冇錯，主席。
- 5 MR DUNCAN：（經傳譯員）幾時畀咁嘅指示畀運輸署呢？
- 6 黎以德先生：（經傳譯員）主席，呢個指示就係喺剛剛發生喺大埔呢一個巴士意外之
7 後，因為我哋收到一啲嘅報告，似乎有更多嘅時候，我哋發現車長同埋乘客之間
8 嘅緊張嘅氣氛係增加嘅。
- 9 MR DUNCAN：（經傳譯員）簡單嚟講，有咩嘢教育計劃去解決呢個問題呢？
- 10 黎以德先生：（經傳譯員）主席，正如我講，細節方面，我哋都要等運輸署提交，所
11 以我唔想而家先一步去講，到底佢哋會提交啲乜嘢畀局方考慮。但係整體嚟講，
12 個方向應該係咁，佢哋亦都知道嘅，就係我哋應該提醒乘客係要文明有禮，有秩
13 序，任何時候都係。而如果乘客唔滿意巴士服務嘅提供，又或者係就住某一個司
14 機嘅不滿嘅話，係可以透過投訴嘅渠道去跟進，呢個係更加合理嘅做法，而唔係
15 因為自己不滿，就對某一個司機出氣。
- 16 MR DUNCAN：（經傳譯員）運輸署有冇--你哋有冇畀一個時間表？
- 17 黎以德先生：（經傳譯員）我哋冇畀限期，但係運輸署都知道呢件事嘅--有幾緊張嘍
18 嘞，佢哋已經係加快進度進行緊。我已經叫咗運輸署咁樣做，佢哋亦都係做緊嘍
19 嘞。
- 20 MR DUNCAN：（經傳譯員）我可唔可以同你提另外一點，而家講番第 108 頁個條
21 例，呢個第 9 條，第 9 條就提到話行政長官係有權就住專--可以委任額外嘅董事
22 嘅。呢個係唔係行政長官曾經有行使過嘅權力呀？
- 23 黎以德先生：（經傳譯員）主席，係嘅。呢個就係行政長官擁有嘅權力，佢亦都曾經
24 行使過，有幾年嚟都行使過。運輸署長以及副秘書長，即係負責巴士服務嘅副秘
25 書長，而家就係坐我右手邊嘅蔡先生，都係獲得行政長官委任作為所有專營公司
26 董事局嘅額外董事嘅。
- 27 MR DUNCAN：（經傳譯員）我相信而家係有五間專營公司，我理解係咪就係呢兩位
28 嘅官員都係呢五間專營公司嘅董事局嘅成員？
- 29 黎以德先生：（經傳譯員）冇錯。
- 30 MR DUNCAN：（經傳譯員）委任咗呢啲額外董事，佢哋係點樣喺董事局入面提出安
31 全嘅事項嘅關注呢？
- 32 黎以德先生：（經傳譯員）主席，委任嘅額外董事係代表政府，所以以此延伸，即係
33 話係代表政府嘅利益，或者關注。如果係講到安全問題，呢個係其中一個我哋政

1 府嘅董事關注嘅事項。喺適當嘅時候，適當嘅場合，佢哋會喺董事局開會嘅時候
2 提出，喺我哋提交畀檢討委員會嘅書面陳詞亦都有提到。

3 MR DUNCAN：（經傳譯員）我哋知道有啲公司不時喺董事局會有啲嘅譬如係核數嘅
4 委員會，安全委員會，有啲嘅小組委員會嘅。政府嘅額外董事有冇就住呢啲嘅專
5 營公司，要求董事局成立一啲嘅小組委員會會關乎安全嘅呢？

6 黎以德先生：（經傳譯員）主席，如果得你准許，我想邀請蔡先生回答，因為佢係代
7 表政府嘅額外董事嚟嘅。

8 蔡傑銘先生：（經傳譯員）唔該晒主席，唔該晒律師。就好似黎先生所講，我就係運
9 房局嘅副秘書長，同埋連同陳美寶女士，即係運輸署署長，都係獲行政長官委任
10 作為額外董事嘅，去代表政府參與五間專營公司嘅董事局。我哋作為其中一個董
11 事，我哋係代表政府嘅利益，我哋其中亦都係即係喺專營公司嚟講嘅其中一個董
12 事，睇番公司嘅策略嘅發展，我都可以話係其中一個公司董事。

13 我由去年9月上任，每兩個月或者每季，我都會去參與董事局嘅會議。佢哋
14 係有一啲嘅核數嘅小組委員會，又或者係有啲會議去睇番每日嘅運作，以確保係
15 提供適當而有效率嘅服務，同埋係安全嗰方面，譬如係意外率、巴士脫班率。管
16 理層都會係透過提交畀董事局嘅文件，係要向董事局匯報，同埋一啲參考嘅資
17 料。可惜，我哋就冇參與佢個嘅核數小組委員會嘅會議。

18 MR DUNCAN：（經傳譯員）你會唔會建議成立一啲安全運作嘅小姐委員會，而政府
19 嘅董事係可以參與做委員嘅呢？

20 蔡傑銘先生：（經傳譯員）感謝你提出呢個問題。正如係黎先生剛才喺發言嘅時候講
21 過，就專營公司有咁嘅責任係妥善咁樣樣去做好佢嘅專營權嘅工作。其實講到公
22 司管治同埋講到安全，我哋會睇下政府董事究竟喺呢一方面可以做啲乜嘢嘢。當
23 然我哋亦都係希望佢哋嘅公司管治係更好，而且係更聚焦喺安全嘅事項。希望就
24 專營公司喺去履行職責嘅時候，喺佢係致力係維持喺香港有適當而又有效率嘅服
25 務嘅時候，都會關顧呢一點。

26 MR DUNCAN：（經傳譯員）唔該你，蔡先生。我而家係想問下局方一啲問題係關於
27 呢個係遠期計劃，特別就係呢個12A。

28 主席：（經傳譯員）我哋未落去另一個課題之前，我打算就係今朝早有一個小休。我
29 就想請--亦都讓證人有少少時間休息一下，呢個係咪一個適當嘅時間呢？

30 MR DUNCAN：（經傳譯員）係嘅。

31 主席：（經傳譯員）好，我哋而家係休息十五分鐘，休息十五分鐘，唔該。

32

33 上午11時32分聆訊押後

1

2 上午 11 時 46 分恢復聆訊

3 出席人士如前

4

5 主席：（經傳譯員）鄧樂勤大律師。

6 MR DUNCAN：（經傳譯員）唔該晒，主席。黎先生，頭先我想你睇番，就係呢個條
7 例嘅第 12A，即係 109 頁。

8 黎以德先生：（經傳譯員）係。

9 MR DUNCAN：（經傳譯員）你應該記得，頭先我同你都提到過嘅，我哋最初頭講呢
10 個條例嘅條文嘅時候，12A 條就係講緊一個五年嘅遠期計劃。我哋見到呢個計
11 劃入面嘅內容應該有啲咩嘢呢？就係喺個附表度有寫嘅，呢個就係 126 頁嘅附
12 表。

13 而家睇番 109 頁嘅第(4)款，我就想你睇番呢個條文嘅，就話係「如果係唔能
14 夠達成協議，又或者有唔同意嘅地方，專營公司同埋運輸署署長要將有歧見嘅事
15 項嘅細節呈交畀運房局局長，等運房局局長去解決」。

16 有冇需要過運房局局長解決呢個有歧見嘅事項呢？

17 黎以德先生：（經傳譯員）主席，冇嘍，據我所知冇試過。我相信應該咁樣解釋，遠
18 期計劃好多時都係經過多輪嘅一個討論嘅過程，就係運輸署同埋專營公司嘅討論
19 過程，通常到計劃敲定細節嘅時候，就已經係得到運輸署同埋巴士公司嘅同意。

20 MR DUNCAN：（經傳譯員）可唔可以請你揭去附表第 126 頁？你可以見到計劃內
21 容。運房局有冇向運輸署發出過任何建議，呢個計劃應該有咩嘢內容呢？即係話
22 除咗喺附表入面提到呢一啲特定嘅條文，即係由(a)至(g)咁多之外，我提--我同你
23 提到過嘞，就係(h)嗰一款，就係有提到「其他事宜」，似乎係包含所有包羅萬有
24 個條款。有冇任何時間，運房局曾經建議過運輸署，呢個五年遠期計劃內容應該
25 係乜嘢呢，定話係由運輸署決定呢？

26 黎以德先生：（經傳譯員）主席，我哋知道由最近嘅遠期計劃，其實委員會亦都會知
27 道起碼其中嘅遠期計劃入面都有某啲嘅比較廣義嘅標題嘅，就係符合附表入面提
28 到嘅計劃內容嘅。譬如其中一間巴士公司就可能要提供一個訓練員工嘅資料，據
29 我理解，呢個亦都係運輸署同埋巴士公司嘅多番商討之後擬定嘅，但係我就唔可
30 以確定到底係唔係由運輸署主動提出，定話係因為局方某啲特定嘅要求而行事
31 嘅。我懷疑應該係前者。

32 主席：（經傳譯員）我諗鄧樂勤大律師嘅問題，其實係問第二樣嘢，就係運房局有冇
33 向運輸署提交任何建議，去講呢個五年遠期計劃內容應該包括乜嘢？

1 黎以德先生：（經傳譯員）主席，簡短嘅答案，就係我唔記得有冇主席你提到你解釋
2 呢啲嘅指示嘞。基本上所有嘅附表入面提到嘅內容都應該係包含喺個計劃入面，
3 如果運輸署能夠透過同巴士公司嘅商討有進一步資料，亦都會喺個遠期計劃入
4 面反映。

5 主席：（經傳譯員）即係話運房局有發出任何指示畀運輸署？

6 黎以德先生：（經傳譯員）唔係喺呢一個範圍入面嘅。

7 主席：（經傳譯員）得嘞，唔該。

8 MR DUNCAN：（經傳譯員）黎先生，我而家就唔再講呢一個嘅規管嘅制度，我而家
9 想講番我哋委員會職權範圍。

10 再提醒番所有人，第(b)啲一點就係職權範圍就係話委員會係要檢--係要審視
11 現行對專營巴士嘅監管同埋監察制度。希望就住呢一方面，我進一步向你發問。

12 根據委員會收到嘅書面陳詞，好清楚巴士公司作為一個慣常做法，都會提交
13 一啲資料畀運輸署嘅，就係一啲近期嘅好新近嘅文件，可能係按月、按季咁樣去
14 提交，內容就係呢一個專營公司嘅營運同埋管理嘅。我都相信毫無疑問你都知道
15 嘅。

16 黎以德先生：Yes.

17 MR DUNCAN：（經傳譯員）局方有冇要求運輸署去採取任何核實嘅步驟呢？睇下提
18 交畀運輸署嘅定期嘅文件嘅真確性呢？

19 黎以德先生：（經傳譯員）主席，我希望澄清一下律師嘅問題。律師係咪問緊局方有
20 冇要求運輸署去查核一下巴士公司提交畀運輸署嘅資料，啲啲資料本身係唔係真
21 確呢？

22 主席：（經傳譯員）係呀，係呀，鄧樂勤大律師就係問呢個問題。

23 黎以德先生：（經傳譯員）簡短嘅答案，就係我哋預期運輸署採取適當嘅或者需要嘅
24 步驟去確保收到嘅資料嘅真確性，而唔係需要由局方去提醒運輸署咁樣做。當然
25 喺專營權底下，如果我有記錯嘅話，有一個要求，廣泛而言，我唔知道係咪可以
26 即係包括晒每一項提交畀運輸署嘅資料，但係我記得有一條條文，就係要求巴士
27 公司確保提交畀運輸署嘅資料係準確、真確。的確係對運營者有施加咁嘅要求，
28 佢哋需要遵守。

29 而我都知道譬如運輸署實際上喺某啲事項上，佢哋都會採取行動，主動採取
30 行動去查核一下收到嘅資料係咪真確。舉個例，就係巴士司機休息時間、更次時
31 間等等。運輸署係有聘請外判商去做一啲獨立調查，即係喺巴士公司個調查以
32 外，自己做調查，去睇下巴士公司有冇跟從指引。呢個係除咗運輸署由巴士公司
33 收到嘅資料以外會做嘅嘢。

1 MR DUNCAN：（經傳譯員）當然我哋進一步都會再同運輸署去查問呢樣嘢，但係你
2 頭先咁樣答之後，我想繼續問你。

3 監管嘅過程，或者監察過程，大部分都係其實睇巴士公司提交嘅紀錄文件，
4 呢個係所謂監察嘅過程就係咁樣做。運房局有冇發出過任何建議，運輸署應該某
5 程度上，應該點樣監察巴士公司嘅活動呢？點樣直接去監察，而唔係淨係睇一啲
6 巴士公司提供嘅紀錄呢？

7 黎以德先生：（經傳譯員）我相信呢個答案都會係幾長，主席，希望你畀時間我解
8 釋。

9 整體嘅監管同埋監察制度入面係有制衡，所有呢啲嘅制衡基本上都係得到運
10 房局嘅許可，又或者起碼運房局係知悉嘅。

11 或者講幾個例子，較早時間我就講過，譬如話調查一下車長佢嘅休息時間。
12 另外亦都每日係會進行呢個突擊檢查，呢個係署方去做嘍，就會睇下現役巴士嘅
13 情況，所以每一日佢哋會抽十四部巴士。呢十四部巴士本來就係要投入服務，佢
14 哋係隨機咁抽呢十四部巴士。呢十四部巴士就係要通過署方自己嘅驗車主任嘅檢
15 驗，呢個就係除咗巴士公司所提供嘅安全方面嘅事之外，我哋會再做呢啲抽樣嘅
16 調查。

17 我而家即時隨手就諗到呢兩個例子，就講及究竟我哋嘅機制入面係有啲乜嘢
18 嘢，而呢一啲亦都係局方所批准咗嘅，去核對一下究竟有冇做到，即係話核對一
19 下係巴士公司係做成點嘍。當然，你亦都會睇書面意見書嗰度睇到，就係署方講
20 過，就話如果有疑問嘅話，譬如話如果懷疑嗰啲資料係咪唔準確，又或者啲資料
21 係唔夠全面嘅話，運輸署係可以，亦都有去追問有關嘅巴士公司，要求佢哋提供
22 更全面嘅資料。呢一個其實係多年嚟所建立嘅一個機制，亦都係我哋整體嘅做法
23 嘅一個環節，係署方嘅安排嘍嘅。

24 呢個就係同事都知道係應該點樣做，因此就唔需要進一步需要有一個書面嘅
25 指示。

26 主席：（經傳譯員）換句話講，你哋有一啲咁樣嘅係指示畀運輸署，因為你係預期
27 係期望咗佢哋係會咁做嘍嘛。

28 黎以德先生：（經傳譯員）係呀，主席先生，我諗你講得好公道。

29 MR DUNCAN：（經傳譯員）好，監察我而家就唔講住，稍後會問署方多啲監察方面
30 嘅事宜。跟住我就講下一般嘅安全政策呢個事宜。黎先生，嚟自巴士公司嘅意
31 見書顯示就係巴士公司本身都不時係會研究一下有一啲乜嘢新嘅安全嘅技術、
32 安全嘅措施都可以係引入嚟應用。我想問下，局方本身又有冇係進行一方面嘅
33 研究呢？睇下本地或者海外有啲乜嘢嘅進展、有咩嘢發展、睇下有冇啲咩新
34 嘅措施就可以係引用，即係話一般嚟講係指嗰啲科技同埋嗰啲係安全嘅措施
35 喇。

1 黎以德先生：（經傳譯員）律師，局同埋署嘅分工係點呢？一般嚟講，如果話你剛才
2 提及嘅嗰類型嘅研究就會由運輸署去進行，就唔係局方去進行，因為喺局嗰方
3 面，我哋其實真係冇所需嘅專材嚟到去進行呢啲研究，相反，署方就會係有一
4 隊運輸工程師以及就係機電工程師，佢哋係更熟悉呢一方面嘅事情，而且佢哋
5 亦都有係進行你所講及嘅嗰類嘅研究，其實你都睇到一啲證據，譬如話係採納
6 咗嗰個黑盒喇，同埋係車速限制器呢一啲嘅要求嘅建議，而最近我相信委員會
7 亦都會知道嚟喇，就係因應大埔所發生嘅巴士慘劇，運輸署就係組成咗一個工
8 作小組，佢係做主席嘍，咁同埋就你有專營巴士公司嘅成員加做委員，就去研
9 究一下有冇一啲係進一步嘅安全嘅設備可以係加入去我哋嘅專營巴士嗰度嘍。
10 咁我相信運輸署嘅意見書嗰度都有提及呢點嘍。係呀，我哋有嘍，有咁樣做
11 嘍。

12 MR DUNCAN：（經傳譯員）我想問下，局方有冇考慮過以下嘅可能性，即係話個別
13 嘅專營巴士公司係要制訂一個計劃，而又得到你嘅批准，而唔係只不過係時不
14 時耐唔中就某一個單一嘅項目去係引入一啲安全措施呢？換句話講，譬如話搵
15 一個係有資歷嘅人士係關於安全嘅事方面有相關嘅資歷同埋經驗嘅人士去草擬
16 一份咁樣樣關乎安全措施嘅計劃書咁呢？

17 黎以德先生：（經傳譯員）主席先生，冇。冇話好有組織或者好詳細咁樣去咁樣做，
18 不過既然你問我呢一個問題，今朝早你問我呢個問題，律師，我諗我即時嘅回
19 應係，係呀，我哋會好樂意去探討呢一個可行性。

20 MR DUNCAN：（經傳譯員）照我所知，目前個情況係咁嘍，係嘛？其中一家嘅專營
21 巴士公司佢所推行嘅一啲安全措施就可能同另外嗰幾間係巴士公司嘅好唔同
22 嘍，會唔會有咁嘅情況出現呢？

23 黎以德先生：（經傳譯員）主席先生，究竟喺日常運作裏面點樣樣去做，我諗我唔掌
24 握個情況，不過如果佢哋之間係有一個差別，我唔會感到奇怪。如果話要求佢
25 哋係寫好一份係安全計劃，即係好似律師所講嘅咁樣樣，咁當然我哋係有幾樣
26 嘢係要同營運商就係傾嘍，譬如話究竟嗰個計劃係點樣樣嘅呢，係咪所謂一本
27 通書睇到老，大家個個都係一樣嘍，定抑或係不同嘅係營運公司，係因為嗰個
28 重點不同而略有一啲不同呢？當然係如果要做嘅話，我哋都要處理呢啲事宜。

29 MR DUNCAN：（經傳譯員）有好多國家，佢哋採納咗一啲國際嘅標準，譬如
30 ISO39001，關乎一個係道路安全管理系統，咁另外係道路安全議會亦都不時就係
31 促請話應該喺香港係採納呢一套標準嘍，咁究竟係局方有冇諗過都係採納一個
32 咁樣樣嘅道路安全管理系統呢？

33 黎以德先生：（經傳譯員）主席先生，照我所知，呢一套標準係都幾新下嘍，如果我
34 冇搞錯嘅話，一般係運輸及物流公司所採納，就唔係就係政府當局去採納嘍。
35 至於話我哋會唔會鼓勵佢哋咁樣做，會唔會請巴士公司去採納呢一套嘅 ISO 國
36 際標準，我諗不如咁喇，我哋應該係同你較早時候同我講嘅嗰樣嘢一齊去睇，
37 即係話要唔要寫一個係安全計劃書。我諗從政策嘅角度，係兩者應該係一齊去

1 睇嘅，我唔會喺原則上就係排除個可能性，而其實要睇嘅係究竟嗰個成本同埋
2 個效益係點樣樣呢，如果我哋採納呢一個國際標準。如果公司之間佢哋嗰個準
3 備嘅程度係有所不同，咁我哋又應該如何處理呢？另外我想講就係，我哋係保
4 持個開放嘅態度，樂意去睇睇㗎。

5 MR DUNCAN：（經傳譯員）換句話講，你哋局方到今日嚟講係未有考慮過呢樣嘢
6 㗎，係嘛？

7 黎以德先生：（經傳譯員）主席先生，你咁講都唔係話唔公道嘅，其實係新嘅事物嚟
8 嘅，係只係有幾年嘅歷史，講到標準嚟到計，佢都係一個新嘅事物，不過我哋
9 好樂意係去研究下一啲，探討下呢啲新嘅事物嘅。

10 主席：（經傳譯員）鄧樂勤大律師，我哋有冇呢一個係 ISO39001 呢？呢度佢有冇講
11 明話係幾時係出版㗎？

12 MR DUNCAN：（經傳譯員）係，大家可以睇雜類文件二，645 頁、646 頁，咁根據
13 646 頁嗰度講，就話 2012 年嘅時候出版嘅，呢個就係第一版。

14 主席：（經傳譯員）好，唔該。

15 MR DUNCAN：（經傳譯員）黎先生，香港嘅地理環境係咁嘅，個情況比較係奇怪
16 嘅，我哋就有好多雙層巴士行走喺一啲糾斜喇、狹窄嘅道路，好多時乘客有呢
17 個超載嘅情況添嘅，我就想問喇，呢一個安全嘅問題你又點睇呢？

18 黎以德先生：（經傳譯員）道路嘅設計同埋佢如果影響個安全，運輸署嘅同事，特別
19 係交通工程師或者運輸工程師，佢哋嘅日常嘅工作都會係處理呢啲事宜嘅，即
20 係佢哋每日都做㗎。一係就可能發生某件事又或者一系列嘅意外，又或者係
21 佢哋平時做嘅檢討工作，佢哋都會睇睇某一段路係咪安全，又再睇下究竟有啲
22 咩嘢可以做，去進一步係令佢更加安全，又或者睇下係咪應該喺嗰段路嗰度係
23 施加一啲限制，所謂限制可以包括係車速嘅限制喇，可以係限制某一類嘅車輛
24 使用喇，諸如此類，所以呢個係佢哋不斷做緊嘅工作嚟嘅。譬如話有一箇地方
25 已經被列為係黑點喇，咁呢個就其實我哋有一個好客觀嘅標準就去界定一個地
26 方係咪一個黑點㗎，一般我哋就會參考究竟喺某一段時段裏面係發生咗幾多宗
27 嘅交通意外，如果係黑點嘅話，我哋會更加密切咁去留意，去睇下究竟我剛才
28 所提及嘅改變係咪可以係加以考慮。所以我可以咁講，呢個唔係話完全一個被
29 動嘅程序，佢哋亦都會採取主動去睇睇其他嘅路段，縱使佢哋唔係黑點佢哋都
30 會去睇嘅，即係如果佢哋發現就係都有咁嘅需要去睇睇嗰個安全情況。

31 MR DUNCAN：（經傳譯員）照你嘅回答就係話局方同埋署方係冇傾過就係直接又或
32 者係透過巴士公司，或者其他嘅運輸公司呢一個係道路安全管理系統呢一套嘅
33 ISO 國際標準，係嘛？

34 黎以德先生：（經傳譯員）你意思係指個 ISO 呢一個係國際標準？

35 MR DUNCAN：（經傳譯員）係，呢一個 ISO39001。

1 黎以德先生：（經傳譯員）我相信咁樣講係啱嘅，呢一方面冇傾過，正如我解釋，因
2 為有個新嘅國際標準係 2012 年引入嘅，都叫做係相對比較新鮮嘅事，但係我哋
3 都知道物流公司同埋啲其他嘅運輸公司都有用呢一個國際標準，呢件事而家我
4 哋關注喇，呢個國際標準，正如我頭先解釋，我哋都好樂意探討下喺香港嘅適
5 用性嘅，對於竊港嘅交通運輸系統嚟講。

6 MR DUNCAN：（經傳譯員）可唔可以而家同你講下人力嘅供應嘅問題？委員會收到
7 嘅書面意見書就係顯示合資格嘅員工，特別係巴士車長方面係有短缺嘅，呢個
8 問題已經持續咗一輪嚟喇，我咁樣簡述個情況公唔公道呢，咁講？

9 黎以德先生：（經傳譯員）主席，我會話其實呢個情況係都反映番整體香港勞動市場
10 嘅問題，唔單只係專營巴士公司出現咁嘅現象，其他同運輸有關嘅公司等等都
11 有呢一個情況嘅，物流嘅公司亦都一樣。

12 MR DUNCAN：（經傳譯員）咁其中一點運輸署有令到委員會知悉嘅，相信你都知道
13 嘅，就係係最新嘅指引，頭先我哋傾過嚟喇，就係需要--因為有新嘅指引要多聘
14 請二百五十個嘅額外司機，你知唔知道？

15 黎以德先生：（經傳譯員）我都知道嘅。

16 MR DUNCAN：（經傳譯員）喺你嘅書面意見書你提到香港係全球少數嘅地方係專營
17 巴士嘅服務係有獲得任何政府嘅直接補貼，而由私人嘅營運商去營運嘅，你記
18 唔記得喺你嘅陳詞入面有提到呢一點？

19 黎以德先生：（經傳譯員）係嘅，主席，雖然--如果主席准許嘅話，我想即係準確啲
20 去講，係一般嚟講，冇政府補貼。

21 主席：（經傳譯員）你可唔可以講番頭先鄧樂勤大律師指緊係邊段呢？係咪律師而家
22 已經係喺嗰個畫面嗰度見到喇？但係呢個應該係講緊另外一部分，呢個係一般
23 嘅觀察嘅，黎先生。

24 黎以德先生：（經傳譯員）主席，唔好意思，我想澄清下，即係或者我比較執著，我
25 聽到鄧樂勤大律師話喺我嘅開場白入面提到我話完全冇政府嘅資助，我想即係
26 澄清一下，一般嚟講係冇政府資助，唔係話絕對冇政府資助。

27 MR DUNCAN：（經傳譯員）好，咁請大家睇第 14 段。或者你可以指畀我哋睇，當你
28 講番頭先呢點嘅時候，喺書面意見書邊部分？關於冇政府直接資助嗰方面係邊
29 段？

30 黎以德先生：（經傳譯員）第 14 段，應該係第 14 段。

31 MR DUNCAN：（經傳譯員）而家可以等我引用番呢一段，應該要留意嘅就係香港係
32 全球嘅國家或者城市當中極少數專營巴士服務就係由私人營運商提供，係有直
33 接嘅政府資助嘅，你頭先提到係呢點，係咪？

34 黎以德先生：（經傳譯員）冇錯。

1 MR DUNCAN：（經傳譯員）政府有冇喺非直接嘅提供資助或者補貼畀專營公司？

2 黎以德先生：（經傳譯員）主席，有幾個例子，我而家可以引述嘅，譬如專營巴士公
3 司喇，就唔需要交首次登記稅，呢個似乎都係其中一個比較清晰嘅例子。主
4 席，另外一個原因點解喺我開場發言嘅時候咁樣講呢？政府一般嚟講係唔會提
5 供資助，其實我係想解番啲書面意見書入面呢度提供嘅說話嘅，咁多年嚟，喺
6 近年喇，尤其，我哋係有提供一啲嘅某啲形式嘅財政嘅資助--援助係畀專營公司
7 嘅，去達至某一個政策或者達至某一個計劃，畀個例子畀委員會參考，譬如電
8 動巴士嘅試驗計劃，呢個措施屬於環保局嘅，而唔係運房局，但係呢個都係政
9 府嘅資助之一，就係提供資助畀巴士公司購置一定數目嘅電動巴士，以試驗性
10 質運行，所以呢個某程度上都係一種資助嚟嘅。

11 MR DUNCAN：（經傳譯員）另外，我咁樣--我記憶啱唔啱，係咪有四架電動巴士？

12 黎以德先生：（經傳譯員）係三十六架單層巴士，主席。一個更新近嘅例子，就係我
13 哋提供資助，幫助巴士公司設置啲巴士站有啲實時嘅資訊板，咁係一個配對資
14 助嘅計劃嚟嘅，一個自願性嘅資金配對資助嘅計劃。除此之外，除咗呢幾個有
15 特定目的嘅資助計劃方面，整體嚟講，的而且確政府係唔會直接提供資助畀專
16 營公司嘅。

17 MR DUNCAN：（經傳譯員）政府係咪有提供資助畀渡輪公司？

18 黎以德先生：（經傳譯員）我哋提供啲特別支援措施，呢個係個個計劃嘅用語，咁律
19 師用嘅「資助」呢個字眼我都唔會有爭議嘅，但係意思就係話對於係離島嘅渡
20 輪服務，我哋提供資助，但係呢個有特別嘅政策考慮嘅。渡輪對於住喺離島嘅
21 居民係唯一交通工具，而呢啲渡輪財政上因為唔可行喇，呢個係一個長期嘅問
22 題，除非佢哋渡輪大幅加費喇，我哋認為公眾亦都未必能負擔。有一個特定背
23 景，所以我哋先對渡輪公司係有一個特別嘅援助措施。

24 MR DUNCAN：（經傳譯員）呢個特別援助措施施行咗幾耐？

25 黎以德先生：（經傳譯員）我可唔可以講蔡先生回答？因為佢係負責日常嘅運作嘅，
26 蔡先生。

27 蔡傑銘先生：（經傳譯員）唔該晒，主席。律師問呢個問題，正如黎先生講，離島嘅
28 渡輪航線係一個特別嘅情況，政府係有提供一啲嘅特別支援措施，有六條航線
29 都係接受緊我哋嘅特別支援嘅措施嘅。基本上，正如黎先生所講，政府亦都明
30 白，除非渡輪服務大幅加費，因為離島居民係要倚賴渡輪嘅服務去返工、出去
31 市區或者係做其他嘅事，如果唔大幅加費，佢哋呢啲服務財政上不可行嘅，喺
32 咁嘅情況底下，政府嘅資助個別計劃，譬如話係維修費、電費、有啲嘅補費嘅
33 扣減喇，同埋如果係有小童同埋長者嘅半價優惠嘅話，亦都係明白佢哋減少個
34 收入嘅，呢啲係我哋就住呢方面提供嘅資助。政府都需要向立法會財務委員會
35 申請撥款，然後就將公帑資助呢啲渡輪嘅營運商，咁我哋亦都有透過運輸署去
36 核實呢啲原因係咪真確，去確保公帑係用得其所，咁呢個係關於對於渡輪公司

1 嘅特別支援計劃措施嘅。

2 MR DUNCAN：（經傳譯員）唔該。講番人力嘅問題，黎先生，我想畀你睇下 TD--即
3 係運輸署嘅第 1510 頁，呢個就係啱啱週末先會收到嘅文件喇，你可能係睇過，
4 可能未睇。

5 黎以德先生：Yes. It's notes of a meeting; is that right?

6 MR DUNCAN：（經傳譯員）係呢個會議紀錄嚟㗎，係寫中文嘅，呢個似乎就係一個
7 特別會議嘅會議紀錄，深水埗區議會，2017年9月28號，就喺深水埗發生慘劇
8 之後開嘅特別會議。我就有興趣睇 1523 頁。

9 黎以德先生：（經傳譯員）係。

10 MR DUNCAN：（經傳譯員）第 203 段，羅馬數字 III，我讀番呢個我收到嘅英文譯
11 本，佢就係咁講㗎，佢就會係「運輸署嘅總運輸主任就話政府關注運輸業人手
12 不足的問題，巴士公司有責任透過增加薪酬、福利和晉升機會吸引新人入行及
13 挽留人才。」你中文睇嘅版本同我頭先英文講嘅係咪都係照合？

14 黎以德先生：（經傳譯員）都係嘅。

15 MR DUNCAN：（經傳譯員）係咪都反映--準確反映政府就住人手不足嗰個問題嘅立
16 場呢？

17 黎以德先生：（經傳譯員）主席，我諗係反映我哋預期專營公司要做啲乜嘢，佢唔係
18 反映整體嘅情況，因為呢一個係一個即係梁先生，即係總運輸主任一個綜合回
19 應嘅一部分，我只能夠話呢個係我哋立場嘅部分，我哋嘅立場其餘嘅部分，譬
20 如話關於長期人手不足嘅問題，我哋通過立法嘅程序，我都再解釋番嘅，提
21 交修訂嘅法例去--嘅建議去--譬如放鬆對於商業司機嘅牌照規定等等，所以基本
22 上現時如果你想申請一個牌照做商業司機嘅話，你需要持有私人駕駛執照三年
23 先可以有資格申請--即係話申請做商業車輛嘅司機，咁亦都因為長期人手不足嘅
24 問題喇，我哋已經提出建議，同埋立法會亦都同意㗎喇，同業界一樣都同意三
25 年呢一個要求可以縮減為一年。日後你只需要係擁有私家車嘅駕駛執照一年，
26 咁你就已經可以係申請商用車輛嘅駕駛執照，呢一個就係包括咗巴士嘅駕駛執
27 照，亦都包括埋係專營巴士嘅駕駛執照。我哋而家正係草擬緊嗰個修訂嘅條例
28 草案，希望係今年嘅年尾之前可以引入立法會。如果立法會係通過嘅話，亦都
29 可以喺某程度上幫我哋舒緩司機人手不足呢個問題，未必係可以完全解決個問
30 題，不過希望都可以係緩減一下嗰個問題，所以我哋喺呢方面係做咗呢個工
31 夫。另外，縱使係咁講，我哋都話專營公司--佢作為呢個專營巴士公司，佢作為
32 一個專營公司，佢要採取一切嘅步驟嚟到確保佢有足夠嘅司機人手去提供服
33 務。

34 MR DUNCAN：（經傳譯員）我剛才係提及係呢一個講法，咁究竟政府係同巴士公司
35 跟進過咩嘢工夫嚟到去係促請佢哋係要有足夠嘅司機呢？有足夠嘅車長呢？

1 黎以德先生：（經傳譯員）主席先生，好近期呢--我可唔可以咁講呢？就話喺佢哋個
2 個薪酬方案嗰度係有一啲重組，即係我係指巴士司機嘅薪酬方案，佢哋個重
3 組都係希望係將個薪酬變得更有吸引力，或者起碼等佢哋巴士司機更加確定究
4 竟係每個月係有幾多收入，希望可以有一個更大嘅保障，呢一個都係因為政府
5 係同埋巴士公司之間嘅商討嘅結果㗎，當然，我哋都要對巴士公司係公道嘅，
6 我一定要指出，佢哋係反應好快、好迅速，喺大埔意外之後，喺大埔嘅巴士意
7 外呢個慘劇之後，佢哋亦都係反應非常之迅速。

8 MR DUNCAN：（經傳譯員）我想問，巴士公司係咪已經承諾咗會係提升佢哋嘅薪
9 酬？

10 黎以德先生：（經傳譯員）我諗嗰個重組咗嘅薪酬方案已經係公布咗㗎喇。

11 MR DUNCAN：（經傳譯員）鑑於你講嗰個人手不足都係長期嘅問題，我想問下政府
12 會否就係提供--或者會否考慮係提供一啲補助、補貼，即係薪酬嗰方面咁做呢？

13 黎以德先生：（經傳譯員）如果我哋講話補貼，如果係長期咁樣提供一個補貼，我諗
14 我哋必須非常之小心咁去考慮呢件事宜，因為如果咁做嘅話，其實對於我哋認
15 為喺香港點樣去營運公共交通服務嘅一個好根本嘅政策嘅改變。另外或者你
16 而家問我，我即時嘅回應係我諗巴士司機嘅招聘問題未去到嗰個階段，我諗仲
17 係有方法，巴士公司係可以用嗰啲方法去招聘同埋挽留足夠嘅合資格嘅司機
18 嘅。我亦都有睇過一啲巴士公司提交畀呢個委員會嘅一啲文件，我諗嗰啲意
19 見書，喺嗰啲文件裏面，你都可以見到喇，佢哋亦都好盡力咁樣去改善個情
20 況，我諗我哋未去到嗰個階段、嗰個地步就係話要係提供補貼係畀巴士公司去
21 招聘人手㗎。我哋可以透過其他嘅方法嚟到去舒緩呢個人手不足嘅問題，剛剛
22 我提過，就係喺呢個係牌照嘅申請資格喇。剛才你亦都提過二百一十五名嘅司
23 機，我哋嗰啲指引就會今年稍後時間就係陸續咁推出嘅，一路係去到 2019 年，
24 嗰個目標就係希望巴士公司有足夠嘅時間去招聘足夠嘅人手，佢哋所需要嘅司
25 機嘅數目。另外，過去嗰一、兩年，我哋亦都有做過呢啲工作㗎，就係話我哋
26 優先處理係新嘅司機嘅牌照考試，我哋會優先就係處理呢啲巴士司機嘅駕駛執
27 照嘅考試，就係同處理私家車嘅駕駛執照考試係唔同嘅。其實我哋就係--運輸署
28 就已經係調動咗嗰啲考車官嚟到係優先處理嗰啲申請駕駛巴士嘅牌照嘅考生。

29 MR DUNCAN：（經傳譯員）如果話增加薪酬，其實剛剛我哋都提過喇，你認唔認為
30 增加薪酬就係會引致嗰個支出係大大增加呢？

31 黎以德先生：（經傳譯員）其實事實就係你招聘得愈多司機，咁當然一般嚟講嗰個成
32 本就會上升，不過咁樣並冇令到巴士公司係唔肯就係去跟從最新嗰個指引。

33 MR DUNCAN：（經傳譯員）所以我想問，局方有冇其他嘅措施，除咗係同巴士公司
34 講以及係降低嗰個考牌嘅申請嘅資格，有冇其他嘅措施去企圖去舒緩嗰個人手
35 不足嘅問題？

36 黎以德先生：（經傳譯員）我哋都喺度鼓勵巴士公司喺招聘嗰方面或者諗下一啲潛在

1 嘅人手嘅，譬如話婦女，其實而家佢哋呢方面都做多咗好多呢方面嘅工夫嘍
2 喇。即係佢哋可以考慮一下聘用婦女係做司機。自從係大埔嘅慘劇之後，當然
3 以下呢個課題就更加係具敏感性，即係話招聘兼職司機嚟到去喺某程度上就係
4 緩解一下呢個人手不足嘅問題，我相信委員會係會知道嘍喇，就係自從慘劇之
5 後，呢一個方法其實巴士公司已經係暫停咗。

6 MR DUNCAN：（經傳譯員）我想問下，車長嗰方面，有幾多--或者嗰個比例上係幾
7 多係女性？

8 黎以德先生：（經傳譯員）我自己就有嗰個答案，唔知我啲同事知唔知呢。

9 MR DUNCAN：（經傳譯員）會唔會個比例好低？

10 黎以德先生：（經傳譯員）肯定就唔高。主席先生，嗰人數字有所上升嘅，個比例有
11 所上升嘅，我哋個角度就係我哋歡迎更多就係女士去駕駛巴士。

12 MR DUNCAN：（經傳譯員）我想問，局方有冇採取任何嘅措施嚟到係鼓勵女士去申
13 請駕駛巴士？

14 黎以德先生：（經傳譯員）唔係我哋去做嘍，因為係巴士公司佢負責招聘，但係呢一
15 個訊息我哋係唔止一次係提過出嚟嘅，而運輸署我亦都知道有同佢哋討論。我
16 知道就係巴士公司方面--喺呢方面嘅程序都係有加強個工作嘅，起碼譬如都聽聞
17 就係話--其實你大家如果去搭巴士嘅時候，你會見到多啲--遇上多啲係女性嘅司
18 機，你都可以係明白呢一點。

19 MR DUNCAN：（經傳譯員）局方、政府又或者係巴士公司，究竟有冇採取步驟嚟到
20 係吸引女士去搵巴士？

21 主席：（經傳譯員）呢個留番係畀巴士公司去答。不過你都要直接回答鄧樂勤大律師
22 嘅問題，係咪有作出咁嘅--有主動去做呢一方面嘅工作？即係話係問下局方有冇
23 主動咁樣去促進呢件事？

24 黎以德先生：（經傳譯員）主席先生，簡短咁回答，我哋自己唔係負責招聘嘅，不過
25 我哋的而且確係有鼓勵巴士公司去咁樣做。

26 主席：（經傳譯員）係，好，唔該。

27 MR DUNCAN：（經傳譯員）我哋進行呢一個檢討，就係由於過往嗰幾年涉及巴士都
28 有多宗就係慘劇，多宗嘅意外，我諗想問下，局方自己有冇進行過研究，有冇
29 去睇下有冇啲共同嘅係成因呢？即係喺呢啲嘅意外背後，有冇一啲共同嘅成
30 因？

31 黎以德先生：（經傳譯員）主席先生，我較早時候解釋過，研究意外嘅成因呢個係運
32 輸署裏面嘅專業嘅同事嘅工作嚟嘍，坦白講，我哋喺局方，我哋有咁嘅能力去
33 做呢方面嘅研究，不過過往曾經有咁嘅情況，我哋認為應該都有做過咁嘅工作
34 或者係應該做呢方面嘅工作嘅話，我哋就會叫署方就係去睇一睇嘅。譬如係讓

1 我提兩個例子喇，一個就係最近係修訂咗嗰個工作休息及用膳時間嘅指引。呢
2 度我就係要為我哋喺 4 月交上嚟嘅書面意見書就係作一個更正，因為交咗之
3 後，自此我哋就知道係 2017 年嘅時候開始做嗰個檢討，而且亦都係由局方去係
4 提議嘅，呢個係其中一個例子。另外喺我哋嘅意見書裏面嘅某處同埋喺運輸署
5 嘅意見書裏面亦都有寫嘅。講到話車門--落車嘅車門玻璃爆裂，當時喺 2016 年
6 有幾宗咁樣嘅事件，當時玻璃就爛咗，導致乘客係受傷。咁喺逐漸我哋睇得出
7 有個咁樣嘅模式，因為意外接二連三咁發生嘅時候，我都記得喺兩個月之內都
8 有連續發生嘅，我哋就思疑可能有啲地方出咗問題，可能係巴士設計方面喇、
9 係咪巴士用嘅玻璃咩等等。我哋就敦促運輸署去睇下呢個情況，然後運輸署就
10 同巴士公司研究，到最尾就有增加咗一啲嘅安全措施嘅，譬如話喺車門--玻璃門
11 就打橫係有一個嘅護欄喇，去減低乘客重傷嘅可能性，因為如果乘客被拋出巴
12 士外嘅話，係會重傷嘅。我哋都盡量去跟緊呢件事，有時我哋亦都會主動要求
13 運輸署檢討，呢啲檢討、研究好多時候其實亦都會由運輸署直接提出嚟，因為
14 佢哋其實係前線日常接觸呢啲嘢嘅部門，有時佢哋嘅判斷比我哋更加準確，佢
15 哋更加明白要做啲乜嘢事、要研究乜嘢嘢嘅，因為佢哋每日都會同巴士公司、
16 區議會、公眾等等有來往。

17 MR DUNCAN：（經傳譯員）我嘅理解就係佢哋嘅範圍嚟嘅，如果發現有一啲共同嘅
18 成因嘅話，咁佢哋係會匯報畀局方聽？

19 黎以德先生：（經傳譯員）主席，如果係講緊意外原因嘅話，尤其如果巴士嘅運作係
20 牽涉其中嘅呢，冇錯，我哋預期運輸署同埋運房局之間係應該有溝通嘅。

21 MR DUNCAN：（經傳譯員）咁局方有冇任何嘅結論？多宗嘅意外，一連串嘅意外，
22 有冇咩嘢共通嘅成因？

23 黎以德先生：（經傳譯員）主席，我可唔可以請律師--問下，所謂「一連串嘅意外」
24 係講緊咩嘢一連串意外？

25 MR DUNCAN：（經傳譯員）係咪有一連串意外咩？我哋講番 2003 年喺屯門有一--後
26 來柴灣有巴士意外喇，喺深水埗喇，然後就今年喺大埔，都有數宗非常嚴重嘅
27 致命巴士意外，我提到嘅「一連串意外」就係呢啲。

28 黎以德先生：（經傳譯員）主席，如果你容許嘅話，我回應就唔想提今次呢一個大埔
29 嘅巴士意外住，因為仲有法律嘅程序，我就唔想作出任何推斷或者有任何嘅指
30 稱呢一次意外成因係乜嘢。

31 主席：（經傳譯員）唔係，調查委員會已經係講清楚我哋唔會係喺呢個調查釐清邊一
32 個嘅係有咩嘢責任嘅，但係我哋亦都可以去探究一下一般嘅情況。

33 黎以德先生：（經傳譯員）一般嚟講，每一宗意外都有一個特定嘅意外嘅原因嘅，可
34 以將佢分類，機件故障咩，係咪巴士機件故障，或者巴士本身個設計，或者道
35 路設計，又或者駕駛態度、乘客嘅行為，有啲嘅成因我哋就會話巴士同埋巴士
36 司機係有積極嘅參與嘅，意思即係話巴士司機又或者係巴士嘅機件故障就係直

1 接導致意外嘅原因，有啲嘅意外就係一啲被動嘅方式，即係話架巴士--譬如話都
2 係有一個受害嘅涉事車輛喇，就係譬如係後面架車撞上嚟咁樣，有唔同嘅意外
3 成因。喺發生一連串嘅意外之後，運輸署、運房局就會睇番有關啲意外，睇下
4 我哋可以吸取咩嘢教訓，有咩嘢改進。黑盒同理車輛限速器就係有一次喺屯
5 門，係2003年嘅巴士慘劇意外之後提倡㗎喇。

6 MR DUNCAN：（經傳譯員）咁亦都係根據當時專家報告，專家報告建議呢啲安全措
7 施嘅？

8 黎以德先生：（經傳譯員）冇錯，係，政府採納專家嘅報告，亦都好快實施咗呢一個
9 做法，而家所有巴士已經係有黑盒同理有限速器兩個裝置㗎喇。

10 MR DUNCAN：（經傳譯員）你提到幾個原因喇，係道路設計、機件故障、司機操
11 守、乘客嘅行為，有冇一個比較係佔大嘅比重係個成因呢？

12 黎以德先生：（經傳譯員）主席，據我所知就有喇。主席，啱啱提到有啲嘅安全措施
13 喺2003年嗰個意外之後實施嘅，喺屯門發生嘅巴士嘅意外。咁講啱唔啱呢？喺
14 深水埗，2017年9月發生嘅巴士意外之後，就亦都導致檢討咗有關嘅指引，咁
15 嗰個指引就喺今年2月修訂嘅，主席，咁講亦都係公道嘅，發生咗嗰次慘劇之
16 後，就係導致我哋做咗個檢討。

17 主席：（經傳譯員）呢個就係車長嗰個工作時間嗰個指引吖嘛？

18 黎以德先生：（經傳譯員）冇錯。

19 MR DUNCAN：（經傳譯員）之前嘅指引我相信就係喺2012年開始實施嘅，啱唔啱？

20 黎以德先生：（經傳譯員）應該係2010年，主席。

21 MR DUNCAN：（經傳譯員）係，2010年，唔該。新嘅指引據我理解就係18年2月
22 23號就修訂嘅，即係發生咗喺大埔道嘅咁不幸嘅意外嘅幾個星期之內，係咪
23 呀？

24 黎以德先生：（經傳譯員）冇錯，主席。

25 MR DUNCAN：（經傳譯員）如果我有理解錯嘅話，深水埗嗰次意外亦都導致部門係
26 要求巴士公司每月提交更多資料，啱唔啱？

27 黎以德先生：（經傳譯員）冇錯。

28 MR DUNCAN：（經傳譯員）譬如車長干犯交通違例事項喇、喺巴士公司車上監察嘅
29 工作喇、突擊檢查黑盒、司機要做啲嘅呼氣測試，測試酒精含量喇呢啲，我理
30 解啱唔啱？喺大埔嗰次意外之後就係成立咗一個工作小組㗎？

31 黎以德先生：（經傳譯員）冇錯，主席。

32 MR DUNCAN：（經傳譯員）呢一個工作小組嘅目的係檢討安裝--喺巴士上安裝新嘅

1 安全儀器嘅可行性？

2 黎以德先生：（經傳譯員）冇錯。

3 MR DUNCAN：（經傳譯員）係咪都係因為喺大埔道呢個不幸嘅意外導致咁樣做呢？

4 黎以德先生：（經傳譯員）係，咁樣講亦都係公道。

5 MR DUNCAN：（經傳譯員）所以總括嚟講，黎先生可唔可以咁樣問你呢？如果有咁
6 嘅講法，你同唔同意呢？政府其實係用一個被動嘅反應式嘅方法去處理呢件事，
7 而唔係一個主動嘅方法呢？

8 黎以德先生：（經傳譯員）主席，喺一個尤其嚴重嘅意外之後，政府有責任唔單只係
9 找出成因，更加要睇下以後點樣避免類似嘅意外，或者起碼減低再次發生嘅可能
10 性，但係正如我喺開場發言所講，我哋亦都希望加強安全，唔單只係就住某
11 件事、某次意外，而係因應科技嘅轉變、公眾期望嘅同理要求嘅轉變，所以我
12 唔會話我哋純粹係被動作反應嘅。雖然我都同意喺一次意外之後當然政府係要有
13 有反應喇，發生意外一定係悲慘㗎，因為冇辦法防止到佢發生，但係重要嘅就
14 係點樣可以防止佢再一次發生。

15 MR DUNCAN：（經傳譯員）唔該晒，黎先生。

16 主席：（經傳譯員）唔該晒，鄧樂勤大律師。

17 羅先生：（經傳譯員）我仲有幾條好短嘅問題關於個指引，即係話特別更次係可以做
18 到十四個小時，運房局有冇做過任何研究，可以睇下取消呢一個嘅--完全取消個
19 特別更次嘅話，會點樣影響司機人手方面呢？

20 黎以德先生：（經傳譯員）主席，我知道運輸署係有做研究嘅，我就有--而家有研究
21 嘅結果喺度，署長而家就喺我身後，如果主席容許嘅話，下一節可以由署長回
22 答，但係有啲做㗎，係，可以問下署長有冇做過任何嘅工作。

23 羅先生：（經傳譯員）仲有一條問題，你提到司機人手不足係一個長期嘅問題㗎喇，
24 個問題已經喺度咁耐時間，點解冇採取更加即係強烈嘅措施去處理呢個問題
25 呢，因為喺工作時數方面，司機駕駛過勞都會有好大影響，有冇政策去直接研
26 究呢個問題呢？

27 黎以德先生：（經傳譯員）主席，我相信多年來巴士公司制訂過唔同嘅措施，譬如話
28 聘請更多女車長、兼職司機，不過我頭先提到喇，而家呢個係敏感話題，之前
29 引入呢個做法就係解決人手不足嘅問題，又或者係提高車長嘅福利，仲有措施
30 去加強本地僱用公司，本地即係本區咁解，即係話住喺巴士廠附近嘅人士可以
31 聘用做車長，因為我理解，好多人就唔想話長途跋涉去當班，然後收工之後又
32 長途跋涉返屋企嘅，佢哋亦都有考慮所有呢啲嘅措施。呢啲係唔同嘅措施喇，
33 另外仲有聘用番退休嘅車長或者退休人士喇，令佢哋再次投入勞動市場，提供
34 適當嘅報酬，譬如話改善佢哋個報酬嘅計算方法同埋係有一啲嘅特別獎金咁。

1 可能盧教授（羅教授？）就係有諗到呢個輸入外勞嘅問題，喺呢一點，我哋不
2 時都會研究嘅，我哋嘅結論都係不適宜即係喺車長方面引入外勞係不適合嘍，
3 因為車長需要非常--好多時候非常近距離同乘客接觸嘍，所以同乘客能夠以乘客
4 嘅語言去溝通都係好重要。如果話由香港以外引入勞工擔任車長嘅話，就可能
5 會引發乘客同埋外勞司機嘅溝通問題喇。另一點，我哋香港係·右軚嘅，呢一
6 點亦都係比較少見嘅嘍。

7 唔該晒，主席。

8 歐陽先生：（經傳譯員）我想問下黎先生嘅就係喺你嘅開場白--對唔住，因為我有啲
9 感冒所以把聲比較沉，你喺開場白嗰度有講過，就話你每一日就會特別抽樣檢
10 查十四部巴士嘅，咁但係喺街上每日有數以千計嘅巴士，咁可唔可以解釋一下
11 點解係定咗係每日抽查十四部車呢？

12 黎以德先生：（經傳譯員）主席先生，我相信--再次喇，就喺呢條問題上面，署長應
13 該可以係答得更好。我講番個具體嘅數字，即係點解係十四，咁同埋點樣樣
14 達至呢個數字，至於話點解個數字唔係再多啲，你要明白，呢一個係一個突擊
15 嘅檢查。換句話講，我哋當日即時係睇嗰架車嘅，即係之前有預先嘅通告，有
16 預先嘅警告嘍，你可以想像一下，其實咁樣樣對於當日巴士嘅調動係會有影
17 響，喺嗰一日嚟講，就係巴士公司就要調動一下嚟到搵另一部巴士去代替嗰部
18 抽中咗嘅巴士嘍，所以喺營運上面嚟到考慮，你都要睇埋呢一點。

19 另外就係呢一個係喺年檢同埋月檢之外，或者係其他嘅巴士公司係做--或者
20 係需要做嘅檢查以上再做嘅。而且巴士公司自己本身每一日都會有係檢查嘅，
21 喺架巴士係出去服務之前就會做檢查，夜晚係返去車廠嘅時候都有，所以我哋
22 呢一個係突擊係抽樣調查十四部車輛，呢一個係一個制衡嘅保障嘅措施，呢一
23 個就係喺其他嘅所做嘅嘢以外再做嘅，所以我哋認為呢個做法都可以確保嘅巴
24 士就係穩妥嘅。

25 主席：（經傳譯員）我自己就有咩嘢問題要問嘍，所以我就係感謝黎先生同埋蔡先生
26 喇。葉女士，雖然你有發言，但係亦都感謝你出席，我哋非常感謝你哋係協助
27 我哋委員會，讓我哋係更好咁理解嗰個制度點樣運行。

28 我哋而家就係會小休午飯，我哋會兩點半再返嚟嘅，咁兩點半嘅時候就會
29 聽陳女士嘅發言。

30 黎以德先生：（經傳譯員）好，唔該晒主席，唔該晒，係，律師。

31

32 下午 1 時 04 分聆訊押後

33

34 下午 2 時 27 分恢復聆訊

1 出席人士如前。

2

3 主席：（經傳譯員）陳女士同埋你哋運輸署嘅各位代表，我想邀請你哋坐上前面嚟。
4 或者你哋可以逐個上嚟，我哋會係整隊人一齊坐喺度嘅。鄧樂勤大律師，你可
5 以開始喇，係咪呀？

6 MR DUNCAN：（經傳譯員）各位先生女士，感謝大家提供咗書面嘅意見書畀我哋，
7 交咗畀檢討委員會，亦都感謝大家今日出席，讓我有機會係問下大家一啲口述
8 嘅證供。你哋係冇律師代表嘅，如果有嘅話，一般就會帶你哋係講番啲嘅係口
9 述證供嘅，你哋會唔會係想係作一個口述嘅證供呢？

10 陳美寶女士：（經傳譯員）係，我想嘅，我就想喺席前就係作一個陳述。

11 主席：（經傳譯員）好，請你開始，唔該。

12 陳美寶女士：（經傳譯員）主席先生，委員會嘅成員，午安，感謝你哋畀我哋呢個機
13 會今日喺你哋席前，讓我哋作一個口述證供，呢個就係關乎係運輸署如何去監
14 管同埋監察係香港嘅專營巴士服務，我哋知道你哋係進行呢一個檢討嘅，呢個
15 係喺大埔公路發生係巴士意外慘劇之後所組成嘅一個檢討委員會，係2月10號
16 所發生嘅。

17 我自己以及係李萃珍女士同埋其他嘅助理署長，佢哋都係幫手係做呢個監察
18 同埋監管嘅。我哋有陳英傑先生，佢係助理署長／行政及牌照；關翠蘭女士，
19 助理署長／特別職務；同埋邱國鼎先生，佢係總工程師／道路安全及標準研
20 究；同埋李美鳳女士，係總運輸主任／特別職務。我哋樂意係協助檢討委員
21 會，我哋會如實作證，希望就係可以回答係你哋想問嘅問題，亦都係想話畀大
22 家聽我哋作為一個監管機構，係如何工作嘅。

23 運輸署嘅首長係運輸署署長，佢係負責呢一個係《道路交通條例》，我哋亦
24 都係會係睇呢一個公共交通服務，我哋亦都睇埋係主要嘅係交通基建嘅。我哋
25 係有《公共巴士服務條例》同埋有關嘅規例嘅，呢兩者都係我哋最主要嘅係工
26 具，讓我哋去監管同埋監察香港嘅公共巴士服務。我哋嘅政策嘅目標同埋公眾
27 嘅期望，即係對我哋運輸署方面，都係要確保係專營巴士服務都係適當同埋係
28 有效率嘅，呢一點亦都係喺條例嗰度寫明嘅。

29 講到安全方面嘅事宜，對我哋嚟講，都係好重要嘅，否則嘅話，就唔能夠係
30 有一個係有效同埋可靠嘅服務。其實我哋喺驗車嘅時候，我哋會睇下有冇毛
31 病，我哋亦都會睇下每一百萬行車公里係有幾多係意外率，呢啲都係我哋每年
32 去評估一下究竟專營巴士公司係如何運作呢一啲都係不言而喻嘅。

33 為咗確保專營公司佢哋就係安全運作，我哋署方就非常之密切咁留意佢哋嘅
34 表現，我哋會睇下佢哋喺設計、建造嘅階段，去到係投入服務嘅階段，我哋都
35 會定期去檢查同埋檢驗佢哋嘅車輛，呢個都係喺我哋個規管框架底下係有咁嘅

1 要求嘅。

2 喺五千九百多部持牌嘅專營巴士，佢哋都係要係通過我哋年檢、月檢，同埋
3 我哋就係每日抽查十四部專營巴士嘅，呢個都係每日十四部，其實我哋每年就
4 總共有三千四百部咁嘅巴士受到檢查嘅。我哋亦都係每個月都檢討一下佢哋嘅
5 安全表現，譬如話我哋去分析嗰啲意外嘅數字，呢一啲都係嚟自一個數據庫
6 嘅。數據庫就係由警方同埋運輸署聯合係輸入嗰個資料同埋製作嘅，如果發現
7 有咩嘢問題或者一啲唔妥嘅地方，我哋都會跟進，都會同有關嘅經營者跟進，
8 要求佢哋作一個解釋同埋作一個補救嘅。我哋亦都會去睇一睇每一間公司每年
9 佢個交通意外嘅趨勢嘅，我哋會睇嗰啲數字嚟到睇佢個表現係如何嘅。

10 為咗讓公共巴士服務可以得以提供，我哋係批出一啲專營權嘅，而家總共就
11 係有六個專營權係畀咗五家公司嘅，呢啲專營權都係授權係署長就可以係監管
12 巴士公司嘅表現，我哋都係有一啲係服務嘅細節嘅，講及係巴士站嘅地點、票
13 價，以及係每一條路線係要派幾多部巴士，呢啲都係有所指明嘅，其實係專營
14 公司都係有咁嘅責任，就係要提供一啲紀錄，話畀我哋聽究竟有幾多部巴士、
15 有幾多乘客、車程、巴士司機嘅職責、佢哋嘅編制同埋佢哋實際嘅人手，讓我
16 哋署方可以就係根據番係嗰啲已經係批咗出嚟嘅服務表就係去跟進佢哋嘅表現
17 嘅。

18 其實我哋嘅監管嘅工作都係不斷進行嘅，過往好多年，為咗我哋更好咁樣去
19 監管巴士嘅服務同埋係提高呢一個服務嘅水質同埋安全，其實我哋係同巴士營
20 運商就係有一啲係函件嘅，呢個都係根據係專營權去發出嘅，去確保佢哋就會
21 增加嗰個安全嘅意識、提高個安全嘅水平同埋服務水平嘅。

22 我哋係有一個批准咗嘅一個服務詳細表，而我哋亦都係關注車長佢哋嘅工作
23 環境，但係車長都係公司嘅僱員，而佢哋嘅僱用條件都係公司嘅人手政策之一
24 嘅。我哋係有一啲行政嘅要求，呢個就係同專營公司係雙方協定咗嘅，我哋署
25 方就係有一啲指引嘅，呢啲指引係關乎係工作、休息同埋用膳時間嘅指引，就
26 係喺 1998 年嘅時候引入嘅，過去咁多年係修正咗係六次嘅，最新嘅係 2018 嘅，
27 就係呢個畀佢哋喺呢個調派係車長去唔同嘅路線嘅時候有所依循嘅。巴士公司
28 係需要經常咁樣話畀我哋聽，提供報告，話畀我哋聽究竟佢哋係咪遵從咗呢
29 啲方面嘅指引嘅。另外我哋亦都就去進行調查，去睇下佢哋係咪跟從嗰個指引
30 去做事嘅。

31 講到巴士車長嗰方面，其實係專營權公司亦都自願咁樣係作出一啲服務嘅
32 承諾，亦都為所有新入職嘅車長就去提供呢個培訓，亦都每三年一次為現役嘅
33 車長提供一個培訓嘅。佢哋亦都提供咗培訓方面嘅資訊，係每年咁樣向署方係
34 交呢啲係資料，讓我哋進行呢個監察嘅。呢個當然係喇，如果話署方係每日咁
35 樣去睇住佢哋係咪係跟從所有嘅指引，同埋嗰個資料紀錄係咪每一項都係準確
36 無訛，呢個當然係一個不切實際嘅期望。

37 講到巴士服務方面，我哋係一個制衡嘅機制嘅，我哋就係透過係現場嘅調

1 查，亦都會睇下係乘客嘅滿意調查，以及係睇下有冇收到一啲係投訴嘅。

2 講番呢個安全，其實我哋係監察住專營巴士公司嘅服務。點樣做呢？就係睇
3 下嗰個係意外嘅性質、因素等等嘅。此外，我哋亦都係會對一啲交通黑點進行
4 調查，睇下嗰個趨勢，我哋亦都會同其他嘅商用車輛，係以全港嚟計佢嗰個意
5 外率，係互相比較一下嘅。

6 我哋有跟進嘅工作嘅，譬如話每季都會有交通安全議會嘅係監察嘅；另外，
7 我亦都會跟進其他嘅提議，我哋亦都有自己嘅觀察，譬如話我哋經常咁樣係同
8 巴士公司去會面，去研究一下有啲咩嘢措施、有啲咩嘢建議係可以就係提升巴
9 士車長佢嗰個駕駛嘅態度同埋係表現嘅。

10 其實我哋知道巴士嘅車隊同埋乘客量都不斷有所係擴大的，我哋知道同十年
11 之前比較就係多咗百分之三點二四嘅，我哋嘅乘客量亦都係去到係三千萬人次
12 嘅，其實係專營權公司係面對一個非常嚴峻嘅人手不足嘅問題嘅，所以無可避
13 免嘅就係巴士公司係要尋求不同嘅方法嚟到去滿意呢個人手嘅需要。譬如話佢
14 哋透過調查一個薪酬，希望係令到新入行嘅人士係覺得更加吸引，亦都將退休
15 年齡係延長，以及係聘請呢個兼職嘅司機嘅。

16 就係喺一個咁嘅背景底下，我哋運輸署係見到有咁嘅需要去加強一下巴士車
17 長佢嗰個安全駕駛嘅意識，我哋亦都係透過係監察佢哋嗰個培訓嘅安排嘅，包
18 括係新入行嘅車長、在職嘅車長，無論佢係全職定係兼職嘅車長，以及係一啲
19 特別嘅培訓或者一啲係補救嘅培訓，如果發現佢哋就係嗰個駕駛行為係唔好，
20 又或者佢嗰個駕駛嘅工作係因為生病或者其他原因係暫停咗好一段時間嘅，我
21 哋係希望係有一啲新嘅指引，呢個就係關乎係人手培訓方面嘅新嘅指引，希望
22 裏面有一啲基本嘅指引，佢有啲咩嘢元素、係有幾長同埋就係嗰個比重嘅，好
23 讓我哋可以係內部同埋係出面都可以監察住佢哋嘅表現嘅。

24 我哋已經同巴士公司就係喺頭嗰兩次係召開工作小組會議嘅時候講咗我哋嘅
25 睇法，因為我哋有一個工作小組係喺3月13號同埋係4月30號就係舉行過呢啲
26 會議嘅。我哋就希望係喺呢個6月尾嘅時候完成呢個工作小組嘅工作，係關乎
27 安全嘅問題嘅。

28 講到話有啲乜嘢係設備可以協助車長嘅工作呢？我哋亦都同巴士公司同埋係
29 巴士製造商係研究過，睇下譬如話新嘅巴士係咪所有嘅座位要有安全帶，同埋
30 一個車速限制器，亦都係可以喺落斜嘅時候都做到，以及係有一啲係設備可以
31 監察住車長嘅表現。我哋最終嘅目標都係希望安全駕駛，提高乘客嘅安全。

32 總括嚟講，我哋繼續係會監察呢一個公共巴士嘅服務，香港嘅公共巴士服
33 務，我哋係會不遺餘力咁樣樣去提升呢一個安全嘅水平。

34 主席先生，我要作嘅開場白係到此為止，我同埋我嘅同事都係樂意回答大家
35 嘅問題。

36 主席：（經傳譯員）好，唔該晒。鄧樂勤大律師。

1 MR DUNCAN：（經傳譯員）唔該晒主席。陳女士，我哋剛剛係聽到你嘅開場白，你
2 講到呢一個監察嘅工作。我相信你都記得我哋呢個委員會佢嘅職權範圍，其中
3 一項--大家可以或者睇番一個第 2 個項，即係關於呢個職權範圍，就係講到監
4 管，即係監管專營巴士公司同埋係監察專營巴士公司。我知道今朝早你都係在
5 席嘅，你都聽到我哋係向局方係問一啲問題，就係關乎係監管嘅工作嘅。我就
6 監管嗰方面亦都係想問一問你嘅，有幾條問題問你嘅。目前嚟講，嗰個監察嘅
7 工作係點樣進行嘅，或者你哋而家都喺度睇緊一啲轉變，因為聽你剛才所講，
8 監察嘅工作係會有啲會有啲改變嘅，係咪呀？

9 或者首先咁，我嘅理解啱唔啱呢？目前嗰個程序，即係你做監察嗰個程序係
10 咪係咁樣嘅呢，或者你可以睇番你嘅書面陳詞，就係 TD-2 第 293 頁嘅，你會
11 見到呢度就有一份文件，就係附錄 L 嘅，就係有一啲嘅由專營巴士公司提交嘅
12 紀錄，呢個就係運輸署交界委員會嘅文件之一，你係咪已經搵到呢一頁呀？

13 陳美寶女士：Yes。

14 MR DUNCAN：（經傳譯員）正如即係以我理解，呢個表就係綜合咗各項嘅紀錄，就
15 係呢啲就係專營巴士公司需要定期向運輸署提交嘅資料嘅，有時可能係每個月
16 呈交，有時係每季呈交。喺現時嚟講，可唔可以咁樣講呢？呢個就係你主要監
17 察巴士公司營運嘅方式呢？

18 陳美寶女士：（經傳譯員）係嘅。鄧大律師，呢個係附錄 L 嘅資料，就係符合咗同專
19 營巴士公司簽署協議附錄 II 嘅或者附件 II 嘅要求，呢啲資料就係每月或者係每
20 季呈交嘅。至於關於啲巴士乘客等等嘅資料，呢啲就係巴士公司透過一個電子
21 系統去呈交嘅，而佢哋亦都需要係喺七日內係上載呢啲資料，咁樣運輸署就係
22 可以定期去監察佢哋嘅工作，亦都可以係喺--即係以一個隨時嘅--即係隨時都
23 可以去檢視佢哋嘅情況。

24 而運輸署署長就係可以定期係好嚴格地去檢視專營巴士公司嘅運作，而呢啲
25 資料係令到我哋可以監察巴士服務、巴士路線、乘客或者係人手調配方面嘅問
26 題嘅。我哋係可以--為咗確保係咪實際係有進行咗呢啲安排，運輸署亦都係有定
27 期係有一啲實地嘅抽查，包括就係喺巴士上面、巴士站嗰度，而呢啲實地嘅檢
28 查就會係以一個隨機嘅形式進行嘅，目的就係確保佢巴士商呈交嘅資料都係正
29 確同埋準確嘅。

30 除此之外，我哋亦都有做一啲乘客嘅滿意度調查，我哋就會從乘客收集一啲
31 服務水平嘅資料，係比較有系統咁樣做嘅。

32 MR DUNCAN：（經傳譯員）呢啲實地嘅調查，即係你啱啱所提到呢啲調查，喺呢一
33 個附錄 L 入面有冇提及到㗎？

34 陳美寶女士：（經傳譯員）我會話呢啲實地嘅調查其實已經係包含咗附錄 L 嘅大部分
35 項目。

36 MR DUNCAN：（經傳譯員）或者我想帶你哋去睇 297 頁嘅，喺文件冊入面。喺右面

1 嗰一欄，你就見到係獨立顧問所進行嘅調查，呢個係咪另外一項調查嚟嘅呢？

2 陳美寶女士：（經傳譯員）呢個就係一項特別調查嚟嘅，我哋就係委託咗一個獨立嘅
3 公司係去檢視呢一個指引嘅執行嘅。

4 MR DUNCAN：（經傳譯員）委員會而家考慮嘅點就係即係究竟係呢一個附錄上面所-
5 -即係有啲咩嘢係喺呢個附錄嘅進行嘅基礎上面去做嘅呢？陳美寶女士：（經傳
6 譯員）你講到呢啲突擊檢查，而突擊檢查就包括一啲突擊嘅檢查同埋每月嘅檢
7 查，而巴士營運商係需要每月進行檢查嘅，但係根據法定嘅規定，運輸署係有
8 監管巴士車隊嘅運作同埋狀況嘅，而運輸署有進行每年同埋每月嘅檢查。

9 但係除此之外，為咗確保我哋監管嘅工作係穩妥，而我哋驗車嘅隊伍亦都係
10 會進行一啲突擊檢查，就係每間巴士公司嘅車隊平均係會檢查十四架巴士嘅，
11 呢個係唔會事先通知，目的係確保除一啲常規檢查之外，因為巴士公司可能已
12 經準備好接受呢啲常規檢查，我哋除此之外，亦都係會有突擊檢查去確保呢啲
13 巴士嘅狀態係良好嘅。

14 MR DUNCAN：（經傳譯員）你講到一啲定期嘅實地嘅一啲檢查，呢個係咩嘢意思
15 呢？

16 陳美寶女士：（經傳譯員）呢啲就係關於服務嘅提供，包括係嗰個巴士嘅車程，喺某
17 啲嘅巴士站，上車或者落車嘅乘客嘅數目、個別巴士嘅車長調配，同埋有冇任
18 何嘅延誤或者係人手調配上面有冇變更等等，同埋原本嘅計劃有冇任何嘅出
19 入。

20 MR DUNCAN：（經傳譯員）邊個係會進行呢啲調查？

21 陳美寶女士：（經傳譯員）係運輸署嘅。或者我可以講多少少詳情究竟實際係點樣進
22 行嘅。

23 李萃珍女士：（經傳譯員）因為資源問題，我哋亦都係將呢啲調查服務係外判畀某一
24 啲嘅公司嘅，但係有時我哋係會睇下實際嘅情況係點樣，去睇下需唔需要係回
25 應某啲區議會嘅要求等等，而呢啲服務就係外判畀一啲獨立嘅承辦商嘅。

26 MR DUNCAN：（經傳譯員）有冇書面嘅紀錄㗎？

27 李萃珍女士：（經傳譯員）有嘅。

28 MR DUNCAN：（經傳譯員）呢啲嘅書面紀錄有冇呈交界檢討委員會？

29 關翠蘭女士：（經傳譯員）正如署長所講，呢啲全部都係同服務有關嘅，就係睇下呢
30 啲即係實際提供嘅服務同運輸署署長所指定嘅係咪一致。

31 MR DUNCAN：（經傳譯員）我諗我哋未見過呢啲資料，其實有冇--係咪--如果我哋想
32 睇呢啲資料，係咪有呢？

33 陳美寶女士：（經傳譯員）文件冊入我哋冇包括到呢啲資料嘅，但係如果有需要，我

1 咁可以提供嘅。

2 MR DUNCAN：（經傳譯員）陳女士，你啱啱講到，你提到就係道路安全議會進行每
3 月嘅檢查，係咪？或者係即係喺監管方面。

4 陳美寶女士：（經傳譯員）係每季進行嘅，每季進行。

5 MR DUNCAN：（經傳譯員）你可唔可以畀多啲詳情我哋呢？

6 陳美寶女士：（經傳譯員）喺道路安全同埋標準科就係由邱國鼎先生係處理嘅，佢哋
7 係會負責係去睇一啲交通意外嘅數字，呢啲就係由警方同運輸署共同提供嘅。
8 而工作嘅目標就係去監管道路或者交通意外嘅成因同埋詳情，而佢哋係每季係
9 向道路安全議會提交一個報告嘅，喺報告入面，佢哋係會分析喺呢啲意外之中
10 有冇一啲共通點，目的就係可以提供一啲改善或者解決嘅措施，而範疇係包括
11 道路安全、車輛安全或者係人為因素嘅，包括司機嘅行為或者譬如話會唔會有
12 行人係以一啲好危險嘅方式過馬路等等，呢啲就會呈交界道路安全議會，然後
13 我哋係會有相應嘅跟進行動嘅。

14 如果有任何關於專營巴士公司嘅分析，特別係關於車長嘅行為或者表現，相
15 關嘅資料亦都係會交界運輸署嘅道路同埋鐵路科嘅，而我哋亦都係會提醒佢哋
16 去提醒巴士車長有咩嘢需要注意嘅。

17 MR DUNCAN：（經傳譯員）喺嗰個謄本入面有冇提到呢？就係喺呢一個跟進嘅行
18 動，就係包括每季嘅報告同埋係由道路安全議會係監察嘅，道路安全議會係咪
19 獨立於運輸署？

20 陳美寶女士：（經傳譯員）係，冇錯，道路安全議會係獨立於運輸署嘅。我想更正一
21 下頭先頭先所講嘅。

22 MR DUNCAN：Yes, please.

23 陳美寶女士：（經傳譯員）就頭先話運輸署係會就住呢啲交通意外進行每季嘅報告，
24 同埋會分析佢哋嘅嚴重性同埋性質，然後我哋係會向道路安全議會提交每季嘅
25 報告。而我哋分析所衍生嘅建議，就係會包括道路安全嘅檢討、車輛安全嘅改
26 善同埋定期係同專營巴士公司會面，就係會討論車長嘅行為嘅。

27 MR DUNCAN：（經傳譯員）你向道路安全議會提供嘅報告就係根據巴士公司向
28 你提供嘅資料，係咪呀？

29 陳美寶女士：（經傳譯員）基本上係根據運輸署道路安全及標準科進行嘅分析，係會
30 從一個共同嘅資料庫度係去獲取一啲資料嘅，所以呢個來源係嚟自警方同埋運
31 輸署，唔係來自巴士公司嘅。

32 MR DUNCAN：（經傳譯員）就住運輸署監察巴士公司，除咗係即係呢...

33 陳美寶女士：（經傳譯員）我哋係有自己嘅資料庫，我哋並唔係只係依賴巴士公司嘅

1 資料嘅。

2 MR DUNCAN：（經傳譯員）我就想請你講一講除咗--即係喺巴士公司提供嘅資料之
3 上，你就有做咗啲咩嘢或者提供咩嘢資料呢？

4 陳美寶女士：（經傳譯員）如果有啲嚴重嘅意外或者致命嘅意外，一啲相關嘅巴士嘅
5 公司就會將呢啲資料就入咗落呢個資料庫，而運輸署同埋警方係會共同係維護
6 呢個資料庫，亦都係會定期監察呢個資料庫，同埋係會分析呢一個資料庫嘅。
7 佢哋係會獨立去進行呢啲資料，而唔會係依靠巴士公司提供嘅資料嘅，因為巴
8 士公司就住意外嘅報告可能係會遲一啲先至出現，或者可能係佢哋每年嘅報告
9 之中先至會提及嘅，所以呢個資料庫係由警方同埋運輸署共同維護。而我哋每
10 季係會呈交界道路安全議會嘅。

11 MR DUNCAN：（經傳譯員）即係你係要依賴警方嘅資料，我嘅問題就係運輸署有啲
12 咩嘢工作係獨立去進行去幫助啲巴士公司，而唔係去依賴其他嘅資料呢？

13 陳美寶女士：（經傳譯員）我會邀請邱國鼎先生我哋嘅總工程師去回應嘅。

14 MR DUNCAN：Thank you.

15 邱先生：（經傳譯員）多謝主席、律師。正如署長所講，我哋係由一個電腦系統直接
16 係去取得啲資料，而呢啲資料係由警方輸入嘅，而我哋係可以搵到呢個系統上
17 嘅資料嘅，我哋係會進行一啲監管同埋分析，包括係一啲趨勢、意外嘅數目、
18 嚴重性、車輛嘅類別同埋成因等等。

19 而意外嘅成因可能係同駕駛有關、環境、車輛等等有關嘅，如果我哋發現有
20 一啲共通嘅成因或者係觀察，我哋係會每季向道路安全議會匯報，而議會嘅成
21 員係包括唔同局嘅官員，包括係運房局、教育局、警務處、路政署同埋一啲其
22 他外嘅成員，譬如話由醫委會、道路安全協會、香港汽車會等等。

23 而道路安全議會就會係訂立政策同埋去執行一啲嘅改善措施，譬如話係訂立
24 新嘅法例、進行一啲宣傳工作等等。

25 MR DUNCAN：（經傳譯員）唔該晒。你剛才講嘅就係意外嗰方面嘅情況，但係我問
26 嘅就係一般嘅係營運上嘅情況，我呢度就睇到你哋有啲文件嘅，如果我嘅理解
27 有錯，你就係話運輸署會做唔同嘅工作嚟到睇下巴士公司佢嘅運作嘅，你頭先
28 有提過係突擊檢查，每日就有十四部，呢個我哋明白嘅。另外你亦都有提過，
29 就係話嚟自係乘客調查嘅意見，你亦都有提過話定期係實地進行呢個調查，可
30 唔可以係詳細啲講一講係乜嘢一回事呢？邊個去做嘅呢？同埋會得出啲咩嘢結
31 論呢？

32 陳美寶女士：（經傳譯員）或者我係請李女士去講。

33 李萃珍女士：（經傳譯員）好，唔該晒主席。由於法例有咁嘅要求，就講到話係公交
34 營運商佢哋嘅服務表現係有規定嘅，署長嗰方面就要求有時間表、路線、係巴

1 士站等等嘅，我哋做啲咩嘢呢？一係我哋喺總站嗰度進行調查，譬如話我哋喺
2 某一條路線，我哋就會派啲人去到總站嗰度，就會睇睇佢幾多點鐘開車、睇下
3 巴士公司係咪跟番個時間表，另外我哋亦都會睇下有幾多乘客上車；咁喺另一
4 個車站，我哋亦都會睇埋嗰個到達時間，即係話佢用咗幾長嘅時間，亦都知道
5 究竟有冇延誤等等，呢啲係總站同埋車站嘅調查。

6 另外亦都有車上嘅調查嘅，我哋有調查人員上咗車上面，每一個站佢就會記
7 錄低有幾多人落車、有幾多人上車，我哋會有啲詳細嘅營運嘅資料，好重要
8 嘅，因為一直嚟講，我哋一直係要確保巴士公司係跟番嗰個時間表嘅，因為好
9 多時都有投訴，就話有脫班，我哋就係要係檢查啲報告，然後同巴士公司跟
10 進。

11 另外就係一個規劃嘅角度，好多時係有一個要求，就話要改啲路線，將啲
12 路線合併等等，所以喺規劃嗰方面亦都要靠呢一啲數據。呢啲數據，我哋喺巴
13 士公司嗰度有嘅，但係我哋都想去核實一下同埋我哋亦都需要一啲更新嘅、更
14 合時嘅資料畀我哋進行規劃。呢啲係啲紀錄，我哋亦都有實地嘅調查，去睇下
15 佢嗰個係數，讓我哋係知道點樣樣規劃，亦都可以進行呢一個服務表現嘅監
16 察。

17 MR DUNCAN：（經傳譯員）當然好多呢一方面嘅工作未必係同安全有關嘅，我就想
18 問運輸署有冇獨立咁樣樣就巴士公司所提交嘅紀錄去睇一睇呢，或者獨立咁樣
19 去查核一下，去睇一睇佢哋喺安全方面所做嘅工夫，譬如話培訓車長，定抑或
20 你完全係倚賴巴士公司講啲咩嘢畀你聽呢，定抑或你自己會自行獨立咁樣樣去
21 睇睇佢嗰個係安全要求有冇做到呢？

22 陳美寶女士：（經傳譯員）讓我嘗試回答一下。講到安全有關嘅方面，其實我亦都提
23 咗兩點嘅，九個重要嘅指標裏面有兩個，一個就係話每一次檢查巴士係有幾多
24 個係安全上面嘅問題，另外就係每日係抽查十四部巴士嘅，或者我請呢一個係
25 助理署長去補充。

26 MR DUNCAN：（經傳譯員）嗰方面唔使喇，我哋明㗎喇。

27 陳美寶女士：（經傳譯員）另外係有幾多巴士係涉及意外？即係每百萬行車公里嘅涉
28 及意外率，呢個都係我哋睇住嘅一個係數據。我哋會睇巴士公司所提供嘅數
29 據，譬如話究竟每一百萬行車公里有幾多部巴士涉及意外，然後我哋會逐年逐
30 年咁去比較嗰個表現。

31 培訓亦都係好緊要嘅，巴士公司亦都有提過，巴士公司就話係車長嘅培訓係
32 重要嘅，係要確保係車長有足夠嘅培訓。喺呢一方面，巴士公司自願咁樣樣就
33 係作出兩個服務承諾，一個就係話所有新入職嘅車長係有培訓，另外就係所有
34 在職嘅車長都會係每三年再會有一次嘅培訓。

35 巴士公司提供咗一啲資料畀我哋嘅，喺呢一方面，喺佢哋每年嗰個計劃嗰度
36 都有話畀我哋聽係點樣樣去落實佢哋自願作出嘅呢一個服務承諾，我哋會睇佢

1 啲呢啲資料，而且亦都每年去檢視佢啲嘅表現嘅。

2 我要係強調一點，運輸署並唔會係再自己獨立咁進行去查核嘅，因為呢啲培
3 訓嘅工作唔係源自嗰個係專營權或者係嗰個條例嘅，其實就係巴士公司係自願
4 咁樣樣係提出呢一個就跟進我哋同佢哋講係如何去加強巴士安全。其實喺法例
5 上面就係有咁嘅要求，專營權嗰度亦都有咁嘅要求嘅，所以到目前為止，我哋
6 運輸署就係有抽樣調查、突擊檢查或者係自己獨立咁去調查佢哋嗰個車長方面
7 嘅培訓。

8 MR DUNCAN：（經傳譯員）換句話講，你就有好似條例要求嗰度咁講話有任何嘅指
9 示或者要求，係咪呀？

10 陳美寶女士：（經傳譯員）有嘅。

11 MR DUNCAN：It's all done on a voluntary basis?

12 陳美寶女士：No direction or requirement.

13 MR DUNCAN：（經傳譯員）我等陣間亦都會再睇番呢一個表裏面嘅資料，但係我想
14 而家問你嘅，就係話運輸署有冇獨立咁樣樣去再跟進呢？即係除咗佢哋所交界
15 你嘅紀錄之外，有冇再自己獨立咁去睇佢哋嘅安全表現呢？

16 陳英傑先生：（經傳譯員）係，等我補充一下。署長剛才提過呢個突擊檢查，呢個就
17 係檢查啲車輛嘅。另外巴士公司今時今日嘅巴士都要接受每年嘅檢查同埋維
18 修，然後我哋運輸署就會再檢查嘅，所以可以話係一個獨立嘅檢查，呢個亦都
19 係同係抽樣調查係不同嘅。運輸署的而且確係會有一個獨立嘅資料，因為我哋
20 自己係有由自己嘅驗車主任去進行呢個檢查嘅，呢個就係喺車廠嗰度做。

21 MR DUNCAN：（經傳譯員）好喇，好，或者係睇番呢個附件 L，講到係巴士公司，
22 專營巴士公司佢哋提交啲乜嘢嘅紀錄同埋資料嘅。呢度可以見到，你就講番話--
23 即係睇番係條例嘅邊一條或者係咪跟呢個專營權，你另外亦都有講到話有咩嘢
24 跟進嘅行動。我睇過嗰啲係跟進嘅行動，運輸署嘅跟進行動，我就想去睇下，
25 你有冇做一啲工作去進行一個調查等等。我首先睇嘅就係 296 頁嗰度，畧二個
26 格，嗰度有第二段，嗰度就話獨立嘅顧問進行一個調查，睇到嗰句未呀？

27 陳美寶女士：（經傳譯員）睇到。

28 MR DUNCAN：（經傳譯員）唔該。其實下一個格仔，即係話 296 頁最底下嗰度亦都
29 有一樣咁嘅講法，落去 297 頁頂頭嗰個格亦都有咁講，我相信呢度三處嘅地方都
30 係講番同一個調查，係咪呀？

31 陳美寶女士：（經傳譯員）啱。

32 MR DUNCAN：（經傳譯員）可唔可以再講多一啲，究竟呢度所講嘅獨立顧問所進行
33 嘅調查係邊一個顧問同埋究竟佢做啲咩嘢調查？

1 陳美寶女士：（經傳譯員）係，我亦都再想請李女士去答嘅。

2 李萃珍女士：（經傳譯員）唔該主席。呢啲調查就睇下係專營巴士公司佢哋有冇跟從
3 我哋嘅指引，呢個就係關乎巴士車長嘅安排嘅指引嘅。其實唔係最新嗰份，而
4 係就係有--之前嗰個係四個部分，主要就係講嗰個休息嘅時間同埋工作嘅時間
5 嘅。

6 呢一類嘅調查嗰個調查人員就會隨機咁樣抽查一啲司機，然後嗰個調查人員
7 就會整日咁跟住嗰個司機嘅。我哋會睇住究竟佢係咪真係得到嗰個休息時間
8 呢？有咁長嘅時間呢？亦都會睇埋嗰個駕駛嘅時間--嗰個更次裏面嘅駕駛時間係
9 咪有超過嗰個上限，所以我哋會跟住嗰個司機嘅。

10 至於話兩更之間嘅休息時間，我哋會睇下佢簽到同埋走嘅時候簽名嗰個時
11 間，所以就會有兩隊唔同嘅調查人員去做嘅。呢啲調查人員係點呢？喺邊度搵
12 番嚟嘅呢？我哋會係公開招標，搵一啲合資格嘅顧問幫我哋做嘅，我哋就搵最
13 適合嘅顧問公司同我哋做，就係請佢哋進行呢個調查嘅。我哋有呢啲嘅資料，
14 我哋就會睇到佢哋究竟係咪有跟從嗰個指引嘅。其實嗰個遵從律多年嚟都幾高
15 嘅，我哋見到有少量就係未有遵從嘅個案，我哋會問公司點解有咁情況，好多
16 時都係因為一啲佢哋控制唔到嘅因素嘅。我要指出就呢個係勞工密集嘅一項工
17 作嚟嘅，我哋係有萬二個係巴士司機嘅。

18 MR DUNCAN：Sorry, you do 12,000?

19 李萃珍女士：Yes.

20 MR DUNCAN：（經傳譯員）你話萬二個，「萬二」係乜嘢？

21 李萃珍女士：（經傳譯員）我哋抽查嘅，將呢六間公司縱合嚟到一齊睇，總共就有萬
22 二個調查嘅。

23 MR DUNCAN：（經傳譯員）你即係同萬二個...

24 李萃珍女士：（經傳譯員）對唔住，係一千二百，每年係一千二百個司機，我哋睇一
25 千二百個司機。

26 MR DUNCAN：（經傳譯員）幾時開始做呢啲工作？第一次搵調查人員去做呢啲工作
27 係幾時呢？

28 李萃珍女士：（經傳譯員）我諗起碼係喺 2010 年有呢個指引嘅時候就開始做嘅，之
29 前我就唔係太肯定。

30 MR DUNCAN：（經傳譯員）署長，而家請你睇呢個 297 頁，嗰頁中間嗰度有一個方
31 格嘅，嗰度亦都係講係獨立顧問進行調查，係咪就係你較早時候所提及嘅嗰個
32 調查呢？

33 陳美寶女士：（經傳譯員）係，我可以確認，係講番同一個調查。

1 MR DUNCAN：（經傳譯員）另外喺 299 頁，呢個就係乘客聯絡小組嘅報告嚟嘅，佢
2 講到就係派一啲代表去出席乘客聯絡小組嘅會議，你可唔可以講多啲詳情？

3 陳美寶女士：（經傳譯員）我想邀請我哋嘅助理署長係去講一講。

4 關翠蘭女士：（經傳譯員）主席，而每間巴士專營公司會每兩個月係安排一次乘客聯
5 絡小組嘅會議嘅，當佢決定咗小組會議嘅地點之後，就會通知我哋，而我哋就
6 會派代表去出席呢啲會議嘅。我哋會監察呢啲專營巴士公司就會係即係好妥當
7 地進行呢一啲嘅小組會議。喺呢啲會面之後，佢哋亦都係會將呢啲紀錄就會呈
8 交畀我哋作規劃嘅用途嘅。

9 主席：（經傳譯員）你嘅意思係咪有兩組嘅資料，有一套就係由你嘅代表去做，另外
10 一組就係由巴士公司去準備嘅？

11 關翠蘭女士：（經傳譯員）我哋只會派一位代表去出席呢啲會議嘅，因為我哋唔可以
12 個別去問晒每一個乘客意見嘅，所以我哋會係聽乘客嘅意見，我哋會自己去做
13 一啲筆記，即係我哋唔會有一個好正式嘅紀錄，但係我哋係--即係當我哋嘅同事
14 返番去公司之後，就會向上級匯報嘅，但係雖然巴士公司係會有晒紀錄，而佢
15 哋事後係會向我哋呈交嘅。

16 主席：（經傳譯員）即係話會有兩組嘅紀錄，係咪呀？

17 關翠蘭女士：（經傳譯員）係。

18 主席：（經傳譯員）之前有冇呈交呢啲紀錄畀我哋，可唔可以之後畀我哋？

19 關翠蘭女士：（經傳譯員）可以嘅。

20 MR DUNCAN：（經傳譯員）通常會有幾多人係出席呢一啲乘客聯絡小組嘅會議呀？

21 關翠蘭女士：（經傳譯員）主席，呢個係視乎小組會議嘅地點喺邊，如果係一啲比較
22 受歡迎嘅地點進行，可能會有二十幾個乘客。

23 MR DUNCAN：Who determines the make-up of the passenger liaison group?

24 關翠蘭女士：Pardon me?

25 MR DUNCAN：（經傳譯員）邊個係--即係由邊個去決定乘客聯絡小組嘅成員係--嘅組
26 成係由邊個決定嘅呢？係咪由運輸署選擇嘅呢，定係由巴士公司去選擇嘅呢？

27 關翠蘭女士：（經傳譯員）佢係由巴士公司去決定嘅。

28 MR DUNCAN：（經傳譯員）唔該晒。我就問完呢一份文件。

29 主席：（經傳譯員）喺我哋繼續之前，我想知道呢啲乘客聯絡小組會唔會提及到巴士
30 安全嘅問題呢？

31 關翠蘭女士：（經傳譯員）呢個好視乎乘客嘅意見，係唔會有一啲特定嘅議題去規限

1 啲乘客嘅，乘客係可以表達任何嘅意見。

2 主席：（經傳譯員）或者我個問題應該係咁問，啲乘客有冇曾經提到巴士安全嘅問題
3 呢？

4 關翠蘭女士：（經傳譯員）喺我印象中，大部分嘅意見都係同一啲車費、優惠同埋服
5 務有關。

6 主席：（經傳譯員）係咪巴士安--即係冇提及過巴士安全嘅問題呢？

7 關翠蘭女士：（經傳譯員）係好少嘅。

8 主席：（經傳譯員）唔該晒。係，鄧律師。

9 MR DUNCAN：（經傳譯員）我想講另外一個話題，今日下午我哋有講到呢個巴士車
10 長工作、休息及用膳時間指引，你嘅同事就提到 2010 年嘅指引，我哋知道呢個
11 指引最近亦都係有修訂，喺今年 2 月係有一個修訂本嘅，我想講番你喺 5 月 4 號
12 提交嘅額外嘅陳述，你呢個就係第 157 頁，你回應委員會嘅問題之中，喺 D
13 段，你就提到運輸署就係從一個巴士車長嘅聯盟係收到一項嘅建議，就係表示
14 指引係應該修訂嘅。然後就講到運輸署係有同專營巴士公司同埋另外一個巴士
15 車長嘅工會係傾過呢個意見，而兩者都係反對呢個建議嘅。喺同呢個提建議人
16 嘅討論之後，就係決定唔會修訂指引。喺 2015 年之前，係咪已經收到一啲要求
17 或者係建議，係去修訂啲指引，即係運輸署有冇收到呢啲建議，你有冇印象？

18 陳美寶女士：（經傳譯員）首先訂立指引嘅過程係好漫長嘅，係由 1993 年開始，就
19 係當時我哋去開始訂立一啲指引，係以自願性質係畀一啲巴士公司去遵從嘅。
20 係到 1998 年先至正式係頒布啲指引，係要求巴士公司係跟隨嘅。而喺 98 年頒布
21 指引之後，指引已經係修訂咗六次，喺咁多年嚟，一直都係有唔同嘅意見，就
22 係嚟自一啲職員嘅工會，就係希望係改善工作嘅環境同埋縮短車長嘅工作時
23 間。

24 我哋亦都係明白一直都--即係外間都係希望專營巴士嘅服務得以提升嘅，所
25 以根據我哋嘅書面陳述，我哋提到 15 年 3 月呢一個就係一個例子係去說明職員
26 工會一直都係有一個確切嘅要求，希望係改善車長嘅工作條件同埋工時嘅。唔
27 該晒。

28 MR DUNCAN：（經傳譯員）我想你揸去文件冊 SEC 1 號，我想你睇第 437 頁，呢份
29 係立法會交通事務委員會嘅會議紀錄嘅，就係 2012 年 11 月 27 號，你見唔見到
30 呀？請你揸去第 441 頁，喺最底嗰度，你就會見到，佢就話主席就話一個喺柴
31 灣，喺 2012 年 11 月 19 號嘅嚴重交通意外係涉及兩架巴士同埋一架的士，係引
32 致公--即係大眾嘅憂慮，就係對於呢啲專業司機嘅健康同埋駕駛態度嘅，特別係
33 巴士車長。

34 請你揸去第 442 頁，第 2 段就有提及運房局局長同埋運輸署署長，就係簡單
35 介紹事件，就係包括係專營巴士公司車長嘅健康檢查同埋工時安排。

1 而喺第 447 頁第 24 段，局長係承諾政府係會檢視呢啲指引嘅，就會同相關
2 嘅持份者合作，包括係專營巴士公司同埋佢哋嘅工會。佢表示運輸署係有同一
3 啲主要嘅巴士車長工會係溝通，去討論嗰一宗意外所引申嘅問題。

4 而第 454 頁，呢個就係由主席去總結，佢就感謝各方出席會議，而佢表示議
5 員一般都係對巴士公司車長嘅健康檢查方面係有擔憂嘅，而佢認為政府係需要
6 檢視各個方面嘅，包括係改善一個現有嘅交通網絡。

7 喺 2012 年至到深水埗交通意外，即係 17 年嗰宗意外，期間係冇任何修訂
8 過，即係嗰份指引。而政府係幾時或者係點樣決定去--即係當時係修訂指引嘅
9 呢？

10 陳美寶女士：（經傳譯員）或者我可以畀一個比較一般嘅答案，然後我就會交畀關女
11 士去講啲詳情嘅。講番 12 年嘅交通意外慘劇，當時有兩項主要嘅跟進行動嘅，
12 第一係就係提升巴士車長健康檢查嘅要求，喺嗰一宗意外之後，我哋係要求所
13 有嘅巴士公司係去提升呢一個健康檢查嘅要求，除咗每年為 50 歲或以上嘅車長
14 進行健康檢查之外，就住一啲已經申報有重大健康問題嘅車長亦都會再進行年
15 檢嘅，就令到車長嘅健康檢查更加頻密，同埋亦都係會包括車長嘅心臟檢查
16 嘅。我哋都係要求巴士車長，係為 54 至 60 歲嘅車長安排健康檢查。

17 至於檢討指引方面，我係明白當時運輸署係有檢視巴士車長工時嘅要求，但
18 係最後係冇--即係喺當時係冇修訂到指引，但係運輸署係有檢視指引，去睇下有
19 冇任何部分係需要改善嘅。

20 主席：（經傳譯員）你表示就係有兩項嘅跟進行動，就喺 12 年 11 月之後嘅交通意
21 外，第一項係檢視呢個健康檢查嘅安排，第二就係？

22 陳美寶女士：（經傳譯員）第二項就係檢視指引，但係當時係冇進行任何嘅修訂嘅。
23 多謝主席。

24 關翠蘭女士：（經傳譯員）我想補充一下，呢個工時指引對上修訂係 2010 年，當時
25 係有一啲新嘅指引，就係關於用膳時間嘅。而我哋喺 2010 年頒布指引嘅時候，
26 我哋係允許巴士公司就係喺兩年之後先至係實行呢個用膳時間嘅指引，即係話
27 喺 2012 年係全面實施咗相關嘅指引，至於話點解 2013 年檢討之後指引冇修改，
28 我諗我而家係唔能夠準確咁去回答，畀少少時間我哋返去查核一下，有可能就
29 係剛剛先至係喺 2012 年嘅下半年先至係全面實施對上一次嗰個係修訂嘅要求，
30 有可能就係話想有一啲時間去睇睇係專營巴士公司佢嗰個表現，畀多啲時間睇
31 咗佢哋表現，然後再作呢個修訂都唔定嘅。

32 MR DUNCAN：（經傳譯員）好，唔該。陳女士，我諗今朝早我向係局方提問嘅時
33 候，你都在場嘅，當時我哋就問過，就點解呢啲指引就純粹只係指引嚟嘅呢？
34 就唔係成為一部係規例呢？因為條例度係有講，就呢一啲事宜係可以訂定規例
35 嘅，你就呢一個問題，你可唔可以幫到手呢？可唔可以講出嗰個原因點解呢啲
36 只係指引，就唔係一個規例呢？甚至乎唔係一個指示，亦都唔係一個要求呢？

1 陳美寶女士：（經傳譯員）讓我嘗試，我今朝都在場嘅，我亦都係理解剛才你喺咩嘢
2 情況之下提出呢個問題，你就係話其實係咪應該用一個更好嘅方法去實施呢一
3 個要求呢？譬如話作為法例嘅一部分，又或者作為一個專營權嘅條文嘅一個部
4 分，讓我係從呢一個係營運同埋係一個監察嘅角度去到睇。

5 講到呢個工作時間嘅指引，佢係一個好長嘅歷史，亦都係一個不斷演化嘅係
6 情況，呢個指引已經經過多次嘅修訂，指引裏面所列出嘅要求，用咁嘅形式嘅
7 好處就係我哋可以更適時咁樣去進行檢討同埋修訂。如果係喺條例或者規例裏
8 面訂明嘅話，就有咁容易去檢討同埋修訂。當然我雖然咁講，我亦都覺得我哋
9 應該不遺餘力咁樣樣去係檢討我哋嘅條例，同埋係如果有需要，去修訂。

10 佢係指引，指引佢可以更有彈性，亦都可以係因應當時嘅情況係加以係提
11 升。其實專營巴士嘅服務係非常之勞工密集嘅，而且亦都有好多規範性嘅要
12 求，係要求巴士公司喺服務裏面係做得到嘅，喺呢一個角度，其實我哋希望作
13 出一個平衡，一方面希望佢哋係根據嗰個專營權嘅要求，提供一個巴士嘅服
14 務，另一方面，我哋亦都希望能夠係提升係車長佢哋嘅工作嘅條件。

15 指引，佢而家係指引嚟嘅，但係喺我哋嘅係意見書嗰度就講咗，喺行政上，
16 我哋亦都要求係專營巴士公司話畀我哋聽佢哋有冇遵從呢一個指引，而且我哋
17 亦都獨立咁樣去調查啲指引有冇得到遵從，嚟到確保係巴士公司係有遵守嗰個
18 嘅指引嘅。

19 而呢個指引係點樣制訂出嚟呢？呢個就係長時間雙方商討係同意之後得出嘅
20 結果嚟嘅，所以我哋就覺得喺呢一方面嚟講，都可以作為一個合約嘅要求，因
21 為呢個係政府同巴士公司之間不斷嘅對話而得出嘅成果。

22 另一方面，同巴士公司所簽訂嘅專營權，28(1)(a)條嗰度就有講嘅，就話巴
23 士公司係需要係提供一啲紀錄嘅，呢個係跟乎就係專營權附表 II 嗰度提供啲
24 文件嘅，呢一個附件 II 嘅(1)嘅項，我哋其實喺專營權嗰度係講咗，專營公司係
25 要畀資料、畀紀錄我哋，包括以下：就係有幾多係--即係我哋係署長所講及嘅巴
26 士司機嘅係百分比，讓我哋知道佢哋嗰個工作時間、佢個休息時間等等，而呢
27 個都係同專營公司同意咗嘅指引。

28 主席：（經傳譯員）對唔住，我想打斷一下，可唔可以攞其中一份嘅專營權嘅文件嘅
29 21(sic)(1)(a)嗰度出嚟呢？

30 MR DUNCAN：（經傳譯員）可以嘅，可以。THB-2，睇番 THB-2 嗰個文件夾裏面嘅
31 相關嘅頁數，係 137 頁，佢係講到 169 頁，陳女士係講 169 頁。

32 主席：（經傳譯員）係 158 頁，係咪呀？嗰個第 28 條，然後第 168 頁就係附件 II
33 嘅。係，打番出嚟，咁可能幫到你答呢個問題，係咪呀？陳女士。

34 陳美寶女士：（經傳譯員）係呀。

35 MR DUNCAN：（經傳譯員）似乎呢一度就係要求去提出呢一個係紀錄，係咪呀？

- 1 陳美寶女士：Yes。Yes。
- 2 MR DUNCAN：（經傳譯員）就唔係...
- 3 陳美寶女士：（經傳譯員）我唔係一位法律嘅專家，不過我就想嘗試去解釋我哋點樣
4 樣引用嗰個條文，喺實際上點樣係運作。
- 5 MR DUNCAN：（經傳譯員）係呀。
- 6 陳美寶女士：（經傳譯員）署長--我作為署長，係要運用我嘅權力嚟到確保係巴士公
7 司係會係根據我哋所要求嘅百分比嘅樣本就係提供嗰啲紀錄嘅，呢一個就係睇
8 番呢一個係(1)嗰項嘅，即係話如果我哋認為巴士公司係冇或者無法提供嗰個係紀
9 錄，即係根據我哋呢度(1)呢項嘅要求去做，又讓我哋就感到懷疑、有疑問，究竟
10 呢一個係專營權公司係咪真係提供一個適當而有效率嘅服務，我哋亦都可以採
11 取係相關、適當嘅行動，針對呢間公司。
- 12 MR DUNCAN：（經傳譯員）即係話你有一個彈性，一方面係有個彈性，另一方面，
13 睇嚟就係你亦都可能冇嗰個規管嘅力度。12A，條文 12A 嗰度就講係可以施加呢
14 個經濟罰則，就變咗係無法做到，係咪呀？
- 15 陳美寶女士：（經傳譯員）我會咁講，佢就唔係構成一個法定嘅責任，即係話如果巴
16 士公司係冇遵從指引，嗰度就唔係構成一個係法定嘅責任，就唔會話即時就係
17 引致就係 12A 嗰度係有問題，就話可以係要求佢交一個經濟嘅罰則。不過喺呢
18 個附件 II 嘅(1)嗰項，我哋有呢一點，就係想確保巴士公司係會係應我哋嘅要
19 求，提供嗰個資料，而且我亦都可以進行呢個獨立嘅調查嘅，根據佢畀我哋嘅
20 數據。我哋亦都會喺評估究竟嗰個巴士公司係咪提供咗適當而效率嘅服務嘅時
21 候，亦都可以以此作為一個根據。
- 22 MR DUNCAN：（經傳譯員）我想睇番有關嘅條文嘅，我諗你面前都有嘅，104 頁，
23 有關嘅條文喺 104 頁嗰度，呢個就係講及嗰個遠期計劃，12A，睇到嘛？
- 24 陳美寶女士：Yes。
- 25 MR DUNCAN：（經傳譯員）我想問你呢個問題，署方係喺嗰個遠期計劃嗰度，會要
26 求專營巴士公司講及安全方面嘅嘢會去到咩嘢程度嘅呢？
- 27 陳美寶女士：（經傳譯員）呢個遠期計劃其實就喺法例嗰度係有一個係條文嘅，遠期
28 嘅計劃係作為一個規劃嘅工具，而佢基本上就會講及係呢一個係巴士公司營運
29 者佢嘅--係喺專營權底下究竟要提供咩嘢服務嚟到滿足嗰個要求嘅。我相信喺我
30 哋嘅文件夾嗰度都有嗰一個內容表係講咗出嚟嘅，喺嗰個遠期計劃嗰度，其中
31 一個項目就係關乎巴士安全嘅，其實呢個係睇番過往我哋分析咗係涉及專營巴
32 士嘅巴士交通意外，亦都係完善我哋同巴士公司就一啲重要嘅事項商討嘅結
33 果，呢啲都係關乎安全事宜嘅。
- 34 主席：（經傳譯員）或者你等等，我諗佢哋嘗試係打番嗰個目錄表出嚟嘅，嗰度就係

1 有--你話係有一部分係關乎安全嘅，或者我哋搵番個一個部分出嚟先。呢個係咪
2 嚟自運輸署發畀城巴公司嘅一封函件裏面嘅內容呀？鄧樂勤大律師，喺邊度
3 呢？喺佢哋嘅意見書嘅邊一度呢？

4 MR DUNCAN：（經傳譯員）係喺 1038 頁，TD-4，1035。

5 主席：（經傳譯員）呢度你就係話--係咪咁樣樣嘍？你寫封信畀嗰啲公司，就話「遠
6 期計劃，你要包括以下各點」？

7 MR DUNCAN：（經傳譯員）唔係，係陳女士就提及就係話有一個索引個頁，就講及
8 係遠期計劃應該包括邊一啲係要點，我諗呢個啱啱調轉，係咪呀？或者去我哋
9 TD-4 1035 個頁。呢個係目錄個頁，係咪呀？

10 陳美寶女士：Yes。

11 陳英傑先生：（經傳譯員）睇番 1038，嗰度有啲標題嘅，其中一個標題就係巴士安
12 全，我諗你剛才係講呢一樣，係咪呀？

13 陳美寶女士：（經傳譯員）係呀。

14 MR DUNCAN：（經傳譯員）你未有向委員會係提交嗰個計劃，你話因為裏面就係涉
15 及一啲商業敏感資料嘅。可唔可以單單就嗰一段係抽出嚟畀我哋睇呢？淨係想
16 睇嗰個安全個部分。

17 陳美寶女士：（經傳譯員）我哋可以跟進一下嘅。我哋要確保係得到巴士公司同意我
18 哋發放呢一個部分。

19 主席：（經傳譯員）係，你未落去之前，不如我哋逐步逐步咁去睇喇，好讓其他人士
20 都知道，否則嘅話，佢哋跟唔到你喇。你頭先講到話係攞唔到呢一份文件，我
21 就睇番係上個星期五即係畀我嘅文件，就係冇頁數嘅，就係 22 段 34(A)條嘅，但
22 就話所有嘅巴士經營公司都係向運輸署呈交一個五年計劃，因為呢個計劃就會
23 有一啲商業上敏感嘅資料等等、等等嘅。

24 MR DUNCAN：（經傳譯員）我想大家睇番文件冊 TD-1 嘅第 164 頁。

25 主席：（經傳譯員）好，唔該晒。即係呢個就係你所問嘅問題，係咪？

26 MR DUNCAN：（經傳譯員）冇錯。陳女士，我就想畀你睇番運輸署嘅回應，佢就話
27 因為呢個五年計劃就係有個別巴士公司嘅商業敏感資料，營運商係同意向獨立
28 檢討委員會係呈交呢啲資料，即係條件就係委員會唔會向公眾係披露呢啲資
29 料。其實委員會所需要嘅就只係嗰個計劃嘅關於安全個一部分嘅啫，或者我就
30 再問一次，可唔可以向巴士公司係去尋求佢哋嘅同意，去向委員會呈交個一
31 部分嘅資料呢？

32 陳美寶女士：（經傳譯員）我哋向委員會嘅回應，即係正如而家螢幕所顯示，就係我
33 哋已經係諮詢巴士公司佢哋係咪願意去披露一個五年計劃，但係睇番--即係根據

1 鄧大律師嘅意見，我哋係會再次係去徵詢巴士公司去尋求佢哋同意係咪可以去
2 提交關於巴士安全部分嘅資料。

3 主席：（經傳譯員）係咪委員會可以會直接問佢哋去攞呢個資料呢？

4 MR DUNCAN：（經傳譯員）如果你睇番文件冊 TD-5 第 1599 頁嘅，呢個就係新大嶼
5 山巴士公司嘅五年計劃，而後面嗰一頁，你睇番第 1600 頁，呢個就係目錄，你
6 見唔見到呢一頁目錄？

7 陳美寶女士：Yes。

8 MR DUNCAN：（經傳譯員）就有提及過安全嘅問題嘅，即係就住呢一間專營巴士公
9 司。我嘅問題就係運輸署對專營巴士公司要求佢哋嘅五年計劃入面關於安全嘅
10 部分個要求係點嘅呢？

11 陳美寶女士：（經傳譯員）就住呢一頁目錄，第一部分即係路線發展計劃已經係包含
12 咗安全嘅問題㗎喇，係。

13 MR DUNCAN：（經傳譯員）你可唔可以直接回應我嘅問題呀？運輸署係會要求專營
14 巴士公司提供啲咩詳情呢，就住安全要求方面？

15 陳美寶女士：（經傳譯員）我會請李女士去回答呢個問題。

16 李萃珍女士：（經傳譯員）多謝主席。喺《公共巴士服務條例》底下，必須要巴士公
17 司係要準備一個五年嘅計劃，所以呢個係包括一啲巴士或者車隊嘅維護、安全
18 等等，而佢亦都係需要提供一啲運輸署署長需要嘅資料。我同事啱啱已經解釋
19 到，我哋有分析到一啲交通意外嘅資料，當我哋每年進行呢項工作嘅時候，我
20 哋亦都會分析啲意外嘅趨勢，我哋係會要求巴士公司喺呢個五年計劃入面係提
21 供佢哋自己對交通意外嘅分析，同埋佢哋要話畀我哋知佢哋會進行一啲咩嘢改
22 善嘅措施，喺呢個前提底下，我哋係要求佢哋嘅五年計劃入面包括呢啲資料，
23 所以而家每一間專營巴士公司都會係包括咗佢哋自己對交通意外嘅分析，同埋
24 亦都話畀我哋知佢哋會做咩嘢改善措施嘅。

25 當然我哋係會隨住時間，亦都係會增加一啲要求，例如公眾對環保巴士係有
26 一個要求，所以我哋嘅五年計劃之中亦都要求有一個環境嘅章節。

27 署長啱啱講到巴士公司亦都係有自願地去提供一啲表現嘅指標或者目標，有
28 一啲同安全或者係培訓有關嘅，呢個就係我哋即係處理呢一啲五年計劃嘅方
29 式。

30 MR DUNCAN：（經傳譯員）如果你係今晚係去接觸呢啲巴士公司去要求佢哋攞呢啲
31 安全嘅資料，係會好有幫助嘅，就唔使--即係我哋聽日就可以問。

32 陳美寶女士：Thank you. We can do that.

33 主席：（經傳譯員）喺有一啲嘅五年計劃入面係有提過呢個問題嘅。即係喺文件冊

1 TD-5 第 1604 頁，或者 1602 頁，我哋有見到第五--即係喺呢一個計劃中嘅第 5
2 章，就係有巴士安全，就係喺 1604 頁。而龍運巴士嘅五年計劃之中，亦都係有
3 多一啲詳情嘅，喺 1607 頁，就係有一章係關於安全檢討嘅，就總共有八項嘅，
4 喺安全檢討底下，係咪所有嘅項目都係回應運輸署嘅要求呢？

5 陳美寶女士：（經傳譯員）我會嘗試答呢個問題。根據法定要求或者係專營權嘅要
6 求，我哋有特別係指明對培訓或者係某啲措施嘅一啲--去訂明我哋嘅要求，而專
7 營巴士公司係需要每年去檢討佢哋嘅表現同埋每季亦都會有一個道路安全嘅檢
8 討，我哋係要求專營巴士公司喺佢哋嘅五年計劃入面係包含一個安全嘅章節，
9 佢哋係需要分析佢哋自己嘅意外嘅資料，同埋亦都係要提供一啲巴士行車安全
10 嘅改善建議嘅，呢啲係同車輛安全、巴士維護、車長嘅行為同埋培訓等等嘅範
11 疇都係有關係。

12 主席：（經傳譯員）唔該晒。

13 MR DUNCAN：（經傳譯員）我哋講講培訓嘅問題，你提到喺經營權文件入面係有特
14 別針對培訓係有要求，或者係--而運輸署亦都係唔會有特定嘅要求去講培訓--即
15 係要做一啲乜嘢培訓嘅，我咁理解啱唔啱呀？

16 陳美寶女士：（經傳譯員）係。

17 MR DUNCAN：（經傳譯員）我可唔可以咁講，運輸署係有發出任何嘅指示畀呢一啲
18 嘅專營巴士公司嘅？

19 陳美寶女士：（經傳譯員）係，冇錯，我哋係有提供指引。

20 MR DUNCAN：（經傳譯員）所以呢啲就係由巴士公司決定嘅。

21 陳美寶女士：Yes。

22 MR DUNCAN：（經傳譯員）係咪每間巴士公司嘅做法都唔同呢？

23 陳美寶女士：（經傳譯員）根據佢哋提供嘅關於巴士安全嘅資料同埋訓練車長嘅資
24 料，即係喺佢哋嘅五年計之中，我哋見到喺新入職同埋現職車長嘅培訓方面，
25 或者係一啲補救或者係溫習嘅課程，基本上係一致嘅，但係個別培訓課程或者
26 單元嘅長度係會有唔同嘅。所以嚴格嚟講，所有嘅巴士公司都會向一啲新入職
27 嘅司機係進行培訓，而至於現職嘅車長，佢哋亦都係會每三年進行培訓，所有
28 嘅專營巴士公司係都承諾咁做。

29 至於長期有執行駕駛職務嘅車長，巴士公司亦都係會提供一啲溫習嘅課程，
30 然後車司先至會再投入佢哋嘅職務嘅。至於一啲溫習課程，除咗一間巴士公司
31 之外，佢哋係有為兼職車長係提供溫習課程，其他所有嘅巴士公司都係會向呢
32 啲嘅車長係提供--或者一啲退咗休嘅車長提供一啲溫習課程嘅。

33 如果係劃一呢啲標準，即係就住為車長提供嘅課程，係有好處嘅，但係如果
34 係要訂明呢一啲課程，即係提供嘅頻度或者係長度未必係可行，因為呢啲課程

1 嘅規模係唔同，亦都係會視乎巴士路線、人手數目等等嘅因素，喺唔同嘅專營
2 巴士公司有所唔同嘅。

3 所以我哋係訂立緊一啲嘅指引，係去制訂一個框架係提供呢啲培訓，我哋認
4 為巴士營運商係需要有劃一嘅標準係進行一啲內部嘅審核嘅，即係就住佢哋嘅
5 培訓課程。

6 MR DUNCAN：（經傳譯員）你哋幾時開始係制訂呢一啲擬議嘅指引？

7 陳美寶女士：（經傳譯員）我哋同巴士經營公司喺 2 月嘅大埔交通意外之後，就係著
8 手去做呢個工作，而 3 月就係成立咗工作小組，我哋喺 3 月嘅第一次工作小組會
9 議已經係有提到呢一點。

10 MR DUNCAN：（經傳譯員）呢件事就係係同巴士營運公司喺度討論緊，係咪呀？

11 陳美寶女士：（經傳譯員）係，冇錯，而家係討論緊嘅。

12 MR DUNCAN：（經傳譯員）今日下午早前你提到畀車長嘅健康檢查，現時嘅安排或
13 係指令係點樣嘍？即係喺運輸署同埋專營公司之間，關於健康檢查嘅要求係點
14 呢？

15 陳美寶女士：（經傳譯員）我會邀請關女士去講講，關女士。

16 主席：Yes. Thank you.

17 關翠蘭女士：（經傳譯員）全職同埋兼職嘅車長喺入職之前，佢哋係必須申報佢哋嘅
18 健康情況，佢哋亦都係要通過健康檢查去證明佢哋係健康係良好，可以去揸巴
19 士嘅，呢個包括係心腔嘅檢查、視力檢查、血壓、尿液、糖尿病檢查等等。而
20 所有現時嘅專營公司亦都係要求所有 50 歲或以上嘅車長係接受每年嘅健康檢
21 查，係包括胸腔檢查、糖尿病、視力、尿液、血壓檢查等等嘅。50 歲、54 歲、
22 57 歲、60 或者以上嘅司機，佢哋亦都係要做埋嗰個心電圖嘅檢查，呢個係佢哋
23 嗰個係體檢嘅一部分。

24 另外就係講到有一啲巴士司機如果試過中風又或者有過心血管病嘅話，又或
25 者佢哋要食藥，係因為有糖尿病或者係高血壓食藥嘅話，亦都需要就係向佢哋
26 嘅僱主作出呢一方面嘅申報，亦都係要做嗰個係心電圖嘅檢查嘅，如果做嗰個
27 每年嘅體檢，呢個目前嘅安排係咁嘅。

28 MR DUNCAN：（經傳譯員）呢啲安排係安排咗，定抑或係你同巴士公司之間嘅一個
29 理解咗，定抑或係一個要求嚟嘅呢？

30 關翠蘭女士：（經傳譯員）呢一個身體檢查嘅要求唔係一個專營權或者係條例底下嘅
31 一個指示或者要求，呢個要求就係巴士司機個個知道係要做嘅。

32 MR DUNCAN：（經傳譯員）就係呢啲安排做咗有幾耐呢？

33 關翠蘭女士：（經傳譯員）我哋不斷有所演變嘅，我記得自從 2007 年呢一個身體檢

1 查，即係所有 50 或以上嘅巴士司機每年要做呢個體格嘅檢查、身體檢查係由 07
2 年開始實施嘅。

3 MR DUNCAN：（經傳譯員）我哋睇到一啲係交界委員會嘅意見書就有講，就話如果
4 係有關嘅車長佢哋嘅身體檢查係包括埋佢哋能否應付駕駛巴士嘅壓力，呢個係
5 會好啲嘅，我想問呢啲咁樣嘅建議，有冇人同署方係提過呢？

6 主席：（經傳譯員）鄧樂勤大律師，我相信你指嘅就係咪具體地處理這事項的九巴嘅
7 書面意見呢？

8 MR DUNCAN：（經傳譯員）係呀。

9 主席：（經傳譯員）或者你話畀我哋聽究竟係喺邊一頁或者邊度？

10 MR DUNCAN：（經傳譯員）請你睇 KMB-1，81-1 嗰度。嗰度就係講及一啲補救性質
11 嘅培訓。

12 主席：（經傳譯員）如果你用“psychologist”「心理學家」呢一個字眼嚟到搜尋嘅
13 話，就會搵到。

14 MR DUNCAN：Thank you, Mr Chairman.

15 主席：（經傳譯員）係，因為我諗心目中即係應該用嗰個字嚟到進行搜尋。係喺第一
16 份嘅意見書嘅第 3 項嗰度嘅，第 81 頁，就係交界署長--對唔住，係第 38 頁，交
17 畀署長嘅一份文件，113 頁，搵到嘛？

18 陳美寶女士：（經傳譯員）搵到。

19 MR DUNCAN：（經傳譯員）E 嗰個部分講到係心理嘅支援，嗰度就話有一個小組，
20 提及就係要為車長同埋前線人員提供呢個情緒嘅支援，小組就會搵一個專業嘅
21 顧問去全面咁檢討目前嘅做法，同埋提供一啲意見，包括但係並不限於呢個係
22 招聘，睇下係車長佢嗰個情緒智商能否係應付壓力、佢嘅培訓、輔導、係表現
23 嘅管理，希望佢可以逐步逐步咁樣去實行嚟到係處理一啲係而家已經係有嘅
24 一啲關注嘅，咁呢方面有冇做呢？

25 陳美寶女士：（經傳譯員）我哋喺九巴嗰度冇收到一個咁嘅建議，而且喺我哋工作小
26 組工作小組--即係我哋工作小組就係話，係咪應該車長之間嘅培訓作一個統一，
27 呢方面亦都有收到咁嘅建議。不過我知道係新入職同埋現役車長佢哋嘅培訓，
28 我知道公司亦都會包括就係輔助同埋係如何應付呢個壓力，呢啲都包括咗喺新
29 入職同埋在職車長嘅培訓課程裏面嘅，其實呢啲嘅課題我哋亦都打算係喺日後
30 嗰個指引嗰度包括埋嘅，即係話如果講到培訓，培訓嗰個框架應該包括啲咩嘢
31 課題，我哋就都係有咁樣嘅諗法嘅。至於話係申請入職嘅人士，係咪應該睇埋
32 佢哋嗰個情緒智商，我哋就有睇埋嘅。

33 MR DUNCAN：（經傳譯員）不過或者係咪可以作為培訓嘅一個部分呢？

1 陳美寶女士：（經傳譯員）加強佢哋如何應付壓力作為培訓嘅一個部分，呢一個睇法
2 係工作小組有提過嘅，亦都會係我哋會考慮嘅，即係喺我哋如果要訂定一啲培
3 訓方面嘅指引嘅話，我哋都會考慮埋呢一點嘅。如果話有任何嘅建議就係要睇
4 埋嗰個人嘅情緒、智商同埋佢應付壓力嘅能力，作為考核一個申請人係咪取錄
5 佢呢？九巴係巴士公司之一，諗係要同其他巴士公司亦都一同係研究一下，因
6 為呢個亦都會影響佢哋嘅招聘嘅工作嘅，特別係而家嗰個人手供應嘅問題，現
7 有個勞工市場嗰個人手供應嘅問題。

8 MR DUNCAN：（經傳譯員）換句話講，對署方嚟到講，呢個係一個新嘅概念，係咪
9 呀？

10 陳美寶女士：（經傳譯員）我諗都係。

11 MR DUNCAN：（經傳譯員）我而家就想轉到去講下兼職司機或者兼職車長呢樣嘢，
12 呢個係事實嚟嘅，係咪呀？好多巴士公司過去咁多年都有請兼職嘅司機，特別
13 係因為人手嘅問題，我咁講啱唔啱呀？

14 陳美寶女士：（經傳譯員）人手嘅問題其實一直都係大家所關注嘅，喺巴士營運方面
15 都係一直受人關注嘅，特別係就係公眾嘅期望不斷有所提升，佢哋都希望巴士
16 嘅服務係有所改善，講到路線、班次、公眾嘅期望都有所上升嘅。我哋好努力
17 咁樣係同巴士公司係商討，亦都係同當區嘅區議會係商討，搵下有啲咩嘢方法
18 可以增加個班次、提升個服務，但係過去嗰十年，嗰個事實就係巴士嘅路線係
19 有所上升，換句話講，我哋係需要招聘更多嘅巴士司機嚟到去係應付嗰個專營
20 權嘅要求。

21 我哋係知道嗰個情況嘅，我哋喺周年個檢討同埋喺董事局開會嘅時候都好明
22 白呢個情況，特別係我哋每一年同巴士公司檢討嘅時候，做周年檢討嘅時候，
23 我哋都有係鼓勵巴士公司係搵唔同嘅方法去增加人手嘅供應。喺運輸署嗰方
24 面，同埋勞工處一齊，我哋協助巴士公司係做呢一個招聘嘅工作，喺各區係搞
25 一啲招聘會去招聘巴士司機，亦都鼓勵巴士公司去檢討佢哋嗰個巴士司機嘅待
26 遇，好讓嗰個薪酬就更加係有吸引力，而且嗰個待遇就係更為合理，可以吸引
27 新血入行嘅。

28 MR DUNCAN：（經傳譯員）好，唔該。兼職司機--因為聘用兼職司機有冇引致一啲
29 安全方面嘅問題呢？

30 陳美寶女士：（經傳譯員）喺過去嘅檢討裏面，我哋唔見到有啲咩嘢特別嘅情況或者
31 個趨勢就顯示兼職司機係要讓人擔心係導致巴士意外嘅成因。

32 MR DUNCAN：（經傳譯員）究竟照你所知，巴士公司做過啲乜嘢嘢嚟到去睇下究竟
33 兼職巴士司機返工之後或者放工之後究竟佢係做啲咩嘢嘅呢？

34 陳美寶女士：（經傳譯員）講到培訓，巴士公司--我哋期望巴士公司係提供培訓係畀
35 在職嘅車長，無論佢係全職或者係兼職...

1 MR DUNCAN：（經傳譯員）係，係，對唔住，打斷。我唔係講培訓，我意思即係話
2 佢哋係夠唔夠精神去開始去返工、上班同埋係去揸車嘅，即係話佢係兼職嘅司
3 機咁嘛，佢一日裏面其他嘅時間佢會係做啲乜嘢嘅嘢？

4 陳美寶女士：（經傳譯員）從呢個運輸署嘅角度嚟到睇，我哋有咁嘅資料究竟巴士公
5 司點樣樣去監察兼職巴士司機點樣樣去駕駛，兼職巴士司機呢啲車長就係巴士
6 公司招聘嘅人手，嚟到去幫手係舒緩個個問題同埋係去滿足個個巴士服務嘅需
7 求，特別係有某一啲時候就係一個服務需求嘅高峰期嘅，過去咁多年，我知道
8 講到個個兼職車長嘅百分比係有啲公司係百分之三至到係去到百分之三十一，
9 其中一家公司就係百分之三十一嘅，而個間公司就因為佢有好多路線都係喺假
10 日嘅時候行使，所以佢哋係需要除咗基本嘅人手之外，佢哋係全職嘅，之上佢
11 哋一直有咁嘅安排，就係搵兼職嘅司機嚟到去應付係假日嘅額外嘅需求。

12 MR DUNCAN：（經傳譯員）公司有冇提供一啲分析畀你哋，就話係兼職司機同意外
13 之間有冇關係呢？即係話會唔會話因為啲巴士係由兼職司機揸對比起全職司機
14 揸，就多咗意外呢？

15 陳美寶女士：（經傳譯員）我有咁嘅資料，手頭上有咁嘅資料，不過我諗我哋可以喺
16 呢一方面做一啲研究，然後提供資料畀委員會。

17 主席：（經傳譯員）鄧大律師，其中一間巴士公司有提供到佢哋嘅資料，係咪呀？即
18 係個個涉及兼職司機嘅意外率就並冇特別係高嘅，你問完關於呢個兼職司機嘅
19 問題未呀？

20 MR DUNCAN：Yes, I am.

21 主席：（經傳譯員）我諗鄧大律師想問嘅就係如果你係一個兼職司機或者你可能會做
22 一啲其他嘅兼職嘅工作，譬如話係兼職的士司機，兼職貨車司機等等，運輸署
23 有冇要求巴士公司係去收集佢哋嘅兼職司機有啲咩嘢其他嘅兼職工作呢？

24 陳美寶女士：（經傳譯員）目前我哋係有咁嘅要求，即係有要求巴士公司係去搜集呢
25 啲資料同埋向我哋呈交嘅。

26 主席：（經傳譯員）我即係假設你係有資料，你哋係唔知道呢啲兼職司機喺日間仲做
27 緊啲咩嘢其他工作？

28 陳美寶女士：（經傳譯員）冇錯。

29 主席：（經傳譯員）唔該晒。

30 MR DUNCAN：（經傳譯員）我想大家睇 CTB-1 嘅文件冊第 26 頁嘅，呢個就係其中
31 一間專營巴士公司，即係城巴所呈交嘅陳述，喺第 26 頁嘅最底就講到一啲新嘅
32 科技輔助儀器，你見唔見到呢？

33 陳美寶女士：（經傳譯員）係。

1 MR DUNCAN：（經傳譯員）喺第 26 頁底，就話我哋係計劃去包括以下嘅技術，就係
2 由 19 年 6 月開始付運嘅新巴士入面包括嘅，就係有電子穩定系統，一個--另一
3 個穩定系統，一個防翻滾嘅系統，一個主動嘅速度限制系統，我問題就係運輸
4 署有冇進行任何本地或者海外嘅研究，或者有冇同巴士公司去合作，有冇研究
5 過有啲咩嘢新嘅技術或者新嘅安全措施係可以係考慮採納係去改善安全呢？運
6 輸署有冇進行呢一類嘅研究？

7 陳美寶女士：（經傳譯員）或者我請陳先生，佢係負責呢一個硬件嘅部分嘅。

8 陳英傑先生：（經傳譯員）運輸署一直都係好留意係將新技術採納喺巴士上面，特別
9 係一啲可以改善巴士安全嘅技術，至於我哋嘅做法可以係內部去做，或者係同
10 巴士公司去合作嘅，對我哋嚟講，我哋認為同巴士公司合作係會更加有效嘅，
11 因為佢哋係有運作嘅經驗，同埋佢哋有唔同種類嘅巴士係可以測試呢啲儀式
12 嘅，佢哋可以睇下究竟呢啲技術係適唔適合佢哋嘅車輛。

13 我哋係一直都會尋求改善，如果有一啲儀器係幫到手，我哋係會同巴士公司
14 去傾，睇下有冇辦法係可以測試同埋引入呢一啲儀器，我哋亦都係會同一啲車
15 輛製造商去傾嘅。

16 MR DUNCAN：（經傳譯員）你話你會留意，你喺邊度留意或者點樣留意呢？

17 陳英傑先生：（經傳譯員）我哋會喺網上會搵資料，而我哋嘅工程師都係經常喺網上
18 搵資料，我哋係會睇一啲嘅雜誌，我哋會--有訂閱一啲關於儀器嘅雜誌，我哋會
19 睇下有啲乜嘢可以同巴士公司一齊去測試嘅。

20 主席：（經傳譯員）你有冇聯絡你哋一啲海外嘅其他嘅監管機構呢，喺呢一方面？

21 陳英傑先生：（經傳譯員）唔係經常嘅，但係耐唔耐我哋係會做一啲關於儀器嘅研
22 究，我哋亦都係會聯絡唔同國家嘅監管機構，特別係新加坡、英國、日本等
23 等，但係我哋係唔會有一個恆常嘅接觸。

24 MR DUNCAN：（經傳譯員）呢個主動嘅限速系統，呢個就係城巴提到嘅系統係咪由
25 佢哋去建議嘅呢，定係由運輸署去建議嘅呢？

26 陳英傑先生：（經傳譯員）呢個係由佢哋建議嘅，我覺得，根據佢哋嘅描述，呢個就
27 係同一個電子穩定系統相若嘅系統嚟嘅。

28 主席：（經傳譯員）我諗呢一個主動嘅限速系統係一個主動嘅限速系統，而唔係一個
29 被動嘅限速系統。

30 陳英傑先生：（經傳譯員）我哋係同巴士公司亦都係有提過--即係有傾緊呢一個系統
31 嘅，除咗一啲現有嘅限速器，即係最高嘅時速係每小時九--七十公里，我哋亦都
32 係會引入多一啲嘅功能，當架車係落坡嘅時候，所以個車速上限係每小時 70 公
33 里。城巴所提嘅就係一個類似嘅儀器，只不過個名唔同嘅啫。

34 MR DUNCAN：（經傳譯員）目前呢個車速限速器係上限係時速 70 公里，

1 陳英傑先生：（經傳譯員）如果一啲行緊--即係譬如話喺一個車速限制 50 公里嘅地
2 方，如果有架巴士係行緊 60 公里嘅話，如果係咁嘅情況，即係架巴士超速。

3 MR DUNCAN：（經傳譯員）有冇任何方法係限制巴士超速，喺科技或者技術上？

4 陳英傑先生：（經傳譯員）如果你一啲有自動嘅全球定位系統，加上一啲某種嘅限速
5 系統，再加上呢個地圖，如果係有車速限制，理論上係做得到嘅，我哋亦都係
6 有同巴士公司去討論過呢一點，而個共識就係理論上係行得通嘅，但係喺香港
7 嘅環境，全球衛星定位嘅訊號喺某啲地方可能會有啲問題，因為可能有一啲--喺
8 某啲地方嘅訊號可能畀啲高樓大廈係擋住，所以我哋仍然係要求巴士公司係去
9 探討啲技術，希望喺不久嘅將來係可以採納呢一啲安全系統係有效嘅，但係目
10 前佢哋仍然係試驗緊或者係探討緊。

11 主席：（經傳譯員）呢個係咪叫做地理圍欄嘅系統呀？

12 陳英傑先生：（經傳譯員）冇錯。

13 陳美寶女士：（經傳譯員）主席，我想補充，城巴所提嘅呢啲技術除咗我哋喺改善巴
14 士安全嘅工作小組亦都係有睇過呢一啲嘅技術，我哋係會同巴士公司係會睇新
15 嘅儀器同技術，我哋亦都會詳細同啲巴士公司睇呢啲技術上嘅可能性、安全同
16 埋點樣可以應用喺本地嘅專營巴士上面嘅。我哋喺工作小組入面，即係呢個改
17 善巴士安全嘅工作小組我哋係有睇過呢個問題，我哋係會繼續探討嘅。

18 主席：（經傳譯員）鄧大律師之前問過一個問題係未答到嘅，係邊個去建議、討論--
19 即係喺工作小組上面係去討論呢啲嘅技術呢？究竟係由運輸署建議㗎，定係巴
20 士公司建議㗎，定係兩者都有建議呢？

21 陳美寶女士：（經傳譯員）主席，喺第一次會議，我哋係有提及一啲新嘅技術同埋裝
22 置去預備同巴士公司去傾嘅，呢啲嘅建議可能係多年嚟各方提出，但係最後係
23 由運輸署去草擬呢個文件去提呢一啲技術嘅。

24 主席：（經傳譯員）係邊個邀請呢啲巴士公司係出席呢個工作會議小組呀？

25 陳美寶女士：（經傳譯員）係運輸署。

26 主席：（經傳譯員）唔該晒。

27 MR DUNCAN：（經傳譯員）你有冇嘢想補充？

28 陳英傑先生： You mean currently in the world?

29 MR DUNCAN：（經傳譯員）喺呢個地理圍欄嘅技術，正如主席所講，係有用乜嘢嘅
30 法理基礎去運作呢？或者喺邊一個嘅司法管轄區去運作呢？

31 陳英傑先生：（經傳譯員）我哋手頭上有呢一項嘅資料，我諗呢項技術就唔係新嘅，
32 但係喺實際應用方面我哋有資料响手嘅，但係根據我知道嘅資料，香港嘅運輸--
33 作為啲交通工具營運商係有一個咁嘅系統嘅，佢哋可以喺電腦上就用呢一個全

1 球定位系統就可以睇到啲巴士喺邊度，即係啲人可以知道佢哋响邊度或者幾時
2 會到站，即係用啲手機應用程式可以睇到嘅。而內部嚟講，佢哋可能覺得--即係
3 會見到某一啲嘅路線可能係營運得比較好啲或者安全啲，呢個同地理圍欄呢一
4 個技術係相似，但係巴士公司係有留意到呢一方面，佢哋會睇下啲技術以後係
5 能唔能夠應用嘅，所以回應番你嘅問題，據我所知，就有人係--即係成功係應用
6 地理圍欄技術，但係當然大家都係嚟向住呢個方向去做嘅。

7 MR DUNCAN：（經傳譯員）你所講就即係可能係--即係我哋知道啲巴士嘅情況係
8 點，但係你防止唔到問題，如果有巴士喺呢個時速限制 50 公里嘅地方度開--即
9 係超過 50 公里係會點樣呢？

10 陳美寶女士：（經傳譯員）呢啲嘅技術主要係為咗管理車隊同埋檢查巴士或者其他車
11 輛嘅情況，至於呢項技術可唔可以用嚟去控制--限制速度或者去減慢速度或者係
12 防止巴士司機係駛超過時速 50 公里或者 70 公里，即係我哋知道有一啲嘅巴士營
13 運商就表示如果有呢啲輔助駕駛技術或者技術，佢哋係警告我哋啲司機唔應
14 該係純粹倚賴一啲技術或者係儀器，因為佢哋可能會過份倚賴呢啲儀器，而係
15 會失去咗一啲--即係喺有一啲關鍵嘅時刻，可能會失去咗個人嘅判斷嘅，呢啲係
16 專營巴士公司係特別提到嘅呢一點。

17 MR DUNCAN：（經傳譯員）為免生疑問，其實呢一個係車速限制係咪喺個地理圍
18 欄呢一個係概念係檢討嘅時候都有包括埋睇埋嘅呢？

19 陳美寶女士：（經傳譯員）有。

20 主席：（經傳譯員）鄧樂勤大律師，我哋而家已經到咗四點半，係咪一個啱嘅時候就
21 今日係暫停呢？陳女士同埋你嘅同事，我哋今日就會暫停，我諗較早時候已經
22 係邀請咗你亦都係明日就係再嚟嘅，請你預留咗明日嘅時間，所以請你哋明天
23 係 10 點鐘再嚟到呢度繼續係作呢一個口述嘅證供。

24 好，明天 10 點鐘再繼續。

25

26 2018 年 5 月 7 日

27 下午 4 時 32 分聆訊押後

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1 Tuesday, 8 May 2018

2 (10.00 am)

3 CHAIRMAN: Good morning.

4 Ms Chan, might I invite you to resume your seats at
5 the table.

6 EVIDENCE FROM THE TRANSPORT DEPARTMENT: MS MABLE CHAN,

7 MS AMY LEE, MS RACHEL KWAN, MS MACELLA LEE,

8 MR REGINALD YK CHAN, MR TONY YAU

9 CHAIRMAN: Overnight, the Transport Department has provided

10 the committee with material relating to the forward

11 planning documents that the various bus companies have

12 provided to the Transport Department on bus safety.

13 I think at the outset we ought to afford you

14 an opportunity -- and I do -- if you wish to make some

15 statement about those documents. Otherwise, I will ask

16 Mr Duncan to pursue it in examination.

17 MS MABLE CHAN: Good morning. Thank you very much,

18 Chairman, for giving me this opportunity. I would just

19 like to say a very few words on that.

20 CHAIRMAN: Please do.

21 Further opening statement by MS MABLE CHAN

22 MS MABLE CHAN: Actually, I thank the chairman for raising

23 this and giving us the opportunity to have a go with the

24 bus operators last night, because I do appreciate that

25 the request came from the IRC secretariat for sight of

26

1 the whole FPP, but on the basis of the document
2 containing commercial value, that's why we did not
3 disclose it at the outset, but also noting that it
4 comprises an important chapter on bus safety which does
5 not comprise commercial value, we actually took the
6 opportunity to run it past the bus operators last night
7 and we managed to provide the IRC secretariat with
8 copies.

9 In fact, I would like to say a few words, that the
10 forward planning programme is part of the statutory
11 requirement that the bus operators would have to submit
12 for discussion and agreement with the Transport
13 Department.

14 It is part of the two-pronged process which the
15 Transport Department monitor and regulate the bus
16 operators. The bus operators are expected to provide
17 an FPP comprising the route development programme as
18 well as other operational aspects to the Transport
19 Department by the end of June of each year.

20 It is since 2003 that the Transport Department has
21 required the bus operators to include a dedicated
22 chapter on bus safety, and since then that chapter forms
23 part of the programme and serves as a planning tool for
24 the Transport Department to discuss and monitor the
25 accident statistics of each franchised bus operator in

26

1 their own analysis, and we expect the bus operators to
2 propose improvement measures and we expect them to
3 include in that programme the implementation timetable
4 for the various improvement measures.

5 Apart from this forward planning process, we also
6 conduct an annual performance assessment by the end of
7 each year. That exercise, we will take into account
8 nine indicators, of which two are related to safety. As
9 I replied to the senior counsel during yesterday's oral
10 session, we also maintain an independent database on the
11 overall territory-wide accident statistics, in which
12 there is also analysis of accident statistics in respect
13 of each franchised bus operator. We will also conduct
14 independent analysis of the accidents by its nature, by
15 its contributing factor, in order to conduct our annual
16 performance assessment of each franchised bus operator.
17 This assessment is done annually based on independent
18 data from the database, independent of the forward
19 planning exercise. So the two run in parallel. And the
20 annual performance assessment report will also be
21 submitted to the Transport Advisory Committee for
22 discussion and reference.

23 Thank you, Chairman.

24 CHAIRMAN: Thank you.

25 Mr Duncan.

26

1 Examination by MR DUNCAN (continued)

2 MR DUNCAN: Thank you, Chairman.

3 Good morning, Ms Chan, and ladies and gentlemen.

4 Thank you again for your homework last evening. What
5 I would like to do is just note the documents which have
6 been provided overnight, first of all, and then ask you
7 a couple of questions about those.

8 With regard to the forward planning programmes, the
9 safety parts of that, I will have questions on those
10 later this morning. So I won't spend any time on those
11 at the moment.

12 You have also, via your submission overnight,
13 provided us with a number of other matters that were
14 raised during the evidence yesterday, and for those
15 I thank you.

16 There is just one of those matters referred to in
17 your submission that I would like to ask you a little
18 bit about. If you could turn to paragraph 8 of the
19 overnight supplementary written submission, there is
20 reference there to the Working Group on Enhancement of
21 Safety of Franchised Buses. The committee has been
22 informed that that group was formed after the Tai Po
23 accident in February of this year, and contains as its
24 membership, amongst others, representatives of bus
25 companies.

26

1 You mentioned right at the end of the submission
2 that the first meeting of that group was held on
3 13 March this year. My question is: how many meetings
4 have been held since that date?

5 MS MABLE CHAN: Two meetings.

6 MR DUNCAN: Since then, so three meetings in total?

7 MS MABLE CHAN: Two meetings at the working group level and
8 then two meetings at the technical meeting, focusing on
9 bus safety devices and technology.

10 MR DUNCAN: Thank you. So one meeting on 13 March and one
11 subsequent meeting?

12 MS MABLE CHAN: Yes, I think on 24 April, if I remember.
13 23 April.

14 CHAIRMAN: I think you gave us that date yesterday. You
15 mentioned two dates.

16 MS MABLE CHAN: Yes, in the opening statement.

17 MR DUNCAN: Thank you.

18 And the technical meeting, who attends the technical
19 meeting?

20 MS MABLE CHAN: Perhaps I will ask Rachel, because she
21 convened the technical meeting.

22 MS RACHEL KWAN: Thank you, Ms Chan, and good morning,
23 Mr Chairman.

24 The bus companies and the bus manufacturers,
25 representatives of them have attended the meeting.

26

1 MR DUNCAN: The technical meetings?

2 MS RACHEL KWAN: Yes.

3 MR DUNCAN: Now, are minutes kept of these meetings?

4 MS RACHEL KWAN: Yes.

5 MR DUNCAN: Would the committee be able to obtain copies,
6 please, of the minutes?

7 MS RACHEL KWAN: Sure.

8 MS MABLE CHAN: As far as minutes are concerned, because as
9 a general rule it is comprised of internal
10 deliberations, and our general principle is that we will
11 not disclose the internal deliberations which may
12 comprise incomplete analysis and research and may affect
13 candid discussion within the government.

14 But we can surely provide some relevant extracts of
15 the deliberations in terms of the measures being
16 proposed and also actions being explored for the IRC's
17 information.

18 MR DUNCAN: I know the committee is particularly interested
19 in the technical considerations being given by those two
20 groups, and it's in that context that I ask that the
21 minutes be provided.

22 MS MABLE CHAN: If the committee considers it important to
23 see the minutes, we may be able to provide to the
24 committee in confidence.

25 CHAIRMAN: No. We are operating transparently, with
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1 everything on our website. We are not taking any
2 information from anybody that is not disclosed publicly.

3 But what we have in mind -- one imagines, when there
4 is a technical meeting and you are discussing what
5 technology might be used in Hong Kong, and bus
6 manufacturers come to help in the meeting, are we
7 correct to assume that there would have been papers put
8 forward by them? For example, speed limiters, you can
9 do it passively by cutting off fuel but you can also do
10 it actively, for example, by engaging gears and applying
11 brakes. Are there any papers of that nature, saying,
12 "These are the technological advances" -- is there
13 material of that kind?

14 MS MABLE CHAN: There have not been papers as such so far.
15 We have tabled a scope of work and also the items to be
16 discussed and explored at the meetings. But the
17 attendees haven't proposed or tabled any papers so far.

18 CHAIRMAN: Perhaps "papers" is too technical. Anything in
19 writing? It's hard to believe that you have meetings
20 with nothing in writing about these kind of obvious
21 issues, because I think it's the Transport Department
22 that's identified the various technological devices that
23 might be used.

24 MS MABLE CHAN: Chairman, because at the first two meetings
25 we have listed out possible devices and technological
26

1 matters to be explored and discussed, and we are
2 attending the attendees to go back and study and then to
3 come back. So I would have thought that for
4 facilitating the discussion in future meetings, there
5 will be analysis papers for us to consider.

6 Thank you.

7 CHAIRMAN: Thank you.

8 Yes, Mr Duncan.

9 MR DUNCAN: There is one other matter which I referred to
10 you yesterday during the evidence, and in respect of
11 which I did not ask for any particular reports. That
12 was a matter which you mentioned during your evidence,
13 when you mentioned quarterly undertaking -- quarterly
14 reports to the Road Safety Council, in the context of
15 monitoring.

16 Could I make a request, please, that we obtain
17 copies of, or samples, of those quarterly reports?

18 MS MABLE CHAN: Yes.

19 MR DUNCAN: That can be arranged?

20 MS MABLE CHAN: Yes, samples of quarterly reports, sure.

21 MR DUNCAN: If we just go back to that matter that I have
22 raised, and you had a discussion with the chairman, the
23 minutes of the four meetings. I understand your
24 reluctance. I think at the early stage of the exchange
25 with the chairman, you indicated that there would be no

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1 problem with some parts of the minutes being
2 communicated to the committee. Is that correct?

3 MS MABLE CHAN: I will seek further legal advice as to how
4 to facilitate the committee to appreciate the work of
5 the working group and also the technical meeting.

6 MR DUNCAN: Right. We will leave that in your court for the
7 moment.

8 MS MABLE CHAN: Yes.

9 MR DUNCAN: And would be grateful for your response in due
10 course.

11 MS MABLE CHAN: Sure.

12 MR DUNCAN: Thank you.

13 There were two other matters, just dealing with
14 yesterday's proceedings, before I proceed this morning,
15 that I wish to raise. The first related to the reason
16 why no changes were made to the guidelines following the
17 administration's undertaking to look at the guidelines
18 again after the 2012 accident. That was a matter
19 I think that you said you would look into further.

20 Have you had the opportunity of looking further into
21 that as yet?

22 MS MABLE CHAN: I'm sorry, but in the interests of time we
23 have not been able to do thorough file research, but we
24 will do that as quickly as possible and we will provide
25 written response on that.

26

1 MR DUNCAN: Thank you.

2 One other matter was the question of the
3 full-time/part-time drivers, when I asked whether the
4 department had conducted any analysis as to the
5 relationship between the two and accidents as a whole,
6 whether any analysis had been carried out, and you
7 indicated that you did not have the information at hand,
8 but perhaps some research could be done on that and the
9 information supplied.

10 Is work being undertaken on that particular issue?

11 MS MABLE CHAN: Perhaps I can clarify on that. Based on the
12 analysis provided by the companies over the years,
13 especially in the forward planning programme, in the bus
14 safety section, in analysing the accident by its
15 category and its nature, there is no analysis or
16 information pointing towards part-time bus captains as
17 being the contributing factor to the accidents. In
18 other words, there is no information as revealed from
19 those analysis that there is a correlation between the
20 deployment of part-time bus captains with the accidents.

21 So this is the basis based on which I mentioned
22 yesterday that there is no information leading to such
23 kind of correlation.

24 CHAIRMAN: Having had an opportunity briefly to go through
25 the forward planning papers provided by the various

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1 franchised buses, the phrase "no correlation" is
2 repeated frequently when one looks at more or less
3 anything: bus models, ages of drivers, number of hours
4 working.

5 MS MABLE CHAN: Chairman, as I have said, those analyses are
6 conducted and prepared by the bus companies. In our own
7 independent analysis for reporting to the Road Safety
8 Council, we do analyse the accidents, be it fatal or
9 serious, and then in our analysis we will try to
10 identify common factors, for example driver behaviour or
11 the involvement of vehicles in those accidents.

12 CHAIRMAN: And that's a separate independent report?

13 MS MABLE CHAN: Yes.

14 CHAIRMAN: And you are making that available to us?

15 MS MABLE CHAN: In the Road Safety Council quarterly report.

16 CHAIRMAN: Yes. Thank you.

17 MR DUNCAN: Let's turn then to the bus safety contents of
18 the forward planning programmes, the documents that were
19 sent to us over the break.

20 I have looked at these in three groups, because
21 although I think there are five franchisees, Kowloon
22 Motor Bus and Long Win provide the same sort of reports;
23 Citybus and New World First Bus Services, they supply
24 the same sort of reports, that's the second type; and
25 then the New Lantao Bus Company provides a third form of
26

1 report.

2 Can I ask you first this: the type of information
3 which is contained in these reports relating to bus
4 safety, is that determined by the department or is it
5 left to the bus companies to say, "This is what we will
6 put in the FPP"?

7 MS MABLE CHAN: As I have mentioned in my opening statement
8 this morning, the requirement for including a bus safety
9 chapter in the forward planning programme dates back to
10 2003. Since 2003, as an annual exercise, the department
11 will keep track of the information supplied by the bus
12 operators in terms of bus safety, accident analysis in
13 the forward planning programme, and then we will write
14 to the bus operators in around April or May on issues to
15 be covered and provided in the upcoming forward planning
16 programme.

17 In terms of bus safety, there are occasions at which
18 the department will make special request on certain
19 areas to be covered. So, basically, the scope of
20 information, and sometimes on an occasional basis the
21 specific areas provided by the bus companies are made on
22 the advice of the TD.

23 MR DUNCAN: So who prepares the first draft of the document?

24 MS MABLE CHAN: The colleagues in the Bus and Railway
25 Branch.

26

1 MR DUNCAN: Right. And have they been given a list of
2 topics that need to be covered, or do they generate
3 their own list of topics that the department then
4 examines?

5 MS MABLE CHAN: It is an evolving exercise. So it starts
6 off with framework on the coverage of the areas to be
7 included in the various chapters. But over the years,
8 there are also topics, list of topics, in those letters,
9 as and when needed, to be provided to the operator, to
10 guide them to include certain things in the chapter.

11 MR DUNCAN: Now, we have noticed that these programmes, the
12 safety parts of these programmes, contain quite
13 an amount of statistical information relating to
14 accidents and to accident causes. You will be aware of
15 that?

16 MS MABLE CHAN: Yes.

17 MR DUNCAN: They also contain information from the companies
18 as to what they describe as their safety measures, and
19 their proposed safety measures.

20 If I could take you to one example of the proposed
21 measures, by asking you to turn to that of the New World
22 First Bus Services Ltd, which is annex 3 to your
23 material overnight. I'm looking at page 6, internal
24 numbering, of that document., which has been apparently
25 noted now as page 200 of the bundle.

26

1 Do you see on that page clause 5.3, "Measures and
2 implementation programme to enhance safety"? Are you
3 looking at that page?

4 MS MABLE CHAN: Yes.

5 MR DUNCAN: Thank you. Then if you look at the text:

6 "Apart from disciplinary actions taken, measures and
7 programmes planned to reduce common types/causes of
8 accidents are listed below".

9 And there's a series of measures, no less than
10 14 measures described there by the company.

11 You mentioned yesterday and again this morning, in
12 fact, the annual performance assessment of the
13 franchised bus operators, and the fact that -- and
14 I think what you were informing the committee was that
15 safety is taken very seriously because if you look at
16 the nine indicators, two of them are concerned with
17 safety matters.

18 MS MABLE CHAN: Yes.

19 MR DUNCAN: Could we just go to those. I think you will
20 find that in TD-2 at page 316.

21 Are you at the page that reads, "Summary of
22 performance of the franchised bus operators in 2016"?

23 Do you have that in front of you?

24 MS MABLE CHAN: (Nodded head).

25 MR DUNCAN: Thank you. Do you see the nine key indicators,
26

1 as they are described? And the two you have noted, are
2 they respectively "Safety-related defects per bus
3 examination", and then "No. of buses involved in
4 accidents per million vehicle-kilometre"? Are they the
5 two that you have referred to?

6 MS MABLE CHAN: (Nodded head).

7 MR DUNCAN: Thank you.

8 When the department conducts that annual assessment,
9 does it carry out any sort of check on the individual
10 matters which a bus operator has indicated it is going
11 to pursue during that particular year? For example, the
12 14 items which are contained in the New World
13 submission.

14 MS MABLE CHAN: I would say yes.

15 MR DUNCAN: When you say you would say yes, why would you
16 say that? Does it or does it not?

17 MS MABLE CHAN: The annual performance assessment was made
18 on a company basis. So the Transport Department will
19 look at the accident performance of the individual bus
20 operators, in terms of the safety, by means of the two
21 indicators. And the forward planning programme,
22 in particular bus safety chapter, actually serves as
23 a tool for us to study and examine better the
24 circumstances faced by the bus companies and also their
25 performance in terms of safety.

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1 So this actually serves as the basis for the
2 Transport Department to assess the annual performance
3 assessment of that company.

4 MR DUNCAN: There is nothing in this summary that indicates
5 that the department reaches into the individual
6 companies' statements as to what they are going to do
7 during a particular year. It's confined to accidents
8 per million vehicle-kilometres and safety-related
9 defects which are picked up during the oral examination.

10 MS MABLE CHAN: I can ask my colleague to search in our
11 covering paper, paper number 2, but I think there is --
12 yes, may I refer to paper number 2, appendix -- sorry,
13 paper number 1, appendix M, "Performance of franchised
14 bus operation in 2016". This is a sample of an annual
15 performance assessment we did for the franchised bus
16 operation; appendix M to paper 1.

17 CHAIRMAN: Yes. Mr Duncan, can you give us a page number
18 for that?

19 MR DUNCAN: 305.

20 CHAIRMAN: Thank you.

21 Yes. You were speaking to this document,
22 "Performance of franchised bus operation"?

23 MS MABLE CHAN: Yes. In paragraph 19, "Bus safety
24 measures", it summarises our assessment in overall terms
25 on the franchised bus performance in terms of the bus
26

1 safety aspects, and also the common factors identified
2 in those accidents. In particular in that year, the
3 2016 performance:

4 "[The] accidents typically involved passengers
5 losing balance inside bus compartment due to various
6 reasons, such as not holding the handrail tightly, or
7 falling down when boarding or alighting. The operators
8 have made efforts in enhancing safety of bus operation
9 through various measures."

10 Then we include in the summary the performance of
11 individual bus operators in that particular year.

12 Then in annex B to that paper, we also mention the
13 various measures to enhance safety of bus operations.

14 Thank you, Chairman.

15 MR DUNCAN: Do I understand you to say that they are
16 specifically taken into account during the annual
17 performance review?

18 MS MABLE CHAN: Yes.

19 MR DUNCAN: Thank you.

20 Now, I'm going to leave those safety provisions now
21 of the forward planning programme, so you can put those
22 to one side.

23 I want to turn now to the topic of passenger
24 behaviour, which has been a topic in many of the
25 submissions made to the committee. The committee has
26

1 been alerted to what is said to be an increasing
2 occurrence of both verbal and physical assaults on bus
3 drivers in recent times.

4 The committee has heard these allegations from
5 different sources, so from trade union movement, from
6 LegCo itself, and also from one of the bus companies,
7 KMB.

8 If I could just put this matter in perspective. Can
9 I ask you to go to the TU bundle at page 256, please.
10 In fact it's 256-1, the document which I ask you to look
11 at, which is -- forgive me, but it's an English
12 translation, and not certified, of minutes of a meeting
13 between the Federation of Bus Industry Trade Unions and
14 the Department. Do you see that document?

15 MS MABLE CHAN: Yes.

16 MR DUNCAN: If you want to look at the Chinese, I will give
17 you the reference to that. 250 for the Chinese.

18 Now I wish to take you to the translation, 256-5,
19 which is under the heading, "Issues on personal safety
20 of bus captains". If I could read from the translation:

21 "Representatives of the union expressed concern on
22 the recent incidents where bus captains were attacked,
23 although the bus captains under attack reported to the
24 police, in many cases, the police upon arrival would
25 suggest the parties to settle the matter, without

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1 prosecuting the perpetrators. Union representatives
2 also expressed that, apart from the general insurance
3 that bus companies provide to its employees, there is no
4 other support to frontline bus captains."

5 If you would bear that in mind, and then also refer,
6 please, to 256 --

7 CHAIRMAN: Before you move on, this was a meeting on
8 4 October 2016?

9 MR DUNCAN: That's correct.

10 Then at 256-8, you will see minutes of a meeting on
11 27 March 2017. The Chinese of that will be at page 245.
12 If I could refer you to the translation at 256-13, where
13 we have the heading under (vi), "Bus captains being
14 assaulted and prosecution standard for the
15 perpetrators":

16 "The representative of the union paid close
17 attention to incidents of assaults on bus captains.
18 Even though the bus captains being assaulted reported to
19 the police, most of the times when the police arrived
20 they suggested the parties to settle the case instead of
21 prosecuting the relevant persons. Besides, the bus
22 company only provided insurance coverage for its staff.

23 The police expressed that they will not tolerate the
24 use of violence, and asked that if the bus captains
25 encounter such situation they must call for police and
26

1 endeavour to seek witness(es) for the police's further
2 handling."

3 Perhaps I should have mentioned, if you go back to
4 the minutes of the meeting, you will see there the
5 persons present: the government representatives, the
6 District Councillors and the Federation of Unions, and
7 so on.

8 Then thirdly, for the trade unions' complaints,
9 page 256 --

10 CHAIRMAN: Before you move on, it is said that the police
11 expressed a view. Was a police officer present at the
12 meeting?

13 MS MABLE CHAN: Yes.

14 CHAIRMAN: Where is he identified?

15 MS MABLE CHAN: Mr Tsang Moon Lun, chief inspector on
16 traffic safety from the police department, 256-8.

17 CHAIRMAN: Ah, yes. Thank you.

18 MR DUNCAN: Thank you.

19 Then if you go to page 256-16, please. That's the
20 translation. The Chinese is at page 250. If I could
21 take you to the translation, 256-18, you will see the
22 minutes of a meeting on 20 July 2017, again a meeting
23 with representatives of the Transport Department, the
24 police force and the Hong Kong Federation of Trade
25 Unions for the Bus Industry.

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1 If I could bring your attention, please, to 256-18,
2 and the entry at item (ii), "Assault incident on bus
3 captain". It's long, so I won't read that out, but if
4 you could just read through it quickly, please, and
5 I will pick it up at the last couple of paragraphs. In
6 fact, I will pick it up at the last paragraph:

7 "Further, the police and the trade union recommended
8 to install protective equipment during bus captains'
9 driving. The Transport Department will address the
10 trade unions' concern to the Transport Department."

11 I'm sure that's not particularly well expressed.
12 The Transport Department no doubt was alerted to the
13 concern of the unions.

14 MS MABLE CHAN: Chairman, if I may, I am also looking at the
15 original, the Chinese version of the minutes --

16 CHAIRMAN: Yes.

17 MS MABLE CHAN: -- which is on page 251. On that particular
18 item, it is recorded that the Transport Department will
19 relay the trade unions' concerns to the bus operators.

20 CHAIRMAN: Thank you. So there's an infelicity in the
21 translation?

22 MS MABLE CHAN: Yes.

23 MR DUNCAN: I am grateful for that. Thank you. I will come
24 back to that in a moment.

25 But if I could just go to some of the other examples

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1 of this being brought to the attention of the
2 department.

3 Can we go to SEC-2, please. There is, again,
4 a translation at 815 of a communication in Chinese, at
5 page 814. This is a document actually addressed within
6 LegCo. Do you know whether the department became
7 alerted to this matter?

8 MS MABLE CHAN: I do not have the information at hand.

9 MR DUNCAN: Thank you.

10 CHAIRMAN: Perhaps you could give us more information, the
11 date and between whom the communication is made?

12 MS MABLE CHAN: Because this letter was not addressed to us,
13 but we can check.

14 CHAIRMAN: Sorry, I'm asking Mr Duncan.

15 What is the date of this communication?

16 MR DUNCAN: This is dated 19 May 2016, and it is addressed
17 to the chairman of the Panel on Transport Affairs within
18 the Legislative Council. But if you haven't seen this,
19 I won't ask you any further questions about this.

20 Then finally can I take you, please, in this
21 context, to KMB bundle 1, at page 62.

22 This document is part of the submission made by the
23 Kowloon Motor Bus Company to the committee. I'm not
24 sure whether you've had the opportunity of reading this,
25 Ms Chan. Have you?

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1 MS MABLE CHAN: I have done a cursory reading of the
2 submissions. Thank you.

3 MR DUNCAN: Thank you.

4 Can I take you to page 62, please, and the top of
5 the page, perhaps you can just read to yourself the
6 first entry there, indicated by the indicator,
7 commencing with, "In response to increasing number of
8 assaults against [bus captains], we have taken the
9 following measures".

10 CHAIRMAN: Mr Duncan, to assist those who are following this
11 with simultaneous translation, given that the document
12 is displayed only in English, perhaps I could invite you
13 to read what you say are the relevant parts of the
14 document.

15 MR DUNCAN: There is a reference in that passage, I think,
16 Ms Chan, to "Surveillance cameras, including
17 forward-looking cameras and a camera covering the driver
18 seat, have become standard features on all new buses
19 since 2015."

20 Do you see that reference?

21 MS MABLE CHAN: Yes.

22 Q. And:

23 "Up to February 2018, surveillance cameras were
24 installed in 2,319 KMB buses and 146 [Long Win] buses.
25 The remaining buses will be equipped with surveillance
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1 cameras phase by phase. Surveillance cameras capture
2 the behaviour (with audio recording) of difficult
3 passengers. It will protect the interest of [bus
4 captains] in subsequent investigation by the police or
5 legal proceedings."

6 Then there is reference to the fact that the company
7 intends to install a protective shield near the driver
8 seat starting from June 2018, and they say:

9 "We have added more on-board announcements to advise
10 passengers not to do certain acts that will affect the
11 [bus captains] and other passengers."

12 Finally, they indicate that they "offer legal
13 support to [bus captains] after they have been
14 assaulted."

15 With that background, from those papers, could I ask
16 you a few things.

17 First of all, when I raised this issue, the issue of
18 passenger behaviour, with the bureau yesterday, we were
19 told that the department has been directed to prepare
20 an education plan in respect of this matter. What is
21 the status of this education plan?

22 MS MABLE CHAN: Thank you, senior counsel. The issue of
23 passengers' behaviour or aggression towards bus captains
24 was particularly discussed in the context of the
25 Transport Advisory Committee's meeting in March, when we

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1 presented our actions to be followed for the Tai Po
2 accident.

3 As we reported to the Transport Advisory Committee
4 at that meeting in March, we reported that the
5 department or the government is aware of the concern of
6 the bus captains of incidents of passenger assault or
7 aggression towards bus captains, and we reported that
8 this matter was actually followed through in the Road
9 Safety Council, in which both Transport Department and
10 also the police are members.

11 We also reported that, as an ongoing education and
12 publicity campaign, there are radio APIs, TV programmes,
13 in Chinese it's "ging sun", educating the public on the
14 appropriate behaviour of passengers when aboard buses.

15 At the meeting, after the discussion at the
16 Transport Advisory Committee meeting, we are tasked to
17 look into that and devise a more comprehensive publicity
18 and education plan in this particular matter. Since
19 then, in the 77th meeting of the Road Safety Campaign
20 Committee, which is a committee formed under the Road
21 Safety Council to look at campaign matters, in the
22 meeting held on 13 April 2018, it has been agreed that
23 the attitude of passengers will be one of the themes for
24 the road safety campaign in 2018-19. The first
25 publicity activity is to produce the radio API for the
26

1 purpose of educating passengers on appropriate
2 behaviour, and disseminating the road safety message in
3 the third quarter of this year.

4 From the Transport Department's side, we also raised
5 this issue with other public transport operators, for
6 example the taxi trade. This is also one of the issues
7 raised by the taxi drivers, and we are devising a code
8 of practice and guidelines for quality taxis, to improve
9 the taxi quality of the existing 18,000 taxis under the
10 existing regime.

11 Apart from the chapters on drivers, we will also
12 include a chapter on passengers' responsibility and
13 attitude.

14 I have also raised with the MTRC at our annual
15 operational review committee that we are planning to
16 launch a comprehensive education and publicity campaign
17 territory-wide, involving the various public transport
18 operators. That means not only bus operators but also
19 MTRC and taxis, et cetera.

20 We are considering the details of the plan and we
21 hope to be able to launch the relevant publicity
22 activity towards the end of 2018.

23 Thank you, senior counsel.

24 MR DUNCAN: So, by an education plan, we are really talking
25 about a series of measures, are we? Is that it amounts

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1 to?

2 MS MABLE CHAN: By education plan, we think that education
3 is a very important element in bringing out the key
4 messages that passengers should bear in mind when they
5 are aboard public transport vehicles.

6 One of the messages that we have been deliberating
7 with the operators and within ourselves is that it is
8 the joint responsibility of the driver and the
9 passengers to ensure a safe and decent journey from the
10 origin to the destination.

11 Thank you.

12 MR DUNCAN: KMB have indicated that they have installed, and
13 will continue to install, surveillance cameras in their
14 buses. Is that a requirement of the Transport
15 Department to KMB?

16 MS MABLE CHAN: No.

17 MR DUNCAN: Have you had discussions with any of the other
18 bus companies with regard to the installation of
19 surveillance cameras?

20 MS MABLE CHAN: Personally, I am aware of the KMB's measures
21 such as the installation of surveillance cameras. They
22 have raised it with us at regular discussions, and also
23 at the board meeting level. This issue was not
24 particularly raised at the board meetings of the other
25 bus operators, as far as I am aware, but we are also

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1 aware that they are thinking of various ways to help the
2 bus drivers deal with this issue, in order to
3 facilitate, in the occasions whereby the passengers have
4 any aggressive attitude towards the drivers, and that
5 may lead to dispute on the spot, would there be any
6 device to help to have some objective evidence?

7 On the other hand, the Transport Department has not,
8 up to this stage, required this kind of installation,
9 knowing that there may be implications on other aspects,
10 the sentiments of the drivers towards this kind of
11 device.

12 So this is an issue which is ongoing discussed
13 within the bus operators. Thank you.

14 MR DUNCAN: So the Transport Department is not pursuing this
15 matter? You are leaving it to the bus companies?

16 MS MABLE CHAN: We consider that, as I have said at the
17 meetings between the Transport Department and the trade
18 unions, we have relayed the concerns to the bus
19 operators and we expect the bus operators to look into
20 ways to address the occasions and incidents happening
21 involving the bus drivers of the companies and seeing
22 what suitable facilities or measures can be taken,
23 having taken into account the employees' concerns,
24 sentiments.

25 Thank you.

26

1 CHAIRMAN: So the answer is yes, it's being left to the bus
2 operators?

3 MS MABLE CHAN: I would not say so, because we consider the
4 passengers' attitude towards the drivers is an important
5 issue, and we have over the years taken efforts to
6 promote this message and do education and publicity
7 exercise. We are aware that the trade unions have
8 expressed this kind of concern to the bus companies and
9 to the Transport Department, and we have relayed this
10 matter to the bus operators. We take a keen interest on
11 how the bus companies will address this concern, and we
12 welcome the measures that will be produced by the bus
13 companies.

14 On the other hand, to answer the chairman's
15 question, we do not totally refer the matter to the bus
16 companies, because we know that specific devices such as
17 surveillance cameras may have its own implications. So
18 we do want the bus companies to look into this
19 carefully.

20 Thank you.

21 CHAIRMAN: I'm sorry, can I ask you what you mean by
22 surveillance cameras have their own implications? Can
23 you amplify what you mean by that?

24 MS MABLE CHAN: Based on our understanding and discussions
25 at the board meetings of KMB, as an example, there are

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1 some concerns expressed by the bus captains that with
2 the installation of the surveillance cameras in front of
3 the driving seat, it may intrude into their personal
4 privacy, and we have also received some complaints on
5 that front.

6 Thank you.

7 CHAIRMAN: From bus captains, through trade unions?

8 MS MABLE CHAN: Trade unions, yes.

9 CHAIRMAN: Do we have that documented anywhere, in any of
10 the material that we have?

11 MS MABLE CHAN: We may not be able to find it but we will
12 try to locate.

13 CHAIRMAN: Thank you.

14 So, on the one hand, bus captains or at least some
15 of them are concerned about their own safety and being
16 abused, and yet others are concerned about privacy? Is
17 that it?

18 MS MABLE CHAN: Yes.

19 CHAIRMAN: Thank you.

20 MR DUNCAN: What about the matter of protective shields? Is
21 that a matter which is being considered by the Transport
22 Department as a suitable measure?

23 MS MABLE CHAN: This is also an initiative of the bus
24 company, in this case the KMB.

25 MR DUNCAN: Right, but my question is whether it occurs to
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1 the Transport Department as a matter worth pursuing, and
2 if so whether the Transport Department is suggesting
3 this to any of the other bus companies.

4 MS MABLE CHAN: This is a measure taken by the KMB in
5 response to the concerns and suggestions from the bus
6 captains towards the management, and we are aware of
7 that.

8 CHAIRMAN: The question was have you suggested to other bus
9 companies or operators that they look at this?

10 MS MABLE CHAN: We have suggested this measure to the other
11 bus companies for consideration.

12 MR DUNCAN: So it would be entirely up to them as to whether
13 they engage with it or not?

14 MS MABLE CHAN: Yes.

15 MR DUNCAN: It would be their decision?

16 MS MABLE CHAN: At the present moment, yes.

17 CHAIRMAN: Mr Duncan, do we have any photographs in the
18 material that we've got as to what is meant by
19 a protective shield?

20 MR DUNCAN: We will try and locate that, Mr Chairman.

21 One of the questions I raised with Mr Lai from the
22 bureau yesterday was whether or not any of the bus
23 companies had passed its own by-laws so that it could
24 act in respect of the conduct of its drivers or
25 passengers, and he wasn't sure precisely what the

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1 position was with regard to by-laws.

2 What is the position? Have any of the bus companies
3 passed the by-laws provided for by the ordinance?

4 MS MABLE CHAN: We have checked on this specifically. At
5 the present moment, the bus companies have not passed
6 any by-laws at the present moment. As our colleagues
7 have recalled, it appears that at least for the past ten
8 years this issue has not been raised by the bus
9 operators.

10 MR DUNCAN: It hasn't been raised by the bus operators, but
11 has the department considered that the passing of
12 by-laws by the bus companies may be able to provide some
13 assistance in respect of the problem which seems to be
14 reasonably prevalent and for which the police have
15 apparently found difficulty in taking prosecution?

16 MS MABLE CHAN: The current legislative requirement under
17 the Public Bus Services Regulations and also the Road
18 Traffic (Public Service Vehicles) Regulations have
19 provisions stated about the general conduct of
20 passengers, prohibiting bus passenger disorderly conduct
21 on public bus, including not to obstruct or distract the
22 driver.

23 So there is a legislative basis for overseeing this
24 matter. Thank you.

25 MR DUNCAN: You might understand a comment that this may not
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1 be the top of the police force's priorities, whereas the
2 bus companies would be far more concerned about it.

3 MS MABLE CHAN: I am not in a position to respond on behalf
4 of the police.

5 MR DUNCAN: Now, to the knowledge of the department, are
6 drivers provided with any training with regard to how
7 they should deal with an unruly passenger?

8 MS MABLE CHAN: I am aware that the bus companies have
9 included modules on handling passengers and during
10 stressful situations as part of their training courses
11 for in-service bus captains, as well as new recruits.

12 MR DUNCAN: Given the fact that trade unions have complained
13 about this, has the department looked into those modules
14 to see what sort of training procedures might be
15 available?

16 MS MABLE CHAN: The mentioning about the inclusion or
17 enhancement of stressful courses, handling courses, as
18 part of their training is mentioned in the forward
19 planning programme, and we also take that into account
20 and it is actually our plan to formalise the alignment
21 of the training framework, to ensure that this will form
22 part of the modules in the training for the new recruits
23 as well as the in-service bus captains.

24 At the present moment, the bus companies are
25 offering such kind of training courses to handle

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1 passengers during particular occasions whereby the
2 drivers may feel offended.

3 MR DUNCAN: Are you aware of any protocols that are in place
4 for the drivers that they should follow if there is
5 an incident arising from the behaviour of a passenger?

6 MS MABLE CHAN: I can speak from my personal knowledge, that
7 the KMB have set out some rules, basic rules, for their
8 drivers to follow and to observe in handling such kind
9 of situations.

10 MR DUNCAN: Have you examined those?

11 CHAIRMAN: Forgive me, Mr Duncan. Whilst this is fresh in
12 my mind. You say you intend to formalise alignment of
13 training framework. What do you mean by that?

14 MS MABLE CHAN: Chairman, the Working Group on Enhancement
15 of Bus Safety formed in March, the terms of reference
16 and the scope of work included the enhancement of
17 training as one of the areas to be looked into. As
18 mentioned in our paper 11, TD paper 11, "Training and
19 health checks of bus captains", we have reported that
20 our intention is to set out the guidelines on the
21 training framework in order to align the content and the
22 modules of the training.

23 CHAIRMAN: Take your time to locate what you are looking
24 for.

25 MS MABLE CHAN: Let me try to locate it.

26

1 It is shown on the screen, page 131.

2 CHAIRMAN: Paragraph 15?

3 MS MABLE CHAN: Yes.

4 CHAIRMAN: Thank you.

5 MS MABLE CHAN: The training of bus captains to handle this
6 kind of situation involving passengers is a very
7 important issue to be addressed. We know that at the
8 present moment various bus companies have included such
9 kind of module, but we think that it is very important
10 to align and formalise the requirement, to make sure
11 that this module is included in the training for new
12 recruits as well as in-service captains, and we want to
13 set out a guideline on the weighting and the contents of
14 this relevant module, to make sure that there are
15 appropriate training to be provided for bus captains, to
16 equip them with the necessary skills and to prepare them
17 psychologically for such kind of distressful situations.

18 Thank you, Chairman.

19 CHAIRMAN: So when you say "an alignment", and you say
20 "formalise", you mean issue guidelines so that they are
21 the same for all bus operators?

22 MS MABLE CHAN: Yes. In a way, we plan to issue a guideline
23 requiring all the bus operators to include this kind of
24 training as their training framework, and we will also
25 plan to set out the basic duration and also the relative

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1 weighting of each of the modules, so it will form
2 a framework for the bus operators to follow, so that
3 there will be a common basis for the individual bus
4 operators to conduct internal monitoring and audit. By
5 such kind of device, we can align the practice of the
6 various bus operators.

7 Although the duration and the frequency may vary in
8 very detailed way, but there will be a basic minimum
9 duration required, and also the weighting to be accorded
10 to the various modules under the broad training
11 framework.

12 CHAIRMAN: What do you mean by "weighting"?

13 MS MABLE CHAN: The relative weighting of, say, the module
14 on handling passengers, relative to the other modules on
15 driving skills, route training, et cetera.

16 CHAIRMAN: Thank you.

17 This working group, it is anticipated, would report
18 by the end of June; am I correct?

19 MS MABLE CHAN: Yes, you are correct, Chairman.

20 CHAIRMAN: Is it intended that the guidelines be issued at
21 that stage?

22 MS MABLE CHAN: We are trying very hard to formulate the
23 guidelines as early as possible. The pledge of the
24 working group currently is to complete the report by the
25 end of June. We will consider as to whether a draft of

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1 the guidelines can be included as part of the report.

2 But I think the detailed guidelines may take a little
3 bit of time.

4 Thank you, Chairman.

5 CHAIRMAN: Thank you.

6 Yes, Mr Duncan.

7 MR DUNCAN: I just noticed that particular paragraph,
8 Ms Chan, doesn't actually mention the problem that I've
9 raised with you. It doesn't specifically address the
10 question of the behaviour of passengers towards
11 captains, does it?

12 MS MABLE CHAN: The paper does not make specific mention of
13 that, but in our discussions at the two working group
14 meetings, the various modules were actually discussed,
15 and we have also sought the agreement of the bus
16 operators to work towards having a common framework,
17 comprising the modules that they are providing.

18 Thank you, Chairman.

19 MR DUNCAN: Let me try and finish this topic. With the
20 complaints having been made, as we can see, by the trade
21 unions, amongst others, and with meetings held involving
22 the Transport Department, the unions and the police, and
23 so forth, has the department itself developed any ideas
24 as to how this problem might be overcome, as opposed to
25 leaving ideas for the bus companies to pursue?

26

1 MS MABLE CHAN: The department considers this issue as
2 a very important issue to be addressed, and as
3 demonstrated by the various efforts that the Transport
4 Department is taking, we believe that equipping the
5 drivers with necessary skills and preparing them
6 psychologically to handle such kind of situations,
7 coupled with education and publicity campaign to impress
8 upon them the important message of passengers'
9 responsibility, are two-pronged measures to tackle this
10 issue.

11 Thank you.

12 MR DUNCAN: Do you have any specific ideas, apart from
13 a general approach?

14 MS MABLE CHAN: I think this is a very specific approach.

15 Thank you.

16 MR DUNCAN: Now, I want you, please, to go to your
17 supplementary submission. You will find this at TD-1,
18 page 163. May I just ask you to clarify a matter.
19 Page 163.

20 The committee raised a question with you, and it was
21 in these terms:

22 "[The Transport Department] would review the
23 results of random checks to ascertain that the [bus]
24 operators have been monitoring the driving behaviour of
25 their drivers and have taken/will take follow-up action
26

1 against those drivers with improper driving behaviour.'

2 Please describe the process by which those random checks

3 are reviewed. If their process is recorded in writing,

4 please provide copy samples of such documents."

5 The answer that you gave was this:

6 "The requirement for the submission of the results

7 of random checks ... has been implemented only since

8 January 2018. The [Department] reviewed the monthly

9 report submitted by the [bus] operators to ascertain

10 that the ... operators have been monitoring the driving

11 behaviour of their drivers ..."

12 What is the arrangement between the department and

13 the bus operators with regard to these random checks?

14 MS MABLE CHAN: The requirement of installing black box and

15 also the arrangement for onboard plain-clothed employees

16 of the bus companies to inspect the driving behaviour

17 and attitude of the bus captains have been required over

18 the years. I do not have the specific year at the

19 present moment, but perhaps colleagues can check and

20 supplement on that.

21 So, in order to equip and facilitate the bus

22 companies to have a better knowledge and to better

23 monitor the driving behaviour and attitude of the bus

24 drivers, the installation of black box, coupled with the

25 arrangement on onboard plain-clothed inspectors, would

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1 help them to analyse and monitor and to devise relevant
2 improvement measures to be followed through by the bus
3 companies.

4 This is a requirement set by the Transport
5 Department, and we expect the bus operators to, based on
6 this kind of observations, on an ongoing basis, and then
7 they will devise the suitable measures.

8 Since January 2018, it is the initiative of the
9 Transport Department to step up our monitoring of the
10 bus operators, to ensure that they have done this kind
11 of analysis and monitoring on a regular basis. We take
12 the initiative to do so not because of any particular
13 accident but we think that that will give us
14 information, a basis, for us to consider whether any
15 step-up monitoring can be conducted by both the bus
16 companies or at the TD level, in order to ensure that
17 there will be more informed basis to consider any
18 appropriate measures to address improper driving
19 behaviour of drivers.

20 We think that over the years, when we analyse the
21 accident data, driver behaviour is one of the key
22 contributing factors of many of the accidents, be it
23 serious or less serious. So we consider this as a step
24 forward for us to step up the monitoring on a more
25 regular basis.

26

1 Thank you.

2 MR DUNCAN: My question is just aimed at what is constituted
3 by the random check. What is this random check system?

4 MS MABLE CHAN: Based on my understanding and recollection,
5 the bus companies are required to conduct random checks
6 on the black box data, as well as random checks onboard
7 the buses.

8 MR DUNCAN: Right. Let's just keep to onboard the buses.
9 Is this a directive from the Transport Department or
10 what?

11 MS MABLE CHAN: It is a requirement of the Transport
12 Department.

13 MR DUNCAN: In writing?

14 MS MABLE CHAN: I can check. I can check on that and then
15 supplement.

16 MR DUNCAN: I am interested in the details of what random
17 checking may be conducted by the bus companies
18 themselves of drivers' behaviour.

19 MS MABLE CHAN: I do not have the record at hand, but we can
20 certainly check and try to locate whether there is
21 anything in writing on this.

22 MR DUNCAN: Is there any random checking of passengers'
23 behaviour?

24 MS MABLE CHAN: The random checking is focused on the driver
25 behaviour.

26

1 MR DUNCAN: Thank you.

2 Turning away from --

3 CHAIRMAN: Before you do so.

4 The request made of you, the Transport Department,
5 was to describe the process by which those random checks
6 are reviewed, and that is a reference to the Transport
7 Department. How are they reviewed by the Transport
8 Department, the random checks?

9 MS MABLE CHAN: Chairman, if I may, I will locate the form,
10 the compliance form, and then I will refer you to that.

11 CHAIRMAN: Thank you. Take your time.

12 MS MABLE CHAN: May I refer you to annex 11, to paper 4, in
13 TD's bundle. Perhaps counsel's team can mention the
14 page number.

15 CHAIRMAN: Perhaps Mr Duncan can help us as to where we find
16 annex 11.

17 MR DUNCAN: Page 1020.

18 MS MABLE CHAN: Chairman, this monthly report was issued
19 since January 2018. It comprises four aspects.

20 CHAIRMAN: Yes.

21 MS MABLE CHAN: The part (B), "Mysterious ride checks for
22 monitoring of driving behaviours of bus captains", is
23 relevant to our discussion just now. So we have
24 stipulated in the monitoring report the number of
25 routine mysterious ride checks conducted, number of
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1 ad hoc mysterious ride checks conducted, and the number
2 of malpractice cases found on a monthly basis, as well
3 as the follow-up actions taken. This return will help
4 us to check and monitor the number of routine and ad hoc
5 mysterious rides conducted by the various bus companies,
6 and to monitor whether there are any malpractice cases
7 found and the follow-up actions taken.

8 In this sample provided in January 2018, you can see
9 the various follow-up actions taken by the bus
10 companies. On this return, we will look at it and then
11 we will see whether the bus companies have regularly
12 conducted such kinds of mysterious rides and whether the
13 number of checks fluctuate by monthly basis, and on the
14 other aspect, if we identify any trend in driver --
15 inappropriate behaviour, from our independent analysis,
16 in respect of the various bus operators, we will use
17 this as one of the tools for us to follow up with the
18 bus companies, to see whether they have taken
19 appropriate actions to address the driving behaviour of
20 bus captains.

21 Thank you.

22 CHAIRMAN: So just dealing with, say, black boxes, this
23 particular form details the fact that there were 8,552
24 checks on black box data as at the end of the month;
25 yes?

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1 MS MABLE CHAN: Yes.

2 CHAIRMAN: And that had produced speeding in 271 incidences.

3 MS MABLE CHAN: Yes.

4 CHAIRMAN: And that had resulted in what's described as
5 a verbal warning, 187; a written warning, 78; and
6 a final warning, 6.

7 MS MABLE CHAN: Yes.

8 CHAIRMAN: So the Transport Department reads this document,
9 that's what's meant by "review", and presumably that
10 would satisfy you, the entry here, that a system is in
11 place, and that's the extent of the review?

12 MS MABLE CHAN: This monitoring mechanism by means of
13 a monthly report serves to provide us with basic
14 information on how the bus companies conduct the checks,
15 either on mysterious ride or black box data, and the
16 follow-up actions. This serves as one of the tools for
17 us to do the assessment on the bus company on an annual
18 basis, coupled with our independent analysis based on
19 the accident data in respect of the bus operators and
20 the contributing factors, if any, say in relation to the
21 driving behaviour of bus captains.

22 So with all this, we will take issue with the bus
23 companies and consider any appropriate improvement
24 measures to be taken by the bus companies.

25 Thank you, Chairman.

26

1 CHAIRMAN: Yes. Thank you.

2 MR DUNCAN: Are you able to tell us, Ms Chan, how often
3 police have prosecuted passengers in respect of their
4 behaviour on buses, say over the last five years?

5 MS MABLE CHAN: I do not have the information.

6 MR DUNCAN: Does the department not maintain that
7 information?

8 MS MABLE CHAN: We do not maintain such kind of information,
9 but I am not sure whether such kind of information is
10 presented to the Road Safety Council, because the police
11 is one of the members, and they also chair the Road
12 Safety Council -- the deputy director of operations
13 chairs the Road Safety Council.

14 MR DUNCAN: What about under the regulations made under the
15 Public Bus Services Ordinance: how often are
16 prosecutions instituted under the regulations?

17 MS MABLE CHAN: We do not have the information at hand.

18 MR DUNCAN: Mr Chairman, if I may just interrupt, the
19 protective shield photographs are apparently not in the
20 bundle. We don't have any of those available within the
21 bundle.

22 CHAIRMAN: I'm sorry, I missed the first part?

23 MR DUNCAN: The protective shields for the drivers, there
24 are no copies of those photographs in the bundles, as
25 far as we are aware.

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1 CHAIRMAN: Thank you.

2 MS MABLE CHAN: Chairman, perhaps we can help on that.

3 I think I have seen such photo in our file records.

4 Perhaps we can try to locate and supply the committee.

5 CHAIRMAN: Thank you. That would assist.

6 MS MABLE CHAN: I will try. I cannot commit, but we will
7 try.

8 CHAIRMAN: I understand that. If you can find one, please
9 give it to us so that we can understand what it is that
10 has been installed or will be installed.

11 MS MABLE CHAN: Because they are actually installed in the
12 buses and when we ride on the buses, we actually see
13 such kind of shield beside the driver.

14 Thank you.

15 MR DUNCAN: Now, spot-checks on vehicles. This was raised
16 with Mr Lai yesterday, and he was asked a question by
17 one of the committee members as to how the figure of
18 14 per day had come about.

19 Are you able to assist us in that respect?

20 MS MABLE CHAN: The 14 vehicles under spot-check by the
21 Transport Department is one of the indicators in the
22 controlling officer's report under the Transport
23 Department.

24 In devising the pledge or the indicator, we have to
25 consider it in the context of a robust vehicle

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1 inspection exercise conducted by the TD. Every
2 franchised bus vehicle is inspected on a monthly basis.
3 On top of that, it is also inspected on an annual basis.
4 Only in those cases whereby that bus vehicle is not
5 under an investigation of a monthly inspection at that
6 particular moment -- I would like to phrase it again --
7 we would conduct monthly and annual inspection of each
8 and every bus vehicle. It is only in those cases
9 whereby the bus vehicle is not subject to a monthly
10 inspection --

11 MR YK CHAN: Not recently --

12 MS MABLE CHAN: Can I ask my colleague to supplement on that
13 detail?

14 CHAIRMAN: Certainly. I think the real question is why 14,
15 why not 24, why not 214?

16 MS MABLE CHAN: In very simple terms, the spot-check is
17 conducted on top of the regular monthly and annual
18 inspection, and the monthly and annual inspection is on
19 a planned basis. The spot-check is really to exercise
20 a more robust and unplanned random check.

21 CHAIRMAN: But why 14? Why not some other number?

22 MS MABLE CHAN: 14 buses per day, equivalent to 3,400 buses
23 per year, and this is against the total fleet of 5,900
24 bus fleet of all the bus operators. There is not a very
25 specific or scientific basis to arrive at 14, but

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1 obviously this is also derived having regarded to the
2 resources available and also the size of the fleet and
3 also the size of the fleet of vehicles to be inspected
4 by TD under the monthly and annual programme in our
5 vehicle examination centre.

6 So far, the check results of the annual and monthly
7 checks, as well as the spot-checks, give us
8 a reasonable, confident basis to say that in general the
9 construction and maintenance of the bus vehicle is under
10 a satisfactory situation, and should there be any
11 safety-related bus defects, those are immediately
12 rectified and detected.

13 Thank you, Chairman.

14 CHAIRMAN: Thank you.

15 Mr Duncan.

16 MR DUNCAN: Thank you, Mr Chairman.

17 Ms Chan, I want to turn now to a different topic, if
18 I could. It's concerned with the department's contact
19 with trade unions. It's clear from your evidence that
20 there is a lot of communication between the department
21 and the bus companies. What I'm keen to explore is the
22 contact that you have from time to time with the trade
23 unions.

24 The trade unions, many of them have made submissions
25 to the committee for these proceedings. Have you had

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1 the opportunity of reading some of those submissions?

2 MS MABLE CHAN: I have read some of them.

3 MR DUNCAN: You have read them? Thank you.

4 Do I understand the position to be that, from time
5 to time, trade unions will come to the department or
6 write to the department and indicate matters of concern
7 to them to the department?

8 MS MABLE CHAN: I will say time and again we have received
9 letters or requests from the trade unions expressing
10 their issues of concern.

11 MR DUNCAN: How does the department deal with those
12 approaches?

13 MS MABLE CHAN: Perhaps I will start by saying this. As
14 an ongoing basis, should the trade unions express any
15 issues of concern relating to the benefits and working
16 conditions of the bus captains, we will, depending on
17 the nature of their request, consider whether it relates
18 to the employment or manpower policy of individual bus
19 companies, and then we will consider referring the
20 matter or discuss the matter with the bus company on
21 a case-by-case basis.

22 More frequently, relatively speaking, some of these
23 requests relate to the working hours and the rest times
24 of the bus drivers, because while the ordinance does not
25 require us to stipulate specific requirements of working

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1 hours and conditions, the department over the last 10 to
2 20 years have devised the guidelines requiring the bus
3 companies to follow, insofar as the working hours, the
4 driving hours and the rest and meal breaks are
5 concerned.

6 In that context, it has developed to the present
7 moment that the trade unions may raise their concerns in
8 that context to us.

9 So the ongoing implementation of the working hours
10 guideline actually enables the trade unions to express
11 their suggestions or views time and again to the
12 Transport Department, and we will take that into account
13 and reflect upon them as an ongoing basis.

14 Thank you.

15 MR DUNCAN: Earlier on this morning, we saw minutes of three
16 meetings that you had held at which trade union
17 representatives were present. They were respectively in
18 October 2016, March 2017 and July 2017.

19 What prompted those meetings?

20 MS MABLE CHAN: Perhaps I may invite my assistant
21 commissioner, Ms Kwan, to try to respond to that
22 question.

23 MR DUNCAN: Thank you.

24 MS RACHEL KWAN: Thank you, Chairman.

25 CHAIRMAN: Before you do so, just to remind ourselves, these
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1 were meetings where you took us to the issue of the
2 safety of bus captains?

3 MR DUNCAN: That's right.

4 CHAIRMAN: Your question now is more general --

5 MR DUNCAN: It is.

6 CHAIRMAN: -- as to what led to the meetings being held?

7 MR DUNCAN: Yes.

8 CHAIRMAN: Thank you.

9 MS RACHEL KWAN: So, Mr Chairman, over the years, we met the
10 staff unions from time to time, in response to their
11 request. They would raise issues that concern them
12 most, such as working hours, implementation of the
13 working hours guideline, the working conditions, and
14 also their practical difficulties in their driving
15 duties, such as they encounter some on-street
16 obstructions to their bus operation, something like
17 that. They will raise with us some congestion black
18 spots to us, for us to liaise with other concerned
19 departments to resolve the problems.

20 MR DUNCAN: So how regularly would you meet the trade unions
21 in a meeting such as we have seen from the
22 documentation?

23 MS RACHEL KWAN: There is no such fixed pattern. Usually,
24 when we have some items to raise with them, we will
25 discuss with them, we will arrange meeting to discuss
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1 with them; or, on the other hand, if they have matters
2 that concern them most, they will ask us to arrange
3 meeting for them.

4 MR DUNCAN: So could you give the committee some idea as to
5 how many times in a year you would meet with the trade
6 unions?

7 MS RACHEL KWAN: It's about two to three times a year.

8 MR DUNCAN: Was it typical that persons from the police and
9 other bodies would attend those meetings?

10 MS RACHEL KWAN: Yes. It really depends on the agenda, on
11 the items to be raised at the meeting. We will invite,
12 for example, the police to attend the meeting if
13 necessary.

14 MR DUNCAN: I want to refer you, Ms Chan again, back to
15 bundle TU-1, at page 80 this time.

16 This is part of the submission from the Kowloon
17 Motor Bus Staff Union to the committee. I assume,
18 Ms Chan, that this is one of the documents you have been
19 able to read?

20 MS MABLE CHAN: Mm-hmm.

21 MR DUNCAN: Can I bring your attention, please, to
22 paragraph 1 of the letter.

23 The translation is at page 80-1.

24 Item (1), could you just read that to yourself,
25 please.

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1 MS MABLE CHAN: Yes.

2 MR DUNCAN: Have you read that?

3 MS MABLE CHAN: Yes.

4 MR DUNCAN: You can see some sentiments, quite strongly
5 worded there, from the trade union, sentiments that have
6 been communicated to the committee.

7 What is your response to those sentiments?

8 MS MABLE CHAN: From the English translation of that letter,
9 it actually -- the first paragraph mentions a number of
10 issues, like high wastage rate, low remuneration
11 package, overlong working hours, et cetera. These are
12 the issues that have been raised by the staff unions,
13 both to the bus operator and also during their
14 discussions or meetings with the Transport Department.

15 On the high wastage rate, I think this was also
16 mentioned in the first session yesterday, about the
17 acute manpower shortage.

18 The low remuneration package is also one of the
19 areas that the government has asked the bus operators to
20 look into that as one of the measures to attract new
21 blood and to retain the in-service bus captains.

22 The overlong working hours is a longstanding issue,
23 and that is actually one of the issues that we have been
24 looking into time and again over the years, when we
25 formulate or revise the working hours guidelines.

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1 The tight bus trip schedules is another issue
2 concerning the operation, and this relates to the
3 increasing public demand on public bus service, coupled
4 with on-the-ground traffic congestion issues in certain
5 areas, that will lead to the tight deployment of bus
6 trip schedules.

7 As far as the management, they have raised the issue
8 about the management issue, this is more an issue
9 between the management and the staff as far as the
10 individual bus companies are concerned.

11 So, in short, these areas relating to the general
12 bus operation in Hong Kong, the manpower issue, the
13 remuneration issue and also the working hours of bus
14 captains, the government is aware of that and that is
15 why we are taking various measures to discuss with the
16 bus companies.

17 The working hours guideline is one of the measures
18 that we would want to improve their working conditions,
19 by further shortening their working hours. And the
20 remuneration package, we have also asked the bus
21 companies to devise various means to attract new
22 recruits and to retain the in-service bus captains as
23 far as possible.

24 Thank you.

25 MR DUNCAN: How would you describe the department's

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1 relationship with the trade unions? Is it a healthy
2 relationship? Is it a tense relationship? Just how
3 would you describe it?

4 MS MABLE CHAN: The Transport Department is a regulator of
5 the franchised bus operators. Bus captains are
6 an important asset and an important component in the
7 operation of franchised bus operators. The Transport
8 Department, though not being a labour department, we
9 maintain an ongoing and close relationship with the
10 staff unions of the bus captains under various bus
11 operators.

12 I would say that we maintain an ongoing relationship
13 and we stand ready to meet with them, on their request
14 or on our own initiative.

15 Thank you.

16 MR DUNCAN: I wasn't really asking whether it was ongoing or
17 not, but is it a good relationship? Do you get on well
18 together?

19 MS MABLE CHAN: It is difficult to generalise, to reply to
20 your question in very short manner. I do not want to
21 say so. But I would say that we keep an ongoing
22 dialogue and we maintain a cordial relationship with
23 them, to discuss issues of mutual concern, and we take
24 into account their views and concerns, amongst other
25 factors, in devising our guidelines on working hours,

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1 and also in asking or facilitating the bus operators to
2 improve the rest facilities in the depots and in the bus
3 stops to address their very basic needs during the day.

4 MR DUNCAN: How does it compare with the relationship the
5 department has with the bus companies?

6 MS MABLE CHAN: It is difficult to compare. We are the
7 regulator of the bus operators. We take a very serious
8 attitude in regulating and monitoring the bus operators.
9 As far as the staff unions are concerned, we consider
10 them as important stakeholders in the process to ensure
11 a proper and efficient service. The employees are key
12 components of the bus operators, so we consider them as
13 important stakeholders and that we have to maintain
14 a close and ongoing discussion and dialogue with the
15 staff unions.

16 MR DUNCAN: Just before the break, could I ask you again to
17 look, please, at the heading, the introductory words to
18 clause (1) of that submission. That was the sentiment
19 to which I was referring earlier.

20 Does that sentiment come as a surprise to you?

21 MS MABLE CHAN: I will not comment on that.

22 CHAIRMAN: Perhaps for the purpose of the record you want to
23 read it out, then it will be in our transcript.

24 MR DUNCAN: Yes. It reads this:

25 "Serious negligence of duty by officials of the
26

1 Transport Department and their ineffective monitoring".

2 Does it surprise you that the trade unions have made
3 that suggestion to the committee?

4 MS MABLE CHAN: I will not comment on that. What I can
5 respond is that we have done our part in regulating and
6 monitoring the bus operators, and we also take into
7 account the views and concerns of the staff unions in
8 devising the various measures that relate to the bus
9 captains. We have maintained an ongoing discussion
10 channel with the staff unions and we stand ready to meet
11 them and hear their views, and we take seriously their
12 views into account when we devise the various measures.

13 MR DUNCAN: Thank you, Ms Chan. After the break, I will
14 take you to just some of the particular matters that the
15 trade unions have raised with the committee. I'm not
16 going to go through them all, but some of them, and
17 I will be anxious to find out whether they have been
18 raised with the department and, if so, how they have
19 been resolved. But we will do that after the break.

20 MS MABLE CHAN: Thank you.

21 CHAIRMAN: Yes. We will take a break for 15 minutes. Thank
22 you.

23 (11.38 am)

24 (A short adjournment)

25 (11.58 am)

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1 CHAIRMAN: Yes, Mr Duncan.

2 MR DUNCAN: Thank you, Mr Chairman.

3 Ms Chan, before we turn to some of those issues that
4 the trade unions have raised with the committee, there
5 are just a couple of other matters I would like to ask
6 you about.

7 The first arises from something you said this
8 morning, during your evidence, pertaining to the
9 guidelines on working times, and so forth.

10 If I could just quote from your evidence this
11 morning. You said:

12 "More frequently, relatively speaking, some of these
13 requests" -- and you are talking about requests from the
14 trade unions -- "relate to the working hours and the
15 rest times of the bus drivers, because while the
16 ordinance does not require us to stipulate specific
17 requirements of working hours and conditions, the
18 department over the last 10 to 20 years have devised the
19 guidelines requiring the bus companies to follow,
20 insofar as the working hours, the driving hours and the
21 rest and meal breaks are concerned."

22 Now, of course it is true that the ordinance does
23 not require those matters to be dealt with, but you are
24 aware, are you not, of the regulation in the ordinance
25 which specifically provides for these matters to be the

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1 subject of regulation? You are aware of that?

2 MS MABLE CHAN: Yes.

3 MR DUNCAN: So I'm going to ask you the same question --

4 CHAIRMAN: Could you take us to where we find that?

5 MR DUNCAN: Certainly. It's in the THB-2 bundle,

6 Mr Chairman, at pages 124 and 125.

7 CHAIRMAN: And what are we looking at there?

8 MR DUNCAN: At 124, we are looking at section 35 of the

9 ordinance, which is introduced by the words:

10 "Secretary for Transport and Housing to make
11 regulations."

12 And the provision then within section 35 for:

13 "The Secretary ... [to] make regulations for all or
14 any of the following matters".

15 If I can refer you over the page, 125, to item (j),
16 regarding "in relation to the drivers of buses used by
17 a grantee":

18 "(i) the maximum number of hours during which any
19 such driver may be permitted to drive such a bus; and

20 (ii) the intervals to be provided by a grantee for
21 the rest and refreshment of such drivers, in any period
22 specified in the regulations".

23 Are you able to tell us is there any particular
24 reason why the working hours schedule is governed by
25 guidelines as opposed to regulations?

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1 MS MABLE CHAN: As a matter of fact, the Transport
2 Department first formulated the guidelines for
3 compliance by the franchised bus operators on
4 a voluntary basis back in 1993. The formal promulgation
5 of the guidelines was in 1998. Since then, the
6 guidelines were reviewed and as a result revised six
7 times since 1998.

8 The process of implementation of the guidelines and
9 review of the guidelines is an ongoing, evolving
10 process. So far, the formulation of the guidelines and
11 the revision to the guidelines were arrived at through
12 discussions with the bus operators and also through our
13 meetings with the staff unions, taking into account the
14 views expressed by various stakeholders.

15 In implementation of the guidelines, we have
16 required the bus operators to do the regular monitoring
17 and supply us with regular information. The Transport
18 Department has also employed independent contractor to
19 do the independent survey and checking, to monitor the
20 compliance.

21 Over the years, we can observe that the compliance
22 by the bus operators to the guideline is significantly
23 high. We do not detect any significant deviation from
24 the bus operators from the guidelines.

25 So, from the operational point of view, we think
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1 that the existing arrangement under which the working
2 hours and the driving hours and the rest break and meal
3 break are set out in the form of guidelines works well.
4 Should there be any persistent non-compliance of the bus
5 operators, we will take necessary follow-up actions,
6 including issuing advisory letters, warning letters, to
7 make sure that any non-compliance is rectified as early
8 as possible.

9 Thank you, Chairman.

10 MR DUNCAN: So do I take it from that that it has never even
11 occurred to the department to do this by way of
12 regulation?

13 MS MABLE CHAN: Under the existing framework, the guidelines
14 serve as an effective tool for us to monitor the bus
15 operators in deploying the bus drivers' driving duties,
16 to meet the requirements under the guidelines, the
17 guidelines provided for requirement on rest breaks and
18 meal breaks for the bus captains. Coupled with that, we
19 will also discuss with the bus operators and require
20 them to provide necessary rest facilities. The whole
21 process is an ongoing process and needs to be
22 implemented in a pragmatic manner.

23 So we think that the guidelines at the present
24 moment serve well and we will surely take that into
25 account in assessing the bus operators' performance in
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1 providing a proper and efficient service.

2 MR DUNCAN: Now, it is true, isn't it, that from time to
3 time the trade unions and the staff unions have
4 complained that the bus companies have not been
5 complying with the guidelines? That has been a source
6 of complaint from the unions and the staff members, has
7 it not?

8 MS MABLE CHAN: We are aware that there may be individual
9 complaints on particular occasions, but we have our own
10 independent checking on the compliance of bus operators
11 according to our guideline. We have tried our very best
12 to institute independent checking mechanism, and we also
13 expect the bus operators to make sure that those
14 requirements are complied with.

15 Up to the present moment, we are reasonably
16 satisfied that the bus operators regard those guidelines
17 seriously and also fulfil the requirements as we
18 required, to comply with the relevant guidelines, in
19 formulating the bus driver duty shifts on an ongoing
20 basis.

21 Thank you.

22 MR DUNCAN: Do you accept that if they were the subject of
23 regulation, the department would have more teeth to
24 enforce the arrangements than it does with simple
25 guidelines?

26

1 MS MABLE CHAN: Based on our experience so far, we are
2 satisfied that the guidelines are followed through and
3 there are checks and balances to ensure independent
4 checking, and should there be any non-compliance on
5 a particular occasion, we would take it up with the bus
6 operator and see what are the causes for those
7 non-compliance in a particular case, and then we will
8 take it up with the bus operator accordingly.

9 So far the mechanism to ensure compliance and
10 follow-through works effectively.

11 Thank you.

12 CHAIRMAN: The question was: do you accept that the
13 regulations would give the department more teeth than
14 guidelines, not whether or not guidelines are working,
15 but whether or not the regulations would give the
16 armoury available to the Transport Department more
17 teeth?

18 MS MABLE CHAN: I think this is an issue to be looked at in
19 the overall scheme of things and the legislative
20 framework. At the present moment, the monitoring of TD
21 and also the regulation of TD of the bus operators
22 actually flows from the statutory framework under the
23 PBSO and the Road Traffic Ordinance, under the
24 franchise, and also there are other commitment letters
25 and administrative requirements.

26

1 So I think, overall, in the overall scheme of
2 things, it is how the Transport Department performs our
3 monitoring and mandatory role.

4 So I will not comment at this stage as to whether
5 a particular requirement to be set out in the regulation
6 will particularly give us more teeth in that particular
7 sense, because the monitoring and regulation by TD on
8 the bus operators' operation is performed under the
9 overall scheme of things, with statutory requirements,
10 franchise provisions, and also other directives or
11 notices issued by the Commissioner for Transport.

12 CHAIRMAN: So does it come to this: although the legislature
13 thought it was sensible to give you the power to make
14 regulations, you have not found it necessary to do so
15 because the informal system that you have works?

16 MS MABLE CHAN: I would respond that, as I mentioned just
17 now, the existing framework or regime under which we
18 enforce the compliance of the guidelines and follow
19 through and take rectification system works to our
20 satisfaction at the present moment.

21 CHAIRMAN: Thank you.

22 MR DUNCAN: The other matter I want to ask you about before
23 we go to the trade unions' points is something that
24 arises from your supplemental written submission. It's
25 at TD-1 at page 163. Could you turn up that, please.

26

1 Could I refer you to the first item on that page,
2 item 17.

3 MS MABLE CHAN: Yes.

4 MR DUNCAN: The question that was asked by the committee was
5 that "If the requisite capabilities of the
6 tachograph/black box were communicated to the [bus]
7 operators in written form, please provide copy samples
8 of such documentation. Has the [Department] revised the
9 requisite capabilities of the tachograph/black box from
10 the time that the [Transport Department] first required
11 [bus] operators to fit the device on franchised buses?"

12 So that was the matter which was posed.

13 If we look at your response:

14 "The [Department] have issued a 'Basic minimum
15 requirements for electronic recording devices (also
16 known as black box) on new buses' to the [bus] operators
17 and a copy is enclosed ..."

18 We will go to that in a moment.

19 "Based on these requirements, the vehicle examiners
20 would conduct random checks on the functionality of the
21 black boxes during bus inspections.

22 We understand that over the years with the
23 advancement of technology, the ... operators have taken
24 initiative to work with the supplier of the device to
25 widen the scope of information being kept by the black

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1 box to facilitate their fleet management, which may
2 include records of route number, door bell pushing,
3 opening of the doors, GPS location, brake application,
4 et cetera."

5 Now, if I could take you, please, to annex 15. You
6 will find that at TD-5 at page 1597.

7 Do you see at that page, 1597, the letter that the
8 Transport Department sent to a number of franchisees?
9 Is that the letter requiring the use of the so-called
10 black box?

11 MS MABLE CHAN: Yes. It was at a time when the black box
12 requirement was imposed.

13 MR DUNCAN: Thank you.

14 If you turn over the page --

15 CHAIRMAN: So that is 17 October 2003?

16 MS MABLE CHAN: Yes.

17 MR DUNCAN: Then over the page, the "Basic minimum
18 requirements for the electronic data recording device"
19 are set out.

20 Is that correct?

21 MS MABLE CHAN: Sorry, I beg your pardon?

22 MR DUNCAN: Over the page, you will see the "Basic minimum
23 requirements" set out.

24 MS MABLE CHAN: Yes.

25 MR DUNCAN: Since 2003, of course, technology has moved on
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1 and black boxes are able to provide all sorts of
2 information now which wasn't available in 2003. You
3 will be aware of that.

4 Has the department issued any further directives to
5 the bus companies as to the sort of information that it
6 needs to collect from these black boxes in today's
7 technology world?

8 MS MABLE CHAN: I just confirmed with my colleagues that
9 since 2003 we have not issued similar directive
10 regarding the electronic data recording device.

11 MR DUNCAN: So this is something simply left to the bus
12 companies, to keep up with technology?

13 MS MABLE CHAN: The advancement of the technology has
14 evolved over the years, and we are in the process of
15 discussing the enhancement of the black box system in
16 our working group which I mentioned this morning, which
17 we started to commence deliberation in March 2018.

18 This is one of the issues that has been included in
19 the scope of work for discussing with the bus companies
20 and bus operators. Over the past years, we have not
21 issued any similar directive on enhancement over the
22 years. But we would expect that as the technology
23 advances, the bus companies, they are also prepared to
24 consider and examine any possible means to enhance their
25 existing devices in the buses.

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1 CHAIRMAN: So the answer is yes, it's been left to the bus
2 companies in the intervening 14 years?

3 MS MABLE CHAN: In the intervening 14 years, as my
4 colleagues mentioned yesterday, there is ongoing contact
5 with the bus manufacturers and the bus companies, and
6 they keep in view any new technological data and
7 advancement in the various devices.

8 We have not issued any particular additional note to
9 supplement on this directive, but that doesn't mean that
10 we did not look into that.

11 Thank you.

12 MR DUNCAN: Now I want to go, please, to some of the matters
13 that --

14 CHAIRMAN: Before you do that, if you are moving away from
15 black boxes?

16 MR DUNCAN: Yes.

17 CHAIRMAN: Perhaps you could help the committee with this.
18 Is the Transport Department aware of the devices that
19 are now in use, the black box devices, in the various
20 franchised bus companies?

21 MS MABLE CHAN: I beg your pardon? Is it are we aware of
22 any --

23 CHAIRMAN: Are you aware of the capability of the devices
24 now being used, that are called black boxes, by the
25 various companies?

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1 MS MABLE CHAN: Perhaps I will invite Mr Chan, our expert,
2 to --

3 MR YK CHAN: Thank you, Chairman.

4 I think I will just roughly go over the various
5 functions of the black box that various companies are
6 now adopting.

7 CHAIRMAN: Can you answer the company directly, "yes" or
8 "no" to start with, and then by all means give us your
9 explanation. Are you aware of the capabilities of the
10 devices described as black boxes, as a general sort of
11 term, used by the various bus companies?

12 MR YK CHAN: Yes.

13 CHAIRMAN: So the answer is yes?

14 MR YK CHAN: Yes.

15 CHAIRMAN: Thank you.

16 Please explain.

17 MR YK CHAN: A black box -- I think basically the first
18 thing is the device is capable of sort of monitoring the
19 movement of the vehicle by each time interval, by a
20 certain time interval, perhaps second by second.

21 CHAIRMAN: That was the 2003 requirement.

22 MR YK CHAN: It's the 2003 requirement.

23 CHAIRMAN: Yes.

24 MR YK CHAN: And really, in the old days, it's sort of
25 analogue type of black box, tachographs, but nowadays
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1 it's become electronic, so there are developments that
2 you can utilise this basic information in various ways.

3 I understand from the bus companies nowadays, they
4 actually -- apart from recording, the braking, the
5 speed, the opening of doors, the sounding of bells are
6 all recorded in that gadget -- we call it black box
7 nowadays -- and actually the bus companies are utilising
8 this information as a driver monitoring or fleet
9 management tool, to conduct their day-to-day monitoring.

10 That is the basic function of it. Of course, with
11 the development of other type of technologies, like GPS
12 or other --

13 CHAIRMAN: That's hardly a new technology, is it?

14 MR YK CHAN: I think the technology itself is not new.

15 CHAIRMAN: American mothers were buying their sons in the
16 military in the Gulf War in 1990 Magellan GPS machines
17 so they could find their way across the desert.

18 MR YK CHAN: Yes, the technology itself may not be new, the
19 basic information it produces may not be new, but with
20 the advance of technologies and the development of
21 various uses of the information, in the context of fleet
22 management, the bus companies are actually utilising
23 this sort of information, as I said, as a tool to
24 monitor the operation of the vehicles day in and day
25 out, and also they can also monitor the driving

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1 behaviour of drivers day in and day out.

2 So you can say fleet management is not new either,
3 because actually it has been deployed by various
4 transport companies for a long, long time, and this
5 information, for our bus companies in Hong Kong, as
6 I said, as the commissioner said, we have not just left
7 it to the bus companies to look into what they want to
8 do.

9 Over the years, as I mentioned yesterday either, we
10 have been sort of looking around, new technologies and
11 new applications or utilising technologies that are
12 available. Now, black box, although it is producing
13 very basic information, but we actually over the years
14 have been communicating -- talking to bus companies,
15 asking them to study and investigate the feasibility of
16 applying this sort of technologies and the information
17 produced by the black box to better manage their bus
18 operation and drivers.

19 I think they have been doing that, and I understand
20 also from a couple of companies, bus companies, recently
21 they are actually upgrading their software and systems
22 to better utilise the black box information.

23 CHAIRMAN: These requests that were made of the various bus
24 companies, that they investigate the improved technology
25 and consider using them, were these made in writing?

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1 MR YK CHAN: I cannot answer this question right now. I can
2 go back and check. But certainly we have various
3 meetings and also discussion and even when -- our staff
4 all go over to the depots to see the management over
5 maintenance or construction and maintenance of vehicles,
6 we do raise out this sort of discussions.

7 But whether these questions or requests have been
8 recorded down formally, then we will have to check
9 again.

10 CHAIRMAN: Whether it's formal or not, were there any
11 minutes taken of meetings, were there any letters
12 evidencing what you say was communication over the
13 years? If you are able to find them, would you be kind
14 enough to first of all locate them and give us sample
15 copies?

16 MR YK CHAN: Sure.

17 MS MABLE CHAN: We will try to do our hard work again.

18 CHAIRMAN: Thank you.

19 MR DUNCAN: Can I take you, please, to bundle TU-1 at
20 page 185.

21 I think I have to introduce this page by asking you
22 to go back to page 147. We don't have a translation of
23 this but it's a very small portion I'm going to ask the
24 committee to consider. The start of the document is at
25 page 147. Do you have that?

26

1 MS MABLE CHAN: Yes.

2 MR DUNCAN: Thank you. If you go back two pages to 145, you
3 will see the covering letter. This is a written
4 submission to the committee by the Federation of Bus
5 Industry Trade Unions.

6 If you could go through then, please, to page 185 of
7 the document, and if I could bring your attention,
8 please, to the last paragraph which starts on page 185.

9 The translation that I have suggests that the
10 content of this paragraph is as follows:

11 "In order to receive a bonus payment, the bus
12 captains must pass the assessment. The bus operators
13 use the attendance rate as an important criteria in
14 determining whether to grant a bonus. Bus captains
15 would continue driving even when they are sick."

16 Do you see that in that portion that I have brought
17 to your attention?

18 MS MABLE CHAN: I have yet to locate the specific statement
19 in the Chinese.

20 CHAIRMAN: Take your time.

21 MS MABLE CHAN: I can locate the paragraph, although the
22 order of the expression of the views may not totally --

23 CHAIRMAN: Perhaps you can give us your interpretation, if
24 you are able to. If not, say so.

25 MR DUNCAN: As it's been put to me -- you can agree with
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1 this or you can comment on it -- I will put to you --

2 MS MABLE CHAN: Can you put your English translation --

3 MR DUNCAN: I will read it to you again, yes.

4 MS MABLE CHAN: -- again so I can hear --

5 MR DUNCAN: So you can understand it and see whether that's
6 reflective of what you have read:

7 "In order to receive a bonus payment, the bus
8 captains must pass the assessment. The bus operators
9 use their attendance rate as an important criteria in
10 determining whether to grant a bonus."

11 So the bus companies (sic) have to continue have to
12 continue driving in order to keep their attendance rate
13 up, in order to get the bonus, so they will drive even
14 when they should be on sick leave?

15 CHAIRMAN: That's bus captains do that?

16 MR DUNCAN: Bus captains, yes.

17 You need to read 185 and on to 186.

18 MS MABLE CHAN: Perhaps I can try to help.

19 MR DUNCAN: Thank you.

20 MS MABLE CHAN: Because the paragraph starts to mention
21 about the new recruit employed on contract basis and the
22 bus company takes into account their attendance
23 performance, their attendance rate, as one of the
24 factors in considering whether to renew the contract.
25 And such contract staff very often, in order to hope

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1 that the company will renew their contract, may attend
2 while they are sick or have illness.

3 You consider this attendance as a factor in
4 considering the renewal of the contract is unreasonable,
5 then it's the second part of this paragraph mentioning
6 that the bus company in recent years introduced
7 a year-end bonus for new recruits, and the bus company
8 has introduced an assessment mechanism for awarding of
9 such bonus, and the bus company will also consider this
10 attendance rate as one of the indicators in the
11 assessment.

12 So there are two parts of the statement.

13 MR DUNCAN: Right. Let's not quibble with what is in there.

14 Let me ask you this, though. Is this a matter that the
15 trade unions have brought to the department's attention?

16 MS MABLE CHAN: As I have said, because I have seen this
17 submission, and this is also one of the issues recently
18 raised by the staff unions in various occasions, so I am
19 aware of that.

20 MR DUNCAN: Yes.

21 MS MABLE CHAN: But as to whether they have formally raised
22 this in their submission or letter to the Transport
23 Department, I will have to check on that.

24 CHAIRMAN: But it's been brought to the Transport
25 Department's attention?

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1 MS MABLE CHAN: I will have to check on that because I am
2 aware of that and my colleagues are also aware of that,
3 because this concern has been raised by the staff
4 unions, particularly following the Tai Po accident, but
5 I would have to check on that and then revert to the
6 committee with our written response.

7 CHAIRMAN: Thank you.

8 MR DUNCAN: Please do so. What I'm interested in is, first
9 of all, whether it's been communicated to the department
10 and then, secondly, if so, what steps have been taken by
11 the department to look into this matter. Could you
12 cover that in your written response, please?

13 MS MABLE CHAN: Yes, because we are aware of these kinds of
14 concerns through the various occasions the media has
15 widely reported and following the Tai Po incident. But
16 I'm not sure whether this has been formally communicated
17 to the Transport Department. This relates to the recent
18 introduction by the bus company on the year-end bonus
19 and also on their indicators to assess newly recruited
20 staff on contract basis.

21 So it relates to the terms of the employment and the
22 recruitment of a bus company.

23 CHAIRMAN: If you are aware of it, I think the broader
24 question is what have you done about it, if anything, so
25 far?

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1 MS MABLE CHAN: I was aware of it in very recent months,
2 following the Tai Po incident, as widely reported, but
3 I will revert with further information as to the
4 department as a whole is aware of this concern and
5 through formal channels.

6 Thank you.

7 MR DUNCAN: Another matter raised by the trade unions can be
8 found at page 311 of the same bundle.

9 This, you will see, at page 310, is a document
10 received from the Federation of Hong Kong & Kowloon
11 Labour Unions. Do you see that?

12 MS MABLE CHAN: Yes.

13 MR DUNCAN: I'm referring you, please, to the paragraph
14 which is the last paragraph to commence on page 311.
15 For the purposes of the hearing this morning, I've had
16 a translation of that particular paragraph prepared, and
17 I'm going to make it available now. (Handed).

18 CHAIRMAN: Do we have a copy for the stenographer?
19 (Handed).

20 MR DUNCAN: Could you take the time to read through that,
21 please.

22 MS MABLE CHAN: Yes.

23 MR DUNCAN: In this particular part of the submission, the
24 union has raised a matter pertaining to the advertising
25 revenue of the franchised bus operators. Do you see
26

1 that?

2 MS MABLE CHAN: (Nodded head).

3 MR DUNCAN: There's a request of the government to review
4 the regulation with regard to the non-fare revenue of
5 the bus company.

6 Is this a matter which the unions have raised with
7 the Transport Department?

8 MS MABLE CHAN: Not that I'm aware, no.

9 MR DUNCAN: So this is the first that you've come to know of
10 this issue?

11 MS MABLE CHAN: Yes.

12 MR DUNCAN: The submission to the committee?

13 MS MABLE CHAN: Yes.

14 CHAIRMAN: Could you just read out the part that you say is
15 the request for a review.

16 MR DUNCAN: It's the last sentence of the first paragraph:

17 "The Federation of Hong Kong & Kowloon Labour Unions
18 demands the government to review the regulation on the
19 non-fare revenue in the franchised bus ['policy',
20 I think it must be] to avoid the repetition of the
21 aforementioned vicious cycle."

22 CHAIRMAN: Thank you.

23 MR DUNCAN: I guessed correctly, "policy".

24 CHAIRMAN: So you are not aware of this request, Ms Chan?

25 MS MABLE CHAN: No.

26

1 MR DUNCAN: Can I then refer you back to another matter,
2 this time at page 71.

3 MS MABLE CHAN: Sorry, Chairman, apart from giving the
4 answer that we are not aware, can I comment on that?

5 CHAIRMAN: Of course you can, yes.

6 MS MABLE CHAN: Based on the submission, and the issue they
7 raise about the companies' definition of the non-fare
8 revenue, may I say for the record that the bus companies
9 are expected to prepare their annual accounts and budget
10 according to the international accounting standards, and
11 they are subject to the internal audit of the
12 department. Should they suggest any fare increase
13 proposal, those will be scrutinised by the department
14 and also the Financial Monitoring Unit of the Transport
15 and Housing Bureau.

16 In considering the justification and basis for any
17 fare increase, we will take into account the financial
18 position of the company, projections of the cost and
19 revenue; the non-fare revenue and fare revenue will both
20 be taken into account.

21 Thank you.

22 MR DUNCAN: I now wish to refer you to page 67 of the same
23 bundle, please.

24 This is an email which encloses a submission to the
25 committee from the Monthly-rated Drivers Union.

26

1 Could I bring your attention, please, to page 72 of
2 the translation. You may wish to read the Chinese at
3 page 68. Would you read to yourself, please,
4 paragraph 3, headed, "Training of bus captains".

5 MS MABLE CHAN: Yes, I have read that.

6 MR DUNCAN: This concerns the matter of training.

7 MS MABLE CHAN: Mm-hmm.

8 MR DUNCAN: Have trade unions from time to time raised these
9 sorts of issues with the department?

10 CHAIRMAN: Could you be more specific, when you say "these
11 sorts"?

12 MR DUNCAN: The particular complaints that are set out in
13 this paragraph, has the department been apprised of
14 these particular matters?

15 CHAIRMAN: For my benefit at least, can you identify what
16 you regard as the significant points?

17 MR DUNCAN: Certainly, Mr Chairman.

18 If I could quote from the translation, at the bottom
19 of page 72, it's alleged as follows:

20 "At present, each training course consists of one or
21 two trainees and an instructor, who will get along with
22 one another for 17 days. Besides teaching proper
23 driving skills and manners, the instructor will also
24 observe the character of the trainees. However, the
25 company neglects relevant comments under the existing

26

1 system. In fact, there is an abundant supply of
2 trainees in the KMB bus captain training school.
3 Nevertheless, only a few stay after a year. High work
4 pressure ... and the discrepancy between the claimed
5 salary in recruitment advertisements and actual
6 income ... are reasons for wastage."

7 Have those sorts of allegations been brought to the
8 attention of the department in the past?

9 CHAIRMAN: I'm sorry?

10 MR DUNCAN: My question is: have those sorts of complaints
11 been brought to the attention of the department in the
12 past?

13 MS MABLE CHAN: I have read the Chinese version as well as
14 the English version.

15 MR DUNCAN: Yes.

16 MS MABLE CHAN: The first part of the paragraph describes
17 a particular case in which a new recruit candidate goes
18 through the training process and also the driver licence
19 examination, and it happens that after one week of
20 service there is an accident happened and the bus
21 company organised training course for this captain.

22 The Chinese says the company, under the existing
23 system, they did not take into account relevant opinion.
24 So this is not sure how they said that the company does
25 not take into account the relevant opinion, because at

26

1 the outset it described the training course provided by
2 the bus captain.

3 But the latter part of this paragraph actually
4 mentioned about for those new recruits who continue to
5 work for the first year, they may have to pay some
6 training fees for the company. So, in this particular
7 form, we have not received such kind of complaint, as to
8 the specific occasion and also the specific arrangement
9 of the training for individual companies, no.

10 Thank you.

11 MR DUNCAN: You haven't received those sorts of complaints?

12 MS MABLE CHAN: No.

13 MR DUNCAN: Moving to another topic: have trade unions or
14 staff associations from time to time made comments to
15 you about safety technology and safety provisions that
16 might be introduced on buses? Have they themselves made
17 suggestions?

18 MS MABLE CHAN: I will have to ask my colleagues to check
19 from their memory.

20 Maybe I will ask Rachel to help out.

21 MR DUNCAN: Yes.

22 MS RACHEL KWAN: When we met the staff union in the past,
23 say, two years, they seldom raised question or
24 suggestions about safety device.

25 I remember once upon a time they raised about
26

1 demister on the windscreen, because they find in spring
2 time the foggy situation is serious. After that, we
3 have followed up with their employers to see what
4 solution could be made. This is the only item that
5 relates to safety matters that I can remember.

6 MR DUNCAN: Have the unions from time to time raised matters
7 pertaining to reflective mirrors and demisting devices,
8 those sorts of things?

9 CHAIRMAN: I think that's what you just said that they have
10 raised, some years ago; is that right?

11 MS RACHEL KWAN: Maybe two or three years ago, yes.

12 MR DUNCAN: What about display monitors and warning devices,
13 sensors, to facilitate reversing? Have they been raised
14 with you by trade unions at all?

15 MS RACHEL KWAN: I'm sorry, I'm not aware of that.

16 MR DUNCAN: Are trade unions represented at all on the
17 working group which is looking at the new technology
18 that might be available?

19 MS MABLE CHAN: No. The working group, the focus of the
20 working group is to look at the bus safety enhancement
21 device and also the training framework. We discussed
22 with the bus companies and the bus manufacturers. In
23 providing their views, insofar as the bus companies are
24 concerned, we will expect the bus companies to take into
25 account the company's circumstances and their other

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1 stakeholders' views as necessary to provide the feedback
2 to us.

3 As colleagues have just recalled and mentioned, our
4 ongoing discussion with the trade unions arises from our
5 ongoing process in developing the working hours
6 guidelines, so in that context, it is more often that
7 they raise the working hours and the conditions and
8 their concern about remuneration and take-home pay. It
9 is not common for them to raise specific issues
10 regarding their remuneration arrangement and the
11 contractual terms which falls into the purview of the
12 individual bus companies and their employees.

13 The bus operators are expected to fulfil the
14 statutory requirements under the Employment Ordinance,
15 to devise their employment terms for the recruitment of
16 the bus captains.

17 Thank you.

18 CHAIRMAN: Is there any reason why the trade unions were not
19 involved in the working group, if one of the things you
20 are considering is training?

21 MS MABLE CHAN: Thank you, Chairman.

22 The working group started its scope of work to look
23 at the bus enhancement device, and also see whether
24 there are any ways to improve the monitoring and
25 formalisation of the training framework.

26

1 The working group is not tasked to look into
2 imposing new training requirements as such or modules on
3 the bus companies. What we are trying to do is to get
4 hold of the existing training arrangements and then to
5 formalise it and align it.

6 Thank you.

7 CHAIRMAN: One of the technological devices being considered
8 was a speed display unit in the bus, like the PLBs, as
9 I understand it. Do I understand it correctly?

10 MS MABLE CHAN: Yes.

11 CHAIRMAN: Isn't that a matter that would be something that
12 bus drivers themselves might contribute to?

13 MS MABLE CHAN: The speed display unit, the feasibility of
14 such kind of device or the speed display unit in the bus
15 is one of the topics being considered in the working
16 group. But we are also aware of the bus companies'
17 feedback that perhaps it may impose burden and pressure
18 on the bus drivers, with passengers on board monitoring
19 the driving behaviour of the bus captains.

20 Should there be any particular new proposal that may
21 have implication on the staff, Transport Department is
22 more than happy to involve the staff unions to explore
23 feasibility of new measures.

24 Thank you.

25 CHAIRMAN: Rather than having the bus operators tell you
26

1 what they think the bus captains might react to in terms
2 of having a speed display unit, is there any reason why
3 the bus drivers themselves were not asked or their trade
4 unions?

5 MS MABLE CHAN: We are prepared to meet with them and
6 discuss with them.

7 Thank you, Chairman.

8 CHAIRMAN: Mr Duncan.

9 MR DUNCAN: Which are the stakeholders then which are
10 represented in this working group?

11 MS MABLE CHAN: The working group comprises of the bus
12 operators and the bus manufacturers, and it also
13 comprises the Vehicle Licensing Examination Unit, the
14 electrical and mechanical engineers involved overseeing
15 the technology side, and also the Road Safety and
16 Standards Unit within the Transport Department,
17 overseeing the territory-wide road safety matters.

18 CHAIRMAN: So the group is constituted by the Transport
19 Department on one side, bus operators on the other side,
20 and for technical purposes bus manufacturers are brought
21 in; do I understand it correctly?

22 MS MABLE CHAN: Yes.

23 MR DUNCAN: Has the department given any consideration at
24 all to involving trade union representatives in that
25 working group?

26

1 MS MABLE CHAN: At the present moment the working group does
2 not comprise representatives from the trade unions. The
3 working group is tasked to look into possible ideas, in
4 order to formulate proposals. As with our usual
5 practice, when there are more systematic thoughts and
6 proposals, we can discuss with the other stakeholders,
7 including the trade unions, and we are ready to do so.

8 MR DUNCAN: I take it that the answer to my question is no,
9 you haven't considered that?

10 MS MABLE CHAN: I have considered that, because at the
11 present moment the working group has just discussed the
12 initial thoughts on the devices and the training
13 framework, and the training actually involves the bus
14 captains. So, after the working group has come up with
15 more concrete proposals, with our ongoing dialogue and
16 discussion with the trade unions, we are ready to share
17 with them, and I have this in my mind.

18 Thank you.

19 CHAIRMAN: So it has been determined, for current purposes,
20 not to involve the trade unions at this stage?

21 MS MABLE CHAN: Yes, at this initial formulation stage.

22 Thank you.

23 MR DUNCAN: Have you communicated that intention to the
24 trade unions?

25 MS MABLE CHAN: No, because the working group was initiated
26

1 by us in order to take stock of various suggestions,
2 requests, and various ideas initiated by the department.
3 We want to scope the work and the task involved with
4 a view to formulating more concrete proposals. It will
5 be by then that we have a more clearer and more
6 systematic framework in order to consult various
7 stakeholders.

8 Thank you.

9 MR DUNCAN: Now could I take you, please, to one other
10 matter raised by the unions. This you will find at
11 TU-1, page 174. Sorry, this is a matter which has not
12 been translated.

13 CHAIRMAN: Is this the document that begins at page 147?

14 MR DUNCAN: Indeed it is, Mr Chairman, yes.

15 CHAIRMAN: And it's the submission of the Federation of Bus
16 Industry Trade Unions?

17 MR DUNCAN: Yes, with a cover letter at age 145. I've
18 referred to this document before. I'm going back to the
19 same document.

20 Can I bring to your attention, please, the bottom
21 part of page 174, that paragraph. Could you read that
22 to yourself.

23 MS MABLE CHAN: I beg your pardon, is it at the bottom of
24 the page, the second paragraph?

25 MR DUNCAN: Correct, the second paragraph on page 174, yes.

26

1 CHAIRMAN: With the words "Alexander Dennis Enviro"?

2 MR DUNCAN: That's correct.

3 MS MABLE CHAN: We have read that paragraph. Thank you.

4 MR DUNCAN: Is that paragraph bringing to the attention of
5 the committee the danger in trying to control buses that
6 have rear-wheel steering functions, and also problems
7 involved in 12.7-metre buses?

8 MR YK CHAN: Yes. If I may go into -- try to answer this
9 question. I believe the question is about that recently
10 there has been introduced 12.8-metre buses, with the
11 turning circle may be -- well, some of the drivers find
12 it is difficult to handle for them.

13 First of all, any buses introduced in Hong Kong will
14 have to comply with all the construction and maintenance
15 regulations, and also all those buses imported into
16 Hong Kong, nowadays they -- I think over 99 per cent
17 actually come from Europe, and they have to comply with
18 all the European standards.

19 The question is whether these buses are sort of
20 applicable in Hong Kong. This is the main question.
21 So, in our system, any new buses introduced into
22 Hong Kong, the first thing we do, it has to go through
23 a type of approval procedure. Those procedures, apart
24 from looking at the technical part, technical aspects of
25 the vehicles, and also the vehicle, we also look into

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1 whether these vehicles are suitable to be used on roads
2 in Hong Kong.

3 Having assessed those technical requirements, those
4 buses, as we see, they are technically sound and
5 feasible to be used in Hong Kong. On that, we notice
6 actually some of the drivers feel that because the bus
7 is longer than the existing -- most of the buses we use
8 are 12 metres, and this one is 12.8 metres, so in the
9 sort of turning handling, there is a slight deviation,
10 slightly -- they have to sort of, I would say, get
11 accustomed to the handling of those vehicles.

12 In this respect, we have actually asked -- we have
13 done a few things. One, the bus company will have to
14 sort of train their drivers to be accustomed to handle
15 this vehicle. So there's no question of the bus is
16 dangerous, if the buses can be handled properly.

17 The second thing is, if this bus is longer than most
18 of the buses we use in Hong Kong, so in deploying these
19 buses we have to actually look into the routes they are
20 actually deployed, and it is -- at the moment when we
21 deploy these 12.8-metre buses, they are route-specific.
22 So we have to try those routes first and see if they are
23 safe to be operated before we allow the bus companies to
24 deploy them.

25 Not all buses used by the bus companies are
26

1 12.8 metres. Some of them may be restricted to
2 12 metres and some even to shorter buses, like those
3 going up to The Peak.

4 So this is a matter of training and also deployment
5 of the routes in the right place, and there is no
6 question of these buses are dangerous.

7 That's my reply.

8 CHAIRMAN: Earlier on you said that they are 99 per cent
9 from Europe and they comply with European standards?

10 MR YK CHAN: Yes.

11 MR DUNCAN: Has this been a matter which the trade unions
12 have raised with the department?

13 MS MABLE CHAN: Yes. We are aware of that and we have
14 looked into that.

15 MR YK CHAN: Yes, actually this has been raised by the union
16 to the department, and that's why my division actually
17 studied in detail on the turning circles and turning
18 path, to see what the problem was.

19 We have actually mentioned that this is something
20 that the bus companies should look into, because the
21 complaint from the drivers is that they feel it is not
22 comfortable to drive a new vehicle with that length.
23 That's why we impress upon the bus company to do their
24 job in driver training, and also on our part, when we
25 improve these buses, we deploy them on a suitable route.

26

1 CHAIRMAN: Perhaps one last question from the chair before
2 we have our lunch break.

3 Presumably there is some advantage to having
4 a longer bus. Does it give greater passenger capacity?
5 Is that the reason?

6 MR YK CHAN: Strictly speaking, if it's a longer bus, they
7 provide more seats. But for this particular model,
8 I would expect that this model does have the advantage
9 to be deployed in Hong Kong. Apart from sort of a few
10 seats, there may be other advantages in the
11 manoeuvrability and the new technology deployed.

12 CHAIRMAN: You can tell us about the advantages after lunch.

13 MS MABLE CHAN: Perhaps I can add one point?

14 CHAIRMAN: Yes.

15 MS MABLE CHAN: The bus companies have pledged to enhance
16 the accessibility facilities, like wheelchair
17 passengers. So the greater room for manoeuvrability
18 within a bus vehicle will enable them to improve in this
19 aspect. This is also one of the indicators we look into
20 in assessing the performance of the bus operator.

21 Thank you.

22 CHAIRMAN: Thank you. We will adjourn then and we will
23 resume at 2.30 this afternoon.

24 MS MABLE CHAN: Thank you.

25 (1.02 pm)

26

1 (The luncheon adjournment)

2 (2.30 pm)

3 CHAIRMAN: Good afternoon.

4 Mr Duncan.

5 MR DUNCAN: Thank you, Mr Chairman.

6 Mr Chan, I think you were going to add some comments
7 with regard to the advantages of these rather large
8 buses.

9 MS MABLE CHAN: I have nothing to add.

10 MR DUNCAN: Sorry, Mr Chan. Is it Mr Chan?

11 CHAIRMAN: Yes, it is. You were telling us that there were
12 some advantages to large buses.

13 MR YK CHAN: Yes. I think my colleagues already
14 supplemented that longer buses will be able to make the
15 bus have low-floor features and also accessible to
16 wheelchairs.

17 CHAIRMAN: Easier access, in those circumstances?

18 MR YK CHAN: Yes.

19 CHAIRMAN: Thank you.

20 MR DUNCAN: Mr Chan, I want to raise another question with
21 you, which was raised with Mr Lai from the bureau
22 yesterday, and again he was unable to assist us. This
23 is a matter raised I think by Prof Lo during the
24 hearing. It relates to the number of drivers who are
25 required, given the special shift provisions in the

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1 working hours.

2 The question was whether any research had been done
3 into the impact that there would be if that 14-hour
4 special shift was removed, given that the current
5 estimate of the Transport Department is that, with those
6 new guidelines, there is going to be a need for
7 something like 250 or so additional drivers. We were
8 led to believe by Mr Lai that that sort of research had
9 been done by the department, and I'm just wondering
10 whether you are in a position to provide us with the
11 results of that research.

12 MS MABLE CHAN: I would be pleased to do so.

13 We commenced a review of the working hours
14 guidelines in September 2017. That was made on the
15 initiative of the Transport and Housing Bureau. The
16 starting point is to explore room for further
17 improvement in the working conditions, in particular the
18 working hours of bus captains.

19 In considering room for improvement and noting there
20 have been changes and revisions in the past, we have
21 taken a comprehensive review of the guidelines, taking
22 into account the operational needs of the franchised bus
23 operators, passengers and members of the public's
24 demands for increased bus service level, staff unions'
25 ongoing requests and demands for improvement in working

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1 conditions, et cetera.

2 In conducting the review, we have also taken into
3 account a number of factors, including the manpower
4 implications of the implementation of the guidelines.

5 As I mentioned, the starting point is to improve the
6 working conditions, in particular including the
7 shortening of the maximum duty shift hours as well as
8 the driving hours of the bus captains.

9 The latest products or the latest revised guidelines
10 have involved research into the demands for the
11 additional bus captains, and that ranges in the order of
12 250-something, 260, and we have included it in our
13 bundle, paper 5, on the working conditions.

14 In the process, we have explored the possibility of
15 reducing the maximum duty hours of the prevailing long
16 shifts which are in current operation by some of the bus
17 operators. It is our understanding that some of the bus
18 operators have arranged for longer shifts in order to
19 cater for the morning and the peak demands of certain
20 bus routes, especially in those bus routes which are
21 long and may span across various districts, from the New
22 Territories, to cross harbour, to the Island.

23 We looked into the possibility of shortening the
24 maximum duty hours and driving hours for these kinds of
25 special duty shifts as well. Based on the information
26

1 provided by the bus operators, and having regard to
2 those statistics that we have collected from our own
3 surveys on the onboard bus trips as well as the driver
4 deployment and establishment, we have conducted
5 an analysis of the additional manpower implications
6 should the maximum duty hours of this kind of special
7 duty shifts be further shortened.

8 In very high-level summary terms, the ballpark
9 estimate of the additional manpower implications for
10 reducing the maximum duty hours of this kind of special
11 duty shifts will range to the level of 1,600 additional
12 bus captains amongst all the franchised bus operators.

13 Manpower implication is one of the factors that we
14 have taken into account, because we are also very
15 mindful to ensure a satisfactory level of bus service,
16 as well as the practicality of the bus companies in
17 recruiting additional bus captains, to ensure a timely
18 implementation of the guideline.

19 We very much hope, and we have actually proposed to
20 the bus companies throughout our meetings with them, to
21 achieve a reasonable time frame for the full
22 implementation of the guidelines.

23 Having regard to the manpower implications, the
24 practicality of implementation, as well as the time
25 frame for achieving the full implementation of the
26

1 guidelines, we eventually consider that we will include
2 in the revised guidelines a section on this special duty
3 shift. The special duty shift maximum duty hour will be
4 maintained at 14 hours as the maximum cap, but the
5 driving hours of bus captains who are on the special
6 duty shift will be reduced to ten hours, which is on par
7 with that of the driving hours of the normal duty shift.

8 In addition, we also impose a requirement on the bus
9 companies to provide a break of no less than three hours
10 within the shift duty. This is to ensure that while the
11 bus captain may be deployed for such kind of routes
12 which are operated under special duty shift arrangement,
13 there will be enough rest break for the bus captain, and
14 the driving hours, ie the bus drivers who are on the
15 road, the maximum hours will be reduced to ten hours.

16 We provided our research and also assessment to the
17 Transport and Housing Bureau and discussed with them.
18 After the discussion, and noting the relevant
19 implications, the guidelines were finalised and
20 promulgated earlier this year, in February 2018.

21 Thank you, Chairman.

22 MR DUNCAN: Sorry, I just really want to deal with the
23 numbers, if I could. I may have misunderstood some
24 aspects of your earlier submission. So, at the risk of
25 having you to repeat some matters, could I just clarify
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1 some numbers?

2 MS MABLE CHAN: Sure.

3 MR DUNCAN: Currently, how many people are engaged as bus
4 captains, across all of the franchised companies, the
5 approximate number of all bus captains?

6 CHAIRMAN: When you locate the information, perhaps you
7 could tell us and we can follow it in the written
8 submission.

9 MS MABLE CHAN: Sure. I am actually trying to refer to
10 paper 5, TD bundle, table 1.

11 The total adds up to more than 12,000.

12 CHAIRMAN: Where do we find that? Which paragraph?

13 MS MABLE CHAN: Paragraph 9. Below paragraph 9, there is
14 a table 1, showing the breakdown of the bus captains in
15 respect of the individual FB operators.

16 CHAIRMAN: Thank you.

17 MS MABLE CHAN: So the total of each of the captains
18 employed by the respective bus companies will add up to
19 some 12,000-plus.

20 MR DUNCAN: Assuming the implementation of the guidelines,
21 what is the department's estimate as to the additional
22 number of captains required?

23 MS MABLE CHAN: Let me refer to paragraph 7 of this paper:

24 "Based on the crude projections by the FB operators,
25 it is estimated that a total of 250 additional bus
26

1 captains will be required for full implementation of the
2 [currently revised] guidelines."

3 We have also studied this figure and compared with
4 our own information regarding the bus captains' strength
5 and numbers in respect of the FB operators. So it is in
6 the order of a total of additional 250.

7 MR DUNCAN: Thank you. And if the special shift, which is
8 provided for in the new guidelines, was done away with,
9 how would that impact the figure of 250?

10 MS MABLE CHAN: It will be increased to a total of 1,600
11 additional bus captains.

12 MR DUNCAN: So instead of 250, read 1,600?

13 MS MABLE CHAN: 1,600, yes. More than 10 per cent of the
14 total establishment of the FB operators added together.

15 MR DUNCAN: We may be able to work this out for ourselves,
16 but given your position, can you explain very succinctly
17 why the number would increase so significantly?

18 MS MABLE CHAN: Perhaps I can invite my deputy, who will
19 have the knowledge about the shift duties and the hours
20 and deployment, in order to help the committee to
21 appreciate in simple and direct way. Thank you.

22 CHAIRMAN: Thank you.

23 MS MACELLA LEE: I will try to be simple. Because the
24 operating hours are very long and there is a peak demand
25 in the morning and the evening peak, so if we don't
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1 allow these drivers to have longer duty hours covering
2 the two peaks, it means you have to have two drivers to
3 meet the extra demand at the peak, and these drivers
4 will have to have shorter duty hours. That means it can
5 be six hours and seven hours. This, to some extent, is
6 not efficient, in a sense.

7 Because we have to cover the demand in the morning
8 peak and the evening peak, so we don't have one person
9 doing that now, you have two people, so the headcount is
10 not just 250 plus two, because -- actually, the heads
11 are more but each one will do a shorter time, much
12 shorter duty shifts, maybe six hours, seven hours or
13 even five hours.

14 So that's why it's not 250 times two. More heads,
15 each one doing -- you may say that a normal driver
16 drives ten hours, but if we have to cancel the split
17 shift, it means that those extra -- about 13 per cent of
18 the drivers have to double, because they can't work so
19 long, and when you double the head, each one of them
20 doing not 14 hours but even shorter, like six hours. So
21 the mathematics is like that. So it's up to 1,600.

22 I hope I can clarify the situation.

23 CHAIRMAN: Thank you.

24 MEMBER LO: I wonder if I can ask a question.

25 CHAIRMAN: Please do.

26

1 MEMBER LO: I'm just thinking about very simply how many
2 drivers were involved in special shift, multiply that by
3 two, that would be the answer; right?

4 MS MACELLA LEE: No.

5 MEMBER LO: How come it's not?

6 MS MACELLA LEE: I have to explain that. There are 12,000
7 drivers, but this is the establishment, to me the daily
8 service needs, it is about 9,000 duty shifts. You have
9 more headcounts because everybody does only six days
10 a week, you have leave, and so on.

11 I can tell you it's every day we need 9,000 duties,
12 driving duties, or you can say 9,000 duty shifts, and
13 among them about 1,200 are special duty shifts,
14 13 per cent, about 13 per cent.

15 MEMBER LO: Okay.

16 MS MACELLA LEE: So these 1,200 duties have to be times two,
17 so it's 2,400, but of course there's no need to have
18 a double in that sense, so it ranges at about 1,600. So
19 we have to look at the matter in terms of duty shifts.

20 MR DUNCAN: Is a special shift a new initiative, or was it
21 in play before the latest revised guidelines?

22 MS MABLE CHAN: The special duty shift has been operated by
23 the individual bus operators to meet the morning and
24 peak demand. In our review of the guidelines, we
25 consider it necessary, in the first place, to look at

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1 whether the maximum duty hours can be reduced, no matter
2 they are normal or special duty.

3 We take the opportunity of the revision of the
4 guidelines to specify in clearer terms on our
5 requirements on the maximum duty hours and the driving
6 hours. It is under this perspective that we introduce
7 the subsection of requirements in the guidelines to
8 illustrate more clearly on the special duty shift
9 arrangement, and for this kind of arrangement what is
10 our requirement on the maximum duty hours, driving hours
11 and rest break for this special duty shift.

12 MR DUNCAN: So the previous version of the guidelines made
13 no reference to the special shift?

14 MS MABLE CHAN: That's correct.

15 MR DUNCAN: It's something that evolved within the bus
16 companies?

17 MS MABLE CHAN: It is evolving. We know this as a matter of
18 fact. And more importantly, in our discussion with the
19 bus operators and in meeting the staff unions, there are
20 also views and suggestions that for those drivers who
21 have been deployed for these special duty shifts, those
22 drivers are also concerned about the remuneration or the
23 take-home pay that they can get from the bus companies,
24 in particular those working on these special duty
25 shifts.

26

1 While we are looking at ways to shorten the duty
2 hours and the driving hours, another concern that comes
3 out during the discussion is the staff side, some of the
4 staff side's anxiety about possible reduction in their
5 take-home pay they then get from the bus companies.

6 So this is the whole process that we tackle the
7 issue and it is an evolving process. Thank you.

8 CHAIRMAN: How were those concerns expressed by the staff
9 about a reduction in their take-home pay?

10 MS MABLE CHAN: They make them in written submissions and
11 also raise them with the meetings with the Transport
12 Department, because during that period from October 2017
13 to February 2018, the Transport Department have met with
14 the various staff unions and there were a series of
15 meetings held during that period.

16 CHAIRMAN: Thank you.

17 MR DUNCAN: Thank you, Ms Chan.

18 I want to move to another topic now, if I may.

19 CHAIRMAN: Before you do that, Mr Duncan -- I think
20 Mr Duncan was trying to ask you this question: when did
21 special duties come into operation with bus companies?
22 How long has this practice been in place?

23 MS MACELLA LEE: I think it exists at least 10 or 20 years
24 before.

25 CHAIRMAN: A longstanding practice?

26

1 MS MACELLA LEE: Yes, a longstanding practice?

2 CHAIRMAN: Thank you.

3 Yes, Mr Duncan.

4 MR DUNCAN: Thank you, Mr Chairman.

5 Could you turn up, please, SEC-2 at page 664.

6 Are you looking at a document which is headed,
7 "Community for Road Safety", and the heading, "Comments
8 on the scope of the Public Transport Strategy Study
9 (PTSS) for LegCo's Panel on Transport"?

10 Does this document appear to bear a date in 2015?

11 MS MABLE CHAN: Yes.

12 MR DUNCAN: Was there a public transport strategy study in
13 2015?

14 MS MABLE CHAN: Yes, there is a study conducted in 2015.

15 MR DUNCAN: Did the department participate in this study?

16 MS MABLE CHAN: Yes. It was led by the bureau and involved
17 the Transport Department's input.

18 MR DUNCAN: Right. Would this paper have come to the
19 attention of the department during the course of the
20 study?

21 MS MABLE CHAN: In the usual practice of LegCo, they include
22 this submission as the deputations to LegCo, and the
23 bureau and also the department appear before that
24 meeting of the deputations, and we note that this is one
25 of the deputations made during that occasion.

26

1 MR DUNCAN: So this would be one of the documents that would
2 have come to the attention of the department?

3 MS MABLE CHAN: Yes.

4 MR DUNCAN: Can I bring your attention down to the second
5 subheading on page 664, "Opportunities and strategy for
6 better safety".

7 Can you read the second of the black marks there,
8 reference to the ISO standard, "Road traffic safety
9 management". If I quote from the document:

10 "... a new member of ISO launched in 2012 to target
11 at transport fleets of public transport operators and
12 the logistic industries. This would follow the steps of
13 other ISO quality assurance systems in the future to
14 help deliver far more responsible transport operation
15 from the road safety perspective."

16 Perhaps I should have read the introductory words:

17 "With the advent of new measures or practices, the
18 PTSS [that's the study] should examine all opportunities
19 afresh to improve safety and quality of service."

20 Then those examples are set out.

21 At any time before this paper was issued, before
22 2015, or during the course of the study, did the
23 department give consideration to supporting the
24 introduction of this standard?

25 MS MABLE CHAN: We are aware of the remark made by the
26

1 Community for Road Safety, in particular on the
2 suggestion regarding the adoption of ISO 39001 in the
3 context of the PTSS. Actually, this Community for Road
4 Safety have also raised this in other occasions of
5 LegCo.

6 The ISO 39001 was one of the subjects flagged up in
7 yesterday's oral session as well. We note that this is
8 a road traffic safety management standard, and it was
9 finalised in 2012, after rounds of discussion. Over the
10 years since 2012, there are a number of transport
11 companies or logistics companies in certain
12 jurisdictions, including Japan, Korea, and some of the
13 European companies start adopting this kind of standard.
14 We are aware of that.

15 We take an open-minded approach towards this
16 ISO 39001. The Transport Department at the present
17 moment, we also maintain and establish our road safety
18 management system. As we explained yesterday, we keep
19 track of the accident data from a common database, we
20 analyse it, we identify common factors, and also try to
21 develop preventive or remedial actions, as part of that
22 system.

23 This ISO 39001 stipulates in a more sophisticated
24 way, an elaborative way on how a road traffic safety
25 management system can be formulated having regard to
26

1 data and objective criteria. So we take an open-minded
2 approach. We do not rule out the possibility of
3 improving our standards of road traffic management
4 system within the TD, towards a more sophisticated world
5 standard.

6 Thank you.

7 MR DUNCAN: So, when you say you have an open mind, does
8 that mean you are not for it, nor are you against it?

9 MS MABLE CHAN: We are not against it. As I said --

10 MR DUNCAN: Are you for it?

11 MS MABLE CHAN: We have our established road traffic safety
12 management in the department. It's always a positive
13 move for the department to take into account latest and
14 prevailing standards, in order to improve our system or
15 to adopt latest standards in improving our system.

16 So any improvement in the standards, I would say, we
17 would welcome and we would be ready to consider and look
18 into it and see how our existing system can be further
19 improved.

20 MR DUNCAN: Has the department at any time since 2012
21 considered the standard, to see whether it might improve
22 the department's own current standards?

23 MS MABLE CHAN: Since the standards were first developed and
24 promulgated in 2012, we noticed that it is quite new at
25 that stage, and mostly it's the transport and logistics
26

1 operators who are considering the adoption of such
2 standard.

3 So, upon its promulgation in 2012, we see that it is
4 the start of a newly developed standard, at its early
5 stage.

6 This submission by the Community for Road Safety was
7 made in 2015 in the context of the PTSS, so our
8 department currently established our road traffic
9 management system and at the present moment we take
10 an open-minded approach to this standard and see whether
11 there is scope for improvement or even the adoption of
12 this standard.

13 MR DUNCAN: As I understand this document, this would be
14 a standard which would not actually be adopted by the
15 department; it would be adopted by the transport
16 company, ie the bus operator. Is that correct?

17 MS MABLE CHAN: Yes.

18 MR DUNCAN: So has the department taken any steps to refer
19 this to the bus companies for their consideration?

20 MS MABLE CHAN: We do not. We do not. This standard was
21 raised by the community for road traffic in the overall
22 study of the public transport strategy. It is very
23 comprehensive and it's fully-fledged, and there are
24 a lot of different suggestions and views made in the
25 overall scheme of things.

26

1 So we did not at that juncture refer this particular
2 standard to discuss with the bus operator.

3 MR DUNCAN: Can I move further into the bundle at page 778.

4 Are you looking at a communication from the
5 Community for Road Safety, this time dated 16 June 2016?

6 MS MABLE CHAN: Yes.

7 MR DUNCAN: Does it appear to be a response to the public
8 consultation which was conducted leading up to the
9 question of whether KMB's franchise should be renewed in
10 2017?

11 MS MABLE CHAN: Yes. I'm aware of that.

12 MR DUNCAN: No doubt this letter and the document enclosed
13 with this would have come to the attention of the
14 department --

15 MS MABLE CHAN: Yes.

16 MR DUNCAN: -- during that consultation exercise?

17 MS MABLE CHAN: Yes.

18 MR DUNCAN: If I could bring your attention to the letter,
19 page 778, and in particular the first and second
20 paragraphs -- the letter in total actually. Let me read
21 it:

22 "In response to the above public consultation, we
23 submitted a document to Government on 18 April 2016.
24 Our comments focus on continuous safety improvement for
25 bus operation. The contents cover a safety management

26

1 system in conjunction with a series of specific topics.

2 The document submitted by Government to LegCo's
3 Panel on Transport ... 'Administration's paper on new
4 franchise for bus network of the Kowloon Motor Bus
5 Company (1933) Ltd -- report on the public consultation
6 on the new franchise' only consists of a short paragraph
7 on safety with two simplified points, namely 'to monitor
8 bus captains' driving behaviour more closely' and 'to
9 improve safety facilities on buses'. These clearly fail
10 to reflect the much broader issues we raised.

11 Bus safety is a very important topic. For this
12 reason we consider that it is necessary to submit our
13 original document directly to LegCo's Panel on Transport
14 for reference."

15 Then you will see what I understand to be the
16 original document, which runs from page 779 through to
17 783.

18 Could I ask you to go to page 781. You will see the
19 heading on that page, "Bus safety -- road safety
20 management system", and there is reference again to the
21 ISO 39001 standard, and there is reference, if I could
22 quote it:

23 "This quality assurance system encourages fleet
24 operators to be far more accountable and proactive in
25 reducing accidents and risks."
26

1 Then the recommendations, there are two:

2 "Under the new franchise requirements encourage the
3 bus companies to adopt a more advanced road safety
4 management system towards the ISO ... standard."

5 Then:

6 "Government shall collaborate with the bus companies
7 to study bus accidents and risks in details, with the
8 view of setting targets of accident reduction."

9 Now, having received this document, did the
10 department take any steps to encourage the bus companies
11 to adopt the ISO standard?

12 MS MABLE CHAN: This submission was made as part of the
13 submissions from the other stakeholders to LegCo, and
14 this was made in the context of the discussion of the
15 renewal of franchise for KMB in that year.

16 The discussion in LegCo at that juncture focused on
17 a number of issues, as reflected in our LegCo Brief
18 submitted to the IRC. I can ask my colleagues to refer
19 to that paper in a moment.

20 There are a number of issues flagged up in the LegCo
21 Brief to address the various key suggestions and issues
22 raised in the renewal of the franchised buses. This
23 recommendation made by the Community for Road Safety
24 relates to the encouragement of bus companies of a more
25 advanced road traffic safety management system and a new

26

1 standard.

2 At that juncture, we need to say that we did not
3 bring this issue specifically to the bus company, but on
4 the other hand, because the bus company, over the years
5 we have required them to institute an internal
6 monitoring system for the accident -- and also the
7 safety performance of the bus company. On the other
8 hand, the Transport Department has also established our
9 own safety management system with independent analysis,
10 to achieve the principle of "plan, do, check, act",
11 which is very similar to the ISO 39001 standard.

12 So while the ISO 39001 standard is pretty new in
13 relative terms as compared to the ISO 9001, and also the
14 certificate or the adoption of the ISO 9001 is on a more
15 widespread basis as compared to the adoption of the
16 39001, we treat it as a relatively new standard. That
17 is why we did not raise this specifically with the bus
18 companies at that juncture.

19 MR DUNCAN: How does the 39001 standard, as a standard,
20 compare with the management systems that the bus
21 companies operate? Which is better?

22 MS MABLE CHAN: Perhaps I will invite the chief engineer on
23 road safety to highlight a few key features of 39001 and
24 then to try to address the --

25 MR DUNCAN: I don't think we need, with respect, to go into
26

1 a lot of detail with regard to what the standard
2 contains.

3 What I think the committee would be interested in is
4 the respective merits of one against the other.

5 MR TONY YAU: Chairman, as the commissioner mentioned,
6 I think our system is actually doing the same thing, our
7 safety management system is doing the same thing, that
8 we have the planning process and we have the monitoring
9 process -- we analyse and monitor the accident
10 statistics, and then we report to the Road Safety
11 Council to formulate policy on relevant road safety
12 management measures, such as legislation enforcement.

13 Then, after these measures are delivered or
14 implemented, the result will be reflected in the
15 accident statistics, which is the result of our
16 performance, and then we monitor the statistics again
17 and then review to see if any of our existing policy or
18 measures need to be reviewed.

19 The management system I think is quite similar in
20 principle, but I cannot compare the details between the
21 two systems, which one is better or which one is not so
22 good as the others.

23 But in principle, I think for the Transport
24 Department as an authority, our existing safety
25 management system can achieve the same purpose.

26

1 MS MABLE CHAN: May I add that the Legislative Council Brief
2 on the renewal of the franchise for KMB can be found on
3 page 1100 in bundle TD-4.

4 The discussion in LegCo at that juncture actually
5 involved a lot of the service enhancement initiatives,
6 including enhancing ancillary facilities for passengers
7 to disseminate information and provision of fare
8 concessions and other issues relating to profit-control
9 scheme.

10 MR DUNCAN: Has the department actually sat down and made
11 a comparison between the ISO standard 39001 and its own
12 systems?

13 MS MABLE CHAN: Pardon me?

14 MR DUNCAN: Has the department actually conducted a proper
15 comparative analysis of the ISO standard on the one hand
16 and the systems in place in the Transport Department on
17 the other?

18 MS MABLE CHAN: We have yet to conduct a very comprehensive
19 and systematic study and review at this present stage,
20 especially given that we have mentioned the ISO 39001
21 is, relatively speaking, new as an adoption as a tool
22 for the transport sector. We have yet to conduct a very
23 systematic and elaborative study on that.

24 MR DUNCAN: It did come into force in 2012.

25 MS MABLE CHAN: In relative speaking terms, since its
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1 promulgation in 2012, the rate of the adoption of the
2 standard by the transport operators and logistics
3 companies is small as compared to the prevailing
4 adoption of the ISO 9001 by the other transport
5 operators.

6 I have some figures or perhaps Tony can supplement
7 on the statistics, as regards the adoption.

8 MR TONY YAU: Yes. You may say that 2012, just a few years
9 ago, is quite a long time, but for a management system
10 it's very new and the time is very, very short. What we
11 are talking about is the overall management system.

12 With reference to the overseas experience, the
13 system so far is mainly adopted by the operators. Even
14 in Singapore and the UK, they are still studying, start
15 studying or may not try to commit to adopt the system.

16 So you may say 2012 may be a long time ago, but for
17 a policy system or for a management system, it's very
18 new, especially for a department, for an authority to
19 adopt it, it needs some time to get more information and
20 experience, the implementation experience, so that we
21 can do a more meaningful analysis.

22 MR DUNCAN: Thank you.

23 Can I ask this: has the department conducted any
24 comparative analysis of the ISO standard 39001 and the
25 management systems apparently in place within the bus
26

1 companies?

2 MS MABLE CHAN: No.

3 MR DUNCAN: Do you have any plan in that respect?

4 MS MABLE CHAN: In any initiatives in improving or making
5 the management system more robust, we would be ready and
6 prepared to look into that.

7 MR DUNCAN: Do you think that would be a way of possibly
8 improving matters?

9 MS MABLE CHAN: We will be ready to look into that as
10 a possible way to improve the traffic management system
11 in the bus operators.

12 MR DUNCAN: If I could refer you, please, to page 782 of the
13 submission of the Community for Road Safety.

14 There are a number of suggestions there, under the
15 heading of "Bus safety -- driving standard". They are
16 under the heading "Recommendations".

17 Did any of those suggestions of the Community for
18 Road Safety lead to any consideration of those sorts of
19 matters by the department?

20 MS MABLE CHAN: I will ask my colleague to read them in
21 a minute and then to give a response.

22 MR TONY YAU: Yes, Chairman. We receive the Community for
23 Road Safety -- we occasionally receive their suggestions
24 to introduce some lower speed limits to different areas.

25 I think I need to refer to our existing speed limit

26

1 structure in Hong Kong. In Hong Kong we implement a
2 quite simple three-tier speed limit structures. We have
3 a low-band, medium-band and high-band speed limit. For
4 low-band, we are talking about 50 kilometres per hour;
5 that will be adopted for urban or new town built-up
6 areas. Then we have the middle band, it's 70 or
7 80 kilometres per hour; it's for areas or for some trunk
8 roads outside the urban and new town areas. And the
9 last one is the high band. High band is 100 kilometres
10 per hour. It's usually for the high-standard
11 expressway.

12 In Hong Kong, the highest speed limit is
13 110 kilometres per hour, which only exists in North
14 Lantau Highways.

15 We base on this speed limit structure, this
16 three-tier structure, actually we have done a review on
17 this speed limit structure by consultants, and the
18 existing structure is generally in line with overseas
19 jurisdictions, with proven safety records. These three
20 tiers are simple for the motorists to be familiar with
21 the speed limit. We are talking about the speed limit,
22 it's not the motorist, you need to follow, or you forget
23 the traffic condition, just simply follow the speed
24 limit. The speed limit is the legislative requirement
25 that you cannot exceed the speed limit at any time, and

26

1 the motorists have to have the duty to make reference to
2 the traffic condition, their vehicle condition --

3 CHAIRMAN: The speed limit's not compulsory. If it's 50 k,
4 you don't have to drive at 50 k; that's your point,
5 isn't it?

6 MR TONY YAU: Yes. So for a particular point, say a bend or
7 some road with a hazard or need to slow down, we will
8 not simply just lower this bend or short section of road
9 to a lower speed limit. Instead, we provide sufficient
10 advance warning signs, road markings, to inform the
11 motorist ahead that there may be a hazard in front of
12 you and you have to slow down.

13 So that with all the information provided to the
14 motorist, the motorist has a duty to choose a safe speed
15 for travelling.

16 MS MABLE CHAN: Chairman, may I supplement that the
17 statements made by Mr Yau were actually stated in our
18 paper 10 in TD bundle, paragraphs 12 to 17. There is
19 a section on the designation of speed limits on roads
20 and also our structure on a regular review of the speed
21 limit.

22 Thank you, Chairman.

23 CHAIRMAN: Yes, I remember reading that. You made the same
24 point: the speed limit isn't mandatory. It's not
25 exceeding it that's mandatory.

26

1 MS MABLE CHAN: Yes.

2 MR DUNCAN: The part of page 782 that I was particularly
3 interested in was the commencement of the
4 recommendation, not so much the speed matters.

5 The commencement reads as follows:

6 "Incorporate into franchise requirement the need to
7 set up a comprehensive standard and driver monitoring
8 system using the installed black boxes."

9 Is that something which caused consideration within
10 the department? Given that black box technology
11 of course has moved on considerably since 2003.

12 MS MABLE CHAN: The black box and the related updated
13 technology and devices is one of the subjects we
14 discussed this morning, and there is a basic minimum
15 requirement on the black boxes issued to the
16 franchisees. Over the years our vehicle licensing team
17 have taken stock of the possible advancements in black
18 boxes and have been exploring on an ongoing basis with
19 the franchisees and also the bus manufacturers, to see
20 how the black box installation can be upgraded and
21 deployed for better safety measure.

22 This is one of the issues that is keen in our heart
23 and it is actually included in our scope of work under
24 the working group under discussion currently, at the
25 moment.

26

1 CHAIRMAN: But that hasn't resulted in any revision of the
2 basic minimum requirement, which has its origins in
3 2004.

4 MS MABLE CHAN: Yet to be reflected, yes, Chairman, you are
5 right.

6 CHAIRMAN: And it doesn't incorporate GPS, does it? It
7 simply requires that speed be measured.

8 MS MABLE CHAN: The basic specifications do not reflect
9 that.

10 MR DUNCAN: If we can move to page 783, please, and the
11 Community for Road Safety's suggestion with regard to
12 bus safety and bus fleets, and the observation which was
13 made by that organisation was:

14 "KMB has been investing in new modern buses. It is
15 well agreeable that these buses are comfortable and well
16 designed. However, attention is still required for
17 safety risks including ..."

18 And then a number of safety risks are set out.

19 As matters stood at the time of this consultation in
20 2016, would the department have agreed with this
21 observation of the Community for Road Safety, that
22 attention was still required for those risks which have
23 been set out?

24 MS MABLE CHAN: I would say yes, because this is actually
25 an ongoing process, as reflected and included in our
26

1 requirements for the bus companies to include in the
2 forward planning programmes. There are a number of
3 improvement measures that we have discussed with the
4 operators and suggest them to retrofit and to include in
5 their forward planning programmes a retrofitting
6 programme. Past examples include installation of double
7 handrailing along the staircases, horizontal guard bar
8 on the upper deck windscreen, and also strengthened
9 glass on the upper deck windscreen as well.

10 We note the suggestions by the Community for Road
11 Safety. In fact, it is an ongoing close partner with
12 us, the Road Safety and Standards Unit, and we actually
13 take note of the various suggestions and this is on the
14 agenda when we discuss with the bus operators to explore
15 ways to further enhance bus safety within the vehicle.

16 Thank you.

17 MR DUNCAN: Sorry, when you say it's on the agenda, it's on
18 the agenda currently or has been on the agenda?

19 MS MABLE CHAN: It has been on the agenda, yes.

20 MR DUNCAN: So if these matters which the Community has
21 suggested should be incorporated into the franchise
22 agreements, if they exist they would be found in the
23 forward planning programmes?

24 MS MABLE CHAN: Yes.

25 MR DUNCAN: That's where we would look for those?

26

1 MS MABLE CHAN: Yes. You can look for those in past forward
2 planning programmes, or we have also issued
3 a requirement to sum up the safety and enhancement
4 initiatives and requirements, and we got the
5 confirmation letter from the bus companies to install,
6 retrofit the related service or safety enhancement
7 measures in the past.

8 So as and when our discussion with them is mature
9 and those are technically feasible for application, we
10 will issue updated service enhancement list for them to
11 confirm for retrofitting or for installation, and we
12 also will include those in our requirement in the letter
13 towards the bus operators, so that they will include
14 a retrofitting programme in their upcoming forward
15 planning programmes.

16 MR DUNCAN: We can leave that document, thank you.

17 CHAIRMAN: Before we move on, could you help me at least
18 with who are the members of the Community for Road
19 Safety?

20 MS MABLE CHAN: Tony has the information.

21 MR TONY YAU: Mr Julian Kwong.

22 CHAIRMAN: One member?

23 MR TONY YAU: I know he has his friends. Maybe -- to my
24 information, it's only a few members, and the founder is
25 Mr Julian Kwong.

26

1 CHAIRMAN: And how long has the organisation been in
2 existence, as far as you are aware?

3 MR TONY YAU: Maybe less than ten years but I'm not sure.

4 CHAIRMAN: Has LegCo received papers over a period of time
5 from the Community for Road Safety, a number of years?

6 MR TONY YAU: Did you mean LegCo?

7 CHAIRMAN: Yes, the LegCo Transport Panel.

8 MR TONY YAU: Yes.

9 CHAIRMAN: Over what period of time?

10 MR TONY YAU: To my memory, it's only in these few years
11 when we had some topic that was related to road safety
12 would be discussed in the Transport Panel, and Community
13 for Road Safety would submit the document.

14 CHAIRMAN: Yes. I have been doing my own research and I'm
15 trying to get some time parameters of when these papers
16 first appeared.

17 MS MABLE CHAN: Past few years, past couple of years,
18 I think, in LegCo.

19 The chairman's question is for how many years has
20 this Community for Road Safety put in papers for LegCo;
21 right?

22 CHAIRMAN: Yes.

23 MS MABLE CHAN: This is the question.

24 MR TONY YAU: I have no information. Not sure.

25 MS MABLE CHAN: Do you need us to do some --

26

1 CHAIRMAN: Perhaps if you could come back to us with
2 something in writing as to that.

3 MS MABLE CHAN: Okay, sure. No problem.

4 CHAIRMAN: Thank you very much.

5 MR DUNCAN: Just on that, Ms Chan, what reputation does this
6 organisation enjoy; are you able to say?

7 MS MABLE CHAN: I cannot comment on this.

8 MR DUNCAN: As far as the department is concerned, does the
9 department respect the views of this organisation?

10 MS MABLE CHAN: We do not have any comment on the reputation
11 or the standing of this Community, but being
12 a stakeholder, which will submit deputation and
13 submission to LegCo, we will take into account all the
14 submissions, including the submission from this
15 Community. Thank you.

16 CHAIRMAN: At least you could say perhaps this, that it does
17 appear to present reasonably well thought-out -- whether
18 or not you agree with them -- suggestions?

19 MS MABLE CHAN: They show interest in the road safety and
20 make a number of recommendations on various occasions.

21 CHAIRMAN: And appears to be informed? Whether or not you
22 agree with the recommendations, they are based on
23 an informed understanding, it appears?

24 MS MABLE CHAN: I have no particular comment on that.

25 CHAIRMAN: Just a smile, nothing else; is that it?

26

1 MS MABLE CHAN: Any deputation or submission submitted by
2 groups or bodies in the deputation meetings, we will
3 take into and account and read over that.

4 Thank you, Chairman.

5 CHAIRMAN: Mr Duncan, you were moving on.

6 MR DUNCAN: Thank you, Mr Chairman.

7 The committee has been informed, as you know, of
8 these new initiatives, if I could call them that, or the
9 latest initiatives, which have been prompted by the
10 Sham Shui Po accident in September 2017, with the
11 revision of the guidelines, and the further proposals
12 following on from the accident in Tai Po in February of
13 this year, with the added information you're getting
14 from the bus companies and the working group, and so on.

15 So we understand that in recent times, new matters
16 are being considered by the department.

17 Apart from those recent initiatives, would it be
18 fair to say that since, say, 2012, up until the time of
19 the Sham Shui Po tragedy, there were really no
20 significant changes at all in the way in which the
21 department addressed matters of safety; it was the same
22 system throughout that period? Is that a fair
23 observation?

24 MS MABLE CHAN: Let me get my papers.

25 In terms of the overall road traffic safety
26

1 management and monitoring, I wish to reiterate that we
2 have an established system to take stock of the data
3 from the accident database, analyse them, and take
4 preventive or corrective or remedial actions.

5 I would like to quote a few examples arising from
6 the discussion and analysis of that independent analysis
7 of accident data and for reporting to the Road Safety
8 Council.

9 A number of legislative amendments have been
10 actually made over the years arising from discussion in
11 the Road Safety Council, after monitoring and analysing
12 the accident statistics. The recent one is being in
13 June 2015, regarding the provision of the attendance of
14 pre-service course for the issue of a full driving
15 licence of public light bus, and in 2004, December --

16 CHAIRMAN: Sorry, what is a pre-service course?

17 MS MABLE CHAN: Pre-service course for the issue of a full
18 driving licence of public light bus drivers.

19 CHAIRMAN: Yes.

20 MS MABLE CHAN: And in 2014 --

21 CHAIRMAN: I still don't understand. What is a pre-service
22 course?

23 MS MABLE CHAN: Pre-service course is the requirement for
24 them to attend a pre-service course after -- the public
25 light bus driver is required to, after going through the
26

1 driving test, they should have to attend a pre-service
2 course before we would issue a full driving licence for
3 the driver.

4 CHAIRMAN: So before he is let loose on the roads he has to
5 attend this course?

6 MS MABLE CHAN: Yes.

7 CHAIRMAN: Thank you.

8 MR DUNCAN: Sorry, I may not have made my question clear,
9 because I don't want to get involved with public light
10 buses, unless it's relevant to these proceedings.

11 MS MABLE CHAN: Okay.

12 MR DUNCAN: What I'm really trying to get at is whether, if
13 you compare the system as it was, system for safety as
14 far as the department is concerned, safety in public
15 buses, the system was more or less the same, from, say,
16 2012 right down to 2017. There are no significant
17 changes during that period to the system. Is that fair?

18 MS MABLE CHAN: The system is established, but under the
19 system we have an ongoing and robust monitoring and
20 regulatory framework to monitor and regulate the
21 franchised bus operation, and under that system we have
22 time and again analysed the bus safety performance of
23 individual bus operators, and then we would issue
24 requirements for the bus operators to enhance the safety
25 measures.

26

1 So this underpins the robustness of the system on
2 an ongoing basis. The system is there, and we are
3 exercising the control and monitoring under their
4 system.

5 The other system that I want to mention is about the
6 overall road safety traffic management system. It is
7 also an established system under which there will be
8 monitoring and follow-up actions. Some of the follow-up
9 actions may lead to legislative amendment exercise to
10 tackle the relevant issues as revealed from those
11 accidents.

12 CHAIRMAN: The first of the examples you gave about actions
13 taken was June 2015.

14 MS MABLE CHAN: Yes.

15 CHAIRMAN: You wanted to mention some others?

16 MS MABLE CHAN: There are a couple of other legislative
17 amendments in 2014. One is requiring the public light
18 bus to install approved electronic data recording
19 device. The other one is to require --

20 CHAIRMAN: Recording what kind of data?

21 MS MABLE CHAN: Public light bus.

22 CHAIRMAN: To record what data?

23 MS MABLE CHAN: Electronic data recording device, like black
24 box.

25 CHAIRMAN: Do you have -- first of all, was that direction
26

1 given in writing?

2 MS MABLE CHAN: This is a legislative amendment.

3 CHAIRMAN: I see. Can you give us then the legislative
4 reference? Where do we find this?

5 MS MABLE CHAN: We will try to locate it under the Road
6 Traffic Ordinance.

7 CHAIRMAN: In due course --

8 MS MABLE CHAN: In the THB bundle, there should be the Road
9 Traffic Ordinance. Let us try to locate it.

10 CHAIRMAN: If one of your colleagues locates it at some
11 later stage, you can come back and tell us about it.

12 So that's black boxes for PLBs, 2014. Yes?

13 MS MABLE CHAN: And also the attendance of the pre-service
14 course for the issue of the full driving licence, it is
15 also a legislative amendment exercise. We will try to
16 locate it as well.

17 In 2003, we also introduce breath analysing for
18 drink-driving.

19 CHAIRMAN: For all drivers of all vehicles?

20 MS MABLE CHAN: Yes.

21 So there is a long list dating until 2010, based on
22 cursory research, but I don't want to bother the
23 committee with all the details.

24 CHAIRMAN: We want to give you an opportunity to say what
25 you want to say.

26

1 Yes, Mr Duncan.

2 MR DUNCAN: So can I put it this way: restricting it to
3 public buses --

4 CHAIRMAN: Franchised buses?

5 MR DUNCAN: Public franchised buses, just looking at those,
6 do I understand from what you have said that
7 essentially, between 2012 and 2017, the same robust, in
8 your words, system, regulatory and monetary, was
9 utilised during that period?

10 MS MABLE CHAN: Yes, I would say so, not to mention during
11 the 2012 to 2017 period, apart from legislative
12 amendment exercise, there are also measures to improve
13 the road design and also the road markings. After we
14 have conducted black spot investigation and analysis of
15 the accident data, then we will take appropriate either
16 preventive or remedial actions in terms of road safety
17 enhancement.

18 MR DUNCAN: Now, could I ask this. At any time up until the
19 time of the Sham Shui Po accident, had you engaged in
20 consultation with any of your overseas counterparts as
21 to what sort of safety management systems they required
22 of their public bus operators?

23 MS MABLE CHAN: Based on the colleagues' recollection, there
24 is not any specific discussions with the overseas bus
25 regulators in this regard.

26

1 MR DUNCAN: What about since these two tragedies in
2 September last year and February this year? Has the
3 department made contact with any of its counterparts to
4 see what provisions they have with regard to safety?

5 MS MABLE CHAN: I did not recall we have particularly
6 contacted the overseas regulators or bus regulators, but
7 in the context of the working hour guidelines we have
8 actually done the research into overseas experience and
9 requirements. Examples include Singapore, the United
10 Kingdom, United States, Australia, and EU countries.

11 The working hour guidelines, the important factors
12 that we have taken into account is how the local
13 operators operate and also the request from the staff
14 unions for improvement. But we also did research into
15 the overseas experience and requirements, in order to
16 assess our comparability with overseas standards as
17 well.

18 MR DUNCAN: When was that done?

19 MS MABLE CHAN: September 2017 to March 2018, in that review
20 of the working hour guidelines leading to the current
21 revised version.

22 MR DUNCAN: So it was just restricted to the working hours
23 issue?

24 MS MABLE CHAN: Yes.

25 MR DUNCAN: You realise that the Community for Road Safety
26

1 has made submissions to the committee. Have you read
2 those submissions?

3 MS MABLE CHAN: You mean the Community for Road Traffic --
4 sorry, I beg your pardon?

5 MR DUNCAN: The Community for Road Safety.

6 CHAIRMAN: Perhaps we could bring them up.

7 MR DUNCAN: Yes.

8 CHAIRMAN: Where do we find that?

9 MR DUNCAN: TU-25.

10 MS MABLE CHAN: Yes, I have read that.

11 MR DUNCAN: I'm going to take you through a few of the
12 points that they made, and I'm bearing in mind the
13 chairman's remarks that they are just one view, and
14 everybody is entitled to a view. The question will be
15 of course as to what your view of these is and what the
16 committee may think are practical and worthwhile
17 considering, having heard perhaps from the Community
18 itself and having heard your response to it.

19 But can I ask this general question of you: having
20 read this paper, have any of the ideas in this paper
21 occurred to you as good ideas that the Transport
22 Department might take into consideration, serious
23 consideration?

24 MS MABLE CHAN: I have read this submission when we received
25 it in the bundle provided to us. The purpose of my

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1 reading is to take note of that for preparation of the
2 IRC's proceedings. It does not amount to a serious and
3 detailed examination of the proposals as spelled out in
4 this submission that will bring us to a level of giving
5 very considered and conscious response.

6 In a very general remark, any suggestions made by
7 bodies such as the Community for Road Safety, especially
8 this has been a body which has been providing views in
9 the past, we will also take note of that and I expect
10 our colleagues will also take note of that in their
11 upcoming discussions and deliberations with the various
12 bus companies and manufacturers in our working group.

13 I would like to just say that for the purpose of the
14 IRC proceedings, I have read that, but I think that does
15 not give us sufficient time and opportunity for us to go
16 through it one by one and to give very detailed and
17 informed remarks and response on the individual
18 recommendations.

19 MR DUNCAN: I understand. Notwithstanding that, what I'm
20 going to do is take you through perhaps just a summary
21 of the paper, and invite you to make any preliminary
22 comments you may wish to make, and if you feel, because
23 you haven't had time consider this properly, you will
24 have the opportunity of making further written
25 submissions on the matters.

26

1 Does that sound in order for you?

2 MS MABLE CHAN: I would be inclined not to give any response
3 at this stage in response to the recommendations.

4 What I can respond to the committee is that we will
5 also treat this submission to the IRC as a note and
6 a list of recommendations so that we can take it back
7 and look into, but I think we may not be in a position
8 to provide further written submission, further to
9 today's meeting, at this juncture.

10 We treat the recommendations and suggestions very
11 seriously, and we have to go through the due process
12 within the department to look into the technical
13 feasibility and applicability of each and every one.

14 In general terms, any recommendations that may help,
15 we will take an open-minded approach to looking into
16 that, but it may not be fair for us to rush to any
17 preliminary observations in regard to those
18 recommendations for the IRC's purpose.

19 MR DUNCAN: I don't wish to be unfair to you, so would you
20 prefer to be given the opportunity of responding to
21 these suggestions in writing?

22 CHAIRMAN: I think the Commissioner for Transport has
23 answered in the negative to that.

24 MR DUNCAN: She would not?

25 CHAIRMAN: No.

26

1 MR DUNCAN: I think first of all you are saying you don't
2 wish to be asked questions about this today; is that
3 correct?

4 MS MABLE CHAN: Let me try to restructure, in a way, my
5 response.

6 We take note of this submission from the Community
7 for Road Safety for the IRC, and I read this in
8 preparation for the deliberations. We would not wish to
9 provide our written submission for the IRC on our
10 analysis and the observations on the applicability of
11 the recommendations within such period of time, because
12 we have to go through the due process.

13 On the other hand, I wish to assure the IRC that
14 while we also see this submission to the IRC, we will
15 treat this as suggestions and recommendations for the
16 department to take it back and look seriously into in
17 our system, and in particular in the working group on
18 the enhancements of bus safety, and I can assure that we
19 can go a step further in discussing with the Community
20 for Road Safety, to hear further views from them in that
21 context.

22 MR DUNCAN: Let me understand this properly. First of all,
23 you don't wish to answer questions today relating to the
24 proposals of the Community for Road Safety; is that
25 correct?

26

1 MS MABLE CHAN: I can try to answer but my answer should not
2 be regarded as the department's considered view as to
3 the applicability of the individual devices, because we
4 haven't prepared in that regard.

5 MR DUNCAN: Okay.

6 MS MABLE CHAN: But I'm sure, to help the IRC and give our
7 preliminary view, on a preliminary basis, if that can
8 help the IRC.

9 CHAIRMAN: Mr Duncan, let's proceed on that basis.

10 And you, Ms Chan, indicate if you feel unable to
11 respond.

12 Mr Duncan.

13 MR DUNCAN: And you don't wish to advance any written
14 submissions, as Mr Chairman observed a few moments ago.
15 You are saying that rather than supply written
16 submissions to the committee, you will take these away
17 and give them consideration; is that your position?

18 MS MABLE CHAN: That's correct.

19 CHAIRMAN: And go through due process?

20 MS MABLE CHAN: Yes, that is correct.

21 MR DUNCAN: Let me then take you to the points which
22 occurred to me as perhaps being worthy of some
23 consideration.

24 MS MABLE CHAN: Sure.

25 MR DUNCAN: First of all, in the summary at page 27, the
26

1 fifth paragraph down, there's the observation that:

2 "The safety risks of buses are diversified in terms
3 of scenarios and severity. Scenarios of particular
4 concerns include ..."

5 And there are a number set out:

6 "-- Passenger losing balance: most frequent.

7 -- Collision with pedestrians (cyclists): common and
8 potentially severe.

9 -- Rear-front collision: common and potentially
10 severe.

11 -- Head-on collision: less frequent but potentially
12 severe.

13 -- Collision with roadside objects: common and
14 potentially severe.

15 -- Rollover: sporadic but potentially catastrophic."

16 Would you agree that that's a fair scenario of
17 particular concerns?

18 MS MABLE CHAN: I would say that it is a fair description of
19 some of the scenarios of particular concern. In fact
20 some of the aspects mentioned were also flagged up in
21 our independent accident data analysis and also in our
22 monitoring of the franchised bus operators' analysis of
23 the accident data in the forward planning programmes.

24 MR DUNCAN: And they are not inconsistent with those
25 observations?

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1 MS MABLE CHAN: These are some of the common issues of
2 concern.

3 MR DUNCAN: Thank you.

4 Then the next paragraph:

5 "Over the years various measures have been
6 introduced to improve bus safety. However, without
7 an insight into the problems involved, further
8 substantial improvement is unlikely and current patterns
9 will continue."

10 Do you wish to respond to that?

11 CHAIRMAN: It may be that you can't respond to that, it
12 being so general.

13 MS MABLE CHAN: Yes. The chairman is correct.

14 MR DUNCAN: Thank you.

15 We can turn the page, and let me take you straight
16 to the recommendations:

17 "The 'Safe System' approach should be adopted to
18 cover the interactions among vehicle factors, road
19 factors, human factors and management. Active measures
20 aim at preventing a crash and passive measures aim at
21 limiting injury consequences. They are equally
22 important.

23 In the short term, active measures based on
24 operational protocols and deployment of monitoring
25 systems can be quickly implemented. The risk of severe
26

1 rollover at some locations without safety barrier, [for
2 example] Peak Road, Repulse [Bay] Road, Tai Tam Road, is
3 very high and interim measures must be implemented
4 swiftly.

5 In the medium to long term, passive measures aiming
6 at limiting the consequences of crashes are very
7 important. These measures fall into two primary groups,
8 namely bus design and road design."

9 I appreciate that's a very general comment as well,
10 but the issue with regard to safety barriers in respect
11 of some locations and examples there, is that an issue
12 that you consider is worthy of attention?

13 MS MABLE CHAN: Incidentally, because the road safety, in
14 particular roadside safety on Hong Kong Island with
15 bends and curvatures has been a longstanding issue of
16 concern. In the past, we will look into the particular
17 circumstances of the spot and also the relevant road
18 section, then we will review whether there is a common
19 factor in order to take remedial or preventive measures.

20 In parallel, it just happened -- I just reported to
21 the committee -- that the Transport Department and
22 Highways Department have commissioned a consultancy
23 study on review of potential roadside safety hazards in
24 Hong Kong road network to investigate and identify
25 roadside safety hazards in a more proactive manner, in
26

1 a thorough and systemic safe-track approach, taking into
2 account overseas technology. The study will actually
3 commence in mid-May for completion in 30 months.

4 MR DUNCAN: When you say it has issued a study, is there
5 a document which --

6 MS MABLE CHAN: Yes, there is a consultancy brief.

7 MR DUNCAN: Can that be provided to the committee?

8 MS MABLE CHAN: Yes.

9 MR DUNCAN: Thank you. Will that address things such as the
10 safety barriers on these narrow, hilly roads?

11 MS MABLE CHAN: Without divulging any commercial
12 information, my colleague reminds me that this Community
13 for Road Safety is one of the sub-consultants, for the
14 consultant to conduct the study.

15 MR DUNCAN: I think the committee would be content with some
16 sort of brief as to what exactly is involved in the
17 study.

18 MS MABLE CHAN: Yes, we can provide that information, on the
19 scope and also the coverage and objective of that study.

20 CHAIRMAN: Thank you.

21 MR DUNCAN: Then we have the heading, "Operational protocols
22 and monitoring systems", and at the top of page 29, two
23 particular types of protocols are suggested. First of
24 all:

25 "-- General protocols -- addressing typical
26

1 scenarios including speeds on busy urban streets.

2 -- Route-specific protocols -- addressing specific
3 safety risks such as sections of narrow hillside road
4 lacking a safety barrier."

5 Do these sorts of protocols exist at present?

6 MS MABLE CHAN: I'm not aware of that. But --

7 MR DUNCAN: How does that strike you? Does that strike you
8 as a good idea or are you unable to --

9 MS MABLE CHAN: I think the Community has come up with some
10 suggestion on how to address various scenarios in a more
11 systematic way. The route-specific protocols address
12 the sections of narrow hillside road lacking safety
13 barrier, and I think the study that I mentioned just now
14 is very important in mapping out the relevant road
15 sections involving hillsides and curves and to devise
16 relevant safety measures, and that will form a basis for
17 us to consider as a step forward whether there should be
18 any measures or protocols in that sense to address
19 specific safety risk scenarios.

20 I think this is the preliminary observation that
21 I can make on the spot.

22 MR DUNCAN: Thank you.

23 We then see the ISO standard creeping in again.

24 I won't ask any further questions about that.

25 Then the issue of bus design, and a number of safety

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1 features "are recommended as a priority".

2 Are these matters which commend themselves to the
3 department?

4 MS MABLE CHAN: Perhaps I can invite Mr Chan to comment on
5 this. I have some knowledge about a few of them but
6 perhaps he can give a more systematic and comprehensive
7 response, in a simple way.

8 CHAIRMAN: Certainly.

9 MR YK CHAN: I will try to make it simple.

10 For the "safer bus front", actually all the
11 double-decker buses currently operating in Hong Kong are
12 in compliance with the European requirements, as
13 I mentioned earlier.

14 CHAIRMAN: Because 99 per cent of them come from Europe.

15 MR YK CHAN: Yes, that's the magic figure, and confirm the
16 body structures on the franchised buses used in
17 Hong Kong are the same as those apply to other
18 countries, such as the United Kingdom, USA and
19 Singapore.

20 The major double-decker buses suppliers have also
21 confirmed that the use of aluminium alloys on the bus
22 body has been an international trend in recent years,
23 and they explain that the use of the material is
24 stronger, but nowadays all these bodies are aluminium
25 body, and they are, as explained, the use of materials

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1 stronger than aluminium may not be beneficial during
2 accidents and it may cause other types of casualties.

3 So the buses we use nowadays, it's already up to
4 international standard, and I would say it's safe, but
5 in terms of the "safer bus" at the front, you will
6 notice that in recent years we have strengthened our --
7 put the seat belt in front on those seats in front of
8 the window, to prevent passengers from being thrown out.

9 In connection with the construction of those seats,
10 the bus company has to actually strengthen the floor and
11 fittings at the front of the buses in order to support
12 those seats and the anchorage of the seat belts.

13 CHAIRMAN: This is if it was necessary to retrofit them --

14 MR YK CHAN: Yes.

15 CHAIRMAN: -- because the bus frame itself is not strong
16 enough to sustain the anchor points for the seat belts?

17 MR YK CHAN: That's right, because those originally -- the
18 old buses are not supposed to be fitted with that sort
19 of safety seat belt, so they have to not only provide
20 the seat belts in the seats but have to actually
21 strengthen the anchorage and also the support inside the
22 frontal part of the buses.

23 So, in that respect, I would say nowadays people
24 travelling in front, with the seat belts on, are really
25 safe.

26

1 Do you want me to go over the others as well?

2 CHAIRMAN: Please.

3 MR DUNCAN: If you can, please.

4 MR YK CHAN: But safety seat belts, actually this time we
5 discuss in the technical group, they agree to fitting --
6 all the seats in the bus will be fitted with seat belts.

7 CHAIRMAN: On new buses?

8 MR YK CHAN: On new buses, as just mentioned, because
9 retrofitting is not just providing a seat and a seat
10 belt.

11 CHAIRMAN: No, no, we understand that point.

12 MR YK CHAN: "Treatments of hazards of bus interiors:
13 including" -- that has always been -- proper design of
14 buses should not have that sort of sharp edges that
15 actually people bump into and get hurt. This is
16 something that we do look into very seriously.

17 CHAIRMAN: I think in fact it might assist us more if you
18 were to move to what is described as, "The following
19 safety features should be explored": IAS and ESP.

20 IAS.

21 MR YK CHAN: Intelligence speed adaptation?

22 The look of the terms, I'm not sure exactly what
23 function is going to be provided. But if you are
24 talking about the old thing, sort of integrating the
25 speedometer with GPS and the base, the roadmap, in order

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1 to sort of provide an overall monitoring of the driving
2 behaviour and the vehicle's operating status --

3 CHAIRMAN: That's what I understand this system to be.

4 MR YK CHAN: If it is the system is meant to be used for,
5 then yes, we have been -- in the technical group we did
6 discuss about this, and obviously at the moment the
7 discussion is still going, because there are sort of
8 technical and also management considerations that have
9 to be sorted out.

10 CHAIRMAN: What are the technical issues?

11 MR YK CHAN: Today, as I mentioned earlier, in the session
12 yesterday, the sort of merging of the function of the
13 speed limiter and also the GPS system, to provide
14 accurate positioning of the vehicle, and interface with
15 the base map, and this sort of matching -- I think
16 mainly it's because GPS is not accurate in the moment,
17 in the operating environment of Hong Kong, but --

18 CHAIRMAN: What is the problem?

19 MR YK CHAN: Because the height of the buildings and all the
20 surrounding area, that may, in some patches of road, in
21 particular like if you are in Central, when both sides
22 are covered by buildings and we only have a little bit
23 of sky you can pick up the GPS, then --

24 CHAIRMAN: The GPS antenna needs to be able to pick up the
25 satellites in the sky; that's the problem, isn't it? If

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1 it can't see the satellite because of a building, the
2 signal fails. Is there any research on this?

3 MR YK CHAN: Actually, we are discussing with the bus
4 companies and in conjunction with the supplier of those
5 systems, to see whether there's any sort of reliable and
6 more functional system that can be adopted.

7 So I would say, at this moment, under the working
8 group, we are not ruling out this particular
9 application. This is still ongoing.

10 MS MABLE CHAN: And we ascertained that this is actually
11 a very intelligent way of controlling speed and mapping
12 it with the geotechnical features on the road. We are
13 certainly alive to the benefit and advantage of this
14 system, but in the process we have to make sure that it
15 can work in the local context of Hong Kong.

16 We do not rule it out. We will try our very best to
17 see whether it can be adopted in the medium term or in
18 the not-too-distant future. We will put it on trial.

19 Actually, the electronic stability programme is
20 an issue that they have agreed to install on new buses
21 as an immediate measure.

22 The autonomous emergency braking system is another
23 example that we will also look into.

24 CHAIRMAN: Thank you.

25 MR DUNCAN: Thank you.

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1 If you turn to page 55, you may get a little bit
2 more assistance with regard to the intelligent speed
3 adaptation system and the autonomous emergency braking
4 systems, which seem to be under active consideration at
5 the moment by Transport for London, which is your
6 counterpart, I think, in that city.

7 MS MABLE CHAN: Yes. I would just like to mention that
8 personally, as commissioner, I haven't had an
9 opportunity to contact the overseas counterpart or visit
10 them, but my colleagues in the Transport Department have
11 in the past visited London, United States as well, for
12 different various issues under Transport Department's
13 purview.

14 I would just like to emphasise that we will make use
15 of opportunities available to make contact with them and
16 visit them, and to go through various issues under our
17 purview.

18 MR DUNCAN: Have those contacts in the past been concerned
19 with safety matters?

20 MS MABLE CHAN: My deputy has conducted a visit to London.

21 MS MACELLA LEE: For example, I went to visit the authority
22 of Transport for London and also Singapore, but at that
23 time our focus was more on service rationalisation, on
24 the service side more, and also the use of realtime bus
25 arrival systems, and those more new technologies for
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1 provision of passenger information, more on the service
2 side, I'm afraid. On that occasion, it was not on bus
3 safety.

4 CHAIRMAN: But you are aware that Transport for London have
5 conducted tests on this IAS system?

6 MS MABLE CHAN: Yes, from the engineering side, they have
7 kept me informed of this.

8 Actually, my colleague have been drafting
9 a programme for me to visit other overseas
10 jurisdictions. The issue is that there is not -- we
11 have yet to plan on that basis. We have to deal with
12 a number of competing priorities at the moment.

13 Thank you.

14 MR DUNCAN: Finally then on page 29, "Road design":

15 "The following improvements related to road design
16 and traffic management are crucial for bus safety".

17 And there are some particular matters there. Would
18 you be able to respond at all to those, Ms Chan?

19 MS MABLE CHAN: You mean paragraph 2?

20 MR DUNCAN: Paragraph 3 on page 29.

21 MS MABLE CHAN: These areas relating to road design and
22 traffic management are actually our task and on the
23 agenda of our regular road safety monitoring and audit,
24 under the Road Safety Council agenda, and as part of the
25 follow-up or as part of the preventive actions we looked

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1 into ways to improve road design, which includes safety
2 barriers and widening of blind bends.

3 The imposition of some safety barriers actually is
4 one of the measures that we have adopted to improve the
5 Tai Po Road section as well.

6 The safe crossing facilities or conditions around
7 bus stops is actually an ongoing task for us to provide
8 on a district basis. We conduct regular district visits
9 and meetings with district councillors and we will take
10 the opportunity of new developments and redevelopments
11 on the district. Should there be any provisions of bus
12 stops, bus lay-by, then we will look into the need to
13 provide suitable pedestrian crossing to enhance the
14 safety of pedestrians.

15 MR DUNCAN: You mentioned an audit under the Road Safety
16 Council agenda. What is that?

17 MS MABLE CHAN: By means of audit, I'm referring to our
18 established system of the road safety monitoring and
19 analysis, with a quarterly report to the Road Safety
20 Council.

21 MR DUNCAN: That's the one that I asked you about this
22 morning?

23 MS MABLE CHAN: Yes. I should not use the word "audit".
24 I have to be careful with this word. So the road safety
25 monitoring system relating to the Road Safety Council.

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1 MR DUNCAN: Ms Chan, that brings me to the end of the
2 questions that I was going to ask and the matters that
3 I wish to explore.

4 The committee may have some further questions for
5 you. I would like to thank you and your colleagues for
6 assisting the commission.

7 MS MABLE CHAN: Thank you very much, senior counsel, for
8 assisting me and my team to answer the questions. Thank
9 you.

10 Questioning by THE COMMITTEE

11 MEMBER LO: I just have some clarification questions on the
12 statistics provided by your bundle last night on the
13 accident statistics.

14 If you flip to page 91, I think it's KMB or Citybus.
15 KMB, I think.

16 CHAIRMAN: Mr Duncan, has this been given pagination now,
17 overall pagination? I think Prof Lo is working from
18 internal pagination.

19 MR DUNCAN: Yes, it has now.

20 CHAIRMAN: Where do we find it?

21 MR DUNCAN: TD-1.

22 MEMBER LO: Yes, starting at page 182.

23 MR DUNCAN: 176 onwards.

24 CHAIRMAN: They are yet to find their way into our bundle.

25 MS MABLE CHAN: It should be the forward planning

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1 programme -- the safety chapter in the forward planning
2 programme of KMB.

3 MEMBER LO: Yes. The numbers are categorised, for example,
4 at the bottom of page 91, by "Hours on duty before
5 accident". The table seems to indicate that those
6 working over ten hours have a lower involvement rate in
7 accidents, because it's the lowest bar. But I think, to
8 be fair, we have to divide or normalise by the
9 population in that bar. If there were very few drivers
10 driving over ten hours, of course the accident rate
11 would be lower. So this way of presenting information
12 could be made clearer, so we can understand the causes
13 of that.

14 The same for also bus captain service period, the
15 figure above. The table indicates that the year zero to
16 one year has the highest accident rate. Maybe there are
17 simply more drivers belonging to that category.

18 To be fair for the analysis and also to expose the
19 issues underlying the figures, would it be possible to
20 regenerate this graph and to normalise it, so that we
21 know exactly the risk exposure, instead of simply
22 categorising it. I know the data is from KMB. I'm not
23 sure if this thing can be done by TD or we can ask KMB
24 to redo it.

25 CHAIRMAN: If it's a KMB document, perhaps it lies for KMB

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1 to address whether or not it's appropriate to rectify
2 it, if that's necessary.

3 MS MABLE CHAN: I agree with the chairman.

4 MEMBER LO: Okay. So I raise with KMB? Okay.

5 The question I have is would TD actually write out
6 the specification for future reports, so as to report
7 accordingly, not using this particular format?

8 MS MABLE CHAN: Yes. It is an ongoing requirement, and
9 I take your point. Although we are -- sort of this
10 analysis is done by the bus company, your point is -- we
11 will take that back and then look into how the accident
12 rate analysis can be more accurate and concise in
13 reflecting the picture. We will consider that.

14 Thank you.

15 MEMBER AUYEUNG: Thank you, Chairman. I have one request or
16 maybe question. This refers back to the report that
17 Mr Duncan referred to earlier, named Community for Road
18 Safety.

19 On page 29, talking about road design, as we all
20 know, we have many new buses coming in which are of much
21 larger size than before, and when I look at the road
22 design, and you did mention, Ms Chan, that the
23 government has widened some roads before, in view of all
24 these new vehicles coming -- can you give us some
25 examples in writing later on, just to show that we

26

1 actually -- your department has actually widened some
2 roads in consideration of all the new buses coming in
3 which are as large as 12.8 metres long?

4 MS MABLE CHAN: The widening of some roads is not
5 particularly to cater for the new buses with that
6 extended length. But we can go back and ascertain --
7 try to locate whether there are some examples, like the
8 cul de sac, which we have to make sure -- I have to sort
9 of explain. The cul de sac is --

10 CHAIRMAN: The turning circle.

11 MS MABLE CHAN: -- yes, the turning circle for buses or
12 other vehicles to turn around, and how we have to ensure
13 the design, the width and the turning curve on the
14 cul de sac can accommodate buses of, say, 12.8 metres,
15 for those bus stops nearby or in the vicinity,
16 especially in those new residential developments, where
17 we have the cul de sac for buses and other vehicles to
18 turn around before going out to the main road.

19 I will see if we can give some example to illustrate
20 that, in order to answer the question.

21 MEMBER AUYEUNG: Also, if possible please cover the New
22 Territories area, because, as we understand, New
23 Territories have a different set of design of roads, so
24 I would like to know how are we accomplishing
25 accommodating those buses.

26

1 Thank you very much.

2 Thank you, Chairman.

3 MS MABLE CHAN: That is doable. Thank you.

4 CHAIRMAN: There are one or two matters I would like to take
5 up with you.

6 Since you've got the KMB paper that you provided us
7 with, the forward planning paper -- I think that's still
8 in front of you -- at KMB internal pagination 96, "Bus
9 captain training and monitoring". Of course, this is
10 a KMB paper, but presumably the Transport Department
11 understand what they are talking about when they give it
12 to you.

13 Can you help us -- it's the last two lines on the
14 page -- what are "Realtime driving indicators are
15 installed in all buses which can help bus captains to
16 utilise the driving skills learnt in the eco-safe
17 driving training course"? What are these realtime
18 indicators?

19 MS MABLE CHAN: In our discussions with the KMB and also at
20 the KMB board meetings, on some occasions they will
21 update us on the monitoring device to assist or enhance
22 the driving behaviour of the bus captains, because at
23 some point they also identify the driver behaviour
24 factor, including the incidence of harsh braking, and
25 there is some realtime -- as I understand, these

26

1 realtime driving indicators will first help to identify
2 those bus captains with this high incidence on
3 a particular route, then they will sort of install this
4 kind of indicator in the bus, so as to -- as a reminder
5 for the bus captains to utilise the driving skills in
6 order to remind them of the necessary skills along
7 a particular route.

8 Perhaps the KMB will be in a better position to
9 elaborate how it functions and how it serves the purpose
10 of improving the drivers' behaviour, in those
11 circumstances.

12 CHAIRMAN: The use of the word "indicator" doesn't suggest
13 a flashing light or a device; it is an analysis done on
14 a tachograph to see heavy retardation or heavy
15 acceleration?

16 MS MABLE CHAN: Yes.

17 CHAIRMAN: Thank you.

18 At KMB again, page 98, paragraph 8.4.2, the
19 statement is made that in terms of assignments to new
20 bus captains, they are given, it states, "easy routes".
21 Are you aware of any designation of routes by KMB as
22 being easy, difficult; any other system?

23 MS MABLE CHAN: There are some description of routes which
24 are complicated, complicated routes, so other not
25 designated as complicated routes should be considered as
26

1 easy routes.

2 More often, they refer to complicated routes.

3 CHAIRMAN: So this is their system of determining the
4 difficulty or otherwise of a particular road or route?

5 MS MABLE CHAN: Yes, because the complicated routes, as
6 I understand, may cover areas with more turns and bends,
7 or there are more stops along the routes, with more
8 passengers boarding or alighting, so it will not be
9 straightforward driving and short route. Some of the
10 routes involve more stops and cover a lot of various
11 districts and there may be some routes covering some
12 common or black spot accident areas.

13 CHAIRMAN: Thank you.

14 Page 99, paragraph 8.5.7. That's the internal
15 pagination.

16 The references there to there having been a survey
17 of "44 buses installed with 3-point seat belts on all
18 seats by the end of April 2017. Survey will be
19 conducted to assess the utilisation rate of seat belt on
20 buses which are installed with [those kinds of seat
21 belt]."

22 Are you aware of the results of such a survey?

23 MS MABLE CHAN: We are aware that this is an initiative done
24 by the KMB themselves and they would like to conduct
25 a survey to ascertain the utilisation rate. But we are
26

1 not aware of the findings of the survey yet.

2 CHAIRMAN: Would you expect to be told the results?

3 MS MABLE CHAN: Yes, because this is actually raised in the
4 board meetings as well, and we would expect the company
5 to report on the utilisation rate of seat belts. If
6 they do not report, we will certainly raise.

7 CHAIRMAN: Very well.

8 One final matter. In the TD-1, it's your paper 8
9 where you look at technology, and one of the items at
10 page 102, paragraph 21, is a speed display unit.

11 What is said about that is that it is technically
12 feasible to install it. That's paragraph 22:

13 "The ... manufacturers have advised that it is
14 technically feasible ..."

15 Then there are the comments made in the latter part
16 of paragraph 22:

17 "... the FB operators are concerned that [the speed
18 display unit] would create conflicts and arguments
19 between the bus captain and passengers, and impose
20 additional pressure on the bus captains which in turn
21 would affect the safety for bus driving. The FB
22 operators consider that the SDU is not conducive in
23 enhancing bus safety."

24 Am I correct in understanding that this kind of
25 units, speed display units, are used and have been used

26

1 on PLBs for some time?

2 MS MABLE CHAN: Yes.

3 CHAIRMAN: Can you help us as to when they were installed on
4 PLB?

5 MS MABLE CHAN: A few years. We will try to be more
6 specific.

7 CHAIRMAN: Yes.

8 MS MABLE CHAN: A few years. This device was installed in
9 public light buses in the light of the concerns about
10 speeding in public light buses. This issue was actually
11 also discussed in the Transport Advisory Committee, and
12 we include this as an agenda item in the scope of work
13 to be discussed with the bus manufacturers and bus
14 companies, to ask them to seriously consider the
15 feasibility and applicability of installing the speed
16 display unit.

17 The statements that we make here in paragraph 22
18 reflect the current status of discussion.

19 CHAIRMAN: I appreciate that, because at the moment the
20 discussion is confined to a tripartite group, is it not?

21 MS MABLE CHAN: Yes.

22 CHAIRMAN: Namely the franchised bus operators, yourself,
23 and the bus manufacturers, when required to be brought
24 in technically.

25 MS MABLE CHAN: Yes. We are also aware from the feedback
26

1 from the bus operators that the bus captains may
2 consider this device may impose additional pressure on
3 them. So this is a sensitive area that we will have to
4 seriously consider and we may as well have to explore it
5 with the bus captain associations to tap their
6 sentiments on it before we can take it further.

7 CHAIRMAN: Will you be doing that?

8 MS MABLE CHAN: We will be doing that.

9 CHAIRMAN: Will you also be consulting the public as to
10 whether or not this is something they think is a good
11 idea, as being passengers whose safety is in the hands
12 of a bus captain?

13 MS MABLE CHAN: We will surely need to take into account any
14 public views on that. We haven't thought of any
15 particular way to do that, but a possible and usual way
16 is to sort of first discuss with the staff unions and
17 also the bus captains to get their reaction, and then we
18 may have to see whether we can get further views or
19 feedback from the Legislative Council Panel on
20 Transport, which may serve as a forum to flesh out the
21 proposals to be taken forward in enhancing bus safety.

22 CHAIRMAN: How was it that the Transport Department came to
23 learn that the public were concerned about speeding in
24 PLBs? How was the public opinion learnt in that case?

25 MS MABLE CHAN: It is not just a public concern but it is
26

1 also the accident rates involving public light bus. One
2 of the contributing factors is also speeding and driver
3 behaviour, so the accidents of the public light bus
4 actually over the years is relatively high. Actually
5 I would say that the rate of involvement of public light
6 bus is higher than the franchised bus as well. So we
7 have taken the effort to require the installation of the
8 speed display units inside the public light bus.

9 CHAIRMAN: Are you able to help -- and say so if you are
10 not -- as to whether or not the installation of these
11 devices on public light buses led to any conflicts and
12 arguments between passengers and drivers? I'm
13 paraphrasing from what the franchised bus operators have
14 said is their concern about installation on franchised
15 buses. Was there any increasing conflict?

16 MS MABLE CHAN: Following the installation of the speed
17 display unit inside the public light bus, we are not
18 particularly aware of any surge in public complaints on
19 such kind of installation during their journey over the
20 public light bus.

21 CHAIRMAN: I was thinking more about conflicts resulting
22 from the fact that the information is available to the
23 passengers that the bus is speeding. Has that resulted
24 in conflicts, for example?

25 MS MABLE CHAN: Not to our knowledge that there is any
26

1 significant increase in such kind of complaints about
2 the installation of the units in the public light bus.

3 Chairman, to supplement, the imposition of the speed
4 limiter for public light bus was commenced since June
5 2010 as part of the licensing conditions for public
6 light buses.

7 CHAIRMAN: Thank you.

8 In that case, that brings me to the end of the
9 questions I have for you. May we thank you and your
10 colleagues for all the assistance you have given us, and
11 we look forward to receiving the material that you said
12 you would endeavour to provide to us in writing in due
13 course.

14 Thank you very much.

15 MS MABLE CHAN: Thank you very much. Thank you again,
16 Chairman, for your guidance during the deliberations,
17 and the senior counsel as well. Thank you.

18 CHAIRMAN: In those circumstances, these proceedings will be
19 adjourned. For general information, these are the first
20 of the oral hearings, to which we intend to invite
21 others to attend in due course. When we make those
22 invitations, if they are accepted, then information will
23 be displayed on our website as to when those hearings
24 are to take place.

25 Thank you very much.

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1 (4.27 pm)

2 (The hearing adjourned to a date to be fixed)

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1 2018 年 5 月 8 日

2 上午 10 時正恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）各位，早晨。陳女士，請你哋係上前就座。琴晚運輸署向我哋提
6 交咗一啲資料，呢個就係關於各間巴士公司提供畀運輸署關乎巴士安全嘅遠期計
7 劃。如果你哋呢啲文件係有乜嘢想發言嘅話，你可以而家做，否則嘅話，我會請
8 鄧樂勤大律師係繼續提問嘅。

9 陳美寶女士：（經傳譯員）多謝你，主席，或者我咁喇，我講幾句喇，就此。

10 主席：（經傳譯員）係，請你開始。

11 陳美寶女士：（經傳譯員）實質上，我感謝主席係提出呢一點，讓我哋有機會就同巴
12 士公司琴晚係傾過，我亦都當然好明白呢一個係嚟自秘書處，就係話希望可以睇
13 晒所有嘅遠期計劃，但係鑑於佢裏面係有一啲商業嘅資料，所以我哋最初嘅時候
14 就話唔能夠發放。但係我哋睇番嗰個重要嘅章節，就係巴士安全，裏面就係有任
15 何商業價值牽涉在內嘅，我哋就係藉呢個機會同巴士營運商就係琴晚討論過，而
16 最後就係提供咗資料畀秘書處嘅。

17 我就想先講幾句嘅，講到呢個遠期計劃，佢係呢個法定要求嘅一個部分，即
18 係話巴士營運商係需要提交畀政府當局，係讓運輸署可以同巴士營運商談判嘅。
19 其實呢個係我哋嚟講，就係我哋監察同埋監管巴士營運商兩個方面嘅其中一個部
20 分。巴士營運商，我哋對佢有咁嘅期望，佢哋要有呢個遠期計劃，裏面係要有路
21 線發展計劃同埋其他營運方面嘅資料，係讓運輸署知悉，呢一個係每年嘅 6 月尾
22 係需要交到畀我哋。

23 自從 2003 年開始，運輸署已經係要求巴士營運商有一個專章就係講及巴士
24 安全。自此之後，呢個章節一直都係遠期計劃嘅一個部分，亦都作為運輸署一個
25 計劃或者規畫嘅工具，嚟到同佢哋商討同埋監察每一間巴士公司佢哋嗰個意外
26 率，佢哋當然自己亦都會分析。巴士營運商係應該提議一啲改善嘅措施，我哋都
27 期望佢哋係將有關建議落實嘅時間表，即係各項措施嘅時間表，亦都係包括在
28 內。

29 除咗呢個遠期計劃嘅程序，我哋每年亦都進行呢個評估，每年嘅年尾之前都
30 會做呢個評估嘅。呢啲嘅工作做嘅時候，我哋會睇九個指標，其中兩個就係同巴
31 士嘅安全有關。我哋回答大律師昨日嘅問題嘅時候，我哋亦都係講咗我哋自己本
32 身有一個獨立嘅數據庫，講及全港嘅意外嘅數字，裏面亦都分析咗一啲意外嘅統
33 計數字，係關乎每一間專營巴士公司嘅。我哋自己亦都係進行獨立嘅分析，分析
34 有關嘅意外嘅性質、成因，以助我哋係每年評估每一間公司個表現。呢啲評估嘅
35 工作係每年去做，係根據一啲獨立嘅數據，嚟自呢一個數據庫嘅。而我哋係遠期

1 計劃同埋呢個意外分析就係並行嘅，有關嘅報告亦都會交界交通諮詢委員會參考
2 嘅，唔該。

3 主席：（經傳譯員）唔該晒。鄧樂勤大律師。

4 MR DUNCAN：（經傳譯員）多謝你，主席。陳女士，早晨，各位先生、女士，早
5 晨。再次感謝你哋琴晚係做咗功課交界我哋，我而家想做嘅就係想拆析你哋昨晚
6 交界我哋嘅文件，然後就問你幾條問題係關乎呢個文件嘅。關於遠期計劃，特別
7 係安全嗰個章節，我今朝稍後會有問題問你，暫時我就唔會係問嗰方面嘅問題。
8 你哋亦都係昨晚提交咗一啲文件係涉及其他嘅事宜，咁都係源於昨日提出嘅問
9 題，我亦都感謝你係交咗呢啲資料。

10 你喺你嘅意見書嗰度係提出一樣，我就想跟進嘅。或者請你就係睇番呢個第
11 8段，係昨晚交上嚟嘅補充資料嘅第8段，呢度有提及一個工作小組，呢個工作
12 小組就係加強專營巴士嘅安全。委員會獲悉呢一個工作小組係喺大埔公路交通意
13 外2月發生咗之後成立嘅一個工作小組，而嗰個成員就係包括咗所有嘅巴士公司
14 及其他人士。你喺呢一個陳詞嘅最後嗰度就有咁講嘅，呢一個工作小組第一次開
15 會就係喺今年嘅3月13號，我個問題要問嘅就係話其實自此之後係總共開過幾
16 多次會呢？

17 陳美寶女士：（經傳譯員）兩次。

18 MR DUNCAN：（經傳譯員）自此就兩次，即係總共三次？

19 陳美寶女士：（經傳譯員）兩次就係工作小組嘅層面，另外就係有兩個就技術小組嘅
20 層面，咁就係講及嗰啲裝備同埋科技嘅。

21 MR DUNCAN：（經傳譯員）係之後有一次會議，係咪呀？

22 陳美寶女士：（經傳譯員）係呀，4月24--對唔住，係4月23號。

23 主席：（經傳譯員）琴日都有提過呢個日子嘅。

24 陳美寶女士：（經傳譯員）係，喺嗰個開場白嗰度有提過。

25 MR DUNCAN：（經傳譯員）講到嗰個技術會議，技術會議係邊個出席嘅呢？

26 陳美寶女士：（經傳譯員）或者我問一問我嘅同事，因為係關小姐就係負責嘅。

27 關翠蘭女士：（經傳譯員）係，早晨。主席，早晨。巴士公司同埋巴士製遠商係應邀
28 請出席會議。

29 MR DUNCAN：（經傳譯員）你指嗰個技術會議？

30 關翠蘭女士：（經傳譯員）係。

31 MR DUNCAN：（經傳譯員）有冇係會議紀錄？

- 1 關翠蘭女士：（經傳譯員）有。
- 2 MR DUNCAN：（經傳譯員）委員會可否得到係一份呢個會議紀錄嘅副本？
- 3 關翠蘭女士：Sure.
- 4 陳美寶女士：（經傳譯員）講到會議紀錄，因為一般嚟講，裏面係涉及一啲內部嘅討
5 論，我哋一般嘅原則就係唔會將佢披露，因為呢啲係內部嘅討論，亦都有涉及一
6 啲係未成熟嘅研究，亦都如果係將佢披露，可能就會妨礙大家好開放、好坦白咁
7 樣係交談。或者我哋可以抽出其中嘅部分，又或者講及就有啲乜嘢係我哋探討緊
8 嗰個可行性嘅。
- 9 MR DUNCAN：（經傳譯員）係，我諗委員會係特別關注嗰個技術方面嘅考量，即係
10 話你哋呢兩個小組考慮咗啲乜嘢嘢，所以係因此，我先至話要求係得到一份會議
11 紀錄嘅副本。
- 12 陳美寶女士：（經傳譯員）如果委員會認為係有需要擺嗰個會議紀錄嘅話，或者我哋
13 以保密嘅形式係交出。
- 14 主席：（經傳譯員）唔係，我哋好透明嘅，我哋行事透明嘅，乜嘢都上載喺網站，我
15 哋唔會接收任何嘅嘢係唔能夠披露畀公眾。你講到話有個技術小組嘅會議，就講
16 喺香港可以應用啲乜嘢嘅科技，你就話巴士製造商亦都有出席會議嚟到幫手。我
17 可唔可以假設你哋都喺佢哋邊收到一啲文件呢？譬如話一啲車速限制器，你可
18 以被動咁樣樣係截斷嗰個燃資料嘅供應，亦都可以主動形式，譬如話將嗰個傳動
19 嘅裝置影響佢，又或者係制動架車，即係煞車咁樣樣呢？呢度當然就係關乎科技
20 嘅進展，有冇咁嘅文件呢？
- 21 陳美寶女士：（經傳譯員）到而家為止，冇乜咁樣嘅文件。我哋可以將喺會議探討過
22 嘅課題嘅名目係交出嚟嘅，到而家我哋未有任何嘅文件嚟到我哋嗰度。
- 23 主席：（經傳譯員）或者啲文件都太過技術性強嘅，咁即係有咩嘢係書面寫低嘅呢？
24 其實呢啲咁嘅課題即係好明顯，一定係會有文件，我即係覺得如果你話冇，就好
25 奇怪，會唔會你哋大家有提出過話可以考慮邊一類嘅設備去應用啲科技呢？
- 26 陳美寶女士：（經傳譯員）喺嗰兩次會議，我哋係有列出話可以加以考慮嘅設備或者
27 科技去進行呢個研究同埋討論。我哋要求與會人士返去係考慮，然後再返嚟開會
28 嘅，我諗就或者係讓日後便利開會，我相信日後都會有一啲分析文件係畀大家參
29 考嘅，好，唔該。
- 30 MR DUNCAN：（經傳譯員）昨天，我亦都提過另外一件事，我有特別要求你交任何
31 嘅報告，不過就係你作證嘅時候提過嘅，你當時就話有一啲季報就會交界道路安
32 全議會，讓佢哋進行監察嘅。我而家想作出一個請求，我哋想得到係一啲樣本，
33 即係話你交界呢一個議會嘅季報。
- 34 陳美寶女士：（經傳譯員）係，係，我哋呢啲季報嘅樣本，係，可以。

1 MR DUNCAN：（經傳譯員）剛才你同主席討論嘅事宜，即係話剛才提過嗰四個嘅會
2 議紀錄，我理解你係唔願意將佢交出，你不過就講過，就話會議紀錄嘅部分應該
3 係冇問題嘅，可以交上嚟委員會度，係咪咁呀？

4 陳美寶女士：（經傳譯員）我相信我要係問一問律師，得到法律意見先至知道究竟呢
5 個工作小組同埋技術會議嘅會議紀錄可否披露嘅。

6 MR DUNCAN：（經傳譯員）係，我等你去問一問先。

7 陳美寶女士：Yes.

8 MR DUNCAN：That can be arranged?

9 陳美寶女士：Sure.

10 MR DUNCAN：（經傳譯員）另外，仲有兩件事嘅，即係跟番琴日嘅兩點，然後先至
11 去問今日要問嘅問題。我哋就問過，就係點解嗰啲指引縱使就你哋係承諾咗，喺
12 2012年交通意外發生之後，承諾就話要修訂嗰個指引，點解係冇做到呢個修訂
13 嘅工作，我哋就問你點解，你有冇做到呢方面嘅工夫呢？

14 陳美寶女士：（經傳譯員）對唔住，因為時間緊逼，我哋琴日未有做到嘅，我哋會儘
15 快去做，亦都會係交番個書面嘅回覆畀你。

16 MR DUNCAN：（經傳譯員）好，唔該。另外仲有一件事就係全職同兼職司機，我曾
17 經有問過部門有冇進行過分析，睇下兩類司機同埋意外之間嘅關係，問下有冇咩
18 嘢分析，你就話你手頭上有呢個資料。或者係咪可以係進行研究，然後再交嗰個
19 資料畀我哋呢？你哋著手做呢一個工作未呀？

20 陳美寶女士：（經傳譯員）或者讓我澄清一下，根據公司多年嚟畀我哋嘅數據，特別
21 喺嗰個遠期計劃裏面，關乎係巴士安全嘅章節，我哋就會係分析嗰個交通意外嘅
22 性質等等，我哋就係有資料顯示，就話兼職巴士司機就係一個造成交通意外嘅成
23 因。換句話講，係有由呢啲分析入面得到任何資料顯示兩者有關連嘅，即係話聘
24 用兼職巴士司機同發生意外，呢一個係我琴日提到話有資料去指出有咁樣關連嘅
25 基礎。

26 主席：（經傳譯員）你有機會好快睇番嗰啲遠期計劃，遠期計劃係各個專營巴士公司
27 提供嘅。你話冇關連，你經常重複呢句說話，巴士型號、巴士司機嘅年歲、工作
28 時數。

29 陳美寶女士：（經傳譯員）主席，正如我講，呢啲嘅分析係由巴士公司製備。喺我哋
30 自己獨立而分析嚟講，就再交界道路安全議會，我哋就會分析意外係咪致命，係
31 咪嚴重交通意外，然後我哋嘅分析亦都會嘗試找出一啲共通嘅因素，譬如話係駕
32 駛態度，又或者係涉案嘅車輛。

33 MR DUNCAN：（經傳譯員）呢個係另一個分開獨立嘅報告？

- 1 陳美寶女士：（經傳譯員）係。
- 2 MR DUNCAN：（經傳譯員）你會交界我哋個呵？
- 3 陳美寶女士：（經傳譯員）係，我哋喺交界呢一個道路安全議會季度報告入面有嘅。
- 4 MR DUNCAN：（經傳譯員）而家講下巴士安全，喺遠期計劃入面，即係交咗畀我哋-
- 5 -琴晚交界我哋嘅遠期計劃，關於巴士安全嘅內容。我睇過，有五間專營公司，
- 6 九巴、龍運都係交同一種報告，然後城巴同埋新巴又係都係交同一份報告，呢個
- 7 第二款。另外仲有係新大嶼山巴士公司，就係有第三種格式嘅報告。首先，我想
- 8 咁樣問你，關於巴士安全方面，資料類別，要交啲乜嘢係運輸署決定，定係巴士
- 9 公司決定呢？即係話喺遠期計劃入面要提供咩嘢內容。
- 10 陳美寶女士：（經傳譯員）正如我喺開場發言，今朝早提到，喺遠期計劃入面，我哋
- 11 有個要求係 2003 年引入嘅，要提供關於巴士安全嘅內容。而運輸署就會睇番巴
- 12 士營運者喺巴士安全，意外率方面嘅有關資料，然後我哋就會寫信畀巴士營運
- 13 商，大概 4 月、5 月嘅時候，就會寫番我哋要求要啲咩嘢資料，喺嚟緊嘅遠期計
- 14 劃應該包括啲乜嘢嘅。關於巴士安全，有啲時候運輸署會有特別嘅要求，要求提
- 15 供某啲範圍嘅資料，即係基本上資料嘅範圍，又或者係某啲時候，我哋會要求啲
- 16 地區咁樣，咁呢個係運輸署會提供建議畀巴士公司嘅。
- 17 MR DUNCAN：（經傳譯員）咁文件係邊個交第一份嘅草稿？
- 18 陳美寶女士：（經傳譯員）係鐵路部門嘅同事。
- 19 MR DUNCAN：（經傳譯員）咁有冇係有一份嘅草稿咁定或係佢哋自己寫低有啲咩嘢
- 20 嘅題目需要準備呢？
- 21 陳美寶女士：（經傳譯員）呢個係雙向嘅工作嚟嘅，首先就會寫番個範圍喺唔同章節
- 22 需要包括啲乜嘢，但係多年嚟，亦都有某啲題目或者係一個題目嘅清單，附隨信
- 23 件嗰度，有需要係可以交界營運商，去指導佢哋要喺報告某一章節包括咩嘢內容
- 24 嘅。
- 25 MR DUNCAN：（經傳譯員）我哋留意到呢啲遠期計劃嘅安全嘅部分都有頗多統計數
- 26 字，係關於意外嘅數字同埋意外成因嘅數字，你都知道，係咪？
- 27 陳美寶女士：（經傳譯員）係。
- 28 MR DUNCAN：（經傳譯員）咁亦都由巴士公司就提供一啲嘅資料，佢哋形容嗰啲叫
- 29 做安全措施，同埋佢哋擬議實施嘅安全措施。我可以同你舉個例子，佢哋提議有
- 30 咩嘢安全措施呢？而家就請你揭去新巴嗰一份嘅遠期計劃，呢個就係你琴晚交嚟
- 31 嘅附件三嘅部分，我睇緊第 6 頁，呢個係該分文件嘅第 6 頁，應該就係文件冊
- 32 而家係第 200 頁嘅。你見唔見到呢一段呀？就係 5.3 段，即係話實施咩嘢嘅措
- 33 施去加強安全嘅。
- 34 陳美寶女士： Yes.

1 MR DUNCAN：（經傳譯員）如果你睇番啲文字嘅話，除咗係採取紀律行動之外，仲
2 有計劃以下嘅措施，同埋計劃去減低某類型意外嘅成因或者係種類。然後就總共
3 列咗有十四項嘅措施，呢個係巴士公司嘅描述嚟嘅。

4 琴日同今朝早你都有提過，每年表現評估，即係評估巴士營運商嘅表現，你
5 同委員會講就話安全係好重要嘅，因為如果你睇番九個指標嘅話，有兩個指標都
6 係關乎安全。我哋亦都可以而家去睇下，應該係嚟運輸署第2文件冊嘅316
7 頁。你而家會睇到呢一頁，就係話2016年專營巴士營運商表現嘅一個撮要，面
8 前見到嘛？

9 陳美寶女士：（點頭示意）。

10 MR DUNCAN：（經傳譯員）你見到有九個主要指標喇，我哋頭先講過。你提到有兩
11 個同安全有關嘅，就係例如與安全有關嘅，嚟巴士檢查中發現與安全有關嘅缺
12 損，另外就係每百萬行車公里涉及巴士嘅意外率。運輸署嚟每年進行服務表現
13 評估嗰時有冇查核過巴士營運商佢哋提出某一件事，嚟某一年佢哋打算做嘅，
14 譬如頭先講到呢十四項，即係嚟新巴嗰份嘅遠期計劃入面嘅十四項。

15 陳美寶女士：（經傳譯員）我會答有嘅。

16 MR DUNCAN：（經傳譯員）你話「我會答有」係咩嘢意，即係有定有咁做？

17 陳美寶女士：（經傳譯員）每年嘅表現報告就係--評估就係按照每間公司去做嘅，運
18 輸署會睇番意外嘅表現，每一間營運商，睇番佢個安全嘅情況，就係用呢兩個指
19 標嚟睇。遠期計劃，尤其關於巴士安全嘅章節，就係畀我哋去仔細研究，睇清楚
20 巴士公司佢個情況同埋佢哋嚟安全方面嘅表現，呢個就係作為一個基礎畀運輸署
21 評估呢間公司嘅表現。

22 MR DUNCAN：（經傳譯員）但係嚟呢個撮要入面，有任何部分顯示運輸署係有逐間
23 營運商睇佢個報告話每一年佢哋打算實施乜嘢嘢，呢度只係指每百萬行車公里
24 有幾多次意外，同埋係嚟檢查巴士嗰時發現同安全有關嘅缺損。

25 陳美寶女士：（經傳譯員）我請你睇番我哋嘅第2號文件。我想請你睇番第2號文
26 件，附件F--對唔住，應該係運輸署第1號文件，另外就係2016年嘅巴士營運
27 商嘅表現報告。咁應該...

28 主席：（經傳譯員）你可唔可以再講下邊一頁呀？

29 MR DUNCAN：305。

30 主席：Thank you。（經傳譯員）你頭先講到呢份文件，係嘞，就係2016年嘅專
31 營巴士公司運作嘅表現。

32 陳美寶女士：（經傳譯員）睇到同安全措施有關嘅段落，咁就簡述專營公司嘅安全嘅
33 方面嘅表現，同埋嚟啲意外入面係搵到嘅共通成因。尤其嚟2016年嘅表現，
34 意外通常都包括係譬如因為唔同原因，乘客嚟呢個巴士車廂入面失衡，譬如話係

1 冇扶穩扶手，或者係落緊樓梯咁樣跌靚，而巴士公司就以唔同嘅方式實施措施，
2 加強安全嘅。然後我哋就再睇番啲一年啲間巴士公司嘅表現，然後呢份文件嘅附
3 錄 B，我哋亦都有提到有啲乜嘢措施去加強巴士運作嘅安全性。

4 MR DUNCAN：（經傳譯員）我理解啱唔啱呢？即係有特登喺每年嘅評估入面考慮
5 嘅？

6 陳美寶女士：（經傳譯員）係。

7 MR DUNCAN：（經傳譯員）而家我暫時唔講呢個遠期計劃入面嘅安全有關部分，你
8 可以將文件搵開先。而家想同你講下乘客嘅行為方面，委員會亦都收到好多有關
9 嘅書面意見，亦都委員會知悉，又據稱對車長近來亦都多咗係用武力嘅對待，或
10 者係粗言穢語嘅，有唔同嘅團體，譬如係公會、立法會、其中一間巴士公司，即
11 係九巴，都有呢啲嘅指稱。我再解釋一下個情況，請你睇番第 256 頁，應該係
12 256-1 頁，我就請你睇番，呢個係一個英文譯本，未鑑證嘅譯本嚟嘅，就關於呢
13 一個會議紀錄，就係呢個巴士業職工會聯盟同埋運輸署嘅會面。

14 陳美寶女士：Yes.

15 MR DUNCAN：（經傳譯員）你如果要睇中文嘅話，我可以畀番中文啲個頁數你，中
16 文版係 250 頁，英文譯本就係 256-5，呢度係講及就係車長嘅人身安全。我就
17 讀番啲個翻譯本出嚟，啲度就講及車長擔心就係話好多時佢哋受到襲擊，但係警
18 方嚟到嘅時候，就係唔告啲個犯案嘅人，就叫佢哋自行解決。而公會就問下，就
19 係究竟有冇啲乜嘢嘢嘅保障，即係前線嘅車長，究竟遭遇呢啲情況有冇乜嘢保障
20 嘅，所以就你記住呢一點先。另外就 256-6。

21 主席：（經傳譯員）2016 年 10 月 4 號所舉行嘅一次會議嚟嘅，係咪？先搞清楚呢
22 點。

23 MR DUNCAN：（經傳譯員）係。256-8，你呢就會見到就係呢一個 3 月 27 號 2017
24 年嘅一次會議紀錄。中文就係 245 頁啲度見到。或者我就係想請你睇番呢一個譯
25 本，啲度就係講到話車長受到襲擊，同埋施暴者嘅檢控準則。工會就表示關注近
26 日車長被襲擊，即係使被襲擊嘅車長報警，好多時候，警方到場就提議雙方和
27 解，就係冇檢控有關人士。另外，巴士公司只係為員工提供保險。警方表示就係
28 唔會容忍任何人使用暴力，並同係呼籲車長如果遇到有關情況，就必須報警，並
29 且儘可能係尋找證人，以便警方跟進。或者我想話畀你聽，就不如你睇番啲個會
30 議紀錄，會議紀錄啲度就有話畀你聽有邊個出席嘅，啲度就係有政府代表，有議
31 員同埋巴士業職工會嘅代表咁樣樣。

32 主席：（經傳譯員）講番佢哋嘅投訴，256 頁，你呢度就話警方就係表達一個意見，
33 警方有冇人在場代表嘅呢？

34 陳美寶女士：Yes.

35 主席：（經傳譯員）喺邊度可以見到佢個名呀？

1 陳美寶女士：（經傳譯員）曾滿麟先生係警務處嘅總督察（道路安全），256-8 個
2 頁，英文版。

3 主席：（經傳譯員）係，好，唔該，好。

4 MR DUNCAN：（經傳譯員）256-16 個度，嗰個就係中譯本嚟嘅。中文版係 250
5 頁，我就想請你睇一睇。英文譯本就係 256-18 個度嘅，你會就係見到 2017 年
6 7 月 20 號一次開會嘅會議紀錄。係，當時亦都有係運輸署、警方嘅代表出席，
7 亦都係有巴士業職工會聯盟嘅代表出席嘅。或者我想請你睇番 256-18 個度，嗰
8 度第（ii）個項就係講到巴士車長被襲事件，嗰度比較長嘅，我就唔會逐句讀
9 出嚟，或者你自己好快咁睇一睇嗰幾段，然後我就係想講番兩段。或者不如
10 我講最後個--呢一個部分最耐嗰段。另外，警方及工會建議巴士公司喺司機駕
11 駛間加裝保護設施，運輸署會就公會嘅關注向巴士公司反映，好似嗰個書面翻譯
12 嗰度係有啲唔係好清楚。當然，就係呢度，運輸署係知悉公會嘅關注。

13 陳美寶女士：（經傳譯員）主席，我亦都睇番中文嗰個原本嗰個版本，呢個係喺 251
14 頁。就呢個部分，嗰度就咁講，運輸署會就公會嘅關注向巴士公司反映。

15 MR DUNCAN：（經傳譯員）係，好。嗰個書面翻譯嗰度就係有啲問題，係咪呀？我
16 稍後會再返番嚟呢度。不過，我再想係講及其他嘅例子，就係話運輸署其實都知
17 悉呢一啲關注。請你睇 SEC 2 嘅文件，亦都睇番嗰個翻譯本，係 815 頁，佢原
18 本就係中文嘅，中文嗰個版本就喺 814 頁。呢份其係提交畀立法會嘅文件，你
19 知唔知道其實部門都--即係有人係話畀部門聽，話發生呢件事呢？

20 陳美寶女士：（經傳譯員）我手頭上有呢啲資料。

21 主席：（經傳譯員）不如咁，你可唔可以講多啲資料畀我哋聽，就係日期同埋係邊個
22 寫畀邊個嘅呢？

23 陳美寶女士：（經傳譯員）呢封信唔係寫畀我哋嘅。

24 主席：（經傳譯員）我明白，我係想請鄧樂勤大律師講講。

25 MR DUNCAN：（經傳譯員）呢個日期就係 2016 年嘅 5 月 19 號，咁係一封函件係致
26 函畀立法會交通事務委員會嘅主席。如果你有睇過呢一封信嘅話，咁我唔問你任
27 何問題。最後就呢一方面，我亦都想請你睇一個係--九巴嘅第一份文件，係喺
28 第 62 頁嗰度，呢個就係九龍巴士有限公司向委員會提交嘅意見書。我唔知道
29 你有冇時間，有冇機會係睇過呢？

30 陳美寶女士：（經傳譯員）我只係攞一攞嘅。

31 MR DUNCAN：（經傳譯員）係，好，唔該。我想請你睇呢個第 62 頁，喺頂頭嗰度，
32 或者你自己睇一睇。或者先睇第一點，即係話因應就係愈嚟愈多車長受襲，我哋
33 就係採取咗下列嘅措施。

34 主席：（經傳譯員）由於即時傳譯就係都需要做翻譯，但係我打上嚟嘅，就只係嗰個

1 英文個版本，你係咪都將佢讀出嚟方便啲呢？

2 MR DUNCAN：（經傳譯員）嗰度係有講過就係一啲偵察嘅相機，就包括向前嘅相
3 機，同埋有相機就係睇住，就係影住嗰個司機位嘅，呢個都已經係所有嚟自
4 2015年新嘅巴士都會裝呢啲咁嘅鏡頭，咁係一個標準設備嚟嘅。2018年嘅2
5 月，其實就二千三百一十九部九巴同埋一百四十六部龍運巴士都有呢啲鏡頭。其
6 餘嘅巴士就會逐步逐步係加裝嘅，呢一啲嘅監察鏡頭就可以係睇到嗰啲如果有麻
7 煩嘅乘客佢嘅行為係點，亦都包括埋錄音嘅，咁就會保障嚟事後警方嘅調查或者
8 法律行動嘅車長嘅利益。我哋亦都會係喺18年嘅6月開始，就係喺近司機位嗰
9 度加個保護罩，我哋亦都會有更多車上嘅宣布，就係促請乘客唔好做某一啲嘢係
10 會影響車長或者其他嘅乘客，我哋亦都會就係提供一個法律支援畀車長，如果佢
11 哋係遇襲嘅話。

12 大家就睇到呢啲文件，作為一個背景，我想問下你幾個問題。首先，當我提
13 及呢一個乘客嘅行為嘅時候，即係琴日我都同局方就講呢個乘客嘅行為，當時佢
14 哋就話部門獲得指示，就係要草擬一啲呢方面嘅公眾教育嘅計劃。我想問下，你
15 哋做呢個公眾教育，究竟而家程度--嗰個進展係如何呢？

16 陳美寶女士：（經傳譯員）講到係乘客嘅行為，即係佢哋點樣對嗰啲車長，其實我哋
17 喺3月分交諮會開會嘅時候，我哋當時就係提交咗我哋有啲咩嘢跟進嘅行動，即
18 係跟進番大埔公路交通意外有咩嘢行動。交諮會當時喺3月開會，當時我哋就作
19 一個報告，就係話部門，即係政府就係知悉車長嘅關注，即係話曾經發生過一啲
20 事件就係乘客襲擊車長，或者就係對佢哋有暴力咁樣嘅。其實就係道路安全議會
21 亦都有跟進嘅，而當時--其實呢個議會亦都有運輸署同埋警方嘅代表作為成
22 員，以作為一個係持續嘅宣傳同埋教育嘅工作，我哋係有電台嘅宣傳片，亦都有
23 電視嘅宣傳片，亦都喺警訊嗰度話畀大家聽究竟就係如果你搭巴士嘅時候，作為
24 一個乘客，你點樣做先係屬於一個適當嘅行為。而交諮會開會嘅時候，當時我哋
25 就係--佢哋就係叫我哋睇一睇有冇一啲裝置係好啲嘅，同埋就係有冇一個好嘅
26 教育同埋宣傳嘅工作。喺交通安全運動委員會第七十七次嘅會議，呢一個委員會
27 就係交通安全議會底下嗰個工作小組，佢哋喺4月13號嘅時候開咗會，佢哋就
28 係話乘客嘅態度應該就係道路安全運動喺2019(sic)年嘅主題之一。第一個推
29 廣活動就係製造一啲公共宣傳，就係推廣乘客喺公交上嘅操守，同埋係今年第三
30 季就會推出。

31 喺運輸署方面，我哋亦都有同其他公共交通嘅營運商或者行業溝通，例如係
32 的士業，呢個亦都係的士司機提出嘅關注，正在製備一啲嘅守則同埋指引去推行
33 優質的士服務，改善現行嘅制度底下一萬八千架的士嘅服務質素。除咗司機嗰方
34 面，我哋亦都有一個章節係關於乘客嘅責任同埋態度。我亦都有同港鐵公司提出
35 喺我哋每年嘅運作檢討委員會提出，我哋係打算推行大型嘅公眾教育推廣活動，
36 係牽涉不同嘅公交營運商，唔單只係巴士公司，亦都有港鐵、的士之類。我哋考
37 慮緊計劃細節，希望可以呢一個有關嘅推廣活動喺2018年底推出。唔該晒，大
38 律師。

1 MR DUNCAN：（經傳譯員）教育計劃其實即係講緊話有一系列嘅措施，係咪呀？

2 陳美寶女士：（經傳譯員）教育計劃嘅意思就係我哋覺得教育係好重要嘅一個元素，
3 可以帶出一個主要信息，乘客乘搭工具交通工具嘅時候需要留意乜嘢。其中一個
4 訊息，我哋一直都係同營運商同我哋自己之間都有討論，就係話司機同乘客之間
5 都有個共同嘅責任去確保旅途係安全舒適嘅，由出發地至到目的地都係。

6 MR DUNCAN：（經傳譯員）九巴已經表示，佢哋已經安裝同埋會繼續安裝一啲嘅監
7 視鏡頭喺佢哋嘅巴士上面。呢個係咪運輸署要求嚟㗎？係咪運輸署對九巴嘅要
8 求？

9 陳美寶女士：（經傳譯員）唔係。

10 MR DUNCAN：（經傳譯員）你有冇同其他巴士公司商討過安裝監視鏡頭？

11 陳美寶女士：（經傳譯員）我個人嚟講，就知悉九巴嘅措施，譬如話安裝啲監視鏡
12 頭，佢哋喺日常嘅討論入面有同我哋講過，喺董事局嘅層面都有提過。呢一點喺
13 董事局，即係其他嘅巴士營運商嘅董事局會議就有提出嘅，據我所知，但係我哋
14 都知道佢哋考慮用唔同嘅措施協助巴士司機處理呢個問題。如果出現一啲情況，
15 乘客對司機有啲侵犯嘅行為嘅話，喺車上有啲爭議嘅話，車上有冇一啲裝置可以
16 收集證據呢？另外一方面，運輸署直至現在係冇要求安裝鏡頭嘅，我哋明白喺某
17 啲方面會有啲關注，譬如話司機對於呢啲鏡頭會有乜嘢嘅情緒反映，呢點而家喺
18 巴士營運商之間都係討論緊嘅。

19 MR DUNCAN：（經傳譯員）即係話運輸署而家唔會係跟進呢件事，係交界巴士公司
20 做？

21 陳美寶女士：（經傳譯員）正如我提到，運輸署同公會開會入面，都聽到有關嘅關
22 注，將佢轉交咗畀巴士公司，亦都請巴士公司尋找一啲方法去處理一啲咁樣嘅事
23 件，即係牽涉巴士司機嘅，就睇下有啲乜嘢嘅設施，有咩嘢措施可以解決，但係
24 亦都要考慮到職員嘅士氣同埋佢嘅情緒。

25 MR DUNCAN：（經傳譯員）咁即係個答案係喇，你係交界巴士公司自己決定。

26 陳美寶女士：（經傳譯員）我唔會咁講嘅，因為我哋要考慮埋乘客對司機嘅態度亦都
27 係好重要嘅問題。多年來，我哋致力透過教育同埋推廣嘅活動，發放呢個訊息，
28 我哋亦都知道公會同公司同運輸署都有反映佢哋嘅關注，呢件事我哋亦都有將關
29 注轉交界巴士公司，我哋明白巴士公司係會處理呢一項嘅關注，我亦都歡迎巴士
30 公司制訂一啲措施係處理呢個問題。再回答番個問題，我哋唔係完全話交界巴士
31 公司處理就算嘅，因為我哋都知道有啲特定嘅儀器，譬如係監視鏡頭，可能本身
32 都有某啲影響嘅，我哋係要求巴士公司小心去研究呢一方面。

33 主席：（經傳譯員）我可唔可以請你再解釋，你話監視鏡頭會有啲咩嘢影響，可唔可
34 以解釋下？

1 陳美寶女士：（經傳譯員）據我哋理解，同埋同九巴董事局開會，舉個例子，車長有
2 啲關注嘅，安裝咗監視鏡頭嘅話，喺佢哋司機位前方安裝嘅話，係會侵犯佢哋個
3 人私隱，我哋亦都有收到一啲投訴嘅，呢方面，唔該。

4 主席：（經傳譯員）即係車長透過公會投訴？

5 陳美寶女士：公會，係。

6 主席：（經傳譯員）有冇文件，呢啲投訴，有冇任何資料？

7 陳美寶女士：（經傳譯員）我哋可能搵唔到，我哋會儘量去搵下。

8 主席：（經傳譯員）即係一方面有啲車長喇，起碼，就係關注可能侵犯個人私穩，另
9 一方面，車長亦都擔心可能係被襲嘅。

10 MR DUNCAN：（經傳譯員）保護罩，呢一方面有冇考慮？係咪運輸署考慮嘅，覺得
11 係合適嘅措施呢？

12 陳美寶女士：（經傳譯員）呢個亦都係巴士公司主動提出嘅，喺呢個情況，即係九巴
13 提出嘅。

14 MR DUNCAN：（經傳譯員）我個問題係運輸署覺得值唔值得研究加裝保護罩呢？係
15 咪由巴士--係咪運輸署研究之後，可以向其他巴士公司都提出呢啲要求呢？

16 陳美寶女士：（經傳譯員）呢個係九巴提出嘅措施，佢哋係回應番車長對於管理方面
17 嘅一啲建議同埋關注，我哋都明白嘅。

18 主席：（經傳譯員）個問題係你有冇同其他嘅巴士公司提議，或者營運商提議，佢哋
19 都考慮呢個措施呢？

20 陳美寶女士：（經傳譯員）我哋有對其他嘅巴士公司提呢個建議畀佢哋考慮。

21 MR DUNCAN：（經傳譯員）即係都係由佢哋自己決定繼唔繼續去實施呢個措施，係
22 佢哋考慮嘅，呢個現階段係。

23 主席：（經傳譯員）鄧大律師，有冇任何相片可以睇下你所謂嘅保護罩係點樣嘅呢？

24 MR DUNCAN：（經傳譯員）我會儘量搵下。琴日我同局方嘅黎先生就問咗呢個問
25 題，到底有冇邊一間巴士公司有自己成立附例去規管，譬如話車長或者乘客嘅行
26 為？黎先生就話呢一方面，附例方面佢唔係十分清楚個情況係點樣，你答唔答到
27 呢？有冇任何嘅巴士公司係根據條例底下制訂附例呢？

28 陳美寶女士：（經傳譯員）呢一方面我哋有檢查過嘅，係現階段，巴士公司係有喺呢
29 一個階段就制訂任何嘅附例，我哋同事就記得似乎起碼過去十年，巴士營運商都
30 冇提過呢一點。

31 MR DUNCAN：（經傳譯員）巴士營運商冇提過，但係你作為運輸署，有冇考慮過巴
32 士公司訂立附例，可能係可以幫助到解決近來都頗為猖獗嘅問題呢？因為警方顯

1 然都覺得提出檢控係有困難。

2 陳美寶女士：（經傳譯員）根據《公共巴士服務規例》同埋係道路交通嘅規例，咁已
3 經提到有關係乘客嘅操守，喺公共巴士上面嘅一般操守，係唔可以阻礙司機嘅，
4 呢個已經係一個立法嘅基礎，規管呢一方面嘅事情。

5 MR DUNCAN：（經傳譯員）你或者唔係好明白，呢個意見可能就係話唔係警方嘅首
6 要任務，但係巴士公司就可能會好關注。

7 陳美寶女士：（經傳譯員）我唔可以代表警方回答呢個問題。

8 MR DUNCAN：（經傳譯員）據運輸署所知，有冇提供訓練畀司機呢？對於一啲不守
9 禮嘅乘客點樣處理。

10 陳美寶女士：（經傳譯員）據我知，巴士公司喺課程入面有一啲部分係關於點樣處理
11 乘客嘅，係，呢個佢哋培訓嘅部分嘅，對於現行嘅車長同埋新入職嘅車長都有
12 嘅。

13 MR DUNCAN：（經傳譯員）公會已經投訴過，運輸署有冇考慮過呢個培訓課程入面
14 嘅部分，睇下有咩嘢措施可以提供培訓呢？

15 陳美寶女士：（經傳譯員）我提到，就係喺有啲處理壓力嘅培訓內容，就係喺個遠
16 期計劃入面提到培訓部分都有嘅。我哋本身亦都係計劃將培訓嘅框架，大家睇
17 齊，令到畀新入職同埋現職嘅車長都有同一個培訓嘅模組，而家亦都有呢啲培訓
18 課程提供，喺某啲情況，車長如果覺得受侵犯嘅話，點樣處理呢啲乘客。

19 MR DUNCAN：（經傳譯員）你知唔知道對於巴士車長嚟講，如果發生一件事係涉及
20 乘客行為嘅話，一般個準則應該點處理呢？

21 陳美寶女士：（經傳譯員）據我所知，九巴係有訂立一啲基本嘅規矩畀車長遵守同埋
22 係處理喺呢啲情況。

23 MR DUNCAN：Have you examined those?

24 主席：（經傳譯員）等一等，大律師。趁我仲記得，你就話你打算將培訓嘅架構係將
25 佢體齊，係咩嘢意思？

26 陳美寶女士：（經傳譯員）有一個工作小組3月成立，係增強呢一個巴士安全嘅。佢
27 哋嘅工作範圍亦都包括增強培訓，呢個係其中一個佢哋研究嘅題目。正如喺我哋
28 文件亦都有提到，文件11號，即係話關於巴士車長嘅培訓同埋健康狀況，我哋
29 已經匯報咗，我哋就打算訂立指引係關於培訓嘅架構，將培訓嘅內容同埋組成嘅
30 部分都係一致嘅。

31 主席：（經傳譯員）你花啲時間去搵番文件嘅邊部分喇。

32 陳美寶女士：（經傳譯員）畀啲時間我。係第131頁嘅螢幕上都有顯示。

- 1 主席：（經傳譯員）第 15 段？
- 2 陳美寶女士：Yes.
- 3 主席：（經傳譯員）唔該。
- 4 陳美寶女士：（經傳譯員）培訓車長處理有關情況，即係牽涉乘客係十分重要，需要
5 處理呢個問題。現時有好多巴士公司已經提供有關嘅培訓嘅課程，但係我哋覺得
6 呢啲嘅課程係需要有一致性，去確保啲畀新入職同埋現職車長嘅培訓入面有呢個
7 內容，我哋想制定指引，睇下呢一個有關嘅模組培訓課程嘅比重，去確保有合適
8 嘅培訓提供畀車長，令到佢哋有相關嘅技能，心理上亦都可以處理到呢啲有壓力
9 嘅情況。
- 10 主席：（經傳譯員）當你講話要睇齊同埋將佢常規化，你意思係咪話發出啲指引，好
11 讓就係所有嘅巴士公司啲呢方面都係一致呢？
- 12 陳美寶女士：（經傳譯員）係，我哋打算發出指引。呢個指引就要求所有巴士營運
13 商，就係將呢一類嘅培訓係加入去佢哋嘅培訓框架嗰度，而且我哋亦都打算係將
14 基本嘅要求，譬如嗰個係時間，佢個比重等等，就係列出嚟嘅，制作成為一個框
15 架，就係讓巴士公司去遵從。換句話講，就係有一個框架，亦都係讓各家巴士公
16 司就係進行監察。希望有咁樣嘅做法，就可以將各家巴士公司佢嘅做法係一致。
- 17 當然可能啲細節上面，佢嗰個係期間等等可能係有所不同，但係有啲基本嗰
18 個時間同埋不同單元個比重，亦都應該係差唔多。
- 19 主席：（經傳譯員）你所謂嘅「比重」係咩嘢意思？
- 20 陳美寶女士：（經傳譯員）相對嘅比重，即係譬如話處理乘客呢一個單元，相對其他
21 嘅單元，譬如話關乎呢個駕駛技術、路線嘅訓練咁樣。
- 22 主席：（經傳譯員）好。呢一個工作小組，我知道你哋預期佢哋係喺 6 月尾就係完成
23 工作。
- 24 陳美寶女士：（經傳譯員）係，主席，你啱㗎。
- 25 主席：（經傳譯員）係咪預計到時就可以發出啲指引？
- 26 陳美寶女士：（經傳譯員）我哋好努力㗎嘞，我哋儘早希望制定到啲指引。而家喺
27 工作小組個承諾，就話希望喺 6 月尾嘅時候寫好嗰個報告。我哋就會睇下嗰個指
28 引嘅草擬本係咪可以喺報告嗰度係包括埋，但係嗰個詳細嘅指引可能都需要一啲
29 時間添。
- 30 唔該你，主席。
- 31 主席：（經傳譯員）係，唔該晒。係，鄧大律師。
- 32 MR DUNCAN：（經傳譯員）其實呢段文字，其實都有處理到我同你提嗰個問題，冇

1 具體咁樣樣去回應到嗰個乘客嘅行為，即係啲乘客點樣對嗰個車長呢一個問題。

2 陳美寶女士：（經傳譯員）係，呢份文件冇具體特定咁樣係回應呢一點，但係喺工作
3 小組兩次開會嘅時候係有講過呢一個單元。我哋亦都係取得巴士營運商嘅同意，
4 就係大家同意就係有一個一致嘅框架，而裏面就係有所需嘅單元。

5 MR DUNCAN：（經傳譯員）我想即係結束呢一方面嘅討論。我想問下就係我哋都見
6 到，工會同埋其他人都有提出過投訴，我就知道運輸署、警方同埋工會都開過會
7 嘅。我想問下部門本身有冇構思係點樣樣去解決呢個問題，就唔係話將佢留番畀
8 巴士公司自行去解決？

9 陳美寶女士：（經傳譯員）署方認為呢一個係一個好重要嘅課題係需要處理，你哋亦
10 都可以見到，我哋運輸署係喺各方面作出努力。我哋相信係讓車長有所需嘅技
11 巧，同埋讓佢哋心理上係作好一個準備，可以處理呢啲情況。另外仲有教育同埋
12 宣傳嘅工作係話畀大家聽，就最重要就係要知道自己乘客有啲咩嘢責任，都係一
13 個雙管齊下嘅方法嚟嘅。

14 MR DUNCAN：（經傳譯員）你有冇啲係比較具體嘅措施，即係除咗你剛才所講比較
15 係一個廣泛嘅手法？

16 陳美寶女士：（經傳譯員）我相信我剛才講嘅已經係好具體。

17 MR DUNCAN：（經傳譯員）我就想睇番你嗰個補充嘅資料，TD-1 嘅 163 頁。就有一
18 點係想你澄清一下，163。

19 委員會係曾經問過你一個問題，就係咁樣問嘅，運輸署就係睇過啲抽樣調
20 查嘅結果，就去確保專營巴士營運商就係有監察佢哋司機嘅駕駛嘅行為，同埋就
21 會採取跟進行動。如果有啲司機就係駕駛態度或者行為不良，請你講一講，你係
22 用啲乜嘢嘅程序嚟到進行呢一個檢討或者檢視嘅工作？如果係書面嘅話，請交出
23 嚟。

24 你呢度就係話，突擊檢查或者抽樣調查嘅結果係需要呈交，呢個就係 04 號
25 文件嘅附件十一嗰度睇到，就係指係 18 年嘅 1 月先開始推行。運輸署就係檢討
26 營運商所提交嘅每月嘅報告，去確保佢哋有監察住呢個司機嘅駕駛行為。我想問
27 呢一方面，究竟你有做過啲咩嘢，即係關乎呢個抽樣嘅調查？

28 陳美寶女士：（經傳譯員）呢個要求佢哋係設置呢個黑盒，同埋係要有係公司自己嘅
29 便衣嘅職員上車嗰度，嚟到監察車長嘅行為。其實過去多年，就係進行咗，不過
30 我唔記得係具體邊一年嘅，或者我嘅同事都可以查核一下，然後再補充。

31 為咗係讓巴士公司係有能力係知道得更多，同埋更好咁樣樣去監察車長嘅駕
32 駛行為，我哋就話呢一個黑盒，同埋就係車上嘅便衣嘅督察都可以協助公司分
33 析，同埋監察行為，同埋亦都可以建議一啲改進嘅措施。呢個要求係運輸署訂
34 定。

1 我哋預期--或者我哋期望巴士公司就根據呢度觀察所得，而呢樣嘢亦都係不
2 斷咁去做，希望佢哋喺呢個基礎之上，就係訂定一啲適當嘅措施。

3 18年1月之後，運輸署就係採取主動，就要求係做好呢個監察嘅工作，嚟
4 到確保巴士公司係真係有做分析，亦都有做監察，亦都係定期咁樣做。我哋採取
5 主動去做，唔係因應有乜嘢意外，而係話我哋覺得咁樣樣可以讓我哋得到一啲資
6 料作為一個基礎，去諗下究竟係咪可以巴士公司又或者係運輸署嗰方面都可以加
7 強嗰個監察，嚟到確保我哋--如果要考慮一啲適當嘅措施嘅話，都係一個知情
8 嘅情況之下去做嘅。

9 呢個就關乎係駕駛嘅行為，過去多年，我哋都喺度分析嗰啲意外嘅數據，而
10 好多時係意外裏面，無論係嚴重或者有咁嚴重嘅意外裏面，司機嘅行為都係一個
11 重要嘅因素，所以我哋認為係有需要加強嗰個定期嘅監察。

12 MR DUNCAN：（經傳譯員）其實我嘅問題就只係問你所講嘅係隨機抽查係點樣嘅
13 呢？

14 陳美寶女士：（經傳譯員）據我嘅理解同埋我所記得，巴士公司係要應我哋嘅要求係
15 就黑盒嘅數據進行呢個隨機抽樣調查，同埋亦都喺車上進行隨機嘅抽查。

16 MR DUNCAN：（經傳譯員）好，講番車上嘅抽查。呢一個係咪運輸署嘅要求定點
17 呢？

18 陳美寶女士：（經傳譯員）其實運輸署要求。

19 MR DUNCAN：（經傳譯員）係咪書面要求？

20 陳美寶女士：（經傳譯員）我可以查下，然後再補充。

21 MR DUNCAN：（經傳譯員）我好想知道你呢個隨機嘅抽查究竟嗰個詳情係點，同埋
22 巴士公司係咪佢哋自己去進行，係咪係針對呢個司機嘅行為？

23 陳美寶女士：（經傳譯員）我有有關嘅紀錄喺手邊，不過我哋可以返去查下，同埋睇
24 下有冇咩嘢係已經寫低咗落嚟。

25 MR DUNCAN：（經傳譯員）我就係想問會唔會隨機抽樣抽查一下乘客嘅行為？

26 陳美寶女士：（經傳譯員）呢個隨機抽查就係焦點在於車長嘅行為。

27 MR DUNCAN：（經傳譯員）好，我去另一個題目。

28 主席：（經傳譯員）不過你未去第二個題目之前，其實我哋係請運輸署形容一下，你
29 哋點樣樣去檢視嗰啲隨機抽查嘅報告，或者嗰啲紀錄。究竟你哋點樣去即係睇番
30 檢討番、檢視番佢哋交上嚟嘅報告？

31 陳美寶女士：（經傳譯員）讓我係搵一搵番有關嗰個遵從嘅報告表格，然後話畀你
32 聽。

- 1 主席：（經傳譯員）好，慢慢嚟。
- 2 陳美寶女士：（經傳譯員）請大家睇一個 04 號文件嘅附件十一，喺運輸署嘅文件夾
3 嗰度，或者律師嘅團隊可以話畀大家聽嗰個頁碼。
- 4 主席：（經傳譯員）鄧大律師，可唔可以話畀我哋聽喺邊度搵到嗰個附件十一？
- 5 MR DUNCAN：（經傳譯員）1020 頁。
- 6 陳美寶女士：（經傳譯員）主席，呢個月報嚟，係指 18 年 1 月開始發出，係涉及四
7 個方面。
- 8 主席：（經傳譯員）係。
- 9 陳美寶女士：（經傳譯員）(B) 部嗰度就係便裝嘅檢查，就去睇下車長嘅駕駛行為。
10 我哋喺嗰個監察報告嗰度，就係講明係需要知道有幾多個係常規嘅便衣檢查，有
11 幾多個係隨機做，同埋每個月係發現到有幾多宗不良嘅行為，同埋跟進嘅行動。
12 有個咁嘅報告，就讓我哋係知道同埋監察到，究竟佢哋常規係做幾多呢個便衣嘅
13 視察，同埋幾多係非常規。亦都知道係有幾多宗個案係涉及不當嘅行為同埋有咩
14 嘢跟進行動。呢個係 18 年 1 月嘅報告，你亦都見到佢哋係有啲咩嘢跟進行為。
- 15 喺呢個報表嗰度，我哋會收到之後就睇，我哋就睇下究竟巴士公司係有冇定期
16 咁樣樣去喬裝乘客咁樣去睇佢哋個情況，亦都睇下嗰個數字會唔會係波動得好
17 緊要，亦都更重要嘅，就會睇下有冇一個趨勢，就係話車長嘅行為係不當。我哋
18 自己會進行呢個分析，就會睇到各家巴士公司嗰個情況，我哋亦都用佢作為其中
19 一個工具，等我哋就可以同巴士公司就跟進，就問下佢哋，睇下佢哋有冇採取適
20 當嘅行動，嚟到去處理一個車長嘅不當行為。
- 21 主席：（經傳譯員）譬如講下黑盒，喺呢個表格度就有寫到「八千五百五十二次」喺
22 月尾--截至月尾，就有八千五百五十二次嘅檢查黑盒？
- 23 陳美寶女士：Yes。
- 24 主席：（經傳譯員）然後超速就有二百七十一宗。
- 25 陳美寶女士：Yes。
- 26 主席：（經傳譯員）跟進行動就包括一百八十七次嘅口頭警告，七十八次書面警告，
27 同埋六次嘅最後警告。
- 28 陳美寶女士：Yes。
- 29 主席：（經傳譯員）運輸署即係睇呢份文件，所謂檢視嘅情況，相信睇到呢個記項，
30 你都係即係知道有咁樣嘅儀器，有咁嘅檢查，你嘅檢視工作就係咁？
- 31 陳美寶女士：（經傳譯員）呢個係以月報嘅形式提供嘅，提供資料畀我哋，一啲基本
32 資料，睇下巴士公司係以乜嘢方式去檢查，譬如話係查嗰個黑盒嘅數據，又或者

1 係便裝去監察司機，呢個係等我哋喺每年評估巴士公司表現嘅時候嘅一個理據，
2 再加埋我哋有個獨立嘅分析。我哋分析番巴士營運商嘅意外嘅數字，同埋有冇乜
3 嘢嘅成因，譬如話係咪巴士車長個行為嘅問題，所有呢啲問題，我哋會再同番巴
4 士公司跟進，睇下巴士公司要提出咩嘢改良嘅措施。

5 主席：（經傳譯員）唔該。

6 MR DUNCAN：（經傳譯員）陳女士，你可唔可以同我哋講下，有幾常見係檢控乘
7 客？

8 陳美寶女士：（經傳譯員）關於佢哋喺巴士上嘅行為，過去五年，我有資料。

9 MR DUNCAN：（經傳譯員）運輸署冇保存呢啲資料？

10 陳美寶女士：（經傳譯員）我哋冇保存呢一啲資料，但係我唔肯定啲資料係冇提交
11 畀道路安全議會。因為警方就係其中一個議會嘅成員，另外仲佢哋亦都係即係做
12 主席，去主持呢一個嘅道路安全議會。

13 MR DUNCAN：（經傳譯員）喺啲規例底下呢？即係根據《公共巴士服務條例》底下
14 制定嘅規例？根據呢個規例底下有幾常提出嘅檢控呢？

15 陳美寶女士：（經傳譯員）我哋現時亦都有資料。

16 MR DUNCAN：（經傳譯員）主席，我想打斷一下。嗰啲嘅保護罩，就係文件冊入
17 面，就有呢個相片嘅。

18 主席：（經傳譯員）我聽唔清楚，唔好意思。

19 MR DUNCAN：（經傳譯員）關於巴士車長嗰個位置嘅保護罩，係文件冊入面係冇
20 相。

21 陳美寶女士：（經傳譯員）主席，或者我哋可以呢方面協助。我相信我有見過呢一張
22 相嘅。或者我哋可以搵下喺我哋啲紀錄入面，提交畀委員會，我會盡力嘗試嘅。

23 主席：（經傳譯員）好吖，總之你搵到一張就交畀我哋，等我哋明白係咩嘢嘅。因
24 為話已經有安裝咗，同埋亦都會繼續安裝。

25 陳美寶女士：（經傳譯員）我哋其實搭巴士嗰陣時都可以見到有咁嘅保護罩，有啲已
26 經安裝咗，就係個司機位旁邊。

27 MR DUNCAN：（經傳譯員）突擊檢查車輛，尋日同黎先生亦都有講呢個問題。其中
28 一位委員亦都有問，有個數字，每日十四架，點解會有咁嘅數字呢，呢一方面你
29 可唔可以協助我哋？

30 陳美寶女士：（經傳譯員）運輸署檢查十四部車係突擊檢查，就係《管制人員報告》
31 入面提出嘅，係喺運輸署嗰個《管制人員報告》。制定指標或者承諾，我哋要考
32 慮一個穩建嘅車輛檢查嘅制度，係屬於運輸署。每一架專營巴士都要每個月檢

1 查，除此之外，每年亦都有檢查。如果有一架巴士係當時每月冇做檢查嘅話--
2 等我再重講一次，我哋會每月、每年就住每一架巴士都會檢查嘅。如果有啲情
3 況，有架巴士唔係每月或者每年有檢查嘅話...

4 陳英傑先生：Not recently...

5 陳美寶女士：（經傳譯員）或者我請我同事補充。

6 主席：（經傳譯員）可以。我諗個問題其實話點解淨係得十四架，唔係二百四十架，
7 譬如咁講？

8 陳美寶女士：（經傳譯員）簡單嚟講，突擊檢查就係喺每月同埋每年例行檢查之外嘅
9 突擊检查工作嚟嘅。每月、每年就係一啲已經計劃咗嘅检查工作，突擊檢查就係
10 令到個制度更加完善，因為係以突擊、隨機嘅性質嘅。

11 主席：（經傳譯員）係呀，點解十四架，而唔係其他數目？

12 陳美寶女士：（經傳譯員）每日十四架，即係等如每年三千四百架巴士，總數就係有
13 五千九百架巴士係屬於唔同嘅專營巴士公司。呢個唔係一個特別有科學根據嘅數
14 據嘅，每日十四架。但係我哋亦都考慮到有嘅資源，巴士車隊嘅數目，同埋運輸
15 署喺每年或者每個月例行檢查嘅時候，喺驗車中心需要檢驗嘅車輛數目。

16 每月、每年嘅檢查同埋突擊檢查加埋嘅數據，就畀一個基礎畀我哋去考慮巴
17 士嘅車輛嘅構造係咪安全嘅情況。同埋找出如果巴士嘅基件有咩嘢缺失嘅話係要
18 能夠辨認到，同埋係更正番嘅。

19 主席：Mr Duncan.

20 MR DUNCAN：（經傳譯員）主席，我而家想講下另外一個範圍，關於運輸署同工會
21 嘅聯繫。你嘅證供就顯然運輸署同埋巴士公司就有好多嘅來往嘅、連繫嘅，我想
22 知道你哋接觸--即係不時會接觸工會嘅情況又係點？好多工會都有提交文件畀
23 我哋聽證會嘅，你有冇機會睇，呢啲書面嘅意見書？

24 陳美寶女士：（經傳譯員）睇咗。

25 MR DUNCAN：（經傳譯員）我理解啱唔啱呢，行業工會不時係會接觸運輸署或者寫
26 信畀運輸署，提出佢哋嘅關注畀運輸署知道？

27 陳美寶女士：（經傳譯員）我會話我哋不時會收到工會嘅信件去提及佢哋嘅關注嘅。

28 MR DUNCAN：（經傳譯員）運輸署係點樣處理，對方接觸你嘅時候？

29 陳美寶女士：（經傳譯員）或者我可以咁樣講，係一個持續嘅工作嚟嘅。如果工會提
30 出某一項關注，譬如係員工福利，或者係巴士嘅車長工作情况嘅話，我哋會睇下
31 佢哋提出要求嘅性質，睇下係咪同各自巴士公司嘅聘用僱員政策有關，再考慮同
32 巴士公司就住個別個案進行商討嘅。

1 相對嚟講，更常見嘅就係有啲要求係關於工作時數同埋休息時間嘅。雖然條
2 例並冇要求我哋指明一啲特別要求關於工作環境同埋工作時數，過去十至二十
3 年，我哋已經制定咗指引係要求巴士公司遵守番更次時間、駕駛時間、休息時
4 間，同埋用膳嘅時間。發展到現時，工會可能都係就住呢一個指引嘅範圍同我哋
5 提出關注嘅。呢個工作時間指引一直係實施嘅，令到工會可以向我哋不時表達佢
6 哋嘅意見，同埋建議。我哋亦都會考慮佢哋嘅關注嘅，即係一直都會咁做。

7 MR DUNCAN：（經傳譯員）今朝早啲嘅時候，我哋睇到有三次會議。你哋係同工會
8 代表開會，我哋睇到個會議紀錄。2016年10月、2017年3月，同埋2017年
9 嘅7月。係有咩嘢原因要開呢啲會？

10 陳美寶女士：（經傳譯員）或者我可以請阿關女士，助理署長去回答呢個問題嘅。

11 MR DUNCAN： Thank you.

12 關翠蘭女士： Thank you, Chairman.

13 主席：（經傳譯員）喺你開始回答之前，就要提醒大家。呢啲會議，你係同我哋講番
14 巴士車長安全問題啲啲會議？

15 MR DUNCAN： That's right.

16 主席：（經傳譯員）即係你而家問一個比較概括性嘅問題，就係點解要開呢啲會，係
17 咪？

18 MR DUNCAN： Yes.

19 主席： Thank you.

20 關翠蘭女士：（經傳譯員）主席，多年來我哋係不時同行業工會會面嘅，回應佢哋嘅
21 訴求。佢哋會提出一啲切身關注嘅問題，譬如係話實施呢個工作時間嘅指引，工
22 作環境，以及佢哋實際上遇到嘅困難嘅。譬如話喺街上可能對於佢哋巴士嘅運作
23 有啲阻礙咁樣，都會同我哋提出嘅，譬如話有邊啲係交通擠塞黑點，等我哋可以
24 同有關嘅部門去聯絡，解決問題。

25 MR DUNCAN：（經傳譯員）你有幾常見工會代表？係咪就好似我哋文件睇到啲啲嘅
26 會議？

27 關翠蘭女士：（經傳譯員）就唔係話有固定嘅時間表嘅，通常當我哋有一啲事項要同
28 佢哋提出嘅時候，就會同佢哋開一個會見面傾下。如果有啲事項，佢哋覺得係設
29 身關注嘅，佢哋亦都會要求安排會議嘅。

30 MR DUNCAN：（經傳譯員）可唔可以解下畀委員會聽？譬如話一年開幾次會，你
31 會同工會？

32 關翠蘭女士：（經傳譯員）大概一年兩至三次。

1 MR DUNCAN：（經傳譯員）警方又或者其他嘅代表都會參與會議，呢個係咪亦都係
2 好經常發生嘅嘢？

3 關翠蘭女士：（經傳譯員）呢個係視乎喺會議個議程入面將會討論咩嘢題目，譬如話
4 如果有需要，我哋會邀請警方出席會議嘅。

5 MR DUNCAN：（經傳譯員）陳女士，我想請你睇番行業工會嘅書面意見書第 80 頁，
6 呢一份係九龍巴士公司，即係九巴員工協會交界委員會嘅書面意見書，相信你都有
7 有機會睇過呢份文件。

8 陳美寶女士：（經傳譯員）係嘅。

9 MR DUNCAN：（經傳譯員）請你睇番信件第 1 段，翻譯就係第 80-1 頁，第 (1) 項，
10 你可唔可以自己睇一睇？

11 陳美寶女士：（經傳譯員）睇咗。

12 MR DUNCAN：（經傳譯員）你可以見到呢度語氣都幾重，即係工會提出佢哋嘅即係
13 情緒，話畀我哋委員會聽。你嘅回應係點樣？

14 陳美寶女士：（經傳譯員）我睇嗰個英譯本，呢封信嘅英譯本，其實第 1 段佢就提及
15 幾個問題，譬如話嗰個待遇低、留失率高，工作時間長等等，呢啲都係即係工會
16 係向巴士公司同埋運輸署開會嘅時候，佢哋所提過嘅問題嘅。

17 講到流失率高，琴日我諗大家都有講過，大家就講及係人手短缺嘅嚴重--人
18 手短缺嘅問題；講到係待遇太低，政府亦都有請巴士公司就係考慮係咪要處理呢
19 個問題，嚟到係吸引更多嘅新血係入行；工作時間過長，呢個亦都係一個好耐嘅
20 一個問題。其實我哋過去多年，就時不時咁樣去睇，我哋亦都有去修訂咗嗰個工
21 作時間嘅指引。至於話編訂行車時間緊迫，呢個就係關乎巴士公司嘅事宜。其實
22 公眾對於公共巴士服務嘅期望不斷提升，另外喺路上某啲地區交通十分擠迫，就
23 令到編定行車時間係好緊迫。跟住又講管理層嘅手法，管治嘅手法，呢個更多係
24 管理階層同埋員工之間嘅關係，係指某一啲巴士公司。

25 所以係有人手問題、待遇問題、工作時間問題，即係車長嘅工作時間問題，
26 政府係知悉。所以我哋係採取不同嘅措施，亦都係同巴士公司傾，我哋有嗰個工
27 作時間指引，正正就係我哋其中一個方法，希望係再縮短佢哋嘅工作時間，嚟到
28 改善佢哋工作環境。薪酬待遇，我哋係請巴士公司用各種嘅方法嚟到吸引新人入
29 行，亦都希望佢哋係改善現職車長嘅待遇。

30 MR DUNCAN：（經傳譯員）運輸署同呢一啲工會嘅關係，你係會點形容？就係健
31 康，定抑或好緊張？

32 陳美寶女士：（經傳譯員）運輸署係監管專營巴士公司嘅監管當局，車長係一個重要
33 嘅資產，亦都係一個重要嘅一環，如果唔係，就無法做呢個營運。當然我哋運輸
34 署唔係勞工處，但係我哋亦都係一直係同車長--即係工會保持一個關係，一個

1 持續不斷嘅關係。呢個關係一直都喺度，我哋亦都隨時係預備好同佢哋會面，一
2 係佢哋要求，又或者我哋自己採取主動係要求開會。

3 MR DUNCAN：（經傳譯員）我其實唔係問呢個關係係咪一直都係喺度定抑或點樣，
4 我哋係問即係個關係是否良好？

5 陳美寶女士：（經傳譯員）我諗好難去一概而論，然後去回答你個問題，或者係簡單
6 去回答你個問題，我好難咁樣去講。我只能夠話我哋嘅對話係持續不斷，而且
7 我哋嘅關係都係融洽，我哋大家傾一啲大家都關注嘅問題，我哋亦都考慮佢哋嘅
8 意見，同埋佢哋嘅關注，再加埋其他嘅睇法，然後先至草擬個個工作時間嘅指
9 引。講到話佢哋嘅車廠、喺巴士站嘅休息嘅設施，我哋亦都有同巴士公司講，就
10 希望可以照顧到車長日常嘅需要。

11 MR DUNCAN：（經傳譯員）你哋同巴士公司個關係又點呢？

12 陳美寶女士：（經傳譯員）好難去比較，我哋就係巴士營運商嘅監管當局，我哋好認
13 真嚴肅咁樣樣去監察佢哋嘅表現。講到職工會，我哋認為職工係喺呢一個程序裏
14 面，佢哋係重要嘅資產。如果冇嘅話，就無法有呢個有效率嘅服務。所以員工就
15 係佢哋一個重要嘅一環，所以我哋都認為佢哋係一個重要嘅持分者，因而我哋係
16 持續同佢哋保持一個對話。

17 MR DUNCAN：（經傳譯員）我哋就快會有一個小休，我想請你睇一睇呢一度個個標
18 題，呢份意見書嘅呢段文字個個標題。我諗呢個就係佢哋嘅感受，我較早時候亦
19 都提過佢哋嘅感受。佢哋有咁嘅感受，你覺唔覺得出奇？

20 陳美寶女士：（經傳譯員）我唔會講。

21 主席：（經傳譯員）要為求記錄起見，請你將佢讀出，亦都方便傳譯。

22 MR DUNCAN：（經傳譯員）呢度標題就話「政府運輸署官員嚴重失職，監管失
23 效」，即係工會佢哋有咁嘅睇法，即係咁樣寫上嚟委員會，你覺唔覺得係出奇？

24 陳美寶女士：（經傳譯員）我唔會作一個回應，不過我哋覺得係喺監管呢個巴士公司
25 方面，我哋已經盡責。我哋亦都有考慮職工會嘅意見，然後先至制定同車長有關
26 嘅一啲政策。我哋亦都係同佢哋保持呢個溝通嘅渠道，我哋亦都時常就係願意會
27 見佢哋，而佢哋表達咗意見嘅時候，我哋亦都認真考慮，然後先至制定我哋各
28 項嘅措施。

29 MR DUNCAN：（經傳譯員）好，唔該晒。我諗小休之後，我諗我哋同你再講一講係
30 一啲比較具體嘅事件，而係職工會就係已經提咗出嚟嘅，唔係全部要你逐個去
31 答，我就會抽其中一部分，就睇下運輸署有冇回應同埋如何去解決呢啲問題，我
32 哋小休之後會處理。

33 陳美寶女士：Thank you.

34 主席：（經傳譯員）係，我哋會小休十五分鐘，唔該。

1

2 上午 11 時 38 分聆訊押後

3

4 上午 11 時 58 分恢復聆訊

5 出席人士如前。

6

7 主席：（經傳譯員）鄧樂勤大律師。

8 MR DUNCAN：（經傳譯員）唔該，主席。陳女士，喺我哋講番公會向委員會提出嘅
9 一啲關注之前，我仲有幾點想問下你嘅。第一，就係你今朝早作供嗰時提到工作
10 時間等等個指引，我而家想講番你今朝早嘅口述證供係咁嘅。唔該晒，而家要
11 呢個科技做到先，就係更加常見嘅係相對嚟講，頭先就講到話公會有啲嘅要求就
12 係關於車長嘅工作時間、休息時間嘅，因為雖然條例係冇寫明要我哋指定車長嘅
13 工作時間同埋工作環境，我哋亦都有制訂指引係要求巴士公司追求--跟從呢一
14 個車長嘅工作時間、休息、用膳時間等等嘅，雖然你話即係條例就有要求要處理
15 呢啲事項，但係你都知悉有規例--喺條例底下有規例係指明呢啲事項係需要規
16 管嘅，你係知道，係嘛？

17 主席：（經傳譯員）係，你可唔可以話畀我哋聽喺邊度搵到？

18 MR DUNCAN：（經傳譯員）當然喇，局方嘅文件 125 頁，局方嘅文件嘅 125 頁，係
19 124、125 頁，係局方嘅第二份嘅文件。

20 主席：（經傳譯員）我哋睇嘅又睇邊度呢？

21 MR DUNCAN：（經傳譯員）我哋睇番呢一個條例嘅第 35 條，嗰度就講及由運輸及房
22 屋局局長訂立規例，咁第 35 條嗰度就講就係話係局長就可以就以下所有或任何
23 事宜訂立規例嘅。我想請你睇番跟住嗰版喇，就係 125 頁喇，就去到 J 嗰行
24 嘅，嗰個就係「就駕駛某專營公司所使用嘅巴士嘅司機而言，規管在本規例所指
25 明嘅任何期間 (i) 該司機可准許駕駛該類巴士的最多時數；及 (ii) 該專營公司給
26 予該等司機休息同埋用茶點的相隔時間」，你可唔可以話畀我哋聽有冇咩嘢特別
27 嘅原因，點解佢哋嘅工作時間係只係由指引規管，而唔係由規例嚟到去規管呢？

28 陳美寶女士：（經傳譯員）事實上，運輸署喺呢個指引嘅制訂其實係畀專營公司係自
29 願咁樣遵從嘍，係喺 93 年嘅時候係做嘍，咁 98 年嘅時候先至正式係有呢啲指
30 引嘅，自此之後，我哋有檢討過嗰個指引喇，亦都係修訂咗六次嘅，自從呢個
31 98 年以嚟，但講到話指引嘅係落實同埋係檢討喇，呢個係一個不斷進行嘅一個
32 程序喇。咁講到話係制訂嘅指引同埋修訂個指引，我哋都係透過係同巴士營運商
33 商討喇，亦都係透過我哋同職工會係開會商量喇，咁我哋就會係考慮晒所有持份
34 者嘅意見嘅。

1 喺實施呢啲指引嘅時候，我哋需要專營巴士公司係做嗰個監察工作，亦都提
2 供嗰個數據畀我哋嘅，運輸署本身亦都有聘請係獨立嘅承辦商幫我哋做一個獨立
3 嘅調查，去查下睇下佢哋有冇遵從嘅。過去多年，我哋可以見到巴士公司遵從呢
4 個指引嗰個比率都相當高㗎，我哋冇睇到佢哋係大幅咁樣偏離咗呢一個指引。所
5 以從呢個營運嘅角度嚟到睇，我哋認為目前嗰個安排，即係話工作時間以及係駕
6 駛時間，以及係休息同埋用膳時間，係用指引嘅形式嚟到定出係恆之有效㗎。咁
7 如果係見到係持續不斷巴士公司係唔遵從嘅話，我哋就會採取跟進行動，包括就
8 係發出呢一個警告信或者勸喻信，嚟到確保佢不遵從嘅情況可以儘早得以糾正，
9 唔該。

10 MR DUNCAN：（經傳譯員）係咪咁講呢，就係部門根本冇諗過係要透過規例嚟到做
11 呢？

12 陳美寶女士：（經傳譯員）根據現有嘅框架，呢啲指引係一個有效嘅工具，讓我哋可
13 以監察巴士公司嘅表現，監察巴士公司點樣樣去調派車長去工作喇，呢啲指引講
14 出咗係工作、休息同埋用膳時間有咩嘢要求，呢個係關乎車長嘅情況㗎。我哋亦
15 都有同巴士公司講，亦都係同佢講，一定要畀足夠嘅休息設施係畀啲車長㗎，呢
16 個係不斷咁喺度一直做緊嘅工作。落實嘅時候、施行嘅時候亦都係要實際嘅。我
17 哋繼續指引而家係有效㗎，係我--當然，我哋亦都會睇埋呢樣嘢嚟到去評估專
18 營公司係咪真係提供到個適當、有效率嘅服務。

19 MR DUNCAN：（經傳譯員）我咁講啱唔啱呢，是不是職工會都有投訴，就話巴士公
20 司其實冇遵從到嗰個指引㗎，呢個都係職工會同埋職員同埋係職員方面--員工
21 方面不時都有係投訴呢一點㗎，係嘛？

22 陳美寶女士：（經傳譯員）我哋知道喺某啲時候曾經有個別嘅投訴，不過我哋自己本
23 身亦都係有獨立嘅調查，睇下巴士公司係咪真係有遵從我哋嘅指引㗎，我哋好盡
24 力咁樣樣去用呢一個獨立嘅查核機制，我哋亦都預期或者期望巴士公司係會確保
25 我哋呢啲要求佢哋係會遵從㗎。喺目前嚟講，喺個合理程度上，我哋都覺得係滿
26 意嘅，我哋都覺得巴士公司就係認真咁樣去對待呢啲指引喇，亦都有係遵從有關
27 嘅指引㗎。有遵從呢啲指引嚟到--喺佢哋嗰個調配工作嗰方面有遵從指引嘅。

28 MR DUNCAN：（經傳譯員）如果係做咗規例嘅話，你哋部門更有牙力去係執法，就
29 唔係單單係靠指引喇，係咪？同唔同意？

30 陳美寶女士：（經傳譯員）根據我哋一直以嚟嘅經驗，我哋都覺得滿意嘅就係呢啲指
31 引佢哋係有遵從，而且亦都一個制衡嘅機制嚟到確保我哋自己亦都有一個獨立嘅
32 查核，如果某一個時候、某一次係有不遵從，我哋就會同巴士公司係跟進，問下
33 佢點解有不遵從嘅個案，咁亦都會係採取適當嘅行動跟進。到而家嚟講，呢一個
34 機制都係恆之有效㗎。

35 MR DUNCAN：（經傳譯員）唔係，個問題就係話規例就會讓你哋係更有力--更有牙
36 力，就唔係淨係指引，問你同唔同意，唔係問你個指引係咪恆之有效，而係話如
37 果用咗規例，就係讓運輸署就係有--更有牙力去執行呢一個要求喇，同唔同

1 意？

2 陳美寶女士：（經傳譯員）我諗呢一點係要整體咁去睇，亦都睇番嗰個法律框架，目
3 前我哋運輸署嘅監察--我哋監察呢啲巴士公司，其實係沿自嗰個道路交通同埋
4 公共巴士服務呢兩條條例底下畀我哋嘅法定權力，所以以整體嚟到去睇，呢一個
5 就係我哋運輸署係點樣樣去履行我哋嘅職責，去扮演我哋嘅監察嘅角色，喺呢個
6 階段，我唔會評論究竟某一個要求係咪應該躉嚟規例更好，讓我哋更有牙力，因
7 為我哋監察巴士公司嘅表現，我哋都係要睇番整個框架去做嘅，裏面有法定嘅要
8 求喇、有專營權嘅條文喇同埋亦都有其他嘅指引喇同埋係通告嘍，都係我哋發出
9 嘍。

10 MR DUNCAN：（經傳譯員）立法會就覺得應該係畀呢個權力你哋，咁但係你覺得有
11 需要運用呢個權力，因為你認為呢一個非正式嘅機制你覺得係恆之有效，係咪咁
12 講？

13 陳美寶女士：（經傳譯員）我剛才講過，目前嗰個框架我哋就係用呢個框架嚟到去係
14 執行呢個指引喇，咁同埋係請佢哋糾正喇，如果有問題，我就認為而家係恆之有
15 效嘍。

16 MR DUNCAN：（經傳譯員）唔該。我哋未講職工會嘅關注之前，我就係想同你再跟
17 進另一點，呢個就係你哋嘅補充文件嗰度嘍，咁就係 TD-163 頁，請你哋將佢打
18 出嚟喇。我想請你睇番呢一版嘅第一個項目，就係第十七，嗰度委員會問嘅問題
19 就係話，如果呢一個黑盒或者車速紀錄儀嘅所需嘅係功能或者能力就係以書面係
20 話咗畀專營權公司聽，咁可唔可以畀啲副本我哋睇喇，咁同埋你有冇修訂過佢個
21 個功能？即係話由你一開頭要求佢哋去加裝呢一啲設施到而家，中間有冇修訂過
22 嗰個要求？呢個就係委員會問你哋個問題，咁或者我哋睇番你哋嗰個回應，你就
23 話部分就發出咗一個咁嘅文件嘍，咁就係話基本最低要求呢個係電子紀錄儀，新
24 巴士嘅電子紀錄儀器，亦即係黑盒嘅最低嘅基本要求，咁你就畀咗營運商喇，咁
25 就係附錄咗呢個附件嚟度嘅，根據呢啲要求，咁驗車主任就會抽查佢哋嗰個功能
26 嘍。

27 我哋知道就多年嚟就由於科技係有發展喇，咁而專營公司就已經主動咁樣樣
28 去同呢個供應商去擴充嗰個黑盒保存嘅資料嘅範圍，嚟到讓佢哋就可以更好咁管
29 理個車隊，包括就係車嗰個路線號碼、門鈴、開門、地點、係就係--地點等等
30 嘅。我想請你睇呢個 TD-1597 頁。喺 1597 頁嗰度喇，咁你見到有封信嘅，咁
31 呢個係運輸署發出去畀多間專營公司嘅一封信，呢封信係咪就係你所講嗰封信，
32 就要求佢哋係要裝呢個黑盒呢？

33 陳美寶女士：（經傳譯員）係呀，呢個就最初係要求要有黑盒嘍，係。

34 MR DUNCAN：（經傳譯員）睇下你跟住嗰版。

35 主席：（經傳譯員）呢個就係 2003 年嘅 10 月 7 (sic) 號，係咪呀？

36 陳美寶女士：（經傳譯員）係。

1 MR DUNCAN：（經傳譯員）喺跟住嗰版就開列咗係呢一個電子數據紀錄裝置嘅基本
2 最低要求，係嘛？

3 陳美寶女士：（經傳譯員）對唔住，你再問一次。

4 MR DUNCAN：（經傳譯員）係，喺跟住嗰版你就見到係列咗嗰個基本嘅最低要求出
5 嚟，係嘛？

6 陳美寶女士：（經傳譯員）係。

7 MR DUNCAN：（經傳譯員）自 2003 年開始，科技一直發展喇，黑盒而家可以提供
8 好多嘅資料喇喇，2003 年當時可能未發展到提供到，你都知道嘅，咁運輸署有
9 冇再發出進一步嘅指引去畀巴士公司，關於由黑盒度應該收納咩嘢嘅資料呢，考
10 慮到科技嘅發展？

11 陳美寶女士：（經傳譯員）我同同事啱啱確認咗，由 2003 年之後，我哋係冇再就住
12 呢個電子嘅數據紀錄儀係再發出指引。

13 MR DUNCAN：（經傳譯員）即係係要靠巴士公司自己去追上個科技喇？

14 陳美寶女士：（經傳譯員）的確咁多年嚟科技發展嘅，我哋而家係商量緊點樣可以加
15 強黑盒嘅功能，我今朝睇到喇，就喺個工作小組嗰度而家討論緊，就係 2018 年
16 3 月開始工作嘅，呢個係其中一個喺佢哋工作範圍嘅一個要點嚟嘅，係我哋--係
17 同巴士公司商討，過去咁多年我哋就有再就發出呢個修訂嘅指引去加強黑盒嘅功
18 能，但係我哋亦都會同巴士公司溝通喇，佢哋亦都願意去睇下有咩嘢方法去加強
19 巴士上嘅裝置。

20 主席：（經傳譯員）即係話個答案係冇錯，的確過去十四年呢樣嘢係交畀巴士公司自
21 己做喇？

22 陳美寶女士：（經傳譯員）正如我同事琴日睇到，呢十四年間我哋亦都有同巴士嘅製
23 造商同埋巴士公司一直保持聯繫，佢哋亦都知道科技嘅發展嘅，各項儀器有咩嘢
24 新嘅科技發展，我哋係的確冇發出任何嘅備考，就住呢一個嘅指引，咁但係唔等
25 於我哋冇研究過呢方面嘅。

26 MR DUNCAN：Now I want to go, please, to some of the matters
27 that --

28 主席：（經傳譯員）如果你而家唔再講黑盒呢。

29 MR DUNCAN：Yes.

30 主席：（經傳譯員）我想喺你講第二個範圍之前問呢個問題，或者你可以協助委員會
31 嘅。運輸署知唔知道而家用緊嘅譬如黑盒--數據盒喇，咁係各個專營巴士公司
32 用緊嘅係乜嘢呢？

33 陳美寶女士：（經傳譯員）唔好意思，係咪問我哋知唔知道...

1 主席：（經傳譯員）我問你知唔知道而家各間巴士公司用緊嘅所謂黑盒，佢個能力
2 係點樣嘅？

3 陳美寶女士：（經傳譯員）或者請我哋專家陳先生回答呢個問題嘅。

4 陳英傑先生：（經傳譯員）或者我好簡單講下喺黑盒而家用緊嘅功能係咩嘢。

5 主席：（經傳譯員）可唔可以回答，直接回答，答咗知或者唔知先，跟住你再畀你嘅
6 專家意見喇，你知唔知道而家各間嘅專營巴士公司用緊嘅所謂黑盒嘅儀器個功能
7 係點樣嘅？

8 陳英傑先生：Yes.

9 主席：So the answer is yes?

10 陳英傑先生：Yes.

11 主席：Thank you. Please explain.

12 陳英傑先生：（經傳譯員）基本上，黑盒呢個儀器係可以監察車輛嘅移動，係每隔某
13 一個時刻㗎，呢個 2003 年嗰陣時係--冇錯，係每一秒嘅方法去監察嘅。

14 主席：That was the 2003 requirement.

15 陳英傑先生：It's the 2003 requirement.

16 主席：Yes.

17 陳英傑先生：（經傳譯員）以前就係用一個即係非數碼嘅方式嘅，係一個製圖嘅方
18 式，今時今日就係電子嘅方式㗎喇，就基本上係可以用唔同嘅方式使用番呢個數
19 據嘅，我理解今時今日巴士公司除咗係紀錄之外，譬如話嗰個剎車喇、嗰個嘅車
20 速或者嗰個門、門鐘咁等等，都係有紀錄㗎喇，咁然後可以使用番喺黑盒呢啲嘅
21 數據去作為一個管理駕駛嘅工具去進行每日嘅監察嘅，呢個就係黑盒嘅基本功
22 能。當然喇，亦都有其他嘅科技嘅發展，譬如係全球定位系統喇。

23 主席：（經傳譯員）但係呢個都唔係新嘅科技喇？

24 陳英傑先生：（經傳譯員）個科技本身未必係新。

25 主席：（經傳譯員）喺 1990 年，喺美國嘅時候已經係有啲--即係有啲媽媽都識得買
26 啲全球定位系統儀器畀佢啲仔去海灣嗰度服役嗰時可以搵到方向。

27 陳英傑先生：（經傳譯員）嗰個科技本身未必係新，但係嗰個用嘅資料個方法就係唔
28 同㗎喇，喺管理數據方面，而家管理層係可以用番啲嘅數據可以監察番每日車
29 輛嘅運作喇，同埋司機嘅操守、駕駛態度都可以每日去監察嘅，你可以話對於巴
30 士嘅管理，呢個唔係新嘅科技喇，因為有唔同嘅運輸公司好耐以嚟都有用呢一個
31 嘅技術，由於香港嚟講，正如我所講，或者正如委員會講，並唔係--即係唔係
32 好似署長所講喇，我哋唔係就咁交界巴士公司做嘅，多年嚟我哋都有去四圍睇下

1 有咩嘢新嘅科技嘅應用。黑盒係提供一啲好基本嘅數據，但係咁多年嚟，我哋亦
2 都有同巴士公司溝通，請佢哋--即係話要利用數據--啲黑盒入面嘅數據去更好
3 管理巴士嘅行走同埋車長個態度嘅。佢哋亦都有咁做，據我知道，有啲巴士公司
4 最近其實都係將佢哋嘅系統同埋軟件升級，去更好利用黑盒數據資料。

5 主席：（經傳譯員）對於不同嘅巴士公司你有咁嘅要求，叫佢哋投放資源去用多啲新
6 嘅技術，咁呢個係咪用書面提出嚟？

7 陳英傑先生：（經傳譯員）而家我回答唔到呢個問題，我可以返去睇下，但係肯定我
8 哋有同佢哋成日開會傾，商討嘅。有時我哋嘅職員去個車廠睇番佢哋整體嚟講車
9 輛嘅構造同埋維護喇，我哋亦都有提呢一類型嘅討論嘅。但係呢啲嘅討論或者要
10 求有冇正式書面，咁我要返去睇下。

11 主席：（經傳譯員）無論係咪正式提出都好喇，有冇會議紀錄咩，有冇任何書信來往
12 咩，可以去顯示咁多年嚟你哋溝通之間有提過，如果你搵到嘅話，首先你搵出
13 嚟，就都畀啲副本畀我哋。

14 陳英傑先生： Sure.

15 陳美寶女士：（經傳譯員）我哋會盡量嘅。

16 主席：（經傳譯員）唔該。

17 MR DUNCAN：（經傳譯員）咁請你睇番行業工會嘅文件冊喇，第 185 頁。我諗我先
18 要請你睇番第 147 頁，呢一份文件我哋係冇譯文嘅，但係我將會請委員會係調-
19 -研--去考慮一小段。呢份文件係 147 頁開始嘅，如果睇番第 145 頁，你就可
20 以見到呢一個附隨嘅信件，呢個係巴士業職工盟交界檢討委員會嘅書面意見。咁
21 而家請你睇第 185 頁。而家睇番最耐個段，185 頁最耐個段。我有嘅翻譯嘅版
22 本就係話呢段嘅內容係咁樣嘅「為咗要收到花紅，車長必須要係通過一個評核，
23 而巴士公司成日用一個出勤表現作為畀唔畀花紅嘅因素喇，所以車長好多時候就
24 算生病都會繼續帶病上班嘅」，你見唔見到嗰部分？

25 陳美寶女士：（經傳譯員）我仲搵緊有關嗰個段落。我搵到一個段落，但係嗰個表達
26 嘅方式似乎就...

27 主席：（經傳譯員）或者你譯畀我哋聽咩。

28 MR DUNCAN：（經傳譯員）你可以睇下你同唔同意咩，我知道嘅版本係咁樣嘅，

29 陳美寶女士：（經傳譯員）你可唔可以讀你英文嘅譯文讀多次出嚟？

30 MR DUNCAN： I will read it to you again, yes. （經傳譯員）係，等我
31 睇下係--「員工要收到年中獎金嘅話，必須要經過評核，巴士公司卻將出勤率
32 作為其中一項評核指標去決定巴士員工能夠全數取得年中獎金，巴士員工往往為
33 咗得到整筆嘅年中獎金便儘可以帶病都會上班」，即係話就算佢哋應該本來請病
34 假，佢都繼續會去搵車嘅。

- 1 主席： That's bus captains do that?
- 2 MR DUNCAN：（經傳譯員）即係講緊係巴士嘅車長。可能你需要睇第 185 至 186 頁
3 喇。
- 4 陳美寶女士：（經傳譯員）或者等我協助一下。
- 5 MR DUNCAN： Thank you.
- 6 陳美寶女士：（經傳譯員）你提到嗰個段落係關於新入職員工以合約方式聘請嘅，巴
7 士公司會考慮佢哋出勤率作為其中一項評核指標是否續約，而員工往往為咗得到
8 公司續約，就算係生病都係會繼續執勤嘅。即係話出勤率係作為考慮員工續約嘅
9 因素，而工會覺得係不合理嘅。然後呢一段仲有第二部分嘅，就係話近年巴士公
10 司設立年中獎金畀新入職員工，咁樣巴士公司就係有一個評核嘅制度嘅，先至
11 --要通過先可以獲得個年中獎金，但係巴士公司亦都會將出勤率作出其中一個評
12 核指標。即係其實係有兩部分嘅，呢個段落。
- 13 MR DUNCAN：（經傳譯員）我哋唔需要爭拗入面嘅內容喇，或者我咁樣問你，工會
14 係咪曾經同運輸署反映過呢個問題㗎喇？
- 15 陳美寶女士：（經傳譯員）正如我所講喇，我哋都有睇過呢一封意見書，而最新職工
16 會喺不同嘅場合亦都有提過呢個關注，所以我係知悉嘅。
- 17 MR DUNCAN： Yes.
- 18 陳美寶女士：（經傳譯員）不過至於話佢哋有冇正式咁樣 樣你向運輸署係有書面嘅
19 意見或者係講過，我要返去查核嘅。
- 20 主席：（經傳譯員）但係佢哋已經係話咗畀運輸署聽有咁嘅情況個嗎？
- 21 陳美寶女士：（經傳譯員）我都要再查一查。我自己係知嘅，我嘅同事亦都知嘅，因
22 為呢個關注其實係職工會特別係喺大埔嘅意外之後都係有提出過嘅，不過我要返
23 去再查下，再返嚟書面咁回覆你哋嘅。
- 24 主席：（經傳譯員）好，唔該晒。
- 25 MR DUNCAN：（經傳譯員）係，麻煩你。我呢度要問嘅就係，第一，佢哋有冇同部
26 門講過；第二，如果有嘅話，咁究竟部門係採取一個乜嘢措施、咩嘢步驟去研究
27 呢件事呢，麻煩你回應嘅時候跟番呢一點。
- 28 陳美寶女士：（經傳譯員）我哋係知道佢哋有咁嘅關注嘅，喺不同嘅場合，我哋知道
29 嘅，媒體亦都有廣泛報導喇，呢個係喺大埔意外之後有咁嘅廣泛報導。不過至於
30 話有冇正式咁樣係同部分溝通過呢，因為呢度講及係新近推出嘅年中獎金喇，
31 同埋係講及呢個員工續約，新入職嘅員工續約嘅情況。咁呢個就係關乎埋佢哋嘅
32 招聘事宜嘅。
- 33 主席：（經傳譯員）咁如果你係知嘅話，咁更--嗰個大啲嘅問題就係話，既然係知

- 1 喇，到而家為止做過啲咩嘢？
- 2 陳美寶女士：（經傳譯員）係呢幾個月，自從大埔意外之後，由於廣泛報導，咁所以
3 我係知嘅，我要再睇睇究竟部門整體嚟講係有冇透過正式嘅渠道係知悉呢一個關
4 注嘅。
- 5 MR DUNCAN：（經傳譯員）職工會亦都有另一樣嘢就係提過出嚟嘅，就係同一個文
6 件冊嘅 311 頁。310 頁就係港九勞工社團聯會寫入嚟嘅。我想請你係睇最耐嘅
7 一段，喺 311 頁嘅最耐嗰段。我亦都有一個英譯本喺度嘅，就有關嗰一段係有
8 個英譯本我係將佢打出嚟嘅。
- 9 主席：（經傳譯員）可唔可以畀一份我哋嘅速記員？
- 10 MR DUNCAN：（經傳譯員）你慢慢睇咗先喇。
- 11 陳美寶女士：（經傳譯員）係。
- 12 MR DUNCAN：（經傳譯員）喺呢份意見書嘅呢一個部分，工會就講及廣告裏面嘅收
13 入嘍，廣告收入嘍，咁就話要求政府就係要檢討嘅，呢個就係指嗰個非票務收
14 入。呢樣嘢我想問下喇，工會係咪已經係同運輸署係提過呢？
- 15 陳美寶女士：（經傳譯員）我有聽聞過。
- 16 MR DUNCAN：（經傳譯員）即係話你而家先係首次係知道有咁樣嘅意見，而佢哋就
17 係將呢個意見交咗畀呢個委員會。
- 18 主席：（經傳譯員）可唔可以將佢係讀出嚟？邊一度係講話要求檢討？
- 19 MR DUNCAN：（經傳譯員）第 1 段嘅最後一句，「勞聯要求政府必須檢討非票務收
20 入嘅規管，呢個係指巴士專營權政策裏面嘅呢個部分，以免係上述惡性循環，不
21 斷重複」。
- 22 主席：（經傳譯員）好，唔該。所以你之前係唔知道佢哋有咁嘅要求，係嘛，陳小姐
23 --陳女士？
- 24 陳美寶女士：（經傳譯員）係，啱㗎。
- 25 MR DUNCAN：（經傳譯員）再請你睇番另一個項目，係 71 頁。
- 26 陳美寶女士：（經傳譯員）對唔住，主席，除咗係講話我哋之前係唔知，我可唔可以
27 亦都補充一下，講下我哋嘅睇法？
- 28 主席：（經傳譯員）當然可以喇，請你講吓。
- 29 陳美寶女士：（經傳譯員）根據佢哋嘅意見同埋佢哋提及就係公司對於係非票務收入
30 嘅定義，我就想係紀錄在案，公司係要擬備佢哋嘅周年賬目同埋佢哋嘅報告，呢
31 個都要跟番國際嘅標準同埋做法，而且佢哋亦都有內部嘅稽核喇，即係有我哋部
32 門嘅內部稽核嘅。如果佢哋係提議票價要增加，咁我哋部門就會係檢討喇，另外

1 就係運房局裏面有關嘅小組亦都會去檢視嘅。如果佢哋想申請加價，我哋會睇埋
2 佢哋嘅財務嘅情況喇，佢哋預計嘅收入同埋支出喇，以及係票務收入、非票務收
3 入，兩者我哋都會考慮埋嘅。唔該。

4 MR DUNCAN：（經傳譯員）我而家想請你睇同一查文件嘅第 67 頁。一封電郵，裏面
5 就係嚟自月薪車長大聯盟所提交畀委員會嘅一份意見書，我就想請你睇呢個 72
6 頁，72 頁就係嗰個翻譯本，或者你想睇番個中文版，就係第 68 頁嘅。麻煩你睇
7 一睇呢個第 3 段，個標題係「車長培訓」。

8 陳美寶女士：（經傳譯員）係喇，我已經睇咗喇。

9 MR DUNCAN：（經傳譯員）呢個關乎培訓嘅事宜嘅。我想問下喇，工會有冇時不時
10 咁樣樣係同部門係提及呢一啲關注？

11 主席：（經傳譯員）對唔住，你可唔可以講得具體一啲？

12 MR DUNCAN：（經傳譯員）呢段裏面佢哋都係一個投訴嚟嘅，咁我想問喇，部門係
13 知唔知悉佢哋有呢個咁嘅情況？

14 主席：（經傳譯員）起碼你話畀我聽，究竟你講嘅邊一樣係嗰個重點？

15 MR DUNCAN：（經傳譯員）當然可以喇，主席。我想喺嗰個譯本嗰度係引述，嗰度
16 就咁講，「目前訓練就由一至兩名學員同埋導師組成，導師會同學員相處十七
17 日，除咗教導學員正確嘅駕駛技術同埋態度，亦都會觀察學員嘅性格，可怕公司
18 現行嘅制度無視相關嘅意見，其實九巴駕駛訓練學院嘅學生源源不絕，川流不
19 息，無奈一年之後，剩下嘅寥寥可數。工作壓力大，包括精神壓力。招聘廣告與
20 實際收入不相稱等都係流失嘅原因。」呢啲嘅指稱、指控，有冇係喺過去曾經已
21 經同部門講咗呢？

22 主席：（經傳譯員）對唔住。

23 MR DUNCAN：（經傳譯員）我嘅問題係，呢啲嘅投訴有冇話過畀運輸署聽？即係過
24 去。

25 陳美寶女士：（經傳譯員）我睇咗嗰個中文版，亦都睇咗個英文版，呢一段文字嘅開
26 頭嗰度提及一個個案，有一個個案就係一個係新入職嘅應徵者喇，咁就係接受培
27 訓同埋考咗牌，咁一個禮拜之後--入職一個禮拜就發生交通意外，而公司係為
28 呢一個車長提供培訓，中文嗰度咁寫嘅，就話公司喺現有嘅制度底下係唔會考慮
29 相關嘅意見嘍，嗰度話無視相關嘅意見，其實佢最初嘅時候就講，係話車長個培
30 訓，但係呢一段文字嘅後面嘅部分其實就係講呢啲新入職嘅人士佢哋係工作一年
31 喇，咁佢哋可能係要賠款嘅，喺呢一方面嚟講，呢一類嘅投訴關於嗰個具體嘅安
32 排喇，呢個咁嘅投訴就有嘞，我哋冇收過咁嘅投訴，冇。

33 MR DUNCAN：（經傳譯員）講下第二部分喇，咁呢啲行業工會會唔會不時同你反映
34 呢個意見呢，關於有咩嘢安全技術，又或者有乜嘢安全嘅條文可以引入規管巴士

1 呢，佢哋自己有冇就畀過意見你？

2 陳美寶女士：（經傳譯員）我要請同事去查一查先。或者請關女士回答吓。

3 關翠蘭女士：（經傳譯員）我哋過去兩年同工會聯絡，係好少提出咁嘅問題嘅，係講
4 關於安全嘅儀器嘅，我記得佢哋曾經講過，喺擋風玻璃有除霧裝置，因為佢哋覺
5 得春天嘅時候就好多霧，個情況嚴重喇，之後我哋亦都同佢哋僱主跟進，睇下有
6 乜嘢解決方法。呢個係唯一一個關於安全嘅事項我記得係有傾過嘅。

7 MR DUNCAN：（經傳譯員）工會有冇不時提出，譬如係話嗰個嘅車鏡或者係擋風玻
8 璃個除霧裝置？

9 主席：（經傳譯員）我諗佢頭先係講咗，係幾年之前曾經提過呢樣嘢，係咪？

10 關翠蘭女士：（經傳譯員）又或者兩、三年前，係嘅。

11 MR DUNCAN：（經傳譯員）顯示屏呢，同埋一啲警告嘅裝置呢，或者一啲嘅譬如倒
12 後嘅感應器咁樣，工會有冇提過？

13 關翠蘭女士：（經傳譯員）對唔住，我自己就唔知喇。

14 MR DUNCAN：（經傳譯員）工會代表係咪喺你嘅工作小組都係有一個代表嘍，去睇
15 下有冇咩嘢新嘅科技可以應用？

16 陳美寶女士：（經傳譯員）冇嘍，工作小組個重點係睇下有咩嘢嘅加強巴士運作嘅裝
17 置喇，同埋培訓嘅框架，我哋同巴士公司同埋廠商商量，喺巴士公司角度而言，
18 我哋預期佢哋會考慮番公司本身個情況，其他嘅持份者嘅意見，再畀番佢哋嘅回
19 應我哋嘅。好似我頭先同事咁講喇，我哋同工會持續嘅溝通都係喺制訂嗰個工作
20 時數指引嗰方面嘅發展嘅，喺咁嘅情況，我哋比較通常傾嘅就係工作環境，同埋
21 佢個工作時數、薪酬等等，就唔係話好常見會去商量佢哋嘅合約條款、工資，因
22 為呢個係個別公司個佢哋僱員嘅安排。巴士公司係要根據《僱傭條例》去符合入
23 面嘅僱傭嘅要求喇，亦都係制訂工作時間、合約條款咁樣。

24 主席：（經傳譯員）冇咩嘢原因點解冇巴士工會嘅代表係喺你個工作小組呢，尤其
25 是你考慮緊其中一樣嘢係培訓？

26 陳美寶女士：（經傳譯員）唔該，主席。工作小組個工作範疇就係本身係睇巴士嗰個
27 安全裝置，同埋睇下有冇咩嘢方法增強或者監察培訓嘅架構。工作小組個職權範
28 圍就唔包括引入新嘅培訓要求或者係單元要求公司跟從嘅，我哋做嘅就係對於現
29 有嘅培訓嘅安排，我哋將佢達至一致性嘅。

30 主席：（經傳譯員）其中一個考慮嘅科技嘅裝置就係一個顯示車速屏嘅，喺巴士上面
31 嘅，我嘅理解啱唔啱？呢一樣嘢係咪會--即係巴士司機本身都會有參與呢？

32 陳美寶女士：（經傳譯員）顯示個速度嘅顯示屏，其中一個工作小組考慮嘅儀器嚟
33 嘅，但係我哋亦都明白巴士公司一個反應，就係話可能會令到巴士司機係更加大

1 壓力嘅，因為乘客都喺車上可以一直監察巴士司機點樣揸車，如果有個咁嘅建
2 議，係會對職員係有影響嘅話，運輸署亦都好高興可以即係請職方參與去商量
3 嘅。

4 主席：（經傳譯員）唔單只係話巴士公司話畀你聽佢哋車長可能覺得如果裝個車輛顯
5 示屏會有咩嘢問題嘅話，你點解冇直接問下佢哋職方睇法呢，同工會見面呢？

6 陳美寶女士：（經傳譯員）我哋係樂意同佢哋見面嘅。

7 主席：（經傳譯員）鄧樂勤律師。

8 MR DUNCAN：（經傳譯員）咁喺你個工作小組有冇持份者代表？

9 陳美寶女士：（經傳譯員）有巴士營運商喇，同埋巴士嘅製造商，亦都有車輛牌照及
10 檢驗組喇、機電署喇去睇番科技或者技術嗰方面嘅問題喇，同埋道路安全同埋標
11 準，呢個都係運輸署底下其中一組去睇番全港嘅道路安全。

12 主席：（經傳譯員）咁一方面你就係有運輸署、巴士公司同埋亦都有啲技術上嘅問題
13 就係請巴士嘅製造商都參與嘅，我理解有冇錯？

14 陳美寶女士：Yes.

15 MR DUNCAN：咁運輸署有冇考慮過請埋工會嘅代表參與工作小組嘅呢？

16 陳美寶女士：（經傳譯員）而家嚟講就有工會代表喺工作小組嗰度嘅，工作小組嘅職
17 權範圍就係考慮下有可行嘅建議喇，睇下我哋一般嘅做法喇，如果係有啲有系統
18 嘅諗法或者建議嘅話，我哋就會同持份者溝通㗎，就係包括職方、工會，我哋樂
19 意咁做。

20 MR DUNCAN：（經傳譯員）即係你嘅答案係冇？

21 陳美寶女士：（經傳譯員）我哋冇考慮到--我哋考慮咗嘅，因為呢一刻工作小組先至
22 啱啱喺度傾呢啲嘅儀器同埋培訓嘅初步諗法，咁而呢啲亦都係牽涉巴士車長嘅培
23 訓嘅，到我哋有更加多細節嘅建議之後，我哋就會可以會見工會，同佢哋分享我
24 哋嘅建議喇，呢個我都有諗過㗎。

25 主席：（經傳譯員）即係你而家諗下呢個階段就係唔牽涉工會先嘅？

26 陳美寶女士：（經傳譯員）冇錯㗎，喺最初草擬一個建議嘅階段。

27 MR DUNCAN：（經傳譯員）咁你有冇將呢個諗法同工會溝通過？

28 陳美寶女士：（經傳譯員）冇，因為呢一個工作小組係由我哋成立嘅，去考慮所有唔
29 同嘅--由署方提出嘅建議、諗法，咁我哋就係等待制訂一啲更多細多嘅建議
30 嘅，我哋有一個更加系統性嘅架構嘅時候，我哋就會諮詢有關持份者。

31 MR DUNCAN：（經傳譯員）而家想請你睇下第二個問題喇，都係工會提出嘅，喺工
32 會嗰個文件冊第174頁。同樣喇，呢份文件都係呢部分冇譯到嘅。

1 主席：（經傳譯員）係咪就 174 (sic) 頁開始嗰份文件？

2 MR DUNCAN：（經傳譯員）的確係。呢個係巴士業職工盟嘅書面意見嘅，其實我會 -
3 -其實睇番嗰個成個文件開頭，145 頁嘅，咁我都會繼續講番。而家想請你睇番
4 174 頁頁底，你可唔可以自己睇下先？

5 陳美寶女士：（經傳譯員）唔好意思，係咪頁底？

6 主席：（經傳譯員）第 2 段，174 頁，第 2 段。你會見到呢個 Alexander Dennis
7 Enviro E500NG 系列。

8 陳美寶女士：（經傳譯員）我哋睇咗喇，呢段。

9 MR DUNCAN：（經傳譯員）呢段係咪解釋番畀委員會聽，如果係有尾軸轉向功能嘅
10 話，巴士□起上嚟有個咩嘢危險，尤其是係 12.7 米長嘅巴士？

11 陳英傑先生：（經傳譯員）或者我嘗試回答呢個問題。我相信個問題就係最近就係引
12 入 12.8 米巴士嘅，咁而嗰個轉向有啲司機就覺得轉彎嗰時係好難操控嘅。首
13 先，任何嚟香港引入嘅巴士都要符合所有嘅車輪構造及維修嘅規例嘅，而嚟香港
14 呢啲巴士，超過百分之九十九都係嚟自歐洲車廠嚟喇，都係要符合歐洲嘅標準。
15 個問題係到底呢啲巴士嚟香港係咪適用呢，呢個先係主要問題，嚟我哋嘅系統當
16 中，任何引入新巴士嘅時候，第一件事都係要經過一啲嘅程序嘅，個程序係咩嘢
17 呢？除咗係睇車輛技術嘅問題之外，都要睇下呢個車輛嚟道路上係咪適宜香港使
18 用，符合咗技術要求之後，我哋見到嘅呢啲嘅巴士，佢係技術上係可行，係可以
19 嚟香港路上行走嘅，而我哋都留意到有啲司機就認為因為呢啲巴士比起現有嘅
20 長，而家現有嘅都係 12 米，但係新引入嘅係 12.8 米，嚟轉彎嘅時候，車輛控
21 制方面--即係佢哋比較適應舊款嘅巴士嘅駕駛方法喇。

22 咁我哋就要求佢哋做幾樣嘢，第一，巴士公司要訓練佢哋嘅員工適應新嘅巴
23 士，並唔係話架巴士本身危險，又或者只係係可唔可以係好好控制好架巴士啫；
24 第二，如果呢架巴士比起大部分香港現行嘅巴士都長嘅話，嚟使用新嘅巴士嘅時
25 候，我哋又要睇下個路線喇，會派啲車行咩嘢路線喇，而家當我哋派 12.8 米嘅
26 巴士行走路面嘅時候，係行某啲路線嘅，我哋要試過，要確保係可以安全咁樣行
27 走先至會准巴士公司派呢啲車行嗰啲路線嘅。唔係所有巴士都係 12.8 米，有啲
28 巴士公司都係用番 12 米嘅車，有啲甚至--可能係上山頂、上山嘅就用一啲巴士
29 更加短，呢個係培訓問題同埋係恰當咁樣調派呢啲巴士行走某啲路線，並唔係話
30 啲巴士本身係危險嘅，呢個係我嘅回應。

31 主席：（經傳譯員）你話百分之九十九係嚟自歐洲，亦都符合歐洲嘅標準，係嘛？

32 陳英傑先生：（經傳譯員）係。

33 MR DUNCAN：（經傳譯員）我想問，職工會冇同運輸署提過呢件事呢？

34 陳美寶女士：（經傳譯員）有嘅，我哋知道嘅，亦都有睇過嘅。

1 陳英傑先生：（經傳譯員）其實工會有同運輸署講過嘍，咁因此我嗰個組別係有好仔
2 細咁樣樣去睇過佢嗰個轉彎個弧度同埋轉彎個路線嗰個問題嘅。我哋有講過就話
3 係巴士公司都要睇嘅，因為司機有投訴，佢哋就覺得就唔穩陣，即係咁長嘅一架
4 新車，佢哋覺得就係揸得唔好，咁所以我哋就話巴士公司要做多啲培訓，咁而當
5 我哋嗰部分，我哋做呢一個係類型評估嘅時候，只能夠批准佢做某一啲路線嗰度
6 用嘅。

7 主席：（經傳譯員）或者最後一點，然後我哋就小休午飯。有長啲嘅巴士，當然有優
8 點喇，咁其中係咪包括即係載客量係高啲，呢個係咪長身啲嘅巴士嘅一個原因
9 呢？

10 陳英傑先生：（經傳譯員）嚴格嚟講，如果架巴士更長，咁可以安多啲座位，咁但係
11 以呢一個型號嚟到計，呢個型號本身如果喺香港行走，都有一啲係好處，一啲優
12 點嘅，除咗多幾個位，佢嗰個新嘅科技，同埋就係可以駕駛得更好。

13 主席：（經傳譯員）或者係午後我哋可以再講。

14 陳美寶女士：（經傳譯員）其實--譬如話係輪椅嘅乘客，坐輪椅嘅乘客，佢可以就係
15 出入容易啲嘅，所以係呢一類嘅巴士係喺呢一方面係有所改善嘅，所以我哋喺評
16 估巴士營運商嘅時候，呢一點我哋都睇埋嘅。

17 主席：（經傳譯員）好，我哋而家就係小休，就係兩點半再繼續嘅，唔該。

18

19 下午 1 時 02 分聆訊押後

20

21 下午 2 時 30 分恢復聆訊

22 出席人士如前。

23

24 主席：（經傳譯員）各位，午安。鄧樂勤大律師。

25 MR DUNCAN：（經傳譯員）唔該晒主席。陳女士，我相信你係想有啲補充嘅，係咪
26 呀？關於話用呢啲比較大型嘅巴士嘅好處。

27 陳美寶女士：I have nothing to add.

28 MR DUNCAN：（經傳譯員）我諗陳先生，係，對唔住，係咪陳先生？

29 主席：（經傳譯員）係，你頭先啱啱講到話用呢啲大型嘅巴士係有好處嘅。

30 陳英傑先生：（經傳譯員）係，我諗我哋同事就係已經講咗嘍喇，就話大部嘅巴士
31 就係可以有低地台，讓輪椅可以上嚟。

1 主席：（經傳譯員）換句話講，就係上落係容易啲，係咪呀？

2 陳英傑先生：（經傳譯員）係。

3 主席：（經傳譯員）唔該。

4 MR DUNCAN：（經傳譯員）我就係想問，琴日係黎先生問過佢，不過佢就係答唔
5 到，我諗就係羅教授喺聆訊嘅時候有提過嘅，呢個就係講及係需要幾多司機，因
6 為話有一啲叫做特別更，當時問嘅問題就係話有冇做過任何嘅研究，去睇下有冇
7 影響，即係話如果呢個特別更十四個鐘呢一個上限係取消嘅話，對司機嘅數目有
8 咩嘢影響，琴日就講過話需要多二百五十位司機嘅，黎先生就同我哋話，就話呢
9 個研究就係部門進行嘅，我就想問下，唔知你係咪可以同我哋講一講就嗰個研究
10 嘅結果係點？

11 陳美寶女士：（經傳譯員）係，我可以嘅。我哋就呢個工作時間嘅指引嘅檢討係喺
12 17年嘅9月係開始檢討嘅，呢個係因為局方請我哋去做嘅，我哋就希望就睇下
13 係咪有空間可以進一步改善係車長嘅工作嘅條件，特別係車長嘅工作時間，講到
14 話要改善佢哋嘅工作情況，亦都睇番過往嘅改變同埋修訂。我哋就係比較全面咁
15 樣去檢討過嗰個指引，我哋考慮咗佢哋嘅營運嘅要求，即係話專營巴士公司嘅營
16 運要求，以及係乘客，以及公眾，係希望巴士嘅服務水平有所提升，另外車長亦
17 都希望工作嘅情況，工會亦都係希望嗰個工作嘅條件有所改善嘅。

18 我哋做指引嘅時候，考慮咗數個因素嘅，其中係包括對人手嘅影響，即係話
19 如果實施呢一啲指引對人手有咩嘢影響，我其實講過，其實嗰個出發點就希望改
20 善車長嘅工作條例，特別就係希望將嗰個更次嘅時間縮短，同埋車長嘅駕駛時間
21 係縮短嘅。

22 最新嘅修訂指引其實就係涉及我哋一個研究，研究一下係需要額外係增加幾
23 多個車長嘅，大概就二百六十個，我哋就係喺我哋嘅文件夾或者意見書，5號文
24 件嗰度嘅。

25 我哋亦都研究過目前長嘅更次嘅工作時間係咪可以縮短，而家有一啲巴士公
26 司係有一啲比較長嘅更次嘅，我哋嘅理解就係咁嘅，有一啲巴士營運商佢哋係有
27 一啲長嘅更次時間嚟到去滿足呢個早上同埋係傍晚嘅繁忙時間，特別係一啲係路
28 程比較長嘅路線，以及係會係跨越幾個地區嘅，譬如話由新界嗰度係去到港島呢
29 一啲嘅路線。我哋睇過，睇下係咪可以將嗰個更次時間同埋駕駛時間係將佢縮
30 短，呢啲就叫做係特別更次。我哋根據巴士公司畀我哋嘅資料，同埋亦都睇過嗰
31 啲嘅數據，我哋手頭上係已經係從自己嘅調查嗰度收集咗一啲數據，呢啲就係上
32 左車上面就去收集嘅數據。

33 另外亦都係睇番車長嘅編制同埋實際嘅人手，我哋就分析過，究竟係對增加
34 人手方面嘅影響有幾大，然後睇下呢啲嘅特別更次嘅係--最長嘅更次時間係咪
35 可以進一步縮短嘅，或者係好概括性咁講，我哋可以話粗略嘅估計，對人手嘅影
36 響，即係話將呢啲嘅特別更次嘅最高嘅時間就係會要增加一千六百名嘅司機，係

1 指係所有嘅專營巴士公司加埋一齊嘅。

2 我哋睇過呢啲因素，當然我哋亦都係要確保巴士嘅服務水平係令人滿意嘅，
3 另外亦都要睇下巴士公司實際上係咪能夠招聘到額外嘅人手，好讓佢哋可以適時
4 咁樣樣去落實有關嘅指引。我哋亦都好想，亦都向巴士公司係建議過，我哋不斷
5 同佢哋開會，就話我哋希望佢哋可以有一個合理嘅時間嚟到全面落實嗰個指引。

6 我哋考慮過嗰個人手嘅影響、係咪可行以及嗰個時間，即係話全面引入呢個
7 指引嗰個時間表，我哋最終就認為喺個修訂本嗰度，就特別更次係有一個特別嘅
8 提述嘅，呢個特別更次最長嘅時間，我哋就話都依然係上限嘅十四小時，但係呢
9 啲做特別更次嘅車長佢嘅駕駛時間應該將佢減至係十小時，呢個十小時就係同一
10 般正常更次嘅駕駛時間係一樣。

11 此外，我哋亦都有多一個要求嘅，就係要求巴士公司係提供一個休息時間，
12 而呢個休息時間係要不少於三小時嘅，亦都喺嗰個更次裏面，呢個去確保車長可
13 能係要調派到去揸啲咁樣嘅路線，而係要有特別更次嘅安排。都希望佢哋有一個
14 足夠嘅休息時間，而嗰個駕駛時間，即係話佢坐埋個軟盤嗰度開車嗰個時間就係
15 將佢減至十小時。

16 我哋係將嗰個研究同埋評估就係交咗畀運房局，亦都同運房局係傾過，討論
17 過之後，亦都留意到係對各方面嘅影響，嗰個指引就最終定咗稿，亦都係頒布
18 咗，係今年年初嘅時候頒布咗，係2018年嘅2月。唔該。

19 MR DUNCAN：（經傳譯員）對唔住，或者我再想講一講啲數字，我恐怕我可能就
20 係喺你嗰個陳述書嗰度就或者係有啲誤解嘅，我想請你澄清一下某一啲數字嘅。

21 陳美寶女士：（經傳譯員）好呀。

22 MR DUNCAN：（經傳譯員）目前，而家有幾多人係請咗係做車長嘅呢？即係所有嘅
23 專營公司，所有加埋有幾多人係車長呢？

24 主席：（經傳譯員）等你係搵嗰頁出嚟嘅時候，係咪都答咗先，等我哋可以理解一
25 下？

26 陳美寶女士：（經傳譯員）我想請大家睇嘅就係運輸署嘅文件夾嘅5號文件，第一個
27 表，表1，總數加埋係多過萬二。

28 主席：（經傳譯員）喺邊度搵到呢？喺邊一段？

29 陳美寶女士：（經傳譯員）第9段，第9段下面就有表1，嗰度就係分別列出個別專
30 營權巴士公司嘅車長嘅數目。

31 主席：Thank you.

32 陳美寶女士：（經傳譯員）嗰個總數，個別公司佢嘅車長嘅數目，如果將佢全部加
33 埋，就係萬二。

1 MR DUNCAN：（經傳譯員）假設嗰個指引係落實，你哋嘅估計係點呢？即係話要增
2 聘幾多嘅車長呢？

3 陳美寶女士：（經傳譯員）不如大家睇番呢個第7段，同一份文件嘅第7段。好粗略
4 咁樣睇過，係營辦商佢粗略嘅係一個預測，就話總共係要二百五十位嘅車長，
5 先至可以係全面落實嗰個指引嘅，我哋自己亦都係睇過呢個數字，我哋亦都比對
6 我哋自己手頭上嘅資料，即係話睇番係車長嗰個編制同埋嗰個實際人手嘅數字，
7 所以大概係要增加二百五十位車長。

8 MR DUNCAN：（經傳譯員）好，唔該。如果特別更次，特別更次喺嗰個指引嗰度
9 嘅，如果係有特別更次嘅話，對二百五十個數字有咩嘢影響呢？

10 陳美寶女士：（經傳譯員）就會增加，增加到要額外多一千六百位車長。

11 MR DUNCAN：（經傳譯員）即係話唔係二百五十，就變咗係一千六百，係咪呀？

12 陳美寶女士：（經傳譯員）係。換句話講，係編制嘅多於百分之十，即係所有公司加
13 埋一齊。

14 MR DUNCAN：（經傳譯員）或者我哋自己都計到嘅，不過我諗你亦都可以好精簡咁
15 樣樣係介紹一下，點解會個數字大增到係嗰個水平呢？

16 陳美寶女士：（經傳譯員）或者我係請我嘅副手佢就係好熟悉呢一個更次同埋人手嘅
17 問題，等佢解釋，係讓你哋係好簡單、好直接咁樣去理解個問題。

18 MR DUNCAN：（經傳譯員）好，唔該晒。

19 李萃珍女士：（經傳譯員）我會盡量係簡單嘅。呢度講緊嗰個佢哋營運嘅時間好長，
20 一早一晚亦都有一個繁忙時間，我哋唔畀司機就係咁長嘅更次嚟到係包括咗一早
21 一晚嘅繁忙時間，即係話要有額外嘅司機先至可以做晒嗰兩節嘅繁忙時間，佢哋
22 就要有短啲嘅時間，即係話六個鐘或者七個鐘，咁樣就有效率嘅，即係換句話
23 講，因為我哋要有照顧朝早嘅繁忙時間同埋傍晚嘅繁忙時間，與其係一個人做，
24 就要分兩個人去做，計人頭，就唔係二百五十嘅兩倍，而係就係多啲人，因為每
25 一個人做嘅更次時間係短啲，可能係六個鐘、七個鐘，甚至乎係五個鐘，所以就
26 唔係二百五十乘二，我哋要更多嘅人手。

27 你可能會話一般司機係駕駛時間係十小時，但係如果係有咗呢個特別嘅更
28 次，呢個分開兩節嘅更次嘅話，咁樣就係有百分之十三嘅司機就係需要係將佢乘
29 二，而每人就唔係十四個鐘，就係更短嘅時間，譬如係六個鐘，所以計數就係咁
30 樣計嘅，所以就去到一千六百。我希望我就澄清咗嗰個計算方法。

31 主席：Thank you.

32 羅先生：I wonder if I can ask a question.

33 主席：Please do.

- 1 羅先生：（經傳譯員）喺特別更次有幾多司機，將嗰個數目乘二唔係就係答案喇咩？
- 2 李萃珍女士：（經傳譯員）唔得。
- 3 羅先生：How come it's not?
- 4 李萃珍女士：（經傳譯員）我要解釋一下，有一千二百個司機，呢個係個編制，即係
5 去滿足每日個需求，就有九千個更份，但係人數要多啲，因為每人返工返六日，
6 仲要放假等等。我可以話每日我哋需要九千個駕駛嘅更份，而當中大概一千二百
7 個就係特別更次嘅，即係百分之十三，大概百分之十三。所以呢個一千二百個
8 更次，要將佢乘二，即係二千四百，但係咁又唔需要雙倍嘅，即係話大概一千六
9 百個，我哋要用更次呢個概念去睇呢件事。
- 10 MR DUNCAN：（經傳譯員）特別更次係咪一個新措施嚟㗎？定或喺最近嘅修訂指引
11 之前已經存在㗎喇？
- 12 陳美寶女士：（經傳譯員）特別更次係由個別嘅專營巴士公司去營運嘅，去處理一早
13 一晚嘅高峰期，我哋就考慮下最高嘅工作嘅時數，無論係咪特別更次都好，可唔
14 可以縮減。喺呢次修訂指引，我哋都藉機會去澄清我哋對於最大駕駛同埋工作時
15 間，我哋嘅要求係點，喺咁嘅角度底下，我哋就加入咗喺指引入面一個要求，去
16 清楚解釋呢一個特別更次嘅要求係乜嘢，而呢一個安排，我哋個要求係點呢？即
17 係關於係最高嘅工作時數、駕駛時數同埋係休息時間。
- 18 MR DUNCAN：（經傳譯員）即係呢個指引之前就冇提到特別更次嘅？
- 19 陳美寶女士：（經傳譯員）冇錯。
- 20 MR DUNCAN：（經傳譯員）只係喺巴士公司營運期間係慢慢演變出嚟，係有演變過
21 程嘅？
- 22 陳美寶女士：（經傳譯員）我哋都知道更重要嘅係喺同巴士公司商量嘅時候，同工會
23 見面嘅時候，我哋都聽到有啲意見，有啲司機係被指派做特別更次嘅時候，呢啲
24 司機亦都關注薪酬或者係實際上賺取嘅酬金係幾多嘅，尤其係做特別更次嘅同
25 事，我哋一方面探討點樣可以縮減駕駛同埋工作時間，另外一個喺商討嘅時候提
26 出嘅關注，就係職方有啲焦慮，會唔會係咁樣影響到佢哋收到巴士公司發畀佢哋
27 嘅薪酬嘅減少，呢一個過程我哋都要處理呢啲問題嘅，呢個過程都不斷演變。
- 28 主席：（經傳譯員）呢一種關注係點樣表達出嚟呀？
- 29 陳美寶女士：（經傳譯員）即係話驚影響佢哋嘅薪酬，喺書面意見書入面同埋同佢哋
30 見面，同運輸署都有提到嘅，因為由2017年10月至到2018年嘅2月，運輸
31 署有同不同嘅工會會面，喺嗰段期間，我哋亦都有一系列嘅會面嘅。
- 32 主席：（經傳譯員）唔該。
- 33 MR DUNCAN：（經傳譯員）唔該晒陳女士。我而家想同你講第二個範圍，...

1 主席：（經傳譯員）你開始講之前，鄧樂勤大律師，應該律師想問嘅問題就係咁嘅，
2 呢個做法係已經維持咗幾耐喇？

3 李萃珍女士：（經傳譯員）我諗呢個問題已經有十年、二十年嚟喇之前。

4 主席：（經傳譯員）即係一個係長久以嚟個做法都係咁？

5 陳美寶女士：（經傳譯員）係呀。

6 主席：（經傳譯員）係，大律師。

7 MR DUNCAN：（經傳譯員）而家請你睇下秘書處嘅文件第 2 冊第 664 頁，而家係咪
8 睇緊呀？呢個係道路安全研究小組嘅文件，佢哋畀咗啲意見，就係關於係呢一個
9 公共交通策略研究，簡稱英文 PTSS，係佢哋將呢個意見書交咗畀立法會嘅交通
10 事務委員會嘅，似乎個日期就係 2015 年嘅，呢份文件。

11 陳美寶女士：（經傳譯員）係。

12 MR DUNCAN：（經傳譯員）係咪有公共交通策略研究 2015 年嘅時候？

13 陳美寶女士：（經傳譯員）係呀，係有一個策略研究，係 2015 年做嘅。

14 MR DUNCAN：（經傳譯員）運輸署有冇參與呢個研究？

15 陳美寶女士：（經傳譯員）係，由局方帶頭嘅，就有運輸署嘅協助。

16 MR DUNCAN：（經傳譯員）運輸署喺進行研究期間有冇留意到有呢份文件？

17 陳美寶女士：（經傳譯員）喺立法會一般嘅情況，一般嘅做法，呢一個係當係公聽會
18 嘅團體嘅書面意見嚟嘅，亦都會邀請署方、局方去參與呢一個嘅會議，我哋就知
19 悉呢一個係其中一個團體提交嘅書面意見。

20 MR DUNCAN：（經傳譯員）即係話部門都係知悉有呢一個書面意見嘅。

21 陳美寶女士：Yes.

22 MR DUNCAN：（經傳譯員）而家想請你睇下第 664 頁嘅標題第 2，即係話提升安全
23 嘅機會同埋策略嘅，你可唔可以睇番第 2 點？人面提到國際標準，應該係話道路
24 交通安全管理，呢度就咁講嘅，國際標準喺 2012 年有一個新嘅標準，係針對公
25 共交通營運者同埋物流業嘅，呢個亦都係跟從國際標準其他品質保證系統，喺將
26 來可以由道路安全嘅角度幫助建立一個更加負責任嘅交通嘅運作，我讀番呢一個
27 嘅引言，就係話因為有新嘅做法，新嘅措施，公共交通策略研究係應該研究所有
28 有機會--嘅機會可以提供--即係提升安全同埋服務質素嘅。喺 2015 年，呢份
29 意見書提出之前，又或者喺你研究期間，運輸署有冇研究過引入呢一個國際標準
30 呀？

31 陳美寶女士：（經傳譯員）我哋知悉道路安全研究小組提出嘅意見，尤其係喺採用呢
32 一個嘅國際標準組織 39001 呢一個嘅標準，道路安全議會其實喺其他嘅--或者

1 呢個小組喺立法會喺其餘嘅時間都曾經向立法會提出嘅，其實喺尋日嘅口頭聽證
2 會亦都有提出過呢一點，

3 我哋知道呢一個係關於道路交通安全管理嘅標準，喺 2012 年係最後定稿
4 嘅，喺多番商量之後，喺 2012 年之後，有幾間嘅運輸公司同埋物流業就喺日
5 本、韓國或者仲有一啲歐洲嘅國家都有採納呢個標準。我哋知道，對於呢個 ISO
6 39001 嘅標準，我哋保持開放態度，而家我哋亦都維持自己嘅道路交通安全系
7 統。

8 正如我尋日解釋，我哋用一個通用嘅數據庫追蹤意外率，我哋去辨認出有有
9 一個模式或者係再制訂一啲補救措施或者防禦策略，呢個國際標準嘅 39001 號
10 標準係一個更加複雜嘅、仔細嘅標準，關於道路交通安全管理嘅，係要考慮數據
11 同埋係啲客觀嘅標準，呢方面我哋持開放態度，我哋唔會排除以咁嘅方式喺運輸
12 署內係提高安全同埋呢個服務質素嘅，令我哋邁向國際化。

13 MR DUNCAN：（經傳譯員）當你話持開放態度，即係你唔係話贊成定反對嘅？

14 陳美寶女士：（經傳譯員）我哋唔係反對。

15 MR DUNCAN：（經傳譯員）咁你係咪支持？

16 陳美寶女士：（經傳譯員）我哋運輸署內已經有既定嘅道路交通安全管理系統，運輸
17 署當然都會考慮現行嘅或者最新嘅標準去改善我哋嘅系統，又或者係採用英國標
18 準去改善我哋嘅系統嘅，所以我話我哋歡迎任何措施可以改善我哋嘅系統，我哋
19 亦都隨時可以研究一下，睇下我哋現行嘅系統可以點樣提升

20 MR DUNCAN：（經傳譯員）2012 年之後，運輸署有冇曾經考慮過呢個標準，睇下能
21 唔能夠採納呢個標準之後係改善運輸署自己嘅系統嘅標準呢？

22 陳美寶女士：（經傳譯員）喺 2012 年發展同埋頒布呢個新嘅國際標準之後，我嘅理
23 解，當時都係算係好新嘅一個標準，運輸同埋物流業都係考慮緊會唔會採用呢個新
24 標準，所以 2012 年頒布標準之後，我哋所見都係一個新發展嘅一個系統同埋係
25 一個新嘅--仲係好新嘅。呢一個道路安全研究小組，佢係就住公共運輸策略研
26 究提出呢個意見，係 2015 年嘅，我哋自己係有個道路交通安全管理系統，我哋
27 而家亦都係持開放態度，睇下可唔可以採納呢一個標準或者點樣可以改善我哋嘅
28 系統嘅。

29 MR DUNCAN：（經傳譯員）據我理解，呢份文件唔會係話實際上運輸署去採納呢個
30 國際標準，而相反，就係啲運輸公司，啲營運者去採納呢個標準嘅。

31 陳美寶女士：（經傳譯員）冇錯。

32 MR DUNCAN：（經傳譯員）運輸署有冇採取任何嘅步驟去同巴士公司傾下，提出畀
33 佢哋考慮呢？

34 陳美寶女士：（經傳譯員）我哋冇。呢個標準就係道路安全研究小組佢哋提出嚟，作

1 為整體嘅交通策略之一，係好全面、好成熟，亦都有唔同嘅建議同埋意見包含喺
2 呢個意見書入面，我哋呢一刻就有將呢一個國際標準轉介畀--同巴士公司商量
3 嘅。

4 MR DUNCAN：（經傳譯員）我想睇第 778 頁，同一份文件冊，我哋都係睇緊道路安
5 全研究小組嘅一封信，就係 2016 年 6 月 16 號嘅，似乎係回應緊一個公眾諮詢
6 嘅活動，就係諮詢喺 2017 年九巴嘅專營權續期嘅事情嘅。

7 陳美寶女士：（經傳譯員）我知道嘅。

8 MR DUNCAN：（經傳譯員）毫無疑問，呢一封信同埋佢夾附嘅文件，我相信部門都
9 係知悉嘅，係咪呀？喺嗰個嗰個諮詢嘅過程裏面。

10 陳美寶女士：（經傳譯員）係。

11 MR DUNCAN：（經傳譯員）我想請你睇一睇嗰封信，778 頁嗰封信，特別係第一同
12 埋第二段，其實封信都只係有幾段嘅，呢度就話「回應上述嘅公眾諮詢，我哋就
13 係喺 16 年嘅 4 月 18 號提交咗一份文件畀政府，我哋嘅意見就係集中係巴士營
14 運要不斷咁樣係改善個安全，內容就係涉及就係一啲具體題目嘅安全管理系統。
15 政府交咗畀立法會交通事件委員會嘅文件，就係叫做『政府文件』，係關於係九
16 巴嘅巴士網絡嘅新專營權，即係話嗰度就只係得一段好短嘅文字，就係講安全，
17 而且兩個好簡單嘅論點，一個就係話更緊密咁樣樣、去密切咁樣去監察係車長嘅
18 駕駛行為，同埋就係改善巴士上面嘅安全措施，呢個顯然就係未能夠就係更廣泛
19 咁樣去睇剛才所講嘅問題嘅，巴士安全係一個好重要嘅題目，所以我哋認為係有
20 需要將原本嗰份文件直接交界立法會嘅交通事務委員會參考嘅。」

21 佢所謂原本嘅文件，你可以睇番嘅，就 779 頁，一路就去到 783 頁嘅，我
22 想麻煩你睇一睇 781 頁。你會見到嗰個標題就係巴士安全--道路安全管理制度
23 嘅系統，呢度就係有提番係 ISO 39001 國際組織標準--國際標準組織 39001
24 嘅，呢度就話一個質素保證嘅系統就係鼓勵車隊嘅營運商就係更加問責同埋就係
25 更主動咁樣去減少意外嘅出現同埋嗰啲風險減少嘅。

26 呢度就係有兩個建議嘅，就話根據新嘅專營權嘅要求，就應該鼓勵巴士公司
27 係去採納一個更加先進嘅道路安全管理系統，而且應該就係更加靠近 ISO
28 39001 嘅，亦都話就政府應該同巴士公司一齊就去研究一下呢個巴士嘅意外同
29 埋嗰個風險，更加詳細咁睇，希望有一啲係減少意外呢一啲嘅目標嘅。

30 我個問題就係話部門有冇採取呢啲步驟去鼓勵巴士公司去採納呢一個係 ISO
31 嘅標準呢？

32 陳美寶女士：（經傳譯員）呢份陳述書係其他嘅持份者係交界立法會交通事務委員會
33 嘅，當時就係要睇呢個九巴專營權續期嘅問題，當年要處理嗰個問題嘅，當時立
34 法會嗰個焦點就係喺幾樣嘢嗰度嘅，或者大家都可以再睇番我哋嗰個交界立法會
35 嘅文件嘅，我哋亦都交咗畀委員會嘅，我可以叫我嘅同事等陣間啲番嗰份文件出
36 嚟嘅，另外喺我哋交界立法會嘅文件嗰度亦都提咗幾個關鍵嘅建議，即係話喺同

1 佢哋續期嘅時候有啲咩嘢關鍵嘅論點。

2 呢一度係道路安全研究小組嘅陳述書，佢講到就係講到話要求就係我哋鼓勵
3 巴士公司係採納一個更加先進嘅道路安全管理系統，係更加貼近呢個 ISO
4 39001。我哋冇好具體咁樣係叫巴士公司做呢樣嘢，但另一方面，多年嚟，巴士
5 公司都係畀我哋要求係要有一個內在嘅監管制度嚟到去睇嗰個意外同埋係睇佢哋
6 嗰個安全表現，一方面運輸署亦都有自己嘅安全管理系統嘅，我哋亦都獨立進行
7 呢個分析嚟到係規劃、做同埋係達致目的，呢個都好似 ISO 39001 嘅。

8 39001 比對嚟講，對比呢個 9001 就係新一啲嘅。其實 9001 就係更加係闊
9 嘅，即係對比起 39001，我哋就覺得佢係一個比較新嘅一個標準，所以我哋未
10 有係特別係具體咁樣喺嗰個時候同巴士公司提呢一個標準。

11 MR DUNCAN：（經傳譯員）39001 呢個標準係同巴士公司做開嘅管理系統係點樣比
12 較呢？邊一個係好一啲呢？

13 陳美寶女士：（經傳譯員）或者係請總工程師係講一講呢個 39001 有啲乜嘢特色。

14 MR DUNCAN：（經傳譯員）我諗我哋唔需要嘅，唔需要講好多細節嘅，唔需要講好
15 多細節話個標準係包括啲乜嘢嘢，我哋好想知道兩者點樣比較，嗰個優劣喺邊
16 度。

17 邱國鼎先生：（經傳譯員）主席，正如剛才署長講過，我諗我哋嗰個制度，我哋嘅系
18 統，我哋嗰個安全管理系統都係做緊同一樣嘢嘅，我哋有一個規劃嘅程序，然後
19 有一個監察嘅系統，跟住就係分析，我哋會監察同埋分析嗰啲意外嘅數字，然後
20 就會作一個匯報，報告畀交通安全議會，亦都會係建議一啲措施嘅，譬如話立法
21 同埋執法。

22 落實咗呢啲措施之後，我哋嗰個結果應該--或者成效應該會喺嗰啲數字嗰度
23 反映出嚟，我哋會再次監察住個情況，再去睇下究竟現有嘅政策係咪--措施係
24 咪需要再進一步檢討嘅。我諗嗰個係原則上大家嗰個管理制度係差唔多嘅，但係
25 如果話要比較邊個係好啲，我諗就好難嘅，但係原則上運輸署作為一個政府當
26 局，而我哋認為我哋嗰個安全管理系統都可以做到同樣嘅功效。

27 陳美寶女士：（經傳譯員）其實我哋畀咗文件畀立法會就講呢個專營權嘅續期，大家
28 可以睇 1100，喺 TD-4 嗰個文件夾嘅 1100 頁嗰度，喺立法會當時嗰個討論係
29 講好多點樣去改善嗰個服務，包括一啲輔助嘅設施，係畀乘客用嘅，以及就係去
30 發放資料，以及係呢個票價嘅優惠咁樣嘅，亦都有其他同係嗰個利潤管制計劃有
31 關嘅事宜。

32 MR DUNCAN：（經傳譯員）我想問，部門究竟有冇去比較過 39001 同埋你哋自己嗰
33 個系統呢？

34 陳美寶女士：（經傳譯員）對唔住，講一次。

1 MR DUNCAN：（經傳譯員）你哋有冇比較過 ISO 39001 同埋係你哋自己已經係有嘅
2 個套系統呢？

3 陳美寶女士：（經傳譯員）我哋仲未有係全面或者有系統咁樣樣進行呢一方面嘅檢討
4 嘅，特別係我哋都提過 ISO 39001 相對嚟講都係比較新嘅，對比起--同埋就係
5 比交通行業嚟講，就係比較一個新嘅標準，我哋仲未進行呢個檢討。

6 MR DUNCAN：（經傳譯員）不過係 2012 年嘅時候已經係引入咗個囉嘢？

7 陳美寶女士：（經傳譯員）係。我諗佢喺 2012 年頒布咗之後，其實係運輸、物流個
8 個界別個採納率係對比起 ISO 9001 個個佢哋採納個個比率就係比較慢嘅、
9 低一啲嘅。或者邱先生都可以講一講個係有幾多人係採納個個比率嘅。

10 邱國鼎先生：（經傳譯員）2012 年只不過係幾年之前，你可能覺得一個好長嘅時
11 間，但係從管理個角度，幾年只係一個好短嘅時間，講番海外嘅經驗，其實呢一
12 個系統只係營運者就係採納嘅，就算喺星加坡或者係英國，佢哋仲喺度研究緊
13 嘅，佢哋都仲未係承諾話會係採用呢一個系統嘅。你可能話自從 2012 年到而家
14 已經係一個好長嘅時間，但係從呢個政策個角度嚟到講，特別係以一個部門、一
15 個政府當局係要係採用某一個系統嘅話，呢一個唔係一個長嘅時間，我哋仲要有
16 多啲資料，亦都要睇下其他人個個經驗，我哋仲要去進行分析嘅。

17 MR DUNCAN：（經傳譯員）好，唔該。我可唔可以問一個問題呢？我就想問究竟部
18 門有冇進行過比較呢？比較呢個 ISO 39001 同埋就係睇嚟你哋所見到巴士公司
19 自己所採納咗管理系統，有冇進行過兩者之間嘅比較呢？

20 陳美寶女士：（經傳譯員）冇。

21 MR DUNCAN：（經傳譯員）你哋有冇打算做呢個比較呢？

22 陳美寶女士：（經傳譯員）改善個個交通安全系統，其實我哋係成日都想做呢啲嘅，
23 我哋係樂意去做。

24 MR DUNCAN：（經傳譯員）咁你會唔會做？

25 陳美寶女士：（經傳譯員）我哋可以考慮個係咪可以用呢一個方法嚟到去改善佢哋
26 嘅管理系統嘅。

27 MR DUNCAN：（經傳譯員）或者咁，我想請你睇呢個 782 頁，呢個就係道路安全研
28 究小組嘅陳述書，782 頁，其實個度有多個建議嘅，或者可以睇番個個標題，有
29 呢個係巴士安全，以及係駕駛嘅水準，同埋亦都有個個建議咁樣樣。我就想問，
30 呢一個道路安全研究小組所作嘅任何建議有冇係令你哋部門係進行呢方面嘅研究
31 呢？

32 陳美寶女士：（經傳譯員）或者我請我嘅同事就睇一睇，然後就係畀一個係回應。

33 邱國鼎先生：（經傳譯員）好，主席。係呀，我哋係收到道路安全研究小組佢哋嘅意

1 見書，時不時都收到佢哋嘅意見書，佢哋係譬如話叫我哋喺某一啲地段、路段就
2 係有一個低啲嘅車速嘅限制。

3 喺香港，我哋有一個比較簡單嘅三級嘅車速限制，如果係第一層嘅話，就係
4 嗰個時速限制，係每小時 50 公里，就係市區同埋就係新市鎮嘅市區部分；另外
5 就係去到係每小時 70 公里或者八十--至到 80 公里嘅，呢啲就係喺嗰個市區同
6 埋新市鎮以外嘅地方嘅；最後就係最高層就係每小時係 100 公里嘅，呢個一般
7 嚟講，就係畀一啲係高標準嘅快速公路嘅，喺香港，我哋最高嘅時速限制就係每
8 小時 110 公里，呢個就只係喺北大嶼幹線嗰度先至有嘅。

9 我哋有一個咁樣嘅三級嘅制度，我哋其實做過一個檢討嘅，呢一個三級嘅車
10 速限制，我哋搵咗顧問去做嗰個就係檢討。我哋知道呢一個都同海外嘅司法管轄
11 區而嗰個安全紀錄良好嘅都係差唔多嘅，呢個三級嘅制度對駕駛人士嚟講係一個
12 好簡單嘅制度，佢哋亦都係好容易熟悉嗰個有關嘅限制。

13 我哋講緊嘅速度限制就唔係話叫道路使用者唔需要理道路狀況，只係跟從嗰
14 個車速限制就得，只係話呢個係最高嘅車速，任何時候，但係始終司機都要考慮
15 番當時嘅路面情況。

16 主席：（經傳譯員）即係話車速限制唔代表你一定要揸到去限制嘅時速 50 公里嘅，
17 只係話一個最高速嘅限制。

18 邱國鼎先生：（經傳譯員）某一個位置，譬如話一個彎位或者一個路段係有啲隱患需
19 要減速嘅話，唔單只係淨係減速嘅，我哋仲有譬如話係預先有啲嘅道路標記或者
20 係路牌通知司機「前方可能係一個彎位，有一啲嘅危險，你需要慢速嘅。」我哋
21 提供充足嘅資訊，但係司機就有責任去確保係安全車速行駛嘅。

22 陳美寶女士：（經傳譯員）主席，我想補充，邱先生講嘅說話其實喺我哋文件第 10
23 號，運輸署嘅文件冊第 10 號第 12 至 17 段係有解釋到道路嘅車速限制嘅定義同
24 埋我哋嗰個設計嘅，唔該晒。

25 主席：（經傳譯員）我記得我有睇過嘅，都係同一點，即係話嗰個車速限制就唔係話
26 一定要揸到去最高嘅速限嘅。

27 MR DUNCAN：（經傳譯員）我想睇第 782 頁就係佢哋嘅建議，唔係講速度嗰方面，
28 佢就話要喺呢個嘅專營權文件度加入呢個要求，要設立一個全面嘅標準，同埋利
29 用安裝咗嘅黑盒去監察司機，要製造一個咁嘅系統，呢點係咪都係喺運輸署入面
30 都較為關注㗎？

31 陳美寶女士：（經傳譯員）當然都考慮到黑盒嘅科技已經係由 2003 年之後都有相當
32 嘅發展，黑盒以及有關嘅更新嘅科技同埋其他嘅儀器今朝都係有傾過嘅，喺黑盒
33 方面有啲嘅基本要求，我哋有向專營公司發出嘅，而我哋嘅車輛牌照組亦都有留
34 意黑盒嘅技術發展，亦都持續去同專營巴士公司同埋廠商研究，安裝黑盒點樣可
35 以提升去加強安全，呢個就係其中一個我哋好關注嘅課題，喺我哋工作小組嗰個
36 嘅工作範圍亦都包括咗嘅，佢哋亦都有商討呢件事嘅。

1 主席：（經傳譯員）但係結果冇修改過畀--即係喺 2004 年向巴士公司發出嘅基本黑
2 盒嘅要求

3 陳美寶女士：Yet to be reflected, yes, Chairman, you are right.

4 主席：（經傳譯員）譬如話冇包括全球定位系統，只係要求量度個速度。

5 陳美寶女士：（經傳譯員）呢個只係基本嘅最低嘅要求。

6 MR DUNCAN：（經傳譯員）睇下第 783 頁，道路安全研究小組就都有研究過巴士嘅
7 安全、巴士隊伍，呢個小組嘅建議就係話九巴一路係有投資更新佢個巴士隊
8 伍，現代化，亦都同意而家嘅巴士係舒適同埋設計好好嘅，但係仍然有啲安全嘅
9 隱患嘅，有啲風險，跟住就有幾點就係呢啲安全嘅風險，喺 2016 年做呢一個諮
10 詢嘅時候，運輸署會唔會同意道路安全研究小組呢一個嘅觀察呢？即係佢列出嚟
11 嘅呢啲所謂安全風險呢？

12 陳美寶女士：（經傳譯員）我會話同意嘅，因為呢個其實係一個持續嘅過程嚟嘅，我
13 哋一路都有要求巴士公司喺準備遠期計劃嘅時候要包含呢啲元素，有啲改善嘅措
14 施嘅，但係我哋要同營運者商討，譬如建議佢哋加裝某啲設施，同埋喺佢哋遠期
15 計劃入面要包括一個加裝嘅計劃嘅。有啲例子，譬如係話雙層嘅--喺樓梯嗰度
16 要裝雙層嘅扶手，喺上層嘅擋風玻璃要有一個橫向護欄，另外係喺上層嘅擋風玻
17 璃要用強化玻璃。我哋被悉道路安全研究小組嘅建議，不過一路我哋都係喺--
18 同我哋嘅道路安全標準小組都係好好嘅合作夥伴嚟嘅，我哋亦都有採納佢哋好多
19 嘅建議，當我哋同巴士營運商開會嘅時候都有呢啲議題，傾下喺車輛內點樣加強
20 車輛嘅安全。

21 MR DUNCAN：（經傳譯員）你話喺議題係--喺個議程係咪即係話而家先係一個議
22 程？

23 陳美寶女士：（經傳譯員）唔係，一直都有嘅。

24 MR DUNCAN：（經傳譯員）小組就建議呢啲嘢應該係加入去專營權文件嗰度嘅，但
25 係你就係話係好似一啲開會嘅過程咁樣？

26 陳美寶女士：（經傳譯員）你可以睇番過去嘅遠期計劃，又或者我哋都有發出一啲要
27 求，係增強安全嘅措施，亦都有巴士公司寫信回覆，承諾佢哋會加裝譬如話安全
28 帶等等嘅，加強安全嘅，所以到我哋同佢哋商討係成熟嘅時候，可以應用嘅時
29 候，我哋就會發一個清單，就係有一啲嘅提升服務嘅事項，畀佢哋加裝或者安裝
30 啲啲儀器，當中亦都係包括我哋嘅信件入面提出要求，巴士營運商要做乜嘢，等
31 佢哋喺嚟緊嘅遠期計劃入面要加設一啲嘅加裝計劃嘅。

32 MR DUNCAN：（經傳譯員）而家暫時完成呢份文件。

33 主席：（經傳譯員）喺講完呢份文件之前，我想請你協助我，呢個道路安全研究小組
34 嘅成員係乜人呀？

- 1 陳美寶女士：Tony has the information.
- 2 邱國鼎先生：（經傳譯員）係一位鄭先生，據我所知，係幾個成員嘅啫，主席，就係
3 呢位鄭先生，Julian Kwong。
- 4 主席：One member?
- 5 邱國鼎先生：I know he has his friends. Maybe -- to my
6 information, it's only a few members, and the founder is Mr
7 Julian Kwong.
- 8 主席：（經傳譯員）成立咗幾耐呢？
- 9 邱國鼎先生：（經傳譯員）係唔夠--應該唔夠十年嘅。
- 10 主席：（經傳譯員）立法會之前有冇--係咪過去幾年都有收到呢一個嘅小組嘅文件
11 呢？
- 12 邱國鼎先生：（經傳譯員）就係鄭子憲先生做主席嘅。
- 13 主席：（經傳譯員）係咩嘢時間呢？
- 14 邱國鼎先生：（經傳譯員）據我印象，都係近幾年，當我哋喺交通事務委員會提供--
15 即係商討關於道路安全嘅時候，呢個小組都有提交意見書，我自己都有做過嘅研
16 究嘅。
- 17 主席：（經傳譯員）我想知道個時間性嘅問題，第一次係幾時提交一啲建議，大概？
- 18 陳美寶女士：（經傳譯員）主席嘅問題係呢一個道路安全研究小組係有幾多年嚟都有
19 提交意見書畀立法會嘅事務委員會？
- 20 主席：Yes.
- 21 陳美寶女士：This is the question.
- 22 邱國鼎先生：（經傳譯員）我有資料。
- 23 陳美寶女士：Do you need us to do some --
- 24 主席：（經傳譯員）或者你可以書面回覆番我哋。
- 25 陳美寶女士：（經傳譯員）可以。
- 26 主席：Thank you very much.
- 27 MR DUNCAN：（經傳譯員）陳女士，你可唔可以評價一下呢個道路安全研究小組個
28 評價係點樣呀？
- 29 陳美寶女士：（經傳譯員）我唔可以畀評語。

1 MR DUNCAN：（經傳譯員）運輸署嚟講，運輸署有冇尊重呢一個機構嘅意見呀？

2 陳美寶女士：（經傳譯員）我哋對於佢個聲譽或者佢個地位係有乜評語嘅，不過作為
3 持份者，佢哋會提交書面意見畀立法會嘅，我哋亦都考慮所有呢啲嘅意見，包括
4 呢一個小組嘅。

5 主席：（經傳譯員）或者起碼你可以咁樣講，視乎佢哋嘅書面意見似乎都係好似係一
6 啲深思熟慮嘅建議嘅，無論你同唔同意佢建議都好。

7 陳美寶女士：（經傳譯員）佢哋對於道路安全係好有興趣，亦都有係多次係提出一啲
8 嘅建議。

9 主席：（經傳譯員）無論你同唔同意佢哋建議都好，似乎係做足資料搜集嘅，似乎佢
10 哋係充分知悉一個議題嘅。

11 陳美寶女士：（經傳譯員）我呢一方面有特別嘅意見。

12 主席：（經傳譯員）你微笑一下，冇其他喇。

13 陳美寶女士：（經傳譯員）任何團體、機構喺立法會聽證會提交書面意見，我哋都會
14 考慮嘅。

15 主席：（經傳譯員）鄧樂勤大律師，你係繼續講第二個範圍，唔該。

16 MR DUNCAN：（經傳譯員）委員會都知悉係有啲最新嘅措施，係因應深水埗喺 2017
17 年 9 月嘅意外之後就有嘅，就係譬如修訂咗個指引，同埋喺大埔嘅交通意外，2
18 月發嘅交通意外之後，亦都有一啲嘅建議嘅，由巴士公司你索取更多資料、成立
19 咗工作小組等等，我哋理解最近又有新嘅事情，運輸署考慮緊嘅，除咗新措施之
20 外，咁樣講公唔公道呢？喺 2012 年之後一路至到深水埗嗰個慘劇，運輸署喺解
21 決安全嘅問題其實有重大改變，喺嗰段期間有重大嘅改變，咁樣嘅講法你覺得公
22 唔公道？

23 陳美寶女士：（經傳譯員）喺整體道路安全管理監察方面，我想強調我哋有既定嘅系
24 統，由意外嘅數據庫係分析數據同埋採取一啲更正補救嘅措施，我想畀幾個例
25 子，就係我哋利用過採集數據之後，做獨立分析，向道路安全議會提交我哋分析
26 嘅結果。其實咁多年嚟係有一啲嘅建議，都係同道路安全議會商議之後，係因為
27 監察咗有啲嘅數據，其中 2015 年 6 月關於公共小巴係發放一個嘅牌--小巴司機
28 牌照之前。

29 主席：（經傳譯員）你再講多一次。

30 陳美寶女士：（經傳譯員）係入職前嘅課程，係為公共小巴司機擺正式牌照而設嘅，
31 喺 2014 年...

32 主席：（經傳譯員）我唔係好明白，呢個叫入職前嘅課程係咩意思呢？

33 陳美寶女士：（經傳譯員）即係話學員要先上一個入職前課程，就算考完駕駛測試之

1 後，公共小巴司機都要上呢個人職前嘅課程，先至會獲發正式牌照嘅。

2 主席：（經傳譯員）即係話佢哋可以正式揸車出路面之前就要上呢一個嘅課程嘅？

3 陳美寶女士：Yes.

4 MR DUNCAN：（經傳譯員）唔好意思，可能我有解釋清楚我嘅問題，因為我其實唔
5 係想講公共小巴嘅牌照嘅，唔係同呢個嘅聽證會有關嘅。其實想問嘅，就係話你
6 係咪可以比較一下嗰個系統或者制度，你係咪想比較呢個小巴嗰個制度？其實
7 2012 至到 2017 基本上期間都有咩嘢重大嘅改變嘅，係咪呀？我咁講啱唔啱
8 呢，公唔公道呢？

9 陳美寶女士：（經傳譯員）呢個系統我哋一早係設立咗，我哋會好嚴謹咁樣去規管、
10 監管同埋監察佢哋嗰個表現嘅，喺呢個系統底下，我哋不時會分析個別巴士公司
11 佢嗰個安全嘅數據，而且亦都會發出要求畀巴士公司，要求佢就係加強嗰個安全
12 嘅，所以呢個係我哋嘅制度嘅一個部分，個制度有喺度嘅，系統有喺度嘅，亦都
13 係健全嘅，所以我哋就係有做嗰個規管嘅工作。

14 另外就講番嗰個整體嘅道路安全管理系統，亦都係既定㗎喇，我哋就會做監
15 察，就會做呢一個跟進嘅，有時可能係需要修訂法例，嚟到係處理--係喺意外
16 發現咗一啲問題，要去處理嘅。

17 主席：（經傳譯員）2015年6月個情況你講咗，有冇其他啲你想講呢？

18 陳美寶女士：（經傳譯員）都有其他嘅改例嘅，譬如話2014年，有要求就係公共小
19 巴就係就有一個電子紀錄嘅。

20 主席：（經傳譯員）乜嘢紀錄呀？

21 陳美寶女士：（經傳譯員）佢哋要有一個電子紀錄儀器，即係黑盒，黑盒。

22 主席：（經傳譯員）呢個指示係咪書面嘅要求嚟㗎？

23 陳美寶女士：（經傳譯員）呢個係法例嘅修訂。

24 主席：（經傳譯員）係，好。可唔可以講番畀我哋聽有關嗰個資料喺邊度可以搵到
25 呢？

26 陳美寶女士：（經傳譯員）係，我哋會睇番嘅，應該喺《道路交通條例》底下。

27 主席：（經傳譯員）陣間話畀我哋聽。喺嗰個運房局嘅文件夾嗰度會有嗰個條例嘅，
28 稍後你哋同事可以話畀我哋聽嘅，而家搵咗，然後之後話畀我哋聽。2014年，
29 係咪？

30 陳美寶女士：（經傳譯員）係。另外就係話喺發出正式牌照之前要有一個人職前嘅課
31 程嘅，呢個亦都係法例嘅要求嘅，我哋亦都會搵番相關嘅文件畀大家睇。喺
32 2013(sic)年，我哋亦都有嗰個因為要處理呢個醉酒駕駛，我哋有嗰個呼氣測

1 試嗰方面嘅修訂法例。

2 主席：（經傳譯員）係所有車輛類別嘅所有司機都係受佢嘅管轄嘅，係咪？

3 陳美寶女士：（經傳譯員）係。其實個名單都好長嘅，即係我查過㗎喇，就係由
4 2010年開始，不過我唔想講晒咁多出嚟。

5 主席：（經傳譯員）係，鄧律師。

6 MR DUNCAN：（經傳譯員）係，不如咁喇，我哋只係講公共巴士。

7 主席：（經傳譯員）專營巴士？

8 MR DUNCAN：（經傳譯員）係專營公共巴士，我哋淨係睇專營公共巴士，你剛才所
9 講嘅，我嘅理解咁啱唔啱？2012年至到2017年期間，你就話你嗰個制度好健
10 全㗎嘛，你嗰個監管、監察嘅制度，一直嗰幾年都係用你所講嘅一個好健全嘅制
11 度嘅，係咪呀？

12 陳美寶女士：（經傳譯員）係。12至到17年間，除咗係立法方面有修訂之外--法
13 例有修訂之外，其實亦都有一啲措施去改善嗰個道路嘅設計、路面嘅標誌或者道
14 路嘅標記，另外我哋亦都有一個黑點方面嘅調查工作，我哋去分析係嗰啲意外嘅
15 數據，就睇下有啲乜嘢補救或者係防範嘅措施嚟到去提升嗰個道路安全嘅水平。

16 MR DUNCAN：（經傳譯員）我想問，直到去嗰個深水埗交通意外，直到嗰陣時為
17 止，當時有冇係同你哋嘅海外嘅對口部門係討論過，就話有啲乜嘢嘅安全管理制度
18 度、安全管理嘅系統佢哋係要求佢哋自己嘅公共巴士公司去建立、制訂咁嘅呢？

19 陳美寶女士：（經傳譯員）根據同事記憶所及，冇同對口嘅海外嘅巴士監管者喺呢方
20 面有討論過。

21 MR DUNCAN：（經傳譯員）嗰兩宗悲劇發生之後，慘劇發生之後有冇做過呢？即係
22 最近一宗同埋之前嗰宗，你哋有冇同海外嘅規管當局就係問下佢哋嘅安全嘅管理
23 嗰方面有啲咩嘢做過呢？

24 陳美寶女士：（經傳譯員）我唔記得我哋有特別就同海外嘅規管當局或者巴士規管當
25 局就係傾過嘅，不過係我哋睇嗰個工作時間指引嘅時候，我哋係有研究過海外係
26 有啲乜嘢嘅要求嘅，其中包括睇咗星加坡、英國、美國、奧大利亞同埋係歐盟嘅
27 國家嘅。

28 講到呢個時間--工作時間嘅指引，我哋睇過一啲好重要嘅因素，譬如話睇下
29 佢哋當地嘅營運者點樣營運，亦都睇下佢哋工會有啲乜嘢要求、要求點樣改善
30 法。我哋自己亦都有睇過海外嘅經驗，嚟到去睇下我哋同人哋比較，係點樣樣。

31 MR DUNCAN：（經傳譯員）係幾時做？

32 陳美寶女士：（經傳譯員）17年嘅9月至到18年嘅3月，我哋就係檢討嗰個工作
33 時間嘅指引，而後嚟就係有嗰個修訂。

- 1 MR DUNCAN：（經傳譯員）即係只係講及工作時間，係咪呀？
- 2 陳美寶女士：（經傳譯員）係。
- 3 MR DUNCAN：（經傳譯員）你知道呢個道路安全研究小組都有向呢一個委員會就係
4 提交意見書嘅，你有冇睇過？
- 5 陳美寶女士：（經傳譯員）你指邊一個？可唔可以再講一次？
- 6 MR DUNCAN：（經傳譯員）道路安全研究小組...
- 7 主席：（經傳譯員）或者將佢再打番出嚟
- 8 MR DUNCAN：Yes.
- 9 主席：（經傳譯員）喺邊度？
- 10 MR DUNCAN：（經傳譯員）TU-25。
- 11 陳美寶女士：（經傳譯員）有，我有睇過。
- 12 MR DUNCAN：（經傳譯員）我當然謹記主席所提醒，就係話呢個係其中一個睇法，
13 每一個人都可以有自己嘅睇法，我亦都想知道你嘅睇法，然後委員會就會諗下邊
14 一個就係一個比較實際可行嘅做法。當然我哋或者會都聽下道路安全研究小組佢
15 嘅講法，聽下你嘅回應。我就想問你呢個問題，你睇咗呢份文件，我就想問下，
16 呢份文件裏面有冇任何一個主意、一個概念對運輸署嚟講都係一個好嘅睇法，而
17 運輸署都應該認真去考慮嘅呢？
- 18 陳美寶女士：（經傳譯員）我睇咗呢份意見書，我哋係--你哋交嗰個文件夾畀我哋嘅
19 時候，我哋都有睇到嘅，我睇就係為咗要準備呢一個聽證會，所以我就去睇過
20 嘅，就唔係話好認真、好詳細咁樣逐個去睇佢哋意見書裏面個別嘅建議，所以就
21 唔能夠話係作出一個知情嘅回應嘅。
- 22 不過一般咁嚟講，任何一個團體，譬如話好似道路安全研究小組，特別係呢
23 一個團體就過往都有交意見畀我哋嘅，我哋一定就會去睇，我哋嘅同事亦都會去
24 留意，然後日後我哋同巴士公司同埋巴士製造廠喺嗰個工作小組嘅層面都會去睇
25 嘅。
- 26 我有睇過嘅，不過我有足夠嘅時間去逐點、逐點咁樣去睇，所以而家唔能夠
27 作一個係充分嘅、詳細嘅回應嘅，如果係逐個建議去睇嘅話。
- 28 MR DUNCAN：（經傳譯員）當然，我明白。我就係或者係想你睇一睇呢份文件嗰個
29 總結，然後就請你就係去作一個初步嘅回應，因為你話你有時間去充分咁去考
30 慮，或者係之後，亦都可以畀一個係比較詳細嘅回應，咁樣你覺得可以嘛？
- 31 陳美寶女士：（經傳譯員）我傾向就唔喺呢個階段係回應佢哋嘅建議。其實呢個意見
32 書，佢哋係交界呢個委員會，我哋覺得都可以作為好似畀我哋嘅建議咁樣，我哋

1 可以帶返去睇下嘅，但係我恐怕就未可以喺呢個時候返去再寫一份書面嘅回
2 應，我哋係認真咁對待佢哋嘅建議嘅，我哋亦都要喺部門裏面係跟番既有嘅程
3 序，去睇下佢每一項建議究竟係咪可行嘅。其實一般嚟講，任何有用嘅建議，我
4 哋都持開放嘅態度，我哋都會去睇嘅，但係如果叫我哋匆匆忙忙咁樣去交一個
5 初步嘅回應，咁樣去問我哋嘅話，就未必係好公道嘅，如果係喺今日呢一個聽證
6 會嘅咁嘅場合。

7 MR DUNCAN：（經傳譯員）我就想問，你願唔願意係書面係回應呢？因為我都唔想
8 對你唔公道。

9 主席：（經傳譯員）我諗其實佢已經講咗話唔好，唔會咁樣做。

10 MR DUNCAN：（經傳譯員）佢話唔會？

11 主席：（經傳譯員）唔會。

12 MR DUNCAN：（經傳譯員）我諗你剛才嘅意思係話你唔想我今日喺呢一方面問你問
13 題，係咪呀？

14 陳美寶女士：（經傳譯員）不如等我再重組一下我嗰個答案，我哋係留意到呢一個道
15 路安全研究小組交界委員會嘅意見書，我做今次嘅準備工作嘅時候，我亦都有睇
16 過，不過我唔想係而家向委員會交一個書面嘅分析或者係講一講究竟呢一個研究
17 小組佢個別嘅建議究竟我哋嘅回應係點，因為我哋要走過嗰個既定嘅程序嘅，不
18 過我可以向委員會係確保，我睇過佢哋呢一份嘅意見書，我會將佢視為係一啲意
19 見、一啲建議，而部門係會認真咁去考慮嘅。我哋會喺我哋自己內部嗰度就去
20 睇，特別係有嗰個工作小組亦都會係認真去睇嘅。我哋亦都會再進一步係會同道
21 路安全研究小組係傾，就會係希望聽取佢哋進一步嘅意見。

22 MR DUNCAN：（經傳譯員）等我睇下我嘅理解啱唔啱，第一，你今日唔想就呢一方
23 面係佢哋嘅提議就回應我嘅問題，係咪呀？即係道路安全研究小組嘅建議，我今
24 日問問題，你唔願意回答，係咪呀？

25 陳美寶女士：（經傳譯員）我可以嘗試去回答，但係唔應該被視為係部門深思熟慮係
26 諗清楚係個別嘅建議是否可行嘅一個回應，因為喺呢一方面，我哋未有作咁嘅準
27 備

28 MR DUNCAN：Okay.

29 陳美寶女士：（經傳譯員）但我哋願意係協助委員會，我哋可以係初步咁樣作一個回
30 應嘅，如果咁樣做可以係幫助到檢討委員會。

31 主席：（經傳譯員）係，佢可以隨時話畀我聽有邊一部分佢係答--唔答到嘅。

32 MR DUNCAN：（經傳譯員）即係你唔想提交嗰個書面嘅陳詞，據主席嘅講法，即係
33 你寧願係--係咪即係話會返去再仔細研究呢？

1 陳美寶女士：Correct.

2 主席：（經傳譯員）經過政府既定嘅程序？

3 陳美寶女士：（經傳譯員）冇錯。

4 MR DUNCAN：（經傳譯員）我而家帶你睇番一啲部分，都應該大家關注嘅，首先 27
5 頁撮要，第 5 段，佢嘅觀察，就係話關於巴士嘅安全風險係要考慮個嚴重程度同
6 埋個情景，然後有唔同嘅情景，下面就講，譬如係話乘客失平衡，同埋係同行
7 人或者係踩單嘅人士相撞，呢個都係可以潛在嘅、好嚴重嘅風險，譬如係話係追尾嘅
8 撞車，或者係對頭撞車，或者係撞到路邊嘅物件，因為常見同埋潛在係嚴重嘅，
9 另外就係翻側都係不常見，但係可以係潛在非常之即係災難性嘅。邊一方面係特
10 別關注呢？

11 陳美寶女士：（經傳譯員）我會覺得咁樣去形容大家尤其關注嘅意外都係好公道嘅，
12 尤其是頭先提到嘅一啲情況，的確喺我哋嘅獨立數據分析都有提到，同埋喺我哋
13 監管專營公司佢哋嘅遠期計劃提供嘅分析亦都係一樣嘅。

14 MR DUNCAN：（經傳譯員）係咪亦都係類似呢？

15 陳美寶女士：（經傳譯員）呢啲係一啲大家都關注嘅事項嘅。

16 MR DUNCAN：（經傳譯員）跟住嗰段，就話過去咁多年曾經係引入唔同嘅措施去改
17 善巴士安全，但係唔透徹理解問題所在嘅話，係好難獲得好大嘅改善，而而家呢
18 個情況會繼續嘅，你同唔同意咁講呀？

19 主席：（經傳譯員）或者你唔可以回應到，因為佢講得咁概括。

20 陳美寶女士：（經傳譯員）冇錯，主席講得啱。

21 MR DUNCAN：（經傳譯員）揭去跟住嗰頁，我請你睇番建議，呢個安全系統嘅方法
22 應該係採納呢個方法，即係話包括車輛、道路、人性嘅因素同埋管理，仲要有一
23 啲主動嘅措施去防止有撞車同埋一啲被動嘅措施就係要減低受傷嘅程度，大家一
24 樣重要嘅，短期方面有啲主動嘅措施，譬如係根據一啲運作上嘅標準，同埋係監
25 察系統係可以儘快實施嘅。喺某啲道路--某啲地點係譬如冇安全撞欄嘅、會有
26 嚴重翻側嘅風險，譬如話山頂道、淺水灣道、大潭道係非常之高嘅風險，呢啲短
27 期措施必須要儘快實施。

28 中至長期，啲被動嘅措施，啲減低撞車帶嚟嘅後果都--嚴重性都係好重要
29 嘅。呢個主要就係有兩方面，我讀番呢一段，就係--冇錯喇，中至長期，有啲
30 被動嘅措施要減低撞車帶嚟嘅嚴重後果，呢啲好重要嘅，可以有兩方面去做，譬
31 如話係巴士設計同埋道路設計。你可能都會話呢個係好概括嘅一個評語。講到安
32 全欄或者防撞欄，喺某啲地點，譬如頭先講嘅，你覺唔覺得都值得關注嘅事呢？

33 陳美寶女士：（經傳譯員）順帶一提，因為某啲喺香港島嘅地方係彎位多，我哋持續
34 都係關注個道路安全嘅，過去我哋會睇番嗰個地點個道路情況，同埋會考慮各個

1 因素，睇下採用啲乜嘢嘅補救或者防禦措施嘅。

2 同時，我亦都想同委員會匯報，運輸署同路政署其實係有做一個嘅顧問研
3 究，就係睇下喺香港嘅道路網絡入面係邊一度嘅路邊行人係會有啲安--即係嘅
4 風險，去用一個更加主動嘅方式去查出路面嘅隱患嘅，亦都考慮到海外嘅技術，
5 呢一個研究其實喺5月中會開始，會持續三十個月嘅。

6 MR DUNCAN：（經傳譯員）你話會發出一個研究，即係係咪一份文件？

7 陳美寶女士：（經傳譯員）一個顧問研究。

8 MR DUNCAN：（經傳譯員）可唔可以提交畀委員會？

9 陳美寶女士：（經傳譯員）可以。

10 MR DUNCAN：（經傳譯員）係咪會回應呢啲好窄嘅山路入面冇安全防撞欄呢個問題
11 呢？

12 陳美寶女士：（經傳譯員）我唔可以透露任何商業嘅資料，不過我同事提醒我呢個道
13 路安全研究小組其實係個顧問佢會做呢個研究。

14 MR DUNCAN：（經傳譯員）我諗委員會都希望會聽到好簡單嘅個研究內容嘅。

15 陳美寶女士：（經傳譯員）可以研究範圍或者研究目的都可以嘅。

16 主席：（經傳譯員）唔該。

17 MR DUNCAN：（經傳譯員）跟住就有一個標題，就係運作嘅準則同埋係監察系統
18 嘅，第29頁，頂部提到有兩種嘅準則，一種就係一般嘅，就係講述一般嘅情
19 景，譬如係喺繁忙嘅市區街道嘅車速問題，有啲係關乎路線嘅，某一啲，譬如係
20 好窄嘅山路冇防撞欄嘅安全風險，而家有冇咁樣嘅準則㗎？

21 陳美寶女士：（經傳譯員）我唔知道。

22 MR DUNCAN：（經傳譯員）你覺得點？你覺得係咪一個好嘅主意？

23 陳美寶女士：（經傳譯員）我諗佢哋提出咗係用一個更加有系統嘅方法去回應呢啲嘅
24 關注嘅，呢個準則就係譬如話處理喺某啲路段係好窄嘅山路，冇防撞欄，我覺得
25 呢個亦都係要先喺地理上找出邊一啲地方係有咁樣嘅情況，再制訂安全嘅措施，
26 作為一個基礎畀我哋進一步考慮要唔要實施一啲措施或者一啲準則去解決一啲特
27 定嘅安全嘅風險嘅情景。我可以初步講嘅，對呢件事嘅觀察就係咁。

28 MR DUNCAN：（經傳譯員）跟住就講話國際標準 ISO，我唔繼續講喇。然後就到巴
29 士設計，有幾個安全嘅措施，佢哋建議應該優先採用嘅，呢啲措施運輸署個睇法
30 又係點呢？

31 陳美寶女士：（經傳譯員）或者我可以請陳先生回應嘅。我有某啲我都有認知，但係
32 我諗等陳先生畀一個更加整體嘅、好簡單嘅回應。

1 陳英傑先生：（經傳譯員）我嘗試簡單地講，譬如話巴士前方更安全呢一點，其實所
2 有雙層巴士而家喺香港運作嘅，都係跟從歐洲嘅標準嘅，正如我頭先提過，...

3 主席：（經傳譯員）百分之九十九都係嚟自歐洲。

4 陳英傑先生：（經傳譯員）冇錯，而專營巴士用嘅巴士車身亦都係符合譬如話英國、
5 美國、星加坡嘅。雙層巴士都係個趨勢都係用鋁鋼身嘅，呢個係近年嘅全球趨
6 勢。用嘅物料係強靱啲，即係起碼都係用鋁。

7 我可以解釋下，如果用比起鋁更加強硬嘅物料，喺音意外嘅時候未必係最好
8 嘅，可能會導致到第二種嘅意外嘅。今日用嘅巴士車身嘅材料已經係國際標準嘅
9 喇，但係至於巴士前方更安全方面，近年嚟我哋都有啲措施，譬如話前座嘅座位
10 喺擋風玻璃前面嘅係有安全帶，令乘客唔易拋出車外，而巴士公司都要加強車前
11 面嘅嗰個構造，令到佢可以支持到嗰個安全帶同個座椅嘅。

12 主席：（經傳譯員）即係意思話佢本身嗰個支架唔係咁夠力嘅？

13 陳英傑先生：（經傳譯員）因為最初舊嘅巴士唔諗住要裝安全帶嘅，只係諗住係有座
14 位，但係你要加強個繫固，呢個係巴士前方嗰度要做嘅喇。喺呢方面，今日大家
15 坐巴士前方，扣安全帶嘅就好安全嘅喇。我要唔要討論埋其他嘅要點吖？

16 主席：Please.

17 MR DUNCAN：（經傳譯員）可以嘅。

18 陳英傑先生：（經傳譯員）安全帶方面，我哋喺技術小組有討論過係咪所有嘅巴士座
19 椅都要加裝安全帶。

20 主席：（經傳譯員）係新嘅巴士？

21 陳英傑先生：On new buses。（經傳譯員）我都提過，因為加裝嗰方面唔係就咁話
22 係裝一張凳、加個安全帶。

23 主席：（經傳譯員）我哋理解嘅。

24 陳英傑先生：（經傳譯員）所以呢段係話巴士嘅內裝有咩嘢隱患要處理呢？呢個係我
25 諗如果巴士設計得好，唔應該係有一啲尖凸嘅邊、物件會令人撞到。呢一個我哋
26 都好小心去睇。

27 主席：（經傳譯員）我諗有一點可能對我哋更有幫助嘅，或者你可以睇下，佢話以下
28 嘅安全嘅措施都可以考慮嘅，譬如係 IAS、ESP。

29 陳英傑先生：（經傳譯員）IAS 就係呢個智能嘅速度控制或者調適，就咁睇，我都唔
30 係好知道嗰個功能係乜嘢嘅，但係如果你係講緊話舊嘅方法，譬如話係將速度計
31 同全球定位系統同埋個路面嘅地圖係一個整合嘅，提供司機--即係監察司機嘅
32 情況，同埋係提供數據嘅話，...

- 1 主席：（經傳譯員）據我理解係咁樣。
- 2 陳英傑先生：（經傳譯員）如果係咁嘅意思，設計嗰個系統係有呢個功能嘅話，喺技
3 術小組，我哋都有傾過嘅，現時都仲係商討緊嘅，因為有一啲技術同埋管理方嘅
4 考慮--即係有啲問題要處理。
- 5 主席：（經傳譯員）乜嘢係技術問題？
- 6 陳英傑先生：（經傳譯員）正如我頭先提到或者尋日提過，融合呢一個車速限速器、
7 全球定位系統去提供嗰架車輛嘅準確位置，然後再同地圖比對，我諗因為整體嚟
8 講，全球定位系統喺香港嘅操作環境唔係咁準確。
- 9 主席：（經傳譯員）個問題係咩嘢呢？
- 10 陳英傑先生：（經傳譯員）因為高樓大廈、四周嘅環境，可能有啲路段，譬如你喺中
11 環嘅話，兩邊都有高樓大廈，得好少嘅露天範圍。
- 12 主席：（經傳譯員）但係佢係可以收到衛星嘅訊號，如果係話有大廈喺度就會收唔到
13 訊號？咁有冇做過研究呢？
- 14 陳英傑先生：（經傳譯員）我哋同巴士公司研究緊，同埋嗰啲系統嘅供應商，睇下有
15 冇啲有效啲嘅系統我哋可以採用嘅，所以喺呢一刻，工作小組唔會排除應用呢一
16 個科技，仍然都係討論緊嘅。
- 17 陳美寶女士：（經傳譯員）呢個係一個好智能嘅方法嚟到去控制嗰個時速，亦都將佢
18 就係同路上嗰個地理環境就配對嘅。我哋有講過呢一個系統嘅好處，不過亦都要
19 確保喺香港本地嘅環境係真係行得通，我哋冇將佢排除，我哋好盡力咁去睇下究
20 竟係中期或者唔係太遠嘅將來可以係做到，我哋都想去進行呢個試驗嘅。講到嗰
21 個電子穩定控制系統，我哋就話喺新嘅巴士嗰度已經即時係做喇，至於話自動
22 緊急剎車系統，我哋都喺度考慮緊嘅。
- 23 主席：Thank you.
- 24 MR DUNCAN：（經傳譯員）好，麻煩你揭去第 55 頁，講番話呢一個智能嘅車速適應
25 系統，或者我哋可以睇番嘅，倫敦佢哋係做緊嘅，呢個都係你哋嗰個對口部門
26 嘅，係咪呀？
- 27 陳美寶女士：（經傳譯員）我就想講我個人作為呢一個署長，我自己本人未有機會係
28 同海外嘅對口當局就係接觸或者係探訪過佢哋，不過我哋嘅部門嘅同事過往有去
29 探訪過倫敦、美國，佢哋就係因應就係運輸署其他職責範圍--包括其他職責範
30 圍，有同佢哋係交流過嘅。我哋會係盡量係搵機會同佢--就我哋嘅職責範圍，
31 就係去交流嘅。
- 32 MR DUNCAN：（經傳譯員）關乎安全嘅問題？
- 33 陳美寶女士：（經傳譯員）我嘅副手係去過倫敦嘅。

1 李萃珍女士：（經傳譯員）係呀，譬如話我有去過倫敦同埋星加坡係同當局嘅--當地
2 嘅運輸署就交流嘅，但係就嗰個重點有些少唔同，我哋就更多就係睇嗰個實時巴
3 士到站嘅資訊，以及係其他嘅新嘅科技，係讓乘客係得到更多嘅資訊，我哋當時
4 係睇嗰啲多過就係巴士安全。

5 主席：（經傳譯員）不過我諗你會知道就係倫敦嘅巴士規管當局係有試驗過呢個 IAS
6 呢個智能車速調適系統嘅，係咪呀？

7 陳美寶女士：（經傳譯員）係，其實就我啲同事就幫我喺度係睇緊--就草擬緊一個行
8 程，讓我去海外參觀係交流嘅，不過我哋仲未落實嘅，因為而家仲有好多其他嘅
9 事就係要優先處理㗎。

10 MR DUNCAN：（經傳譯員）係，好，第 29 頁就係講到呢個道路嘅設計，呢度就係話
11 巴士嘅設計、道路嘅設計，呢度講道路嘅設計同埋係交通嘅管理都係對巴士嘅安
12 全係起關鍵嘅作用。

13 陳美寶女士：（經傳譯員）你講係第 2 段？

14 MR DUNCAN：（經傳譯員）第 3。第 29 頁嘅第 3 個部分。

15 陳美寶女士：（經傳譯員）道路設計，呢啲關乎係道路嘅設計同埋交通管理，呢個都
16 係我哋常規嘅道路安全議會嗰個議程嗰度都會睇嘅，我哋就會跟進，我哋亦都想
17 有一啲防範嘅工作，我哋會睇嗰個道路嘅設計，亦都會睇嗰個防撞欄，亦都會拉
18 闊嗰啲彎位等等嘅。

19 講到話呢個防撞欄，安全嘅防撞欄，呢個我哋亦都採納㗎--即係因應就係大
20 埔嘅巴士意外之後有咁樣做嘅。至於話巴士站附近嗰個係提供一啲安全嘅過馬路
21 嘅設施，我哋不時都係睇嘅，我哋經常都會落區嗰度去睇，亦都同區議會係交流
22 嘅，我哋會因應有新嘅發展，去睇下要唔要有巴士站，係巴士嘅彎位等等，咁去
23 睇下係咪需要有合適嘅行人過路設施嚟到係保障行人嘅安全。

24 MR DUNCAN：（經傳譯員）你有提過，就係剛才提過話道路安全議會嘅議程，咁究
25 竟係乜嘢嘢呢？

26 陳美寶女士：（經傳譯員）你講個審核，其實我哋道路安全監管同埋分析，就係我哋
27 同道路安全議會一直有咁做嘅。或者我唔應該用「審計」或者「審核」呢樣，因
28 為我諗用呢個字都要比較小心嘅。呢個係我哋嘅道路安全嘅監察系統。

29 MR DUNCAN：（經傳譯員）我要問嘅問題嘅後面嘅部分，已經去到尾聲㗎喇，或者
30 委員會係有問題要問你嘅，我自己要問嘅係咁多。

31 陳美寶女士：（經傳譯員）感謝你，資深大律師，感謝你協助我同埋我嘅團隊係回答
32 你嘅問題。

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委員會的提問

羅先生：（經傳譯員）我係有啲問題想問，就係想作澄清嘅，就係你琴晚交上嚟嘅，就係關乎嗰啲統計數字，不如你揭去呢個第 91 頁，我諗係九巴或者係城巴，係咪呀？

主席：（經傳譯員）我想問，有冇編到頁碼？我諗羅教授就係講番佢自己內部嗰個頁碼，但係整體，即係跟番我哋嗰個文件嘅頁碼又點樣樣呢？

MR DUNCAN: Yes, it has now.

主席: Where do we find it?

MR DUNCAN: (經傳譯員) TD-1。

羅先生: Yes, starting at page 182.

MR DUNCAN: (經傳譯員) 176 打後。

主席：（經傳譯員）咁佢已經入咗我哋嗰個文件夾，係咪呀？

陳美寶女士：（經傳譯員）哦，呢個係關乎係呢個遠期計劃巴士安全嗰個章節，係九巴嘅。

羅先生：（經傳譯員）係，好，呢度嘅數字，譬如話下面嗰幅圖就係講係意外之前究竟係當更咗幾耐嘅，呢度睇下，超過十個鐘嘅，佢嗰個涉及意外率係最低嘅，不過我哋亦都要睇番嗰個數字，即係譬如話得好少司機係揸超過十個鐘，當然嗰個比率就係低，所以喺呢方面嘅數字應該係搞清楚啲，讓我哋可以知道嗰個因果。

另外，你亦都有--上面嗰個圖表，就話佢哋公司服務咗幾多年，你有呢個零至到一年，可能純粹係更多嘅司機係屬於呢個類別，所以嗰個比率就高啲，我諗就係要公道嘅，同埋讓我哋就係更好咁樣去知道背後嗰個成因。我就想問你，你可唔可以就將呢啲表就係再做過？讓我哋知道究竟嗰個風險係幾多，就唔好純粹係去咁樣樣分類。當然我知道呢啲數據係嚟自九巴嘅，運輸署可唔可以做番嗰個表，又或者九巴可唔可以做呢？

主席：（經傳譯員）如果係九巴嘅文件，不如我哋係請九巴話畀我哋聽係咪可以係將佢係修正下呢？

陳美寶女士：（經傳譯員）係，我都同意主席嘅講法。

羅先生：（經傳譯員）係，好。我想問運輸署嘅，就係講日後嘅報告，就希望你哋日後唔好用呢一種咁樣樣嘅形式。

陳美寶女士：（經傳譯員）呢個係我哋一直都要求佢要經常提交呢一啲數字嘅，呢啲係巴士公司自己做嘅分析。你剛才嘅建議，我哋一定會謹記嘅，我哋會睇下嗰個意外分析嘅數據係如何可以係編寫得更好，更精確咁樣樣係將嗰個情況反映番出

1 嚟。

2 歐陽先生：（經傳譯員）多謝主席。我有一個未必係問題，係一個要求，呢個係關乎
3 係鄧大律師係較早時候提及嘅嗰個報告，係 29 頁，係呢一個道路安全研究小組
4 嗰個報告嘅第 29 頁，講到道路嘅設計，我哋知道有更多嘅新巴士嗰個設計都係
5 比以前嘅尺寸為大嘅，講到道路嘅設計，其實有冇話鑑於有呢啲新嘅巴士，就會
6 係擴闊啲道路，你可唔可以之後書面回覆下我哋，畀啲例子我哋知道即係睇下運
7 輸署會唔會因應呢啲新嘅巴士，而你哋就係擴闊啲路呢？因為新嘅巴士有啲長到
8 係 12.8 米嘅。

9 陳美寶女士：（經傳譯員）擴闊路面唔係單單係為咗就係符合呢一啲新嘅車身嘅長度
10 嘅標準嘅，不過我哋可以返去搵一搵嘅，譬如話有時有啲倔頭路。

11 主席：The turning circle.

12 陳美寶女士：（經傳譯員）我諗我要解釋一下，即係話嗰個譬如話巴士或者其他車輛
13 佢哋點樣樣喺倔頭路嗰度轉彎，我哋要確保巴士如果佢係 12.8 米咁長嘅話，譬
14 如話佢喺附近嗰度嘅巴士站，特別係一啲新發展區、新嘅住宅發展區，如果佢哋
15 係有一啲倔頭路，無論係巴士或者其他車輛，我哋都要確保係有足夠嘅空間畀佢
16 哋去駕駛嘅。

17 歐陽先生：（經傳譯員）如果得嘅話，亦都係睇埋新界地方，因為照我哋所知，新界
18 就係嗰個道路嘅設計係有所不同嘅，所以我好想知道我哋如何去可以就係讓呢啲
19 巴士就係可以喺嗰度行駛嘅。

20 陳美寶女士：（經傳譯員）好，唔該。

21 主席：（經傳譯員）有一、兩樣嘢我就想同你跟進一下嘅，因為你有呢個係九巴嘅文
22 件，嗰度就係佢哋嘅遠期計劃嘅，我諗仲係喺你面前嘅，係咪呀？就係九巴佢哋
23 自己嘅內部嘅頁碼就係 96 頁，就講及係巴士車長嘅培訓同埋監察，當然呢一份
24 係九巴嘅文件，不過我都假設運輸署都應該睇得明佢哋講緊乜嘢嘢嘅，當佢哋交
25 份文件畀你嘅時候。呢一頁嘅最尾嗰兩行，乜嘢叫做「實時駕駛指標」？呢啲全
26 部都係所有嘅巴士嗰度安裝咗，就可以係讓巴士司機係可以就係引用係佢哋嗰個
27 環保安全駕駛訓練學番嚟嘅駕駛技術用得著。

28 陳美寶女士：（經傳譯員）我哋同九巴係傾過，亦都係喺九巴嘅董事會嗰度開會，佢
29 哋有時都會同我哋講佢哋有啲咩嘢新嘅監察設備，嚟到就係加強或者改善車長嗰
30 個駕駛嘅技術或者行為嘅，佢哋亦都有時睇到，佢哋可能就係有陣時好大力咁樣
31 去踩嗰個 brake 嘅，我哋知道呢一方面就係話首先就係睇下，有冇一啲司機就
32 係揸某一條路線嘅時候成日會咁樣做嘅，然後就會係安裝咗一啲駕駛提示器，提
33 醒呢啲車長要佢改善駕駛嘅技術，喺嗰一條路線應該用乜嘢駕駛技術，或者九巴
34 可以更加好咁樣解釋呢一個儀器嘅功能，點樣可以幫助司機改善佢嘅態度。

35 主席：（經傳譯員）你提到就係話可能喺個儀器度有一個閃燈，然後就開咗個電子紀
36 錄儀器，睇下會唔會有啲急剎嘅情況嘅，或者係急劇減速嘅情況嘅？

- 1 陳美寶女士：（經傳譯員）係。
- 2 主席：（經傳譯員）都係九巴文件，8.4.2 段嘅，第 98 頁，呢個講法係咁嘅，對於
3 新入職車長嘅工作，會安排佢哋揸一啲容易啲嘅路線，你知唔知九巴係有冇指明
4 邊啲路線係容易，有邊啲係難呢？
- 5 陳美寶女士：（經傳譯員）有啲比較複雜嘅路線係有咁嘅形容嘅，如果冇指明係複雜
6 路線嘅話，就可以當成係容易嘅路線，好多時候佢哋提到係複雜嘅路線。
- 7 主席：（經傳譯員）即係佢哋有個系統決定路線嘅難度嘅，某一條路或者某一段路嘅
8 難度？
- 9 陳美寶女士：（經傳譯員）因為據我理解，有啲路線可能包括更多彎位，或者要停多
10 啲站嘅，更多客嘅，要上落更多嘅客嘅，就唔會話好直接嘅揸一條好短嘅路線，
11 有啲可能係停好多個站，又會包括唔同區域，有啲路線就亦都會經過一啲嘅交通
12 黑點、意外黑點嘅。
- 13 主席：（經傳譯員）第 99 頁，8.5.7 段，呢句係咁講嘅，就話做咗一個調查，有四
14 十四架巴士係所有嘅座位都係安裝咗一啲三點繫固嘅安全帶，已經喺 2017 年 4
15 月底嘅時候，然後亦都會做一個調查去評估一下喺巴士上已經安裝咗所有座位都
16 有安全帶嘅使用率嘅，你知唔知道有咁樣嘅調查？
- 17 陳美寶女士：（經傳譯員）我哋知道九巴係自己有做呢一個調查，佢哋想調查一下使
18 用率係點，但係我哋就唔知道調查嘅結果，我哋未知。
- 19 主席：（經傳譯員）你哋係咪預期對方會通知你？
- 20 陳美寶女士：（經傳譯員）係，因為喺董事局嘅會議有提到。我哋預期九巴會向我哋
21 匯報安全帶嘅使用率情況，如果佢唔匯報，我哋都會一定追問。
- 22 主席：（經傳譯員）好。最後一件事，喺運輸署 1 號嘅文件冊第 8 號文件，睇番技術
23 嗰度，第 21 段，第 102 頁，就係有一個嘅車速顯示屏，呢方面，我想問嘅就係
24 技術上係可以安裝嘅，呢個係第 22 段，就話巴士嘅廠商就畀咗意見話技術上係
25 可行嘅，但係 22 段較後就有個咁嘅意見，巴士公司關注用咗呢個車速顯示屏係
26 會增加車長同埋乘客之間嘅磨擦同埋拗撬，亦都會令到車長有更大壓力嘅，可能
27 影響巴士嘅安全駕駛，巴士公司認為呢一個嘅車速顯示屏對於加強巴士嘅安全係
28 冇幫助。
- 29 我咁樣理解啱唔啱呢？呢啲嘅顯示屏喺公共小巴都已經用咗一段時間，係咪
30 呀？
- 31 陳美寶女士：Yes.
- 32 主席：（經傳譯員）可唔可以解釋畀我聽幾時喺公共小巴度安裝？
- 33 陳美寶女士：（經傳譯員）幾年，我哋想講得準備啲，不過係幾年。呢個裝置係安裝

1 喺公共小巴上面，原因係之前有個關注小巴超速嘅問題，呢件事其實喺交通諮詢
2 委員會都有討論過，喺工作小組工作範圍都有包括呢一方面嘅，要同巴士嘅製造
3 商、巴士公司再商討下安裝車速顯示屏嘅可行性。我哋 22 段咁寫其實就係而家
4 討論嘅狀態。

5 主席：（經傳譯員）我哋明嘅，因為而家係個討論只係牽涉三方，即係話巴士嘅營運
6 商、你哋同埋巴士嘅製造商，佢哋考慮技術上嘅可行性。

7 陳美寶女士：（經傳譯員）另外仲有巴士公司嘅回應，車長覺得安裝呢個儀器會令佢
8 哋更大壓力，呢個係好敏感嘅地方，我哋要小心考慮，或者要同車長嗰啲工會組
9 織去睇下佢哋嘅意見係點樣先。

10 主席：（經傳譯員）你會唔會咁樣做？

11 陳美寶女士：（經傳譯員）我哋會。

12 主席：（經傳譯員）你係咪都會諮詢公眾，睇下公眾認為係咪作為乘客，佢哋認為係
13 咪一個好主意呢？因為佢哋作為乘客，佢哋嘅命都係車長控制。

14 陳美寶女士：（經傳譯員）我哋會考慮所有公眾嘅意見，我哋而家未諗到用咩嘢方式
15 進行，不過一般有可能嘅做法就係首先同職方工會傾、車長，睇下佢哋嘅反應，
16 再睇下點樣進一步由立法會嘅交通事務委員會作為一個平台去聽下佢哋意見，再
17 敲定最終嘅建議點做。

18 主席：（經傳譯員）小巴呢個例子，運輸署又點樣知道公眾都關注超速嘅問題呢，小
19 巴？

20 陳美寶女士：（經傳譯員）呢個唔單只係公眾關注，而係意外率，因為牽涉小巴嘅意
21 外率嘅問題就係超速，但係多年嚟小巴嘅意外率都係幾高嘅，其實我可以話比起
22 專營巴士，公共小巴嘅意外率係更高，所以先要要求小巴入面安裝呢個速度顯示
23 屏。

24 主席：（經傳譯員）你睇下你可唔可以協助下，喺公共小巴上加裝呢一個儀器，有冇
25 導致到司機同乘客更多衝突同埋拗撬呢？就好似呢度巴士公司嘅講法，佢哋係反
26 對安裝呢個車速顯示屏，你知唔知道小巴司機同乘客有冇爭執？

27 陳美寶女士：（經傳譯員）我哋冇特別留意到喺--即係話我哋冇特別留意到喺搭公共
28 小巴嘅時候有冇增加投訴，啲乘客。

29 主席：（經傳譯員）我係關注有冇衝突，根據有安裝咗個顯示屏之後，乘客可能有較
30 多資料知道司機有冇超速，咁有冇增加衝突吖？

31 陳美寶女士：（經傳譯員）據我所知，就有特別增加關於安裝呢一個小巴嘅速度顯示
32 屏嘅投訴。主席，我補充，公共小巴嘅限速器係 2010 年開始安裝嘅，作為公共
33 小巴嘅發牌條件。

1 主席：（經傳譯員）唔該。我都問完我需要問嘅問題，我感謝你同埋你嘅同事盡力協
2 助我哋，我哋亦都會繼續等你哋提交--你承諾會提交嘅書面嘅資料嘅，唔該
3 晒。

4 陳美寶女士：（經傳譯員）唔該晒，主席，多謝你嘅指導同埋資深大律師嘅協助。

5 主席：（經傳譯員）喺咁嘅情況底下，而家會押後呢個程序，我哋嘅口頭聽證會就係
6 第一節到呢度，遲啲我哋都會邀請其他各方出席、我哋要先發出邀請，如果對方
7 接受嘅話，喺我哋網頁會發放資料，睇下幾時會再開聽證會，唔該晒。

8

9 2018年5月8日

10 下午4時27分聆訊押後

11

12

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14

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1 Tuesday, 29 May 2018

2 (10.00 am)

3 EVIDENCE FROM NEW WORLD FIRST BUS SERVICES LTD AND
4 CITYBUS LTD: MR SAMUEL CHENG, MR WILLIAM CHUNG, MR PAUL LI,
5 MR GARETH NG, MR KENNETH LIT, MR KENNY SO (given in
6 Cantonese; transcription of the simultaneous interpretation)

7 CHAIRMAN: Good morning. Today we welcome and thank
8 Mr Cheng and his colleagues for responding to our
9 invitation to assist the committee by giving evidence,
10 and he and his various colleagues are available to
11 answer as they choose the different questions that
12 counsel to the committee pose for them.

13 But first of all, Mr Cheng, if I can address you
14 directly -- make yourself comfortable with the
15 translation, first of all. I understand first of all no
16 request has been made of the committee that lawyers
17 appear on your behalf, and in those circumstances
18 I understand that you wish to make a brief statement at
19 the outset, and you propose doing so in Cantonese.

20 MR SAMUEL CHENG: Mr Chairman, yes.

21 CHAIRMAN: Please do make your statement.

22 Opening statement by MR SAMUEL CHENG

23 MR SAMUEL CHENG: Thank you.

24 Mr Chairman, members, ladies and gentlemen, good
25 morning. I would like to thank the committee for

26

1 inviting us to attend today's hearing. On behalf of New
2 World First Bus and Citybus, I would like to make the
3 following brief statement.

4 New World First Bus and Citybus have been operating
5 franchised bus service for many years. Our core value
6 is to provide safe and quality bus service. We have all
7 along been in strict compliance with all the
8 legislation, regulations, franchise terms governing
9 franchised bus service, as well as all the guidelines
10 issued by the Transport Department to franchised bus
11 operators.

12 New World First Bus and Citybus take a positive
13 stance towards the present review of franchised buses by
14 the Independent Review Committee. In the past few
15 months, we have been reviewing the operation of our
16 companies, in particular the safety aspect, so as to
17 identify room for improvement.

18 Recently, New World First Bus and Citybus have
19 formed a safety committee, to specifically examine all
20 matters related to operational safety. Initially, we
21 have identified the following areas for improvement.

22 First, strengthening driver training on new bus
23 routes for all in-service bus captains.

24 Second, increasing the number of driving training
25 hours for newly recruited part-time bus captains.

26

1 Third, providing classroom training, including
2 training on customer service and EQ management for newly
3 recruited part-time bus captains.

4 Fourth, providing refresher training, including
5 training on customer service and EQ management, for
6 in-service part-time bus captains.

7 Fifth, from 1 June 2018 onwards, all part-time bus
8 captains will be required to provide information about
9 the working hours of their principal employment to
10 enable the companies to better understand whether they
11 have sufficient rest time.

12 Sixth, upon upgrading the companies' black box
13 system, in the third quarter of this year, when a bus
14 captain exceeds the speed limit, the on-board black box
15 will automatically give out alert signal to the bus
16 captain.

17 Seventh, we have started to explore the feasibility
18 of conducting psychological assessment of bus captain
19 applicants.

20 Eighth, we will continue to explore the feasibility
21 of introducing new technologies for enhancing safe
22 driving.

23 Apart from the above, regarding the recommendations
24 to be made by the Independent Review Committee, subject
25 to the availability of our financial resources, where
26

1 feasible, we shall actively consider them.

2 Thank you, Mr Chairman.

3 CHAIRMAN: Thank you, Mr Cheng.

4 I'm now going to ask Mr Duncan, senior counsel, to
5 pose questions to you. He will be asking questions in
6 English. They will be translated to you into Cantonese.
7 And then your answer in Cantonese will be translated
8 into English. So we will have to learn together how to
9 do this successfully. It will require shorter
10 questions, and it will require pauses in answers. So if
11 we can all bear that in mind.

12 Mr Duncan.

13 Examination by MR DUNCAN

14 MR DUNCAN: Thank you, Mr Chairman.

15 Mr Cheng, good morning, and good morning, gentlemen,
16 and again thank you for attending the committee this
17 morning.

18 Thank you for your opening statement, Mr Cheng.
19 There are a number of matters that I would wish to
20 explore with you arising from the submissions that you
21 have already supplied to the committee.

22 CHAIRMAN: Ms Wong, are you able to confirm whether or not
23 this is being translated into Cantonese? On which
24 channel is the translation?

25 MS MAGGIE WONG: It's on channel number 1.

26

1 CHAIRMAN: Thank you.

2 MR DUNCAN: The first matters arise from the franchise
3 agreement under which the company operates. I'd like
4 you to turn up the franchise agreement, if you could.
5 We will find this at bundle reference TD-2 at page 386.

6 Mr Cheng, I'm aware of the fact that you appear on
7 behalf of two companies. When I ask you questions,
8 I will probably be referring mainly to "the company",
9 but by that I will be referring to both companies. If
10 you wish to distinguish between one company and the
11 other, please feel free to do so.

12 The document which you should now have in front of
13 you is the franchise agreement under which Citybus Ltd
14 operates many of its routes, the latest, I believe, of
15 the franchise documents under which the company
16 operates. Do you understand that?

17 MR SAMUEL CHENG: Yes, I understand.

18 MR DUNCAN: Thank you. Can I bring your attention, please,
19 to clause 7, which you will find on the bundle reference
20 at page 389. Could you just familiarise yourself with
21 the provisions of clause 7(1).

22 MR SAMUEL CHENG: Yes, I have read it.

23 MR DUNCAN: We will see reference in that clause to the
24 grantee providing, amongst other things, such safety or
25 service enhancement facilities or equipment on its bus
26

1 as may be reasonably required by the Commissioner for
2 Transport from time to time. Do you see that?

3 MR SAMUEL CHENG: Yes, I do.

4 MR DUNCAN: I understand from the submissions that you have
5 provided to the committee that back in 2003, the
6 committee determined that a black box system, as it's
7 often referred to, should be introduced on all public
8 franchised buses. Is that correct?

9 MR SAMUEL CHENG: Correct.

10 MR DUNCAN: Can I ask you this question: apart from that
11 determination by the Commissioner in 2003, has the
12 Commissioner required any specific safety features to be
13 installed on any of your buses?

14 MR SAMUEL CHENG: Yes, there were.

15 Let me cite two examples. The Transport Department
16 did ask the bus operators -- allow me to use English to
17 talk about this term -- in relation to exposed seats,
18 seat belts must be fixed.

19 In addition, a small number of our buses had
20 a straight and long flight of steps, so the Transport
21 Department asked us to fix an additional handrail.

22 MR DUNCAN: We are aware that amongst the features carried
23 on your buses are speed limiters. Do I understand from
24 your answer that the introduction of a speed limiter is
25 a matter decided by the company, not required of you by

26

1 the Transport Department?

2 MR SAMUEL CHENG: This was not a requirement from the
3 Transport Department. The bus manufacturer added this
4 facility to the bus.

5 MR DUNCAN: So the only requirements which have come from
6 the Department are the black box system, seat belts, and
7 the guardrails to which you have just referred?

8 MR SAMUEL CHENG: Yes. Just now I mentioned two examples
9 that I can recall, but I'm not sure whether there were
10 just these two facilities. There might be other
11 facilities but I'm afraid I cannot mention them; I don't
12 know about that.

13 Let me put it this way. I defer to Mr Li, head of
14 engineering, to provide you with more information.

15 MR PAUL LI: Chairman, in the annex of our submission,
16 page 29, annex 1.6, that is annex 1.6 of the first
17 submission, therein is the agreement between the bus
18 company and the Transport Department with regard to the
19 safety features. When we order new buses, they have to
20 be installed and they have to be considered. They
21 include the seats, the design of the seats. For the
22 exposed seats, three-point seat belts have to be
23 provided. The seats have to have headrests. The design
24 of the seats and the design of the seat belts and the
25 anchoring points of the seat belts and the design will

26

1 have to measure up to the European standard.

2 For other safety features, for staircases of
3 double-decker buses, we have to provide double
4 handrails, guardrails, so that passengers going up and
5 down will have the guardrails to hang on to.

6 We have to bear in mind the safety of the glass. We
7 have to provide a hammer with which to break the glass.
8 In an emergency situation the hammer will be needed to
9 break the glass. We also need to provide CCTV. When
10 buses are reversed, the captain would be able to use the
11 camera, and the bus captain will also be able to see
12 what's happening upstairs and also the passengers going
13 up and down the staircase.

14 In terms of fire prevention, all the materials have
15 to fulfil the relevant regulations. The relevant
16 regulations are set out in a table on page 31.

17 In the engine area, we need to install
18 high-temperature detector. When a bus catches fire,
19 when a bus experiences high temperature, there will be
20 alarms emitted in the cabins, in the bus captain's
21 cabin.

22 In terms of air-conditioning, if the engine area
23 catches fire, there is a partitioning between the engine
24 area and the air-conditioning. Between the bus
25 compartment and the engine area, we need to have metal
26

1 partitioning wall. If it catches fire, it will not
2 spread into the compartment of the bus.

3 As regards other features, we need to have a meter
4 and a speed limiter. The area designed for wheelchair,
5 no seats, should be installed. For air-conditioning
6 system, we have to have an all-weather control
7 mechanism. Near the passenger seats, we have the
8 air-con fans, for which they can regulate the flow of
9 the air and the direction.

10 Thank you, Chairman.

11 MR DUNCAN: Thank you, Mr Li.

12 I notice that this document bears the date February
13 2012. Is this the latest document to be issued in this
14 respect?

15 MR PAUL LI: Yes, indeed, Chairman.

16 MR DUNCAN: When would the previous document in this respect
17 have been dated?

18 MR SAMUEL CHENG: Chairman, we don't have that document with
19 us now. What you are looking at is the document that we
20 first received.

21 MR DUNCAN: Do you know whether this document is reviewed
22 from time to time between the Transport Department and
23 the company?

24 MR SAMUEL CHENG: Mr Li?

25 MR PAUL LI: With the publication of this document, indeed
26

1 it was reviewed.

2 MR DUNCAN: Sorry, there was a review leading up to the
3 publication of the document; is that what you mean?

4 MR PAUL LI: Well, this document was discussed at our
5 regular meetings many times, and in 2012 we finalised
6 this document.

7 MR DUNCAN: Thank you.

8 Just before I leave the document, I notice also it
9 does refer to a speed limitation function. Can you see
10 that in paragraph 4(a)?

11 MR PAUL LI: Yes.

12 MR DUNCAN: There doesn't appear to be any specifications
13 with regard to the limiting function; is that correct?

14 MR PAUL LI: As we all know, for our buses, we have the
15 limiting function, limiting the speed to 70 kilometres
16 per hour, and we all know that the speed limit is
17 70 kilometres, that's the limit.

18 MR DUNCAN: So there's simply an understanding between your
19 company and the Transport Department but which hasn't
20 been recorded in detail in the document; is that
21 correct?

22 MR PAUL LI: Indeed, yes, sir.

23 CHAIRMAN: Forgive me if I interject. Was the requirement
24 for a speed limiter to be fitted to franchised buses not
25 introduced in the aftermath of the Tuen Mun bus tragedy

26

1 in 2003?

2 MR PAUL LI: Chairman, many years ago the buses had this
3 functionality for the buses, earlier than 2003.

4 CHAIRMAN: Can you tell us when it was first introduced?

5 MR PAUL LI: In terms of diesel engines, diesel engines have
6 the functionality of cutting the fuel, and 30 or
7 40 years ago the functionality was there, although we
8 couldn't limit the speed to 70kph, maybe 75, 80kph. It
9 depends on the design of the gearbox and the engine.

10 When Euro II engines came about, we had the
11 electronic control, and it was easily achievable. We
12 could limit the fuel supply at the speed of 70.

13 MR DUNCAN: Leaving clause 7 now, could I take you through,
14 please, to page 393 of the bundle, still with the
15 franchise agreement.

16 In your submission, you have referred to the matter
17 of passenger liaison groups, and I just want to ask
18 a couple of matters with regard to those groups.

19 Could I ask you, please, to have in front of you
20 clause 15(3) of the franchise agreement, which deals
21 with the matter of passenger liaison groups.

22 MR SAMUEL CHENG: I beg your pardon. We can't see this on
23 the screen. What you are referring to we can't see,
24 sorry.

25 MR DUNCAN: TD-2, at page 393.

26

1 Could you just familiarise yourself, please, with
2 clause 15(3).

3 CHAIRMAN: I take it you are able to see that now?

4 MR SAMUEL CHENG: Yes, sir. Yes, I can.

5 Yes, I have done so.

6 MR DUNCAN: Thank you.

7 The franchise clause provides for the grantee to
8 promulgate rules for membership and meetings.

9 Has the company promulgated any such rules?

10 MR SAMUEL CHENG: I defer to Mr Chung, head of operations.

11 MR WILLIAM CHUNG: Chairman, this passenger liaison group
12 holds meetings every two months. We will hold the
13 meetings at different bus terminus and passengers will
14 be invited to come in and express their views. At the
15 meetings, we will invite the Transport Department
16 representatives, and our company's representatives will
17 engage passengers and discuss the relevant issues.

18 CHAIRMAN: I think the question was more specific: has the
19 company promulgated any rules that govern such meetings?

20 MR WILLIAM CHUNG: We did talk to the Transport Department
21 as to how this would be done.

22 MR DUNCAN: Yes. Have any rules been issued in writing?

23 MR WILLIAM CHUNG: No, we didn't.

24 MR DUNCAN: You will see in the same clause provision for
25 the Commissioner for Transport to direct or approve
26

1 matters in writing. Do you see that reference?

2 MR WILLIAM CHUNG: Yes.

3 MR DUNCAN: As far as you are aware, has the Commissioner
4 issued any such directions or approvals?

5 MR WILLIAM CHUNG: I'm not sure, because that was quite
6 a long time ago.

7 MR DUNCAN: But these meetings are held, are they not, from
8 time to time, even today; is that correct?

9 MR WILLIAM CHUNG: Correct.

10 MR DUNCAN: Can I ask you to refer to another page in the
11 bundle, this time CTB-2 at page 170. There's
12 a translation of this in the bundle at page 172-1.

13 You will see that this is annex 4.1 to one of your
14 submissions, and it seems to constitute notes of the
15 meeting of one of these passenger liaison groups on
16 27 February 2018. Do you see that?

17 MR WILLIAM CHUNG: Yes.

18 MR DUNCAN: Now, I cannot see, at least on the translation,
19 any record as to how many passengers attended that
20 meeting. Is there any entry?

21 MR WILLIAM CHUNG: The minutes didn't record the number.

22 MR DUNCAN: Would the minutes normally record the number of
23 people attending?

24 MR WILLIAM CHUNG: These minutes doesn't mention how many
25 people attended.

26

1 MR DUNCAN: If you go through to page 173 of the same
2 bundle, CTB-2, page 173, that's apparently notes of
3 a meeting on 28 February.

4 Are there any indications from those notes as to how
5 many passengers attended that meeting?

6 MR WILLIAM CHUNG: No.

7 MR DUNCAN: How is it decided which passengers would attend
8 such a meeting?

9 MR WILLIAM CHUNG: We didn't restrict as to which passenger
10 may attend. Two weeks before a meeting is to be held,
11 through the company's website and at the bus terminus
12 where the PLG meeting will take place, a notice will be
13 put up to inform passengers about the time and date of
14 the meeting. On the relevant date, the passengers can
15 freely attend the meeting.

16 MR DUNCAN: Typically, how many passengers would turn up?

17 MR WILLIAM CHUNG: It depends on the location. Generally
18 speaking, there would be eight or ten.

19 MR DUNCAN: When you say it's at a terminus, is there a room
20 at which the meeting would take place, or does it take
21 place outdoors or ...?

22 MR WILLIAM CHUNG: We will make arrangements so that there
23 would be a bus parked at the bus terminus. On the bus
24 body we will put up a notice saying there is a passenger
25 liaison group. There are also staff members outside the

26

1 bus, urging passengers to attend the meeting.

2 MR DUNCAN: Can I take you back to page 170 again, and bring
3 your attention to entry number 3 on that document, the
4 translation at 172-1. The translation reads:

5 "Proposed to add a bus speed indicator (similar to
6 that of the minibus) to all buses and emit noise when
7 they exceed the speed limit."

8 Do you see that reference?

9 MR SAMUEL CHENG: Yes.

10 MR DUNCAN: Can I bring your attention to what is recorded
11 as the company's response:

12 "In response to the installation of certain
13 facilities on the bus, the company will carry out
14 assessments based on factors such as operation costs,
15 economic benefits and the technical front. Currently,
16 there is no plan to install the relevant facilities."

17 Do you see that entry?

18 MR SAMUEL CHENG: Yes.

19 MR DUNCAN: Has the company, since February 2018, carried
20 out any assessments as referred to there?

21 MR SAMUEL CHENG: Well, we carried out an assessment in
22 another area. We are worried that there would be
23 a greater likelihood that the passenger may have
24 a confrontation with our bus captain.

25 In recent years, we have had confrontation between
26

1 bus captains and bus passengers, so we are concerned.
2 Say, for example, for a particular stretch of road, the
3 speed limit may be 50kph, and then at that time a bus
4 captain may be driving at, say for example, 52kph. From
5 the perspective of the bus passenger, he would regard it
6 as speeding, exceeding the speed limit. If the
7 passenger chooses to take this up with the bus captain
8 right on the spot, this will cause a nuisance to -- this
9 will disturb the bus captain.

10 Therefore, our company has chosen to work through
11 the black box system so that we can become aware of the
12 performance of the bus captains, like whether he has
13 exceeded the speed limit, and then we can work through
14 our internal disciplinary mechanism, and we will follow
15 our internal instructions to discipline bus captains who
16 have been caught speeding.

17 We believe that in this way we won't be creating
18 a scenario in which there will be confrontation between
19 the bus captain and the bus passenger, while at the same
20 time we can monitor whether our bus captains have been
21 exceeding the speed limit.

22 Thank you.

23 MR DUNCAN: So do I understand from that, Mr Cheng, that the
24 company has actually decided not to install the speed
25 indicators?
26

1 MR SAMUEL CHENG: At this moment, our assessment is that
2 there is no need to install such a speed limit display
3 unit.

4 Regarding the monitoring of the bus speed, we will
5 rely on our black box system. We believe that this is
6 more effective.

7 MR DUNCAN: The committee is aware that these indicators
8 have been installed as per a requirement of the
9 Transport Department in public light buses in Hong Kong.
10 You would be aware of that?

11 MR SAMUEL CHENG: Yes, I have seen public light buses
12 equipped with such display units.

13 MR DUNCAN: Has the company made any enquiries as to whether
14 that has caused confrontation between the PLB drivers
15 and their passengers?

16 MR SAMUEL CHENG: Well, many people take public light buses,
17 all because they are driven at a high speed. So I don't
18 think that when passengers see that there is
19 an exceedance of the speed limit, there will be
20 a confrontation.

21 For the people in Hong Kong, for those who take
22 public light buses, especially during nighttime, this is
23 quite common. So, when compared with taking a ride on
24 a franchised bus, this is different.

25 MR DUNCAN: Can we go back to the franchise document,
26

1 please.

2 CHAIRMAN: Before you do that, Mr Duncan -- it appears,
3 then, Mr Cheng, that the companies have decided not to
4 install the speed indicators on buses at the moment?

5 MR SAMUEL CHENG: Unless this becomes a requirement,
6 otherwise we do not have the plan to install such
7 a speed limit display unit.

8 CHAIRMAN: Have you communicated this decision to your
9 passenger liaison group, in view of what was said in
10 February?

11 MR SAMUEL CHENG: Mr Chung will answer this question.

12 CHAIRMAN: Thank you.

13 MR WILLIAM CHUNG: I think on the spot we have given a reply
14 to that passenger, as indicated in the response. That
15 is, at this moment we do not have a plan to install such
16 a facility.

17 CHAIRMAN: Have you communicated the results of your
18 assessment as to the factors such as operation costs and
19 economic benefits and the technical front?

20 MR WILLIAM CHUNG: When we answered the passenger's
21 question, we did mention those factors.

22 CHAIRMAN: Well, you were carrying out an assessment; that's
23 what the minute says. Have you carried out
24 an assessment, and if so have you communicated that to
25 the passenger liaison group?

26

1 MR WILLIAM CHUNG: No, we did not. That's because we do not
2 have the contact details of the passenger.

3 CHAIRMAN: Did you carry out an assessment?

4 MR SAMUEL CHENG: Mr Chairman, we have not started this
5 assessment. This is because we tried to look at it from
6 another perspective. The concern instead is on the
7 possible confrontation between the bus captain and the
8 bus passenger. We believe that this is the main reason
9 as to why we do not plan to install such a speed limit
10 display unit.

11 CHAIRMAN: Thank you.

12 Mr Duncan.

13 MR DUNCAN: Thank you, Mr Chairman.

14 Could I ask you to go back to the franchise again,
15 and move this time to bundle TD-2 at page 410. Can
16 I bring your attention to clause 33 of the franchise
17 document and just ask you to familiarise yourself,
18 please, with its terms.

19 MR SAMUEL CHENG: Yes, I have done so.

20 MR DUNCAN: Thank you. Can I then ask you to have in front
21 of you a document from CTB-2 at page 32.

22 At page 32, you should be looking at a document,
23 it's a little hard to read, but it's annex 2.1 to one of
24 your submissions, and it's headed, "NWFB Fuller
25 Disclosure 2017". Do you have that in front of you?

26

1 MR SAMUEL CHENG: Yes, sir.

2 MR DUNCAN: Thank you.

3 Then could you go through, into the document, at
4 page 42 of the bundle. It's CTB-2 at page 42.

5 Do you see on that page a heading which reads,
6 "Corporate social responsibility"? Do you see that?

7 MR SAMUEL CHENG: Yes, sir.

8 MR DUNCAN: Do I understand correctly that that is the
9 document, the corporate social responsibility, which is
10 required under clause 33 of the franchise document?

11 MR SAMUEL CHENG: Correct, sir.

12 MR DUNCAN: Thank you.

13 This page, I think it's a page, the corporate social
14 responsibility, is part of this wider document called
15 "Fuller Disclosure 2017". I haven't been able to find
16 reference in the franchise agreement to the requirement
17 for this "Fuller Disclosure" document.

18 Could you inform the committee the basis on which
19 this document is issued, the "Fuller Disclosure"
20 document?

21 MR SAMUEL CHENG: Chairman, this document, we publish it
22 every year, October every year in fact.

23 MR DUNCAN: Is that a requirement, or is it a voluntary
24 thing on behalf of the company, or what? Because
25 I can't see it in the franchise agreement. That's the
26

1 only reason I ask.

2 MR SAMUEL CHENG: This is a requirement of the Transport
3 Department.

4 MR DUNCAN: When did this requirement come about?

5 MR SAMUEL CHENG: If I remember correctly, it's been more
6 than ten years.

7 MR DUNCAN: So it's issued annually by the company; is that
8 correct?

9 MR SAMUEL CHENG: Correct, sir.

10 MR DUNCAN: Can I bring your attention to page 39 of the
11 bundle, so CTB-2/39, which is headed, "Financial
12 information".

13 MR SAMUEL CHENG: Yes, I can see that, sir.

14 MR DUNCAN: In particular, does it contain a profit and loss
15 account for the year ended 30 June 2017?

16 MR SAMUEL CHENG: Yes, sir.

17 MR DUNCAN: Can I bring your attention to the heading,
18 "Turnover". The turnover is constituted by two items:
19 first of all, fare receipts, and then advertising
20 income.

21 Where does the company generate its advertising
22 income from?

23 MR SAMUEL CHENG: In that year, the advertising income came
24 from three sources. First, the advertising at the bus
25 stops. Second, the advertising on the side of the

26

1 buses. Third, inside the buses we have the monitor, the
2 screen monitor, on which we also have advertising.
3 Starting from last year, we discontinued that, because
4 this mode of advertising wasn't popular so we
5 discontinued that. So from now we have only two sources
6 of income from advertising.

7 First, that's the advertising from the bus stops,
8 and the second is the advertising on the bodies of the
9 buses.

10 MR DUNCAN: Does the company have any plans to generate
11 advertising revenue from any other source?

12 MR SAMUEL CHENG: As a matter of fact, where we can get
13 advertising revenue, we have already explored all the
14 sources.

15 MR DUNCAN: If I could take you back again to the franchise
16 document, please, TD-2, at page 410. Can I on this
17 occasion bring your attention to clause 34. Could you
18 please familiarise yourself with that provision.

19 MR SAMUEL CHENG: I'm done, sir.

20 MR DUNCAN: This clause refers to an annual system report.
21 Does the company issue an annual system audit report, as
22 required by this clause?

23 MR SAMUEL CHENG: Yes, sir.

24 MR DUNCAN: Thank you. Has that been referred to in your
25 submission?

26

1 MR SAMUEL CHENG: Yes, sir.

2 MR DUNCAN: Could you please, if you can, just take me to
3 the reference.

4 MR SAMUEL CHENG: It is in the first submission. That's
5 page 15, paragraph 6(a)(iii).

6 MR DUNCAN: Thank you. That contains the name of the
7 auditing body who attends to the report; is that
8 correct?

9 MR SAMUEL CHENG: Yes, sir. That is Hong Kong Quality
10 Assurance Agency, HKQAA.

11 MR DUNCAN: Would the company be prepared to provide the
12 committee with a sample of one of its latest reports?

13 MR SAMUEL CHENG: Yes, sir, no problem. We can supplement
14 the information.

15 MR DUNCAN: Thank you.

16 I'm going to leave the franchise document. Thank
17 you. And I'm going to ask you now to turn to another
18 document in CTB-2, this time at page 64.

19 MR SAMUEL CHENG: Yes, sir.

20 MR DUNCAN: Are you looking at a document headed,
21 "Organisational chart"?

22 MR SAMUEL CHENG: Yes, sir.

23 MR DUNCAN: Does this illustrate the senior management
24 structure of the company?

25 MR SAMUEL CHENG: Correct, sir.

26

1 MR DUNCAN: Does the company have a dedicated safety
2 department?

3 MR SAMUEL CHENG: Well, in this document, there is the head
4 of operations. Under this particular division, there is
5 a department which is responsible for service quality.
6 If there are bus captains whose service leaves something
7 to be desired or he has committed some wrongdoing or if
8 he was involved in any traffic accidents, that
9 department would be responsible for investigation and
10 disciplinary actions.

11 Thank you.

12 MR DUNCAN: Does the company have a department which is
13 looking proactively at the matter of safety, as opposed
14 to reacting to breaches of safety requirements?

15 MR SAMUEL CHENG: Mr Chairman, for the past practices, if
16 there is new technology available, my colleagues would
17 make a report to me, and if necessary I would gather
18 together the senior management to explore the
19 feasibility of these ideas.

20 If there is a major traffic accident, for instance,
21 my colleagues, Mr William Chung, head of operations,
22 Mr Paul Li, head of engineering, and all the relevant
23 managers, will review and investigate into the causes of
24 the accident.

25 Recently, we have formally set up a safety
26

1 committee. This safety committee is tasked to review
2 and scrutinise all the safety issues in the company.

3 For this safety committee, the membership includes
4 myself -- I'm the chairman -- as well as the head of
5 operations, the head of engineering, the head of human
6 resources and administration, as well as the senior
7 operations manager and senior engineering support
8 manager. So I've just mentioned the membership of the
9 safety committee.

10 In the bus operating environment in Hong Kong,
11 I think the members are very experienced. I mentioned
12 a few members. Each of us has had more than 20 years'
13 experience in bus operations.

14 Thank you.

15 MR DUNCAN: If I understand it correctly, the formation of
16 that safety committee is a very recent development; is
17 that correct?

18 MR SAMUEL CHENG: Correct.

19 MR DUNCAN: So just when?

20 MR SAMUEL CHENG: Roughly three weeks ago.

21 MR DUNCAN: Right. Prior to that, was there any particular
22 person employed within the company whose responsibility
23 was safety?

24 MR SAMUEL CHENG: No. We didn't have a specific employee
25 for that purpose. This is because, for safety-related
26

1 matters, we who are seated here today from the senior
2 management share such responsibility.

3 MR DUNCAN: The committee appreciates that as time goes by,
4 technology with regard to safety devices can change, can
5 evolve. Up until the time of the formation of this new
6 committee, who in the company had the responsibility of
7 keeping up with changes in technology?

8 MR SAMUEL CHENG: For safety-related technologies, as to the
9 source of our information, it mainly comes from the
10 suppliers of our buses. For the bus suppliers, if they
11 become aware of new technologies, and if it has been
12 proven to be effective, they will tell us when they have
13 meetings with our people from the engineering
14 department.

15 Of course, we have to find out about the details, as
16 to how the new technology will work, and we will find
17 out whether it is relevant to the application in
18 Hong Kong.

19 MR DUNCAN: Can I take you to your second submission, at
20 CTB-1 at page 54.

21 Are you at page 54? This is the first page of your
22 submission dated 18 May. CTB-1 at 54.

23 MR SAMUEL CHENG: Yes, I'm there.

24 MR DUNCAN: Is it in the second paragraph of this letter
25 that you have referred to the establishment of the
26

1 safety committee?

2 MR SAMUEL CHENG: Correct.

3 MR DUNCAN: Is it your intention to employ anybody or
4 nominate anybody who would have specific responsibility
5 for matters pertaining to bus safety?

6 MR SAMUEL CHENG: You mean getting somebody from outside or
7 getting somebody from the company itself?

8 MR DUNCAN: Either. Either way.

9 MR SAMUEL CHENG: Okay. Well, as of now, we do not have
10 plan to engage anybody from outside to join this safety
11 committee. As I have said, for this committee, all the
12 members have a long history of experience working with
13 bus operators.

14 As far as the company itself is concerned, my
15 personal view is as follows. For safety-related
16 matters, the scope will cover many departments. We may
17 very well be talking about the facilities on board the
18 bus. It may be related to the training of bus captains.
19 It may also cover the recruitment of bus captains.
20 Therefore, for this safety committee, when we talk about
21 the primary responsibility, the person will be I myself,
22 because I do oversee all the departments. I am the
23 chair of this safety committee. So the person in charge
24 is myself.

25 MR DUNCAN: Are you familiar with the ISO standard
26

1 ISO 39001?

2 MR SAMUEL CHENG: I only learnt about it recently. I wasn't
3 aware of it prior to that. No, I'm not familiar with
4 it.

5 MR DUNCAN: I wonder if you could be shown one of the
6 documents that has been provided to the committee, which
7 we will find at TU-1 at page 18.

8 MR SAMUEL CHENG: Yes.

9 MR DUNCAN: Let me tell you, Mr Cheng, this is an extract
10 from one of the submissions that the committee has
11 received, this coming from an organisation called the
12 Community for Road Safety. Are you familiar with that
13 organisation?

14 MR SAMUEL CHENG: No, I do not know that organisation.

15 MR DUNCAN: Could you please just look at the last entry on
16 that page, headed, "Bus safety -- road safety management
17 system", and just read that to yourself, please.

18 CHAIRMAN: Mr Duncan, whilst that's being done, did we not
19 receive something in the middle of the night from the
20 Transport Department setting out the membership of this
21 body?

22 MR DUNCAN: I think we did, Mr Chairman.

23 CHAIRMAN: That might help the witnesses, if some of the
24 names are drawn to their attention.

25 MR DUNCAN: Have you been able to read that, Mr Cheng?

26

1 MR SAMUEL CHENG: No. I cannot read the membership on the
2 screen.

3 Well, I can see it now.

4 MR DUNCAN: Do the names of the members of that community
5 mean anything to you?

6 MR SAMUEL CHENG: There is only one among the many names
7 that I have seen before.

8 MR DUNCAN: And that is?

9 MR SAMUEL CHENG: Paul Zimmerman.

10 MR DUNCAN: Very good.

11 Can I take you back, please, from the membership, to
12 the document that I wished you to read, which is TU-1 at
13 page 18. It's the last paragraph on that page,
14 Mr Cheng, which continues over the page. Can you just
15 read that to yourself, please.

16 MR SAMUEL CHENG: Yes. I've finished with that page.

17 MR DUNCAN: Could you also look, please, at TU-1 at page 53.
18 This is a separate document also issued by the Community
19 for Road Safety, and I'm asking you to read the
20 paragraph immediately before paragraph 3.5. The
21 paragraph is headed, "ISO 39001 road traffic safety
22 management system". I would like you to read that
23 paragraph to yourself, please.

24 MR SAMUEL CHENG: Yes, I have done with that.

25 CHAIRMAN: It might help, to put things into context,
26

1 Mr Duncan, if we have page 25 on the screen. That is
2 the front page of the document, is it not? So it's
3 a April 2018 report.

4 MR DUNCAN: Can you look at the front cover of that,
5 Mr Cheng, "Community for Road Safety. Report on bus
6 safety in Hong Kong".

7 Can I perhaps ask you this: are you familiar with
8 that report? Have you seen it?

9 MR SAMUEL CHENG: No, I haven't read it.

10 MR DUNCAN: Those extracts I have shown you suggest that
11 that particular standard would encourage fleet operators
12 to be more accountable and proactive in reducing
13 accidents and risks. Have you seen that in those two
14 extracts? Have you seen reference to that?

15 MR SAMUEL CHENG: Yes, I read it.

16 MR DUNCAN: Having read that, do you consider that that
17 would be worthy of consideration by the company?

18 MR SAMUEL CHENG: First of all, Mr Chairman, this ISO 39001,
19 we don't have any knowledge of it. In Hong Kong, in the
20 public transport sector, I have never heard of any large
21 companies that have adopted this ISO.

22 Earlier, at the hearing involving the Transport
23 Department, it was then that I became aware of
24 ISO 39001, and obviously I didn't have any idea what
25 this was all about, so I cannot say whether we will be

26

1 adopting it.

2 As far as our company is concerned, if there is
3 anything that can be done to help safety, as long as it
4 is feasible, as long as we have the financial resources
5 to adopt it, we keep our options open.

6 So, going forward, I think we have to try and
7 understand what ISO 39001 is all about, what country and
8 what company has adopted it, and as a result of the
9 adoption what the effectiveness is. Then we will be in
10 a position to consider adopting it.

11 Thank you.

12 MR DUNCAN: In the context of safety, does the company from
13 time to time ascertain from companies overseas --

14 CHAIRMAN: I'm sorry, Mr Duncan, forgive me for
15 interrupting, but I think it would be fair to Mr Cheng
16 to draw his attention to how the Transport Department
17 have dealt with this in their overnight submission.

18 It's at paragraphs 24 and 25 of annex 1, which is on
19 internal pagination 8 and 9.

20 MR DUNCAN: I think if that can be brought up on the screen.

21 CHAIRMAN: Yes. I think the problem is that because the
22 material came in overnight, we haven't been able to make
23 arrangements to do it, but I think it's important that
24 you should see what view the Transport Department take.

25 Yes, I think that's it. So if you scroll down, 23

26

1 and 24. Take a moment to read that, Mr Cheng, 23 first.
2 Could we have paragraph 23 on the screen, and then 24.
3 I'm sorry, it's 24 and 25 that I want.

4 Perhaps to assist you, Mr Cheng, when we received
5 evidence from the Transport Department and the Transport
6 and Housing Bureau, although this standard was
7 introduced in 2012, they regarded that, so they told us,
8 as at an early stage of the development of such a
9 system, and that's perhaps the point they are making
10 here. In other words, they are waiting to see whether
11 or not it is effective, and to what extent it is
12 adopted.

13 It may be that you have nothing to add to your
14 answer. I just wanted you to be aware of what this
15 other material was.

16 MR SAMUEL CHENG: Mr Chairman, for this ISO 39001, I have no
17 knowledge of it, so I'm afraid I don't have anything to
18 add, sir.

19 CHAIRMAN: Thank you.

20 MR DUNCAN: Just before I leave this topic, can I take it,
21 Mr Cheng, that given your coming to know of this earlier
22 than today's hearing, it is something that the company
23 will at least consider in the future?

24 MR SAMUEL CHENG: Well, in future we will explore what this
25 is all about. We will consider it, yes.

26

1 CHAIRMAN: Thank you. I think you have already said, if
2 it's feasible, you keep your options open.

3 MR SAMUEL CHENG: Correct, sir.

4 MR DUNCAN: I want to turn now to the matter of recruitment,
5 something you have referred to already this morning.
6 The committee has been informed, through submissions and
7 through its hearings, that over the years there has been
8 a shortage of persons willing to take up the position of
9 a bus captain. Do I assume correctly that that's the
10 experience of your company?

11 MR SAMUEL CHENG: Mr Chairman, in recent years, we do
12 experience difficulties recruiting bus captains.

13 MR DUNCAN: Could I refer you, please, to CTB- 1 at page 24.
14 This is an extract from your first submission.

15 MR SAMUEL CHENG: Yes, sir.

16 MR DUNCAN: Can I bring your attention to the very last
17 paragraph on that page. In that paragraph, have you
18 referred to the fact that in order to comply with the
19 latest guidelines issued by the Transport Department,
20 and in order to meet your own internal targets, the
21 companies will need to engage some 121 additional bus
22 captains?

23 MR SAMUEL CHENG: Yes, sir.

24 MR DUNCAN: Does the company have any plan to increase the
25 remuneration of bus captains, in order to attract them
26

1 to a position in your company?

2 MR SAMUEL CHENG: In March 2018, the company, for the bus
3 captains, in particular the new recruits, has already
4 put up the remuneration. The salaries package of the
5 company has to be in keeping with the labour market
6 situation.

7 MR DUNCAN: What was the increase in March?

8 MR SAMUEL CHENG: For the new recruits, it was 8 to
9 9 per cent increase. Sorry, for new recruits, they have
10 had about 6 per cent increase.

11 MR DUNCAN: The committee has received a number of
12 submissions which suggest that the remuneration
13 available to bus captains is not competitive with the
14 general transport market. I would like just to refer
15 you, please, to two of those submissions.

16 The first you will find in the miscellaneous bundle,
17 MISC-2, at page 644. It's actually a document that
18 starts, I think, at page 643. It's a two-page document,
19 received from the Democratic Alliance.

20 Have you seen this document before, Mr Cheng?

21 MR SAMUEL CHENG: No, sir. I'm reading it now though.

22 MR DUNCAN: Thank you. Take your time. The particular
23 aspect I want to bring to your attention is on the
24 second page, and is headed, under item 2, and in
25 particular 2.1, which talks about the current salary of

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1 franchised bus captains.

2 So by all means familiarise yourself with the
3 document, but I'm going to ask you specifically about
4 the entry in clause 2.1.

5 CHAIRMAN: Mr Cheng, if you would like to take up
6 Mr Duncan's offer and familiarise yourself with the
7 whole document, we are about to have a morning break and
8 it may be that you could use that time so that you can
9 achieve that. Is that what you would like to do?

10 MR SAMUEL CHENG: Yes, sir.

11 CHAIRMAN: Very well. What we will do is we will take our
12 morning break for 20 minutes. We will resume in
13 20 minutes' time.

14 Yes?

15 MR SAMUEL CHENG: Chairman, sir, I've got a request. Could
16 we have the Chinese version, please, for our reading?

17 CHAIRMAN: Yes, of course. I'm sure a hard copy can be
18 given to you.

19 Mr Duncan, can we do that, a hard copy of the
20 Chinese?

21 MR DUNCAN: Certainly.

22 CHAIRMAN: So a 20-minute break.

23 MR SAMUEL CHENG: Thank you, sir.

24 (11.29 am)

25 (A short adjournment)

26

1 (11.51 am)

2 CHAIRMAN: Yes, Mr Duncan.

3 MR DUNCAN: Thank you, Mr Chairman.

4 Mr Cheng, did you get a chance to read that
5 document?

6 MR SAMUEL CHENG: I have done it, sir.

7 MR DUNCAN: The clause I was going to ask you about is
8 clause 2.1 on the second page, and in particular the
9 assertion that, according to the Democratic Alliance,
10 the current salary of franchised bus captains is around
11 15,000, which is around 2,000 less than that of
12 a non-franchised bus captain, 17,000.

13 Does that accord with your understanding of the
14 situation?

15 MR SAMUEL CHENG: Well, I'm not sure how many hours of duty
16 they are referring to. There are two figures being
17 cited, \$15,000 and \$17,000. For non-franchised buses,
18 we don't have any information. Then why don't we focus
19 our attention on the remuneration of our company?

20 In our company, the remuneration package of our bus
21 captains is in our first submission.

22 MR DUNCAN: Yes. I don't want to interrupt you. I'm going
23 to go to that in a few moments. So by all means, you
24 will have a chance at that time to explain all of that.

25 Is there anything else you want to say about that

26

1 claim, that there's a difference of about \$2,000 between
2 franchised bus captains and non-franchised bus captains?
3 Is there anything that you would wish to say about that?

4 MR SAMUEL CHENG: For our company, I dispute the figure
5 15,000. That's because, for our bus captains, on
6 average they have two hours of additional duty. So
7 let's take ten hours of work on average, this is the
8 figure. And for the monthly salary, they are making
9 something like \$20,000. That's on the basis of ten
10 hours of work.

11 For the non-franchised buses, \$17,000 cited, I don't
12 have any idea how many hours they are referring to for
13 this amount of money. So I don't think I can make any
14 meaningful comparison.

15 MR DUNCAN: Thank you. Just before I take you to your own
16 remuneration figures, there's one other matter I would
17 like to refer to you, it having been provided to the
18 committee. That's to be found also in the MISC-2
19 bundle, this time at page 632.

20 There's a translation, Mr Chairman, at 642-2.

21 CHAIRMAN: Thank you.

22 MR DUNCAN: Could the original Chinese be brought up,
23 please, at page 632.

24 CHAIRMAN: And who is the author of this document?

25 MR DUNCAN: The author of this document, as I understand it,
26

1 is the Confederation of Trade Unions, the Labour Party,
2 and the Federation of Bus Industry Trade Unions.

3 CHAIRMAN: Thank you.

4 MR DUNCAN: Mr Cheng, there is just one page to contend with
5 on this occasion. Could you familiarise yourself with
6 the document. I wish to ask you a question or two with
7 regard to the paragraph which appears towards the bottom
8 of the page and which is headed, "Protect the wage level
9 of bus captains, protect bus service quality". Do you
10 see that?

11 MR SAMUEL CHENG: Yes, sir.

12 MR DUNCAN: Thank you. Please take your time to read that,
13 and I'm going to ask you a question or two.

14 MR SAMUEL CHENG: I'm done, sir.

15 MR DUNCAN: The assertion in this document is:

16 "Currently the basic salary of newly joined bus
17 captain of the three bus companies is \$15,364, which is
18 far lower than the 'median range of land transport',
19 \$18,200, bus captains have no choice but work overtime
20 to sustain their living, it is not surprised that the
21 workforce of bus captains has been diminishing
22 continuously."

23 Just leave aside the comment, but the comparison
24 which the author of that document has advanced, does
25 that accord with your understanding?

26

1 MR SAMUEL CHENG: Mr Chairman, I defer to Mr Gareth Ng, head
2 of human resources and administration.

3 CHAIRMAN: Yes. Thank you.

4 MR GARETH NG: Mr Chairman, as Mr Cheng said just a moment
5 ago, for a bus captain, every month, if he is doing two
6 additional hours of overtime work, the pay will reach
7 something like HK\$20,000.

8 So here they are talking about the basic salary and
9 also the median wage. They are not comparing apples
10 with apples.

11 Thank you, Chairman.

12 MR DUNCAN: We'll get into a little bit more detail on this
13 in a few moments, but one way of interpreting what has
14 been said here is that the base salary of a franchised
15 bus captain, leaving aside overtime, is 15,364, or
16 thereabouts, compared with the base salary of the median
17 wage of land transport at 18,200.

18 Are you able to comment as to whether that's
19 a proper comparison? Leave aside overtime for the
20 moment.

21 MR GARETH NG: Mr Chairman, our understanding is as follows.
22 For this land transport median wage, it does include
23 overtime work, so it is not just covering the basic
24 salary.

25 Thank you.

26

1 MR DUNCAN: Is it true that the Transport Department does
2 not lay down at all what the salary, remuneration
3 conditions of bus captains should be? This is a matter
4 entirely for the company to determine?

5 MR GARETH NG: Correct.

6 MR DUNCAN: So let us have a look, if we could, just for a
7 few moments, at some of the remuneration figures with
8 which you have supplied the committee, Mr Cheng, and to
9 which you were referring a few moments ago.

10 I think we will find these at CTB-1, page 34.

11 You have set out for the committee there, in
12 paragraph 9, the remuneration packages of your full-time
13 bus captains. We first see those for Citybus, recruited
14 on or before March 1999, and a base salary of \$17,106.

15 Is that correct?

16 MR SAMUEL CHENG: Correct.

17 MR DUNCAN: Then if we turn the page to page 35, there's
18 a second group, recruited between 1999 and 8 March 2004,
19 with a basic salary of 15,874.

20 MR SAMUEL CHENG: Correct.

21 MR DUNCAN: Then there's a third group, those who are
22 recruited on or after 9 March 2004, with a base salary
23 of 15,364 up to 15,764.

24 MR SAMUEL CHENG: Correct.

25 MR DUNCAN: Then we have, not exactly the same, but we also
26

1 have classifications for New World First Bus Services
2 Ltd, continuing on pages 35 and 36.

3 If I understand matters correctly, the remuneration
4 on or after 9 March 2004 is identical for both
5 companies. So if you look at item (iii) on page 35, the
6 amounts are the same as appear under item (iv) for New
7 World First Bus; is that correct?

8 MR SAMUEL CHENG: Correct.

9 MR DUNCAN: Thank you. So let us just keep with page 35, if
10 we could. And please, I need to understand this
11 a little further.

12 If one looks, as I no doubt have done, superficially
13 at this, one would get the impression, perhaps, that the
14 basic salary of bus captains is actually diminishing
15 rather than increasing. I get that simply by looking at
16 the basic salary of persons recruited between March 1999
17 and March 2004 at 15,874, and then recruited after
18 9 March 2004, 15,364 to 15,764. Are you able to explain
19 that? Are they in fact diminishing or what?

20 MR SAMUEL CHENG: Bus captains were recruited at different
21 times and their basic salary was different. This is
22 because we looked at the prevailing demand and supply in
23 the labour market.

24 MR DUNCAN: So there was in fact a decrease post-March 2004
25 from the position which had preceded that?

26

1 MR SAMUEL CHENG: Correct.

2 MR DUNCAN: Right. Now, why is the basic salary of
3 15,364 -- sorry, let me ask you this again. What is the
4 basic salary today, 2018? Where we read "15,364 to
5 15,764", what is it today?

6 MR SAMUEL CHENG: This is the basic salary that they are
7 getting, but our company is currently negotiating with
8 different trade unions as to the pay rise for 2018.
9 After the pay rise, the figure will be different.

10 MR DUNCAN: So are you able to give an estimate of what the
11 difference will be, in percentage terms?

12 CHAIRMAN: Perhaps you could say what the difference is
13 between the two sides.

14 MR SAMUEL CHENG: Well, I have heard from the trade unions
15 that they have this claim. Well, some unions have asked
16 for an 8 per cent increase, other trade unions have
17 asked for an increase of 10 per cent.

18 For the company, we have yet to decide on the rate
19 of increase. Therefore, at this moment, I cannot guess
20 as to how much more they were getting. Otherwise,
21 I will be sending out a wrong or misleading signal to
22 our trade union representatives, because I just now saw
23 representatives of the trade unions in the audience.

24 MR DUNCAN: I understand, Mr Cheng.

25 Today, is the prevailing basic salary rate or the
26

1 actual basic salary rate 15,364 to 15,764, today?

2 MR SAMUEL CHENG: Correct.

3 MR DUNCAN: So do I read this correctly that there has been
4 no increase in the basic salary since 2004?

5 MR SAMUEL CHENG: No. Well, every year our company
6 negotiates and meets with the trade unions and staff
7 representatives over pay rise. For the figures that you
8 see here, in fact you are reading the pay levels for
9 2017. For the year 2018, we have to decide on that
10 after discussion with them. For the past ten years,
11 every year we have provided a pay increase. In fact,
12 I can say that for the past 20 years, other than the
13 time when Hong Kong's economy was in a poor shape, the
14 pay level was frozen. Otherwise, every year we did
15 increase the pay levels for our staff.

16 MR DUNCAN: So in 2017, the basic salary for a bus captain
17 is 15,764; is that correct?

18 MR SAMUEL CHENG: For a new recruit, 15,764 for 2017.
19 Sorry, it should be 15,364.

20 MR DUNCAN: So why have we got "to 15,764"? Who gets
21 15,764?

22 MR SAMUEL CHENG: Well, for a new recruit, he will be
23 getting 15,364, and then there will be an increment,
24 depending on the length of service. The longer you have
25 worked for the company, then the more you will get, and

26

1 you will reach 15,764.

2 MR DUNCAN: So that's the maximum, 15,764, in 2017?

3 MR SAMUEL CHENG: Correct.

4 MR DUNCAN: Then, if I understand it correctly, that's less
5 than the bus captain would have been getting back in
6 2004, 15,874; is that correct?

7 MR SAMUEL CHENG: I don't think you can draw such
8 a comparison. This is because they were recruited at
9 different times and they were subject to a different
10 remuneration structure.

11 Now, you can see from the figures from our company,
12 for those recruited many, many years ago, they were paid
13 more. That was because at that time it was even more
14 difficult to recruit bus captains in Hong Kong than now.
15 With the improvement of the economy of Hong Kong, the
16 demand and supply in the labour market has also changed.
17 So, at that time, we offered a lower level of pay and we
18 were still able to recruit bus captains. Therefore, for
19 staff members recruited at different times, they are
20 having a different pay level.

21 MR DUNCAN: I understand that, but is this the case -- to
22 make sure I have a correct understanding of this --
23 a new recruit who joined the company on 7 March 2004
24 would have received a basic salary of \$15,874; is that
25 correct?

26

1 MR SAMUEL CHENG: Correct.

2 MR DUNCAN: Is it also correct that if a new recruit joins
3 the company today, his basic salary is \$15,364, some
4 \$500 less than his counterpart joining in 2004; is that
5 correct?

6 MR SAMUEL CHENG: Correct.

7 MR DUNCAN: Thank you.

8 Now, there are other allowances to which you have
9 referred on page 35. You have indicated just a few
10 moments ago that your best bus captains, if I understand
11 you correctly, generally, with overtime, would earn
12 about \$20,000 per month. Is that a correct
13 understanding of your evidence?

14 MR SAMUEL CHENG: Correct.

15 MR DUNCAN: Could you just break that down so we understand
16 how he gets from 15,364 to 20,000?

17 MR SAMUEL CHENG: So the basic salary is 15,364. Lower down
18 you can see that for the overtime pay per hour, it's
19 derived from this formula: basic salary to be divided by
20 240 and multiplied by 1.5. So you get a figure. It
21 would be around \$96 an hour. That is, if you do
22 overtime work, you get \$96 an hour.

23 For our bus captains, he works 25 days in a month.
24 Every day, on average, he has two hours' overtime work.
25 In other words, 50 hours' overtime per month. Then you

26

1 apply the figure I mentioned, \$96 per hour, and then you
2 will get a figure of \$4,800 a month. That's the
3 overtime pay. \$4,800, and to that you add 15,364, which
4 is the basic salary, and you will get the figure 20,164.

5 That's the basis of what I said earlier on, roughly
6 \$20,000 a month.

7 Thank you.

8 MR DUNCAN: If you look back at page 34 of the bundle, the
9 overtime rate which prevailed before March 1999 was
10 different from the overtime rate which applies today; is
11 that correct?

12 MR SAMUEL CHENG: Yes, they are different, correct.

13 MR DUNCAN: Likewise, for the period between March 1999 and
14 8 March 2004, the overtime rate is different from that
15 which applied in 1999?

16 MR SAMUEL CHENG: Correct.

17 MR DUNCAN: So has the overtime rate increased or decreased?

18 MR SAMUEL CHENG: Before March 1999, those who joined would
19 have the overtime rate multiplied by 1.75. March 1994
20 to March 2004, the overtime rate, it is multiplied by
21 1.5. After March 2004, the rate is multiplied by 1.5.
22 That's for Citybus.

23 For New World First Bus, it is somewhat different.
24 For NWFB, for those who switched over from CMB, the rate
25 was multiplied by 1.35; that was in 1998. In September
26

1 1998, thereafter, until now, all of them had the rate
2 multiplied by 1.5.

3 MR DUNCAN: So, given the differences, the 1.75, the 1.5 and
4 the 1.35, have the overtimes rates increased over the
5 years or have they decreased?

6 MR SAMUEL CHENG: Whether there has been a decrease or
7 increase, as I said for the Citybus, for the earliest
8 stage, they had 1.75 and then 1.5. For First Bus, for
9 those who switched over from CMB, it was 1.35, and
10 thereafter they all had 1.5.

11 So, for the same staff, if he enjoys 1.5, then he's
12 always on 1.5. Depending on the basic salary, the
13 overtime rate will also increase per hour.

14 So, for the same person, for instance, with the
15 passage of time, the overtime pay will not experience
16 any decrease.

17 MR DUNCAN: What about page 34:

18 "Overtime paid per hour: basic salary/240 x 1.75".

19 That's a higher rate, is it not, than basic salary
20 divided by 240, times 1.5?

21 MR SAMUEL CHENG: There is a difference when it comes to the
22 sum worked out from that.

23 MR DUNCAN: The basic salary, if I understand you correctly,
24 is reflective of eight hours' work; is that correct?

25 MR SAMUEL CHENG: Yes, correct, sir.

26

1 MR DUNCAN: In fact, do any of your drivers work just for
2 eight hours?

3 MR SAMUEL CHENG: They are in the minority. On average,
4 they work for ten hours.

5 MR DUNCAN: Is it a significant minority or a tiny minority?

6 MR SAMUEL CHENG: My colleague has to have a look at the
7 information first.

8 CHAIRMAN: Please take your time.

9 MR SAMUEL CHENG: If their duty hours are eight hours to
10 eight hours and 30 minutes, then the percentage is about
11 12 per cent.

12 MR DUNCAN: Is there a dynamic here at all? I mean, do most
13 drivers want to work the overtime, or is it a situation
14 of the bus company saying, "You have no choice, you must
15 work the overtime"? What's the climate in that respect?

16 MR SAMUEL CHENG: The company makes the arrangement for the
17 shifts for the bus captains. If the shift involves
18 overtime, then the bus captain will have to work
19 overtime.

20 MR DUNCAN: He doesn't really have a choice?

21 MR SAMUEL CHENG: No, they don't have a choice. However,
22 for our bus captains, between them, they can swap their
23 shifts or their duties with mutual consent.

24 MR DUNCAN: In your view, Mr Cheng, is the amount of
25 remuneration that the company is able to provide to bus
26

1 drivers an inhibitor to people wanting to apply for
2 a position as a bus captain?

3 MR SAMUEL CHENG: That's not the main reason. Obviously,
4 what level of pay will attract people to join, it varies
5 from person to person. Some may consider 15,000
6 reasonable, whereas some others consider that on the low
7 side. So it varies from person to person.

8 The difficulty with recruitment lies, amongst
9 others, in the fact that those who are willing to sign
10 up to become bus captains are mostly living in remote
11 areas, like in housing estates. If they are required to
12 travel all the way to turn up for work and then travel
13 back after work all the way, then they consider that
14 unsuitable.

15 It is, to our knowledge, the main reason. There are
16 people turning up wanting to be bus captains every day,
17 but there is a difference between the number of people
18 turning up and the number of vacancies. We have
19 consistent vacancies. It doesn't mean that they don't
20 want the salaries.

21 MR DUNCAN: The matter to which you have just referred, the
22 people living in public housing estates in the New
23 Territories, that is something which is in your
24 submission, I think, at page 29, CTB-1/29.

25 MR SAMUEL CHENG: Yes, I did indeed, sir.

26

1 MR DUNCAN: Has the company given any consideration to ways
2 in which that problem might be overcome, apart of course
3 from changing all the routes? I'm thinking of shuttle
4 buses, other means of transport for the drivers, things
5 such as that. Has the company addressed measures which
6 might ameliorate that situation?

7 MR SAMUEL CHENG: We have all along provided vehicles to
8 take the staff to and from work. But we will not pick
9 them up at their doorstep. We have different zones in
10 our pickup service.

11 MR DUNCAN: What sort of vehicles do you provide for that?

12 MR SAMUEL CHENG: Our buses.

13 MR DUNCAN: On regular routes?

14 MR SAMUEL CHENG: Yes, indeed, at fixed points, fixed
15 routes.

16 MR DUNCAN: What about shuttle buses, direct routes, so that
17 people can go quickly from their housing estate to the
18 terminus? Has that been considered?

19 MR SAMUEL CHENG: Let me elaborate a little bit further.
20 These are staff buses. They are not the buses for the
21 franchised routes. These are the buses that are
22 deployed to areas where we have a large number of bus
23 captains living there. We pick them up and we will come
24 back to the depot. Our depot is the place where they
25 sign in.

26

1 MR DUNCAN: Mention has been made already of remuneration,
2 mention is made of the difficulty because people live in
3 the outlying areas of the New Territories. Are there
4 any other particular factors which have contributed over
5 the years to what seems to be a shortage of bus drivers?

6 MR SAMUEL CHENG: As a matter of fact, we have difficulties
7 recruiting bus captains. It happens over the past few
8 years.

9 I would like to take this opportunity to make
10 available some information to the committee.

11 For the past few years, we have found that for the
12 spare bus captains, for the purpose to cover staff
13 members on sick leave, have to be increased in the
14 number all the time. I think -- we believe -- well, let
15 me say this. I think the reason being that our bus
16 captains are applying for more and more sick leaves over
17 the past few years, and therefore we have had this
18 problem of not having enough bus captains. This is one
19 of the reasons. We have to recruit bus captains but
20 then there are bus captains who have applied for sick
21 leave, and some of them, we have reason to believe or we
22 have suspected that it's a matter of abuse of sick
23 leave.

24 Of course, when this happens, and if we have hard
25 evidence, we did dismiss the relevant bus captain

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1 immediately. In other cases, it was highly suspicious,
2 we thought it was a matter of abuse of sick leave and we
3 have acted on them.

4 Now, it is always said that there aren't enough bus
5 captains. So it isn't the case that we haven't got any
6 applicants. In fact, every day we have applicants, and
7 for our bus driver training section every day we have
8 new recruits joining the training section and get
9 trained.

10 I think the main point is that the issue of sick
11 leave is causing us a headache.

12 Thank you.

13 MR DUNCAN: Can I take you to page 29 of your first
14 submission. So that's CTB-1/29.

15 At the bottom of the page, there's reference to
16 unsocial working hours.

17 MR SAMUEL CHENG: Yes.

18 MR DUNCAN: Just before I ask a question about that, could
19 I take you, please, also to page 28, the previous page,
20 where you talk about operational efficiency leading to
21 a splitting of 14 hours between a full-time bus captain
22 working for ten hours and a part-time bus captain
23 working for four hours.

24 So, in the light of those comments, could you give
25 the committee some idea of a typical working day for
26

1 a bus driver who works the ten hours? When does he
2 start, when does he finish, when does he take his rest
3 time?

4 MR SAMUEL CHENG: May I defer to Mr Chung, head of
5 operations.

6 MR WILLIAM CHUNG: Mr Chairman, for a normal duty shift, at
7 about 6 am --

8 INTERPRETER: Sorry, the speaker is not close to the mic
9 enough.

10 MR WILLIAM CHUNG: -- for those on the morning shift, they
11 start at about 5 or 6. Generally speaking, at about 1
12 or 2 o'clock, he will finish the duty, and then he will
13 be or his work will be taken over by someone from the
14 night shift. So we have the morning shift as well as
15 the night shift.

16 So, for a night shift bus captain, he will start at
17 2 or 3, up to 12 midnight. In addition, we have got
18 shifts which run longer, so they start at about 6 or 7
19 and work until 7 or 8 in the evening, covering the peak
20 hours. Some would also knock off at 6 or 7 o'clock, and
21 after that, as we have said, we will get part-time bus
22 captains to work for a few more hours so as to cover the
23 evening peak hours.

24 Thank you, Mr Chairman.

25 MR DUNCAN: So those hours would necessitate some rest times
26

1 for the drivers during those different shift periods; is
2 that correct?

3 MR WILLIAM CHUNG: Correct. We follow the guidelines on bus
4 captain duty hours and rest times, so as to arrange for
5 their duty hours and meal hours.

6 MR DUNCAN: So a rest time, if I understand, could be up to
7 two to three hours in the course of a shift; is that
8 correct?

9 MR WILLIAM CHUNG: Could be, but just for a minority.
10 Generally speaking, if we are talking about a longer
11 shift, having 12 or 13 hours, then our arrangement will
12 be such that there will be a tea break, at least
13 30 minutes of tea break. Then there is also a meal
14 break with at least 60 minutes.

15 If we talk about a ten-hour shift, then perhaps he
16 will only get one meal break no less than one hour's
17 length.

18 MR DUNCAN: Right. So, if he is working ten hours from
19 start to finish, for what period would he be driving
20 through those ten hours, approximately, on average?
21 Eight hours? Nine hours?

22 MR WILLIAM CHUNG: Well, if somebody is on a ten-hour shift,
23 then the driving hours would generally be about eight
24 hours or so, because you have to take out an hour's meal
25 break, and before he starts he will be given time to
26

1 make preparation, like inspecting the bus. For every
2 trip, one-way trip, when he comes back to the bus
3 terminus, there is time for layover, so a brief pause.
4 So then he can alight from the bus to go to the restroom
5 or to have a sip of water.

6 MR DUNCAN: So his tea break and his meal break, he is paid
7 overtime for that; is that correct? So, if he works ten
8 hours, an hour or so of which is a meal break, he's
9 getting eight hours at the standard rate plus two hours
10 of overtime; is that a correct understanding?

11 My question is aimed at the meal break. Is he paid
12 for the meal break?

13 MR WILLIAM CHUNG: Correct. The meal break as well as the
14 rest times are paid.

15 MR DUNCAN: Right.

16 Look at page 30, CTB-1, page 30. The writer has
17 referred to "demands and aspirations of bus captains",
18 and amongst them are the aspirations for more facilities
19 at the bus terminals.

20 What exactly are the aspirations in that respect?

21 MR SAMUEL CHENG: At the bus terminus, generally speaking
22 there's a room for the bus captains to take a break.
23 Generally speaking, it is rather small. This is because
24 the company doesn't own the land. Usually, it would be
25 on the property, on a private property. We always want
26

1 to provide a larger room for our bus captains, and this
2 is exactly what our bus captains would like to get.

3 There is one other point. At the bus terminus, you
4 may not have a toilet nearby, but then our bus captains
5 do have to use a toilet. So there's the demands and
6 aspirations of our bus captains. They are the sort of
7 facilities they want the company to provide.

8 MR DUNCAN: We will look later on at the special shift
9 arrangements that exist under the new guidelines. We
10 will explore those later. But if I could just touch on
11 those for the moment.

12 If I understand things correctly, the company is
13 going to try and limit the duty hours under those
14 guidelines to something like 13 hours as opposed to
15 14 hours, which is the guideline, but there is going to
16 be a limitation within those 13 hours as to the actual
17 amount of time the driver has to spend driving the bus.
18 Is that correct?

19 MR WILLIAM CHUNG: Correct.

20 MR DUNCAN: And built into that arrangement are rest times
21 for the drivers; is that correct?

22 MR WILLIAM CHUNG: Yes.

23 MR DUNCAN: So where would the bus company expect the driver
24 to spend his rest time during those duty hours? Are
25 there any facilities made available to him to have
26

1 a rest?

2 MR WILLIAM CHUNG: Currently, we don't have such special
3 shifts and therefore we haven't got such facilities.
4 But then, in the light of the new guidelines, there's
5 a need on our part to introduce the special shifts, and
6 we have already talked to our staff representatives and
7 trade union representatives, at our depots and at places
8 where we park our buses we are going to provide such
9 facilities, so that bus captains may take a rest at such
10 facilities.

11 In addition, they don't necessarily have to stay at
12 such a facility. If, say for example, their homes are
13 nearby, they may go home.

14 MR DUNCAN: Given the issues that Mr Cheng has raised, with
15 toilets and lack of land that can be occupied at the
16 termini, what prospects are there of having appropriate
17 facilities for a bus captain who's on duty for 13 hours
18 that wants, as he is entitled to under the guidelines,
19 to have a rest for two to three hours? What facilities
20 are likely to be available?

21 MR WILLIAM CHUNG: Just now, I mentioned our depot as well
22 as the places where we park our buses. At such
23 locations, the site constraints will be different from
24 that at bus termini. So, at those locations, we are
25 able to provide a larger room for them to take a rest.

26

1 It will be air-conditioned, there will be refrigerators
2 and facilities like microwaves, microwave ovens, and
3 there will be chairs for them to take a rest.

4 MR DUNCAN: So do I understand that these facilities do not
5 currently exist but when the special shifts are
6 introduced they will be available?

7 MR WILLIAM CHUNG: That's correct, because it will take time
8 to make preparation.

9 MR DUNCAN: Just before we leave page 30, TD-1/30, there
10 seems to be some demands and aspirations from bus
11 captains for fringe benefits. What sort of fringe
12 benefits have they sought?

13 Sorry, I'm looking at the top of page 30, and (ii)
14 at the top, "In our view, the demands and aspirations of
15 bus captains include the following", and item (ii),
16 "Better remuneration and more fringe benefits".

17 What sort of fringe benefits have they sought in the
18 past?

19 MR SAMUEL CHENG: Well, for fringe benefits, they want more
20 holidays and they want bus passes for family members,
21 and they want less restrictions. For instance, their
22 children should have bus passes. There are some
23 suggestions that there should not be any age limit.
24 Their child can be 40 years old, they still want a bus
25 pass for him. That's something I've heard of.

26

1 There are some suggestions to the company that there
2 should be more allowance for doctors' visits, more
3 visits to the doctor.

4 Thank you.

5 MR DUNCAN: I don't need details, but is there a bus pass
6 system of some sort? Is there a bus pass for families?

7 MR SAMUEL CHENG: Yes. We do provide staff members with
8 free bus passes. At the moment, they are available.
9 However, I have heard from some staff members the
10 request that they want one or two additional bus passes,
11 and they want less restrictions on the bus passes. This
12 is what I have heard.

13 MR DUNCAN: There is no medical cover for your employees, as
14 I understand it; is that correct?

15 MR SAMUEL CHENG: Yes, there is medical cover. That
16 includes GP visits and also hospitalisation.

17 MR DUNCAN: Again, I wonder if your HR department could
18 provide the committee with details of that medical
19 cover. Would that be possible?

20 MR SAMUEL CHENG: Yes, certainly, sir. My colleague Mr Ng,
21 Mr Gareth Ng, can supplement.

22 MR DUNCAN: We don't need it now. There is no doubt --
23 something in writing which the committee can digest.

24 MR SAMUEL CHENG: No problem, sir.

25 MR DUNCAN: You mentioned a few moments ago depots and
26

1 termini. How many depots does the company have?

2 MR SAMUEL CHENG: Altogether six, big and small -- or more
3 than six in fact. Some are smaller, or smaller scale.

4 MR DUNCAN: Are they on Hong Kong Island?

5 MR SAMUEL CHENG: Yes. On Hong Kong Island there are three
6 depots, and on Lantau we have two, and in other places,
7 in Kowloon also, but of a smaller scale. Mainly on
8 Hong Kong Island, yes.

9 MR DUNCAN: Just go back to the question of salaries for
10 a moment, remuneration. Could you look at page 36, so
11 CTB-1/36, please.

12 There is, at the bottom of that page, reference to
13 a reward for good performance. CTB-1/36. Do you see
14 the reference there, "Reward for good performance"?

15 MR SAMUEL CHENG: Yes, sir.

16 MR DUNCAN: And there's reference to a safety bonus,
17 performance bonus and attendance bonus, and there's
18 reference to a demand by staff unions "these bonuses
19 were reclassified to basic salaries".

20 So do I understand from that that these are paid
21 irrespective of whether it's safety or performance or
22 attendance; it's simply a supplement to the basic
23 salary?

24 MR SAMUEL CHENG: Yes, correct.

25 MR DUNCAN: So does it follow then that at the moment,
26

1 there's no remuneration incentive for a person to
2 maintain a safe driving record?

3 MR SAMUEL CHENG: We do have a discipline system here. If
4 there are problems with safety, there may not be any
5 safety bonus. That can be deducted. However, we will
6 mete out disciplinary action to them. For those who are
7 subject to disciplinary action and they are not making
8 improvements, then the disciplinary action would be
9 escalated, and if it persists, they will be dismissed.

10 MR DUNCAN: So how long were these safety bonuses in place?

11 MR SAMUEL CHENG: Well, this safety bonus has been around
12 for many years. Until March 2018, we merged that into
13 the basic salaries.

14 MR DUNCAN: When you say you merged it into the basic
15 salaries, do the basic salaries then go up?

16 MR SAMUEL CHENG: There are two aspects here. First, there
17 will not be any deduction of the bonus, because it's
18 been reclassified into the basic salaries, and this has
19 become part of the basic salaries. When it comes to
20 working out the overtime pay, the base factor would
21 increase.

22 MR DUNCAN: But also the basic salary would increase
23 reasonably significantly, would it not, if there was
24 a safety bonus of 1,285 to 1,552 a month, that would
25 have quite an effect on the basic salary, would it not?

26

1 MR SAMUEL CHENG: Previously, that's not part of the basic
2 salary, right.

3 MR DUNCAN: What drove the staff unions to have this
4 reclassified as a basic salary?

5 MR SAMUEL CHENG: There are three reasons. First, for the
6 three bonuses, if they are not reclassified into basic
7 salaries, then it is likely that there will be
8 deductions. Say, for instance, if a bus captain is
9 unsafe in his driving, it is likely that the safety
10 bonus will be deducted. If a bus captain is impolite to
11 the passengers, then the performance bonus will go. If
12 a bus captain doesn't observe the attendance, then the
13 attendance bonus will be deducted.

14 So, for these three bonuses, if they are
15 incorporated into the basic salaries, then there will be
16 no prospect of deduction. That's reason number one.

17 Second, as I said just a moment ago, the calculation
18 of overtime pay.

19 Third, each year, when it comes to pay hikes, we
20 will adjust the basic salaries.

21 For these three bonuses, there is no adjustment,
22 with the exception of 2017, when we made the adjustment.
23 Prior to 2017, all these bonuses, the level remained
24 unchanged for many years. Now they have been
25 incorporated into the basic salaries. Effectively each
26

1 year, when it comes to pay adjustment, there would be
2 an increase as a result of that merge.

3 MR DUNCAN: So if we go back to the day when a safety bonus
4 existed --

5 CHAIRMAN: Mr Duncan, before we get involved in that,
6 I think we should take the break now for lunch. But can
7 I ask you to ask Mr Cheng or one of his colleagues to
8 provide us with details of how these systems worked. It
9 appears to be something that was in place that you lost
10 or it was deducted if you didn't fulfil certain
11 criteria, and I would invite you to explore that after
12 lunch.

13 MR DUNCAN: Certainly.

14 MR SAMUEL CHENG: Thank you, sir.

15 MR DUNCAN: We will adjourn now until 2.30. Thank you.

16 (12.59 pm)

17 (The luncheon adjournment)

18 (2.31 pm)

19 CHAIRMAN: Good afternoon. Yes, Mr Duncan.

20 MR DUNCAN: Thank you, Mr Chairman.

21 Good afternoon, gentlemen.

22 Mr Cheng, I think before the break I had asked you
23 to look at CTB-1, page 36 -- if we could just bring that
24 up, please -- and I had begun to ask you some questions
25 about the "Reward for good performance" part of this

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1 page, at the bottom.

2 You told us just before the luncheon break that the
3 safety bonus had been there for quite some time, and we
4 know from your submission that it has now been
5 reclassified to part of the basic salary.

6 Prior to that reclassification, what were the
7 criteria which were to determine whether or not
8 a particular individual was entitled to the safety
9 bonus?

10 MR SAMUEL CHENG: Mr Chung, my colleague, will answer this
11 question.

12 MR WILLIAM CHUNG: Mr Chairman, in relation to the safety
13 bonus, we try to see if the bus captain has committed
14 any mistakes when it comes to driving, and then there
15 will be deductions. Maybe it is due to a traffic
16 accident or he has been complained by passenger for
17 improper driving. It may also be the case that we have
18 found exceedance of the speed limit as a result of the
19 black box data.

20 We have got driving instructors or inspectors. They
21 are on board to assess his performance. If it is found
22 that there has been improper driving, then depending on
23 the extent, there will be deductions.

24 Thank you.

25 MR DUNCAN: When you say there would be deductions, this is
26

1 actually termed to be a bonus. It's a plus, isn't it,
2 a bonus?

3 MR SAMUEL CHENG: Mr Chairman, if a staff member has not
4 committed any mistakes, then he's going to collect the
5 full amount of the bonus. However, if he has committed
6 a mistake, depending on the extent, then the bonus will
7 be deducted to a certain extent.

8 Thank you.

9 MR DUNCAN: I understand.

10 What about the performance bonus; what were the
11 criteria for the performance bonus?

12 MR SAMUEL CHENG: Mr Chung, please.

13 MR WILLIAM CHUNG: Yes, for the performance bonus, we mainly
14 look at the customer service. Say, for example, he has
15 been complained by a passenger for poor attitude, and if
16 it has been established, then his performance bonus will
17 be deducted.

18 MR DUNCAN: So no complaint, no deduction; it would be
19 an automatic payment?

20 MR WILLIAM CHUNG: Correct.

21 MR DUNCAN: Attendance bonus: what was the criteria for
22 that?

23 MR SAMUEL CHENG: This is the attendance bonus. Say, for
24 example, for that particular month, he has full
25 attendance. That is, after then the leave he has been
26

1 assigned, if he has been attending on all the days
2 assigned to him, then he will get the full amount of the
3 attendance bonus. However, had he been absent, then the
4 bonus will be deducted proportionately.

5 Thank you.

6 MR DUNCAN: With regard to the situation post the
7 reclassification, I would like just to ask about
8 a couple of matters.

9 Is it the position at the moment, then, that there's
10 no financial incentive offered to any driver to adopt
11 safe driving measures?

12 MR SAMUEL CHENG: As far as financial incentives are
13 concerned, yes, I agree, there would no longer be
14 an incentive as you have said.

15 But let me say this again. Safe driving is their
16 duty. If a bus driver fails to do that, then we will
17 look at the breach that he has committed, we will look
18 at the degree of seriousness. Depending on the
19 severity, we will hand out different degrees of
20 disciplinary action.

21 Thank you.

22 MR DUNCAN: If I was to take you, please, to CTB-2 at
23 page 209 -- the translation at 209-1 and -2.

24 MR SAMUEL CHENG: Yes.

25 MR DUNCAN: Do we see set out there the guidelines of New
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1 World First Bus Services Ltd for disciplinary actions
2 against normal bus terminus supervisor and bus captains
3 who are in breach? Does that contain the guidelines?

4 MR SAMUEL CHENG: Yes, I do see the guideline.

5 MR DUNCAN: If you look at the end of the guidelines, that's
6 page 209-2 in particular of the translation, you will
7 see guidelines which deal with breaches of speed limits
8 by the bus driver?

9 MR SAMUEL CHENG: Yes, I see that.

10 MR DUNCAN: And the sanctions can be seen there as well.

11 MR SAMUEL CHENG: Yes.

12 MR DUNCAN: Oral warnings, written warnings, and ultimately
13 perhaps dismissal, without the need for payment in lieu.
14 Are those the sorts of sanctions that the company might
15 consider?

16 MR SAMUEL CHENG: Yes.

17 MR DUNCAN: So do I understand correctly that under the
18 current system, post-reclassification, there is no
19 provision for any loss of income with regard to a speed
20 breach?

21 MR SAMUEL CHENG: You are correct.

22 MR DUNCAN: That is a different situation from that which
23 prevailed prior to reclassification, in that previously,
24 if a person had breached the speeding limit, then
25 amounts otherwise payable to him would be withheld. Is

26

1 that a correct understanding?

2 MR SAMUEL CHENG: Correct.

3 MR DUNCAN: Just with regard to the effect of the
4 reclassification, if we go back to page 36 of CTB-1, if
5 we start with the new recruit at the moment, his
6 basically salary, if I understand correctly, would be
7 \$15,364. Is that correct?

8 MR SAMUEL CHENG: Correct.

9 MR DUNCAN: Then he would have added to that a reclassified
10 safety bonus of at least 1,285?

11 MR SAMUEL CHENG: Well, for the various bonuses, they have
12 already been included in the sum of 15,364.

13 MR DUNCAN: What about the performance bonus of 362 per
14 month?

15 MR SAMUEL CHENG: The three bonuses covering safety,
16 performance and attendance, they have already been
17 included in the sum of \$15,364.

18 MR DUNCAN: I see. When did this reclassification actually
19 take place?

20 MR SAMUEL CHENG: 1 March 2018.

21 MR DUNCAN: So when you have at (iv) on that page,
22 "Recruited on or after 9 March 2004", the figure of
23 15,364 would in fact be much less prior to 1 March 2018?
24 You would have had a figure plus these other bonuses; is
25 that correct?

26

1 MR SAMUEL CHENG: All the three bonus have been added and
2 then you will get 15,364.

3 MR DUNCAN: Right. That's today, isn't it?

4 MR SAMUEL CHENG: Correct.

5 MR DUNCAN: Let's go back 12 months. What would the basic
6 salary have been 12 months ago?

7 MR SAMUEL CHENG: Mr Chung, my colleague, will do the sums
8 now.

9 CHAIRMAN: Yes. Take your time.

10 MR SAMUEL CHENG: Thank you, Mr Chairman.

11 MR GARETH NG: I beg your pardon, Chairman. Let me give
12 an example.

13 The bonus reclassified into basic salary went into
14 effect on 1 March. On 1 February, prior to this
15 reclassification, the basic salary was 12,536.

16 MR DUNCAN: Thank you.

17 CHAIRMAN: So on what basis is it asserted on page 36 that
18 if you were recruited on or after 9 March 2004 your
19 basic salary was 15,364, and you now tell us that if you
20 were recruited on 1 February 2018, your basic salary was
21 12,536?

22 MR GARETH NG: Mr Chairman, would you repeat, please?

23 CHAIRMAN: Yes. I'm looking at page 36. In the middle of
24 that page, it asserts:

25 "(iv) Recruited on or after 9 March 2004.

26

1 Basic salary: 15,364."

2 You now tell us that if you were recruited on
3 1 February 2018, your basic salary is 12,536.

4 MR SAMUEL CHENG: If I may explain once again.

5 Starting from 1 March, the three bonuses were
6 reclassified into basic salaries. Let's say in February
7 2018, the basic salary was 12,536, and the bonuses
8 amounting to 2,328 was reclassified to basic salaries,
9 and the basic salaries were put up by \$500. Adding all
10 together, it amounts to 15,364. Let me repeat the
11 numbers again. 12,536, 2,328 and 500. Adding them
12 together would amount to 15,364.

13 CHAIRMAN: I hear what you say, but I don't understand what
14 you say.

15 MR SAMUEL CHENG: Let me repeat. In February, before the
16 changes took place, the new recruits had the basic
17 salary standing at 12,536. And I mentioned the three
18 bonuses. The three bonuses together amounted to 2,328.

19 On 1 March, this 2,328 by way of bonuses were
20 classified to basic salaries. At the same time, we
21 added or we increased the basic salaries by \$500 for all
22 the bus captains. So, in March, the basic salary comes
23 to 15,364, but the bonuses were not there because they
24 had been incorporated into the basic salaries.

25 CHAIRMAN: I've heard you again.

26

1 MR DUNCAN: Thank you, Mr Cheng. I'm going to move from
2 remuneration now, but keeping with the topic of
3 recruitment, the question of female or lady
4 drivers -- what proportion of your drivers are females?

5 MR SAMUEL CHENG: Less than 10 per cent. However, I would
6 like to stress one point. When we mount recruitment, we
7 give equal treatment to male and female and we don't
8 give any priority to any particular gender. So those
9 who turn up for employment, the number of males
10 outnumbered females.

11 MR DUNCAN: Has the company considered any initiatives to
12 increase the interest in bus captaincy amongst the
13 female population?

14 MR SAMUEL CHENG: We have recruitment advertisements. There
15 are three faces of our bus captains. One of the faces
16 is a female bus captain. That way, we hope that the
17 members of the public will know that female population
18 would be welcome to join as bus captains.

19 MR DUNCAN: Are there any female part-time drivers?

20 MR SAMUEL CHENG: We are not sure, but even if there are,
21 the number would not be high.

22 MR DUNCAN: Can I ask you to look at page 29 of the bundle,
23 again on your submission. So CTB-1/29. It's on that
24 page that you have informed --

25 MR SAMUEL CHENG: Yes, sir.

26

1 MR DUNCAN: -- the committee as to the number of part-time
2 bus captains registered with the companies. We can see
3 that these, at the time of the submission, totalled some
4 346 bus captains.

5 I understand also from your submission -- this is at
6 page 36 of the bundle -- that the part-time bus captains
7 are paid an hourly rate of \$80. Is that the sum total
8 of their remuneration?

9 MR SAMUEL CHENG: Correct, because each hour, they get paid
10 on an hourly basis.

11 MR DUNCAN: How long has that rate prevailed?

12 MR SAMUEL CHENG: This rate started from 1 March.

13 MR DUNCAN: This year?

14 MR SAMUEL CHENG: 2018.

15 MR DUNCAN: Yes. What was it previously?

16 MR SAMUEL CHENG: It was 75, if my memory serves any
17 correctly.

18 MR DUNCAN: Is this something which is subject to an annual
19 review?

20 MR SAMUEL CHENG: Not necessarily, because we have to look
21 at the market. We have to look at the prevailing market
22 rate for part-time then we have the corresponding
23 number.

24 MR DUNCAN: Do any of your office workers at Citybus or
25 New World act from time to time as part-time bus
26

1 drivers?

2 MR SAMUEL CHENG: When they finish the work or when they are
3 on holiday, yes, sometimes.

4 MR DUNCAN: What sort of numbers would be in that category?

5 MR SAMUEL CHENG: At the moment, it is 179.

6 MR DUNCAN: So roughly half of the current part-time
7 establishment are office workers at the company?

8 MR SAMUEL CHENG: No. If you look at -- in our previous
9 submission which you quoted, 314 is the number for First
10 Bus, and there is another number for Citybus, 346.
11 Altogether the number stands at 660.

12 MR DUNCAN: Oh, I see. Sorry, could you take me to that
13 number again? I've got 346 at page 29.

14 MR SAMUEL CHENG: Yes, sir. 346 for Citybus, 314 for First
15 Bus. Altogether, 660.

16 MR DUNCAN: Of which approximately -- you gave a figure --
17 179 would work in the offices of either of those two
18 companies?

19 MR SAMUEL CHENG: That's correct, sir.

20 MR DUNCAN: Leaving aside the office workers, most of the
21 other part-time works presumably would have other
22 employment; is that your understanding?

23 MR SAMUEL CHENG: That's correct.

24 MR DUNCAN: If we look, please, at page 59 of the bundle,
25 CTB-1 at 59.

26

1 MR SAMUEL CHENG: Yes.

2 MR DUNCAN: I bring your attention, please, to
3 paragraph 5(b) on that page.

4 MR SAMUEL CHENG: Yes, I've read that.

5 MR DUNCAN: In that paragraph, have you stated, amongst
6 other things, that at the moment the company does not
7 "specifically require part-time bus captains to declare
8 if they have adequate rest time before commencing their
9 duties"; do you see that?

10 MR SAMUEL CHENG: Yes, I see that.

11 MR DUNCAN: And I think it's fair to say that in the third
12 paragraph under item (b), you have signalled changes
13 that you intend to adopt with regard to that aspect of
14 recruiting part-time bus captains. Would that be
15 correct?

16 MR SAMUEL CHENG: Correct.

17 MR DUNCAN: If I could take you, please, to CTB-2 at
18 page 401 -- actually, 400 I think the document starts --
19 there is a form which runs over four pages, 400 to 403,
20 "Job application form (driving)".

21 MR SAMUEL CHENG: Yes.

22 MR DUNCAN: Is this a form which is used for both full-time
23 and part-time applicants?

24 MR SAMUEL CHENG: Yes, correct.

25 MR DUNCAN: Relative to this issue of other employment or
26

1 rest time, could I ask you to look at page 401, please,
2 the second page of the document. You see the first
3 heading, "Important information", and item 3. Does that
4 read, "Are you currently working part-time? If yes,
5 what is the work nature and the working hours?"

6 MR SAMUEL CHENG: Yes.

7 MR DUNCAN: So each applicant, either for full-time or
8 part-time work, would be required to complete that part
9 of the form?

10 MR SAMUEL CHENG: Yes.

11 MR DUNCAN: Then if you go through to page 402, page 3 of
12 the document, we see a declaration, pages 402 and 403.

13 MR SAMUEL CHENG: Yes, I see that.

14 MR DUNCAN: Do I understand correctly that that is also
15 required to be filled out at the time of the
16 application?

17 MR SAMUEL CHENG: May I defer to my colleague Mr Ng?

18 MR DUNCAN: Certainly.

19 MR GARETH NG: Mr Chairman, yes. For this particular form,
20 the applicant has to fill out this part. But let me
21 supplement. If he has omitted anything, it means that
22 we will not be able to know. Say, for example, if he
23 applies for a post with us, on the right-most side it
24 talks about supplementary information. For that
25 particular column, if the candidate doesn't write

26

1 anything, we won't insist that he must fill out all the
2 parts.

3 MR DUNCAN: So I take it there's no independent verification
4 of anything that a person might say in this form?

5 MR GARETH NG: You may say so.

6 MR DUNCAN: Apart from the application form, if the person
7 is accepted for a position with the company, is he
8 required to sign a formal employment contract?

9 MR GARETH NG: Yes.

10 MR DUNCAN: And is there a standard form for that, for the
11 case of a bus captain?

12 MR GARETH NG: It's an employment contract in the form of
13 a letter rather than a form.

14 MR DUNCAN: Does that address at all the question of working
15 in outside employment beyond the company?

16 MR GARETH NG: No.

17 MR DUNCAN: Would you be able to provide the committee with
18 a sample of one of those employment letters, as you have
19 referred to it?

20 MR GARETH NG: Yes, we can.

21 MR DUNCAN: Thank you.

22 CHAIRMAN: Is this letter the same for both full-time and
23 part-time employees?

24 MR GARETH NG: Not the same.

25 CHAIRMAN: Do you have sample then of a part-time employee
26

1 contract as well, the letter?

2 MR GARETH NG: We can provide the information to the
3 committee later on, Mr Chairman.

4 CHAIRMAN: Yes, that's what I'm asking. This will be
5 something that we would invite you to provide
6 subsequently. We will give you a list of what it is you
7 have undertaken to provide.

8 MR GARETH NG: Thank you, Mr Chairman.

9 MR DUNCAN: Could I bring your attention --

10 CHAIRMAN: Before you move on, Mr Duncan --

11 MR DUNCAN: Sorry.

12 CHAIRMAN: -- has the format of this letter changed, say in
13 the last several years?

14 MR GARETH NG: I'm not sure.

15 CHAIRMAN: Perhaps you can check and, if there is a change,
16 because new references have been made in the current
17 letter, provide us with examples of older letters that
18 will illustrate to us what the change has been.

19 MR DUNCAN: Can I bring your attention now to --

20 CHAIRMAN: Is there something you wanted to say, Mr Cheng?

21 MR SAMUEL CHENG: No, no. No problem at all. We can
22 provide that information.

23 CHAIRMAN: Thank you.

24 Yes, Mr Duncan.

25 MR DUNCAN: Thank you, Mr Chairman.

26

1 Could I ask you to look at one other document,
2 please, in this context. Page 404 of CTB-2. The
3 translation is at 404-1 and 404-2.

4 You should be looking at a document which is headed,
5 "Employee code of conduct and discipline/declaration for
6 external works". What is the function of this document?

7 MR SAMUEL CHENG: Say we have a full-time employee working
8 for us. If he has part-time work outside the company,
9 then we ask him to inform the company.

10 In addition, if he is a part-time employee with us,
11 so if he has got a principal employment, again he has to
12 give us the information.

13 MR DUNCAN: Now, we can see that, according to the document,
14 it's annex 7 to your submission, your second submission,
15 I believe. If we go back to page 59, please. So CTB-1
16 at page 59.

17 MR SAMUEL CHENG: Yes, I see that.

18 MR DUNCAN: And I think you will see a reference to annex 07
19 right at the end of paragraph 5(b).

20 MR SAMUEL CHENG: Yes.

21 MR DUNCAN: It's referred to there as an annual declaration.

22 Is there any requirement within any of these
23 documents or any employment letter that an employee is
24 obliged to inform you if he changes his outside
25 employment or undertakes new outside employment?
26

1 MR SAMUEL CHENG: For full-time employee, they must do so.
2 For part-time employees, if they don't declare, as of
3 now, we don't have the mechanism to go after them. But
4 then, starting from 1 June 2018 onwards, at the time of
5 taking up the post and on a yearly basis, a declaration
6 must be made.

7 MR DUNCAN: When you say the full-time employee must do
8 that, obviously he has to fill out a form annually.
9 What is the position if he takes on outside work halfway
10 through the year? Is there any obligation on him to
11 report that?

12 MR SAMUEL CHENG: For the details, I would like to defer to
13 Mr Ng.

14 MR GARETH NG: Mr Chairman, just now the counsel referred to
15 this scenario. Well, the employee has the duty to make
16 a declaration to us, and upon approval by us he can then
17 take up other part-time work.

18 Thank you, Chairman.

19 MR DUNCAN: Where is the provision for that, which requires
20 the employee to do that?

21 CHAIRMAN: It might help if you have a look at page 72-1 in
22 the English, and no doubt the preceding pages in the
23 Chinese. CTB-2, page 72.

24 MR DUNCAN: Thank you.

25 Does that help, Mr Ng?

26

1 72-7 in the English, paragraph 26.

2 CHAIRMAN: The form that I'm looking at is headed, "Employee
3 code of conduct ... declaration of outside work". In
4 the middle of the page it reads:

5 "I would like to apply for/have the following
6 outside work (in accordance with article 26 of the
7 employee code of conduct and discipline, full-time
8 employees shall apply to the company before accepting
9 outside employment and do so annually thereafter)."

10 Then there are various headings which provide for
11 information to be supplied.

12 MR DUNCAN: Thank you, Mr Chairman. Which page is that?

13 CHAIRMAN: On my version, it's got "72-1" at the bottom.

14 It's described as annex 3.1.

15 MR GARETH NG: Thank you, Chairman. Here in this form, we
16 have made it very clear that the employee has to make
17 the declaration.

18 I would also like to say, if I remember correctly,
19 we will review this later on. My impression is that in
20 the employment letter, we do have the same requirements
21 specified.

22 Thank you.

23 MR DUNCAN: Thank you, Mr Ng.

24 I think also, if you look at page 72-7 of the
25 translation, and if you are looking at the original

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1 document, paragraph 26, there is reference to the same
2 point, as I understand it.

3 Is my understanding correct?

4 MR SAMUEL CHENG: Correct, sir.

5 MR DUNCAN: Thank you.

6 So the improvements or the changes that you are
7 considering implementing in this respect are designed
8 more at the part-time employees than the full-time
9 employees; is that a correct understanding?

10 MR SAMUEL CHENG: That's correct, sir, because for
11 full-time, we do have adequate declaration system.

12 MR DUNCAN: Could I ask you, please, to --

13 CHAIRMAN: Are you moving to another topic, Mr Duncan?

14 MR DUNCAN: Yes.

15 CHAIRMAN: Before you do so, what is it that you propose
16 asking part-time employees to do once they are employed,
17 if they are going to take up different or extra other
18 part-time work? What are you asking them to do?

19 MR SAMUEL CHENG: Starting from 1 June, if an applicant
20 comes forward to apply to be a part-time bus captain, he
21 has to fill out a form which spells out the principal
22 employment, the working hours, what hour to what hour,
23 and what days of the week he's supposed to work and what
24 days he is not supposed to work. Then we will be in
25 a position to ascertain whether he is suitable to become

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1 a part-time bus captain.

2 Say, for instance, if someone has to be working for
3 a dozen hours of work every day, then we will not employ
4 him because there would not be enough rest time. If
5 somebody has to work eight hours a day, and if he were
6 to tell us that maybe he would be making himself
7 available on Saturdays and Sundays to become part-time
8 bus captain, then there will be no problems and we would
9 put him through the normal procedures. If he is
10 suitable, then he would be taken on as part-time bus
11 captain.

12 Other than making the declaration when he first took
13 up the job, every year he has to make the same
14 declaration. If there are no changes, he would fill out
15 the same stuff in the form. If there are some changes,
16 then the new nature of work will be declared to the
17 company. That's what we are going to do starting from
18 1 June.

19 CHAIRMAN: So this is an enquiry you make when you recruit
20 somebody, and then a year later he's got to confirm what
21 the position is?

22 MR SAMUEL CHENG: Yes, that's correct, sir.

23 CHAIRMAN: Is there any obligation, proposed obligation, to
24 be imposed on such a part-time bus captain if he was to
25 take up part-time employment or additional part-time
26

1 employment in that one-year period?

2 MR SAMUEL CHENG: If he takes up other extra work, he has to
3 make the declaration to us. That way, we will be able
4 to understand the working hours he's putting in, whether
5 he would have the energy to become part-time bus captain
6 with us.

7 CHAIRMAN: Is this requirement reflected in forms,
8 documents?

9 MR SAMUEL CHENG: Starting from 1 June, yes, there will be.

10 CHAIRMAN: Right. Have we been provided with this
11 prospective form or not?

12 MR SAMUEL CHENG: Not for the time being. We will make
13 these available.

14 CHAIRMAN: Thank you.

15 MR DUNCAN: Could I take you back to the document, "Employee
16 code of conduct and discipline". The original Chinese
17 version is at page 66 of CTB-2, the translation from
18 page 72-2.

19 Could I ask you this. This employee code of conduct
20 and discipline, does it apply to both full-time and
21 part-time employees?

22 MR SAMUEL CHENG: Yes, all of them, yes.

23 MR DUNCAN: If I could take you back to paragraph 26 -- the
24 translation at page 72-7 -- there's a heading there,
25 "Outside work", and a reference to what a full-time
26

1 employee should do if he's going to take up concurrent
2 employment, either on a regular or consulting basis. Do
3 you see that?

4 MR SAMUEL CHENG: Yes, I do.

5 MR DUNCAN: Given what you have told the chairman just a few
6 moments ago, is there any reason why that sort of
7 provision should not apply to part-time employees?

8 MR SAMUEL CHENG: Well, the part-time staff in our company,
9 they are mainly bus captains. Bus captains are working
10 part-time for us. Whatever their principal employment
11 is, the likelihood of any conflict of interest would be
12 negligible. It would be zero, in fact.

13 MR DUNCAN: So the intention is to provide a different sort
14 of form for the part-time employee who changes his
15 outside work during the course of the year between the
16 annual declaration; you would have a different sort of
17 form for that?

18 MR SAMUEL CHENG: Yes. That's when conflict of interest
19 arises or the potential of conflict of interest arises,
20 that's where they have to fill that out.

21 MR DUNCAN: Right. Let us move away from that and back to
22 your submission, CTB-1, this time at page 61.

23 May I bring your attention to paragraph 7, headed,
24 "Customer service and EQ management training"; do you
25 see that?

26

1 MR SAMUEL CHENG: Yes, sir.

2 MR DUNCAN: It's paragraphs (b) and (c) in which I'm
3 interested at the moment. Could you just read through
4 those paragraphs to familiarise yourself with what is
5 being communicated to the committee, please.

6 MR SAMUEL CHENG: We have read it, sir.

7 MR DUNCAN: You refer to the fact that in March of this
8 year, a study was commenced to explore the feasibility
9 and effectiveness of conducting a psychological
10 assessment in order to screen out applicants who either
11 have an inclination to drive aggressively or who are
12 easily provoked and therefore lose control and drive in
13 an aggressive manner.

14 What is the progress that has been made with regard
15 to that step?

16 MR SAMUEL CHENG: I defer to Mr Gareth Ng, please.

17 MR GARETH NG: Chairman, after March, we have started the
18 study. Other than downloading the information online
19 regarding the evaluation in the public domain out there,
20 we also had meetings with a practising clinical
21 psychologist and also a psychologist academic. We had
22 meetings with these two people about the feasibility and
23 effectiveness of this kind of assessment.

24 At the present moment, we are trying to meet
25 a mechanical engineering professor who has been having
26

1 a lot of expertise regarding the EQ management vis-a-vis
2 driving, and we try to meet him about this.

3 Thank you, sir.

4 MR DUNCAN: The meetings that you have had, are these with
5 local psychologists?

6 MR GARETH NG: Yes.

7 MR DUNCAN: And the professor, have you actually identified
8 the professor? Do you have somebody particular in mind?
9 I don't need a name. I just need whether you have
10 actually identified somebody.

11 MR GARETH NG: He is a professor from CUHK, Chinese
12 University of Hong Kong, in the faculty of psychology.

13 MR DUNCAN: Has he been given a brief?

14 MR GARETH NG: It was on an exploratory basis. We are
15 exchanging ideas, our background purposes, our purposes,
16 and what areas we want him to enlighten us on regarding
17 the practices in the industry, in the field.

18 MR DUNCAN: When you say "the practice in the industry, in
19 the field", what does "the field" comprise of? Is it
20 a Hong Kong field? Is it a China field? What's the
21 field?

22 MR GARETH NG: As a matter of fact, the world over, we are
23 looking for some psychological assessments that can be
24 applicable to bus captains, and our discussion
25 surrounded this area.

26

1 MR DUNCAN: Have you explored this issue with any other
2 local bus companies?

3 MR GARETH NG: Not in that area, no.

4 MR DUNCAN: Have you explored this issue by making contact
5 with any overseas bus companies?

6 MR GARETH NG: No, sir.

7 MR DUNCAN: Are you able to give the committee any idea as
8 to when you think you might be able to make progress
9 with regard to this study?

10 MR GARETH NG: As I have said, there is a professor from the
11 mechanical engineering faculty who has said that he
12 could only meet with us in June, so I believe that the
13 earliest would be end of June that we would be able to
14 come back to the committee in relation to the progress.

15 Thank you.

16 MR DUNCAN: Thank you. I'm going to move now from
17 recruitment to the matter of training, the training of
18 bus captains. If I could ask you this. Do I understand
19 correctly that what training is required is entirely
20 a matter for the company? It's not a matter where you
21 receive any directive from the Transport Department?

22 MR SAMUEL CHENG: Yes, decided by the company.

23 MR DUNCAN: And there is no scheme, there's no training of
24 any sort, offered by the government authorities over and
25 above or separate from any training scheme which the
26

1 company operates? Is that a correct understanding?

2 MR SAMUEL CHENG: Correct.

3 MR DUNCAN: And because of that, do I understand correctly
4 that whatever training you provide is totally
5 independent of what training might be provided by other
6 franchised bus operators in Hong Kong?

7 MR SAMUEL CHENG: We are only responsible for the training
8 of our own company.

9 MR DUNCAN: With regard to what training is required, are
10 these decisions made solely by your company, or would
11 you make them after consultation with perhaps some of
12 your counterparts in overseas jurisdictions, other bus
13 companies? Is it entirely your decision or do you check
14 out with other bus companies how they might go about
15 their training?

16 MR SAMUEL CHENG: Entirely decided by our company.

17 MR DUNCAN: If we look, please, at CTB-1, page 37. I just
18 want to run through what the current situation is with
19 regard to the training, first of all of persons who
20 become full-time bus captains.

21 Do we have page 37 available?

22 MR SAMUEL CHENG: Yes. We can see that.

23 MR DUNCAN: Thank you. So we see that at (i), full-time bus
24 captain without a bus driving licence has 15 days'
25 driving training before attending the driving
26

1 examination which is required by the Transport
2 Department. If he doesn't pass, he has another five
3 days of training. Once he's passed that and obtained
4 the licence, employment is offered and induction
5 training is arranged.

6 Is that correct?

7 MR SAMUEL CHENG: Correct.

8 MR DUNCAN: Thank you. And that induction training consists
9 of two parts. The first is a one-day classroom
10 training, and the second is 10 to 15 days of driving
11 training.

12 MR SAMUEL CHENG: Correct.

13 MR DUNCAN: Then if we go down to (ii), those who become
14 full-time bus captains but already have a bus driving
15 licence, they will be provided with the induction
16 training.

17 MR SAMUEL CHENG: Correct.

18 MR DUNCAN: The one day in the classroom and the 10 to
19 15 days of driving training?

20 MR SAMUEL CHENG: Correct.

21 MR DUNCAN: As a matter of interest, is there much movement
22 amongst bus captains from one bus company to another in
23 Hong Kong?

24 MR SAMUEL CHENG: Yes, they do transfer, but not too many.

25 MR DUNCAN: Just going back to page 37, moving to the
26

1 question of part-time bus captains who have a bus
2 driving licence, do I take it from the headings here
3 that you wouldn't take on a part-time bus captain unless
4 he held a bus driving licence? You wouldn't provide him
5 with the 15 days' driving training which you make
6 available to full-time applicants; is that a correct
7 understanding? You only take part-time people on if
8 they are already holders of a bus driving licence?

9 MR SAMUEL CHENG: Correct. All part-time bus captains must
10 possess bus driving licences before we would consider
11 employing them.

12 MR DUNCAN: Thank you.

13 Now, as far as those persons are concerned, they
14 will be provided with two days of driving training; is
15 that correct?

16 MR SAMUEL CHENG: Correct.

17 MR DUNCAN: As opposed to the 10 to 15 days of driving
18 training which the full-time driver gets. Is that
19 a correct understanding?

20 MR SAMUEL CHENG: Yes, your understanding is correct. This
21 is because for someone who would like to become
22 a part-time captain with us, he must be somebody who is
23 already driving a bus or a heavy vehicle. In other
24 words, he is already experienced in driving large
25 vehicles.

26

1 So, for the two-day driving training, it's mainly
2 route training.

3 MR DUNCAN: So he would receive two days' training
4 irrespective of the degree of experience that he's had
5 in driving a bus? It doesn't matter whether he's had
6 one month or ten years; he still just gets the two days?

7 MR SAMUEL CHENG: In relation to the driving experience of
8 heavy vehicles or large vehicles, if he is not too
9 experienced, we are not going to take him on. In other
10 words, for those who would like to be part-time bus
11 captains, those that we engage, they are all
12 experienced.

13 MR DUNCAN: Sorry, do you want to refer to something else
14 there?

15 MR SAMUEL CHENG: Yes. Well, while we are still on this
16 page, towards the end, we have got some supplementary
17 information. Whether we are talking about full-time or
18 part-time bus captain, after the bus captain has
19 completed all the training, he will be assessed by our
20 driving instructor. If the assessment is not
21 satisfactory, there will be further training for the bus
22 captain.

23 Therefore, as far as part-time bus captains are
24 concerned, yes, indeed they get two days, but after
25 training them for two days, if they cannot pass the
26

1 assessment, such a bus captain would not be deployed to
2 drive on the road.

3 MR DUNCAN: You said a few moments ago that you wouldn't
4 employ somebody on a part-time basis unless they were
5 very experienced. Can you give us some idea as to what
6 sort of experience would be required? Is there any
7 criterion for that?

8 MR SAMUEL CHENG: Not so much a particular criterion. For
9 experience part-time bus captains, some of them were
10 previously bus captains. They were former franchised
11 bus captains. They might have worked for us in the
12 past; they left for a period of time. But in fact they
13 have had a lot of experience. That's the first group.

14 The second group, they may be retirees who used to
15 be franchised bus captains for other companies.

16 So these are the two main sources, and we believe
17 they possess adequate experience in driving buses.

18 MR DUNCAN: They don't get the classroom training before
19 they are able to take up their duties; is that correct?

20 MR SAMUEL CHENG: Not as of now, but later on we are going
21 to make arrangements for them to be given classroom
22 training which will cover customer service and EQ
23 management as well.

24 Thank you.

25 MR DUNCAN: The question of driving instructors. How does
26

1 one become a driving instructor in your company?

2 MR SAMUEL CHENG: First of all, he must have obtained
3 a driving instructor licence from the TD for driving
4 vehicles of the same type as that in our company. Then
5 he may become a driving instructor. And for our driving
6 instructors, most of them or all of them have been very
7 experienced bus captains and they have been driving
8 instructors for a long time.

9 Thank you.

10 MR DUNCAN: How many driving instructors does the company
11 employ?

12 MR SAMUEL CHENG: Currently, there are 15 who are full-time
13 driving instructors, two part-time driving instructors.
14 In addition, we have five bus captains in the near
15 future will take an examination with the Transport
16 Department so as to get the driving instructor licence.

17 Thank you.

18 MR DUNCAN: Now we turn the page to page 38 of the bundle,
19 so it's CTB-1/38. We see the topic of "Refresher
20 training", and the statement that you provide refresher
21 training to in-service full-time bus captains, and it is
22 said:

23 "We pledged to the [Transport Department] that the
24 refresher training should be provided to every
25 in-service full-time bus captain at least once every
26

1 3 years.

2 Only classroom training is provided ..."

3 And you then go on to describe the course contents.

4 Now, the classroom training, is this the same
5 classroom training that is provided as part of the
6 induction training, when a person first joins the
7 company? Is that the sort of material which is covered?

8 MR SAMUEL CHENG: Yes, most of them are the same. However,
9 in the last sentence of this submission, we look at the
10 analysis of traffic accidents. From the first inception
11 with us to the training, it may be one or two years
12 already, and within these one or two years, maybe
13 something had occurred that would be of reference value
14 to them, some traffic accidents, and we would bring up
15 these cases and share with them during the classroom
16 training. That way, we will try to tell them how to
17 avoid these kinds of accidents.

18 MR DUNCAN: When was the pledge given to the Transport
19 Department?

20 MR SAMUEL CHENG: That was many years ago. We don't have
21 the precise information with us now.

22 MR DUNCAN: Just going back to the previous page for
23 a moment. Right at the end of the page, page 37, you
24 state:

25 "After passing the assessment, they are sten
26

1 assigned to the routes that they have been trained."

2 MR SAMUEL CHENG: Yes, correct.

3 MR DUNCAN: In the course of being trained to be a bus
4 driver, how many routes would a bus driver be required
5 to undertake?

6 MR SAMUEL CHENG: I defer to Mr Chung who has detailed
7 information.

8 MR WILLIAM CHUNG: It would depend on which depot he is
9 assigned to. Some three routes, some four, some five.
10 Even for five routes, some of the routes are duplicated.
11 In other words, the starting point and the end point may
12 be different but a lot of the routes will be
13 overlapping. Let's say Moreton Terrace, they start from
14 Moreton Terrace in Causeway Bay, going to the south, and
15 will go through the Aberdeen Tunnel, and the route
16 before the tunnel would be the same, and then they split
17 up, some would go to Wah Kwai, Wah Fu, and some would go
18 to South Horizons.

19 MR DUNCAN: So would he be then stuck with those routes
20 forever?

21 MR WILLIAM CHUNG: They would be driving on these routes for
22 some time, maybe a couple of months, and thereafter they
23 will be redeployed to other routes.

24 For these routes, we categorise them as more
25 straightforward routes. The number of stops would be

26

1 smaller, and the road conditions would be less
2 complicated. Things would be more straightforward. We
3 would let them familiarise themselves with the driving
4 skills and the routes, and then they would be deployed
5 to other routes.

6 MR DUNCAN: So if a driver is required to take on a new
7 route, is he provided with familiarisation process, or
8 does he, to coin a phrase, learn on the job?

9 MR SAMUEL CHENG: Mr Chung.

10 MR WILLIAM CHUNG: For new routes, we have a number of ways.
11 We see whether he has been instructed about the route or
12 whether he has declared that he is familiar with the
13 route. If he is familiar with the route, then we will
14 let him drive on the route, but if he is unfamiliar with
15 the route, then we will arrange him to ride on a serving
16 bus to get him familiar with all the bus stops en route
17 and how he should go about taking on this route. This
18 is how we deal with it now.

19 MR DUNCAN: If I understand correctly from your submissions,
20 the company utilises buses from three different bus
21 suppliers. Is that correct?

22 MR SAMUEL CHENG: Mr Li.

23 MR PAUL LI: Yes, that's correct, sir.

24 MR DUNCAN: Just for the record, which companies are those?

25 MR PAUL LI: Mainly the main suppliers: Alexander Dennis,
26

1 Volvo and MAN.

2 MR DUNCAN: Again, if I understand matters correctly, these
3 individual companies will have different models from
4 time to time?

5 MR PAUL LI: Yes.

6 MR DUNCAN: So, when a bus captain undertakes his initial
7 training, how is it determined which bus he does his
8 training on, which model?

9 MR SAMUEL CHENG: I defer to Mr Chung, please.

10 MR WILLIAM CHUNG: We look at the routes that are going to
11 be deployed and the types of buses that will be used.
12 For a new recruit, we would coach him on a number of
13 models. For the 15 days, other than coaching him about
14 the routes, every day we would coach him on the
15 different models of buses.

16 So, for the 15 days of training, he would be
17 familiar with different models of buses.

18 MR DUNCAN: I think you mentioned a few moments ago perhaps
19 four to five routes during the course of the training.
20 Is that correct?

21 MR WILLIAM CHUNG: Yes, correct, sir.

22 MR DUNCAN: So how many different models of buses would you
23 expect a trainee to encounter during his training
24 period?

25 MR WILLIAM CHUNG: Yes, a moment ago we said that there are
26

1 three suppliers. Most of the buses are the Alexander
2 Dennis model, to be followed by Volvo. These are the
3 main suppliers. In the course of the training, mostly
4 we would use ADL, Alexander Dennis, for training
5 purposes.

6 MR DUNCAN: Any reason for that?

7 MR WILLIAM CHUNG: Mainly because most of the buses are
8 Alexander Dennis's bus.

9 MR DUNCAN: And what if a driver is required to drive a new
10 bus on a new route subsequently in his career? Is there
11 any training provided for the new type of bus?

12 MR WILLIAM CHUNG: If there are new models that the bus
13 captain has to drive, we will arrange for training to be
14 provided.

15 MR DUNCAN: What does that training consist of?

16 MR WILLIAM CHUNG: The driving instructors would show the
17 meters, the seats and all the instruments, all the
18 buttons, on the meters, all the warning signals, warning
19 lights, and under the guidance of the instructor they
20 would be allowed to drive some distances to familiarise
21 themselves with the operation.

22 MR DUNCAN: So would that be half a day's work, a day's work
23 or ...?

24 MR WILLIAM CHUNG: It would depend on the model and how
25 different it is from the original buses that he's
26

1 familiar with. Let's say there are some electric buses,
2 the control, the buttons and everything are different,
3 so it would take a longer time.

4 When we order the buses, we require the suppliers,
5 for the control panel and so on, we try to have the
6 system standardised instead of having different control
7 mechanisms. That's to facilitate the familiarisation.

8 MR DUNCAN: If we go back to page 38 of the bundle, so
9 CTB-1/38, you then provided the committee with a section
10 on "Remedial training".

11 CHAIRMAN: Before you embark on that, Mr Duncan, now you
12 have gone back to that page -- Mr Cheng, can I ask you
13 this. Under the heading "Refresher training", and from
14 what you've said in evidence, the refresher training is
15 provided for full-time bus captains at least once every
16 three years. How is it that that time period was
17 decided, rather than, for example, once a year?

18 MR SAMUEL CHENG: We don't feel that there is a need for
19 them to come back every year, not that frequent.

20 CHAIRMAN: Are you aware of the practices of other bus
21 companies in Hong Kong in this regard?

22 MR WILLIAM CHUNG: Mr Chairman, as far as I understand,
23 other bus operators have the pledge with the TD that it
24 is once every three years.

25 CHAIRMAN: And are you aware of practices in overseas
26

1 jurisdictions as far as this is concerned?

2 MR WILLIAM CHUNG: We didn't make the comparison.

3 CHAIRMAN: Thank you.

4 MR DUNCAN: Another point with regard to refresher training.

5 Do I understand correctly from that section that no
6 refresher training is currently provided to part-time
7 employees?

8 MR SAMUEL CHENG: Not for the time being, no. However,
9 later on, we are going to provide that to the part-time
10 workers.

11 MR DUNCAN: When you say "later on", when?

12 MR WILLIAM CHUNG: Well, that we have to discuss with the
13 part-time drivers, because they hold down a principal
14 employment. We have to work out the time. But we hope
15 we can arrange for a suitable time as soon as possible,
16 to facilitate the part-time drivers to come for these
17 refresher training.

18 MR DUNCAN: Have you made any contact with the part-time
19 drivers yet in that regard?

20 MR WILLIAM CHUNG: Not yet, no.

21 MR DUNCAN: If you then turn to "Remedial training", please,
22 page 38. In the first paragraph, you refer to the fact
23 that both companies require full-time and part-time bus
24 captains to report their driving offence points, and
25 there is then a points system which will determine
26

1 whether a remedial training course is required.

2 Do you see that?

3 MR SAMUEL CHENG: Yes, sir.

4 MR DUNCAN: Now, are you totally reliant then on the bus
5 captains to report their driving points?

6 MR SAMUEL CHENG: For the precise operation, I defer to
7 Mr Ng, please.

8 MR GARETH NG: Chairman, for the bus captains, they have the
9 obligation to make the declaration. That's number one.

10 Number two, every single month we would random
11 check. We will randomly select some bus captains and
12 they have to sign a consent form for us to check the
13 points record with the Transport Department.

14 Thank you, sir.

15 MR DUNCAN: How long has that system been in place, that
16 system of registration with the Transport Department?

17 MR GARETH NG: My recollection is it has been so for a few
18 years. It should be five years.

19 MR DUNCAN: Have you encountered any faults in the system at
20 all? Have people suffered from incurring points but not
21 reported to you? Have you come across that at all?

22 MR GARETH NG: Yes. When we find this out, we will resort
23 to disciplinary action.

24 MR DUNCAN: You have a need for that from time to time, do
25 you? Has that actually happened?

26

1 MR GARETH NG: I remember that it did happen. Sorry, it did
2 happen but not too many.

3 MR DUNCAN: If I could refer you to the third paragraph
4 under that heading, "Remedial training", please:

5 "In 2016, 198 bus captains attended the remedial
6 training."

7 I just want to understand the sentence which
8 follows:

9 "76.3 per cent of these bus captains did not have
10 been disciplined for blameworthy accidents in the
11 subsequent 6 months."

12 I think there's a grammatical error in there
13 somewhere, but do I understand this correctly, that if
14 76.3 per cent have not been disciplined for blameworthy
15 accidents in the subsequent six months, does it follow
16 that some 23.7 per cent have been disciplined, even
17 after remedial training; is that how I should read that?

18 MR SAMUEL CHENG: Yes, you are right.

19 MR DUNCAN: So these persons have incurred eight or more
20 points, they've been through remedial training, and
21 notwithstanding that, they've had to be disciplined
22 subsequently?

23 MR SAMUEL CHENG: Yes, they did, but of course we have to
24 understand the degree of severity of their mistakes.

25 If it is serious and if they have already had
26

1 a similar incident, then we will escalate the
2 disciplinary action. It may even result in dismissal.

3 MR DUNCAN: Is that figure a cause of concern for the
4 company, that that proportion would be disciplined for
5 blameworthy accidents subsequent to receiving remedial
6 training? Is that a matter of concern?

7 MR SAMUEL CHENG: I agree, it is a matter of concern.

8 MR DUNCAN: Has the company addressed how the situation
9 might be improved? Does something need to be done to
10 the remedial training, for example?

11 MR SAMUEL CHENG: I think this is one of the directions. We
12 need to carry out a further analysis as to why, despite
13 attending the remedial training, they are still involved
14 in accidents. In fact, each accident has its own cause.
15 They are different, and we need to go back to carry out
16 a more detailed analysis.

17 MR DUNCAN: Are you planning to do that?

18 MR SAMUEL CHENG: Yes.

19 MR DUNCAN: Now, could I raise the matter of simulator
20 training. We all know that pilots of aeroplanes, as
21 part of their training, operate simulators. Is there
22 a similar system available for a person who wishes to
23 take on the responsibility of driving a bus, which often
24 involves as many passengers as you would find on
25 an aeroplane? Is there such a system?

26

1 MR SAMUEL CHENG: We don't have such a system, because we
2 believe that for someone to practise driving, it is
3 better to drive a real bus on a real road in reality.
4 That's the better version.

5 CHAIRMAN: But to answer the question directly, do such
6 systems exist?

7 MR SAMUEL CHENG: We don't have it in our company, but
8 I have heard that it does exist.

9 MR DUNCAN: What have you heard?

10 MR SAMUEL CHENG: In the past, I heard there was another bus
11 company which had such a simulator.

12 MR DUNCAN: Which was this company?

13 MR SAMUEL CHENG: KMB. I heard about that. I didn't see it
14 myself.

15 MR DUNCAN: Have you heard of any bus companies overseas
16 operating a simulator system?

17 MR SAMUEL CHENG: Yes, I have heard that Singapore has got
18 this system.

19 MR DUNCAN: And where did you hear that from?

20 MR SAMUEL CHENG: Just now, my colleague sitting next to me,
21 Mr Chung, told me so.

22 CHAIRMAN: Are you aware that in Singapore the government
23 takes on the responsibility for training bus captains?

24 MR SAMUEL CHENG: Perhaps I would like to defer to Mr Chung.

25 MR WILLIAM CHUNG: Mr Chairman, yes, we have heard about
26

1 that. Well, two years ago my colleague went to
2 Singapore to visit their simulator system, and he also
3 looked at the operations of the Land Transport Authority
4 in Singapore.

5 Thank you.

6 MR DUNCAN: So your colleague went to Singapore?

7 MR WILLIAM CHUNG: Correct.

8 MR DUNCAN: Is this sent by the company?

9 MR WILLIAM CHUNG: Yes, sent by our company.

10 MR DUNCAN: And what level was he at? Was he a senior
11 manager in the company?

12 MR WILLIAM CHUNG: Yes, a manager.

13 MR DUNCAN: Did he come back and write a report as to what
14 he had seen, and so on?

15 MR WILLIAM CHUNG: After they have returned, they did give
16 a presentation to me.

17 MR DUNCAN: Was that in writing?

18 MR WILLIAM CHUNG: No. It was a presentation. Other than
19 looking at the simulator, they also looked at the bus
20 operation in Singapore.

21 MR DUNCAN: And what was the thrust of what he had to say
22 about the simulator?

23 MR WILLIAM CHUNG: As the chair has said, for this
24 simulator, it was subsidised by the government. This is
25 because the simulator is rather expensive. Then, for
26

1 this simulator training, different scenarios would be
2 shown on the screen, so as to test the response of the
3 driver.

4 MR DUNCAN: I'm sorry, this was two years ago, did you say?

5 MR WILLIAM CHUNG: Correct.

6 MR DUNCAN: Right. Whose idea was this? Was it your
7 company's idea or was it the idea of the government that
8 this be looked at?

9 MR WILLIAM CHUNG: I'm not sure whether it was an initiative
10 from the Singaporean government or an initiative from
11 the Singaporean bus company.

12 MR DUNCAN: Was it an initiative of your company or some
13 other organisation?

14 MR WILLIAM CHUNG: You mean the Singapore visit?

15 MR DUNCAN: Yes. I mean was this something that your
16 company came up with, or was it provided to you by
17 somebody else as a proposal?

18 MR WILLIAM CHUNG: For this visit, our black box supplier
19 had a UITP conference in Singapore, so they invited us
20 to go there to participate. So outside of the
21 conference we made arrangements to visit the authorities
22 and look at the simulator.

23 MR DUNCAN: So it was the bus supplier who suggested you
24 look at the simulator, or was it your company which
25 decided off its own bat to look at the simulator?

26

1 CHAIRMAN: I don't think we were told it was the bus
2 supplier. It was the black box supplier.

3 MR DUNCAN: I beg your pardon.

4 CHAIRMAN: The black box supplier is NEC, is it not? Is
5 that right?

6 MR WILLIAM CHUNG: (Nodded head).

7 CHAIRMAN: So NEC invited you to this UITP. Can you give us
8 the meaning of that acronym?

9 MR WILLIAM CHUNG: UITP, the international transport
10 organisation.

11 CHAIRMAN: What's the acronym? International Transport?

12 MR WILLIAM CHUNG: I'm not too sure but I can provide the
13 information later.

14 CHAIRMAN: It has a website, doesn't it, public transport?

15 MR WILLIAM CHUNG: Correct.

16 MR SAMUEL CHENG: My colleague is trying to look it up right
17 now.

18 CHAIRMAN: Very well. If you get the answer, tell us.

19 And it was on the occasion of this visit that you
20 took the opportunity, because you were in Singapore, to
21 examine the bus simulator, and at whose suggestion was
22 that?

23 MR WILLIAM CHUNG: It was NEC which made the suggestion.

24 MR DUNCAN: Did you yourself attend that?

25 MR WILLIAM CHUNG: I didn't.

26

1 MR DUNCAN: It was your colleague who subsequently gave you
2 a report; is that correct?

3 MR WILLIAM CHUNG: Correct.

4 MR DUNCAN: But did I understand you to say earlier that the
5 government had provided some sort of subsidy for this?

6 CHAIRMAN: I think he was suggesting the Singapore
7 government subsidised the use of this training facility.
8 Is that right?

9 MR WILLIAM CHUNG: Yes, that's how I understood it.

10 CHAIRMAN: Because they provide the training of bus
11 captains; it's not done by the bus companies, it's done
12 by the government of Singapore, through the Land
13 Transport Authority. Is that correct?

14 MR WILLIAM CHUNG: Correct.

15 CHAIRMAN: Before we leave the topic -- if that's what you
16 were about to do, Mr Duncan --

17 MR DUNCAN: Sure.

18 CHAIRMAN: -- your colleague came back and reported to you,
19 and so far you have told us one element of the report,
20 that it was rather expensive. Was there anything else
21 he reported?

22 MR WILLIAM CHUNG: My colleague reported that the simulator
23 wasn't real enough, the simulator couldn't move, and
24 there was the absence of the 3D element there, or 4D.

25 CHAIRMAN: Do you know who were the manufacturers of this
26

1 bus simulator?

2 MR WILLIAM CHUNG: That I'm not aware of.

3 CHAIRMAN: Yes, Mr Duncan.

4 MR DUNCAN: Thank you, Mr Chairman.

5 So, after that, did you carry the matter forward at
6 all within the company, as to whether any further
7 consideration should be given to engaging some sort of
8 simulation?

9 MR SAMUEL CHENG: No, we didn't consider adopting it.

10 CHAIRMAN: That's because of a preference you have for
11 reality practice driving; is that right, Mr Cheng?

12 MR SAMUEL CHENG: That's correct, sir.

13 MR DUNCAN: Now, if we could move from the current training
14 to what you propose for the future, and you have
15 indicated, Mr Cheng, in your submission that there are
16 some changes afoot.

17 Could I ask you to look at page 54, so CTB-1/54. If
18 you look first of all at paragraph (a) on that page.

19 MR SAMUEL CHENG: I've done it, sir.

20 MR DUNCAN: The first thing I notice is that you said:

21 "In our recent review of various safety-related
22 matters, we identified the following areas for
23 improvement".

24 Could you tell us a little bit more about this
25 review? Who took part in it? How long did it take?

26

1 MR SAMUEL CHENG: That review, I referred to the safety
2 committee this morning, and that's part of it. Our
3 company has set up the safety committee which has not
4 been around for so long and the membership of the safety
5 committee is set out in our submission.

6 Basically myself, Mr Chung next to me, Mr Ng, Mr Li,
7 Mr So, and also the one who cannot make it today,
8 Mr Fung, the six of us are standing members.

9 MR DUNCAN: How did you go about the review?

10 MR SAMUEL CHENG: Well, we have identified what we set out
11 in the submission, (a) to (f), and these are the areas
12 that we have identified for improvement.

13 As to the specifics, how we are going to go about
14 it, and the time frame, we have assigned the job to
15 different departments to carry out the review. But
16 there are things that can be undertaken straightaway,
17 like, for example, the part-time bus captains, they have
18 to declare the working hours of the principal
19 employment, these can be undertaken immediately. We
20 have decided this would go into effect come 1 June.

21 There are other areas where it would be rather
22 difficult to get on top of, like for instance the
23 classroom training being made available to the part-time
24 bus captains. As Mr William Chung said just a moment
25 ago, we have to tie in with the timing of the part-time
26

1 bus captains when we make arrangement for them to sit
2 through this kind of training. And in each of these
3 areas, we have to look at the actual timing.

4 MR DUNCAN: So the review itself, was this done in writing,
5 through communications, memos, and so forth, or did you
6 have a sit-down meeting, or what was the process?

7 MR SAMUEL CHENG: We have just had the first meeting. We do
8 have the minutes. After the meeting, we have the
9 supervisor or the senior manager who would be following
10 up. Maybe there would be more than one supervisor would
11 be in charge. And they would be tasked to see when
12 these are implemented, all the details that will be
13 involved.

14 Once we have identified all the details, then they
15 will come back to the safety committee and make a report
16 there, and the whole committee will be discussing the
17 issues and work out the actual implementation timetable.
18 That's how we plan to proceed.

19 Other than conducting the review at the committee,
20 we also discussed the fact that once a review has been
21 undertaken, once implementation has been undertaken, the
22 follow-up work would also be terribly important. How we
23 are going to follow up this, the safety committee will
24 take the decision also.

25 Thank you.

26

1 MR DUNCAN: Is there a proposal for a second meeting?

2 MR SAMUEL CHENG: Our committee would like to have the
3 meeting every two months. If the managing director sees
4 fit, then we can have extra meetings scheduled.

5 I have been enquiring my colleagues, of course, in
6 the office, how they are progressing and whether there
7 are any difficulties they encounter. If I see the merit
8 of having additional meetings, I will do so; I will
9 convene extra meetings.

10 Thank you.

11 MR DUNCAN: Would it be possible to provide the minutes of
12 the first meeting to the committee?

13 MR SAMUEL CHENG: Most certainly, sir.

14 MR DUNCAN: Thank you.

15 In paragraph (a) on that page, there is indication
16 that the committee proposes to "enhance new route
17 driving training for all bus captains".

18 Sorry, we are still on page 54.

19 MR SAMUEL CHENG: Yes, sir.

20 MR DUNCAN: Both for full-time and part-time drivers.

21 MR SAMUEL CHENG: Yes.

22 MR DUNCAN: Have you been able to detail just exactly how
23 that training is to be enhanced as yet?

24 MR SAMUEL CHENG: For the details, I defer to Mr William
25 Chung, please.

26

1 MR WILLIAM CHUNG: For the new route, the bus captain will
2 have to ride on the bus of the relevant route. Other
3 than riding on the bus, we would let him drive a bus on
4 that route. Now, that's not a passenger-carrying bus.
5 That will familiarise him with all the route details.

6 MR DUNCAN: And the plan to increase the driving training
7 hours for newly recruited part-time bus captains, what
8 is the plan?

9 MR WILLIAM CHUNG: For new part-time bus captains, the
10 driving hours will go up from eight hours to 16. And
11 also we will have a four-hour classroom training which
12 will include customer services, EQ management, traffic
13 safety awareness and knowledge, and the relevant laws
14 and regulations, drug driving, drink-driving, and also
15 the Discrimination Ordinance regarding disability, and
16 so on.

17 MR DUNCAN: Do we see other proposals at the bottom of
18 page 54 under (b) (i) and (ii)?

19 MR SAMUEL CHENG: Yes. What's your question, sir?

20 MR DUNCAN: I'm just asking you to confirm that the
21 enhancement that you have referred to includes what we
22 can all read in paragraph (b) (i) and (ii) on pages 54
23 and 55.

24 MR SAMUEL CHENG: Yes, sir, they are included.

25 MR DUNCAN: Now, at page 55, the provision of refresher
26

1 training to all in-service bus captains, will that apply
2 to both full-time and part-time bus captains?

3 MR SAMUEL CHENG: The earlier page, (b), we are talking
4 about enhancing the training for part-time bus captains.
5 For the part-time bus captains training, it is divided
6 into two parts, (i) and (ii). As a matter of fact, we
7 are talking about part-time bus captain training,
8 because full-time training for full-time bus captains,
9 they will already have this kind of training.

10 MR DUNCAN: Thank you. I see. Thank you very much.

11 The chairman asked you a question earlier on with
12 regard to the period between one refresher training and
13 another, and I think in the case of full-time bus
14 captains it's once every three years. Is that correct?

15 MR SAMUEL CHENG: Yes, at least they have to have one every
16 three years.

17 MR DUNCAN: Do I assume that the same period is proposed to
18 be applied to the part-time bus captains?

19 MR SAMUEL CHENG: In future, yes. At the moment, that
20 doesn't include the part-time bus captains, but in
21 future, yes.

22 MR DUNCAN: Right. The chairman asked why three years was
23 selected. Is there any proposal to review the periods
24 at which refresher training should be provided to the
25 bus captains in order to keep them reminded as to the

26

1 need to undertake procedures which can minimise safety
2 concerns?

3 MR SAMUEL CHENG: As a matter of fact, for the refresher
4 training, we feel that it doesn't have 100 per cent
5 correlation with driving safety. It is partially
6 related to that. The thing is, we have to monitor the
7 driving behaviour of the bus captains. That's far more
8 important.

9 For the once every three years refresher training,
10 we haven't heard from the bus captains any suggestion
11 that it is too long a cycle, but when we meet the
12 unions, we will explore with them and hear their views
13 as to whether there is a need to increase the frequency.
14 We would like to hear from them because they are the
15 beneficiaries. We would like to hear from them.

16 MR DUNCAN: The reason that I ask that is that we seem to
17 have encountered a situation where the remedial training
18 doesn't seem to be as successful as perhaps it might
19 have been intended to be. Does that alert you to the
20 fact that some more training of a remedial fashion might
21 be considered? Sorry, refresher training might be
22 considered.

23 MR SAMUEL CHENG: Having heard your suggestion today, when
24 we go back to our safety committee meetings, we will
25 explore the idea.

26

1 MR DUNCAN: Just before we finish today, you have touched on
2 a matter that I was going to ask you about. The safety
3 committee has been set up. You've had one meeting.
4 You've delegated certain work to other people. What
5 sort of communication has there been with the bus
6 captains and/or the unions so far with regard to these
7 different proposals?

8 MR SAMUEL CHENG: Not yet. We haven't, not yet, because we
9 have only just had our first meeting. In fact, in
10 future, for the safety committee, if we are to conduct
11 a review, if there are changes, we will only communicate
12 with the trade unions once they have been finalised.
13 This is because before it is finalised, and if we start
14 to talk to them, it may cause confusion in the messages.

15 MR DUNCAN: When you say "finalise", do you mean you've made
16 the decision and you tell the unions, or you've made
17 a preliminary decision which you are then going to
18 discuss with the unions, and then make a final "final"
19 decision?

20 MR SAMUEL CHENG: It depends whether it is controversial in
21 nature. If it is not controversial, say for example,
22 I suggest that I would like to increase the number of
23 training hours, I believe it is not going to be
24 controversial. In this case, I don't think there is
25 a need to have prior discussion with the trade unions.

26

1 However, for other matters which may be
2 controversial, then, depending on the circumstances, if
3 there is a need, then perhaps we need to engage the
4 trade unions at an earlier stage and communicate with
5 them.

6 MR DUNCAN: Mr Chairman, that would be a convenient moment.

7 CHAIRMAN: Yes, Mr Duncan.

8 Mr Cheng and your colleagues, we have reached beyond
9 4.30, so we are going to adjourn proceedings today, and
10 I'm going to ask you if you would be kind enough to come
11 back tomorrow so we can resume our hearing at
12 10 o'clock.

13 Thank you for your attendance today.

14 MR SAMUEL CHENG: Thank you.

15 (4.34 pm)

16 (The hearing adjourned until 10.00 am the following day)

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AND CITYBUS LTD: MR SAMUEL CHENG, MR WILLIAM
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LIT, MR KENNY SO

Opening statement by MR SAMUEL CHENG1

Examination by MR DUNCAN4

1 2018年5月29日

2 上午10時正恢復聆訊

3 出席人士：鄭偉波先生，董事總經理（新世界第一巴士服務有限公司和城巴有
4 限公司）

5 鍾澤文先生，營運總監（新世界第一巴士服務有限公司和城巴有
6 限公司）

7 李廣威先生，工程總監（新世界第一巴士服務有限公司和城巴有
8 限公司）

9 吳智光先生，人力資源及行政總監（新世界第一巴士服務有限公
10 司和城巴有限公司）

11 列俊華先生，營運支援經理（新世界第一巴士服務有限公司和城
12 巴有限公司）

13 蘇國健先生，高級工程支援經理（新世界第一巴士服務有限公司
14 和城巴有限公司）

15

16 主席：（經傳譯員）各位早晨，今日我哋係歡迎同埋感謝鄭先生同埋佢嘅同事，佢哋
17 回應咗我哋嘅邀請，我哋邀請佢哋上嚟作證，協助我哋。佢同埋幾位同事今日都
18 出席，係回應咗我哋嘅問題。我哋嘅律師就已經向佢哋提咗啲問題，今日律師亦
19 都會再向佢哋問題，佢哋係樂意今日回答嘅。

20 首先，鄭先生，或者讓我直接同你講，首先我哋會有傳譯服務，或者你帶好
21 個耳機。首先，我明白我哋冇要求你哋係請律師代表你哋嘅，所以我明白你希望
22 一開始嘅時候，就係作一個短嘅開場白，同埋用粵語進行嘅，用廣東話嘅，係咪
23 呀？

24 鄭偉波先生：主席，係呀。

25 主席：（經傳譯員）請你而家開始發言。

26 鄭偉波先生：多謝。主席先生、各位委員、女士們、先生們，早晨。多謝委員會邀請
27 我哋今日嚟到呢個聽證會，我現在代表新巴同埋城巴作出以下嘅簡短陳述。新巴
28 同城巴經營專營巴士服務已經好多年，提供安全及優質嘅巴士服務係我哋嘅核心
29 價值，我哋一向嚴格遵守規管專營巴士嘅所有法例、規例、專營權條款，以及所

1 有運輸署對專營巴士公司所發出嘅指引。就今次獨立檢討委員會對專營巴士所作
2 出嘅檢討，新巴同城巴嘅取態係正面嘅。過往幾個月，我哋對於公司嘅運作，尤
3 其是安全方面作出檢討，查找不足。近日，新巴同城巴已經成立咗安全委員會，
4 專責檢討所有有關營運安全嘅事項，我哋初步確定有以下嘅範圍會作出改進嘅：

5 第一， 就係加強所有在職車長嘅新路線駕駛訓練；

6 第二， 增加新入職兼職車長嘅駕駛訓練時數；

7 第三， 向新入職嘅兼職車長提供課堂培訓，內容包括顧客服務同理情
8 緒管理（EQ Management）；

9 第四， 向在職嘅兼職車長提供重溫培訓（Refresher Training），
10 內容亦都包括咗顧客服務同理情緒管理；

11 第五， 由今年6月1日起，規定所有兼職車長必須提供佢正職嘅工作
12 時間，以便公司更了解佢哋是否有足夠嘅休息時間；

13 第六， 喺今年嘅第三季，當公司嘅黑盒系統完成提升之後，每當車長
14 超速駕駛，佢車上嘅黑盒會自動發出警號提示車長；

15 第七， 我哋已經開始探討對車長職位嘅申請人作心理評估嘅可行性；

16 第八， 我哋會繼續探討引入新嘅科技，以提升駕駛安全。

17 隨咗上述嘅事項，對於獨立檢討委員會將來所作出嘅建議，喺我哋有足夠財
18 政資源，並且可行嘅情況下，我哋都會積極考慮，多謝主席。

19 主席：（經傳譯員）唔該晒你，鄭先生。我而家就係想請鄧樂勤資深大律師向你提出
20 問題，佢就會用英文係向你提問嘅，我哋就會係有傳譯將佢譯番做廣東話，然後
21 你用廣東話作答，亦都會將佢傳譯番做英文嘅。我諗我哋大家都要學下點樣好
22 成功、好順利咁樣去做呢一樣嘢嘅，我相信就係要問嘅時候問得比較短，同埋就
23 係答嘅時候，可能中間亦都有稍為一個停頓，希望大家謹記。鄧大律師。

24 MR DUNCAN：（經傳譯員）唔該晒，主席。鄭先生，早晨。各位先生，早晨。亦都
25 再一次感謝你哋今日出席檢討委員會今朝嘅聽證會，感謝你剛才所作嘅開場發
26 言，鄭先生，有幾樣嘢我係希望可以同你探討一下嘅，呢個都係源自你哋已經提
27 供咗畀委員會嘅陳述書。

28 主席：（經傳譯員）黃女士，係咪可以確認一下，係咪已經係傳譯咗做廣東話？係邊
29 一個頻道呀？唔該。

30 MR DUNCAN：（經傳譯員）講到呢個專營權嘅協議，你哋就喺呢個專營權協議底下
31 去運作㗎嘛，關於呢件事，我就想請你就係揭番去呢個專營權協議嗰度嘅，你可
32 以喺 TD-2 呢個文件夾第 386 頁嗰度搵到嘅。鄭先生，我知道你係代表兩間公司
33 出席，當我問你問題嘅時候，我相信我會講係「間公司」咁樣樣，其實我講話

1 「你間公司」嘅時候，我都係講及你哋嘅兩間公司嘅。如果你想特別係指明兩間
2 公司裏面嘅邊一間，請你隨時話畀我聽。你前面嘅嗰份文件就係嗰個專營權協
3 議，而城巴有限公司就係嗰份專營權協議底下營運嘅，講及嗰個路線，我諗
4 就係你哋係最新嗰份專營權協議畀你哋去運作嘅，就係靠呢一份，你明唔明白我
5 講㗎？

6 鄭偉波先生：我明白。

7 MR DUNCAN：（經傳譯員）唔該晒。麻煩你睇第 7 條，請你揭去第 389 頁。或者你
8 睇一睇番嗰個條文第 7 條第(1)款，7(1)嗰條，請你睇睇。

9 鄭偉波先生：我睇咗。

10 MR DUNCAN：（經傳譯員）你會睇到嗰個條條文嗰度係有提及專營權公司要提供一
11 系列嘅東西，其中包括就係一啲提升安全或者服務嘅設施擺喺嗰個巴士上面，而
12 呢一啲都係應運輸署署長所作嘅合理要求，而且佢係有權不時咁樣提出呢啲合理
13 要求嘅，睇到嘛？

14 鄭偉波先生：睇到。

15 MR DUNCAN：（經傳譯員）你哋係提供咗嗰個陳述書，你話畀我哋聽，就係話喺
16 2003 年嗰陣時，運輸署已經決定就係要--我哋成日都係叫做黑盒，當時運輸署
17 署長就話所有嘅公共專營巴士都要安裝呢個黑盒嘅，咁講啱唔啱呀？

18 鄭偉波先生：正確嘅。

19 MR DUNCAN：（經傳譯員）跟住想問你呢一個問題，除咗 2003 年當時嘅運輸署署
20 長作出咁嘅決定之外，運輸署署長有冇要求係其他指明嘅安全裝置要安喺個巴士
21 上面呢？

22 鄭偉波先生：係有嘅，我舉兩個例子，就運輸署係有要求巴士公司喺車上面有啲較為
23 --我諗我用英文先講到呢個字，啲“exposed seats”就要加裝安全帶嘅。而
24 另外，我哋有小部分嘅巴士就係條樓梯係一條長嘅直樓梯，運輸署有要求我哋就
25 要加裝額外嘅扶手。

26 MR DUNCAN：（經傳譯員）我哋知道，講到你哋巴士上面嘅裝置，亦都有個車速限
27 制器嘅，你剛才咁樣答，意思係咪車速限制器係公司自己嘅決定，就唔係運輸署
28 嘅要求，係咪呀？

29 鄭偉波先生：呢個不是運輸署嘅要求㗎嘅，係嗰個巴士生產商佢加落去嘅設施㗎嘅。

30 MR DUNCAN：（經傳譯員）所以部門唯一嘅要求就係嗰個黑盒、安全帶同埋嗰個扶
31 手，係咪呀？你剛才所提及嘅。

32 鄭偉波先生：我剛才提及嘅就係兩個我記得嘅例子，但係我唔可以肯定就只係得呢幾
33 樣嘢，即係可能仲有其他嘅嘢，我而家呢度就未必答得到你。或者咁樣，我畀我

1 咁嘅工程總監李先生提供多少少呢部分嘅資料。

2 李廣威先生：主席，喺我哋嘅 submission 嘅 Annex page 29。第 29 頁，Annex
3 1.6，係第一次 submission 嘅 Annex 1.6，裏面係一啲巴士公司同運輸署達
4 成嘅一啲協議，裏面亦都係包括咗一啲嘅安全設施，喺我哋訂購新車嘅時候，係
5 需要加裝，需要考慮嘅。裏面包括咗座位嘅設計，其中包括咗一啲無遮掩嘅座位
6 係需要安裝三點式嘅安全帶；座位係盡量需要有頭枕；座位嘅設計同埋安全帶嘅
7 設計，安全帶嗰個嘅定位同埋車身嘅結構需要符合歐盟嘅標準。

8 喺另外一啲嘅安全設施方面，喺雙層巴士嘅樓梯係需要有雙重嘅扶手，令到
9 乘客上落嘅時候，可以有足夠嘅扶手可以搵扶嘅。我哋亦都需要考慮到玻璃嗰個
10 嘅安全，亦都需要提供一啲打破玻璃嘅錘仔，係有足夠呢啲嘅設施喺緊急嘅情況
11 底下可以打破玻璃。

12 我哋亦都需要提供一啲閉路電視系統，可以協助巴士喺倒車嘅時候，可以畀
13 車長佢睇得到，亦都需要畀車長可以睇到上層嗰個嘅情況，同埋乘客上落嘅情
14 況。

15 喺巴士嘅防火方面亦都需要所有嘅物料係符合一啲相關嘅規例。相關嘅規例
16 亦都係列咗喺第 31 頁嘅嗰個表嗰度。

17 喺引擎室嗰度，我哋亦都需要係安裝一啲高溫嘅探測，係當巴士預到火警或
18 者高溫嘅時候，就會喺車長室度會有一啲嘅警號。

19 至於冷氣系統方面，假如巴士喺引擎室發生火警，就需要有一個自動嘅閘去
20 令到引擎室嗰度同個冷氣系統係分離。引擎室同埋車廂之間亦都需要加裝一啲金
21 屬做嘅防火牆，令到當發生火警嘅時候，火勢唔可以容易蔓延到車廂裏面。

22 至於其他方面，我哋亦都需要提供咪錶同埋車速限制。另外，就係輪椅位嗰
23 度個位置唔可以提供座位。

24 喺冷氣方面，我哋個冷氣系統亦都需要去有一個全天候嘅控制，乘客座位附
25 近需要提供嘅冷氣出口亦都需要係可以調節風量或者方向，多謝主席。

26 MR DUNCAN：（經傳譯員）唔該晒，李生。我留意到呢份文件就係 2012 年 2 月份
27 嘅，呢份係咪最新嘅文件嚟㗎？即係喺方面，係咪最新嘅文件嚟㗎？

28 李廣威先生：係，冇錯。

29 MR DUNCAN：（經傳譯員）以前嗰啲文件，即係上一份嗰啲文件係幾時㗎，即係對
30 上嗰啲文件，日期係幾時呀？

31 鄭偉波先生：主席，而家我哋手頭上就有嗰份文件嘅，而家大家睇到嗰份文件係我哋
32 第一次收到嘅。

33 MR DUNCAN：（經傳譯員）呢份文件係咪經常檢討㗎嘛，係咪呀？即係運輸署同你

1 咁大家經常檢討住呢份文件㗎嘛，係咪？

2 鄭偉波先生：李生。

3 李廣威先生：呢份文件出咗之後，冇再檢討過。

4 MR DUNCAN：（經傳譯員）即係檢討完之後先至出呢一份，係咪咁嘅意思？

5 李廣威先生：呢份文件係喺多次嘅例會大家商討咗之後，就定咗呢一份文件，就喺
6 2012年嘅時候，就係定咗出嚟。

7 MR DUNCAN：（經傳譯員）唔該晒。離開呢份文件之前，就我知道你提到嗰個即係
8 限速嘅功能，其實你係睇到第4(a)段都有講嘅。

9 李廣威先生：係，冇錯。

10 MR DUNCAN：（經傳譯員）睇嚟冇一啲嘅規格喺度個嗰，就係呢個限速嘅功能嗰方
11 面，係咪㗎？

12 李廣威先生：其實大家都知道，或者係過往我哋嘅車都已經係有一個限速喺 70 公理
13 嘅功能，不過喺呢度定咗就係一個正規化，所以大家都理解巴士嗰個限速就係
14 70 公里。

15 MR DUNCAN：（經傳譯員）其實呢個係一個理解，你哋公司同運輸署之間有一個理
16 解係咁樣，其實就冇一啲具體咁樣寫明喺文件入面嘅，係咪咁嘅意思？

17 李廣威先生：係，冇錯。

18 MR DUNCAN：（經傳譯員）唔該晒。

19 主席：（經傳譯員）或者我係加多句，嗰個限速器喺呢啲專營巴士喺屯門嗰個 2003
20 年慘劇之後係咪先至裝，定係點樣㗎？

21 李廣威先生：主席，其實喺好多年前，巴士已經有呢一個限速嘅功能，早過 2003
22 年。

23 主席：（經傳譯員）可唔可以同我哋講幾時開始裝嘅呢，咁樣？

24 李廣威先生：其實喺柴油引擎方面，喺柴油引擎其實本身係已經有一個收油嗰個功能
25 嘅。以我記憶，其實喺三、四十年前已經有呢一個功能，不過就當時未必係可以
26 指定限制到 70 公里嘅時候收油，可能就係譬如話 75 或者 80，係視乎嗰個引擎
27 嗰個設計同埋波箱嘅設計。到咗歐盟二期嘅引擎嘅時候，因為可以有呢個電子控
28 制，所以就可以好容易做到限制喺 70 公里嘅時候會收油呢一個功能。

29 MR DUNCAN：（經傳譯員）我哋講完第 7 項，我哋而家睇睇第 393 頁，都係嗰個專
30 營權嘅協議，393。喺你嘅陳述書嗰度，你係提到嗰啲乘客聯絡小組。乘客聯絡
31 小組，咁想問幾方面嘅，喺呢一度係關於呢個小組嘅。或者想請你係睇睇面前
32 15(3)，專營權嘅第 15(3)條。

- 1 鄭偉波先生：對唔住，我哋而家喺個畫面度睇唔到你所講嗰一頁。
- 2 MR DUNCAN：（經傳譯員）可唔可以就係睇一睇第 15(3)，393 頁，15(3)嗰度？
3 我相信睇到，你而家係咪呀？
- 4 鄭偉波先生：睇到。我哋睇咗。
- 5 MR DUNCAN：（經傳譯員）唔該晒。呢條條款就係規定公司就要制定一啲規則係關
6 於嗰個會議同埋成員嘅，你有冇頒布呢類咁嘅規則呢？
- 7 鄭偉波先生：呢個我請我嘅營運總監鍾先生回答。
- 8 鍾澤文先生：主席，我哋呢個乘客聯絡小組就係每兩個月度會舉行一次嘅，我哋會喺
9 唔同嘅巴士總站嗰度係邀請一啲乘客，佢係喺--入嚟呢個會議係發表佢嘅意
10 見。同埋喺呢個會議裏面，我哋會邀請運輸署嘅代表同埋呢個我哋公司嘅代表係
11 同乘客去商討佢哋提出嘅問題。
- 12 主席：（經傳譯員）我諗個問題較為具體嘅，你哋公司係有冇頒布呢啲乘客聯絡小組
13 嘅規則，關於個成員同埋開會？
- 14 鍾澤文先生：我哋係有同運輸署講咗究竟點樣做嘅。
- 15 MR DUNCAN：（經傳譯員）有冇係書面咁樣制定咗一啲規則呢？
- 16 鍾澤文先生：我哋冇。
- 17 MR DUNCAN：（經傳譯員）喺同一條條文嗰度亦都講咗話係運輸署署長可以作出指
18 示，或者書面就係作一啲批准嘅，睇唔睇到嗰幾個字呀？
- 19 鍾澤文先生：睇到。
- 20 MR DUNCAN：（經傳譯員）照你所知，運輸署署長有冇係出過啲咁嘅指示，或者係
21 作出咁嘅批示呢？
- 22 鍾澤文先生：我唔肯定，因為都較耐之前嘅事。
- 23 MR DUNCAN：（經傳譯員）呢啲開會呢就係時不時召開嘅，即使今時今日都仲係
24 咁，啱唔啱呀？
- 25 鍾澤文先生：啱嘅。
- 26 MR DUNCAN：（經傳譯員）亦都想請你睇另一頁，係 CTB-2，170 頁。亦都係有一
27 個翻譯本，係 172-1 嗰頁就係嗰個翻譯本。你會見到附件 4.1 就係你嘅陳述
28 書，係附件 4.1，嗰個就係其中一個乘客聯絡小組開會嘅會議紀錄，日期就係
29 2018年2月27號開會嘅會議紀錄，睇唔睇到呀？
- 30 鍾澤文先生：睇到。

1 MR DUNCAN：（經傳譯員）起碼係翻譯本個度，我就睇唔到話究竟有幾多位乘客係
2 出席當次嘅會議，有冇嘅呢？

3 鍾澤文先生：呢個會議紀錄冇寫低。

4 MR DUNCAN：（經傳譯員）一般會唔會係提及有幾多人出席嘅呢？

5 鍾澤文先生：呢個會議紀錄冇提及有幾多人出席嘅。

6 MR DUNCAN：（經傳譯員）你揭到去第 173 頁，同一個文件夾嘅 173 頁，173 頁，
7 CTB-2 嘅 173 頁，個度睇嚟就係 2 月 28 號嘅會議紀錄嚟嘅。我想問，呢個會
8 議紀錄個度有冇顯示話有幾多位乘客係出席該次會議呢？

9 鍾澤文先生：冇嘅。

10 MR DUNCAN：（經傳譯員）其實點樣決定係邊位乘客出席呢啲會議嘅呢？

11 鍾澤文先生：我哋係冇限制咩嘢乘客嚟出席嘅。喺開會之前兩個禮拜，我哋會係透過
12 公司嘅網頁，同埋喺個將會舉行呢個聯絡小組嘅巴士站係張貼啲通告，就通知乘
13 客個個會議嘅日期同埋時間。咁當日，乘客就會係自由去出席嘅。

14 MR DUNCAN：（經傳譯員）一般嚟講，有幾多乘客會係出席嘅呢？

15 鍾澤文先生：會視乎地區，一般都會有十個、八個嘅。

16 MR DUNCAN：（經傳譯員）你講係巴士總站，會唔會係有一個會議室係開會，定抑
17 或喺戶外進行嘅呢？

18 鍾澤文先生：我哋係會安排一架巴士就係停喺個巴士站個度嘅，咁個巴士嘅出面亦
19 會張貼咗個乘客聯絡小組會議，亦都有同事喺個巴士出面就係叫啲乘客就參
20 與咁樣嘅。

21 MR DUNCAN：（經傳譯員）再請你翻番去第 170 頁，麻煩你睇第 3 項，喺個一頁，
22 個份文件嘅第 3 項，翻譯本就係喺 172-1 個頁嘅。翻譯個度就咁講嘅，就話建
23 議係增加一個巴士車速顯示器，即係類似小巴個種，係安裝喺所有嘅巴士個度，
24 同埋如果係超過個車速限制，就會發出聲響嘅，睇唔睇到個項嘅紀錄？

25 鄭偉波先生：我睇到嘅。

26 MR DUNCAN：（經傳譯員）就想請你睇睇，呢度就話係公司嘅回應，講到話係回應
27 番喺車上係安裝某一啲設施，公司就會評估嘅，咁就係睇番一啲因素，譬如話係
28 運作嘅成本、經濟效益同埋個技術嘅問題。目前嚟講，就係有計劃安裝所講嘅
29 有關設施，睇唔睇到個項紀錄？

30 鄭偉波先生：睇到。

31 MR DUNCAN：（經傳譯員）我想問下，自從 2018 年 2 月開始到而家有冇進行過你
32 呢度所講嘅評估呢？

1 鄭偉波先生：其實我哋就係進行咗另一方面嘅評估，因為我哋就擔心個乘客會有更大
2 嘅機會同我哋嘅車長喺巴士上面發生爭執，因為即係而家其實近年都有啲乘客
3 同車長有磨擦嘅情況出現。我哋就係驚，比喻嚟講，嗰段嘅路段嘅限速係 50 公
4 里，而當時我哋嘅車長譬如佢係揸緊 52 公里，喺乘客嘅角度，佢就覺得呢個係
5 超速。如果個乘客選擇即時同我哋嗰個車長理論嘅話，呢個會滋擾我哋嘅車長，
6 所以我哋公司選擇就係透過個黑盒系統，咁就得知我哋嘅車長駕駛嘅時候有冇超
7 速，繼而我哋就會有啲內部嘅懲處，就跟番我哋公司內部嘅指引嚟到懲處有超速
8 嘅車長。我哋覺得呢一個方法就唔會製造一個機會畀車長同乘客發生磨擦，而同
9 時我哋亦都可以監察到我哋車長有冇超速，多謝。

10 MR DUNCAN：（經傳譯員）鄭生，你意思係咪話你哋決定咗係唔會安裝呢一啲車速
11 顯示器？

12 鄭偉波先生：喺現時，我哋嘅評估就係有需要安裝呢個車速顯示器，反而對於監察車
13 速，我哋會著重喺透過我哋嘅黑盒系統，我哋覺得呢個係更加有效。

14 MR DUNCAN：（經傳譯員）委員會就係知道嘅，呢一啲顯示器就會係按呢個運輸署
15 嘅要求喺公共小巴嗰度安裝，香港嘅情況係咁嘅，你知唔知道呀？

16 鄭偉波先生：我見過公共小巴有呢個顯示器。

17 MR DUNCAN：（經傳譯員）我想問，公司有冇查詢過，即係話係咪咁樣樣係有引致
18 到公共小巴嘅司機同乘客之間係有磨擦呀？

19 鄭偉波先生：其實好多人搭公共小巴就係貪佢開得快，咁變咗啲乘客--即係我唔覺得
20 啲乘客見到佢有超速嘅情況底下，就走去同佢磨擦嘅，即係呢個喺我哋香港人真
21 係有去搭公共小巴，尤其是喺夜晚嘅時候，呢個係經常嘅現象嚟嘅，變咗就同搭
22 我哋專營巴士係唔同嘅。

23 MR DUNCAN：（經傳譯員）我哋講番嗰份專營權文件。

24 主席：（經傳譯員）對唔住，鄧大律師，你未繼續之前--鄭先生，似乎公司就係決定
25 咗就唔會喺巴士上面，喺呢個時候安裝車速顯示器，係咪？

26 鄭偉波先生：除非呢個係一個規定，否則我哋冇計劃去安裝呢個顯示器。

27 主席：（經傳譯員）你有冇將呢一個決定係話番畀你哋嘅乘客聯絡小組知呀？即係 2
28 月嘅時候開會吓嘛。

29 鄭偉波先生：鍾生回答呢個問題。

30 主席：（經傳譯員）唔該。

31 鍾澤文先生：我諗我哋喺即場已經係回答咗嗰個乘客，就係我哋喺嗰個回應嗰度寫
32 嘅，就係話我哋現階段係暫無計劃加裝有關設施。

33 主席：（經傳譯員）有冇將你嘅評估結果，包括係嗰啲因素，即係話營運成本、經濟

1 效益同埋技術問題係話畀個乘客知呢？

2 鍾澤文先生：我哋話畀乘客聽嗰陣時係有講埋呢啲原因嘅。

3 主席：（經傳譯員）但係嗰個會議紀錄就係話你哋進行評估，有冇進行過評估？如果
4 有進行過評估，評估咗之後，有冇通知番呢個乘客聯絡小組呢？

5 鍾澤文先生：冇嘅，因為我哋係冇佢哋嗰個聯絡方法。

6 主席：（經傳譯員）你有冇進行過評估呢？

7 鄭偉波先生：主席，我哋係未進行呢個評估嘅，因為我哋喺另一個角度嚟到睇呢件
8 事，嗰個關注反而就喺嗰個車長同乘客之間可能發生磨擦，嗰個我哋覺得係一個
9 最主要嘅因素，我哋唔打算去安裝呢個顯示器。

10 主席：（經傳譯員）唔該晒。鄧律師。

11 MR DUNCAN：（經傳譯員）係，主席。或者而家想睇番嗰個專營權協議，而家就想
12 睇一睇第 TD-2，410 頁。或者想大家睇一睇第 33 條，呢份文件嘅 33 段，或者
13 請大家係睇一睇當中嘅內容。

14 鄭偉波先生：我哋睇咗嘅。

15 MR DUNCAN：（經傳譯員）唔該。或者想你哋睇一睇另一份文件 CTB-2，頁數就係
16 32 頁。CTB-2，32 頁，喺第 32 頁，呢度係比較難睇嘅，附件二，2.1，係你
17 嗰個陳述書嘅當中嚟嘅，NWFB，寫住“Fuller Disclosure 2017”咁樣
18 嘅，個版面係咁樣，大家睇唔睇到？

19 鄭偉波先生：我哋睇到嘅。

20 MR DUNCAN：（經傳譯員）唔該。可唔可以係睇一睇嗰份文件，就睇第 42 頁，文件
21 嘅第 42 頁。CTB-2，第 42 頁。咁睇唔睇到喺呢一版，有一個標題就係
22 “Corporate Social Responsibility”，即係企業社會責任，睇唔睇到
23 呀？

24 鄭偉波先生：睇到。

25 MR DUNCAN：（經傳譯員）我咁理解啱唔啱呢？即係話呢個企業社會責任呢一份文
26 件，就係嗰個專利協議嘅第 32 條當中係有咁規定嘅，係咪呢？

27 鄭偉波先生：正確。

28 MR DUNCAN：（經傳譯員）唔該。呢一版，喺呢一版嗰度，企業社會責任其實就係
29 喺呢一個即係更全面披露呢一份文件當中係有關嘅，喺呢一個專利權嘅協議嗰度
30 就有睇到呢一個即係更全面披露呢一份嘅文件，即係城巴概覽，咁可唔可以同我
31 哋講講，即係幾時係出呢一份文件嘅？即係呢一個 Fuller Disclosure，即
32 係全面披露呢一份嘅文件。

1 鄭偉波先生：主席，呢一份文件係我哋每一年出一次嘅，就每一年嘅 10 月嘅時候出
2 嘅。

3 MR DUNCAN：（經傳譯員）呢個係咪一個規定嚟㗎，還是係自願咁做，公司自願咁
4 做定係點？因為我睇唔到喺嗰個專營權協議當中有咁樣講嘅？

5 鄭偉波先生：呢個係運輸署嘅規定嚟嘅。

6 MR DUNCAN：（經傳譯員）咁幾時係有咁嘅規定㗎？

7 鄭偉波先生：以我嘅記憶，都有超過十年。

8 MR DUNCAN：（經傳譯員）咁每一年出，係咪呀？即係公司每年出嘅，呢一份，係
9 咪？

10 鄭偉波先生：正確嘅。

11 MR DUNCAN：（經傳譯員）我想你睇一睇 39 頁，文件夾嘅第 39 頁。CTB-2，39
12 頁。當中就係有個標題就係「財務資料」咁樣。

13 鄭偉波先生：睇到。

14 MR DUNCAN：（經傳譯員）當中就有一個損益表 2017，6 月 30 號嘅。

15 鄭偉波先生：見到。

16 MR DUNCAN：（經傳譯員）想你睇一睇營業額嗰一個部分，營業額就有兩項，車費
17 嘅收入同埋廣告嘅收入。公司嗰個廣告收入嗰個來源係點樣㗎？

18 鄭偉波先生：喺當年，我哋公司嘅廣告收入就係分開三部分嘅，有三個來源：第一，
19 就係喺我哋啲巴士站上面嘅廣告；第二，就係我哋嘅巴士車身上面嘅廣告；第
20 三，就係喺巴士裏面，就有啲電視機咁樣嘅嗰個——嗰啲愛嚟賣廣告嘅。但係第
21 三種就係舊年開始就有咗，因為呢一個嘅廣告模式就唔受歡迎，所以有咗。喺現
22 時，我哋就只係有兩種廣告嘅收入來源，第一，就係巴士站嘅廣告收入；第二，
23 就係巴士車身嘅廣告收入。多謝。

24 MR DUNCAN：（經傳譯員）咁公司有冇計劃從其他來源係開源，咁係攞一啲廣告收
25 入番嚟呢？

26 鄭偉波先生：其實可以攞到收到嘅來源，我哋都已經探討齊晒。

27 MR DUNCAN：（經傳譯員）或者而家想你睇一睇嗰個專營權嘅協議，TD-2，第 410
28 頁。而家想大家睇一睇第 34 條，或者大家睇一睇個內容。

29 鄭偉波先生：我睇咗。

30 MR DUNCAN：（經傳譯員）呢條條文就係講到有一個每年嘅報告，公司有冇一個即
31 係每年經審核嘅一個報告，喺呢度規定嘅報告有冇每年出㗎？

- 1 鄭偉波先生：有嘅。
- 2 MR DUNCAN：（經傳譯員）唔該。咁你喺個陳述書有冇提到呢一點呀？
- 3 鄭偉波先生：係有。
- 4 MR DUNCAN：（經傳譯員）可唔可以同我哋講講係邊一度呀？
- 5 鄭偉波先生：係喺我哋第一個 submission, first submission 嘅第 15 頁第 6
6 段嘅 A3。
- 7 MR DUNCAN：（經傳譯員）唔該晒。呢個係有講到審核機構嘅名稱，即係睇個報
8 告，係咪？有講，係咪？
- 9 鄭偉波先生：有，係香港品質保證局，HKQAA。
- 10 MR DUNCAN：（經傳譯員）咁公司係咪可以向委員會提供一啲報告嘅一啲樣辦？
- 11 鄭偉波先生：可以嘅，我哋可以後補呢個資料。
- 12 MR DUNCAN：（經傳譯員）唔該晒。而家講完呢一個--暫時講完呢個專營權協議
13 先。我而家就想問--或者想請你睇 CTB-2 嘅另一份文件，呢一份文件就喺第 64
14 頁嘅。CTB-2, 64 頁。
- 15 鄭偉波先生：見到。
- 16 MR DUNCAN：（經傳譯員）唔該。你而家睇嘅文件就係嗰個架構圖。
- 17 鄭偉波先生：見到。
- 18 MR DUNCAN：（經傳譯員）呢個架構圖係咪顯示出嗰個高層管理層嘅架構呢？
- 19 鄭偉波先生：正確。
- 20 MR DUNCAN：（經傳譯員）公司其實係咪有一個即係專門管安全嘅部門㗎？
- 21 鄭偉波先生：喺呢個文件就有一欄就係 Head of Operations, 營運總監。喺呢個
22 Operations 嘅 division 轄下，其中有部門就係負責 service quality
23 嘅，而呢個部門就係譬如話我哋有車長嗰個服務唔好，做咗啲違規嘅事情，或者
24 有交通意外，都係由呢個部門負責調查同埋懲處嘅，多謝。
- 25 MR DUNCAN：（經傳譯員）公司有冇一個部門係好積極咁樣睇安全嘅問題，即係唔
26 係話單係咁樣被動式咁樣係睇啲安全有違反嘅情況，有冇積極咁睇嘅呢？
- 27 鄭偉波先生：主席，呢個公司以往嘅做法，以往就係如果即係有啲新嘅譬如話科技咁
28 樣，我哋嘅同事就會嚟報告畀我知，我覺得有需要就會搵埋其他高級嘅同事，
29 就愛嚟研究呢啲嘢嘅可行性。而另外如果有大型嘅交通意外發生㗎，我哋相關嘅
30 同事就包括埋我、營運總監鍾先生、我哋嘅工程總監李先生同埋佢轄下相關嘅經

1 理都會去檢討嗰個意外嘅成因。

2 我哋係喺近排就正式成立咗一個安全委員，呢個安全委員會嘅職能就係去檢
3 討同埋去審視所有我哋公司有關安全嘅事項。而呢個安全委員嘅成員就包括我就
4 係個主席，跟住就係營運總監、工程總監、人力資源總監同埋高級營運經理，同
5 埋高級工程支援經理。而頭先我述嘅呢個安全委員會嘅成員，其實喺香港個巴士
6 行業嗰個工作經驗係非常豐富，頭先我講過嗰幾位成員，每一個人喺香港巴士嘅
7 工作經驗都超過二十年，多謝。

8 MR DUNCAN：（經傳譯員）如果我個理解係正確嘅話，你提嘅係安全委員會係最近
9 先至成立，係咪？非常近期先成立嘅，係咪？

10 鄭偉波先生：正確。

11 MR DUNCAN：（經傳譯員）即係近到幾時呢？

12 鄭偉波先生：大約係三個星期之前。

13 MR DUNCAN：（經傳譯員）之前有冇邊一位人士係你公司嘅僱員，而佢嘅職責就係
14 專注安全嘅呢？

15 鄭偉波先生：我哋有特定話係邊一位僱員，因為有關安全嘅嘢，其實就係我哋即係今
16 日坐喺呢處幾位公司嘅高級嘅人員大家都有責任。

17 MR DUNCAN：（經傳譯員）委員會明白隨住時間，我哋有新嘅係唔同嘅安全有關嘅
18 係技術，咁直到係你成立呢個安全委員會之前，我就想問下，公司裏面有邊個人
19 係負責睇住跟進住不時變化係安全有關嘅技術嘅呢？

20 鄭偉波先生：有關呢啲安全嘅技術，我哋嗰個信息嘅來源主要都係嚟自我哋巴士嘅供
21 應商。巴士供應商如果佢係知道有呢啲嘅新科技，而又已經證明到有成效嘅話，
22 佢哋喺同我哋公司工程部嘅同事開會嘅時候就會話畀我哋知，我哋當然就要詳細
23 去了解到底嗰啲新科技係點樣去運作，同埋是否適合香港嘅應用，多謝。

24 MR DUNCAN：（經傳譯員）想請你睇番係 CTB-1，第 54 頁。你去到第 54 頁未呢？
25 呢個係你嘅 5 月 18 號嘅陳述書嘅第 1 頁。

26 鄭偉波先生：去到。

27 MR DUNCAN：（經傳譯員）係喺呢封信嘅第二段，你就係提及話成立咗一個安全委
28 員會？

29 鄭偉波先生：正確。

30 MR DUNCAN：（經傳譯員）你哋有冇打算係聘用任何人士，又或者係提名任何人士
31 讓佢係有專門嘅責任嚟到去睇呢一個巴士嘅安全呢？

32 鄭偉波先生：你嘅意思係外面嘅人士定係我哋自己內部呢？

- 1 MR DUNCAN：（經傳譯員）兩樣是但一樣都得嘅。
- 2 鄭偉波先生：就現時我哋就有計劃去聘任外面嘅人士入呢個委員會，因為頭先我哋亦
3 都講過，其實我哋喺呢個委員會裏面嘅所有嘅成員，其實都係香港有好長嘅巴士
4 公司工作嘅經驗。而至於喺內部，我哋公司嘅內部，因為我自己嘅睇法，就係話
5 有關呢啲安全嘅嘢其實牽涉嘅範圍就係跨部門性，可能係個車裏面嘅設施，亦都
6 包括車長嘅訓練，亦都包括車長嘅招聘。所以喺呢一個委員會裏面，嗰個叫做
7 *primary responsibility* 嗰個人就係我自己嚟嘅，因為我係睇晒咁多個部
8 門，因為我係呢個委員會嘅主席嚟嘅，所以個負責人就係我嚟嘅。
- 9 MR DUNCAN：（經傳譯員）國際機構標準，你熟唔熟呢？ISO39001，你熟唔熟悉？
- 10 鄭偉波先生：我係近日先至聽過，之前我係未聽過，唔熟。
- 11 MR DUNCAN：（經傳譯員）或者將其中一份文件係畀你睇睇，咁我哋委員會係有收
12 到呢一份文件。請你睇番 TU-1 嘅第 18 頁。
- 13 鄭偉波先生：見到。
- 14 MR DUNCAN：（經傳譯員）鄭先生，其中我哋收到嘅一份意見書就係抽咗呢一度出
15 嚟，我哋就係有道路安全研究小組所提交嘅意見書，你熟唔熟呢一個係道路安全
16 研究小組（Community for Road Safety）？
- 17 鄭偉波先生：唔認識。
- 18 MR DUNCAN：（經傳譯員）好。麻煩你睇一睇嗰一頁嘅最後一項，個標題就係「巴
19 士道路安全－安全管理系統」，麻煩你自己睇一睇先。
- 20 主席：（經傳譯員）鄧律師，其實我哋半夜係咪運輸署有交過啲資料上嚟，就講及係
21 嗰個成員嘅呢？
- 22 MR DUNCAN：I think we did, Mr Chairman.
- 23 主席：（經傳譯員）或者可以協助係證人，咁可以將啲名畀佢睇一睇。
- 24 MR DUNCAN：（經傳譯員）鄭先生，剛才有機會睇到嘛？
- 25 鄭偉波先生：我而家睇到嘅，就係而家呢個 *screen* 我睇唔到啲啲成員。而家見到。
- 26 MR DUNCAN：（經傳譯員）呢一個機構話呢個組織啲啲名字係你認唔認識？
- 27 鄭偉波先生：裏面只係有一個名字我係見過嘅。
- 28 MR DUNCAN：（經傳譯員）邊一個名？
- 29 鄭偉波先生：（經傳譯員）係司馬文。
- 30 MR DUNCAN：（經傳譯員）好，唔該。而家唔睇嗰個成員，就睇番剛才嗰份文件。

1 我就先想請你睇嘅，TU-1 嘅第 18 頁。嗰一頁嘅最後一段，鄭先生，佢會係繼
2 續到跟住嗰版嘅，請你繼續自己再睇一睇呢一段文字。

3 鄭偉波先生：呢一版睇咗。

4 MR DUNCAN：（經傳譯員）麻煩你亦都睇睇 TU-1 第 53 頁。另一份文件嚟嘅，不過
5 亦都係一個道路安全研究小組發出嘅。我想麻煩你睇 3.5 段之前嗰一段嘅，佢
6 嗰個標題就係 ISO39001 道路交通安全管理系統，我想請你自己睇一睇嗰一段
7 文字。

8 鄭偉波先生：睇咗。

9 主席：（經傳譯員）鄧律師，或者我哋亦都打埋第 25 頁出嚟。呢個就係呢份文件嘅
10 首頁，係 2018 年 4 月--對唔住，2015 年 4 月嘅文件嚟嘅。

11 MR DUNCAN：（經傳譯員）係，想麻煩你亦都睇一睇呢份文件嘅首頁嗰個封面，道
12 路安全研究小組一個關於香港巴士安全嘅報告。我想問你自己有冇睇過呢個報
13 告？你熟唔熟佢嗰個內容嘅呢？

14 鄭偉波先生：冇睇過。

15 MR DUNCAN：（經傳譯員）剛才係抽咗一部分出嚟畀你睇，嗰啲內容就係話講及嗰
16 個標準，如果有嘅話，就會讓嗰個車隊嘅經營者就更加就係問責，同埋係更加主
17 動咁樣去減少個意外同埋風險，有冇睇到剛才所提及嘅嗰個部分？

18 鄭偉波先生：有睇到。

19 MR DUNCAN：（經傳譯員）你睇咗之後，你會唔會認為係值得你哋公司去考慮呢？

20 鄭偉波先生：首先，呢個 ISO39001，就我哋對佢完全冇任何認識嘅，就喺香港公共
21 運輸行業，我亦有聽過有邊一間大間嘅公司係有應用到佢呢一個 ISO 嘅。我其
22 實就係喺之前，就呢個委員會同運輸署嗰個 hearing 嘅時候，我喺嗰處先至得
23 知有呢一個 ISO39001 嘅。

24 當然我完全唔知道佢係乜嘢嚟嘅，咁我就答唔到話是否會去用呢一樣嘢。我
25 哋公司對於任何可以幫到我哋嗰個安全嘅嘢，只要係可行嘅，同埋我哋有足夠嘅
26 財政資源愛嚟應用佢，我哋都係持開放態度嘅。呢一個我諗將來我哋要真係去了
27 解一下，呢一個 ISO39001 到底係乜嘢國家，乜嘢公司係有應用到，而應用咗
28 之後嗰個成效又到底係點樣樣，咁我哋先至可以就較為深入咁樣去考慮佢，多
29 謝。

30 MR DUNCAN：（經傳譯員）喺安全嗰個角度嚟講，你公司係咪都是不是即係睇下外
31 國嘅公司...

32 主席：（經傳譯員）鄧律師，等一等先。我諗對鄭生嚟講，就係即係我睇喺呢一個即
33 係嗰份陳述書，即係 24、25 頁嘅陳述書嗰度。呢個係第 8、第 9 頁嘅號碼。

- 1 MR DUNCAN：（經傳譯員）我諗係可以打出嚟嘅。
- 2 主席：（經傳譯員）因為尋晚好夜先至出，就未有準備得咁好，咁大家可以應該睇到
3 運輸署嗰啲資料，我相信係，或者落啲，第 24、25，或者係花少少時間。鄭
4 生，花少少時間睇下第 24 段先。23 段可唔可以打埋出嚟呀？然後就睇埋 24 段
5 --對唔住，應該係 24、25 先啱。
- 6 鄭生，可以幫幫你手。我哋喺運房局同埋運輸署嗰度都畀個證供，咁呢個就
7 係 2012 年係提出呢啲，其實呢個系統就係 2012 年嗰度係引進嘅，佢就而家就
8 係睇下係唔係有效咁樣，同埋係咪即係應該係要採納嘅，採納幾多咁，或者呢方
9 面你可能有嘢補充嘅，即係你未必咁熟悉呢一方面。
- 10 鄭偉波先生：我其實係對於呢個 ISO39001 係有認識嘅，所以對唔住，我係有嘢補
11 充嘅。
- 12 主席：（經傳譯員）唔該晒。
- 13 MR DUNCAN：（經傳譯員）或者離開呢個課題之前，或者鄭生想講講，你就係喺今
14 日聆訊之前係有睇到呢度，咁將來會唔會考慮呢？
- 15 鄭偉波先生：將來我哋會去探討一下到底係乜嘢嘢嚟嘅，我哋係會考慮嘅。
- 16 主席：（經傳譯員）係，你話如果可行嘅話，你都係會保持開放態度，係咪？
- 17 鄭偉波先生：正確嘅。
- 18 MR DUNCAN：（經傳譯員）而家想睇睇招聘嗰方面，咁其實你今朝亦都係有提過
19 嘅。委員會係得到知會，係透過啲陳述書同埋透過聽證會咁樣，就係多年嚟係的
20 確有短缺，係比較少人鍾意想搵巴士，想投入呢個行業，可唔可以假定就係你公
21 司都係有同樣嘅問題呢？
- 22 鄭偉波先生：主席，喺近年我哋招聘車長係有困難。
- 23 MR DUNCAN：（經傳譯員）我佢想你睇一睇 CTB-1，第 24 頁。呢份就係喺第一份
24 嘅陳述書當中抽出嚟嘅。
- 25 鄭偉波先生：見到。
- 26 MR DUNCAN：（經傳譯員）最後嗰段，呢版嘅最後嗰段。喺呢一段你提到要符合最
27 新運輸署嘅指引，同埋係要達到內部嗰個嘅目標，公司就係需要係請多一百二十
28 位嘅車長咁樣。
- 29 鄭偉波先生：係，睇到。
- 30 MR DUNCAN：（經傳譯員）公司其實有冇一啲計劃係增加車長嘅工資，希望係吸引
31 到更多人係投身呢個行業呢？
- 32 鄭偉波先生：公司喺 2018 年嘅 3 月就已經對於我哋嘅車長，尤其是新入職嘅車長就

1 有個特別嘅加薪嘅，我哋公司所訂立嘅薪金制度，其實都係要因應個勞工市場嘅
2 情況嚟到訂立嘅。

3 MR DUNCAN：（經傳譯員）3月係加咗幾多？

4 鄭偉波先生：喺新入職嘅車長嚟講，就加咗係大約8%至到9%--sorry，新入職嘅車
5 長係大約加咗6%。

6 MR DUNCAN：（經傳譯員）委員會係收咗一啲嘅陳述書，就係講到話嗰個嘅巴士車
7 長嘅收入其實係唔夠競爭力，喺呢個運輸界其實唔夠競爭力。我就想請你睇一睇
8 呢兩份嘅陳述書。第一份就係喺嗰個雜項嘅文件夾 MISC-3 (MISC-2?)，644
9 頁。份文件就係643頁開始嘅，係兩版嘅。係民主陣線嘅一份陳述書嚟嘅。鄭
10 生，有冇睇過呢份文件？

11 鄭偉波先生：我有睇過嘅，但係而家我係睇緊。

12 MR DUNCAN：（經傳譯員）唔該。仲一度我想係你留意下，不過你睇一睇喺第2頁
13 嗰度，第2項嗰度，2.1，係講到目前係專營巴士車長嘅薪酬待遇，你花少少時
14 間係睇一睇，跟住我就會好具體咁樣係睇2.1嗰段嘅內容。

15 主席：（經傳譯員）鄭生，或者係你可以聽下鄧律師講就睇一睇份文件，咁我哋而家
16 會有個小休嘅，或者喺小休嘅時間，你就花啲時間就再深入啲去睇，可唔可以咁
17 樣？咁樣好唔好？

18 鄭偉波先生：好。

19 主席：（經傳譯員）係，好。或者而家可以係小休二十分鐘，我哋係廿分鐘之後再開
20 會。

21 鄭偉波先生：主席，我有個請求，可唔可以畀我哋睇到中文版本，呢份文件？

22 主席：（經傳譯員）係，冇問題嘅。

23 鄭偉波先生：多謝。

24 主席：（經傳譯員）亦都係有紙張嘅版本畀你嘅，可唔可以係畀一份文本畀鄭生睇
25 睇？

26 MR DUNCAN：Certainly.

27 主席：（經傳譯員）休息廿分鐘，唔該。

28 鄭偉波先生：好，多謝主席。

29

30 上午11時29分聆訊押後

1

2 上午 11 時 51 分恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）大律師。

6 MR DUNCAN：（經傳譯員）多謝你，主席。鄭生，有冇機會睇到份文件呀？

7 鄭偉波先生：睇咗。

8 MR DUNCAN：（經傳譯員）剛才想問嘅就係 2.1 段，第 2 頁，特別係有提到就話根
9 據呢個民主陣線就係話啲專營公司嘅車長就係 15,000 釐嘅薪酬待遇嘅，咁就
10 係比--對於非專營車長嘅\$17,000 就係少咗 2,000 釐嘅，咁呢個係咪你嘅理
11 解嚟㗎？

12 鄭偉波先生：我其實就唔清楚佢講緊嘅人工係幾多小時嘅工作，因為佢呢度就只係引
13 述咗兩個數目字，就一個就\$15,000，一個就\$17,000，就非專營巴士嗰處我
14 就有嗰個資料，不如我哋集中講一講我哋公司嗰個薪酬嘅情況。我哋公司嗰個
15 車長薪酬情況，就係我哋嘅 first submission。

16 MR DUNCAN：（經傳譯員）我唔想係打斷你，鄭生，我哋一陣間就會講到呢一方面
17 嘅。

18 鄭偉波先生：好。

19 MR DUNCAN：（經傳譯員）咁你一陣間係有機會就係進一步解釋呢一方面嘅資料，
20 但係就住呢一點，呢一個聲稱，佢話係有賺咗 2,000 釐咩，公營嘅巴士車長
21 同呢個非--專營同非專營係賺咗 2,000 釐咁樣，咁呢方面你有冇嘢想講呢？

22 鄭偉波先生：喺我哋公司喇，嗰 1,500 釐呢個數字我係不同意嘅，因為...

23 MR DUNCAN：（經傳譯員）點解呢？

24 鄭偉波先生：...我哋公司嘅車長就一般嚟講，平均一日都有兩小時嘅加班工作嘅，
25 所以如果以十小時嚟到計喇，十小時工作時間嚟到計咩，佢哋一般個平均都係
26 呢個數字嚟嘅，佢哋嘅月薪就大約係有兩萬釐左右嘅，咁呢個就係喺我哋公司
27 十小時工作嚟到計，咁而非專營嗰處，佢話嗰 17,000 釐，我就完全冇概念，
28 唔知道佢係講緊幾多小時嘅工作嘅，所以就我唔能夠作出個比較。

29 MR DUNCAN：（經傳譯員）唔該你。我就講你哋公司嗰個待遇之前，仲有一樣嘢我
30 就想係你睇一睇嘅，就係咁亦都係 MISC 第 2 號嘅文件夾，咁今次就係 632
31 頁。係有份翻譯本嘅，就係 642 頁第 2 號，642 嘅 2。可唔可以打埋呢一個
32 642 嘅中文版--632 嘅中文版？係邊個寫㗎，呢一份文件？照我理解就係係工

1 盟同埋工黨，同埋呢一個嘅職工會嘅一個聯會。鄭生，一版嘅啫，或者想請你
2 係睇一睇呢份文件嘅內容，咁跟住我就會係向你問一、兩個問題，係關於下--
3 比較底嘅段落，係保障車長公工資水平、保障巴士服務質素嗰一段，大家睇唔
4 睇到？

5 鄭偉波先生：睇到嘅。

6 MR DUNCAN：（經傳譯員）唔該。花少少時間係睇一睇，鄭生，一陣間我就會問問
7 題嘅，好唔好？

8 鄭偉波先生：睇完喇。

9 MR DUNCAN：（經傳譯員）好喇，呢份文件所指稱嘅就係目前新入職嘅車長嘅底薪
10 就係 15,364 釐，咁就係低於陸路運輸工資中位數嘅\$18,200 嘅，咁車長就係
11 惟有超時工作嚟到養妻活兒喇，咁難怪車長嘅人手係不斷流失。或者後面嗰度
12 唔好講喇，咁呢份文件其實所作出嘅比較，咁你其實個理解係咪都係咁樣呢？

13 鄭偉波先生：主席，呢個問題我會畀我哋嘅人力資源總監吳先生嚟到回應嘅。

14 主席：（經傳譯員）係，唔該。

15 吳智光先生：好，主席。正如頭先鄭先生所講，喺嗰個整體入息嚟講，一個車長一個
16 月如果佢做大概係有每日多兩個鐘頭嘅超時工作嘅話，佢嘅總體入息水平大概
17 已經係去到港幣兩萬釐左右嘅，咁所以如果喺嗰個通告所寫嘅，用底薪嚟比對
18 呢一個中位數，呢個係唔公平嘅，並不是蘋果對蘋果嘅一個比對嘅。多謝，主
19 席。

20 MR DUNCAN：（經傳譯員）或者係一陣間會講得詳細少少喇，但係正話所講嘅其中
21 一個睇法就係嗰個底薪，一個專營巴士嘅底薪，唔好計嗰個嘅超時補水喇，就
22 係\$15,364 嘅，咁相對於嗰個嘅陸路運輸工資中位數\$18,200，你可唔可以係
23 講--評論一下，即係點解唔係一個合理嘅比較呢？其他加薪唔好講，補水唔好
24 講。

25 吳智光先生：好，主席，據我哋嘅理解，呢個陸路運輸工資中位數係包含埋超時工作
26 嘅，並不是淨係個基本底薪嘅，多謝，主席。

27 MR DUNCAN：（經傳譯員）咁講啱唔啱？運輸署係完全冇規定車長嘅薪酬嘅，薪酬
28 完全就係由公司去決定，啱唔啱？

29 鄭偉波先生：正確。

30 MR DUNCAN：（經傳譯員）大家睇一睇其他嘅薪酬嘅數字，你哋係交咗呢啲數字上
31 嚟畀我哋嘅，鄭生睇過嘅，你亦都有睇過嘅，有關嘅數字可以睇番 CTB-1，第
32 30 頁--實質上應該係 34，第 34 頁先至啱㗎，CTB-1，34 頁。你睇第 9 段，
33 你話畀委員會聽，就係你哋嘅全職車長嘅薪酬係點樣樣㗎，咁我哋見到首先係
34 城車嘅資料㗎，如果係喺 1999 年 3 月 9 號嗰日或之前受聘嘅話，咁嗰個底薪

1 就係 17,106 釐，啱唔啱？

2 鄭偉波先生：正確。

3 MR DUNCAN：（經傳譯員）揭去跟住嗰版第 35 頁，呢個就係有第二個組別喇，係喺
4 1999 年嘅 3 月 10 號至到 2004 年 3 月 8 號期間受聘嘅，佢嗰個底薪就係
5 15,874 元？

6 鄭偉波先生：正確。

7 MR DUNCAN：（經傳譯員）有第三個組別嘅，受聘嘅日期係喺 2004 年 3 月 9 號或
8 之後，佢哋嘅底薪就係 15,364 元至到 15,764 元？

9 鄭偉波先生：正確。

10 MR DUNCAN：（經傳譯員）跟住個資料唔係完全一樣，不過你哋亦都有分類嘅，就
11 係講及係新巴，嗰個資料係由第 35 頁係去到第 36 頁嘅。如果我嘅理解冇錯嘅
12 話，2004 年 3 月 9 號之後嘅薪酬，兩間公司嘅係一樣㗎。你可以睇番第 35 頁
13 嘅第 3 段，嗰個數字就係同新巴嘅第四項嗰度嘅數字係一樣㗎，啱唔啱？

14 鄭偉波先生：正確。

15 MR DUNCAN：（經傳譯員）唔該晒。我哋而家睇番 35 頁喇，我想係進一步了解一下
16 呢度嘅資料，我初步睇過嘅，如果你睇，你就會得出一個咁樣嘅印象，巴士車
17 長嘅底薪其實就冇加，反減咗個番，我有咁嘅印象，因為我就淨係睇嗰個底薪
18 喇，即係話你比較 99 年 3 月同係 99 年 3 月嘅——同 2004 年 3 月之後嘅數字係
19 唔同㗎，一個就係 \$17,166 同埋 \$15,364、一個 \$15,874，咁係咪係減少緊
20 呢？

21 鄭偉波先生：呢個係唔同時期入職嘅車長佢哋嗰個薪酬係不同嘅，呢個就係我哋因應
22 當時勞工市場嗰個供求情況嚟到制訂嘅。

23 MR DUNCAN：（經傳譯員）實質上係下降咗，04 年 3 月之後對比起之前，嗰個數目
24 係減少咗㗎，係嘛？

25 鄭偉波先生：係。

26 MR DUNCAN：（經傳譯員）好，點解嗰個底薪 \$15,364--咁等我再問一次，再問
27 過，我想問，今時今日，2018 年，今日今日嘅底薪係幾多？呢度寫「\$15,364
28 至到 \$15,764」，咁今時今日，2018 年嗰個底薪有幾多咩？

29 鄭偉波先生：現時佢哋嘅底薪就係呢個數字，不過我哋公司現正係同唔同嘅工會商討
30 緊 2018 年度嗰個加薪嘅，咁到加咗薪之後就嗰個數字會係唔同嘅。

31 MR DUNCAN：（經傳譯員）咁你可唔可以估計一下？即係大概會賺咗幾多，可唔可
32 以話畀個百分比我哋？你可唔可以講下雙方各自嗰個睇法係幾多呀？

1 鄭偉波先生：我就聽到工會就有個睇法，有啲工會就要求要加 8%，有啲工會就要求
2 就要加 10%，咁而公司就都未定得到會係加幾多，所以我唔可以喺呢度猜測就
3 會多幾多錢，因為如果咁樣嘅話，可能就畀咗一個錯誤嘅信息我哋工會嘅同
4 事，因為頭先我都見到我哋有啲工會嘅成員而家都喺觀眾席度。

5 MR DUNCAN：（經傳譯員）我明白嘅，鄭先生。今時今日嗰個現行嘅底薪都仲係
6 \$15,364 至到\$15,764，啱唔啱？

7 鄭偉波先生：正確。

8 MR DUNCAN：（經傳譯員）我咁嘅理解又啱唔啱？以底薪嚟到計，自 2004 年到而
9 家，係冇調整過--冇加過㗎？

10 鄭偉波先生：不是，而家呢個二零--我哋--其實我哋公司喺每一年都會同我哋嘅工
11 會同埋員工代表嚟到商討嗰個每年嘅加薪嘅，咁現時你喺呢處見到嘅數字就係
12 我哋公司 2017 年嘅薪金水平嚟嘅，咁 2018 年就要等我哋同佢商討咗之後先至
13 會定到嗰個數字喇，咁我哋其實每年都係有--喺過往十年喇，過往十年，每年
14 都有加人工嘅，甚至喺過往二十年，除咗係即係香港個經濟特別差嘅時候就會
15 凍薪，否則，我哋每一年都係有加人工畀我哋嘅員工㗎。

16 MR DUNCAN：（經傳譯員）2017 年嗰個底薪，作為一個車長係\$15,764 喇，啱唔
17 啱？

18 鄭偉波先生：新入職嘅車長係\$15,764，2017 年。Sorry，係\$15,364 嘅。

19 MR DUNCAN：（經傳譯員）咁又有一個數字\$15,764，...

20 鄭偉波先生：係。

21 MR DUNCAN：（經傳譯員）邊個先攞到\$15,764 呢？

22 鄭偉波先生：佢哋入職嘅時候就係\$15,364，咁佢就有個增薪點嘅，就係根據佢哋嘅
23 年資，咁個增薪點就做得耐啲啲就會去到\$15,764 嘅。

24 MR DUNCAN：（經傳譯員）嗰個\$15,764 就係以 2017 年嚟到計，就係最高係咁㗎
25 喇，係嘛？

26 鄭偉波先生：正確。

27 MR DUNCAN：（經傳譯員）如果我理解係啱嘅話，咁呢個係少於 2004 年嘅時候嗰
28 個薪酬喇，當時係\$15,874 㗎，咁講啱唔啱？

29 鄭偉波先生：唔可以咁樣嚟到比較，因為佢哋係唔同時期入職就係唔同嘅薪酬架構
30 㗎，咁我哋公司呢度我哋睇到個數據喇，就係啲好多年前已經入職嘅，佢哋嘅
31 人工就係高啲嘅，因為當時喺香港請人係比起而家更困難㗎，咁隨住香港個經
32 濟環境有所改變，咁喺嗰個勞工市場嗰個供求情況亦都有所改動，咁我哋當時
33 就係用一個較低嘅薪金都可以請到人返嚟㗎，咁所以唔同時期入職嘅人，佢個

1 個--喺去到今日個個人工係唔同嘅。

2 MR DUNCAN：（經傳譯員）我都明白嘅，咁我要確保我嘅理解係啱㗎，即係對於你
3 所作嘅證供。一個新入職嘅車長，如果佢係 2004 年 3 月 7 號入職，係會攞到
4 15874 作為佢嘅底薪，啱唔啱？

5 鄭偉波先生：正確。

6 MR DUNCAN：（經傳譯員）以下所講嘅都啱㗎，係嘛？如果係今時今日作為一個新
7 入職嘅車長，佢個個底薪就係\$15,364 喇，係咪呀？即係話少咗 500 釐喇，...

8 鄭偉波先生：係嘅。

9 MR DUNCAN：（經傳譯員）就對比佢嘅--同時係 2004 年嘅時候入職？

10 鄭偉波先生：正確。

11 MR DUNCAN：（經傳譯員）係，唔該晒。我知道係有其他嘅津貼，你亦都有提過
12 㗎，喺第 35 頁嗰度有呢啲津貼，剛剛有提過，即係如果我理解係啱嘅話，最好
13 嘅時候，一個車長加埋補水係會去到係賺到一個月 20,000 釐㗎，係咪呀？咁
14 嘅理解啱唔啱？你嘅作證係咪咁講？

15 鄭偉波先生：正確。

16 MR DUNCAN：（經傳譯員）點樣由\$15,364 係變咗做 20,000 釐，可唔可以將佢細
17 分？

18 鄭偉波先生：個底薪就係\$15,364，咁喺下少少個處我哋寫咗，就話嗰個加班，每小
19 時個加班嘅薪金，就係由個底薪除以 240，就再乘番 1.5。咁呢個得咗出嚟嘅
20 數字就係九十幾釐嘅，係 96 釐一個鐘頭嘅，即係如果係加班就有 96 釐一小
21 時。我哋嘅車長一個月係工作二十五天，每天平均係兩小時嘅加班，換言之，
22 一個月就有五十小時嘅加班總數，就乘番頭先講嘅 96 釐一小時，得出嘅數字就
23 係 4,800 釐一個月，係加班嘅薪金。4,800 釐加番底薪\$15,364 就得出就係
24 \$201,641，呢個就係剛才我所講嘅大約兩萬釐一個月，多謝。

25 MR DUNCAN：（經傳譯員）如果你睇一睇 34 頁，文件嘅第 34 頁。超時工作，99 年
26 3 月之前就係唔同嘅，即係同今日個超時嗰個補水係唔同嘅，係咪呢？

27 鄭偉波先生：係唔同嘅，正確。

28 MR DUNCAN：（經傳譯員）同樣，99 年 3 月到 04 年 3 月之間，咁就亦都係唔同
29 嘅，即係同 99 年嘅時候係唔同嘅，係咪呢？

30 鄭偉波先生：正確。

31 MR DUNCAN：（經傳譯員）咁嗰個率係加咗定係減咗，其實？

32 鄭偉波先生：喺 99 年 3 月之前入職嘅，佢哋嗰個加班就係乘 1.75 嘅，99 年 3 月至

1 到 2004 年 3 月，嗰個加班就係乘 1.5 嘅，咁而 04 年 3 月之後入職嘅，都係
2 乘 1.5 嘅，呢個就係城巴嘅情況。喺新巴，嗰個同城巴都係有少少唔同嘅，如
3 果新巴喺 98 年 9 月 1 號，由中巴轉職過嚟新巴嘅同事，佢哋嘅加班就係乘
4 1.35 嘅，而喺 98 年 9 月之後去到而家，全部都係乘 1.5 嘅。

5 MR DUNCAN：（經傳譯員）咁由於有咁樣嘅分別喇，1.75、1.5、1.35，咁喺超時
6 補水咁多年嚟，整體嚟講，係加咗還是減咗？

7 鄭偉波先生：我哋呢個就要--即係所謂加咗、減咗，喺個制度上就係頭先已經講咗出
8 嚟喇，喺城巴就最早期嘅車長就係乘 1.75，之後，由 99 年開始請番嚟嘅就
9 係 1.5，而新巴就有兩種嘅，一種就係由中巴轉職嘅，就係乘 1.35，咁之後請
10 嘅就全部係 1.5。咁我諗唔係應該話用--即係如果對一個--同一個員工嚟講，
11 同一個員工嚟講，佢如果係 1.5 嘅，咁就一路都係 1.5，就要隨住佢個底薪增
12 加，佢每小時嗰個加班嘅薪金亦都會係增加嘅，即係喺同一個人嚟講，就唔會
13 隨住時間，佢嗰個加班，每個小時嘅加班收入係減少，就不會有呢個情況發生
14 嘅。

15 MR DUNCAN：（經傳譯員）第 34 頁嗰度，嗰個每個鐘頭嘅超時工作，薪酬除 240
16 再乘 1.5，咁其實呢個就比起即係底薪除 240 乘 1.5 係有唔同㗎嘞，係咪呢？

17 鄭偉波先生：計咗出嚟嘅答案係有唔同嘅。

18 MR DUNCAN：（經傳譯員）底薪，照我理解就係反映咗八個鐘頭嘅工作，係咪㗎？

19 鄭偉波先生：係。

20 MR DUNCAN：（經傳譯員）其實你哋嘅車長係咪淨係八小時工作嘅呢？

21 鄭偉波先生：呢個佔絕少部分，平均嚟講佢哋係工作十小時嘅。

22 MR DUNCAN：（經傳譯員）係，咁即係絕大部分少數還是係即係只係少數，定係點
23 呢，可唔可以量化一下？

24 鄭偉波先生：我同事要檢視一下嘅資料。

25 MR DUNCAN：（經傳譯員）係，花少少時間，唔緊要嘅。

26 鄭偉波先生：如果佢哋嘅工作時間係八小時至到八小時三十分，就嗰個百分比大約係
27 12%左右。

28 MR DUNCAN：（經傳譯員）咁其實大多數嘅車長係咪都係有超時工作嘅呢，還是公
29 司就話「你冇得揀㗎喇，你必須係要超時工作」嘅呢，定係點樣？即係嗰個情
30 況會係點樣㗎？

31 鄭偉波先生：就係公司安排嗰個更分畀個車長，如果嗰個更分係要有超時工作，嗰個
32 車長就要做超時工作。

- 1 MR DUNCAN：（經傳譯員）佢冇得揀啲喇喎，係咪呀？
- 2 鄭偉波先生：係冇得揀嘅，但係我哋嘅車長佢哋互相之間就可以調更嘅，即係大家雙
3 方同意就係可以調更嘅。
- 4 MR DUNCAN：（經傳譯員）照你所知喇，鄭先生，咁呢一個公司所提供畀車長嗰個
5 薪酬待遇，係咪令到啲人唔係好想去投身做呢個巴士車長呢？
- 6 鄭偉波先生：呢個我諗唔係個主要原因嚟㗎，即係當然，就幾多錢人工先至可以吸引
7 到一個人去做一份工，就個個人就唔同嘅，即係同一份工，有人可能就話
8 15,000 釵就覺得合理，有人就可能覺得係低，個個人唔同嘅。其實我哋而家請
9 人嗰個困難，其中有一個原因，就係我哋發現嗰個--即係願意應徵做巴士車長
10 嘅人就多數就住喺啲新界偏遠嘅地方，例如係啲公共屋邨，咁但係如果要佢哋
11 每日來回咁長時間搭車返工、放工，咁呢就令到佢哋就覺得係唔適合嘅，即係
12 呢個我哋覺得係其中一個原因嚟嘅。其實我哋每日我哋公司都有人嚟應徵做我
13 哋嘅巴士車長嘅，但係個問題就係話應徵嘅人同我哋嘅空缺都仲有一個距離，
14 就所以我哋而家持續都係有空缺喺處嘅，就不是就話而家呢個人工就冇人肯嚟
15 做，就唔係咁樣嘅。
- 16 MR DUNCAN：（經傳譯員）但係你正話所提嘅，啲人就住喺新界嘅屋邨咁樣，咁其
17 實喺你陳述書係有講嘅，第 29 頁嗰度，CTB-1，29。
- 18 鄭偉波先生：我係有講嘅。
- 19 MR DUNCAN：（經傳譯員）公司有冇考慮過一啲方法嚟到克服呢一個問題？即係當
20 然喇，即係除咗改變啲路線等等之外，我諗緊譬如話一啲嘅穿梭巴士畀啲車長
21 咁樣，提供穿梭巴士畀佢哋，公司有冇有一啲嘅措施嚟到去緩解呢個問題呢，
22 解決呢個問題呢？
- 23 鄭偉波先生：我哋一向有提供員工車接載佢哋返工、放工，但係當然喇，就唔係話每
24 一個同事都去到佢門口度嚟到接載喇，係分開一個一個地區咁樣嚟到接載佢哋
25 嘅。
- 26 MR DUNCAN：（經傳譯員）咁係咩嘢車嚟㗎，你派啲咩嘢車出去接佢哋？
- 27 鄭偉波先生：係我哋啲巴士嚟嘅。
- 28 MR DUNCAN：（經傳譯員）有一定嘅路線㗎，係咪呀？
- 29 鄭偉波先生：有嘅，有定嘅地點、定嘅路線嘅。
- 30 MR DUNCAN：（經傳譯員）即係穿梭巴士又得唔得？直接嘅路線，等啲人可以快啲
31 咁樣由屋邨上車就去到總站，可唔可以考慮呢一點？
- 32 鄭偉波先生：或者我想講解多一次㗎，呢啲係員工巴士嚟嘅，就唔係我哋平時嗰啲
33 街見到專利路線嘅巴士嚟嘅，就係我哋特定安排㗎，就去比較多我哋員工居住

1 嘅地區，就去接佢哋返工嘅，咁而接咗佢哋之後，就係多數就返番嚟我哋嘅車
2 廠，因為我哋嘅車廠係一個主要嘅簽到點嚟嘅。

3 MR DUNCAN：（經傳譯員）你提到即係嗰個薪酬待遇，提到嗰個嘅即係招聘困難，
4 因為啲人住得比較偏遠嘅地方，咁有冇一啲嘅因素係多年嚟即係令到點解係咁
5 難請呢啲車長呢？

6 鄭偉波先生：其實我哋話難請車長就並不是多年來嘅，係近年來，即係近呢幾年。咁
7 另外一樣喇，就我都想喺呢一處就同委員會提供一啲資訊喇，我哋喺過往呢幾
8 年就發現我哋安排嘅後備車長愛嚟填補啲員工嘅病假，係要不斷嚟到增加，咁
9 其中我哋相信--唔係相信先喇，個原因就係因為我哋嘅車長佢哋攞病假係一路
10 增加嘅，喺過往呢幾年，就變咗我哋所謂有唔足夠車長其中一個原因，就係我
11 請人返嚟，跟住又有多啲人就走去攞咗病假，咁而呢啲病假有部分我哋係有懷
12 疑過係騙取病假嘅。咁當然喇，有呢啲情況，公司如果係有真憑實據就試過係
13 即時解僱呢啲車長嘅，而另外有啲都係我哋覺得係高度懷疑係騙取病假嘅，我
14 哋亦都作出處理嘅。但係我哋喺呢處就話--經常就話唔夠車長，其實就唔係話
15 完全冇人嚟應徵，每一日都有人嚟應徵，我哋嘅車長訓練部每一日都有新嘅車
16 長係加入嚟到培訓，但係最主要就係嗰個病假嗰度係一個令我哋覺得係一個好
17 頭痛嘅問題嚟嘅，多謝。

18 MR DUNCAN：（經傳譯員）想麻煩你睇第 29 頁，係你第一份嘅意見書，第 29 頁
19 嘅，係 CTB-1 嘅 29 頁。喺嗰頁嘅底下嗰度提到話嗰啲工作時間就不利社交生
20 活嘅，喺我未問你呢個問題之前，想麻煩你亦都去睇睇之前嗰頁，第 28 頁。你
21 有提及呢個營運嘅效率，因為營運嘅效率，咁所以就係將佢係分開嗰個十四個
22 鐘，即係如果係全職嘅話，就十四個鐘嘅話就係變成十個鐘，咁然後兼職嘅就
23 四個鐘，睇番呢度所講嘅，你可唔可以話畀委員會聽，究竟一個巴士車長如果
24 佢做十個中頭嘅話，典型嗰個分布係點樣樣，幾時開工、幾時收工，同埋幾時
25 會有休息時間？

26 鄭偉波先生：呢個我畀我營運總監鍾生嚟到回答。

27 鍾澤文先生：主席，一個正常嘅更分通常會係朝頭早六點零鐘就會開工，咁我哋會分
28 咗係有一啲叫做「早更」，早更嘅同事佢哋喺六點零鐘開工或者五點幾鐘開工
29 喇，一般係會喺兩點鐘--點零兩點鐘就會收工，咁佢哋就會係由夜更嘅夜車長
30 就會去接替佢哋嘅工作，咁就分咗早更同夜更，咁夜更係兩、三點鐘開工就會
31 做到夜晚黑嘅 12 點、1 點鐘嘅。除此之外，我哋有啲更分係會比較長一啲嘅，
32 咁佢哋會做係 6、7 點鐘開工喇，就做到夜晚黑嘅 7 點鐘、8 點鐘嘅，咁就
33 cover 咗繁忙時間，咁亦都有一啲會係六點零鐘、七點鐘收工，之後我哋會--
34 頭先所講，會搵一啲 part-time 嚟係去做多幾個鐘，去 cover 埋嗰個尾嘅繁
35 忙時間。多謝，主席。

36 MR DUNCAN：（經傳譯員）呢啲時間就需要係車長係喺唔同嘅更分裏面有一啲休息
37 時間嘅，啱唔啱？

1 鍾澤文先生：啱嘅，我哋係會跟番運輸署畀我哋嘅車長工作同埋休息時間嘅指引去編
2 排佢哋嘅休息時間同埋用膳時間。

3 MR DUNCAN：（經傳譯員）休息時間，呢個係喺一更裏面可能去到係兩、三個鐘
4 嘍，係咪呀？啱唔啱？

5 鍾澤文先生：會有，不過都--我哋係會佔少部分，一般嚟講就係如果長--比較長嘅
6 更分，譬如有十二、十三個鐘嘅，咁我哋會編排有一個茶休嘅時間，最少有三
7 十分鐘，咁同埋亦都會有一個食飯嘅時候，係最少有六十分鐘，咁但係如果係
8 譬如話你係一個十個鐘頭嘅更分，咁佢可能淨係只係得一個食飯嘅時間係--即
9 係唔少過一個鐘嘅食飯時間。

10 MR DUNCAN：（經傳譯員）好，呢啲做十個鐘嘅，由開始至到結束係十個鐘嘅，咁
11 係邊段時間或者佢一般嚟講平均係做幾個鐘頭係駕駛嘅呢，係八個鐘吖，定
12 九個鐘？

13 鍾澤文先生：如果佢係做十個鐘嘅更分，佢哋嗰個駕駛嘅時間一般係八個零鐘嘅
14 啫，因為扣除咗一個鐘頭嘅食飯時間喇，同埋喺佢開工之前我哋亦都有啲時間
15 畀佢去準備，譬如檢查架車咁樣，咁而每一個--每一轉車或者每一個單程嘅
16 車，返到總站亦都有一啲 layover 嘅，即係一啲休息站--即係短暫停留嘅時間
17 畀佢哋落車可以去下洗手間或者係飲杯水咁樣嘅。

18 MR DUNCAN：（經傳譯員）好，佢嘅飲茶時間同埋用膳時間，佢係有呢個係人工
19 嘍，係咪呀？譬如話佢工作十小時，其中一個鐘頭係一個用膳時間喇，咁佢有
20 係八個幾鐘頭就係底薪嘅人工喇，另外有兩個鐘頭就係超時補水，係咪呀？我
21 主要就係講呢個用膳時間，用膳時間佢係咪有人工嘍？

22 鍾澤文先生：係，用膳時間同埋啲休息時間都係有人工嘅。

23 MR DUNCAN：（經傳譯員）好，請你睇第 30 頁喇，CTB-1 嘅第 30 頁，你喺嗰度有
24 講過係巴士車長嘅要求同埋佢哋嘅訴求，其中就包括咗希望有多啲嘅係--總站
25 嗰度有多次設施畀佢哋，呢一個可唔可以講清楚啲，佢哋係要求啲乜嘢嘢呢？

26 鄭偉波先生：就喺個總站嗰處喇，其實我哋一般嗰個車長嘅休息室都係偏細嘍，因為
27 嗰啲地就唔係屬於我哋公司嘅，即係好多時係啲私人嘅物業嘅地方嚟嘅，咁我
28 哋其實都想整啲大間少少嘅休息室畀我哋嗰啲車長嘅，咁呢個亦都正正係我哋
29 啲車長嘅要求。而另一樣，就係好多時喺個總站嗰處，就附近就有洗手間嘅，
30 咁而我哋嘅車長亦都係有呢個嘅需要嘅，咁呢啲就係我哋一向聽到番嚟，我哋
31 嘅車長希望公司可以提供到嘅設施畀佢哋嘅。

32 MR DUNCAN：（經傳譯員）稍後我哋會講及呢個特別更次嘅，你喺新嗰個指引底下
33 有講及特別更次嘍，我之後再講。如果我嘅理解係啲嘅話，公司都希望係將嗰
34 個更次嘅時間將佢最高係限於十三個鐘，就唔係指引所講嘅十四個鐘，不過喺
35 嗰十三個鐘裏面係有一啲限制嘅，即係話究竟十三個鐘裏面，究竟嗰個車長係
36 用幾多時間去駕駛，咁講啱唔啱？

- 1 鄭偉波先生：啱嘅。
- 2 MR DUNCAN：（經傳譯員）咁喺咁嘅安排底下，嗰個休息時間--就包括咗休息時間
3 嘅，係咪？
- 4 鄭偉波先生：係，冇錯。
- 5 MR DUNCAN：（經傳譯員）咁巴士公司諗住車長喺佢當值嘅時間，喺個更次時間裏
6 面嘅休息時間，你諗住佢哋會係喺邊度打發嗰個時間㗎？有冇任何嘅設施提供
7 畀佢哋，等佢哋喺嗰度休息一下咁？
- 8 鍾澤文先生：我哋而家就係冇呢啲特別更嘅，所以我哋就未有呢啲設施，咁但係我哋
9 而家因為呢個新嘅指引，我哋有需要要引入呢個特別更分，咁我哋亦都係同咗
10 我哋嘅員工代表同埋工會代表講咗，我哋會喺我哋嘅車廠同埋一啲泊車嘅場地
11 係增設呢啲休息嘅設施，等佢哋可以喺呢段時間裏面，喺呢啲設施裏面休息
12 嘅。咁另外，其實佢哋都唔需要一定要留喺呢啲設施，如果佢哋嘅屋企喺附近
13 嘅，其實佢哋都可以返屋企休息嘅。
- 14 MR DUNCAN：（經傳譯員）鑑於鄭生有提及洗手間同埋有地方可以喺總站嗰度使
15 用，我就想問喇，你講到話提供一啲適當嘅設施畀做十三個鐘嘅車長去得到佢
16 哋係兩、三個鐘應得嘅休息時間，咁究竟嗰個可能性或者個前景係點？
- 17 鍾澤文先生：我哋會係喺--因為我頭先所講嘅，喺我哋嘅車廠同埋一啲泊車嘅場地，
18 咁嗰度嘅地方嘅限制同會喺巴士總站就有分別嘅，咁變咗就我哋可以喺呢啲地
19 方設置一啲大啲嘅休息室，咁休息室裏面會有冷氣、雪櫃、微波爐呢啲設施，
20 咁亦會有一啲類似安樂椅嘅座椅畀佢哋可以係攤咁嘅。
- 21 MR DUNCAN：（經傳譯員）咁就照我理解，就而家係未有呢啲設施嘅，咁但係當呢
22 個特別更行嘅時候就會係有呢啲設施，係咪？
- 23 鍾澤文先生：嘅，冇錯，因為都要需要時間去準備。
- 24 MR DUNCAN：（經傳譯員）或者我哋離開呢一頁之前，TD-1，30，睇嚟車長係有一
25 啲訴求，一啲嘅附帶福利方面都有啲訴求嘅，咁佢哋要求啲咩嘢附帶福利？
26 係，而家我睇緊就係第30頁，羅馬數字第II嘅，即係巴士車長嘅訴求喇，包
27 括以下：薪酬待遇好啲喇，同埋附帶福利係好啲咁樣。咁係乜嘢嘅附帶福利，
28 即係其他嘅福利佢哋係希望係要求得到嘅呢？
- 29 鄭偉波先生：（在低聲的說話）如果講話附帶福利喇，咁就係佢哋要多啲假期，就同
30 埋就係要嗰個家屬乘車證就要多啲，就同埋裏面嗰啲限制就少啲，舉個例，譬
31 如話個子女就有呢個乘車證喇，就曾經有人就提議過就唔好有年齡限制，即係
32 個仔去到40歲都仲有張子女乘車證，呢一類我都聽過，咁同埋就係又亦都有
33 人向公司提議過，就係要增加睇醫生嘅次數，即係免費睇醫生嘅次數，主要都
34 係呢幾樣嘢，多謝。

- 1 MR DUNCAN：（經傳譯員）我唔需要個細節，咁但係即係其實呢個巴士乘車證嗰度
2 係咪有一個咁嘅制度喺度㗎？
- 3 鄭偉波先生：係。
- 4 MR DUNCAN：（經傳譯員）乘車證。
- 5 鄭偉波先生：我哋係有向我哋嘅員工就發出家屬嘅免費乘車證嘅，現時係有嘅，不過
6 我聽過有員工就要求就係要畀多一張、兩張咁樣，就同埋啲限制就減低，呢啲
7 我係以前有聽過嘅。
- 8 MR DUNCAN：（經傳譯員）咁你嘅員工係冇醫療㗎，係咪呀？而家係咪冇㗎？
- 9 鄭偉波先生：係有醫療福利嘅，就包括門診就同埋住院保險。
- 10 MR DUNCAN：（經傳譯員）我就想知道人力資源部門可唔可以係即係嗰個醫療嗰度
11 嗰方面嘅資料畀多啲我哋，得唔得？
- 12 鄭偉波先生：可以，我交畀我同事吳生。
- 13 MR DUNCAN：（經傳譯員）唔使而家講，或者喺書面--你可以書面畀啲資料我哋
14 喇，你等委員會係消化一下咁得唔得？
- 15 鄭偉波先生：Okay，冇問題，可以嘅。
- 16 MR DUNCAN：（經傳譯員）你剛才就講到啲車廠同埋總站，咁有幾多個總--有幾多
17 個廠㗎，你哋公司？
- 18 鄭偉波先生：大大細細加埋都有六個嘅--六個以上，即係有啲細啲喇，有啲係主要㗎
19 喇。
- 20 MR DUNCAN：（經傳譯員）係咪全部喺港島區㗎？
- 21 鄭偉波先生：喺港島區車廠就有三個，咁跟住就喺大嶼山又有兩個，咁同埋有其他嗰
22 啲地方就比較小，喺九龍又有，比較小型嘅，主要都係喺香港島。
- 23 MR DUNCAN：（經傳譯員）或者返番去薪酬待遇嗰度嘅情況先喇，或者請你睇一睇
24 第 36 頁，TD-1，36。喺底下嗰度有提到一個表現良好嘅獎項嘅，嘅獎賞咁樣
25 嘅，係喇，TD-1，36--CTB，對唔住，CTB-1，36，對唔住。你睇到良好表現
26 嘅獎賞嗰度，睇唔睇到？
- 27 鄭偉波先生：見到。
- 28 MR DUNCAN：（經傳譯員）有提到就係嗰個安全嘅獎金、表現獎金同埋勤工獎咁
29 樣，咁呢個就係話員工工會係要求嘅，咁嗰啲獎金就重新納入到去嗰個底薪，
30 咁我嘅理解就係而家佢哋都係不管佢哋安全好唔好、表現好唔好、勤工好唔
31 好，咁全部都係納入咗去底薪，係唔係？

1 鄭偉波先生：係。

2 MR DUNCAN：（經傳譯員）好喇，咁目前嗰個薪酬待遇嗰度有冇一啲誘因，等啲車
3 長就係要維持一個良好嘅安全紀錄㗎喇，係咪？

4 鄭偉波先生：但係我哋有個紀律制度㗎處嘅，如果佢個安全係有問題嘅話喇，雖然而
5 家就有咗個安全獎愛嚟扣，但係我哋係會對佢哋作出紀律處分嘅，咁而如果受
6 到紀律處分嘅話，佢又唔去改進，咁嗰個紀律處分就會向上提升，到最後如果
7 真係好差嘅一個人，我哋就係會係解僱佢嘅。

8 MR DUNCAN：（經傳譯員）咁呢個安全嘅獎金維持咗幾耐，即係行咗幾耐㗎喇？

9 鄭偉波先生：呢個安全獎金就係我哋公司行咗好多年㗎喇，咁就直至到係 2018 年嘅
10 3 月我哋先至將佢歸納咗落去底薪裏面嘅。

11 MR DUNCAN：（經傳譯員）你納入去底薪，咁但係即係個底薪就會高咗，係咪？

12 鄭偉波先生：呢個有兩方面嘅效果嘅，就第一，就唔會有機會畀公司扣減喇，因為納
13 入咗去底薪喇；第二，因為佢係底薪嘅一部分，就所以計算嗰個加班薪金嘅時
14 候嗰個基數係增大咗嘅。

15 MR DUNCAN：（經傳譯員）咁個底薪都會增加咗囉，係咪呀？都增加咗好多㗎嗎，
16 係咪呢？以前就係有個\$1,285、\$1,552 一個月嘅安全嘅津貼㗎，咁呢個唔
17 係底薪㗎喇，係咪？

18 鄭偉波先生：以前唔係底薪。

19 MR DUNCAN：（經傳譯員）點解工會係要求咁樣將佢納入去底薪？

20 鄭偉波先生：係有三個原因嘅，第一，如果嗰三個嘅獎金係冇納到入去底薪，咁就有
21 機會就畀公司扣錢嘅，例如如果佢揸車不安全嘅話，就有可能扣佢個安全獎
22 喇；如果佢對乘客唔禮貌嘅話，我哋就有可能會扣佢個表現獎喇；如果佢有缺
23 勤嘅話，就有機會會扣佢哋嘅勤工獎，如果呢三個嘅獎金全部納入咗底薪裏面
24 嘅話，咁我哋就係有機會會扣佢喇，呢個係第一個原因㗎。第二個原因就係
25 頭先我所講解過嘅，就係嗰個超時薪金嗰個計算喇。第三，就係我哋以往每一
26 年嘅加薪就只係調整嗰個底薪嘅，而呢幾項嘅津貼我哋都有調整嘅，即係除咗
27 一個例外，就係喺 2017 年就係有調整過，喺 2017 年之前，我哋呢啲嘅獎金嘅
28 數目就維持不變咗好多年㗎喇，咁而家將佢歸納咗入去底薪裏面，就變咗每一
29 年嗰個薪金調整，呢啲數字都相等於係有增加到。

30 MR DUNCAN：（經傳譯員）好喇，講番呢個安全嗰個嘅獎金先喇，即係當時喺度嘅
31 時候喇...

32 主席：（經傳譯員）或者我哋講呢度之前，或者應該而家係要食飯時候喇。或者想請
33 鄭生同埋你嘅同事就關於個制度個運作畀多啲資料我哋。咁其實即係呢個點樣
34 扣，有啲唔符合某啲嘅標準點樣扣咁樣，我哋想即係攞多啲資料嘅，我哋食完

1 飯先再講喇，呢方面。

2 鄭偉波先生：好，多謝主席。

3 主席：（經傳譯員）好，而家暫時休會，兩點半返嚟，唔該晒，各位。

4

5 下午 12 時 59 分聆訊押後

6

7 下午 2 時 31 分恢復聆訊

8 出席人士如前。

9

10 主席：（經傳譯員）各位，午安。係，鄧樂勤大律師。

11 MR DUNCAN：（經傳譯員）唔該主席先生。各位，午安。鄭先生，喺小休之前，我
12 就請你去睇一睇 CTB-1 嘅第 36 頁。唔該打番出嚟。我剛剛開始咗問你一啲問
13 題，係關於表現良好嘅獎勵，我就問你呢一頁紙嘅下面個部分，我哋未去食飯
14 之前，你曾經同我哋講過呢個安全獎金就其實行咗好耐嘅，根據你嘅意見書，
15 你就話咗畀我哋聽已經將佢納入咗去底薪裏面，喺未納入底薪之前，我就想問
16 下，究竟有乜嘢準則去決定個別嘅車長係可以攞到個安全獎金嘅呢？

17 鄭偉波先生：我同事鍾生會回答呢條問題。

18 鍾澤文先生：主席，嗰個安全獎金係會因應嗰個司機佢喺嗰個駕駛嘅方面有冇犯錯而
19 去扣減嘅，佢犯錯嘅情況可能係因為交通意外，亦都可能係因為佢嗰個畀乘客
20 投訴佢駕駛不當，亦都會係如果係我哋喺黑盒嗰度係發現佢係有超速同埋如果
21 佢係有一啲我哋一啲駕駛嘅導師或者督察喺跟車去評估佢個表現嗰陣時發覺佢
22 係有駕駛不當，我哋就因應佢嗰個駕駛不當嘅程度而去扣減嘅。多謝。

23 MR DUNCAN：（經傳譯員）你話會扣減，咁呢個係一個獎金，其實係獎金就話喺原
24 本嘅嘢之上加上去㗎嘛，唔係咩？

25 鄭偉波先生：主席，如果嗰個員工係完全冇犯錯嘅情況底下，佢哋會全數支取嗰個獎
26 金嘅，但係如果佢係有犯錯，咁要睇下唔同程度嘅犯錯，呢個獎金係會扣減
27 嘅。多謝。

28 MR DUNCAN：（經傳譯員）明白喇。至於話嗰個良好表現嘅獎金，又用咩嘢準則
29 呢？

30 鄭偉波先生：鍾生，唔該。

31 鍾澤文先生：良好表現嗰個主要係睇佢哋嗰個顧客嗰個服務，譬如話佢畀乘客投訴佢

1 態度唔好，而我哋亦都引證得到佢係態度唔好嘅，我哋會扣減佢嗰個服務表現
2 獎。

3 MR DUNCAN：（經傳譯員）如果有投訴，就有扣減，就自動會得到呢個獎金，係咪
4 呀？

5 鍾澤文先生：冇錯。

6 MR DUNCAN：（經傳譯員）勤工獎個準則又點樣嘅呢？

7 鄭偉波先生：呢個就勤工獎嚟嘅，如果佢係嗰個月返足工，即係個意思就係除咗佢公
8 司編咗假期畀佢之外，其他應該要返工嘅日子佢全部都有返工，就會全數攤到
9 呢個勤工獎嘅，但係如果佢有缺勤嘅話，就會按比例嚟到扣減呢個勤工獎嘅。
10 多謝。

11 MR DUNCAN：（經傳譯員）喺納入底薪之後嗰個情況，我而家就想有幾條問題問一
12 問，目前個情況係咪咁呀，而家喺金錢上、財政上對車長有咩嘢誘因令到佢就
13 係會係安全啲嘍？

14 鄭偉波先生：喺錢銀方面，我同意嘅，呢度就唔會再有你所講嘅 incentive 嘅，但
15 係我要重申，就係佢哋安全駕駛係佢哋嘅責任嚟嘅，如果佢唔能夠做得到呢件
16 事，咁就要睇下佢所犯嘅規則係有幾嚴重，我哋視乎嗰個事情嘅嚴重性，就會
17 對佢哋作出唔同程度嘅紀律處分嘅。多謝。

18 MR DUNCAN：（經傳譯員）我想請你睇 CTB-2，209 頁，翻譯就可以睇番 209-1 同
19 埋 209-2，好，唔該。睇唔睇到新巴有限公司一般站長及車長違規事件違例處
20 分指引？呢度就係有係講站長同埋一般嘅司機如果違例嘅話就點樣樣咁嘅，係
21 咪嗰頁有嗰個指引？

22 鄭偉波先生：我哋見到個指引嘅。

23 MR DUNCAN：（經傳譯員）喺個指引後面嗰個部分，英文版就 209-2，嗰度就有一
24 啲指引嘅，係關乎係超速，如果車長係超過咗嗰個車速限制就係點樣樣嘅。

25 鄭偉波先生：係，見到嘅。

26 MR DUNCAN：（經傳譯員）罰則都有列出嚟嘅。

27 鄭偉波先生：係。

28 MR DUNCAN：（經傳譯員）口頭警告、書面警告，以及係最終就係可能係將佢辭
29 退，就唔需要補番薪金畀佢嘅，係咪就係呢一啲咁嘅罰則呢，即係公司就會考
30 慮上述所講嘅各類罰則，係咪呀？

31 鍾澤文先生：係嘅。

32 MR DUNCAN：（經傳譯員）我咁嘅理解啱唔啱呢？根據係現有嘅制度，即係話將佢

1 納入咗做底薪之後，其實你哋冇任何嘅條文，即係如果有人超速嘅話，就佢嘅
2 收入都唔會被扣減㗎喎，係咪呀？冇咁嘅條文嘅？

3 鄭偉波先生：正確嘅。

4 MR DUNCAN：（經傳譯員）呢個情況就同係將佢納入底薪之後係唔同喇，之前如果
5 有個人就係超速咗，咁本來畀到佢嘅嗰啲錢就會係扣起咗，啱唔啱呀？咁樣嘅
6 理解啱唔啱呀？

7 鄭偉波先生：正確嘅。

8 MR DUNCAN：（經傳譯員）將佢納入底薪之後嘅一個影響，或者請你揭番去第 36
9 頁，CTB-1 嘅第 36 頁，我哋睇番新入職嘅車長，佢目前嗰個底薪，如果我理解
10 係啱，佢底薪入職就係\$15,364，啱唔啱？

11 鄭偉波先生：正確。

12 MR DUNCAN：（經傳譯員）再加上一個已經納入咗底薪嘅安全獎金，起碼就會
13 1,285 釐，係咪呀？

14 鄭偉波先生：嗰幾個獎金已經包括咗喺\$15,364 裏面。

15 MR DUNCAN：（經傳譯員）良好表現獎金又點呢？362 釐一個月嘅。

16 鄭偉波先生：嗰三個獎金包括安全獎、表現獎同埋勤工獎，全部已經包咗喺\$15,364
17 裏面。

18 MR DUNCAN：（經傳譯員）明白。呢個改組或者納入咗去底薪嗰度究竟係幾時開始
19 實施嘅呢？

20 鄭偉波先生：2018 年 3 月 1 號。

21 MR DUNCAN：（經傳譯員）喺 2004 年 3 月 9 號嗰日或者之前入職嘅，\$15,364 個
22 個數字就仲少囉啫，係咪呢？因為你嗰個數字係會有一個數再加呢一啲獎金㗎
23 嘛，啱唔啱呢？

24 鄭偉波先生：係加晒呢三個獎金之後先至係\$15,364。

25 MR DUNCAN：（經傳譯員）今時今日係咁樣，係咪呀？

26 鄭偉波先生：正確。

27 MR DUNCAN：（經傳譯員）去番十二個月之前嘅情況，當時個底薪係會點嘅呢？十
28 二個月之前嘅底薪係幾多？

29 鄭偉波先生：呢個我同事吳生會而家計一計。

30 MR DUNCAN：（經傳譯員）好，你慢慢。

1 吳智光先生：多謝主席。唔好意思，主席，我想舉個例，譬如話喺我哋--因為嗰個嘅
2 津貼轉入去底薪其實就係3月1號就生效嘅，咁譬如話喺2月1號嘅時候，未
3 有呢一個嘅歸撥嗰個嘅津貼嘅時候，其實當時嘅底薪，一個人職嘅車長就係
4 12,536 釐。多謝。

5 MR DUNCAN：（經傳譯員）唔該晒。

6 主席：（經傳譯員）好喇，咁樣喺第36頁嗰度，因為04年3月9號入職--之後入
7 職就係\$15,364，咁而家你講就係--咁2018年2月1號之後入職就係
8 \$12,536，係咪呢？

9 吳智光先生：主席，我請問可唔可以再重複一次？

10 主席：（經傳譯員）你睇第36頁中間嗰度第羅馬IV，04年3月9號之後入職就係
11 \$15,364，而家你講就係如果佢哋2018年2月1號入職嘅就變咗係\$12,536
12 嘅底薪，係咪呢？

13 鄭偉波先生：或者呢度我再講解一次喇，我再講解一次，我哋就係3月1號開始就將
14 嗰三項津貼就納入去底薪嘅，好喇，咁即係話譬如話係2018年嘅2月嘅時候嘅
15 情況，喺2月嗰個底薪就係\$12,536 嘅，\$12,536，咁我哋就將\$2,328 嘅津
16 貼，呢個總數嚟嘅，就加咗落去呢個底薪，另外佢哋嘅底薪亦都另外再增加
17 500 釐，咁幾個數加埋就係\$15,364 嚟喇。或者我再重複嗰幾個數字，
18 \$12,536、\$2,328 同埋\$500，呢度全部加晒就係\$15,364 嚟喇。

19 主席：（經傳譯員）我聽到你講，但係我又唔係好明嗰個點樣計出嚟。

20 鄭偉波先生：或者我再重複一次，喺2月份嘅時候，即係未作出呢啲改動嘅時候，我
21 哋嘅新入職嘅車長，佢嘅底薪係\$12,536，而佢有頭先講過嗰三項嘅獎金，呢
22 三項獎金嘅總數係\$2,328，咁我哋喺3月1號嘅時候就將呢\$2,328 由獎金改
23 為納入咗去底薪裏面，而同時我哋另外再加500 釐人工個底薪，再加500 釐底
24 薪畀每一位車長，咁樣嘅情況底下，佢喺3月份佢嘅底薪就係\$15,364，但係
25 就有咗頭先講嗰三項嘅津貼，因為已經納入咗去個底薪裏面。

26 主席：（經傳譯員）係，我都聽多呢一次喇。

27 MR DUNCAN：（經傳譯員）係，唔該你。好喇，而家就講完嗰個待遇，就講番嗰個
28 嘅招聘女性嘅車長。其實女性嘅車長佔車長總數係有幾多呢？

29 鄭偉波先生：係低過10%嘅，不過我要喺呢度要重新一樣嘢，我哋公司係招聘嘅時候
30 係男女平等嘅，就唔會話因為係男士或者係女士佢有任何優勢嘅，但係就--即
31 係呢個咁樣嘅結果，即係我相信就係嚟到應徵嘅人係男士多過女士。多謝。

32 MR DUNCAN：（經傳譯員）咁公司有冇諗過一啲措施就增加嗰個車長嗰個興趣呢，
33 就係女性嗰個車長嘅數目嗰度，有冇提高佢哋嘅興趣參加、加入呢？

34 鄭偉波先生：我哋現在我哋嘅招聘廣告--現時我哋嘅招聘廣告，我哋都有三位車長嘅

1 相擺咗喺我哋嘅廣告嗰處嘅，嗰啲相其中一位就係女車長嚟嘅，我哋希望咁樣
2 就等公眾嘅人士就知道女士亦都係歡迎加入我哋新巴、城巴成為車長嘅，多
3 謝。

4 MR DUNCAN：（經傳譯員）有冇一啲女性嘅兼職車長？

5 鄭偉波先生：呢個我哋唔肯定，但係就算有，都唔會多。

6 MR DUNCAN：（經傳譯員）或者想請大家睇一睇第 29 頁，文件第 29 頁，係閣下嘅
7 陳述書嚟嘅，CTB-1，29，你就話畀委員會聽，喺呢一版嗰度，係關於嗰個兼
8 職嘅車長，公司兼職車長嘅數目，我哋睇到總共就係三百一十四嘅車長數目，
9 係兼職嘅，好喇，我理解到，從你嗰個嘅陳述書嗰度，即係第 36 頁嗰度，就係
10 話個兼職嘅車長就係有時薪嘅，就係 80 釐時薪，呢個係咪即係佢哋嗰個待遇嘅
11 數目嚟㗎？

12 鄭偉波先生：正確，因為佢哋係每一個小時嚟到計算薪金嘅。

13 MR DUNCAN：（經傳譯員）呢一個率係即係行咗幾耐呀，呢個數？

14 鄭偉波先生：呢個數係 3 月 1 號嘅時候開始嘅。

15 MR DUNCAN：（經傳譯員）今年？

16 鄭偉波先生：2018 年。

17 MR DUNCAN：（經傳譯員）之前係幾多？

18 鄭偉波先生：係 75 釐，如果我有記錯嘅話。

19 MR DUNCAN：（經傳譯員）呢個係咪每年檢討㗎？

20 鄭偉波先生：唔係一定嘅。因為我哋呢個要去睇市場嗰個時薪或者個兼職嘅人工大約
21 係幾多，咁我哋就要出番個相應嘅人工嘅。

22 MR DUNCAN：（經傳譯員）你哋喺寫字樓嘅員工，即係城巴嗰度或者係新巴，會唔
23 會係即係有時都兼職做埋呢個司機？

24 鄭偉波先生：喺佢哋放咗工或者放假嘅時候，有時係會嘅。

25 MR DUNCAN：（經傳譯員）咁個數目又幾多嘅呢，呢個裏面？

26 鄭偉波先生：現時係一百七十九人。

27 MR DUNCAN：（經傳譯員）咁差唔多係一半，即係而家個兼職車長數目嘅大概一
28 半，即係你哋寫字樓嗰啲人就係做兼職咁係一半嘅喇，係咪？

29 鄭偉波先生：不是，因為而家我哋睇番呢度，我哋之前個 submission，頭先你有引
30 述過嗰一頁，314 只係新巴嘅數字，而城巴另外有 346 嘅，即係總數就係 660

- 1 嘅。
- 2 MR DUNCAN：（經傳譯員）哦，我明喇。可唔可以講番邊一個數目？講多次數目，
3 好唔好呀？呢度係 346，咁講多次個數目，好唔好呀？
- 4 鄭偉波先生：城巴 346，新巴 314，總數 660。
- 5 MR DUNCAN：（經傳譯員）唔該晒。咁當中即係 179 就係寫字樓做嘅，咁就係其中
6 兩間公司都有，係咪？
- 7 鄭偉波先生：係，正確。
- 8 MR DUNCAN：（經傳譯員）唔該晒。好喇，暫時唔講啲寫字樓嘅員工先，大多數
9 嘅其他嘅兼職車長，我相信佢哋有其他嘅職業嘅，係咪？
- 10 鄭偉波先生：係。
- 11 MR DUNCAN：（經傳譯員）你嘅理解係咪咁？
- 12 鄭偉波先生：係，正確。
- 13 MR DUNCAN：（經傳譯員）好喇，或者我想你睇一睇第 59 頁，文件 59 頁，CT-8，
14 59 頁，CT-1，59 頁，CTB-1，59 頁。
- 15 鄭偉波先生：見到。
- 16 MR DUNCAN：（經傳譯員）我想請你睇下嗰一頁嘅 5B 嗰一段。
- 17 鄭偉波先生：睇咗。
- 18 MR DUNCAN：（經傳譯員）喺嗰一段裏面你講咗啲嘢，其中就包括就話目前公司就
19 有特別要求職位嘅車長去申報佢哋喺開工之前有冇足夠嘅休息時間，睇到嘛？
- 20 鄭偉波先生：睇到。
- 21 MR DUNCAN：（經傳譯員）我諗我咁講係公道嘅，喺呢度嘅 B 底下嘅第三段，講到-
22 -你就講咗就係話有一啲改變嘅，你就話打算係會有所改變嘅，呢一個係關乎招
23 聘兼職車長嘅，咁講啱唔啱呀？
- 24 鄭偉波先生：正確。
- 25 MR DUNCAN：（經傳譯員）我想你睇 CTB-2，401 頁，應該係第 400 頁嘅，文件係
26 喺第 400 頁嗰度開始嘅，CTB-2 第 400 頁，嗰度有個表格嘅，總共有四頁紙，
27 由第 400 去到第 403 頁嘅，個名就叫做係職位申請表--「駕駛職位申請表」。
- 28 鄭偉波先生：見到。
- 29 MR DUNCAN：（經傳譯員）我想問，呢份表格係咪全職、兼職嘅車長都係用呢一份
30 申請表嘅呢？

- 1 鄭偉波先生：係。
- 2 MR DUNCAN：（經傳譯員）講到係佢咁其他嘅職業同埋休息時間，我想你睇呢份文
3 件--呢份表格嘅第 2 頁，你睇到個標題就叫做「重要資料」，第 3 項，嗰度係
4 咪咁講，「現時有否兼職工作？如有，工作類型」同埋「時間」？
- 5 鄭偉波先生：係。
- 6 MR DUNCAN：（經傳譯員）即係每一位申請人，無論係全職定抑或兼職嘅申請人，
7 都需要填寫呢一個部分嘅，係咪呀？
- 8 鄭偉波先生：係。
- 9 MR DUNCAN：（經傳譯員）如果你落到去 402 頁，即係嗰個表格嘅第 3 頁嘅，我哋
10 見到嗰度有一個申報或者聲明書嘅，402 頁同埋 403 頁。
- 11 鄭偉波先生：係，見到。
- 12 MR DUNCAN：（經傳譯員）我咁嘅理解啱唔啱呢？呢個亦都要填報嘅，呢個要係申
13 請嘅時候就要填報㗎喇，係咪呀？
- 14 鄭偉波先生：呢一部分我交畀我同事吳生作答。
- 15 MR DUNCAN：（經傳譯員）可以嘅。
- 16 吳智光先生：主席，係嘅，就呢張表格嘅時候，嗰個 applicant，即係話個應徵者
17 係需要寫嘅，但係我想補充一點，就係如果佢真係有填漏嘅時候，我哋亦都唔
18 會話確信知道嘅。又舉個例，如果佢係申請我哋嘅工作職位嘅時候，如果譬如
19 話係表格最右手面寫住「補充資料」嗰一個欄裏面，如果佢唔填，我哋亦都唔
20 會話一定要佢填晒嘅。
- 21 MR DUNCAN：（經傳譯員）咁即係話唔會係獨立咁樣去查核一下嗰個人所填報嘅資
22 料，係咪呀？
- 23 吳智光先生：可以咁講。
- 24 MR DUNCAN：（經傳譯員）除咗呢個申請表格之外，如果你係招聘呢一個人擔任你
25 公司嘅一個職位，我想問要唔要係填番--簽番一份正式嘅聘用書嘅呢？
- 26 吳智光先生：係有嘅。
- 27 MR DUNCAN：（經傳譯員）有冇係就車長嚟講，有一份標準嘅咁樣嘅招聘書呢？
- 28 吳智光先生：係一個僱傭合約，係一封書信嘅形式啫，就並不是一個表格嘅形式。
- 29 MR DUNCAN：（經傳譯員）會唔會係兼顧到喺外間工作--兼職工作呢一啲嘅事宜
30 呢？

- 1 吳智光先生：不會。
- 2 MR DUNCAN：（經傳譯員）可唔可以畀個咁樣樣嘅係僱傭合約嘅樣本畀我哋呢？
- 3 吳智光先生：可以嘅。
- 4 MR DUNCAN：（經傳譯員）唔會晒。
- 5 主席：（經傳譯員）呢封信係咪全職、兼職嘅僱員都係一樣嘅呢？
- 6 吳智光先生：不一樣嘅。
- 7 主席：（經傳譯員）有冇係兼職嘅僱員即係嗰一封嘅招聘信，有冇嗰個樣本呢？
- 8 吳智光先生：我哋稍後可以提供畀委員會嘅，主席。
- 9 主席：（經傳譯員）係，我要求嘅就係咁。我哋邀請你哋就係事後係補充嘅，我哋會
10 開一個清單就係話你應承係提供啲咩嘢額外嘅資料。
- 11 吳智光先生：多謝主席。
- 12 MR DUNCAN：Could I bring your attention...
- 13 主席：（經傳譯員）鄧律師，未繼續...
- 14 MR DUNCAN：Sorry.
- 15 主席：（經傳譯員）...我想問下，過去嗰幾年，你哋呢封招聘書嗰封信嘅內容有冇
16 改變過呢？或者形式有冇改變過呢？
- 17 鄭偉波先生：我哋唔肯定。
- 18 主席：（經傳譯員）或者你返去查下，如果有改變到嘅話，因為--若果你係有係新同
19 舊唔同嘅版本嘅，麻煩你都畀我哋，等我哋知道有咩嘢改變。
- 20 MR DUNCAN：Can I bring your attention now to...
- 21 主席：（經傳譯員）你係咪有啲嘢想講，鄭生？
- 22 鄭偉波先生：冇問題嘅，我哋可以提供。
- 23 主席：（經傳譯員）唔該晒。係，律師。
- 24 MR DUNCAN：（經傳譯員）唔該晒主席先生。我想請你睇另一份文件，都係關於呢
25 一個課題嘅，CTB-2，404頁，個翻譯喺404-1同埋404-2嗰兩頁嘅。嗰個標
26 題應該就僱員嘅行為守則同埋係紀律處分，然後斜戙，就話外間工作嘅聲明
27 書，我想問，呢份文件嗰個目的係做咩嘢嘅呢？
- 28 鄭偉波先生：呢一個如果我哋有個全職嘅員工喺我哋嗰度做嘢，如果佢又喺外面係有
29 兼職嘅話，咁我哋要佢要話番畀公司知道嘅，而另外如果佢係一個喺我哋度嘅

- 1 兼職員工，佢如果有份正職嘅喺外面，佢亦都要填寫嗰個資料畀我哋嘅。
- 2 MR DUNCAN：（經傳譯員）根據份文件嗰個係你嘅意見書嘅附件 7，我諗係你第二份
3 嘅意見書嘅附件 7，或者我哋睇番第 59 頁，就係 CTB-1 嘅 59 頁。
- 4 鄭偉波先生：見到。
- 5 MR DUNCAN：（經傳譯員）我諗你呢度見到就提及係附件 7，係喺第 5B 嗰段最尾嗰
6 個部分講及係附件 7。
- 7 鄭偉波先生：係。
- 8 MR DUNCAN：（經傳譯員）嗰度就提及一個每年嘅聲明或者每年嘅申報，我想問你
9 哋有冇咁嘅要求呢啲文件又或者係僱傭合約有冇要求就係話僱員有咁嘅責任就
10 報告畀你聽，即係如果佢喺外間嘅工作唔同咗，又或者係開始喺外面有其他工
11 作，有冇規定要佢哋向你哋匯報嘅呢？
- 12 鄭偉波先生：如果係正職員工就一定要報，如果係兼職員工，就唔--如果佢唔報番返
13 嚟，我哋都喺現時嚟講，都有去迫佢嘅，但係喺 2018 年嘅 6 月 1 號開始，我
14 哋就係無論佢入職嘅時候同埋每一年都一定規定佢哋要作出申報嘅。
- 15 MR DUNCAN：（經傳譯員）你講到係全職嘅員工一定要咁做，咁明顯就係佢每年就
16 要填番一份表格，如果佢做外間嘅工作，即係喺嗰年嘅中間嘅時候先至去做外
17 面嘅嘢，兼職嘅話，咁佢有冇責任係向你哋報告呢？
- 18 鄭偉波先生：呢個詳細嘅情形吳生會作答嘅。
- 19 吳智光先生：主席，頭先律師所講嘅情況，個員工係有責任要向我哋作出申報，在得
20 到我哋嘅批准之後，佢先至可以去接受其他嘅兼職工作。多謝主席。
- 21 MR DUNCAN：（經傳譯員）咁喺邊度見到呢個規矩、見到呢個條文就話要求僱員咁
22 樣做呀？
- 23 主席：（經傳譯員）你或者可以睇 72-1 嗰版，嗰個係英文嘅譯本，72-1，我諗應
24 該之前嗰幾版就係嗰個中文，CTB-2 嘅第 72 頁。
- 25 MR DUNCAN：（經傳譯員）唔該主席。
- 26 主席：（經傳譯員）吳生，睇番呢度會唔會係幫到你答呢個問題呢？72-7 嗰個係英
27 文譯本，或者 72-6。我睇緊嗰度就係員工守則係申報外間工作，嗰度就寫住按
28 就係申請係做以下嘅兼職工作，嗰度就第 26 段就講及就係話應該--如果全職嘅
29 話，就應該就係要先申請咗，先可以做外間嘅兼職工作，之後係每年要申報
30 嘅，下面有不同嘅標題就講及，就係話要求提供啲乜嘢嘅資料。
- 31 MR DUNCAN：（經傳譯員）好，唔該晒主席，係，究竟係邊一頁呢？
- 32 主席：（經傳譯員）我嗰度就係下面個角落嗰度寫住“72-1”嘅，係嗰個頁碼嘅。

1 吳智光先生：多謝主席。係嘅，喺呢一張嘅表格裏面，呢個附註我哋亦都講得好清
2 楚，嗰個同事係需要作出申報嘅。同埋我都想講，如果我有記錯，呢個我哋之
3 後--稍後會返去再檢視一下，我印象就係喺我哋嗰個 employment letter，
4 即係話嗰個招聘書--嗰個聘用書嘅時候，我哋都有同樣呢一個嘅要求寫咗喺度
5 嘅。多謝。

6 MR DUNCAN：（經傳譯員）唔該晒吳生。如果你睇埋 72 頁 7，翻譯版本嗰度，你睇
7 原本嘅版本第 26 段，係有提到同樣一點嘅，照我理解，我理解啱唔啱呀？

8 吳智光先生：對的。

9 MR DUNCAN：（經傳譯員）唔該晒。好喇，嗰個你考慮嘅更改其實就係針對嗰啲兼
10 職嘅員工，就唔係呢個全職嘅員工，係咪呀？咁理解啱唔啱？

11 鄭偉波先生：正確，因為我哋全職員工而家已經有足夠嘅申報制度㗎喇。

12 MR DUNCAN：（經傳譯員）或者我想請大家...

13 主席：（經傳譯員）係咪講另一個課題呀？

14 MR DUNCAN：Yes, I am.

15 主席：（經傳譯員）等一等先，嗰啲兼職嘅僱員，你係要求佢哋點樣做呢？即係佢哋
16 一招聘之後，然後就係做額外嘅其他嘅兼職工作，你會要求佢哋點樣做呢？

17 鄭偉波先生：由 6 月 1 號開始，如果有一個工作申請者嚟我哋公司申請做兼職嘅車長
18 工作，佢就首先就要填一份表，而呢份表就要講得出就係佢自己嘅正職係乜嘢
19 嘢嚟嘅，嗰個工作時間係幾多點至幾多點，同埋星期幾係返工、星期幾係放
20 假，咁我哋就可以掌握得到就係呢個人是否適合嚟我哋公司度做兼職車長。舉
21 個例，如果有個人佢日日都要返十幾個鐘頭工嘅，佢嚟我哋度應徵兼職車長，
22 我哋係不會僱用佢嘅，因為呢個一定係唔足夠休息時間。另外，如果有個人，
23 譬如佢係一日係返八小時嘅工作，佢就同我哋講就話主要係星期六或者星期日
24 嚟我哋嗰處做兼職車長嘅，咁我哋睇番個個案，我哋覺得係冇問題嘅，呢個我
25 哋就會經過我哋一貫嘅程序嚟到考核，如果係得嘅話，就會請佢做兼職車長；
26 佢除咗呢個人職嘅時候申報之外，以後每一年都要作出同樣嘅申報，如果佢係
27 冇變到嘅，佢就填番同舊年一樣嘅嘢，如果佢嘅工作係變咗嘅，佢就要將佢新
28 嘅工作嘅模式要申報番畀公司知。呢個就係我哋喺 6 月 1 號之後將會做嘅嘢
29 嚟。

30 主席：（經傳譯員）其實當你係請人嘅時候，你就會咁樣查詢，之後一年後，咁就即
31 係睇下個情況係點樣，係咪？

32 鄭偉波先生：係，冇錯。

33 主席：（經傳譯員）呢個係一個責任嚟嘅，咁佢哋即係做啲兼職車長係有咁嘅責任，
34 如果佢係做啲兼職嘅工作或者係有其他嘅兼職工作，喺一年之內，佢有個責

- 1 任，係咪，匯報？
- 2 鄭偉波先生：佢有其他嘅工作，佢都要報畀我哋知，等我哋就可以了解到佢嗰個每一
3 日嘅工作嘅時間係幾多，有冇足夠嘅精神嚟我哋度做兼職車長。
- 4 主席：（經傳譯員）咁呢一個規定有冇一啲表格、一啲文件係反映咗出嚟？
- 5 鄭偉波先生：喺 6 月 1 號開始係會有嘅。
- 6 主席：（經傳譯員）而家有冇一啲嘅資料，即係嗰啲表，呢度有冇嚟度，有冇提供
7 到？
- 8 鄭偉波先生：現時係冇提供到嘅，我哋可以後補。
- 9 主席：（經傳譯員）唔該晒。
- 10 MR DUNCAN：（經傳譯員）或者想大家睇番一份文件，僱員嘅紀律同埋係守則--行
11 為守則，中文版就係 66，CTB-1 嘅 66 頁，翻譯就係喺 72 頁嘅 2，想問一問，
12 就係呢一個行為守則同埋紀律係適用於全職、兼職都適用嘅，係咪？
- 13 鄭偉波先生：全部都適用嘅。
- 14 MR DUNCAN：（經傳譯員）或者想睇番第 26 段嗰度，翻譯就係 72 頁，嗰度就話
15 「外間工作」嘅，有個標題係咁寫嘅，提到全職嘅員工應該點樣做，即係如果
16 佢係做呢啲其他嘅工作，喺呢度有講嘅，睇唔睇到？
- 17 鄭偉波先生：睇到。
- 18 MR DUNCAN：（經傳譯員）正話主席就提到一點，其實有冇特別原因呢啲咁嘅條文
19 唔適用喺兼職身上嘅？
- 20 鄭偉波先生：我哋公司嘅兼職員工其實主要就係車長嚟嘅，而車長喺我哋度兼職，就
21 無論佢個正職係做乜嘢工作都好，而可以出現到呢個利益衝突嘅機會係等於零
22 嘅。
- 23 MR DUNCAN：（經傳譯員）咁嘅說法就係有不同嘅表格係畀兼職嘅員工，即係喺一
24 年之內，申報之前佢哋有一啲兼職嘅改變，咁呢度係有不同嘅做法，係咪？
- 25 鄭偉波先生：呢個係出現咗有利益衝突或者有機會有利益衝突嘅時候先至需要填寫
26 嘅。
- 27 MR DUNCAN：（經傳譯員）好，我哋暫時唔講呢度先，就講番你哋嘅陳述書，CTB-
28 1 第 61 頁，或者想大家係留意第 7 段顧客服務同埋情緒智商嘅管理訓練咁樣，
29 睇唔睇到？
- 30 鄭偉波先生：睇到。
- 31 MR DUNCAN：（經傳譯員）B 同 C 嗰度，咁我哋係想睇一睇嘅，或者係睇一睇呢兩

1 段，等大家熟悉一下嗰個內容，好唔好？即係關於個內容係點樣。

2 鄭偉波先生：係，我哋睇咗。

3 MR DUNCAN：（經傳譯員）你提到今年3月就係開始一個研究，係睇下一個可行性
4 或者係可唔可以做一個心理嘅評估，等你可以係識別一下一啲申請者可能就係
5 有一啲揸車上嚟比較躁狂或者係佢哋嗰個揸車嘅態度就比較粗暴咁樣，而家喺
6 呢一方面嗰個進展係點樣呀，喺你做嘅研究方面有冇進展，進展成點？

7 鄭偉波先生：係吳生會作答嘅。

8 吳智光先生：多謝。其實我哋喺3月之後就開始咗呢個嘅study，我哋除咗喺網上
9 係下載有關文件，即係睇下喺出面坊間嗰啲嘅評估係點做之外，我哋其實亦都
10 同一啲嘅專業人士開過會討論過，其中包括咗就係一個執業嘅精神科醫生，另
11 一位就係香港一間大學心理系嘅一個教授，我哋同呢兩位專業人士都分別開會
12 討論過就係嗰個評估嘅可行性同埋嗰個嘅收效--成效，而我哋亦都而家係約見
13 緊一位--另外一位大學嘅機械工程系嘅教授，而呢位嘅教授素來就係喺呢個情
14 緒影響駕駛方面係有研究嘅，咁我哋亦都想同佢約見，了解下佢嗰個嘅研究嘅
15 成效。多謝主席。

16 MR DUNCAN：（經傳譯員）你提到呢啲會議，佢哋係咪本地嘅心理學家嚟嘅？

17 吳智光先生：係。

18 MR DUNCAN：（經傳譯員）一位教授，咁其實係邊位教授？有冇諗到邊一位嘍，其
19 實？我唔需要你講名，或者即係咩嘢教授？

20 吳智光先生：係中文大學心理系嘅一位教授。

21 MR DUNCAN：（經傳譯員）咁係咪即係畀咗簡介佢要點樣做嘍喇？

22 吳智光先生：係一個探討性質嘅，其實就係我哋交換緊我哋嘅背景、我哋嘅目的同埋
23 我哋想佢enlighten我哋究竟而家坊間或者喺嗰個行業裏面嗰個做嘅範圍咁樣
24 樣嘅情況。

25 MR DUNCAN：（經傳譯員）即係你話呢個做法，佢哋喺呢行內嘅做法，其實即係
26 呢個範圍係乜嘢呀？係香港嘅範疇呀，中國嘅範疇呀，定係邊度呢？即係邊個
27 範圍呢其實？

28 吳智光先生：其實我意思就係話喺世界各地有冇呢啲嘅心理嘅評估，亦都係喺--套用
29 喺呢個巴士車長方面嘅，我哋嘅討論係圍繞住呢個方面。

30 MR DUNCAN：（經傳譯員）你有冇係探討過--即係同本地嘅其他巴士公司探討過呢
31 一方面呀？

32 吳智光先生：呢方面我哋冇。

1 MR DUNCAN：（經傳譯員）呢個問題有冇接觸過海外嘅巴士公司呢，喺呢方面？

2 吳智光先生：沒有。

3 MR DUNCAN：（經傳譯員）可唔可以話到畀委員會聽關於呢一個研究幾時會有啲進
4 展呢？

5 吳智光先生：因為正如我頭先所講，我哋睇到第--另外有位機械工程系嘅教授，佢話
6 要喺 6 月嘅時候先至可以同我哋見面，所以我諗最快我哋都要喺 6 月底嘅時候
7 先至可以再同委員會講述番個嘅進展。多謝。

8 MR DUNCAN：（經傳譯員）好，唔該晒。而家就由招聘轉為講去訓練嗰方面，培訓
9 車長。我想問你，唔知以下嘅理解啱唔啱呢，其實要求點樣培訓完全係公司嘅
10 事，就唔係話運輸署有作出過任何嘅指示嘅，係咪呀？

11 鄭偉波先生：係由公司決定出嚟。

12 MR DUNCAN：（經傳譯員）政府當局就有提供過任何嘅係計劃或者培訓係多過你哋
13 自己自行所提供嘅，咁樣講啱唔啱呀？只係由你哋自己公司所提供嘅，政府有
14 嘢之上再提供其他嘅培訓，係咪呀？

15 鄭偉波先生：正確。

16 MR DUNCAN：（經傳譯員）因為係咁，你所提供嘅培訓完全係獨立於其他專營巴士
17 公司所提供嘅培訓嘅，係咪呀？

18 鄭偉波先生：我哋淨係負責我哋自己公司嘅培訓嘅。

19 MR DUNCAN：（經傳譯員）係，關於話要求啲乜嘢嘅培訓，作決定嘅純粹係你哋公
20 司自己決定定抑或係你會同你哋其他海外嘅巴士公司傾過先至決定吓，定抑或
21 點呢？係完全自己決定，定抑或你會問下其他巴士公司點樣做，然後你哋先至
22 係制定嗰個計劃嘅呢？

23 鄭偉波先生：完全係由我哋公司自己去決定嘅。

24 MR DUNCAN：（經傳譯員）想請你睇 CTB-1，37 頁，想同你講一講究竟目前嗰個情
25 況係點嘅，即係關乎培訓方面嘅，首先睇番啲嘅係做全職車長嘅。37 頁，打
26 咗上去未呢？

27 鄭偉波先生：係，我哋睇到。

28 MR DUNCAN：（經傳譯員）唔該晒。喺羅馬數字 I 嗰度，就係全職車長而有一個係
29 駕駛巴士嘅牌照嘅，有十五日嘅駕駛訓練，然後先至去考運輸署所舉辦嘅駕駛
30 考試，若果佢唔通過嘅話，就會有多五日嘅培訓，通過咗嗰個考試之後，佢就
31 有嗰個牌照，就會係請佢，就會開始做嗰個入職嘅培訓，啱唔啱呀？

32 鄭偉波先生：正確嘅。

1 MR DUNCAN：（經傳譯員）唔該晒。而呢個人職嘅培訓就包括兩個部分嘅，首先就
2 係一個一日嘅課堂嘅培訓，第二個部分就係十至到十五日嘅駕駛培訓。

3 鄭偉波先生：正確。

4 MR DUNCAN：（經傳譯員）落去羅馬數字 II，如果想做全職車長，但係佢自己本身
5 已經有巴士嘅駕駛執照嘅，佢哋就會參加嗰個人職嘅培訓喇？

6 鄭偉波先生：正確。

7 MR DUNCAN：（經傳譯員）即係話係一日課堂，十至到十五日就係駕駛培訓喇？

8 鄭偉波先生：正確。

9 MR DUNCAN：（經傳譯員）我有啲好奇，想知道喺香港會唔會啲車長係喺一間巴士
10 公司轉去第二間巴士公司，即係喺巴士公司之間咁樣轉職，多唔多呢？

11 鄭偉波先生：係有，不過就唔多。

12 MR DUNCAN：（經傳譯員）又返番去第 37 頁，講到兼職嘅車長，如果兼職車長佢本
13 身已經有巴士嘅駕駛執照，睇番嗰個標題，我咁嘅理解啱唔啱呢，除非嗰個申
14 請者佢已經有巴士駕駛執照，否則你都唔會請佢做兼職嘅巴士車長，亦都唔會
15 係畀嗰十五日嘅培訓畀嗰啲申請做全職巴士車長嘅人嘅，咁嘅理解啱唔啱呢？
16 請兼職嘅話，係要請嗰啲已經擁有巴士嘅執照嘅人，係咪呀？

17 鄭偉波先生：正確，全部兼職車長佢都需要擁有巴士駕駛執照，我哋先至有可能會請
18 佢嘅。

19 MR DUNCAN：（經傳譯員）唔該晒。而呢一個類別嘅人士，你哋係提供兩日嘅駕駛
20 培訓，啱唔啱呀？

21 鄭偉波先生：正確。

22 MR DUNCAN：（經傳譯員）就同全職車長所得到嘅十至十五日嘅駕駛培訓就唔同，
23 咁嘅理解啱唔啱呀？

24 鄭偉波先生：呢個理解係啱嘅，原因就係我哋--如果嚟我哋度做兼職車長嘅人，佢一
25 定係平時都係揸開巴士或者揸開重型車嘅，即係大型車嘅，就變咗佢揸大型車
26 嘅經驗就已經喺處㗎喇，咁嗰兩日嘅訓練就主要係路線訓練㗎嘅。

27 MR DUNCAN：（經傳譯員）即係話佢有兩日嘅培訓，無論佢有幾多經驗都好，都係
28 畀兩日嘅培訓佢，即係究竟佢係揸過巴士一個月㗎，定抑或揸過巴士十年都
29 好，佢都只係得到兩日嘅駕駛培訓，係咪呀？

30 鄭偉波先生：如果佢揸大型車嘅經驗係淺嘅話，我哋係不會請佢嘅，即係換句話嚟
31 講，嚟到做兼職嗰啲，我哋請得佢嘅，佢哋都係有足夠嘅經驗嘅。

32 MR DUNCAN：（經傳譯員）你係咪想提及啲乜嘢嘢呢？

1 鄭偉波先生：係，就喺而家大家睇緊呢一頁，就喺最底嗰處，我哋亦都有啲補充嘅資
2 料嘅，當嗰個兼職車長--當啲所有嘅車長，無論佢係全職或者兼職，完成咗嗰
3 個駕駛訓練之後，佢哋就要通過我哋駕駛導師嘅評核嘅，如果嗰個評核嘅結果
4 係不滿意嘅，就會再有額外嘅培訓會畀佢哋嘅，所以喺嗰個兼職車長嗰處，佢
5 係兩日，但係如果培訓咗佢兩日，佢係過唔到呢個評核嘅話，佢都唔會出去執
6 勤嘅。

7 MR DUNCAN：（經傳譯員）你剛才就話除非佢哋係好有經驗，否則嘅話，亦都唔會
8 請佢哋嘅，可唔可以講一講你話好有經驗係乜嘢意思呢？有冇準則嘅呢？

9 鄭偉波先生：就唔係話一個準則嚟嘅，呢啲嘅有經驗嘅兼職車長，有啲就係以前就係
10 揸開巴士嘅，係專營巴士，即係可能喺我哋公司做過，就離開咗一段時間，其
11 實佢揸咗好多年巴士嘅，呢度有嘅；第二，就可能係其他巴士公司退休嘅車
12 長。主要就係呢兩類，就係我哋覺得佢哋係有好足夠嘅駕駛巴士嘅經驗嘅。

13 MR DUNCAN：（經傳譯員）佢哋就有課堂培訓，喺佢哋開工之前就唔會有課堂嘅培
14 訓畀佢哋，係咪呀？

15 鄭偉波先生：現時係有嘅，不過我哋遲下就會安排佢哋會有課堂培訓，就係裏面包括
16 顧客服務、情緒管理呢啲嘅環節嘅。多謝。

17 MR DUNCAN：（經傳譯員）講到係駕駛導師，你公司嗰度點樣樣先可以成為呢個駕
18 駛導師呢？

19 鄭偉波先生：佢首先就要取得運輸署嘅駕駛導師執照，即係駕駛我哋嗰啲型號嘅車嘅
20 導師執照，就先至有可能喺我哋嗰處就做到導師，而我哋嗰啲導師佢哋大部分
21 或者全部都係以前好有經驗嘅車長，同埋亦都做咗好多年導師嘅。多謝。

22 MR DUNCAN：（經傳譯員）你哋公司總共聘用咗幾多位嘅駕駛導師呢？

23 鄭偉波先生：現時係有十五位全職嘅駕駛導師、兩位兼職嘅駕駛導師，另外我哋再有
24 五位車長就喺不久嘅將來就會去運輸署嗰度考試，就考取嗰個導師嘅牌照。多
25 謝。

26 MR DUNCAN：（經傳譯員）好，我哋睇下一頁，第38頁，CTB-1，38，個標題就係
27 「重溫課程」或者係「復收課程」，你就話係提供呢個重溫培訓畀嗰啲全職
28 嘅、在職嘅車長，你亦都話就向呢個運輸署係作出咗承諾，呢一啲嘅重溫課程
29 就會係起碼至少就每三年就會向在職嘅全職車長係提供畀佢哋嘅，然後就話係
30 只係有課堂嘅培訓，跟住就講及嗰個培訓嘅內容。講到課堂嘅培訓，呢個係唔
31 係同入職嘅培訓所講嘅係課堂培訓一樣呢？即係一個人新入職，就得到嘅課堂
32 培訓同呢度嘅係咪一樣呢？所涉及嘅材料或者內容係咪一樣呢？

33 鄭偉波先生：大部分嘅內容係一樣嘅，但係我哋嗰個 submission，喺呢一段最後嗰
34 句，就係嗰個交通意外嘅分析，由佢入職至到佢嚟到重溫培訓課程可能係已經
35 經過咗兩年嘅時間或者兩年幾嘅時間，喺呢兩年幾時間裏面，可能就係已經喺香

1 港發生過一啲值得佢哋去有參考性嘅交通意外，我哋就會將呢啲嘅個案就喺個
2 課堂裏面就同佢哋嚟到分享嘅，就等佢哋知道點樣去避免呢啲交通意外嘅。

3 MR DUNCAN：（經傳譯員）幾時係畀運輸署嗰個承諾㗎？

4 鄭偉波先生：呢個都好多年前喇，我哋而家手頭上有呢個準確嘅資料，對唔住。

5 MR DUNCAN：（經傳譯員）講番之前嗰一頁，喺最後嗰度，37頁，你話通過嗰個評
6 估之後，跟住就係派佢哋去某啲嘅路線就訓練。

7 鄭偉波先生：係。

8 MR DUNCAN：（經傳譯員）喺培訓嘅時候嘅過程當中，其實佢哋會係睇到幾多條線
9 㗎？

10 鄭偉波先生：鍾生會畀呢個詳細嘅資料。

11 鍾澤文先生：呢個就會視乎佢將會派去邊一個廠嗰度去做嘅，有啲係三條、有啲四
12 條、有啲五條，不過就算五條嘅路線，有啲路線係重疊嘅，即係個意思佢雖然
13 話嗰個起點或者個終點係唔同，但係喺中間好多部分係相同，舉個例，譬如話
14 佢喺銅鑼灣嘅摩頓臺開車去南區，佢可能就係喺銅鑼灣摩頓臺南區經過香港仔
15 隧道之後嗰段路都係一樣嘅，之後有一架車可能就去咗海怡半島，有架車就可
16 能去咗華貴邨，咁就喺尾嗰段係唔同嘅啫。

17 MR DUNCAN：（經傳譯員）其實佢哋都係一路揸呢啲線嘅囉嗎，係咪？

18 鍾澤文先生：佢哋會喺呢啲路線裏面揸一段期間，可能係幾個月嘅，之後就會調佢去
19 其他嘅路線㗎喇，喺呢啲路線我哋--一般我哋介定為一啲比較簡單嘅路線，可
20 能佢嗰個站--停嘅站比較少啲，或者係佢嗰條路就有咁複雜嘅，係比較直接啲
21 嘅，咁等佢係熟習咗嗰個路線同埋熟習咗個駕駛技巧，我哋就會調派佢去做其
22 他嘅路線。

23 MR DUNCAN：（經傳譯員）好喇，有一個司機係要揸新路線嘅話，咁係咪會有一啲
24 熟習嘅一個過程嘅呢，還是係佢一路揸一路學定係點呢？

25 鄭偉波先生：鍾生。

26 鍾澤文先生：新嘅路線，我哋會係睇下佢會--我哋有幾個方法嘅，第一就係話佢係咪
27 之前會係有導師係教過佢行嘅，另外就係佢或者佢自己即係宣稱佢已經係熟悉
28 嗰啲路線，因為佢如果係熟悉個路線嘅話，我哋就可以直接畀佢去揸嘅，但係
29 如果佢係話佢唔識呢條路線嘅話，我哋會安排佢就係去乘坐係一個服務中嘅巴
30 士就去認識嗰一條路線嘅呢啲巴士站嘅巴士站位，同埋喺嗰條路線係點樣行
31 法。呢個就係而家我哋嗰個做法㗎嘅。

32 MR DUNCAN：（經傳譯員）從你嘅陳述書嗰度，如果我理解得正確嘅話，公司就係
33 會有三間不同嘅供應商，喺巴士嚟講，三間不同嘅生產商，係咪呢？

- 1 鄭偉波先生：李生。
- 2 李廣威先生：係，正確嘅。
- 3 MR DUNCAN：（經傳譯員）邊啲公司呀？可唔可以講一講？
- 4 李廣威先生：主要嘅供應商--主要供應商係 Alexander Dennis，即係亞歷山大丹
5 尼士，第二就係富豪，另外就係 M-A-N，即係 Youngman。
- 6 MR DUNCAN：（經傳譯員）如果我理解冇錯嘅話，呢啲個別嘅巴士生產商佢哋係有
7 不同嘅型號，係咪呀？
- 8 李廣威先生：係。
- 9 MR DUNCAN：（經傳譯員）好喇，當車長係接受初步訓練嘅時候，你點樣決定佢揸
10 邊類車呀，喺訓練期間，邊個型號，點決定㗎？
- 11 鄭偉波先生：鍾生。
- 12 鍾澤文先生：我哋會睇番佢將會派落去啲啲路線，啲啲路線係用邊一類型嘅車，我哋
13 都會教佢嘅。如果係一個新入職嘅車長，其實幾種類型我哋都會教，即係喺啲
14 十五日裏面，我哋除咗話係教佢行啲啲路線之外，每日都可能係教佢唔同類型
15 嘅巴士，等佢喺呢十五日裏面係熟悉各種類型嘅巴士。
- 16 MR DUNCAN：（經傳譯員）剛才你提到四、五條線嘅，即係喺訓練、培訓期間有
17 四、五條線㗎嘛，係咪呢？
- 18 鍾澤文先生：係，冇錯。
- 19 MR DUNCAN：（經傳譯員）咁有幾多種型號嘅巴士，一個受訓嘅人喺訓練期間會接
20 觸到㗎？
- 21 鍾澤文先生：頭先我哋講過其實我哋有三個供應商，其實主要我哋大部分嘅巴士就係
22 Alexander Dennis 嘅型號，亦都有富豪，呢兩個係我哋最主要嘅，喺啲個訓
23 練裏面，我哋多數都會係用 Alexander Dennis 嘅車去訓練我哋啲司機
24 嘅。
- 25 MR DUNCAN：（經傳譯員）有咩嘢特別原因點解係咁樣呢？
- 26 鍾澤文先生：主要因為我哋大部分嘅車都係 Alexander Dennis 嘅車。
- 27 MR DUNCAN：（經傳譯員）如果司機係需要揸一個新嘅路線咁講，即係喺之後佢可
28 能揸新路線，新嘅模型--型號，有冇一啲訓練嘅呢？
- 29 鍾澤文先生：如果我哋有新嘅型號嘅車，我哋係會即係再安排訓練畀啲車長嘅。
- 30 MR DUNCAN：（經傳譯員）呢啲訓練訓練啲乜嘢？

1 鍾澤文先生：我哋嘅駕駛導師會教佢哋呢啲新型號嘅巴士嘅司機位嗰個儀標板嗰啲所
2 有嘅控制嗰啲掣，標板裏面關於一啲警告燈嘅燈號同埋就會畀佢哋喺個導師嘅
3 指導下係駕駛一段嘅路程去熟習架巴士嘅運作咁。

4 MR DUNCAN：（經傳譯員）咁係半日咩，一日咩，定點呢？

5 鍾澤文先生：呢個要睇下嗰個巴士--即係呢個型號嘅巴士同原有我哋嘅巴士嗰個分別
6 有幾大，即係舉個例，譬如話我哋之前有啲電動巴士咁樣，咁嗰啲--因為全--
7 嗰個操控或者啲掣都好唔同嘅，所以嗰個時間就會長啲。因為我哋喺訂巴士嗰
8 陣時，其實我哋都要求供應商喺呢啲控制嘅譬如話嗰個標板各樣嘢都盡量係標
9 準化，就唔會咁多唔同嘅操控嘅方式，就方便我哋嘅車長係去熟習嘅。

10 MR DUNCAN：（經傳譯員）好喇，我哋返番去第 38 頁，CTB-1，38，你就向委員會
11 提到一啲矯正嘅訓練咁樣，...

12 主席：（經傳譯員）等等先，鄧律師。鄭生，想問一問，喺呢一個即係嗰個復修嘅訓
13 練、重溫嘅訓練嗰度，就畀呢啲全職嘅車長，係三年起碼有一次嘅，其實呢一
14 個--點樣定呢一個嘅時間嘅呢？點解唔係一年一次呢？點定㗎？

15 鄭偉波先生：我哋覺得就有需要一年一次返嚟返得咁密。

16 主席：（經傳譯員）你知唔知道其他巴士公司嘅做法係點㗎，喺呢方面，佢哋點樣做
17 㗎？

18 鍾澤文先生：主席，據我理解，其他巴士公司同運輸署嗰個承諾都係每三年一次呢一
19 個重溫課程嘅。

20 主席：（經傳譯員）你知唔知道海外嗰啲巴士公司喺呢方面又點樣做㗎？

21 鄭偉波先生：我哋冇去對比過。

22 主席：（經傳譯員）唔該晒。

23 MR DUNCAN：（經傳譯員）另一點就講到呢啲嘅重溫培訓，而家就係兼職嘅就有重
24 溫培訓嘅，係咪呀？

25 鄭偉波先生：現時係有嘅，不過我哋遲下亦都係會提供呢個課程畀兼職車長嘅。

26 MR DUNCAN：（經傳譯員）你話遲啲，係幾時呀？

27 鄭偉波先生：呢個我哋要同啲兼職車長去商討，因為嗰個時間性，因為佢哋--要就到
28 佢哋，因為佢哋可能有份正嘅職業，咁要睇下嗰個時間嘅安排，咁但係我哋希
29 望可以儘快係搵到一個合適嘅時間方便呢啲兼職車長係返嚟上呢個重溫課程
30 嘅。

31 MR DUNCAN：（經傳譯員）咁有冇接觸過呢啲兼職車長，有冇接觸過佢哋，喺呢方
32 面？

- 1 鄭偉波先生：未嘅。
- 2 MR DUNCAN：（經傳譯員）好喇，講到呢啲矯正嘅培訓，即係第 58 頁，第 1 段嘅
3 度，你都睇到兩間公司就需要全職、兼職嘅車長係如果有一啲違例扣分，就要
4 向公司匯報嘅，跟住就有一個計分嘅制度，就要決定究竟需唔需要係上呢啲咁
5 樣嘅矯正嘅訓練課程咁樣嘅，睇唔睇到呀？
- 6 鄭偉波先生：睇到。
- 7 MR DUNCAN：（經傳譯員）你其實係咪全倚賴車長本身係匯報呢啲咁嘅扣分畀你哋
8 聽呢？
- 9 鄭偉波先生：個具體運作，吳生會同大家講解。
- 10 吳智光先生：主席，車長嚟講，佢係有責任向我哋申報嘅，呢個係第一；而第二，我
11 哋亦都每個月係會隨機抽樣係搵一啲嘅車長出嚟，而我哋就抽咗佢之後，係要
12 求佢讓我哋--簽同意書畀我哋去有關嘅政府部門去查核佢而家記分嘅紀錄。多
13 謝主席。
- 14 MR DUNCAN：（經傳譯員）呢個制度行咗幾耐呀？
- 15 吳智光先生：我印象起碼有幾年嘅，應該有五年嘅。
- 16 MR DUNCAN：（經傳譯員）有冇問題呢，即係呢個咁嘅制度？即係話佢哋係扣咗
17 分，但係又冇向你呈報，有冇發現咁嘅事情呢？
- 18 吳智光先生：有試過，如果我哋見到有呢啲咁嘅情況嘅時候，我哋會作出紀律嘅懲
19 處。多謝。
- 20 MR DUNCAN：（經傳譯員）時不時亦都曾經需要過咁做，有冇實際上發生過咁嘅事
21 情呢？
- 22 吳智光先生：我印象係有嘅，亦都有啲嘅情況就係--睇下先，對唔住，應該係有嘅，
23 不過亦都唔多。
- 24 MR DUNCAN：（經傳譯員）想睇番第 3 段，即係標題係「矯正培訓」嘅第 3 段，喺
25 2016 年一百九十八位車長係參加過呢一啲嘅矯正培訓，我就想問下跟住嗰句係
26 點解嘅，佢哋裏面嘅百分之 76.3 嘅車長就喺之後嗰六個月冇再係因為佢哋需要
27 負責，而所以有紀律處分，可能嗰度英文嘅文法上面有啲錯誤，百分之 76.3 就
28 冇話因為佢哋有交通意外而佢哋需要負責而受紀律處分係講之後嗰六個月，換
29 句話講，減一減個數，就即係話就算係上過呢啲糾正嘅課程之後都仲有百分之
30 廿三點幾佢哋再有呢啲咁樣樣佢哋係做錯咗而引致交通意外，係咪呀？
- 31 鄭偉波先生：正確嘅。
- 32 MR DUNCAN：（經傳譯員）換句話講，佢哋有扣咗 8 分或者更多，佢哋就參加咗個
33 糾正課程，縱使係咁，即係縱使佢哋係咁都好，之後都仲有再犯錯，需要紀律

1 處分，係咪呀？

2 鄭偉波先生：係有嘅，但係當然，就要睇下佢哋嗰個再犯錯係犯得有幾嚴重，如果係
3 犯咗嚴重嘅錯，而之前又有類似嘅錯，呢個我哋就會再提升嗰個處分嘅，甚至
4 係有可能係解僱嘅。

5 MR DUNCAN：（經傳譯員）呢一個比例對公司嚟講係咪需要關注呢？即係話有咁嘅
6 百分比嘅車長縱使係接受咗矯正嘅培訓，但係之後依然涉及一啲佢哋需要負責
7 嘅交通意外，而又要接受紀律處分，你哋關唔關心、擔唔擔心呢個問題？

8 鄭偉波先生：我同意係需要關注嘅。

9 MR DUNCAN：（經傳譯員）咁又點樣去--係咪需要係譬如話試下修改一下你哋嗰
10 個糾正課程，咁先至可以將呢個百分比係做得更好呢？

11 鄭偉波先生：呢個係其中一個方向，我哋係需要再去分析佢哋係點解上完呢個堂都繼
12 續會有意外嘅，因為呢個每一單意外個成因都係不相同嘅，我哋係需要返去再
13 作詳細嘅分析嘅。

14 MR DUNCAN：（經傳譯員）你係咪打算咁樣做㗎？

15 鄭偉波先生：係。

16 MR DUNCAN：（經傳譯員）模擬訓練，我想講一講呢個安排，我哋都知道飛機師佢
17 哋培訓嘅其中一個部分就會係揸個模擬駕駛嘅，我想問呢一啲咁樣嘅系統有冇
18 嘅呢？如果有人係想做係車長，有人想揸巴士，即係其實佢哋都--巴士上面都
19 載住好多乘客㗎，你哋有冇一個咁樣嘅系統嘅呢？模擬駕駛巴士嘅系統，有
20 冇？

21 鄭偉波先生：我哋沒有呢個系統嘅，因為我哋覺得如果要練習駕駛巴士，係駕駛一架
22 真嘅巴士，喺真嘅路面上面嚟到去行駛先至真係學到嘅。唔該。

23 MR DUNCAN：（經傳譯員）不如你答番個問題，直接問嗰個問題，咁樣嘅系統有
24 冇嘅呢？即係有冇咁嘅系統喺度嘅呢？

25 鄭偉波先生：我哋公司冇，不過我就聽過係有嘅，有呢一類嘢嘅。

26 MR DUNCAN：（經傳譯員）咁聽到嘅係咩嘢呢？

27 鄭偉波先生：我以前聽過香港有--另外有巴士公司有呢個 simulator 嘅。

28 MR DUNCAN：（經傳譯員）係邊一間公司？

29 鄭偉波先生：九巴，我係聽過嘅啫，我有見過。

30 MR DUNCAN：（經傳譯員）有冇聽過海外嘅巴士公司有用到呢一啲嘅模擬駕駛嘅系
31 統？

- 1 鄭偉波先生：我有聽過星加坡有嘅。
- 2 MR DUNCAN：（經傳譯員）喺邊度聽番嚟嘅呢？
- 3 鄭偉波先生：我剛剛喺我隔離同事鍾生度聽番嚟嘅。
- 4 MR DUNCAN：（經傳譯員）你知唔知道喺星加坡政府佢哋都係會負責嗰個巴士車長
5 嘅培訓，部分嘅責任都係政府做番嘅，有冇聽過呢？
- 6 鄭偉波先生：我畀我嘅同事鍾生答。
- 7 鍾澤文先生：主席，我哋係聽過嘅，其實我哋喺兩年前，我嘅同事亦都去過星加坡嗰
8 度就係參觀過呢一個 simulator，同埋了解過喺星加坡嗰個 Land
9 Transport Authority 佢哋喺呢一方面嘅運作、嘅工作係點樣嘅。多謝主
10 席。
- 11 MR DUNCAN：（經傳譯員）即係你同事去過星加坡，係咪呀？
- 12 鍾澤文先生：冇錯。
- 13 MR DUNCAN：（經傳譯員）係公司派佢去嘅？
- 14 鍾澤文先生：係我哋公司派佢去嘅。
- 15 MR DUNCAN：（經傳譯員）佢係咩嘢職級嘅呢？係咪公司裏面嘅高層管理嘅人士
16 呢？
- 17 鍾澤文先生：佢係我哋公司嘅經理級同事嚟。
- 18 MR DUNCAN：（經傳譯員）佢返嚟有冇寫番個報告畀你哋，話畀你哋聽佢睇到啲乜
19 嘢嘢呢？
- 20 鍾澤文先生：佢哋返咗嚟之後係有做過一個 presentation 畀我睇嘅。
- 21 MR DUNCAN：（經傳譯員）係咪書面㗎？
- 22 鍾澤文先生：唔係，係一個 presentation 嚟嘅，佢係當時除咗話去睇呢個
23 simulator，仲係睇咗其他嘅--即係喺星加坡嘅巴士嘅運作嘅嘢。
- 24 MR DUNCAN：（經傳譯員）關於呢個模擬訓練，佢主要係講咗啲咩嘢呢？
- 25 鍾澤文先生：主要，好似頭先主席講，呢一個模擬訓練，呢啲都係政府嘅一啲資助去
26 做嘅，因為嗰個 simulator 都非常之昂貴嘅；同埋喺嗰個模擬訓練裏面係--
27 都係會用--有一啲唔同嘅情況係喺嗰個螢光幕嗰度會播出嚟係去考核個司機嗰
28 個反應咁樣嘅。
- 29 MR DUNCAN：（經傳譯員）呢個係兩年前嘅，你咁講嘅，頭先，係咪呀？
- 30 鍾澤文先生：係，冇錯。

1 MR DUNCAN：（經傳譯員）當時係邊個嘅主意呢？係公司嘅主意吖，定抑或係政府
2 嘅主意就係要睇一睇呢一個模擬訓練呢？

3 鍾澤文先生：我哋唔清楚係星加坡係星加坡政府吖，定係星加坡嘅巴士公司嘅主意。

4 MR DUNCAN：（經傳譯員）係咪你哋自己公司嘅睇法，定抑或係其他機構或者組織
5 嘅主意嚟嘅呢？

6 鍾澤文先生：你係指去星加坡參觀呢一個？

7 MR DUNCAN：（經傳譯員）係呀，係你公司自己諗到呢一個主意吖，定抑或係其他
8 人提出呢一個咁樣嘅建議呀？

9 鍾澤文先生：呢一個 visit 係其實係我哋個黑盒嘅供應商喺星加坡因為有一個 EYTP
10 嘅 conference，佢請我哋去參--去 participate，咁喺嗰個 conference
11 之外，我哋另外再安排去參觀呢一個 simulator 嘅。

12 MR DUNCAN：（經傳譯員）咁係巴士製造商定抑或係你哋係決定--自己決定話都想
13 睇下模擬器呢--模擬？

14 主席：（經傳譯員）我諗佢唔係話巴士供應商，係嗰個黑盒嘅係供應商，係咪 NEC
15 呢？係咪 NEC 邀請你哋去 UTIP，UTIP 其實係咩嘢意思？可唔可以講一講呢個
16 簡稱其實代表乜嘢嘢呢？

17 鍾澤文先生：係一個 UITP，佢係一個國際嘅運輸...

18 主席：（經傳譯員）嗰個簡稱究竟係--即係嗰個英文嘅縮寫係乜嘢嘢呢？係咪
19 International Transport 呢？

20 鍾澤文先生：我...

21 主席：（經傳譯員）係咪國際運輸...

22 鍾澤文先生：好似係，我唔 sure，我可以補番畀你。

23 主席：（經傳譯員）佢自己有個網站嘅，係咪呀？

24 鍾澤文先生：冇錯。

25 主席：（經傳譯員）係關乎公共交通？

26 鍾澤文先生：冇錯。

27 鄭偉波先生：其實我嘅同事而家查緊。

28 主席：（經傳譯員）好，唔該晒，你搵到個答案，就話畀我哋聽喇。

29 鄭偉波先生：係。

1 主席：（經傳譯員）係當時就係你去參觀嘅時候，因為你喺星加坡，所以你就係借個
2 機會去睇過星加坡嗰個模擬訓練系統喇，當時係邊個提出一個咁嘅建議呢？

3 鍾澤文先生：係 NEC 建議我哋去睇一睇嘅。

4 MR DUNCAN：（經傳譯員）你自己有冇親自出席去睇過？

5 鍾澤文先生：我有。

6 MR DUNCAN：（經傳譯員）但係你嗰個之後畀番個報告你嗰個同事自己去睇過，係
7 咪呀？

8 鍾澤文先生：係，冇錯。

9 MR DUNCAN：（經傳譯員）你較早時候係咪咁樣講㗎，政府提供一啲資助㗎，係咪
10 呀？

11 主席：（經傳譯員）我諗佢意思係話星加坡政府係資助係使用呢一類嘅培訓，咁講
12 唔啱呀？

13 鍾澤文先生：我嘅理解係咁樣。

14 主席：（經傳譯員）唔該。因為佢哋就係培訓嗰個車長嘅，係政府係培訓車長，就唔
15 係巴士公司培訓車長嘅，呢個係透過佢哋嘅陸上交通當局去做嘅，係啱唔啱
16 呀？

17 鍾澤文先生：啱。

18 主席：（經傳譯員）未離開呢一個題目之前，我就想問，你個同事去完之後返嚟向你
19 匯報，你剛才所講嘅就係話其中報告裏面嘅一個元素就話都相當貴，除此之
20 外，佢仲有冇匯報其他嘅嘢呀？

21 鍾澤文先生：我同事就匯報咗嗰個 simulator 就唔係咁真實，因為架車嗰個
22 simulator 係唔會識郁嘅，即係冇咗嗰個 3D 嗰個--4D 嘅感覺。

23 主席：（經傳譯員）你知唔知道呢一個模擬機器嘅製造商喺邊一度呀？

24 鍾澤文先生：我哋唔知道。

25 主席：（經傳譯員）鄧律師。

26 MR DUNCAN：（經傳譯員）好喇，之後你公司入面有冇進一步跟進，睇下會唔會考
27 慮用呢類咁樣嘅模擬訓練嚟到去做培訓呢？

28 鄭偉波先生：我哋冇考慮會採用嘅。

29 MR DUNCAN：（經傳譯員）因為你係想真正實際嘅駕駛體驗，係咪呀？你係希望做
30 呢方面，係咪呀？鄭生。

1 鄭偉波先生：正確。

2 MR DUNCAN：（經傳譯員）好喇，而家想講一講目前嗰個嘅培訓同埋將來你打算點
3 樣做，鄭生，你嘅陳述書嗰度有講到就話會有一啲改變嘅，短期內，咁或者想
4 你睇一睇 54 頁，CTB-1 第 54 頁，或者首先睇一睇 A 嗰段，呢一版 A 嗰段。

5 鄭偉波先生：睇咗。

6 MR DUNCAN：（經傳譯員）我留意到你講到話最近有檢討即係一啲安全嘅問題，跟
7 住就係搵出以下嘅範疇係可以加以改善嘅咁，可唔可以同我哋講一講呢一個檢
8 討邊個參與呢個檢討㗎，同埋檢討咗幾耐呢？

9 鄭偉波先生：呢個檢討其實就係我今朝有講過嘅安全委員會㗎嘅，我哋公司成立咗唔
10 係太耐嘅安全委員會，而呢個安全委員會嘅成員就都已經寫咗喺我哋個陳述書
11 嗰處㗎喇，就其實就係我、我隔離嘅鍾生、吳生、李生、蘇生，就同埋今日有
12 一位嚟唔到嘅同事馮生，就係我哋六位係常設嘅會員。

13 MR DUNCAN：（經傳譯員）好喇，你點樣進行呢個檢討呀？

14 鄭偉波先生：我哋就而家已經搵到出嚟，就係喺呢度個 submission 寫咗出嚟，就
15 係 A、B、C、D、E、F、G--E、F 咁樣，就係呢一啲嘅嘢，初步我哋搵到呢啲
16 嘅位置，就覺得需要改善嘅，咁而個具體嘅改善係點樣做法同埋嗰個時間性，
17 咁我哋就會係分派咗畀我哋嘅唔同部門嘅同事而家去檢討緊嘅，有啲如果可以
18 即刻做得到嘅，舉個例，就係我哋嗰啲兼職車長，就要佢申報佢嗰個正職嘅工
19 作時間，呢啲比較可以快做到嘅，我哋就決定咗係 6 月 1 號就要實行。而有啲
20 就要牽涉到就係唔係--有啲我哋唔係咁容易可以控制到嘅嘢嘅，舉個例，就係
21 我哋嗰個培訓，課堂嘅培訓，提供畀兼職車長嘅課堂培訓，頭先鍾生都講解
22 過，我哋就要時間，要就番啲兼職車長佢自己嘅時間，就安排啲課堂畀佢哋
23 返嚟上嘅，我哋就係每一個呢啲範疇，我哋都要睇嗰個實際嗰個時間性係點樣
24 樣嘅。

25 MR DUNCAN：（經傳譯員）所以檢討就係有書面嘅，係咪呀？即係有大家溝通、有
26 便箋呀咁樣，還是坐低大家開會，就咁算，個程序係點㗎？

27 鄭偉波先生：我哋剛剛開咗第一次嘅會議，就我哋係有會議紀錄嘅，咁開完個會之
28 後，每一個事項就要有唔同嘅總監或者高級經理係要負責跟進，有可能係一位
29 總監，亦都有可能係跨部門係多過一位總監，佢哋就係要去睇一睇，就真係去
30 實行呢啲嘢嘅時候，個細節--個執行細節到底要係點樣樣，好喇，知道咗，咁
31 樣喺下個會議就會返番去嗰個安全委員會，就報番返去，就大家成個委員會就
32 去要商討一下，再檢討一下，就有個真真正正嘅實行時間，呢個我哋就係我哋
33 打算咁做嘅。除咗話去檢討之外，我哋亦都喺個委員會有傾過，就話檢討咗、
34 實行咗，將來我哋嗰個跟進嘅工作亦都係好重要嘅，到底到時點樣嚟到跟進
35 呢？我哋會繼續喺嗰個委員會裏面嚟到做決定嘅。多謝。

36 MR DUNCAN：（經傳譯員）會唔會有第二次嘅會議？有冇建議第二次嘅會議呀？

1 鄭偉波先生：我哋個委員會就暫定就每兩個月就開一次會，而董事總經理如果覺得
2 係有需要嘅時候，就可以加開會議嘅。就而家其實我都一路問緊我身邊啲同
3 事，即係當然係公司問，就係佢哋嘅進展係點樣樣同埋有冇遇到困難，咁如果
4 我--去到我認為值得要加開會議嘅時候，我就會召開呢個會議㗎喇。多謝。

5 MR DUNCAN：（經傳譯員）會唔會係第一次開會個會議紀錄畀唔畀到我哋委員會參
6 考呢？

7 鄭偉波先生：可以，我哋畀你。

8 MR DUNCAN：（經傳譯員）唔該晒。好喇，第 8 段，呢一版嘅第 8 段就提到就提升
9 個個新路線嘅培訓嘅，即係對車長嚟講，係 54 頁，應該 54 頁。

10 鄭偉波先生：睇到。

11 MR DUNCAN：（經傳譯員）全職、兼職都係有㗎喇，你喺呢方面有冇一啲細節，咁
12 呢個訓練點樣係提升？

13 鄭偉波先生：細節鍾生係會提供嘅。

14 鍾澤文先生：咁而家新路線嘅安排就係個司機就係去搭一次個架車嘅路線，將來我哋
15 會係除咗佢搭完呢一程車之外，我哋會再畀呢架車佢揸一次，呢架車當然唔係
16 載客嘅，等佢可以熟習晒成條路嘅行法咁樣。

17 MR DUNCAN：（經傳譯員）喺個個培訓嘅時數方面，即係啲新請番嚟嘅兼職車長個
18 方面，個計劃又係點樣呀？

19 鍾澤文先生：新車長個個--即係兼職車長個度，我哋個個駕駛嘅時數會係由而家嘅八
20 個鐘增加到去十六個鐘，另外我哋亦都會係增加一個四個鐘嘅課堂訓練，呢個
21 課堂嘅訓練係會包括咗顧客嘅服務、情緒嘅管理、一啲交通嘅安全嘅知識同埋
22 一啲相關嘅法例，例如話酒駕、毒駕、藥駕或者係啲《殘疾歧視條例》等等
23 呢一啲條例嘅。

24 MR DUNCAN：（經傳譯員）好喇，有冇其他嘅建議？即係呢度喺底個度，第 54 頁，
25 底個度，B，I 同埋 II 個度。

26 鄭偉波先生：對唔住，我唔明個問題，可唔可以重複？

27 MR DUNCAN：（經傳譯員）可唔可以確定一下呢啲咁樣嘅提升嘅培訓，你正話所
28 講，咁係咪包括埋我哋而家睇到喺第 B I 同埋 II 個度當中所講嘅細節呢？即係
29 54 頁同埋第 55 頁個度，係咪包埋呢啲㗎？

30 鄭偉波先生：係包埋呢啲。

31 MR DUNCAN：（經傳譯員）好喇，第 55 頁，個個重溫培訓就畀啲車長嘅--在職
32 車長嘅，呢個係咪全職同埋兼職都有份㗎？

1 鄭偉波先生：之前一頁嘅 B，我哋係講緊我哋係會增強兼職車長嘅培訓，而呢個兼職
2 車長嘅培訓就係分開兩部分，就係羅馬數目字 I 同埋羅馬數目字 II，其實我哋
3 一路而家講緊係兼職車長嘅，因為全職車長一向已經有兩方面嘅訓練。

4 MR DUNCAN：（經傳譯員）唔該晒，我明喇。主席剛才問你一個問題，就係問到即
5 係嗰一個矯正培訓嘅一方面，佢哋係得三年一次咁樣，呢個啱唔啱呀？係咪咁
6 講呀？即係嗰個重溫培訓嘅度，三年一次，係咪呀？

7 鄭偉波先生：至少喺三年裏面要有一次。

8 MR DUNCAN：（經傳譯員）咁我相信呢個期間，即係呢個咁嘅訓練期間，兼職嘅車
9 長都係一樣，係咪咁樣？

10 鄭偉波先生：將會係，現在兼職車長係冇，將會係，將來。

11 MR DUNCAN：（經傳譯員）係主席就問點解三年，點解揀三年呀？有冇一啲建議就
12 話係可以檢討一下佢哋接受呢啲重溫培訓嘅個嘅期間，等佢哋就係得到一啲知
13 識，就係需要採取一啲嘅步驟咁樣，等佢哋可以係--等啲乘客可以減低嗰個安
14 全嘅顧慮呢？

15 鄭偉波先生：其實嗰個重溫訓練，我自己覺得就係同嗰個駕駛安全就唔係有百分之一
16 百嘅關係嘅，係有部分有關係，反而我哋日常係點樣監察我哋嘅車長嘅駕駛行
17 為，呢個係更重要嘅。而嗰個三年一次嘅課堂重溫訓練，我哋暫時都有聽到車
18 長反映返嚟話隔得太長，不過呢個我哋可以同工會開會嘅時候探討下、聽下佢
19 哋嘅意見，睇下佢哋覺得係有冇需要係加密啲呢個培訓，我哋要聽一聽，因為
20 佢哋係受眾嚟嘅，我哋一定要聽一聽佢哋嘅睇法。

21 MR DUNCAN：（經傳譯員）我點解問呢個問題呢？就係由於似乎我哋遇到一個咁嘅
22 情況，就係話嗰啲糾正嘅培訓似乎唔係好似你預想中咁有效用嘅，會唔會促使
23 你就係去考慮一下或者有一啲係又重溫、又矯正咁樣嘅形式嘅培訓會唔會有
24 用呢？你會唔會係考慮係加密啲嗰個重溫嘅培訓呢？

25 鄭偉波先生：今日聽咗你嘅意見之後，我哋返去會嚟我哋嘅安全委員會嚟到探討嘅。

26 MR DUNCAN：（經傳譯員）我哋今日未結束之前，我亦都提過一下你哋成立咗呢個
27 安全委員會，你哋開過一次嘅會議，你亦都將一啲工作下放咗畀其他人士，我
28 想問下，有冇同車長以及係所有嘅工會係溝通過呢，即係關於你哋安全委員會
29 所提出嘅建議，有冇同車長、同工會提過呀？

30 鄭偉波先生：係冇佢哋提過或者未有同佢哋提過嘅，因為而家只係剛剛開咗第一次會
31 議，同埋將來我哋打算就係嚟個安全委員會有任何檢討、任何改動，有定案嘅
32 時候先至會同工會講嘅，因為如果嗰個事情未成熟之前就走去同佢哋講，咁可
33 能會製造到嗰個訊息混亂嘅。唔該。

34 MR DUNCAN：（經傳譯員）你話定案，即係話你作咗決定，你就通知啲工會，定抑

1 或你作一個初步嘅決定，然後就同工會去討論呢，然後先至作最後嘅定案
2 呢？

3 鄭偉波先生：呢一個就要睇嗰個事情是否有爭議性嘅，如果嗰件事情係沒有爭議性
4 嘅，譬如我話要加長佢哋嗰個駕駛訓練嘅時數，呢個我相信一定有爭議性，如
5 果咁樣嘅話，我唔覺得就需要話事先要同工會講嘅，但係如果有啲事情有可能
6 係有爭議性嘅，我哋就要視乎嗰個情況，就有需要就同嗰個工會喺比較早嘅階
7 段，就要溝通嘅。

8 MR DUNCAN：（經傳譯員）主席先生，我諗係差唔多時候喇，係咪呀？

9 主席：（經傳譯員）係，大律師，鄭先生同埋你嘅同事，我哋而家嚟到四點半，我哋
10 今日就係暫時到此為止，係想邀請你哋明天再繼續出席，我哋會明天 10 點鐘再
11 恢復嘅，感謝你哋今日出席。

12 鄭偉波先生：再見。

13

14 2018年5月29日

15 下午4時33分聆訊押後

16

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1 Wednesday, 30 May 2018

2 (10.00 am)

3 EVIDENCE FROM NEW WORLD FIRST BUS SERVICES LTD AND
4 CITYBUS LTD: MR SAMUEL CHENG, MR WILLIAM CHUNG, MR PAUL LI,
5 MR GARETH NG, MR KENNETH LIT, MR KENNY SO (given in
6 Cantonese; transcription of the simultaneous interpretation)

7 CHAIRMAN: Good morning.

8 Mr Duncan.

9 Examination by MR DUNCAN (continued)

10 MR DUNCAN: Thank you, Mr Chairman.

11 Mr Cheng, good morning.

12 MR SAMUEL CHENG: Good morning.

13 MR DUNCAN: Good morning, gentlemen.

14 I would like to start this morning by asking some
15 questions relating to the devices that are available to
16 the company with regard to bus safety.

17 The first matter that I would like to address is the
18 question of what's commonly referred to as the black
19 box.

20 In that respect, could I ask you to turn up, please,
21 CTB-1 at page 55.

22 MR SAMUEL CHENG: Yes, I see that.

23 MR DUNCAN: Could I bring to your attention item 1 on that
24 page, "Introduction of black boxes to our buses". Do
25 you see that entry?

26

1 MR SAMUEL CHENG: Yes.

2 MR DUNCAN: Do those paragraphs contain a brief history as
3 to the installation of black boxes in the buses?

4 MR SAMUEL CHENG: Correct.

5 MR DUNCAN: It seemed to have commenced in October 2003,
6 with a requirement from the Transport Department for the
7 devices to be installed.

8 MR SAMUEL CHENG: Correct.

9 MR DUNCAN: Then that would apply to buses first registered
10 after July 2004.

11 MR SAMUEL CHENG: Correct.

12 CHAIRMAN: Perhaps we could have the letter from the
13 Transport Department, which I think is October 2013,
14 which details this, so that this can be followed by
15 others. I think it's annex 1, is it not?

16 MR DUNCAN: It would be, I think, at TD-2, page 205.

17 MR SAMUEL CHENG: Yes, I see it.

18 MR DUNCAN: So the buses registered after 2007 came with
19 black boxes; is that a correct understanding?

20 MR SAMUEL CHENG: For the first batch of buses first
21 registered after the effective date, that was in 2007,
22 in other words between 2004 and 2007, we didn't have any
23 batch of new buses. In 2007, we had the first batch of
24 buses equipped with black boxes when they were first
25 registered.

26

1 MR DUNCAN: Right. So did the bus companies themselves then
2 provide the black boxes as part of the delivery of the
3 bus?

4 MR SAMUEL CHENG: Correct.

5 MR DUNCAN: Thank you.

6 If I go back to CTB-1/55, it was stated that in
7 2010, your companies took the initiative to upgrade the
8 black boxes to an integrated system, with automatic bus
9 stop announcement capability.

10 Is that the position?

11 MR SAMUEL CHENG: Yes.

12 MR DUNCAN: Thank you.

13 CHAIRMAN: Mr Duncan, before you pursue that line, perhaps
14 we could establish what was the base requirement. It's
15 the second page of the document we just looked at, the
16 2003 letter, and it's on the next page that the
17 requirements are stipulated.

18 MR DUNCAN: So can we take you back to that page, please,
19 TD-2 at 206.

20 In paragraph 2, do you see the requirements of the
21 Transport Department as they were when the requirement
22 was issued --

23 MR SAMUEL CHENG: Yes, I see that.

24 MR DUNCAN: -- in 2003, headed under (a) and (b) -- first of
25 all, the operation times, the start time, rolling time,

26

1 idle time and finish time; and secondly, the speed of
2 the vehicle.

3 Now, if you go back to --

4 CHAIRMAN: Forgive me again, Mr Duncan -- item 1 stipulates
5 the purpose of this requirement, does it not, in these
6 terms?

7 "The purpose of the Electronic Data Recording Device
8 is to provide tools for the bus company to monitor and
9 manage the on-road speed- and safety-related behaviour
10 of its buses, and indirectly to encourage better driving
11 behaviour."

12 Do you see that, Mr Cheng?

13 MR SAMUEL CHENG: Yes, I see it.

14 CHAIRMAN: What did you understand was the role, if any,
15 that was to be played by the Transport Department in
16 response to this requirement?

17 MR SAMUEL CHENG: Yes, the TD had a role. The TD took the
18 initiative to promote the idea of installation of black
19 boxes by the bus company.

20 CHAIRMAN: And thereafter?

21 MR SAMUEL CHENG: Thereafter, the bus company has to meet
22 this requirement under the guideline. The technology at
23 that time was such that those items were available, but
24 then, a few years later, there was new technology. When
25 our company became aware of that, we upgraded the system

26

1 of our black boxes.

2 CHAIRMAN: And how did you become aware of the development
3 of new technology?

4 MR SAMUEL CHENG: May I defer to Mr Chung, my colleague?

5 CHAIRMAN: Yes, Mr Chung.

6 MR WILLIAM CHUNG: Mr Chairman, at the time we had a study.
7 We were studying the idea of a bus stop announcement
8 facility. We didn't want the bus captains to have
9 an increase in their workload. Therefore, we studied
10 the idea of making use of GPS so that there would be
11 automatic bus stop announcements.

12 When we were studying the matter, we came to
13 understand that the two systems could be integrated so
14 that, in addition to meeting the requirements of the TD
15 in relation to provision of data, we could also have the
16 positions, the locations of the buses.

17 Thank you.

18 CHAIRMAN: Yes, Mr Duncan.

19 MR DUNCAN: Thank you, Mr Chairman.

20 So do I understand that it was the company which
21 took the initiative to increase the available
22 technology?

23 MR SAMUEL CHENG: Correct.

24 MR DUNCAN: So do I understand correctly that between 2003
25 and 2010, when according to the letter the company took
26

1 that initiative, the Transport Department itself did not
2 require any further advances in the technology in the
3 black box, beyond what it set out back in 2003?

4 MR SAMUEL CHENG: Mr Chung will answer this question.

5 MR WILLIAM CHUNG: No, there wasn't.

6 MR DUNCAN: If I go again to your submission at page 55, at
7 the bottom of the page you have set out the
8 second-by-second data which is available from the black
9 box.

10 Is that the data which is available today from the
11 black box?

12 MR SAMUEL CHENG: For such a question relating to the
13 technology, my colleague Mr Lit will take it.

14 MR KENNETH LIT: Correct.

15 MR DUNCAN: Have there been improvements to the system
16 between the time that the automatic bus stop
17 announcement capability was integrated with the system?

18 MR KENNETH LIT: Yes.

19 MR DUNCAN: What are those improvements?

20 MR KENNETH LIT: Last year, in 2017, we started to install
21 a new system. We call it RTS2, real-time system 2. We
22 have added new functions, including the following. As
23 Mr Cheng mentioned yesterday, in the third quarter, when
24 the entire fleet has been fitted with this system, then
25 we will be able to provide a display; that is, we will

26

1 alert the bus captain when the bus is speeding.

2 MR DUNCAN: That's the real-time system which is yet to be
3 implemented across the whole fleet; is that right?

4 MR KENNETH LIT: Correct. We haven't completed the fitting
5 of the entire fleet.

6 MR DUNCAN: Right. Apart from the real-time system, were
7 there any other improvements to what was available from
8 the black box between the time of the integration of the
9 system, of the bus stop announcement, up until the
10 present time?

11 MR KENNETH LIT: No. For that period of time, no, no
12 improvement.

13 MR DUNCAN: Now, when was it that the company decided that
14 the real-time system would be implemented?

15 MR KENNETH LIT: Round about 2015, when the franchise of the
16 Citybus was granted by the TD, among the clauses there
17 was this requirement on us. That is, we have to provide
18 a real-time -- to provide estimated time of arrival.

19 As a result of this requirement of the ETA system,
20 it means that we require a real-time function.

21 Therefore, round about that time, we started to prepare
22 for the fitting of the entire fleet with this real-time
23 bus stop announcement or the ETA.

24 MR DUNCAN: I would like you to look, please, at
25 a document --

26

1 CHAIRMAN: Before you move on -- you said earlier that this
2 RTS2 system would be fully installed in the third
3 quarter. Is that the third quarter of 2018?

4 MR KENNETH LIT: That's correct, sir.

5 CHAIRMAN: Thank you.

6 Yes, Mr Duncan.

7 MR DUNCAN: Thank you, Mr Chairman.

8 Could you look, please, at a document which you will
9 find at BM1 at page 35.

10 Are you looking at a document which is headed "News
11 release"?

12 MR SAMUEL CHENG: Yes, we're reading it.

13 CHAIRMAN: Take your time to familiarise yourself with it
14 first.

15 MR SAMUEL CHENG: We are done, sir.

16 MR DUNCAN: Thank you. Now, is it headed, "NEC won the
17 contract of the integrated automatic bus stop
18 announcement and data logger system by New World First
19 Bus Services Ltd and Citybus Ltd"? Is that the heading?

20 MR SAMUEL CHENG: Yes, sir.

21 MR DUNCAN: Is it dated 13 January 2012?

22 MR SAMUEL CHENG: Yes, sir.

23 MR DUNCAN: Does the first paragraph announce, on the part
24 of NEC, that it has won a contract in respect of 702
25 buses of New World First Bus Services Ltd and 172 buses
26

1 of Citybus Ltd?

2 MR SAMUEL CHENG: Yes, I see.

3 MR DUNCAN: And does it refer to the deployment of the
4 integrated automatic bus stop announcement, ABSA, and
5 the data logger, DL, system?

6 MR SAMUEL CHENG: Yes. This is about the specific details.
7 I defer to Mr Chung, please.

8 MR WILLIAM CHUNG: That is correct, sir.

9 MR DUNCAN: Thank you. Then if I take you down to the third
10 paragraph, does it refer to the fact that, "The BSA and
11 DL system combines the Global Positioning System
12 ('GPS'), bus odometer signal and proprietary
13 snap-on-route technology to overcome the 'ghost' GPS
14 signal caused by the unique environment of narrow
15 streets and skyscrapers in Hong Kong"?

16 MR WILLIAM CHUNG: That's correct, sir.

17 MR DUNCAN: Then the last paragraph on that page, does it
18 refer to the fact that, "The control unit also logs the
19 position and speed of the bus throughout the day"?

20 MR WILLIAM CHUNG: That's correct, sir.

21 MR DUNCAN: And that the data will be uploaded to the server
22 via WiFi when the bus is returned to the bus depot?

23 MR WILLIAM CHUNG: That's correct, sir.

24 MR DUNCAN: I want to understand exactly what this contract
25 achieved for the company. If you go back to your
26

1 submission at page 55, CTB-1/55.

2 CHAIRMAN: Before you embark on that, Mr Duncan, might I ask
3 this question.

4 Paragraph 1 has two parts to it. One is the
5 contract which has apparently been recently won; and
6 secondly, it states this:

7 "... after its successful implementation of the same
8 system across 760 buses of Citybus, the only large-scale
9 deployment of GPS and ABSA system in Hong Kong."

10 Of that statement, can I ask this: first of all, is
11 that accurate; and secondly, when was this system
12 implemented?

13 MR WILLIAM CHUNG: Mr Chairman, this system was first
14 implemented in the Citybus franchise 1. We started with
15 franchise 1 and then we extended it to Citybus franchise
16 2 and also First Bus.

17 CHAIRMAN: The question was when was it installed, in terms
18 of time?

19 MR WILLIAM CHUNG: Citybus franchise 1, it was June 2011.
20 Citybus franchise 2 and also New World First Bus, the
21 installation was towards the end of 2012; they were
22 completed then.

23 CHAIRMAN: Thank you.

24 Thank you, Mr Duncan.

25 MR DUNCAN: Thank you, Mr Chairman.

26

1 If you go to page 55, there is reference there at
2 the bottom to the fact that:

3 "In 2010, our companies took the initiative to
4 upgrade the black boxes to an integrated system with
5 automatic bus stop announcement capability."

6 Is this via the NEC project?

7 MR WILLIAM CHUNG: Yes, correct. That was done by NEC, sir.

8 MR DUNCAN: So was it 2010 or 2011?

9 MR WILLIAM CHUNG: In 2011, we started discussion with NEC
10 and developed this system. In June 2011, the
11 installation took place in the Citybus fleet
12 franchise 1.

13 MR DUNCAN: Right. So when you refer at the bottom of that
14 page to something happening in 2010, is that the same as
15 the NEC system you have just been referring to, or is it
16 a separate integration?

17 MR WILLIAM CHUNG: Your question again, please, sir.

18 MR DUNCAN: I am trying to ascertain what happened in 2010,
19 as we can see from the bottom of page 55. It is stated
20 there:

21 "In 2010, our companies took the initiative to
22 upgrade the black boxes to an integrated system with
23 automatic bus stop announcement capability."

24 It would appear that that's what NEC did, according
25 to your testimony a few moments ago, in 2011. Is that
26

1 correct?

2 MR WILLIAM CHUNG: That's correct, sir.

3 MR DUNCAN: So for "2010" here, should we be reading "2011"?

4 MR SAMUEL CHENG: Mr Chairman, if we have to develop a new
5 system, it would take time, and in 2010 we took the
6 initiative to get in touch with NEC to design the new
7 system. With the new system, we have to install them in
8 700 or so buses, and that again would take time. We can
9 manage a couple of them per day, because the buses are
10 deployed on the road every day.

11 So, from the installation to the end of the
12 installation, it took about a year's time. So, in our
13 submission -- perhaps please turn to the next page.

14 Here we say:

15 "The whole fleet of CTB (F1) was equipped with this
16 integrated system in June 2011. The whole fleet of
17 CTB (F2) and NWFB were equipped with the same integrated
18 system at the end of 2012."

19 That's the same system that I'm talking about,
20 because CTB (F1), during the franchise renewal, the
21 government imposed a requirement that we have to provide
22 the bus announcement system, so we had to complete the
23 CTB (F1) fleet first.

24 MR DUNCAN: Thank you for clarifying that. So the
25 initiative was taken in 2010 but the installation

26

1 commenced in 2011, with the help of NEC; is that
2 correct?

3 MR SAMUEL CHENG: That's correct.

4 MR DUNCAN: Thank you.

5 CHAIRMAN: Before you move on, Mr Duncan -- you say that in
6 the course of the renewal of the CTB (F1) franchise, the
7 government imposed a requirement that you provide a bus
8 announcement system. Have we been provided with
9 documentation that evidences that requirement?

10 MR SAMUEL CHENG: In the franchise document, it doesn't
11 specifically refer to this bus announcement system. But
12 when the franchise was renewed, other than the franchise
13 document, through exchanges of letters, there was
14 an undertaking that something else would be done.

15 In our company, we do have that document with us.

16 Thank you.

17 CHAIRMAN: Would you be in a position to provide us with
18 copies of those documents -- perhaps there were a series
19 of documents -- so we can follow this point?

20 MR SAMUEL CHENG: No problem, sir.

21 CHAIRMAN: Thank you.

22 MR DUNCAN: I think there was reference earlier on to
23 another document, a franchise, which first raised
24 a question of real-time capability. Was that mentioned
25 earlier, Mr Cheng?

26

1 MR SAMUEL CHENG: Yes, that was.

2 MR DUNCAN: Is that a separate requirement from the one that
3 you just mentioned?

4 MR SAMUEL CHENG: I defer to Mr Chung, please.

5 MR WILLIAM CHUNG: Yes, that's a separate requirement.

6 MR DUNCAN: Was that expressed in a franchise document?

7 MR WILLIAM CHUNG: Like Mr Cheng said a moment ago, that was
8 a separate issue. That wasn't inside the franchise
9 document.

10 MR DUNCAN: So was there documentation backwards and
11 forwards which would evidence that?

12 MR WILLIAM CHUNG: Yes, we do have the information. We can
13 make available the information afterwards.

14 MR DUNCAN: Thank you very much.

15 CHAIRMAN: Thank you, if you would do so.

16 Can you give us the time frame of when there was
17 this -- in the course of which franchise renewal was
18 this, and what was the time?

19 MR SAMUEL CHENG: We had exchanges of correspondence with
20 the Transport Department. That was a couple of days
21 before, in fact, the franchise was awarded, we had to
22 make these pledges.

23 Thank you.

24 CHAIRMAN: Which year was that? Was this franchise 2 or
25 franchise 1?

26

1 MR SAMUEL CHENG: 2015.

2 CHAIRMAN: Thank you.

3 MR SAMUEL CHENG: The franchise started to take effect in
4 2016.

5 CHAIRMAN: Was that franchise 2?

6 MR SAMUEL CHENG: Franchise 1.

7 CHAIRMAN: Thank you.

8 Yes, Mr Duncan.

9 MR DUNCAN: Thank you, Chairman.

10 I want to move on now and explore what data the
11 black box actually provides and what use is made of that
12 data.

13 In that respect, can I ask you, please, to look at
14 your first submission. So it will be CTB-1 at page 33.

15 MR SAMUEL CHENG: Yes, I see it.

16 MR DUNCAN: At the moment I'm concerned with the system as
17 it is at the moment. I'll ask you about the real-time
18 capability later, but I'm just concerned with the system
19 prior to the real-time capability.

20 At the bottom of that page, 8(a)(i), there is
21 reference to this:

22 "Data captured by black boxes installed on buses is
23 uploaded to our server every night for generation of
24 reports to monitor the driving behaviour of bus
25 captains."
26

1 Do you see that reference?

2 MR SAMUEL CHENG: Yes, sir.

3 MR DUNCAN: So, no doubt, if a driver is driving at
4 an excessive speed, let's say 80 kilometres per hour,
5 that is something which will show up on the server; is
6 that correct.

7 MR SAMUEL CHENG: No. Before we get the real-time
8 function -- let me explain how it works. Every night,
9 the bus will return to the depot, and then, only at that
10 time, will the data be transmitted to our computer
11 system of the company. So it won't be a question of
12 letting us know in real-time. In future, there will be
13 a real-time function, and then, once every 15 seconds,
14 such data will be transmitted to our company system. So
15 the two are different.

16 MR DUNCAN: Yes. Just keeping with the non-real-time
17 system, the current system, once the data is uploaded on
18 the server at night, it will show if the bus driver has
19 exceeded the speed limit of 70 kilometres per hour; is
20 that correct?

21 MR SAMUEL CHENG: Perhaps let me elaborate. When the bus is
22 in service during daytime, if there has been
23 an exceedance of the speed limit, the black box on board
24 will record this incident of speeding. At night, this
25 piece of information will be uploaded or transmitted to
26

1 our computer system, which will then collate the data.
2 On the following day -- sorry, well, in fact, in about
3 five days' time, a report will be generated in relation
4 to exceedance of speed incidents.

5 So what happens to those five days? Our system has
6 to match the speed exceedance incident with our Octopus
7 card system, so as to identify the name of the relevant
8 driver. So it takes a few days' time to do that. So we
9 have a report on the speed exceedance and then our
10 colleagues will follow up on that.

11 Thank you.

12 MR DUNCAN: So what about other faults that the driver may
13 have caused or may have -- his conduct may have been at
14 fault? For example, if he had braked excessively or if
15 he had accelerated too fast, would that sort of
16 information appear on the server in the same way as
17 excessive speed appears on the server?

18 MR SAMUEL CHENG: Yes, we do get such information, but we do
19 not generate such reports.

20 MR DUNCAN: So the only reports that are currently generated
21 are speed reports; is that correct?

22 MR SAMUEL CHENG: Correct.

23 MR DUNCAN: And when that report is available, what happens
24 to it? Does it just sit there, or is there somebody who
25 is required to examine each and every report?

26

1 MR SAMUEL CHENG: When the report is available, our system
2 will automatically generate an email to our operations
3 division. In fact, there are three operation divisions:
4 CTB1, CTB2, and New World operations. So, for each of
5 them, when such an email is received, then it will be
6 known that within the relevant division, which drivers
7 are involved in such cases of exceeding the speed limit.

8 Thereafter, we will follow the guideline, the
9 internal guideline, on disciplinary action, and
10 appropriate disciplinary action will be taken. For
11 a first offender and not too serious, then a reminder
12 will be issued. In the case of a serious incident or in
13 the case of a repeat offender, then a warning will be
14 issued.

15 Thank you.

16 MR DUNCAN: So do I understand correctly that the current
17 monitoring system, monitoring of the drivers' conduct,
18 is limited to speed only?

19 MR SAMUEL CHENG: Well, there are two aspects. Every day,
20 we have the routine monitoring, and that's about the
21 speed. On the other hand, if there is a passenger
22 complaint or when there is a traffic accident, then we
23 will have colleagues who will look up the relevant data
24 and then will carry out an investigation. The findings
25 of the investigation, if say the case is established,

26

1 then the relevant bus captain will be disciplined.

2 MR DUNCAN: Right. As far as the black box is concerned, it
3 monitors only speed, no other conduct of the driver?

4 MR SAMUEL CHENG: The black box isn't just about monitoring
5 the speed.

6 MR DUNCAN: I'm sorry, let me rephrase that. I understand
7 what you were about to say.

8 As far as the report is concerned, the report which
9 comes up on the server from the black box is concerned
10 only with speed; it does not reflect any other driving
11 fault of the driver. Is that correct?

12 MR SAMUEL CHENG: Our server will issue routine reports, and
13 that would just be about exceeding the speed limit.
14 However, for the data, for the information that we have
15 recorded, that goes beyond vehicle speeds. Well, in
16 fact we cover the following information as well, like
17 the G force generated when the vehicle is in motion.
18 That will be recorded as well. And of course other
19 behaviour of the bus captain, say for example whether he
20 has opened the bus doors, that would also be recorded as
21 well.

22 Thank you.

23 MR DUNCAN: But do I understand correctly, those sorts of
24 matters are not the subject of any report currently?

25 MR SAMUEL CHENG: There won't be an automatic report, but
26

1 then if we find the need to carry out an investigation,
2 then such information can be retrieved from the system,
3 to facilitate our investigation.

4 CHAIRMAN: I think we understand your evidence, Mr Cheng.

5 A report is generated in respect of speed only, but
6 other data is available if you wish to investigate. Is
7 that the position?

8 MR SAMUEL CHENG: Correct.

9 MR DUNCAN: Thank you, Mr Chairman.

10 Now, sticking with the matter of speed, could I ask
11 you please to refer again to your submission, and this
12 time page 26 of CTB-1.

13 MR SAMUEL CHENG: Yes, I see it.

14 MR DUNCAN: Thank you.

15 May I bring your attention to the page just under
16 the heading "Bus ignition" -- so you will see item (ii),
17 "Bus ignition (on/off)", and then a portion which
18 commences:

19 "The black boxes are used to monitor the speed of
20 each bus and over speed exception report[s] are
21 generated automatically."

22 Do you see that?

23 MR SAMUEL CHENG: Yes, I see it.

24 MR DUNCAN: I think, if you read through that, it covers
25 some of the matters that I have just been asking you

26

1 about.

2 MR SAMUEL CHENG: Yes, I see it.

3 MR DUNCAN: So if there is the speed of over 70 kilometres
4 per hour, that would be caught in the black box or be
5 recorded in the black box, and will automatically become
6 part of the report; is that correct?

7 MR SAMUEL CHENG: Correct.

8 CHAIRMAN: Is it not 75 kilometres per hour generates
9 a report?

10 MR SAMUEL CHENG: We are monitoring the speed limit of 70,
11 but then the black box is set in such a way that there
12 has to be 70 kilometres per hour for 10 consecutive
13 seconds before an event would be generated.

14 CHAIRMAN: So there are two qualifications, one is
15 75 kilometres and the other is 10 consecutive seconds?

16 MR SAMUEL CHENG: Correct.

17 MR DUNCAN: That would occur whatever route and whatever
18 road the bus is on; is that right?

19 MR SAMUEL CHENG: That's correct, sir.

20 MR DUNCAN: Dealing with the situation where the speed limit
21 is 50 kilometres per hour, the reference you will see
22 there is:

23 "Speed of over 55 [kilometres per hour] for 10
24 consecutive seconds on road section[s] with speed
25 limit[s] of 50 [kilometres per hour]".

26

1 Do you see that?

2 MR SAMUEL CHENG: Yes, sir.

3 MR DUNCAN: Now I wish to ask you about these road sections
4 that exist. Do I understand, these are just random
5 sections of road which the company has chosen from time
6 to time?

7 MR SAMUEL CHENG: That's incorrect. In our company, we have
8 selected 25 road sections with a speed limit of 50kph.
9 For these 25 road sections, they include the continuous
10 downhill slope road sections, and also these road
11 sections involve sharp bends. For these road sections,
12 there were major traffic accidents that occurred before;
13 it wasn't random per se.

14 MR DUNCAN: I think if I could bring your attention, please,
15 to page 56. This is your second submission. So CTB-1,
16 page 56.

17 MR SAMUEL CHENG: Yes, sir.

18 MR DUNCAN: There has been a question asked and you have
19 responded in that submission in 2(a) with "Criteria for
20 identifying road sections for speed detection". Do you
21 see that?

22 MR SAMUEL CHENG: Yes, sir.

23 MR DUNCAN: It is said in the response:

24 "Among these 25 road sections, 11 road sections were
25 identified for monitoring in June 2013, 3 additional
26

1 road sections ... in September 2014, and 11 road
2 sections ... identified for monitoring in March 2018."

3 How long are these road sections?

4 MR SAMUEL CHENG: I defer to Mr Chung, please.

5 MR WILLIAM CHUNG: Generally speaking, they are more than
6 100 metres.

7 MR DUNCAN: Why have you increased these from time to time?
8 There was 11 initially, then three additional, three
9 added, and then 11 added. Why are you adding to them
10 from time to time?

11 MR WILLIAM CHUNG: When we first introduced this method to
12 monitor the road sections, we discussed with the unions'
13 representatives. We discussed with them the road
14 sections. We need them to know what sections we are
15 dealing with so that they will observe the speed on
16 these sections. As we increased the number, we also
17 kept them posted of the development.

18 MR DUNCAN: Would it be fair to say that the total of these
19 25 road sections would be a very, very small proportion
20 of the area covered on all the routes on which the buses
21 of the company ply their trade?

22 MR WILLIAM CHUNG: Yes, you may put it this way, but we feel
23 that these are rather dangerous sections; if they go
24 beyond 50kph, it would pose some danger.

25 MR DUNCAN: What is actually involved in identifying these
26

1 road sections?

2 MR WILLIAM CHUNG: As Mr Cheng said a few moments ago, we
3 basically look at the three criteria, continuous
4 downward slope, sharp bends, and also there were
5 frequent traffic accidents that occurred in the past or
6 some serious ones. So we identified these road sections
7 on the basis of these criteria.

8 MR DUNCAN: Yes, I understand that you identify them, but
9 how do they then get into the system? What is involved
10 technically?

11 MR WILLIAM CHUNG: Technically, we have the electronic map
12 in the system. We just set these into the system and we
13 set all these 55kph for 10 continuous seconds -- we set
14 all these criteria and set it into the system.

15 MR DUNCAN: Is there any reason why all the routes couldn't
16 be fed into the system, so that you could monitor not
17 only speed in excess of 70 kilometres per hour but also
18 speeds in excess of 50 kilometres per hour wherever it
19 occurs?

20 MR WILLIAM CHUNG: In theory, yes, but it would involve
21 a lot of efforts, because then we would have to separate
22 all the different routes and everything would be
23 separated out. In the electronic map, we have to split
24 the 50kph and 70kph. That would take a lot of efforts.

25 MR SAMUEL CHENG: Mr Chairman, if I may supplement. I agree

26

1 with that. At the present moment, these 25 road
2 sections cannot cover all the routes that we serve, all
3 the routes that the buses are deployed to. Right now,
4 we have 25 identified that we consider prone to danger.

5 In addition to that, in the days to come, we will be
6 randomly selecting additional road sections for speed
7 detection purposes in relation to the 50kph sections.
8 This is something we plan to do. That would be similar
9 to what the police do with regard to speeding detection.
10 They have the cameras that are mounted at certain
11 locations, and the police would also randomly put the
12 mobile cameras to detect speeding.

13 This is the inspiration that we got from the police
14 initiative. This is something that we are going to do.
15 But until that happens, we do need to have a word with
16 the unions.

17 Thank you.

18 MR DUNCAN: Do the unions know currently which are the
19 25 sections?

20 MR SAMUEL CHENG: Yes, they do, because this has been
21 published in the appendix of the captains handbook.

22 MR DUNCAN: Would it improve your monitoring system --

23 CHAIRMAN: Before you move on, just so we can confirm we are
24 talking about the same thing -- you are referring to,
25 for example, annex 1 of CTB-2 at page 169-88? That's

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1 the English version, where the sections are identified.

2 Is that correct?

3 MR SAMUEL CHENG: That's correct, sir.

4 CHAIRMAN: So these are the 25 sections of road that are
5 currently monitored in your system to produce a report
6 of a vehicle going greater than 55 kilometres per hour,
7 your buses going greater than 55 kilometres per hour?

8 MR SAMUEL CHENG: That's correct, sir.

9 MR DUNCAN: With the advent of the real-time system, is
10 there any proposal to increase the number of road
11 sections from 25?

12 MR SAMUEL CHENG: With the real-time system, it doesn't have
13 any direct relationship with the number of sections. As
14 regards the increase in the number of monitored road
15 sections, that doesn't present any problems to us, but
16 we have to discuss with the unions. So that's why
17 I said that we do have the plan to randomly identify
18 road sections in an electronic map to detect the speed
19 limit -- speeding on the 50kph sections.

20 MR DUNCAN: But do I understand you correctly, that would be
21 done in conjunction with the unions, so they would know
22 the outcome of any proposals in that respect?

23 MR SAMUEL CHENG: Yes, we have to notify the unions. We are
24 not asking them for permission, but they have to be kept
25 posted.

26

1 MR DUNCAN: Let us turn then to the proposal for real-time
2 capability. If I could ask you to go back, please, to
3 page 33 of your submission. So CTB-1/33.

4 At the bottom of the page, in the third line of the
5 last paragraph on the page:

6 "We schedule to replace the black box system with
7 real-time capability by the third quarter of 2018. By
8 then, we will be able to monitor the driving behaviour
9 of bus captains in real-time and take immediate action
10 as appropriate".

11 In that respect, could I ask you to turn to your
12 second submission at page 58.

13 MR SAMUEL CHENG: Yes, sir.

14 MR DUNCAN: Thank you. Do we see at the bottom of the page
15 this entry:

16 "The real-time ... system will emit an instant audio
17 warning (ie a beeping sound) automatically through the
18 black box control panel in the driver cab to alert the
19 bus captain whenever an over speed event occurs."

20 Is that a summary of the real-time capability of the
21 system?

22 MR SAMUEL CHENG: Yes. This can only be done with the
23 real-time capability.

24 MR DUNCAN: So is the real-time capability concerned only
25 with the matter of speed?

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1 MR SAMUEL CHENG: Mr Chung, my colleague, will answer the
2 question.

3 MR WILLIAM CHUNG: For the real-time capability, it isn't
4 just about the speed. Just now, we have already said
5 that one of the functions of the real-time capability is
6 to enable us to estimate the arrival time of the bus.
7 So that's one of the functions of the real-time feature.

8 MR DUNCAN: Right. So speed is one aspect. The arrival
9 time is another. What about other faults of the driver?
10 Would any of those be picked up in real time? I'm
11 thinking of things such as sudden braking, excessive
12 acceleration, those sorts of things. Would they be
13 picked up in real time?

14 MR SAMUEL CHENG: I need to consult my colleague.

15 CHAIRMAN: Yes, please do so.

16 MR SAMUEL CHENG: Mr Lit will answer the question.

17 MR KENNETH LIT: Thank you, Mr Chairman.

18 Mr Cheng mentioned that data will be transmitted
19 once every 15 seconds, and that's about simple
20 information like the speed. For the transmission of
21 data for over 25-second sort of cycling, that's not the
22 second-by-second data. For second-by-second data, it
23 will be sort of based on a 15-minute cycle, and it will
24 come from the bus to the server of the company.

25 MR DUNCAN: One of the advantages of the real-time system is
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1 that there is an instant audio warning to alert the bus
2 captain that he's speeding. Would the driver receive
3 any alert for any matter other than speeding?

4 MR SAMUEL CHENG: Mr Lit will take the question.

5 MR KENNETH LIT: Other than speeding, no, we are not having
6 any other alerts for the bus captain.

7 MR DUNCAN: When it is said at page 33 that immediate action
8 as appropriate can be taken, what is meant by "immediate
9 action"?

10 MR SAMUEL CHENG: The immediate action that we refer to is
11 actually what we have just referred to. That is the
12 beeping sound so as to alert the bus captain.

13 MR DUNCAN: Now, I need to understand this, please. If the
14 driver is exceeding 50 kilometres per hour in one of the
15 25 road sections, clearly the new system will result in
16 his receiving an alert; is that correct?

17 MR KENNETH LIT: Yes.

18 MR DUNCAN: If, say, he is going 60 kilometres per hour on
19 a road which is not caught by one of the 25 road
20 sections, will he be alerted in that situation?

21 MR KENNETH LIT: No.

22 MR DUNCAN: Would your system of monitoring be far better if
23 there were a lot more road sections covered than simply
24 25?

25 MR SAMUEL CHENG: Yes, it would have been better, but
26

1 currently we are not able to get a digital map which
2 includes all the speed limits of all the roads in
3 Hong Kong. Currently, there isn't such a digital map.
4 So what we have to do is to manually mark such road
5 sections onto our digital map.

6 MR DUNCAN: The fact that there's no digital map available,
7 is that something which has been the subject of
8 discussion at all between the company and the Transport
9 Department?

10 MR SAMUEL CHENG: No, we didn't.

11 MR DUNCAN: Would that be a matter worth discussing with the
12 Transport Department, do you think?

13 MR SAMUEL CHENG: We will try.

14 MR DUNCAN: Now, unless anybody has some further questions,
15 I'm going to leave the matter of black boxes and move to
16 the matter of speed limiters.

17 CHAIRMAN: Prof Lo.

18 MEMBER LO: I just have a question on the real-time alert.
19 Would that be part of the report generated about the bus
20 captain's performance, or is it just an alert without
21 record, without permanent record?

22 MR SAMUEL CHENG: In real time, the bus captain will be
23 alerted if the over speed continues for continuously
24 10 seconds, then the black box will record such
25 an event. And as I have mentioned earlier on, later on

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1 the information will be transmitted to our system, and
2 then it will be listed in the over speed report.

3 MEMBER LO: So they are kind of independent?

4 MR SAMUEL CHENG: Sorry, I don't understand your question.

5 MEMBER LO: The real-time warning is independent of the
6 report generated offline five days later?

7 MR SAMUEL CHENG: Yes, the two are separate.

8 CHAIRMAN: In your approach to generating an alert to the
9 driver, would it not be easier to set the system to
10 generate a report at 55 kilometres per hour for all
11 roads, except those that you then identify as being
12 70 kilometre per hour roads, rather than doing it the
13 other way around?

14 MR SAMUEL CHENG: I think technically your idea is feasible,
15 but then the work to be done will be equal in terms of
16 the volume. Our current system is such that we have
17 pre-set all the road sections to have a speed limit of
18 70, and then for 25 road sections we have marked it as
19 50. If we have to reverse it, it means that the digital
20 map of our system has to be set in such a way that it
21 would be 55 throughout, and then we have to identify
22 those road sections which permit 70 or above, so as to
23 make it 70.

24 In other words, either way, the workload will be
25 heavy. So just now we have said that we are thinking of

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1 adding randomly picked road sections so as to monitor
2 the speeding of our bus captains.

3 CHAIRMAN: Broadly speaking, what is the proportion of the
4 roads that your buses travel that are subject to
5 a 70 kilometre per hour speed limit rather than 50?
6 What is the general proportion?

7 MR SAMUEL CHENG: Sorry, Mr Chairman, I'm afraid I don't
8 have the information with me just off the cuff.
9 However, in Hong Kong, for road sections allowing 70kph,
10 we don't just have expressways.

11 Allow me to cite an example for you, sir. Say for
12 example, along Gloucester Road westbound, part of it has
13 a limit of 50, while other parts 70. In other words,
14 for the speed limit of 70km/h, our buses would not be
15 having too few in relation to such road sections, but
16 I'm afraid I haven't got the percentage that you asked
17 for.

18 CHAIRMAN: What's your off-the-cuff feeling? Are there more
19 70 kilometre per hour roads that you travel on or
20 50 kilometre per hour roads?

21 MR SAMUEL CHENG: Maybe Mr Chung, head of operations, is
22 more familiar with this.

23 Mr Chung, please.

24 MR WILLIAM CHUNG: Mr Chairman, really, it would be
25 difficult for me to give you an answer on the spot.

26

1 CHAIRMAN: Very well.

2 Yes, Mr Duncan.

3 Professor?

4 MEMBER LO: I'm just thinking about speed limit. Other than
5 freeways, they should be all on 50, basically, mostly?
6 For urban arterials, typically it's 50?

7 MR SAMUEL CHENG: I'm afraid that's not my understanding.
8 Earlier on, I gave you the example of westbound
9 Gloucester Road. It's not an expressway, but for
10 certain parts of it, they have a speed limit of 70km/h.

11 MEMBER LO: One further question on the rapid deceleration
12 and sudden braking. They don't depend on speed limits,
13 so there should be no technical issues of implementing
14 that.

15 MR SAMUEL CHENG: Sorry, in which way?

16 MEMBER LO: In case of sudden stopping, sudden braking,
17 sudden acceleration, they should be independent of speed
18 limits of the roads the buses are travelling on; they
19 can be done without knowing speed limits?

20 MR SAMUEL CHENG: They are unrelated. Yes, we can monitor
21 such scenarios. Say, for example, we have a bus and
22 there is a need to step on the brake suddenly. It may
23 not necessarily be a fault on the part of a bus captain.
24 Say, for example, there may be a pedestrian stepping
25 onto the road suddenly and then the bus captain has to

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1 respond properly, which means stepping on the brake
2 suddenly. If we start to collect all the information
3 about sudden deceleration, it means that we have to
4 follow up on such cases and we have to make enquiries
5 with the bus captains, and that will mean quite a large
6 amount of work and it would be rather time-consuming.

7 So what we are doing now is that the system does
8 collect such information. In the event of a traffic
9 accident or there is a complaint against us, then in the
10 course of investigation, we will retrieve the data from
11 the system.

12 Thank you.

13 CHAIRMAN: Mr Duncan.

14 MR DUNCAN: Thank you, Chairman. Just one other matter --

15 CHAIRMAN: I'm sorry, Mr Duncan.

16 MEMBER AUYEUNG: Sorry, Mr Duncan -- I just want to clarify
17 one thing.

18 The 10 seconds report on speeding, is this report --
19 sort of anything over 10 seconds generating a report --
20 is this 10 seconds determined by your company or by the
21 manufacturer?

22 MR SAMUEL CHENG: (Chinese spoken).

23 MEMBER AUYEUNG: So if there is a desire to change the
24 10 seconds to 15 or five, it's doable, technically?

25 MR SAMUEL CHENG: I defer to Mr Chung, please.

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1 MR WILLIAM CHUNG: Yes, indeed, this can be done.

2 MEMBER AUYEUNG: Thank you.

3 MR WILLIAM CHUNG: Let me say this, 10 consecutive seconds,
4 when we discussed this with the unions, we got input
5 from them, and they indicated that they do not look at
6 the speedometer all the time. When they become aware of
7 speeding, they have to react, but when they are behind
8 the wheel, it would be hard for them to slam on the
9 brakes to decelerate and they have to react. It would
10 take time for them to make the adjustment. That was the
11 discussion with the unions. That's one of the
12 considerations why 10 seconds for over-speeding.

13 MEMBER AUYEUNG: Thank you.

14 Thank you, Mr Duncan.

15 CHAIRMAN: It is the case, is it not, that the legislation
16 that deals with black boxes on PLBs prescribes a period
17 of three seconds' consecutive speeding? Are you aware
18 of that?

19 MR SAMUEL CHENG: We are not aware of that, sir.

20 CHAIRMAN: Perhaps that's something Mr Duncan can deal with
21 in due course.

22 Yes, Mr Duncan.

23 MR DUNCAN: Thank you, Chairman.

24 Just before leaving the black boxes, one other
25 point, if I may, Mr Cheng.

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1 In the press release that I referred you to, the
2 press release of NEC, the company stated that the system
3 that they had installed, or were installing, would
4 "overcome the 'ghost' GPS signal caused by the unique
5 environment of narrow streets and skyscrapers in
6 Hong Kong".

7 Do you remember reading that in their press release?

8 MR SAMUEL CHENG: Yes, I did, sir.

9 MR DUNCAN: Are you able to tell the committee as to whether
10 that has been effective? Has that system coped
11 adequately with the unique environment, narrow streets
12 and tall buildings in Hong Kong, so that you don't get
13 these "ghost" GPS signals? Has the system been
14 effective in that respect?

15 MR SAMUEL CHENG: First of all, this press release was
16 released by NEC. What they say there doesn't represent
17 the stance of the CTB and NWFB.

18 As regards the accuracy of the system, how accurate
19 it is, I would say that it is not 100 per cent accurate.
20 It all depends on the road sections that the bus goes
21 through, and the high-rises, the number of high-rises,
22 whether there are any buildings with curtain walls; that
23 would have a bearing on the accuracy of the GPS system.

24 I can tell you that it is not 100 per cent accurate,
25 but the level of accuracy is acceptable to us though.

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1 MR DUNCAN: Do I take it that this not regarded as a major
2 problem by the company with the system?

3 MR SAMUEL CHENG: At the present moment, the system that we
4 are using, we do not see any major problems at all.

5 MR DUNCAN: I said I would move to the matter of speed
6 limiters.

7 CHAIRMAN: Before you do that, Mr Duncan -- Mr Cheng,
8 presumably you have available a map which depicts all of
9 the routes that your buses travel on. Is that the case?

10 MR SAMUEL CHENG: I defer to Mr Lit, my colleague, who is
11 more familiar with this.

12 MR KENNETH LIT: Yes, Mr Chairman. In our system, in our
13 interface, we can show all the routes on the map.

14 CHAIRMAN: Can you provide such a map to us, so that we can
15 see every route that you travel? I'll tell you what
16 I have in mind. Somebody must know what the speed
17 limits are on the roads of Hong Kong, whether it's the
18 Transport Department or the police or somebody else, and
19 what I propose doing is being in a position to compare
20 both your routes with speed limits.

21 So can you provide us with a map of your routes, all
22 your routes?

23 MR KENNETH LIT: Most certainly, sir. However, Mr Chairman,
24 it all depends on the data that you are looking for,
25 because if we provide in hard copies, then you may not

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1 be able to get what you want.

2 CHAIRMAN: What I'm seeking, as I suspect is obvious, is to
3 know which roads you travel down. Somebody else could
4 tell us what the speed limit is on those roads.

5 MR KENNETH LIT: I understand. No problem, sir.

6 CHAIRMAN: Thank you very much.

7 MR DUNCAN: Can I take you to your submission at page 26, so
8 CTB-1, page 26.

9 MR SAMUEL CHENG: Yes, sir.

10 MR DUNCAN: The matter of the speed limiter is referred to
11 there, two-thirds of the way down the page. So:

12 "When the vehicle speed reaches 70 [kilometres per
13 hour], the speed limiter functions by restricting fuel
14 supply to the engine even if the bus captain presses
15 hard on the thottle. However, vehicle speed may exceed
16 70 [kilometres per hour] on a downward slope."

17 Do you see that reference?

18 MR SAMUEL CHENG: Yes, sir.

19 MR DUNCAN: If we go to the following page, there's
20 reference on that page to an active speed limiting
21 system, ASLS, and it is stated:

22 "In the event that the speed of the bus exceeds
23 70 [kilometres per hour] when travelling on a downward
24 slope, the [system] will automatically apply the gearbox
25 retarder and/or the service brake to limit the bus speed

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1 to 70 [kilometres per hour]."

2 If I understand the submission correctly, it is
3 planned to introduce that feature on new buses delivered
4 from June of next year. Is that the position?

5 MR SAMUEL CHENG: I defer to Mr Li, director of engineering.

6 MR PAUL LI: Chairman, that's correct, sir.

7 MR DUNCAN: Is this a requirement of the Transport
8 Department or is this an initiative of the company?

9 MR PAUL LI: With this system, we have discussions with the
10 Transport Department and the working group, and we agree
11 that for new buses that are delivered, we have this
12 requirement.

13 Starting from next year, June, all the vehicles
14 delivered will be equipped with this.

15 MR DUNCAN: When you say "the working group", is that the
16 working group which was formed after the Tai Po accident
17 in February of this year?

18 MR PAUL LI: That's correct, sir.

19 MR DUNCAN: So before that, had the company considered the
20 question of this ASLS system?

21 MR PAUL LI: No, sir, not before that.

22 MR DUNCAN: So whose idea was it within the working group?
23 Was it the company's idea? Was it the Transport
24 Department's idea? Was it somebody else on the working
25 group who came up with this proposal?

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1 MR PAUL LI: That was something arising out of the
2 discussion at the working group; Euro VI vehicles, they
3 do have the technology to provide that.

4 MR DUNCAN: So it was the bus manufacturers who came up with
5 this proposal?

6 MR PAUL LI: It was the working group. There was a request
7 that was made to consult the manufacturers to ascertain
8 whether this would be achievable, and they said that for
9 Euro VI buses, it is doable.

10 CHAIRMAN: Who convened the working group?

11 MR PAUL LI: It was Transport Department, sir.

12 CHAIRMAN: Did they produce an agenda for the first meeting?

13 MR PAUL LI: There was, yes.

14 CHAIRMAN: Do you have a copy of the agenda?

15 MR PAUL LI: We can make this available afterwards, sir.

16 CHAIRMAN: So the answer is you do?

17 MR PAUL LI: Yes, we do.

18 CHAIRMAN: Were technological advances/devices identified in
19 this agenda?

20 MR PAUL LI: Yes, on the agenda there are some suggestions
21 regarding new technological devices.

22 CHAIRMAN: So this came from the Transport Department?

23 MR PAUL LI: Yes, sir.

24 CHAIRMAN: Thank you. Would you be kind enough to provide
25 us with the agenda?

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1 MR PAUL LI: Certainly.

2 CHAIRMAN: Thank you.

3 Yes, Mr Duncan.

4 MR DUNCAN: With regard to the possibility of retrofitting
5 this facility, this is something which has been
6 addressed in your second submission, at CTB-1, page 61.
7 Do you see at 60 the heading number 8, "Speed limiters",
8 and the entry:

9 "We have enquired with our bus suppliers on the
10 technical feasibility and cost implications in
11 retrofitting our buses with the [ASLS] system."

12 MR PAUL LI: Yes, sir.

13 MR DUNCAN: Thank you. And you see all the details that
14 have been provided there.

15 First of all, with regard to the Dennis buses,
16 I notice that the company apparently has 876 buses which
17 are of the model E500 MMC, and it would, according to
18 the company, be feasible to retrofit those buses with
19 that facility.

20 What's the company's intention with regard to
21 retrofitting that model?

22 MR PAUL LI: Your question again, sir?

23 MR DUNCAN: Is the company proposing to retrofit the ASLS
24 system on its 876 Alexander Dennis E500 MMC buses?

25 MR PAUL LI: We need further details from the bus supplier

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1 about the feasibility of retrofitting the device. We
2 need the details.

3 Moreover, we haven't been told about the costs
4 involved in retrofitting it on each and every bus. So
5 we have yet to consider that.

6 MR DUNCAN: Is this a matter which is under consideration by
7 the company?

8 MR SAMUEL CHENG: Not yet. As stated in our submission, we
9 are told by them that it would be feasible, that is ADL
10 thinks that it is feasible, but then it would require
11 12 months' time to develop the product.

12 Therefore, at this moment, they cannot provide the
13 retrofitting cost at this stage. Before we know how
14 much it will cost to retrofit such a device per us, we
15 are not able to give an answer as to whether we will
16 consider it or not. First of all, we need to know the
17 cost before we can consider the matter.

18 Thank you.

19 MR DUNCAN: So, to the extent that you are waiting on the
20 cost, it is a matter still under consideration; is that
21 correct?

22 MR SAMUEL CHENG: Yes.

23 MR DUNCAN: What about the Volvo B9 buses, 117, an entry of
24 "Feasible", with the asterisk we can see over the page,
25 "Volvo requires 18 to 24 months for product
26

1 development"? Is this something that is under
2 consideration by the company?

3 MR SAMUEL CHENG: Given the cost indicated, if they are able
4 to deliver the product and if we are happy with the test
5 result, we are going to retrofit it.

6 MR DUNCAN: How long would a bus like this, a B9, a Volvo
7 bus, for example, be in service?

8 MR SAMUEL CHENG: Our buses would be put into service for
9 17 years or more. Of course, I must supplement. Here
10 we talk about 117 B9 buses. They are around three years
11 old. In other words, we can use them for another
12 14 years.

13 Thank you.

14 MR DUNCAN: Just one other matter on speed limiters, if
15 I could, before the morning break.

16 Could I ask you to go to TD-1 at page 94.

17 I don't know whether you've seen it --

18 MR SAMUEL CHENG: Yes, I see it.

19 MR DUNCAN: I'm not sure whether you have read this
20 document, Mr Cheng. Let me explain what it is.

21 MR SAMUEL CHENG: Thank you.

22 MR DUNCAN: It's part of the submission received by the
23 committee from the Transport Department, which is
24 headed, "Application of new devices or technology on
25 franchised buses", and the purpose is described as:

26

1 "This paper gives an account of the feasibility and
2 desirability for application of new devices or
3 technology on franchised buses."

4 Have you seen this document before?

5 MR SAMUEL CHENG: Sorry, we haven't read it.

6 MR DUNCAN: Right. In that case, what I might do, if the
7 chairman is minded to take the morning break -- I just
8 refer you to page 101 of the bundle, and read the
9 section (c) which is headed, "Speed control by Global
10 Positioning System ('GPS') or geo-fencing". Would you
11 be able to do that during the course of the break, read
12 paragraphs 19 and 20?

13 MR SAMUEL CHENG: Can you also show paragraph 20 for us? So
14 two pages. In that case, it means I can't read
15 paragraph 19. Would you mind giving me a hard copy?

16 CHAIRMAN: I'm sure you can be provided with a physical copy
17 so that you can see the context.

18 MR SAMUEL CHENG: Thank you, Mr Chairman.

19 MR DUNCAN: It deals with the situation where there is no
20 speed limitation at the moment. In other words, a bus
21 travelling, say, 60 kilometres per hour in
22 a 50 kilometre zone, it deals with that situation,
23 something which is not covered currently by the speed
24 limiters in the buses, and that's what I'm interested
25 in.

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1 What I would ask you to do, perhaps, is read to
2 yourself paragraphs 19 and 20 of that paper, which you
3 will see on pages 101 and 102 of the bundle.

4 MR SAMUEL CHENG: Yes, we will do so.

5 MR DUNCAN: Thank you.

6 CHAIRMAN: We will take a 20-minute break now. Thank you.

7 (11.37 am)

8 (A short adjournment)

9 (11.59 am)

10 CHAIRMAN: Yes, Mr Duncan.

11 MR DUNCAN: Thank you, Chairman.

12 Mr Cheng, have you had a chance of reading that
13 extract?

14 MR SAMUEL CHENG: Yes, I did, sir.

15 MR DUNCAN: This is the matter of speed control by GPS, or
16 as is it's sometimes called, geo-fencing. Is this
17 something which has been discussed in the working group?

18 MR SAMUEL CHENG: I defer to my colleague, Mr Chung, if
19 I may, please.

20 MR WILLIAM CHUNG: Yes, we did.

21 MR DUNCAN: First of all, if this sort of system was to be
22 implemented, there would be the requirement again for
23 the digital mapping; is that correct?

24 MR WILLIAM CHUNG: Correct.

25 MR DUNCAN: At paragraph 20, the Transport Department has
26

1 referred to the fact that all of the bus manufacturers
2 have given the opinion that the technology was being
3 controlled by GPS is theoretically feasible.

4 The Department say:

5 "However, they do have concerns on the accuracy of
6 the signals as it would be affected by the high-rise
7 buildings of Hong Kong."

8 Do you see that?

9 MR WILLIAM CHUNG: Yes.

10 MR DUNCAN: Is this consideration to go no further, or is
11 somebody going to be looking into whether those concerns
12 about the GPS system are justified and, if so, whether
13 they can be overcome?

14 MR WILLIAM CHUNG: Our view is that we know that the system
15 is available in the market. However, in the past, when
16 we worked on the black box, the accuracy of the GPS
17 signals was indeed a matter of concern to us.

18 So currently we think that we need to get some
19 devices from the suppliers and we need to test the
20 devices so as to ascertain the functionality as well as
21 their accuracy first. So it's not a matter that we are
22 ruling it out at this moment.

23 MR DUNCAN: So can we take it that that's under active
24 consideration?

25 MR WILLIAM CHUNG: Yes, you may say so.

26

1 MR DUNCAN: And who is considering this? Is it your
2 company? Is it all of the bus companies, or what?

3 MR WILLIAM CHUNG: It was discussed within the working group
4 and we said that we would consider it. Other companies
5 also said they would consider it.

6 MR DUNCAN: Okay. Now I'm going to move from speed
7 limiters, please, to another of the devices. This is
8 the electronic stability control.

9 You will see reference to this in CTB-1 at page 26,
10 please.

11 MR SAMUEL CHENG: Yes, I see that.

12 MR DUNCAN: At the bottom of page 26, there's reference to
13 the company planning to include the electronic stability
14 control system on new buses for delivery from June 2019
15 onwards.

16 And at page 27, we can see a description of the two
17 aspects of the mechanism. First of all, dynamic
18 stability control, and then roll-over prevention.

19 Is this something which has been decided as a result
20 of the working party discussion?

21 MR SAMUEL CHENG: I would like to defer to Mr Li.

22 MR PAUL LI: Thank you, Chairman. Yes, indeed, that's true.

23 MR DUNCAN: So this was not something which was considered
24 at all prior to the formation of that working group; is
25 that correct?

26

1 MR PAUL LI: Correct.

2 MR DUNCAN: The proposal is to have this installed on new
3 buses supplied after June 2019. Has the possibility of
4 retrofitting this facility onto existing buses been
5 considered?

6 MR PAUL LI: We are now asking our bus suppliers to examine
7 our buses to see whether retrofitting such systems would
8 be feasible. That is, whether it is technically
9 feasible.

10 We would also like to know about the cost
11 implications for the retrofitting. We are awaiting
12 replies from the bus suppliers.

13 MR DUNCAN: Have those sorts of requests been made in
14 writing of the bus suppliers?

15 MR PAUL LI: Yes.

16 MR DUNCAN: I wonder if you could provide a couple of
17 samples of that correspondence also to the committee.

18 MR PAUL LI: Mr Chairman, we will go back and look for the
19 relevant records.

20 MR SAMUEL CHENG: Sorry, Mr Chairman, Mr Li may not be too
21 certain as to whether we have the correspondence. We
22 need to go back to check whether we did have the
23 correspondence.

24 CHAIRMAN: Yes, please provide an answer in writing in due
25 course. If you have it and you are prepared to supply
26

1 us with a copy, please do so.

2 MR DUNCAN: Thank you.

3 Moving to another of the devices, TD-1/103, could
4 I bring your attention to that page, please.

5 MR SAMUEL CHENG: Yes, I see it.

6 MR DUNCAN: This, Mr Cheng, is also part and parcel of that
7 document I asked you to look at just before the break,
8 the Transport Department document, "application of new
9 devices or technology on franchised buses".

10 At page 103, from paragraphs 23 through to 26, there
11 is reference to this sort of facility, collision
12 prevention and lane-keeping devices.

13 I wonder if you could just read through that to
14 familiarise yourself with what's contained in
15 paragraphs 23 to 26, please.

16 MR SAMUEL CHENG: I think Mr Chung, my colleague, can answer
17 the question, because he has already read it.

18 MR DUNCAN: Thank you.

19 Mr Chung, if I could then ask you to look at
20 paragraph 26. It records the fact that "the ... bus
21 operators do not consider that the installation of
22 collision prevention and lane-keeping devices are
23 effective for enhancing the safe operation of franchised
24 bus services", and I believe this for the reasons that
25 you can see earlier in paragraph 26. Is that the case?

26

1 MR WILLIAM CHUNG: Correct.

2 MR DUNCAN: So do I understand correctly then that as far as
3 the company is concerned, it is not proposing to pursue
4 that possible device any further?

5 MR WILLIAM CHUNG: Let me first of all explain. Such
6 a device, in the year 2014, our company did carry out
7 a test of such devices. This is called Mobileye.
8 Mobileye is a driving assisting device. At that time,
9 it was mainly applied to private cars. What was
10 involved was that they would use the visual aid to
11 detect what is in front and then the system will carry
12 out an analysis and then calculations would be made as
13 to the distance between the subject vehicle and the
14 preceding one and the following one, and then come up
15 with an idea about the time of collision, then warning
16 signals would be sent to the driver.

17 At the time we fitted this Mobileye on three of our
18 buses, we carried out a trial scheme for four months.
19 We made arrangements for representatives of different
20 trade unions, that is bus captain representatives, as
21 well as 50-plus bus captains to drive such buses, that
22 is three of them, in their normal service, and after
23 that they were asked to fill out a questionnaire for us,
24 telling us what they think about this device called
25 Mobileye.

26

1 So the findings were such that some of the alerts
2 were not quite suitable for use on buses. Say, for
3 example, when the bus pulls up at a bus bay, since it is
4 detected that there are people in front of the bus, as
5 you know there are passengers waiting at the bus stop,
6 so when people are detected then there will be an audio
7 signal. Well, in fact the driver hasn't yet
8 straightened the bus and so a signal would also be sent.

9 Moreover, when the bus is stopped too close to the
10 preceding bus, this will be a signal to be sent out in
11 the case of when the traffic is slow. As a result, it
12 means that the warning signals are emitted many times
13 during a journey. 46 per cent of the bus captains told
14 us in the questionnaire that there were too many warning
15 signals and it was causing a nuisance to their driving,
16 and as a result they ignored the signals, and then
17 50 per cent of the drivers told us that the Mobileye
18 didn't help in their safe driving.

19 So having considered the functions of this Mobileye
20 and having taken into account the views of our bus
21 captains, moreover there is a high cost involved in the
22 installation, we as a result decided against following
23 up on the idea.

24 So that's our experience. We shared our experience
25 at the meeting.

26

1 Thank you.

2 MR DUNCAN: So that exercise that was conducted in 2014, was
3 that of your own initiative or was that something
4 requested by the Transport Department?

5 MR WILLIAM CHUNG: At that time, it was our own initiative.
6 This is because the supplier approached us and told us
7 about this safety device, saying that it could help to
8 reduce the number of traffic accidents. Therefore we on
9 our own carried out this trial scheme.

10 MR DUNCAN: Was this supplier one of the bus manufacturers
11 or was it independent of the bus manufacturers?

12 MR WILLIAM CHUNG: An independent supplier, the device
13 supplier.

14 CHAIRMAN: Who is that?

15 MR WILLIAM CHUNG: It is an Israeli company, Neshtech
16 Pty Ltd. There is an agent in Hong Kong.

17 CHAIRMAN: Thank you.

18 MR DUNCAN: Moving down, still on the Transport Department's
19 document at page 105 --

20 CHAIRMAN: Before you move on -- were the results of your
21 testing of this device produced into some paper which
22 gave an opportunity for the decision to be made?

23 MR WILLIAM CHUNG: Yes, Chairman. We have a report as
24 a result of the test.

25 CHAIRMAN: Are you in a position to provide us with a copy
26

1 of that report, the salient features as to why it was
2 not thought to be useful?

3 MR WILLIAM CHUNG: Most certainly, sir.

4 CHAIRMAN: If you could provide us with that, we would be
5 grateful.

6 Yes, Mr Duncan.

7 MR DUNCAN: Thank you, Chairman.

8 Moving down page 105 to another of the safety
9 devices, this time the driver monitoring device. Can
10 you familiarise yourselves with paragraphs 27 and 28 of
11 that document, please.

12 MR SAMUEL CHENG: My colleague Mr Li can take the questions.

13 He has already done the reading. Thank you.

14 MR DUNCAN: Thank you. Can I ask you this: is the company,
15 either Citybus or New World, one of the two operators
16 who have advised that they would install a system of
17 this nature in four of their buses for a trial of three
18 months, tentatively starting from early May of this
19 year?

20 MR PAUL LI: No, sir.

21 MR DUNCAN: So there's been no commitment from the company
22 to become involved in this system?

23 MR PAUL LI: Correct. We haven't made any commitment, sir.

24 MR DUNCAN: Have you decided against it?

25 MR PAUL LI: No. We are enquiring about the three
26

1 suppliers, we are liaising with the suppliers, and
2 trying to get hold of some information there.

3 MR DUNCAN: Can I bring your attention to your submission at
4 page 62. It's CTB-1, page 62.

5 At paragraph 9, have you set out the suppliers with
6 whom you have already met with regard to the potential
7 for installing this facility?

8 MR PAUL LI: Yes, correct.

9 MR DUNCAN: What is the current situation with regard to
10 this study?

11 MR PAUL LI: The latest situation is Consolidated Parts
12 & Accessories Sales Centre Ltd, they gave us
13 a demonstration of the product, but the videoing process
14 is not sufficiently sophisticated. It's not good
15 enough, and in June they are going to be coming again
16 for the demonstration of the videoing process.

17 The second, Guardian, they said they would put
18 forward a proposal to make available 10 devices on loan
19 and will give us a quotation. We have received
20 a quotation and it is being considered at the moment.

21 The third supplier, BYD Auto Industry Co Ltd, they
22 haven't shown us any products yet. They are going to be
23 showing us some products for testing.

24 Other than those three, we will explore whether
25 there are other devices available.

26

1 MR DUNCAN: I would like to refer you, please, to the
2 website of the Ming Pao newspaper, which carries
3 an article relevant to this particular matter. This is
4 not in the bundle.

5 CHAIRMAN: Where do we find that?

6 MR DUNCAN: This is not in the bundle, Mr Chairman, but it's
7 available on the screen now, I believe, with
8 a translation.

9 CHAIRMAN: Yes.

10 MR DUNCAN: Could you just read through this publication on
11 the website dated 27 May. Could you read that to
12 yourself, please.

13 MR WILLIAM CHUNG: We've seen it, sir.

14 MR DUNCAN: Have you seen this article before?

15 MR WILLIAM CHUNG: Yes, I was given this yesterday.

16 MR DUNCAN: Are you aware, because of that article, that
17 it's proposed to introduce some sort of monitoring
18 device for the benefit of the bus driver on the buses
19 which will ply between Hong Kong, Macau and Zhuhai, on
20 the new bridge? Are you aware of that?

21 MR WILLIAM CHUNG: Yes, I am.

22 MR DUNCAN: Were you aware of that before you read this
23 article?

24 MR WILLIAM CHUNG: I learnt about it from the news.

25 MR DUNCAN: Do you have any plan with regard to exploring
26

1 what this system, apparently researched and developed in
2 the mainland, might provide for the company?

3 MR WILLIAM CHUNG: We will see whether we can get in touch
4 with the shuttle bus company for this
5 Hong Kong-Zhuhai-Macau Bridge and see if we can get more
6 information from them about the system.

7 MR DUNCAN: Are you able to give the committee any idea as
8 to when it's likely that you will make a decision on
9 this sort of device? When do you think you will be in
10 a position to make a decision?

11 MR SAMUEL CHENG: At the moment, we haven't been able to get
12 in touch with the relevant company regarding the
13 Hong Kong-Zhuhai-Macau Bridge, and we are not sure about
14 all the actual operational details. We are not sure
15 about the cost implications. So, at this present stage,
16 I find it difficult to say precisely when that decision
17 will be taken, until such time as we have all the
18 relevant information, before we can consider it and take
19 a decision.

20 Thank you.

21 MR DUNCAN: When was it that the company first started to
22 consider the possibility of utilising this sort of
23 facility?

24 MR SAMUEL CHENG: We haven't started considering it yet, in
25 the absence of any information.

26

1 MR DUNCAN: Right, but you made contact with various
2 suppliers. When did you make contact with those
3 suppliers?

4 MR SAMUEL CHENG: Your question is about the Hong
5 Kong-Zhuhai-Macau Bridge company, or which part are you
6 referring to?

7 MR DUNCAN: The earlier companies referred to in your
8 submission.

9 MR SAMUEL CHENG: I defer to Mr Li, please.

10 MR PAUL LI: It was about April this year.

11 MR DUNCAN: So, again, was that as a result of the
12 discussions amongst the working group?

13 MR PAUL LI: Yes, correct, sir.

14 MR DUNCAN: And had it not been considered before the
15 formation of the working group?

16 MR PAUL LI: No, sir.

17 MR DUNCAN: Could I ask you now, moving to another safety
18 matter, to go to TD-1.

19 CHAIRMAN: Before you do that and before we move on -- at
20 page 63 of your second submission, CTB-1, page 63, it is
21 stated in that paragraph that Guardian, I think the
22 Australian manufacturer of the device, indicated that
23 Singapore Land Transport Authority had stipulated that
24 the device be deployed in their new public buses.

25 Have you contacted the Singapore Land Transport

26

1 Authority for any information?

2 MR PAUL LI: We were made available this information through
3 Guardian. We haven't got in touch with SLTA.

4 CHAIRMAN: Thank you.

5 MR DUNCAN: Could I ask you please to go to TD-1/195.

6 MR SAMUEL CHENG: Yes, sir.

7 MR DUNCAN: You will probably recognise this, Mr Cheng, as
8 part of --

9 MR SAMUEL CHENG: Yes, sir.

10 MR DUNCAN: -- the forward planning programme of Citybus
11 that you have provided to the committee. It's that part
12 of the forward planning programme which is concerned
13 with the topic of bus safety, item number 5. Do you see
14 that?

15 MR SAMUEL CHENG: Yes, sir.

16 MR DUNCAN: Could I bring your particular attention to
17 page 202 of the bundle.

18 MR SAMUEL CHENG: Yes, sir.

19 MR DUNCAN: Thank you. In particular, item 5.13,
20 "Feasibility of installation of seat belts on (a) all
21 seats and (b) all seats on the upper deck on new buses".

22 Do you see that entry?

23 MR SAMUEL CHENG: Yes, sir.

24 MR DUNCAN: If I could read it quickly:

25 "It is feasible to install seat belts on all seats
26

1 or on all seats on the upper deck. However, our
2 observation shows that very few people wear the seat
3 belts currently available at the exposed seats. Without
4 any legislation to mandate the wearing of passenger seat
5 belts on a franchised bus and the enforcement authority
6 to strictly enforce the legislation, installing seat
7 belts on all seats will be a waste of resources because
8 vast majority of passengers will not wear seat belts
9 even though they are provided."

10 That was a statement that you made in the latest
11 forward planning programme for Citybus.

12 Could you now look at, please, TD-1/95, again the
13 same document, and the heading on this particular page,
14 "Installation of seat belts for all passenger seats".

15 Do you see that entry?

16 MR SAMUEL CHENG: Sorry, which paragraph, please?

17 MR DUNCAN: TD-1, page 95.

18 CHAIRMAN: 95, not 195.

19 MR DUNCAN: TD/95, sorry.

20 MR SAMUEL CHENG: Yes, I've got it.

21 MR DUNCAN: I wonder if you or one of your colleagues could
22 read through what's contained in paragraphs 5 to 9 of
23 this matter.

24 CHAIRMAN: This is paper 8 of the Transport Department's
25 submissions to the committee, Mr Duncan.

26

1 MR SAMUEL CHENG: My colleague is reading it.

2 MR DUNCAN: Can I ask you this question: has this been
3 a matter which has been discussed amongst the working
4 group?

5 MR SAMUEL CHENG: Yes, it was.

6 MR DUNCAN: If I could bring your attention to paragraph 7
7 in particular. Is it the case that the company has
8 indicated that it now agrees to incorporate the
9 requirement for all new buses to be equipped with seat
10 belts for all passengers?

11 MR PAUL LI: Yes, our company has agreed that, starting from
12 June 2019 onwards, those buses delivered should get the
13 seat belts, that's the three-point safety seat belts.

14 MR DUNCAN: As far as retrofitting seat belts into existing
15 buses, have you read the content of paragraph 8 of the
16 document?

17 CHAIRMAN: Before you embark on retrofitting, might I ask
18 this question. In your earlier answers, you said that
19 it was a waste of resources to fit seat belts because
20 the vast majority of passengers simply wouldn't wear
21 them, so that it required enforcement. Given that you
22 have now indicated that you have agreed to incorporate
23 them, what view do you have about whether or not this is
24 a waste of resources if there isn't enforcement?

25 MR SAMUEL CHENG: If it is not mandated by law, then it is
26

1 impossible to enforce the law. Currently, there is no
2 requirement that when you are on a bus you have to put
3 on your seat belt. Even if it is mandated by law, in
4 the absence of law enforcement, I'm afraid it is also
5 a waste of resources. We maintain the same view.

6 CHAIRMAN: Have you raised this view with the Transport
7 Department?

8 MR SAMUEL CHENG: We did. Our colleagues did raise it with
9 the TD.

10 CHAIRMAN: And what, if any, response did you get?

11 MR SAMUEL CHENG: I can defer to Mr Chung. He was there at
12 that time.

13 CHAIRMAN: Thank you.

14 MR WILLIAM CHUNG: Mr Chairman, at that time, the TD said
15 that it should be fitted there and then it is up to the
16 passenger to choose whether to put on the seat belt. If
17 the passenger worries for his safety, he will have
18 a seat belt available for use, but if it is not there,
19 then even if he is worried, he can't have one to use.

20 CHAIRMAN: Thank you.

21 MR DUNCAN: Have you actually raised with the Transport
22 Department whether they would endeavour to have the
23 appropriate legislation passed?

24 MR WILLIAM CHUNG: We did mention to the Transport
25 Department, that is, if there isn't any statutory
26

1 backup, then the seat belt may very well be a waste.

2 But then the TD didn't promise that there would
3 certainly be the passage of the relevant legislation.

4 MR DUNCAN: Can I ask you to refer, please, to TD-2 at
5 page 58.

6 You will see there an extract from the Public Bus
7 Services Ordinance, and in particular section 36 of the
8 Ordinance. Do you see that?

9 MR SAMUEL CHENG: Yes.

10 MR DUNCAN: Are you familiar with that provision, Mr Cheng?

11 MR SAMUEL CHENG: No, I am not.

12 MR DUNCAN: Is this the first time you have come across it?

13 MR SAMUEL CHENG: Yes, the first time.

14 MR DUNCAN: You see that it --

15 CHAIRMAN: Take your time to read it so that you understand
16 what you are being asked.

17 MR SAMUEL CHENG: Yes, I have taken a look of that.

18 MR DUNCAN: Do you understand that it provides that subject
19 to the Ordinance and the franchise, the grantee may make
20 by-laws for a number of matters which are therein set
21 out?

22 MR SAMUEL CHENG: Yes, I read it.

23 MR DUNCAN: Has the company ever considered passing by-laws
24 pursuant to this provision?

25 MR SAMUEL CHENG: In relation to the making of by-laws and
26

1 the related laws involved, I'm not familiar with that,
2 and therefore I'm afraid I cannot give you an answer,
3 that is, whether we could consider and whether we would
4 make the by-laws, because we haven't considered this
5 particular area.

6 Thank you.

7 MR DUNCAN: Is the behaviour of passengers on your buses
8 sometimes a matter of concern to the company?

9 MR SAMUEL CHENG: Which aspect do you mean?

10 MR DUNCAN: In their abuse of drivers, verbal abuse of
11 drivers. Does that happen from time to time?

12 MR SAMUEL CHENG: Yes, it did happen.

13 MR DUNCAN: Do you think that the company would be better
14 equipped to cope with that situation if it had its own
15 by-laws which itself could enforce?

16 MR SAMUEL CHENG: I'm not familiar with things like by-laws
17 as well as what you mentioned. That is, with the
18 by-laws, we can then enforce the law. I don't know how
19 it will work. In particular, law enforcement. Our bus
20 captains would not know how to enforce the law.
21 Moreover, if it is left to the bus captain to enforce
22 the law, then all the more there will be a greater
23 conflict between the bus captain and the bus passengers.
24 There is only one bus captain on board. The rest are
25 all bus passengers. He is on his own.

26

1 MR DUNCAN: Do you have any bus inspectors?

2 MR SAMUEL CHENG: Yes, we do have bus inspectors, but we
3 won't have a bus inspector on each and every bus. Bus
4 inspectors are there to monitor the work performance of
5 our bus captains. Moreover, at the bus terminus, bus
6 inspectors also carry out their work.

7 MR DUNCAN: Are you aware of the fact that the Mass Transit
8 Railway has its own by-laws?

9 MR SAMUEL CHENG: I've heard about that but I don't know
10 about the details.

11 MR DUNCAN: If seat belts were installed on all buses, and
12 if passengers refuse to wear a seat belt, do you think
13 that by-laws passed by the company might be able to
14 assist with regard to enforcement?

15 MR SAMUEL CHENG: I believe our bus captains do not have the
16 ability to enforce it, because if the bus passenger
17 insists on not wearing the seat belt, first of all, the
18 passengers are seated on the upper deck; it is
19 impossible for the bus captain to see whether each and
20 every passenger has worn a seat belt. Even if he can,
21 it means he has to stop the bus and then the bus captain
22 has to turn off the engine.

23 Now, for a public bus, if the engine is on, it is
24 impossible for the bus captain to leave his cabin, so he
25 has to switch off the engine, he has to walk upstairs,
26

1 identify the passenger not wearing the seat belt, and
2 then ask him to do it. If the passenger refuses to do
3 it, it means then, right on the spot, there will be
4 a confrontation between the passenger and the captain.
5 Our service will be affected, and the bus captain may
6 even have a fight with the bus passenger.

7 So I don't think our bus captain can actually
8 enforce the law.

9 Thank you.

10 MR DUNCAN: The bus inspectors whom you say are there just
11 to monitor the driving of the bus, how many bus
12 inspectors are employed in that capacity?

13 MR SAMUEL CHENG: First of all, let me correct a fact.
14 Inspectors don't just go to monitor the driving of bus
15 captains. Monitoring of bus driving is one of the
16 duties of the bus inspectors. Bus inspectors are at the
17 frontline to manage the bus operation.

18 As to how many bus inspectors we have and what they
19 do, I would like to defer to Mr Chung, my colleague.

20 MR WILLIAM CHUNG: Thank you, Mr Chairman.

21 We have more than 100 inspectors, and they have
22 different areas of work. Some will be in the control
23 centre. Others are on the road, making their rounds.
24 They may be at the bus terminus, assisting the
25 passengers or maintaining order.

26

1 We have a thousand or more buses on the roads. It
2 is impossible for the inspectors to be on hand, if
3 anything happens, to give assistance to the drivers.
4 The MTRC has the by-laws but there is a difference here.
5 For the MTR stations, they have a certain number of
6 staff who can offer assistance. If anything happens on
7 board the train, their drivers will be driving into the
8 station, into the platform, to seek assistance. But for
9 our bus captains, if anything happens, like we said, he
10 cannot drive the bus to look for the inspector. If
11 a dispute has already occurred, then this simply cannot
12 happen.

13 So there is a bit of difference between the two.

14 Thank you.

15 MR DUNCAN: If we go back to the Transport Department
16 document -- I had you at page 96 of the bundle,
17 paragraph 7, which is concerned with seat belts on new
18 buses.

19 In paragraph 8, the question of retrofitting seat
20 belts on seats of existing buses is raised, and at the
21 end of that paragraph there's an indication that the
22 franchised bus operators will further study this
23 proposal.

24 Is this something which is under study by the
25 company?

26

1 MR SAMUEL CHENG: I defer to Mr Li, please.

2 MR PAUL LI: Our company is consulting the suppliers
3 regarding the feasibility of retrofitting the existing
4 buses with seat belts. The preliminary reply is that
5 for ADL buses, post-2013, buses in 2013 and post-2013,
6 the upper deck seats can be retrofitted. But we do need
7 to have structural reinforcement and all the seats have
8 to be replaced, because the existing seats cannot be
9 used for the retrofitting purposes.

10 The preliminary cost, estimated cost, is for each
11 bus, it would be 15,000 to 20,000 pounds per vehicle.
12 We estimate that we have 1,100 buses in a fleet that
13 belong to this category or this model. If retrofitting
14 has to happen, the price tag is going to be \$180 million
15 to \$240 million. That's a vast sum of money, and some
16 money will be wasted.

17 CHAIRMAN: It will be wasted because passengers won't use
18 the seat belts?

19 MR PAUL LI: Correct, sir, because we noticed, for our
20 existing buses, for the exposed seats, we do have the
21 three-point seat belts available, but we noticed the
22 passengers can't be bothered putting on the seat belts.

23 MR DUNCAN: Has the company in the past received any form of
24 subsidy from the government authorities?

25 MR PAUL LI: In the past, the government or the EPD in fact
26

1 subsidised the installation of some emission-reduction
2 devices. And there were some hybrid vehicles, three,
3 that were funded for trial purposes.

4 Also, there are 10 single-decker buses, electric
5 buses, that were tested.

6 Thank you, sir.

7 MR DUNCAN: We have seen that a number of these initiatives
8 for safety devices or improvement to safety devices have
9 been raised as a result of the working group which has
10 been set up.

11 In the course of those deliberations, has it
12 occurred to the company to raise with the government the
13 possibility of subsidies being made available in order
14 to meet some of the cost of what might be regarded as
15 improved safety provisions?

16 MR SAMUEL CHENG: We never talk to the government, but if
17 the government is prepared to offer subsidy with a view
18 to enhancing safety, we will work on that.

19 MR DUNCAN: Why would you never talk to the government about
20 this?

21 MR SAMUEL CHENG: We didn't know that we could ask for
22 subsidy from the government.

23 MR DUNCAN: I want to ask you just a few questions, please,
24 about the disciplinary process, to which reference has
25 been made already. If I could ask you in that respect,

26

1 please, to turn up page 39 of the CTB-1 bundle. So
2 CTB-1 at page 39.

3 MR SAMUEL CHENG: Yes, sir.

4 MR DUNCAN: We can see reference to this at the bottom of
5 the page, (b), under the heading "Background checks and
6 penalties for traffic convictions":

7 "(b) Our service quality department is responsible
8 for administering disciplinary sanctions for any
9 misconduct by bus captains, as per the guidelines set
10 out in the bus captain manual."

11 Then there is further detail provided to the
12 committee with regard to the disciplinary process.

13 Now, the reference to "the bus captain manual",
14 could we just turn this up, please. CTB-2 at page 85.

15 CHAIRMAN: Which year of the manual is that, Mr Duncan?

16 MR DUNCAN: 2018, Mr Chairman.

17 CHAIRMAN: Thank you.

18 MR DUNCAN: Thank you.

19 We have extracts from the bus captain's handbook at
20 page 85, and a translation of the extracts from
21 page 169-1.

22 If I could ask you to look, please, at the list of
23 contents, which I believe you will see in original
24 version at page 87, and in the translation at 169-3.

25 Are you at the list of contents?

26

1 MR SAMUEL CHENG: I see them.

2 MR DUNCAN: Thank you.

3 Would you agree that this is a very long and a very
4 detailed document?

5 MR SAMUEL CHENG: Yes, sir.

6 MR DUNCAN: And the English version -- both versions, we
7 have seven different sections, with a number of
8 different paragraphs in each section.

9 What steps are taken by the company to ensure that
10 a bus captain is familiar with all the provisions in the
11 handbook?

12 MR SAMUEL CHENG: I defer to Mr Chung, please.

13 MR WILLIAM CHUNG: In this bus captain's manual, when they
14 first join the induction training, they are briefed on
15 most of the details of this handbook, and in the
16 refresher training we also brief them on the details
17 again. So this handbook is there to facilitate them,
18 after attending all these training courses, to go into
19 detail about them. If they don't remember anything,
20 they can go back to this manual.

21 Thank you.

22 MR DUNCAN: In answer to the chairman, I indicated that this
23 particular handbook bears the date of April of this
24 year. When was the previous version of this issued?

25 MR WILLIAM CHUNG: The previous version was July 2017.

26

1 MR DUNCAN: Is this handbook reviewed from time to time?

2 MR WILLIAM CHUNG: Yes, sir.

3 MR DUNCAN: How often is that?

4 MR WILLIAM CHUNG: There is no fixed time frame, no fixed
5 cycle. It depends on whether there are changes that
6 have to be added or made.

7 MR DUNCAN: Could you give the committee some idea as to how
8 many bus captains have been subjected to a disciplinary
9 process, say in the last 12 months?

10 MR SAMUEL CHENG: Well, at first we thought we will be asked
11 questions about driving safety, so we haven't prepared
12 the information about the number of disciplinary
13 actions. We can certainly provide the information
14 afterwards.

15 CHAIRMAN: Yes, please do so.

16 MR DUNCAN: Thank you.

17 Mr Chairman, that would be a convenient moment, if
18 it suits the committee.

19 CHAIRMAN: Yes, it does.

20 We will now adjourn and resume the hearing at 2.30
21 this afternoon. Thank you.

22 (1.01 pm)

23 (The luncheon adjournment)

24 (2.30 pm)

25 CHAIRMAN: Good afternoon.

26

1 Yes, Mr Duncan.

2 MR DUNCAN: Thank you, Chairman.

3 Mr Cheng, I would like to ask you a few questions,
4 please, arising out of the 2018 Guidelines on Bus
5 Captain Working Hours, Rest Times, and Meal Breaks.

6 You will find the actual guidelines at CTB-2 at
7 page 2, and the previous guidelines you will find, if
8 you want to refer to those, at TD-5 at page 1556.

9 But just for the ease of this afternoon's questions,
10 I'm having distributed what is a comparison table of the
11 various guidelines, which seeks to compare the
12 guidelines as they evolved between 2004 and 2018.

13 So could I perhaps ask you just to have a look at
14 that chart, first of all. You should be looking at
15 a document which is headed "Comparison table of the
16 guidelines", with a date of 4 May 2018. Do you have
17 that in front of you?

18 MR SAMUEL CHENG: Yes.

19 MR DUNCAN: Thank you.

20 What I would like to do first is just identify some
21 of the more important changes which have been made
22 between the guidelines passed in this year with those
23 passed back in 2010. Do you follow that?

24 MR SAMUEL CHENG: Yes.

25 MR DUNCAN: Thank you.

26

1 What I would like to do first of all, on the chart,
2 is bring to your attention the third entry down on the
3 page, the maximum driving hours. Do you see that entry?

4 MR SAMUEL CHENG: Yes.

5 MR DUNCAN: We can see the change, that as far as maximum
6 driving hours are concerned, the new guideline is that
7 it should be 10 hours in a shift, as opposed to what
8 was, in the 2010 guidelines, as 11 hours in a working
9 day.

10 Do you see that difference, first of all?

11 MR SAMUEL CHENG: Yes, I can see that the wordings are
12 different.

13 MR DUNCAN: Does that accord with your understanding of the
14 changes?

15 MR SAMUEL CHENG: I would like to defer to Mr Chung.

16 MR WILLIAM CHUNG: Yes, it is.

17 MR DUNCAN: Thank you.

18 Now, the second matter I would like to bring to your
19 attention is the maximum duty hours, which is the entry
20 just above that. Do we see the change there to the
21 effect that, from the 2018 guidelines, the maximum duty
22 hours are 12 hours in a shift, as compared with 14 hours
23 in a working day? Does that accord with your
24 understanding, Mr Chung?

25 MR WILLIAM CHUNG: Yes.

26

1 MR DUNCAN: If we turn the page, we will see, however, that
2 in the context of maximum duty hours and driving hours,
3 there is a new arrangement arising out of what is
4 described as a "special shift duty". Do you see that on
5 the second page?

6 MR WILLIAM CHUNG: Yes.

7 MR DUNCAN: So there is a provision whereby the duty hour of
8 the driver may in fact exceed the 12 hours provided for,
9 as we can see on page 1, and it can be as much as
10 14 hours; do you see that?

11 MR WILLIAM CHUNG: Yes.

12 MR DUNCAN: Again does that accord with your understanding
13 of the new guidelines?

14 MR WILLIAM CHUNG: Yes.

15 MR DUNCAN: And the driving hour within that special shift
16 duty, is that subject to a maximum of 10 hours?

17 MR WILLIAM CHUNG: Yes.

18 MR DUNCAN: And is there a further condition with regard to
19 the special shift duty, that there should be a rest
20 break of no less than three consecutive hours?

21 MR WILLIAM CHUNG: Yes.

22 MR DUNCAN: Is that again your understanding?

23 MR WILLIAM CHUNG: Yes.

24 MR DUNCAN: Having taken you through those, could I ask you
25 this, first of all: do I understand correctly that
26

1 notwithstanding the provision that there can be
2 a special shift duty of maximum duty hours of 14 hours,
3 it is the company's intention not to operate a shift
4 duty in excess of 13 hours? Is that the company's
5 intention?

6 MR WILLIAM CHUNG: Correct.

7 MR DUNCAN: Earlier on, we noted that according to the
8 information that you've given to the committee, in the
9 light of these new guidelines, some 121 additional
10 drivers would be needed. Do you recall seeing that
11 figure?

12 MR WILLIAM CHUNG: Yes.

13 MR DUNCAN: Has the intention to invoke the maximum of
14 13 hours been taken into account in reaching that
15 figure?

16 MR WILLIAM CHUNG: Correct.

17 MR DUNCAN: If in fact you availed yourself of the ability
18 to have maximum duty hours of 14 hours, as opposed to
19 13 hours, would that reduce the number of additional
20 drivers that you would need?

21 MR WILLIAM CHUNG: Yes, it would.

22 MR DUNCAN: So what has prompted the company to decide to
23 restrict its maximum duty hours just to 13?

24 MR WILLIAM CHUNG: Because we are aware of the public's
25 concern about safety.

26

1 MR DUNCAN: And how will this help safety?

2 MR WILLIAM CHUNG: Regarding the daily hours of the bus
3 captains, that won't be too long, because it will be
4 capped at 13.

5 MR DUNCAN: But the driving hours would be the same in
6 either case, wouldn't it? The maximum driving hours
7 would be 10 hours, irrespective of whether the shift was
8 13 hours or 14 hours?

9 MR WILLIAM CHUNG: Correct.

10 MR DUNCAN: So it's just the extra hour in a long day, is
11 it, that the company takes into account?

12 MR WILLIAM CHUNG: Yes. In other words, if he can knock off
13 earlier, then he will have more rest time between two
14 consecutive shifts.

15 MR DUNCAN: Right.

16 Now, you told us earlier that typically a driver,
17 a bus captain, apart from the part-time drivers,
18 of course, would be working for something like 10 hours,
19 eight hours at normal time and two hours of overtime.

20 Do you recall telling the committee about that?

21 MR WILLIAM CHUNG: Yes, I recall.

22 MR DUNCAN: A person who is required to work the special
23 shift duty -- in other words, be on duty for 13 hours
24 but who drives just for 10 -- on what basis is he paid?
25 Does he get eight hours of normal time and five hours of

26

1 overtime, or does he get eight hours of normal time and
2 two hours of overtime, as per the usual arrangement,
3 with no payment for the rest break?

4 MR WILLIAM CHUNG: He will get eight hours' basic salary,
5 and then, for the five hours, that would be overtime
6 pay.

7 MR DUNCAN: Have you started to introduce the operation of
8 the new guidelines?

9 MR WILLIAM CHUNG: Not yet.

10 MR DUNCAN: When are they going to start?

11 MR WILLIAM CHUNG: We plan to do so in the third quarter of
12 this year.

13 MR DUNCAN: Why the delay?

14 MR WILLIAM CHUNG: First, we need to recruit sufficient bus
15 captains before we can launch it. Second, we have to
16 increase facilities for bus captains to take their rest
17 for those three hours. They need to have a place to
18 take a break.

19 MR DUNCAN: Are you able to give the committee any idea as
20 to how often a driver will be required to be on duty for
21 the 13-hour period which you indicated would be
22 introduced?

23 MR WILLIAM CHUNG: For New World First Bus and Citybus, they
24 have different arrangements. For the New World First
25 Bus, for the bus captains, they have a fixed shift. If
26

1 a bus captain has applied to be on special shift duties,
2 then he will always be on a special shift duty, unless
3 and except when he's on leave.

4 For Citybus, for their bus captains, they have
5 a roster system. So every week he will be having
6 a different shift. So it depends. It depends on the
7 deployment of the roster.

8 So it would be difficult to say how often he would
9 be on such a shift.

10 MR DUNCAN: With regard to New World First Bus, do
11 I understand you to be saying that some drivers would be
12 permanently on a 13-hour shift, special shift?

13 MR WILLIAM CHUNG: Yes.

14 MR DUNCAN: How many days a week would they be working?

15 MR WILLIAM CHUNG: Work for five days or six days per week,
16 with one day off.

17 MR DUNCAN: When you say five or six, is that the driver's
18 choice or ...?

19 MR WILLIAM CHUNG: They have to apply for the shift that
20 they prefer. There are some shifts that would go on
21 from Monday to Saturday and they would have to work for
22 six days, with Sunday being off. There are other shifts
23 that we go on from Mondays to Sundays and then they work
24 for five days and then they will have a day off.

25 MR DUNCAN: So do I understand that many of the drivers in
26

1 that company, New World First Bus, would be on duty
2 13 hours a day for five or six days in a week?

3 MR WILLIAM CHUNG: There are some bus captains who are like
4 that, but not all of them. We estimate that there are
5 10 or more per cent of the shifts that are special
6 shifts.

7 MR DUNCAN: So approximately what proportion of drivers
8 would be working those hours, a 13-hour special shift
9 each day, for five to six days; approximately what
10 percentage of the New World First Bus contingent?

11 MR WILLIAM CHUNG: With indulgence, sir.
12 10-odd per cent, about 144 shifts.

13 MR DUNCAN: Going to Citybus, could you explain again,
14 please, the difference between New World First Bus and
15 Citybus in this respect?

16 MR WILLIAM CHUNG: For Citybus, the bus captains do not have
17 a fixed shift per day. Each week, they will -- every
18 five days, they have a shift and then they have a day
19 off, and when they come back from the day off they will
20 rotate to the next shift, for five days, and then they
21 have a day off and then they come back for another
22 shift. It works like this.

23 MR DUNCAN: So do I understand correctly that within a week,
24 one day they might be on duty for a maximum of 10 hours
25 and another day they might be on duty for 13 hours? It
26

1 changes day-to-day?

2 MR WILLIAM CHUNG: Every five days. They rotate every five
3 days.

4 MR DUNCAN: I see.

5 CHAIRMAN: So what are the variables? You have a 10-hour
6 day. You've got a 13-hour day. Is there any other
7 different category?

8 MR WILLIAM CHUNG: Yes, there are -- 10 hours is the average
9 number. There are some shifts that would involve eight
10 hours, some nine hours, 10 hours, 11 hours.

11 MEMBER LO: The whole five-day shift has the same pattern,
12 so you don't change from eight, 10, 13? So the five
13 days, exactly the same shift?

14 MR WILLIAM CHUNG: That's correct.

15 MR DUNCAN: Are you able to give the committee some idea as
16 to what practical effect this will have, the new
17 guidelines will have, on the duty of the average, if
18 I can call it that, the average bus captain's working
19 hours? Is this going to be a shift change within the
20 companies, or is it going to be other than significant,
21 with regard to their working hours?

22 MR WILLIAM CHUNG: Well, if they are on special shift, then
23 the rest time would be concentrated on the three hours.
24 Before we changed the guidelines, the maximum working
25 hours would be 14 hours, with driving hours 11 hours.

26

1 For a 14-hour shift, they have three hours' rest time,
2 but this rest time would be broken up during that
3 stretch. For a special shift, the rest break will be
4 concentrated in a particular three-hour or more than
5 three-hour stretch.

6 MR DUNCAN: The old 14-hour shift, was that popular with
7 your drivers?

8 MR WILLIAM CHUNG: Some. It is popular with some captains.

9 MR DUNCAN: Were any bus captains required to work a maximum
10 of 14 hours or be on duty for 14 hours against their
11 wishes?

12 MR WILLIAM CHUNG: We assign them the shifts and they have
13 to observe the shifts. However, if they can find
14 a colleague to swap the shift with and it is in keeping
15 with the guidelines, then this would be granted.

16 MR DUNCAN: And if a person was not happy with the 14-hour
17 provision, would he find it easy to undertake that
18 exchange?

19 MR WILLIAM CHUNG: I'm not sure whether they find it easy to
20 exchange, but the swap arrangement is quite common.

21 MR DUNCAN: What do you anticipate with regard to the
22 special shift duty? Do you think it will be popular
23 with your employees or other than popular?

24 MR WILLIAM CHUNG: I heard from some union representatives
25 that it is popular, but other representatives that it is

26

1 unpopular.

2 MR DUNCAN: So you've got mixed reports, have you?

3 MR WILLIAM CHUNG: Whether it is half-and-half, I'm not
4 sure. I heard some bus captains that they would like to
5 have longer shifts because they want more money.

6 MR DUNCAN: What makes it unpopular with some?

7 MR WILLIAM CHUNG: There are some bus captains who don't
8 need so much money. There are some, for instance,
9 who've been with us for a long time and they are not the
10 breadwinner in the family, and eight hours/nine hours
11 would be enough for them, and therefore they don't
12 prefer any shifts which are long.

13 MR DUNCAN: Do you anticipate requiring people to be on duty
14 for up to 13 hours against their will? Do you expect
15 that to happen?

16 MR WILLIAM CHUNG: I don't think so.

17 MR DUNCAN: Right. In the absence of any further questions,
18 I'm going to leave the guidelines now.

19 I want to go back to the forward planning programme,
20 please. This is what we will find at TD-1, at 195.
21 We've seen this document this morning, Mr Cheng, in the
22 context --

23 MR SAMUEL CHENG: I did, yes, sir.

24 MR DUNCAN: -- of seat belts. There are just a few other
25 matters I wish to explore with you, if I could.

26

1 First of all, if you would look at page 199 of the
2 bundle, and "Analysis of accident by nature in 2016".

3 Do you see that entry?

4 MR SAMUEL CHENG: Yes, I do, sir.

5 MR DUNCAN: We can see table 4 there. The nature of the
6 accidents have been classified under a number of heads,
7 with the table reaching over to page 200. Do you see
8 that?

9 MR SAMUEL CHENG: Yes, I do.

10 MR DUNCAN: The nature of the accident which is the greatest
11 by quite a long way is the last on page 199, and that is
12 the non-collision accident involving a passenger injury.
13 Do you see that?

14 MR SAMUEL CHENG: Yes, I do.

15 MR DUNCAN: And that point is picked up on page 200:

16 "As about 60 per cent of the accidents were
17 non-collision accidents involving passenger injury,
18 further analysis was made on this type of accidents as
19 shown in table 5 below. The analysis revealed that
20 accidents caused by passengers losing balance in the bus
21 has always been the major cause of accidents."

22 As far as you know, does that remain the case today,
23 that that proportion appears to be the highest with
24 regard to the nature of accidents?

25 MR SAMUEL CHENG: Not much different, yes.

26

1 MR DUNCAN: So, if I'm reading from the paragraph above
2 table 5:

3 "The analysis revealed that accidents caused by
4 passengers losing balance in the bus has ... been the
5 major cause ..."

6 What has the company been able to do with regard to
7 this particular matter?

8 MR SAMUEL CHENG: I defer to Mr Chung, please.

9 MR WILLIAM CHUNG: Yes. Passengers falling over on buses,
10 this has always been the major cause. In the past, we
11 had publicity together with the Transport Department.
12 The government had some APIs which were broadcast on TV
13 to remind the passengers that when they are on board
14 they have to hold onto the handrail, and if they are
15 loaded down with a lot of stuff, they should not move
16 upstairs. Our company has also put up some signs on
17 board, to remind passengers that as soon as they get on
18 board, they should find a seat to sit down on or they
19 should hold onto the handrails.

20 Other than the signs or notices, we have also made
21 use of the bus stop announcement system, to show
22 messages and to broadcast messages, to remind passengers
23 to hold onto the handrails. So this was what we had
24 done in the past.

25 Other than enhancing publicity for the public, for
26

1 our passengers, when we train our drivers, we also
2 remind the bus captains that when they drive, they need
3 to note the activities of the bus passengers on board.
4 In particular, before they leave the bus stop, they have
5 to check whether passengers have already reached their
6 seats or whether they have held onto the handrails, and
7 they have to pay particular attention to the elderly
8 passengers. And before they stop, they need to be
9 gradual and smooth in the manoeuvring, so as to avoid
10 braking the vehicle and causing injuries to passengers,
11 when they fall.

12 MR DUNCAN: Does the mode of driving by the driver
13 contribute to these passengers falling over? Is that
14 your experience?

15 MR WILLIAM CHUNG: The driving attitude of bus captains may
16 contribute to the passengers falling. Yes, this is one
17 of the causes.

18 As to whether a bus passenger has held onto the
19 handrail after boarding, it's also part of the duty or
20 the responsibility of the passenger himself. And for
21 the roads of Hong Kong, from time to time, there may be
22 emergencies and they are beyond the control of the bus
23 captains. Therefore, sometimes there is indeed a need
24 to brake suddenly and this may cause a passenger to
25 fall.

26

1 MR DUNCAN: Are there rules and regulations as to how many
2 people can travel on a bus, over and above those persons
3 actually seated in a spot on the bus? Are there rules
4 and regulations as to how many people are permitted to
5 stand in a bus?

6 MR WILLIAM CHUNG: For each and every bus, the number of
7 seats as well as the number of standees are subject to
8 a limit, and such limits are already sort of written on
9 the side of the body of the bus, near to the door.
10 Depending on the model and the length of the bus, the
11 carrying capacity would vary, in terms of the number of
12 seats as well as the number of standees.

13 MR DUNCAN: And who is responsible for determining whether
14 there is more than the required number of standees on
15 the bus? Whose responsibility is that?

16 MR WILLIAM CHUNG: For each new bus delivered to Hong Kong,
17 the TD will carry out the process of type approval. As
18 part of this process, consideration will be given to the
19 size of the passageway on the lower deck of the bus,
20 before coming up with a figure for the number of
21 passengers who can stand. We would also take into
22 account the load of the bus, and that would come into
23 the calculations as well.

24 CHAIRMAN: I think the question is more specific: whose job
25 is it to decide that the number of standees is in excess
26

1 of the stipulated limit?

2 MR WILLIAM CHUNG: The bus captain has the duty to make sure
3 that the carrying capacity hasn't been exceeded.

4 MR DUNCAN: How would you expect the bus captain to
5 discharge that duty?

6 MR SAMUEL CHENG: Let me answer this question. For every
7 bus, the number of standees will be stated and
8 stipulated. When a bus captain is driving a bus, it is
9 impossible for him to be distracted, to count the number
10 of passengers boarding his bus. When a bus passenger
11 boards a bus, I think probably he will first of all try
12 to sit down. When all the seats have been taken up,
13 then passengers have to stand. But at any one time, the
14 bus captain will not know how many passengers he is
15 carrying on his bus. He can only observe. And such
16 an observation would be based on how near the standing
17 passengers are to the front of the bus. If there are
18 many people standing, that means it's quite full.
19 However, if you have ever made the observation on the
20 street or if you have taken a ride on a bus during peak
21 hours, you would notice that towards the further end of
22 the passageway of the lower deck, passengers don't like
23 to stand there. They would rather stand near to the
24 door, that is, the exit door in the middle of the bus.
25 And then, when there are more and more people standing,
26

1 they would rather stand near the front of the bus. They
2 are reluctant to go further inside.

3 Now, the bus captain can only make an observation.
4 He will only notice that many people are standing near
5 to the front of the bus. He would not know whether
6 there is in fact a lot of space available further down
7 the passageway but nobody is willing to take up that
8 space. That is common during the peak hours.

9 Thank you.

10 MR DUNCAN: I understand those difficulties, Mr Cheng. Does
11 it mean that in fact it's really virtually impossible
12 for the driver to enforce the standing limits that are
13 written on the side of the bus?

14 MR SAMUEL CHENG: First of all, the bus captain would not
15 know when he has to enforce it, because it is not
16 possible for him to count how many people are on the
17 bus. I think we all need to understand one point.
18 There are always people boarding and alighting. As to
19 the net number of passengers on board, I don't think you
20 can expect a bus captain to do the calculations using
21 a calculator. He can't have an accurate idea. The most
22 he can do is to rely on visual observation. All right?
23 If he sees that there are many people standing quite
24 near to the front of the bus, there is no way and
25 nothing that he can do. This is because passengers are

26

1 all anxious to go to work and they have already paid for
2 the bus fare. For passengers standing inside the bus,
3 they have all paid by using the Octopus card or inserted
4 coins into the fare box.

5 Now, if the bus captain is to start a headcount one
6 by one, and say, for example, he finds that there are
7 two passengers above the limit, it will be difficult for
8 him to identify which two passengers should be persuaded
9 to alight. So that's a practical difficulty.

10 Thank you.

11 MR DUNCAN: Is overcrowding on buses an issue for the
12 company? Overcrowding meaning more people standing on
13 buses than the limits imposed on the bus. Is that
14 a problem?

15 MR SAMUEL CHENG: Let me repeat once again. In fact, we
16 don't have any data to prove that we have got having
17 more standing passengers than the standee limit. We
18 don't have such a figure. We don't have such data.

19 So I can't say with certainty as to whether we have
20 got this question of overcrowding.

21 MR DUNCAN: So that is something unknown to the company; is
22 that correct? You don't know whether you have
23 an overcrowding problem or not?

24 MR SAMUEL CHENG: Let me say this once again. Near to the
25 front of the bus, or for the first half, first part of
26

1 the bus, there may be cases of overcrowding, but then
2 for the further end of the bus, on many occasions nobody
3 is standing. So in certain parts of the bus, there may
4 be overcrowding, but then it's an impression only. As
5 to whether there is an excess of the carrying capacity,
6 it is something objective. We don't have such
7 information, that is whether and how many buses have got
8 passengers exceeding the carrying capacity. We don't
9 have this sort of figures.

10 MR DUNCAN: I would like to refer you, please, to another of
11 the submissions that the committee has received, by
12 taking you to MISC-1, at page 124-1.

13 MR SAMUEL CHENG: Yes. We have already read that.

14 MR DUNCAN: You've read this letter from the Hong Kong
15 Police Force dated 7 May 2018?

16 MR SAMUEL CHENG: Yes, we have read it.

17 MR DUNCAN: Have you read paragraph 5 on the second page?

18 MR WILLIAM CHUNG: Yes, we did.

19 MR DUNCAN: In that particular paragraph, the writer has
20 referred to five main causation factors. Do you see
21 that?

22 MR WILLIAM CHUNG: Yes.

23 MR DUNCAN: Can I ask you this: does the company receive
24 from time to time reports of this nature from the
25 police?

26

1 This is of course addressed to the committee, but
2 I'm just trying to ascertain what information, if any,
3 the company might receive from the police from time to
4 time.

5 MR WILLIAM CHUNG: No, we haven't received from the police
6 information like this.

7 However, when we prepared the five-year forward
8 planning programme, the Transport Department gives us
9 guidelines for preparing the forward planning programme,
10 and information like this has been given to us, and on
11 a yearly basis.

12 MR DUNCAN: So you get this sort of information but through
13 the Transport Department; is that a correct
14 understanding?

15 MR WILLIAM CHUNG: Correct.

16 MR DUNCAN: Can I just ask you this with regard to
17 paragraph 5, with regard to the main causation factors:
18 does that indication come as any surprise to you? Is it
19 consistent with your own understanding?

20 MR WILLIAM CHUNG: Yes, it accords with our understanding;
21 not surprised.

22 MR DUNCAN: Right. Now, I'm going to ask you to look,
23 please, at another document that the committee has
24 received from the Transport Department, this time very
25 recently. I'm not sure whether you will have seen this.

26

1 We can locate it at TD-5/1649. This, I believe, is
2 a communication to the committee received just a couple
3 of days ago, headed, "Road safety management system",
4 and the purpose of which is described, it is to outline
5 "the road safety management system currently adopted by
6 the government".

7 Have you or your colleagues been able to read this
8 document?

9 MR WILLIAM CHUNG: No, sir.

10 MR DUNCAN: Right.

11 If I could then take you slowly to just a couple of
12 aspects of the document, please.

13 Could I bring your attention first of all to the
14 first page, page 1649, and paragraph 4 of that page,
15 commencing with, "Apart from the follow-up actions by
16 the TD". Could you just read that to yourself.

17 MR WILLIAM CHUNG: I've done so.

18 MR DUNCAN: It refers to a sample of the quarterly traffic
19 accident situation report, submitted by the Transport
20 Department to the Road Safety Council, a sample of which
21 is at attachment I.

22 In that respect, could I ask you to go to page 1658
23 of the document, please, of the bundle, 1658. Do you
24 see at 1658 the heading, "Traffic accident situation
25 report for Road Safety Council meeting on 7 March 2018"?
26

1 Do you see that?

2 MR WILLIAM CHUNG: Yes.

3 MR DUNCAN: Thank you. Then if you look at the next page,
4 1659, you see appendix I with a heading, "Summary of
5 traffic accidents status in 2017".

6 MR WILLIAM CHUNG: Yes, sir.

7 MR DUNCAN: If you go down that page, you get to "Appendix 3
8 franchised bus involvements", still at 1659.
9 "Appendix 3 franchised bus involvements"; do you see
10 that paragraph?

11 MR WILLIAM CHUNG: Not yet, sir.

12 MR DUNCAN: Do you see it now?

13 MR WILLIAM CHUNG: Yes.

14 MR DUNCAN: "Appendix 3 ...

15 For franchised bus involvements in Q4 2017, Kowloon
16 Motor Bus, Long Win Bus, New Lantao Bus and Citybus
17 (franchise 2) recorded increases while New World First
18 Bus and Citybus (franchise 1) recorded decreases over
19 Q4 2016."

20 If I could then take you to appendix 3 which has
21 been referenced there, which you will find at 1664 of
22 the bundle. Do you see the heading "Appendix 3" and
23 "Franchised bus involvements"?

24 MR WILLIAM CHUNG: Yes, sir.

25 MR DUNCAN: And then a box for each of the franchisees?

26

1 MR WILLIAM CHUNG: Yes, sir.

2 MR DUNCAN: One of the ways in which the Transport
3 Department measures road safety is the involvement rate,
4 as they refer to it, per million of vehicle-kilometres.
5 Are you aware of that?

6 MR WILLIAM CHUNG: Yes, I do.

7 MR DUNCAN: If you look at the first entry, Kowloon Motor
8 Bus, and if we look at the last two entries, the fourth
9 quarter of 2016 and the fourth quarter of 2017, you will
10 see the involvement rates at 2.979 and 4.005
11 respectively. Do you see those entries?

12 MR WILLIAM CHUNG: Yes, I do.

13 MR DUNCAN: If you look then through the rest of it, do you
14 see that the figures for New World First Bus and Citybus
15 franchise 1 seem to be amongst the highest with regard
16 to the involvement rate per million vehicle-kilometres.
17 Can you detect that from reading through the document?

18 MR WILLIAM CHUNG: Yes, sir.

19 MR DUNCAN: Does that come as any surprise to you?

20 MR WILLIAM CHUNG: No, sir. Well, because for each
21 franchise, the network is different, and the traffic
22 situations that they serve also varies. Citybus, for
23 instance, Citybus franchise 1 and Citybus franchise 2,
24 the accident rates differ vastly. These are the two
25 franchises managed by the same company. Why the vast

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1 difference? That's because the networks that they serve
2 are different.

3 Citybus 2, most of the buses are running on highways
4 and the mileage is pretty high for them. Also, they
5 don't serve much in busy road sections. So we feel that
6 we cannot simply make the comparison like this in
7 relation to the accident rate per million kilometres.
8 We cannot simply make a comparison like that.

9 CHAIRMAN: This is a point you have made in one of your
10 submissions, is it not, apples with apples?

11 MR WILLIAM CHUNG: Correct, sir.

12 CHAIRMAN: Can you give us the reference where this point is
13 made? Or perhaps you can come back to it in due course.

14 MR WILLIAM CHUNG: Sorry, Mr Chairman, we haven't got this
15 in the submission, we didn't say this in the submission,
16 but in the five-year forward plan, in 5.1, in the
17 introduction, we have made this point.

18 MR DUNCAN: It will be at page TD-1/195.

19 CHAIRMAN: Yes:

20 "The significant difference in accident statistics
21 of Citybus [franchise 1 and franchise 2] is a good
22 demonstration of the effect of network composition and
23 operating areas of Citybus [franchise 1] and Citybus
24 [franchise 2] are both operated by Citybus.

25 What are the highways on which Citybus franchise 2
26

1 operate mostly?

2 MR WILLIAM CHUNG: Mainly North Lantau Highway and also West
3 Kowloon Corridor.

4 CHAIRMAN: Thank you.

5 MR DUNCAN: There is one other point I wish to explore with
6 you or raise with you, Mr Cheng, before I leave this
7 Transport Department document recently received.

8 Could you look at page 1650. So it's TD-5/1650.

9 This morning, the chairman raised the matter of
10 black boxes on public light buses, and I would just like
11 you, please, to read through paragraph 7 on that page,
12 page 1650.

13 MR SAMUEL CHENG: I've done it, sir.

14 MR DUNCAN: Thank you.

15 The chairman also referred to the fact that,
16 according to his understanding, there were provisions
17 applicable to public light buses which had an over speed
18 threshold of three seconds as opposed to the 10 seconds
19 we were discussing this morning. Do you remember his
20 raising that with you?

21 MR SAMUEL CHENG: Yes, I do, sir.

22 MR DUNCAN: I'm just going to tender for the record
23 schedule 19 to the Road Traffic (Construction and
24 Maintenance of Vehicles) Regulations. I think that's on
25 the system now.

26

1 If one was to look at paragraph 3 of the schedule,
2 you will see there a requirement with regard to the
3 capability of an EDRD, or black box, with regard to its
4 installation in a public light bus. And in
5 paragraph 3(d) there's reference to "records of vehicle
6 activity when the actual speed of the vehicle exceeds
7 an over speed threshold stored in the EDRD for
8 a continuous period of more than three seconds".

9 I simply bring that to your attention because of the
10 chairman's comment this morning.

11 MR SAMUEL CHENG: Yes, I've read it.

12 MR DUNCAN: Thank you.

13 Let us go now back to the forward planning programme
14 and the bus safety report. So it's TD-1 at page 200.

15 At 5.11 -- and of course this was written before the
16 working group was set up --11 there is a heading,
17 "Measures and programmes planned to enhance safety". We
18 can see on that page, 200, going right through to
19 page 201, a number of measures that have been
20 identified.

21 Just one matter I would like to raise with you in
22 (iv) on page 201, please. The fourth-last line:

23 "Harsh braking reports generated whenever
24 deceleration is beyond threshold are used to identify
25 drivers with harsh braking habit. Remedial training or
26

1 disciplinary action will be taken to rectify the
2 misbehaviours."

3 How are these harsh braking reports generated?

4 MR SAMUEL CHENG: I would like to defer to Mr Chung.

5 MR WILLIAM CHUNG: Yes. If we receive a complaint from
6 a passenger saying that the bus driver has had harsh
7 braking, then we will get hold of the data, to find out
8 whether he does have such a habit of harsh braking. If
9 it is established, then we would take follow-up action.

10 MR DUNCAN: Thank you. So no complaint, no report; is that
11 the situation?

12 MR WILLIAM CHUNG: Correct.

13 MR DUNCAN: Then page 202, 5.12, in the middle of that
14 paragraph we have this entry:

15 "Proper and fair disciplinary procedure and reward
16 mechanism are in place to deter bad driving behaviour
17 and to encourage good driving attitude."

18 Do you see that reference?

19 MR SAMUEL CHENG: Not yet. Now I see it.

20 MR DUNCAN: Thank you.

21 Now, post-reclassification of the safety bonus, the
22 attendance bonus, the performance bonus, what reward
23 mechanism is now in place to deter bad driving behaviour
24 and to encourage good driving attitude?

25 MR SAMUEL CHENG: I think I have answered this question

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1 before. If they have a poor driving attitude, if they
2 are not having a high standard of driving safety, then
3 there will be different degrees of disciplinary action.

4 CHAIRMAN: I think the real question perhaps is this,
5 Mr Cheng. At one stage you had a stick and a carrot,
6 and now you have given up the carrot. Is that the
7 situation?

8 MR SAMUEL CHENG: Yes. Correct.

9 MR DUNCAN: We can leave the forward planning report now,
10 please, and go back to your submission, which is -- the
11 entry I wish to take up is at CTB-1, pages 27 to 28.

12 MR SAMUEL CHENG: Yes, I see it.

13 MR DUNCAN: At page 27, we have a heading provided by the
14 company, "Maintenance and inspection", and that runs
15 through to most of page 28.

16 The pre-service check, item (d), which is
17 a requirement on the bus captain, is the bus captain
18 required to keep a written record of this check?

19 MR WILLIAM CHUNG: No.

20 MR DUNCAN: To what extent have maintenance matters
21 contributed to bus accidents involving company buses
22 over the last few years?

23 MR SAMUEL CHENG: I would like to defer to Mr Li.

24 MR PAUL LI: I haven't got the figures with me. I believe
25 it is quite unlikely and there are just very, very few

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1 cases.

2 MR DUNCAN: The very, very few cases have revealed what?

3 What sort of problems?

4 MR PAUL LI: As far as I can recall, some parts have been

5 broken, causing damages to the bus, but it was minor.

6 MR DUNCAN: Are there written reports made of these sorts of

7 incidents?

8 MR PAUL LI: Yes, there are.

9 MR DUNCAN: I wonder if you could provide the committee with

10 samples of reports which have led to any sort of

11 incidents, say in the past two years. Would that be

12 possible?

13 MR PAUL LI: Yes, we will go back to check.

14 CHAIRMAN: Thank you.

15 Mr Duncan, is this not a matter that has been

16 addressed in the LegCo papers dealing with the renewal

17 of the franchise, where the overall record of the

18 company, for example Citybus, was examined, and the

19 success of their maintenance programme described?

20 MR DUNCAN: I think that is right, Mr Chairman. We'll try

21 and find the reference to that. We'll try and locate

22 that.

23 Just moving away from that topic, could I ask you

24 this, Mr Cheng. In the context of safety, are there any

25 matters where you would consider that the government

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1 could assist your company materially, in a way in which
2 it doesn't assist the company at the moment? We
3 understand that primarily safety is a matter for the bus
4 companies, but is there anything which occurs to you
5 whereby you could be assisted by the government in your
6 endeavours?

7 MR SAMUEL CHENG: Mr Chairman, as far as we are concerned,
8 anything to enhance safety would involve expenditure.
9 It will cost money. In future, should there be
10 requirements incurring a vast amount of money on our
11 part, to install certain devices so as to enhance the
12 safety standards of our service, I do hope that the
13 government will provide some financial support to us.

14 Thank you.

15 MR DUNCAN: Can you point to anything specific which you
16 would regard as beyond your financial capabilities at
17 the moment, but which, if it could be could funded,
18 would add materially to the matter of safety? Is there
19 any specific matter?

20 MR SAMUEL CHENG: I cannot give any examples which will
21 substantially enhance the safety. Rather, there are
22 certain things which the public would think that, when
23 done, the safety would be enhanced.

24 I can give examples. Say, for example, this
25 morning, you explored the idea of retrofitting safety

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1 seat belts for the upper deck. This morning, Mr Li
2 talked about the cost. It will be 15,000 to
3 20,000 pounds per bus, and we have got 1,100 buses
4 falling into this category. If they all have to be
5 retrofitted with safety belts on the upper deck, the
6 total cost, as we have given, will be HK\$180 million to
7 HK\$240 million.

8 The two companies are registering a very low level
9 of profits. We don't know how many years we have to
10 operate before we can earn that amount of money so as to
11 retrofit the safety belts. So this is one of the
12 examples that our financial capability cannot afford.

13 So, for such kinds of expenditure, I believe we have
14 to be very cautious, and find out whether it can really
15 very effectively achieve the purpose.

16 This morning, we have said that currently there are
17 certain exposed seats on board and they have been fitted
18 with seat belts, but then in fact I ride on the buses
19 many times. I seldom see passengers occupying such
20 seats put on the seat belts. In future, if you ask our
21 company to spend \$100 million to \$200 million, or more
22 than \$200 million to work on this, while we query very
23 much the effectiveness, of course, if the administration
24 would like to impose such a requirement, that is to
25 retrofit the seat belts, then I very much hope that the
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1 government will provide a subsidy so that we can install
2 the seat belts.

3 So this is one of the examples. Thank you.

4 CHAIRMAN: So your point really is this: if the government
5 thinks that it's worthwhile doing because it gives
6 passengers who might want to put a seat belt on the
7 opportunity to do so, but it's your experience that if
8 they don't do so, then it's up to government to fund
9 this, rather than impose it on your own? Is that the
10 point?

11 MR SAMUEL CHENG: If the government sees the need for seat
12 belts, in order for the passengers to put on the seat
13 belts if they want to, if that's the case then I hope
14 the government would fund the exercise because if we
15 fund it, it would be a waste of resources.

16 Sorry, if I may, Mr Chairman, most importantly, if
17 you think of the situation in Hong Kong, we do have
18 standing capacity. If you feel that it is not safe
19 enough to sit down and you need the seat belt, what
20 about those who are standing up? They don't have a seat
21 belt. For the standees, I think it's a bit of a
22 contradiction.

23 Thank you.

24 CHAIRMAN: I think your other point was -- I will leave that
25 point.

26

1 Yes, Mr Duncan.

2 MR DUNCAN: Thank you, Chairman.

3 Can I refer you to page 40 of your submission. So
4 that will be CTB-1 at page 40 of the bundle.

5 MR SAMUEL CHENG: Yes, sir.

6 MR DUNCAN: You should be looking at a page which has the
7 heading in the middle, "Other relevant information". Do
8 you have that?

9 MR SAMUEL CHENG: Yes, sir.

10 MR DUNCAN: You have said:

11 "To assist the committee in understanding the
12 franchised bus industry, we also wish to take this
13 opportunity to explain our operating environment and
14 challenges we have encountered in providing franchised
15 bus services".

16 And you have set out there a number of issues. Can
17 I just bring your attention to item (b), "Route
18 rationalisation". You have said at the end of that
19 paragraph that what has happened has led to a waste of
20 money and resources at your end.

21 CHAIRMAN: Might I invite you to read out the short
22 paragraph?

23 MR DUNCAN: Certainly. I quote:

24 "To tackle the competition posed by the railway, we
25 proposed route rationalisation plans to the [Transport
26

1 Department] to scale down or cancel low demand services.
2 Due to the objection of district councils, a number of
3 our route rationalisation plans could not be computed to
4 match the decrease in passengers demand. This has led
5 to a waste of money and resources on our end."

6 Could you just appraise the committee of the system
7 that operates, first of all with regard to the routes
8 you are required to support, and then the system, if you
9 wish to change a route?

10 MR SAMUEL CHENG: I defer to Mr Chung, if I may.

11 MR WILLIAM CHUNG: Thank you, Mr Chairman.

12 If a railway line is coming on stream, we will make
13 proposals to the Transport Department. If there are
14 routes that are overlapping with the rail alignment,
15 then we would propose a cancellation of these routes or,
16 alternatively, scale back the frequency of these routes
17 or have diversion.

18 With the proposals being put in, then we have to
19 submit the route rationalisation plans to the district
20 councils for discussion. Normally, the councillors
21 would have a lot of comments and they would raise a lot
22 of objections. These bus routes have been around for
23 some considerable time, and many of the residents have
24 been using these routes. With the railway coming on
25 stream, some passengers will be lost to the railway and

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1 we are running short of patronage, although there will
2 still be passengers using them. Still, the councillors
3 would object to the cancellation or the scale-back of
4 the services.

5 If the objection is particularly strong, the
6 Transport Department may not necessarily approve the
7 plan.

8 Thank you, Chairman.

9 CHAIRMAN: Is the MTR link to Ocean Park or Wong Chuk Hang
10 an example of how a railway system arriving affects
11 passenger usage on buses, just as an example?

12 MR WILLIAM CHUNG: Yes, sir. Yes, indeed.

13 MR SAMUEL CHENG: Mr Chairman, if I may, the impact was
14 significant because prior to the railway coming on
15 stream, we had a route, that's the 629, bus 629, running
16 between Admiralty and Ocean Park. At that time, if
17 anybody wants to go to Ocean Park by public transport,
18 they will be using this particular route.

19 Ever since the MTR line has come on stream, we had
20 to cancel the route altogether because we have lost all
21 the passengers to MTR.

22 Thank you.

23 MR DUNCAN: So the Transport Department has the final say;
24 is that the position?

25 MR WILLIAM CHUNG: Indeed, sir.

26

1 MR DUNCAN: You don't have any right of appeal to any
2 further authority with respect to that sort of matter?

3 MR WILLIAM CHUNG: No. We never tried.

4 CHAIRMAN: Is there an avenue of appeal?

5 MR SAMUEL CHENG: We don't realise there is such a channel.

6 MR DUNCAN: Do you have any -- have you ever considered --

7 MR SAMUEL CHENG: I would like to correct this. It's we
8 don't aware of such a channel, not realised, we don't
9 aware of.

10 CHAIRMAN: Is there not an appeal to the Secretary of
11 Transport and Housing, or am I thinking of another
12 provision?

13 MR SAMUEL CHENG: I defer to Mr Chung. He is more familiar
14 with this.

15 MR WILLIAM CHUNG: According to Cap 230, PBSO, if there is
16 dispute over the rationalisation plan, then the THB
17 would be the authority for settlement, but we never
18 tried this.

19 CHAIRMAN: But specifically the Secretary for Transport and
20 Housing?

21 Don't worry. We can check that. But that's the
22 provision I have in mind.

23 MR DUNCAN: Moving from the route rationalisation to another
24 matter you have raised, the fare adjustment arrangement,
25 item (f) on page 41.

26

1 Perhaps I could read quickly through this before
2 I ask you a couple of matters:

3 "The approval of franchised bus fare adjustment
4 applications is governed by the fare adjustment
5 arrangement ('FAA'). Under the FAA, there is a basket
6 of factors that the government would consider. Public
7 acceptability and affordability is one of the factors.
8 In our view, this factor is highly discretionary and
9 subjective and has been conveniently abused by
10 politicians.

11 We had our last fare adjustment in 2008. Since
12 then, we have not applied for any fare adjustment until
13 August 2017 when [Citybus, the first franchise, and New
14 World First Bus] submitted applications for fare
15 adjustments to mitigate the substantial revenue loss due
16 to railways competition in recent years and cost
17 increases over the last 10 years. As mentioned in (c)
18 above, the cumulative inflation rate in Hong Kong over
19 this ... period was 31.2 per cent and we have awarded
20 a cumulative increase in wages of 39.9 per cent.
21 Although we were fully justified to seek fare
22 adjustments under the FAA on various occasions, no
23 application had been made mainly due to the
24 ineffectiveness of the FAA and the highly politicised
25 environment against fare/price increases of public
26

1 utilities.

2 In addition to the difficulty in obtaining a fair
3 deal in FAA applications, the fare adjustment approval
4 process has been excessively long. By way of example,
5 our current fare adjustment applications submitted in
6 August 2017 are still being scrutinised by the
7 government.

8 Unlike the MTR, which has automatic fare adjustment
9 made annually in accordance with a prescribed formula,
10 franchised bus companies do not have the same certainty
11 in fare adjustments. Without such certainty, it is
12 difficult for franchised bus companies to formulate
13 comprehensive future plans."

14 You have identified in those paragraphs a number of
15 matters which can perhaps be summed up by your phrase
16 "the ineffectiveness of the FAA". Have you --

17 CHAIRMAN: Before you embark on any questioning, Mr Duncan,
18 do we have that document available, the fare adjustment
19 arrangement?

20 MR DUNCAN: I think we do.

21 Mr Chairman, if we are able to turn up SEC/373.

22 CHAIRMAN: SEC-1 at page 373?

23 MR DUNCAN: Yes.

24 This is an example of one of the fare increase
25 applications --

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1 CHAIRMAN: Thank you.

2 MR DUNCAN: -- and its treatment.

3 Back to you, Mr Cheng, if I could. Given your
4 description of the FAA being ineffective, the process,
5 have you made any overtures to anybody with regard to
6 changing what you see as an ineffective system?

7 MR SAMUEL CHENG: Yes, we did. Last time, when the FAA was
8 reviewed -- allow me to paraphrase it. Every time when
9 the government reviews the FAA, we point out that the
10 FAA has certain inadequacies and it is not transparent
11 enough, in the eyes of the bus operators.

12 Thank you.

13 MR DUNCAN: How long has that situation existed?

14 MR SAMUEL CHENG: Ever since the FAA came into existence, so
15 far we have only applied for one fare increase, and that
16 was in 2008. On that occasion, for Citybus (F1), it was
17 only for the jointly operated cross-harbour routes were
18 allowed to put up the fares. For the Hong Kong Island
19 routes, we were not allowed to increase the fare levels.

20 As to the rationale, and then as to the financial
21 forecast data submitted by us to the government, whether
22 the government has taken on board all our financial
23 projection data or which part of our data was not
24 acceptable, nothing was said to us.

25 At the end of the day, all we knew was that for
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1 CTB (F1), all the Hong Kong Island routes were not
2 allowed to increase their fare levels. In fact, the
3 last time we increased the fares for the Hong Kong
4 Island routes, it was 1998. That's because in 2008 our
5 application was rejected. And we didn't know the
6 reason.

7 So, for this FAA, I believe that the transparency
8 has to be enhanced.

9 Thank you.

10 CHAIRMAN: Are you saying that you simply get the result
11 without any reasoned decision?

12 MR SAMUEL CHENG: Correct.

13 MR DUNCAN: Just for the record, Mr Chairman, there is
14 another reference to the fare adjustment arrangement at
15 THB-2 at 23, a fuller description.

16 CHAIRMAN: Thank you.

17 MR DUNCAN: So, Mr Cheng, when did this arrangement come
18 into existence?

19 MR SAMUEL CHENG: It was 2005 or 2006, round about that
20 time. I think 2006.

21 MR DUNCAN: As far as you are aware, have there been any
22 changes made to the adjustment mechanisms since that
23 time?

24 MR SAMUEL CHENG: Yes, there were some changes, but I'm
25 afraid I cannot state the specific changes. But at
26

1 least I can remember that originally it was not called
2 FAA. It was not called -- it was at first called fare
3 adjustment mechanism. Later on, the name was changed,
4 together with other changes, and it is now called FAA.

5 As to the specific changes, I'm afraid offhand
6 I don't have the information for you.

7 MR DUNCAN: I'm sorry, did you say in 2008 you made
8 an application which was unsuccessful?

9 CHAIRMAN: Well, it was successful for the harbour route but
10 nothing else.

11 MR SAMUEL CHENG: In year 2008, for CTB (F1) and New World
12 First Bus, there was an application for fare increase
13 from both. The result was, for New World First Bus, the
14 fare increases were approved. But then for CTB, for our
15 Hong Kong Island routes, we were not allowed to increase
16 the fares. For the harbour routes, when they were
17 jointly operated with KMB, since KMB was given approval
18 to increase the fares, and as a result we were also
19 allowed to increase the fares. But of course most of
20 our operations are on Hong Kong Island, and for those we
21 were not allowed to increase the fares.

22 MR DUNCAN: Were you given any reasons at all as to why that
23 application was rejected?

24 MR SAMUEL CHENG: No, no specific reasons were given.

25 MR DUNCAN: Well, any reasons? Did you receive anything in
26

1 writing, beyond the fact that it had been unsuccessful?

2 MR SAMUEL CHENG: No.

3 MR DUNCAN: Since we are moving to the MISC bundle, can

4 I raise another matter with you.

5 CHAIRMAN: Are you moving on to another matter?

6 MR DUNCAN: Yes.

7 CHAIRMAN: Before you do so -- at page 42 of your first
8 submissions, paragraph (g), "Reasonable return", the
9 last three lines say this:

10 "We are given to understand that the government is
11 in the course of reviewing the FAA, and we earnestly
12 hope that the above-mentioned issues can be addressed in
13 the review."

14 Perhaps, Mr Duncan, I can invite you to read out the
15 whole of that paragraph as being relevant to the
16 conclusion.

17 MR DUNCAN: "Due to the difficulties regarding fare
18 adjustment as described above, the chance of being
19 awarded a fare adjustment and the increase rate are full
20 of uncertainties. We forecast that the return on
21 [average net fixed assets of CTB franchise 1 and New
22 World First Bus] will be below 1 per cent for the
23 financial year ending 30 June 2018. This is taken into
24 account that the status quo can be maintained in regard
25 to our overall expenditure. Should there be any

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1 significant increase in staff and fuel costs, both of
2 these franchises may well become loss making.
3 Therefore, let alone earning a reasonable return, when
4 the companies' commercial viability is at stake, it will
5 be impossible for our companies to continue to provide
6 the high quality and efficient services expected by the
7 public, and to offer attractive pay packages to recruit
8 and retain staff. We are given to understand that the
9 government is in the course of reviewing the FAA, and we
10 earnestly hope that the above-mentioned issues can be
11 addressed in the review."

12 Do you maintain those sentiments today, Mr Cheng?

13 MR SAMUEL CHENG: Yes, I maintain this view.

14 MR DUNCAN: Your information that the government is in the
15 course of reviewing the FAA, on what basis have you
16 formed that understanding?

17 MR SAMUEL CHENG: We have had meetings with the government.

18 CHAIRMAN: Specifically with whom in the government?

19 MR SAMUEL CHENG: Transport and Housing Bureau.

20 CHAIRMAN: When were those meetings which led to this
21 understanding?

22 MR SAMUEL CHENG: Let me say this. I say "we are given to
23 understand", and so on and so forth. I think I have
24 made it rather indirect. Allow me to rephrase this
25 sentence. I should say, "We understand" or "We know
26

1 that".

2 CHAIRMAN: As a result of meetings?

3 MR SAMUEL CHENG: Correct.

4 CHAIRMAN: When were the meetings?

5 MR SAMUEL CHENG: I have to go back to check the meeting
6 date.

7 CHAIRMAN: Were they this year or last year?

8 MR SAMUEL CHENG: Last year.

9 CHAIRMAN: Nothing this year?

10 MR SAMUEL CHENG: I don't recall having any more meetings
11 this year, but I really have to go back to check my
12 diary.

13 CHAIRMAN: Please do so, if you would be kind enough, and
14 inform us what the position is, as to whether there were
15 meetings this year, on this subject.

16 MR SAMUEL CHENG: Yes. Certainly, I will do that.

17 MEMBER LO: Can I ask a question? The question, is it about
18 the FAA or it's about the formula? According to the
19 formula, have you calculated how much fare increase you
20 could ask for or request?

21 MR SAMUEL CHENG: The FAA itself.

22 MEMBER LO: But there's a formula you can apply?

23 MR SAMUEL CHENG: We don't have an automatic mechanism.

24 According to the FAA, we may submit an application, and
25 after that there will be a process, a series of

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1 examination and approval. Ours is different from that
2 of the MTR.

3 MEMBER LO: So is it about the procedure or is it about what
4 is the change that you request for reviewing the FAA?

5 MR SAMUEL CHENG: Well, to us, if we have more certainties
6 about the fare adjustment, and if the transparency is
7 enhanced, then at least it will be better. I hope at
8 least in those two areas there will be improvements.

9 MR DUNCAN: Mr Chairman, just for the record, I referred to
10 the fact that the fare adjustment arrangement had been
11 the subject of one of the THB documents, THB-2/23.

12 CHAIRMAN: Yes.

13 MR DUNCAN: The matter of the review of the FAA is a matter
14 which the bureau has also addressed at the ensuing
15 pages, THB-2, pages 24 and 25, for the record.

16 CHAIRMAN: Perhaps we ought to turn to that, since it's the
17 subject matter of this evidence.

18 MR DUNCAN: Certainly.

19 Just before we do that, Mr Cheng, do I understand
20 correctly from your evidence that you had discussions
21 about a change in the FAA, but you have not yet been
22 informed by the government as to the outcome of those
23 discussions? Is that the position?

24 MR SAMUEL CHENG: Yes. The review is with the government.
25 It's in the government's court.

26

1 MR DUNCAN: And you don't know what the outcome of that
2 review is at the present time?

3 MR SAMUEL CHENG: At the moment, we don't know. We don't.

4 MR DUNCAN: So can we have on the screen, please, THB-2,
5 pages 24 and 25. We want bundle page 24. Yes.

6 I will read through, if you can follow me. Perhaps
7 if we go back to the previous page, just to get the full
8 flavour, page 23 of the bundle. Do you see item (d) on
9 that page, "Fare adjustment arrangement", and then
10 a subheading, "Current arrangement"?

11 MR SAMUEL CHENG: Yes, sir.

12 MR DUNCAN: Then if I could pick it up at the following
13 page, bundle page 24, paragraph 4.28:

14 "The aforesaid existing arrangement was put in place
15 in 2006 after consultation with the LegCo. The
16 arrangement was subsequently fine-tuned having regard to
17 the outcome of the review in 2009. As the existing
18 arrangement can basically strike a balance between the
19 sound operation of bus service as well as public
20 affordability and acceptability, there is no need for
21 an overhaul of the FAA.

22 In this regard, the government has conducted
23 a review of the FAA. The initial findings indicate that
24 the arrangement should be kept intact, while the data
25 could be updated on two fronts:

26

1 (a) Productivity gain value ...

2 (b) Passenger reward arrangement".

3 Unless the chairman wishes me to go to that, I will
4 leave out the detail of that, but then move to
5 item 4.30:

6 "The government has initiated discussion with the
7 franchised bus companies on the initial review outcome
8 and the details of the above two data updates. We will
9 announce the discussion outcome and expect to implement
10 them in the first half of 2018 upon approval by the
11 Chief Executive-in-Council."

12 Now, according to that statement, Mr Cheng, the
13 government has initiated discussions with the bus
14 companies, obviously including yours, on the initial
15 review outcome and what they propose, namely that the
16 arrangement should be kept intact but with the data
17 being updated on two fronts. Have you in fact been
18 informed of the government's view with regard to those
19 matters?

20 MR SAMUEL CHENG: Yes, I am aware that the government is
21 conducting a review.

22 MR DUNCAN: But has the government indicated to you their
23 findings --

24 CHAIRMAN: I think they are called "initial findings".

25 MR DUNCAN: Yes, the initial findings that indicate that the
26

1 arrangement should be kept intact but with the data
2 being updated on two fronts, as it's suggested in
3 paragraph 4.29. Has the government informed you of
4 that?

5 MR SAMUEL CHENG: Yes, at the meeting, yes. But as to the
6 updating of the data on two fronts, what new figures
7 would there be, we are not sure. We don't know. For
8 these two figures, they are terribly important.

9 MR DUNCAN: And you are still awaiting details with regard
10 to those figures; is that the position?

11 MR SAMUEL CHENG: Yes, sir.

12 MR DUNCAN: Thank you. I'm going to leave the fare
13 adjustment arrangement now and go to MISC-2.

14 Could I bring to your attention again a document we
15 saw yesterday at page 643 of the bundle, with the
16 translation at 644-1.

17 If we could pull up the Chinese document, please, at
18 page 643. Thank you.

19 Do you recall my referring this submission to you
20 yesterday from the Democratic Alliance?

21 MR SAMUEL CHENG: Yes, I do.

22 MR DUNCAN: That was in the context of the salary of
23 franchised bus captains. Today, I want to bring to your
24 attention a matter which they have brought to the
25 attention of the committee. That appears in the third
26

1 paragraph of the first page, beginning with the words:

2 "The industry actions of bus captains that took
3 place in February 2017 and 2018 aroused the concern of
4 different sectors of the community over problems such as
5 illegal parking at bus stops, bus captains' treatment
6 and working hours."

7 It goes on to say, "Below are reasons for illegal
8 parking at bus stops", and there are four items which
9 are mentioned. Do you see those?

10 MR SAMUEL CHENG: Yes, sir.

11 MR DUNCAN: Then if you go to the second page of the
12 original document, page 644 of the bundle, and the
13 translation, the last paragraph on page 644-1:

14 "To eradicate illegal parking at bus stops, it must
15 be dealt with from its roots and by formulating suitable
16 policies, revising the outdated laws. The problem can
17 only be resolved by multipronged measures."

18 Then there's a paragraph:

19 "Suggestion 1: Following Singapore and installing
20 cameras on all bus fleets."

21 Before we go further into this, does the company
22 regard illegal parking at bus stops as a problem?

23 MR SAMUEL CHENG: I defer to Mr Chung, if I may.

24 MR WILLIAM CHUNG: Yes, sir.

25 MR DUNCAN: Could you perhaps just describe the extent of
26

1 the problem?

2 MR WILLIAM CHUNG: In many bus stops, there is illegal
3 parking, and these vehicles are getting in the way of
4 the buses, in a way that they cannot pull up close to
5 the kerb for loading and unloading. There may be
6 markings for the bus stop. Our buses require a certain
7 distance to pull into the bay. If there is illegal
8 parking on the front end or back end of the bay, it
9 would be getting in the way of the bus operation, and
10 sometimes the buses would have to pick up and set down
11 passengers in the middle of the road. This is quite
12 a commonplace and serious problem.

13 MR DUNCAN: Does it cause safety concerns?

14 MR WILLIAM CHUNG: Indeed, yes.

15 MR DUNCAN: In what way?

16 MR WILLIAM CHUNG: For instance, illegal parking would
17 reduce the width of the road when the buses drive past.
18 Because of the large size of the bus, it's likely to get
19 into problem, and if the passengers cannot get on and
20 off on the kerbside, there is a likelihood of them being
21 hit by vehicles or they may fall over.

22 MR DUNCAN: If we go back to the letter -- sorry, before we
23 go back to the letter, has the company endeavoured to
24 overcome this problem?

25 MR WILLIAM CHUNG: We notified the Transport Department
26

1 about the black spots of illegal parking. We hope that
2 these sections, they will have 24-hour restricted zone.
3 We also notified the police to do enforcement work.

4 MR DUNCAN: Has that eradicated the problem?

5 MR WILLIAM CHUNG: It doesn't help much.

6 MR DUNCAN: If we go back to --

7 CHAIRMAN: Did it result in any action?

8 MR WILLIAM CHUNG: The police would take action, but as soon
9 as the police back is turned, then the illegal parking
10 problem would recur. Say, for instance, in Causeway
11 Bay, Yee Wo Street, near SOGO, outside SOGO, in fact,
12 this is a problem that occurs very often. Earlier,
13 a taxi driver got into a confrontation with a bus
14 captain.

15 MR DUNCAN: If we go back to the letter, there is then
16 reference to a system which appears to exist in
17 Singapore. I'm quoting from the letter to the
18 committee:

19 "Following Singapore and installing cameras on all
20 bus fleets. Singapore has since 2008 installed cameras
21 on buses and the cameras are installed next to the
22 driver's seats. When drivers discover cars parking
23 inside the bus stop, they can press the button and
24 record a video of 5-10 minutes. The bus companies will
25 then hand the recording to the police, thereafter the
26

1 police can review the recording and in around two weeks'
2 time the ticket will be sent to the car owner's home.
3 Each penalty ticket costs nearly HK\$800, there is
4 an additional charge of HK\$5,000 and imprisonment of 3
5 months for late payment of penalty.

6 For the first year, Singapore has recorded 2,112
7 incidents of drivers driving into the bus lanes or bus
8 stops to pick up and drop off customers. For 2014, the
9 number of cases of driving into the bus lanes and
10 illegal parking has already reduced to 886, it has
11 successfully deterred most drivers not to stop at the
12 bus stops."

13 Is that a method which has any appeal to you?

14 MR SAMUEL CHENG: Regarding this proposal, I have doubts
15 about the credibility of such an arrangement. If
16 I understand it correctly, what it means is that on
17 board the bus, near to the bus driver's seat, there is
18 a camera, so that when the bus approaches the bus stop,
19 if it is found that there is somebody who has parked his
20 vehicle there, then the bus driver would press a button
21 and then there would be an automatic recording of a clip
22 running for five to ten minutes. That's how
23 I understand it.

24 But then, first of all, in Hong Kong, when the bus
25 driver reaches a bus stop, it is impossible for us to
26

1 stop there for five to ten minutes, not for our buses in
2 Hong Kong. For the approach in Singapore, I think they
3 have something similar to that in Hong Kong. I don't
4 quite think that you will see a bus pulling up in a bus
5 stop, it is found that there is illegal parking and then
6 the bus doesn't pull up into the bus bay and then the
7 camera is on for five to ten minutes. Well, I don't
8 think this is going to be feasible, at least not in
9 Hong Kong.

10 CHAIRMAN: Five to ten seconds?

11 MR SAMUEL CHENG: Here, in the Chinese version, it's five to
12 ten minutes.

13 CHAIRMAN: I'm asking you what you think about five to ten
14 seconds.

15 MR SAMUEL CHENG: It depends whether a bus can move further
16 up and stop by the bus stop. If we don't and yet we
17 just stop our bus there and then make a recording of
18 that offending vehicle for five to ten seconds, I'm
19 afraid this will cause delay to our passengers. It will
20 also obstruct the traffic on the road.

21 Thank you.

22 CHAIRMAN: We saw from the demonstration at the Chai Wan
23 depot that you have forward-looking cameras in buses,
24 did we not?

25 MR SAMUEL CHENG: Yes, we do.

26

1 CHAIRMAN: We saw a lady for whom the bus driver waited and
2 opened the door again so she could board.

3 MR SAMUEL CHENG: Yes.

4 CHAIRMAN: That kind of camera could capture what is being
5 described, could it not?

6 MR SAMUEL CHENG: Yes, it can capture images for one to
7 three seconds. However, if it is just for one to three
8 seconds, I'm not sure whether it is adequate to
9 establish a case and penalise the driver for having
10 stopped the vehicle at a bus bay. I'm not familiar with
11 the criteria on the part of the police to prosecute.
12 Will somebody be booked and issued a summons for just
13 stopping there for two seconds? I'm not sure.

14 CHAIRMAN: That's a matter for the prosecuting authorities,
15 but at least you would be providing them with evidence.
16 It's for them to judge whether it is sufficient.

17 MR SAMUEL CHENG: In that case, it means that our bus
18 captain has to be doing both at the same time. While
19 driving, he has to note down at what time and at which
20 bus stop somebody has parked illegally there, and then,
21 when he finishes work, he hands over such a logbook to
22 the company, and then the company tries to identify this
23 car and tries to download the video clip. In other
24 words, we have to go through a series of steps before
25 that can be done.

26

1 I think, for this matter, it should be the police
2 that should be doing something about it, because if that
3 stretch of the road should be an urban clearway and
4 nobody should park there, then the police should enforce
5 the law. Our bus captains are already very busy while
6 driving. If you ask them to remember doing such, it
7 means adding to the burden of their work.

8 Thank you.

9 CHAIRMAN: Are you aware that the police suggested to
10 I think the Transport Department and LegCo that cameras
11 should be used, fixed, perhaps lamppost, cameras, to
12 record what you are describing, and that that should be
13 the source of the evidence?

14 MR SAMUEL CHENG: If we have cameras on lampposts, I think
15 it's a very good idea. I really hope that you won't be
16 involving the bus captains in this kind of work.

17 CHAIRMAN: Presumably, that would be a relatively simple
18 thing to do, because you would provide the police with
19 details of the bus stops that are black spots and they
20 would simply install a camera.

21 MR SAMUEL CHENG: I think that's feasible.

22 CHAIRMAN: Are you aware of vehicle number recognition
23 systems, so that a computer that takes a photograph, or
24 rather a camera that takes a photograph of a number
25 plate, can match it with the registered owner?

26

1 MR SAMUEL CHENG: This is very technical. I would like to
2 defer to Mr Chung.

3 MR WILLIAM CHUNG: Yes, we are aware of such a system, but
4 I don't think it is affordable by us.

5 CHAIRMAN: No, I'm suggesting that this is something that
6 might be considered by the Transport Department and the
7 police: A camera takes a photograph of the stationary
8 vehicle impeding the photograph; the computer matches
9 the vehicle registration owner; and the third step is to
10 issue a ticket by email.

11 MR WILLIAM CHUNG: We welcome such an idea.

12 CHAIRMAN: Mr Duncan.

13 MR DUNCAN: It's getting on a bit, but there is just one
14 other substantive matter that I want to raise with you,
15 Mr Cheng, if I could.

16 This arises from a document which we can find at
17 page 822 of SEC-2. Again, I'm not sure whether you have
18 seen this document. You will see from the screen that
19 it starts as an information note relating to franchised
20 bus services in Seoul and Singapore, and it is
21 apparently a production of the research office at the
22 Legislative Council Secretariat here in Hong Kong.

23 Have you seen this document at all?

24 MR SAMUEL CHENG: No, we haven't.

25 MR DUNCAN: I'm going to take you directly to page 826 of
26

1 the bundle, and bring your attention to paragraph 2.11,
2 and the heading, "Implementation of the bus signal
3 priority system". Do you see that heading?

4 MR SAMUEL CHENG: Yes.

5 MR DUNCAN: If I can read the entry:

6 "The bus signal priority ('BSP') system, which has
7 been deployed in many cities around the world, is
8 a traffic signal enhancement strategy. The strategy
9 facilitates efficient movement of buses through
10 signalised intersections which allows an approaching bus
11 to have priority on using the limited intersection
12 capacity over other vehicles entering the intersection.
13 The Seoul Metropolitan Government has implemented the
14 BSP system to permit the optimisation of traffic signals
15 to speed up buses."

16 Are you aware of such systems in different cities
17 around the world?

18 MR SAMUEL CHENG: Yes, we are aware of such a system in the
19 world. We are aware that in Singapore they do have
20 a similar system.

21 MR DUNCAN: Do you think this sort of system might have some
22 relevance as far as Hong Kong is concerned?

23 MR SAMUEL CHENG: We would welcome it very much.

24 MR DUNCAN: Have any steps been taken to have this
25 considered?

26

1 MR SAMUEL CHENG: All the time, we believe that it is what
2 the government should do.

3 MR DUNCAN: Have you raised it with the government?

4 MR SAMUEL CHENG: We haven't raised it with the government.

5 MR DUNCAN: I think in some cities around the world, buses
6 are accorded general priority, are they not? If a bus
7 is pulling out of a bus stop, cars are required to make
8 way for the bus. Is that the situation in some
9 countries, some cities?

10 MR SAMUEL CHENG: Let me defer to Mr Chung.

11 MR WILLIAM CHUNG: Yes, indeed. We are aware, say for
12 example, that in Singapore, when a bus leaves the bus
13 bay, other vehicles have to give way.

14 MR DUNCAN: Is that something which the company would regard
15 as a good thing?

16 MR WILLIAM CHUNG: Yes, we regard it as something which is
17 good. However, in Hong Kong, the road conditions may
18 not permit this. Say, for example, we have bus-only
19 lanes. In the past, as a result of complaints, some of
20 them have been cancelled.

21 CHAIRMAN: Complaints by whom?

22 MR WILLIAM CHUNG: Citizens, complaining that the bus lanes
23 were not put to optimal use, and as a result they have
24 to be scrapped.

25 CHAIRMAN: Citizens who are car drivers?

26

1 MR WILLIAM CHUNG: I'm not sure, but then we were informed
2 by the Transport Department.

3 CHAIRMAN: Presumably not citizens standing on a bus with
4 130 other passengers.

5 MR DUNCAN: Just going back to the system in Seoul for the
6 moment, the bus signal priority system. Given your
7 response to my question, is that something that would be
8 worthy of your taking up with the Transport Department?

9 MR SAMUEL CHENG: Yes, sir.

10 MR DUNCAN: Do you have any plans to do that?

11 MR SAMUEL CHENG: As a result of today's hearing, we have
12 been enlightened. We are going to do it.

13 MR DUNCAN: Can I just bring to your attention a couple of
14 other matters that have come up during the course of the
15 questions this afternoon. First of all, may I bring to
16 your attention section 33(1) of the Public Bus Services
17 Ordinance, which reads as follows --

18 CHAIRMAN: Do we have that in the papers?

19 MR DUNCAN: Yes. It will be in THB-2 at page 124,
20 Mr Chairman.

21 CHAIRMAN: Thank you.

22 MR DUNCAN: THB-2, page 124, section 33(1). You can
23 probably read that for yourself, Mr Cheng. It reads as
24 follows:

25 "A grantee which is aggrieved by any decision,

26

1 direction or requirement of the Secretary for Transport
2 and Housing, or a public officer given directions under
3 section 3, or the Commissioner, or any person authorised
4 by him, under this Ordinance or its franchise may,
5 within 28 days of the giving or making of the decision,
6 direction or requirement, appeal by petition to the
7 Chief Executive-in-Council, and the decision of the
8 Chief Executive-in-Council on any such appeal shall be
9 final."

10 Hitherto, have you been aware of that provision?

11 MR SAMUEL CHENG: I am aware of that.

12 MR DUNCAN: Has the company ever availed itself of its
13 rights under that?

14 MR SAMUEL CHENG: Never, sir.

15 MR DUNCAN: One other matter, just a reference, if I could,
16 with regard to the issue I raised as to whether
17 maintenance of facilities had contributed at all to
18 accidents.

19 I just refer the committee to another of the
20 documents, TD-2 at page 183, which is the Brief of the
21 Legislative Council considering the new franchises and
22 the bus networks of Citybus Ltd, that's for Hong Kong
23 Island and the cross-harbour bus network, and the New
24 Lantao Bus Company.

25 You will see, in the course of the assessment of the
26

1 applications, references to accidents, maintenance, and
2 so on, pages 183 and 184. That may be the provision
3 that the chairman had in mind.

4 CHAIRMAN: Yes. Thank you.

5 MR SAMUEL CHENG: I beg your pardon. You mentioned the
6 maintenance and repair. I can't see any mention of
7 maintenance and repair here.

8 CHAIRMAN: I think what I had in mind was the inspections,
9 the random checks on buses, detected a very low rate of
10 defects, and that was the observation that was made.

11 MR DUNCAN: By the Transport Department?

12 CHAIRMAN: Yes.

13 MR DUNCAN: We will look for that, Mr Chairman, and find it
14 for the committee.

15 CHAIRMAN: Thank you.

16 MR DUNCAN: Mr Chairman, unless the committee has any
17 further matters that you wish me to explore, they are
18 the questions.

19 CHAIRMAN: There is one matter, and I will raise the
20 question directly with you, Mr Cheng. It's simply this.
21 You have told us about a safety committee that was put
22 into being I think in April in the companies, to address
23 safety issues, of which you are the chair, and on which
24 some of your fellow representatives here today also sit.
25 My question, first of all, is this. It's right, is it

26

1 not, that a director or perhaps two of your directors
2 are Transport Department employees?

3 MR SAMUEL CHENG: Yes. This safety committee is composed of
4 our senior management. We have not invited the
5 government officials to sit on this committee, because
6 if the company has issues to discuss with the Transport
7 Department, then it would be meeting between the company
8 and the Transport Department. It's not for us to invite
9 the Transport Department to sit on this safety
10 committee.

11 CHAIRMAN: So although they are directors of the company,
12 you specifically decided not to invite them because of,
13 what, a potential conflict? Is that it?

14 MR SAMUEL CHENG: No, it's not because of the conflict;
15 because the operation of our company is the
16 responsibility of the management. The Transport
17 Department has two officials sitting on the board, and
18 generally speaking, the operation is a matter for the
19 management of the company. We have non-executive
20 directors. They are not involved in operation of the
21 company.

22 CHAIRMAN: Thank you for your answer to that. Those are the
23 questions that counsel has to ask you and those are the
24 questions that we have. I understand that there is
25 a final short statement that you wish to make, and if
26

1 that's so, please do so now.

2 Closing statement by MR SAMUEL CHENG

3 MR SAMUEL CHENG: Thank you, Chairman.

4 Mr Chairman, on behalf of New World First Bus and
5 Citybus, I would like to thank the following members
6 over the past two days: first, I thank the IRC for
7 inviting us to this hearing; Mr Duncan and his team has
8 raised questions to us and that allowed us the
9 opportunity to talk about the operation of the company;
10 third, I would like to thank the secretariat of the IRC
11 for the arrangement over the past fortnight; finally,
12 I would like to thank the simultaneous interpreters for
13 their service.

14 Thank you very much, Mr Chairman. Thank you,
15 members.

16 CHAIRMAN: Finally, then it remains for us to thank you for
17 your oral evidence and to remind you of the various
18 matters that you said that you would provide us with in
19 writing in due course. To assist you with that, the
20 secretariat will identify those matters and give you the
21 transcript references so that you will see what it is
22 that is sought from you.

23 MR SAMUEL CHENG: Most certainly, sir. Thank you.

24 CHAIRMAN: Thank you very much.

25 MR SAMUEL CHENG: Thank you, Mr Chairman.

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1 (4.55 pm)

2 (The hearing adjourned to a date to be fixed)

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1 2018年5月30日

2 上午10時正恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）各位早晨。鄧大律師。

6 MR DUNCAN：（經傳譯員）多謝你，主席。鄭先生，早晨。

7 鄭偉波先生：早晨。

8 MR DUNCAN：（經傳譯員）各位先生，早晨。今朝早我首先想問一啲問題係關於一
9 啲裝置嘅，係關乎巴士安全方面嘅裝置。首先，我就想講下嗰個俗稱係黑盒嗰個
10 裝置，我就想請你睇 CTB-1，55 頁。

11 鄭偉波先生：睇到。

12 MR DUNCAN：（經傳譯員）唔該晒。想請你睇嗰一頁，寫住“1”，係喺我哋個巴士
13 嗰度引入黑盒嗰個部分，請你睇一睇。睇到嗎？

14 鄭偉波先生：睇到。

15 MR DUNCAN：（經傳譯員）嗰幾段文字就係咪講及喺巴士嗰度安裝呢個黑盒嘅歷史
16 呀？

17 鄭偉波先生：正確。

18 MR DUNCAN：（經傳譯員）似乎就係喺 2003 年嘅 10 月開始，當時運輸署就係有一
19 個咁嘅要求，就要求呢啲裝置就要係安裝喺巴士嗰度嘅，係咪呀？

20 鄭偉波先生：正確。

21 MR DUNCAN：（經傳譯員）咁就係適用於 2004 年 7 月 1 號之後首次登記嘅巴士，
22 係咪呀？

23 鄭偉波先生：正確。

24 主席：（經傳譯員）或者係將 2013 年 10 月運輸署嗰封信亦都打上嚟，好唔好呀？
25 應該就係附件一。

26 MR DUNCAN：（經傳譯員）係 TD-2，205 頁。

27 鄭偉波先生：我哋睇見。

28 MR DUNCAN：（經傳譯員）2007 年之後註冊嘅巴士就係有埋黑盒，係咪呀？

1 鄭偉波先生：喺嗰個生效日期之後，我哋首批登記嘅車就係喺 2007 年嘅。換句話嚟
2 講，喺 04 至到 07，即係我哋登記嘅車之前，有一段時間我哋係有新車嘅。而喺
3 2007 年，我哋首次登記嘅車係有黑盒嘅。

4 MR DUNCAN：（經傳譯員）好，巴士公司係咪就係你哋接收嘅巴士嘅時候，你自己
5 有埋嗰啲黑盒呢？

6 鄭偉波先生：正確。

7 MR DUNCAN：（經傳譯員）唔該晒。CTB-1，55 頁，你就話喺 2010 年嘅時候，你
8 哋公司採取主動就將黑盒係提升，咁係成為一個綜合系統嘅一部分，裏面係有埋
9 一個功能，就係自動有嗰個到站嘅廣播嘅，係咪咁呀？

10 鄭偉波先生：正確。

11 MR DUNCAN：（經傳譯員）唔該。

12 主席：（經傳譯員）律師，請你停一停。講番嗰份文件嘅第 2 頁，就講及係嗰個基本
13 嘅要求係乜嘢嘢，但係係 2003 年嗰封信嘅，下面嗰頁，嗰個要求就喺嗰一頁嗰
14 度列咗出嚟嘅。

15 MR DUNCAN：（經傳譯員）係，不如係請你睇番嗰一版，TD-2，206 頁，第 2 段。
16 請問你睇唔睇到嗰個要求呢？即係話運輸署嘅要求。

17 鄭偉波先生：睇到。

18 MR DUNCAN：（經傳譯員）係當時嗰個情況。

19 鄭偉波先生：睇到。

20 MR DUNCAN：（經傳譯員）咁就係 2003 年發出嗰個要求嘅時候嘅細節，就有分開 A
21 同埋 B 兩項嘅。首先，就係嗰個營運時間開始，就係結束時間，中間係冇開引擎
22 嘅時間，行緊車嘅時間。B 嗰項就係車速。

23 主席：（經傳譯員）對唔住，律師。第一項嗰度講出就係點解有咁嘅要求嘅，係咪
24 呀？佢呢度就話係電子數據記錄系統嘅目的就係希望讓巴士公司係有呢個工具去
25 監察，同埋管理喺路上嘅車速，同埋佢嘅巴士同安全有關嘅表現，係間接就希望
26 鼓勵駕駛嘅行為係更好嘅。鄭生，睇到嘛？

27 鄭偉波先生：睇到。

28 主席：（經傳譯員）你嘅理解係點呢？你嘅理解係運輸署喺呢方面，佢扮演咩嘢角色
29 呢？如果有嘅話。即係話佢有咁嘅要求，你回應佢嘅要求，咁喺你眼中，運輸署
30 係咪有一個角色？同埋個角色係咩嘢呢？

31 鄭偉波先生：運輸署係有個角色嘅，係由佢推動巴士公司去安裝呢個黑盒嘅裝置。

1 主席：（經傳譯員）之後呢，個角色係點呢？

2 鄭偉波先生：之後，巴士公司就要符合呢一個指引嘅要求。而呢一個喺當時嚟講，個
3 個科技就係去到呢啲嘅內容，但係喺幾年之後有再新嘅科技，當我哋公司知道咗
4 之後，於是我哋就提升我哋個黑盒嘅系統。

5 主席：（經傳譯員）你點知道係有新科技嘅發展呢？

6 鄭偉波先生：呢個我畀我同事鍾生嚟到答大家。

7 主席：（經傳譯員）係，鍾先生。

8 鍾澤文先生：冇錯，當時我哋亦都係有研究緊喺一個巴士上面嘅報站裝置。因為呢個
9 報站裝置，我哋當時就考慮到唔想令啲司機係加重佢個工作負擔，所以我哋就
10 係研究一個利用衛星定位嘅方法係去自己動報站嘅。喺研究呢樣嘢嗰陣時係理解
11 到可以將兩個系統串連咗一齊嘅，咁就可以除咗話提供運輸署所要求嘅一啲資料
12 之外，亦都可以加埋啲巴士嘅位置，係咁樣產生出嚟嘅，多謝。

13 主席：（經傳譯員）鄧生。

14 MR DUNCAN：（經傳譯員）唔該主席。我嘅理解啱唔啱呢？就係公司係主動提升個
15 個科技，用更多嘅科技，係咪呢？

16 鄭偉波先生：正確。

17 MR DUNCAN：（經傳譯員）咁講啱唔啱呢？喺 2003 年至到 2010 年之間，因為你話
18 2010 年嘅時候，你主動係提升咗嘛，03 至到 10 年之間，運輸署冇要求喺黑盒
19 嗰方面係採取新啲嘅科技，除咗係早喺 2003 年已經作出嘅要求之外，冇要求有
20 新嘅科技，係咪呀？

21 鄭偉波先生：我同事鍾生回答。

22 鍾澤文先生：係冇嘅。

23 MR DUNCAN：（經傳譯員）我又想睇番你嘅意見書，亦都睇番第 55 頁，喺嗰版嘅下
24 面嗰度，你就講出就係話逐秒逐秒嘅數據，呢個黑盒可以提供逐秒逐秒嘅數據
25 嘅，呢啲數據今時今日喺黑盒嗰度係咪都係有嘅呢？

26 鄭偉波先生：呢個技術性嘅問題，我同事列先生回答嘅。

27 列俊華先生：係正確嘅。

28 MR DUNCAN：（經傳譯員）我想問下，你哋有嗰個係自動嘅巴士到站廣播入咗去個
29 黑盒嗰個制度之後——個系統之後，直至而家有冇新嘅提升或者改進呢？

30 列俊華先生：係冇嘅。

31 MR DUNCAN：（經傳譯員）冇提升，冇改進係邊啲呢？

1 列俊華先生：我哋喺上一年，2017年，我哋開始安裝新嘅系統，我哋簡稱係
2 “RTS2”，Real Time System 2，裏面我哋加入啲新嘅功能，包括正如鄭生
3 喺昨天講，提及過嘅，我哋會喺第三季當所有車隊完成安裝呢套系統之後，就會
4 可以提供一個顯示，當車輛係發覺超速嘅時候，我哋會提供一個顯示通知車長。

5 MR DUNCAN：（經傳譯員）嗰個係實時嘅系統，呢個係未做嘅，係咪呀？即係仲未
6 喺整個車隊嗰度係安裝呢個實時系統嘅，係咪呀？啱唔啱呀？

7 列俊華先生：正確，未完全安裝喺所有車隊裏面。

8 MR DUNCAN：（經傳譯員）除咗嗰個實時系統之外，我想問有冇其他方面係有所提
9 升呢？即係喺黑盒嗰方面。我所講嘅時間就係你將黑盒同埋到站廣播結合咗之
10 後，到而家中間有冇啲咩嘢地方係有提升，有改進呢？

11 列俊華先生：冇，暫時喺嗰段時間係冇改進嘅。

12 MR DUNCAN：（經傳譯員）公司係幾時決定將呢一個實時嘅系統加落去呢？

13 列俊華先生：係，我哋大約喺2015年，當我哋城巴專營權由運輸署批准，政府批准
14 之後，其中一條條款係要求我哋提供一個實時到站畀乘客，英文係
15 “Estimated Time of Arrival”。由於呢一個系統提供呢一個ETA嘅系統
16 需要有一個實時嘅功能，所以我哋喺嗰段時間開始就籌備去完成為所有新巴、城
17 巴嘅車隊提供實時報站。

18 MR DUNCAN：（經傳譯員）我就係想請你睇番份文件...

19 主席：（經傳譯員）不過你未繼續之前，我就想問，你較早時候就講過RTS2呢個實
20 時系統就會喺第三季係落實嘅，係咪2018年嘅第三季呀？

21 列俊華先生：正確。

22 主席：（經傳譯員）唔該晒。鄧大律師。

23 MR DUNCAN：（經傳譯員）多謝你，主席。或者想你睇一睇呢份文件BM-1，35
24 頁。你睇緊份文件就係有一個新聞發布咁樣嘅，而家係咪睇緊份文件？

25 鄭偉波先生：我哋而家睇緊。

26 MR DUNCAN：（經傳譯員）唔該晒。

27 主席：（經傳譯員）或者花少少時間係睇睇個內容，唔該。

28 鄭偉波先生：我哋睇完嘞，份文件。

29 MR DUNCAN：（經傳譯員）唔該晒。佢就係話NEC就係攞到嗰份合約，就係一個綜
30 合嘅自動報站系統同埋嗰個數據紀錄嘅系統，咁就係城巴、新巴嘅系統嚟嘅，個
31 標題睇到，係咪？

- 1 鄭偉波先生：係，冇錯，睇到。
- 2 MR DUNCAN：（經傳譯員）係2012年1月13號嘅。
- 3 鄭偉波先生：見到。
- 4 MR DUNCAN：（經傳譯員）第一段就係宣布，代表 NEC 宣布就係話中咗一份合約係
5 關於七百零二部巴士嘅，呢啲就係新巴嘅巴士同埋一百七十二部城巴嘅巴士。
- 6 鄭偉波先生：見到。
- 7 MR DUNCAN：（經傳譯員）同埋佢講到就係運用呢一個嘅報站系統 ABSA 同埋嗰個
8 數據嘅儲藏 DL 嘅系統，係咪？
- 9 鄭偉波先生：因為呢個係去到啲具體嘅操作，我畀我同事鍾生答。
- 10 鍾澤文先生：係，正確嘅。
- 11 MR DUNCAN：（經傳譯員）唔該晒。或者第3段，係咪講到呢個 BSA 同埋 DL 嘅系
12 統就係結合咗呢個衛星定位嘅系統，巴士嗰個車速計嘅訊號同埋有關一啲特別嘅
13 技術係可以克服到一啲街道狹窄或者高樓大廈所產生嘅一啲假嘅訊號嘅問題，係
14 咪呢？
- 15 鍾澤文先生：正確。
- 16 MR DUNCAN：（經傳譯員）最後嗰段，呢一版，係咪提到就係話有一個控制嘅裝
17 置，咁就記錄咗嗰個巴士位置速度全日都係做㗎嘞，係咪？
- 18 鍾澤文先生：正確。
- 19 MR DUNCAN：（經傳譯員）同埋呢個數據就會係用 Wi-Fi，就係巴士回廠嘅時候，
20 就會係加番入去個數據庫嗰度咁樣？
- 21 鍾澤文先生：正確。
- 22 MR DUNCAN：（經傳譯員）究竟呢份合約對公司嚟講係點樣呢？如果你睇番你嘅陳
23 述書第55版嗰度，CTB-1。
- 24 主席：（經傳譯員）鄧律師，等一等，我想問一個問題，第1段嗰度就有兩部分嘅，
25 第一，就係最近係佢哋中咗標；第二，就係提到喺成功推行呢一個系統之後，就
26 係城巴嘅七百六十部巴士之後，佢哋係有呢一套嘅 ABSA 同埋 DL 嘅系統。我想
27 問一條問題，就係第一，呢個係咪準確嘅？第二，就係呢個系統幾時係推行嘅？
- 28 鍾澤文先生：主席，我哋呢個系統係首先喺城巴嘅專營權一嗰度先做先嘅，當時我哋
29 做咗專營權一之後，係再去推廣到喺新巴同埋城巴嘅專營權二嘅。
- 30 主席：（經傳譯員）咁係幾時安裝呀？喺嗰個時間性，幾時裝？

1 鍾澤文先生：城巴嘅專營權一就係喺 2011 年嘅 6 月完成嘅，城巴嘅專營權二同埋新
2 巴嘅安裝喺 2012 年嘅年尾就完成安裝嘅。

3 主席：（經傳譯員）唔該晒。鄧律師。

4 MR DUNCAN：（經傳譯員）多謝你，主席。好，而家想睇番第 55 版嗰度，底嗰度就
5 有講到 2010 年我哋公司就採取步驟就係提升嗰個黑盒，就做一個綜合嘅制度，
6 咁結合埋嗰個巴士報站嘅系統能力咁樣，呢個係咪 NEC 係有份嘍，呢度？

7 鍾澤文先生：係，都係 NEC 幫我哋做嘅。

8 MR DUNCAN：（經傳譯員）係 2010 年定 2011 年，個實際日期？

9 鍾澤文先生：2011 年我哋開始同呢個 NEC 去商討同埋研發嘅，咁 2011 年 6 月係裝
10 好咗城巴嘅專營一嘅車隊。

11 MR DUNCAN：（經傳譯員）係。你講到呢版最底嗰度，你講到話即係 2010 年就係
12 有啲咁嘅情況發生，呢個係咪 NEC 嗰個系統，還是呢一個係另一套嘅呢個結合
13 嘅系統，係咪 NEC 個系統定係點呀？

14 鍾澤文先生：你可唔可以重複個問題？

15 MR DUNCAN：（經傳譯員）其實我就係要去確定一下，究竟喺 2010 年嘅時候，我
16 哋睇到呢版最底嗰度，就係 55 頁，佢就話喺 2010 年嘅時候，我哋公司就採取
17 咗措施係提升嗰個黑盒，咁就變成一個結合嘅系統，可以結合呢一個報站嘅系
18 統，睇嚟呢個係即係 NEC 做，根據你正話所講嘅，NEC 有份做，咁 2011 年就係
19 NEC 做咗好多呢啲咁嘅安裝嘞，係咪？

20 鍾澤文先生：冇錯。

21 MR DUNCAN：（經傳譯員）喺 2010 年嘅時候，其實係咪應該係 2011，唔係 2010
22 呢？我問題係咁。

23 鄭偉波先生：主席，如果我哋去研發一個新嘅系統，係需要時間嘅，我哋喺 2010 年
24 嘅時候就採取個主動，就搵 NEC 去設計呢個新嘅系統。而有咗呢個新嘅系統之
25 後，我哋要安裝七百多部嘅巴士係需要時間嘅，就因為每日可能安裝幾部咁樣，
26 因為我哋嘅車就需要每日運作嘅。由佢開始安裝至到安裝完成就都要成一年時
27 間，所以喺我哋個 submission，請可唔可以去下一頁呢？係，我哋呢度就講
28 咗，就係我哋城巴專營權一就係 2011 年嘅 6 月就完成咗安裝呢個系統。而至於
29 城巴嘅專營權二同埋新巴就去到 2012 年尾先至完成安裝呢個系統，就係同一個
30 系統嚟嘅。因為當時城巴專營權一喺佢嗰個 franchise renewal 嘅時候，政
31 府就有個要求要我哋提供嗰個報站系統，所以城巴專營權一係首先要完成呢個安
32 裝嘅，多謝。

33 MR DUNCAN：（經傳譯員）係，唔該晒，你澄清呢一點。當時你哋採取咗措施，10
34 年嘅時候，就話安裝呢一個系統，11 年就裝好，咁就 NEC 幫手裝嘅，係咪？

1 鄭偉波先生：正確。

2 MR DUNCAN：（經傳譯員）唔該晒。

3 主席：（經傳譯員）鄧律師，等等先。喺個城巴第一號嘅專營權續期嘅時候，政府
4 就有個規定，就話你係需要一個報站系統咁樣，而家呢啲資料有冇文件畀我哋，
5 有冇一啲證供係話有咁樣嘅規定呢？

6 鄭偉波先生：喺個專營權--喺專營權文件裏面，就有提及到呢一個報站系統嘅，但
7 係當我哋當時係續個專營權嘅時候，除咗個專營權文件之外，我哋亦都透過書
8 信來往嘅形式就承諾有啲其他嘅事項需要做嘅，呢個就我哋公司係有呢份文件
9 嘅，多謝。

10 主席：（經傳譯員）可唔可以係將嗰份文件畀個副本畀委員會呢？應該係有幾份文件
11 嘅，係咪？我哋可以跟進呢一方面嘅情況。

12 鄭偉波先生：可以。

13 主席：（經傳譯員）唔該晒。

14 MR DUNCAN：（經傳譯員）我諗剛才都有提到另外一份文件，就係話嗰個專營權，
15 咁提到就話嗰個實時嘅能力咁樣嘅，實時功能咁樣嘅，係咪呀？正話係咪有提
16 到？鄭生。

17 鄭偉波先生：有提到。

18 MR DUNCAN：（經傳譯員）呢份係咪即係另外一個要求嚟，唔係同一個要求嚟呀？

19 鄭偉波先生：鍾生會回答呢個問題。

20 鍾澤文先生：係，嗰個係另外一個要求嚟嘅。

21 MR DUNCAN：（經傳譯員）係咪喺嗰個專營權文件當中有講嘅呢？

22 鍾澤文先生：都係好似頭先鄭生講，我哋係另外書信，就唔喺個專營權嘅文件裏面。

23 MR DUNCAN：（經傳譯員）嗰啲文件你哋大家書信來往嗰度係咪有證據嚟嘅呢，
24 有資料呢？

25 鍾澤文先生：係有嘅，我哋可以事後提供番。

26 MR DUNCAN：（經傳譯員）唔該晒。

27 主席：（經傳譯員）唔該晒。嗰個時間係點樣呢，邊一份嘅專營權嗰個時間係點樣
28 嘅，即係續期嗰啲資料，時間性係點樣嘍？

29 鄭偉波先生：我哋同運輸署呢啲嘅書信來往，就係喺政府頒發個專營權畀我哋之前幾
30 日，我哋就要作出呢啲嘅承諾，多謝。

- 1 主席：（經傳譯員）咁邊一年呀？鄭生，呢個係一號定二號專營權嚟㗎？
- 2 鄭偉波先生：係2015年。
- 3 主席：（經傳譯員）唔該。
- 4 鄭偉波先生：而個專營權就係2016年開始先至係生效嘅。
- 5 主席：（經傳譯員）係咪二號嘅專營權呀？
- 6 鄭偉波先生：係專營權一。
- 7 主席：（經傳譯員）唔該。係，律師。
- 8 MR DUNCAN：（經傳譯員）我想繼續，跟住想睇下究竟呢一個黑盒就係提供啲乜嘢
9 嘅數據，同埋呢啲數據係擺嚟點樣用。我想請你睇番你嘅第一部分嘅意見書，
10 CTB-1，33頁。
- 11 鄭偉波先生：我見到。
- 12 MR DUNCAN：（經傳譯員）唔該。目前我想睇而家嗰個系統現有嘅功能，遲啲我先
13 至會問嗰個實時嘅功能。而家我想關注就係未做到嗰個實時功能之前嘅現況，喺
14 嗰版下面嗰度，8(a)(i)嗰段，你有咁提到嘅，就話安裝喺巴士上面嘅黑盒所收
15 集到嘅數據就係會上番去嗰個伺服器，咁就每晚都做嘅，嚟到係去做一啲報告出
16 嚟，啲報告愛嚟就去監察我哋車長嘅駕駛行為嘅，睇到呢句嘛？
- 17 鄭偉波先生：睇到。
- 18 MR DUNCAN：（經傳譯員）無疑嘅就係如果有一個車長係超速，譬如話開到80公里
19 一小時，咁肯定就會喺嗰個伺服器嗰度係顯示到出嚟，係咪呀？
- 20 鄭偉波先生：不是。喺我哋未有real time嗰個系統之前嘅情況，我先講一講，咁
21 就係每一晚架車返到嚟我哋嘅車廠，我哋先至會將嗰啲數據就傳輸去我哋公司嘅
22 電腦系統，就唔係實時我哋知得到嘅。而將來我哋係有個實時系統嘅時候，呢啲
23 資料就係會每十五秒就傳輸一次上嚟我哋公司嘅系統，兩者係有分別嘅。
- 24 MR DUNCAN：（經傳譯員）明白。我哋先集中睇嗰個未有實時功能，即係現在嗰個
25 系統。上傳咗嗰啲數據，夜晚上傳畀個伺服器，嗰度都可以睇到話一位司機就係
26 超過咗每小時70公里嗰個車速，啱唔啱呀？
- 27 鄭偉波先生：或者我再詳細少少嚟到講一講，當架車喺運作緊嘅時候，個巴士喺日頭
28 運作嘅時候，如果係發生咗超速嘅情況，我哋車上面嘅黑盒就會記錄低呢一個超
29 速嘅事件，當呢啲資料喺夜晚上傳到我哋公司嘅電腦系統，我哋嘅電腦系統就會
30 將呢啲嘅數據嚟到整理，而第二日--對唔住，係大約五日之後，就會可以出到
31 一個超速嘅事件嘅報告。咁呢五日到底係咩嘢事呢？我哋嘅系統就係需要將呢個
32 超速嘅事件去配對番我哋公司另外一個嘅八達通系統，就去搵出相關嘅車長名

1 字，呢個就需要幾日嘅時間。咁有咗呢一個超速事件嘅報告，我哋嘅同事就會作
2 出跟進，多謝。

3 MR DUNCAN：（經傳譯員）咁其他嘅問題，即係譬如話車長可能係有其他嘅失誤，
4 或者佢嘅行為係唔妥，譬如話佢加速加得太快，又或者佢嗰個踩剎動器，即係踩
5 brake 係太犀利，會唔會亦都好似係超速咁樣樣，喺你嗰個公司個電腦系統，
6 喺個伺服器嗰度係睇到呢啲資料呢？

7 鄭偉波先生：係有呢啲資料，但係我哋個系統冇去編製個報告出嚟。

8 MR DUNCAN：（經傳譯員）目前唯一會產生嘅報告就關於個車速嘅報告，啱唔啱
9 呀？

10 鄭偉波先生：正確。

11 MR DUNCAN：（經傳譯員）個報告出到嚟嘅時候，咁就會點嘅呢？就咁躉咗喺度，
12 定抑或會有人係有咁嘅責任，就係要逐個呢啲報告去睇嘅呢？

13 鄭偉波先生：當呢個報告出咗嘅時候，我哋個系統就會自動產生電郵去畀我哋嘅營運
14 部門。我哋公司係有三個營運部門嘅，係城巴一部、城巴二部同埋新巴嘅營運
15 部。喺每一個部門，佢當收到呢個電郵之後，就知道喺佢個部門嘅車長有邊啲嘅
16 人係牽涉咗喺呢啲超速嘅事件裏面，之後就會根據我哋公司嘅內部紀律處分指引
17 嚟到作出合適嘅處分，可以係--如果係初犯，唔係嚴重嘅話，就係用提示嘅形
18 式。如果係嚴重或者係再犯嘅，就會係用警告嘅形式，多謝。

19 MR DUNCAN：（經傳譯員）我咁嘅理解啱唔啱呢？目前嗰個監察嘅系統，即係你監
20 察住車長嗰個行為係只限於個車速嘅啫，係咪呀？

21 鄭偉波先生：係呢兩方面嘅，喺每一日嗰個慣常嘅監察就係車速方面，而另外一方
22 面，當有乘客投訴或者有交通意外發生，我哋有同事就會搵番相關嘅行車紀錄資
23 料作出調查，咁調查嘅結果如果係成立嘅，相關嘅車長係會受到紀律處分。

24 MR DUNCAN：（經傳譯員）講番嗰個黑盒，淨係講嗰個黑盒。個黑盒其實只係監察
25 嗰個車速嘅，係咪呀？就睇唔到，亦都唔會監察車長嘅其他行為，啱唔啱呀？

26 鄭偉波先生：嗰個黑盒就唔係淨係監察車速，喺我哋嗰個遞交嘅...

27 MR DUNCAN：（經傳譯員）對唔住，或者等我再問過個問題，我諗我知你想講乜
28 嘢。講到嗰啲報告，報告即係話喺呢個伺服器嗰度嚟自黑盒嗰啲報告，嗰啲報告
29 就只關乎係車速，就唔會係反映到其他車長嘅失誤嘅，係咪呀？咁講啱唔啱呢？

30 鄭偉波先生：我哋恒常性電腦系統產生嘅報告就只係有關超速嘅，而喺我哋個系統裏
31 面所記錄嘅數據資料就唔只係超速嘅，就包括當時駕駛嘅時候，嗰架車所產生嘅
32 G force，咁都有記錄低喺處嘅。當然，就仲有其他個車長嘅行為，例如有冇開
33 到車門，都會有記錄到喺處嘅，多謝。

1 MR DUNCAN：（經傳譯員）我咁嘅理解啱唔啱呢？嗰啲講嘅就唔會係嗰報告嗰度，
2 即係唔會產生一個報告係報告呢啲嘢嘅，啱唔啱呀？目前嗰個情況係咁。

3 鄭偉波先生：係唔會自動產生呢個報告。如果我哋公司覺得有需要做調查嘅時候，就
4 可以將呢啲嘅資料喺個電腦裏面擺出嚟愛嚟做調查工作。

5 主席：（經傳譯員）我諗我哋嘅理解就咁嘅，係咪呀？有報告，只係關乎車速，就可
6 以產生一個報告，但係如果你想做調查，亦都可以有其他嘅數據，其他資料嘅，
7 啱唔啱呀？

8 鄭偉波先生：正確。

9 MR DUNCAN：（經傳譯員）唔該晒，主席先生。我哋集中番講車速，我想請你再睇
10 番你自己嗰個意見書，今次係想睇 26 頁，CTB-1，26 頁。

11 鄭偉波先生：睇到。

12 MR DUNCAN：（經傳譯員）唔該。想請你--嗰個講到係開動引擎，開同關，你呢度
13 就話啲黑盒係用嚟監察每部巴士嘅車速，同埋就會係自動係產生呢一個超速嘅例
14 外報告出嚟，睇唔睇到嗰句呀？

15 鄭偉波先生：睇到。

16 MR DUNCAN：（經傳譯員）如果你繼續睇落去，你就會見到係其實都講及一啲剛剛
17 我問及你嘅一啲情況嘅。

18 鄭偉波先生：睇到。

19 MR DUNCAN：（經傳譯員）如果嗰個車速係超過咗一小時 70 公里嘅話，咁就係嗰個
20 黑盒嗰度會有一個紀錄，同埋會自動成為嗰個報告嘅一個部分，係咪呀？啱唔
21 啱？

22 鄭偉波先生：正確。

23 主席：（經傳譯員）乜唔係 75 咩？呢度唔係 75 就會有報告？

24 鄭偉波先生：我哋係監察 70 公里嘅限速，但係我哋 set 咗落去嗰個黑盒，就係要
25 75 公里就連續十秒鐘先至會產生一個 event 嘅。

26 主席：（經傳譯員）即係話嗰度係有兩樣嘢睇嘅，一個就 75，同埋仲要連續十秒，
27 要符合兩個條件先得嘍，係咪呀？

28 鄭偉波先生：正確。

29 MR DUNCAN：（經傳譯員）邊條線，邊條路都好喇，咁都係會咁樣，係咪呀？

30 鄭偉波先生：正確。

1 MR DUNCAN：（經傳譯員）講番個速限即係 50 公里，一小時 50 公里個速限咁
2 講，你睇到就係超過 55 公里係連續十秒，而個個路段個速限就係每小時 50 公
3 里，你睇到呢句嘛？

4 鄭偉波先生：睇到。

5 MR DUNCAN：（經傳譯員）我想問一個問題，就係嗰啲路段，即係而家嗰啲路段，
6 我嘅理解啱唔啱呢？呢啲係隨意咁抽嘅路段，係咪？即係公司其實係隨意咁樣係
7 不時揀呢啲路段出嚟嘅，係咪呢？

8 鄭偉波先生：不是，我哋公司--就我哋公司揀咗二十五個路段，佢限速係 50 公里
9 嘅路段，而呢個二十五個路段就包括咗係落長嘅斜路，長嘅斜路，係落斜嘅。第
10 二，呢啲路段係有啲急彎嘅。第三，呢啲路段以前曾經係有啲比較大型嘅交通意
11 外發生過嘅，就不是隨意嘅。

12 MR DUNCAN：（經傳譯員）或者我想請你係睇一睇第 56 版，係你第二份陳述書嘅第
13 56 頁，CTB-1，56。

14 鄭偉波先生：睇到。

15 MR DUNCAN：（經傳譯員）正話有問題問到，你喺呢度--即係以前問過問題，你喺
16 呢度答咗嘅，2a) 嗰度就係有啲準則搵出呢啲偵速嘅一啲嘅路段，係咪？你睇唔
17 睇到呢句？

18 鄭偉波先生：睇到。

19 MR DUNCAN：（經傳譯員）呢度有講，呢廿五條嘅路段有十一個路段就係喺 2013
20 年 6 月嗰度係搵出嚟嘅，另外就係有 14 年 9 月就係有另外三條，跟住 18 年 3
21 月就有十一條嘅路段咁樣。咁呢啲路段有幾長嘍，其實？

22 鄭偉波先生：我畀我同事鍾生答你。

23 鍾澤文先生：一般呢啲路段都會係超過一百米嘍。

24 MR DUNCAN：（經傳譯員）點解你不時咁增加呢啲路段呢？初期，十一，跟住三，
25 跟住加多十一，點解不斷咁加呢？點解嘅？

26 鍾澤文先生：（經傳譯員）喺我哋初初引入呢個方法去監控嗰個路段嗰陣時，我哋係
27 有同我哋嘅工會代表去商討，亦都同佢哋就傾談過有啲咩嘢嘅路段，因為我哋都
28 要佢哋知道係邊啲路段，從而佢哋會係去跟番嗰度路段嘅車速咁樣。我哋亦都日
29 後喺度一路加，我哋都有同佢哋--即係去話畀佢哋聽，等佢哋知道嘅，嘍。

30 MR DUNCAN：（經傳譯員）可唔可以咁講呢，係咪公道呢？呢廿五個路段其實就係
31 所有呢啲巴士所行嘅路線嘅路段係一小部分嚟嘅啫，係咪？

32 鍾澤文先生：可以咁樣講，不過就呢啲都係我哋覺得係比較危險啲，如果佢係超過

1 50公里嘅超速嘅話，呢啲路段係比較危險嘅。

2 MR DUNCAN：（經傳譯員）其實係搵呢啲路段嘅時候，係點樣搵㗎，係做啲乜嘢？

3 鍾澤文先生：正如頭先鄭生所講嘅，我哋都係跟番個三個準則，佢如果係落長斜，或
4 者個段路係好多急彎嘅，或者我哋發覺呢段路過往都經常發生一啲交通意外，
5 或者發生過嚴重交通意外，我哋去搵呢啲路段係即係用呢三個因素去考慮嘅。

6 MR DUNCAN：（經傳譯員）係，我明白，你咁樣搵。但係喺技術上，你點樣係將佢
7 加入去個系統入面呢？

8 鍾澤文先生：技術上，我哋喺個系統嘅電子地圖上面，我哋喺個路段，我哋畫咗
9 落個地圖裏面，咁 set 番頭先我哋所講嘅準則，譬如話 55 公里十秒連續咁
10 樣，咁佢就會加咗落去個系統裏面。

11 MR DUNCAN：（經傳譯員）點解你唔將所有嘅路線都加晒入去個系統入面，你咪全
12 部都睇晒囉，即係 70 或者 50 嘅情況你都可以睇晒，所有路段，邊度都好，都
13 睇到晒，咁得唔得？

14 鍾澤文先生：理論上係可以嘅，不過個個要花嘅工夫就會好長，因為我哋要分番我哋
15 所有唔同路線，或者香港嘅道路係全部要喺個電子地圖裏面就分番邊啲係 50
16 公里，邊啲係 70 公里，咁嚟去做，呢個比較花個工夫。

17 鄭偉波先生：主席，我有少少補充。我同意嘅，現時我哋呢二十五個路段就唔能夠涵
18 括晒我哋所有路線所行經嘅路段。而家我哋就係已經有二十五個揀咗係比較我哋
19 覺得係高風險嘅位置。除此之外，我哋打算就係喺將來就會係以隨機嘅形式就再
20 劃一啲附加嘅路段愛嚟偵測呢啲 50 公里限速嘅駕駛情況。其實呢個我哋打算做
21 呢一樣嘢，就同警察去捉快車係類似嘅，現時有啲影相機就固定裝喺某啲位置
22 個處。而除此，警察亦都係會以隨機嘅方法，有啲流動嘅快速攝影機，即係愛嚟
23 捉啲快車嘅攝影機，我哋其實都係由呢度啟發到出嚟，我哋而家就打算係會咁
24 樣做嘅，但係我哋咁樣做之前，我哋亦都需要同我哋嘅工會溝通嘅，多謝。

25 MR DUNCAN：（經傳譯員）工會其實目前佢哋知唔知啲廿五段嘅路段，佢哋知唔知
26 㗎？

27 鄭偉波先生：知道嘅，因為呢個係刊登咗喺我哋嘅車長手冊嘅附件裏面。

28 MR DUNCAN：（經傳譯員）呢個...

29 主席：（經傳譯員）鄧律師，等等先。我哋即係確定一下先，譬如話附件一嗰度，係
30 咪？CTB-2，169-88 頁，英文版就係呢度，你係咪講緊呢一炸嘅地點？而呢啲
31 路段係列咗出嚟嘅，係咪？

32 鄭偉波先生：正確。

33 主席：（經傳譯員）呢個就係個廿五個路段，所有呢啲路段而家就喺呢個系統嗰度係

1 監察緊嘅，同埋係會出報告。如果個車係制動 55 咁樣，即係巴士去到 55，咁就
2 會有報告出，係咪？

3 鄭偉波先生：正確。

4 MR DUNCAN：（經傳譯員）而家你準備有實時系統，咁有冇一啲計劃就係增加呢啲
5 路段嘅數目呢，就超過二十五個呢？

6 鄭偉波先生：實時系統同幾多個路段冇直接關係嘅，而我哋對於增加呢啲監偵嘅路
7 段，喺我哋公司嚟講，係覺得冇問題嘅，但係我哋亦都要同我哋嘅工作嚟到商
8 討，所以就頭先我有講過，我哋有個計劃就係以隨機嘅形式嚟到畫落去我哋個電
9 子地圖嗰處，愛嚟偵測更多嘅 50 公里限速嘅路段，多謝。

10 MR DUNCAN：（經傳譯員）咁係咪即係話呢個係同工會一齊傾，等佢哋知道嗰個結
11 果係點樣呢？

12 鄭偉波先生：我哋要先話畀佢知，當然唔係問佢哋擺批准，要佢哋要知道。

13 MR DUNCAN：（經傳譯員）而家就睇睇嗰個實時系統嗰個建議，或者想請大家睇一
14 睇第 33 頁，即係 CTB-1，33，係閣下嘅陳述書嚟嘅。底嗰度，第三行，最後嗰
15 度第三行，我哋打算就係取代嗰個黑盒系統，咁新嘅系統就係一個有實時嘅能
16 力，個時間就係 2018 年第三季咁樣做。到時我哋就能夠係監察車長嘅駕駛行
17 為，係實時可以做到，同時就係有需要，就係即時咁樣係採取行動嘅。喺呢方
18 面，我就想請你睇睇你第二份嘅陳述書，就係第 58 頁。

19 鄭偉波先生：睇到。

20 MR DUNCAN：（經傳譯員）唔該晒。你睇到最底嗰度又係有一項嘅，嗰個實時嘅系
21 統就會係發出一啲即時嘅響號，即係一啲嗶嗶聲嘅響號，咁係喺嗰個控制台嗰度
22 就會自動發出呢啲訊號係知會嗰個車長，即係話如果佢哋係有超速嘅話，就會有
23 咁嘅情況。呢個其實係咪可以話係總結咗呢個系統嘅實時功能嘅做法呢？

24 鄭偉波先生：呢一個係嗰個實時功能先至做得到嘅。

25 MR DUNCAN：（經傳譯員）嗰個實時嘅功能係咪只係關乎嗰個車速嘅呢？

26 鄭偉波先生：我同事鍾生回答。

27 鍾澤文先生：嗰個實時功能唔係淨係做車速嘅，頭先我哋講過個實時功能其中一個作
28 用，就係畀我哋去預計架巴士嘅到站時間，就係 estimated arrival
29 time，咁呢個其實就係嗰個實時嘅其中一個功能嚟嘅。

30 MR DUNCAN：（經傳譯員）車速係其中一方面，到站時間亦都係另一方面，咁有冇
31 其他車長嘅行為失誤會唔會亦都喺呢個實時功能嗰度係察識得到嘅呢？我諗下譬
32 如話佢突然間係剎掣，又或者係加速加得好緊要，咁呢啲咁樣唔妥當嘅地方會唔
33 會亦都可以用嗰個實時嘅功能嚟到係即時知道呢？

1 鄭偉波先生：我要問一問我嘅同事。

2 主席：（經傳譯員）係，你問喇。

3 鄭偉波先生：我嘅同事列先生會回答呢個問題。

4 列俊華先生：係，主席，鄭生提及過嘅每十五秒傳送數據係指一啲關於車速簡單嘅資
5 訊，佢哋數據以十五秒嘅傳送方法傳送上嚟嘅數據，並非每秒嘅數據。至於每秒
6 傳送上嚟嘅車輛數據係以十五分鐘為一個單位，由車輛傳送到公司嘅伺服器當
7 中，thank you。

8 MR DUNCAN：（經傳譯員）嗰個實時嘅功能嘅一個好處，就係咪即時係會發出個聲
9 響嚟到係提示嗰個車長，就話你而家超速嘞。我想問車長會唔會係收到係除咗係
10 超速之外，有冇其他方面亦都會收到個提示嘅呢？

11 鄭偉波先生：列先生，請你答。

12 列俊華先生：我哋除咗呢個超速之外，未有其他嘅提示畀車長。

13 MR DUNCAN：（經傳譯員）喺 33 頁嗰度，你就話如果有需要嘅話，就可以即時採取
14 行動，咁你所講嘅「即時行動」係咩嘢意思呢？

15 鄭偉波先生：我哋所講嘅即時行動就係我哋頭先講緊嗰個「嗶嗶」聲，愛嚟提醒嗰個
16 車長。

17 MR DUNCAN：（經傳譯員）我需要多啲理解呢一方面嘅事宜嘅。若果嗰個司機係超
18 越咗每小時 50 公里嘅車速，即係喺嗰二十五個道路嗰度，咁就會收到一個係提
19 示，係咪？即係如果喺嗰廿五個路段裏面佢超過咗 50 公里，佢就會收到提示，
20 啱唔啱呢？

21 列俊華先生：係，正確。

22 MR DUNCAN：（經傳譯員）如果佢去到 60 咁又點呢，喺一段路，但係嗰段路又唔係
23 屬於嗰廿五個路段，佢又去到 60，咁有冇提示畀佢呢？

24 列俊華先生：沒有。

25 MR DUNCAN：（經傳譯員）你嗰個系統如果要做到監察嘅話，其實係包括更多嘅路
26 段，就唔係單單廿五個路段，咁樣樣個監察嘅作用係咪更好呢？

27 鄭偉波先生：會係更好嘅，但係因為而家我哋都搵唔到有一個電子地圖有晒香港所有
28 路段嗰個限速，而家係冇呢一樣嘢嘅，就變咗我哋現時個做法係要人手將呢啲路
29 段寫落去我哋嗰個電子地圖上面嘅。

30 MR DUNCAN：（經傳譯員）係咪因為冇電子地圖就有咁嘅問題。我又想問係你哋公
31 司有冇同運輸署講呢個問題，話冇一種咁樣嘅電子地圖？

1 鄭偉波先生：我哋冇嘅。

2 MR DUNCAN：（經傳譯員）其實你唔會覺得係值得同運輸署係商量下呢件事咩？

3 鄭偉波先生：我哋會嘗試。

4 MR DUNCAN：（經傳譯員）若果冇其他人係就黑盒有其他問題嘅話，我打算就係問
5 其他嘅事宜，譬如我會問呢個係車速限制，或者係想問下呢個問題嘅。

6 主席：（經傳譯員）教授。

7 羅先生：（經傳譯員）我想問你到時就係有一個報告會產生，定抑或係淨係只係一個
8 「嗶嗶」聲係提示個司機呢？有冇一個報告嘅呢？

9 鄭偉波先生：呢一個就實時就會提示司機，而如果佢嗰個超速係連續超過十秒，我哋
10 個黑盒就會將呢一個嘅 event 記錄低，咁就同之前我講過，就係會之後入番去
11 我哋個系統，就喺個超速報告嗰度就會列出嚟嘅。

12 羅先生：（經傳譯員）係獨立嘅，係咪呀？就唔係獨立嘅，係咪呀？

13 鄭偉波先生：對唔住，我唔明嗰個問題。

14 羅先生：（經傳譯員）呢個實時嘅警告係獨立於嗰個係報告嘅，係咪呀？嗰個報告係
15 離線㗎嘛，係五日之後先至產生嗰個報告，實時嗰個提示就同佢兩個係分開嘅，
16 獨立嘅，係咪？

17 鄭偉波先生：係兩樣分開嘅。

18 主席：（經傳譯員）向司機產生一個提示，係咪所有嘅路都喺 55 嗰度就設個提示，
19 除咗嗰啲係 70 嘅，就唔係調轉，你而家係調轉咗㗎嘛？所有除咗 70 嗰啲嘅路
20 段都設喺 55 就有提示，會唔會好啲呢？

21 鄭偉波先生：呢個技術上係可行嘅，但係我哋需要做嘅工作係同樣咁多，因為而家我
22 哋嗰個系統就預設咗就全部嘅路段都係用 70，咁而有廿五個路段我哋就劃咗佢
23 係 55，就係咁樣嘅。如果我哋要調轉嚟到做，就要將我哋成個系統嗰個電子地
24 圖就全部設咗佢係 55，就要搵番晒所有嗰啲 70 或以上嘅路段，就將佢改為
25 70，咁其實兩方面所做嗰個工作都係多嘅，所以我哋就頭先有提過，我哋諗緊
26 就係話係加一啲嘅隨機嘅路段愛嚟監察我哋車長超速嘅行為。

27 主席：（經傳譯員）大體嚟講，我想問下你哋巴士所行嘅路有幾多就係屬於係車速係
28 70，就唔係 50 嘅呢，嗰個比例大概係幾多呢？

29 鄭偉波先生：對唔住，主席，我手頭上係有呢個數據。不過，其實喺香港行 70 公里
30 嘅路段，就唔係淨係只喺啲快速路嗰處嘅。我舉一個例畀主席知道，就係例如喺
31 告士打道西行，喺呢個路段就有部分就係 50 嘅，有部分就係 70 嘅，咁所以其
32 實嗰個 70 限速嘅路段喺香港，我哋巴士有行經嘅地方都唔會係太少，但係我就

- 1 冇個個資料就係佔個百分比係幾多，多謝。
- 2 主席：（經傳譯員）你即是講到嗰個係印象係點呢，係多啲係 70 定抑或多啲係
3 50 嘅呢？
- 4 鄭偉波先生：呢個我諗我哋營運總監鍾生會比我更熟悉，鍾生。
- 5 鍾澤文先生：主席，我都真係好難話即時可以畀到一個答案你。
- 6 主席：（經傳譯員）好，係，鄧律師--教授。
- 7 羅先生：（經傳譯員）我有另一個問題。除咗係嗰個高速公路，你講到嗰個時速，
8 我諗除咗高速公路，應該大部分都應該係時速限制係 50 嘅，係咪？即係嗰個
9 係市區，基本上一般個典型嗰個都係 50 嘅，係咪呢？
- 10 鄭偉波先生：以我個理解就不是嘅，頭先我舉咗嗰個例子，告士打道西行佢不是一條
11 高速公路嚟嘅，但係佢有某啲路段限速係 70 嘅。
- 12 羅先生：（經傳譯員）亦都有多一個問題想問嘅，就係突然之間係加速，又或者突然
13 之間係踩 brake 嘅，咁呢個就係同嗰個車速限制無關嘅，所以喺落實嗰方面應
14 該有問題嘅，係咪呢？
- 15 鄭偉波先生：邊一方面呀？對唔住。
- 16 羅先生：（經傳譯員）突然間停車，突然間係踩腳掣，突然間係加速，呢啲係咪都係
17 應該同嗰個車速限制係無關嘅，唔需要知道個車速限制你都可以去嘗試去監察呢
18 啲突然加速、踩 brake 啲啲嘅事宜嘅，係咪呀？
- 19 鄭偉波先生：係無關嘅。如果要監察係可以，但係譬如我哋有部車係突然間要踎
20 brake，呢個未必係代表我哋個車長係做錯嘢。例如有個行人突然間衝出馬路，
21 我哋嘅車長就要即時剎停架車，咁而呢一個就係佢個正確嘅反應。咁如果我哋去
22 攞晒所有啲突然間去減速嘅數據，我哋去跟進嘅時候，去問番個車長，我哋做
23 嘅嘢就會係好多嘅，同埋就係亦都頗浪費時間嘅。所以我哋而家個做法就係個系
24 統有記錄低晒呢啲嘅數據，如果當時係有交通意外或者係有人投訴我哋嘅話，咁
25 我哋就係喺個調查嘅階段，就會攞番呢啲數據出嚟睇嘅，多謝。
- 26 主席：（經傳譯員）鄧大律師。
- 27 MR DUNCAN: Thank you, Chairman. Just one other matter...
- 28 主席：（經傳譯員）對唔住，對唔住，律師。
- 29 歐陽先生：（經傳譯員）對唔住，律師，我亦都想再有一點係要澄清一下嘅，你講到
30 嗰個係十秒嘅係超速報告，任何超過十秒就會有報告，呢個十秒係你公司就係設
31 定，定抑或係嗰個製造商設定係十秒嘅呢？
- 32 鄭偉波先生：係我哋公司設定嘅。

1 歐陽先生：（經傳譯員）咁如果你想係改嘅十秒，譬如話改到十五秒、五秒都做到
2 嘅，係咪呀？技術做到嘅，係咪？

3 鄭偉波先生：我畀鍾生回答呢個問題。

4 鍾澤文先生：係做到嘅。

5 歐陽先生：Thank you。

6 鍾澤文先生：我想解一解即係點解我哋十秒，當時我哋同公會去商討嗰陣時，佢哋有
7 畀到意見我哋嘅。咁因為就佢哋亦都表示佢哋唔係成日睇住嗰個咪錶，同埋當佢
8 哋知道係超速嘅時候，佢哋都要做反應。咁但係揸住架巴士亦都唔可以話好急速
9 咁樣剎車去減低個車速嘅，咁佢都柔順去反應，所以佢哋要有一個時間畀佢哋去
10 調整，咁呢個係當時我哋同公會去商討嘅時間，其中一個考慮點解要用十秒呢個
11 時段嚟去先至記錄佢個超速。

12 歐陽先生：（經傳譯員）唔該晒，鄧律師。

13 主席：（經傳譯員）係，法例就係即係喺小巴嗰度就係三秒，係咪呀？法例嗰度係三
14 秒，即係佢超速嗰度，小巴。你知唔知，小巴嗰方面？

15 鄭偉波先生：我哋係唔知嘅，對唔住。

16 主席：（經傳譯員）或者鄧律師可以係處理一陣間。鄧律師。

17 MR DUNCAN：（經傳譯員）唔該你，主席。或者離開黑盒之前，仲有一點嘅，就或
18 者鄭生，我想係睇一睇，喺嗰個新聞發布嗰度，剛才我就係提到 NEC 嗰份新聞
19 稿，公司提出就話佢哋安裝嗰套嘅系統，即係當時安裝嘅系統就可以克服到一啲
20 GPS 嘅訊號嘅問題，譬如香港高樓大廈、道路又窄，咁可能出現啲問題，咁佢呢
21 個系統克服到呢啲問題，你記唔記得睇過呢一句，喺嗰個發布嗰度？

22 鄭偉波先生：有睇過。

23 MR DUNCAN：（經傳譯員）可唔可以同我哋講講究竟呢個係咪有效呢，嗰套嘅系統
24 係咪好有效咁樣嚟到應付到香港呢個咁獨特嘅環境街道狹窄、高樓大廈，咁引致
25 嗰個 GPS 嘅訊號問題，就係唔會出錯咁呢啲問題，咁嗰套系統係咪好有效咁克
26 服到呢個問題呢？

27 鄭偉波先生：首先，就呢一個新聞發布係 NEC 出嘅，就佢哋講嘅嘢就並不代表係我
28 哋新巴、城巴嘅睇法。至於呢個系統嗰個準確度係有幾高，我覺得就一定唔係百
29 分之一百準確，咁要視乎就所經過嘅路段，佢側邊啲高樓大廈，甚至有冇玻璃
30 幕牆嘅大廈，呢啲都係會有影響到嗰個 GPS 嗰個定位嘅準確性嘅。咁我可以答
31 你就唔係百分之一百準確，但係嗰個準確度我哋覺得都可以接受。

32 MR DUNCAN：（經傳譯員）咁係咪即係話唔係有咩嘢重大問題，公司唔覺得有一啲
33 重大嘅問題喺呢個系統入面？

- 1 鄭偉波先生：現時我哋用緊嗰個系統，我哋睇唔到有重大嘅問題。
- 2 MR DUNCAN：（經傳譯員）好，而家講嗰個限速器...
- 3 主席：（經傳譯員）鄧律師--鄭生，我相信你其實係有一個地圖就係顯示你哋巴士嘅
4 路線嘅，係咪？係咪有個地圖有巴士路線嗰度嘅，係咪呀？
- 5 鄭偉波先生：我畀我個同事列生答，因為佢嗰呢方面係比較熟悉嘅。
- 6 列俊華先生：係，主席，喺我哋呢一個系統，我哋嘅操作介面裏面係可以顯示各巴士
7 路線嘅地圖嘅。
- 8 主席：（經傳譯員）可唔可以係畀個地圖，提供畀委員會，等我哋可以睇到晒你哋嗰
9 啲公司嘅路線呢？或者點解我咁講，咁相信有啲人就知道香港道路嘅速限嗰邊
10 度，運輸署或者警方佢哋都知嘅。我打算做嘅就係可以將你啲路線同嗰啲速限係
11 比較一下咁解。可唔可以將嗰啲資料提供畀委員會呢，嗰啲路線嗰啲個地圖咁
12 樣？
- 13 列俊華先生：當然可以，不過，主席，要視乎你需要嘅數據係喺一個咩嘢情況，因為
14 如果我哋以紙張去提交，可能係未必得到主席所想得到嘅嘢。
- 15 主席：（經傳譯員）我希望就係即係你嗰啲路，即係有啲人可以話畀你聽嗰啲路上面
16 嘅速限係幾多咁解。
- 17 列俊華先生：好，明白，我哋會提供有關數據。
- 18 主席：（經傳譯員）唔該晒。
- 19 MR DUNCAN：（經傳譯員）好，想你睇睇第 26 頁，CTB-1，第 26 頁係閣下嘅陳述
20 書。
- 21 鄭偉波先生：睇到。
- 22 MR DUNCAN：（經傳譯員）嗰個速限嘅裝置，中間嗰度有限速器，當車就去到 70 公
23 里，咁嗰個限速器就會係限制咗個供油量，即使係踩油都好，都係限咗個油，但
24 係車速就喺落山段就可能會超過 70 咁樣。你睇唔睇到呢一段呀？
- 25 鄭偉波先生：睇到。
- 26 MR DUNCAN：（經傳譯員）好，睇番下一頁。咁呢一版就係有提到一個自動嘅減速
27 系統咁樣嘅，英文就係“ASLS”。咁嗰度講呢，就係話即係如果個車速過咗
28 70，係落山落斜咁計，咁呢個 ASLS 就會自動咁樣係有一個波箱嘅減速嘅系統，
29 咁就或者係收油，咁等佢個車速係去限到去 70 嘅。如果我個理解係正確嘅話，
30 咁打算就呢個系統係喺新巴市嗰度就會安裝，明年 6 月開始新嚟嘅巴士就會裝，
31 係咪？
- 32 鄭偉波先生：呢個我哋工程總監李先生會回答呢一部分嘅。

- 1 李廣威先生：係，主席，係正確嘅。
- 2 MR DUNCAN：（經傳譯員）咁呢個係咪運輸署規定，還是係公司自己主動咁做？
- 3 李廣威先生：呢一個嘅系統係我哋同運輸署喺度嘅 working group 一路傾嘅時
4 候，就係大家都同意嘅新車嘅時候，我哋需要要求呢一個規格，咁喺明年 6 月開
5 始運送嘅車就會有。
- 6 MR DUNCAN：（經傳譯員）你提到工作小組，咁係咪即係話喺大埔意外，今年 2 月
7 意外之後成立嗰個工作小組呀？
- 8 李廣威先生：正確。
- 9 MR DUNCAN：（經傳譯員）之前公司有冇考慮過呢個 ASLS 嗰個系統，有冇考慮過
10 呢一個系統，之前？
- 11 李廣威先生：之前係冇嘅。
- 12 MR DUNCAN：（經傳譯員）咁係邊個嘅諗法嚟㗎，工作小組嗰度嘅諗法，還是係公
13 司嘅諗法，定係運輸署嘅諗法，還是工作小組入面有人提出咁樣嘅做法呢？
- 14 李廣威先生：呢個係喺工作小組裏面商討嘅時候，大家覺得歐盟六型嘅車係係可以有
15 咁嘅技術提供到。
- 16 MR DUNCAN：（經傳譯員）咁係製造商係提出呢個建議嘅，係咪？定係點樣？
- 17 李廣威先生：係工作小組裏面我哋去提出呢個要求，去諮詢巴士個供應商佢哋可唔可
18 以提供到呢一樣嘢，咁佢哋嘅答覆係歐盟六型嘅車係可以。
- 19 MR DUNCAN：（經傳譯員）係。邊個召集嗰個工作小組？
- 20 李廣威先生：係運輸署。
- 21 主席：（經傳譯員）佢哋第一次開會有冇議程出㗎？
- 22 李廣威先生：係有嘅。
- 23 主席：（經傳譯員）有冇嗰個議程嘅副本喺度呀？
- 24 李廣威先生：我哋試下可以提交番。
- 25 主席：（經傳譯員）你有，係咪即係話？
- 26 李廣威先生：係。
- 27 主席：（經傳譯員）其實喺議程上面有冇話即係睇一啲新嘅科技嘅裝置咁樣，有冇呢
28 個議程？
- 29 李廣威先生：議程上面係有一啲嘅建議去考慮新嘅裝置嘅。

- 1 主席：（經傳譯員）咁呢個其實係運輸署嗰度係提出嘅，係咪？
- 2 李廣威先生：冇錯。
- 3 主席：（經傳譯員）唔該晒。咁麻煩你就畀嗰個議程我哋參考下，好唔好？
- 4 李廣威先生：好。
- 5 主席：（經傳譯員）唔該。鄧律師。
- 6 MR DUNCAN：（經傳譯員）好嘞，講到嗰個係裝番呢啲咁樣嘅設施喇，呢個問題就
7 係喺你第二份嘅陳述書嗰度係有講嘅，個頁數就係 CTB-1，61 頁。喺 61 頁嗰
8 度你睇到第 8 段嗰個限速器，同埋即係我哋係同呢個供應商講過個技術可行性，
9 同埋成本，就話即係喺呢啲車上面安裝呢啲 ASLS 嘅系統，你睇到呢段嘛？
- 10 李廣威先生：睇到。
- 11 MR DUNCAN：（經傳譯員）唔該晒，你睇到晒啲啲細節喺度喇。好，首先，關於個
12 Dennis 嗰款車，我知道公司有八百七十六部係 E500 MMC 嘅，根據公司就話係
13 可以裝到呢啲設施嘅。公司對於呢一個型號，佢哋嘅講法係點樣，即係佢哋關於
14 呢一個型號安裝嗰個設施？
- 15 李廣威先生：對唔住，可唔可以重複個問題？
- 16 MR DUNCAN：（經傳譯員）公司係咪建議係呢啲 ASLS 呢個系統，就喺八百七十六
17 部 Alexander Dennis E500 MMC 呢啲巴士係咪諗住喺度裝？
- 18 李廣威先生：我哋需要供應商提供畀我哋有詳細嘅資料，後裝嘅可行性嘅詳細嘅資
19 料，同埋因為我哋未曾收到佢哋講後裝嗰個每一部車所牽涉嘅費用，所以我哋需
20 要去考慮。
- 21 MR DUNCAN：（經傳譯員）你公司係咪考慮緊呢件事？
- 22 鄭偉波先生：未係考慮嘅，因為喺我哋嗰個文件上面亦都講咗，就佢話係可行嘅，即
23 係 ADL (ASLS?) 覺得係可行，咁但係就要需要十二個月嘅時間就要發展呢個產
24 品，就所以喺現階段就未能夠提供到嗰個安裝嘅價錢畀我哋。咁喺我哋未知道每
25 部車需要幾多錢嚟到安裝嘅時間，即係現在，我哋就唔能夠答得到就係話考慮定
26 係唔考慮嘅，我哋首先要知道嗰個價錢先至可以考慮嘅，多謝。
- 27 MR DUNCAN：（經傳譯員）即係話你喺度等緊佢哋價錢嗰個問題先至去考慮，係咪
28 呀？
- 29 鄭偉波先生：正確。
- 30 MR DUNCAN：（經傳譯員）富豪 B9 一一七部係話咗可行嘅，就係講話係需要十八至
31 廿四個月去發展嗰個產品，公司係咪考慮緊？

1 鄭偉波先生：喺呢一個價錢就嘅情況底下，如果到時佢嗰個產品係做到出嚟，而我哋
2 測試又滿意嘅話，我哋係會安裝嘅。

3 MR DUNCAN：（經傳譯員）一部咁樣嘅車，B9 嘅巴士，佢會係可以行到幾多年車？

4 鄭偉波先生：我哋架車係用十七年或者十七年幾左右。

5 MR DUNCAN：（經傳譯員）唔該。

6 鄭偉波先生：當然我要補充少少，而家我哋講緊呢一百一十七部 B9 嘅車，佢已經係
7 大約係三歲，咁即係話我哋再可以用多十四年左右，多謝。

8 MR DUNCAN：（經傳譯員）關於呢個車速限制器我想問多個問題，然後我哋大家先
9 至有早上嘅小休。想請你睇呢個 TD-1，94 頁。TD-1，94 頁。

10 鄭偉波先生：我係見到嘅。

11 MR DUNCAN：（經傳譯員）唔該。我唔知道你有冇睇過呢份文件，鄭先生，或者我
12 解釋一下。

13 鄭偉波先生：多謝。

14 MR DUNCAN：（經傳譯員）呢個就係委員會喺運輸署嗰方面收到嘅呢一份意見書，
15 嗰個標題就係話喺專營巴士嗰度應用一啲係科技嘅發展。呢份文件就係話畀我哋
16 聽究竟係咪可行，亦都係咪可取嘅，即係話究竟係咪可以用一啲新嘅裝置或者新
17 嘅科技喺嗰個專營巴士嗰度。呢份文件你之前有冇睇過？

18 鄭偉波先生：對唔住，我哋係冇睇過嘅。

19 MR DUNCAN：（經傳譯員）好，如果咁因為我諗主席都係諗住係有朝早嘅小休，我
20 不如係請你睇呢個係 101 頁。請你係閱讀 (c) 嗰個部分，個標題就係話用全球定
21 位系統或者係地理圍欄去控制嗰個車速，喺呢個標題底下嘅文字可唔可以麻煩你
22 等陣間小休嘅時候睇一睇呢，即係讀一讀呢個第 19 同埋第 20 呢兩段呢，可以
23 嘛？

24 鄭偉波先生：可唔可以出埋第 20 段畀我睇到？嗰兩頁啲，哦，咁樣第 19 段我又睇
25 唔晒。可唔可以印一張畀我哋？

26 主席：（經傳譯員）係，可以畀份實物你嘅，咁樣你係知道嗰個上文下理。

27 鄭偉波先生：多謝，主席。

28 MR DUNCAN：（經傳譯員）目前一部巴士佢如果係行緊 60 公里，不過佢嗰個地段就
29 嗰個車速限制係 50 嘅，呢度就係講話點樣樣可以處理到呢個情況，因為係而家
30 巴士上面嘅裝置就處理唔到呢個問題，所以我哋請你等陣間自己睇一睇第 19 同
31 埋第 20 呢兩段嘅文字，呢個就係佢哋嘅意見書嘅第 101 同埋 102 頁呢兩頁
32 嘅。

1 鄭偉波先生：好，我哋會睇嘅。

2 MR DUNCAN：（經傳譯員）唔該晒。

3 主席：（經傳譯員）好，我哋而家就係小休二十分鐘，唔該。

4

5 上午 11 時 37 分聆訊押後

6

7 上午 11 時 59 分恢復聆訊

8 出席人士如前。

9

10 MR DUNCAN：係，唔該你，主席。鄭生，正話有冇機會係睇過嗰段文字？

11 鄭偉波先生：有睇㗎。

12 MR DUNCAN：（經傳譯員）好喇，呢個係用 GPS 同埋呢個地理圍欄嚟到控制車速，
13 咁嚟工作小組有冇討論過呢個問題呢？

14 鄭偉波先生：我畀我同事鍾生嚟到發言㗎。

15 鍾澤文先生：係有嘅。

16 MR DUNCAN：（經傳譯員）首先，呢類系統如果要做嘅話，就首先要有一個電子地
17 圖，係嘛？

18 鍾澤文先生：冇錯。

19 MR DUNCAN：（經傳譯員）製造商就話對於嗰個 GPS 嘅信息嘅準確性就係話有啲係
20 關心，因為香港好多高樓大廈，睇唔睇到？

21 鍾澤文先生：睇到。

22 MR DUNCAN：（經傳譯員）我想問，呢一方面嘅考慮係咪就已經唔再考慮，定抑或
23 係會有人係睇下究竟 GPS 呢樣嘢係咪真係要——即係真係做唔到，定抑或係會考
24 慮下 GPS 嗰個問題係咪可以克服到咁呢？

25 鍾澤文先生：我哋嗰個睇法就係我哋都知道呢一個系統喺坊間都會有嘅，咁但係我哋
26 喺過往做呢個黑盒嗰陣時，嗰個 GPS 嘅準確度確實都係令我哋有個關注嘅，咁
27 所以我哋而家係認為需要係將我哋搵一啲供應商係擺一啲咁樣嘅儀器返嚟，做
28 一啲測試，去確認佢嗰個功能同埋佢嗰個準確性先。咁呢個我哋唔係話而家就
29 話唔做嘅。

- 1 MR DUNCAN：（經傳譯員）可唔可以咁講，你哋仲係積極考慮中？
- 2 鍾澤文先生：可以咁講。
- 3 MR DUNCAN：（經傳譯員）咁邊個負責考慮？係你哋公司吖，其他所有巴士公司都
4 考慮中吖，定抑或點？
- 5 鍾澤文先生：喺嗰個工作小組裏面討論，我哋話我哋公司都會考慮嘅，其他公司亦都
6 話會考慮。
- 7 MR DUNCAN：（經傳譯員）好。我而家就係唔係呢個車速限制器喇，就講另一個裝
8 置喇，呢一個就係電子穩定控制系統，你可以睇番 CTB-1 第 26 頁。
- 9 鄭偉波先生：睇到。
- 10 MR DUNCAN：（經傳譯員）喺第 26 頁嘅下面嗰度係有提及話你哋公司就計劃係包括
11 以下嘅系統嘅，就係一個電子穩定控制系統喇，就係話會由 2019 年 6 月之後所
12 收嘅新巴士就話會有一個咁嘅系統嘅，咁喺 27 頁嗰度我哋就睇到喇，你哋就描
13 述咗兩個方面，即係話嗰個機制有邊兩方面嘅特色，一個就係動態穩定控制，
14 另一個就係防止翻車嘅特色嘅。我想問，呢個係咪都係因應嗰個工作小組開會
15 同埋討論之後你哋先有咁嘅決定嘅呢？
- 16 鄭偉波先生：我同事李生會回答。
- 17 李廣威先生：係，主席，冇錯嘅。
- 18 MR DUNCAN：（經傳譯員）換句話講，喺嗰個工作小組成立之前，你哋係冇考慮過
19 呢啲事嘍，係嘛？啱唔啱？
- 20 李廣威先生：係，冇錯嘅。
- 21 MR DUNCAN：（經傳譯員）呢度個建議就係話係喺新巴士嗰度安裝，係指嗰啲
22 2019 年 6 月之後係畀你哋嘅車，有冇諗過話對現有嘅巴士都加裝番呢一啲系
23 統，有冇考慮過？
- 24 李廣威先生：我哋而家係要求緊我哋嘅巴士供應商去檢視我哋嘅車係咪可以加裝呢啲
25 嘅系統，喺技術上面係咪可行，同埋有冇一個嘅財政上面嗰個嘅需要，即係話
26 加裝係需要幾多錢。咁我哋而家係等緊供應商嘅答覆。
- 27 MR DUNCAN：（經傳譯員）係咪書面咁作出一個咁嘅要求，向巴士供應商作出咁樣
28 嘅書面要求？
- 29 李廣威先生：係，冇錯嘅。
- 30 MR DUNCAN：（經傳譯員）可否係畀一啲咁樣嘅書面往來嘅紀錄畀我哋睇睇，畀
31 啲樣本我哋睇？

1 李廣威先生：主席，我哋會返去再搵番啲紀錄。

2 鄭偉波先生：對唔住，主席，我諗李生未必肯定係唔係有書信來往㗎，我哋係要返去
3 要 check 下係唔係有書信來往。

4 主席：（經傳譯員）係，好吖，請你係啲適當嘅時候書面話畀我哋聽，係咪如果有，
5 同埋有嘅話係咪願意畀一個副本畀我哋。

6 MR DUNCAN：（經傳譯員）唔該晒。好，而家講其他嘅裝置喇，TD-1，103，請你
7 睇番啲一頁吖。

8 鄭偉波先生：睇到。

9 MR DUNCAN：（經傳譯員）鄭生，呢個亦都係剛才我請你啲小休嘅時候請你睇嘅啲
10 份文件嘅其中一個部分嘅，呢個就係運輸署嘅文件，就話就係專營巴士嗰度可
11 以應用一啲乜嘢新嘅裝置或者新嘅技術㗎。103 頁第 23 段一路落到去第 26
12 段，呢度就係有提及呢一種嘅裝置，就係避免碰撞同埋係保持啲嗰個行車線嗰
13 度。我想請你自己睇一睇，讓你係熟悉第 23 至到 26 段嗰個內容。

14 鄭偉波先生：呢個問題會係由我哋同事鍾生答，佢已經睇咗㗎喇。

15 MR DUNCAN：（經傳譯員）唔該晒。鍾先生，如果咁嘅話，我就想請你睇呢個第 26
16 段喇，呢度就話巴士公司唔認為裝置呢啲防碰撞同埋保持行車線係會提升嗰個
17 巴士服務嘅，我諗其實就係第 26 段前啲嗰度你就睇到佢哋講嗰個原因㗎，係咪
18 咁？

19 鍾澤文先生：係，冇錯。

20 MR DUNCAN：（經傳譯員）係咪你哋公司嚟講，你哋都唔打算去跟進係裝置呢一種
21 咁樣嘅設備呢，即係你哋都唔會再跟進，唔會做呢樣嘢㗎喇，係嘛？

22 鍾澤文先生：我想先先解釋一下關於呢一種裝置，咁我哋公司喺 2014 年都曾經做過
23 一個測試係呢一啲咁樣嘅裝置嘅，咁呢一個裝置係叫做「神眼」，英文係叫做
24 “Mobileye”，咁呢個神眼係一個駕駛輔助嘅系統，當時係主要係應用喺私家
25 車上面嘅，佢係利用視像嘅科技去偵測前方嘅影像，再由系統進行分析同埋計
26 算前後車之間嘅距離同埋相撞嘅時間，從而係對嗰個司機係發出一啲警示嘅。
27 當時我哋喺三架巴士上面就裝咗呢個神眼進行測試，就為期四個月。咁我哋安
28 排咗唔同工會嘅代表，即係司機代表喇，同埋有五十幾個車長去揸呢三架車，
29 係如常咁樣工作。咁之後佢哋係要做番一份問卷畀我哋，就係佢哋對呢一個神
30 眼嘅意見嘅。

31 咁嘅結果顯示，有部分嘅警示就唔係咁適合喺巴士裏面使用嘅，例如架車係
32 駛入個巴士彎個站嗰陣時，嗰個警示器因為偵測到前面有人，因為喺巴士站裏面
33 好多人企喺度等車嘅，咁偵測到人，佢就即刻發出呢個聲響嘅，咁但係當時架巴
34 士係轉緊入個彎度，個司機係未將架巴士拉番直，咁就出現咗呢啲咁樣嘅響聲。

1 咁亦都有就係停車嗰陣時係太近距離，同前車太近距離，喺慢車嗰陣時亦都會出
2 現一啲咁樣嘅警示。咁因為咁樣，就喺嗰個車程裏面都出現咗好多次嘅呢啲警
3 示，有 46%嘅司機佢哋喺問卷就認為太多嘅警示，對佢哋嘅駕駛造成滋擾，甚
4 至乎佢因為咁樣佢係唔理呢啲警示。咁 50%嘅司機認為呢一個神眼對佢哋嘅駕駛
5 嘅安全係冇幫助。咁喺考慮過神眼呢啲功能之後，同埋我哋車長嘅意見，亦都考
6 慮要裝呢個神眼嗰個費用亦都幾大嘅，咁當時我哋就即係決定唔繼續去搞呢一樣
7 嘢喇。咁呢個就係我哋嘅經驗嚟嘅，咁喺嗰個會議裏面我哋亦都分享咗我哋呢個
8 經驗。多謝，主席。

9 MR DUNCAN：（經傳譯員）你哋係喺 2014 年嘅時候進行㗎，係自己係提出呢一個
10 主意㗎，定抑或係應呢個運輸署嘅要求去做呢個測試嘅呢？

11 鍾澤文先生：當時係我哋自己主動嘅，因為呢一間公司就佢哋嚟我哋嗰度就係提出有
12 個咁樣嘅安全嘅系統可以幫助到我哋去減低交通意外嘅，咁所以我哋就自己進
13 行咗一個測試。

14 MR DUNCAN：（經傳譯員）你意思係咪嗰三家巴士供應商嘅其中一間㗎，定抑或係
15 另外一個獨立嘅呢種儀器嘅供應商？

16 鍾澤文先生：係一個獨立嘅儀器供應商㗎。

17 主席：（經傳譯員）係邊間公司？

18 鍾澤文先生：係一間以色列嘅公司嚟嘅，個公司喇叫做 “Neshtech Pty
19 Limited”，咁佢係喺香港嘅代理嘅。

20 MR DUNCAN：（經傳譯員）唔該晒。好喇，亦都係運輸署嗰份文件 105 頁...

21 主席：（經傳譯員）等等先，鄧生。嗰個測試呢個儀器嗰個結果有冇一啲文件嚟度
22 㗎？可唔可以係有機會等你作出決定咁樣㗎？

23 鍾澤文先生：我哋係有一個報告，即係測試後嘅報告嘅。

24 主席：（經傳譯員）咁可唔可以向委員會係提供一份副本，有關嗰啲重點，點解係覺
25 得唔係好有用咁樣呢？

26 鍾澤文先生：可以嘅。

27 主席：（經傳譯員）咁如果係可以嘅話，係好感激你。鄧律師。

28 MR DUNCAN：（經傳譯員）好喇，105 頁，講到另一個嘅安全嘅裝置，咁呢個就係
29 司機監察嘅裝置，或者你係--請你睇一睇第 27 段同埋 28 段嘅內容，係請你睇
30 一睇，唔該。

31 鄭偉波先生：呢個問題係我同事李生會答，佢睇完咗份文件喇。

32 MR DUNCAN：（經傳譯員）唔該晒。或者想問一問，公司，城巴、新巴係咪話會安

1 裝呢一類咁樣嘅設施，咁就即係試辦三個月，咁就應該係今年 5 月開始，係咪
2 咁樣？

3 李廣威先生：唔係嘅。

4 MR DUNCAN：（經傳譯員）咁係冇作出任何承諾嘅，係咪？即係公司有作出承諾，
5 就話係裝呢啲設置，係咪呀？

6 李廣威先生：對，公司有作出任何承諾。

7 MR DUNCAN：（經傳譯員）係，咁係咪決定唔裝喇？

8 李廣威先生：唔係嘅，我哋會--我哋都同唔同嘅供應商同埋--我哋都問緊三間巴士
9 供應商，亦都同唔同嘅供應商聯絡緊，係攞緊一啲資料嘅。

10 MR DUNCAN：（經傳譯員）好喇，我想請你留意一下你嘅陳述書第 62 頁，CTB-1，
11 62 嘅。好喇，第 9 段嗰度，你就係列出咗有關嘅供應商，咁你亦都係見過嘍
12 喇，咁呢個就係關於睇下可唔可以安裝呢類咁嘅設施嘅，係咪？

13 李廣威先生：冇錯。

14 MR DUNCAN：（經傳譯員）目前嗰個情況係點樣呀？即係關於呢個研究。

15 李廣威先生：最新嘅進展就係 Consolidated Parts，即係呢個大聯合零件銷售中
16 心有限公司，佢哋曾經嚟做過產品嘅示範，但係嗰個錄影嘅程序就係未曾完善
17 嘅，咁佢哋將會喺 6 月份會再嚟再做一次嘅錄影程序嘅示範。第二間，
18 Guardian，佢哋話會提供一個嘅建議，係租借十套嘅設備同埋畀我哋有報價，
19 咁我哋最近係收咗個報價，而家正在考慮當中。第三間，比亞迪有限公司，咁
20 佢哋係未曾有一個產品畀我哋嘅，咁佢亦都係將會係有一個產品畀我哋去測
21 試。另外，除咗呢三間之外，我哋亦都會搵--繼續去睇下有冇其他嘅產品可以
22 供應到。

23 MR DUNCAN：（經傳譯員）我想請大家睇一睇呢個明報嗰個嘅網頁，咁嗰度有一篇
24 文章就係同呢個係相關嘅。呢個文件當中有嘍，主席。咁而家喺螢幕嗰度係打
25 咗出嚟嘍喇，係有翻譯。或者想請大家睇一睇呢個係 5 月 27 號嘅一篇文章，或
26 者請大家睇一睇先，好唔好？

27 鄭偉波先生：我哋係睇咗嘍。

28 MR DUNCAN：（經傳譯員）以前睇過嘍喇？

29 鍾澤文先生：琴日你哋畀咗我哋睇。

30 MR DUNCAN：（經傳譯員）係，咁喺呢篇文章就係關於一啲嘅監察裝置，監察嘅司
31 機嘅，咁佢係港珠澳大橋嗰度行駛嘅一啲司機嘅監察咁樣嘅，你知道嘍？

32 鍾澤文先生：知道。

- 1 MR DUNCAN：（經傳譯員）咁你睇呢篇文章之前知唔知道呢件事嘍？
- 2 鍾澤文先生：之前我喺新聞睇過。
- 3 MR DUNCAN：（經傳譯員）係，有冇計劃就係探討一下呢套制度，喺國內即係研發
4 嘅一套咁嘅制度係咪可以喺公司提供？
- 5 鄭偉波先生：我哋睇下可唔可以聯絡到呢個港珠澳大橋穿梭巴士公司，去問佢哋擺多
6 啲關於佢哋嘅監察系統嘅資料。
- 7 MR DUNCAN：（經傳譯員）你可唔可以向委員會係講講，咁幾時係會作出決定係關
8 於裝唔裝呢類設備呢？幾時可以即係作出到決定，講唔講到？
- 9 鄭偉波先生：我哋而家係未聯絡到嗰個港珠澳嗰個營運嘅公司，咁而嗰個裝置嘅具體
10 運作我哋係唔清楚嘅，而牽涉嘅成本係幾多，我哋亦都係未知道，所以喺現階
11 段，我哋答唔到係幾時可以做到決定，我哋要有足夠嘅資訊我哋先至可以做到
12 考慮，做咗考慮之後先至可以做決定嘅，多謝。
- 13 MR DUNCAN：（經傳譯員）公司係幾時開始係考慮用呢類咁樣嘅設施嘍，幾時？
- 14 鄭偉波先生：我哋係未開始考慮嘅，因為我哋未有資料嘍。
- 15 MR DUNCAN：（經傳譯員）係，咁但係你會係接觸不同嘅供應商嘍嘛，咁你幾時開
16 始同佢哋接觸嘍？
- 17 鄭偉波先生：對唔住，我想知道你而家問緊嘅係同港珠澳有關嗰啲設施，定係邊一部
18 分？
- 19 MR DUNCAN：（經傳譯員）喺最早嗰間公司，即係你喺陳述書嗰度講咗幾間公司，
20 最早嗰啲公司係幾時開始接觸嘍？
- 21 鄭偉波先生：呢個李生會答。
- 22 李廣威先生：係大約今年嘅4月嘅。
- 23 MR DUNCAN：（經傳譯員）好喇，咁呢個係咪其實喺工作小組傾完之後，你先開始
24 咁做嘍？
- 25 李廣威先生：係，冇錯。
- 26 MR DUNCAN：（經傳譯員）咁工作小組之前係冇考慮過，係咪呀？
- 27 李廣威先生：係冇嘅。
- 28 MR DUNCAN：（經傳譯員）好喇，而家講另一項嘅安全嘅問題，TD-1...
- 29 主席：（經傳譯員）等等，鄧律師，我哋--第63頁，你第二份嘅陳述書嗰度，
30 CTB-1，63，咁有講到就話Guardian，澳洲嘅製造商，於提到就話星加坡嘅

1 土地運輸局佢哋就話嘍新嘅巴士嗰度就會有呢啲咁樣嘅裝置嘅，你其實有冇接
2 觸過星加坡嗰個當局係關於呢方面嘅資料？

3 李廣威先生：呢方面嘅資料其實我哋係經 Guardian 話畀我哋聽嘅，我哋冇接觸過
4 LTA。

5 主席：（經傳譯員）唔該晒。

6 MR DUNCAN：（經傳譯員）係，想請大家睇睇 TD-1，195 頁，TD-1，195 嘅。

7 鄭偉波先生：睇到。

8 MR DUNCAN：（經傳譯員）你應該係睇到，鄭生？

9 鄭偉波先生：睇到。

10 MR DUNCAN：（經傳譯員）呢個就係嗰個即係長遠計劃，即係呢個城巴嗰個嘅長遠
11 發展計劃係提供畀委員會，咁嘍呢一個遠期計劃嗰度係有第 4 項係講到安全
12 嘅，你睇到嘛？

13 鄭偉波先生：睇到。

14 MR DUNCAN：（經傳譯員）我想請你睇 202 頁，文件嘅 202 頁。

15 鄭偉波先生：睇到。

16 MR DUNCAN：（經傳譯員）唔該，5.13 嗰度，安裝安全帶嘅可行性同埋即係所有座
17 位，同埋係上層嘅所有嘅座位，咁呢個係(b)嗰度喇。你睇到？

18 鄭偉波先生：睇到。

19 MR DUNCAN：（經傳譯員）或者好快咁讀一讀喇，「其實就安裝嘍所有座位同埋嘍
20 上層座位安裝安全帶係可行嘅，但係我哋嘅觀察就係話好少人係會繫安全帶
21 嘅，而家嘍一啲即係比較空曠嘅位置，咁如果冇法例嚟到規定嘍專利巴士上面
22 係戴安全帶同埋執法當局係嚴格咁執行法律，嘍所有座位安裝安全帶就係浪費
23 資源嘅，因為大多數嘅乘客根本都唔會係繫呢個安全帶，即使有都唔繫嘅」，
24 咁呢一個其實係之後嘍嗰個遠期--城巴遠期嘅計劃嗰度係你有咁嘅說話喇。咁
25 其實你可唔可以睇一睇 TD-1，95 頁？同一份--同一套文件夾嚟喇，嗰個標題
26 就係講「為所有嘅乘客嘅座椅係安裝安全帶」嘅，睇唔睇到嗰一段？

27 鄭偉波先生：睇唔--係邊一段？第幾段，請問？

28 MR DUNCAN：（經傳譯員）TD/95，係 95，唔係 195。係 TD/95，對唔住。

29 鄭偉波先生：睇到嘅。我同事睇緊。

30 MR DUNCAN：（經傳譯員）係 TD-08 號嘅文件嘅，第 95 頁，第 5 至到第 9 段。

- 1 主席：（經傳譯員）唔該。
- 2 鄭偉波先生：有，有。
- 3 MR DUNCAN：（經傳譯員）想問你呢個問題喇，喺工作小組裏面有冇傾過呢件事？
- 4 李廣威先生：係有嘅。
- 5 MR DUNCAN：（經傳譯員）想你特別睇睇呢個第 7 段。想問下，你哋公司係咪顯示
6 話已經同意咗嗰個要求，就話所有新嘅巴士都要為所有嘅乘客座椅係安裝呢一
7 個安全帶，係咪你哋同意咗？
- 8 李廣威先生：係，我哋公司同意咗由 2019 年 6 月開始付運嘅車係會有安全帶嘅，三
9 點式安全帶。
- 10 MR DUNCAN：（經傳譯員）講到話事後補裝，即係現有嘅巴士再加裝番呢啲安全
11 帶，唔知道你有冇睇到第 8 段，呢份文件嘅第 8 段，唔知你睇咗未呢？
- 12 主席：（經傳譯員）未講番加裝之前，我自己就想問一個問題喇，你哋較早嘅時候答
13 過，就話如果係裝呢個安全帶就係浪費資源，因為大部分嘅乘客都唔會繫安全
14 帶嘅，咁而且亦都要靠有人去執法先至得㗎。你而家就話你同意係將呢個要求
15 加落去，咁如果有人去執法嘅話，又會唔會係浪費資源呢？你喺呢一度嘅睇法
16 又點呢？
- 17 鄭偉波先生：如果法例有規定嘅話就有得執法喇，因為現時就有規定坐巴士要繫安全
18 帶嘅，就算法例有規定，如果到時有執法嘅話，咁呢個都係浪費資源嘅，我哋
19 仍然係呢個睇法。
- 20 主席：（經傳譯員）咁你有咁嘅睇法，你有冇同運輸署講？
- 21 鄭偉波先生：有㗎，我哋同事有同運輸署講過嘅。
- 22 主席：（經傳譯員）咁運輸署有冇回應？係咩嘢回應？
- 23 鄭偉波先生：我同事鍾生，當時係佢負責，佢會答一答，係。
- 24 主席：（經傳譯員）唔該。
- 25 鍾澤文先生：主席，當時運輸署就話裝咗喺度就畀個乘客自己去選擇嘅，佢繫唔繫，
26 即係如果佢係擔心自己嘅安全嘅，佢就有得繫，但係如果我哋係有嘅話，佢擔
27 心都有得繫，呢個就係佢哋嘅 response。
- 28 主席：（經傳譯員）好，唔該你。
- 29 MR DUNCAN：（經傳譯員）你有冇同運輸署講過，就話佢哋都打算係引入相關嘅法
30 例要求？
- 31 鍾澤文先生：我哋有同運輸署提過，就話如果佢唔立法，根本條安全帶就可能係真係

1 浪費咗嘅，咁但係運輸署冇應承話一定會立法。

2 MR DUNCAN：（經傳譯員）想麻煩你睇番 TD-2 第 58 頁，TD-2 嘅 58 頁。呢度就
3 係《公共巴士服務條例》其中嘅一個部分，特別就係第 36 條，有關嗰個條例嘅
4 第 36 條，睇到嘛？

5 鄭偉波先生：睇到。

6 MR DUNCAN：（經傳譯員）有關呢個條文，鄭先生你熟唔熟悉佢個內容㗎？

7 鄭偉波先生：我係唔熟悉嘅。

8 MR DUNCAN：（經傳譯員）係咪第一次睇到呢個條文？

9 鄭偉波先生：係第一次。

10 主席：（經傳譯員）咁你慢慢，畀少少時間自己去睇清楚呢個內容，咁先至答到陣間
11 嘅問題嘅。

12 鄭偉波先生：初步睇咗。

13 MR DUNCAN：（經傳譯員）根據嗰個專營權協議同埋呢個條文就可以係制訂附例
14 嘅，睇唔睇到？

15 鄭偉波先生：剛剛睇到。

16 MR DUNCAN：（經傳譯員）公司有冇諗過就係制訂呢啲附例呢？即係根據呢條嘅條
17 文去制訂附例呢？

18 鄭偉波先生：因為我哋對於制訂附例所關乎嘅法例，我係唔識嘅，咁所以我哋係今日
19 喺度就答唔到話我哋會不會制訂附例，因為我哋係冇接觸過呢個範疇嘅，多
20 謝。

21 MR DUNCAN：（經傳譯員）你以巴士上面嘅巴士乘客嘅行為，係咪有陣時你哋公司
22 都係關注，都係擔心嘅呢？

23 鄭偉波先生：你係指邊一方面？

24 MR DUNCAN：（經傳譯員）譬如話佢哋有陣時鬧啲巴士車長喇，係咪時不時有咁嘅
25 事發生？

26 鄭偉波先生：係有發生過嘅。

27 MR DUNCAN：（經傳譯員）你認唔認為如果你有自己嘅附例，就自己可以執法嘅
28 話，咁樣係可以更好咁樣，更有效咁處理呢啲場面，同唔同意？

29 鄭偉波先生：我係唔認識呢啲附例嘅嘢，同埋剛剛你講過，話如果有附例就我哋自己
30 可以執法，但係我唔清楚係點樣執法㗎，因為我哋個車長佢唔識得執法㗎，同

1 埋如果由個車長去執法，就更加會同個乘客就產生更加大嘅衝突，一架車裏面
2 淨係有一個車長，一個人嚟咋嘞，其他全部乘客嚟嘍。

3 MR DUNCAN：（經傳譯員）你哋係咪有稽查嘍？

4 鄭偉波先生：我哋係有稽查，但係我哋就不會係每部車上面有個稽查嘍，稽查係負責
5 去監察我哋車長嘅工作，同埋嚟巴士總站嗰度工作嘅。

6 MR DUNCAN：（經傳譯員）你知唔知道其實地鐵有自己嘅附例嘅，你知唔知嘍？

7 鄭偉波先生：我有聽過，但係詳細係點樣，我係唔清楚嘍。

8 MR DUNCAN：（經傳譯員）如果所有嘅巴士都有安全帶，又如果乘客拒絕繫安全
9 帶，你認唔認為你哋公司自己制訂嘅附例可以幫到手去執行呢一個咁嘅要求？

10 鄭偉波先生：我相信我哋嘅車長有能力去執行，因為如果個乘客堅持唔戴安全帶，首
11 先，佢係坐喺樓上嘅，我個車長唔可能係睇得到每一個乘客有冇戴安全帶，就
12 算睇到，就要停低架車，跟住個車長就要熄咗架車。因為一架公共巴士如果著
13 咗車，唔可以冇車長喺個駕駛位嘅。要熄咗部車，跟住就行上去樓上，就搵番
14 冇戴安全帶嗰位乘客，咁就叫佢戴安全帶，咁假若嗰個乘客拒絕戴安全帶，咁
15 就當場就會同我哋嘅車長就發生爭執嘍喇，咁呢個又影響到我哋個服務，同埋
16 即係可能會車長同個乘客打交都唔定嘍，所以我唔覺得我哋嘅車長可以執法。
17 多謝。

18 MR DUNCAN：（經傳譯員）稽查，你講到稽查就只係去監察嗰個巴士嘅駕駛，我想
19 問喇，你哋係有幾多個稽查就係受你哋僱用，又履行呢一方面咁嘅職責嘅呢？

20 鄭偉波先生：首先就我想 correct 一個 fact 先，就稽查並不是只係去監察巴士車
21 長嘅駕駛，監察駕駛係佢一部分嘅職能，稽查係負責管理，係我哋嘅前線管理
22 我哋個巴士嘅運作嘅。至於我哋有幾多個稽查，係做啲乜嘢嘅工作，我交界我
23 同事鍾生回答。

24 鍾澤文先生：係，多謝，主席。我哋有百幾個呢啲所謂 inspector 嘅稽查，咁但係
25 佢哋嘅工作係有唔同嘅，例如有一啲佢哋係會喺個控制中心嗰度負責調配，有
26 一部分會喺街上面做巡邏，或者喺總站嗰度係協助一啲乘客嘅秩序。咁相比我
27 哋有千幾架車喺街嗰度行緊嘅話，啲稽查係唔可能即時可以去到發生事故嘅巴
28 士裏面係提供協助畀啲車長。呢個同譬如話港鐵有附例有好大嘅分別，因為喺
29 港鐵嘅車站都有相當數量嘅職員可以提供協助，如果係港鐵喺架車上發生事故
30 嘅話，佢哋嘅司機係會揸番架車去到個站度，係尋求個站務員幫佢協助嘅，咁
31 如但係我哋嘅車長如果發生事故，頭先都講，已經停咗架車，佢唔可以就走番
32 去架車嗰度揸架車去搵個督察，或者如果係咁嘅情況喇，已經係有個爭執喺度
33 嘅話，就做唔到嘅，咁呢個就有個分別喺度。多謝，主席。

34 MR DUNCAN：（經傳譯員）好喇，我哋返番去運輸署嗰份文件，96 頁第 7 段，就係
35 關於安全帶嘅，新巴士嘅安全帶。第 8 段講到加裝安全帶，即係現時巴士上面

1 加裝安全帶呢個問題係有提出嘅，咁最後嗰部分就係提到，就話專利巴士公司
2 係會進一步咁研究呢一項嘅建議咁樣，咁而家公司係咪諗緊呢樣嘢，係咪研究
3 緊？

4 鄭偉波先生：我同事李生會答。

5 李廣威先生：我哋公司係諮詢緊我哋嘅巴士供應商，對於一啲嘅舊車係可唔可以加裝
6 安全帶嘅。初步嘅回覆係 ADL 嘅車係 2013 年之後--2013 年或之後嘅車嘅上層
7 係可行嘅，但係需要加裝好多嘅結構上面嘅鞏固，同埋需要將所有嘅凳係更換，
8 因為現時嘅凳係唔可以再用。咁嗰個初步估計，估算嗰個價錢係每一架車
9 可能係需要 15,200 磅至到 20,000 磅一架車。我哋估計我哋嘅車隊入面大概
10 有一千一百架車係呢一類型，如果真係要加裝嘅，嗰個價錢係會可能去到一億
11 八千萬至到二億四千萬。呢一個係好巨大嘅數目，係會造成好大嘅浪費。

12 MR DUNCAN：（經傳譯員）浪費係因為啲乘客唔繫安全帶，係咪呀？

13 李廣威先生：：冇錯，因為我哋都留意到乘客而家--其實我哋而家嘅車嘅無遮擋座位
14 都係已經有三點式安全帶，但係我哋留意到乘客係冇用呢啲嘅安全帶嘅。

15 MR DUNCAN：（經傳譯員）公司喺過去有冇一啲嘅補貼，係即係政府當局畀任何補
16 貼㗎？

17 李廣威先生：喺過往政府只係補貼過--即係由環保署係補貼我哋係安裝一啲嘅減排裝
18 置，亦都係曾經出資係買過幾架嘅混能嘅電車--混能車去試驗，有三架。另外
19 亦都係有提供有十架單層嘅電動巴士係畀我哋作測試嘅。係，多謝，主席。

20 MR DUNCAN：（經傳譯員）：我哋睇到呢啲咁嘅措施，就安全措施嘅設施喇或者係
21 改善安全嘅措施喇咁，但係呢啲其實就係喺工作小組成立咗之後先提出嘅，咁
22 喺考慮嘅過程當中，公司係咪有冇諗過同政府講，就話睇下可唔可以有一啲嘅
23 補貼畀公司，等你哋可以係照顧到部分嘅成本，咁等你哋可以提升嗰個安全？

24 鄭偉波先生：我哋係未同政府講嘅，但係如果政府係願意補貼我哋提升--令到我哋可
25 以更加提升安全，我哋係非常歡迎嘅。

26 MR DUNCAN：（經傳譯員）點解你唔同政府講一講，點解？

27 鄭偉波先生：我哋唔知道可以咁樣問政府攤津貼㗎。

28 MR DUNCAN：（經傳譯員）好喇，我想問多幾個問題添，就係關於嗰個紀律處分嘅
29 程序，咁其實都係有提過㗎喇，或者想請大家睇一睇 39 頁，CTB-1 嘅 39 頁，
30 CTB-1，39。

31 鄭偉波先生：睇到。

32 MR DUNCAN：（經傳譯員）我哋睇到底下嗰度，(b) 嗰度就係背景檢查同埋係定罪
33 嘅刑罰咁樣，咁其實就係服務質素嘅部門就係負責嗰個紀律處分嘅，即係有違

1 規行為，咁呢個係根據嗰個車長嘅手冊嚟到做，仲有，委員會就係收到一啲嘅
2 資料，就係關於嗰個紀律處分嘅程序咁樣嘅。好喇，講到個車長嘅手冊，咁或
3 者而家等我打一打出嚟，CTB-2，就係 85 頁嘅。

4 主席：（經傳譯員）鄧律師，係幾時嘍？

5 MR DUNCAN：（經傳譯員）係 2018 嘅。咁車長手冊嗰度係有一啲嘅節錄，第 85
6 頁，翻譯就係 169-1。或者想大家睇一睇嗰個目錄喇，就應該係第 87 頁嘅，喺
7 翻譯個版本嗰度 169-3。你係咪睇到個目錄嗰一版，睇唔睇到？你同唔同...

8 鄭偉波先生：睇到。

9 MR DUNCAN：（經傳譯員）你同唔同意就係呢個係好詳盡，有好多細節嘅文件嚟
10 嘅，同唔同意？

11 鄭偉波先生：同意。

12 MR DUNCAN：（經傳譯員）英文嘅版本，即係兩個版本喇，有七個唔同嘅章節嘅，
13 咁就當中係包括不同嘅段落喇，每一章都係有不同嘅段落咁樣。好喇，其實公
14 司係採取咗乜嘢嘅步驟去確保車長係熟習所有呢個手冊當中嘅條文嘅呢？

15 鄭偉波先生：我同事鍾生會答嘅。

16 鍾澤文先生：喺呢本車長手冊裏面所講嘅嘢，其實我哋喺--有大部分喺佢哋入職嗰個
17 訓練嗰度係已經講過畀佢哋聽，咁亦都有一部分係喺嗰個重溫課程裏面亦都會
18 喺--再講解嘅。咁呢一本手冊就係方便佢哋上完呢啲課程之後再去詳細睇番
19 嘅，或者佢如果係真係唔記得嘅，佢可以睇番。多謝。

20 MR DUNCAN：（經傳譯員）好喇，答番主席喇，呢個手冊就係今年 4 月嘅，個日期
21 係。咁之前嗰個版本係幾時出嚟？

22 鍾澤文先生：上一個版本係 2017 年嘅 7 月。

23 MR DUNCAN：（經傳譯員）咁呢個手冊係咪不時咁樣檢討嘍？

24 鍾澤文先生：係，冇錯。

25 MR DUNCAN：（經傳譯員）幾耐檢討一次？

26 鍾澤文先生：呢個都唔係一個定期嘅，咁就要睇下我哋喺嗰段時間有幾多嘢有改動或
27 者需要加番落去。

28 MR DUNCAN：（經傳譯員）可唔可以同委員會講一講，有幾多車長係曾經係受過紀
29 律處分，即係譬如過去嗰十二個月，有幾多位車長係遭受到紀律處分嘅呢？

30 鄭偉波先生：因為今次我哋嚟，就以為主要就係講交通安全呢一部分嘅，即係駕駛安
31 全，所以我哋冇準備到資料就係整體紀律處分嘅數字，呢個我哋可以後補番畀

1 委員會。

2 主席：（經傳譯員）係，請你之後補番，唔該。

3 MR DUNCAN：（經傳譯員）主席先生，而家會唔會係一個適當嘅時間係小休？

4 主席：（經傳譯員）係，係，啱。我哋而家就係休息，就會係下晝兩點半再繼續㗎，
5 唔該晒。

6

7 下午 1 時 01 分聆訊押後

8

9 下午 2 時 30 分恢復聆訊

10 出席人士如前。

11

12 主席：（經傳譯員）各位，午安。鄧律師。

13 MR DUNCAN：（經傳譯員）唔該主席。鄭先生，有幾條問題係想問一問你嘅，呢個
14 就係關乎 2018 年嘅指引，呢個就係巴士車長工作、休息及用膳時間嘅指引，
15 2018 嘅版本。有關嘅指引，CTB-2 嘅第 2 頁嗰度就會見到嘅。至於話之前嘅版
16 本，你就會係--如果想睇番嘅話，可以睇 TD-5，睇 1556 頁嗰度見到。或者為
17 求今日係問題嘅時候比較係容易理解，我而家就分發咗個比較表，係將不同嘅
18 指引，將佢進行一個比較，因為啲指引就係有改變嘅，睇 04 年至到 2018 年之
19 間呢啲指引係有個變動嘅，或者咁，我想請你係睇一睇我呢一個表，嗰份文件
20 嗰個標題就係嗰份指引嘅比較表，嗰個日期就係 2018 年嘅 5 月 4 號，你面前
21 係咪已經有呢份文件呀？

22 鄭偉波先生：有。

23 MR DUNCAN：（經傳譯員）唔該晒。首先，我想講番一啲比較重要嘅變動嘅，呢啲
24 係今年嘅指引，同以前 2010 年所通過嘅指引之間嘅不同之處，你跟到我所講嘅
25 說話嘛？

26 鄭偉波先生：跟到。

27 MR DUNCAN：（經傳譯員）唔該晒。首先睇呢個表嗰度想請你係睇第 3 項，即係話
28 嗰個係總嘅或者最高嘅駕駛時間，見到嘛？

29 鄭偉波先生：見到。

30 MR DUNCAN：（經傳譯員）嗰個變動，如果以呢一個係最長嘅係駕駛時間嚟到計，
31 新嘅指引就咁嘅，睇一更裏面係十個鐘，之前睇 2010 年嗰個指引係講嘅一個工

- 1 作日裏面十一個鐘，首先見唔見到佢兩者不同之處呀？
- 2 鄭偉波先生：我見到個指引唔同嘅。
- 3 MR DUNCAN：（經傳譯員）呢個脗唔脗合你自己所理解嘅變動呢？
- 4 鄭偉波先生：呢一部分我請鍾先生負責回答。
- 5 鍾澤文先生：係脗合嘅。
- 6 MR DUNCAN：（經傳譯員）唔該晒。第二點想請你睇嘅就係嗰個最長嘅更次時間，
7 呢個就正正喺剛才所講嗰項嘅上面，你睇唔睇到嗰度嘅變動呀？個變動就係
8 2018年最長嘅更次時間就一更裏面係十二個鐘，對比起一個工作天裏面係十四
9 小時，呢個係咪亦都脗合你嘅理解呢，鍾先生？
- 10 鍾澤文先生：脗合嘅。
- 11 MR DUNCAN：（經傳譯員）我哋揭去後面嗰版，你會見到最長嘅更次同埋呢一個駕
12 駛時間由於係有一個所謂嘅特別更次，所以就有啲變動，喺第2頁嗰度，見唔
13 見到呀？
- 14 鍾澤文先生：見到。
- 15 MR DUNCAN：（經傳譯員）嗰度就有一個要求嘅，就話嗰個更次嘅時間，嗰個司機
16 嘅更次時間係實質上可以超過嗰個剛才第1頁所講嘅十二個鐘，係可以最多去
17 到十四個鐘嘅，睇到嘛？
- 18 鍾澤文先生：睇到。
- 19 MR DUNCAN：（經傳譯員）亦都脗唔脗合你對新指引嘅理解呢？
- 20 鍾澤文先生：脗合。
- 21 MR DUNCAN：（經傳譯員）講到個駕駛時間，即係喺嗰個特別更次裏面嘅駕駛時
22 間，係咪有一個上限嘍？個上限係十小時，啱唔啱呀？
- 23 鍾澤文先生：啱嘅。
- 24 MR DUNCAN：（經傳譯員）嗰度亦都有多一個條件嘅，如果係呢個特別更次嘅話，
25 就係話應該係有一個休息，嗰個休息唔可以少於連續三小時。
- 26 鍾澤文先生：係嘅。
- 27 MR DUNCAN：（經傳譯員）係咪都係你嘅理解係咁嘍？
- 28 鍾澤文先生：係嘅。
- 29 MR DUNCAN：（經傳譯員）我請你睇咗剛才嘅資料之後，首先我想問，我嘅理解啱

1 唔啱，縱使可以係有一個特別更，而個特別更就係上限嗰個時間可以去到十四
2 個鐘，但係你哋公司就唔諗住係多過十三個鐘嘅，係咪你哋嘅計劃或者你哋嘅
3 打算係咁呀？

4 鍾澤文先生：係嘅。

5 MR DUNCAN：（經傳譯員）較早時候，我哋留意到，根據你哋提交畀委員會嘅資
6 料，有鑑於新嘅指引，係需要增加一百二十一位車長嘅，你記唔記得曾經提過
7 一個咁嘅數字呀？

8 鍾澤文先生：記得。

9 MR DUNCAN：（經傳譯員）你計算出呢個數字嘅時候係咪已經考慮埋你哋打算最高
10 嗰個時數係十三個鐘呀？

11 鍾澤文先生：冇錯。

12 MR DUNCAN：（經傳譯員）如果你哋係用到嗰個上限十四個鐘，就唔係用十三個鐘
13 嚟到計嘅話，會唔會減少你所需要增聘或者增加嘅車長嘅數目呀？

14 鍾澤文先生：會嘅。

15 MR DUNCAN：（經傳譯員）好，咁點解公司而家決定係將嗰個最長嘅時間係定喺十
16 三嗰度呢？

17 鍾澤文先生：因為我哋理解到公眾對嗰個安全嘅關注。

18 MR DUNCAN：（經傳譯員）咁嘅安排又點樣樣可以有助安全呢？

19 鍾澤文先生：車長佢個每日工作時間都唔會太長，去到十三個鐘。

20 MR DUNCAN：（經傳譯員）但係無論如何，最高嘅駕駛時間都會係十個鐘，即係無
21 論嗰個更係十四個鐘定十三個鐘，嗰個駕駛時間嘅上限都係十個鐘嘅，係咪
22 呀？

23 鍾澤文先生：冇錯。

24 MR DUNCAN：（經傳譯員）即係話係嗰個--你指係就係講到話而嗰日係好長嘅話，
25 你就係考慮到嗰個多咗一個鐘嗰個問題啫，係咪呀？

26 鍾澤文先生：係，冇錯，即係佢可以早啲放工嘅話，咁佢同下一個更分嗰個相隔時
27 間，休息就會多啲。

28 MR DUNCAN：（經傳譯員）唔該。早啲時候，你講過一位車長，即係當然唔計嗰啲
29 兼職車長，一般車長一般會係工作十小時，八個鐘頭就係正常嘅，兩個鐘就係
30 超時嘅，你記唔記得曾經同我哋咁樣講過呀？

31 鍾澤文先生：記得。

1 MR DUNCAN：（經傳譯員）好，如果有一個人佢要做呢個特別更次，你哋要求佢做
2 特別更嘅，換句話講，佢當值就係十三個鐘嘅，但係裏面駕駛嘅時間就只係十
3 個小時，我就想問，佢係攞八個鐘頭正常時間嘅工資，另外五個鐘頭嘅超時補
4 水，係咪咁樣計嘅呢？佢點樣出糧嘅呢？定抑或係佢係有八小時嘅正常工資，
5 另外兩小時嘅超時補水，即係好似平時咁樣樣，而嗰個休息嘅時間就係冇工資
6 嘅，係邊一種安排呢？

7 鍾澤文先生：係佢會獲得八個鐘頭嘅基本底薪，跟住嗰五個鐘就係一個超時嘅補水。

8 MR DUNCAN：（經傳譯員）我想問，你哋係行咗新嘅指引未呢？

9 鍾澤文先生：仲未嘅。

10 MR DUNCAN：（經傳譯員）幾時會開始呀？

11 鍾澤文先生：我哋打算會喺今年嘅第三季。

12 MR DUNCAN：（經傳譯員）係點解要遲啲先做呢？

13 鍾澤文先生：第一，因為我哋要請到足夠嘅車長，先至可以推行；第二，我哋亦都要
14 增加一啲休息嘅設施畀嗰啲車長喺嗰三個鐘嘅休息時間裏面有一個地方去休
15 息。

16 MR DUNCAN：（經傳譯員）你可唔可以同委員會講下司機幾常係需要做嗰個十三個
17 鐘嘅更次呢？即係你遲啲就會有呢個十三個鐘嘅更次，幾頻密、幾常佢哋要咁
18 做呢？

19 鍾澤文先生：新巴同城巴就係有唔同嘅安排嘅，新巴嘅司機佢哋係返梗一個更次嘅，
20 如果佢申請咗做呢啲特別更分嘅話，咁佢就係每一日都會係做呢個特別更分，
21 除咗佢係休息。而城巴嘅車長，因為佢哋嗰個返工係輪更嘅方式嘅，佢哋係每
22 一個禮拜係會輪一個唔同嘅更分，咁就要睇下嗰個更分嘅編排係點樣，就好難
23 講話究竟佢係有幾頻密。

24 MR DUNCAN：（經傳譯員）講到新巴，你嘅意思係咪話有啲司機就係恆常都會係做
25 十三個鐘呢一啲嘅特別更次嘅，係咪呀？

26 鍾澤文先生：係。

27 MR DUNCAN：（經傳譯員）一個禮拜做幾多日呢？會返幾多日工呢？

28 鍾澤文先生：一個禮拜會返五日或者六日，就會有一日嘅休息時間。

29 MR DUNCAN：（經傳譯員）你話五、六日，係咪佢哋有得揀㗎？

30 鍾澤文先生：要佢申請去做邊一個更分，有一啲更分因為係一至六都會有嘅，佢哋就
31 會返六日，就星期日會休息，有一啲更分係星期一至星期日都會有嘅，佢哋就
32 會返五日就放一日假，咁嚟休息嘅。

1 MR DUNCAN：（經傳譯員）我嘅理解就係有好多嘅新巴嘅車長就會係十三個鐘一
2 日，就一係五日、一係六日一個禮拜咁計，係咪呢？

3 鍾澤文先生：會有一啲車長係咁樣，但係唔係全部嘅，我哋估計就大約係會有十幾個
4 per cent 嘅更分會係呢啲特別更嘅更次。

5 MR DUNCAN：（經傳譯員）大概有幾多比例嘅車長係做呢啲更分--呢啲時間，十三
6 個鐘特別更，每一日，就五至六日，大概個百分比係幾多呢，車長嘅數目，係
7 新巴嚟講？

8 鍾澤文先生：等我睇一睇。有十幾個 per cent 嘅，大約係一百四十四個更分。

9 MR DUNCAN：（經傳譯員）好喇，講到城巴嗰方面，可唔可以解多次新巴同城巴之
10 間嗰呢方面嘅分別係點樣呀？

11 鍾澤文先生：城巴嘅車長佢哋唔係每一日都固定返個一個更分嘅，佢哋係每一個禮拜
12 返一個更分，或者五日返一個更分，跟住就會放一日假，放完假之後，佢就會
13 係 rotate 去下一個更分，又做五日，之後又放假，又去第二個更分咁樣嘅。

14 MR DUNCAN：（經傳譯員）即係話喺一個禮拜之內，佢哋就會係十個鐘咁計，跟住
15 下一更就可能係十三個鐘，係咪即係每一日都唔同，一日就十個鐘，一日十三
16 個鐘，係咪咁樣唔同㗎？

17 鍾澤文先生：係每五日就轉一次更。

18 MR DUNCAN：（經傳譯員）係，我明。

19 主席：（經傳譯員）咁係可以係一日十個鐘，一日係十三個鐘，仲有冇其他嘅類別
20 呀，有冇其他做不同鐘數嘅類別呀？

21 鍾澤文先生：有嘅，十個鐘其實係一個平均嚟嘅，我哋有一啲更分，有啲係八個幾
22 鐘，有啲係九個鐘，十個鐘又有，十一個鐘又有咁樣嘅。

23 羅先生：（經傳譯員）咁呢個即係五日嗰度，就即係個模式係一樣嘅，係咪呀？即係
24 五日之後先至轉嘅，即係每五日嚟講係完全一樣嘅，個時數，係咪呀？

25 鍾澤文先生：冇錯。

26 MR DUNCAN：（經傳譯員）你可唔可以就畀委員會一啲嘅講法呢，其實呢啲新嘅指
27 引對一般車長嚟講，有啲咩嘢嘅具體影響？有冇一啲具體嘅改變、實質嘅改變
28 呀咁樣呢？還是係喺佢哋工作時數都有乜特別嘅轉變呢？

29 鍾澤文先生：如果佢係轉咗做一個特別更咁先算，佢個個休息時間就會係集中咗喺個
30 三個鐘或者三個幾鐘嘅安排裏面，未改呢個指引之前，其實最高工作時間係十
31 四個鐘，而個個駕駛時間係十一個鐘，其實佢如果係一個十四個鐘嘅更分，佢
32 都係有三個鐘嘅休息時間，不過呢啲休息時間其實就會分開咗係唔同嘅時間畀

1 佢啫。但係喺一個特別更嚟講，嗰個休息時間就會連續集中咗喺同一段時間，
2 即係嗰三個鐘裏面或者三個鐘以上嘅裏面。

3 MR DUNCAN：（經傳譯員）舊時就十四個鐘嗰個嘅更係咪車長好鍾意㗎，鍾唔鍾意
4 㗎？

5 鍾澤文先生：有部分車長係鍾意嘅。

6 MR DUNCAN：（經傳譯員）有冇車長就係需要做到十四個鐘--最高十四個鐘，而係
7 唔想咁樣做嘅，違背佢哋嘅意願咁樣做嘅，有冇㗎？

8 鍾澤文先生：我哋係編排咗個更分畀佢，佢就需要去做嗰個更分嘅，不過佢哋如果係
9 搵到同事同佢去調更，而又合乎個指引嘅話，我哋係會批准嘅。

10 MR DUNCAN：（經傳譯員）如果嗰個人對十四個鐘嘅安排唔滿意嘅話，係咪即係好
11 難搵人調呢，其實？

12 鍾澤文先生：我唔知道佢哋難唔難，不過我哋車長調更嘅安排都幾普遍嘅。

13 MR DUNCAN：（經傳譯員）你估計--對於呢啲特別更嚟講，你覺得對員工嚟講係咪
14 都係受歡迎㗎，還是真係唔受歡迎㗎？

15 鍾澤文先生：我聽過有工會話歡迎，亦都有工會話唔歡迎。

16 MR DUNCAN：（經傳譯員）都係兩樣都有，係咪呀？一樣一半咁樣，係咪呀？

17 鍾澤文先生：係咪一樣一半，我唔知，但係我又聽過一個，有啲車長佢係鍾意做長啲
18 嘅更分，因為佢要搵--想搵多啲錢。

19 MR DUNCAN：（經傳譯員）如果唔受歡迎，點解唔受歡迎呀？

20 鍾澤文先生：有啲車長佢唔需要搵咁多錢，譬如話有一啲車長佢都做咗好多年，可能
21 屋企佢唔係一個主要嘅經濟支柱，佢可能佢做八個鐘、九個鐘，佢已經足夠㗎
22 喇，所以佢哋就唔鍾意做一啲較長嘅更分。

23 MR DUNCAN：（經傳譯員）你估計要求員工係做到十三個鐘其實係咪即係違背佢哋
24 嘅意願，佢哋係唔想嘅，係咪呢？你覺唔覺得係咁呢？

25 鍾澤文先生：我唔覺得。

26 MR DUNCAN：（經傳譯員）好喇，或者如果大家冇問題，我哋就講完嗰個指引。我
27 就想講番嗰個遠期嘅計劃，呢個就係 TD-1，195 嘅，今朝都睇過呢份文件，鄭
28 先生。

29 鄭偉波先生：有睇過。

30 MR DUNCAN：（經傳譯員）係，唔該。係喇，就係講嗰個安全帶咁樣，或者我再講
31 多少少，呢一度。首先或者想請你睇一睇第 199 頁，文件嘅 199 頁，呢度係有

1 一個意外嘅性質嘅分析，係2016嘅，睇唔睇到，鄭生？

2 鄭偉波先生：睇到。

3 MR DUNCAN：（經傳譯員）好喇，表4，意外嘅性質係有不同嘅類別咁樣嘅，呢一
4 度，就一路係去到200頁嘅，睇唔睇到呀？

5 鄭偉波先生：睇到。

6 MR DUNCAN：（經傳譯員）意外嘅性質係199頁最後嗰度就係一啲非碰撞嘅意外就
7 係有呢個乘客受傷嘅咁，你睇到，鄭生？

8 鄭偉波先生：睇到。

9 MR DUNCAN：（經傳譯員）呢一點就係喺200頁嗰度都係有跟進嘅，六成嘅意外都
10 係非碰撞嘅意外而係有乘客受傷嘅，就有進一步咁樣嚟到去分析呢一類嘅意
11 外，喺表5嗰度係有列出嚟嘅，個分析就係話有啲乘客就係失咗平衡，呢個係
12 一個主要嘅意外嘅成因嚟嘅，就你所知，呢個今日都係咪--即係都係咁樣呢？
13 嗰個比例睇嚟係最高嘅，即係對於呢個意外嘅性質嚟講，係咪今日嘅情況都係
14 一樣，冇變呀？

15 鄭偉波先生：冇大分別。

16 MR DUNCAN：（經傳譯員）好喇，喺表5嗰度上高個段落，個分析就係話乘客就失
17 平衡咁樣，呢個就係個主要嘅成因，公司嚟講，係可以做啲乜嘢呢？對於呢類
18 咁嘅事情，可以做啲乜嘢呢？

19 鄭偉波先生：我畀鍾生回答。

20 鍾澤文先生：乘客喺嗰個車度跌到嘅，我哋一向都睇得到佢係最主要嘅原因嚟嘅，我
21 哋過往都同運輸署係做一啲宣傳嘅工夫，包括政府就拍咗一啲宣傳嘅短片，喺
22 電視嗰度播嘅，就係提醒啲乘客上車咗之後，就要緊握扶手，同埋就係如果搵
23 住太多嘢嘅話，就唔好行上去樓上坐；另外我哋公司亦都喺車上面加貼咗一啲
24 標示，提醒啲乘客係去上車之後，係儘快去搵位坐或者係扶手--緊握扶手嘅；
25 除咗標貼之外，我哋亦都有利用車上面嘅報站系統係出示一啲--顯示同埋廣播
26 係提醒啲乘客緊握扶手，呢啲都係我哋過往有做嘅嘢嚟嘅；除咗話係加強乘客
27 嘅宣傳，我哋亦都有喺我哋嘅司機嘅訓練裏面係提醒啲司機，喺駕駛時要留意
28 乘客喺車廂入面嘅活動，尤其是喺停完站開車之前要睇下啲乘客佢哋係行到埋
29 去位未，或者係扶穩未，同埋係留意有啲老人家佢哋嗰個狀況，同埋喺開--即
30 係停車之前，都要柔順一啲，呢啲我哋都有提醒啲車長係儘量避免因為剎車而
31 令到乘客係跌到嘅，呢啲係我哋做嘅嘢。

32 MR DUNCAN：（經傳譯員）巴士車長嗰個駕駛態度會唔會就係都導致到乘客會跌到
33 呢？你嘅經驗、去嘅體驗係咪咁呢？

34 鍾澤文先生：車長嘅駕駛態度係會導致乘客跌到嘅，呢個係其中一個原因，乘客佢自

1 已上咗車之後有冇緊握扶手，呢個都係佢哋自己--即係乘客嘅一個責任嚟嘅。
2 當然喺香港嗰個駕駛路面亦都有好多突發嘅事情，車長係控制唔到，變咗有時
3 佢真係需要緊急剎車而令到乘客係跌到嘅。

4 MR DUNCAN：（經傳譯員）有冇啲規例或者規則講到話一架巴士可以載幾多乘客
5 呢？即係話除咗係有座位坐嘅乘客之外，有冇規例、規則講除此之外仲可以多
6 載幾多乘客，換句話講，可以係有幾多乘客係企喺度嘅呢？

7 鍾澤文先生：每一架巴士佢嘅座位數目同埋可以企立乘客嘅數目都係有限制嘅，而呢
8 個數目亦都寫咗喺架車嘅出面，喺近住車門嗰度，唔同巴士嘅種類或者佢嘅長
9 度，佢個載客量都會有唔同嘅，企位嘅人數亦都會有唔同。

10 MR DUNCAN：（經傳譯員）邊個負責去決定係可以載得多過係巴士所容許嘅站立乘
11 客呢？邊個負責嘅呢？

12 鍾澤文先生：每一架新入到嚟香港嘅巴士，運輸署都會做一個所謂叫做 type
13 approval 嘅程序，喺呢個程序裏面就會因應架巴士嗰個喺樓下嘅通道嘅面積
14 去計算嗰個可以企嘅乘客嘅數目，同埋呢個亦都要考慮埋嗰個車嘅總載重量，
15 亦都有一個重量去計算。

16 主席：（經傳譯員）我諗嗰個問題係比較係具體嘅，邊個可以決定就係嗰個企喺度嘅
17 乘客嗰個上限過咗，邊個可以決定，邊個有咁嘅責任呢？

18 鍾澤文先生：司機有責任要確保佢架車唔會超載。

19 MR DUNCAN：（經傳譯員）你諗住巴士嘅車長點樣樣可以履行到呢個職責呢？

20 鄭偉波先生：呢個由我負責回答，我哋每部車就係有定咗嗰個企位嘅總數嘅，但係當
21 我哋個車長佢揸住架車嘅時候，佢就有可能分心就去一路數住有幾多乘客上咗
22 車，因為乘客上咗車，首先佢哋係應該選擇係會坐位先，如果有晒座位嘅話，
23 就啲乘客就需要企，但係喺任何一個時間，我哋巴士上面嘅車長佢係唔可能知
24 道自己架車上面係載咗幾多乘客嘅，佢只係可以憑觀察嘅，而呢個觀察就係啲
25 乘客企到幾近車頭嗰度，即係如果企到好近車頭，即係好多人企，但係--即係
26 如果大家喺街上面有留意嘅話，或者平時有喺繁忙時間搭巴士嘅，就會有呢個
27 體驗㗎喇，喺架巴士樓下嘅後面嘅部分，乘客係唔鍾意企喺嗰處嘅，佢哋就選
28 擇就企喺近住個門口嗰度，即係架巴士中門，即係個 exit door 嗰度，同埋就
29 再企下企下就企咗去車頭，就唔行入去，如果喺咁樣嘅情況底下，嗰個巴士車
30 長佢只係憑觀察見到好多人企喺佢近住車頭，但係佢唔會知道喺後面嘅位置會
31 唔會有好多嘅空間係冇人願意入去企，呢個就係普遍我哋喺繁忙時間嘅情況嚟
32 嘅。多謝。

33 MR DUNCAN：（經傳譯員）我明嘅，我明呢啲困難嘅。換句話講，係咪話實質上巴
34 士車長係無法去執行嗰個係企位嘅上限，縱使佢喺車身嗰度已經寫明咗只可以
35 企咁多個人，但係佢其實係無法去執行嘅，係咪呢？

1 鄭偉波先生：第一，個車長佢不知道幾時要去執行，因為佢數唔到有幾多個人喺架車
2 上面，因為大家要注意嘅，一架車一路有人上車，一路又有人落車，到底剩番
3 喺架巴士裏面嘅係幾多人呢，個車長唔可能拎住部計數機一路去計住嘅，唔可
4 以咁準確做得到嘅，佢就只可以憑肉眼嘅觀察。好喇，如果佢觀察到話好多人
5 企到去近住車頭，佢亦都有嘢可以做得嘅，因為啲乘客係趕住去返工，同埋
6 已經畀咗錢，因為企喺架車裏面嘅乘客全部已經一係入咗錢，一係拍咗八達通
7 喇喇，如果個車長真係去逐個人、逐個人去數，數完係多咗--譬如多咗兩個人，
8 佢唔可能去執行到嘅，佢唔知叫邊兩個人落車，即係呢個就係嗰個實質上
9 嗰個困難嚟嘅。多謝。

10 MR DUNCAN：（經傳譯員）巴士過份擠逼係咪你哋公司面對嘅難題之一呢？過份擠
11 逼而令致就有好多人係要企，而企嘅人就多過嗰個企位嘅上限，對你哋公司嚟
12 講，呢個係咪你哋嘅問題之一呢？

13 鄭偉波先生：我再重申一次，我哋其實係冇任何數據去證明到係有呢個所謂超載，即
14 係個企位多過個準許上限呢個情形，我哋係冇呢個數字嘅，所以我唔能夠可以
15 好清楚咁樣答到你我哋有冇呢個超載嘅情況嘅。

16 MR DUNCAN：（經傳譯員）即係公司係唔知嘅，即係你哋有冇過度擠逼呢個問題，
17 你哋就唔知，係咪呀？

18 鄭偉波先生：再重申一次，係喺車頭，近住車頭，或者架車嘅前半部係有可能有過度
19 擠逼，但係喺架車嘅後半部，係樓下後半部好多時係有人企喺度，呢個就係架
20 車有部分嘅位置係過度擠逼，但係過度擠逼就係一個觀感嚟嘅，有冇超載就係
21 一個客觀嘅計算，我哋就有呢個資料就係話啲車有幾多部係超過咗嗰個車容許
22 嘅上限嘅，我哋冇呢個資料嘅。

23 MR DUNCAN：（經傳譯員）我想請你睇委員會所收到嘅另一份意見書，MISC-1，
24 124-1 嗰頁。

25 鄭偉波先生：我哋係睇咗。

26 MR DUNCAN：（經傳譯員）唔該。呢個係嚟自警方嘅，喺 18 年 5 月 7 號嘅嗰封
27 信，你睇咗，係咪呀？

28 鍾澤文先生：睇咗。

29 MR DUNCAN：（經傳譯員）第 2 頁嘅第 5 段。

30 鍾澤文先生：有睇過。

31 MR DUNCAN：（經傳譯員）喺嗰段裏面，寫呢封信嘅人就講到係五個主要嘅成因，
32 睇到嘛？

33 鍾澤文先生：睇到。

1 MR DUNCAN：（經傳譯員）我想問你呢個問題，公司會唔會時不時收到咁樣性質嘅
2 報告，係警方交界你哋嘅，當然呢封信就係特登係寫畀專責委員會嘅，但係我
3 嘅問題就話你哋公司會唔會喺警方嗰度時不時都收到類似咁樣嘅資料呢？

4 鍾澤文先生：我哋係冇同警方嗰度係收到呢啲資料嘅，不過我哋喺做頭先嗰個五年發
5 展計劃嗰陣時，運輸署佢哋畀我哋嗰個--做嗰個發展計劃個指引嗰度係有提供
6 類似嘅資料畀我哋嘅，係每一年一次。

7 MR DUNCAN：（經傳譯員）呢一類嘅資料係有嘅，不過係透過運輸署攞到，係咪
8 呀？咁樣講啱唔啱，咁嘅理解啱唔啱？

9 鍾澤文先生：啱嘅。

10 MR DUNCAN：（經傳譯員）講到第 5 段，講到嗰五個係主要嘅成因，佢哋指出呢五
11 大成因，你覺得啱唔啱呢？係咪脗合你哋平時嘅理解，定抑或你都感到意外
12 呢？

13 鍾澤文先生：脗合嘅，唔感到意外。

14 MR DUNCAN：（經傳譯員）好，跟住就想請你睇另一份文件嘅，亦都係委員會係從
15 運輸署嗰度所收到嘅資料，係好近期嘅，不過就唔知道你哋有冇機會係睇過，
16 呢度就係 TD-5，1649，TD-5，1649 嘅，我相信就係委員會幾日前先至收到
17 嘅啫，道路安全管理系統，呢度就係講到而家政府所採納嘅嗰一套制度，你同
18 同事有冇睇過呢份文件呀？

19 鍾澤文先生：有睇過。

20 MR DUNCAN：（經傳譯員）好，或者睇幾方面，呢份文件，首先第一版 1649 第 4
21 段，呢版第 4 段，“Apart from”嗰段，或者請大家睇一睇呢段先。

22 鍾澤文先生：睇咗。

23 MR DUNCAN：（經傳譯員）呢度有一個嘅樣辦，即係每一季嘅交通意外嘅情況，係
24 運輸署係提交畀道路安全議會嘅，咁個資料就係喺附件 1 嗰度，或者喺呢方面
25 就請大家就睇去 1658 嗰一版，1658，大家睇唔睇到 1658 呀？個標題就係交
26 通意外嘅報告，係畀呢個道路安全議會嘅，日期就係 2018 年 3 月 7 號，睇到
27 喇呵？

28 鍾澤文先生：睇到。

29 MR DUNCAN：（經傳譯員）好，下一版，1659，就係交通意外情況嘅總結，係
30 2017 年嘅。

31 鍾澤文先生：睇到。

32 MR DUNCAN：（經傳譯員）好喇，睇落啲就係附件 3，專利巴士，牽涉專利巴士嘅，

1 係 1659，附件 3，牽涉到專利巴士，睇到嘛？

2 鍾澤文先生：未睇到。

3 MR DUNCAN：（經傳譯員）睇到喇呵，而家？

4 鍾澤文先生：睇到。

5 MR DUNCAN：（經傳譯員）附件 3，專利巴士，第四季，17 年第四季，九巴、龍
6 運、大嶼山、城巴（第二），就係記錄到係有增加嘅，而新巴、城巴（專利
7 一）就係有下降嘅，呢個係相對 16 年第四季嚟講。好喇，而家想請大家係睇附
8 件 3，呢度係有講附件 3，我哋睇埋附件 3，就係文件嘅 1664 頁，睇到呢度附
9 件 3 專利巴士嘅情況，有冇睇到？

10 鍾澤文先生：睇到。

11 MR DUNCAN：（經傳譯員）然後每間專利巴士公司都有個表喺度嘅，係咪？

12 鍾澤文先生：係。

13 MR DUNCAN：（經傳譯員）好喇，其中一個方法運輸署量度或者衡量道路安全嘅就
14 係睇嗰個嘅每一百萬公里行車嘅數目嚟到去睇，你知唔知道咁樣計法㗎？

15 鍾澤文先生：知道。

16 MR DUNCAN：（經傳譯員）睇九巴嗰欄，睇嗰兩項，16 年第四季同埋係 17 年第四
17 季咁睇，2.979、4.005，係兩季嘅，大家睇到嘛？

18 鍾澤文先生：睇到。

19 MR DUNCAN：（經傳譯員）如果你一路睇埋其他，你睇唔睇到新巴嗰度同埋城巴一
20 嗰度，睇嚟好似係最高㗎，即係咁多間嚟講，講到話嗰個牽涉嘅比率，即係
21 每一百萬公里咁計，睇嚟好似係呢兩間係最高，你睇呢個表嘅時候，係咪睇到
22 咁樣嘅情況呀？

23 鍾澤文先生：係。

24 MR DUNCAN：（經傳譯員）你睇到呢啲數字，覺唔覺得好出奇呀？

25 鍾澤文先生：唔覺得，因為每一個專營權嘅路線嘅網絡都唔同嘅，同埋佢哋所行走嘅
26 個地區個交通情況都好大分別嘅。就以城巴嚟睇，城巴嘅專營權一同城巴嘅專
27 營權二，呢一個意外嘅比率都係差別好大嘅，兩間公司都係同一個管理層去管
28 理嘅，點解會有咁大嘅差別呢？就係因為兩個專營權嘅網絡係好唔同，城巴二
29 嘅專營權網絡嘅車唔係--大部分會係喺一啲高速公路行走，佢所行嘅咪數亦都
30 好高；除此之外，路線比例喺一啲繁忙嘅路段亦都係相對低嘅，所以我哋覺得
31 唔可以就咁樣去比較呢一個 involvement rate per million km 去比較唔
32 同專營權嗰個安全度。

1 主席：（經傳譯員）呢個其實你喺陳述書嗰度都有講過，係咪呀？即係唔係蘋果比蘋
2 果咁樣，係咪呀？你話。

3 鍾澤文先生：冇錯。

4 主席：（經傳譯員）可唔可以同我哋講一講喺邊一度你講過呢一個觀點呀？或者一陣
5 間可以再返番嚟講呢一點嘅。

6 鍾澤文先生：對唔住，主席，我哋 submission 係冇講過。但係喺我哋嗰個運輸署
7 提交我哋嗰個五年發展計劃嗰度喺 5.1 我哋嗰個 introduction 係有提過嘅。

8 MR DUNCAN：（經傳譯員）係 TD-1-195。

9 主席：（經傳譯員）嗰個第城巴一、城巴二，都係顯示出就係佢哋嘅網絡組別同埋營
10 運嘅地點，即係城巴一、城巴二，兩者都係城巴運作嘅，其實你講嗰啲公路，
11 城巴二嗰啲公路大多數係咩嘢公路呀？

12 鍾澤文先生：主要係北大嶼山公路同呢個西九龍走廊。

13 主席：（經傳譯員）唔該晒。

14 MR DUNCAN：（經傳譯員）仲有一點我想同你探討一下嘅，鄭生，我講埋呢點先至
15 係講其他嘅運輸署嘅文件，或者最近收到嘅文件。而家想請你睇一睇 1650 嗰份
16 TD-5-1650，今朝主席就睇到黑盒嗰個問題，即係喺小巴嘅黑盒嘅問題，我而
17 家就想請鄭生你睇一睇第 7 段，呢一版嘅第 7 段，1650 第 7 段。

18 鄭偉波先生：睇咗。

19 MR DUNCAN：（經傳譯員）唔該。主席亦都提到，根據佢嘅理解，就係小巴嗰度嗰
20 啲情況，佢哋係有一個超速嗰度嗰個時間就係三秒鐘嘅，佢哋係三秒嘅，今朝
21 主席提過嘅，你記唔記得主席今朝講過呢一點？

22 鄭偉波先生：記得。

23 MR DUNCAN：（經傳譯員）或者係為咗紀錄，呢一個道路交通車輛構造保養規例嘅
24 附表 19 嗰度，而家係打咗出嚟，如果或者大家睇一睇第 3 段，附表第 3 段，大
25 家睇到就有個規定嘅，就係一個電子數據紀錄儀器，即係黑盒，呢個係關於喺
26 小巴安裝呢一類嘅黑盒嘅情況嘅，同埋仲有，就係第 3D 嗰段，就有提到就係所
27 有該汽車嘅實際速度超過呢一個超速限制持續多於三秒嘅紀錄咁樣嘅，呢度咁
28 寫，或者想你係留意下呢一點，今朝主席都提過下嘅。

29 鄭偉波先生：睇咗。

30 MR DUNCAN：（經傳譯員）唔該。等我哋而家又睇下嗰個遠期計劃同埋你哋嘅巴士
31 安全報告，TD-1，200 頁，喺 5.11 段，當然寫嘅時候就係仲未成立咗嗰個工
32 作小組嘅，5.11 嗰段就講及係有啲乜嘢嘅措施同埋計劃係規劃咗嚟到去加強個

1 安全嘅，喺呢度可以睇到，200 頁嗰度落到去後面 201 頁，嗰度就係羅列咗一
2 啲你哋已經鑑別咗出嚟嘅一啲措施，相睇下羅馬數字(iv)，係 201 頁嘅羅馬數
3 字(iv)，請你睇一睇嗰段，乜四嗰行就話大力踩 brake 嘅報告就係會產生出嚟
4 嘅，就會用嚟係睇下有邊啲司機就成日有咁嘅習慣就係會急剎掣嘅，就會係有
5 呢個糾正嘅培訓或者係紀律處分嘅，嚟到係糾正呢啲情況，我想問呢啲報告係
6 點樣產生到嘅呢？

7 鄭偉波先生：我嘅同事鍾生會負責答呢啲題目。

8 鍾澤文先生：如果我哋係收到有乘客投訴，係話嗰個車長佢嗰個 brake 係好重嘅，
9 我哋就會係攞番呢一個車長佢過往喺使用 brake 嗰個情況嚟去睇下佢係咪有呢
10 一個咁樣嘅習慣，從而就係會--如果真係有嘅，我哋就會去跟進番。

11 MR DUNCAN：（經傳譯員）唔該。即係話冇投訴就唔會有嗰個報告出，係咪呀？

12 鍾澤文先生：冇錯。

13 MR DUNCAN：（經傳譯員）5.12 段，我哋有呢一個嘅講法，就係話有啲乜嘢嘅紀律
14 處分同埋有啲咩嘢獎勵嚟到係鼓勵佢哋唔好有啲壞嘅習慣同埋鼓勵佢哋有好嘅
15 駕駛態度，見唔見到呢一個提述呀？

16 鄭偉波先生：未見到。

17 MR DUNCAN：（經傳譯員）唔該。

18 鄭偉波先生：見到喇而家。

19 MR DUNCAN：（經傳譯員）喺嗰個安全獎金、勤工獎同埋係表現獎金，將佢歸撥咗
20 之後，我想問，有啲乜嘢嘅獎勵制度係可以係避免佢哋駕駛態度唔好同埋鼓勵
21 佢哋駕駛態度要好呢？

22 鄭偉波先生：我之前都答過㗎喇，就係如果佢哋個駕駛態度唔好、駕駛個安全度唔夠
23 高嘅話，我哋係對佢哋會有不同程度嘅紀律處分嘅。

24 主席：（經傳譯員）可能個問題其實係咁，你就即係有獎、有罰，但而家就只係得
25 獎，係咪呢？即係蘿蔔同棍嗰個嘅比喻。

26 鄭偉波先生：正確嘅，係嘅。

27 MR DUNCAN：（經傳譯員）我哋而家可以將嗰個遠期計劃係躉開，跟住就講番你個
28 個意見書，想大家睇下呢個 CT-1 第 27 至到第 28 頁。

29 鄭偉波先生：睇到。

30 MR DUNCAN：（經傳譯員）27 頁嗰個標題就係維修同埋檢查，係你哋落嘅標題，嗰
31 度一路去到 28 頁嘅大部分都喺呢個標題底下嘅，講到話開工之前嘅檢查，即係
32 (d) 嗰項，呢個係要求巴士車長去做嘅，我想問巴士車長係咪需要係有一個書面

1 嘅紀錄呢，即係檢查咗之後？

2 鍾澤文先生：唔使嘅。

3 MR DUNCAN：（經傳譯員）想問下，維修嘅事宜有冇係引致過去嗰幾年你哋公司嘅
4 巴士係涉及意外呢？維修係咪一個成因之一呢？

5 鄭偉波先生：李生會答呢條題目嘅。

6 李廣威先生：我而家有呢啲嘅數字，相信係好少機會、又好少嘅情況係出現過嘅。

7 MR DUNCAN：（經傳譯員）你話好少、好少係乜嘢呢？係顯示出一個乜嘢嘅問題
8 呢？係邊一類嘅問題呢？

9 李廣威先生：曾經試過，呢個我記憶所及係有試過一啲嘅零件損壞而造成另外一啲嘅
10 車輛嘅損毀嘅，不過呢個係輕微嘅。

11 MR DUNCAN：（經傳譯員）有冇書面嘅報告呢，呢一類事件有冇書面嘅報告呢？

12 李廣威先生：有嘅。

13 MR DUNCAN：（經傳譯員）係咪都可以係畀一啲樣本我哋呢，呢啲報告嘅樣本？譬
14 如話過去嗰兩年係引致事件發生嘅，得唔得呢？有冇咁嘅樣本呢？

15 李廣威先生：我哋會返去睇一睇。

16 MR DUNCAN：（經傳譯員）唔該，唔該你。

17 主席：（經傳譯員）鄧大律師，我想問下，喺立法會嘅文件，即係關乎呢個專營權嘅
18 續期，講到話公司嘅整體嘅紀錄，即係話睇下城巴佢嗰個維修嗰個紀錄，係咪
19 嗰度處理咗呢？

20 MR DUNCAN：（經傳譯員）我諗唔嘅，我而家會嘗試去搵搵究竟係喺邊一度，我哋
21 會嘗試搵番啲一頁出嚟嘅。離開呢一個題目喇喇，但係鄭先生，想問下，講番
22 安全嘅時候，我想問有冇咩嘢事情你認為政府可以幫到你哋公司嘅呢，可以好
23 實質上幫到你哋公司嘅呢，而現時又有係做到、冇幫到公司嘅呢？當然，我哋
24 知道安全都係你哋公司嘅責任，但係你有冇諗到一啲嘢就話政府其實可以係幫
25 你哋手，喺呢度，係當你哋致力尋求安全嘅水平嘅時候，係咪有啲嘢你認為政
26 府都可以幫到手嘅呢？

27 鄭偉波先生：主席，其實喺我哋嘅睇法，所有要提升安全嘅嘢，全部都係要用錢嘅，
28 如果將來係有啲嘅要求我哋係要用大額嘅金錢去安裝一啲嘅裝置以提升我哋嘅
29 服務嘅安全，我好希望政府可以畀到個財政嘅資助我哋，多謝。

30 MR DUNCAN：（經傳譯員）可唔可以較為具體咁講下呢？有啲乜嘢嘢係你哋目前嘅
31 財政能力係做唔到，但係就如果係有政府資助就會大大咁樣係提升嗰個安全
32 呢？可唔可以講得比較具體嘅事項呢？

1 鄭偉波先生：我就舉唔到有啲嘅例子就可以大大咁樣提升安全嘅，其實就係有啲嘢就
2 係大家或者個公眾覺得做咗就會提升安全嘅，呢啲就有，舉一個例子，就今朝
3 大家都有探討過，就係話巴士會唔會加裝番啲安全帶喺個樓上嘅，今朝李生都
4 有引述過嗰個成本，個成本就係 15,000 英鎊至到兩萬英鎊一部巴士，我哋就
5 一千一百部巴士係呢一個類別，如果全部要加裝安全帶喺樓上嘅話，嗰個總開
6 支就會係港幣係 180 個 million，就至到港幣 240 個 million，我哋其實兩
7 間公司而家嗰個利潤係好低嘅，我哋而家嘅利潤係好低，我哋唔知道要營運幾
8 多年先至賺到個錢可以去安呢啲嘅安全帶，呢個就係其中一個例子，就係我哋
9 嘅財務資源係唔足夠或者不存在去做呢件事嘅，所以呢一類嘅開支，我覺得就
10 要好審慎咁樣嚟到睇，就是否真係好有效嘅。

11 今朝有提過，就係話而家我哋嘅車上面都有啲嘅 exposed seats 就有安
12 全帶喺處嘅，但係我好少、好少，我自己經常有搭巴士嘅，係好少、好少見到
13 車上嘅乘客坐喺呢啲位置有扣上安全帶嘅，而將來如果真係話叫我哋公司拎億
14 幾、兩億，甚至兩億幾出嚟愛嚟做呢件事情，而我哋就非常質疑佢個成效嘅。
15 當然，如果政府真係到時有個要求要我哋去加裝安全帶嘅，我就好希望就政府
16 就會提供資助嚟到畀我哋安呢啲安全帶，呢個係一個例子。多謝。

17 MR DUNCAN：（經傳譯員）即係如果話政府覺得係值得嘅，因為乘客可能係想繫安
18 全帶，都有機會係繫到安全帶，但係根據你經驗，佢哋通常都唔會咁樣做，就
19 你覺得政府應該係出錢嚟到去做，唔係你哋做，係咪咁嘅意思呀？

20 鄭偉波先生：如果政府覺得我哋有必要要加安全帶，就係為咗乘客要繫安全帶，就有
21 條安全帶，如果係咁樣嘅話，我就希望政府就出錢愛嚟安呢啲安全帶上去。
22 因為如果喺我哋自己嘅角度，我哋就覺得呢個係一個浪費嚟嘅，同埋最重--
23 sorry，我仲有少少補充。同埋最重要，大家再諗一諗喺香港嘅巴士係有企位
24 嘅，如果坐位坐喺度都覺得唔安全，要有個安全，咁我車上面企喺嗰度嗰啲人
25 佢唔可以有條安全帶畀佢嘅，呢個就其實係一個都幾自相矛盾嘅做法嚟嘅。多
26 謝。

27 主席：（經傳譯員）唔該晒，好，暫時我都有嘢講。鄧律師。

28 MR DUNCAN：（經傳譯員）好，請睇大家嘅陳述書嘅第 40 頁，CTB-1，40。

29 鄭偉波先生：我見到。

30 MR DUNCAN：（經傳譯員）唔該。你睇到中間嗰度，「其他相關資料」“other
31 relevant information”嗰段，睇唔睇到？

32 鄭偉波先生：睇到。

33 MR DUNCAN：（經傳譯員）你就話「協助委員會了解到專營巴士呢個行業，我哋都
34 希望藉呢個機會係解釋一下我哋營運嘅環境同埋個挑戰」，即係喺提供呢啲專
35 營服務嘅時候嗰啲挑戰同埋環境，下低嗰度你講咗幾個事項嘅，或者我想請大

1 家睇 (b) 嗰度，路線嘅重組，你就話最後嗰度就講，其實就係有浪費嗰個金錢同
2 資源嘅。

3 主席：（經傳譯員）或者係讀一讀出嚟，鄧律師。

4 MR DUNCAN：（經傳譯員）「要處理鐵路造成嘅競爭，我哋建議就係做呢個巴士路
5 線重組計劃，係建議畀運輸署係將某一啲需求低嘅服務係取消或者係減低嗰個
6 規模，由於區議會嘅反對，我哋有若干嘅巴士重組嘅計劃係做唔到嘅，嚟到配
7 合番嗰個乘客下降嘅情況，呢個就導致金錢同埋資源上嘅損耗咁樣。」可唔可
8 以同我哋講一講而家嗰個制度係點樣嘍？即係嗰個你需要支援嘅一啲嘅路線，
9 即係嗰個制度如果你係話想改呢啲路線嘅話，個制度係點樣嘍？

10 鄭偉波先生：鍾生會回答。

11 鍾澤文先生：多謝主席。如果係有新嘅鐵路落成，我哋會同運輸署係提出一啲建議，
12 有一啲路線如果係同嗰個新鐵路係重疊嘅，我哋會建議取消啲條線或者係將呢
13 啲路線嘅班次係削減或者有一啲係改道。建議咗之後，呢一啲路線嘅重組方案
14 係需要提交畀區議會去討論，一般議員都會有好多意見或者係反對嘅聲音，因
15 為我哋行呢啲巴士線都有一段時間，有部分嘅居民都係會採用，只不過當新鐵
16 路開通，有啲乘客就會流失咗，形成呢啲路線嘅客量係不足，但係亦都唔可以
17 完全話冇晒人搭，喺咁嘅情形之下，區議員佢哋都會反對我哋去做一啲取消路
18 線或者係大幅削減班次嘅。如果議員嘅反響係好強烈嘅話，運輸署就未必會批
19 准畀我哋去做呢啲路線重組。多謝主席。

20 主席：（經傳譯員）如果地鐵係喺黃竹坑嗰度譬如話去到海洋公園，佢哋呢一個咁樣
21 嘅鐵路安排係咪影響到巴士嘅服務呢，舉個例咁講，係咪有影響嘍？

22 鍾澤文先生：係，有影響嘅。

23 鄭偉波先生：主席，其實係好大影響，因為未有呢條地鐵之前，就我哋有條路線就係
24 629 號嘅路線，就係喺金鐘去海洋公園嘅，而當時喺香港，如果有人要去海洋
25 公園，搭公共交通工具主要就係搭呢條線嘅，自從呢個地鐵通車咗之後，我哋
26 係成條線要取消咗，因為全部嘅乘客流失晒去地鐵嗰處。多謝主席。

27 MR DUNCAN：（經傳譯員）好喇，運輸署就有最後決定權嘅，係咪呀？

28 鍾澤文先生：冇錯。

29 MR DUNCAN：（經傳譯員）你有得上訴、咩嘢嘅囉嗎？冇更高嘅權力係可以處理，
30 係咪呀？

31 鍾澤文先生：我哋冇試過。

32 主席：（經傳譯員）有冇上訴渠道嘍？

33 鄭偉波先生：我哋唔察覺有呢個渠道。

1 MR DUNCAN: Do you have any -- have you ever considered...

2 鄭偉波先生: Sorry, 個翻譯個處, 我覺得有少少要更正嘅, 係 “we don't
3 aware of such a channel”, 就唔係 “not realize”, “we don't
4 aware of”。(經傳譯員) 係「唔察覺」嘅, 係「唔察覺」。

5 主席: (經傳譯員) 其實呢個運房局個度有冇得上訴嘅呢? 有冇得上訴? 有冇渠道上
6 訴?

7 鄭偉波先生: 呢方面鍾生會比較熟啲, 由鍾生答。

8 鍾澤文先生: 根據個《公共巴士服務條例》Cap. 230, 係如果個五年即係路線
9 發展計劃係有 dispute 嘅話, 係會係去呢個運房局個度係做一個
10 settlement 嘅, 但係我哋未試過。

11 主席: (經傳譯員) 具體上, 個局長, 係咪運房局局長係可以處理, 係咪? 唔緊要,
12 我哋可以查一查嘅, 但係我就即時諗到係咁樣。

13 MR DUNCAN: (經傳譯員) 好喇, 而家係講完巴士重組路線, 就而家講一講個
14 個度, 就係票價調整, 就係第 41 頁嘅, 或者好快咁係讀一讀, 然後就係想請大
15 家評論一下。

16 「專營巴士票價調整嘅批准就係根據個『票價調整安排』嚟到去做嘅,
17 嚟根據呢個安排底下, 就有一籃子嘅因素政府會考慮嘅, 公眾嘅接受同埋負擔
18 能力係其中, 我哋認為呢啲都係好主觀同埋係有酌情性質嘅, 同埋從政人士就
19 往往都係好容易係用咗呢啲嘅理由嘅。

20 我哋就係 08 年就係上次調整過, 之後我哋係有申請過票價調整, 直至到
21 17 年 8 月, 當時就城巴一同埋新巴就係提交申請係進行票價調整, 嚟到去緩減
22 個收入嘅損失, 因為鐵路嘅競爭同埋成本增加, 嚟過去十年, 正如 (c) 個度
23 講, 個個香港個個累積嘅通脹率喺呢十年就係百分之 31.2, 而累積嘅增加喺
24 個工資個度就百分之 39.9, 儘管我哋係有理由係根據呢個安排, 不同時候係要
25 求調整票價, 但係我就係提出咁樣嘅申請嘅, 因為呢個安排就唔係好有效,
26 同時個環境係好政治化, 係反對公共設施係加價嘅。

27 除此之外, 喺個『票價調整安排』嘅申請個度, 係好難係取得一個公平
28 嘅待遇嘅, 而票價嘅調整程序亦都係非常之冗長。舉個例子, 目前嘅票價調整
29 申請就喺 2017 年 8 月提出, 政府而家都仲係睇緊嘅。

30 同地鐵唔同, 佢哋就係每年係根據佢哋嘅方程式就係有自動嘅票價調整,
31 專營巴士公司就並冇咁樣嘅肯定性可以作出票價調整, 冇呢一個肯定性, 專營
32 巴士公司其實好難係制訂一個全面嘅、長遠嘅計劃。」

33 就係搵出咗呢啲段落, 就係有一啲嘅因素, 你就講到呢一個即係票價調整
34 安排就唔係好有效嘅, ...

1 主席：（經傳譯員）鄧律師，嗰份文件有冇嘍，呢個票價調整嘅安排嗰份文件會唔會
2 有嘍度呢？

3 MR DUNCAN：（經傳譯員）我哋有嘍，係咪呀？主席先生，SEC 373。

4 主席：（經傳譯員）係咪 SEC-1 373 呢？

5 MR DUNCAN：（經傳譯員）呢個係一個例子，講到其中一次嘅係票價調整申請...

6 主席：（經傳譯員）好，唔該晒。

7 MR DUNCAN：（經傳譯員）...同埋係點樣處理咗嘅。鄭先生，我想繼續問，你剛才
8 係提過，就話呢個票價調整安排呢個過程就唔係好有效嘅，你有冇向任何人提
9 議過就係將呢一個你認為係有效嘅安排去作一個調整呢？

10 鄭偉波先生：係有嘍，呢個喺上一次就佢哋去檢討呢個票價調整安排嘅時候--或者我
11 再講過，喺每一次當政府去檢討票價調整安排嘅時候，我哋都係有指出呢個票
12 價調整安排裏面有啲地方係唔理想嘅，同埋唔夠透明度嘅，對於我哋巴士公司
13 嚟講。多謝。

14 MR DUNCAN：（經傳譯員）咁嘅情況係持續咗幾耐呢？

15 鄭偉波先生：從一開始有呢個票價調整安排到而家，我哋就只係申請過一次加價，就
16 係 2008 年嗰一次，而嗰一次加價，我哋城巴專利一就只係聯營嘅過海線可以有
17 得加價，而本地，即係香港島嘅路線全部就有得加價，但係到底個原因係點樣
18 樣，或者我哋當時提交咗一啲財務嘅預測數據畀政府，政府又有冇全盤接納我
19 哋提交嘅財務預測數據，而係邊一部分嘅數據佢唔接受、佢反對，冇同我哋講
20 過，我哋到最後只係知道城巴一喺香港島所有路線都有得加價，所以呢個其實
21 呀，其實城巴一香港島嘅路線上一次加價其實係 1998 年嚟㗎喇，因為 2008 年
22 嗰次佢係冇得加嘅，而點解冇得加我哋都唔知道嘅，所以呢個票價調整安排，
23 我覺得嗰個透明度要提升嘅。多謝。

24 主席：（經傳譯員）你係咪話你淨係得到個結果，就有畀個原因你就點解有一個咁嘅
25 決定，係咪咁嘅意思呀？

26 鄭偉波先生：正確。

27 MR DUNCAN：（經傳譯員）主席，其實亦都有提過嗰個票價調整安排底下嘅申請
28 嘅，係喺呢個 THB 嗰度 2 嗰度亦都有提過嘅，23 嗰度嘅。

29 主席：Thank you.

30 MR DUNCAN：（經傳譯員）幾時係開始有呢個票價調整安排嘍？鄭生。

31 鄭偉波先生：係喺 2005 年或者 2006 年左右，大約係 2006 年。

32 MR DUNCAN：（經傳譯員）照你所知，呢個調整安排自此之後有冇係改變過呢？

1 鄭偉波先生：係有改變過嘅，但係而家具體我講唔到畀大家知嗰個具體嘅改變，因為
2 最少一樣嘢，我記得佢個原名就唔係叫做「票價調整安排」嘅，就叫做“Fare
3 Adjustment Mechanism”嘅，就係「票價調整機制」，就後來就有改動咗之
4 後，同埋個名都改咗，就係叫 FAA，就係咁樣嘅，而具體嗰個改動，我對唔
5 住，我喺呢處 off hand，我畀唔到個資料大家。

6 MR DUNCAN：（經傳譯員）對唔住，你係咪講過話 2008 年申請過加價，但係就唔
7 成功呢？

8 主席：（經傳譯員）係過海嗰啲線就得，但係其他嗰啲就唔得。

9 鄭偉波先生：2008 年就係城巴專營權一同埋新巴都有申請加價嘅，而個結果就係新
10 巴就全部路線都有得加價，新巴係有嘅，而城巴喺香港島嘅路線就有得加價，
11 而嗰啲過海路線如果係同九巴一個聯營嘅過海路線就因為九巴有得加價，所以
12 到帶到我哋嗰啲聯營過海路線有得加，而我哋主要就是其實係香港島嘅路線嚟
13 嘅，嗰啲就有加到價。

14 MR DUNCAN：（經傳譯員）有冇畀到個原因你就點解該次申請係被拒絕呢？

15 鄭偉波先生：係冇畀到具體原因嘅。

16 MR DUNCAN：（經傳譯員）有冇畀過任何原因？有冇係除咗係話唔成功之外，有冇
17 書面上係畀過啲理由你呢？

18 鄭偉波先生：係冇嘅。

19 MR DUNCAN：（經傳譯員）我哋去 MISC 嗰個文件夾...

20 主席：（經傳譯員）你而家轉去另一樣嘢，係咪呀？

21 MR DUNCAN：Yes.

22 主席：（經傳譯員）或者你未去第二個項目之前，喺第 42 頁，即係你第一次提交嘅
23 意見書 42 頁 g 嗰項，即係「合理回報」最尾嗰三行就咁講嘅，「我哋嘅理解就
24 係政府而家正在喺度檢討呢個巴士票價調整安排，我哋熱切希望上述所講嘅事
25 宜係會喺檢討嗰度處理到嘅。」或者係鄧律師，你係咪可以將呢段成段係讀出
26 嚟呢，作為係問下係咪一個合理嘅一個結論呢？

27 MR DUNCAN：（經傳譯員）「鑑於就係喺呢一個剛才上述嘅票價調整所遇到嘅困
28 難，即係話如果得到票價調整同埋嗰個加幅其實都係有不肯定性嘅。我哋預計
29 講到嗰個城巴專營權一，同埋新巴佢嗰個資產淨值嘅回報就會係喺 2018 年 6 月
30 結束嘅財政年度嚟講，係會低於百分之一嘅，呢個就係考慮到目前嗰個現狀就
31 會係關於我哋整理嘅支出係維持到，但如果喺嗰個職員嘅支出同埋嗰個燃料費
32 有重大增加嘅話，就呢兩個專營權就會蝕錢，所以唔好講話有合理回報，公司
33 嘅商業可行性都甚至乎係岌岌可危，因此就無法話我哋公司可以繼續維持一個
34 高質素同埋有效嘅服務提供畀公眾，同埋就係有一個有吸引力嘅薪酬去招聘同

1 埋挽留職工。我哋理解就政府而家正在喺度檢討呢一個巴士票價調整安排，我
2 哋熱切希望上述提及嘅事項會喺檢討工作裏面係處理到嘅。」你會唔會係都而
3 家依然係話你嘅睇法都係咁呀，鄭先生？

4 鄭偉波先生：我仍然係咁嘅睇法。

5 MR DUNCAN：（經傳譯員）你話知道政府就正在喺度檢討嗰個票價調整安排嘅，你
6 係基於乜嘢嘢就係有一個咁嘅理解呢？

7 鄭偉波先生：我哋有同政府開過會。

8 主席：（經傳譯員）可唔可以具體啲講係同政府嘅邊位係開會呢？

9 鄭偉波先生：係同運房局嘅人開會。

10 主席：（經傳譯員）呢啲會議幾時開，而令到你有一個咁樣嘅理解呢？

11 鄭偉波先生：或者咁，而家我嗰個文字上，“we are given to
12 understand”，即係我覺得呢個講得比較間接嘅，就或者我重新 rephrase
13 呢一句嘢，就係“we understand that”或者“we know that”。（經傳
14 譯員）「我哋明白到」。

15 主席：（經傳譯員）係因為同佢哋開會，所以就有咁嘅理解，係咪呀？

16 鄭偉波先生：正確。

17 主席：（經傳譯員）幾時開會？

18 鄭偉波先生：我要返去檢視一下嗰個開會日期。

19 主席：（經傳譯員）係今年吖，定去年吖，定點呢？

20 鄭偉波先生：係舊年嘅。

21 主席：（經傳譯員）今年冇？

22 鄭偉波先生：我印象當中，今年係冇再開過會。不過我要返去就要檢視我嘅日記簿。

23 主席：（經傳譯員）好，請你--麻煩你咁樣做，然後話番畀我哋聽究竟個情況係點，
24 即係話究竟今年就呢件事、呢個課題有冇開過會。

25 鄭偉波先生：好，一定。

26 羅先生：（經傳譯員）係講嗰個調整安排定抑或係嗰個方程式呢？因為如果你有計過
27 嗰個方程式，你就可以有一個要求㗎嘛。

28 鄭偉波先生：係整理個票價調整安排。

29 羅先生：（經傳譯員）但係嗰度有一個方程式又可以計出嚟㗎嘛，然後就申請嘅。

1 鄭偉波先生：但係我哋個唔係一個自動機制嚟嘅，我哋係根據嗰個 FAA，可以去遞
2 交個申請，而申請咗之後，就有一連串、一系列嘅審核同埋批准嘅程序嘅，我
3 哋同地鐵係唔同嘅。

4 羅先生：（經傳譯員）係咪就係嗰個程序定抑或係有邊啲方面你係想佢喺檢討嘅時候
5 作出一個改動呢？

6 鄭偉波先生：其實我覺得如果我哋個票價調整嗰個肯定性係加強同埋透明度係增
7 高，最少喺呢兩方面我覺得係可以改進嘅。

8 MR DUNCAN：（經傳譯員）主席，為咗紀錄，我就睇到嗰個票價調整安排，呢個係
9 運房局嘅文件，THB-2，23 嘅，嗰個檢討就係運房局係有處理，有講嘅，跟住
10 嗰頁 THB-2 24、25 頁嗰度係有嘅，呢個為咗紀錄嘅啫。

11 主席：（經傳譯員）或者可以打埋出嚟，呢個係一個證供。

12 MR DUNCAN：（經傳譯員）我哋講呢方面之前，鄭生，咁理解唔啱呢，就係你其
13 實就係討論過一個票價調整嘅安排嘅更改，但係政府就有話畀你知嗰個結果--
14 討論之後嘅結果係點，就有講嘅，係咪？係咪呀？

15 鄭偉波先生：係嗰個檢討仍然係喺政府嗰處進行緊。

16 MR DUNCAN：（經傳譯員）你唔知道嗰個檢討嘅結果係點樣嘅，目前唔知，係咪
17 呀？

18 鄭偉波先生：目前係唔知道嘅，係未知道嘅。

19 MR DUNCAN：（經傳譯員）好喇，可唔可以打出嚟就係 THB-2 嗰度 24、25 頁？我
20 哋睇 24 頁嘅，第 24 頁嗰一版，冇錯，或者我讀一讀，你可以跟住睇。我哋睇
21 番前一頁先，等我哋睇晒，全面啲，第 23 頁嗰度，你睇到 (d) 嗰度，係咪？
22 「票價調整安排」，然後就目前嘅安排咁樣，睇到嘛？

23 鄭偉波先生：睇到。

24 MR DUNCAN：（經傳譯員）或者我想睇下一頁，第 24 頁，4.28，「上述嘅安排就
25 係由 06 年係制定嘅，就係經過同立法會諮詢，個安排之後就係有微調嘅，就考
26 慮到嗰個 09 年嘅檢討嘅結果，由於目前嘅安排基本上就係平衡咗巴士服務嘅有
27 效運作同埋公眾人士嘅接受程度同埋負擔能力，係有需要係檢討或者修改呢一
28 個票價修訂安排嘅。

29 喺呢一方面，政府其實做過一個檢討嘅，檢討過呢個票價調整安排，初步
30 嘅結果就係顯示就唔變，而嗰個數據係兩方面可以係修訂或者更新嘅，第一，
31 就係嗰個生產力嘅因素，(b) 就係乘客嗰個獎勵嘅安排。」詳細唔講喇，呢度。

32 好喇，講到係 4.30 嗰度，「政府就係同專利巴士公司就有一個嘅討論，
33 就係講嗰個檢討嘅，而有關嘅兩項數據係會更新嘅，佢哋就會係宣布嗰個嘅結

1 果，同埋喺 18 年上半年就得到呢一個行政長官會同行政會議嘅批准，就會
2 行。」㗎喇咁。

3 好喇，根據呢一個聲明，鄭生，政府其實就係有開始同巴士公司係討論
4 嘅，你都知喇，就係根據嗰個初步嘅檢討結果，同埋佢哋所建議嘅，即係話個
5 安排應該係維持不變嘅咁樣，但係嗰個有關數據兩方面就會係更新，其實你有
6 冇得到知會就係話政府喺呢方面嘅睇法呢？

7 鄭偉波先生：我知道政府係做緊檢討嘅。

8 MR DUNCAN：（經傳譯員）但係政府有冇同你講過就係佢哋嘅結果...

9 主席：（經傳譯員）初步結果喇，不如話。

10 MR DUNCAN：（經傳譯員）個初步結果就係顯示嗰個安排就應該維持不變嘅，但係
11 有關嘅數據兩方面係會更新嘅，正如喺第 4.29 嗰段有講，政府有冇同你講過呢
12 一方面呢？

13 鄭偉波先生：係開會嘅時候有講過嘅，但係至於嗰個兩個數據嗰個更新，會更新成為
14 係乜嘢數字呢，我哋就係未知嘅，而呢兩個數字其實就係好重要。

15 MR DUNCAN：（經傳譯員）你而家仲係等緊有關嘅細節嘅數字，係咪呀？你立場係
16 咪咁呀？

17 鄭偉波先生：係。

18 MR DUNCAN：（經傳譯員）唔該晒。我哋而家講完嗰個票價調整嘅安排，而家想講
19 MISC-1--MISC-2 嘅，應該係，或者想請大家留意一份文件，琴日都睇過㗎
20 喇，就係文件夾嘅第 643 頁，翻譯版就係 644 嘅，644-1 嗰度，或者係搵埋嗰
21 個中文嘅文件，就係 644-3 嘅，唔該晒。你記唔記得我就曾經提過呢一份嘅意
22 見書，尋日同你講嘅，記唔記得？就係呢個民主陣線嘅一份意見書，記唔記得
23 呀？

24 鄭偉波先生：記得。

25 MR DUNCAN：（經傳譯員）呢個就係關於嗰個專利巴士車長薪酬嘅，今日我就想你
26 留意一下佢哋係想委員會注意嘅一點，就喺第三段，第一版嘅第三段，就係講
27 個巴士車長工業行動，就係 17 年 2 月同埋 18 年發生嘅，就引起社會各界關於
28 巴士站違例泊車、車長待遇、工作時數等等問題咁樣，跟住就講到以下就係一
29 啲巴士站違例泊車嘅原因咁樣，有四項嘅呢一度，睇唔睇到，鄭生？

30 鄭偉波先生：睇到。

31 MR DUNCAN：（經傳譯員）或者睇落去下一頁，文件嘅下一頁就係 644 嘅，翻譯版
32 就係 644-1 嘅最後嗰段，就係解決巴士站嗰度違例泊車，就係有一定嘅政策，
33 就要修訂過時嘅法例，同埋就係多方面嘅措施先解決到個問題咁樣，跟住有一

1 段就係睇到星加坡嘅例子，同埋就係巴士上面就係安裝攝錄機咁樣嘅。其實公
2 司係咪認為巴士站嘅違例泊車係一個問題呢？

3 鄭偉波先生：鍾生會回答。

4 鍾澤文先生：係嘅。

5 MR DUNCAN：（經傳譯員）可唔可以同我哋描述一下究竟問題有幾嚴重呀？

6 鍾澤文先生：有好多巴士站因為有一啲違例泊車就阻礙咗我哋巴士係可以停近個行
7 人路邊上、落客，就算係有一個 bus stop 嘅 marking 係 mark 咗喺度都好，
8 因為我哋架巴士需要一段距離去轉入嗰個彎道嘅，如果有違例泊車喺嗰個巴士
9 彎嘅前、後泊咗喺度，亦都會阻礙到我哋嗰個巴士嘅運作，逼使有時嘅巴士係
10 要喺路中間畀個乘客上落咁樣，呢個問題都幾普遍同嚴重。

11 MR DUNCAN：（經傳譯員）係咪有安全嘅顧慮喺呢方面？

12 鍾澤文先生：都有嘅。

13 MR DUNCAN：（經傳譯員）邊方面呀？

14 鍾澤文先生：譬如違例泊車會令到路面嗰個闊度係減少咗，架車經過嗰陣時嗰個情況
15 就好容易因為架車--巴士大，轉彎係會措碰到，或者乘客唔可以喺呢個路邊嗰
16 度上、落客，形成佢喺上、落客嗰陣時可能有車撞到佢或者係佢會容易跌到。

17 MR DUNCAN：（經傳譯員）我哋返番去嗰封信--等陣先，公司其實係有冇致力去刻
18 服或者解決呢個問題呢？

19 鍾澤文先生：我哋有通知運輸署一啲違例泊車嘅黑點，希望佢哋可以喺呢啲路段嗰度
20 增設一啲廿四小時嘅禁區，亦都有通知警察去執法嘅。

21 MR DUNCAN：（經傳譯員）咁有冇解決到個問題呀？

22 鍾澤文先生：幫助不大。

23 MR DUNCAN：（經傳譯員）好喇，我哋返番去...

24 主席：（經傳譯員）咁有冇採取過行動--有冇任何行動採取過㗎？

25 鍾澤文先生：警察會採取行動，但係當警察係離開咗嗰個地點之後，嗰一個泊車問題
26 --即係違例泊車嘅問題又返番嚟嘅。舉一個例，譬如話喺銅鑼灣怡和街崇光百
27 貨公司門外就經常出現呢啲問題，早前亦都出現過的士上客，同我哋嘅車嘅車
28 長係發生衝突呢啲嘅問題嘅。

29 MR DUNCAN：（經傳譯員）好喇，而家返番去嗰封信，就係有提到星加坡嗰個嘅制
30 度咁樣，我而家係引述番嗰封信，即係星加坡安裝咗呢啲鏡頭，即係喺巴士線
31 嗰度，星加坡自從 2008 年安裝咗喺巴士上面嘅鏡頭，就近住呢個司機位嘅，佢

1 咁就可以睇到有車係違例泊車，就亦都係有啲紀錄就係十分鐘嘅紀錄咁樣，佢
2 係可以搵警方嚟到去處理，警方可以係睇番啲個紀錄，兩個禮拜之後就會將個
3 告票送畀啲個司機，呢個就係香港紙 800 釐，然後就係如果唔交，仲有 500 釐
4 嘅罰款，有監禁嘅。呢個係 2012 年，佢咁就好多時就喺巴士站嗰度係上、落客
5 咁樣啲，啲私家車，2014 年個數目就減低到係 886 嘅，亦都係好有效咁樣係
6 阻止到一啲司機喺呢啲巴士站嗰度停車嘅。係咪呢種方法對你嚟講，都覺得係
7 幾好呢，有吸引力呢？

8 鄭偉波先生：我對於呢一個建議裏面啲內容啲可信性，我係有疑問嘅，如果我嘅
9 理解係正確嘅話，佢係講緊就係部巴士上近住個司機位就安裝一部錄影機，而
10 駛到去車站，發覺有人喺個車站度泊低咗架車，於是個巴士司機就揸個掣，就
11 會自動就錄影五至十分鐘嘅影片，即係我嘅理解就係咁嘅，首先喺香港我哋啲
12 巴士駛到去一個車站，我意思係中途嘅車站，係永遠有可能停喺度五至十分鐘
13 嘅，我哋架巴士。而星加坡啲個運作模式其實同香港都有類似嘅地方，我就唔
14 係太覺得喺星加坡可以有架巴士駛到去個站就見到有架車就阻--泊咗喺處，仲
15 要個架巴士就唔好駛入個站，係咁影住個架車就影五至十分鐘，即係呢個我聽
16 起上嚟就不可行嘅，即係至少喺香港我哋嘅運作係不可行。

17 主席：（經傳譯員）五至十秒呀？

18 鄭偉波先生：我呢度中文版係五至十分鐘，5 to 10 minutes。

19 主席：（經傳譯員）如果五至十秒又得唔得呢？

20 鄭偉波先生：就要視乎我哋架巴士係能唔能夠譬如駛前啲就去停到個站，如果可以，
21 而我又唔使前少少，就停住架車喺處就係咁影住人哋啲個違例架車，影佢五至
22 十秒，呢個其實會阻慢咗我哋乘客，亦都會阻礙到路上嘅交通。多謝。

23 主席：（經傳譯員）喺柴灣車廠嗰度，你哋就有啲係示範，就話你哋有啲向前--個鏡
24 頭嚟住前面啲種裝置㗎嘛，係咪呀？

25 鄭偉波先生：係有嘅。

26 主席：（經傳譯員）我哋就見到就係有位女士佢喺嗰度等，然後就再開門，就讓佢
27 可以上車，係咪呀？

28 鄭偉波先生：係。

29 主席：（經傳譯員）呢啲咁嘅鏡頭就可以捕捉到剛剛所提及嘅情況，係咪呢？

30 鄭偉波先生：會係捕捉到可能係一秒、兩秒、三秒嘅畫面，但係如果只係一、三、兩
31 秒嘅畫面，我就唔知道係唔係足夠可以罰呢個私家車，話佢停咗喺巴士站度，
32 我唔熟悉啲個警方檢控啲個準則，即係係咪停兩秒鐘喺處就可以出告票，我唔
33 知道。

34 主席：（經傳譯員）呢啲就係檢控當局嘅事，但係起碼你哋就可以提供到啲證據畀佢

1 咁，讓佢哋自己去判斷夠唔夠證供去告。

2 鄭偉波先生：但係如果係咁樣做，我哋個車長係要去自己一路揸緊車，就要記低喺幾
3 多點鐘喺邊個巴士站曾經有人就停咗架車喺處，到放工嘅時候就將呢一個嘅
4 logbook 或者呢個 log 就交畀公司，就公司就再去搵番呢部車，就去
5 download 條影片，要一系列嘅程序先至做得到，其實我覺得呢件事，最應該
6 要做嘢嘅係警方，因為嗰個路段如果係唔准停車嘅，就應該係警方去執法，因
7 為如果唔係呢，我哋個車長已經係好忙㗎喇佢個工作，揸緊車嘅時候，仲要再
8 去記埋呢啲嘢，就加重佢哋嗰個工作負擔嘅。多謝。

9 主席：（經傳譯員）你知唔知道警方其實有咁嘅建議，我諗係運輸署同埋立法會就係
10 建議就係用--喺燈柱嗰度有啲鏡頭嚟到處理你剛才所講嘅情況，就會係有一個
11 來源，就讓我哋可以搜集到證據喇？

12 鄭偉波先生：如果喺燈柱嗰度愛嚟做，我覺得係非常好嘅，但係就希望唔好搞到我哋
13 啲車長都要做埋呢一個工作。

14 主席：（經傳譯員）我諗相信都好簡單嘅啫，要做嘅話，因為你純粹就話畀警方聽邊
15 一啲巴士站就係黑點，然後警方就去裝設啲鏡頭。

16 鄭偉波先生：呢個係可以嘅。

17 主席：（經傳譯員）你又知唔知道其實係有一啲系統係可以幫你辨識啲車牌秣巴，
18 就個電腦或者係有一個鏡頭就會影張相，影咗個車牌張相，然後就再將佢配對
19 番、搵番出嗰個係車主？

20 鄭偉波先生：呢個好技術性嘅嘢，我畀鍾生回答。

21 鍾澤文先生：我哋知道係有嘅，不過即係呢個系統都唔係我哋可以--喺我哋負擔嘅範
22 圍。

23 主席：（經傳譯員）我係提議或者運輸署同埋警方可以考慮呢一點，即係有個鏡頭就
24 拍低嗰個係停咗喺度嘅車，即係霸住咗嗰個巴士站，將呢架車嘅相影咗，然後
25 個電腦就會係睇下個車牌秣巴係幾多，然後配對番、搵番出嗰個車主，第三
26 步，就係用電郵就係發出一張告票。

27 鄭偉波先生：我哋歡迎嘅。

28 主席：（經傳譯員）鄧律師。

29 MR DUNCAN：（經傳譯員）仲有多一樣嘢係想問鄭生嘅，如果我可以嘅話，我哋見
30 到一份文件嘅，822 個頁，DM-1 嘅 822 個頁嗰度可以搵到呢個資料嘅，對唔
31 住，係 SEC-2 嘅 822 頁，我亦都唔肯定你之前有冇睇過呢份文件，你喺螢光幕
32 上面見到呢個就係話係一份係資料文件嚟嘅，係關乎喺首爾同埋星加坡嘅專營
33 巴士服務，睇嚟就係立法會秘書處佢哋嘅研究部嘅，你有冇睇過呢份文件呢？

1 鄭偉波先生：我哋冇睇過嘅。

2 MR DUNCAN：（經傳譯員）我就想請你直接去睇第 826 頁，826，我想你睇呢個
3 2.11 段，嗰度就係話實施一個巴士訊號優先系統，睇唔睇到個標題？

4 鄭偉波先生：睇到。

5 MR DUNCAN：（經傳譯員）或者我將嗰度係讀出嚟，「呢一個巴士訊號優先系統其
6 實全世界有好多城市都有做嘅，呢一個係一個交通訊號嘅提升策略，呢一個策
7 略就係讓巴士可以有效咁樣樣係進出嘅，就係透過嗰個有燈號嘅路口，就讓一
8 架嚟緊嘅巴士就可以係對比起其他入嗰個路口嘅車輛係有優先權使用嗰個路口
9 嘅。首爾嘅政府就係有用到呢一個咁嘅系統嚟到係讓嗰個交通訊號可以優化，
10 嚟到係等巴士可以行得快啲。」你知唔知道有咁嘅系統，係世界各地嘅城市係
11 有做嘅呢？

12 鄭偉波先生：我哋知道世界上係有呢啲系統嘅，同埋我哋知道星加坡係有類似嘅系統
13 嘅。

14 MR DUNCAN：（經傳譯員）你認唔認為咁樣嘅系統喺香港都用得著呢？

15 鄭偉波先生：我哋會非常歡迎。

16 MR DUNCAN：（經傳譯員）你哋有冇採取過任何嘅步驟係讓人考慮呢一個咁嘅建議
17 呢？

18 鄭偉波先生：我哋一向覺得呢個係政府要做嘅嘢。

19 MR DUNCAN：（經傳譯員）你哋有冇同政府提議過？

20 鄭偉波先生：我哋有同政府提議過。

21 MR DUNCAN：（經傳譯員）我諗喺世界上有一啲城市巴士一般嚟講都係得到優先
22 嘅，係咪呀？譬如話巴士係入站，就係私家車就係要讓畀巴士嘅，係咪世界有
23 啲地方係有啲國家係有咁樣嘅優先嘅政策嘅呢？

24 鄭偉波先生：我畀鍾生回答。

25 鍾澤文先生：係嘅，我哋都知道譬如星加坡咁樣，佢哋係譬如巴士離開站，其他車係
26 要讓畀佢出先嘅。

27 MR DUNCAN：（經傳譯員）呢樣嘢係咪你哋公司都會覺得係好嘅呢？

28 鍾澤文先生：我哋係覺得係好嘅，但係喺香港，可能嗰個路面嘅環境未必許可嘅，譬
29 如話我哋有啲巴士專線，過往都因為有人投訴而要取消咗。

30 主席：（經傳譯員）邊個投訴？

31 鍾澤文先生：有市民投訴話嗰個巴士專線嘅使用量低，而令到就要取消。

1 主席：（經傳譯員）嗰啲自己本身係駕駛人士嘅市民呀？

2 鍾澤文先生：我唔清楚，但係呢個係由運輸署去通知我嘞。

3 主席：（經傳譯員）假設唔係企喺巴士--同其他一百三十個乘客一齊企喺巴士上面嘅
4 市民嘞。

5 MR DUNCAN：（經傳譯員）講番喺首爾嘅嗰個系統，就即係話佢哋有一個巴士訊號
6 嘅優先系統，如果你正話嘅回應，其實你覺得係咪值得同運輸署係討論呢個問
7 題呢？

8 鄭偉波先生：值得。

9 MR DUNCAN：（經傳譯員）有冇計劃點樣做呀？

10 鄭偉波先生：經過今日呢次會議之後，我哋係被 enlighten 咗，我哋係會咁做。

11 MR DUNCAN：（經傳譯員）或者想講講其他嘅問題，今日下晝係有提到嘅，第一就
12 係想請你留意一下第 32 條第(1)款，呢個係喺《公共巴士服務條例》嘅，
13 32(1)。

14 主席：（經傳譯員）文件有冇㗎？

15 MR DUNCAN：（經傳譯員）喺 THB-2，就係 124 頁。

16 主席：（經傳譯員）唔該晒。

17 MR DUNCAN：（經傳譯員）THB-2，124 頁，33 條(1)，你自己可以睇一睇先，鄭
18 生。「任何專營權公司如果因為運輸及房屋局局長或者係因為根據第 3 條獲給
19 予指示嘅公職人員，又或者因為署長或者署長授權嘅人，根據本條例或者該專
20 營公司專營權所作嘅決定、指示、要求或者規定感到受屈，可以喺給予或作出
21 該項決定、指示、要求或規定嘅廿八日之內，以呈請方式向行政長官會同行政
22 會議提出上訴，而行政長官會同行政會議嘅上訴所作嘅決定係最終嘅決定。」
23 你知唔知有呢項條文㗎？

24 鄭偉波先生：我係知嘅。

25 MR DUNCAN：（經傳譯員）公司有冇曾經用過呢個條文？

26 鄭偉波先生：冇用過。

27 MR DUNCAN：（經傳譯員）仲有一項，就係關於我都提過嘅一點，就係嗰個保養，
28 係咪對意外係有一個--造成一個因素，我就想委員會係睇另一份文件嘅，TD-
29 2，第 183 頁，TD-2 183，呢個就係畀立法會嘅資料摘要嚟嘅，係考慮一個城
30 巴港島嘅一啲嘅路線同埋新大嶼山巴士公司，大家可以睇到就係有提到一啲意
31 外一啲保養，就喺 183、184 嗰度係有講嘅，而主席亦都係考慮過呢一點。

1 主席：（經傳譯員）係，唔該。

2 鄭偉波先生：對唔住，你頭先有講過話係同--講維修嘅事情，但係我呢一頁，我係睇
3 唔到同維修有關嘅事情。

4 主席：（經傳譯員）我諗我諗緊嘅就係嗰個抽樣檢查，就即係嗰個問題，即係個問題
5 嗰度嗰個數目係低嘅。

6 MR DUNCAN：（經傳譯員）呢個係運輸署嗰度嘅資料，可能可以睇一睇，睇下可唔
7 可以提供畀委員會嘅。

8 主席：（經傳譯員）唔該晒。

9 MR DUNCAN：（經傳譯員）主席，除非委員會有任何其他嘅事項想提供，我就冇其
10 他問題。

11 主席：（經傳譯員）仲有一樣嘢，就係鄭生，我想直接問一問嘅，就係你同我哋講到
12 一個安全委員會，我相信係4月成立嘅，係公司成立㗎喇，嚟到去處理安全嘅
13 問題，你作為一個主席嘅，你嘅今日嘅代表亦都係喺呢個委員會上面嘅，我問
14 題首先就係咁樣，係咪正確嘅，就係話你哋嘅董事或者兩位嘅董事運輸署嘅僱
15 員？

16 鄭偉波先生：我哋呢個安全委員會純粹係由我哋嘅 senior management 嚟到組成
17 嘅，就有--我哋有邀請到政府嘅官員喺呢個委員會嗰處，因為如果我哋公司有
18 需要冇事情要同運輸署商討，我覺得係應該係公司同運輸署之間嘅會議嚟嘅，
19 就唔係話邀請運輸署入嚟我哋呢個安全委員會。

20 主席：（經傳譯員）好喇，就有公司董事喺度，你就決定唔請運輸署，係咪因為有衝
21 突定乜嘢呢？

22 鄭偉波先生：完全同有衝突係冇關係嘅，因為我哋公司嘅運作就係由我哋公司嘅管理
23 層負責嘅，而運輸署佢有兩位嘅--而家有兩位政府官員就喺我哋嘅董事會嗰處
24 嘅，我哋一般我哋嘅運作就係番我哋自己嘅管理層嚟到負責嘅，就我哋嘅--譬
25 如喺我哋公司嘅非執行董事都唔會參與我哋公司嘅運作。

26 主席：（經傳譯員）好，唔該晒。好喇，我哋問都問得七七八八。我知道你係有一份
27 聲明想講嘅，係咪呀？而家可以講，鄭生。

28 鄭偉波先生：多謝主席。主席，我代表新巴、城巴就過往兩日嘅聽證會多謝以下嘅人
29 士：一，獨立檢討委員會邀請我哋出席呢兩日嘅聽證會；第二，鄧樂勤資深大
30 律師同埋律師團隊喺呢個聽證會對我哋嘅提問，而等到我哋有機會講解我哋公
31 司嘅營運情況；三，係獨立檢討委員會嘅秘書處喺過往兩星期所作出嘅安排；
32 最後，我亦都要多謝負責即時傳譯嘅人士所提供嘅服務，多謝主席，多謝各位
33 委員，多謝各位。

34 主席：（經傳譯員）好喇，最後，我哋都係好感激大家口頭作出陳述，同埋就希望有

1 啲資料就你可以進一步書面咁樣提供畀我哋嘅，秘書處就會係指明邊一類嘅問
2 題，就會畀個謄錄嘅文本畀大家，等大家可以係清楚啲嘅。

3 鄭偉波先生：一定，多謝。

4 主席：（經傳譯員）好，唔該晒。

5 鄭偉波先生：多謝主席。

6

7 2018年5月30日

8 下午4時55分聆訊押後

9

1 Tuesday, 19 June 2018

2 (10.00 am)

3 EVIDENCE FROM NEW LANTAO BUS CO LTD: MR JAMES WONG CHEUK ON,
4 MR TIMOTHY WONG CHEUK TIM, MR BENNY CHAN TIN LUNG,
5 MR PATRICK YEUNG KA PO, MR RICHARD LEE CHUN FAI,
6 MR BILLY WONG LEONG TING (given in Cantonese; transcription
7 of the simultaneous interpretation)

8 CHAIRMAN: Good morning. We thank Mr James Wong and the
9 other representatives of the New Lantao Bus Company who
10 have attended today to assist the committee by
11 supplementing what they have provided already in written
12 submissions with answers to questions that counsel to
13 the committee will ask of them.

14 Before we reach that stage, I understand, Mr Wong,
15 that you wish to make a short statement orally in
16 opening, and I would invite you to move to that now.

17 Opening statement by MR JAMES WONG CHEUK ON:

18 MR JAMES WONG: Mr Chairman, members, counsel, ladies and
19 gentlemen, good morning. I am Wong Cheuk On, James.
20 I am the managing director of the New Lantao Bus Company
21 (1973) Ltd. My colleagues and myself would like to
22 thank the committee for inviting us to attend today's
23 hearing to give oral evidence.

24 We are open-minded on the examination of the
25 franchised bus system by the Independent Review

1 Committee on Hong Kong's Franchised Bus Service. We
2 have all along been operating our bus service in strict
3 compliance with the relevant legislation, franchise
4 terms as well as the guidelines issued by the Transport
5 Department. In recent months, we have implemented and
6 will implement the following measures in our daily
7 operation as well as administration, with a view to
8 enhancing the safety level in operating our bus service.

9 First, increasing the number of hours and the
10 instructor-to-trainee ratio of driving training for our
11 bus captains; second, requiring the part-time bus
12 captains to declare more information about their
13 principal employment; third, setting up a Bus Captain
14 Training School to assist qualified persons in obtaining
15 bus driving licences; and fourthly, making reference to
16 international standards in raising the standard of safe
17 driving.

18 We apologise for not being able to provide written
19 information in time on the aforementioned measures to
20 the committee. We are pleased to provide detailed
21 information at today's hearing. If necessary, we can
22 submit more detailed information after the hearing.

23 Thank you, Mr Chairman.

24 CHAIRMAN: Thank you, Mr Wong. I'm sure, from what you've
25 said in your statement, that counsel will be asking you

1 questions on those new matters, but I would ask counsel,
2 Ms Wong, to begin questioning.

3 Examination by MS WONG

4 MS MAGGIE WONG: Yes. Mr Wong, good morning, and good
5 morning, gentlemen, and thank you for attending the
6 committee this morning, and thank you for your opening
7 statement, Ms Wong.

8 There are a number of matters that I would wish to
9 explore with you arising from the submissions that you
10 have already supplied to the committee.

11 In your submissions, the number of part-time bus
12 captains employed by your company, if we can see at NLB
13 bundle 1, page 17 -- we can see in the table the number
14 of part-time bus captains employed by your company has
15 nearly tripled in the past six years. As we can see, 13
16 part-time bus captains in 2012, that is about
17 9.4 per cent of 137 total bus captains, to 2017, where
18 we have 53 part-time bus captains, constituting
19 27 per cent of the total 183 bus captains employed by
20 the company. And we can see throughout the years the
21 employment and proportion of the part-time bus captains
22 has been constantly rising between 2012 and 2018.

23 Can you first of all tell us why there has been such
24 a substantial increase?

25 MR JAMES WONG: Thank you. First of all, let me make

1 a point. From the perspective of the company, whether
2 a bus captain is full-time or part-time, in relation to
3 the safety requirements of the driving skills, we don't
4 make a distinction. In other words, we won't harbour
5 the thinking that part-time bus captains would drive
6 more dangerously. We don't think this happens.

7 And regarding the counsel's question, that is
8 between 2012 and 2017, why the number of part-time bus
9 captains has been increasing all the time -- well, for
10 full-time and part-time bus captains, I think the major
11 difference is that part-time bus captains can turn up
12 for work for fewer days. In other words, they have more
13 flexibility concerning their work as well as their
14 leave. They can make their own arrangements.

15 And we are different from two other companies. For
16 part-time bus captains and full-time bus captains, they
17 were very different in their case, but for the case of
18 the New Lantao Bus Company, other than salary, we are
19 not able to give too many fringe benefits to our
20 full-time bus captains. Say, for example, for other bus
21 companies, for the full-time bus captains, they do have
22 a concessionary fare card for their family members. In
23 our case, as of today and as a result of the use of
24 Octopus cards, we are not able to share such
25 concessionary cards with the other two bus companies.

1 In other words, the fringe benefits for our bus captains
2 is such that their family members can have a free ride
3 on New Lantao buses but not on other buses of other bus
4 companies.

5 Of course, I won't know the details about the number
6 of such cards given to the family members, but you can
7 see that there is a very clear distinction between
8 full-time and part-time bus captains.

9 I also mentioned that in the case of part-time bus
10 captains, they are able to have a greater flexibility in
11 terms of the number of working days, and that's why many
12 colleagues are interested in becoming part-time bus
13 captains.

14 MS MAGGIE WONG: Thanks for your answer, but my question is
15 actually: do you know why there has been such
16 a substantial increase in terms of the number of
17 part-time captains over the years?

18 MR JAMES WONG: When we recruit our staff, we recruit both
19 full-time as well as part-time bus captains. It won't
20 be because of financial reasons or any other
21 work-related reasons we are interested in part-time
22 rather than full-time bus captains. No, that's not the
23 case.

24 A candidate will approach us for recruitment. We
25 tell him about the package for full-time as well as

1 part-time bus captains. Of course we welcome him as a
2 full-time bus captain, because in terms of deployment,
3 it's easier for the company because we are certain about
4 the number of working days from this full-time bus
5 captain. For part-time bus captains, it's uncertain,
6 and of course the decision is in the hands of the
7 candidate. If somebody would like to be a part-time bus
8 captain, we can't impose a wish on him and say, "You
9 must be full-time." You may ask why we haven't been
10 employing more people. Well, in fact, it was only in
11 recent years we have seen a greater number of routes and
12 we have recruited more people and that's why we have
13 seen an increase.

14 You ask why more part-time and not more full-time
15 bus captains. That's the explanation. It's up to the
16 candidate to choose. So it is not for us to make
17 a choice.

18 MS MAGGIE WONG: So, if I understand correctly, it's because
19 of the manpower shortage, or there are other reasons, or
20 because of the pay? Or there is increase in manpower
21 supply because of the increase in demand of bus
22 captains?

23 MR JAMES WONG: You asked for the reason. As I have said in
24 the outset, I don't think, if you say there is
25 a shortage, it means we would not even be able to get

1 part-time bus captains. That's my view.

2 On the other hand, as I have said, in fact we did
3 think about it and some colleagues also told us about
4 the small difference between the pay for full-time and
5 part-time bus captains, and then to individual bus
6 captains, since our franchised service is rather focused
7 on the Lantau district only, so if somebody isn't living
8 on Lantau Island, then, as I have said, the
9 concessionary card for the family members will not be
10 attractive.

11 So, in the trade, somebody has said that such
12 a concessionary card would have the value of \$1,000 if
13 you take a ride every day. For us, for our full-time
14 bus captains, this isn't something that they have when
15 they compare with other bus captains from other bus
16 companies.

17 When you asked for the reason, of course, on our
18 part, we can't be sure about the reason in individual
19 cases. It is up to them to make a choice. But I think
20 probably it is due to the fact that the pay isn't really
21 that different, among other reasons.

22 MS MAGGIE WONG: Does your company regularly recruit
23 full-time bus captains who have retired, to take up
24 employment as part-time bus captains?

25 MR JAMES WONG: Counsel, was it your question that whether

1 we recruit our retirees?

2 INTERPRETER: Yes.

3 MR JAMES WONG: Yes, we did. When a colleague retires, and
4 if his health condition is still fit for taking up the
5 duty as a bus captain, then we will offer to him that he
6 should stay with us.

7 MS MAGGIE WONG: What is the approximate percentage?

8 CHAIRMAN: What is the retirement age for full-time bus
9 captains?

10 MR JAMES WONG: 65.

11 CHAIRMAN: Thank you.

12 MR JAMES WONG: Can we provide the information after the
13 hearing? At this moment, I'm afraid we don't know how
14 many retired bus captains have become part-time bus
15 captains. But initially I don't think there are too
16 many of them at this moment.

17 MS MAGGIE WONG: In your introductory remarks, you stated
18 that in recent months your company has implemented and
19 will implement measures in your daily operation and
20 administration, with a view to enhance safety level in
21 operating buses. This includes requiring the part-time
22 bus captains to declare more detailed information about
23 their principal employment.

24 You also stated you are pleased to provide further
25 information to the chairman and members at the hearing

1 today.

2 Can you tell us, first of all, what are the new
3 measures?

4 MR JAMES WONG: May I defer to Mr Benny Chan?

5 CHAIRMAN: Yes, please do.

6 MR BENNY CHAN: Thank you, Mr Chairman. Mainly speaking, we
7 have enhanced the requirement that part-time bus
8 captains must declare to us their principal employment
9 as well as the number of working hours, so as to
10 safeguard us, so that we can meet the requirements of
11 the Transport Department.

12 MS MAGGIE WONG: So since when did you implement these
13 measures?

14 MR BENNY CHAN: For this measure, it was introduced recently
15 in June.

16 MS MAGGIE WONG: So do I understand it correctly, before
17 June, there is no requirement for part-time bus captains
18 to declare information about their principal employment?

19 MR BENNY CHAN: Well, when a bus captain joins us, we do
20 require the bus captain to make a declaration about his
21 work. Now, the difference is that within a certain
22 period of time, we will ask the bus captain to make
23 a declaration again to update the information.

24 MS MAGGIE WONG: Do all part-time bus captains have to fill
25 in a form?

1 MR BENNY CHAN: The part-time bus captain, upon joining the
2 company, has to declare, by filling out the information,
3 as shown on the screen, there is a form.

4 MS MAGGIE WONG: We will come to that form in a moment, but
5 after June, do you have a new form requiring the
6 part-time bus captains to declare their working hours,
7 before their employment?

8 MR BENNY CHAN: Yes, we do. We have already prepared a new
9 form for the bus captains to declare their work details.

10 MS MAGGIE WONG: Can we have a sample of that form, if
11 convenient?

12 MR BENNY CHAN: Yes. Later on, we can provide it to the
13 committee.

14 CHAIRMAN: Please do so, and there's an earlier matter that
15 you indicated that you would supply information. That
16 was Mr James Wong, who said that you would provide
17 information as to the number of retired full-time bus
18 captains who work part-time. So that's the second item
19 on the shopping list, as it were.

20 MR JAMES WONG: (In English) Okay.

21 MS MAGGIE WONG: Now, Mr Wong, you earlier referred to your
22 current application form. If I can take you to
23 bundle 2, NLB-2, page 468.

24 If we look at the form, the form itself does not
25 require part-time bus captains to provide information as

1 to whether they are currently working part-time or the
2 work nature and the working hours. And earlier, when
3 you gave evidence, you said the form itself does provide
4 declaration for that kind of information. Can you tell
5 us where?

6 MR JAMES WONG: Thank you. I would like to say that in this
7 form, when they are required to fill in, at the time
8 when they join us, we require the person to declare to
9 us where they have worked before. But indeed, in this
10 form, there is no requirement to do so, because their
11 employment may be clerical and not related to driving.
12 So there is no requirement of stating the number of work
13 hours in the old form.

14 And in the new form which Mr Chan mentioned, it has
15 this added.

16 MS MAGGIE WONG: So it's not simply a form but a new
17 employment contract, if I understand correctly? Or it
18 is two different things?

19 MR JAMES WONG: It's not a contract. Serving part-time bus
20 captains will have to file this declaration.

21 MS MAGGIE WONG: And have you revised this employment
22 contract since June?

23 MR JAMES WONG: No, not this one.

24 MS MAGGIE WONG: And if I may take you to the declaration
25 paragraphs in the current form at page 472, in all these

1 paragraphs of your existing form, it does not
2 specifically require the part-time bus captains to
3 declare if they have adequate rest time before
4 commencing their duties? Can you confirm that?

5 MR JAMES WONG: That is right. I confirm that.

6 MS MAGGIE WONG: And just now you said there would be
7 certain period of time where you would require part-time
8 bus captains to declare the information. Under these
9 new measures, how regularly or what is the period of
10 time would you require part-time bus captains to declare
11 principal employment and working hours?

12 MR JAMES WONG: At this stage, our plan is to ask the
13 colleague to, starting from June -- well, because they
14 are part-time bus captains, they won't come to work
15 every day; they will have to furnish all the information
16 to us. That is to start with.

17 Just now, you asked about the frequency of making
18 such a declaration. Our thinking at this moment is once
19 a year. Say, for example, in a year's time, they will
20 have to update the record.

21 But this is a new measure, after all, so we think
22 that perhaps in three months' time there will be
23 a review on the frequency and whether this measure is
24 appropriate and sufficient.

25 MS MAGGIE WONG: And in your new form, is there any

1 requirement which requires an employee to oblige to
2 inform you if he changes his outside employment or
3 undertakes new employment, given it will be an annual
4 declaration?

5 MR JAMES WONG: Yes. Yes. It's there.

6 MS MAGGIE WONG: If I could go back to the previous
7 practice --

8 CHAIRMAN: Before you do that -- are we to understand that
9 this process has begun with you asking part-time bus
10 captains to declare their principal employment and their
11 working hours, that you've already started asking some
12 bus captains, part-time ones, those questions?

13 MR JAMES WONG: Yes. Yes. We have begun doing that.

14 CHAIRMAN: Have any of these part-time bus captains declared
15 that they do have other employment and have given you
16 their working hours?

17 MR JAMES WONG: Yes, indeed, Chairman.

18 CHAIRMAN: Have any of them told you they have other
19 employment involving driving?

20 MR JAMES WONG: Yes.

21 CHAIRMAN: Are you able to illustrate, by reference to one
22 of the bus captains, what kind of employment and how
23 much driving was involved in this other job?

24 MR JAMES WONG: Chairman, the initial information we have
25 got -- well, I hope that you would give us some time to

1 collate the information. From the initial information
2 we have received, there are part-time bus captains,
3 according to them, that they are bus captains working
4 for a hotel. According to the information supplied to
5 the company, they work on average five days a week. Per
6 working day, the average driving time is about eight
7 hours. That is just an example.

8 CHAIRMAN: Can you give us some idea of how many of your
9 part-time bus captains you have asked these questions
10 of, so far?

11 MR JAMES WONG: There are 30 or so of them who have replied
12 to us. It's about 80 per cent of our part-time bus
13 captains, those 30 or so bus captains.

14 CHAIRMAN: Thank you, Mr Wong.

15 Yes, Ms Wong.

16 MS MAGGIE WONG: Thank you, Mr Wong.

17 If I may take you to your submissions at NLB
18 bundle 1, page 31, the third box from the right. You
19 submitted that you:

20 "... require the applicant to submit their past and
21 existing employment information in the application
22 form ... During the recruitment process, we will explain
23 to applicant, no matter he/she apply for part-time or
24 full-time bus captain vacancy, their working arrangement
25 is regulated by [the guidelines] ... and verbally convey

1 [ed] to part-time bus captain applicant that they have
2 to ensure sufficient rest time and separation time from
3 other external employment."

4 My question is this. Apart from verbally conveying
5 to these part-time bus captains that they have to ensure
6 sufficient rest time and separation time, are there any
7 requirement or disclosure made by part-time bus captains
8 as to the number of hours they worked prior to coming to
9 their duties in your company?

10 MR JAMES WONG: Thank you. At the time when we furnished
11 the information, there was no such thing. It was only
12 verbally. It was the information we have supplied.
13 There is a new measure that we require them to declare
14 the information.

15 MS MAGGIE WONG: So prior to June 2018, there was no way you
16 could ascertain if the part-time bus captains have been
17 working over the working hours as stipulated in the
18 guidelines, apart from this verbal assurance?

19 MR JAMES WONG: That is right. Prior to June -- well, to
20 a certain extent, today -- we rely on face-to-face
21 communication with bus captains in relation to their
22 working hours of the principal employment.

23 MS MAGGIE WONG: Now, if I may take you to some of the
24 documents that we have seen from other bus companies.
25 If I may take you to CTB bundle 2, page 400.

1 At page 401, that's page 2 of the original document,
2 headed, "Important information", item 3, it reads:

3 "Are you currently working part-time? If yes, what
4 is the work nature and [the] working hours?"

5 This is the Citybus application form, and as one can
6 tell, it requires the employee to specifically state in
7 the employment contract whether they have other
8 part-time employment.

9 Would you consider adopting this form, in revising
10 your employee application form?

11 MR JAMES WONG: The document you just showed me -- well,
12 I will have to look further into it with my colleagues.
13 My initial thinking is it is of high reference value.
14 We will consider adopting or enhancing such measures.

15 MS MAGGIE WONG: Yes, and also, if we continue on page 404
16 in Chinese, and English at page 404-1 to 404-2, we can
17 see that is a requirement, perhaps similar to your new
18 form, called "Employee Code of Conduct and
19 Discipline/Declaration for External Works", setting out
20 in details not only the employment, the employer's
21 company, working hours, salary, and we can see at the
22 bottom, part C, "Signature", it requires specific
23 declarations, requiring the employee to strictly comply
24 with the terms of disclosure.

25 Would you consider adopting this in your new form,

1 if it hasn't contained similar paragraphs?

2 MR JAMES WONG: Well, we have just seen this form. We have
3 to look further into it. Any good suggestions will be
4 adopted by us, but I don't have time to go into it.
5 I would need time to go into it when we go back.

6 MS MAGGIE WONG: Before I move on to another topic, I would
7 like to ask something about disclosure of driving
8 offence points during recruitment.

9 In your submission, you state that you request all
10 bus captains, full-time or not, to compulsorily declare
11 their driving offence point record annually and report
12 to company when their points records changed, and then
13 there would be random cross-check to be conducted, to
14 make sure information provided by staff is true and
15 accurate.

16 My first question is, would you check the driving
17 offence points of your bus captains before you employ
18 them?

19 MR JAMES WONG: I will defer to Mr Benny Chan.

20 MR BENNY CHAN: Chairman, at the time of recruitment, before
21 we employ them, we will require the bus captain to
22 obtain a record. This record will show the
23 driving-offence points.

24 MS MAGGIE WONG: Thank you. If I may take you to TD
25 bundle 1. It is a paper submitted by the Transport

1 Department at page 135, paragraph 4. It states in the
2 first sentence:

3 "All FB operators, except the New Lantao Bus
4 Company ..., will also check the driving offence points
5 of their bus captain applicants."

6 It appears from what is stated in the Transport
7 Department's submission that apart from your company,
8 all other operators will check the driving-offence
9 points of their bus captain applicants.

10 Do you have any comment as to this sentence?

11 CHAIRMAN: From what you've said earlier, this statement is
12 inaccurate. Is that the position?

13 MR JAMES WONG: I believe -- well, Mr Chan talks about the
14 check. It started at the beginning of 2018, and we have
15 to go back to check when it was formally implemented.
16 I think it was the beginning of 2018. When we supplied
17 the information to the committee, we would not
18 communicate with the Transport Department first.

19 MS MAGGIE WONG: I understand.

20 MR JAMES WONG: Perhaps in their record, this information is
21 not updated. After all, this is internal measure of the
22 company. Perhaps we did not mention this to the
23 Transport Department in a meeting. That's why there is
24 this misunderstanding.

25 MS MAGGIE WONG: So do I understand correctly --

1 CHAIRMAN: Before you move on, Ms Wong -- would you provide
2 the information as to when it was that this check took
3 place?

4 MR JAMES WONG: (In English) Yes, sure.

5 CHAIRMAN: Thank you.

6 Yes, Ms Wong.

7 MS MAGGIE WONG: Apart from providing the information, can
8 you tell us about this checking of driving offence
9 points? When is this new policy, or what is the policy
10 before June 2018? Do you know?

11 CHAIRMAN: I think Mr Wong has told us that this began, he
12 thinks, at the beginning of 2018, not June, but the
13 beginning of the year.

14 MR JAMES WONG: (In English) That's right. Should be.

15 MS MAGGIE WONG: Yes. Now, if we look at paragraph 4, it
16 states that:

17 "... Citybus ... and New World First Bus Services
18 Ltd ... will not offer employment to applicants who have
19 incurred 9 or above driving-offence points in the recent
20 2 years."

21 Whilst:

22 "... KMB and Long Win Bus ... will not offer
23 employment to applicants who have incurred 9 or above
24 driving-offence points in the recent 3 years ..."

25 Can you tell us what is your company's policy in

1 relation to this?

2 MR JAMES WONG: We don't have detailed information for the
3 time being. We are not like the other two companies
4 whereby we have clear stipulation as to, say, in the
5 recent two to three years, whereby you have certain
6 points deducted, then you will not be hired. At this
7 moment, we don't have such a policy.

8 MS MAGGIE WONG: Would you consider adopting this policy?

9 MR JAMES WONG: We will consider doing so.

10 Now, we want to look at whether the bus captains
11 have driving-offence points deducted, and actually we
12 can observe that through their normal driving attitude.
13 We will consider adopting such a policy, but at this
14 moment, if you are to say specifically whether it's
15 seven points, nine points, two years or three years, I
16 cannot give you a definite answer. We will consider
17 doing so.

18 MS MAGGIE WONG: Based on your answer, do I understand
19 correctly that prior to 2018, your company have not
20 checked the driving-offence points of part-time bus
21 captains at all?

22 MR JAMES WONG: Chairman, can you give us some time to
23 collect the relevant information and pass the same on to
24 the committee later?

25 MS MAGGIE WONG: Thank you.

1 CHAIRMAN: Very well. Thank you.

2 MS MAGGIE WONG: Now, moving on to another topic, the use of
3 non-franchised buses.

4 MEMBER LO: I have a question.

5 CHAIRMAN: Prof Lo wishes to ask a question.

6 MS MAGGIE WONG: Yes.

7 MEMBER LO: I just want to clarify that the use of higher
8 percentage of part-time bus captains, is that a strategy
9 of the company or is it a consequence of your ability to
10 hire full-time, that you cannot hire enough full-time,
11 so you become hiring part-time? So which is which?

12 MR JAMES WONG: Thank you, Professor. Is it the company's
13 policy to hire part-time bus captains? Definitely not.
14 The counsel has also asked why there is a high ratio of
15 part-time bus captains. Before the committee's hearing,
16 for myself, I don't know the number of part-time bus
17 captains in other companies. Only after the hearing did
18 I learn about the higher ratio of part-time bus captains
19 in our company versus other bus companies.

20 So we've been pondering what the real issue is here.
21 Of course, we are inclined to hiring more full-time
22 rather than part-time bus captains.

23 MS MAGGIE WONG: Following on that question, Mr Wong, in
24 your submission at page 18, NLB bundle 1 at page 18, and
25 if we can see the paragraph right below paragraph 6 and

1 above section 5, "Journey time", it started with the
2 words:

3 "During the years, we are actively resourcing
4 manpower from different means, such as joining career
5 day organised by Labour Department and local charity
6 communities, job referral ..."

7 And the end of the paragraph states:

8 "Together with employment condition improvement as
9 mentioned in previous paragraph, we believe these
10 measures can strengthen our manpower resourcing
11 status ..."

12 And you mention a number of measures from 1 to 6.
13 Apart from those measures, have you considered other
14 improvement measures, in terms of remuneration and
15 benefits to part-time -- or full-time bus captains?

16 MR JAMES WONG: For our company, every year, basically,
17 there will be an adjustment of the salary. As for
18 benefits, starting 2018, we are giving an extra five
19 days of leave to our bus captains, in the trade
20 generally. We will give labour days 12 days and we are
21 giving them an extra five days, which is on a par with
22 that of the white-collar workers.

23 We hope the colleagues can enjoy more holidays and
24 they can take more rest and they are given the
25 flexibility to choose their leave days.

1 As for a pay rise, we will do it on an annual basis
2 depending on the actual circumstances.

3 MS MAGGIE WONG: About this extra five days, that applies to
4 all full-time employees? Is that the case?

5 MR JAMES WONG: Yes, that's correct, all full-time bus
6 captains enjoy that.

7 MS MAGGIE WONG: May I move on to another topic, use of
8 non-franchised bus. At page 17, bundle NLB-1, if we can
9 see right below the table, you stated, your company
10 stated, that with the approval of the Transport
11 Department, you:

12 "... hire at least 30 non-franchised bus with bus
13 captain from our contractor on every weekends, and this
14 surplus of bus is almost 25 per cent extra of our
15 fleet."

16 First of all, you state "our contractor" -- is it
17 one contractor or multiple suppliers?

18 MR JAMES WONG: Just one contractor.

19 MS MAGGIE WONG: And who is that contractor?

20 MR JAMES WONG: It's called Kwoon Chung Motors.

21 MS MAGGIE WONG: Now, these franchised buses is to cater for
22 upsurge in passenger demand only in weekends and public
23 holidays, is that correct? It does apply to weekdays?

24 MR JAMES WONG: Correct.

25 MS MAGGIE WONG: And in your supplementary submission filed

1 on 15 June 2018 at page 38, NLB-1, you attach the "no
2 objection" letter from the Transport Department dated
3 19 December 2017. Your letter, if we go back to
4 page 37, also stated that the initial approval from the
5 Transport Department was issued over the past 20 years,
6 and that you have been locating or searching this
7 document by different means.

8 Have you been able to locate this initial approval
9 document?

10 MR JAMES WONG: No, I haven't been able to retrieve the
11 information.

12 MS MAGGIE WONG: Will you continue with the attempt?

13 MR JAMES WONG: Yes, we will try to retrieve the initial
14 letter. I joined the company in 2011 myself and I have
15 asked the colleagues that have worked longer than
16 myself. The letter was approved, I mean it was given,
17 in 1990 and 1991, and on Lantau, back then, during
18 holidays, there was a great surge in demand, but on
19 weekend days there wasn't such a huge demand. We were
20 talking about trips to Po Lin Monastery. At that time,
21 not even a cable car was put in place or built, so the
22 New Lantao Bus was given approval by the Transport
23 Department to hire non-franchised buses to operate on
24 public holiday to deal with the passenger demand peak.

25 Our company, compared to the two bus companies, in

1 terms of our scale and the structure of our route, it
2 was very different from them. So conversely, actually,
3 the holidays, we are seeing a passenger demand peak, and
4 on weekdays we don't see such a big passenger demand.

5 So our starting point or rationale here is if just
6 for the sake of coping with the demand on weekends and
7 public holidays to procure an extra 20 to 30 per cent of
8 buses -- well, in the 1990s, the Tsing Ma Bridge was not
9 even built. I could not give you the exact size of our
10 fleet back then. So that's the arrangement put in place
11 back then and it lasts until today.

12 MS MAGGIE WONG: Now, this letter from the Transport
13 Department was dated 19 December 2017, but in the first
14 paragraph it makes reference to "your letter",
15 presumably your application on 4 December 2017, and the
16 first paragraph states that the Transport Department has
17 no objection to your application for deployment of
18 a maximum of 80 non-franchised buses on every Sunday and
19 public holidays for six months from 1 June 2018,
20 suspension period of Ngong Ping 360, et cetera; and 50
21 non-franchised buses on every Saturday in the periods
22 mentioned in subparagraph (2).

23 My first question is, who decides the number of
24 non-franchised buses to be deployed for those periods?

25 MR JAMES WONG: Thank you. It is our company which made the

1 decision as to the extra number of buses needed.

2 MS MAGGIE WONG: And if I understand correctly, your total
3 amount or total number of franchised buses that you
4 operate are 130; is that correct?

5 MR JAMES WONG: More or less. Around 100, 130 or so.

6 MS MAGGIE WONG: So the percentage is quite significant, and
7 have you considered deploying or purchasing more buses
8 in future, to be managed by your company exclusively?

9 MR JAMES WONG: Thank you. In this letter, the Transport
10 Department approved the number, 80 and 50. That's the
11 maximum number. And in actual fact, why were we making
12 an application for a larger number? Usually, because
13 the contractor would sometimes tell us that because of
14 certain deployment situation or reasons, we need
15 a closed road permit to go into Lantau South for these
16 50 buses and the administration's approval is required
17 for them to provide the service.

18 So that's why we asked for more. Your question, on
19 whether we would be procuring more buses ourselves --
20 for the time being, we don't have such a plan. That's
21 exactly because of what I just said. Even if we procure
22 more buses, it's just for the sole purpose of certain
23 passengers, on Saturdays and public holidays and
24 Sundays. But we are just talking about two days in
25 a week.

1 Even -- it's not the case that for a Saturday and
2 a Sunday there would be a lot more passengers. For
3 example, if the weather is not that good, then the
4 situation would be affected. Now, the buses going to
5 Tai O and Ngong Ping will see passenger rise in public
6 holidays, but in, say, bad weather, the passenger number
7 will significantly drop. So at this juncture we don't
8 have plan to add more buses.

9 Say, however, if in the long term, if we see that
10 there is an increase in passenger demand from Monday to
11 Friday, then we will of course consider procuring our
12 own buses.

13 MS MAGGIE WONG: Thank you. Who decided the six-month
14 period as set out in paragraphs (1) and (2) for the
15 deployment of non-franchised buses?

16 MR JAMES WONG: I believe it's the Transport Department,
17 half-year, you talk about half-year, that is the
18 Transport Department's decision.

19 MS MAGGIE WONG: Now, at the bottom it set out six
20 conditions by the Transport Department, (a) to (f), and
21 if I may summarise:

22 "(a) the buses must be below six years of age;
23 (b) the same franchised bus maintenance standard
24 must be adopted for the hired buses."

25 Now, what does it mean by "the same franchised bus

1 maintenance standard must be adopted for the hired
2 buses"; what does that include?

3 MR JAMES WONG: Can I defer to Mr Yeung to take that
4 question?

5 CHAIRMAN: Yes, Mr Yeung.

6 MR PATRICK YEUNG: Thank you, Chairman. For all
7 non-franchised buses, they will be treated the same as
8 the franchised buses in terms of repair and maintenance.
9 Every month, there will be a monthly inspection called
10 MI, and they have to go through an annual examination as
11 well, the same as franchised buses.

12 MS MAGGIE WONG: Does this include -- do you know if all
13 these non-franchised buses have black box or speed
14 limiters?

15 MR PATRICK YEUNG: Yes, they do. Yes, they do.

16 MS MAGGIE WONG: Is that a contractual requirement in the
17 contracts that you signed with this non-franchised bus
18 contractor?

19 MR JAMES WONG: We asked our contractor to fit out the
20 non-franchised bus to the same degree as our franchised
21 bus. So that's our original intention.

22 MS MAGGIE WONG: So prior to today is there a requirement
23 for all these non-franchised buses to have black box or
24 speed limiters installed?

25 CHAIRMAN: Whose requirement?

1 MS MAGGIE WONG: Whether your company requires the
2 non-franchised bus operators to install speed limiters
3 and black box before today.

4 MR JAMES WONG: In fact, you can refer to item (d). It says
5 "similar on-vehicle facilities". Of course, we are
6 referring to those buses engaged by us to assist us. My
7 understanding is that as of today, in relation to
8 non-franchised buses, the TD does not have such
9 a requirement. So it is different in the case of
10 franchised buses.

11 Here, it has already been said that if the
12 non-franchised bus is to be used by us and serving us,
13 then that bus should be equipped with the same
14 on-vehicle facilities as a franchised bus.

15 MS MAGGIE WONG: Would there be any document --

16 CHAIRMAN: Just allow me a moment.

17 Do you read paragraph (2) (d) as a Transport
18 Department requirement that you have a black box and
19 a speed limiter, or not?

20 MR JAMES WONG: For item (d), of course, the term "black
21 box" hasn't been included. But my understanding, our
22 understanding, is that this is the requirement; it has
23 to be fitted. That's our understanding.

24 CHAIRMAN: Thank you.

25 MS MAGGIE WONG: Can you provide us with a sample of the

1 contract between your company and Kwoon Chung in respect
2 of the arrangement to use the non-franchised buses,
3 specifically the safety features?

4 MR JAMES WONG: Yes, we can provide the information
5 afterwards.

6 MS MAGGIE WONG: Maybe I should clarify. Before today, is
7 there a contractual requirement for Kwoon Chung to
8 provide non-franchised buses with black box and speed
9 limiters, contractual requirement? The question is
10 "contractual requirement".

11 MR JAMES WONG: I think we need to go back to check the
12 document. Thank you.

13 MS MAGGIE WONG: Now, if we go to the sixth requirement,
14 (f), it states:

15 "non-part-time drivers should be arranged to operate
16 the Tung Chung Road bus routes. They must have been
17 given proper and adequate training by your company."

18 Can you tell us: why single out the Tung Chung Road
19 bus routes?

20 MR JAMES WONG: As I have said, for South Lantau, the routes
21 for South Lantau, will certainly go via Tung Chung Road,
22 because for you to go from Tung Chung to Tai O and
23 Ngong Ping and South Lantau, you have to go past
24 Tung Chung Road. For this to be singled out -- well,
25 of course we are not trying to get a bus to travel on

1 Tung Chung Road. Rather, we are getting buses to travel
2 in South Lantau. I think that's what is meant here.

3 MS MAGGIE WONG: Well, it appears that it set out a must
4 condition, that you have to have full-time drivers to
5 drive the Tung Chung Road bus routes. Is there anything
6 special about the Tung Chung Road bus routes? And also
7 it requires a specific condition that it has to receive
8 proper and adequate training by your company.

9 MR JAMES WONG: I am not too sure. We are not too sure
10 about the reason for this condition. For us here, our
11 initial view, we believe that prior to the
12 reconstruction of Tung Chung Road, it was very, very
13 narrow, very different from what you see today as far as
14 the road conditions are concerned. But then back then,
15 I was too young to recall what it was like. But we
16 believe that as far as this condition or this
17 requirement is concerned, I think the prevailing road
18 conditions back then should be relevant. Perhaps we
19 will ask, "Tung Chung Road has been reconstructed, you
20 want to know why this particular condition remains
21 there?" Let me go back to check with my colleagues for
22 the details.

23 My understanding is this is a letter issued by the
24 Transport Department on a half-yearly basis. It's
25 a routine document. Perhaps we haven't reviewed as to

1 whether certain conditions no longer apply.

2 MS MAGGIE WONG: And it says that --

3 CHAIRMAN: Before you go on, Ms Wong -- perhaps, this being
4 a Transport Department letter, it's the Transport
5 Department who can tell us why the condition is there.

6 MR JAMES WONG: (In English) Maybe.

7 MS MAGGIE WONG: It also states that they must have been
8 given proper and adequate training by your company.
9 Have there been any arrangements to ensure these
10 full-time drivers of these non-franchised bus operators
11 or bus company should receive training by your company,
12 any arrangement?

13 MR JAMES WONG: Mr Chairman, may I defer to Mr Lee?

14 CHAIRMAN: Yes, Mr Lee.

15 MR RICHARD LEE: Mr Chairman, let me answer the question.

16 As far as training is concerned, for bus drivers plying
17 Tung Chung Road, from FB or non-FB, well, for South
18 Lantau, the roads are narrow and there are many bends.
19 Therefore, for bus captains travelling on such routes,
20 they have to receive a two-day route training to make
21 sure they are familiar with the road conditions and they
22 are alert.

23 So, so far as the route training is concerned,
24 during that time our instructor will check if the bus
25 captains are skilful at manoeuvring the bends and they

1 are assessed. Therefore, for the non-FB bus captains
2 carrying out the duty for us, we do provide a route
3 training for them.

4 MS MAGGIE WONG: I believe the full-time bus captains
5 require five days' training, is that correct, if they
6 are to drive this route?

7 MR RICHARD LEE: If I may add a word here, counsel. For the
8 five-day training, that's for the new recruits, that's
9 the induction training. For serving bus captains,
10 depending on the needs, will adjust. Like for South
11 Lantau Road, we provide an extra two-day training.

12 MS MAGGIE WONG: Thank you.

13 Now, is there any measure in place to monitor the
14 qualifications and driving records of these
15 non-franchised bus drivers?

16 MR JAMES WONG: We have the same treatment for franchised
17 buses and non-franchised buses, as far as our measures
18 are concerned. In other words, the answer is yes.

19 MS MAGGIE WONG: As of today?

20 MR JAMES WONG: Mmm.

21 MS MAGGIE WONG: So prior to 2018, is there any measure in
22 place to check the qualifications and driving records of
23 this non-franchised bus operator, or is this
24 a contractual requirement in your contract with
25 Kwoon Chung?

1 MR JAMES WONG: Today, we do not require our contractor --
2 well, just now, in the letter, you see the registration
3 numbers with information about the buses. As to the bus
4 captains -- well, it will involve a larger number of bus
5 captains rather than just 80 or 50 respectively.
6 Therefore, as of today, we do have a specific
7 requirement to ask for the details of the captains
8 involved. So we haven't got this as a current
9 requirement.

10 CHAIRMAN: Sorry, I don't understand that. Do you have this
11 requirement today or is this something you are going to
12 impose in the future?

13 MR JAMES WONG: We haven't got such a requirement as of
14 today.

15 CHAIRMAN: Thank you.

16 Yes, Mr Auyeung.

17 MEMBER AUYEUNG: Thank you, Chairman. I want to stay on
18 this letter from the Transport Department. If I read
19 this letter correctly, this provision they have given
20 you will expire the end of June. Have you received
21 a new letter from Transport Department on similar
22 arrangement?

23 MR JAMES WONG: Not yet.

24 MEMBER AUYEUNG: Okay. Thank you.

25 MS MAGGIE WONG: Did you apply?

1 MR JAMES WONG: We did. We have.

2 MS MAGGIE WONG: When? When was that?

3 MR JAMES WONG: I have to go back to check. I believe it
4 must be end of May or early June. Say, for example, for
5 the letter shown on the screen, so it expired towards
6 the end of December, and we wrote in early December to
7 apply.

8 MS MAGGIE WONG: Can you provide us with a copy of your
9 letter to the Transport Department?

10 MR JAMES WONG: Yes.

11 MS MAGGIE WONG: Have there been follow-up discussions about
12 this arrangement with the Transport Department since you
13 wrote the letter?

14 MR JAMES WONG: I don't quite understand your question.

15 MS MAGGIE WONG: Have there been discussions with the
16 Transport Department since you wrote the letter to renew
17 this arrangement? Any meetings?

18 MR JAMES WONG: We did meet with the Transport Department.
19 Well, as to the letter we wrote, as to the application
20 we have made, I don't think they are related to such.

21 MS MAGGIE WONG: Now, about this arrangement, do you wait
22 until you have received the approval from the Transport
23 Department before you sign the contract with Kwoon Chung
24 to provide non-franchised buses?

25 MR JAMES WONG: Well, as to our contract with the

1 contractor, it is for a longer duration. I don't have
2 the information with me, but if my memory serves me
3 right, it's a three-year duration. So it won't be the
4 case that for every six months I get the approval from
5 the TD and then I sign a contract with the contractor.
6 No. It is a three-year contract, for -- if we need to
7 hire vehicles from them, then we do so. So that's the
8 arrangement.

9 So the TD requires renewal once every six months.
10 I think it is mainly because the TD would like to know
11 whether the vehicles are in line with their
12 requirements, like the year of age.

13 MS MAGGIE WONG: Now, you talked about the measure, earlier
14 on, that you would require the Kwoon Chung operators to
15 install speed limiters and black box from now on. Can
16 you tell us what is the measure to ensure that?

17 MR JAMES WONG: The installation of such devices would have
18 to be notified to us upon completion.

19 MS MAGGIE WONG: From now on.

20 MR JAMES WONG: It has been so all the time. After they
21 have installed the devices, they would inform us. Like
22 in the case of black boxes, of course we can check from
23 the system, in relation to the transmission of data or
24 data uploaded. So if you ask me as to whether we
25 regularly verify the arrangement, that is whether, when

1 the vehicle arrives, I will check it every time, we
2 didn't, because we believe that the hardware installed
3 will not be dismantled, so they would notify us the
4 first time it has been installed.

5 MS MAGGIE WONG: Is there any written record of such
6 notification?

7 MR JAMES WONG: I can go back to get it and give it to you.
8 We haven't come prepared with that.

9 CHAIRMAN: Please supply that, if you would.

10 MR JAMES WONG: (In English) Sure.

11 MS MAGGIE WONG: What is the measure, the current existing
12 measure, to monitor the qualifications and driving
13 records of these non-franchised bus drivers?

14 MR JAMES WONG: Existing, as was mentioned, at this moment
15 of time, we do not require the contractor to supply us
16 with the information. For part-time bus captains, we
17 would obtain the information, and we have plans to get
18 the information from them.

19 MS MAGGIE WONG: Would you ask for a similar requirement as
20 you impose on your part-time bus captains, namely to
21 sign a declaration form from all these non-franchised
22 bus drivers, before they would be allowed to drive those
23 buses?

24 MR JAMES WONG: At this moment of time, we haven't made
25 a decision as to how to implement the measure. We don't

1 have a definite decision yet. I believe that we will
2 adopt the same practice whether they are permanent staff
3 or not. We don't have a decision yet.

4 MS MAGGIE WONG: So at this moment, do I understand
5 correctly, your company would not know as of today
6 whether any of these non-franchised bus drivers used on
7 any particular day have any previous driving-related
8 records, nor their experience?

9 MR JAMES WONG: When it comes to Kwoon Chung Motors, it's
10 not completely independent from us. It's not the case
11 that we don't know anything about them. Kwoon Chung
12 Motors is a shareholder of New Lantao Bus Company. In
13 relation to staff of Kwoon Chung Motors, when it comes
14 to New Lantao Bus Company -- well, we don't have their
15 files, but when it comes to recruitment, we have adopted
16 certain measures to ensure that they are qualified bus
17 captains. We will collate the information and give it
18 to you.

19 CHAIRMAN: Please do.

20 Yes, Professor.

21 MEMBER LO: The question -- there are three types of
22 drivers: full-time, part-time, and also drivers driving
23 on those non-franchised buses. They have different
24 treatments in terms of the last group.

25 Now, the question is, the non-franchised buses also

1 have a black box. When will this black box information
2 be used? Because they are driven by non-franchised
3 operators, drivers. So would that ever be used to
4 monitor their performance?

5 MR JAMES WONG: Thank you. In our system today, we can see
6 black box records of non-franchised buses. We have
7 access to such records today.

8 MEMBER LO: But are they used? Are such information ever
9 used to assess their performance?

10 MR JAMES WONG: It's not just the non-franchised buses. In
11 our fleet, black box has already been installed. Let's
12 leave the non-franchised buses aside first. We use
13 random checks to check every month whether there are
14 problems with the buses or with the driving of the
15 drivers.

16 For non-franchised buses, I believe that we use the
17 same approach, but I have to go back to ask my
18 colleagues as to random checks are conducted on their 80
19 buses during Saturdays and Sundays, because I can't give
20 you a definite answer now. But that is our general
21 approach in relation to random checks.

22 CHAIRMAN: Before you move on, are there none of the six of
23 you who are able to answer that question? It's a simple
24 enough question. Do you actually check the black boxes
25 of the non-franchised buses?

1 MR BENNY CHAN: I would like to supplement, Chairman. At
2 the moment, we don't really take the initiative to check
3 the information in the black box. When we receive
4 complaints, we will conduct random checks of the
5 information of the black box to investigate into the
6 incidents.

7 MS MAGGIE WONG: Following from your --

8 CHAIRMAN: Forgive me -- so you respond to complaints; is
9 that it?

10 MR BENNY CHAN: That is right.

11 CHAIRMAN: And accidents?

12 MR BENNY CHAN: Right.

13 CHAIRMAN: But do you do random checks on black boxes on
14 non-franchised buses?

15 MR BENNY CHAN: Yes, we do that too.

16 CHAIRMAN: Thank you.

17 At some stage, Ms Wong, we are going to take
18 a 20-minute break. It's a matter for you when it's
19 convenient.

20 MS MAGGIE WONG: Yes. Maybe I will follow up with the
21 question on the safety performance.

22 Mr Wong, apart from this question, any measures in
23 place to monitor the safety performance of these drivers
24 of non-franchised buses whilst they are being used by
25 your company? For example, mystery rides, or would you

1 put your staff on these buses to monitor performance?

2 MR BENNY CHAN: Chairman, every month we have used mystery
3 shoppers. We don't distinguish between New Lantao Bus
4 Company's or non-franchised buses.

5 MS MAGGIE WONG: So these secret checks of bus captain
6 performance apply to all three types of bus captains?

7 MR BENNY CHAN: That is right.

8 MS MAGGIE WONG: So if you find there are performance that
9 are substandard or over-speeding, what disciplinary
10 actions would you take on these non-franchised bus
11 drivers?

12 MR BENNY CHAN: If we find, let's say, for example,
13 speeding, we will issue a warning letter. We may even
14 suspend the bus driver from working on Lantau Island.

15 MS MAGGIE WONG: Mr Chairman, that may be an appropriate
16 time.

17 CHAIRMAN: Yes, very well.

18 Mr Wong and your fellow colleagues, we are going to
19 take a 20-minute break now and then we will resume at
20 11.50 by that clock. Thank you.

21 (11.29 am)

22 (A short adjournment)

23 (11.50 am)

24 CHAIRMAN: Yes.

25 MS MAGGIE WONG: Thank you, Mr Chairman.

1 MR JAMES WONG: Excuse me, Chairman, I would like to provide
2 some supplementary information. Excuse me.

3 CHAIRMAN: Yes, please supplement.

4 MR JAMES WONG: In relation to new bus captains, our
5 checking of their records, I would like to supplement
6 that we did not start doing that only in 2018. This has
7 been a long-established practice. We have been doing it
8 for many years. What we meant by starting in 2018 is
9 that in the past, we used to select some bus captains by
10 random and check on their records, and what we started
11 in the beginning of 2018, for all bus captains we
12 checked, on all of them.

13 CHAIRMAN: Thank you.

14 MR JAMES WONG: So we will do it annually.

15 MS MAGGIE WONG: You mean the driving offence records or
16 other records?

17 MR JAMES WONG: Yes, correct.

18 MS MAGGIE WONG: Just a few follow-up questions, Mr Wong.

19 Earlier on, you said on the safety features that the
20 physical hardware on the non-franchised bus -- you said
21 earlier on that these buses are equipped with the same
22 on-vehicle facilities as franchised buses.

23 May I take you to bundle NLB-2, page 453. It set
24 out a list of bus safety features adapted in NLB buses,
25 and that includes 24 features.

1 Are you able to confirm, or based on your
2 understanding, whether all these non-franchised buses
3 are equipped with the same safety features as set out at
4 page 453?

5 MR JAMES WONG: Sorry, it will take a while for me to
6 confirm this. For these 24 items, say, for example, for
7 double-decker buses -- excuse me, yes, I confirm that.
8 I just tried to check with my colleague. We did indeed
9 hire double-deckers as well, and all these safety
10 features are there. Thank you.

11 MS MAGGIE WONG: Thank you. Now, just a few follow-up
12 questions on -- you mentioned that you hired
13 non-franchised buses from Kwoon Chung Bus Holdings;
14 correct? You hired non-franchised bus buses from
15 Kwoon Chung Bus Holdings?

16 MR JAMES WONG: Kwoon Chung Motors.

17 MS MAGGIE WONG: Kwoon Chung Motors?

18 MR JAMES WONG: Correct.

19 MS MAGGIE WONG: Is it correct that New Lantao Bus is
20 a 99.99 per cent owned subsidiary of Kwoon Chung Bus
21 Holdings, a listed company?

22 MR JAMES WONG: The parent company is Kwoon Chung Holdings.
23 Maybe other companies are used to hold shares of NLB.
24 I have to check. But ultimately the parent company is
25 Kwoon Chung Bus Holdings.

1 MS MAGGIE WONG: Is your company, in other words, renting
2 non-franchised buses from your parent company?

3 MR JAMES WONG: Correct. We have gone through an open
4 tender exercise.

5 MS MAGGIE WONG: Is it correct that both Mr Wong, yourself,
6 and Mr Timothy Wong, are senior management of
7 Kwoon Chung Bus Holdings as well?

8 MR JAMES WONG: I am the managing director of Kwoon Chung
9 and Mr Timothy Wong is the operations director of
10 Kwoon Chung.

11 MS MAGGIE WONG: Thank you. As of 2017, the chairman of
12 Kwoon Chung is Mr Matthew Wong Leung Pak, who is your
13 father; is that correct?

14 MR JAMES WONG: Correct.

15 MS MAGGIE WONG: My question is this. How is the hiring
16 price delivered when your company is renting
17 non-franchised buses from its parent company,
18 Kwoon Chung, or agreed? How is the price agreed?

19 MR JAMES WONG: As I said, once every three years, we will
20 have an open tender exercise.

21 MS MAGGIE WONG: And how is the hiring price determined?

22 MR JAMES WONG: The tenderer makes a decision about the
23 pricing, and for us, NLB makes a decision as to the
24 number of vehicles to be deployed.

25 MS MAGGIE WONG: And who is the tenderer?

1 MR JAMES WONG: Sorry, what is your question? Kwoon Chung
2 Motors is the tenderer.

3 MS MAGGIE WONG: Do you know whether the Transport
4 Department has any requirements or guidelines on the
5 price at which these non-franchised buses are hired?

6 MR JAMES WONG: No. As far as pricing is concerned, the
7 Transport Department does not have any requirements for
8 us.

9 MS MAGGIE WONG: Thank you. If I may continue --

10 CHAIRMAN: Before you move on -- is this arrangement with
11 Kwoon Chung Motors Company, by which non-franchised
12 buses are leased, is that an arrangement that came into
13 place on 1 May 2018?

14 MR JAMES WONG: Mr Chairman, for the existing one, it is
15 dated August 2016. It came into effect since August
16 2016, up to now.

17 CHAIRMAN: Prior to that date, did you have other
18 contractors providing you with non-franchised buses?

19 MR JAMES WONG: No. All the time it was Kwoon Chung Motors.

20 CHAIRMAN: Give us some timescale, if you would, as to "all
21 the time".

22 MR JAMES WONG: Well, I have this understanding, from what
23 I have heard. When Kwoon Chung acquired NLB, it was in
24 1992. Kwoon Chung started to provide service to NLB,
25 I think it was in the year 1990 or 1991.

1 CHAIRMAN: Thank you.

2 MS MAGGIE WONG: Now, if I may continue. Any measures in
3 place to monitor these non-franchised bus drivers'
4 physical condition before they start driving for your
5 company's purposes, for example any medical checkups?

6 MR JAMES WONG: Can I confirm with you as to your question?
7 You mean every time they drive for us or prior to taking
8 up duties from us?

9 MS MAGGIE WONG: Either way.

10 MR JAMES WONG: If you refer to the scenario every time
11 before they drive, certainly not. We won't. Not to
12 mention the bus captains from non-franchised buses, even
13 for our own bus captains of NLB, it is impossible for us
14 to carry out a medical checkup every time before they
15 start work.

16 As to the other arrangement in relation to medical
17 check, well, upon joining us, they will undergo such
18 a medical checkup. If I may also add to the answer, for
19 Kwoon Chung Motors -- well, Kwoon Chung Motors and NLB
20 are sister companies, so to speak. Well, for NLB, it is
21 of a smaller scale, having 130 buses only, and then
22 a lot of our back-office officers and management staff,
23 we must rely on the parent company's support.
24 Otherwise, NLB cannot do what the other two franchised
25 bus companies have been doing. We won't be able to put

1 up a similar performance because we are one 13th or one
2 33rd of their scale.

3 So for a Kwoon Chung bus captain, for him to drive
4 an NLB bus, if you ask prior to taking up the duty as to
5 whether there is a formal document being sent to NLB to
6 confirm a medical checkup has been done, I am afraid
7 I have to ask my colleagues as to how it actually works.
8 But for us, for Kwoon Chung to recruit the bus captains,
9 it has already gone through all the procedures like
10 checking the records and going through the medical
11 examination.

12 CHAIRMAN: Perhaps you would make those enquiries and
13 provide us with a formal document, if one is sent to
14 NLB.

15 MR JAMES WONG: (In English) Sure.

16 MS MAGGIE WONG: In respect of these non-franchised buses
17 used for your company purposes, any measures in place to
18 ensure these buses are mechanically fit for use?

19 MR JAMES WONG: If I may defer to Mr Yeung.

20 MR PATRICK YEUNG: Thank you. Regarding the non-franchised
21 buses, they undergo regular checks and every year they
22 go through the government's vehicle examination. So
23 they are subject to the same requirement as our
24 franchised buses.

25 MS MAGGIE WONG: What documentation would you ask from all

1 these non-franchised bus companies to verify this
2 information?

3 MR JAMES WONG: Thank you. Well, as I have said, as of
4 today, NLB and Kwoon Chung are sister companies, so for
5 documents in black and white, we don't actually demand
6 them from Kwoon Chung. This is the current arrangement.
7 But of course, for the management, in particular, we are
8 aware of the conditions in both companies. We provide
9 passenger service. We provide safe passenger service to
10 our customers.

11 In future, maybe we will review and see if there is
12 a need to do so. Of course, sometimes we may not be
13 talking about an associate company. In future, we may
14 have a non-associate contractor providing the service to
15 NLB. So perhaps we have to think more about whether
16 there is a need to have more documents from the
17 contractors.

18 MS MAGGIE WONG: In your supplemental annex 2A, 2B and 2C --
19 that's NLB bundle 2, pages 474 to 480. Annex 2A is at
20 pages 473 and 474; 2B at 476; and 2C at 479.

21 Who conducts these surveys?

22 CHAIRMAN: To which surveys are you referring?

23 MS MAGGIE WONG: Three surveys.

24 CHAIRMAN: What are the titles of the surveys?

25 MS MAGGIE WONG: Annex 2A is the "Monthly report on

1 scheduled and actual compliance with guidelines on bus
2 captains' working hours, rest times and meal breaks".

3 Annex 2B is "On-board survey to check NLB's driver
4 rest time".

5 And annex 2C is a "Survey on franchised bus
6 captains' working hours (Guidelines B & D)".

7 CHAIRMAN: Thank you.

8 MR JAMES WONG: Thank you, Mr Chairman. Regarding the three
9 surveys mentioned, they were conducted internally by
10 ourselves, that is NLB.

11 MS MAGGIE WONG: If we look at page 474, annex 2A, the
12 "Monthly report on scheduled and actual compliance with
13 guidelines on bus captains' working hours, rest times
14 and meal breaks", it states the number of captains
15 surveyed at 115. So does it mean that 115 captains were
16 surveyed on that single day, ie 21 February 2018, by
17 a single person?

18 MR JAMES WONG: Correct. 115 on that day, on a single day.
19 A day was picked and we tried to have a look.

20 MS MAGGIE WONG: So would they be surveyed by a single
21 person of your company?

22 MR JAMES WONG: If I may supplement. The format wasn't so
23 much that he followed each and every 115 bus captains.
24 Rather, our colleagues checked the driving records. We
25 try to check against that record.

1 MS MAGGIE WONG: So that would be based on driving records
2 submitted to your company by who?

3 MR JAMES WONG: It was the Transport Department who picked
4 the date, and then we checked against our internal
5 records. So that's the record provided by the operating
6 division.

7 MS MAGGIE WONG: If we go to annex 2B, "On-board survey to
8 check NLB's driver rest time", pages 477 to 478, how
9 would this be conducted?

10 MR JAMES WONG: Sorry, please give us a bit of time to read
11 through the record.

12 CHAIRMAN: Yes, please take your time.

13 MR JAMES WONG: Mr Chairman, for this form, it was prepared
14 by the company internally.

15 MS MAGGIE WONG: If we go to page 480, the third annex,
16 "Survey on franchised bus captains' working hours", how
17 would this be conducted? Or, to put it another way,
18 would someone follow the driver for that day?

19 MR JAMES WONG: Mr Chairman, with this form, it talks about
20 "Employee No. of bus captain". For this column, it was
21 picked by the Transport Department as well as the survey
22 date, and then on the right-hand side we tried to
23 retrieve the record. So it wasn't that somebody was on
24 board to follow, because it was provided afterwards, so
25 we tried to look up our records and we tried to find out

1 the working hours of that particular colleague.

2 CHAIRMAN: How were these records created in the first
3 place, sign-off time, sign-on, and so on?

4 MR JAMES WONG: Mr Chairman, currently, what we do is that
5 at the bus terminus, we have a card reader, so the
6 colleague will clock his time by tapping his card on the
7 reader and that would record his sign-on time and
8 sign-off time. For others who are at remote locations
9 and not at the bus terminus, then we rely on the
10 telephone to ask him to report the time.

11 MS MAGGIE WONG: I apologise for that. I should have asked
12 page 477 the same question, because the title is
13 "On-board survey to check NLB's driver rest time", so it
14 was a survey on board. So my question is, would someone
15 follow the driver for that day?

16 MR JAMES WONG: Thank you, Chairman. For this on-board
17 survey, we did have a colleague on board. It was
18 a requirement from the Transport Department. So for ten
19 days, five holidays and ten weekdays, we carried out the
20 survey.

21 MS MAGGIE WONG: Can you tell us whether, during the rest
22 time or meal time provided under the guidelines, is
23 a bus captain, be it those three types of bus captains,
24 hired by your company required to perform any
25 non-driving duties, like updating duty or shift rosters,

1 undertaking other administrative tasks, or inspecting
2 vehicles?

3 MR JAMES WONG: Thank you, Chairman. When it comes to rest
4 time, they are not required to perform those
5 administrative duties mentioned, because these
6 administrative duties are carried out by regulators,
7 terminal regulators. There may be other staff members
8 at the terminus to deal with such duties.

9 MS MAGGIE WONG: The same applies -- would travelling under
10 the instructions of your company to another location or
11 to attend to another driving shift be included in the
12 rest time or meal time?

13 MR JAMES WONG: Thank you. The scope of our service is
14 rather confined. There is no need for our bus captains
15 to travel to a different district, say for example to
16 Kowloon, to provide services. If your question is
17 whether that is counted towards rest time -- well,
18 basically, under normal circumstances there is no such
19 duty, but should there be, it would be counted towards
20 one's duty hours instead of rest time.

21 MS MAGGIE WONG: If I may take you to DC bundle 1, page 71.
22 The Chinese is at page 71, the last five lines; English
23 at page 75, last six lines. If I may read out --

24 CHAIRMAN: What are you reading from, first of all?

25 MS MAGGIE WONG: I'm sorry. This is a submission by the

1 Islands District Council submitted to the committee in
2 relation to this review of Hong Kong's franchised bus
3 service.

4 CHAIRMAN: Thank you.

5 MS MAGGIE WONG: If I may read out the last five lines:

6 "... NLB's bus routes are mainly composed of
7 mountainous routes to and from the south of Lantau
8 Island and long-distance routes along the highways to
9 and from the main areas, which require high level of
10 attention in order to handle these routes, therefore,
11 more rest time is required in order to prevent accidents
12 caused by fatigued driving."

13 Mr Wong, just one question, about the bus routes in
14 South Lantau. What is the approximate length or
15 duration for each shift?

16 CHAIRMAN: Can you help me as to what you mean by "shift"?

17 Is that the completion of a route or a working shift?

18 MS MAGGIE WONG: Yes, completion of a route. Say, for
19 example, the route 3M from Mui Wo Ferry Pier to the
20 Tung Chung, I believe, town centre.

21 MR JAMES WONG: Thank you, Chairman. Using 3M as
22 an example, from Tung Chung to Mui Wo or Mui Wo to
23 Tung Chung, it takes about 30 or 40 minutes, depending
24 on whether there are a lot of passengers getting on or
25 off on route.

1 MS MAGGIE WONG: And what do you --

2 MR JAMES WONG: 35 to 40 instead of 30.

3 MS MAGGIE WONG: Now, it states that it requires

4 long-distance routes and requires a high level of

5 attention. Do you agree with that statement, first of

6 all?

7 MR JAMES WONG: This document was first shown to me just

8 now.

9 MS MAGGIE WONG: Oh, I apologise for that.

10 MR JAMES WONG: I don't really understand what is meant by

11 "long-distance routes along the highways to and from the

12 main areas". For Lantau Island, the scope of our

13 franchise is limited to Lantau Island. We don't go to

14 other areas, say for example urban areas. From Shenzhen

15 Bay Port, we provide a service to Yuen Long and

16 Tin Shui Wai, but they don't go to Lantau Island. So

17 I am not too sure what is meant by the district council.

18 Perhaps -- well, I will only focus on what I know

19 instead of speculating what it means. When it comes to

20 south of Lantau Island, in terms of journey time,

21 compared to the route of the other two bus companies',

22 ours are not too long. The scope of our service and the

23 road's condition is rather free from congestion. So

24 when it comes to the scheduled journey time, compared to

25 the actual journey time, it won't deviate too much.

1 For 40 minutes, compared to feeder bus services to
2 train stations, say, for example, that of Yat Tung which
3 takes only about several minutes, a 40-minute journey
4 time would be longer. But when it comes to comparison
5 with other routes, say for example from New Territories
6 to the urban area, ours are not that long. Compared to
7 airport routes, if you add congestion time, those would
8 be even longer.

9 That's my view.

10 MS MAGGIE WONG: Yes, and --

11 CHAIRMAN: Ms Wong, do you have any more questions arising
12 from this document? Because if you do, Mr Wong should
13 have the opportunity to read it.

14 MS MAGGIE WONG: Yes, I will have a few questions.

15 CHAIRMAN: Mr Wong, take the time that you need to read
16 these two or three pages.

17 MR JAMES WONG: (In English) Okay. Thank you.

18 CHAIRMAN: If you do that now, we will wait.

19 MS MAGGIE WONG: Maybe if you read the Chinese version.

20 It's at pages 71 to 72.

21 MR JAMES WONG: Chairman.

22 CHAIRMAN: Yes, Ms Wong.

23 MR JAMES WONG: (In English) Excuse me.

24 CHAIRMAN: Yes.

25 MR JAMES WONG: I have read the Chinese translation.

1 Perhaps there is some translation error, because in the
2 Chinese version it says "Lantau Island buses", but they
3 don't refer to our bus company but bus services serving
4 Lantau Island. So it's not routes of NLB. Of course,
5 for south island, some of the routes are ours, but when
6 it comes to routes that ply highways, I think they are
7 referring to Long Win Bus or Citybus.

8 MS MAGGIE WONG: Thank you. If I may refer you to
9 paragraph 3, English at page 76, it expressed certain
10 concerns raised by the Islands District Council about
11 NLB's bus routes, and if I read it out:

12 "As stated in the submissions above, NLB's bus
13 routes are mainly composed of mountainous routes to and
14 from the south of Lantau Island and long-distance routes
15 along the highways to and from the main areas,
16 nevertheless currently the facilities in bus cabin and
17 the regulation are not able to ensure the safety of
18 passengers. For instance, taking the example of NLB
19 route 3M that runs to and from Tung Chung and Mui Wo, I,
20 at various times, found that the buses were [fully
21 loaded], and even the aisles of the bus cabin were
22 packed, for buses that run urban bus routes, other than
23 the very front row, the very last row and seats facing
24 backwards ... other seats are not installed with seat
25 belts; [compared] to the regulation of the European

1 Commission, regardless of the bus type, whereby all
2 captains and passengers must fasten their seat belts to
3 ensure driving safety. This reflects that Hong Kong is
4 very behind on passenger safety."

5 And we see some photographs on pages 78 and 79. May
6 I ask what is your view on this matter?

7 MR JAMES WONG: Thank you, Chairman. I see that two points
8 have been raised. First, in relation to the fact that
9 no safety belts have been installed on our buses, and
10 second, that's in relation to some photographs depicting
11 a crowded bus compartment.

12 I will first reply to the first point -- well, to
13 the second point, that is the bus that is packed. We do
14 notice that in Mui Wo, during morning peak hours, for
15 route 3M, plying to and from Tung Chung, there are more
16 passengers compared to other times. In our previous
17 analysis, we found that it's because there are more
18 people going there to work in construction sites. These
19 projects will be completed soon. Our approach is to
20 increase bus frequency for these routes. The bus type
21 we use is different from other companies, because there
22 are more mountainous routes. It's been a few years that
23 we have stopped using double-deckers, so during peak
24 hours, given the limited capacity of a single-decker, in
25 2017 we decided that for route 3M, we would use

1 double-decker buses, because in 2018-19 there will be
2 population intake for their home ownership scheme flats,
3 so we used double-decker buses in 2017 to address the
4 problem of limited capacity during peak hours. From
5 Mui Wo to Tung Chung, for a 40-minute journey time,
6 well, a double-decker bus can only take so many
7 passengers, so we have specifically procured buses that
8 are shorter in length. We have done some road tests, to
9 ensure that the use of double-decker buses along these
10 routes would not be problematic.

11 In relation to the point of seat belts, currently
12 there is no requirement that all seats are to be fitted
13 with seat belts. So we have retrofitted seat belts for
14 exposed seats. We keep an open mind. If there is
15 a view that all seats should be fitted with seat belts,
16 we will keep an open mind.

17 CHAIRMAN: Yes, Ms Wong.

18 MS MAGGIE WONG: Yes. If I may take you to the minutes,
19 again by the Islands District Council, dated 23 October
20 2017 -- Chinese at page 252; English at 256 -- Mr Wong,
21 on the first page, this is the minutes of the meeting of
22 the Islands District Council dated 23 October 2017, and
23 we can see the persons in attendance include, if we go
24 to page 257 and page 258, I believe your company was
25 also present, Mr Benny Chan Tin Lung, deputy general

1 manager of New Lantao Bus Co Ltd, was present at this
2 meeting.

3 If I may take you to paragraph 41. The Chinese is
4 at page 254. If you may read that first.

5 If I may also invite you to read paragraph 43 as
6 well, as to the district councillor's suggestion,
7 Mr Eric Kwok. If you may read that first.

8 MR JAMES WONG: (In English) Okay.

9 MS MAGGIE WONG: One of the matters he raised is that:

10 "... the EU rules limited the working hours of
11 drivers to 9 hours ... The present 14 hours of work was
12 excessive and bus captains would be tired and prone to
13 accident. He was concerned about the safety of Lantau
14 buses and opined that the Guidelines of the Transport
15 Department were inadequate. If the bus accident
16 occurred on Tung Chung Road or Keng Shan Road of Lantau
17 Island, the consequence would be too ghastly to
18 contemplate. It was hoped that the Transport Department
19 and the bus companies could handle the long driving
20 hours of bus captains and the functionality of their
21 buses seriously."

22 As to this suggestion, what is your view on this, or
23 what is your company's view on this?

24 MR JAMES WONG: Sorry, it will take a while for us to read
25 through the information.

1 CHAIRMAN: Yes. Take your time.

2 MR JAMES WONG: Thank you, Chairman. For Southern Lantau,
3 the bus captains who are working on 14-hour duty shift,
4 we call these special shifts. The number of bus
5 captains on special shift is relatively small. There
6 are just eight routes on special shift. Out of 100 or
7 so routes, out of in fact 113 routes, eight are on
8 special shift duty. We would ensure that the bus
9 captains have sufficient rest time. Many of our bus
10 captains live in that district, in Lantau. We believe
11 that we have done our best to make sure that bus
12 captains on special shift are not exhausted; they should
13 have sufficient rest time.

14 And Mr Kwok referred to the EU standards. I have
15 not looked at the standards myself. If they drive
16 continuously for nine hours, I believe they would be
17 very tired. For a 14-hour duty, or a duty with less
18 hours, we have to look at the rest time and the driving
19 time and the proportion of these different periods.

20 In Hong Kong, many people do not work in places
21 where they live, and for the service sector -- well, for
22 bus captains, they have to go to work earlier than the
23 normal people because they have to take them to work,
24 and when people get off work, bus captains have to work
25 even later to take these people back home. So we are

1 talking about these 14-hour duties, special shift, and
2 if you want to cut it to nine hours, the arrangement is
3 not that simple, because you can imagine, say, during
4 the peak morning we need the most people and during the
5 evening peak hours we need the most people, our bus
6 captains.

7 So we would go beyond nine hours. We just cannot
8 simply change the 14-hour shift to a nine-hour shift.

9 Thank you.

10 MS MAGGIE WONG: Mr Wong, I'm going to move on to another
11 topic, facilities and support to bus captains.

12 You just gave evidence that many of your bus
13 captains live in the Lantau district; correct?

14 MR JAMES WONG: (In English) Yes, but I don't have the
15 numbers, actual numbers.

16 MS MAGGIE WONG: Does your company provide any bus shuttle
17 service to bus captains between their living area and
18 their working place, for example the bus terminus?

19 MR JAMES WONG: Mr Chairman, we don't provide bus services
20 for our colleagues. That's mainly because most of our
21 colleagues live where they are supposed to take their
22 buses. If they, say, live further away, we would
23 arrange for the buses to be parked near where they live,
24 say in the bus terminus near their homes or maybe some
25 other appropriate locations as well. So there is no

1 need for us to provide shuttle bus service for our bus
2 captains, to take them to work.

3 MS MAGGIE WONG: Apart from the rest facilities at the major
4 service hub that you mentioned in your submissions -- if
5 you want the reference, that's at page 20 -- would
6 toilets or break rooms be available in the proximity of
7 your company's every bus terminal during breaks in
8 between for bus captains?

9 MR JAMES WONG: Thank you, Mr Chairman. It's not the case
10 that for every bus terminus there will be toilets and
11 rest rooms. We will have to look at the land titles and
12 other issues. We don't have the exact information on
13 hand, but on the application -- indeed, we have applied
14 for such facilities to be installed at bus termini, but
15 then we have to go through many government departments
16 which are there to supervise the procedure and it takes
17 a lot of time for our application to be processed, and
18 actually we failed in some of our applications.

19 MS MAGGIE WONG: If I may refer you to your forward planning
20 programme --

21 CHAIRMAN: Before you do that, perhaps I could ask this:
22 could you provide the committee with samples
23 illustrating your applications to provide facilities, be
24 they toilets or places to rest, and letters that
25 illustrate, on the one hand, perhaps, success, but the

1 length of time it took, and then, on the other hand,
2 failure, where you were refused.

3 MR JAMES WONG: (In English) Okay.

4 CHAIRMAN: Perhaps indicating, for our benefit, what is the
5 ratio of success as against failure, and the length of
6 time it all takes.

7 MR JAMES WONG: (In English) Okay.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: If I may take you to TD-1, page 241.

10 Mr Wong, this is a forward planning programme of your
11 company, and if we cast our eye down to the bottom, it
12 states that all terminals are facilitated with toilets,
13 but in the cases of Yat Tung, Tin Tsz and Tin Yiu, they
14 could only be accessible within walking distance to
15 public toilets.

16 Can I ask you, what is the "walking distance", do
17 you know?

18 MR JAMES WONG: Thank you, Mr Chairman. The bus termini is
19 adjacent to a shopping centre. Say, for example, for
20 Yat Tung, there is a shopping centre next to it, so the
21 colleagues are asked to go inside the shopping centre.
22 So, after the colleague has parked the bus, he goes to
23 the shopping centre and he returns, and the whole thing,
24 the whole process, will take around ten minutes.

25 MS MAGGIE WONG: Yes, thank you, Mr Wong, because I want to

1 ask this question. It's the new guidelines imposed in
2 2018 by the Transport Department. If I may take you to
3 TD bundle 4, page 1086.

4 If you can see that the new guidelines state that
5 within six-hour duty, they should have short rest
6 breaks, ie rest times, of less than 40 minutes:

7 "... totalling not less than 20 minutes, of which no
8 less than 12 minutes should be within the first 4 hours
9 of duty."

10 So my question is: can we do better, in terms of
11 this provision of toilets, or to extend the rest time if
12 necessary?

13 MR JAMES WONG: Thank you, Mr Chairman.

14 The counsel mentioned about the provision of
15 facilities and whether more facilities could be
16 provided. The company's stance is that we are more than
17 happy to do that, because we treasure our colleagues,
18 respect them as human beings, and if they are asked to
19 walk a long distance to go to the toilet, I believe that
20 those who are seated here would not like to have that
21 kind of experience, and maybe after that, after the
22 hearing, we will provide you with additional information
23 on our application, that we have been refused to provide
24 facilities. So there seems nothing much that we can do.

25 You talk about Yat Tung Estate and the shopping

1 centre. The shopping centre has been newly renovated --
2 is being renovated, rather, and the toilet is not being
3 put to use, so our colleagues need to go to another
4 toilet, and this places a great impact on our
5 colleagues; we will try our best to help them.

6 MS MAGGIE WONG: Thank you, Mr Wong.

7 CHAIRMAN: Have you made any application at your terminus at
8 Yat Tung to provide your own toilet facility?

9 MR JAMES WONG: (In English) Yes.

10 CHAIRMAN: Was that refused? Or is that one in the waiting
11 queue?

12 MR JAMES WONG: (In English) Yes, it should be in the queue.

13 CHAIRMAN: How long ago did you make that application?

14 MR JAMES WONG: We will provide you with the information
15 later.

16 CHAIRMAN: Okay. Thank you.

17 MS MAGGIE WONG: Just one last question on this document.

18 If Mr Wong may refer to page 242. I apologise, it's
19 TD-1, page 242. Again, this is the forward planning
20 programme. It states at the top:

21 "Toilet and dining facilities are all within walking
22 distance from the terminals, with the exception of
23 Shenzhen Bay Port, where there is no dining facilities."

24 So may I ask what would be done to ameliorate the
25 situation, to ensure there are sufficient facilities?

1 MR JAMES WONG: At Shenzhen Bay, that's a port, that's
2 a boundary crossing facility. Permission was not given
3 to us to provide a facility for colleagues to take
4 a rest. For that particular route, it runs from
5 Shenzhen Bay to Yuen Long or Tin Shui Wai. The current
6 arrangement is such that colleagues have to take their
7 meals in Yuen Long or Tin Shui Wai so as to resolve the
8 problem. At Shenzhen Bay Port, they have toilet
9 facilities.

10 MS MAGGIE WONG: Mr Chairman, I see the time.

11 CHAIRMAN: Yes. We will now adjourn for lunch and we will
12 resume at 2.30 this afternoon. Thank you.

13 (1.01 pm)

14 (The luncheon adjournment)

15 (2.30 pm)

16 CHAIRMAN: Good afternoon.

17 MS MAGGIE WONG: Good afternoon.

18 CHAIRMAN: Yes, Ms Wong.

19 MS MAGGIE WONG: Thank you.

20 Mr Wong, we are going to the topic of training of
21 bus captains. You referred in your introductory
22 statement that in recent months you have implemented or
23 will implement measures, including increasing the number
24 of hours and the instructor-to-trainee ratio of driving
25 training for your bus captains, and setting up a Bus

1 Captain Training School to assist qualified persons in
2 obtaining bus driving licences.

3 My question is this: what is the situation on this
4 aspect before this change?

5 MR JAMES WONG: Mr Chairman, if I may defer to Mr Lee to
6 answer the question.

7 CHAIRMAN: Yes, Mr Lee.

8 MR RICHARD LEE: Thank you, Mr Chairman.

9 There are a number of aspects here. First of all,
10 in the past, as far as bus captain training was
11 concerned, for new recruits and for serving bus
12 captains, there were different cases. For new recruits,
13 in the past, there was a five-day training, route
14 training, bus-type training and classroom training.
15 Recently, for the five-year training programme, we have
16 added an additional day, so that there will be six days.

17 Mainly speaking, for classroom training, there used
18 to be theory during the five-day training. Now we have
19 a whole-day classroom training. Therefore, for new
20 recruits, currently we are giving him six days'
21 training, five days at the wheel.

22 In the past, the instructor-to-trainee ratio was
23 one-to-two or one-to-three, depending on the elements
24 involved. Now we have decided that for the
25 instructor-to-trainee ratio, it should be set at

1 one-to-two. With a one-to-two ratio, it means that the
2 instructor will spend more time with the trainees when
3 compared with the past.

4 And for in-service captains, there are different
5 kinds of training. Say, for example, route
6 familiarisation, bus-type training, supplementary
7 training and refresher training.

8 In the past, for route training and bus-type
9 training, both lasted for a day. Currently, we would
10 examine the bus type involved. This is because in
11 future most of the buses will be double-deckers, and
12 with the introduction of the double-decker buses, we
13 think the training should last for two to three days.
14 This is because we want to allow the trainees to get
15 familiar with the manoeuvring of the double-decker
16 buses, including making a turn.

17 Then, for refresher training, we ask each and every
18 bus captain to return to the training section or the
19 training school to attend a class.

20 As to the establishment of a training school, we
21 have done some preparatory work. Earlier on, we have
22 applied to the Transport Department that we could have
23 GP2, that is the restricted instructor licence for
24 franchised buses. We're waiting the TD's reply. So
25 that's the GP2. We are also trying to recruit more

1 instructors. Currently, for the instructors of the NLB,
2 they do not possess the GP2 qualification. In other
3 words, we have only got those with class 1, class 2, and
4 who's been licence holders. In other words, in future,
5 if our application is to be granted, we can become
6 self-sufficient; we will get qualified driving
7 instructors to help the candidates, the new recruits, to
8 sit the bus driving licence. In other words, we can
9 have an expanded source, instead of confining ourselves
10 to applicants holding a class 9 and class 10 bus driving
11 licence.

12 Of course, for the setting up of the school, we need
13 other support measures, like parking training venue and
14 also route training venues. If we can get the
15 restricted licence, then for the six-day training, it
16 will be lengthened to nine days. For those without
17 a bus driving licence, for those with a private car
18 licence only, we are providing 18 days' training. For
19 the number of trained hours, currently we have a mere
20 six days. In future, there will be a much larger number
21 of training hours.

22 MS MAGGIE WONG: If I may take you to bundle NLB-2,
23 page 467. It is a table setting out the bus captain --
24 annex 10, setting out the Bus Captain Training schedule.
25 Section A is the regular training for newly recruited

1 bus captain; section B is the regular training for
2 serving bus captains.

3 Can I firstly ask, is this the old training or the
4 new measures as you have just told us?

5 MR RICHARD LEE: The previous arrangement.

6 MS MAGGIE WONG: So this is the old training?

7 MR RICHARD LEE: Correct.

8 MS MAGGIE WONG: Can you tell us who provided this training,
9 as you have told us that the training school was not
10 established yet.

11 MR RICHARD LEE: You are correct. We are preparing for the
12 establishment. Our driving instructors are giving the
13 training.

14 MS MAGGIE WONG: And if you look at section A, "Induction
15 Training", below "Classroom lectures on company rules",
16 there is "accident black spot analysis"; do you see
17 that?

18 MR RICHARD LEE: Yes, I see it.

19 MS MAGGIE WONG: "Classroom lectures on company rules,
20 passenger safety, accident black spot analysis ..."

21 Can you tell us what this is, or what empirical data
22 did you compile to make this accident black spot
23 analysis?

24 MR RICHARD LEE: To us here, first of all, case studies from
25 previous instructors, like the black spots for accidents

1 along South Lantau Road, and then other than relying on
2 the experience-sharing of instructors, we would also
3 look at the locations where there were traffic
4 accidents. We shared with the trainees as to the cause
5 of the accident and ways to prevent an accident.

6 In addition to classroom lectures, during the
7 driving training session, the instructor would also make
8 explanations about ways to prevent accidents at the
9 bends and they have the defensive training.

10 MR JAMES WONG: Ms Wong, Mr Chairman, if I may add to the
11 answer. Just now, you talked about preparing for the
12 establishment of the training school and you want to
13 know how we are training the new recruits today. I just
14 want to add to Mr Lee's point.

15 Mr Lee was talking about how we could do it when we
16 have the new school so that those who don't have a bus
17 driving licence, that is those only having a private car
18 licence or a goods van licence but they want to become
19 a bus captain of franchised buses, when we get the
20 approval from the TD to set up the school, then we can
21 help such drivers to sit for the bus driving licence
22 exam. So that's the difference. Other franchised bus
23 companies have already got such an arrangement, that is
24 they help drivers who haven't got a bus driving licence
25 to take the exam.

1 I just want to add this point. For our regular
2 training, that is whether we have got the training
3 school or not, we have already got the capability to
4 train up our drivers.

5 Thank you.

6 CHAIRMAN: How many people work in your current training
7 regime?

8 MR RICHARD LEE: Four, four driving instructors who are
9 providing the training.

10 CHAIRMAN: And the future training school, how many people
11 is it envisaged will work in that?

12 MR RICHARD LEE: Recently, we have applied for a licence
13 from the TD, and the quota will be six.

14 CHAIRMAN: Six driving instructors?

15 MR RICHARD LEE: Correct.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: Thank you, Mr Lee, for your explanation.

18 About this accident black spot analysis, is there
19 a copy that you can provide to us about the analysis
20 that your company has carried out?

21 MR RICHARD LEE: Well, in addition to what we have said --
22 well, in fact, we can give you a report. During the
23 course of training, we have printed some handbooks or
24 leaflets. There are ten units. The first five are
25 about safe driving, and for the other five, that's about

1 quality service. Then, for the second unit among the
2 first five, it is about the major causes of traffic
3 accidents, among which we talk about slippery roads, wet
4 weather, the health condition of the drivers, the
5 vehicle features, as well as the design of the roads.
6 On such basis, we talk about the cause of accidents.

7 MS MAGGIE WONG: You talk about the design of the roads.

8 Where did you get information concerning this design of
9 the roads and which parts of the roads would be selected
10 for your analysis?

11 MR RICHARD LEE: We rely on the suggestions of the
12 instructors, like the hilly roads of South Lantau, they
13 have alerted us to the bends that we need to pay
14 attention, the gradients; the usual one is 1 to 6 and
15 then a motorist has to pay attention at certain points
16 for such steep-hill roads then when making a turn, what
17 is needed to make it a safe driver.

18 MS MAGGIE WONG: Mr Lee, may I also refer you to another
19 document, which is the forward planning programme, at TD
20 bundle 1, page 237.

21 If you can cast your eye to paragraph (g). This is
22 your company's forward planning programme, which states
23 that your company --

24 CHAIRMAN: Am I right in recalling that this was June 2017?

25 MS MAGGIE WONG: Yes, this was June 2017.

1 Your company states that it:

2 "... may seek to cooperate with fellow franchised
3 bus operators to achieve the above, by sending bus
4 captains to the training programmes offered by other
5 operators, subject to mutual acceptance and
6 cooperation."

7 Have you liaised with fellow franchised bus
8 operators on this matter with.

9 MR TIMOTHY WONG: Mr Chairman, at the level of the driving
10 school, for us to get somebody who's experienced, it is
11 very difficult in this trade. Mr Lee joined the NLB
12 earlier this year. In year 2017, in addition to relying
13 on our own instructors who are experienced instructors,
14 we have also asked an institute to help us with smart
15 driving. At that time, we didn't have very qualified or
16 professional instructors, so we tried to get input from
17 a third party. That's why we have got this institute to
18 help us, and in fact every driver has one such
19 opportunity. It was done in 2017. Mr Lee joined us in
20 2018. He had over 20 years' experience in training. So
21 we have become more sort of positive in trying to get
22 from the TD an instruction licence, so as to get six
23 instructors to do this.

24 So what we want to do is to be more positive, more
25 active, to make use of our resources internally to

1 enhance our training. I was talking about the Institute
2 of Advanced Motorists.

3 CHAIRMAN: When you say that every driver had an opportunity
4 in this respect, what was that opportunity?

5 MR TIMOTHY WONG: Thank you, Chairman. The opportunity to
6 take part in the smart driving programme offered by the
7 Institute of Advanced Motorists Hong Kong, IAM. So it's
8 about awareness, mainly about the driving attitude, and
9 talking about the different road conditions and they try
10 to give lectures to help our instructors. Sorry.

11 CHAIRMAN: Is this a classroom source, or classroom plus
12 road?

13 MR TIMOTHY WONG: (In English) It's on road.

14 CHAIRMAN: And how long, duration?

15 MR TIMOTHY WONG: (In English) Three hours.

16 CHAIRMAN: Is this opportunity offered to instructors or to
17 all your bus captains?

18 MR TIMOTHY WONG: (In English) So there are two types of
19 classes. The first part will be instructor to drivers,
20 which is driving behaviour, and also there will be
21 classes offered by IAM -- I'll be telling you the full
22 name in a moment -- so IAM could provide a trainer
23 course, we also call it an instructor course, back in
24 2017; early 2017, about 20 of our experienced drivers
25 actually had an instructor course. And for NLB, we have

1 four instructors, as Richard was saying.

2 CHAIRMAN: Thank you.

3 MS MAGGIE WONG: If I may take you to bundle TD-1 -- it's
4 still the forward planning programme -- at page 239,
5 paragraph (c). I understand this is back in 2017, and
6 the proposal is to have a:

7 "Regular review of bus drivers' performance [and to
8 encourage them] to register for driving enhancement
9 programmes, which NLB would be prepared to reimburse,
10 subject to prior approval."

11 About this, has this been overtaken by your recent
12 measures about setting up of training school and
13 training courses, or is this still in place?

14 MR TIMOTHY WONG: As we have mentioned before, last year we
15 used a partnership with IAM. At the beginning of this
16 year, we have recruited Mr Lee. As a result, the
17 training school will replace paragraph (c).

18 MS MAGGIE WONG: I come to another topic, and that would be
19 on the topography of Southern Lantau.

20 Can I take you to a document by the Islands District
21 Council minutes of meeting on 19 March 2018. The
22 Chinese is at DC bundle 1, page 264; English at
23 page 272. And I think Mr Benny Chan on behalf of your
24 company was also present, if you can see at page 265 in
25 Chinese and English at 273.

1 May I summarise some of the points raised in these
2 minutes? The first issue they raised is whether it is
3 safe to use double-decker bus in Southern Lantau. That
4 would be at paragraph 30; Chinese at 266, English at
5 275.

6 Can I trouble you to read paragraphs 30, 35 and 36,
7 so three paragraphs first.

8 Paragraph 30 raised concerns about using
9 double-decker buses to serve on route 3M. Paragraph 30
10 is by Ms Sherman Choi. She is the senior transportation
11 officer of Islands, and she said that:

12 "... the Transport Department has conducted two
13 on-site tests ... with the police, Lantao Bus and the
14 bus manufacturer, in November 2016 in Tung Chung Road
15 section and in November 2016 on the entire route 3M ..."

16 Can I confirm that has been done, the two road tests
17 have been done?

18 MR JAMES WONG: Chairman, I can confirm that the two site
19 tests have been done.

20 MS MAGGIE WONG: Are the two tests in writing?

21 MR BENNY CHAN: At that time, we require manufacturer of
22 buses to furnish us with a report.

23 MS MAGGIE WONG: If we look at --

24 CHAIRMAN: Did they do so? Did they furnish you with
25 a report, the bus manufacturer?

1 MR BENNY CHAN: We have the report. We can give you the
2 report after today's hearing.

3 CHAIRMAN: Which bus manufacturer was this?

4 MR BENNY CHAN: For the one in November 2016, it's MAN. The
5 second one, June 2017, it's ADL.

6 CHAIRMAN: Alexander Dennis?

7 MR BENNY CHAN: That's right.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: If we look at paragraphs 35 and 36, by
10 Mr Fan Chi Ping, he was one of the committee members,
11 and he expressed that one should not simply use sand
12 bags during simulation tests as in actual situation,
13 because the passengers are not evenly distributed and
14 they may concentrate on one side. And he urged to
15 conduct another test and in bad weather condition.

16 If I may also take you to another paragraph, just to
17 complete this. It's at paragraph 44(b) [sic], in which
18 I believe Mr Chan, Benny Chan, provided a reply, at
19 40(b).

20 CHAIRMAN: 40 or 44?

21 MS MAGGIE WONG: 40(b). I apologise for that. Your reply
22 is set out at paragraph 40(b):

23 "During the two above mentioned road tests, the said
24 company acted in accordance with the Transport
25 Department's requirement to place metal boards, each

1 assuming the standard person weight ... to simulate the
2 situation that the vehicle is fully loaded."

3 And if we go on to look at paragraph 44, by Mr Randy
4 Yu, one of the committee members:

5 "He suggested that before official commencement of
6 service of the double-deck buses in end of June, the
7 department and the Lantao Bus should arrange two
8 double-deck buses of the same model type to conduct
9 another on-site test, especially for the turn in Silver
10 Mine Bay? All stakeholders, including district council
11 members, the committee members, the rural committees and
12 village representative(s), to monitor the entire process
13 and make improvement suggestions."

14 Lastly, paragraph 51, in which Ms Sherman Choi on
15 behalf of the Transport Department:

16 "... replied that as to arrangement for another road
17 test, the department will make appropriate follow-up
18 with the Lantao Bus after the meeting, and committee
19 members who are interested can participate."

20 If we turn over the page:

21 "... [as to] the suggestion that the road test shall
22 be conducted under bad weather condition ... [the
23 department said it] needs to coordinate with [other]
24 departments ... But the department understood the
25 relevant proposal and will try to arrange. [They]

1 understood the committee's concern about the use of
2 double-deck buses to serve on route 3M, and will
3 continue to keep in close contact with the bus company
4 to strengthen the safety of the bus service."

5 May I ask, has this road test been carried out after
6 the meeting?

7 MR BENNY CHAN: Chairman, that bus was newly procured. The
8 first one was delivered today to Hong Kong. There are
9 some formalities to be done, say for example to get
10 a registration mark as well as vehicle examination.
11 After we have completed the formalities we will liaise
12 with the district council to arrange for the road test.

13 MS MAGGIE WONG: And if that test is carried out, would you
14 be able to provide a test report to the committee as
15 well?

16 MR BENNY CHAN: Of course.

17 MS MAGGIE WONG: In this meeting, they also raised a second
18 matter.

19 CHAIRMAN: Before you move on -- do you have in mind a time
20 frame during which this test is likely to be conducted?

21 MR BENNY CHAN: I think it is in about one month's time.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: The second matter I raise is about the
24 installation of a tilting alarm system. If you look at
25 paragraph 32, Chinese at page 266, English at 275.

1 If you read paragraph 32, Mr Kwong suggested about
2 installing:

3 "... a tilting alarm system within the bus
4 compartment, when the bus tilt angle reaches tipping
5 point, the alarm will be triggered to remind the bus
6 captain. On the basis island that most roads on Lantau
7 Island are narrow with lots of turns, he suggested the
8 bus company to consider installing the same."

9 We also see the Transport Department's response at
10 paragraph 38(b). Ms Sherman Choi stated:

11 "The department understood the proposal to install
12 tilting alarm within the bus compartments, and will
13 research for its feasibility with Lantao Bus."

14 So has this tilting alarm system been explored by
15 your company?

16 MR JAMES WONG: Chairman, I will hand over to Mr Yeung.

17 CHAIRMAN: Yes, Mr Yeung.

18 MR PATRICK YEUNG: Thank you.

19 Chairman, in relation to this system, we have been
20 having meetings with the Transport Department. We
21 propose that all new double-decker buses will be
22 installed with ESP system. There are two functions.
23 One is to stop over-steering and to improve the
24 steering. The other one is anti-tilting. Before the
25 critical point is reached, the speed of the vehicle will

1 be reduced to maintain stability of the vehicle.

2 In relation to the alarm system, if necessary we can
3 ask the supplier to add that function.

4 We have this concern about the alarm. It may
5 disturb the bus captain. Say, for example, it's
6 an alarm for speeding and there is another alarm for
7 door opening and closing. With too many alarms in
8 place, it may disturb the bus captain. So instead of
9 installing another alarm system, we aim to enhance the
10 stability of the vehicle itself.

11 MS MAGGIE WONG: Thank you. The third matter --

12 CHAIRMAN: Before you move on -- you say that before the
13 critical point is reached, the speed of the vehicle will
14 be reduced. How is that achieved?

15 MR PATRICK YEUNG: We make use of two devices. The
16 injection to the engine will be reduced, and there is
17 also a retarder, speed retarder, to reduce the speed of
18 the vehicle.

19 In relation to the monitoring of the speed, we have
20 a sensor. The sensor is installed on the chassis, right
21 in the middle of the chassis. The function is to detect
22 lateral speeding and calculation of centrifugal force,
23 so that it will have the function of stabilising the
24 vehicle before it reaches a critical point.

25 CHAIRMAN: So there are two aspects: one is fuel injection

1 is reduced. Is that a reference to diesel or whatever
2 the fuel is?

3 MR PATRICK YEUNG: (In English) Correct.

4 (Via interpreter) Yes.

5 CHAIRMAN: Reduce but not cut off?

6 MR PATRICK YEUNG: Well it's from reduction to halting of
7 injection, depending on the speed of the vehicle. On
8 top of that, there is also the retarder which will
9 reduce the speed of the vehicle.

10 CHAIRMAN: The retarder, does that involve the use of lower
11 gears and/or brakes, or both?

12 MR PATRICK YEUNG: Both.

13 CHAIRMAN: Thank you.

14 MS MAGGIE WONG: The third matter the Islands District
15 Council members raised is the topography of Southern
16 Lantau. They raised the fact that there are many turns
17 and speed roads, particularly the turns in Silver Mine
18 Bay are very rapid, and they mentioned a problem that
19 even single-deck buses have to give way to each other
20 for there to be enough room to pass through, and there
21 is no parking bay installed.

22 If I may invite you to read a number of paragraphs.
23 It's 34(a), first of all, and then 45(a), stating that
24 that particular road requires bus drivers:

25 "... to be equipped with experience and driving

1 techniques and shall be on high alerts in order to
2 handle the roads ... especially the Silvermine Bay turn,
3 because the slightest mistake can cause accident."

4 And at paragraph 52 --

5 CHAIRMAN: Before you move on, could you identify the status
6 of the person making the observation?

7 MS MAGGIE WONG: He is Mr Wong Fuk Kan. I believe he is
8 also a member -- yes, he is also a committee member of
9 the Islands District Council, at page 272.

10 CHAIRMAN: Thank you.

11 MS MAGGIE WONG: If we can go to paragraph 48, that's the
12 vice-chairman, Mr Cheung Fu, also mentioned this
13 problem. He mentioned that:

14 "... the biggest problem came from the roads and not
15 the buses, therefore the priority is to improve the
16 turns of the roads."

17 And stating that there is simply not enough room to
18 fit two buses to pass through at the same time,
19 "especially the rapid turn of Silvermine Bay".

20 May I ask you your views on this matter: is this
21 a problem that caused concern to your company?

22 CHAIRMAN: By that you mean the roads themselves are the
23 problem?

24 MS MAGGIE WONG: First of all, the roads themselves, and
25 secondly, some of the members expressed that it required

1 highly skilled drivers to drive that particular road.

2 CHAIRMAN: So there are two questions there.

3 MS MAGGIE WONG: There are two questions.

4 CHAIRMAN: And the first question is: what view, if any, do
5 you have about the observation about the roads being the
6 problem?

7 MR JAMES WONG: Thank you, Mr Chairman. First, I would like
8 to take this opportunity, and actually at various
9 occasions, including the meeting of the district council
10 as cited by the paper. We understand that there have
11 been road accidents in Hong Kong giving rise to worries
12 about safety of double-deckers. But I must remind all
13 of us here that for the road now, buses are already
14 operating on that road. It's not the case that the
15 roads are not used by the buses. So that's number one.

16 We don't have the plan to have double-deckers
17 running the entire area of Southern Lantau. Our
18 judgment is that, say, in places like Ngong Ping,
19 Tai O -- well, for these places, they are not suited to
20 the -- not suitable for double-deckers' operation. But
21 in Mui Wo, double-deckers are suitable.

22 We have finished the tendering exercise and we have
23 decided to procure a certain model of double-decker.
24 Those of us who are here will understand that, say, for
25 Hong Kong Island, there are also hilly terrains,

1 including, say, Stanley, The Peak, Shek O, et cetera,
2 and these double-deckers also run in these places as
3 well.

4 So the car model that we are going to procure will
5 have a shorter length than single-deckers. It's
6 10.4 metres in length. For single-deckers, their length
7 is between 11 metres to 11.5 metres or 11.6 metres. So
8 it is shorter in length compared to the single-deckers.

9 Of course, we understand that there is this
10 perception that double-deckers are more prone to
11 overturning. Theoretically speaking, that may be so.
12 But then we think what matters most is the driver's
13 driving attitude.

14 Of course, single-deckers will have less risk of
15 overturning than double-deckers, but does it mean that
16 for all hilly roads double-deckers should not be used?
17 No, that should not be the case.

18 So we think what matters most is the driver's
19 attitude, and in terms of the hardware, we also have to
20 consider what can be done. This time, we decided to
21 procure a shorter double-decker. In the market, there
22 are longer double-deckers, but we opted for a shorter
23 double-decker which also comes with a lesser height, and
24 we believe that given that this is the model and coupled
25 with the appropriate training to be provided to bus

1 captains, the risk can be lowered.

2 Thank you, Mr Chairman.

3 CHAIRMAN: What do you mean, Mr Wong, when you say, "What
4 matters most is the driver's driving attitude"?

5 MR JAMES WONG: Thank you, Mr Chairman.

6 We have a traditional way of doing things here. For
7 every bus, we need a bus captain to operate the bus, and
8 after all he is a human being. It's not like rail or
9 an aircraft. There are so many automated processes in
10 place. There are automated devices to help the pilots
11 and, say, the drivers of trains.

12 In buses, as you mentioned, our chairman of the
13 company is my father and we have been operating in the
14 transport business for three generations. We started
15 the business with my grandpa, and they used to say that
16 vehicles in the old days were not as advanced as
17 today's. Maybe I was not born when, say, the old
18 vehicles were being used. But we deeply believe that
19 the most important thing to ensure safety -- of course,
20 it will be good that we have technology to help us, but
21 what matters most is the driver's attitude. He must be
22 professional. He must have the mindset that he should
23 drive very safely. This is the core value that we
24 embrace.

25 CHAIRMAN: Thank you.

1 MS MAGGIE WONG: You mentioned earlier that the double-deck
2 buses, in terms of length and height, are less than the
3 normal single-deck buses. For completeness, actually,
4 your Mr Chan did say that in the minutes at
5 paragraph 40(a) at page 278, for the committee's
6 reference.

7 CHAIRMAN: They were less in length than singles, but surely
8 not less in height?

9 MS MAGGIE WONG: Not less in height but --

10 CHAIRMAN: But shorter.

11 MR JAMES WONG: (In English) But the height is less than
12 those normal double-deckers.

13 CHAIRMAN: Yes.

14 MS MAGGIE WONG: There is another minute I would like to
15 refer you to. This is based on an accident that
16 happened on 6 April 2015, when a bus of your company
17 nearly fell off the hill when it was travelling down
18 a slope on its way from Tung Chung to Tai O.

19 Do you remember this incident? We can show you the
20 news article, if it may assist you.

21 That's the Keng Shan Road.

22 CHAIRMAN: What is the source of this material?

23 MS MAGGIE WONG: This is from the Oriental Daily News, and
24 that would be on 30 May 2015.

25 CHAIRMAN: Thank you.

1 MS MAGGIE WONG: Would you mind taking a look at the
2 article, or do you recall this accident happening on
3 6 April 2015?

4 CHAIRMAN: And where is this to be found in the materials,
5 the bundles?

6 MS MAGGIE WONG: Chairman, this is not found in the
7 bundle but it is on the website link. We have provided
8 a translation for your ease of reference.

9 MR JAMES WONG: Mr Chairman, I just read this article. It
10 mentions that there is an accident which happened
11 42 years ago, and there was another accident which
12 happened 12 years ago, and it didn't mention about the
13 accident happening in April 2015.

14 Well, I can remember this particular photo. For
15 these three accidents, they came with different causes.
16 For the accident 42 years ago, the road condition back
17 then was very different from today's.

18 I, of course, could not confirm the situation on the
19 road 42 years ago, but as far as what I've heard, the
20 road situation has improved a lot today.

21 CHAIRMAN: Take your time to read the material before you
22 answer.

23 MR JAMES WONG: (In English) Yes.

24 (Via interpreter) It mentioned an accident in 2003.
25 We have to go back and look for the information, because

1 we are not sure about the location of the accident, and
2 also how it happened.

3 For the accident in 2015, it was not mentioned in
4 this article at all. But the photo that was shown and
5 the vehicle is stranded there -- yes, that's the one --
6 I remember that this happened in 2015. For this
7 accident, fortunately, no one was seriously injured;
8 there was no injury or death. Some passengers sustained
9 minor injuries and had to be sent to the hospital. This
10 photo looks rather appalling. The front part of the bus
11 actually landed on a piece of land. After the incident,
12 we tried to conduct a review on how we could improve on
13 things. We have to check into the details further.

14 We looked into a speed limiter, so we just don't
15 count on the braking system. Because we are talking
16 about a downward slope, so we are looking into the
17 possibility of adopting a retarder. So in future,
18 whether we are using a double-decker or -- right now,
19 for the single-deckers, they are retrofitted with
20 retarders.

21 MS MAGGIE WONG: Thank you.

22 CHAIRMAN: Before you move on, do I understand you to say
23 that the photograph of the bus that we can see displayed
24 on the screen now is, as you remember it, a photograph
25 of the 2015 April 6 accident; is that correct?

1 MR JAMES WONG: (In English) Yes.

2 (Via interpreter) Correct.

3 CHAIRMAN: But the article itself doesn't give any

4 description of that accident; it's just a photograph?

5 MR JAMES WONG: Correct. The article doesn't mention about

6 this particular accident. Maybe it's not reported by

7 this article here.

8 CHAIRMAN: Do you have any report, Ms Wong, of the 6 April

9 2015 accident for Mr Wong to remind himself about the

10 details?

11 MS MAGGIE WONG: Chairman, I think this matter was discussed

12 at the minutes of meeting on 18 May 2015 by the Islands

13 District Council; Chinese at page 203, English at

14 page 208.

15 This was in response to a question raised at

16 page 201, in Chinese, and page 202 in English,

17 a question raised by district council member Mr Randy Yu

18 in relation to the safety of North Lantau Highway.

19 CHAIRMAN: So we should start with the question --

20 MS MAGGIE WONG: We should start with the question.

21 CHAIRMAN: Page 201 in the Chinese and 202 in the

22 translation.

23 MS MAGGIE WONG: Correct.

24 CHAIRMAN: Take a moment to familiarise yourself with that,

25 Mr Wong.

1 MS MAGGIE WONG: Mr Wong, if you look at page 204, I believe
2 your company's representative, Mr Wong Wah, was present.
3 In English, it's at page 209. And the committee members
4 in the Islands District Council on 18 May 2015 identify
5 three main issues.

6 First, they mentioned the road design. That's at
7 paragraph 79(c) by Mr Lou Cheuk Wing. He is also
8 a committee member. He identified that the road design
9 on Lantau Island is not safe, such as the South
10 Lantau Road and the Keng Shan Road between the reservoir
11 and Tai O, and it states that the Transport Department
12 had conducted several improvement construction and that
13 there are more than ten turns but only three received
14 improvements.

15 The second problem is at paragraph 79(d):

16 "The Transport Department approved 30 tour buses to
17 operate on Lantau Island, but the vehicle body of these
18 tour buses are relatively longer than regular buses and
19 when driving through substandard turns on
20 Keng Shan Road, accidents will be caused more easily."

21 The third is at paragraph 81, by Ms Lee Kwai Chun.
22 She's also a committee member, and she identified that
23 the request to expand the road, South Lantau Road, for
24 more than 20 years, but still the situation had not
25 improved.

1 And in relation to the first issue, I believe
2 Mr Wong Wah of your company have enquired about the
3 exact location of the three improvement spots, and if we
4 can go to paragraph 90:

5 "Mr Wong Wah enquired about the exact location of
6 the 3 improvement spots to be carried out. He was of
7 the opinion that the entire Keng Shan Road has about 30
8 spots that needed improvements."

9 My question is, did your company identify those 30
10 spots to the Transport Department?

11 MR JAMES WONG: Mr Chairman, at this moment, we cannot be
12 sure as to whether we have formally taken up the matter
13 with the TD in the form of correspondence in writing,
14 that is asking the TD to tell us which locations will
15 get improvements.

16 For Mr Wong Wah, who was at this district council
17 meeting, he is not present today and has also retired.
18 I'm afraid I have to go back to check the information to
19 see what has transpired between ourselves and the TD.

20 CHAIRMAN: Yes, please do so, and if you are able to obtain
21 anything which casts light on this, please provide it to
22 the committee.

23 MR JAMES WONG: (In English) Yes, sure.

24 MS MAGGIE WONG: In your provision of information, I wonder
25 if you could also assist by telling us whether these 30

1 spots are within the accident black spot analysis in
2 your training programme that you are going to provide to
3 your bus captains.

4 MR JAMES WONG: Mr Chairman, at this moment, as to the 30
5 locations -- I think it's roughly 30 spots -- for those
6 30 spots requiring improvements mentioned by
7 Mr Wong Wah, at this moment we are not sure of the
8 locations, so offhand it is impossible for us to tell
9 whether they are the same as those covered in our
10 training programme where we need to enhance the
11 training. I'm sorry, I'm afraid I have to go back to
12 check and clarify, that is those 30 spots mentioned by
13 Mr Wong Wah.

14 CHAIRMAN: Thank you. Please do so.

15 MS MAGGIE WONG: The next topic I'm going to go to is the
16 illegal parking problem, and if I may take you to
17 miscellaneous bundle 2, page 63 in Chinese, and the
18 translation at 644-1.

19 If you can look at this page, the third paragraph,
20 at page 644-1. This is a letter from the Democratic
21 Alliance provided to the committee, a matter brought to
22 the attention of the committee. It begins with the
23 words:

24 "The industry actions of bus captains that took
25 place in February 2017 and 2018 aroused the ...

1 different sectors of the community over problems such as
2 illegal parking at bus stops, bus captains' treatment
3 and working hours."

4 They identified a number of reasons for illegal
5 parking, and if we go over to page 644, English at
6 644-1, it states:

7 "To eradicate illegal parking at bus stops, it must
8 be dealt with from its roots and by formulating suitable
9 policies, revising the outdated laws. The problem can
10 only be resolved by multipronged measures."

11 Then one of the suggestions --

12 CHAIRMAN: Before you move on, where do we find that in the
13 translation?

14 MS MAGGIE WONG: Page 644 at the bottom, 644-1, the last
15 four paragraphs.

16 CHAIRMAN: The final paragraph?

17 MS MAGGIE WONG: The final paragraph.

18 Then over the page at 644-2, they made one
19 suggestion:

20 "Following Singapore and installing cameras on all
21 bus fleets. Singapore has since 2008 installed cameras
22 on buses and the cameras are installed next to the
23 driver's seats. When drivers discover cars parking
24 inside the bus stop, they can press the button and
25 record a video of 5-10 minutes. The bus companies will

1 then hand the recording to the police ... the police can
2 review the recording ... in around two weeks' time the
3 ticket will be sent to the car owner's home", et cetera.

4 Before we go further into this, does the company
5 regard illegal parking at bus stops as a problem?

6 MR JAMES WONG: Yes. Thank you, Mr Chairman.

7 Well, in the case of the NLB, all the time we have
8 been talking about the roads in South Lantau. You need
9 a closed road permit before you can drive in South
10 Lantau. So when compared with the case downtown, we
11 have less traffic. For the information received by us
12 from the colleagues, as far as illegal parking at bus
13 stops, we don't have as many instances. Currently, this
14 is the case. But then in individual cases, say for
15 example at the bus terminus at Tai O, recent years have
16 seen a lot of construction works going on, and at the
17 bus terminus, where we set down and pick up passengers,
18 space is limited. Sometimes there may be vehicles
19 nearby, especially on festive days. Well, in fact, they
20 don't have enough private parking spaces. We do have
21 this scenario to a lesser degree, but when compared to
22 the urban area, the problem isn't as bad.

23 Thank you.

24 MS MAGGIE WONG: The reason why I raise this is because the
25 minutes of meeting, again from the Islands District

1 Council on 21 March 2016, if you go to page 98 in
2 Chinese.

3 CHAIRMAN: Of which bundle?

4 MS MAGGIE WONG: DC bundle 1, page 98 in Chinese,
5 paragraphs 143 to 144, and in English, page 103-1. So
6 paragraphs 143 and 144.

7 Both concerns were raised by the committee member,
8 and they talked about the illegal parking problem or the
9 double parking observed at Tat Tung Road. I wonder
10 if -- what is your comment on the problems raised by
11 these two district councillors?

12 MR JAMES WONG: Mr Chairman, if I may defer to Mr Chan,
13 thank you.

14 CHAIRMAN: Yes, Mr Chan.

15 MR BENNY CHAN: Mr Chairman, well, for us to operate bus
16 service in Tung Chung, we have seen that for Tat
17 Tung Road, the traffic situation there is quite bad. We
18 have only got a single direction for traffic and
19 a single lane.

20 For the points raised by the district council
21 members, of course we are talking about the town centre
22 of Tung Chung, and whenever there is the congestion, the
23 entire Tung Chung will be blocked, and for our bus
24 operation, it creates a difficulty. This is because our
25 bus stop is at Tat Tung Road, and then it is sometimes

1 difficult for buses to depart from the bus terminus.

2 I think it is a problem for the community as
3 a whole, and in fact this is a problem that is known to
4 the district council for quite a long time.

5 CHAIRMAN: Are you saying that the problem for your buses,
6 in that they find it difficult to leave from the bus
7 terminus, is directly because of illegal parking, or is
8 caused indirectly by traffic caused by illegal parking
9 elsewhere?

10 MR BENNY CHAN: Indirectly affected. As I have said, for
11 this particular road, it is very busy. It is in the
12 town centre of Tung Chung. Whenever there is double
13 parking or whenever there is a traffic accident, then
14 the town centre of Tung Chung will suffer from
15 congestion.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: Are you aware that the police suggested to
18 the Transport Department and LegCo that cameras should
19 be used at black spots, fixed at the lamppost, to record
20 this illegal parking at the bus terminus, and that could
21 be the source of the evidence? Do you know about that?

22 MR JAMES WONG: Thank you, Mr Chairman.

23 Yes, I have heard about such a suggestion in the
24 news reporting.

25 MS MAGGIE WONG: Do you welcome such an idea?

1 MR JAMES WONG: From the standpoint of the company,
2 of course we very much welcome any means that can
3 resolve the problem of roadside illegal parking.

4 MS MAGGIE WONG: I'm going to another topic. It's about
5 disciplining of bus captains. If I may take you to
6 NLB-1, page 23.

7 Your company states that bus captains involved in
8 serious accidents will be suspended from driving duty.

9 May I ask how long will they be suspended?

10 MR JAMES WONG: Thank you, Mr Chairman.

11 I think page 13 of the same document -- well,
12 I think the page following the one shown on the
13 screen -- I think we have explained. You can refer to
14 item 3. If it is so unfortunate that there is a very
15 serious accident, we have to spend time to carry out
16 an investigation, to find out whether our colleague is
17 to be blamed or whether it is not his responsibility.
18 During that period of time, we may very well be
19 suspending his driving duty. He's still being paid,
20 because first of all we want to find out about the
21 facts. In the past, there were cases in which something
22 very unfortunate happened and the bus captain himself
23 also asked for a break; he would like to take a rest.
24 So suspension pending investigation is of assistance.

25 MS MAGGIE WONG: Thank you. If I may take you to page 23.

1 It also makes reference to bus captains who are
2 suspected to suffer from mental -- who require mental
3 attention. Can you tell us how are these bus captains
4 identified, those who require mental attention?

5 MR JAMES WONG: Thank you, Chairman.

6 Well, I won't say that today we have any mechanism
7 to investigate into bus captains who are suspected from
8 having some mental problems, because it would take
9 professionals to be qualified to give such views. As to
10 how we find those who are in such need, we will have to
11 wait for our colleagues to approach us, because it's not
12 something physical. If they need more attention, they
13 need someone to talk to, our company has engaged
14 an outside company to work with us. Colleagues may call
15 that company to receive professional help.

16 MS MAGGIE WONG: You have made reference in this paragraph
17 to counselling service. Would this counselling service
18 be provided by your company and paid for by your
19 company?

20 MR JAMES WONG: Thank you.

21 At this moment of time, we have provided a hotline
22 for our colleagues. If our colleagues think there is
23 a need, they may call a consultant service hotline.
24 After talking to their operator, because some screening
25 may be required, if that consultant is of the view that

1 counselling service may be needed, the case will be
2 referred to more professional organisations. All these
3 are paid for by our company. Our employees don't have
4 to pay.

5 MS MAGGIE WONG: Would you like to introduce a system for
6 regular assessment of whether a driver is mentally and
7 emotional fit to continue to be a bus captain?

8 MR JAMES WONG: Thank you.

9 After the hearing with Citybus, I noticed that they
10 are looking into it, to see if it's suitable. I have
11 some friends who are psychologists. I would like first
12 to find out how to help them, from a professional point
13 of view. Well, we don't -- even for a psychologist,
14 it's not easy for them to tell us who is suitable to be
15 a bus captain. However, after conducting psychological
16 assessment, the psychologist may be able to tell us what
17 further assistance or support is required by
18 a particular bus captain, and we can start to help from
19 that point.

20 It's not an across-the-board approach where, like
21 a medical checkup, a doctor can tell you whether someone
22 is fit to drive or not. Everything I have said just now
23 is something that I have learned from my friends. We
24 are aware that sometimes our colleagues are under
25 pressure because they deal with many different people

1 every day. We do need to provide different channels for
2 our colleagues to vent or to talk. We will look further
3 into it. Is it helpful to have some psychological
4 assessment before they join us? Is it necessary to have
5 regular assessment? Do we need random checks? I can't
6 say because we don't have much information at this point
7 of time. I can't give you a concrete answer. I will
8 have to look further into it.

9 MS MAGGIE WONG: I am going to the topic of remuneration and
10 welfare. If I may invite you to look at two pages of
11 your submission, NLB-1, page 17 and page 21.

12 At page 17, the second paragraph from the bottom,
13 your company states:

14 "To enhance job attractiveness and retain existing
15 bus captain, apart from wages and welfare package
16 adjustment ..."

17 If I may invite you to look at page 21, which sets
18 out the remuneration packages. Are they before or after
19 the adjustment?

20 MR JAMES WONG: The adjustment you just referred to, when
21 was it? Which adjustment?

22 MS MAGGIE WONG: I'm just referring to your company's
23 submission at page 17, the second paragraph from the
24 bottom, line 3. You make reference to "wages and
25 welfare package adjustment" and --

1 CHAIRMAN: Could you read out the sentence?

2 MS MAGGIE WONG: Yes:

3 "To enhance job attractiveness and retain existing
4 bus captain, apart from wages and welfare package
5 adjustment, our company is developing some measures,
6 include but not limited to the following items of
7 enhancing their job satisfaction".

8 So it is this word "adjustment" I'm referring to.

9 MR JAMES WONG: Thank you.

10 In relation to that table, it's July 2017. We
11 haven't done the adjustment this year. Just now,
12 Ms Wong mentioned about an adjustment. You find
13 a number of measures following the paragraph she just
14 read out. Apart from take-home pay, we have introduced
15 some enhancements. So that's what it was about. And
16 for that table, it's from July 2017 to now. We are
17 preparing for the adjustment for 2018. We are still
18 looking into it, about the rate of increase.

19 MS MAGGIE WONG: When will this rate of increase be
20 determined for 2018?

21 MR JAMES WONG: Thank you.

22 Under normal circumstances, there will be a pay rise
23 on 1 July. This year, at the beginning of April, we
24 announced that there will be a one-off special bonus.
25 It is because we noticed that the two other bus

1 operators in the market, in around February or March,
2 I think it was March, they have changed the pay
3 structure of their employees. We are concerned that if
4 we wait until July to have the pay rise, there will be
5 a huge gap.

6 That's why, in April, we announced the one-off
7 arrangement. The bonus will be released in September.
8 In relation to the wage adjustment in 2018, just like we
9 have done before, we are talking to the labour union and
10 we are also looking at the company's situation.

11 There is actually an indicator for our reference.
12 The scale of our company is the smallest, so we will
13 draw reference from the two major operators in the
14 market, in order to gauge the rate of increase, because
15 their wage adjustment will be of reference to us.

16 Today is 19 June. We hope that in around July or
17 August we will be able to do that. If it's after July,
18 then it will have a retrospective effect.

19 MS MAGGIE WONG: Would you be able to provide us with
20 an updated table after the review has been carried out
21 in 2018?

22 MR JAMES WONG: Yes, of course.

23 MS MAGGIE WONG: Thank you.

24 Now, if we look at the table, we can see that the
25 remuneration package, a significant part of the driver's

1 monthly pay appears to derive from per-day duty
2 allowance, that is item 2. Do you agree?

3 MR JAMES WONG: Yes.

4 MS MAGGIE WONG: How many days a month would a driver be
5 typically required to work?

6 MR JAMES WONG: Thank you.

7 On average, it's 24 to 25 days.

8 MS MAGGIE WONG: So a rough calculation would be 5,500-odd,
9 if it is a 24 days' duty allowance. So if the driver
10 was sick, would that mean he would not get that
11 allowance?

12 MR JAMES WONG: Right. You are referring to duty allowance,
13 item 2?

14 MS MAGGIE WONG: Yes, correct.

15 MR JAMES WONG: If on that day the bus captain is not
16 working, absent from work, there won't be any duty
17 allowance.

18 MS MAGGIE WONG: So let's quote an example. If he was sick
19 for three days, he would lose about \$700-odd; is that
20 correct? About \$700, assuming it's \$230.

21 MR JAMES WONG: Thank you.

22 Yes, I confirm. Assuming that a colleague has been
23 sick for three days and not reported duty, he would not
24 be given the duty allowance.

25 MS MAGGIE WONG: What about the attendance bonus at item 4,

1 which is given on a monthly basis --

2 CHAIRMAN: Before you move on, is the duty allowance that is
3 lost, the \$230 for each of the days that he doesn't
4 work, or does he lose an overall package of duty
5 allowance?

6 MR JAMES WONG: If you're referring to the duty allowance,
7 it's on a daily basis. It's counted on a daily basis.
8 Say, for example, if that person -- well, there are 25
9 working days, then it's \$230 times 25 for that month.
10 For whatever reason, if that person has worked less than
11 that number of days, then we will times 230 by the
12 number of days he has worked.

13 CHAIRMAN: So if he doesn't work one of the 25 days, then he
14 only loses one day's \$230 daily duty allowance?

15 MR JAMES WONG: If you're talking about duty allowance, yes.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: What about the attendance bonus, \$750,
18 awarded on a monthly basis? If he was sick for three
19 days, would that be deducted pro rata?

20 MR JAMES WONG: Thank you, Chairman.

21 When it comes to the attendance bonus, in Chinese
22 it's (Chinese spoken). It's given to the employee on
23 a monthly basis. If the colleague has missed work, for
24 the first day there will be a deduction of 200; second
25 day, 250; the third day, 300, and so on, and so forth.

1 So if that person has missed work for three days,
2 that means the \$750 will not be given to that person.
3 That means if that person has not come to work for three
4 days, the attendance bonus will not be given. If it's
5 just one day of work, then what's missed is \$200.

6 MS MAGGIE WONG: So, if my calculation is correct, if the
7 bus captain is sick for three days, then he would in
8 total lose 1,500? Is that an accurate calculation? 750
9 plus 750?

10 MR JAMES WONG: Sorry, I confirm that. If the colleague has
11 not turned up for work for three days, just like what
12 was said, \$690 deduction from the duty allowance --
13 well, not deduction but that will not be paid, and
14 another \$750 under attendance bonus will not be paid to
15 that colleague.

16 CHAIRMAN: Mr Auyeung has a question.

17 MEMBER AUYEUNG: Am I right to assume then that both duty
18 allowance and attendance bonus is having the same
19 objective; it's to encourage the employee to report to
20 work?

21 MR JAMES WONG: Thank you, Mr Auyeung.

22 In response to your question, like you said, when we
23 set the duty allowance, the objective is to encourage
24 colleagues to work hard, and for the attendance bonus,
25 it has undergone some changes, just like the safety

1 bonus. Maybe I have to check into old records to come
2 up with a more exact picture. It used to be, say, once
3 every year or twice every year, but colleagues told us
4 that they had to wait for too long if this is
5 distributed, say, once or twice a year. Later, it was
6 changed to a quarterly disbursement. Now, it's
7 a monthly disbursement.

8 Indeed, the aim is to encourage colleagues to work
9 hard. So the objectives of the two allowances are
10 similar.

11 MEMBER AUYEUNG: Thank you.

12 CHAIRMAN: So the answer was "yes", in the short form?

13 MR JAMES WONG: (In English) Yes.

14 CHAIRMAN: Ms Wong.

15 MS MAGGIE WONG: This is not the only bonus that
16 incentivises workers to allowance. If we look at item
17 6, "Rest day work allowance", the worker or the bus
18 captain will be awarded \$625 per working day if they
19 work on a rest day; is that correct?

20 MR JAMES WONG: Correct.

21 Maybe I can give you the rationale behind. I would
22 like to use the best words to describe this. As I said,
23 our chairman, Mr Wong, has been working in the transport
24 sector for many, many years, and he had some practical
25 thoughts. When the grass-roots and frontline workers

1 would like to work on a rest day, this \$625 is
2 an additional amount. They should already have the duty
3 allowance, and then another \$625 would be given to them.

4 Say for this colleague, maybe he should be working
5 25 days and then he would like to work on the 26th day
6 as well, so he's sacrificing his rest time to work, so
7 if we are not going to give him the rest day work
8 allowance, indeed, it is easy for the colleagues to find
9 some part-time driving duties outside, say driving
10 lorries and taxis, et cetera. So instead of having them
11 doing that, we would be giving them a good return to our
12 colleagues, if they work for us.

13 Like we said, compared to other bus companies, we
14 are offering an extra five days' leave, and honestly
15 speaking, we allow the colleagues to choose to take
16 leave or not. So sometimes a colleague would not like
17 to take leave; they would opt to work. So, in other
18 words, it's an increase in the pay for the colleague, in
19 effect.

20 CHAIRMAN: Prof Lo.

21 MEMBER LO: For the rest day, is it by invitation or can the
22 bus captain invite himself to work on a rest day? For
23 example, he's one day sick and wants to make up the
24 loss, can he, say, work 27 days?

25 MR JAMES WONG: Thank you, Professor.

1 If, say, the colleague would have one less day on
2 rest day, he would like to drive, we would have to look
3 at when he applied for that. Say, for example, he said,
4 "Tomorrow I have an appointment with a friend", but
5 then, "The friend would not like to meet with me", then
6 all of a sudden he said, "I have nothing better to do
7 tomorrow so I will work tomorrow", so we will look at
8 whether there is an actual need for him to work
9 tomorrow. Normally, that application will be declined
10 because it is a sudden request, because we have the duty
11 roster drawn up in advance.

12 Then we would also be looking at the guidelines
13 issued by the Transport Department and also we will be
14 mindful of the actual circumstances, whether he is
15 exceeding the duty hours, et cetera. So all these will
16 be looked into.

17 MS MAGGIE WONG: So would this structure of pay provide
18 incentive for the driver to work longer hours or working
19 even if he was sick?

20 MR JAMES WONG: Now, first, when you mentioned he was sick,
21 does it mean he's seriously ill or he's not fit for
22 driving, or he is still fit to drive, although he
23 suffers from minor illness? Our system is that if the
24 colleague has some minor illnesses -- well, we would
25 actually look at the extent or the degree of sickness.

1 If he is not fit to drive, then even if he doesn't want
2 to take the rest day he shouldn't be driving.

3 Also, our core belief is that the more you work, the
4 more return you will get. This is very much a servicing
5 industry, and for the newly joined bus captains, they
6 think it's a complicated system and we have to spend
7 efforts to make the calculations for the colleague. But
8 what we want to do most is for colleagues who are
9 dedicated and hard-working, they will be given the pay
10 they deserve. That's our aim.

11 MS MAGGIE WONG: Moving on to another topic. It's about
12 passengers' behaviour. We have heard other bus
13 operators, that their bus captains have experienced
14 problems of passenger behaviour. Do you or does your
15 company receive similar complaints?

16 MR JAMES WONG: Chairman, I would like to defer to
17 Mr Timothy Wong to take that.

18 CHAIRMAN: Yes, Mr Wong.

19 MR TIMOTHY WONG: James has said that we provide localised
20 services, relatively speaking. Routes are centred
21 around Southern Lantau and Tung Chung, and for the
22 passengers, they are normally the local residents, and
23 our colleagues and bus captains our regulators will meet
24 with the passengers every day, so we receive relatively
25 fewer complaints.

1 Another source of our passengers is tourists.

2 Tourists' intention really is to sight-see Hong Kong, so
3 there are fewer disputes involving tourists. And for
4 the regulators, the problems that they encounter mostly
5 have to do with whether passengers can carry luggages on
6 board, and also if people go into Lantau, when they are
7 carrying surfing boards and bicycles, et cetera. The
8 regulators will also tell the passengers if they are too
9 bulky, they should not be carried on board.

10 If there are luggage racks on board, then we will
11 assist the passengers to take them on board. So we
12 experience fewer disputes.

13 MS MAGGIE WONG: We note that earlier we have seen one of
14 the bus safety features adapted in NLB buses include
15 CCTV at driver console with video-record function. Does
16 this camera include or have audio facility?

17 CHAIRMAN: Firstly, can you take us to where this dealt with
18 in the written submission?

19 MS MAGGIE WONG: Yes, the submission is at page 20,
20 Mr Chairman.

21 CHAIRMAN: Thank you.

22 MS MAGGIE WONG: And the bus safety features is at page 453
23 of the NLB-2 bundle.

24 CHAIRMAN: And page 20, would you read out the relevant
25 passage?

1 MS MAGGIE WONG: Yes:

2 "In-bus [CCTV] video may also be retrieved in
3 real-time to monitor the bus captain or passenger
4 situation in restricted to emergency and security
5 purpose."

6 CHAIRMAN: And page 453 of NLB-2.

7 MS MAGGIE WONG: Yes, page 453, NLB-2, item 16.

8 Does this CCTV system or cameras have audio
9 facility?

10 MR TIMOTHY WONG: Well, let me explain what kind of cameras
11 we have. We have two types of buses. One is
12 single-deckers, the other is double-deckers.

13 Let's talk about double-deckers first. For the
14 newly procured double-deckers, they come with CCTV
15 functions. Your question just now is about audio
16 recording. The audio function -- the CCTV with audio
17 function will be placed on top of the bus captain, and
18 for existing single-deckers, for the time being, no CCTV
19 has been installed. If we are to retrofit such CCTV
20 cameras, it takes a long time, and this system will
21 involve recurring costs as well. We have to pay monthly
22 fees.

23 Given our existing financial burden, we don't have
24 plan to retrofit every bus with CCTVs, but for new
25 buses, we will actively look into retrofitting CCTVs.

1 MS MAGGIE WONG: You just mentioned that the CCTV with audio
2 function will be placed on top of the bus captain. What
3 is the purpose of that?

4 MR TIMOTHY WONG: The audio function is mainly to help, say,
5 if there are passengers making complaints and then, say,
6 at our customer service hotline we receive calls about
7 disputes with the bus captain, we will retrieve the
8 relevant information to look into the real situation.
9 We would not on our own initiative retrieve such files.

10 MS MAGGIE WONG: So it is reactive to complaints rather than
11 on a random checking purpose?

12 MR TIMOTHY WONG: Correct.

13 MS MAGGIE WONG: The next topic is the design of buses and
14 safety devices and if I may invite you to go to NLB-2
15 bundle at page 2.

16 The franchise agreement starts at page 2. If we go
17 to page 5, clause 7.

18 CHAIRMAN: Sorry, which bundle is this?

19 MS MAGGIE WONG: This is the NLB-2 bundle.

20 Could you familiarise yourself with the provisions
21 of clause 7(1) at page 5.

22 It makes reference to the grantee providing, amongst
23 other things:

24 "... such safety or service enhancement facilities,
25 installation, fixtures, fittings, [et cetera] ...

1 apparatus or equipment on its buses as may be reasonably
2 required by the commissioner of transport after
3 consultation with the grantee."

4 So, in other words, the Commissioner for Transport
5 can reasonably require your company to install service
6 enhancement facilities from time to time?

7 MR JAMES WONG: Correct.

8 MS MAGGIE WONG: Do you have any discussions recently with
9 the government about service enhancement facilities?

10 MR BENNY CHAN: Mr Chairman, I want to say this. When we
11 discussed with the Transport Department on the new
12 franchise, the Transport Department has asked us to
13 provide certain facilities, and recently, in our
14 meetings with the Transport Department, we discussed
15 safety devices to be installed on buses. We had
16 discussed those with the Transport Department.

17 CHAIRMAN: When was that?

18 MR JAMES WONG: For the new franchise, that came into effect
19 in 2017. We had to look into the exact date. We
20 started discussing with the Transport Department towards
21 the end of 2015/early 2016, and we discussed what
22 enhancement should be made under the new franchise.

23 Mr Chan referred to our discussions with the
24 Transport Department on safety devices and there was
25 a meeting. The meeting was held several months ago. In

1 fact, we held two meetings in the past several months,
2 and going forward we will have a third meeting.

3 CHAIRMAN: And when were these meetings?

4 MR PATRICK YEUNG: Mr Chairman, if I may add to the answer.

5 There should have been three such meetings. After the
6 IRC has been established, there was this second working
7 group, on 27 March, 30 May and 12 June respectively.

8 CHAIRMAN: And these were meetings at which the franchised
9 bus operators, bus manufacturers and the Transport
10 Department attended; is that correct?

11 MR PATRICK YEUNG: Correct.

12 CHAIRMAN: Thank you.

13 MS MAGGIE WONG: You refer to the discussions about the
14 safety devices. What safety devices were discussed with
15 the Transport Department at these three meetings?

16 CHAIRMAN: Perhaps we could leave you with that question for
17 the moment because I think it's appropriate we take
18 a short break now, because we are going to sit until at
19 least 5.30, but I think, given the imposition placed on
20 you, that we give you a break. So we will take ten
21 minutes now. Thank you.

22 Ten minutes.

23 (4.32 pm)

24 (A short adjournment)

25 (4.41 pm)

1 CHAIRMAN: Yes, Ms Wong.

2 MS MAGGIE WONG: Just a while ago, Mr Wong, we have provided
3 you with the TD bundle 1, page 98.

4 CHAIRMAN: What is this document?

5 MS MAGGIE WONG: This is the paper of the Transport
6 Department, TD_Paper_07, with the title, "Vehicle
7 safety -- design, build, examination and inspection of
8 franchised buses". It started at page 81. I'm focusing
9 on page 98, as to the safety devices of franchised
10 buses.

11 CHAIRMAN: Thank you.

12 MS MAGGIE WONG: Yes, Mr Wong, you have had an opportunity
13 to read, in particular, paragraph 10?

14 MR JAMES WONG: Yes, I read it.

15 MS MAGGIE WONG: Are these the safety devices that you
16 discussed with the Transport Department in its three
17 meetings?

18 MR JAMES WONG: Yes. At those three safety-related
19 meetings, we had a discussion of the above-mentioned
20 safety devices.

21 MS MAGGIE WONG: I would like to focus your attention to
22 three particular safety devices. First is the
23 geo-fencing at (c), "Speed control by GPS or
24 geo-fencing".

25 Can you give your views or feedbacks regarding the

1 Transport Department's suggestion of implementing
2 a geo-fencing system, ie a speed limiter that uses a GPS
3 system to limit the speed of buses at specific road
4 sections?

5 MR TIMOTHY WONG: Mr Chairman, for us to discuss the GPS
6 system, I think we need to talk about the background of
7 the black box. As early as 2015 and 2016, when we had
8 a negotiation about the new franchise, we identified
9 a new supplier of black box. As Mr Chan has already
10 said, GPS is nothing new. However, as far as operators
11 are concerned, we have to bear in mind the frame point
12 to the long-term. For the data collected by GPS as well
13 as the black box, we have to transmit the raw data to
14 the server of the company.

15 Between 2012 and 2015, at that time there was
16 another black box supplier for our company. Many
17 suppliers in the market provide the maintenance on
18 a recurrent basis in the form of a monthly cost. For
19 our long-term development, in 2016 we acquired the black
20 box. Of course the black box has got important
21 functions. At that time, under the new franchise
22 agreement, we had to provide the ETA function. We
23 looked at two suppliers and we chose our current
24 supplier, called Openmatics. For the GPS of this
25 supplier as well as the raw data produced, they can be

1 uploaded onto our server.

2 For geo-fencing, for this to be used to monitor the
3 speed or to control the speed, we are open-minded. We
4 hope in the future we can develop a way so that on
5 specific road sections we can control the speed.

6 So when compared with other operators, I believe
7 that we stand a higher chance to do this. This is
8 because we have fewer interferences for the road
9 sections on Lantau. I think for our black box system,
10 I think it would be easier for us to send the GPS data
11 correctly to our server.

12 What is important is that for the real-time
13 transmission of the data from the GPS, and for it to
14 interface with the computer on board, it takes time to
15 develop the arrangement. This is because currently the
16 black box is directly connected to the bus cam. For
17 this to be done, however, we have to cooperate with the
18 bus manufacturer.

19 Of course we welcome the new direction, but as far
20 as NLB's IT department is concerned, the scale is such
21 that probably it will take it more time to have it
22 researched and done, but we certainly welcome such
23 a move.

24 MS MAGGIE WONG: Now, since we are on the black box, may
25 I refer you to your submissions at NLB-1, page 14, first

1 of all. The second-last paragraph, you stated:

2 "Through our in-house information technology team,
3 we planned to develop an exceptional report system of
4 using 'on-bus' black box data log to generate reports
5 actively to spot any bus captain with potential hazard
6 of their driving habit."

7 If I also take you to page 20 of your submission,
8 second-last paragraph:

9 "As per commencement of 2nd generation black box
10 system in late 2017, it provides lowest level of raw
11 data of its data log. Additional application such as
12 generation of exceptional report of vehicle speed at
13 certain location is not included. We are now developing
14 our in-house software to provide such information for
15 bus captain performance monitoring purpose. At present,
16 we will check and consolidate the raw data from data log
17 manually upon traffic incident and passenger complaint
18 investigation."

19 Now, do I understand this to suggest at the moment
20 your company does not have an over-speed exceptional
21 report generated automatically?

22 MR TIMOTHY WONG: At this point of time, no. When we were
23 writing this document, we have considered introducing
24 the exceptional report function in relation to speeding.

25 MS MAGGIE WONG: If I may also take you to NLB-1, page 33,

1 the first box on the right. In response to the
2 committee's further questions, you provided
3 supplementary information, and you stated:

4 "Refer to our existing black box system, it can
5 record multiple bus operations information, which
6 includes geographical location, speed, orientation,
7 gear, door, bell push, [et cetera] by every second. To
8 record and manipulate all these large number of data, it
9 is require heavy capital investment of data
10 transmission, data storage system and sophisticated
11 software to do so."

12 Now, it made reference to this "heavy capital
13 investment". May I ask if your company is prepared to
14 invest on this system, as you stated there?

15 MR JAMES WONG: Thank you.

16 When it comes to our finances, out of the bus
17 operators, our company is of the smallest scale. When
18 it comes to development of softwares or new systems, the
19 cost involved, whether it is one bus or 1,000 buses, the
20 development cost will not differ much. The major
21 difference is hardware on board our buses. In our work
22 to continuously strengthen our input in this regard, say
23 for example what Tim has said, generation of exceptional
24 report, we are willing to make such investments.

25 But you must understand that if we calculate the

1 cost per bus, our cost will be much higher than other
2 operators.

3 MR TIMOTHY WONG: I would like to add that our current
4 investment is on mainly two areas. First, hardware.
5 Black boxes on board buses, and the transmission of
6 black box data to our server. When it comes to
7 software, as we have said, we buy black box for our
8 back-end system software development, there is a fee.
9 In the new franchise, we are required to provide ETA;
10 there is a development fee. Every month, the upload
11 fees or transmission fee of bus data, all these are
12 development cost, and there is also manpower required to
13 maintain this system.

14 Just now we said that the black box is able to
15 record information by every second. Currently, our
16 system will upload the information once every 30
17 seconds. If it's changed to every second, the fees and
18 the server size will have to be enhanced. That is what
19 we mean by capital investment. It's mainly the software
20 development fee.

21 MS MAGGIE WONG: Mr Wong, you made reference to the
22 development of this software. When would you expect
23 your company --

24 CHAIRMAN: Before you get involved in that, perhaps I could
25 ask this.

1 You say there are two elements of cost. One is the
2 black box and the other is software. Do I understand
3 you correctly?

4 MR TIMOTHY WONG: (In English) Yes, correct.

5 CHAIRMAN: What is the cost of a black box, in ballpark
6 figures?

7 MR TIMOTHY WONG: (In English) When we first purchased it in
8 2016, per unit, it's EUR800 per unit, which is
9 approximately HK\$8,000-something back in 2016 and --

10 CHAIRMAN: Do I take it the black box side of the cost isn't
11 the significant cost?

12 MR TIMOTHY WONG: (In English) Significant.

13 CHAIRMAN: You say it is significant?

14 MR TIMOTHY WONG: (In English) It is significant, yes.

15 CHAIRMAN: Right. What about software?

16 MR TIMOTHY WONG: (In English) Software, at the moment we
17 have three headcounts maintaining this programme.
18 Actually, the ETA apps and system we developed back in
19 2016 up till now, total cost around HK\$1 million, and
20 there's another issue that I would like to raise up, the
21 installation cost, installation cost of the black box,
22 because it requires skilful professional technician to
23 install this black box. It requires connection with the
24 supplier, who are teams from Czech Republic.

25 CHAIRMAN: This is Openmatics?

1 MR TIMOTHY WONG: (In English) Openmatics, yes, in Czech
2 Republic.

3 Back in 2016, when we have not acquired our in-house
4 technician, per bus, installation per bus, it's up to
5 HK\$4,000 per bus.

6 CHAIRMAN: Up to?

7 MR TIMOTHY WONG: (In English) Up to. It depends on the
8 amount of buses that we can provide for the company to
9 install black boxes.

10 CHAIRMAN: You were dealing with software and you said there
11 are three accounts. You dealt with installation of the
12 ETA requirement. What about the other accounts?

13 MR TIMOTHY WONG: (In English) Sorry, Chairman, do you mean
14 the other headcounts for IT department, or do you mean
15 the installation?

16 CHAIRMAN: No, the other accounts, as you called them.

17 MR TIMOTHY WONG: (In English) Oh, headcounts.

18 CHAIRMAN: As in head?

19 MR TIMOTHY WONG: (In English) As in number of employees,
20 sorry. So we need three --

21 CHAIRMAN: Who are the other two?

22 MR TIMOTHY WONG: (In English) A total number of three
23 persons have been deployed to develop the programme.
24 I'm sorry.

25 CHAIRMAN: So the cost is three people; is that it? That's

1 what "headcounts" means?

2 MR TIMOTHY WONG: (In English) Yes, exactly.

3 CHAIRMAN: Thank you.

4 Ms Wong.

5 MS MAGGIE WONG: You earlier stated that your company
6 planned to develop this exceptional report system to
7 generate reports, to spot bus captains' potential hazard
8 behaviour.

9 When would you expect this to be done?

10 MR TIMOTHY WONG: (In English) 2018, quarter 3 -- sorry,
11 quarter 4 of 2018.

12 MS MAGGIE WONG: So later this year?

13 MR TIMOTHY WONG: (In English) Yes.

14 CHAIRMAN: That will be an exceptional over-speed report,
15 4th quarter 2018?

16 MR TIMOTHY WONG: (In English) That's correct.

17 MS MAGGIE WONG: We've heard other bus companies setting the
18 criteria at speeds of over 5 kilometres per hour for
19 every road section with certain speed limit, say over
20 55 kilometres per hour for ten consecutive seconds, for
21 road sections with speed limit of 50 kilometres per
22 hour. We have heard a bus operator using this criteria.

23 Can you tell us what criteria your company would be
24 using for these Openmatics generated reports?

25 MR TIMOTHY WONG: (In English) We have to confirm the

1 criteria. We will be negotiating with our labour union
2 to come up with a final decision, but we will take the
3 other operator as a consideration as well.

4 MS MAGGIE WONG: And whether your company would consider
5 this real-time capability to be concerned only with the
6 matter of speed, or would you take into account other
7 faults of the driver, for example sudden braking,
8 excessive acceleration, that sort of thing; would that
9 be picked up?

10 MR TIMOTHY WONG: (In English) At the moment, we consider
11 speeding as a priority for the exceptional report, but
12 we could also look at hard braking, harsh turn. Yeah,
13 we will need to study further. Thank you.

14 MS MAGGIE WONG: Would you also consider giving real-time
15 information or monitoring alerts to the particular bus
16 driver when that occurs?

17 MR TIMOTHY WONG: (In English) Again, we will consider and
18 we will need to speak to our labour union to discuss
19 whether this will affect the driving -- it might affect
20 the attention of the drivers, if there are too many
21 alerts.

22 MS MAGGIE WONG: Thank you. If we go back to your
23 submissions at page 14.

24 CHAIRMAN: Just before you do that, this exceptional
25 over-speed report, which is the one that is planned to

1 be introduced in the 4th quarter of 2018, is that one
2 that is intended to be done real-time, or is this
3 something that will be generated subsequently?

4 MR TIMOTHY WONG: (In English) Real-time.

5 CHAIRMAN: And the system, as I understand it to be in
6 place, is an upload every 30 seconds from a bus; do
7 I understand you correctly?

8 MR TIMOTHY WONG: (In English) Currently, yes, but we are
9 hoping to upload data from the black box per second in
10 the coming future.

11 CHAIRMAN: Yes, and you indicated that there was a cost
12 attached to doing it every second?

13 MR TIMOTHY WONG: (In English) Yes.

14 CHAIRMAN: What is that cost?

15 MR TIMOTHY WONG: (In English) The network fee, so it
16 requires more gigabytes to upload data every second. At
17 the moment it's being uploaded every 30 seconds because
18 all the data have been zipped and been uploaded to our
19 server, so it requires less gigabytes to do it every 30
20 seconds rather than every second.

21 CHAIRMAN: Do you have a ballpark figure for the extra cost?

22 MR TIMOTHY WONG: (In English) Not right now, sorry.

23 CHAIRMAN: Nothing at all? No range?

24 MR TIMOTHY WONG: (In English) Around HK\$100 per bus.

25 CHAIRMAN: Per what?

1 MR TIMOTHY WONG: (In English) Per black box.

2 CHAIRMAN: Thank you.

3 MEMBER LO: Per month?

4 MR TIMOTHY WONG: (In English) Per month, yes.

5 MS MAGGIE WONG: Thank you.

6 CHAIRMAN: I'm sorry, before you move on, have you discussed
7 these issues of cost with the Transport Department?

8 MR JAMES WONG: I don't think we did, no.

9 CHAIRMAN: Because we've looked at the list of the devices
10 that the special group, the Transport Department
11 convened I think in March this year where there have
12 been three meetings. One thing that is missing from the
13 six items that have been discussed is the black boxes or
14 Openmatics devices. Am I correct?

15 MR TIMOTHY WONG: (In English) It's not on the agenda but
16 I suppose all bus operators have installed black box on
17 it.

18 CHAIRMAN: But it's not on the agenda -- has it been
19 discussed?

20 MR TIMOTHY WONG: (In English) I think they discussed about
21 the black box indirectly, relating to geo-fencing.

22 CHAIRMAN: And who set this agenda, if that's what one can
23 call it?

24 MR TIMOTHY WONG: (In English) The Transport Department.

25 CHAIRMAN: Thank you.

1 Yes, Ms Wong.

2 MS MAGGIE WONG: If we look at your NLB submission at
3 page 14, it's the third paragraph from the top, the last
4 sentence:

5 "At present, a random selected 50 trips of black box
6 data will be retrieved every month and this random check
7 report will [be sent] to TD for their record."

8 And this was put in place in March 2018. Can
9 I first of all ask -- it talks about selecting 50 routes
10 at random -- who selects these routes?

11 MR JAMES WONG: Our company. It's 50 trips.

12 MS MAGGIE WONG: What is the criteria for selecting these 50
13 trips?

14 MR JAMES WONG: It's random. It's at random.

15 MS MAGGIE WONG: And what, if anything, would be checked by
16 your company in this report? For example, speeding, or
17 any information you can provide us?

18 MR BILLY WONG: Chairman, in our second submission, in the
19 last page, you will find a table in relation to black
20 box data that we checked.

21 MS MAGGIE WONG: That's page 487 of NLB-2 bundle.

22 MR BILLY WONG: Yes, it's the one shown on the screen, this
23 report. As per the request of the TD, we have randomly
24 checked 50 trips of black box data. We will look at the
25 speed, whether there is any hard braking and any

1 abnormal driving behaviour. In this report, we only
2 report a number we have -- a number of normal behaviour
3 and abnormal behaviour.

4 In relation to more detail, say location, time, what
5 happened, that is the raw data, they are not required in
6 this report.

7 Thank you.

8 CHAIRMAN: How do you define "hard braking"?

9 MR BILLY WONG: Our information shows that if the G force
10 reaches 0.2, then there is serious hard braking. So
11 that we count as hard braking.

12 CHAIRMAN: Is that one of the requirements in the 2003
13 Transport Department requirements in respect of black
14 box, 0.2G?

15 MR BILLY WONG: Yes, that is correct. The guidelines
16 mention that, say, if there are accidents, then we have
17 to provide data on G force.

18 CHAIRMAN: Abnormal driving behaviour is monitored in these
19 50 random trip checks?

20 MR BILLY WONG: Mr Chairman, the black box will also record
21 the topographical location of the buses, the X/Y axis,
22 et cetera. So we can look at the geographical location
23 and the orientation that the bus is supposed to be in,
24 and then we can compare that against the actual
25 situation. If these two do not match, then that means

1 the buses are taking the wrong route or taking the wrong
2 timing, then that means the bus drivers or bus captains
3 are, you know, having abnormal behaviour.

4 CHAIRMAN: When you refer to X/Y axis, do you mean latitude
5 and longitude?

6 MR BILLY WONG: Yes, correct.

7 CHAIRMAN: And the orientation, is that the magnetic
8 direction of the bus?

9 MR BILLY WONG: Yes, correct.

10 CHAIRMAN: Thank you.

11 Yes, Ms Wong.

12 MS MAGGIE WONG: If I may take you to your forward planning
13 programme submitted by your company at TD bundle 1,
14 page 236 to 237. 236 is at the bottom.

15 We can see that there is a "Plan for automation of
16 monitoring bus captain driving behaviour through data
17 captured in black boxes or similar devices."

18 It mentioned about retrieval of data that requires
19 special analysis, and if we go to page 237 at the top:

20 "Analysis results could be put forward for
21 prevention studies to avoid accidents of similar
22 nature."

23 Has your company carried out any prevention studies
24 or any reports of that nature?

25 MR JAMES WONG: Can we look at the previous page?

1 MS MAGGIE WONG: Yes, it is at page 236.

2 MR JAMES WONG: Thank you, Mr Chairman.

3 When we drew up the five-year plan, we did have such
4 a plan, but as of today we haven't been able to deliver
5 the plan. At this moment in time, we haven't worked on
6 it. As we said, we have hope that by the end of this
7 year we could strengthen work in that area.

8 MS MAGGIE WONG: If I could go back to the TD bundle at
9 page 198 -- I have finished the topic on the black box.

10 CHAIRMAN: Before we move away from the black boxes, may
11 I ask that NLB-1, page 33, be put up on the screen.
12 It's that top box on the right-hand side. You speak
13 there about the existing black box system. You speak
14 about the recording and manipulation of the data. and
15 the "heavy capital investment of data transmission, data
16 storage system and sophisticated software".

17 Then you say this:

18 "At the time being ..."

19 I think it perhaps means this: "At the moment, it
20 is not a mandatory requirement for franchised bus
21 operators to perform real-time bus captain performance
22 monitoring by black box system ..."

23 I take it that's a reference to the 2003, 15 years
24 old, requirement of the Transport Department.

25 Am I correct?

1 MR JAMES WONG: Yes, correct. That was the 2003 standards.

2 CHAIRMAN: And the position being taken is that this is not
3 a requirement of the Transport Department, so am I right
4 to interpret this as, "And therefore we have a choice as
5 to what we do"?

6 MR JAMES WONG: Mr Chairman, my colleague has mentioned
7 this. After 2003, while we were required to install
8 black box, so all along we have been using an old model
9 of black box. We couldn't upload certain data to our
10 server, and when we started discussing the new franchise
11 in 2016, we needed to work on ETA, so we replaced the
12 old black box with a new model of the black box.

13 Now, once the new model of black box was put in
14 place, we realised that we could do more. Of course,
15 you mentioned -- I believe that if I understand you
16 correctly, for NLB, could we do more? The answer is
17 always in the affirmative. We can always do more. We
18 will continue to review and we want to progress.

19 And honestly, given our scale, we were not in full
20 grasp of the latest developments in the sector, and so
21 please allow us some time for us to keep abreast of the
22 developments and catch up.

23 Thank you.

24 CHAIRMAN: It was the requirement that you provide
25 an estimated time of arrival of buses, the ETA system

1 that you refer to, that led to the enhancement of the
2 black boxes; am I correct?

3 MR JAMES WONG: Correct.

4 CHAIRMAN: Could we have back on the screen the 2003
5 Transport Department guidelines.

6 So being able to monitor real-time the behaviour of
7 drivers comes as a side-wind from having to do estimated
8 time of arrival of buses for the benefit of passengers;
9 is that right?

10 I'm coming to the other document in a moment. I'm
11 just establishing what I think is the position, that it
12 is ETA that produces by a side-door the ability to do
13 things real-time?

14 MR TIMOTHY WONG: (In English) I think the ETA system gave
15 us a doorway to look into more sophisticated black box
16 systems. As I have mentioned earlier, the old one we
17 used, we are not able to retrieve the data to our
18 server; we have to speak to the supplier and get all the
19 reports. So, yes, the ETA system gave us a doorway to
20 look into a new system.

21 CHAIRMAN: Because if one looks at this document, the 2003
22 guidelines, the Transport Department spell out in the
23 very first sentence what is the purpose of this
24 equipment, and it is this, is it not:

25 "The purpose of the electronic data recording device

1 is to provide tools for the bus company to monitor and
2 manage the on-road speed- and safety-related behaviour
3 of its buses, and indirectly to encourage better driving
4 behaviour."

5 That was the initial purpose. Do you still regard
6 this as the purpose of this equipment?

7 MR TIMOTHY WONG: (In English) Yes.

8 CHAIRMAN: Thank you.

9 Ms Wong.

10 MS MAGGIE WONG: If I may move on to the Transport
11 Department's suggestion of installing speed display unit
12 in passenger compartment.

13 If I may take you to the TD bundle 1, page 102 to
14 103, paragraphs 21 to 22.

15 21 states:

16 "It is a device which can be installed in the
17 passenger compartments. It captures the real-time
18 signal from the vehicle speed sensor and provides
19 a visual display of the current speed to the passengers
20 on board ... The existing SDU installed on a public
21 light bus which may resemble the installation of the
22 proposed device on a [franchised bus] ..."

23 If we go to paragraph 22, the last five lines:

24 "In addition, the FB operators are concerned that
25 SDU would create conflicts and arguments between the bus

1 captain and passengers, and impose additional pressure
2 on the bus captains which in turn would affect the
3 safety for bus driving. The FB operators consider that
4 the SDU is not conducive in enhancing bus safety."

5 Do you accept the summary made by the Transport
6 Department at paragraph 22 as to your company's
7 position?

8 MR JAMES WONG: Yes, thank you, Mr Chairman.

9 Regarding the speed display unit, I would like to
10 supplement. Of course it would be up to the committee
11 to verify the truth of what I am going to say. We
12 understand that for public light buses which have
13 installed this speed display unit, these SDUs were
14 installed in 2005 and then in 2010 or even afterwards,
15 it was decided that the speed limiter and the black
16 boxes were installed afterwards. When they installed
17 the SDU, the main reason was that for public light
18 buses, their operation is very different from the buses.
19 They are mainly operated by small and medium sized
20 operators. But for franchised buses, there are mainly
21 three operators. And the bus captains of public light
22 buses may not have an employment relationship with the
23 operators. Maybe it's just the owners of the PLBs will
24 handle the management of some managers who in turn lease
25 the public light buses to the drivers. So there is

1 no one to monitor the drivers' attitude and the driving
2 habits. Well, in extreme cases, that is like that.

3 And in 2005, the SDUs were installed and the
4 passengers on board, before the SDUs were installed,
5 felt they were in danger because of speeding and they
6 lodged a number of complaints and there were a series of
7 accidents and ultimately the administration believed
8 that speed limiters should also be installed on the
9 public light buses.

10 Our view is that if SDU is installed in bus
11 compartments, it means that the passenger will know
12 about the speed every second. So let's take a step
13 backwards. If the passengers know that there is
14 speeding, do they have a brake to press on that they can
15 retard the vehicles? Then what would happen is that the
16 passengers will talk to the bus captain and ask him to
17 "Drive more slowly because you are speeding". We all
18 have to be mindful about the passenger's attitude. They
19 may be angry passengers and they may display very good
20 behaviour. We don't know.

21 Should we be posing a notice on the bus compartment,
22 asking the passengers to call a certain number if they
23 find there is speeding? Maybe some passengers will do
24 that. But there is a high possibility, however, that
25 the passengers will confront the bus captains.

1 Given today's technology, if there is a technical
2 means to make sure there is no speeding of the buses,
3 then we would prefer to do that, instead of asking the
4 passengers to confront the bus captains and have
5 conflicts with them. This is the last thing that we
6 would like to see.

7 Thank you, Mr Chairman.

8 MS MAGGIE WONG: The last matter in the safety device at
9 page 98 of TD-1 is the driver monitoring device.

10 CHAIRMAN: Before you move on to that, perhaps just dealing
11 with what you've just had to say -- of course it's
12 an offence, is it not, under the regulations to the
13 ordinance, to talk to the bus driver whilst he's
14 driving; it's an offence, criminal offence?

15 MR JAMES WONG: He must not disturb the bus captain.

16 CHAIRMAN: Or the word might have been "distract" but yes,
17 that's the spirit of the regulation.

18 At the moment, you respond to complaints that you
19 have received from passengers, and that's when you might
20 do, as I understand it, a search of the black box, to
21 see if the complaint is made out?

22 MR JAMES WONG: It depends on the nature of the complaint,
23 whether it is about the speed or the driving
24 performance. If the complainant is not complaining
25 about such matters, even if we turn to the black box, it

1 won't help us.

2 Thank you.

3 CHAIRMAN: Let's assume it is a complaint about speed.

4 "This bus driver was going too fast." Would you accept
5 that if there is a speed display unit, one thing
6 a passenger could do was simply take a photograph of the
7 speed display unit, so there would then be empirical
8 evidence to substantiate the complaint?

9 MR JAMES WONG: Mr Chairman, as to the scenario that you
10 refer to, so there is a speed display unit indicating
11 the speed of the vehicle, the passenger takes
12 a photograph. If it can clearly show the location, the
13 section of the road, then perhaps it can achieve the
14 effect that you mentioned, so using that photograph as
15 a piece of evidence. But if it only shows the speed of
16 the vehicle, it will still be difficult to tell with
17 certainty as to when and where the photograph has been
18 taken.

19 CHAIRMAN: Let's make it simple. A franchised bus is not
20 permitted to do more than 70 kilometres per hour; is
21 that correct?

22 MR JAMES WONG: (In English) Yes.

23 CHAIRMAN: So if the speed display unit showed 80 kilometres
24 per hour and the passenger took a photograph, that would
25 be objective empirical evidence of the behaviour of the

1 bus at that time?

2 MR JAMES WONG: Mr Chairman, you said that a photograph has
3 been taken, it indicates 80 km/h. Initially, I think
4 you need to take a photograph of the registration
5 number, to indicate who the bus captain is, because
6 after all it's an allegation, it's a complaint from the
7 passenger, saying he's on a particular bus. I haven't
8 thought through this or think in this direction, but you
9 outlined a scenario as to whether this can become the
10 evidence for this. I'm just sort of giving you some
11 initial response.

12 CHAIRMAN: So you mentioned the possibility of putting
13 a number up for the passengers to call, earlier on in
14 your evidence. If this was displayed, an email address
15 could be provided so that the passenger whilst he's on
16 a bus could email the speed of the vehicle to the
17 Transport Department, to your headquarters; do you
18 accept that?

19 MR JAMES WONG: Yes. Say, for example, in future, if we
20 have to install a speed display unit on board, we would
21 accept the arrangement that we allow the passenger to
22 inform the company directly, so that we can resolve the
23 problem. I'm sure this is much better than the
24 passenger taking it up with the driver, because there
25 may be a confrontation.

1 CHAIRMAN: Yes. Thank you.

2 Ms Wong.

3 MS MAGGIE WONG: Would this not have a deterrent effect on
4 the bus captain in not over-speeding? Because the real
5 source of the problem is not to over-speed, so if you
6 put on a speed display unit, the drivers know, the
7 passengers know, everyone knows. Wouldn't that
8 discourage the bus captains in not driving excessively
9 or over-speeding?

10 MR JAMES WONG: In reality, I believe of course, as the
11 Chinese say, your fingers are of different lengths. The
12 majority of our bus captains in our company are good
13 drivers. But of course there may be some who are more
14 aloof or they are more impatient.

15 Ms Wong, just now, you mentioned that perhaps many
16 people see that a driver is speeding; will this create
17 a lot of pressure on him? I won't say that, but
18 of course good colleagues, they will never speed, they
19 will never over-speed. But for others who are more
20 impatient -- just thinking off the cuff -- it all
21 depends on what happens. Say, for example, when we
22 receive an over-speed report, it all depends on whether
23 we are being harsh about the penalty given in relation
24 to the safety bonus, and some colleagues may care a lot
25 about that. But I don't think that just because many

1 people witness the speeding, so he has the pressure. On
2 the other hand, it depends on how he sees it himself.
3 Say, for example, he's worried that driving points will
4 be deducted or he's worried that there may be
5 an accident. Sometimes, excessive speed may be the
6 result of overconfidence on the part of the driver, or
7 he may be a bit impatient or he thinks that he is in
8 control of the bus.

9 MS MAGGIE WONG: Moving on to the driver monitoring device.
10 Can I take you to the website of the Ming Pao newspaper.
11 The article talks about the anti-dozing device. Could
12 you just read through briefly the publication on the
13 website. It is dated 27 May this year.

14 The article, in summary, provided some sort of
15 monitoring device for the benefit of bus driver on the
16 buses which will ply between Hong Kong, Macau and Zhuhai
17 on the new bridge. Are you aware of that?

18 MR JAMES WONG: Yes. Yes. I have come across this in the
19 news.

20 MS MAGGIE WONG: Do you have any plan with regard to
21 exploring what this system -- apparently researched and
22 developed in the mainland -- might provide for the
23 company?

24 MR JAMES WONG: Mr Chairman, at this moment, we will
25 continue to pay attention. We won't say no to anything

1 that would enhance our overall safety. We will continue
2 to keep an open mind and we will watch the development.

3 However, if you ask me, my initial understanding of
4 the news report is as follows. If you ask for my
5 priority, of course we want to make good use of our
6 existing resources, because, after all, the service that
7 we provide covers a shorter distance, so perhaps this is
8 not the most urgent item for us at this moment in time,
9 but we will be watching the development.

10 MS MAGGIE WONG: I'm going to the last topic. It's the
11 financial information of your company.

12 If you look at NLB bundle 2, page 71, it is
13 a document of fuller disclosure of financial and
14 operational information, and that's for the year
15 2012/2013.

16 If we go to page 72, it stated that for the year
17 ended 31 March 2013, the total turnover was
18 approximately 145.5 million, with a profit of
19 approximately HK\$9.52 million. Do you see that?

20 And if we go to page 132, that's for 2014 and 2015,
21 and if we see the income, the revenue, we see there are
22 three sources of income or revenue: the fare revenue,
23 advertising income, and the sundry income.

24 Can you tell us where the advertising income comes
25 from?

1 MR TIMOTHY WONG: Mr Chairman, for the advertising income,
2 it is drawn from the bus body. Different from the other
3 two bus companies, we don't have a lot of advertisements
4 at our bus stops. The main source of income for
5 advertising comes from the bus body, the advertisements.

6 MS MAGGIE WONG: What about the sundry income?

7 MR JAMES WONG: Thank you, Mr Chairman.

8 In NLB, say for example, we have an agreement with
9 Ngong Ping 360. If the cable car system has to be
10 suspended suddenly, say for example due to weather or
11 other reasons, then we will provide immediate support.

12 In addition, at our bus depots, we have got the
13 arrangement to provide annual inspection for the
14 non-franchised buses, and we charge a fee for that.

15 Thank you.

16 MS MAGGIE WONG: If we see on this page, at page 132, we see
17 the advertising income was \$493,000, and in 2014/2015 it
18 is \$438,000.

19 But if we go to 2016 and 2017, that's at page 182,
20 we see the advertising income dropped significantly; in
21 2015/2016 to 190,000, and in 2016/2017, to 87,000.

22 Can you tell us the reasons?

23 MR TIMOTHY WONG: If you look at the case 2012/2013 to
24 2013/2014, at the time the advertising income was
25 relatively high because we had the Shenzhen Bay Port

1 route. On the part of the company, it was rather
2 attractive to the clients in advertisements. For
3 2015/2016 and up to now, for this kind of advertisements
4 on the bus body, relatively speaking they aren't as
5 attractive to our clients who like to place
6 advertisements.

7 Take Shenzhen Bay as an example. Many clients have
8 stopped placing advertisements. This is because the
9 production cost to put the advertisements on the bus
10 body are expensive, and then for the media agencies, for
11 this traditional form of advertisements, this is no
12 longer attractive and therefore we see a huge drop.
13 Very soon, we will have the Hong Kong-Zhuhai-Macau
14 Bridge being commissioned. We believe there will be
15 an increase in the advertising income because many
16 clients have become interested in the new port.
17 Therefore the advertising income in relation to our
18 routes, since we are running along hilly routes and they
19 are not so visible, and so for Lantau routes and for
20 South Lantau routes they cannot attract advertising
21 income. For Tung Chung, we can have some local
22 advertisements, say for example related to markets, but
23 they are not going to draw a lot of income.

24 For Shenzhen Bay Port, currently, since it has
25 already got a long history now -- for others who would

1 like to place advertisements, they would rather opt for
2 other forms of transport, like the cross-boundary buses.

3 MS MAGGIE WONG: Thank you.

4 If I may take you to bundle NLB-2, page 27, that's
5 your franchise agreement clause 34. This clause refers
6 to an annual system report, and may I ask what is the
7 name of the auditing body for you to comply with this
8 clause 34?

9 MR JAMES WONG: Allow us a bit of time to look up the
10 information for you.

11 CHAIRMAN: Yes, take your time.

12 MR JAMES WONG: Yes, Mr Chairman. It is a local accountancy
13 firm called Tony Yau & Company. We can give you the
14 full name after the hearing.

15 MS MAGGIE WONG: Thank you. Would you be able to provide us
16 with a sample of the latest annual system audit report
17 by this company?

18 MR JAMES WONG: Of course, yes.

19 MS MAGGIE WONG: Lastly, if I can take you to the same
20 bundle, NLB-2, page 196. That's your organisational
21 chart. It shows the senior management structure of your
22 company.

23 Can you tell us whether the company has a dedicated
24 safety department?

25 MR TIMOTHY WONG: Mr Chairman, as far as bus safety is

1 concerned, our company is of the idea that it covers all
2 departments. Every month or on a bi-weekly basis, all
3 the management as indicated on this organisation chart,
4 the management staff will come together and talk about
5 it. Every time we talk about bus safety. In a recent
6 meeting we focused on training schools, so you can't see
7 a particular person dedicated to safety.

8 Bus safety is the duty of the entire team of the
9 entire bus company.

10 MEMBER AUYEUNG: Can I ask a question on that. If
11 a terrible accident happens, what would happen within
12 your organisation?

13 MR TIMOTHY WONG: You mean should there be an accident, what
14 our team will do? There is an established system in
15 place to deal with accidents, regardless of the size of
16 the accident. So we have a complete structure to deal
17 with that. I can't tell you off the top of my head, but
18 I can supplement information in relation to our
19 procedures dealing with accidents. I apologise.

20 MEMBER AUYEUNG: Thank you.

21 CHAIRMAN: No doubt you can provide that to us in due
22 course.

23 MR TIMOTHY WONG: (In English) Okay.

24 (Via interpreter) And I would like to add -- well,
25 what I would like to say is that ISO 39001 has been

1 mentioned by the committee. The stance of our company
2 is that we strongly support achieving that standard.
3 Back in 2017, when we used on a trial basis
4 double-decker buses on route 3M, we would like to
5 achieve this international standard.

6 First of all, in our Mui Wo depot, we have done
7 three ISOs. That is ISO 39001 quality system, 14001
8 environmental system, and ISO 18001, occupational safety
9 and management.

10 In May 2018, that is last month, we have been
11 authorised to use it starting from the middle of 2017,
12 we have in our depot updated our system for the
13 verification. BSI, that is the company responsible for
14 ISO, told us about ISO 39001.

15 Our view at that time was we were concerned that if
16 ISO 39001 is to be implemented company-wide, the cost
17 will be high. However, when we talked further with the
18 company, we found that it can be put on a trial basis by
19 route.

20 So when it comes to B4 and B6, in relation to the
21 Hong Kong-Zhuhai-Macau Bridge, when it is commissioned,
22 we will take the initiative to cooperate with BSI to
23 obtain ISO 39001 for these two routes.

24 If we achieve success for these two routes, then we
25 will use it on the route that we use a double-decker bus

1 in order to achieve the ISO 39001 accreditation.

2 MS MAGGIE WONG: In what way does ISO 39001 standard improve
3 or raise the level of safe driving? Can you be more
4 specific about this?

5 MR TIMOTHY WONG: (In English) Sorry, I will use English
6 because I have been reading it and understand it in
7 English.

8 CHAIRMAN: You can use whatever language you like.

9 MR TIMOTHY WONG: (In English) The scope of the ISO is to
10 develop and implement road traffic policy to improve the
11 company's performance. In order to establish and
12 implement such system, most important is to have the
13 organisation, to have a standard between the
14 organisation. So, in other words, there is no uniform
15 standard from BSI or anyone.

16 So what the organisation needs to do is to create
17 a uniform standard which could promote and implement
18 road traffic safety system.

19 We cannot guarantee -- using this system, we cannot
20 guarantee zero accidents, but the new system could help
21 reduce the number of incidents and also improve whenever
22 there -- improve our back-end system and our support
23 whenever there is an accident.

24 One of the key issues or one of the key elements of
25 ISO is the importance of internal audit. Having the

1 internal audit could help us improve and sustain our
2 safety management system within the company in the
3 longer run.

4 So, in the meantime, we have confirmed with BSI that
5 we will go ahead with the ISO examination with our new
6 routes, B4 and B6. The whole process is yet to proceed
7 because the bridge hasn't been opened yet, so hopefully
8 by year-end we could give the committee good news that
9 we will be able to acquire the standard for our new
10 routes.

11 Thank you.

12 MS MAGGIE WONG: Mr Chairman, I have finished my questions.

13 Thank you.

14 Thank you, gentlemen.

15 CHAIRMAN: One matter, Mr Wong, I would like to come back to
16 you on, and that was the information you gave us about
17 the use of special shifts. They are the 14-hour shifts.
18 You told us that they were used on eight routes, that is
19 eight of the 113 routes that you have.

20 MR JAMES WONG: (In English) That's for those trips at South
21 Lantau, eight out of 113 South Lantau routes. We will
22 provide the total numbers, because we still have some
23 other routes at Tung Chung and Shenzhen Bay.

24 CHAIRMAN: So there are more than eight special shifts?

25 MR JAMES WONG: (In English) The total number should be more

1 than that, the total number.

2 CHAIRMAN: Let me just confirm this. You have altogether
3 113 routes; is that right?

4 MR JAMES WONG: (In English) No, should be more than that.

5 CHAIRMAN: More than that?

6 MR JAMES WONG: (In English) Yes, More than that.

7 CHAIRMAN: Then perhaps you can come back to us. What I'm
8 interested in is being told what proportion of your
9 routes are special shifts, and perhaps you can answer
10 this now, if not, say so, but with a special shift,
11 where the bus captain has a three-hour rest break, can
12 you tell us where on these special shifts he would get
13 out of his bus and he would come back three hours later?
14 Because relevant to that is what are the rest facilities
15 that you provide at that place.

16 So are you in a position to answer that now or would
17 you prefer to come back with a written explanation?

18 MR JAMES WONG: Well, it involves a lot of information.

19 Perhaps we will collate the information before we send
20 it to the committee.

21 CHAIRMAN: Yes. Please provide that information. And if
22 there are no facilities or limited facilities for rest,
23 no doubt you can explain if this is one of the places
24 where you have applied for facilities but haven't been
25 granted permission, so that we can understand the

1 situation in context.

2 Prof Lo.

3 MEMBER LO: I just have one question on the income
4 statement. You have a fairly sizeable rental for
5 non-franchised buses, so in the income statement, which
6 part is for that non-franchised buses? Is it in the
7 category of "Other expenses"?

8 MR JAMES WONG: Yes, under "Other expenses".

9 MEMBER LO: About what proportion? What is the amount paid
10 for these non-franchised buses?

11 MR JAMES WONG: Sorry, Professor, we don't have the
12 information at this moment. Do you mind if we supply it
13 to you afterwards?

14 CHAIRMAN: Please do.

15 Would this information appear in your interim
16 results for the six months ended 30 September 2017?

17 MR JAMES WONG: Chairman, do you mean the interim report of
18 the listed company? Because NLB doesn't have an interim
19 report.

20 CHAIRMAN: Perhaps that's what I do mean. Do we find it in
21 something that's published?

22 MR JAMES WONG: For NLB, there will be the fuller
23 disclosure -- it's once a year -- we set out all the
24 details.

25 CHAIRMAN: Perhaps you can provide it to us subsequently

1 with the answer to Prof Lo's question, the cost of the
2 non-franchised buses. Thank you.

3 MR JAMES WONG: Yes.

4 CHAIRMAN: That concludes the questions that we have, and
5 obviously it concludes the questions that counsel
6 assisting the committee have.

7 I understand that you wish to make and we are happy
8 to receive a concluding statement. So over to you,
9 Mr Wong.

10 Closing statement by MR JAMES WONG

11 MR JAMES WONG: Thank you. Thank you, Chairman.

12 When it comes to the provision of safe bus service,
13 we think it is our responsibility. Our level of service
14 is always regulated by the government under the bus
15 franchise. There are changes in society as well as the
16 travel pattern of the public. We have to keep pace with
17 these changes. We have to keep improving and enhancing
18 our service to achieve expectations.

19 The key management personnel of our company are also
20 shareholders of our company. Therefore, we don't just
21 focus on short-term performance or profit. We also
22 focus on long-term development and sustainability of our
23 company. To carry on the tradition of the company, we
24 have been maintaining long-term and good relationships
25 with our bus captains, and we think that that is of

1 particular importance to quality service and safety of
2 our bus service.

3 The scale of our company is significantly different
4 than that of our companies. As I have explained
5 already, our fleet is only one 13th or one 33rd of other
6 bus companies. When it comes to development of new
7 systems or software, or the implementation of such, the
8 cost incurred and the difficulties we encounter will be
9 much higher and more than other companies.

10 Given the current bus franchise system, it is
11 difficult for us to develop our fleet. Using Lantau
12 Island as an example, our catchment is just the Lantau
13 residents. There are two other franchises for
14 Chek Lap Kok and Tung Chung, going outside to the urban
15 area. We are different from other franchised bus
16 operators who have different routes operating in
17 different areas and the number is increasing.

18 So, from the perspective of operational efficiency,
19 it's not easy for the market to accommodate
20 a small-scale franchised bus company. However, having
21 regard to the overall interest of the community, I do
22 believe that the existence of our company can enhance
23 the competitiveness of the industry and provide more
24 options for Hong Kong residents.

25 Notwithstanding the aforementioned constraints, we

1 are willing to invest in the company and support
2 government policies to enhance our capability to better
3 serve the public in the future.

4 Lastly, on behalf of New Lantao Bus Company (1973)
5 Ltd, I would like to thank the chairman and the two
6 members for their invitation to our company to come here
7 to explain to you our situation. I thank Ms Wong's
8 questions, the secretariat and relevant parties, for
9 their arrangements.

10 I would like to also thank my colleagues, especially
11 frontline colleagues, for their contribution to the bus
12 industry.

13 Thank you.

14 CHAIRMAN: Mr Wong, it remains for us to thank you and your
15 colleagues for attending this hearing to assist the
16 committee in its deliberations, and we look forward to
17 receiving what I think is quite a bundle of material
18 that is promised to us. It would assist if we could
19 receive that sooner rather than later, whilst the
20 details of this hearing are actively in our minds.

21 Thank you for your help. These proceedings then are
22 concluded.

23 (6.06 pm)

24 (The hearing adjourned to a date to be fixed)

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1 2018年6月19日

2 上午10時正恢復聆訊

3 出席人士：黃焯安先生，董事總經理（新大嶼山巴士（一九七三）有限公司）
4 黃焯添先生，董事（新大嶼山巴士（一九七三）有限公司）
5 陳天龍先生，副總經理（新大嶼山巴士（一九七三）有限公司）
6 楊家寶先生，維修部總監（新大嶼山巴士（一九七三）有限公司）
7 李春暉先生，培訓經理（新大嶼山巴士（一九七三）有限公司）
8 黃亮霆先生，助理經理-營運支援（新大嶼山巴士（一九七三）有限
9 公司）

10

11 主席：（經傳譯員）各位，早晨。我哋感謝黃焯安先生同埋新大嶼山巴士公司其他嘅
12 代表今日出席，協助我哋委員會，因為佢哋除咗書面嘅陳述書之外，佢哋今日
13 上嚟就係會回應律師同埋委員會嘅問題，嚟到協助我哋嘅工作。喺未開始提問
14 之前，我知道黃先生你係想作一個簡單嘅開場白嘅，我而家係邀請你係發言
15 嘅。

16 黃焯安先生：主席、各委員、律師、女士們、先生們，早晨。我係黃焯安，係新大嶼
17 山巴士有限公司嘅董事總經理。今日好多謝委員會給予我哋機會嚟到今日嘅聽
18 證會提供陳述資料。我哋對專營巴士服務獨立檢討委員會審視巴士專營權制度
19 持開放嘅態度，我哋一向都按香港相關嘅法例、專營權條款、運輸署嘅指引去
20 營運我哋嘅服務。近月，我哋喺日常運作以及行政上做咗一啲同埋將會做一啲
21 措施去加強營運巴士嘅安全水平嘅，措施係如下嘅：提升車長訓練時數及導師
22 與車長學員嘅比例；要求兼職車長申報更詳細、正式嘅資料；成立車長訓練學
23 校以協助合資格人士考取巴士駕駛執照；以及引用國際標準提高行車安全水
24 平。

25 就上述嘅措施，非常之抱歉，我哋未能及時準備書面嘅資料畀委員會，我哋
26 樂意喺今日嘅聽證會度詳細講解，如果有需要，我哋可以喺今日嘅聽證書之後去
27 遞交詳細嘅資料嘅。唔該，主席。

28 主席：（經傳譯員）唔該晒，黃先生。剛才聽到你嘅開場白，我知道大律師就會就新
29 嘅措施就係向你提問嘅，而家我想係將時間交畀黃佩琪大律師，佢會提問嘅。

30 黃女士：（經傳譯員）係，唔該晒，主席。黃先生，早晨，各位代表，早晨。亦都感
31 謝你哋今早係出席委員會嘅聆訊。感謝你作咗開場合，裏面係有一啲問題我係
32 想同你探討一下嘍，呢個都係源於你哋係已經較早之前向委員會提交咗嘅陳述
33 書嘅。

1 首先，喺你嘅陳述書裏面講到係兼職車長嘅數字，或者大家可以睇番係你嘅
2 嘅陳述書一嘅第 17 頁嘅。大家可以睇番嗰個圖表喇，講番嗰個兼職巴士車長，
3 即係你嘅所聘用嘅兼職巴士車長嘅數字喇，喺過去嗰六年，差唔多係三倍於之前
4 嘅，咁呢個就係講 2012 年嘅時候就係一百三十七位車長裏面係佔咗百分之九點
5 四嘅。咁去到 2017 年，當時--你見到喇，就係有一百八十三位嘅車長喇，咁裏
6 面有五十三位係兼職嘅，就佔咗百分之廿九嘅，呢個係你嘅公司係聘用嘅情
7 況。我哋亦都可以見到喺嗰幾年裏面，如果你睇番就係聘用兼職巴士車長係一直
8 係上升嘅，由 2012 年至到 2018 年嘅情況都係咁樣樣嘅。所以首先問你呢個問
9 題喇，點解係會嗰個升幅咁大？

10 黃焯安先生：唔該。咁首先關於--我想先係講一點，就係喺我哋公司嘅角度，不論佢
11 係正職或者兼職嘅同事，我哋對佢駕駛嘅要求，包括安全等等，係冇分別嘅。
12 就唔會存在喺一啲諗法話兼職嘅同事駕駛會唔會危險啲，我哋相信係唔會有咁
13 嘅情況嘅，呢個第一點。咁啱啱律師嘅提問就話，咁點解喺 12 年到到 2017 年
14 其實呢個兼職嘅車長係會即係持續嘅上升，我哋嘅睇法就--本身我哋係全職同
15 兼職嘅車長，其實佢最大分別就係佢哋兼職嘅車長可以係返工嘅日數少啲，返
16 工嘅日數少啲，咁變咗佢哋可以喺工作上同埋佢哋自己嘅假期嗰個彈性，即係
17 佢哋自己有個彈性去自己安排。

18 咁而本身我哋同其他另外兩間公司有個好大嘅分別係正職嘅同事同兼職嘅同
19 事，其實佢哋嘅福利係差好遠嘅，但係喺大嶼山巴士嚟講，即係薪酬以外，其實
20 本身嘅嗰個福利，其實我哋畀唔到話太多福利我哋全職嘅同事，以一個例子嚟比
21 喻，其他嘅巴士公司佢哋全職嘅同事係有嗰個乘車--家屬係有個乘車證，咁但係
22 喺我哋嘅情況，喺今天我哋個八--因為係八達通系統嘅原故，其實我哋亦都有辦
23 法同另外兩間巴士公司去共用呢個乘車證，變咗我哋嘅員工--全職員工嘅福利，
24 其實佢係只係可以免費乘坐番大嶼山巴士嘅車，而佢唔會可以免費去乘坐其他巴
25 士公司嘅車。

26 咁喺呢一方面，我相信係同--即係喺另外--即係當然我唔會好詳細知道另外
27 兩間佢哋實際嗰個乘車證畀咗幾多個家屬嘅，但係係有個明顯嘅分別嘅，喺全職
28 同埋兼職嘅員工。咁另外就係頭先我提及到，兼職嘅員工佢哋係可以有一個彈性
29 啲嘅工作日數，咁我相信呢個就係點解會都有好多同事係想去做一個兼職，係。

30 黃女士：（經傳譯員）唔該晒你嘅回答，不過其實我嘅問題就係想知道點解嗰個增幅
31 咁大，你知唔知？即係話兼職車長嘅數目係咁多年嚟係有咁大幅嘅增加。

32 黃焯安先生：當我哋去招聘嘅時候其實我哋係長工、兼職同一時間招聘嘅，我哋唔會
33 話因為財政嘅原因，定係我哋自己工作個原因，就淨係請兼職，唔請全職，主
34 要都係畀嚟到嘅--即係嗰個人嚟到見工，咁我哋就話畀佢聽全職係咁樣嘅薪
35 金，兼職係咁樣嘅薪金，咁當然我哋係希望佢揀全職喇，咁但係--因為全職其
36 實對公司嚟講，當然嗰個調動會係--喺公司嚟講係舒服啲嘅，因為我可以確定
37 佢一個月個工作日數係幾多，兼職始終都有個不穩定性，咁但係始終最終嘅決
38 定權其實喺嗰個車長度，當佢係決定話「我想做兼職」，咁我哋都有得話一定

1 要佢做長工，咁但係當然喇，即係如果律師你話點解我哋會即係請多咗人呢，
2 因為本身我哋即係都係呢幾年嘅線路有增加，咁所以我哋都要一路增加人手。
3 係喇，就--即係你話如果人手多咗就呢個原因囉，咁你話點解會係多咗喺兼
4 職，唔係多咗喺長工，咁我哋個分析係咁樣，即係都係我哋會畀佢揀囉，係
5 喇，就唔係話即係喺我哋去選擇。

6 黃女士：（經傳譯員）如果我嘅理解係正確嘅話，呢個係由於人手短缺又或者係有其
7 他原因，又或者係嗰個薪酬，係咪因為--你呢度請多咗人，就係因為對巴士車
8 長嗰個需求大咗？

9 黃焯安先生：你話個原因就好似頭先我喺第--一開頭咁講咩，我就唔覺得係話--即
10 係如果其實短缺嘅話，我哋連兼職都請唔到喇，即係我會--我認為係咁樣喇，
11 咁反而係--頭先咁講，就係佢--即係我哋自己都有諗過嘅，做兼職、做長工，
12 好似個--都有同事反映過，即係嗰個薪酬其實唔係睇太遠，而福利本身亦都喺--
13 --即係個別同事喇，如果佢哋係真係喺當區--因為我哋嗰個專營嗰個服務其實就
14 係好集中喺大嶼山嗰個區域嘅，咁如果佢本身唔係居住喺大嶼山，其實變咗--
15 頭先我講嗰個乘車證嗰個問題，佢就唔會覺得話做全職員工好吸引，係喇，因
16 為呢個係--因為佢哋其實係行內會講話一張乘車證係等同可能係 1,000 釐咁樣
17 嘅，如果佢哋每日都去搭車等等咁樣，咁但係正正我哋就係--即係全職嚟講就
18 係同另外啲公司比較係少咗呢樣嘢喇。係，咁至於你話咩嘢原因，我相信就我
19 哋自己去--當然唔能夠好確實知道每一個人嘅諗法係點樣咩，因為都係畀佢揀
20 嘅，咁但係我相信都不外乎係本身全職同兼職嗰個--佢哋可能覺得個工資比較
21 又唔係話真係睇咁遠，即係等等呢啲原因喇。

22 黃女士：（經傳譯員）想問下喇，你哋公司會唔會係經常定時咁樣樣去招聘一啲已經
23 退休嘅全職司機去喺你哋嗰度做番兼職司機、兼職車長嘅呢？

24 黃焯安先生：律師，請問你個問題係咪話我哋自己請番我哋公司退休嘅同事？

25 黃女士：（經傳譯員）係。

26 黃焯安先生：呢個情況係有嘅，當我哋嘅同事佢退仔，而係佢係嗰個健康情況係繼續
27 適合去做呢個車長嘅工作，我哋係都會去 offer 佢，都會邀請佢留低繼續提供
28 服務。

29 黃女士：（經傳譯員）大概係佔百分幾？

30 主席：（經傳譯員）你哋嘅退休年齡係幾多歲，如果係全職嘅話，幾多歲退休？

31 黃焯安先生：65。

32 主席：（經傳譯員）唔該晒。

33 黃焯安先生：呢個可唔可以後補畀委員會？因為呢一刻我哋唔係好掌握到究竟我哋有
34 幾多退休嘅同事轉咗做兼職，但係我哋初步睇就嗰個唔係--應該唔係太多嘅，

1 暫時嚟睇。

2 黃女士：（經傳譯員）好，喺你嘅開場白嗰度，你有講過喺近月你哋公司係落實咗，
3 亦都將會落實係一啲措施，呢個係指喺呢個日常運作同埋行政上面係有一啲措
4 施，係希望能夠係加強嗰個營運巴士嘅安全水平嘅，呢個就包括係要求兼職車
5 長係申報更加詳細嘅正職嘅資料嘅。你亦都係有講過，就話係樂意喺今日嘅聽
6 證會係向主席同埋委員講解資料嘅，首先，可唔可以講一講有啲咩嘢嘅新措
7 施？

8 黃焯安先生：我交界陳天龍先生去回答，唔該。

9 主席：（經傳譯員）係，請你講，陳生。

10 陳天龍先生：主席，係，其實最主要我哋而家係會加強咗就係要求我哋兼職車長佢哋
11 申報番佢哋個正職係乜嘢，同埋佢哋個工作時數有幾多，咁嚟到保障番我哋符
12 合運輸署所訂出嚟嘅指引嘅。

13 黃女士：（經傳譯員）係幾時開始你哋係落實咗呢項措施？

14 陳天龍先生：呢個措施係我哋最近喺6月份開始嘅。

15 黃女士：（經傳譯員）我咁嘅理解啱唔啱，喺6月之前有咁嘅要求，冇要求兼職車長
16 去申報佢哋正職嘅資料？

17 陳天龍先生：其實我哋喺嗰位車長佢入職嘅時候有要求佢申報佢嘅在職嘅情況嘅，但
18 係而家個分別係我哋係會喺一段時間之內就會要番佢重新再申報番佢，update
19 番佢嘅資料。

20 黃女士：（經傳譯員）我想問下喇，嗰個僱員，即係指呢個兼職巴士車長喇，需唔需
21 要係填寫一個表格㗎？

22 陳天龍先生：嗰位兼職車長佢入職嘅時候係需要填報佢嘅資料嘅，就好似而家喺畫
23 面上面見到嗰張form咁樣。

24 黃女士：（經傳譯員）我哋稍後就會講下呢個表嘅，6月之後有冇一份新嘅表要求兼
25 職車長去申報佢哋嘅工作時間？即係話未入職之前有冇係另外一張表係叫佢哋
26 申報咗佢哋嘅工作時間？

27 陳天龍先生：係有嘅，我哋已經整咗一張新嘅表去畀呢啲車長去申報番佢哋嘅在職嘅
28 情況。

29 黃女士：（經傳譯員）可唔可以畀個樣本畀我哋睇下，如果方便嘅話？

30 陳天龍先生：我哋可以喺稍後交番畀委員會嘅。

31 黃女士：（經傳譯員）唔該。

1 主席：（經傳譯員）好，請你提供呢個表畀我哋喇。咁同埋較早時候你亦都講過話會
2 提供資料嘅，呢個就係黃焯安先生佢就話會話畀我哋聽係有幾多已經退休嘅全
3 職車長係而家成為你哋嘅兼職車長，咁換句話講，呢個名單上面就有兩個項目
4 要畀補充資料我哋喇。

5 黃女士：（經傳譯員）黃先生，較早時候你提及現時現行嘅係申請表嘅，咁我哋就係
6 睇番一個係你哋嘅補充資料或者附件嘅第 468 頁，或者我哋睇番嗰份表喇，個
7 表本身就並冇要求兼職車長係提供啲資料，即係話究竟佢哋目前係唔係做緊兼
8 職，又或者工作性質係乜嘢，又或者有點樣嘅工作時間嘅。而頭先你作證嘅時
9 候你就話呢個表格係有要求佢哋係申報呢一類型嘅資料㗎，喺邊度搵到？

10 黃焯安先生：係，唔該，律師，咁我想補充番，喺我哋呢一張入職填嗰張係有要求個
11 人職者佢去填番佢喺邊度或者曾經工作喇，咁喺呢一張上面的而且確係有話要
12 求佢寫今--即係每一日，因為佢其實個工作唔一定係駕駛㗎嘛，佢有機會係做
13 緊文職嘅工作嘅，咁就有話要求佢寫番嗰個每日嗰個工作時數，喺遠--即係舊
14 嗰張，咁喺新嗰張，頭先陳生提嗰個就係我哋開--即係有加番呢樣嘢上去。

15 黃女士：（經傳譯員）即係唔係淨係一個表格，係一個新嘅僱員嘅合約㗎，以我所
16 理解，定係兩樣唔同嘅嘢㗎呢？

17 黃焯安先生：我哋嘅--唔係一個合約㗎，即係係另外係在職嘅兼職同事都要佢去申
18 報，即係有個申報表，係喇。

19 黃女士：（經傳譯員）咁你有冇喺 6 月之後改過你哋嘅僱傭合約？

20 黃焯安先生：冇，呢份冇。

21 黃女士：（經傳譯員）請你睇番有關於申報嗰一段，即係而家嗰個嘅表格，係呢一個
22 472 頁，喺呢一段聲明裏面，現有嘅表格裏面有特別要求兼職車長申報有冇足
23 夠嘅休息時間先至開始替你哋工作㗎，可唔可以確認一下？

24 黃焯安先生：係，冇嘅，確定。

25 黃女士：（經傳譯員）剛剛你話係有一啲嘅時間你會要求兼職車長去申報啲資料
26 嘅，喺呢個新嘅措施底下，你哋隔幾耐要求兼職車長申報正職嘅資料同埋有關
27 嘅工作時數？

28 黃焯安先生：我哋喺現階段，現階段個計劃就係要個同事先係喺 6 月份開始要--因
29 為兼職佢都唔係日日喺度嘅，咁先要佢第一階段就係填番晒，報番返嚟，呢個
30 係第一喇。第二就係啱啱你問到，例如要佢幾頻密去做，我哋暫時個諗法就係
31 一年，暫時嘅諗法，即係可能要佢例如一年後都要將我哋嘅紀錄更新番，咁但
32 係當然，我哋呢一刻--因為呢個都係個新嘅措施㗎，咁我哋就諗住喺三個月
33 後就再作檢討，睇一睇嗰個時間同埋呢個措施適唔適合同埋足唔足夠。

34 黃女士：（經傳譯員）喺個新表格裏面你有冇任何嘅要求僱員有責任係如果佢正職係

1 有改變嘅時候或者轉咗工，要話番畀你聽，即係要喺呢一個嘅聲明裏面講番畀
2 你聽？

3 黃焯安先生：有嘅，喺上面係有寫，上面。

4 黃女士：（經傳譯員）我想返番轉頭之前，...

5 主席：（經傳譯員）你咁做之前，我想理解一下，呢個過程其實你係要求兼職車長申
6 報正職同埋工作時數，已經開咗咗要求某啲嘅兼職車長去咁做㗎喇，係嘛？

7 黃焯安先生：係，開始咗。

8 主席：（經傳譯員）有冇任何嘅兼職車長申報的確係有其他嘅工作，亦都畀咗工作時
9 數你哋？

10 黃焯安先生：有嘅，主席。

11 主席：（經傳譯員）咁有冇任何呢啲嘅車長話畀你哋聽佢哋嘅其他職業係有駕駛嘅
12 呢？

13 黃焯安先生：有。

14 主席：（經傳譯員）咁你可唔可以譬如講番其中一位嘅車長係乜嘢嘅職業同埋啲咩嘢
15 類型嘅駕駛？即係喺佢呢個嘅另外一份工裏面。

16 黃焯安先生：主席，我哋初步嘅資料--即係呢個都希望畀啲時間我哋詳細整理畀委員
17 會喇，咁我哋初步就有--例如喇，係有--我哋兼職嘅同事佢係根據佢寫，佢例
18 如係做一個酒店嘅車長嘅，例如。咁佢--根據佢去報畀公司，佢每周平均嘅工
19 作係五天，咁每個工作日平均嘅駕駛時間就係八小時，例如呢啲咁樣，係。

20 主席：（經傳譯員）可唔可以畀多啲資料，你哋兼職車長裏面有幾位即係你有問--你
21 係問過呢類型嘅問題，係幾多位兼職車長，目前嚟講？

22 黃焯安先生：當而家已經回覆嘅就有三十幾位，接近我哋兼職嘅八成嘅喇，係喇，即
23 係三十幾位喇。

24 主席：（經傳譯員）唔該晒，係，黃律師。

25 黃女士：（經傳譯員）唔該晒，黃生。想請你睇一睇 NLB 第一號文件喇，31 頁，第
26 三個文件冊，右手邊。你提供嘅資料就話你要求申請人將過去同現有嘅職業資
27 料係喺申請表裏面填寫㗎，咁喺呢一個就聘用嘅過程裏面，我哋會解釋畀佢哋
28 聽，無論係全職定兼職都好喇，嗰個工作嘅安排係受呢個指引去規管㗎，咁亦
29 都就係要確保要係同外面嘅工作係要分得好清楚，同埋係要有足夠嘅休息時
30 間，咁除咗口頭上將呢啲資料講畀兼職車長聽之外，即係話要佢哋係確保有足
31 夠嘅時間同埋係同外面嘅工作有適當嘅分隔之外，仲有冇其他嘅要求或者係要
32 求兼職車長去提供資料，即係話係喺你公司返工之前就係--即係嗰個嘅工作時

1 數等等。

2 黃焯安先生：好，唔該，咁喺我哋遞交呢個資料嘅時候，嗰陣時係未有嘅，只係係口
3 頭上嘅啫，咁就係頭先我哋正正頭先提及到嗰啲就係一個新嘅措施，咁就要求
4 佢哋去申報番，唔該。

5 黃女士：（經傳譯員）即係2018年6月之前喇，你係冇辦法去確保呢啲兼職車長係
6 咪工作超過咗指引上面嘅工作時間，即係除咗係口頭同你講之外？

7 黃焯安先生：係，之前--6月前我哋都係--即係或者到有一部分喇今天，係喇，都
8 係要靠主要係同佢面對面去溝通喇，咁去了解佢嗰個即係作息、工作，即係正
9 職工作嗰個時間。

10 黃女士：（經傳譯員）我想叫你睇番就係其他巴士公司嘅資料，就係呢一個嘅城巴嘅
11 文件夾嚟㗎，第二號文件夾嘅第400頁、401頁，呢個就係嗰份文件嘅第2頁
12 嚟㗎，係一啲嘅重要資料，第3項就話「你現時有否兼職工作，如有，工作類
13 型及時間」，呢個係城巴嘅申請表，我哋睇到係要求僱員係喺呢一個合約上面
14 表明有冇其他嘅兼職工作，你會唔會考慮採納呢個申請表呢一項嘅資料去更新
15 你自己嗰個嘅入職申請表？

16 黃焯安先生：啱啱睇到嗰個文件，咁即係當然我要再詳--返去同同事再詳細啲睇，咁
17 初步咁睇，我覺得都係好值得去參考嘅，會考慮，即係我哋返去都會係考慮將
18 呢啲措施加強。

19 黃女士：（經傳譯員）我哋繼續，404頁，係中英對照嘅，404頁，404-1同404-
20 2，我哋就見到係一啲嘅要求，可能同你哋嘅新表格差唔多，係僱員嘅守則，就
21 係關於外間工作㗎，裏面有一啲詳細嘅資料，唔單只係有嗰個公司、薪酬、工
22 作時間喺底下喇，仲有一個特定嘅聲明添㗎，呢個聲明就要求僱員係要確保遵
23 行呢個資料嘅披露㗎，你會唔會考慮採納呢個嘅措施喺你哋新嘅表格裏面？

24 黃焯安先生：我哋自己如果而家初步去睇呢張form，因為都要再詳細啲睇喇，咁我
25 哋都--好嘅建議我哋都一定會去接納㗎，因為--係，即係都未能夠好詳細睇，
26 係喇，呢個都要返去再詳細啲睇一睇先。

27 黃女士：（經傳譯員）未講另外一個事項之前，我就想講一講關於係一個違例駕駛記
28 分嘅披露㗎，喺你資料裏面，你就話要求所有嘅車長，無論係兼職、全職都
29 好，係硬性規定要將自己違例駕駛記分嘅紀錄係講畀公司聽，如果有改變亦都
30 要講，同時，公司係會隨機去抽樣檢查㗎，即係確保呢啲資料係正確。我第一
31 個問題就係你會唔會係喺僱用佢哋之前先查下佢哋嗰個有關嘅駕駛罪行或者記
32 分紀錄？

33 黃焯安先生：我交畀陳天龍先生去作答。

34 陳天龍先生：主席，我哋喺我哋請人嘅時候，如果申請咗入職之前，我哋係會要求個
35 車長去攞一份所謂叫做「查底紙」嘅，咁上面係會睇到佢曾經被扣分嘅紀錄㗎

1 度嘅。

2 黃女士：（經傳譯員）唔該。想請你睇下有關運輸署文件夾一號，呢個就係運輸署嘅
3 文件嚟㗎，第 135 頁第 4 段，喺第一行就話喇，所有嘅專營巴士經營者就係除
4 咗大嶼山，就要求佢哋嘅車長申請人係會 check 下佢哋嗰個嘅記分紀錄㗎，咁
5 你哋--即係除咗你哋公司之外，其他嘅巴士公司都會係會查一查佢哋個紀錄
6 㗎，對於呢一個資料呢一句，你有冇任何嘅意見想表達？

7 主席：（經傳譯員）你頭先所講喇，呢句說話係不正確㗎，係唔準確㗎，係咪咁嘅意
8 思？

9 黃焯安先生：我相信因為本身我哋其實呢一個--頭先啱啱陳生講話查牌嗰個措施，我
10 哋係今年 2018 年初嘅時候開始嘅，咁我哋呢個都要返去睇清楚係幾時係即係正
11 式係推行呢樣嘢喇，係喇，應該就 2018 年初嘅。咁可能係喺呢度--即係話
12 因為本身我哋交呢個資料上委員會嘅時候，咁我哋就唔會同運輸署溝通，即係
13 大家填啲乜嘢嘛，係喇，呢個都大家獨立㗎喇，咁可能係佢個紀錄度就未有我
14 哋呢方面嘅更新㗎喇，咁或者我哋自己更新㗎，亦都--因為我哋自己個定位呢
15 啲都係公司內容嘅一啲措施，咁我哋亦都可能冇去--即係當開會嘅時候又有同
16 運輸署提番呢樣嘢，咁所以可能大家有咁嘅誤會。

17 主席：（經傳譯員）你講之前--黃女士。你會唔會提供資料係幾時開始做呢個檢查
18 㗎？

19 黃焯安先生：Yes, sure。

20 主席：（經傳譯員）黃律師，可以，請你繼續㗎。

21 黃女士：（經傳譯員）除咗提供呢個資料，你可唔可以講下有關於呢一個係查下佢哋
22 嘅違例駕駛記分，喺 2018 年 6 月之前，你哋嘅措施係咩嘢嚟㗎，知唔知？

23 主席：（經傳譯員）黃先生同我哋講就係話 2018 年初開始嘅，而並非 6 月開始嘅。

24 黃女士：（經傳譯員）我哋睇番第 9 段或者係第 4 段㗎，呢度講新世界、城巴兩間公
25 司就會話如果嗰啲申請人佢哋過去三年之內就係有九分扣咗嘅時候，佢哋就唔
26 會聘請呢啲申請人嘅，咁而九巴同埋龍運就係話如果呢一個嘅申請人喺過去兩
27 年係扣咗九分嘅時候，佢哋就唔會獲聘用㗎，咁你哋嘅政策又係點樣，喺呢方
28 面？

29 黃焯安先生：我哋暫時冇呢一方面嗰個好詳細嘅資料，不過我哋呢一刻相信就我哋冇
30 話好似另外兩間公司咁樣，有個明確定咗話例如對上兩年或者對上三年佢係有
31 幾多分扣減㗎，我哋就一定唔請囉，咁呢一刻我哋就--我相信我哋冇呢一個
32 policy 喇，即係...

33 黃女士：（經傳譯員）咁你會唔會考慮係實施有相關類似嘅政策？

34 黃焯安先生：呢個會考慮嘅，因為咁我相信就咁--即係就咁好表面去睇落去，其實最

1 主要我哋諗呢一個車長嘅--佢有冇畀人哋去扣咗分，咁主要都係想--即係呢個
2 因為係正正就係其實佢平時個駕駛態度等等，可以好實際反映出嚟囉，咁呢個
3 我哋都會考慮，咁但係當然你話要我哋喺呢一刻去答你話係兩年咩、三年咩、
4 九分咩、七分咩咁樣，我就即係答唔到喇，不過會係咪--考慮下係咪同佢哋一
5 樣囉，係。

6 黃女士：（經傳譯員）好，根據你嘅答案，喺 2018 年 6 月之前，你哋間公司係冇去
7 查核兼職車長佢哋個違例駕駛記分紀錄嘍，係唔係？

8 黃焯安先生：主席，呢個我哋希望畀啲時間我哋返去搜集番啲資料再交番畀委員會，
9 係。

10 主席：（經傳譯員）好，唔該晒。

11 黃女士：（經傳譯員）就想去另一個課題，係關於租用非專營巴士嘅，...

12 羅先生： I have a question.

13 主席：（經傳譯員）羅教授係想問一個問題。

14 羅先生：（經傳譯員）我想澄清一點，你係用更多非全職或者兼職嘅車長，呢個係你
15 間公司嘅政策咩，還是因為你係唔能夠係聘用足夠嘅全職，所以你就係用更多
16 嘅兼職嘍，係邊一方面呢？

17 黃焯安先生：你話係咪我哋公司嘅策略去請兼職，呢個就一定唔係，咁至於你話--即
18 係頭先律師都有問到，點解會嗰個兼職個比例咁高，因為其實以往--即係亦都
19 去講番喇，喺今次委員會之前，其實我都--我自己本人喇，亦都唔會知道其實
20 其他巴士公司嗰個兼職人數，我都係睇到先知原來我哋嗰個兼職比例係比起其
21 他公司係高咁多嘅，咁呢個我哋都會即係再去--即係我哋自己內部都會去--即
22 係一路都有--呢一刻，就去諗番其實嗰個即係實際嘅問題係喺邊度喇，係喇，
23 當然，我哋自己梗係請到想--傾向係想請全職嘅員工多過想請兼職嘅員工，
24 係。

25 黃女士：（經傳譯員）我想跟進呢一個問題，黃先生，喺你個陳述書第 18 頁之中，
26 第一號文件第 18 頁，第 6 段之下嗰一段同埋喺行車時間之前嗰段，佢呢度就講
27 話--呢個講就係話「我哋好積極係希望能夠增加我哋嘅人手，譬如--例如可以
28 係參加勞工處嘅職業招聘會同埋其他等等嘅相關嘅活動」，咁同埋你就講話
29 「我哋喺呢一個聘用條件改善咗之後，我哋相信呢一啲嘅措施可以係增強我哋
30 嘅人力資源」，你亦都提到有一系列嘅措施，包括係第一至到第六點。除咗呢
31 一啲第一至六嘅措施之外，你有冇考慮過其他改善措施，譬如話薪酬方面或者
32 福利方面等等，就係改善兼職或者全職車場嘅待遇？

33 黃焯安先生：咁本身喺我哋公司，其實每年都會--基本上每年都會去做一個薪酬嘅調
34 整喇，咁至於你話福利嚟講，我哋喺 2018 年開始其實就畀多咗五日嘅假期我哋
35 嘅車長嘅，因為普遍其實行業嚟講，佢哋嗰個假期就叫做勞工假喇，就十二

1 日，咁我哋就係畀多五日佢哋，就同白領睇齊囉，因為我哋都覺得即係我哋自
2 己嗰個出發點都係希望即係同事係多啲假期，咁有個多啲作息時間，亦都畀個
3 彈性佢哋去選擇係工作定係休息咁樣囉。咁當然，你話人工加幅啲，我哋就
4 每年去睇番個實際情況囉。

5 黃女士：（經傳譯員）關於呢個另外五個假期就係咪所有嘅全職嘅車長都適用？

6 黃焯安先生：係，所有全職嘅車長都有。

7 黃女士：（經傳譯員）我就去另一個課題，係關於係租用非專營巴士，係第一號文件
8 嘅第 17 頁。我哋喺個表格下低我哋睇到，你就話就係如果運輸署係同意嘅時
9 候，咁你就會喺租用--係起碼向承辦商租用三十架非專營巴士，係有埋車長
10 嘍，喺每一個週末都會咁做，咁呢個嘅數量係等如你嘅成個車隊數目大概係百
11 分之二十五。首先我想問一問，就係關於承辦商，你係講緊一個承辦商，還是
12 係多個供應商？

13 黃焯安先生：一個，one contractor。

14 黃女士：（經傳譯員）咁係叫做乜嘢名？

15 黃焯安先生：嗰間公司個名叫做冠忠遊覽車有限公司，Kwoon Chung Motors。

16 黃女士：（經傳譯員）呢啲係非專營巴士，就係係去應付喺週末嘅時候嗰個乘客量嘅
17 增加同埋假期，就唔係喺平日嘅，係咪？

18 黃焯安先生：係。

19 黃女士：（經傳譯員）喺你補充嘅陳述書之中講，喺 2018 年 6 月 15 號提交嘅時
20 候，第 38 頁裏面，係呢個一號文件夾第 38 頁，咁你就係附夾咗運輸署不反對
21 嘅書信，就係 2017 年 12 月 19 號嘅日子，咁呢一封信--我哋睇番第 37 頁，
22 你信件裏面講就係話運輸署嘅同意書其實過去二十年都有同意嘅，咁你就係用
23 唔同嘅方法就去搵番相關嘅資料，咁你就有冇搵過首封嘅准許信？

24 黃焯安先生：暫時未搵到，都仲係。

25 黃女士：（經傳譯員）咁你會唔會再繼續？

26 黃焯安先生：會，我哋會繼續嘗試去搵番呢個文件出嚟嘅。因為--不過--即係當然
27 我哋--因為我自己加入公司就係喺 2011 年嘅時候嘅，咁我照我嘅理解去問番
28 啲做得耐啲嘅同事，係喺--我哋知道就應該係 1990 或者 1991 年嘅時候已經有
29 呢個批准嘅，係，咁嗰陣時亦都係因為主要就係嗰陣時喺大嶼山假日係有個好
30 大嘅需求，但係平日就有咁嘅需求嘅，嗰陣時係講緊去呢個寶蓮寺，因為嗰陣
31 時轉吊車都未起嘅。咁所以就大嶼山巴士就得到運輸署嘅同意，咁就向--租用
32 一啲非專營巴士，喺假日嘅時候就去幫佢哋高峰囉。

33 因為我哋嗰個公司其實同另外兩個公司都--不論喺規模上同埋其實我哋嗰個

1 --即係啲線路嘅結構都好唔同，咁我哋都係其實主要就係倒番轉，假日先至係我
2 哋嘅高峰嚟嘅，反而一至五就其實係相對地嗰個客量就有咁多嘅。咁變咗我哋
3 個出發點就係如果要我哋公司去為咗星期六或者日嘅高峰而去採購額外，都講緊
4 兩至三成嘅車咩，咁嗰陣時當然係唔止添喇，因為我哋今天先有今日咁嘅數量
5 啫，喺 90 年嘅時候，咁嗰陣時連青馬橋都未起嘅，咁當然我答唔到嗰陣時係個
6 個車隊係幾大喇。咁變咗就有呢一個安排囉，就時至今日。

7 黃女士：（經傳譯員）呢個運輸署嘅信件就係 2017 年 12 月 19 號嘅日期，咁但係
8 你嗰個信件--你就係 2017 年 12 月 4 號嘅時候發出嘅，咁你就話嗰個運輸署就
9 講，就話唔會反對你喺假日同埋週日--星期日嘅時候係租用不超過八十個非專
10 營巴士，就係由 2018 年 1 月 1 號至到 6 月 30 號嘅。咁然後喺五十架就係非專
11 營巴士就係每一個嘅星期六，就由 2018，1 月 1 號等等，呢個就係第 2 段嘅。
12 咁我嘅問題就係邊個決定究竟係租用幾多架非專營巴士喺呢啲嘅時期裏面係邊
13 個做決定嘅呢？

14 黃焯安先生：係，唔該。係我哋公司去決定有幾多部車，即係需要多幾多部車。

15 黃女士：（經傳譯員）係，如果我冇理解錯誤，你嘅專營巴士嘅數目一共總數係一百
16 三十嘅，係咪正確？

17 黃焯安先生：係差唔多咁--一百三十嘅，一百三十幾咁樣，係。

18 黃女士：（經傳譯員）所以嗰個比例係幾高嘍，你有冇考慮過就購置更多嘅巴士，
19 喺將來就由你哋自己嚟管理嘅呢？

20 黃焯安先生：因為本身喺--唔該先。喺本身喺呢個信度，運輸署批准八十、五十呢個
21 數字係 maximum 咩，即係最高，咁實際我哋其實就點解要即係叫做申請多啲
22 呢，因為我哋係以往試過係嗰個非專營嗰邊去同番我哋講，就係嗰個--可能佢
23 哋臨時嘅調動或者擺咗--因為呢個要個禁區證入去大嶼山南，其實呢五十部車
24 係要有個額外嘅禁區證同埋得到署方去准許佢去提供呢個服務，咁所以我哋叫
25 做擺多啲，其實主要係呢個出發點囉。

26 咁至於你啱啱問，話我哋會唔會考慮採購多啲車喺自己車隊度，咁暫時就未
27 有呢個計劃嘅，因為最主要就係正正頭先我咁講喇，如果就算我哋去買多啲車，
28 其實都係為咗星期六或者星期日，咁一個禮拜七日裏面，其實係淨係得嗰兩日，
29 同埋係就算係星期--唔係每一個星期六、星期日都會係有咁多客嘅，例如係天氣
30 唔係咁好嘅時候咩，因為咁主要我哋其實今日喺星期六、日較為--即係個客量比
31 平日較為多嘅線路，其實就係例如去大澳同埋去昂平呢兩條線。咁當一打風落雨
32 或者天氣唔係咁好嘅時候，其實嗰個客量就會係大大咁減少，咁所以我哋呢一刻
33 係未有呢個計劃去加多啲。咁當然，如果你話如果未來係講緊連我哋星期一至五
34 都會係--長遠嚟講，星期一至五都睇到係有個咁嘅增長或者個需求係有喺度嘅
35 話，咁我哋當然係會考慮去自己採購車。

36 黃女士：（經傳譯員）邊個去決定呢個六個月嘅時期，就喺第 1 段同埋第 2 段所陳列

1 嘅，係關於租用非專營巴士？

2 黃焯安先生：呢個就我相信係運輸署嗰邊喇，就半年，即係你講嗰個問題係半年咁
3 嘛，係喇，就運輸署嗰邊嘅--係喇，即係我哋都係入半年咁樣，係。

4 黃女士：（經傳譯員）喺下半部分就係運輸署就羅列咗六個條件，(a)至到(f)嘅，
5 我哋可以咁樣就係講一講喇，就係「嗰啲巴士個年齡係六歲以下喇；咁我哋就
6 係--我哋係採用相同嘅維修標準喇，好似呢一個嘅專營巴士一樣」，呢一個係
7 咩嘢意思？就係「我哋租用嘅巴士係同呢一個我哋專營巴士個維修水準一
8 樣」，咁呢個確切嚟講係咩嘢意思？

9 黃焯安先生：我想請楊先生去幫我作答呢條問題。

10 楊家寶先生：主席，多謝。所有呢啲非專營巴士，我哋都係會將佢納入為好似我哋專
11 營巴士咁樣嘅處理方式，喺個保養同埋維修方面，咁包括係每一個月有一個我
12 哋叫做“MI monthly inspection”，月檢嘅保養喇。同埋佢會--佢需要通
13 過一個年檢嘅檢查嘅，呢個同專利巴士一樣嘅做法。

14 黃女士：（經傳譯員）你知唔知道呢啲所有嘅非專營巴士佢哋有冇黑盒？又或者限速
15 器？

16 楊家寶先生：係有嘅，係有嘅。

17 黃女士：（經傳譯員）呢個係咪一個合約嘅要求嚟嘅呢？喺你哋係同呢啲--同呢一間
18 非專利巴士承辦商簽嘅合約係咪有一個咁嘅要求？

19 黃焯安先生：因為我哋今天係會要求我哋呢個營辦商去將呢部非專營巴士係要將佢去
20 配置到等同我哋一部專營巴士，要佢咁樣安排喇，係，即係嗰個原意就係要做
21 到呢樣嘢喇。

22 黃女士：（經傳譯員）今日之前，即係以前又點？以前有冇咁嘅要求，就要求所有呢
23 啲非專營巴士都要有埋呢個黑盒或者係限速器係安裝好？

24 主席：（經傳譯員）邊個嘅要求？

25 黃女士：（經傳譯員）無論係你哋公司嘅要求定--即係話你哋間公司有冇要求呢個非
26 專營巴士公司係裝配呢一個係黑盒同埋限速器，即係講以前有冇咁嘅要求？

27 黃焯安先生：其實你可以睇番呢度(d)個項，咁係喇，其實佢呢架車嘅要求係
28 “similar on-vehicle facilities”喇，係喇，咁但係當然係佢入嚟提-
29 -即係幫我哋去提供服務嗰啲車喇，因為本身喺我嘅理解，今天喺運輸署對非專
30 營巴士係有咁嘅要求，即係同專營巴士係唔同嘅，咁但係就係正正呢一度都已
31 經係提出咗，如果嗰架非專營巴士係去幫我哋去提供服務，佢就係要將呢架車
32 係要裝備到同一架專營巴士一樣咁嘅要求。

33 主席：（經傳譯員）對唔住，等等。(2)(d)個係咪視為係運輸署嘅要求，呢一句

1 你嘅解讀係咪就話要求車上有一個黑盒呢，你嘅理解係咪咁嘍？

2 黃焯安先生：因為我嘅理解喺 (d) 個項當然佢係冇寫到 “black box” 喺 (d) 個項個
3 度，但係我哋自己個理解，即係都係要去要求佢裝呢樣嘢囉，我哋自己嘅理解
4 係咁樣。

5 主席：（經傳譯員）唔該晒。

6 黃女士：（經傳譯員）可唔可以係畀個樣本我哋睇下，即係睇下你間公司同冠忠關於
7 使用非專利巴士嘅服務嘅合同嘅樣本，特別係我哋想知道有關嘅安全設備嘅。

8 黃焯安先生：呢個我哋後補番畀委員會，唔該，係，唔該。

9 黃女士：（經傳譯員）或者讓我澄清一下喇，以前，以前，我想問下，有冇咁嘅合約
10 嘅要求嘅呢？即係話要求冠忠提供一個非專利巴士畀你哋嘅時候，佢係有埋呢
11 個黑盒同埋限速器嘅，想知道合約裏面有冇咁嘅合約要求呢？

12 黃焯安先生：呢個我唔--我哋都要返去睇番個文件先，係，係喇，唔該。

13 黃女士：（經傳譯員）唔該。好，去到第 6 項嘅要求喇，(f) 個度，個度就係話應該
14 係安排非兼職司機去行呢個東涌道嘅巴士線，之前亦都係要得到恰當同埋足夠
15 嘅訓練嘅，由你哋去訓練嘅。好喇，想問下喇，點解東涌路就係嘅路線就特別
16 係要抽出嚟講嘅？

17 黃焯安先生：因為喺--頭先我講就係喺嶼南，即係大嶼山南面嘅線路其實佢就係一定
18 係曾經東涌道，因為個邊嘅路其實係主要係靠東涌到嘅啫，即係從東涌入去嶼
19 南，包括去大澳同去昂平，咁我相信佢喺呢度咁樣去列出嚟，係即係主要係呢
20 個--因為我哋唔係話去搵部車嚟去行東涌個邊嘅啫線路咁，就係行嶼南嘅線
21 路，大嶼山南面嘅線路，咁我相信係呢一個意思喇，係。

22 黃女士：（經傳譯員）睇嚟呢度就講出一個必定要遵守嘅要求，即係話必定要搵全職
23 嘅車長去行呢啲東涌道嘅巴士線。我想問下喇，東涌道嘅巴士線有冇咩特別
24 嘅呢，有冇咩特別呢？同埋呢度亦都有一個好具體嘅要求，就話啲車長係要
25 由你哋公司係畀足夠同埋恰當嘅係培訓啲車長嘅。

26 黃焯安先生：呢個我哋唔係肯定個個條款嘅原因，咁我哋在座我哋自己去初步去諗，
27 就覺得係因為喺東涌道重建之前，其實係一條好窄好窄嘅路，而係同今天個條
28 路就好唔同，個路況，咁但係我個陣時太細個，我有印象係點樣。咁但係我哋
29 相信即係其實喺即係呢個條款度，其實主要係--係喇，即係因為個陣時東涌道
30 嘅路況喇。咁當然，你話如果係咁，咁而家都重建完喇，咁點解都仲喺上面
31 呢？咁呢個都要再返去我哋自己同啲同事去詳細啲去傾一傾，因為喺我哋嘅理
32 解，其實呢封就係運輸署出畀我哋，就每半年出一次咁樣嘅，咁就可能一啲恒
33 常啲嘅文件，我哋亦都有好--即係定期去檢討番其實會唔會有啲條款裏面係唔
34 適用呀點樣，係，唔該。

1 主席：（經傳譯員）或者你未繼續問之前，黃律師，呢個係運輸署嘅信件嚟嘅，運輸
2 署或者可以話畀我哋聽點解嗰個條款係喺嗰度嘅。

3 黃女士：（經傳譯員）係，好。呢度亦都講咗㗎，一定係得到你哋公司嘅妥善同埋足
4 夠嘅培訓，我想問喇，你哋有冇咩嘢安排嚟到確保呢啲全職嘅車長--係呢一個
5 非專利巴士嘅全職巴士車長係會得到你哋公司嘅足夠嘅培訓先至去揸嗰啲車？

6 黃焯安先生：主席，我會交界李先生幫我哋作答。

7 主席：（經傳譯員）係，李先生，請。

8 李春暉先生：主席，咁我講番喇，咁其實喺培訓嗰方面，非專利同埋專利嘅車長行呢
9 個東涌道，其實我哋都有特別嘅安排嘅，我哋都同運輸署--都覆番佢喇，呢個
10 嶼南路喇，由於嗰個路面比較窄同埋彎位比較多，我哋會行經呢類嘅同事車長
11 都要接受兩日嘅路線訓練，目的就係要佢熟習喺路面上嗰個嘅操作熟習性、嗰
12 個警覺性。咁喺呢一個路線訓練嘅同時，我哋嘅駕駛導師係會睇一睇車長本身
13 喺呢啲彎位嗰個嘅技巧，咁我哋都會有個評估嘅，咁所以喺非專利車長去幫我
14 哋做呢個嘅責任嗰陣時，我哋都會同佢做一個路線訓練。

15 黃女士：（經傳譯員）我相信嗰個全職車長係需要五天嘅培訓㗎，係嘛？即係如果佢
16 哋要行呢條線，佢哋就接受五天嘅培訓㗎，係嘛？

17 李春暉先生：我補充律師先，五天嗰個培訓係 for 新入職嘅車長，而現職車長我哋
18 會因應番佢嗰個嘅需要，譬如頭先我所講，嶼南路我哋會額外提供兩日嘅路線
19 訓練。

20 黃女士：（經傳譯員）唔該。我想問，有冇咩嘢措施嚟到去睇下呢啲係非專營巴士嘅
21 車長佢哋嗰個資歷同埋佢哋個水準咁呢，或者佢哋個扣分紀錄咁呢？

22 黃焯安先生：今天我哋去對待呢個非專營巴士同我哋專營巴士嗰啲會係一樣嘅，係
23 喇，即係嗰個措施等等嗰啲都係一樣，即係有，有嘅，係，即係都係一樣嘅。

24 黃女士：（經傳譯員）即係今日，今時今日？

25 黃焯安先生：唔。

26 黃女士：（經傳譯員）咁之前？2018年之前又有冇咩嘢措施嚟到去查核佢哋嗰個資
27 歷同埋佢哋嗰個駕駛嘅紀錄？即係關乎呢啲非專營巴士嘅車長，定抑或你哋基
28 本--根本就係喺合約上已經係有咁要求，要求冠忠做到呢點？

29 黃焯安先生：因為今天我哋就有即係要求我哋個承判商佢係將每一個佢嗰個--即係個
30 車--頭先嗰封信有個車牌喺度喇，即係呢一封後面就有啲車牌喇，咁車我哋就
31 有資料喇，咁但係佢係咪每一個人--因為其實人--就會涉及多啲人嘅，就唔一
32 定係八十個人定五十個人咁樣嘅，咁本身今天我哋就有特別安排要佢去提交番
33 嗰啲人嗰個資料，即係今天就有呢個安排。

- 1 黃女士：（經傳譯員）較早時候，...
- 2 主席：（經傳譯員）我唔明白，你今時今日有冇咁嘅要求，定抑或你將來係會係要求
3 咁樣做？
- 4 黃焯安先生：今天未有呢個安排。
- 5 主席：（經傳譯員）好，唔該你。係，歐陽委員。
- 6 歐陽先生：（經傳譯員）係，唔該晒，主席。我想講番係呢封信，呢個係運輸署嘅函
7 件嚟嘅，如果我嘅理解係咁嘅話，佢呢度就係畀你嘅呢個批准就會係 6 月尾就
8 係到期喇，你哋收到運輸署另一封函件係作出咁嘅類似安排嘅未？
- 9 黃焯安先生：未收到。
- 10 歐陽先生：（經傳譯員）好，唔該你。
- 11 黃女士：（經傳譯員）有冇申請？
- 12 黃焯安先生：有申請，申請咗。
- 13 黃女士：（經傳譯員）幾時？幾時申請？
- 14 黃焯安先生：呢個要返去睇番先，呢個你可以例如--我相信都係喺 5 月底、6 月頭嘅
15 時候，因為例如喺咁而家喺螢光幕上面嗰封信，咁我哋都係喺嗰陣時係--例
16 如 12 月尾到期，我哋就係 12 月初嘅時候就寫入去續咁樣囉。
- 17 黃女士：（經傳譯員）可唔可以畀個係副本我哋睇？即係畀運輸署封信。
- 18 黃焯安先生：可以，係呢...
- 19 黃女士：（經傳譯員）你哋有冇係就呢啲安排係同運輸署就係有啲跟進嘅討論？即係
20 除咗寫咗信寄咗畀佢哋之外。
- 21 黃焯安先生：我唔係太明你個問題係咩嘢意思。
- 22 黃女士：（經傳譯員）同運輸署有冇進行過商討？即係寫咗信申請係續期之後，有冇
23 再同佢哋商量過？又或者有冇開過會去跟進？
- 24 黃焯安先生：因為我哋有同運輸署見面呀、開會呀，但係就唔--你話相信係同我哋入
25 嗰封信或者個申請而去開會，我相信就有嘅。
- 26 黃女士：（經傳譯員）好，關於呢項安排喇，我想問喇，你係咪每一路等，等到係運
27 輸署作出批准，然後你先至係同冠忠係簽合同，係請佢哋係提供啲非專利巴士
28 畀你哋嘍？
- 29 黃焯安先生：因為我哋同個 contractor 個合約就係長啲嘅，係講緊--我印象中--
30 因為呢一刻冇個實際資料喺手，但係應該係三年期嘅，咁就唔係話我每半年當

1 我收到運輸署嘅同意喇，咁我先至再同個 contractor 去簽，即係其實係一個
2 簽咗三年嘅合約，如果我哋需要同佢租車就同佢租車，咁樣嘅安排囉，咁但係
3 就本身署方就係--係囉，就有--一路有呢個安排，就要我哋每半年去續呢個申
4 請，係喇，我諗主要就係佢要去睇番啲車係咪符合番頭先講啲嘅要求，包括年
5 份啲啲。

6 黃女士：（經傳譯員）你剛才就有提到，你提到就會係要求冠忠就係安裝一個限速器
7 同埋黑盒嘍，即係由而家開始就要求佢安裝呢兩樣嘢喇，你可唔可以講多啲？
8 你有啲咩嘢措施去確保佢哋會裝一個黑盒同埋限速器？

9 黃焯安先生：因為佢裝呢個儀器，咁佢裝咗上去，我哋就即係要佢通知番我哋佢裝咗
10 咁樣。

11 黃女士：（經傳譯員）係咪由而家開始？

12 黃焯安先生：之前都--即係一路嘅做法都係佢裝咗就通知我哋咁樣，係，咁而我哋-
13 -因為例如好似黑盒咁樣，我哋係可以即係睇番，即係從一啲系統度都可以睇番
14 究竟啲啲叫做上傳嘅數據嘍嘛，咁變咗都即係呢方面我哋就--即係你話我哋喺
15 我哋自己有冇去話定期再去核實佢，即係係咪話例如佢每次嚟到，我哋都會睇
16 下佢有冇呢，呢個就一定冇嘅，咁因為我哋都相信佢裝咗上去，啲啲硬件其實
17 佢唔會拆番落嚟，係喇，咁我哋就係會咁，即係佢第一次裝咗就通知我哋咁樣
18 囉。

19 黃女士：（經傳譯員）有冇書面嘅紀錄，就係記錄低佢哋係咁樣樣通知你哋？

20 黃焯安先生：可以，我哋返去補充番畀你，一係呢個，係，因為冇準備得咁充足，唔
21 好意思。

22 黃女士：（經傳譯員）係，好吖，唔該你。

23 主席：（經傳譯員）麻煩你都提供呢啲資料。

24 黃焯安先生：Okay, sure。

25 黃女士：（經傳譯員）我想問下喇，而家有啲咩嘢措施去監察呢啲非專營巴士嘅車長
26 佢個個駕駛嘅資歷同埋佢個個駕駛嘅紀錄？

27 黃焯安先生：係，唔該。Existing，即係頭先都有提到喇，呢一刻我哋就有要求我
28 哋個承辦商去將呢啲資料提供畀我哋嘅，咁我哋都即係會--頭先例如我哋講，
29 我哋兼職啲啲同事去攞喇，咁我哋都下一步係即係有呢個計劃去向佢哋索取呢
30 啲資料。

31 黃女士：（經傳譯員）咁會唔會有類似嘅要求，即係好似要求兼職車長咁，即係簽一
32 個嘅聲明書，即係要求呢一啲嘅非專營巴士車長簽類似嘅聲明，先至可以畀佢
33 哋駕駛呢啲嘅巴士？

1 黃焯安先生：我諗我哋呢一刻未有個決定究竟係點去即係實施嗰個措施喇，呢刻未有
2 個確定點去做，咁但係就我相信會係啲即係同我哋本身不論請長工或者兼職，
3 都係一啲類似嘅做法喇，咁呢個會--但係呢一刻未有個決定，係。

4 黃女士：（經傳譯員）即係而家以我嘅理解，你嘅公司今日就唔知道呢啲非專營巴士
5 司機即係喺任何一日用嘅，之前有冇試過係違反一啲嘅交通條例，你亦都唔知
6 道佢哋嘅經驗㗎？

7 黃焯安先生：因為本身呢一個 Kwoon Chung Motors，其實佢同我哋嘅關係就唔係
8 一個完全獨立，即係完全係一個我哋唔識佢咁樣嘅關係嘅，即係本身 Kwoon
9 Chung Motors 亦都係其實係新大嶼山巴士嘅嗰個控股股東嚟嘅，即係持股，
10 係喇，咁變咗其實我哋亦都係對於佢 Kwoon Chung Motors 下面嘅嗰個員
11 工，佢嗰啲我哋都係即係知道佢本身係--即係當然喺大嶼山巴士，我哋係唔會
12 話好詳細知道每一個同事嘅嗰個--即係我哋本身大嶼山巴士冇存檔㗎，但係我
13 哋知道佢本身喺招聘等等都係有去即係採取一定嘅措施去確保嗰個係一個
14 qualified 嘅車長。咁呢個都可以我哋整理一下啲資料，再補充番嘅。

15 主席：（經傳譯員）係，唔該晒。

16 羅先生：（經傳譯員）有三類型嘅巴士喇，全職、兼職同埋駕駛非專營巴士嘅司機，
17 就有唔同嘅待遇㗎，即係對於最後嘅一種。我問題就係話呢啲非專營巴士都有
18 黑盒嘅，呢啲黑盒嘅資料幾時會用到？因為呢啲巴士係由非專營巴士嘅司機駕
19 駛㗎嘛，咁所以係幾時會用到黑盒嘅資料去監察佢哋嘅表現？

20 黃焯安先生：係，唔該，委員。咁喺今天我哋個系統度係睇到呢啲入嚟幫我哋大嶼山
21 巴士做嘢嘅呢啲非專營巴士嘅黑盒嘅紀錄，我哋係 access 到呢個紀錄嘅。即
22 係今天已經係我哋係接觸到，係。

23 羅先生：（經傳譯員）咁但係呢啲資料有冇試過用到去監察或者評估佢哋嘅駕駛表
24 現？

25 黃焯安先生：因為本身講番唔係淨係呢啲非專營巴士喇，我哋自己喺我哋嘅車隊度已
26 經裝咗黑盒，咁本身我哋去檢視呢啲我哋自己--即係先唔好講話 non-
27 franchised 先，我哋都係用一個 random check 嘅方式，每個月咁就去檢查
28 究竟我哋呢啲車有冇一啲--或者啲車長有冇啲駕駛嘅問題嘅，咁喺非專營巴士
29 呢啲，我哋相信都係用一個同樣嘅--即係喺我哋自己嗰邊，去同樣去一個方
30 法，但係呢一刻我要即係返去都要問番啲同事，究竟呢個 random check 呢一
31 個抽查係有冇抽查到嗰八十部車喇，喺星期六、日嘅時候。因為呢一刻我抱
32 歉，未能夠去確定答到你，但係本身我哋整體都係咁樣去抽查。

33 主席：（經傳譯員）講其他嘢之前我想問，你哋六個人有一個可以答到呢個咁簡單嘅
34 問題？即係話會唔會去檢查下呢啲非專營巴士上面嘅黑盒。

35 陳天龍先生：主席，我想補充少少，而家我哋就暫時未係好主動咁去 check 個黑盒

1 裏面嘅資料嘅，但係裏面嘅資料我哋會點樣用？我哋如果收到投訴嘅時候，我
2 哋就一定抽查裏面黑盒嘅資料去調查個事件嘅。

3 主席：（經傳譯員）唔好意思，即係你係有投訴先至會採取行為，係嘛？

4 陳天龍先生：冇錯。

5 主席：（經傳譯員）即係同埋有意外嘅時候？

6 陳天龍先生：冇錯。

7 主席：（經傳譯員）咁會唔會隨機抽樣查呢啲非專營巴士嘅黑盒㗎？

8 陳天龍先生：我哋亦都有做嘅。

9 主席：（經傳譯員）唔該。黃律師，喺適合嘅時間我哋想休息二十分鐘。

10 黃女士：（經傳譯員）或者我想係先講一講關於呢一個安全表現方面先。黃生，除咗
11 呢一個嘅問題之外，仲有冇其他嘅措施去監察非專營巴士佢哋嘅安全表現？即
12 係你哋公司用緊呢啲呢類型嘅巴士司機，譬如係一啲神秘嘅乘客，或者會唔會
13 係將你哋嘅員工係要佢哋搭巴士去監察呢啲巴士司機嘅表現？

14 陳天龍先生：主席，我哋其實每個月都有做 mystery shoppers 嘅，咁其實呢一方
15 面都係唔分我哋大嶼山嘅車咩，定係入嚟幫手嘅非專營巴士嘅。

16 黃女士：（經傳譯員）呢個神秘嘅檢查就會係即係三種嘅巴士車長都會用嘅？即係如
17 果你發現一啲唔合標準、低於標準嘅表現，或者超速，又會採取咩嘢嘅紀律行
18 動，即係關於非專營巴士司機呢方面？

19 陳天龍先生：如果我哋發現有譬如係超速嘅情況，咁我哋會有一啲--我哋會發警告信
20 畀--甚至乎我哋會 suspend 佢哋，唔畀佢入嚟大嶼山嗰度做嘢嘅，如果嚴重起
21 上嚟。

22 黃女士：（經傳譯員）喺呢個係一個適合嘅時間。黃生同埋你嘅同事，我哋而家會休
23 息二十分鐘，跟住喺呢個 11 點 50 分再繼續。

24

25 上午 11 時 28 分聆訊押後

26

27 上午 11 時 50 分恢復聆訊

28 出席人士如前。

29

1 主席：（經傳譯員）黃律師。

2 黃女士：（經傳譯員）多謝主席。

3 黃焯安先生：Excuse me, Chairman, 我有啲資料想補充番，係關於頭先講--
4 excuse me。

5 主席：（經傳譯員）係，可以，可以補充。

6 黃焯安先生：關於頭先我哋講話新入職嘅同事去做嗰個查底嗰個紀錄，我想補充番，
7 我哋唔係由 2018 年開始嘅，我哋呢個做法已經係一個好長嘅時間，即係好多年
8 㗎喇。我哋 2018 年做嗰個係因為以往我哋每年可能只係會揀一部分嘅車長出嚟
9 去抽查佢哋嗰個紀錄，喺 2018 年我哋做嘅，年初係講緊我哋全體嘅車長，我哋
10 向佢哋再攞--即係去查多次全體車長，我哋自己個計劃係每年...

11 主席：Thank you.

12 黃焯安先生：係喇，都去查，係。

13 黃女士：（經傳譯員）你講緊就係呢啲關於係違例駕駛記分嘅紀錄，係咪？

14 黃焯安先生：係。

15 黃女士：（經傳譯員）另外仲有啲跟進問題，黃生，之前你講過，關於嗰啲安全裝置
16 方面，嗰啲非專營巴士嘅硬件，你話佢哋係有同專營巴士相同嘅裝置，我哋就
17 睇番第 453 頁，就係文件冊嘅第 2 號，呢度就係有講到所有嘅新大嶼山巴士公
18 司嘅安全嘅裝置嘅，呢度一共有二十四個裝置嘅，你可唔可以確認又或者基於
19 你嘅理解，呢啲所有嘅非專營巴士都係有裝置所有 453 頁嘅所列出嘅一啲嘅裝
20 置？

21 黃焯安先生：唔該，抱歉，要少少時間去確定番。因為喺呢廿四個 item 嗰度，有一
22 --例如講雙層巴士嗰個，就--唔好意思，係，確認有嘅。因為頭先我問清楚同
23 事，我哋都有租用雙層巴士嘅，裏面嘅係有。

24 黃女士：（經傳譯員）唔該晒。亦都有跟進問題，你話你會租用非專營巴士，就有冠
25 忠公司，係咪？你係從呢個冠忠遊覽車公司去租用嘅？

26 黃焯安先生：Kwoon Chung Motors。

27 黃女士：Kwoon Chung Motors.（經傳譯員）你係咪新大嶼山巴士公司百分之九
28 十九點九九都係冠忠遊覽車有限公司所擁有㗎喇，呢個後者係一間上市公司嚟
29 嘅？

30 黃焯安先生：個母公司係 Kwoon Chung Bus Holdings，但係中間可能係有用其
31 他公司嚟持有新大嶼山巴士嘅股份，我嘅喺呢度--係喇，要去睇番，但係最終
32 嗰個母公司就係 Kwoon Chung Bus Holdings，冠忠巴士集團。

1 黃女士：（經傳譯員）你間公司，換句話嚟講，就係向你嘅母公司去租用非專營巴
2 士？

3 黃焯安先生：係，正確，係，但係我哋係有公開去投標嘅，呢個過程係。

4 黃女士：（經傳譯員）黃先生，你自己同埋 Timothy Wong 就係黃焯添先生都係呢
5 一個嘅冠忠遊覽車有限公司嘅股東呢？

6 黃焯安先生：係，正確，本身我自己冠忠巴士集團係個職銜係行政總裁，黃焯添先生
7 係冠忠巴士集團嘅營運總監。

8 黃女士：（經傳譯員）唔該晒。喺 2017 年冠忠嘅主席就係 Mr Matthew Wong，係
9 你嘅爸爸，啱唔啱？

10 黃焯安先生：係，正確。

11 黃女士：（經傳譯員）我個問題就係話當你間公司係租用非專營巴士公司，係同母公
12 司去租用嘅時候，嗰個佢哋嗰個租金係點樣去取得大家去同意個租金嘅呢？

13 黃焯安先生：頭先正如我咁講，就我哋每三年會係去投標。

14 黃女士：（經傳譯員）個租金係點樣去釐訂嘅呢？

15 黃焯安先生：係落標嗰間公司去決定嗰個定價咁樣，而我哋 NLB 就去決定用幾多部
16 車。

17 黃女士：（經傳譯員）落標嘅公司係指邊個？

18 黃焯安先生：唔好意思，你嘅問題係講緊--即係落標嗰間就叫做 Kwoon Chung
19 Motors。

20 黃女士：（經傳譯員）你知唔知道運輸署有冇咁嘅要求又或者有冇指引就講及如果用
21 上呢個非專營巴士嘅租賃嗰方面，喺定價嗰方面佢哋有冇乜嘢指引嘅呢？

22 黃焯安先生：冇嘅，關於價格上嘅，運輸署就有呢個 requirements 或者
23 guideline。

24 黃女士：（經傳譯員）唔該晒。等我繼續，...

25 主席：（經傳譯員）你未繼續之前，我就想問下，呢個咁嘅安排，同冠忠巴士呢個安
26 排，你就透過呢個安排，你哋就係租嗰啲非專利巴士，我就想問，係咪 2018 年
27 5 月 1 號開始嘅呢？

28 黃焯安先生：Chairman，我哋手頭上最--而家 existing 現有嗰份係 2016 年 8 月
29 生效嘅，到而家，2016 年 8 月。

30 主席：（經傳譯員）喺嗰日之前，我就想問，你哋有冇其他嘅供應商係提供呢一啲非
31 專營巴士畀你哋用呢？

1 黃焯安先生：冇，係一直都係 Kwoon Chung Motors。

2 主席：（經傳譯員）可唔可以畀我哋知道乜嘢叫做「一直以嚟」？係幾時呢？

3 黃焯安先生：我都係聽番--我哋嘅理解，就係喺--因為冠忠收購大嶼山巴士嘅時候
4 就係 1992 年嘅，冠忠開始向大嶼山提供服務就應該係 1990 或者 1991 年嘅。

5 主席：（經傳譯員）唔該晒。

6 黃女士：（經傳譯員）等我繼續。想問下，你哋有冇咩嘢嘅措施去監察住呢啲非專利
7 巴士嘅車長佢哋嘅身體狀況，有冇監察啫，睇啫，然後先至係畀佢哋上班呢？
8 譬如話有冇驗身嘅呢？

9 黃焯安先生：我想確定個問題係講緊佢每一次駕駛咗，定係佢開始駕駛，即係入職前
10 咁樣，即係駕駛--幫大嶼山巴士駕駛前？

11 黃女士：（經傳譯員）兩者，兩者都問。

12 黃焯安先生：如果你話每一次駕駛前，呢個冇嘅，一定唔會話每一次駕駛前，因為包
13 括唔好話係非專營巴士提供嘅車長，我哋自己大嶼山巴士嘅車長，我哋都有可
14 能每一次開車前去幫佢做一個檢查。至於你講話另外嘅身體檢查，就係例如喺
15 入職嘅時候，佢就會去做身體檢查。

16 因為我都想補充，其實頭先即係本身，因為 Kwoon Chung Motors 同大
17 嶼山巴士係一個姊妹公司嘅關係，其實佢本身都有好多今天--因為大嶼山巴士
18 其實規模係較為細嘅，得一百三十部車，而有好多後勤嘅工作人員或者一啲主
19 要嘅管理人員其實都係要靠母公司嗰面去支援嘅，如果唔係，係有可能去可以
20 跟到另外--即係大嶼山巴士去做到可以好似另外兩間專營巴士公司咁樣嘅相近
21 嘅表現出嚟嘅，我哋大嶼山巴士只係佢哋嘅十三分之一或者三十三分之一咁嘅
22 規模。

23 所以係當你話如果喺冠忠嗰個車長佢去駕駛大嶼山巴士之前會唔會話真係有
24 一個文件正式存入去大嶼山巴士個紀錄度話佢做咗身體檢查，呢個我都要返去
25 問番我自己嘅同事佢哋嗰個實際嗰個操作係點樣，但係本身我哋嘅了解，喺冠
26 忠佢哋自己去聘請呀盛，都係有做足頭先講嗰啲去查底、身體檢查等等，係有
27 做嘅。

28 主席：（經傳譯員）或者你查番之後，就再正式咁畀份文件我哋喇，即係佢哋點樣樣
29 正式咁將個文件交界你哋新大嶼山巴士公司嘅。

30 黃焯安先生：Sure。

31 黃女士：（經傳譯員）關於呢啲非專營巴士，即係利用呢啲非專營巴士嚟到係做巴士
32 營運嘅，我想問你哋有冇咩嘢措施嚟到確保呢一類嘅巴士喺機器上面、機械上
33 面都係適宜係你哋使用嘅呢？

1 黃焯安先生：我交界楊生代我作答。

2 主席：（經傳譯員）係，楊生。

3 楊家寶先生：Thank you。關於呢啲非專利巴士，佢哋都會定期做一個檢查，同埋
4 每一年佢哋都會 go through 政府嗰個驗車嘅，因為呢個係完全同我哋專營巴
5 士係一樣嘅。

6 黃女士：（經傳譯員）關於呢啲非專營巴士嘅公司，你會要求佢哋畀啲咩嘢文件嘅證
7 明你哋，就去證明呢啲嘢都做咗呀？

8 黃焯安先生：唔該。因為本身--正如頭先我咁講，喺今天大嶼山巴士同冠忠係一個姊
9 妹公司嘅關係，可能有好多 black and white 嘅文件我哋係冇話係由大嶼山
10 嗰邊係向冠忠去索取嘅，今天。但係當然我哋自己本身係--尤其是我哋管理層
11 呢方面亦都係知道兩間公司佢哋係--因為我哋都係提供客運嘅，亦都係會提供
12 呢個安全嘅服務去畀我哋嘅乘客嘅，當然呢一方面我哋如果往後係我哋自己都
13 返去檢討一下，覺得係咪真係有需要係就算係--即係當然唔一定嗰個係一個我
14 哋有關連嘅公司，如果往後係一個冇關連嘅公司去幫大嶼山巴士提供嘅服務，
15 變相我哋都可能要諗清楚往後會唔會係需要多啲文件係需要番呢個營辦商去提
16 供番畀我哋。

17 黃女士：（經傳譯員）喺你嗰個附件 2A、2B 同 2C，即係話你哋文件嘅 474 至到
18 480 頁，473、474 頁就係附件 2A 嘅，2B 就係 476，之後嗰個就係 479 頁
19 嘅。我想問，呢啲嘅調查係邊個進行嘅呢？

20 主席：（經傳譯員）我想問一下你講邊一個調查？

21 黃女士：（經傳譯員）三個調查。

22 主席：（經傳譯員）可唔可以講嗰個係標題呢？

23 黃女士：（經傳譯員）2A 就係呢個每月嘅報告，就係講及就係編定咗嘅服務同埋實
24 際嘅服務就係佢哋究竟係咪符合到嗰個休息時間、用膳時間；2B 就係呢個車上
25 嘅調查，去調查一下就係大嶼山巴士車長嘅休息時間；2C 就係提及專營巴士車
26 長工作時間嘅調查，就關乎係 B 同 D 嗰兩項嘅指引嘅。

27 主席：（經傳譯員）唔該。

28 黃女士：（經傳譯員）唔該你。

29 黃焯安先生：唔該主席。呢三份啱啱提到嘅 survey 都係由我哋公司 NLB 內部自己
30 去做嘅。

31 黃女士：（經傳譯員）喺呢個 2A，474 頁，呢個就係每月嘅報告，就講及就係嗰個
32 巴士車長嗰個工作時間個指引，編定咗嘅同實際嘅，嗰度就係有一百一十五位
33 車長係接受調查嘅，換句話講，你意思係咪話一百一十五位車長就係喺嗰一日

1 單一日裏面都畀你哋調查，即係話 2018 年嘅 2 月 21 號嗰日單一個人係調查晒
2 一百一十五位車長呢？

3 黃焯安先生：係，正確，係當天嘅一百一十五個，係喇，喺嗰一日，係喇，抽一日去
4 睇番嗰日。

5 黃女士：（經傳譯員）會唔會係單一位公司嘅職員去進行晒呢個調查呢？

6 黃焯安先生：因為我想補充番，佢呢一個形式，佢唔係話去逐個、逐個一百一十五個
7 司機去跟住佢去見，而係我哋嘅同事去對番當天喺我哋自己嘅人事--即係嗰個
8 車務嘅紀錄--行車紀錄，去對番當天嘅工作。

9 黃女士：（經傳譯員）換句話講，即係睇番嗰個係交界你哋公司嘅駕駛紀錄，係咪
10 呀？邊個交出嚟嘅紀錄呢？

11 黃焯安先生：Thank you, Chairman, 我哋係呢個日子係運輸署去定畀我哋嘅，而
12 我哋就去同我哋自己個--即係對番我哋自己內部嘅紀錄，喺嗰個營運--即係主
13 要係營運部門嗰方面提供嘅紀錄。

14 黃女士：（經傳譯員）或者你去睇番附件 2B，就話車上嘅調查，去查核一下大嶼山
15 巴士公司嘅司機嘅休息時間，請你睇番 477 至到 478 頁嘅，呢個又點樣進行嘅
16 呢？

17 黃焯安先生：唔好意思，我哋要少少時間去睇番個紀錄，唔好意思。

18 主席：（經傳譯員）係，慢慢。

19 黃焯安先生：Chairman, 呢一個表係我哋公司內部自己做嘅都係。

20 黃女士：（經傳譯員）去 480 個頁，附件 3 就係調查番專營巴士車長嘅工作時間，
21 呢個又係點樣進行嘅呢？又或者調轉去咁問，會唔會有個人係嗰一日整日跟住
22 個車長，然後作出呢個調查呢？

23 黃焯安先生：好，主席，喺呢個表度，“Employee No. of bus captain”呢一
24 項就係運輸署去選取嘅，同埋嗰個“Survey Date”都係，而我哋喺右邊呢
25 度，我哋就係搵番嗰個紀錄，即係都唔係話有個人去坐喺架車跟住，因為呢個
26 係事後去填報番出嚟嘅，我哋就填番究竟--搵番我哋自己個紀錄，佢當天嗰個
27 同事嘅工作時間。

28 主席：（經傳譯員）當初係點樣樣有呢一啲嘅紀錄呢？即係呢個又係簽到同埋簽走嘅
29 時間，最初呢啲時間係點樣樣係記錄低嘅呢？

30 黃焯安先生：主席，喺我哋嘅今天嚟講，主要就係喺呢個總站，即係站頭嗰度有個拍
31 卡機咁樣，個同事就擺個員工證去打卡，即係拍卡，就係去記錄番佢嗰個上、
32 下班時間。如果有啲係 remote，唔係呢個站頭，就靠個電話去報番。

1 黃女士：（經傳譯員）對唔住，我其實係應該問 477 頁都同一個問題嘅，因為嗰個
2 標題就係話車上嘅調查你都係查核大嶼山巴士公司司機嘅休息時間嘅，呢個都
3 係就係車上嘅調查，都想問同一個問題，係咪當日係有人跟車去調查嘅呢？

4 黃焯安先生：唔該主席。呢一個 on-board survey 呢個就我哋係有同事喺車度
5 嘅。佢呢個係運輸署要求我哋有十日就係喺平日，有五日就喺假日嘅時候去做
6 嘅。

7 黃女士：（經傳譯員）你可唔可以講下喺休息或者係用膳嘅時間，即係根據呢個指
8 引，嗰三類嘅巴士車長需唔需要做任何嘅非駕駛嘅職務，譬如話係要更新佢哋
9 嗰個當更時間或者其他一啲行政嘅工作？

10 黃焯安先生：唔該主席。喺嗰嗰提及嘅如果休息時間，係唔會需要去做你講嘅呢一類
11 我會當佢係行政工作咁樣，因為主要行政工作係會由我哋一啲例如喺個站站長-
12 -即係喺個站頭嗰度就有個站長去處理呢啲工作，或者喺個總站嗰度係有其他一
13 啲職員去幫手。

14 黃女士：（經傳譯員）如果根據你公司指示，要去到另外一個地點，或者係要去進行
15 另外一種嘅駕駛工作，會唔會包埋喺呢個食飯或者休息時間裏面呀？

16 黃焯安先生：唔該。因為本身我哋嗰個服務嗰個範圍其實係較為集中，就唔會話出現
17 一個要跨區喺大嶼山搭車去到九龍提供服務呢啲咁嘅情況，所以如果你嘅問題
18 係話嗰啲會唔會都當咗係一個 rest time 呢，因為本身呢啲情況基本上係冇
19 嘅，我哋相信，但係如果有都好，我哋都要計，當係一個工作時間畀我哋嘅同
20 事嘅，就唔會當佢係一個休息時間咁樣。

21 黃女士：（經傳譯員）唔該。或者想睇下，就係呢一個第 71 頁，係區議會嘅文件
22 夾，中文係 71 頁最後嘅五行，英文就係 75 頁最後嘅六行，我會讀出嚟。

23 主席：（經傳譯員）你係由邊度讀出嚟呀？

24 黃女士：（經傳譯員）呢個係離島區議會嘅意見書，交界委員會，有關於呢次嘅專營
25 巴士獨立檢討委員會嘅聆訊嘅。

26 主席：Thank you.

27 黃女士：（經傳譯員）我想讀出最耐嗰五行，「大嶼山巴士路線主要係一啲山路，係
28 大嶼山南同埋就喺高速公路來往主要地區嘅長途，呢啲嘅路線係需要高度集
29 中，所以需要更多嘅休息時間，防止因為疲勞引致交通意外。」黃生，我有一
30 個問題，係關於大嶼山南嘅一啲路線，每一更嗰個嘅時間、時數或者長度係幾
31 多？

32 主席：（經傳譯員）可唔可以講下，一更？係指一個工作嘅更數定係行完一條路線
33 呀？

34 黃女士：（經傳譯員）行完路線，譬如話 3M 呢條線，由梅窩碼頭到東涌應該市中心

1 喇。

2 黃焯安先生：Thank you, Chairman, 如果以梅窩呢個 3M 為例，佢由東涌去到梅
3 窩或者梅窩去東涌，就大概係三十五至四十分鐘，睇下沿途多唔多--即係要上
4 落咁樣。

5 黃女士：And what do you...

6 黃焯安先生：三十五至四十，唔好意思，三十五，唔係三十。

7 黃女士：（經傳譯員）呢度就話呢啲嘅長途路線係需要高度集中，你同唔同意呢一句
8 咁講呢？

9 黃焯安先生：因為啱啱呢一個文件我都係第一次睇，即係...

10 黃女士：Oh, I apologise for that.

11 黃焯安先生：唔緊要，唔緊要，我自己就唔--我都唔係太明其實佢個 “long-
12 distance routes along the highway to and from the main
13 areas” 個個意思係點，因為其實我哋本身大嶼山個個--我哋就--我哋個個專
14 營權個個範圍其實就淨係喺大嶼山，就有話去其他例如市區咁樣嘅，我哋另外
15 就係喺深圳灣口岸個度就有服務去到元朗同埋天水圍個度，亦都唔連去大嶼山
16 嘅。

17 我唔係太肯定議員個個--我唔知係咪講緊--或者如果你就咁--我集中番講
18 番，我唔去揣測佢個意思係點先，如果就咁講嶼南個面，我相信以個個車程
19 嚟講，其實比起一啲喺另外兩間巴士公司嘅路線嚟講，就我諗對比起上嚟，就
20 唔算話係好長。

21 同埋本身因為我哋個服務嘅範圍個個路面情況其實就係較為暢通嘅，就好
22 少會遇到啲擠塞嘅問題，所以就我哋編排個個時間通常都唔會話同實際行車
23 時間睇太遠。當然你話四十分鐘同一啲好近好近，例如一啲我哋叫 feeder
24 bus，係去地鐵站個咁樣，即係另外--例如逸東邨去地鐵站個個車程只係講緊
25 幾分鐘，比較起上嚟，佢會係長啲。但係如果你話真係同--我相信其他，例如
26 喺新界去市區個咁，我諗我哋又唔算好長嘅。或者係同一啲喺機場，機場去
27 市區個咁，其實個咁可能就跨區再加埋喺市區擠塞嘅，個咁個車程會更加長，
28 我個睇法會係咁。

29 黃女士：Yes, and...

30 主席：（經傳譯員）黃女士，呢份文件仲有冇其他問題呀？因為如果有，應該畀個機
31 會黃生睇過先。

32 黃女士：（經傳譯員）有呀，我有幾個問題要問。

33 主席：（經傳譯員）黃生，你去睇番呢三頁，你可以而家睇嘅，用幾多時間都有問

1 題，我哋會等你。

2 黃女士：（經傳譯員）或者睇中文，中文就係 71 至到 72 頁。

3 黃焯安先生：主席，我...

4 主席：（經傳譯員）係，黃生(sic)。

5 黃女士：Thank you. And...

6 黃焯安先生：Sorry, excuse me。因為我睇咗個中文譯本，可能佢翻譯嗰度係搞
7 錯咗，因為佢個中文譯本嗰度係寫「大嶼山巴士」，嗰個「大嶼山巴士」唔係
8 講緊我哋公司，係講緊喺大嶼山度服務嘅巴士，係包括--即係佢話加上第--佢
9 話「加上大嶼山巴士路線」其實唔係講緊係新大嶼山巴士公司嘅路線。當然我
10 會有一部分，大嶼南嗰啲就係我哋公司，你話往來高速公路嗰啲就係講緊城巴
11 或者龍運嘅線路。

12 黃女士：（經傳譯員）唔該。請你睇番第 3 段，英文就喺 76 頁，呢度就表達咗啲嘅
13 關注，係離島區議會，關於大嶼山巴士公司嘅路線，讀出嚟，就係話「正如先
14 前嘅意見書所講，大嶼山巴士公司嘅路線主要都係呢一個來往大嶼山南嘅一啲
15 山路同埋一啲來往主要區域嘅高速公路，長途嘅，無論如何，目前嚟講，嗰個
16 巴士車廂同埋嗰個嘅規定嘅設施都唔能夠係確保乘客嘅安全嘅，譬如話 3M 呢條
17 線，來往梅窩同埋東涌，我有時候就發現啲巴士就係載滿客嘅，連呢一個嘅車
18 廂裏面嘅通道都滿晒客嘅，而一啲來往市區嘅，除咗前面嗰幾行座位之外，後
19 面嗰幾行同埋係向車尾嘅嗰啲座位都有安全帶嘅，呢個相比起歐盟嘅規定，即
20 係話無論任何嘅類型都好，巴士乘客、司機、乘客都係要戴安全帶，呢個顯示
21 到香港係落後好多嘅。」

22 跟住我就睇番 78 同埋 79 頁，我想問，你對於呢件事有咩嘢嘅睇法？

23 黃焯安先生：好，唔該主席，如果簡單去睇，我睇到佢提出有兩個疑問，第一個疑問
24 就係對於我哋啲車冇裝安全帶呢個問題，第二就係佢另外有去影咗啲相，喺啲
25 相度就見到企得好滿咁樣，即係呢個情況。我首先回應第二個疑問嘅，就係關
26 於佢話啲車好似企得好滿咁樣。

27 因為我哋其實都有留意到喺梅窩每日一啲較為繁忙嘅時間，正正呢條 3M 嘅
28 路線其實係去呢個東涌--往返東涌，其實係比起以往嗰個人係多咗嘅，之前我
29 哋嘅分析就係因為佢多咗人入去起樓，因為嗰面而家係起緊啲居屋咁樣嘅，都
30 應該係將會起完，或者都差唔多起完咁樣。我哋之前嗰個做法就係都係盡量喺
31 啲繁忙時間去加密嗰個班次，因為本身我哋同平時各位喺市區見到嘅提供嘅車
32 款就較為唔同嘅，我哋本身因為嗰度行嗰個山路較為多，其實我哋已經係好多
33 年冇去採用呢個雙層巴士，所以就當一有啲去到一啲繁忙嘅時間，一個單層巴
34 士始終個載客量就有咁高，我哋喺 2017 年嘅時候就決定就係想喺 3M 嗰度就係
35 去用番呢個雙層巴士。

1 因為都見到嗰個，同埋嚟緊嘅都知道本身梅窩係會有呢個居屋喺 2018、19
2 年去入伙，我哋喺 2017 年嘅時候其實就試埋車盛呀咁樣，個目標就係希望去解
3 決番一啲喺繁忙時間，就即係喺個車度即係唔夠--都始終我哋都明白例如喺四
4 十分鐘，由梅窩去到東涌，如果你話個坐位咁少，因為單層嘅車始終個坐位係
5 比較少嘅，我哋就去專登係喺市面度都採購咗一啲車身較為短啲--車長較為短
6 啲，都係我哋做過路面測試，都確保係上述嘅呢部雙層巴士係去投入服務都唔
7 會有問題。

8 至於你話議員佢有提到話安全帶嗰個，我哋嘅本身，因為今天係冇要求我哋
9 所有座位都安裝安全帶嘅，我哋就主要喺一啲較為署方認為即係叫做 *exposed*
10 *seat* 嗰啲座位度去加番安全帶，我哋都係開放態度嘅，如果你話係當覺得係真
11 係有需要去喺所有嘅座位度加安全帶，我哋都覺得呢個建議係可以，我哋好開
12 放嘅，對呢個建議。

13 主席：（經傳譯員）係，黃律師。

14 黃女士：（經傳譯員）而家我想請你睇番會議紀錄，係同樣，離島區區議會嘅，係
15 2017 年 10 月 23 日嘅會議紀錄，中文係 252 頁，英文係 256 頁。黃生，呢個
16 係第一頁嚟嘅，係離島區議會嘅會議紀錄，日期係 17 年嘅 10 月 23 號，我哋
17 可以睇到出席人士，睇番 257 頁同埋 256，仲有 258 頁，你間公司係有出席
18 嘅，就係陳天龍先生副總經理，係大嶼山巴士公司，有出席嘅，現在想請你睇
19 第 41 段，中文就係 254 頁，可以請你睇，你自己睇下。我亦都想請你睇第 43
20 段添，就係區議員郭平先生佢嘅建議。

21 黃焯安先生：唔，okay。

22 黃女士：（經傳譯員）佢提出嘅其中一個事項，就係話歐盟嘅規例就限制巴士車長工
23 作時間係九小時嘅，如果係連續工作嘅時間就係十四小時就太長，會引致可能
24 會有呢一個意外發生嘅，所以佢就關注呢一個大嶼山巴士公司同埋呢一個嘅運
25 輸署，有關於呢個羌山路、東涌道，即係大嶼山嗰個嘅情況嘅，因為後果係不
26 勘設想嘅，所以佢希望巴士公司同埋運輸署就可以係做啲嘢關於呢一個嘅工作
27 長嘅時間，對於呢方面，你有咩嘢嘅意見呀？或者你哋間公司對於呢方面有咩
28 嘢意見？

29 黃焯安先生：唔好意思，我哋要少少時間睇番啲資料先，唔好意思。

30 主席：（經傳譯員）好呀，你慢慢。

31 黃焯安先生：唔該主席。本身我哋公司，講番喺即係嶼南呢面，我哋嘅嗰個--因為而
32 家其實規定做，可以提供十四--即係駕駛--即係工作十四個小時嗰啲車長，我
33 哋稱呼嗰啲叫做「特別更」，特別更嘅車長，本身因為我哋嗰個呢類型嘅車長
34 就比較少嘅，其實係得八條，因為我哋自己編咗路線嘅，即係叫做「字軌」，
35 我哋個行業簡稱。我哋係當中係百幾條裏面係有--一百一十三條裏面就有八條
36 係要去即係呢種特別更嘅工作嘅。

1 特別更佢中間我哋係確保佢有足夠嘅休息時間同埋係--因為本身我哋都有
2 好多車長其實係喺當區居住嘅，因為我哋較為係集中喺番大嶼山嗰面，變咗就
3 我哋去相信就算係呢一種特別更，我哋都會確保佢哋唔會話係過勞咁樣，就係
4 安全嘅，呢個可以放心。

5 當然你話郭議員佢提出話係 EU 嗰個 standard，因為我自己就有睇過嗰
6 個 standard，你話如果真係佢連續駕駛九個小時，我相信都會係好叻，呢個
7 係事實嚟嘅，連續駕駛，但係我覺得都要真係睇番究竟係如果係一個十四小時
8 嘅工作或者少啲或者以下嘅，究竟當中嘅駕駛時間、休息時間等等係點樣。因
9 為始終香港係我哋好多居民其實都係工作嘅地點同埋佢真係居住嘅地點其實係
10 有距離嘅，而我哋作為服務性行業，其實係要喺大部分嘅市民佢哋去工作之前
11 我哋已經喺早啲上班，去送啲市民去工作，到佢哋收工，我哋就去接佢哋放
12 工。

13 你可以諗下假設今日係用十四個小時一個叫做特別更嘅安排去處理呢一個
14 咁嘅結構，如果你話「唔得，太長，一刀切。」佢係例如九個鐘，但係就嗰個
15 人手就唔係咁簡單話係用呢個比例，九個小時同十四小時咁樣嘅比例，因為你
16 可以想像到係例如我哋喺朝早最繁忙嘅時間，你要最多嘅人，到到傍晚放工時
17 間嗰個最繁忙時間又要最多嘅人，隨時嗰個--你話真係九個鐘咁樣嘅安排係好
18 大機會就--即係一定會高過你就咁樣咁簡單話係十四轉九咁樣嘅一個比例。唔
19 該。

20 黃女士：（經傳譯員）黃先生，我而家就會講第二啲嘅課題，就關於係設施同埋對於
21 車長嘅支援，你啱啱就講到，就係話你好多嘅車長都係喺大嶼山居住嘅，係咪
22 呀？

23 黃焯安先生：（經傳譯員）但係我冇嗰個正確嘅數字。

24 黃女士：（經傳譯員）你嘅公司會唔會提供穿梭巴士畀車長，就將佢哋從佢哋嘅屋企
25 就係去番嗰個總站咁樣佢哋工作嘅地點？

26 黃焯安先生：主席，我哋今天係冇提供呢個即係叫做員工車去車我哋嘅同事，因為最
27 主要個原因就係我哋大部分同事都住得同佢哋嗰個擺車嘅地點係好近嘅，有啲
28 可能住得遠少少嘅，佢可能架車就係--我哋都係安排咗係泊喺佢哋可能係屋企
29 附近嘅一啲巴士站頭或者係搵個合適嘅位去泊車，變咗我哋就有呢個需要去話
30 提供一個返工車咁樣嘅安排。

31 黃女士：（經傳譯員）除咗話休息嘅設施，喺啲主要嘅服務嘅地點嗰度，呢個係第
32 24 頁嘅，喺你嗰個文件夾當中，係咪喺每個總站都會係有呢一個嘅洗手間，就
33 係讓一啲車長喺小休嘅時間可以去使用洗手間呢？

34 黃焯安先生：唔該主席。喺我哋今天嘅情況，就唔會話所有嘅站都有呢啲休息或者我
35 哋去安排咗洗手間畀啲同事嘅，因為都要真係睇番實際嗰個地權等等嗰啲問題
36 嘅。我哋亦都係有經驗，當然呢一刻我哋冇準備喺手究竟係實際係邊一個申請

1 同埋係用咗幾多時間，但係以往的而且確係我哋有喺一啲站等等想去申請去起
2 嗰啲設施，但係就礙於係都要經過唔同，因為係唔同政府部門去監管嘅，亦都
3 係需要我哋花費好多嘅時間先至申請到，亦都有啲係試過係申請唔到。

4 黃女士：（經傳譯員）你嗰個遠期計劃嗰度...

5 主席：（經傳譯員）我可唔可以問一問呢？你可唔可以提供畀委員會就係一啲你個申
6 請書嘅樣本，就話你希望能夠係提供休息室、廁所等等嘅設施，就可以話到畀
7 我哋聽就係究竟需要幾多時間，同埋另一方面就係話你啲申請被拒嘅情況？就
8 亦都可以話清楚畀我聽究竟成功同失敗嗰個申請嘅比例係點樣同埋嗰個所需嘅
9 時間係幾多。

10 黃焯安先生：Okay。

11 主席：（經傳譯員）唔該晒。

12 黃女士：（經傳譯員）我就想去運輸署嘅文件夾第 241 頁，呢個係遠期計劃，呢度
13 寫到你間公司嘅遠期計劃，我哋睇到最後呢一版嘅呢個部分，呢個講就係話所
14 有嘅總站都係有廁所嘅，但係喺逸東、天慈同埋天耀邨佢哋只不過係嗰個總站
15 就會附近係可以行到去一個公共廁所嘅，你知唔知道大概嗰個要行幾耐呢或者
16 係幾長呢嗰個距離？

17 黃焯安先生：唔該主席。嗰個我哋呢一刻問到，就係本身嗰個巴士總站隔離係有商場
18 嘅，例如以逸東為例，佢側邊係商場嚟嘅，我哋就要個同事行入去個商場度，
19 由佢放低部車，泊低咗，行到去商場，返番嚟，個時間我哋粗略估計係十分鐘
20 嘍。

21 黃女士：（經傳譯員）多謝黃生。2018 年就運輸署出咗一個新嘅指引，就係運輸署
22 嘅文件資料夾 1086 頁嘅，第 4 號文件夾嘅 1086 頁，喺新嘅指引嗰度就係車長
23 駕駛六小時後最少係有一啲嘅小休，就應有四十分鐘休息時間，而該六小時內
24 應有合共不少於二十分鐘嘅小休，其中不少於十二分鐘嘅小休應該安排喺首四
25 小時內提供。我個問題就係話呢個可唔可以改善多啲呢？特別係關於嗰個洗手
26 間嘅設施方面。如果有需要嘅時候，可唔可以延長嗰個休息時間呢？

27 黃焯安先生：唔該主席。啱啱律師提到嘅我哋--你話提供呢個設施，我哋可唔可以提
28 供多啲，喺公司嘅立場，我哋係非常之樂意去做呢樣嘢嘅，因為我哋都希望我
29 哋嘅--即係我哋嘅同事其實都係人，就大家都係人，你叫我要去洗手間要每次
30 要行到咁遠，我相信在座都希望唔需要去有咁嘅經歷嘅。我啱啱問番我哋嘅同
31 事，但係就真係喺--我哋之後都會補充番資料畀委員會，喺申請嗰度，而又有
32 好多嘢都係喺我哋公司能力範圍以外，即係嗰個地方係唔批准我哋去裝置呢啲
33 設施嘅，我哋都有咩嘢可以做到。

34 我哋之前嘅--即係有亦都係一啲咁嘅--例如遇到啲問題，因為啱啱講話逸
35 東嗰個商場，正正就係個商場係啱啱裝修緊，變咗嗰度個洗手間亦都係用唔到

1 嘅，我哋就惟有係要我哋同事去另外一面嘅--即係其他洗手間，我哋亦都係好
2 清楚對我哋嘅同事係好大嘅影響嘅，我哋都會盡力去協助佢哋。

3 黃女士：（經傳譯員）多謝黃生。

4 主席：（經傳譯員）你有冇逸東邨嗰度嘅總站就有冇申請話「我自己要去裝置嘅洗手
5 間。」呢？

6 黃焯安先生：（經傳譯員）有嘅。

7 主席：（經傳譯員）但係有冇--係咪申請被拒絕呢？或者係而家等緊批呢？

8 黃焯安先生：（經傳譯員）應該係等緊審批嘅。

9 主席：（經傳譯員）你幾耐之前去提出申請㗎？

10 黃焯安先生：我哋後補番呢個資料，因為就呢一刻答唔到。

11 主席：（經傳譯員）好，唔該晒。

12 黃女士：（經傳譯員）喺呢一個嘅文件，最後一個問題，請你睇下第 242 頁，對唔
13 住，呢個係運輸署嘅第 1 號文件冊嘅第 242 頁嘅，呢個亦都係遠期計劃嗰度就
14 講到就係話喺呢個嘅總站附近都係步行距離就係有廁所同埋餐飲設施，除咗話
15 喺深圳灣口岸嗰度就係有餐飲設施，我就想問你哋會唔會做啲乜嘢嘢係去改善
16 個情況，確保有足夠嘅設施呢？

17 黃焯安先生：Chairman，因為本身喺--深圳灣做一個例子，嗰度係個關口，嗰度係
18 唔批准畀我哋去配置例如一個休息室去畀同事，所以我哋--因為而本身嗰條路
19 線其實係從深圳灣去元朗或者去天水圍，我哋今天嘅嗰個安排就係要同事喺元
20 朗或者天水圍嗰面去食飯咁樣，去解決呢個問題，佢哋喺深圳灣入面就嗰度有
21 洗手間呢啲設施。

22 黃女士：（經傳譯員）主席先生，我睇到個時間。

23 主席：（經傳譯員）係，我哋而家就小休，讓大家食飯，我哋會喺下晝嘅兩點半再繼
24 續，唔該晒，唔該。

25

26 下午 1 時 01 分押聆訊押後

27

28 下午 2 時 30 分恢復聆訊

29 出席人士如前。

30

1 主席：（經傳譯員）各位午安。係，黃律師。

2 黃女士：（經傳譯員）唔該主席。黃先生，我哋而家係講到巴士車長嘅培訓，你喺個
3 個開場白嘅時候就講咗喺最近幾個月係已經引入咗又或者將會引入呢一啲新嘅
4 措施，係包括下面嘅措施嘅，第一，就係將巴士車長嘅訓練時數同埋導師與培
5 訓學員嘅比例提升，亦都話會成立一所巴士車長嘅訓練學校去協助合資格嘅人
6 士取得巴士駕駛執照嘅。我而家嘅問題係咁嘅，喺呢方面，而家個情況係點
7 呢？未改變之前，你原本個安排係點嘍？

8 黃焯安先生：主席，我會交畀李先生代表我去作答。

9 主席：（經傳譯員）李先生，請你答。

10 李春暉先生：主席，幾方面，第一，喺以往嚟講，個車長訓練嚟新人同埋嚟現職車長
11 都略有唔同嘅種類去提供呢個培訓嘅，喺新人職嘅車長嚟講，過往係有五--
12 五天嘅車長訓練，包括路線、車型、課堂嘅訓練。喺最近嚟講，我哋喺呢一個
13 五天嘅訓練就加咗一日，變為六天嘅訓練，主要嚟講，喺邊度加咗呢？就喺個
14 個課堂嘅方面，我哋由以往嘅五日嘅車上嘅理論就加咗一日，全日嘅課堂理
15 論，所以而家嚟新車長入職嚟講，我哋喺而家嚟講係提供六日嘅訓練，包括五
16 日嘅掂車。而呢個掂車喺以往嘅導師同呢一個學員個比例係一比二或者一比
17 三，視乎當時個個人職嘅成分而定嘅，但係我哋而家去決定個導師同學
18 員嘅比例係定喺一比二。一比二嚟講，學員同導師個相處嘅時間亦都會多
19 咗，比以往嚟講。

20 喺現職車長嘅訓練嚟講，我哋會有幾種嘅，包括路線訓練、車種嘅訓練、
21 輔助訓練同埋重溫嘅訓練。喺以往嚟講，路線同埋車型嘅訓練都係一日，但係
22 而家我哋會檢視番個車種嘅種類，因為日後嚟講，我哋個車種大部分都
23 可能會係雙層巴士。雙層巴士嘅引入，我哋會喺培訓嘅方面定喺兩至三日嘅訓
24 練，因為呢種訓練係要畀學員嘅方面係要熟習個雙層車嘅操作，包括轉彎嘅
25 陣時嘅技巧。而喺重溫班嘅方面，我哋都要求每個學員--每個車長都要喺一年
26 之內係要返嚟學校或者返嚟我哋培訓部去上堂嘅，就有關車長訓練學校成立一
27 事，其實我哋有幾個準備工夫做咗，包括較早前向運輸署申請要求有呢一個限
28 制導師執照考巴士--專利巴士，俗稱“GB2”嘅駕駛執照，而家就等候呢一個回
29 覆。

30 我哋喺內部嚟講，亦都會招聘更加多嘅駕駛導師，由於而家現時我哋大嶼
31 山個駕駛導師係並非擁有呢一個 GB2 嘅資格，即是話我哋本身而家嚟講係未有
32 培訓，只有持有私家車牌、1 號牌或者 2 號牌、貨 van 牌嘅人士去考取巴士
33 牌，如果日後我哋嘅申請係接納嘅話，我哋可以自給自足，我哋可以有資歷嘅
34 駕駛導師去考取--去幫持有--即係應徵者--新應徵者嘅車長應徵人士去考取呢
35 一個巴士牌，我哋個來源，即係我哋個嘅來源會更加廣闊，並非而家限制
36 於 9 號、10 號私家車同埋巴士牌嘅人士申請。當然呢一個訓練學校嘅成立仲需
37 要一啲配合，包括我哋個泊位、路線、個場地去訓練嘅地方。

1 而如果個牌照係攞到嗰個限制牌照嘅話，我哋會喺而家持有巴士牌嘅六日
2 訓練係會增加到九日嘅訓練，而未有巴士牌，只係持有私家車牌嘅人士，我哋
3 暫定係會提供十八日嘅訓練，喺訓練嘅時數係會比而家純粹只係六日嚟講係多
4 好多嘅。

5 黃女士：（經傳譯員）唔該，或者咁，我想請你睇番 NLB-2，467 頁，呢度係一個
6 圖表嚟嘅，個圖表就係列出就係車長嘅培訓嘅時間表，呢個附件 10，A 就係新
7 入職嘅巴士車長嘅恒常嘅訓練，B 個項就係現職車長嘅恒常嘅訓練嘅，我想問下
8 呢個係咪舊有嘅安排定抑或你剛剛所講及嘅新嘅安排呢？

9 李春暉先生：呢個係舊有嘅安排。

10 黃女士：（經傳譯員）呢個係舊嘅訓練，係咪呀？

11 李春暉先生：係，冇錯。

12 黃女士：（經傳譯員）可唔可以話畀我哋聽係邊個提供呢啲培訓嘅呢？你有講過你哋
13 嘅訓練學校係仲未成立嘅，係咪呀？

14 李春暉先生：係，冇錯。而家籌備中，我即係話喺而家嚟講，呢啲訓練係由我哋嘅駕
15 駛訓練導師係教緊嘅，in service 嘅。

16 黃女士：（經傳譯員）如果你睇番 A 嗰個部分，即係入職嘅訓練，你就係喺呢個課室
17 嘅上堂下面嗰度，你呢度就有講及就係喺呢個意外黑點嘅分析，睇唔睇到呀？

18 李春暉先生：睇到。

19 黃女士：（經傳譯員）你呢度就話課堂--上堂講公司嘅規則、乘客嘅安全同埋意外黑
20 點嘅分析，你可唔可以解釋一下你用啲咩實證嘅數據作為基礎嚟到去做呢一
21 個意外黑點嘅分析呢？

22 李春暉先生：兩部分，一部分係由過往嘅駕駛導師所提供一啲嘅過往經驗，包括喺嶼
23 南路嘅交通意外所發生嘅地點。除咗係導師過往經驗個分享之外，我亦都會根
24 據番實質喺個意外嘅真實地點嗰方面係同啲學員分享番個成因--意外個成因係
25 乜嘢、點樣去預防。而且除咗係課堂嗰個理論之外，喺真實嘅行車訓練當中，
26 導師亦都會講解一啲彎位、一啲嘅防衛性駕駛嘅技巧。

27 黃焯安先生：Ms Wong、Chairman，我想補充一點，頭先你嘅問題係話當我哋準備
28 成立嗰個 training school，我哋今天點去培訓，因為我想補充番一點，係
29 啱啱頭先李生提嗰個係可以 set up 咗嗰個 training school，嗰個用意就
30 係變咗我哋可以去幫一啲冇巴士牌，今天可能淨係得私家車或者客貨車嘅人
31 士，而佢又想去一個專營巴士嘅車長，佢就可以經過我哋，當我哋係正式向
32 署方申請到，就變咗我哋都可以幫嗰啲人去考到個駕駛執照，巴士嘅駕駛執
33 照，即係主要嗰個分別喺呢度。

34 而今天呢一個安排係喺另外嗰啲專營巴士公司佢哋都已經係有做緊，即係

1 去幫一啲未有巴士牌嘅車長去考呢個巴士牌，想補充呢點。但係本身我哋恆常
2 一啲基本嘅訓練，即係嗰個係不論我哋有冇呢個叫做學--即係駕駛學堂咁樣，
3 呢個 training school 呢個考牌呢一個，我哋本身都係有呢個能力去同佢做
4 一個訓練。唔該。

5 主席：（經傳譯員）目前訓練嗰度，你哋有幾多人係做緊訓練嘅工作㗎？

6 李春暉先生：我哋而家有四個--四名嘅駕駛導師係進行呢個培訓嘅。

7 主席：（經傳譯員）日後嘅訓練學校，你諗住係會有幾多人做培訓㗎？

8 李春暉先生：我哋最近向署方申請嗰個牌照係六個配額。

9 主席：（經傳譯員）六個係駕駛嘅導師，係咪呀？

10 李春暉先生：係，係，冇錯。

11 主席：（經傳譯員）唔該。

12 黃女士：（經傳譯員）唔該晒李先生，唔該晒你畀我哋嘅解釋。關於呢一個意外黑點
13 嘅分析，我想問你可唔可以畀個副本我哋睇下呢，即係睇下你哋公司係點樣進
14 行嗰個分析嘅？

15 李春暉先生：其實除咗頭先我所講，我哋可以畀個副本你，因為其實我哋而家喺個培
16 訓當中，我哋自己都印有一啲小冊子或者叫做手冊，當中我哋會有十個單元，
17 頭個五個單元係講關於安全駕駛，另外個五個單元係講呢一個優質服務，而喺
18 第二個單元，即係頭五個單元嘅第二個單元係講交通意外主要成因，當中我哋
19 會講解天雨路滑、天氣影響、駕駛者嘅身體狀況、車輛嘅設備同埋路面嘅設計
20 呢四大方向去討論意外嘅成因。

21 黃女士：（經傳譯員）你講到路面嘅設計，關於呢一點--關於路面嘅設計，你喺邊度
22 係攞資料呢？你會係選取路面嘅邊一個方面嘅特色嚟到進行你嗰個分析呢？

23 李春暉先生：其實呢度我哋都係主要攞番導師畀我哋嘅意見，包括喺嶼南路呢啲山路
24 邊啲彎位係要特別留意同埋佢嗰個斜度，嗰個斜路個波幅同正常係一比六，作
25 為一個駕駛者，喺呢一個斜度入面要留意啲乜嘢，如果喺轉彎嗰陣時嘅車速同
26 埋嗰個扭力要幾多先為之安全。

27 黃女士：（經傳譯員）李先生，我想請你睇另一份文件嘅，呢個就係你哋嘅遠期計
28 劃，大家可以睇呢個 TD-1 嘅 237 頁，麻煩你睇一睇 (g) 嗰一段，呢個就係你哋
29 公司嘅遠期計劃，呢度就咁講嘅，就話你哋公司...

30 主席：（經傳譯員）我咁寫低，好唔好呀？係 2017 年嘅 6 月嘅，係咪呀？

31 黃女士：（經傳譯員）係，2017 年嘅 6 月。你公司就咁講嘅，就話公司就可能就會
32 係尋求係其他嘅專營巴士嘅營運商合作嚟到係達致上述所講嗰點，就係話將自

1 己嘅巴士車長就係送去接受人啲嘅培訓，當然要雙方接納同埋合作嘅，我想
2 問，有冇同其他嘅專營巴士公司就呢件事展開商討呢？

3 黃焯添先生：主席，其實我哋喺一個駕駛學校嘅層面上面要搵一個好有經驗同事去做
4 係喺呢一個行業係非常之困難嘅，李先生係今年年初係去加入我哋大嶼山巴
5 士，喺 17 年嘅時候，其實我哋一路都--除咗係一啲用我哋自己本身嘅導師以外
6 --一啲有經驗嘅導師以外，我哋亦都會去搵咗一間叫做香港汽車高級駕駛協
7 會，去做一啲叫精明駕駛嘅訓練嘅，當時我哋因為喺有一個咁專業嘅導師嘅情
8 況下，我哋希望用一啲第三者嘅角度去畀一啲培訓我哋嘅司機，所以我哋就特
9 別去搵咗呢間協會去做一啲培訓，係當時我哋係每一位司機都做過一次嘅，當
10 時係 2017 年。

11 啱啱李先生就係 2018 年係加入我哋公司嘅，李先生就有超過二十年係呢
12 個培訓嘅經驗，所以我哋就積極啲再向運輸署署方去申請一個駕駛學校嘅牌
13 照，希望可以增加到六個嘅 instructor 去做到呢一樣嘢嘅。我哋其實公司都
14 係希望可以積極啲用內部嘅資源去加強番本身我哋嘅訓練。

15 主席：（經傳譯員）你話每個車長就有一次機會，喺呢方面究竟係咩嘢意思呢？乜嘢
16 有一次呢，每位車長都一次呢？

17 黃焯添先生：個機會就係去參與由 IAM 去設計嘅，sorry，高級駕駛協會去設計嘅
18 精明駕駛訓練，個訓練內容其實最主要都係講番一啲駕駛嘅 awareness，即係
19 佢唔係教個司機點揸車嘅，最主要係駕駛佢哋嘅--個駕駛態度，同埋本身佢哋
20 喺個路面嘅--唔同路面嘅情況，講下路牌，佢用一啲口述嘅方式去幫下我哋嘅
21 師傅嘅，所以呢個訓練係--sorry。

22 主席：（經傳譯員）係咪課堂㗎，上堂㗎，定抑或又有上堂，又有去路面嗰度學習嘅
23 呢？

24 黃焯添先生：（經傳譯員）路面嘅。

25 主席：（經傳譯員）幾長時間呢？

26 黃焯添先生：（經傳譯員）三個鐘頭。

27 主席：（經傳譯員）係咪畀教車師傅定抑或係畀你哋所有嘅車長呢？

28 黃焯添先生：（經傳譯員）有兩類嘅課堂嘅，一個就係畀車長，就講佢哋揸車嘅態
29 度，另外亦都係呢個高級駕駛協會，佢叫做 IAM，IAM 呢個香港汽車高級駕駛
30 協會就會畀一個培訓者嘅課程嘅，即係話教啲導師嘅，係參與呢個導師嘅訓
31 練嘅，正如頭先李生所講，就係我哋呢個大嶼山巴士公司喺 2017 年初就有二十
32 位嘅具經驗車長參加啲導師訓練。

33 主席：Thank you。

34 黃女士：（經傳譯員）而家請你睇番就係運輸署嘅文件，1 號文件夾，就係關於你哋

1 遠期嘅計劃，第六段，239頁，我知呢個係2017年嘅事嚟嘅，建議就係有個定
2 期嘅檢討關於巴士車長嘅表現同埋鼓勵佢哋去參加一啲駕駛提升嘅培訓訓練，
3 而你哋巴士公司係會畀番呢個課堂錢佢哋嘅，呢個係關於你哋設立培訓課程同
4 埋呢一個駕駛學院，呢樣嘢係咪仍然存在嘅呢？

5 黃焯添先生：正如頭先所講，上年我哋係用IAM呢個夥伴合作嘅，今年嘅年初我哋
6 有機會請到李先生，所以我哋嚟緊嘅呢個paragraph (c)，係會我哋嘅
7 training school會取代。

8 黃女士：（經傳譯員）而家講另外一個課題，就係關於大嶼山南部嘅地勢嘅，想請你
9 睇番呢一個離島區2018年3月19號嘅區議會文件，文件夾1號，中文版係
10 264頁，英文版係272頁嘅，你哋公司陳天龍先生係有出席，你可以睇中文嘅
11 265頁見到，英文273頁就見到，我就想將呢一次嘅會議紀錄其中一啲要點提
12 出，第一個議題就係話你哋喺呢一個大嶼山南部係咪用雙層巴士，呢個係關於
13 第30段嘅，中文係266頁，英文係275頁，請你睇一睇第30段、35同埋36
14 段，即係你睇番三段先。

15 第30段，呢個就關於使用雙層巴士嘅3M路線，30段就係一位嘅蔡小
16 姐，佢係離島區嘅運輸署嘅主任嚟嘅，而運輸署佢係就於呢一個--同埋運輸
17 署、警方同埋大嶼山巴士喺呢一個嘅2016年嘅11月，就喺東涌道嗰一段，同
18 埋係2017年6月係成段嘅3M路線係做咗兩次嘅實地測試嘅，呢個係蔡小敏女
19 士。

20 陳天龍先生：主席，我可以確認嗰兩次嘅試路係確實有做到。

21 黃女士：（經傳譯員）呢兩個嘅測試係咪書面有寫嘅呢？

22 陳天龍先生：係，我哋當時有要求到巴士嘅生產商提供番一份報告畀我哋。

23 黃女士：And if we look at...

24 主席：（經傳譯員）佢哋係咪有真係交界你哋？有冇真係交到份報告畀你哋，嗰班巴
25 士嘅製造商？

26 陳天龍先生：個報告我哋喺手嘅，我哋可以喺會後提供番畀委員會。

27 主席：（經傳譯員）係邊間巴士製造商嚟嘅？

28 陳天龍先生：2016年11月嗰次嘅測試係MAN，而喺第二次，2017年6月嘅測試就
29 係ADL。

30 主席：（經傳譯員）係咪Alexander Dennis？

31 陳天龍先生：冇錯。

32 主席：（經傳譯員）唔該。

1 黃女士：（經傳譯員）我哋睇番 35 同埋 36 段，就係一位樊先生嘅，佢係樊志平先
2 生，佢係議員嚟嘅，佢就表達話唔應該單單使用沙包去做呢個模擬測試當係真
3 實，因為真實係乘客可能側埋一邊，唔會平均分佈喺巴士，佢就促請做多一
4 次，喺呢一個天氣差嘅時候嘅測試。

5 我再請你睇另外一段，就係 44 段 (b)，當時就係陳天龍先生回答咗嘅，
6 44--40 (b)。

7 主席：（經傳譯員）40 定係 44 呀？

8 黃女士：（經傳譯員）40 (b)。你嘅回覆係喺 40 (b) 寫咗出嚟，話喺呢兩次嘅道路測
9 試嘅時候，呢一間公司就根據運輸署嘅要求去做嘅，即係就將一啲嘅金屬板，
10 每一塊就係代表一個人嘅重量喺個座位嗰度嘅，去模擬巴士係載滿乘客嘅。

11 跟住 44 段，一位嘅余先生，余漢坤先生，佢係議員嚟嘅，佢就建議，喺
12 開始服務--正式服務之前，即係呢啲嘅雙層巴士喺 6 月服務之前，運輸署同埋
13 大嶼山巴士應該係安排兩架嘅雙層巴士用番同一個嘅巴士型號就係做道路測試
14 嘅，尤其就係銀礦灣嗰個嘅彎位，所有嘅持份者，包括議員、鄉土委員會、村
15 代表會睇晒成個嘅過程，同埋作出建議。

16 跟住最後，第 51 段，呢位嘅蔡小敏女士代表運輸署就回答話關於安排另
17 一次嘅道路測試，署方就會同大嶼山巴士公司喺會後作進一步適當嘅跟進，委
18 員係如果有興趣，可以參與。

19 揭去跟住嗰頁，道路測試就根據佢哋嘅要求，就係喺一個天氣差嘅時候
20 做，署方需要同其他嘅部門作安排嘅，其他嘅部門都明白呢一個建議會嘗試安
21 排嘅，署方係明白委員對於使用雙層巴士係用作 3M 線係有關注，亦都會係密切
22 同巴士公司係跟進，確保加強安全性嘅。有關於呢一次建議嘅道路測試，喺會
23 後有冇真係做到呀？

24 陳天龍先生：主席，因為嗰架巴士係我哋新購買嘅，其實第一架巴士其實先至喺今日
25 先至送到嚟香港，喺今朝早，所以就佢仲有一啲手續要做，要上牌或者其他驗
26 車嘅手續要做，所以我哋喺完成晒呢啲手續之後，我哋會再聯絡番區議會嗰
27 面，會安排番一個試車嘅。

28 黃女士：（經傳譯員）唔該。如果係進行呢一次嘅測試，你可唔可以係都將嗰個嘅試
29 車報告交界委員會呢？

30 陳天龍先生：呢個當然可以。

31 黃女士：（經傳譯員）喺呢次會議仲提出...

32 主席：（經傳譯員）唔好意思，等一等。你心目中會唔會知道大概幾時會進行呢一個
33 測試呢？

34 陳天龍先生：應該係大約喺一個月後左右。

1 主席：（經傳譯員）唔該晒。

2 黃女士：（經傳譯員）第二個課題就係關於一個傾側嘅警號系統，請你睇番中文第
3 266 頁，英文係第 275 頁嘅，你睇咗 32 段，鄭官穩先生就話有關於安裝喺車
4 上呢一個嘅傾側警報器，如果個巴士嘅車身係斜到某一個程度就會響警號去話
5 畀車長聽嘅，係大部分大嶼山嘅道路都好窄，同埋係好多彎嘅，佢就建議巴士
6 公司安裝呢一個警報器嘅。

7 睇番運輸署嘅回覆，就係 38 (b) 段，蔡小敏女士就話署方理解呢一個建
8 議，喺車廂上面安裝警報器嘅，亦都就會同大嶼山巴士公司睇下嗰個可行性。
9 呢個嘅傾側警報器，有冇真係去由你公司去詳細了解一下？

10 黃焯安先生：主席，我交界楊先生去作答。

11 主席：（經傳譯員）楊生。

12 楊家寶先生：主席，thank you。關於呢一個系統，我哋一路都有同運輸署嗰邊做
13 一個檢討同埋開會咁傾嘅，焦點而家就係基本上係會所有--我哋建議所有新嘅
14 雙層巴士都會安裝一個系統，叫做 ESD 嘅系統。而呢個系統就有兩個功能嘅，
15 一個功能係防止架車過度轉向同埋改善轉向，另外一個功能就係防滾嘅，即係
16 防反車嘅，喺嗰個臨界點之前，嗰架車有自動一個反應就係將個車速減慢，而
17 令佢保持喺一個穩定嘅狀態。至於講嗰個警號嗰度，就如果有需要嘅話，可以
18 叫生產商加埋落去都得。

19 基本上嗰個警號可能我哋有個 concern 就係佢會影響到個司機，即係太
20 多警號嚟講，因為我哋講緊 over speed，即係超速一個警號，有時啲門啲啲
21 開門又一個警號，變咗有時司機太多警號，佢哋會有一個混淆，變咗所--與其
22 將佢提出一個警號，倒不如將佢控制喺穩定嘅情況之下。

23 黃女士：（經傳譯員）唔該。

24 主席：（經傳譯員）唔好--未講第二樣嘢住。你就話係臨界點嘅之前，嗰架車速就會
25 係減慢嘅，點做到呢樣嘢呀？

26 楊家寶先生：佢嗰個係用有--包括有兩樣嘢嘅，就係車速嘅，佢會將個
27 injection，即係嗰個噴油就係減少，同埋就會用嗰個叫做減速器將個車速減
28 慢嘅。至於嗰個速度嘅嗰個監測，佢哋因為有個 sensor，嗰個 sensor 一個感
29 應器，就裝咗喺嗰個底盤嗰個中間位置，佢嘅作用就係感應嗰個車嘅本身嗰個
30 側向加速同埋呢一個離心力嘅計算，而提早計算出一個當時到達嗰個臨界點未
31 呢，而產生一個功能嘅。

32 主席：（經傳譯員）即係有兩方面，一就係會將嗰個噴油減慢，係咪講緊關於呢一個
33 汽油，或者無--即係睇下嗰架車用咩嘢油？

34 楊家寶先生：係，correct。

- 1 主席：（經傳譯員）係減慢嘅啫，唔係將佢直情切斷？
- 2 楊家寶先生：基本上佢係有一個減慢至到停止 injection 嘅，因為視乎嗰個車嘅速
3 度同埋再加埋嗰個 retarder，嗰個叫做「減速器」嘅功能將架車收慢。
- 4 主席：（經傳譯員）呢個車速減慢器係咪將個檔次減低或者用制動器或者兩個都用？
- 5 楊家寶先生：兩個都用。
- 6 主席：（經傳譯員）唔該。
- 7 黃女士：（經傳譯員）第三樣，離島區議會嘅委員就講過一樣嘢，關於大嶼山南部嘅
8 地勢，佢哋就話有好多斜嘅路同埋好多彎道，尤其係銀礦灣路，係好崎嶇同埋
9 好多彎，佢哋就話單層巴士都要讓路畀對方先至夠位過，而且係冇任何嘅避車
10 或者泊車處嘅。我想請你睇番 34(a)，跟住就 45(a)，就係呢一個礮石灣路，
11 呢度就話呢條路係需要巴士司機要具備經驗同埋技巧同埋要係好警覺，尤其係
12 呢一個礮石灣嘅彎，因為好細微嘅錯誤都會引致意外。跟住 52 段...
- 13 主席：（經傳譯員）未講第二樣之前，可唔可以講番，講呢句說話嘅係咩嘢人呀？
- 14 黃女士：（經傳譯員）係黃福根，佢都係議員嚟嘅，以我所知，佢都係呢一個委員會
15 嘅委員。272 頁。
- 16 主席：（經傳譯員）唔該。
- 17 黃女士：（經傳譯員）我哋去睇一睇第 48 段，呢個係副主席張富先生，佢亦都係提
18 出相同嘅問題，佢話最大嘅問題係出於道路，而唔係巴士，因此首要係改善道
19 路彎位，佢亦都講，就根本就唔夠位就係兩架巴士一齊通過呢段路，尤其係礮
20 石灣嘅彎位十分急速嘅。我想聽一聽你對呢件事嘅睇法，呢個對你嚟講--對你
21 哋公司嚟講，係咪都係一個關注點呢？
- 22 主席：（經傳譯員）你嘅意思就係話個問題係個道路？
- 23 黃女士：（經傳譯員）首先就係個道路，另外有啲嘅委員亦都講到，就係需要啲嘢車
24 長需要足夠嘅經驗。
- 25 主席：（經傳譯員）所以呢度有兩條問題嘅。
- 26 黃女士：There are two questions.
- 27 主席：（經傳譯員）第一個問題就係話，就住呢個觀察，就係話個問題在道路本身，
28 你哋嘅立場係點樣呢？
- 29 黃焯安先生：唔該主席。首先我哋想都藉呢個機會，其實喺好多唔同嘅場合，包括係
30 啲啲喺呢份文件見到嗰個區議會嗰個會議，我亦都係明白喺之前嘅一啲--即係
31 喺香港嘅交通意外係令到公眾係擔心雙層巴士--即係整體嚟講，雙層巴士嗰個
32 行車安全嘅。不過首先我想喺度先係再去補充--即係提醒番，其實本身今天嗰

1 條路我哋已經係有巴士行緊嘅，即係唔係話一條路係本身冇巴士去行駛嘅，呢
2 個係首要先。

3 我哋亦都唔係計劃整個嶼南都去行雙層巴士嘅，我哋嘅判斷有一部分係向
4 例如大澳、昂平嗰面係都唔適合行雙層巴士嘅。而去梅窩嗰面，我哋認為係可
5 以行嘅，雙層巴士，因為我哋今天打算--即係今天我哋之前已經開咗標，去採
6 購嗰種巴士其實喺市面度，我相信在座好多人都會了解，例如喺港島，都一樣
7 係有好多山路好險要，好多彎路係行，包括赤柱、山頂、石澳等等嘅路段嘅，
8 而我哋打算採購嗰一種嗰款車個車長都係甚至乎係比我哋今天嘅單層巴士係為
9 短嘅，嗰部車係 10.4 米，我哋今天嘅單層巴士係介乎 11 米，接近 11 米 5 左
10 右，11 米 3 至 11 米 6，所以變咗個長度嚟講，佢係短咗嘅，同單層巴士嚟比
11 較。

12 當然我哋都好理解有個感覺話雙層巴士嗰個會唔會反車個風險大咗等等，
13 當然可能喺科學上、理論上可能會，但係我哋覺得最重要、最重要就係駕駛個
14 車長個態度。當然你話呢架車單層永遠都係比雙層去反嗰個風險會為低，咁係
15 咪全港所有嘅山路都唔可以行雙層巴士呢？我相信都唔會係一個咁嘅情況。所
16 以我哋認為最重要嘅係個車長嘅態度。

17 當然我哋喺嗰個車個硬件上面，我哋亦都要去諗有啲乜嘢係--例如好似我
18 哋今次就係覺得用一架短啲嘅車，因為我哋其實喺市面上係有長啲嘅雙層巴士
19 嘅，但係我哋都係選擇例如用一部短啲嘅雙層巴士，個高度亦都係矮啲嘅，而
20 我哋相信呢一個配置，再加上我哋畀到適合嘅培訓畀我哋啲車長，係可以將呢
21 個風險係減低。唔該主席。

22 主席：（經傳譯員）黃先生，你話最重要嘅就係呢個車長嘅駕駛態度，嘅意思係乜嘢
23 呢？

24 黃焯安先生：唔該主席。可能我哋個做法比較傳統啲，始終喺巴士--每一架巴士都需
25 要一個車長去操控，始終佢都係一個人，我哋唔同話係飛機或者鐵路，有好多-
26 -今天嘅科技已經有好多好自動化嘅儀器去幫啲機師或者火車上嘅車長。喺巴
27 士嚟講，我哋呢個咁--我哋自己本身亦都係--頭先你有提及到我哋公司嘅主席
28 黃良柏先生，佢係我嘅父親，我哋自己經營咗呢個交通運輸行業，係我已經去
29 到第三代，由阿爺開始去做。而當然你話以前嘅車，佢哋成日都去講以前嘅車
30 係咪好似今日咁樣咁先進呢？當然我可能都根本都未出世，可能以前嘅車我都
31 未睇到，但係我哋深信最緊要、最緊要嗰個元素，今天要去安全，當然有科技
32 去幫到我哋梗係好，係一個輔助，但係最重要嘅一定係我哋車長嘅嗰個態度，
33 即係佢要係有個心去專業嘅，佢有個心係去真係去安全咁去駕駛嘅，呢啲係相
34 信係最核心嘅價值。

35 主席：（經傳譯員）唔該晒。

36 黃女士：（經傳譯員）你早前講過就係雙層巴士無論係長度同埋高度嚟講，就係會係
37 就短過同埋矮過就係單層巴士嘅，但係陳先生就喺第 48 段嗰度講，喺 278 頁嗰

1 度講，...

2 主席：（經傳譯員）佢就當然係長度係比較短，但係如果喺高度嚟講，一定唔會係低
3 過或者矮過嗰個單層巴士。

4 黃女士：Not less in height but...

5 主席：But shorter...

6 黃女士：...shorter.

7 黃焯安先生：（經傳譯員）但係就係嗰個係比較一般嘅雙層巴士係比較矮嘅。

8 黃女士：（經傳譯員）我就想睇一睇另外一個會議嘅會議紀錄，呢個係有關就係
9 2015年4月6號發生嘅交通意外，就係你哋嘅公司嘅一架巴士就差啲跌落山，
10 就係落緊斜嘅時候，就由東涌--大澳嘅時候，你記唔記得呢個事件呢？我哋可
11 以就係畀你睇一睇個相關嘅新聞報道嘅，係幫你去睇一睇，呢個係講緊羌山
12 道。

13 主席：（經傳譯員）呢個係個來源喺邊度呢，呢個嘅文章？

14 黃女士：（經傳譯員）呢個係《東方日報》2015年5月30號嘅一個報道。

15 主席：（經傳譯員）唔該晒。

16 黃女士：（經傳譯員）我哋睇一睇呢一個報道，你或者記唔記得呢個意外係2015年
17 4月6號發生嘅？

18 主席：（經傳譯員）呢個喺我哋嘅聽證會文件之中喺邊度搵到呢？

19 黃女士：（經傳譯員）主席，呢個就有擺落個文件冊嗰度，但係就係喺個網站嗰度
20 嘅，我哋亦都係將佢翻譯咗出嚟，等你容易啲去參考嘅。

21 黃焯安先生：唔該。主席，因為如果我就咁睇呢個報道，其實佢裏面提及到首先有一
22 單係四十二年前嘅意外，跟住另外有一單就係十二年前，另外就反而佢有提到
23 話2015年4月嗰單，但係張--即係如果你話張相呢個，呢個我哋有印象嘅，
24 呢單意外。三單意外，我相信都係唔同嘅成因嘅，你話喺四十二年前嗰單，嗰
25 條路同而家個路況相信都已經係改變咗好多，當然我唔--四十二年前嘅，我唔
26 能夠確定嗰陣時個路況係點，但係我一路嘅理解，就係聽番啲同事講嗰個今天
27 喺大嶼山嗰面嘅路況已經係改善咗好多。咁十二...

28 主席：（經傳譯員）好呀，你慢慢睇，睇完先至回答。

29 黃焯安先生：Yes。至於裏面提及到03年嗰個意外，就我哋要返去再搵一搵資料
30 先，而家嗰個都唔係太過肯定當時嗰個事發地點同埋嗰個事發經過。至於你話
31 15年嗰個，就喺內文--呢度內文就有提及到嘅，係張相嗰度--有見到張相係喺
32 嗰個--即係有架車擲住咗喺嗰度咁樣，係喇，呢個，呢個就應該係我粗略記得

1 都係 15 年時候去--好似 15 年嗰陣時發生嘅，好似係，應該係，係喇。

2 呢一單意外嗰陣時就有--即係慶幸係冇人係嚴重受傷或者--即係死傷都有
3 嘅，係當日有乘客係受咗輕傷，而要去送院。當然喺呢張相嗰個角度去睇係即
4 係好似好驚險咁嘅，但係其實前面嗰度唔係一個--即係佢嗰個位係嗰啲--嗰個
5 平，即係其實佢前面車頭嗰個位係--即係其實都係一個陸地嚟嘅，其實平嘅，
6 但係當然係我哋事後去了解番嗰個--即係呢一單意外，我哋之後都去檢討係要
7 去點樣做好啲呢，就係嗰陣時嗰個--即係再 detail 啲，真係要返去搵下，但
8 係就本身嗰個車款同埋我哋之後都要求咗係用另外--即係可以用一個--個中文
9 應該係叫「減速器」，就變咗可以唔使淨係靠個剎車系統去--因為嗰度係個斜
10 路落嚟，就唔需要淨係靠嗰個剎車系統去剎車。

11 呢啲裝置，即係呢一個減速器呢個裝置，我哋都係會喺--就算我哋之後用
12 雙層巴士又好，或者我哋自己今天用嘅單層巴士都好，都係有配備咗呢個裝
13 置。

14 黃女士：Thank you. Actually the...

15 主席：（經傳譯員）我想問一問，呢張喺螢幕上嘅巴士，呢個你係會係 2015 年 4 月
16 6 號嗰個交通意外嘅情況嚟嘅，係唔係呢？

17 黃焯安先生：Yes。

18 主席：（經傳譯員）但係嗰個文章本身就冇講到呢一單意外嘅，但係淨係幅相係關於
19 呢單意外嘅啫？

20 黃焯安先生：係喇，如果我就咁睇呢個新聞，就有提到嗰單新聞，可能唔喺呢個報道
21 度。

22 主席：（經傳譯員）黃律師，你有冇 2015 年 4 月 6 號嗰一單意外嘅報道呢？

23 黃女士：（經傳譯員）呢個係 2015 年 5 月 18 號呢一個離島區議會嘅一個會議紀錄
24 嗰度，就中文版 203，然後英文版係 208 嘅，呢一個就係有關於回應一個 201
25 頁嗰個問題，就係英文版係 202 嘅，係余先生係一個區議會議員嘅時候就係問
26 到呢個北大嶼公路嗰個嘅安全嘅。

27 主席：（經傳譯員）咁我哋就應該係...

28 黃女士：We should start with the question.

29 主席：（經傳譯員）就係中文版係 201，英文版就係 202 嘅，黃先生，或者你自己
30 睇一睇先。

31 黃焯安先生：Yes。

32 黃女士：（經傳譯員）黃先生，你睇一睇第 204 頁，我相信你個公司嘅代表係黃先

1 生都有出席嘅，喺英文版就係 209 頁嘅，喺離島區議會嘅 2015 年 5 月 18 號嘅
2 時候就發現有三個主要嘅問題嘅，佢哋講及嗰個道路嘅設計，呢個就係喺 79 (c)
3 嗰段，當時就係劉焯榮先生，佢都係委員之一，佢就提出呢點嘅，佢就話嗰個
4 係大嶼山嘅道路設計就唔安全嘅，譬如話嶼南道同埋係羌山路，即係喺水塘同
5 大澳之間嗰段路都唔安全嘅；另外，佢就話運輸署就已經係多次就係作出改善
6 嘅，但係都有超過十個彎位嘅，但係只係得三個真係有所改善嘅。

7 跟住佢就講出第二個問題，你可以睇到 79 (d) 嗰段嘅，運輸署就係批准係
8 有三十條嘅旅遊路線就喺大嶼山嗰度行走嘅，但係呢啲車嘅車身就係比起正常
9 嘅巴士稍為長嘅，同埋行呢個係羌山道一啲唔合標準嘅彎位嘅話，就更加容易
10 係發生意外。

11 第三個成因，佢就話--你可以睇呢個第 81 段，李桂珍女士就咁講嘅，佢
12 亦都係委員之一嘅，佢就話要求擴闊嗰條道路，即係嶼南路，其實要求咗超
13 過二十年，但係嗰個情況依然係未有改善嘅。

14 而關於第一點，我相信黃華先生，即係你哋嘅代表，當時就問過究竟嗰三
15 個改善地點係邊三個，或者我哋可以睇一睇呢個第 80 段--對唔住，第 90 段。
16 黃華先生就問究竟嗰三個改善咗嘅地點係喺邊度，或者將要改善嘅邊度嘅，佢
17 嘅意見就認為係羌山道有三十個地點係需要改善嘅。

18 我而家個問題係你公司有冇係搵出運輸署所講嗰三十個地點呢？

19 黃焯安先生：Chairman，關於呢一個，呢一刻我哋唔能夠確定有冇同運輸署嗰面去
20 喺一啲正式嘅文書或者書信往來係畀佢哋話我哋係希望佢去--即係去將話邊啲
21 位置去改造咁樣，呢個都要返去--因為本身喺區議會代表我哋嗰位黃華先生今
22 日就唔在場，同埋佢都已經退咗休其實，我哋都要返去搵一搵番啲資料，睇下
23 佢去--即係我哋都搵番究竟係同署方嗰面嗰個往來係點樣先。

24 主席：（經傳譯員）好，好，請你返去搵一搵，如果係攞到啲咩嘢資料可以幫我哋理
25 解嘅話，就麻煩你係交界我哋委員會。

26 黃焯安先生：（經傳譯員）好呀，主席。

27 黃女士：（經傳譯員）你提供資料嗰方面，麻煩你亦都係幫我哋手，話埋畀我哋聽呢
28 度嗰三十個地點係咪都係你哋喺培訓嘅課程裏面所提及嘅交通意外黑點分析嘅
29 名單上面呢？

30 黃焯安先生：主席，因為呢一刻我哋手頭上有--即係唔知究竟係黃華先生嗰陣時講嗰
31 三十個--約略喇，佢話“has about 30 spots”，約呢三十個需要改善嘅位
32 置係喺邊個位，所以我哋都唔能夠一時間去回覆到究竟呢三十個位係咪等同我
33 哋而家自己喺培訓嗰度覺得需要特別加強嗰三十個位，我都真係抱歉，呢度我
34 都要返去真係先搞清楚喺黃華先生佢講嘅呢約略三十個位係邊三十個位先。唔
35 該。

1 主席：（經傳譯員）好，唔該晒，麻煩你返去咁樣查下喇。

2 黃女士：（經傳譯員）我亦都想講一講一個違例泊車呢一個課題，想請你睇一睇呢
3 一個雜項文件夾嗰度嘅第 643 頁，如果係翻譯，就係 644 個頁嘅。想請你睇睇
4 呢度呢一頁嘅第三段，644-1 個一頁嘅，呢度係有一封信，就係民主陣線係寫
5 畀委員會，係請委員會就係要留意嘅，呢度就開頭嗰句就係話係巴士車長喺
6 2017 年 2 月、2018 年所採取嘅工業行動，就係令到係社區嘅不同界別嘅人士
7 留意到一啲咁嘅問題，例如就係喺巴士站違例泊車、車長嘅待遇同埋嗰啲工作
8 時間；跟住佢哋就係列出幾個原因點解係有人違例泊車--喺巴士站違例泊車。

9 我哋落去跟住嗰頁，644，英文版就 644-1，呢度就講嘅，如果要係取締
10 巴士站嘅違例泊車，一定係要連根拔起同埋要有適當嘅政策，亦都係要將嗰啲
11 過時嘅法例係修訂嘅，呢個問題要解決嘅話，一定要多管齊下。佢哋其中一個
12 建議...

13 主席：（經傳譯員）對唔住，你未繼續之前，英文版喺邊度呀？

14 黃女士：（經傳譯員）644-1，下面嗰度。

15 主席：（經傳譯員）最後嗰段，最後嗰段。

16 黃女士：（經傳譯員）係，最後嗰段。

17 主席：（經傳譯員）好。

18 黃女士：（經傳譯員）跟住嗰頁，644-2 個頁，佢哋作一個咁嘅建議嘅，就話可以
19 跟隨星加坡嘅例子，就喺所有車隊嘅巴士嗰度都係安裝呢個相機，自從 2008 年
20 星加坡已經係咁做，巴士上面同埋車長個座位側邊嗰度嘅，如果司機發現有車
21 停咗喺巴士站嗰度，就揪個掣，然後錄係五至到十分鐘，巴士公司跟住就將嗰
22 個錄影帶交畀警方，警方跟住就可以檢視，然後喺兩個星期之內就會將告票係
23 送去畀呢個車主屋企嗰個住址嗰度。或者我哋未繼續落去之前，我就想問你哋
24 公司覺唔覺得喺巴士站有違例泊車係一個問題呢？

25 黃焯安先生：唔該主席。喺大嶼山巴士嘅情況嚟講，本身我哋--因為頭先例如一路講
26 緊嶼南嗰面嘅路係一個禁區，係需要禁區紙先可以進入嘅，喺巴士--即係嗰面
27 嘅車其實同市區比較，係少啲嘅，即係有咁繁忙嘅，喺你話一啲--即係我哋同
28 事--我哋收到返嚟嘅訊息，你話巴士站呢啲違泊嘅情況係較為少嘅，喺我哋自
29 己嘅暫時嘅一啲路。

30 當然你話反而係個別--一啲好個別，例如去到喺大澳巴士總站嗰度，因為
31 近年都係一路做緊啲工程等等，喺個巴士總站嗰度就即係個上落客個位置就唔
32 係好足夠，亦都本身可能旁邊有啲車，有少少--尤其是係一啲大時大節咁樣，
33 因為有咁禁區紙，即係嗰度可能當區其實係一啲私家車泊位又唔係好足夠，會
34 有少少啲咁嘅情況，但係你話真係--我相信同市區比較，我哋嗰面嘅嗰個情況
35 就唔係咁惡劣嘅。唔該。

1 黃女士：（經傳譯員）點解我提出呢件事呢？就係因為離島區議會 2016年3月21
2 號嘅會議紀錄嗰度，或者睇番第98頁中文。

3 主席：（經傳譯員）邊一度呀？

4 黃女士：（經傳譯員）DC-1，第98頁就係中文，第143至到144段，英文就請你
5 睇呢個103-1嗰一頁嘅，143、144兩段，呢兩段都係委員會嘅成員提出嘅，
6 佢哋就講到話泊車--違例泊車同埋雙行泊車，呢個都係指呢個達東路嘅，我想
7 問下，你對於呢兩位區議會嘅委員所提出嘅問題，你有咩嘢睇法？

8 黃焯安先生：主席，我交畀陳先生代我去作答，唔該。

9 主席：（經傳譯員）請你講。

10 陳天龍先生：主席，其實喺近年我哋喺東涌營運巴士，都睇到喺達東路其實嗰個交通
11 情況都頗為惡劣嘅，因為嗰度係單向行車，得一條路嘅啫，相信喺區議會裏面
12 嗰啲 member 所提出嚟嘅意見，其實係因為嗰個係一個東涌嘅市中心嘅道路嚟
13 嘅，如果嗰度有擠塞起上嚟，就會成個東涌區都會塞晒嘅，亦都對我哋巴士營
14 運亦都有相當嘅困難，因為我哋嘅巴士站就係喺達東路，變咗有陣時有啲情況
15 可能連我哋架巴士駛出總站都有困難。但係呢一個問題，其實我相信係成個社
16 會個問題嚟嘅，呢個議題其實都喺區議會裏面都存在咗好耐㗎喇。

17 主席：（經傳譯員）你意思係咪話你哋嘅巴士所面對嘅問題就係話喺總站嗰度都難以
18 開出，呢個都係直接係由於係違例泊車，定抑或係間接係因為違例泊車而引致
19 有交通問題所造成呢？

20 陳天龍先生：係有間接嘅影響嘅，正如我頭先所講，因為呢條路係非常之繁忙嘅，喺
21 東涌市中心嚟講，其實呢條路只要有 double parking 或者有交通意外發生，
22 就會影響到成個東涌市中心都會擠塞。

23 主席：（經傳譯員）唔該晒。

24 黃女士：（經傳譯員）你知唔知道警方就係向運輸署同埋立法會嗰度建議，就話應該
25 喺黑點嗰度就係用呢個相機，即係話喺燈柱嗰度係安裝一啲攝影機，嚟到係應
26 付呢一個巴士總站附近嘅違例泊車，咁樣樣就可以收集到啲證據，你知唔知道
27 有咁嘅建議呀？

28 黃焯安先生：唔該主席，喺新聞度有睇過呢啲關於呢個建議。

29 黃女士：（經傳譯員）你歡唔歡迎一個咁嘅提議呢？

30 黃焯安先生：係。

31 黃女士：（經傳譯員）咁嘅建議你覺得好唔好呀，歡唔歡迎呀？

32 黃焯安先生：當然我代表喺公司嘅立場，當然係非常之歡迎，如果係有方法去解決到

1 呢啲喺路邊嘅違泊。

2 黃女士：（經傳譯員）好喇，而家講去第二個題目，就關於就係巴士車長嘅紀律處
3 分，我就想請你睇番呢個 NLB-1，呢個第 23 頁嘅，你哋公司就有咁講過嘅，巴
4 士車長如果佢係涉及一啲嚴重嘅交通意外，就會就係唔畀佢繼續揸車住，會暫
5 停駕駛嘅，我想問下，究竟呢個暫時係唔揸車係會維持幾耐嘅呢？

6 黃焯安先生：唔該主席。喺我哋--應該喺同一個文件嘅第 13 頁，應該呢個螢幕而家
7 睇緊嗰度之後嗰版，我哋都有去講解番當有啲--即係喺第三樣咁嘅情況，當然
8 其實通常如果真係咁不幸發生一啲好嚴重嘅事故，我哋都當然要先--都要花啲
9 時間去調查究竟係同事嘅問題吖，定係唔係佢嘅責任吖，定係--即係係咪佢個
10 責任。而亦都係呢段時間，其實我哋即係雖然係暫停咗佢個駕駛職務，但係我
11 哋都會係繼續支薪畀佢，即係先我哋了解清楚晒成件事，亦都係--因為亦都試
12 過過往有啲情況係可能係發生咗啲好不幸嘅事件，而個車長係自己要求都係想
13 話要停一停，休息一下先，即係想去喇一啲先咁樣，我哋覺得呢一個先叫佢停
14 工，調查咗先呢個安排係有幫助嘅。

15 黃女士：（經傳譯員）唔該晒，好，或者想請你睇呢個第 23 頁，你就提及到話一啲
16 車長，懷疑佢哋需要係一啲精神上嘅支援，你可唔可以講下點樣可以搵出呢一
17 類嘅車長？即係話嗰啲需要精神上去特別照顧佢嘅車長。

18 黃焯安先生：唔該主席。喺今天，我哋就唔會話有一個機制或者調查去睇下我哋啲同
19 事佢會唔會有喺你啲啲提到嘅 mental problem 咁樣，呢個都係我相信要好專
20 業嘅人士先至可以畀到呢個意見，而我哋--即係你啲啲講話我哋點去--即係呢
21 啲人係--呢啲同事喺邊度嚟，就都係要等個同事自己主動提出。倘若例如佢係
22 一啲唔係一啲 physically 嘅問題，佢係覺得有啲咩嘢心--即係個心裏面有啲
23 咩嘢唔舒服，想好似搵人哋去傾下偈，去傾訴咁樣嘅，我哋公司就搵咗一個出
24 面嘅機構去合作，就係可以畀我哋嘅同事去打電話嗰度，就去得到一啲專業啲
25 嘅幫助。

26 黃女士：（經傳譯員）你提及就係一個輔導嘅服務，呢個輔導嘅服務係咪由你公司提
27 供，由你公司支付嘅，畀錢嘅呢？

28 黃焯安先生：唔該。呢一刻我哋係將呢個服務係有個熱線畀咗我哋嘅同事嘅，而個同
29 事如果覺得有需要，就可以致電去嗰個一個顧問服務熱線咁樣，當佢喺嗰個熱
30 線嗰度去同嗰個 operator 去傾完，而嗰個佢覺得佢係有需要，因為可能佢
31 都要先篩選下或者了解下個問題係啲咩嘢嘅，佢係覺得佢係有需要係做一啲--
32 即係一啲叫做輔導性質，佢會再將佢轉介去另外一啲再專業啲嘅機構，以上呢
33 啲都係由我哋公司去畀嘅費用，就唔需要我哋嘅僱員去自付。

34 黃女士：（經傳譯員）你想唔想引入一個系統就係定期評估巴士車長心理、精神上係
35 咪適合繼續做車長？

36 黃焯安先生：好，唔該。因為本身喺上一次城巴上完嚟委員會之後，我亦都留意到其

1 實佢有去研究緊究竟合唔合適，我自己就都有去--因為我自己有啲朋友係有去
2 一啲--即係叫做心理學家，咁我都即係先係想去搞清楚其實究竟喺從一個真係
3 叫做話專業啲嘅角度係點幫到我哋呢？即係初步，我諗--不過我哋只係一個好
4 初步咁樣，而我嘅了解到，就係我哋又唔好話會覺得係咁容易會話去搵到話--
5 即係就算心理學家都好，佢都唔會可以話到畀我哋聽有邊啲人係合適定係唔合
6 適去做一個巴士嘅車長嘅。

7 反而心理學家可能係做咗一啲適當嘅評估之後，佢係可以話到畀我哋公司
8 聽可能呢一個同事佢係喺邊一方面係較為弱，係需要即係有啲--或者係需要一
9 啲額外嘅支援或者協助嘅，就從而係向嗰方面去著手，就唔--即係我相信未必
10 會存在係可以好清一色，好似一個--當係你好似去驗身咁樣，而個醫生可以好
11 清晰咁話到畀我哋聽呢個人係適合揸車定係唔適合揸車咁樣。

12 但係只係一個好--因為其實頭先我講嘅都係一個口頭上我同--即係我自己
13 嘅一啲朋友去了解嘅，我哋都喺呢一方面，你見到其實我哋自己喺本身都已經
14 係有去--都意識到其實有陣時係同事嘅壓力，尤其是我哋都係較為好日常面對
15 好多唔同嘅人，都了解其實有陣時都要搵啲渠道去畀同事去表達佢哋嘅即係心
16 中嘅一啲壓力嘅，我哋亦都好樂意如果係往後即係繼續會再深入啲了解，如果
17 你話喺心理輔導呢方面，例如係--即係甚至乎你話係一啲入職前去做一啲評估
18 等等，係咪真係有幫助呢？都要真係再了解下先。

19 或者你話定期嘅去有啲嘅抽查一啲同事咁，但係因為呢一方面就我哋暫時
20 未真係掌握太多資料，就唔能夠話去有個好確實嘅答案，不過就要再研究一下
21 先。

22 黃女士：（經傳譯員）而家講就係呢一個薪酬同埋福利，我想請你睇你自己嘅文件
23 NLB-1，17 同埋 21 頁，17 頁，第二段，由冠數上，你公司就話就係要提高你
24 哋公司個職位嘅吸引力去吸引車長，就會有一個嘅薪酬同埋待遇嘅調整。我想
25 請你睇第 21 頁，上面就講咗你哋公司嘅薪酬待遇，呢個係調整之前定之後嘅事
26 嚟㗎？

27 黃焯安先生：請問你講嗰個 adjustment 係講緊幾時嘅，即係邊個，咩嘢嘅
28 adjustment？

29 黃女士：（經傳譯員）我提及嘅就係你公司嘅意見書，第 17 頁冠數上第二段第三
30 行，上面就提及過，就係“wages and welfare package
31 adjustment”，薪酬同埋福利嘅待遇調整...

32 主席：（經傳譯員）你成段讀，成句讀。

33 黃女士：Yes。（經傳譯員）佢就話「為咗提升我哋職位嗰個吸引力同埋挽留現有嘅
34 車長，除咗就係調整薪酬同埋福利，我哋公司就係發展緊一啲嘅措施，就係包
35 括就不限於係以下嘅一啲項目，以提高工作嗰個嘅滿足感嘅」，呢個就係我所
36 提及嘅嗰個調整。

1 黃焯安先生：唔該主席。喺呢個薪酬嗰個表嗰度，就係 2017 年 7 月份嘅，今年就未
2 做呢個調整。至於頭先嗰句，即係你嗰啲--黃小姐提到嗰個 adjustment，即
3 係嗰個成個安排就係喺頭先嗰段後面就有幾樣--有幾個措施，就係即係我哋除
4 咗喺 take-home pay，即係佢真係喺個薪酬嗰度，另外我哋就去加強咗嗰係希
5 望--我諗主要係講緊後面呢度，你話本身佢哋嗰個--上面嗰個表嗰個人工就係
6 2017 年 7 月到暫時為止，我哋都而家一路喺度都準備緊 2018 年嗰個人工，就
7 都而家準備緊，睇下--即係未--都仲傾緊都係個加幅嗰度。

8 黃女士：（經傳譯員）呢個係幾時決定 2018 年嘅加幅呀？

9 黃焯安先生：唔該，本身我哋正常嚟講，就係 7 月 1 號嘅時候加人工嘅，今年個情況
10 就我哋本身喺 4 月初嘅時候就公布咗會發放一個一次性嘅特別獎金先嘅，因為
11 我哋其實係留意到喺個市場度其實另外兩間巴士公司喺 2、3 月嗰陣時咁上下，
12 佢哋就--應該 3 月份嘅時候，就佢哋將一個佢哋薪酬度有啲--個架構有啲改變
13 咗，就我哋擔心如果我哋等到 7 月份先至加人工，就會同佢哋嗰個距離太遠，
14 就所以我哋喺 4 月份就有個一次性嘅--有個咁嘅安排，就去到 9 月底嘅時候發
15 放。

16 至於 2018 個人工，我哋呢一刻就都係正常，其實每年都係會同工會嗰面
17 去商討，第一；亦都係我哋自己睇番我哋自己公司嗰個情況，同埋其中一樣，
18 我哋都會係有個指標性去參考，就係因為我哋嗰個規模就係最細嗰間，我哋都
19 會係睇番市場另外兩間主要嘅公司，睇一睇佢哋嗰個大概個加幅係點樣嘅，我
20 哋又再去--即係都有啲參考作用。

21 因為今年--其實今日已經係 6 月 19 號，暫時嚟講，我哋睇可能都係會--
22 應該希望喺 7 月份、8 月份咁上下做到，如果你話過咗 7 月 1 號嘅，我哋就會--
23 --即係往時都係叫追加番咁樣。唔該。

24 黃女士：（經傳譯員）可唔可以畀一個更新咗嘅表，即係你喺做咗 2018 年嘅覆核之
25 後，畀番一個更新版本我哋？

26 黃焯安先生：當然可以。

27 黃女士：（經傳譯員）如果我哋睇番個表，可以見到薪酬待遇，有大部分，即係車長
28 嘅月薪，大部分似乎係來自一個每日嘅值日津貼嘅，即係第 2 項，你同意嘛？

29 黃焯安先生：係。

30 黃女士：（經傳譯員）每個月有幾多日車長係需要工作嘅呢？

31 黃焯安先生：唔該，就平均而言，就二十四至二十五日。

32 黃女士：（經傳譯員）大概計到就係五千五百零釐嘅，即係二十四日嘅值日津貼的
33 話，如果車長係病咗，係咪佢唔會得到呢一個--呢項嘅津貼㗎喇？

34 黃焯安先生：係，請問你係咪講緊第 2 項嗰個 duty allowance？

1 黃女士：（經傳譯員）冇錯。

2 黃焯安先生：如果嗰日個同事個車長係冇上班，就唔會攤到個 duty allowance。

3 黃女士：（經傳譯員）譬如如果佢係病咗三日，就會失去七百零釐，係咪呀？大概
4 700 釐嘅，假設就係一日\$230。

5 黃焯安先生：係，thank you, Chairman, 係，確認，如果嗰個同事係假設你啱啱
6 講嗰個例子，佢係三日病咗，冇上到班，係，嗰三日嗰個 duty allowance 係
7 唔會攤到。

8 黃女士：（經傳譯員）第4項嗰個勤工獎，就係每個月咁計？

9 主席：（經傳譯員）未講呢樣嘢之前，個失去咗嘅值日津貼，即係每一日\$230 就係
10 逐日計，定係佢成套嘅值日津貼冇咗？

11 黃焯安先生：如果係講緊個 duty allowance，我哋係逐日去計算畀個同事嘅，佢
12 一日--即係佢例如係叫做佢係嗰日--嗰個月佢有二十五個工作天，嗰個 duty
13 allowance 就係用\$230 乘以 25 咁去計算，如果佢係咩嘢緣故都好，而佢係少
14 --即係叫做係嗰個日數係少咗嘅，個收入就會係用番\$230 乘番幾多日咁去減少
15 咗。

16 主席：（經傳譯員）即係如果佢二十五日裏面有一日冇返工，只係喪失 230 釐嘅，
17 即係嗰日嘅津貼啫，係咪呀？

18 黃焯安先生：如果係用第2種嘅 duty allowance 嚟講，係。

19 主席：（經傳譯員）唔該。

20 黃焯安先生：係，唔該。

21 黃女士：（經傳譯員）勤工獎呢？750 釐就係月計嘅，如果佢病咗三日，會唔會扣咗
22 --即係會按比例咁樣扣番呀？

23 黃焯安先生：唔該主席。喺嗰個講到去呢個 attendance bonus 呢度，本身係我哋
24 呢個中文係叫做勤工服務獎，係每月去發放畀個同事嘅，如果佢係有--即係冇
25 上到班，第一日就會係少發兩百釐，第二日就少發\$250，第三日就少發\$300，
26 如此類推，就如果佢三日--即係咁樣，你將佢加埋，三日就係 750 釐就唔會發
27 畀個同事，個獎金，即係三日都個同事係冇上到班，呢個 attendance bonus
28 都係唔會發畀個同事嘅，變咗，如果佢一日，就係\$200。

29 黃女士：（經傳譯員）如果我計得啱，如果車長係病咗三日，總共就會喪失 1,500
30 釐，我咁樣講，計得啱唔啱？\$750 加\$750。

31 黃焯安先生：唔好意思，主席。係，確認，如果嗰個同事佢係三日--如果佢三日冇上
32 到班，就會係好似頭先咁講，喺 duty allowance 嗰度有 690 釐嘅扣減--唔

1 係扣減，即係少發咗。同埋就係喺 attendance bonus 嗰度又\$750 亦都係唔
2 會發畀個同事。唔該。

3 黃女士：Now would this -- sorry.

4 主席：（經傳譯員）歐陽先生。

5 歐陽先生：（經傳譯員）我咁樣講，就係話值日津貼同埋勤工獎服務都係同一個目
6 標，就係希望鼓勵嗰啲員工係儘量都返工嘅？

7 黃焯安先生：唔該歐陽先生，如果回應你嘅提問，我哋去--好似你咁講，去訂立呢個
8 duty allowance 嗰個用意係想同事係積極啲去工作，呢個第一；第二，你話
9 去--因為嗰個勤工獎嗰個其實佢有個變化嘅，本身以往係即係同安全獎都係，
10 其實係一個--當然嗰陣時我唔係好--即係呢一刻我都可能都要搵番啲舊啲嘅資
11 料，可能以前係一年發一次或者發兩次咁樣嘅，但係慢慢因為同事都反映番，
12 如果咁樣，要等太耐，第一，呢個獎金要去到一年或者半年先攞到，就變咗季
13 度，季度再久而久之轉咗就月發，就咁樣。

14 好似你咁講，如果你話嗰個--我哋個目的係咩嘢呢？的而且確我哋當然就
15 係想我哋嘅同事係即係積極去工作。驟眼睇，都你可以話佢哋嗰個出發點係相
16 近。

17 歐陽先生：Okay, thank you, thank you。

18 黃焯安先生：唔該。

19 歐陽先生：Thank you, Ms Wong。

20 主席：（經傳譯員）所以個答案係即係簡單嚟講，就「係」喇？

21 黃焯安先生：（經傳譯員）係，冇錯。

22 主席：（經傳譯員）黃律師。

23 黃女士：（經傳譯員）呢個唔係唯一嘅獎金就係鼓勵嗰啲同事係工作嘅，如果你睇番
24 第 6 項，關於休息日嘅津貼，車長就會係每一日嘅工作日就係 625 釐嘅，如果
25 佢哋喺休息日都工作，佢哋就會獲發 625 釐，係咪呢？

26 黃焯安先生：係，我諗喺度都想講一講我哋背後嗰個理念，可能講出嚟會--希望個字
27 眼表達得可以好啲，因為本身--正如我頭先咁講，我哋嘅主席黃良柏先生佢從
28 事咗交通運輸行業係好多年，而佢亦都有個較為--即係佢覺得係一個實際啲嘅
29 想法，當如果我哋一啲咁基層前線嘅同事，如果佢想去喺嗰個你啱啱講嗰個
30 rest day 嗰個--其實呢\$625 係另外去發畀啲同事，即係佢會本身嗰日已經係
31 有當天嘅 duty allowance，另外再發嗰個\$625 畀佢嘅，係因為佢知道如果
32 嗰個同事，例如佢係嗰個月 suppose 佢原先佢應該要返廿五日工，變咗佢肯額
33 外返多一日，返第二十六日咁嘅，打個比喻，當然就係正正個同事犧牲咗佢嘅

1 休息嘅時間，而我--如果倘若我哋唔去叫做畀一個 rest day allowance 個
2 個同事，可能嗰個同事只係會--因為其實嚟出面其實要去搵一啲兼職揸車嘅工
3 作，其實都市場上有好多嘅，包括可能嚟出面揸貨車、的士等等，我哋公司嘅
4 諗法就係覺得倒番轉，與其係咁，不如我哋畀個好啲嘅叫做少少回報咁樣去畀
5 我哋同事。

6 正如我哋再之前有提及到，其實我哋同其他巴士公司比較，係多咗五日個
7 個假期，其實嗰五日假期，好坦白講，好坦白講，個同事其實未必--因為我哋
8 會係容許個同事去選擇放假，有啲同事佢不嬲都係冇放開咁多假嘅，可能佢會
9 選舉去寧願係想工作嘅，佢就變相嚟呢度都係一個加咗人工畀個同事咁樣。唔
10 該。

11 主席：（經傳譯員）羅教授。

12 羅先生：（經傳譯員）關於休息日嘅呢度，其實我哋--你係邀請個車長係去工作，
13 還是個車長自己要求呢？譬如話我係有一日係放咗病假嘅，我就嚟番我嘅休息
14 日去工作番，我咪彌補番囉咁樣，會唔會係咁呢？

15 黃焯安先生：好，唔該晒教授。本身如果個同事佢係--例如佢想話休息--即係少一
16 日休息咁樣，佢想話嗰日去開車咁嘅，當然要實際睇番佢幾時同公司申請，即
17 係如果佢例如係無端端話聽日畀人哋--約咗人，人哋俗啲咁講，放咗佢飛機，
18 唔知應該點可以簡單講，就佢突然問話佢有嘢做，想開番工，我哋都要實際睇
19 番究竟我哋有冇需要，通常嚟講，即係咁嘅情況，其實就都唔會有工作畀佢
20 做，即係咁即時，因為本身我哋其實嗰個更分係編好晒。當然我哋亦都係再睇
21 番其實我哋自己運輸署嗰個 guidelines，睇下佢有冇話--亦都睇番實際情
22 況，佢有冇超咗工作時間等等，呢一類型。唔該。

23 黃女士：（經傳譯員）好，總結嚟講，就係呢個咁樣嘅工資嘅結構，就會令到嗰啲車
24 長會係就工作長啲時間，甚至乎當佢病嘅時候佢都想工作呢？

25 黃焯安先生：我諗首先，要睇下你講話“he was sick”，即係佢唔舒服嗰度，究
26 竟佢係真係非常之唔舒服而係唔適合駕駛，定係佢有少少唔舒服都仲可以駕
27 駛，因為我哋相信我哋今日呢個制度就係倘若嗰個同事佢係有少少唔舒服嘅，
28 因為你話 sick 都可以係睇下嗰個程度去到邊，如果本身佢真係都唔適合駕駛
29 嘅，佢當然係唔能夠話就算佢唔想去休息，佢都係--即係佢都不能駕駛，佢都
30 唔可以去開車㗎。

31 同埋我哋--當然我哋自己個信念本身嘅核心，就係覺得多勞多得，因為我
32 哋呢個係一個服務性嘅工種，當然可能我哋裏面都係有啲例如新嚟見工、入職
33 嘅同事有反映話好似好複雜，有陣時我哋都要花好多唇舌去計算畀個同事，但
34 係當然我哋嗰個希望最緊要做到出嚟嘅就係真係畀到一啲勤力嘅同事，佢哋係
35 用心去做嘅同事，佢哋係攞到佢哋應有嘅薪金，就係我哋嗰個目標係咁樣。

36 黃女士：（經傳譯員）好，我就想去另外一個課題，就係關於乘客嘅表現，我哋聽到

1 其他嘅巴士公司就佢哋話一啲車長係曾經係同呢個顧客嘅行為係有問題，就係
2 有困難嘅，你哋有冇係有收過類似嘅投訴呢？

3 黃焯安先生：主席，我交畀黃焯添先生去作答。

4 主席：Yes, Mr Wong.

5 黃焯添先生：唔該主席。頭先 James 都有講到，我哋嘅服務係相對比較地區性，我
6 哋大部分嘅路線都係圍繞住喺東涌區或者嶼南區嘅，所以大部分平日嘅乘客都
7 會係一啲本地嘅住客，我哋嘅同事或者係車長、站長都基本上係每日都見到呢
8 啲乘客嘅，所以我哋遇到呢啲所謂爭執或者係投訴係相對地較少。

9 另外我哋最主要另外一個收入嘅來源或者係客路就係旅客。旅客相對地嚟
10 講，因為佢哋本身嚟嘅 intention 都係遊覽香港，佢哋比較少會係遇到呢啲爭
11 執嘅問題嘅；相反之，我哋喺前線嘅站長遇得比較多問題嘅就係可能喺車上可
12 唔可以攜帶行李或者係如果入大嶼山嘅話，可唔可以帶一啲 surfing board、
13 單車，呢啲我哋喺前線嘅站長嘅處理都儘量係會同啲乘客講如果太大件嘅，亦
14 都唔可以攜帶上車。如果可以嘅，我哋一啲旅遊巴係有一啲行李櫃可以放到入
15 去嘅，我哋都儘量會幫啲乘客去放入去。所以對於我哋公司嚟講，呢一類型嘅
16 爭執係比較少見。唔該主席。

17 黃女士：（經傳譯員）其中一個就安全嘅設施，喺你哋嘅巴士，就係有閉路電視--喺
18 嗰個司機位嗰度就係有閉路電視係有錄影嘅功能嘅，呢度有冇一個嘅錄音系統
19 嘅呢？

20 主席：（經傳譯員）你可唔可以話畀我聽喺邊度，喺個陳詞度？

21 黃女士：（經傳譯員）第 20 頁嘅。

22 主席：（經傳譯員）好，唔該晒。

23 黃女士：（經傳譯員）就關於嗰個安全裝置，就喺佢哋嘅文件冊第 2 號嘅第 453 頁
24 嘅。

25 主席：（經傳譯員）你可唔可以講一講第 20 頁嗰度？

26 黃女士：（經傳譯員）係，喺呢一個嘅閉路電視都可以實時嗰啲資料抽取，就可以去
27 監察車長同埋乘客嘅情況，特別係喺一啲安全同埋緊急嘅情況有關嘅情況。

28 主席：（經傳譯員）第 453 頁嗰度呢。

29 黃女士：（經傳譯員）喺第 16 項嘅安全裝置。呢個嘅閉路電視系統又或者呢個攝錄
30 機佢哋有冇一啲錄音嘅功能？

31 黃焯添先生：先解釋番有啲邊類型嘅鏡頭先喇，我哋有兩款嘅巴士嘅，第一款就係單
32 層巴士，另外一款係雙層嘅。先講雙層，我哋新買番嚟嘅雙層巴士都會有配備

1 到 CCTV 嘅功能嘅，剛才你嘅問題係 audio，有 audio function 嘅都會係只
2 係放喺司機頂頭上面嗰個，司機頂頭上面嗰個。至於我哋一啲現有嘅巴士，
3 existing 嗰啲單層巴士，我哋暫時係未裝 CCTV 嘅，因為要 retrofit 呢啲
4 CCTV 嘅鏡頭係需要好多時間，同埋其實本身呢一個系統係需要一啲叫
5 recurring cost，就係我哋每個月都要畀一啲可能 monthly fee，相比起
6 現時我哋嘅財政嘅--即係我哋 financial burden，我哋未有咁樣嘅方向，每
7 一部車會 retrofit CCTV，但係新車我哋係會積極考慮裝晒。

8 黃女士：（經傳譯員）你剛才提及個閉路電視係錄音嘅功能，就係會擺喺車長個頭頂
9 嘅，嗰個目的係乜嘢呢？

10 黃焯添先生：個錄音嘅裝置最主要係當有一啲乘客有投訴或者係喺我哋嘅 CS
11 hotline 係講番同司機有爭執嘅情況，我哋先至會擺番呢啲嘅數據出嚟去睇番
12 件事係點樣嘅。本身我哋自己唔會主動去 retrieve 呢啲--唔會主動去擺番呢
13 啲嘅 file 去睇嘅。

14 黃女士：（經傳譯員）你即係被動，就話如果係有投訴，你哋先至會睇，所以你就唔
15 會話係抽查嘅，係咪？

16 黃焯添先生：係，冇錯。

17 黃女士：The next topic is the design of buses and safety devices
18 and if I may invite you to go to NLB-2 bundle at page 2.
19 The franchise agreement starts at page 2. If we go to page
20 5, clause 7.

21 主席：Sorry, which bundle is this?

22 黃女士：This is the NLB-2 bundle. Could you familiarise
23 yourself with the provisions of clause 7(1) at page 5. It
24 makes reference to the grantee providing, amongst other
25 things:

26 "... such safety or service enhancement facilities,
27 installation, fixtures, fittings, [et cetera] ... apparatus
28 or equipment on its buses as may be reasonably required by
29 the commissioner of transport after consultation with the
30 grantee."

31 So, in other words,（經傳譯員）運輸署署長嘅要求同埋就係係經
32 過諮詢過專營公司，所以就係運輸署署長就係可以有合理咁樣去係要求你哋係
33 裝置一啲可以提升服務質素嘅設施嘅？

34 黃焯安先生：係。

1 黃女士：（經傳譯員）最近你有冇同政府有討論關於係點樣係裝置一啲提升服務嘅設
2 施呢？

3 陳天龍先生：主席，我想交代，就係其實我哋喺同運輸署傾新 franchise 嗰陣時，
4 都有一啲 facilities 運輸署要求我哋 provide 嘅。另外喺最近我哋同運輸
5 署嘅會議上面都有講到一啲安全嘅設施係安裝喺啲巴士上面嘅，呢個我哋都有
6 同運輸署有討論。

7 黃女士：Can you tell...

8 主席：（經傳譯員）請問係幾時呢？

9 黃焯安先生：新嗰個專營權，我哋係講緊喺 2017 年嘅時候正式去實行嘅，當然嗰陣
10 時去傾，我哋要抄番啲資料先，但係約略係 2015 年底、2016 年頭嗰陣時開始
11 去同運輸署接觸，要去--即係有啲咩嘢再喺新嗰個專營權嗰度去加強。至於頭
12 先啱啱陳生提到嗰個一啲關於同署方嗰面去傾關於一啲安全嘅設施嗰個會就係
13 喺最近呢幾個月開過兩次會，喺最近呢幾個月開過兩次會，嚟緊會開第三次。

14 主席：（經傳譯員）幾時開呢啲會嘅呢？

15 楊家寶先生：主席，有少少補充一下，嗰個會議應該係有三次咁多嘅，就係就呢個獨
16 立調查委員會之後成立嘅第二個工作小組，第一次會議就係喺 3 月 27 號，第二
17 次喺 5 月 30 號，第三次喺 6 月 12 號嘅。

18 主席：（經傳譯員）呢啲會議就係專營巴士公司、巴士製造商同埋運輸署係出席嘅會
19 議嚟嘅，係咪呀？啱唔啱呀？

20 楊家寶先生：Correct，係。

21 主席：（經傳譯員）唔該晒。

22 黃女士：（經傳譯員）你有講過話一啲安全嘅裝置，其實你哋係同運輸署係討論過邊
23 一啲嘅係安全嘅設備呢？即係你頭先提及三次會議，係講及邊一啲嘅安全設備
24 呢？

25 主席：（經傳譯員）或者暫時可以係唔答呢個問題住，我諗我哋起碼都要係做到五點
26 半，不如而家作一個小休，我諗我哋都要畀少少時間你休息，我哋而家休息十
27 分鐘，唔該，休息十分鐘。

28

29 下午 4 時 32 分聆訊押後

30

31 下午 4 時 41 分恢復聆訊

1 出席人士如前。

2

3 主席：（經傳譯員）黃律師。

4 黃女士：（經傳譯員）不久之前，黃先生，我哋剛剛就係畀你睇咗 TD-1 第 98 頁，
5 TD-1 第 98 頁。

6 主席：（經傳譯員）呢份文件係咩嘢文件嚟㗎？

7 黃女士：（經傳譯員）呢份文件就係運輸署嘅文件嘅，文件 7 號，嗰個標題就係話係
8 專營巴士公司，喺 81 頁嗰度開始嘅，就係「車輛安全 - 設計建造、檢查同埋
9 驗車」嘅，我哋就想睇番呢個第 98 頁嘅，就係使用科技嚟到就係加強專營巴士
10 嘅安全。

11 主席：Thank you.

12 黃女士：Thank you。（經傳譯員）黃先生，想問下，你剛才冇冇時間就係睇一睇
13 呢一份文件，特別係第 10 段呢？

14 黃焯安先生：係，睇咗。

15 黃女士：（經傳譯員）呢啲嘅安全裝置係咪就係你哋同運輸署嗰個三次會議裏面所提
16 及、所討論嘅安全裝置呀？

17 黃焯安先生：係，係嗰啲三個安全會議嗰度係有討論過上述嘅一啲儀器。

18 黃女士：（經傳譯員）我想請你就係特別睇其中嘅三項嘅，首先就係呢個地理圍欄，
19 即係(c)嗰項，就話靠呢個係全球定位系統或者係地理圍欄嚟到控制嗰個車速。
20 可唔可以話畀我哋聽關於運輸署呢一個建議，即係話要引入呢一個地理圍欄，
21 換句話講，就係使用呢一個全球定位系統，嚟到去限制巴士喺某一啲路段上面
22 嘅車速，你哋個睇法係點呀？

23 黃焯添先生：主席，要去討論呢個 GPS system，我諗我哋要先帶出個黑盒個
24 background 先，因為早喺 2015 年同埋 2016 年，喺我哋討論我哋新嘅專營權
25 嘅時候，我哋有去特別搵咗一個新嘅黑盒嘅提供嘅 supplier 嘅，最主要其實
26 之前主席都有講過，其實 GPS 唔係一個好新嘅技術，但係對於我哋營辦商嚟
27 講，我哋最重要同埋要長遠考慮到就係必須要將呢啲 GPS 同埋本身黑盒擺到個
28 數據要以 raw data 嘅形式去上傳番去我哋本身公司嘅 server 嘅。

29 喺 2012 年至 2015 年嘅時候，其實我哋本身係有另一個黑盒嘅
30 supplier，但係好多市面上呢啲嘅公司佢哋係以一個 recurring 嘅方式去做
31 一個 monthly cost 嘅 maintenance，對於我哋公司長遠嘅發展，因為其實
32 喺 16 年點解會採購黑盒呢？當然黑盒本身嘅功能係好緊要，另外就係當時我哋
33 新嘅專營權底下，我哋要做一個叫做 ETA 嘅功能，即係實時到站嘅功能，當時

1 我哋睇咗兩間公司之後，選擇咗而家我哋嘅 supplier，係 Openmatics，呢
2 間公司佢哋嘅 GPS 同埋本身一啲 raw data 嘅數據係可以上傳上去我哋嘅
3 server 嘅。

4 講到用 geo-fencing 去監察或者係去限速，呢個我哋係 open-minded
5 嘅，即係我哋係希望會可以嚟到將來可以研究到一個方式，喺我哋一個特定嘅
6 路段去做呢一個限速嘅。喺度咁講，即係相比起其他嘅營辦商，我相信我哋做
7 到嘅機會亦都會較大，因為本身我哋大嶼山嘅道路相對係少啲
8 interference，我哋嘅黑盒係可以應該做到容易啲--或者係容易啲將呢啲準
9 確啲將啲 GPS 嘅數據可以上傳到我哋 server。

10 但係最主要一樣嘢就係將呢一個 GPS 嘅數據實時去同我哋本身架車嘅電腦
11 去做到個配合，呢個係需要時間去研究，最主要係現時我哋嘅黑盒係會直接駁
12 落去車嘅電腦，即係簡稱“bus CAN”。呢一個嘅動作係需要去同車嘅製造商
13 有啲嘅合作去傾嘅，我哋就當然係好 welcome 呢一個新嘅方向去做，但係以我
14 哋而家暫時大嶼山巴士嘅 IT 部門嘅規模，我哋可能係會比起其他公司可能要花
15 多少少嘅時間去做呢一個嘅研究工作，但係絕對係歡迎去做呢一樣嘢。

16 黃女士：（經傳譯員）既然我哋都係講緊呢個黑盒，我哋而家講緊個黑盒，我就想請
17 你睇番你哋嘅陳述書 NLB-1 第 14 頁，睇二個段，喺嗰度就講咗，「透過我哋
18 內部嘅資訊科技嘅隊伍，我哋係計劃係會發展一個例外報告嘅系統，呢個就係
19 使用就係車上嘅黑盒嘅數據嚟到去產生呢啲報告，就係主動咁提出啲報告，嚟
20 到睇下有邊一啲車長就係佢駕駛嘅習慣係唔好，會引致問題嘅。」

21 另外就想睇下呢個第 20 頁，就係你哋嗰個陳述書嘅第 20 頁，係睇二個段
22 嘅，呢度就話「喺呢一個 2017 年尾有第二代嘅黑盒製造引入咗之後，佢就係會
23 就係最低嗰個層次嗰度有一啲原數據嘅。另外有進一步嘅應用，就譬如話喺一
24 啲例外報告，呢啲就係有包括在內嘅，即係話車速嘅例外報告就有嘅，而家我
25 哋就內部就想發展一啲軟件，嚟到提供呢一類嘅資訊，就畀我哋監察住車長嘅
26 表現，目前我哋而家喺度檢視緊同埋綜合緊嗰啲數據嘅，就人手去做嘅，即係
27 如果有交通事件或者有乘客投訴，就會咁做。」

28 我咁樣理解唔唔啱呢，目前嚟講，你公司係有一個超速嘅特別報告--自動
29 產生呢啲特別報告嘅功能？

30 黃焯添先生：呢一刻係冇嘅，但係我哋寫呢份 supporting document 係考慮到嚟
31 緊嘅將來我哋係會加呢一個 exceptional report，係特別喺 over speed
32 方面，我哋會做多啲工作嘅。

33 黃女士：（經傳譯員）我想請你睇番 NLB-1 第 33 頁，第一格右手邊有關於委員會進
34 一步嘅問題，係要求你哋提供資料，你喺呢度就話「睇番現有嘅黑盒系統可以
35 記錄到幾個巴士運作嘅資料嘅，包括地理位置、速度、方向檔次、門、有冇人
36 揸鐘等等，係要秒計嘅，如果需要記錄同埋係使用呢啲咁大量嘅數據，係需要
37 大量嘅資金投入有關於呢一個資料傳送同埋儲存同埋要有一個好先進嘅軟件

1 嘅。」有關於呢一個大量嘅資金投資，你公司係咪願意投資喺呢一方面嘅系統
2 裏面呀？

3 黃焯安先生：係，唔該主席。喺財務方面，因為我哋喺咁多間巴士公司個個規模就最
4 細，當要去發展呢啲軟件或者係一啲新嘅系統，其實需要到嘅個個成本，坦白
5 講，不論係一部車同一千部車，其實個個發開成本，我相信係唔會賺得太遠
6 嘅，個個主要嘅分別就可能喺個個硬件，即係喺架車上面個個硬件個分別啫，
7 變咗係當我哋嚟緊要去繼續去加強我哋喺呢方面嘅投入，不論頭先 Timothy 提
8 到嘅喺個 exceptional report 等等，呢啲我哋係好樂意去投入嘅，但係
9 都希望係即係會各位係了解，就係當我哋要去做呢啲嘅時候，其實我哋每用--
10 如果你按每部車咁去計個個成本，就一定會係比起其他公司係高出好多。

11 黃焯添先生：同埋我想補充，其實現時我哋嘅投資係投資咗喺啲咩嘢度呢？尤其最主
12 要係兩方面嘅啫，第一方面就係 hardware，喺車上面嘅黑盒，同埋黑盒上傳
13 數據去我哋公司上面嘅 server，呢兩個最主要嘅 hardware cost；另外一啲
14 software 嘅，就係剛才講到，我哋買呢個黑盒去做一個 back-end system
15 個 software development fee，本身我哋喺個新專營權度講到要我哋用嘅
16 ETA 嘅 development fee，每個月巴士--呢啲數據嘅上傳嘅數據費用，呢啲
17 都係一啲 recurring cost 嚟嘅，因為本身要去 maintain 同埋去維繫呢一
18 個系統都需要人力去做嘅。

19 剛才講到話呢一個黑盒係可以每秒去記錄呢啲嘅數據，但係現時我哋嘅系
20 統係每三十秒，集晒所有數據，每三十秒上傳一次，當如果我哋改到每一秒上
21 傳一次，其實個個數據嘅費用同埋本身個 server 個 size 都要相對地係提升，
22 所以講到話會有個 capital investment，其實就喺呢一方面上面係最主要
23 嘅，當然就係本身我哋嘅 software development fee，係主要呢兩方面。
24 唔該主席。

25 黃女士：（經傳譯員）唔該晒。你提及呢個軟件嘅發展費用...

26 主席：（經傳譯員）唔好講呢樣嘢之前，你話有兩個元素，一個就係黑盒，另外一個
27 就係軟件，我咁講啱唔啱？

28 黃焯添先生：（經傳譯員）啱。

29 主席：（經傳譯員）黑盒嘅大約成本係幾多？

30 黃焯添先生：（經傳譯員）當我哋喺 2016 年開始採購嘅時候，每一件--每個單位就
31 係 800 歐羅一件，大約八千零釵港紙，係 2016 年嘅事。

32 主席：（經傳譯員）呢一個係咪最大嘅成本呢？

33 黃焯添先生：（經傳譯員）係呢一個主要嘅成本，係。

34 主席：（經傳譯員）軟件呢？

- 1 黃焯添先生：（經傳譯員）目前我哋有三位人員去負責維護呢個系統嘅，有關於嗰個
2 係預計到暫時間嘅發展費用，大概係要一百萬港元。另外有一個事項，我都想
3 提一提，就係安裝費用，安裝費用係關於黑盒嘅，呢個係一啲要有一啲高技術
4 嘅專業人士，呢類嘅技術人員去安裝，需要將佢係同個供應商係連繫，供應商
5 係來自捷克嘅。
- 6 主席：（經傳譯員）呢個就係 Openmatics 呢間公司？
- 7 黃焯添先生：（經傳譯員）冇錯。喺 2016 年嘅時候，我哋係有請到自己公司嘅技術
8 人員嘅，每架巴士嘅安裝費大約係要 4,000 釐港元。
- 9 主席：（經傳譯員）係要去 4,000 釐？
- 10 黃焯添先生：（經傳譯員）係呀，睇下係公司裏面有幾多架巴士係提供去安裝黑盒。
- 11 主席：（經傳譯員）你講過話係軟件就有三項，安裝呢個--預計到站時間嘅要求，仲
12 有另外啲兩項係咩嘢嚟㗎？
- 13 黃焯添先生：（經傳譯員）你指係另外啲兩位人士呀定係...
- 14 主席：（經傳譯員）另外兩位人士，係咪呀？
- 15 黃焯添先生：（經傳譯員）係，另外兩位人士，即係人員。
- 16 主席：（經傳譯員）另外兩位係咩嘢人？
- 17 黃焯添先生：（經傳譯員）總共有三個人係請咗嚟去發展呢個軟件嘅。
- 18 主席：（經傳譯員）即係有三個人佢哋嘅費用，你所指人頭就係呢個意思，係咪呀？
- 19 黃焯添先生：（經傳譯員）係。
- 20 主席：（經傳譯員）唔該。黃律師。
- 21 黃女士：（經傳譯員）早前你提及你間公司計劃發展呢個特別報告系統，就會係如果
22 巴士車長係有一啲潛在危險行為，就會發出呢個特別報告嘅，你預期係幾時會
23 做呢？
- 24 黃焯添先生：（經傳譯員）第三季，2018 年嘅第四季。
- 25 黃女士：（經傳譯員）即係今年嘅較後時間？
- 26 黃焯添先生：（經傳譯員）係。
- 27 主席：（經傳譯員）係呢個超速嘅特別報告系統係 2018 年嘅第四季？
- 28 黃焯添先生：（經傳譯員）冇錯。
- 29 黃女士：（經傳譯員）我哋聽過其他巴士公司，就定咗一啲嘅標準，就係話係車速超

1 過每一段路段，係每小時過咗五公里，譬如話連續係十秒超過咗一段係限速 50
2 公里嘅路段，行駛 55 公里，就會係用到呢個嘅系統喇，你哋公司定咗咩嘢標準
3 使用呢個自動發布報告嘅系統呀？

4 黃焯添先生：（經傳譯員）我哋要確認一下嗰個條件係乜嘢，我哋要同工會傾過先有
5 最後決定，但係另外嗰兩間巴士公司做嘅嘢，我哋都會考慮。

6 黃女士：（經傳譯員）你問公司會唔會考慮呢個實時係只係同車速有關，定係會考慮
7 埋車長其他嘅問題，譬如話突然畀車，過份係加速，會唔會都包埋喺裏面呢？

8 黃焯添先生：（經傳譯員）目前我哋考慮超速係發布報告嘅條件，另外大力剎車、扭
9 軚扭得太犀利，呢樣我哋會進一步再研究。

10 黃女士：（經傳譯員）你會唔會考慮--你一個實時嘅資料可以利用嚟監察某一啲嘅車
11 長嗰個駕駛行為嘅，即係如果發生啲咁嘅事嘅時候？

12 黃焯添先生：（經傳譯員）我哋會考慮，但係我哋要同工會傾一傾，因為呢個係有關
13 於話會影響到車長嗰個嘅集中度嘅，如果太多警報系統的話。

14 黃女士：（經傳譯員）講番第 14 頁你哋嘅交嚟嘅資料，第 14 頁，...

15 主席：（經傳譯員）未講之前，呢個係超速嘅特別報告，你係打算 2018 年第四季推
16 行，呢個係咪實時做嘅呢，定係話之後事後先至會發出報告㗎？

17 黃焯添先生：（經傳譯員）實時嘅。

18 主席：（經傳譯員）呢個系統以我所理解，係每三十秒就上傳一次資料嘅，係嘛？

19 黃焯添先生：（經傳譯員）目前嚟講，係，我哋希望可以做到從黑盒每秒上傳資料。

20 主席：（經傳譯員）你講過其實如果要咁做，係有更高成本，呢個成本係乜嘢呀？

21 黃焯添先生：（經傳譯員）淨網絡費用就需要多啲嘅寬頻，而家係每三十秒，因為所
22 有資料全部都係壓縮咗先至上傳去我哋嘅伺服器，所以我哋就係暫時做都係每
23 三十秒。

24 主席：（經傳譯員）你知唔知道大概額外嘅費用係幾多？

25 黃焯添先生：（經傳譯員）唔知。

26 主席：（經傳譯員）冇，連一個範圍都有？

27 黃焯添先生：（經傳譯員）每架巴士 100 港元。

28 主席：Per what?

29 黃焯添先生：（經傳譯員）每個黑盒計。

- 1 主席：Thank you.
- 2 羅先生：（經傳譯員）每個月呀？
- 3 黃焯添先生：（經傳譯員）係，每個月。
- 4 黃女士：Thank you. And...
- 5 主席：（經傳譯員）唔好意思，未講第二啲嘢之前，你有冇同運輸署講過關於成本嘅
6 問題？
- 7 黃焯安先生：應該就有，冇。
- 8 主席：（經傳譯員）因為我哋睇番一啲儀器嘅清單，就係呢一個今年3月傾過三次，
9 其中一樣，嗰六項裏面冇講嘅，就係黑盒，即係行車紀錄儀，但係你哋有傾過
10 嘅，係咪呀？
- 11 黃焯添先生：（經傳譯員）唔喺呢個表上面，但係我認為所有嘅巴士公司都有安裝。
- 12 主席：（經傳譯員）呢上面冇記錄到嘅，但係有冇傾過呢？
- 13 黃焯添先生：（經傳譯員）有間接傾過黑盒，呢個就係同講呢一個地理圍欄嘅時候提
14 到嘅。
- 15 主席：（經傳譯員）呢個議程係邊個定㗎？
- 16 黃焯添先生：（經傳譯員）運輸署。
- 17 主席：（經傳譯員）唔該。黃律師。
- 18 黃女士：（經傳譯員）睇番第14頁你哋自己嘅文件，頂數落嚟第三段，最尾嗰句，
19 「目前就係隨意揀選五十程嘅黑盒資料，就會每個月去攞到，而呢個隨機嘅檢
20 查報告係會發送畀運輸署畀佢哋作紀錄嘅。」呢一個嘅2018年3月。我想問先
21 問，呢度講就話揀咗就係隨機五十程嘅，邊個揀㗎？
- 22 黃焯安先生：係我哋公司去揀，我哋公司去選擇。
- 23 黃女士：And what is...
- 24 黃焯安先生：同埋係五十個trips，唔好意思，sorry，五十個trips。
- 25 黃女士：（經傳譯員）選擇呢五十個車程嘅條件係乜嘢呀？
- 26 黃焯安先生：隨機去揀，random。
- 27 黃女士：（經傳譯員）如果你間公司有檢查任何嘢嘅話，係檢查啲乜嘢呢？喺呢個報
28 告裏面，譬如話超速或者冇任何資料你可以畀到我哋嘅呢？
- 29 黃亮霆先生：主席，個資料就係我哋响第二次個submission入面嘅annex最尾嗰

1 一版，就有一個報表嘅，就係關於抽查呢啲黑盒嘅數據。

2 黃女士：（經傳譯員）呢個係第2號文件嘅487頁。

3 黃亮霆先生：係，就係螢光幕而家顯示緊呢個報表，我哋就因應番運輸署嘅要求，就
4 係抽查正話我哋提--見到個段落所提及嘅隨機抽查五十班車嘅黑盒嘅數據，入
5 面就喺嗰個格仔入面都有提到，就係睇啲咩嘢呢？就係睇個車速、佢有冇做過
6 hard brake 嘅動作，或者其他有啲唔正式嘅駕駛嘅行為嘅，喺呢個報表度就
7 我哋淨係就報告番我哋抽查嘅數量，有幾多係正常或者唔正常嘅，至於就話入
8 面會唔會細睇究竟每一單個抽查入面嗰個譬如咩嘢時間、咩嘢位置、究竟發生
9 啲咩嘢，個 raw data 就喺呢個報表入面就有要求到我哋要同時去遞交嘅。報
10 告係咁多，唔該。

11 主席：（經傳譯員）你點樣去釐訂或者界定乜嘢叫做「突然剎車」呢？

12 黃亮霆先生：我哋嘅資料顯示，就係如果個 G force 係達到 0.2 嗰陣時候，就嗰個
13 hard brake 都係相當之嚴重嘅，我哋會 count 呢個就做一個 hard
14 braking。

15 主席：（經傳譯員）呢個係咪運輸署 2003 年發出關於黑盒嘅自願嗰個指引方面，就
16 係話 G force 去到 0.2 呢？

17 黃亮霆先生：係嘅，以我哋嘅印象，就係嗰個指引入面係有提及如果萬一架車發生咗
18 交通意外嗰陣時候，就我哋要提供呢一個 G force 嘅數據。

19 主席：（經傳譯員）仲有啲咩嘢其他嘅不正常嘅駕駛嘅行為你會係監察嘅呢，特別係
20 呢個五十個車程之中？

21 黃亮霆先生：主席，因為個黑盒同一時間可以記錄到架車當時嗰個地理上嘅位置，即
22 係嗰個 X、Y，我哋叫做，嗰個地理上嘅位置，我哋可以根據番我哋抽查嗰啲車
23 輛究竟佢嗰陣時應該係行緊咩嘢巴士路線、應該係行緊咩嘢方向，我哋可以睇
24 到佢哋係咪出嚟嗰個 raw data 係同佢哋而家執行緊嗰個駕駛職務係相符嘅，
25 如果係個地理位置係唔相符嘅，即係話嗰架車其實係行錯咗路，或者係可能喺
26 時間方面唔吻合，可能佢可能係開錯車諸如此類咁樣樣。唔該晒。

27 主席：（經傳譯員）你係講 X、Y，你係咪講緊經度同埋緯度？

28 黃亮霆先生：係，冇錯。

29 主席：（經傳譯員）個方向呢，係咪講緊嗰個巴士嘅方向呢？

30 黃亮霆先生：係，冇錯。

31 主席：（經傳譯員）唔該晒。

32 黃焯安先生：Excuse me, sorry。我呢個同事唔係叫 William Chung，因為佢

1 嗰度出咗個名係出錯咗個名，我想澄清番，佢係 Billy Wong，唔該。

2 主席：（經傳譯員）好，唔該晒。黃律師。

3 黃女士：（經傳譯員）就係遠期計劃，就你哋公司提交嘅，係運輸署第 1 號文件夾，
4 係第 236 頁嘅去到 237 頁嘅，236 頁就係下底嘅部分，呢個就係講，就話有一
5 個係透過黑盒嘅錄得嘅數據，就令到希望能夠更好係可以監察車長嘅行為嘅，
6 而呢度就係話嘅數據應該係更加詳盡去分析嘅，呢度二百--下一頁就係講，就
7 話應該係呢啲嘅分析嘅資料，就希望能夠係防止以後有類似嘅意外發生嘅，你
8 哋公司有冇做過呢一方面嘅就係分析呢，係致使到相同嘅意外唔會喺將來發
9 生？

10 黃焯安先生：可唔可以睇番前一頁？

11 黃女士：（經傳譯員）第 236 頁。

12 黃焯安先生：唔該主席。喺我哋去訂立呢個 five-year plan 嘅時候，我哋有呢個
13 計劃，但係就到呢一刻為止係未實現到，即係嗰個--頭先喺後面嗰段嗰度，係
14 喇，preventive 嗰度我哋未--暫時呢一刻未做到，個計劃就好似頭先我哋一
15 路講，就希望喺今年年底可以喺呢一方面加強啲。唔該。

16 黃女士：（經傳譯員）亦都係呢一個運輸署嘅第 1 號文件夾第 98 頁，就關於黑盒
17 嘅，我哋係繼續講黑盒。

18 主席：（經傳譯員）第 33 頁就佢哋嘅文件冊嘅第 1 號，可唔可以將佢打出嚟呢？喺
19 右上角嘅嗰個格裏面，你就話而家就有--目前有個黑盒嘅系統，就講緊點樣去
20 處理同埋去記錄呢啲嘅數據，同埋就係需要傳送數據或者一啲儲存等等，都要
21 好花費嘅，你就話目前嚟講，就呢個就唔係話強行要求就係話專營嘅巴士公司
22 就需要係實時去用黑盒去監察車長嘅表現嘅。我相信你呢個係講緊就係 2003
23 年，即係十五年前運輸署嘅要求嘅，我係咪正確呢？

24 黃焯安先生：係，2003 年嗰個時候嘅標準，係。

25 主席：（經傳譯員）你哋嘅立場就係話因為唔係運輸署嘅要求，所以我咁樣演繹啱唔
26 啱，所以我哋就有個選擇，究竟我哋係點樣做法，我哋有個選擇嘅？

27 黃焯安先生：Chairman，喺我哋本身頭先我哋同事都有提及到，喺 2003 年之後，
28 我哋當然係嗰陣時要求我哋去裝黑盒，我哋以前係有去即係用--一路--一直用
29 一個舊式嘅黑盒，其實係連一啲資料我哋想去上傳番返去我哋個 server 度，
30 都做唔到。

31 亦都係喺 2016 年我哋開始去傾個新專營權嘅時候，因為係去做個 ETA，
32 而我哋就換咗一個新款嘅黑盒，喺呢一度，當有呢個新款黑盒嘅時候，我哋就
33 亦都係意識到我哋可以去再做多啲咁樣。當然你頭先提及到，就係--即係我諗
34 個意思都係--如果我冇意會錯，就係我哋喺大嶼山巴士呢一方面係咪可以做多

1 啲呢，當然係我相信呢個答案永遠都係「係」嘅，我哋永遠都係可以去做多啲
2 嘅，我哋會去一路去檢討，盡力去行前啲。

3 亦都係好坦白講，亦都係以往有好多我哋亦都唔會知道行業度究竟係--其
4 實有好多發展我哋--以我哋嘅規模，其實我哋有好多嘢係唔能夠完全掌握嘅，
5 係喺呢方面亦都係希望畀啲時間我哋去追番我哋落後咗嘅系統。唔該主席。

6 主席：（經傳譯員）個要求就係話你就係應該係有個預計實時到站嘅系統嘅，就令到
7 你就係改良嗰個黑盒嘅，係咪咁樣呢？

8 黃焯安先生：Yes，係。

9 主席：（經傳譯員）我哋可唔可以打番出嚟 2003 運輸署嗰個指引呢？你係可以實時
10 係監察嗰個車長嘅表現，其實只不過係--唔係--你主要都係話有個實時到站系
11 統，而監察車長嘅行為只係一個輔助嘅啫，呢個預計實時到站系統令到你其實
12 你亦都有能力係可以做其他實時嘅系統嘅報告嘅？

13 黃焯添先生：（經傳譯員）呢個預計實時到站系統畀我哋一個機會就睇下可唔可以有
14 啲先進嘅黑盒，嗰啲舊式嘅黑盒其實就令到我哋唔可以取回一啲嘅資料就可以
15 上載，冇錯喇，預計實時到站系統畀我哋有一個機會可以睇一啲新嘅系統。

16 主席：（經傳譯員）如果我哋睇番呢個 2003 年嘅指引，運輸署第一句就係話呢個咁
17 樣嘅裝置有啲咩嘢嘅目的，呢個目的就係提供一啲嘅工具令到巴士公司可以去
18 監察、管理道路上面關於呢個車速同埋一啲呢一個安全有關嘅行為，而係間接
19 係鼓勵一啲更加好嘅駕駛行為嘅，呢個都係一個目的嚟嘅，你同唔同意呢？

20 黃焯添先生：（經傳譯員）同意。

21 主席：（經傳譯員）黃律師。

22 黃女士：（經傳譯員）運輸署亦都係有提議就喺車廂裏面係有一啲嘅車速顯示器嘅，
23 就係我哋睇番運輸署第 1 號文件冊嘅第 102 至 103 第 21 至 22 段，第 21 段就
24 係「呢個係一個裝置，就可以喺車廂裏面裝置，佢就係知道就係有實時可以喺
25 呢一個嘅嗰個監察器嗰度就攞啲資料，而亦都係將嗰個現存嗰個速度就係可以
26 展示出嚟。而家就係有小巴有裝置嘅，亦都係建議喺巴士裝置。」

27 第 22 段最後嗰五行，「此外，嗰啲巴士公司就係好擔心就係呢個咁樣
28 嘅巴士速度顯示器就會令到呢一個車長同埋巴士(sic)就有拗撬，亦都致此令到
29 個安全受影響，所以巴士公司認為呢個車速顯示器都幫唔到提高個巴士安全
30 嘅。」

31 你會唔會接受運輸署呢個第 22 段嘅結論呢？你公司嘅立場係點樣呢？

32 黃焯安先生：唔該。主席，喺關於呢個 display unit，我有少少都想補充嘅，但
33 係當然可能嗰個資料都需要委員會去事後核實番，因為我哋亦都去理解番，其
34 實喺小巴佢哋去安裝呢個車速顯示器，其實係安裝咗呢個喺二零零--好似係

1 2005年咁上下，係先安裝車速顯示器，跟住去到2010年定係再打後先至係去
2 決定去加裝個黑盒同埋嗰個限速器。

3 我哋嘅理解嗰陣時當佢哋安裝個車速顯示器嗰個原因，就係因為其實專線
4 小巴或者--即係就係公眾小巴，其實同我哋嗰個巴士嘅營運都幾大分別嘅，佢
5 哋好多都係主要由一啲中、小型嘅營辦商去組成嘅，就唔同我哋專營巴士其實
6 主要係三間公司，第一；第二，佢哋好多都係嗰個車長--小巴嘅車長同嗰個車
7 公司未必係有嗰個僱傭關係，佢哋只係可能係個車主將嗰個車交咗畀一啲管理
8 人，而將嗰個車租咗畀個車長嘅啫，變咗其實當中係冇人喺後面去監管嗰個車
9 長個駕駛嗰個態度、表現等等咁樣，即係一啲極端嘅嘅例子。

10 而當嗰陣時去安裝咗--呢個05年安裝顯示器之後，正正就係好多市民坐
11 喺車度感受到--我相信其實未裝之前，嗰陣時都可能已經感受到危險嘅，就見
12 到係常常超速等等，衍生好多投訴同埋係一連串嘅意外，就最終署方就決定要
13 將黑盒、限速器呢啲都加裝落去小巴嗰度。

14 講番喺我哋嘅睇法，就係如果去將呢個顯示器加裝喺車度，的而且確乘客
15 係會每分每秒都會睇到架車嘅車速，但係各位褪後一步去諗番，乘客知道架車
16 超速，佢係咪有個brake畀佢剎停架車，減慢個車速呢？係唔會㗎嘛，其實佢
17 都係直接去同番嗰個車長--喺現場去同番個車長講話「喂，你揸慢啲喇，超速
18 㗎。」當然亦都要睇嗰個乘客個態度，有機會好，有機會好惡劣，而我都唔相
19 信到時我哋就算攞張紙話叫乘客「如果超速，你打去呢個熱線喇。」可能會有
20 啲乘客會咁做，但係我相信最大嘅機會都係直接去confront嗰個車長嘅。

21 反而我會覺得如果係喺今天嘅技術上，頭先提及嘅嗰啲技術係可以做到真
22 係有個方法去令到架車係唔超速，我覺得個效果係會好過係要個乘客去出聲，
23 一個我哋變咗唔係太控制到嘅情況之下去同嗰個車長去產生一啲磨擦，我哋最
24 唔想係見到呢個情況嘅。唔該主席。

25 黃女士：（經傳譯員）最後關於安全裝置嘅一樣嘢，就係想請你睇番呢個TD-1嘅
26 90頁嗰度，呢個就監察呢個司機嘅行為嘅。

27 主席：（經傳譯員）或者你未落去之前，當然我就想問，呢個係違例事項㗎嘅，係咪
28 呀？即係其實就係法例裏面有規例，就話如果司機開緊車嘅時候你同司機談話
29 嘅話，其實係一個刑事嘅違例行為㗎嘅，㗎唔㗎呀？

30 黃焯安先生：佢唔可以騷擾個車長。

31 主席：（經傳譯員）即係唔可以去令佢分心、干擾佢，係呀，呢個就係嗰個精神，係
32 咪呀？目前如果乘客有投訴，你就會作出回應，喺嗰個時候，照我嘅理解，就
33 係你就會去番個黑盒嗰度，去睇下嗰個投訴係關乎幾時嘅事，係咪呀？同埋睇
34 下佢講得啱唔啱？

35 黃焯安先生：都要睇下嗰個投訴係同--係咪例如係同車速或者嗰個駕駛表現有關，倘

1 若嗰個投訴人嘅投訴同嗰啲冇關，就我哋去睇番個黑盒都幫唔到我哋。唔該。

2 主席：（經傳譯員）假設，假設就係投訴呢個車速，就話嗰個司機就係開得太快，我
3 想問，你同唔同意我嘅講法，如果係有一個車速顯示器，就係嗰個乘客純粹咪
4 影張相，喺嗰度影咗張相，影咗顯示器係幾多車速，然後就係作為佢嗰個投訴
5 嘅證據喇？

6 黃焯安先生：喺主席你提到嗰個情況，佢去一邊有個車速顯示器顯示可能嗰個一個車
7 速，佢去影相，如果你話好清晰影到係邊個位置、路段等等，都可能會做到你
8 講嗰個效果嘅，即係以嗰張相去做一個證據，但係我亦都要--即係始終其實佢
9 如果就咁影住嗰個車速，我哋都唔能夠確定究竟係幾時、幾刻同埋喺邊度去影
10 嗰張相，我就咁即時去諗嗰個情況。

11 主席：（經傳譯員）不如將佢簡化一下，專營巴士就唔可以係超過每小時 70 公里
12 嘅，係咪呀？啱唔啱呀？

13 黃焯安先生：Yes。

14 主席：（經傳譯員）好，如果嗰個車速顯示器就係打出嚟就係每小時係 80 公里，有
15 乘客影咗張相，呢個就係客觀嘅證據，就係證明到當時巴士車長嘅行為，係咪
16 呀？

17 黃焯安先生：啱啱主席講到，好喇，佢影到係 80，我哋都要可能影埋個--我就咁好
18 快咁諗，可能都要影埋個車牌，我哋亦都知道係邊個車長或者--即係咁可能都
19 係一個例如，因為咁都係嗰個人講，個乘客話佢喺邊部車等等咁樣，因為我就
20 從來冇咁諗過呢個方向，不過啱啱你咁提問，我諗你話係咪真係做到證供，就
21 可能要--例如有咁樣。

22 主席：（經傳譯員）不過你都有提過，就話譬如話寫個電話號碼出嚟，等呢個乘客打
23 電話，你較早時候係咁樣講過嘅，係咪呀？如果係顯示咗出嚟，或者有個電郵
24 嘅地址，當佢仲係喺車上嘅時候，係咪可以將嗰個車速就係電郵畀運輸署或者
25 電郵畀你哋嘅總部，你會唔會接納呢？

26 黃焯安先生：如果係--倘若未來真係要擺呢個車速顯示屏喺個車上面，我哋會接受畀
27 乘客去直接通知我哋公司去解決，我相信咁就一定係好過個乘客去同個車長去
28 有個--驚有個衝突。

29 主席：（經傳譯員）唔該晒。黃律師。

30 黃女士：（經傳譯員）咁樣唔係會對呢個司機有阻嚇作用咩？因為其實嗰個問題就在
31 於唔好超速，如果你係有個車速顯示器嘅話，個司機知，乘客知，個個都知有
32 呢樣嘢喺度，你唔覺得係會令到車長就因而就係會係小心，就唔會係超速駕
33 駛？

34 黃焯安先生：喺實際嘅情況，我相信--當然十隻手指有長短，大部分嘅車長，就算喺

1 我公司旗下都好，大部分都係好嘅，但係當然就係有啲可能個個性孤僻少少，
2 可能個人急躁啲咁樣，你啱啱 Ms Wong 去提到就係假設有好多人都見到佢超
3 速、做得唔啱，係咪會對佢構成好大壓力呢？我又唔敢講，即係有啲極端啲嘅
4 情況，我相信，即係當然你話一啲好嘅同事，佢根本都唔會超速嘅，梗係冇問
5 題，有啲心急啲嘅同事，我就咁諗，我又唔會特別覺得--即係可能都好睇我哋
6 公司到時倘若你話係好--即係叫做倘若收到佢哋呢啲超速嘅情況，我哋會有啲
7 可能喺個安全獎金會有個好嚴重嘅懲處定點嘅，可能會有啲緊張啲。

8 但係個情況我就唔覺得會話因為好多人都睇到佢超速，反而我覺得每個人
9 其實倒番轉，佢哋主要都係喺番自己個角度去睇啫，佢究竟會唔會話畀人--
10 驚畀人扣分，或者會唔會真係危險、發生意外，好多時其實超速係--有陣時係
11 個同事嘅即係有少少過度自信嘅，即係佢哋覺得可能有少少急，亦都係覺得自
12 己會操控到部車。

13 黃女士：（經傳譯員）啲啲監察司機嘅裝置，我想請你睇睇《明報》嘅網站，嗰度有
14 一份報道--有一篇報道就講及就係避免啲人係瞓眼瞓嘅，請你睇番有關嘅報
15 道，係今年嘅5月27號嘅，嗰篇報道。呢篇文章就係話畀我哋聽係有一啲監察
16 嘅裝置嘅，其實呢個都係講及香港、珠海、澳門，即係話港珠澳大橋上面行走
17 巴士嘅司機之用嘅，你知唔知道有呢篇嘅報道呀？

18 黃焯安先生：係，喺新聞度有見到呢個報道。

19 黃女士：（經傳譯員）你自己有冇打算去研究一下呢一種嘅系統，睇嚟就係內地係
20 進行研究同埋開發嘅，你有冇諗過話--有冇打算都自己係引用入去你公司嗰度
21 用呢？

22 黃焯安先生：主席，喺現階段，我哋會繼續留意，當然我哋唔會對任何對本身整個安
23 全提升嘅系統 say no，一定會--我哋都會保持住開放態度，睇一睇到時成個
24 演變。不過當然你--即係本身如果你問我，我會覺得係--我淨係好表面去初步
25 了解個即係喺個新聞度嘅一啲--即係去咁睇，當然你問我哋嗰個 priority，
26 當然係希望先做好咗我哋現有一啲已經有嘅資源，呢個我哋會再--因為始終我
27 哋提供嘅服務其實係嗰個車程較為短啲，我相信嗰個--即係未必係我哋呢一刻
28 最迫切覺得係要立即做嘅嘢，不過我哋會留意住嗰個事態發展。

29 黃女士：（經傳譯員）我去到最後一個課題，就講及係公司嘅財務情況嘅，請你睇番
30 呢個 NLB-2 嘅 71 頁，呢份文件就係透露更詳盡財務及營運資料，呢個就係
31 2012/2013 年嘅情況嘅，請你睇番第 72 頁，呢度就講就話係 2013 年 3 月 31
32 日為止嘅年度，就係話你哋嗰個財務就係咁樣嘅，就係你嗰個係一億四千五
33 百五十萬，而嗰個盈利就係九百五十二萬元嘅，係咪呀？

34 黃焯安先生：唔。

35 黃女士：（經傳譯員）你去呢個 132 頁，嗰個係 2014/2015 年度嘅，你睇睇嗰個收
36 入，你個收入，你見到就係有三個來源嘅，你嘅收入，首先就票務嘅收入，廣

1 告收入同埋係雜項嘅收入，可唔可以話畀我哋聽嗰個廣告嘅收入係嚟自邊度
2 呢？

3 黃焯添先生：主席，我哋廣告嘅收入主要來源都係我哋車身，巴士車身，同兩間巴士
4 公司唔同之處，我哋係好少巴士站嘅廣告，我哋主要嘅廣告收入都係巴士車
5 身，唔該。

6 黃女士：（經傳譯員）雜項收入又點呢？

7 黃焯安先生：唔該主席。本身我哋新大嶼山巴士同--例如，同昂平 360，係簽咗一
8 個協議，就係當嗰個吊車例如佢係突然要停駛，即係可能因為天氣或者種種原
9 因，我哋會係去立即去支援佢咁樣，譬如。同埋另外就嗰度例如係有啲呢個我
10 哋嘅車廠去幫我哋頭先提及嗰啲非專營巴士去做嗰個年檢嗰類啲服務，我哋
11 就收番佢費用咁。唔該。

12 黃女士：（經傳譯員）啲呢版嗰度，132 頁講到嗰個廣告嘅收入係四十九萬三千元
13 嘅，2014/2015 年就係四十三萬八千元嘅，但係如果你去番 2016 年/2017
14 年，就係就係睇番呢個 182 頁，我哋見到嗰個廣告嘅收入就係下降，大幅下降
15 嘅，啲 2015/16 年度就係十九萬，啲 2016/17 年就係 87,000 元，可唔可以
16 話畀我哋聽點解？

17 黃焯添先生：12 至 13、13 至 14，當時個廣告收入會相對地偏高，係最主要因為我
18 哋有條深圳灣線，深圳灣線係我哋嘅公司立場嚟講，係相對地吸引，對於廣告
19 商。當去到 15/16，特別係 16/17 同埋而家，呢一類型我哋巴士車身嘅廣告係
20 相對地有咁吸引，即係對於一啲落廣告嘅人嚟講。我哋而家最主要譬如我哋深
21 圳灣咁講，我哋好多嘅廣告商都已經有落廣告，最主要原因係本身巴士車身廣
22 告嘅製作費係相當之昂貴，而對於一啲落廣告嘅人，即係而家嘅 media
23 agency 嚟講，我哋呢一類型嘅傳統廣告係比較唔吸引，所以係有個相對大嘅跌
24 幅。

25 但係譬如嚟緊港珠澳大橋嘅開張，我哋嘅廣告係應該會有個提升嘅，係因
26 為已經有唔少嘅廣告商係對一個新嘅口岸係有興趣，所以我哋嘅廣告嘅收入係
27 同我哋本身路線相對地唔吸引，因為我哋行嘅路，特別係大嶼山，我哋行嘅路
28 係山路，係唔會有人見到嘅，所以基本上大嶼山、大嶼南嘅路線係唔會有人落
29 廣告。東涌係有機會有啲地區性嘅廣告出現嘅，譬如係街市，呢啲嘅廣告係唔
30 會有好大嘅收入嘅。

31 至於深圳灣，本身深圳灣係個關口，而家係比較耐，所以想落廣告嘅人都
32 有機會選擇其他嘅交通工具，譬如可能係跨境巴士等等，所以我哋係有見到咁
33 嘅跌幅。

34 黃女士：（經傳譯員）唔該晒。我想請你睇呢個 NLB-2 第 27 頁，呢個就係你哋嗰個
35 專營協議嘅第 34 條，呢項條款就講到一個每年嘅一個報告嘅制度，我想問下，
36 究竟你哋嗰個核數嘅機構係叫咩嘢名呢？如果你要符合第 34 條，係搵邊一個做

1 呢個核數嘅，佢叫咩嘢名呢？或者係審核嘅機構。

2 黃焯安先生：畀少少時間我搵番個資料先，抱歉，搵一搵先要。

3 主席：（經傳譯員）你慢慢喇。

4 黃焯安先生：主席，嗰間公司係一間本地嘅會計師樓，係叫做 Tony Yau &
5 Company 咁，或者可以我哋之後將個全名補番上畀你睇。

6 黃女士：（經傳譯員）唔該晒，係咪可以畀個樣本我哋，即係睇一睇你哋係最新嘅一
7 份呢間公司幫你哋做嘅年度審核？

8 黃焯安先生：當然可以。

9 黃女士：（經傳譯員）最後或者係想請你睇番同一份嘅文件，第 196 頁，呢一個就
10 係你哋嗰個組織架構表，呢度就係顯示你哋嘅高層管理，你可唔可以話畀我哋
11 聽你哋公司有冇一個專責嘅安全嘅組別或者部門呢？

12 黃焯添先生：主席，對於巴士安全，喺我哋嘅公司立場嚟講，其實係包含晒所有部門
13 嘅，其實我哋每個月，有機會係甚至兩個星期，我哋所有嘅管理層，即係所有
14 喺呢個 org. chart 見到嘅大部分嘅管理層都會坐低去傾嘅。每一次我哋都會
15 當然會講到巴士安全，譬如最近我哋會 focus 喺 training school 上面。所
16 以喺呢個 org. chart 上面我哋係見唔到一個特別嘅人係 dedicate 去做
17 safety 嘅，而其實 bus safety 呢樣嘢就係整個公司，成個團隊嘅 duty 嚟
18 嘅，唔該。

19 黃女士：（經傳譯員）唔該。

20 歐陽先生：（經傳譯員）我想問一個問題，如果有一個係好可怕嘅意外發生咗，你哋
21 公司裏面會發生啲咩嘢事嘅呢？

22 黃焯添先生：唔好意思，委員，你嘅意思係咪我哋當有意外發生嘅時候，我哋嘅團隊
23 會做啲咩嘢？

24 歐陽先生：Yes。

25 黃焯添先生：Okay，其實我哋本身對於交通意外已經有個既定嘅制度嘅，不論大
26 小，我哋本身有個完整嘅 structure 去做，呢一刻我喺個頭度即刻講唔到畀你
27 聽，但係我哋可以後補一個我哋本身當遇到意外成個 procedure 可以點樣做、
28 點樣面對，呢個我哋可以做到，交到畀你嘅，唔該，唔好意思。

29 歐陽先生：Thank you.

30 主席：（經傳譯員）冇錯，你係可以儘快交番畀我哋嘅。

31 黃焯添先生：Okay。其實我想再補充多少少，其實我想講番，就係最近我見到嘅關
32 於呢個獨立委員會有提及到 ISO39001 嘅，其實我哋本身公司嘅立場係好支持

1 同埋好積極去做到呢一個 standard 嘅，其實個 background 都要講番，就係
2 嚟 2017 年，當我哋去試行呢啲新嘅雙層巴士，即係嚟 3M 嘅雙層巴士，我哋公
3 司都有個目標，係希望可以做到呢一個國際水準。

4 我哋首先就嚟我哋嘅梅窩廠房係做咗三個嘅 ISO，分別就係 ISO9001 質
5 量管理體系、ISO14001 環境管理體系同埋 ISO18001 職業安全健康管理體
6 系，呢三個嘅認證，我哋嚟 2018 年嘅 5 月，其實即係上個月，係正式授權係可
7 以用嘅。我哋 17 年嘅年中開始就開始有嚟我哋嘅廠房度做一啲嘅 system 嘅更
8 新，去做一啲考核嘅。

9 當我哋嚟 17 年嘅年中開始做考核嘅時候，BSI，即係嗰間 ISO 嘅公司亦
10 都有同我哋講過 ISO39001 嘅，當時我哋嘅睇法就係擔心如果將 39001 去畀全
11 公司用嘅話，我哋嘅成本會好高，但係再去同 BSI 呢間公司傾落去，其實就發
12 現原來一個 ISO 係可以用一個路線上面去試行嘅，即係用個 routes 去分嘅，
13 所以嚟緊我哋港珠澳大橋 B4、B6 線，當然而家條橋未開，但係當條橋開咗之
14 後，我哋係會主動去同 BSI 合作係儘快幫 B4、B6 呢條路線去擺到 ISO39001
15 嘅。

16 當擺咗成功--呢個 trial 成功咗之後，我哋會積極去幫 3M 呢條路線，即
17 係頭先剛才大家都好擔心我哋行雙層巴嗰條路線，我哋都會好積極去做呢個
18 ISO39001 嘅認證。唔該。

19 黃女士：（經傳譯員）唔好意思。

20 黃焯安先生：我想補充番，嗰個係 39001，唔係 3900。

21 黃女士：（經傳譯員）呢個 ISO39001 點樣可以提升安全駕駛呢，可唔可以詳細啲
22 講呀？

23 黃焯添先生：（經傳譯員）或者我用英文進一步講。

24 主席：（經傳譯員）冇所謂，用咩嘢語言都得。

25 黃焯添先生：（經傳譯員）ISO 其實就係要訂定一啲嘅道路交通安全去提升公司嘅表
26 現，為咗要執行呢個系統，公司係要有一個好清晰嘅標準，唔係一個單一嘅標
27 準，即係唔係 BSI 或者任何一間機構嘅單一標準，公司要做嘅就係要做一個統
28 一嘅標準，要提升同埋係推廣道路交通安全，用呢個系統，我哋唔能夠確保係
29 零意外，但係新嘅系統係可以幫助我哋提升表現，同時改善我哋嗰個終端嘅系
30 統同埋我哋嘅支援嘅，即係如果出現意外。其中一個主要嘅元素，即係 ISO 嘅
31 主要元素就係內部審核，有內部審核可以幫助我哋改善同埋維持安全管理系
32 統，呢個就係我公司內部同埋長遠嚟講。

33 嚟呢段時間，我哋已經同 BSI 確認咗係會進行 ISO 嘅 B4、B6 兩條線嘅認
34 證，整個過程係未開始，因為港珠澳大橋未通車，希望嚟年尾可以將好消息講
35 畀委員會聽，即係我哋呢一個新線會有一個國際標準。

- 1 黃女士：（經傳譯員）我已經完成晒我所有嘅問題，唔該晒主席，唔該。
- 2 主席：（經傳譯員）黃生，我有一個問題，就係想講番你話用特別更嘅資料，即係一
3 個十四個小時嘅更，你就話係八條線有用，即係一百一十三條裏面八條線係有
4 用特別更？
- 5 黃焯安先生：（經傳譯員）呢啲就係大嶼南--就係一百一十三條裏面嘅八條係大嶼山
6 南部，我哋會將總數交界你，因為仲有其他嘅路線喺東涌、深圳灣。
- 7 主席：（經傳譯員）即係超過八條線有用？
- 8 黃焯安先生：（經傳譯員）總數會多過呢個數嘅，係。
- 9 主席：（經傳譯員）我想確認一下，你總共就係一百一十三條嘅路線，係咪呀？
- 10 黃焯安先生：（經傳譯員）應該係多過呢個數。
- 11 主席：（經傳譯員）或者可以之後講番畀我哋聽。
- 12 黃焯安先生：Yes。
- 13 主席：（經傳譯員）我想知嘅就係你哋嘅路線裏面有幾大部分係用呢個特別更？睇下
14 你答唔答到，用特別更，巴士車長就會有三個小時嘅小休，咁可唔可以講喺呢
15 啲特別更，佢係會離開架車，跟住三個小時後返嚟呢？呢個有關係，因為我哋
16 想知道你喺嗰個地方提供嘅休息設備，你想而家答咗，定係之後先至再提供呢
17 個資料呢？即係可以用書面解釋。
- 18 黃焯安先生：主席，或者我哋--因為嗰度都涉及多啲資料，我哋一次過整理好，再送
19 去委員會度。
- 20 主席：（經傳譯員）係，請你將呢啲資料提供。如果冇任何設施或者係有限嘅設施，
21 你要解釋一下，等我哋知道係整個嘅情況，即係你哋係--即係有關於特別更同
22 埋休息設施等等。Professor Lo。
- 23 羅先生：（經傳譯員）關於嗰個嘅收入嘅申報方面，我有啲資料想問嘅，來自非專營
24 巴士嗰個嘅收入都幾多，我就想知道喺呢個數字裏面有幾多係來自非專營巴士
25 呢？係咪就係話其他嘅支出呢方面？
- 26 黃焯安先生：係喺 other expenses 嗰度。
- 27 羅先生：（經傳譯員）嗰個比例係幾多？即係支付用作非專營巴士嘅數額係幾多？
- 28 黃焯安先生：教授，抱歉，因為我哋呢一刻未有呢個資料係，你介唔介意我哋之後補
29 充番畀你？講番畀你？
- 30 羅先生：Yes, please.
- 31 黃焯安先生：係，好，唔該。

1 主席：（經傳譯員）請你咁做。呢個嘅--會唔會喺你個中期即係六個月嘅報告裏面
2 有呢？即係嗰個係截止於 17 年 9 月 30 號嗰個嘅資料。

3 黃焯安先生：主席，你係咪講緊個中期報告？係上市公司定係大--因為大嶼山巴士應
4 該有獨立有個中期報告，係，我哋...

5 主席：（經傳譯員）可能我真係呢個意思，係咪可以喺一啲公開資料裏面搵到嘍？

6 黃焯安先生：如果大嶼山巴士嚟講，就每年會喺 fuller disclosure 個文件度去-
7 -一年一次，就去詳細顯示番出嚟。

8 主席：（經傳譯員）就係請你提供番盧教授嘅資料，有關於非專營巴士嘅支出。

9 黃焯安先生：Okay，好。

10 主席：（經傳譯員）今次就完成咗律師要問嘅問題，我哋亦都--如果你有嘅話，我哋
11 都係會係開始聽你個嘅總結發言，黃生。

12 黃焯安先生：唔該主席，喺我哋巴士公司提供安全嘅載客服務係責無旁貸，喺專營權
13 底下，我哋嘅服務水平一直受到政府嘅監管，不過隨著社會嘅變化，市民出行
14 模式係改變，我哋自身亦都要與時並進，改善同埋優化服務，以滿足市民對巴
15 士服務嘅期望。

16 我哋公司主要嘅管理層都係公司其中一個股東，因此我哋唔係淨係著眼於
17 好短期嘅表現或者利益，而係更著眼於公司長遠嘅發展同埋可持續性，而繼承
18 公司嘅傳統，我哋同車長嘅關係係保持長遠同埋良好嘅關係，而呢個係我哋認
19 為對營運巴士嘅服務同埋安全水平係尤其重要。

20 但係基於我哋公司嘅規模同其他巴士公司嗰個差距係好大，頭先有提及
21 到，我哋如果以車輛去比較，係只有佢哋十三分之一至到三十三分之一嘅，當
22 要發展新嘅系統或者軟件，不論係從開發硬件，甚至乎係去 implement 呢啲系
23 統，其實我哋嘅成本都係會遇到嘅困難會比起其他巴士公司係多好多。

24 而我哋預期喺現有嘅專營巴士制度之下，我哋想去發展我哋嘅車隊係好困
25 難嘅，以今天喺大嶼山為例，我哋可以服務嘅區域其實只係喺大嶼山入面，而
26 大嶼山出去以外嘅範圍係有另外兩個專營權，即係喺赤臘角、東涌去市區咁，
27 我哋就唔同其他嘅專營巴士公司，本身佢哋係有好多路線已經喺市區度係一路
28 去運行或者一路加緊咁樣。

29 可能從營運嘅效率呢個角度去考慮，其實社會係好難去容納一間規模咁細
30 嘅專利巴士公司，但我相信係從整體嘅社會利益角度，我哋公司嘅存在係可以
31 提升業界嘅競爭力同埋係畀市民多一個選擇。

32 縱使係受到我剛剛提及嘅條件去限制，我哋係好樂意繼續投放資源同埋配
33 合政府嘅政策，以便我哋有更好嘅條件去為未來嘅服務去加強去服務市民嘅。

1 最後，我喺度代表新大嶼山巴士有限公司再次多謝主席、兩位委員邀請我
2 哋公司上到嚟聽證會去講解我哋嘅情況同埋意見，亦都好多謝 Ms Wong 嘅提
3 問，亦都多謝秘書處同埋相關人員嘅安排，亦都想藉呢個機會去多謝我哋一班
4 嘅同事，包括我哋前線嘅同事一直去對巴士行業嘅付出同埋努力。多謝主席，
5 多謝各位，thank you。

6 主席：（經傳譯員）黃生，我哋多謝你同你嘅同事出席今次嘅聆訊嘅，我哋期待接到
7 你應承畀我哋嘅資料，其實如果儘早畀到我哋，係會幫助到我哋嘅，因為我哋
8 而家仲仍然係進行緊呢一個嘅聆訊，所以今次嘅聆訊完結。

9

10 2018年6月19日

11 下午6時06分聆訊押後

12

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1 Saturday, 14 July 2018

2 (9.00 am)

3 EVIDENCE FROM TAI PO DISTRICT COUNCIL: MS WONG PIK KUI,
4 MR CHAN CHO LEUNG, MR YAM KAI BONG, MR CHAN SIU KUEN, DR LAU
5 CHEE SING

6 (given in Cantonese; transcription of the simultaneous
7 interpretation)

8 CHAIRMAN: Good morning. We welcome the representatives of
9 the Tai Po District Council. We thank them for
10 responding to our invitation by coming today to assist
11 us with their evidence.

12 I'm going to ask Ms Wong to begin by posing
13 questions to the representatives. If Ms Wong wishes one
14 of the other representatives of the council to respond
15 to a particular question, please feel free to identify
16 that person, and that person can then deal with the
17 particular question. But I will ask counsel assisting
18 the committee to begin her questioning now.

19 Examination by MS MAGGIE WONG

20 MS MAGGIE WONG: Yes. Thank you, Chairman. And thank you,
21 ladies and gentlemen, for coming to this hearing today.
22 I have a few topics and areas of questions.

23 First of all, may I draw your attention to a letter
24 sent by the Committee on 4 May 2018, inviting you to
25 address three accidents. That would be DC-2 page 759.

26

1 It is in Chinese. I will just summarise the three
2 accidents.

3 The first accident is at Dai Kwai Street on
4 10 August 2011, at footnote 1; the second incident is at
5 Tai Wo Service Road West on 12 May 2013; and the third
6 is the Tai Po Road accident on 10 February 2018. And by
7 that letter the committee invited you to provide
8 documentation in relation to these three accidents.

9 Is that correct?

10 MS WONG PIK KUI: Good morning.

11 So is it now for the Tai Po District Council to give
12 our views on the three accidents?

13 MS MAGGIE WONG: This is just a general question, that by
14 that letter the committee invited you to comment or give
15 documentation in relation to these three accidents. Can
16 you confirm that, first of all.

17 MS WONG PIK KUI: Yes. In this document, it is true, on
18 those three days there were the accidents.

19 MS MAGGIE WONG: And the reply, I believe the Tai Po
20 District Council, its committee and working group, was
21 able to confirm that you have only discussed about the
22 Tai Po accident on 10 February 2018. If I invite you to
23 look at the document at page 762 in Chinese, English at
24 page 764.

25 Do you see that? It is in the second paragraph. If
26

1 I may read you. It is a letter from the Tai Po District
2 Council, replying to the committee. Dated 23 May 2018.

3 The letter states that:

4 "Among the records, the Tai Po District Council, its
5 Committees and Working Groups had only discussed about
6 the traffic accident that occurred on Tai Po Road near
7 Tai Po Mei on 10 February 2018."

8 Is that correct?

9 MS WONG PIK KUI: Yes. Yes.

10 MS MAGGIE WONG: So do I take it that according to your
11 records, the discussion, you were only able to retrieve
12 documents in relation to the Tai Po accident, but not
13 the other two accidents?

14 MS WONG PIK KUI: Yes. For the accident on
15 10 February 2018, we had a special meeting to
16 discuss it.

17 MS MAGGIE WONG: Thank you. And may I first of all refer
18 you to the minutes of the special meeting on
19 12 February 2018. The Chinese is at page 766, English
20 starts at page 782. If I may refer to English version,
21 we can see that the persons in attendance at page 768 in
22 Chinese and 783 in English, that includes Ms Mable Chan,
23 Commissioner for Transport, and also Mr Chau, amongst
24 others, Chau Chung Mun, superintendent of police, do you
25 see that? 768 in Chinese and 783 in English.

26

1 MS WONG PIK KUI: Yes, correct.

2 MS MAGGIE WONG: If I may take you to paragraph 5, English
3 at 785, Superintendent of Police, Mr Chau Chung Mun
4 stated in that paragraph as to that particular road
5 section, that:

6 "In 2017, the police had made 4 arrests involving 2
7 drunk drivers, 1 case of dangerous driving and 1 case of
8 drug-related crime. The police had issued a total of 32
9 fixed penalty tickets at the road section in 2017 for
10 speeding and traffic violations. A total of 29 traffic
11 accidents had occurred in the Chek Nai Ping to Wong Yee
12 Au section on Tai Po Road, out of which 2 are more
13 serious. Although there were no speed enforcement
14 cameras installed at the above mentioned road section,
15 the police could carry out operations to detect speeding
16 from time to time by placing detection equipment a few
17 designated spots along the road section."

18 Do you see that?

19 MS WONG PIK KUI: Yes.

20 MS MAGGIE WONG: Now in relation to this, is this enquiry
21 made in response to the Tai Po District Council's query,
22 or questions as to the number of accidents that happened
23 in that particular Tai Po Road accident that the police
24 provided those information?

25 MS WONG PIK KUI: Yes.

26

1 MS MAGGIE WONG: And as a matter of fact, your minutes state
2 at paragraph 16, if I may take you to paragraph 16,
3 page 772 in Chinese and English at 789, if you see at 16
4 (iv) it stated that:

5 "Some district councillors had made suggestions on
6 how to improve the design of the road section involved
7 in the past. But the Transport Department cited
8 technical factors as a reason and did not follow up, he
9 [that is Mr Lo Hiu Fong, I believe he is a member of the
10 Tai Po District Council] hoped that after this accident,
11 the Transport Department could respond to the demands of
12 the district councillors and install road-side speed
13 detection equipment and signage to improve road safety."

14 In relation to that paragraph, can you elaborate on
15 the first sentence that some district councillors had
16 made suggestions in the past how to improve the road
17 design, but the Transport Department did not follow up.
18 Can you elaborate on that.

19 MS WONG PIK KUI: Yes, thank you. Now, today, we have
20 district councillor from the constituency Mr Chan Siu
21 Kuen attending the meeting. Perhaps he could give his
22 views on this paragraph.

23 MR CHAN SIU KUEN: May I speak please?

24 As the district councillor of that constituency
25 I received comments from residents. On holidays there
26

1 are often cars speeding along the Tai Po Road and it
2 causes great disturbance to residents and they go at
3 great speed. So after I received complaints from
4 residents I wrote to the Transport Department asking for
5 speed cameras at the road section.

6 On 24 July 2015 and also on 5 June 2017, as
7 mentioned in the letter, I wrote to the Transport
8 Department, and the police respectively, the first
9 letter to Transport Department, the second one to
10 police, and I made it clear in the letters that near the
11 Savannah Garden on weekends there is car speeding.

12 The Transport Department responded to me orally, and
13 they said they would consult the Owners' Corporation
14 first to see what the response is. For the Savannah
15 Garden it is not a major traffic black spot, accident
16 black spot. That's why there has been no follow-up.

17 On the second letter from Tai Po Mei to this Green
18 Wood Villa, that's a slope, so when cars go up, you
19 know, for ordinary cars they can't speed, but of course
20 sports cars could. When they come down that bend, cars
21 come at a great speed and it is scary. That's why
22 I wrote to police directly to ask the police to put
23 a speed camera there. The police responded to me saying
24 that that is not a traffic black spot, but they would
25 put some police officers there to set up speed traps.

26

1 After that incident people asked me whether I have
2 looked at that particular section of road. Fortunately,
3 as a district councillor I have been monitoring the
4 government's work all the time so I was able to produce
5 the two letters at once at the District Council meeting.

6 I'm the District Councillor of that constituency,
7 when the media asked me questions I could produce proof
8 that I did ask the Transport Department to put up a road
9 sign slowing down, and also speed cameras there and I
10 made the request both to the Transport Department and
11 the police. That's why you now ask how come there is no
12 response to my two letters.

13 MS MAGGIE WONG: Thank you, Mr Chan.

14 You mentioned a few letters. The first one is
15 24 July 2015. May I first of all take you to that
16 document. It is a letter to the Transport Department.
17 Chinese at 840-72 in DC-2-bundle. English at 840-75.

18 That's the first letter in which you wrote to the
19 Transport Department project in Tai Po section,
20 engineer, Mr Wong Kwok Leung, stating that you have
21 received request for assistance from the residents in
22 the vicinity of Tai Po Road, and there was an absence of
23 speed limit traffic signs around the bend of Savannah
24 Garden. Then you stated that:

25 "To ensure the safety of road users, your department
26

1 is now requested to expeditiously install the '50km'
2 speed limit signs at the above location to remind the
3 motorists to pay attention to driving at safe speed for
4 prevention of unnecessary incidents."

5 Is that the first letter you refer to in your
6 answer?

7 MR CHAN SIU KUEN: Correct.

8 MS MAGGIE WONG: Mr Chan, you mentioned that about
9 expeditiously install the 50-kilometre speed limit
10 signs, but in fact during that time, for that particular
11 road section, the speed limit is actually 70 kilometre
12 per hour. In that regard, why did you write
13 50 kilometres per hour?

14 MR CHAN SIU KUEN: 70 kilometres -- one step down from 70 is
15 50 under the laws of Hong Kong, there is no 60 or
16 65 kilometres per hour of speed limit. And for
17 residents living near Savannah Garden they said to me
18 that "Please write on behalf of us as the District
19 councillor", and so I wrote on their request.

20 And also there were some minor traffic accidents, at
21 the biggest bend. I believe for that section a speed
22 limit of 50 kilometres is reasonable. But of course I'm
23 not the expert, that's why I have asked the Transport
24 Department, asking them to help me do a consultation and
25 see whether it is possible to put up this 50-kilometre
26

1 sign.

2 CHAIRMAN: Do we understand that this was a request that the
3 speed limit be reduced from 70 kilometres per hour to
4 50 kilometres per hour?

5 MR CHAN SIU KUEN: Yes. Yes. I have just listened to
6 residents' views. Residents called me up, and I also
7 believe that for that bend it is rather dangerous.
8 That's why I have stated specifically for that
9 particular bend the speed limit should be reduced from
10 70 to 50 kilometres per hour.

11 MS MAGGIE WONG: In relation to this letter the Transport
12 Department no written response was received from the
13 Transport Department in reply to this letter before the
14 Tai Po accident, is that correct? I believe you stated
15 that in the further submission to the committee by
16 letter dated 11 July 2018. Chinese at 840-76, and
17 English at 840-86.

18 MR CHAN SIU KUEN: That is right. At that time, the
19 Transport Department did not give me a direct reply.
20 However, I have spoken to them on the phone. They said
21 that if the speed is to be reduced to 50 they would have
22 to consult residents as well as owners corporations.
23 And in 2014, near the Japanese International School
24 there was a traffic accident at the signal junction, as
25 a result a person was injured, and the TD, Transport

26

1 Department replied to me. He said for the speed to be
2 reduced to 50 the TD would have to conduct a study, and
3 after the accident they have appealed to the public to
4 abide by road traffic regulations. They said that from
5 the perspective of the TD, for the speed to be reduced
6 to 50, they would have to do a lot of consultation and
7 to liaise with the police.

8 I have been waiting. And I have been in contact
9 with them. Well, Mr Wong of the Transport Department
10 has been transferred out. And regrettably we had the
11 traffic accident at Tai Po Mei. And I approached the
12 police, because the TD could not help us. I asked the
13 police to install speed cameras and I have been
14 following that up.

15 CHAIRMAN: Who was it that you spoke to the telephone at the
16 Transport Department about this matter?

17 MR CHAN SIU KUEN: It was Mr Wong Kwok Leung, an engineer of
18 the TD.

19 CHAIRMAN: What was his status or rank within the Transport
20 Department?

21 MR CHAN SIU KUEN: At that time I think he was a senior
22 officer in the department.

23 CHAIRMAN: When did you have this conversation in relation
24 to the letter of 24 July 2015?

25 MR CHAN SIU KUEN: I can't remember. I'm a district
26

1 councillor, every day as soon as I receive calls for
2 assistance I would deal with departments as soon as
3 possible. I urged them to erect the sign and reduce the
4 speed as soon as possible. However, the government is
5 very serious about following procedures, I understand
6 that they have to follow the procedure if the sign is to
7 be put up. I have been following the matter up, and
8 I have a lot of work as a district councillor.
9 Residents from time to time would call me to say that in
10 that road section where there is a bend, they ask for
11 the speed to be reduced.

12 CHAIRMAN: Ms Wong, before we go any further, could we see
13 a photograph of this area of road, and perhaps we could
14 see a map so that we can all understand what we are
15 talking about?

16 MS MAGGIE WONG: I wonder if we may pull up the map of the
17 Tai Po Road section. And first of all, Mr Chan, if you
18 look at the map, the section where you propose to reduce
19 the speed limit is in relation to Savannah Garden. And
20 it appears it would be around the location between
21 numbers 26 to 29 on the map. Is that correct?

22 MR CHAN SIU KUEN: Yes. It is before the Hung Lam Road, at
23 the bend.

24 MS MAGGIE WONG: Can you point out the parts that you
25 propose to the Transport Department to look into the
26

1 speed limit or reduction of the speed limit from 70 to
2 50 kilometres per hour by reference to the number shown
3 on the map?

4 MR CHAN SIU KUEN: I think it is 30, 28 and 29. That's the
5 bend. So going from 30 to 29 and 28, and for that road
6 surface, as soon as there is heavy rain it would flood.
7 That is at location 28. I have just sent a letter to
8 the Highways Department asking for them to do something
9 about the underground water, because as soon as there is
10 heavy rain there will be accumulation of water under the
11 road surface. In the mornings on Saturdays and Sundays
12 there are cars racing and doing that bend, and it is
13 very dangerous.

14 MS MAGGIE WONG: Maybe we can show you the photographs of
15 number 28, 29 and 30. So that we know which bend or
16 curve we are talking about.

17 Photo 28, Mr Chan, I believe is the area near the
18 Hung Lam Road, is that correct.

19 MR CHAN SIU KUEN: That is a bit too forward. You have to
20 go back a little bit. This is the Kowloon-bound
21 section. I think you have gone the other way. You
22 should go the other way.

23 MS MAGGIE WONG: 27?

24 MR CHAN SIU KUEN: I think you have to go further back.

25 MS MAGGIE WONG: 26?

26

1 MR CHAN SIU KUEN: You have overshoot.

2 MS MAGGIE WONG: So it should be between 26 and 27; is that
3 correct?

4 MR CHAN SIU KUEN: Not this one. This is a different
5 residential development. Go back a bit.

6 MS MAGGIE WONG: Or photo 29?

7 Mr Chan, maybe we will show you a video about the
8 relevant locations, so that you can ask us to pause when
9 the location we talked about is the location mentioned.

10 MR CHAN SIU KUEN: It is close, it is close. Keep going.
11 Keep going.

12 (Video played)

13 MR CHAN SIU KUEN: It is after this bend. Stop. And all
14 the way, when you continue, if there are two
15 double-decker buses servicing this bend, it would be
16 very dangerous. And just now at the position where
17 someone was standing, as soon as there is rain, it would
18 flood. So it is particularly dangerous here.

19 CHAIRMAN: Before we move on. Can we identify this from the
20 still photographs?

21 MS MAGGIE WONG: Yes. Maybe we would print out a photo of
22 that particular photo that you have identified.

23 CHAIRMAN: Do we have a physical album of photographs?

24 MS MAGGIE WONG: We have selected a few photographs, but
25 this does not happen to be one of them. We will mark
26

1 the time, we can look at the time, and we will print out
2 that particular photo in due course. Or with those
3 particular coordinates.

4 And Mr Chan, you mentioned another incident about
5 a Japanese International School accident, and if I may
6 refer you to the letter of complaint from the Japanese
7 International School, that was dated 10 February 2015.
8 English at page 840-84, and Chinese at 840-85.

9 The original version is 840-84, and Mrs Juliet
10 Ashton wrote to you stating:

11 "Last year, outside our school a lady was killed
12 whilst crossing the road. The speed limit is
13 70 [kilometres an hour] which probably contributed to
14 the severity of her injuries."

15 In the fourth paragraph she also mentioned that:

16 "Along the Tai Po Road there are other areas where
17 the speed limit has been adjusted to 50 [kilometres per
18 hour] and I would ask that the same adjustment is made
19 for outside our school."

20 So that's a plea made by Ms Juliet Ashton on behalf
21 of the Japanese International School to reduce the speed
22 limit from 70 to 50 kilometres per hour. Is that the
23 letter you mentioned earlier on?

24 MR CHAN SIU KUEN: I mentioned this letter, which is in
25 front of me. I am aware that someone talked about
26

1 a traffic accident. I was concerned about it, that's
2 why I wrote a letter about the area near Savannah Garden
3 asking for the speed to be reduced to 50. I asked the
4 TD about details of the accident, whether the person
5 dashed into the road, or someone did not obey the
6 traffic light. If the person involved rushed into the
7 road, well, that one might be different. The TD was
8 asked by me to make some improvement at the signal
9 junction to facilitate pedestrian crossing to make that
10 location safer to cross.

11 And as to whether that location is suitable, I have
12 actually talked to the TD about it.

13 CHAIRMAN: This was a letter addressed to Mr Man; how did
14 you come to be dealing with it?

15 MR CHAN SIU KUEN: Yes, it is just that I see it here.

16 Oh, yes, it is written to the chairperson, Mr Man,
17 who is the chairperson of the Tai Po Transport and
18 Traffic Committee.

19 CHAIRMAN: Thank you.

20 MS MAGGIE WONG: And this matter was discussed at the
21 District Council meeting on 13 March 2015. Chinese is
22 at page 840-81, and English at 840-92. And we can see
23 the chairman's name there, Mr Man Chen Fai. If you look
24 at paragraph 79, the chairman made reference to the
25 letter of the Japanese International School stating
26

1 their request to reduce the speed limit from
2 70 kilometres per hour to 50 kilometres per hour, and
3 actually invites the district council members to go
4 there to visit their school to discuss about the
5 transport issues. Do you see paragraph 79?

6 MR CHAN SIU KUEN: Yes, I can see it.

7 MS MAGGIE WONG: If you go to paragraph 80, that's at
8 page 840-92, a Mr Wong Kwok Leung responded. I believe
9 that is the Mr Wong Kwok Leung referred to in your
10 letter that you addressed to in July 2015. Is that
11 correct?

12 MR CHAN SIU KUEN: Yes, it is related. At that time when
13 I wrote to him it was when I received complaints from
14 residents of Savannah Garden, especially on the mornings
15 of Saturdays and Sundays, there were a lot of cars
16 racing. Around that area, it is very dangerous, that
17 was a different matter.

18 And I wrote to him to ask for the speed to be
19 reduced to 50, around Savannah Garden. And I was aware
20 of that.

21 MS MAGGIE WONG: And in that paragraph 80, Mr Wong Kwok
22 Leung responded that he knew that the Japanese
23 International School suggested the reduction of speed
24 limit of the road section in front of the school in view
25 of a traffic accident in the section of Tai Po Road in
26

1 front of the school in 2014, in which a member of the
2 public was killed.

3 It also stated that the Transport Department and
4 police were examining the cause of that traffic accident
5 which might not necessarily be related to the speed
6 limit of that road section, including issues of some
7 motorists' driving attitude and problem as to whether
8 pedestrians observed traffic light signals. But it also
9 stated that the Transport Department would examine
10 whether the present speed limit of that road section was
11 appropriate.

12 Furthermore, the Transport Department has sent an
13 interim reply to the school, and will provide a detailed
14 reply letter.

15 So Mr Chan, it appears that the Transport Department
16 stated back in March 2015 that they are going to examine
17 the speed limit of that road section.

18 Did they follow up with the district council, with
19 your district council about their proposal or suggestion
20 since that meeting?

21 MR CHAN SIU KUEN: Yes, I was shown this by the deputy
22 chairperson. They said the case is sub judice, so it
23 was not appropriate for them to discuss the case. There
24 might be a prosecution against the driver. It was
25 mentioned in paragraph 87 in the district council.

26

1 MS MAGGIE WONG: But my question is not about the cause of
2 the accident, but the fact that the Transport Department
3 would examine whether the present speed limit of that
4 road section was appropriate. Did you see that sentence
5 in paragraph 80 where Mr Wong Kwok Leung stated that?

6 MR CHAN SIU KUEN: Every day we have a lot of meetings. As
7 far as I know, we asked them -- we told that we could
8 only wait, because they are dealing with the procedure
9 or the proceeding.

10 MS MAGGIE WONG: So is the answer no, that after the
11 minutes, or after the meeting in March 2015 the
12 Transport Department did not approach the district
13 council discussing about the speed limit of that road
14 section. Is that the case?

15 MR CHAN SIU KUEN: I don't know whether they have talked to
16 the chairperson, Mr Man, but I was the councillor of
17 that constituency, so I would talk to them. They said
18 there needed to be consultation. They needed to consult
19 if the speed limit is to be reduced to 50.

20 CHAIRMAN: The question really is this. Did they tell you
21 what was the result of this consultation? This happened
22 three years ago.

23 MR CHAN SIU KUEN: No, they did not. If there was a result,
24 I would not have sent a second letter to the police.
25 From the letter dated 2015, there wasn't much result.

26

1 That's why in 2017 I sent a letter to the police.

2 MS MAGGIE WONG: Before we move on, can I show you the map
3 identifying where the location of the Japanese
4 International School. I believe the location is
5 around -- it is between number 21 and 22. If we can
6 pull up the photo, 21 and 22, I believe it is 21. This
7 shows the site of the Japanese International School. Is
8 that correct?

9 MR CHAN SIU KUEN: This one is correct. This one, near the
10 traffic signal.

11 MS MAGGIE WONG: Thank you. And you referred to the letter
12 to the police, and if I may refer you to the bundle at
13 page 840-70 in Chinese, and 840-74 in English. It was
14 a letter dated 5 June 2015, written by you to the Hong
15 Kong Police.

16 We can see that the letter stated that there were
17 a lot of people over-speeding during holidays and then
18 requesting for installation of speed enforcement
19 cameras. Is that correct?

20 MR CHAN SIU KUEN: Correct.

21 MS MAGGIE WONG: And there was a reply from the police --

22 CHAIRMAN: Before you move on. The reference here is
23 generally to the Tai Po Road. Was there any particular
24 part of the Tai Po Road where there was this problem
25 with speeding?

26

1 MR CHAN SIU KUEN: I think just now I said that
2 Tse Lai King(?), uphill, when they approach the bus
3 accident location, the first bend, there are a lot of
4 accidents there. So in that section I had specified all
5 the way up to Ng San Jong(?) that there are some
6 residents who wrote a letter in Dragon Hill Bay --
7 Deerhill Bay, where they say there is a lot of speeding
8 from sports cars, and in the first bend, that's where
9 the bus accident occurred, when they turn right, there
10 is a drifting, and vehicles can flip very easily. So
11 that's why we want a 50-kilometre speed limit and also
12 a speed camera.

13 MS MAGGIE WONG: We have a map pulled up. Can you first of
14 all identify the location of the Deerhill Estate
15 mentioned in your letter. Or your evidence. Deerhill
16 Bay. Is that around the location of the Japanese
17 International School?

18 MR CHAN SIU KUEN: This is the second letter. The first
19 letter was referring to Savannah Garden. This is the
20 second letter, and this letter does not mention the
21 Japanese school. The first letter involved the
22 international school.

23 MS MAGGIE WONG: Yes. So that's the location that you are
24 referring to on the map, the Deerhill Bay, which is
25 behind the Japanese International School on the map.

26

1 Can you confirm that?

2 MR CHAN SIU KUEN: Let me see. It is not very clear. It is
3 between 22 and 20, right? Kon Hang is also on the map.
4 This is Cheung Shue Tan, the bus stop before we reach
5 Deerhill, that would include -- this is Deerhill. That
6 is correct. This is approaching Deerhill, the approach,
7 the entrance to Deerhill.

8 MS MAGGIE WONG: And your letter stated that there are often
9 speeding and unlawful motor racing on the Tai Po Road,
10 but there appears no reference to the speed limit in
11 this letter. Can you tell us why? Or request in
12 relation to the speed limit.

13 MR CHAN SIU KUEN: Well, in the heading I said that
14 I request a 50-kilometre speed limit sign, and I also
15 wanted -- I had written that, I had requested that.

16 MS MAGGIE WONG: I refer to a letter dated 5 June.

17 CHAIRMAN: Perhaps we can put that letter up on the screen.

18 MR CHAN SIU KUEN: Well, this speeding camera, the --
19 typically it is 70 kilometres, if you have a speeding
20 camera they will take pictures, if it exceeds the speed
21 limit. A typical motorist when they see the camera they
22 will slow down, it is very natural, so what I wrote was
23 they needed to heed our residents' request to add
24 a speed camera -- you are correct, I did not add that
25 there, but the purpose is that if you have a speed limit
26

1 of 50 then it would activate the camera if it exceeds
2 50, and if --

3 MS MAGGIE WONG: There was a reply from the police on
4 16 June 2017.

5 If I may take you to 840-71 in Chinese, English at
6 840-73. The police stated that:

7 "The locations for installation of fixed speed
8 monitoring cameras are mainly determined by the
9 Transport Department. After installation, the Police is
10 responsible for taking enforcement action. This office
11 understands that the Transport Department currently has
12 no plans to install fixed speed monitoring cameras in
13 the captioned road section. At the same time, the
14 Police will continue to closely monitor the traffic
15 situation of the road section concerned."

16 This letter was copied to the Transport Department,
17 Mr Paul Chiu, Traffic Control Division, Technical
18 Service Branch, and the district commander at Tai Po.
19 Do you see that?

20 This letter was addressed to you personally.

21 MR CHAN SIU KUEN: That is correct. I issued the letter and
22 they should have responded to me. I had submitted them
23 the letter, and I have a record of all the letters
24 I send, so all these three letters were disclosed by
25 myself, and the fact is we -- I see the Transport
26

1 Department have not concluded their work, so I wrote
2 directly to the police to see if they could install the
3 speeding camera at the end of where the slope is going
4 downhill, and that was my request.

5 MS MAGGIE WONG: So in other words they said that the
6 Transport Department refused the request, and the police
7 is simply the enforcement department. So they can't do
8 anything about it unless the Transport Department
9 install the fixed speed monitoring cameras; is that
10 correct?

11 MR CHAN SIU KUEN: That is correct. It is clear that's what
12 they responded, and subsequently, after this serious
13 accident, I had contacted a police officer, we went to
14 the site, and they promised that at the end of the year
15 they would install a speeding camera.

16 MS MAGGIE WONG: I refer you back to the minute dated
17 12 February 2018. That would be at page 790 in English.
18 Chinese at page 772.

19 In this paragraph 17(ii), Dr Lau Chee Sing raised
20 the following views, and he stated that:

21 "Half a year ago, some district councillors had
22 proposed installing speed enforcement cameras in the
23 road section where the accident had occurred but were
24 rejected by the relevant departments. He opined that
25 despite there were sufficient signage at the scene,
26

1 a vehicle's speed would increase as a result of the
2 impulse and centrifugal force generated as the vehicle
3 went downhill and made a turn. Relevant departments
4 should review on whether it was appropriate to keep the
5 speed limit of the road section in concern at
6 70 [kilometres per hour]. He said, for example, there
7 had been an accident at Sai Kung ... [and] Clear Water
8 Bay ... as the vehicle failed to brake in time. The
9 speed limit was then lowered from 70 kph to 50 kph, and
10 speed enforcement cameras were also installed. He
11 suggested to lower the speed limit to 50 [kilometres per
12 hour] and install speed enforcement cameras in the road
13 section concerned to deter drivers from speeding."

14 This is perhaps a question directed at Dr Lau.
15 Reference was made to the fact that half a year ago
16 district councillors had proposed installing speed
17 enforcement cameras in the road section where concerned
18 in relation to this accident. Was that in writing? Was
19 this request made in writing?

20 DR LAU CHEE SING: So it was not my request. At the time
21 they were aware that district councillors had written
22 a request.

23 CHAIRMAN: Were you referring to Mr Chan's request, is that
24 what this is a reference to?

25 DR LAU CHEE SING: (In English) Yes, that was Mr Chan's
26

1 request, yes.

2 MS MAGGIE WONG: And when you made reference to "rejected by
3 the relevant departments", that was the letter of
4 rejection by the police that we have just seen; is that
5 correct?

6 DR LAU CHEE SING: (In English) Correct, yes.

7 MS MAGGIE WONG: If we continue, if we look at
8 paragraph 24(iii), English at page 794, Chinese at
9 page 776, paragraph 24(iii), that's the response by
10 Mr Au Chun Wah stated that:

11 "He agreed that the speed limit of the road section
12 concerned should be lowered from 70 [kilometres per
13 hour] to 50 [kilometres per hour]. Yet, the attitude of
14 the driver was just as important. Some bus drivers who
15 knew the route extremely well might drive at a higher
16 speed. To add one, the road section was sloping
17 downwards. Even if the bus would be 'locked' when the
18 speed exceeds 70 [kilometres per hour], there would be
19 an impulse generated from the slope and the weight of
20 the vehicle, causing an increase in the speed. He
21 suggested that the bus company should remind bus drivers
22 to be patient at all times, and to slow down when going
23 downhill. In addition, he hoped that the bus company
24 would instruct all bus drivers to maintain a good
25 attitude while driving."

26

1 Then at (vi):

2 "He enquired the police for the number of traffic
3 accidents that had happened ..."

4 Not only for the road section concerned, but also
5 for the entire length of Tai Po Road, and he asked
6 whether there were speed enforcement cameras at Tai Po
7 Road, and if yes, the number and the locations.

8 And now may I ask, first of all, about this speed
9 limit lowering from 70 kilometres to 50 kilometres per
10 hour. After this meeting, did you and the Transport
11 Department have a site inspection of the location of the
12 accident, in order to discuss about this request of
13 reduction of speed limit?

14 DR LAU CHEE SING: (In English) You asking me? Or ask
15 Mr Chan?

16 CHAIRMAN: It is a matter for you, amongst yourselves, to
17 decide who should answer a particular question. Perhaps
18 Ms Wong could indicate who might best reply.

19 MS MAGGIE WONG: Maybe Ms Wong, if --

20 MS WONG PIK KUI: I will invite our TT group chairman
21 Dr Lau.

22 DR LAU CHEE SING: (In English) That question was raised by
23 Mr Au, another district councillor. I think that should
24 be better answered by Mr Chan, because he is the
25 district councillor of that area.

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1 CHAIRMAN: Mr Chan, can you help us? The question is, was
2 there a site visit?

3 MR CHAN SIU KUEN: Well, I personally did, now whether the
4 district council chairman, he spoke at that -- on that
5 occasion, he just raised the question, but whether there
6 was any follow-up, that was another issue. Now, as
7 a councillor, I definitely went to examine the scene
8 before and after the accident. I definitely went
9 myself, and Dr Lau Chee Sing, as chairman, whether he
10 attended I could not recall.

11 CHAIRMAN: Did you go with the Transport Department, I think
12 is the question. Was there any joint site visit?

13 MR CHAN SIU KUEN: I went personally with the Transport
14 Department.

15 MS WONG PIK KUI: Let me also answer, well, we -- the Tai Po
16 District Council, the chairman, Mr Cheung Hok Ming, the
17 Home Affairs officer DO, Ms Cheung, together with us,
18 the whole Tai Po Transport Traffic Committee, all our
19 members went to the site to visit once. And Au Chun Wai
20 had also attended.

21 CHAIRMAN: Thank you.

22 MS MAGGIE WONG: Thank you. Out of this site visit was it
23 agreed amongst Transport Department and the persons in
24 attendance at this site visit that the speed limit has
25 to be reduced? For that particular road section in
26

1 relation to the accident?

2 MS WONG PIK KUI: Yes, when we were at the site we had
3 raised two requests. The first was to bring in the
4 70 kilometres speed limit and lower it to 50 kilometres
5 per hour, and we also wanted signage, and the second
6 request was that in this section where we needed the
7 speed limit to be slowed down, they should also install
8 the speeding cameras.

9 MS MAGGIE WONG: During the site visit did you discuss about
10 where the speed enforcement cameras should be installed,
11 or the location of the cameras?

12 MS WONG PIK KUI: We, yes. We did identify the location.
13 We had a whole coach, tour bus coach, some 40 people
14 visiting the site, and we had more than 40 people on
15 that section, and we felt it was dangerous to conduct
16 our site visit under those conditions, so we took our
17 request, and raised that in our district council meeting
18 room in our Traffic and Transport Committee.

19 So if we wanted a precise location for the speeding
20 cameras, we handed that over to the TD and the police,
21 and our Councillor Chan Siu Kuen would follow up.

22 MR CHAN SIU KUEN: I did. I was with the police officer
23 responsible for traffic at the site, and I identified
24 and designated the site -- that is the stretch that is
25 going downhill where the cameras should be installed,

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1 and we did have a discussion.

2 MS MAGGIE WONG: So was all this in writing? Or recorded in
3 minutes, apart from the ones that you produced to us?

4 MS WONG PIK KUI: No. These were not listed out in such
5 details at the meeting, because on the locations of the
6 cameras, the district councillor of the constituency had
7 to liaise with the village heads of the three villages
8 at Tai Po Mei, he had to listen, consult them on the
9 views, because there are also bus stops involved, maybe
10 they need to be repaired and then need to remove the
11 lamp post, and so on. So these are all details which
12 are left to Mr Chan Siu Kuen to follow up by making
13 appointment on another occasion with the relevant
14 parties. That is why it was mentioned repeatedly,
15 Mr Chan said he and the department went to the site
16 several times afterwards.

17 CHAIRMAN: Can we have the date of the communal visit, the
18 40-odd people in the coach. When was that?

19 MS WONG PIK KUI: I think it should be 12 April. Perhaps
20 our colleagues could all help out. I think it was
21 12 April. On that day we hired a coach bus to go there.
22 Yes. 2 pm on 12 April. We started from the Tai Po
23 government offices and then we went up to the Tai Po
24 Road bus stop for a site inspection. We arrived at 2.15
25 at the scene at Tai Po Mei.

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1 CHAIRMAN: Thank you.

2 MS WONG PIK KUI: Yes, and then ... then at 3.30 there was
3 a DMC, the district management committee meeting. At
4 that meeting, we had a discussion after the site
5 inspection. Now only the chairman and deputy chairman
6 of the district council and the chairman of the five
7 committees, so altogether seven district councillors who
8 met with the district office and the departments of Tai
9 Po. So that's a meeting for these people. And yes,
10 there is a minute for this meeting.

11 MS MAGGIE WONG: Can I take you back to -- still in
12 the February 2018 minutes, as to the response by the
13 KMB. That would be at 798 in English, and 780 in
14 Chinese. At paragraph 35 it stated that:

15 "Mr Godwin So's views and responses to the questions
16 raised by the district councillors were as follows ..."

17 And 35(ii) stated:

18 "The KMB will consider the views of the District
19 Councillors on the routes, schedules, and dispatches of
20 Route 872, and will submit proposals to the Transport
21 Department and the district council for future
22 considerations."

23 First of all, what views of the district councillors
24 was he referring to?

25 MS WONG PIK KUI: The route 872, I proposed that it
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1 shouldn't continue to go via the racecourse, and then on
2 to Tai Po Road to the terminus. I hope there would be
3 a new route. And then the new route could take the Tolo
4 Harbour Highway.

5 MS MAGGIE WONG: Did they submit any proposal to your
6 council for consideration? Since -- (Simultaneous
7 speakers - unclear) --

8 MS WONG PIK KUI: After the end of the meeting, well, it was
9 close to the Chinese New Year, there was no further
10 meeting. The Transport Department colleague called me,
11 and asked if I agreed to this, that is for route 872X,
12 it will go from the racecourse via the Tolo Highway to
13 Tai Po centre.

14 MS MAGGIE WONG: If I may refer you to paragraph 12 at
15 page 788 in English, and 771 in Chinese. This request
16 was made by Mr Kwan Wing Yip, at paragraph 12(iv). He
17 stated that:

18 "Since he began serving as District Councillor
19 18 years ago, there had not been any large-scale road
20 widening or improvement works carried out on Tai Po
21 Road. He understood that Tai Po Road was subjected to
22 geographical limitations, but he still hoped that the
23 relevant departments could try their best to work on
24 improvement plans. He also hoped that the Transport
25 Department could also consider improvement plans of
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1 other roads (eg Ting Kok Road, Lam Kam Road, Sai Sha
2 Road) proposed by the Traffic And Transport Committee of
3 the Tai Po District Council ... so as to prevent traffic
4 accidents caused by road defects."

5 In relation to this request by Mr Kwan, he mentioned
6 that the Tai Po Road had not had any improvement works
7 carried out during the past 18 years.

8 What is your view on that, when he stated that?

9 MS WONG PIK KUI: Now I think, perhaps it is best to get
10 a response from the district councillor of the
11 constituency, Mr Chan Siu Kuen.

12 MR CHAN SIU KUEN: For the Tai Po Road, there are quite
13 a number of bends. Yes, there have been widening works,
14 for example the bend near Savannah Garden, this slope
15 was cut before. There were not too many serious
16 accidents there, it is true. But really, I think in
17 this case, it is the bus driver, who drove carelessly.
18 For this whole section, now as the district councillor
19 of the constituency, most of the complaints were about
20 speeding, and the residents were worried that might lead
21 to serious traffic accidents, but for that particular
22 location, best of course if it could be widened. You
23 know, in Hong Kong there are many such roads with such
24 bends, but for Tai Po Road it is not particularly
25 dangerous, but of course if the widening could be done

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1 we could support it.

2 CHAIRMAN: Before you go on, Mr Chan, may I remind you, in
3 view of the remarks that you just made, that the causes
4 and liability of the accident on 10 February are not
5 within the terms of reference of this committee. We are
6 interested to find out about the circumstances, but we
7 are precluded from making any determination about that,
8 for obvious reasons in light of prospective litigation.

9 MR CHAN SIU KUEN: Yes. I got it.

10 MS MAGGIE WONG: Mr Chan, that paragraph made reference to
11 improvement plans. Can you tell us when did the Traffic
12 and Transport Committee of your district council propose
13 the improvement plan? When?

14 MR CHAN SIU KUEN: There is no mention here. On widening of
15 Tai Po Road, it is not mentioned.

16 MS MAGGIE WONG: Dr Lau --

17 MS WONG PIK KUI: Perhaps I could say this here. Mr Kwan
18 said he has been a district councillor for 18 years,
19 actually I am in the same case.

20 Now, at the district council, for all these years,
21 it is true, there are widening works at some sections of
22 Tai Po Road, for instance, Ting Kok Road has been
23 widened and is open to traffic already, it is a very
24 successful case. The roundabout at Lam Kam Road, again
25 widening works have been completed. Sai Sha Road, there

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1 is now consideration of an option. Next time, when we
2 talk about road improvement works again, we would ask
3 the Transport Department to submit proposals together
4 with others for the consideration of the Traffic and
5 Transport Committee. That should be the case.

6 MS MAGGIE WONG: Do you have anything to supplement?

7 DR LAU CHEE SING: Yes, I would like to add this. At the
8 Traffic and Transport Committee meetings we discussed
9 requests made by a particular member. When that is the
10 case, it is not necessarily that the committee would
11 submit plans. Usually at meetings we would ask the
12 Transport Department to make improvements, and we would
13 wait for the Transport Department to make proposals.
14 Because they are the experts on transport matters. So
15 it is for them to respond to members' requests, and come
16 up with some improvement proposals for our
17 consideration. Because district council councillors are
18 not experts in this area. So usually when we make
19 request at the Traffic and Transport Committee meetings,
20 then we hope the Transport Department or the relevant
21 departments would then put forward proposals for
22 improvement for our consideration.

23 That's the point I would like to clarify.

24 MS MAGGIE WONG: In other words, you propose a certain idea,
25 but in terms of execution, you leave it to the Transport

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1 Department as experts, to execute the improvement works.

2 Is that what you are saying?

3 DR LAU CHEE SING: Yes. Correct.

4 MS MAGGIE WONG: And may I also refer you to paragraph 26,
5 page 796 in English. And 778 in Chinese.

6 Paragraph 26(ii). Mr Yu Chi Wing, councillor, commented
7 as follows. He said that:

8 "The staff of the Transport and Housing Bureau and
9 Transport Department often refused to implement the
10 suggestions put forward by the District Councillors, and
11 they are often biased in favour of KMB at the meeting.
12 In addition, there are often personnel changes in the
13 Transport Department, which has led to a slow progress
14 in handling cases."

15 First of all, when Mr Yu made reference to
16 suggestions put forward by the district councillors are
17 they referring to safety-related measures in relation to
18 the road section of Tai Po Road? Or can you tell us
19 what those suggestions were?

20 MS WONG PIK KUI: Now, I think, perhaps I should say this.

21 Mr Yu Chi Wing expressed his views at the meeting so it
22 should be for him to explain and clarify his views. We
23 really cannot speak for him and interpret what he meant
24 here.

25 MS MAGGIE WONG: Have there been meetings with the Transport
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1 and Housing Bureau and Transport Department after
2 suggestions had been put forward by the district
3 councillor each time?

4 MS WONG PIK KUI: Yes. Now let me put it this way.

5 District councillors receive complaints from residents.
6 So through various channels they would convey these
7 complaints. Going through the district council is one
8 way, then writing is another way, or calling up someone
9 is also a possibility. And then district councillors
10 would speak with the Transport Department on their
11 proposals or suggestions.

12 Perhaps other departments could also express their
13 views on the matter. Mr Yam, thank you.

14 MR YAM KAI BONG: Now, on Mr Yu Chi Wing's views, and the
15 counsel just asked about the views of other members, for
16 example on how the Transport Department views members'
17 views. I would like to give my opinion as well.

18 Now, the Transport Department, the police, and
19 relevant departments did respond expeditiously including
20 reducing the speed limit from 70 to 50, or undertaking
21 to install speed cameras, speeding cameras, but then as
22 Mr Chan Siu Kuen said, he has actually followed up on
23 such proposals for a long time. Let me say this, it's
24 a fact which may not be pleasing to the ear, it is only
25 when someone is killed or injured then the would

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1 actively respond to our views, and we don't want to see
2 that.

3 Now, there's mention of questions asked by district
4 councillors and often the Department would reject
5 district councillors' demands, and that's true. It is
6 not just on this particular subject. For example, in
7 Tai Po district we would like to build a flyover at
8 Kwong Fuk Road, we have talked about it for 10,
9 20 years, but because no lives were lost -- and then for
10 district councillors of the Tai Po town going into Tai
11 Po town or Kam Shan Village there is just a single road
12 section, and if there should be a traffic accident and
13 ambulances or fire engines prevented from entering it
14 would affect rescue effort. So because nothing
15 happened, that's why this demand of the district council
16 for many years could not be addressed.

17 Now, you have to understand it. You know, district
18 council is rather passive, especially when departments
19 often cite technical reasons to block our request, and
20 it is hard for us to question those technical
21 considerations, and technical considerations include
22 a lot of data, or a thousand reasons why something
23 cannot be done.

24 Now we are very unhappy about it, but we feel rather
25 helpless too -- and I must say this too.

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1 Now, district councillors collect views from the
2 public on traffic and transport issues, whether it be
3 about professional drivers or pedestrians or after
4 accidents have happened. Yes, of course those are minor
5 accidents, but after minor accidents have happened does
6 it mean that there could be more serious accidents in
7 the future? This is something we can see. That's why
8 Mr Chan Siu Kuen or other district councillors here have
9 put forward these views. It is not groundless, because
10 we predict something could happen so we want to make
11 improvements as earlier as possible.

12 As to how improvements could be made, we don't have
13 the capacity or the expertise to deal with it. But if
14 certain measures are taken, could it then reduce the
15 chance of accidents happening? This is what the
16 district council could like to achieve.

17 CHAIRMAN: Ms Wong, perhaps we could move forward to the
18 improvements that did actually happen. And as I recall,
19 there was a paper dated 9 April which was discussed by
20 the district council on 11 May.

21 And I think that we might have received the approved
22 minutes yesterday.

23 MS MAGGIE WONG: Yes. Chairman. Maybe I should jump
24 immediately to the proposals made by the Transport
25 Department.

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1 CHAIRMAN: Thank you.

2 MS MAGGIE WONG: I believe after this meeting there was
3 another meeting on 9 March 2018, also in relation to the
4 Tai Po Road accident. Is that correct?

5 CHAIRMAN: Perhaps you could bring up the minutes of the
6 meeting.

7 MS MAGGIE WONG: Yes. The Chinese is at page 801 and the
8 English is at page 815.

9 Maybe I will summarise some of the key matters in
10 this minute before I go straight to the Transport
11 Department's proposals.

12 This meeting was on 9 March 2018, and paragraph 4.
13 Mr Cheung Wai Fung representing the Transport
14 Department --

15 CHAIRMAN: Slow down a bit, Ms Wong, so that the
16 representatives can see what you are addressing.
17 I think you have hard copies, do you, of these minutes?
18 You don't. In that case, take time, so that we can show
19 them to you on the screen.

20 You are going to ask some questions about
21 paragraph 4?

22 MS MAGGIE WONG: Paragraph 4. Mr Cheung Wai Fung
23 representing the Transport Department made four
24 suggestions in that paragraph. First, to study whether
25 to revise speed limits. Second, to strengthen traffic

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1 signs, and road markings. Third, installation of speed
2 enforcement cameras, and fourth, to examine the
3 topography of the site of the accident and explore how
4 the bus stop could be optimised.

5 So those are the four issues the Transport
6 Department would comprehensively review as stated in
7 paragraph 4. Do you confirm that?

8 MS WONG PIK KUI: Yes.

9 MS MAGGIE WONG: I believe in that meeting some members
10 voiced their discontent about the progress in general
11 terms because some district councillors considered that
12 the reduction of the speed limit of the particular road
13 section where the accident occurred could be reduced at
14 a shorter time, and to have the road section, the entire
15 length of the road section reviewed comprehensively
16 later.

17 Can you recall that?

18 CHAIRMAN: Can you take us to an example of such
19 a suggestion?

20 MS MAGGIE WONG: Yes. If you look at paragraphs 11 and 12,
21 by Councillor Yam Kai Bong, and in the first paragraph
22 he expressed discontent or disappointment about the
23 progress.

24 And he mentioned that there are many sharp bends or
25 slopes at paragraph 12 in the section of Tai Po Road

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1 between Chek Nai Ping and Kwong Fuk Road to Savannah
2 Garden.

3 CHAIRMAN: Perhaps it is paragraph 12(ii) that captures what
4 you are saying.

5 MS MAGGIE WONG: Yes.

6 CHAIRMAN: The suggestion was that the department should
7 first install a speed enforcement camera on this road
8 section.

9 "Do it now, don't wait until later."

10 Wasn't that the suggestion.

11 Yes, Doctor?

12 MS WONG PIK KUI: I defer to Dr Lau.

13 DR LAU CHEE SING: I was chairman of that meeting. The
14 first item for discussion was about the traffic
15 accident, we would like to know the progress of
16 follow-up of improvement measures by the Transport
17 Department.

18 Their representative on that day mentioned the four
19 items mentioned. However, what he said was there was no
20 confirmation as to when they would be implemented. We
21 are district councillors, something major happened
22 in February. In March there was still nothing to
23 respond to our request. That is, reduction of speed.
24 Because that was something simple and could be done
25 immediately.

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1 The representative of the Transport Department at
2 that time still said that it would be under
3 consideration. District councillors expressed
4 discontent and disappointment. That was because even
5 though they have mentioned four items, they did not say
6 anything about implementation date.

7 CHAIRMAN: Thank you.

8 MS WONG PIK KUI: Mr Yam is here, maybe we can hear from
9 him.

10 MR YAM KAI BONG: I agree what Dr Lau said. It was not that
11 I was not happy with the recommendation of the Transport
12 Department. I was not happy about the lack of
13 timetable, and the date of installation of speed camera.
14 The meeting took place on 9 March, and on 12 April
15 during the site visit they then gave us a report saying
16 that there would be speed camera and improvement to
17 facilities and the locality of the bus stop as well as
18 speed reduction. So it was only on 12 April that they
19 gave us a confirmation about the improvement.

20 However, at that time the Transport Department used
21 words like they would consider "whether" there would be
22 an adjustment to the speed limit, as well as "whether"
23 there should be improvement to road signs.

24 So it was "whether" they would do it or not. That's
25 why I myself and other councillors were not happy and

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1 were disappointed.

2 MS MAGGIE WONG: I think, Dr Lau, you have also recorded
3 your sentiments at paragraph 31 of the minutes, just for
4 completeness. That's at page 811 in Chinese, and 825-2
5 in English. By the time of this meeting you had not
6 received the proposal from the Transport Department, and
7 you complain about reducing speed limits and the fact
8 that installing speed cameras are not difficult to
9 implement. The matters that you have averred to
10 earlier.

11 If we may look further at the Tai Po District
12 Council paper dated 9 April 2018 -- that's at
13 TD-1 page 354 in Chinese, and 360-1 in English.

14 This paper lists out a number of measures that they
15 proposed to the Tai Po District Council. If you can see
16 the first section -- the second section is the review of
17 the speed limit, and it is proposed that the speed limit
18 of certain sections be reduced from 70 kilometres per
19 hour to 50 kilometres per hour.

20 If we could go to subparagraphs 4(a), (b) and (c).
21 Subparagraph 4(c) is the part where they proposed the
22 section between Chek Nai Ping and Yun Yi Road of Tai Po
23 Road be adjusted, the speed limit be adjusted from
24 70 kilometres per hour, be lowered to 50 kilometres per
25 hour. That's subparagraph 4(c).

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1 And if we could -- if you could read it first, and
2 then we will pull up the map for you to look at.
3 Subparagraph 4(c). If we enlarge it, the section that
4 we are referring to where the speed limit is reduced is
5 the section starting from number 15 to number 31. The
6 line marked in orange or brown colour.

7 Can you confirm that's the Transport Department's
8 proposal?

9 DR LAU CHEE SING: (In English) Yes. By Transport
10 Department.

11 MS MAGGIE WONG: And they also proposed other measures
12 including the road traffic signs be put up and other
13 road markings. That's at subparagraph 8(a). If we may
14 look, first of all, at the map showing where the road
15 traffic signs are proposed by the Transport Department.
16 That's TD-1 page 360.

17 So they proposed to add two "Ahead" sign at the
18 bottom, and then warning traffic sign, you can see the
19 first, "Reduce speed now", "100 metres", and "Bend to
20 the right ahead"; and then the second traffic sign, then
21 we can see nine signs of sharp deviation of route, used
22 with amber border. Then we can see the enlargement of
23 the building, or construction of the pedestrian, and
24 other road markings, or more markings on the road
25 indicating the reduction of speed limit.

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1 Can you confirm that's the proposal you have
2 discussed with the Transport Department?

3 DR LAU CHEE SING: (In English) Yes. Actually that was
4 presented by the Transport Department.

5 MS MAGGIE WONG: Yes.

6 DR LAU CHEE SING: (In English) And we discussed that at the
7 TTC meeting.

8 CHAIRMAN: So the paper was 9 April, and the meeting was on
9 the 12th.

10 DR LAU CHEE SING: (In English) That was the -- the meeting
11 was on --

12 CHAIRMAN: I'm talking about the site visit. As

13 I understand the evidence, that was 12 April: then there
14 was a meeting on 11 May.

15 DR LAU CHEE SING: (In English) No.

16 DR LAU CHEE SING: It was mentioned during site visit and
17 then it was mentioned later.

18 (In English) The meeting on 12 April.

19 CHAIRMAN: Thank you.

20 MS MAGGIE WONG: As to this proposal, I believe there was
21 draft minutes of the meeting dated 11 May this year. If
22 we may go to Chinese at page 840-9.

23 CHAIRMAN: Before we do that, were we not told that they
24 would be considered and approved in a meeting that was
25 held yesterday? The 13th?

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1 MS MAGGIE WONG: Yes.

2 CHAIRMAN: Have they been approved?

3 MS MAGGIE WONG: Have they been approved?

4 DR LAU CHEE SING: So Mr Lunn would like to know whether it
5 was discussed yesterday?

6 MS MAGGIE WONG: No because what we have here is a draft
7 minute. Has that been approved, this draft minute, or
8 have there been changes?

9 DR LAU CHEE SING: (In English) That was approved.

10 MS MAGGIE WONG: Without changes?

11 CHAIRMAN: Without changes?

12 DR LAU CHEE SING: (In English) Without changes.

13 CHAIRMAN: Thank you. In which case we can go to the draft
14 minutes, if that is what you were going to do.

15 MS MAGGIE WONG: Thank you.

16 If we go to page 840-09 in Chinese, and 840-20 in
17 English. And at paragraph 5 --

18 CHAIRMAN: Which bundle are we in now?

19 MS MAGGIE WONG: We are at DC-2, page 840-23 in English, and
20 840-12 in Chinese.

21 CHAIRMAN: Thank you.

22 MS MAGGIE WONG: And maybe we should go back one page to see
23 who is present. At page 840-22, the chairman welcomed
24 a few representatives, including Dr Lau and Mr Hui Kam
25 Nin Henry, the senior engineer of the Transport
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1 Department. If we go to paragraph 4:

2 "The chairman said that the Transport Department had
3 earlier submitted documents to the committee introducing
4 the latest traffic control measures on Tai Po Road ..."

5 And it made reference to a Tai Po District Council
6 paper. That is the paper I took you to earlier on.

7 "The secretariat had also sent the same by e-mail on
8 10 April 2018 to the members ... Further, the
9 secretariat had assisted the Transport Department in
10 arranging the members of this committee to conduct
11 a site inspection of Tai Po Road with the District
12 Management Committee on 12 April this year, and the
13 Transport Department had explained the traffic control
14 measures to be implemented shortly. He invited the
15 Transport Department to report on the implementation of
16 the various measures."

17 And paragraph 5 is the response from the Transport
18 Department by Mr Henry Hui. He made five updates of
19 work progress. First, he stated that: The speed limits
20 of the Tai Po Road between Chek Nai Ping and Yung Yi
21 Road had been lowered from 70 to 50 kilometres per hour
22 from 27 April this year.

23 Second, that they have added the traffic sign and
24 road sign with yellow fluorescent on the background on
25 the signs to enforce reminder to drivers. Third,

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1 widening of the bus bay that was damaged in the accident
2 with protective barriers. The works were expected to be
3 completed in this month, in July 2018.

4 The fourth is optimise the bus stop near the Tai Po
5 Mei. The work is supposed to be completed in August
6 2018.

7 Fifth is to improve the traffic sign and road
8 markings near Hung Lam Drive, Dragon Fountain and Yin
9 Tse Lane. The relevant works expected to be completed
10 by the end of this year.

11 Can you confirm the suggestions or the work progress
12 reported by the Transport Department?

13 MS WONG PIK KUI: Counsel, Mr Chan can respond.

14 MR CHAN SIU KUEN: (No interpreted answer).

15 MS MAGGIE WONG: If we go to paragraph 14. Mr Henry Hui
16 also reported that the Transport Department endeavoured
17 to complete installation of speed enforcement cameras by
18 the end of this year. As to operation matters, it would
19 be the responsibility of the police.

20 So the Transport Department has reported on the work
21 progress thus far. Is that correct? Or is this an
22 ongoing process?

23 MR CHAN SIU KUEN: It is not ongoing, it is a single
24 project. They had installed the camera and they were
25 restoring the bus stop to its previous condition. That
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1 was the end of the project.

2 MS MAGGIE WONG: If we could go further to see Henry Hui's
3 observations after the reduction of the speed limit. At
4 paragraph --

5 CHAIRMAN: Before you move on. Was the committee given any
6 explanation as to why it would take until the end of the
7 year to install a single speed camera, one camera?

8 MR CHAN SIU KUEN: There was an explanation given. They
9 said that it took time to order the camera, they
10 couldn't order just one camera, they had to order
11 a whole batch, and second, it had to go through EMSD,
12 Highways, Transport, Police, they had to go to visit the
13 site. They had to dig up the road site, they had to get
14 permits, they could not do it for one project, so that's
15 why they had to take until the end of the year. I asked
16 why they couldn't speed it up, and they said that they
17 received the permit, after questioning by district
18 councillors they promised by the end of this year that
19 they would install a speed camera for us.

20 CHAIRMAN: They had various procedures to go through in
21 order to lower the speed limit, did they not? But they
22 had managed to achieve that by 27 April.

23 DR LAU CHEE SING: Because the speed reduction is simple,
24 and it does not involve a lot of government departments,
25 so I think regarding the speed reduction it was just the
26

1 Transport Department, they could make the arrangements
2 themselves. And Highways Department -- they are also an
3 executive, or a branch of the government. It is easier
4 to coordinate the work.

5 MR CHAN SIU KUEN: So when you order the speed camera you
6 cannot order one unit. I recall from memory that they
7 had to order a whole batch, and there are still a lot of
8 areas in Hong Kong where they need to install these
9 camera heads and they were ordering a batch then, they
10 couldn't just order one single camera ahead, and there
11 were a lot of procedures, government department
12 procedures. They had to consult the different
13 government departments, they had to contact EMSD,
14 Electrical and Mechanical Services Department to get the
15 power supply for the camera. That was the response
16 I had at the site.

17 CHAIRMAN: Are we to understand that although there are
18 4,200 kilometres of roads in Hong Kong, the Transport
19 Department has no inventory of speed cameras?

20 Perhaps you can't answer that.

21 MS WONG PIK KUI: Let me add. The incident occurred on
22 10 February, and after that, in our special meeting on
23 12 February, and then in March, we had our regular
24 session at the district council meeting, and then the
25 third meeting was the Traffic and Transport Committee
26

1 meeting, and the subsequent discussion on 12 April, and
2 then in May, July, we focused on urging for the
3 installation of a speed camera vociferously and up until
4 now we still have not accomplished this request.

5 So perhaps our councillors could also add.

6 MR YAM KAI BONG: I agree with the honourable judge. We do
7 have a question why there isn't inventory. It is such
8 a large traffic department. How come they don't have
9 back-up, or even parts, because the government said they
10 were going to respond to the issue very promptly, and
11 the honourable judge said just now, or Mr Chan Siu Kuen
12 said that the changing of the speed limit, that could be
13 done very quickly in terms of works, but the Transport
14 Department said that they had to purchase the
15 components, and use that as a reason, and the district
16 council found that unreasonable.

17 CHAIRMAN: Thank you.

18 MS MAGGIE WONG: Thank you.

19 Madam Wong, I would like to take you to paragraph 19
20 in this minute. At page 840-29, and that's
21 paragraph 19. I would like to ask a few observations
22 you made in this paragraph.

23 The first paragraph, you make reference to the
24 lowering of the speed limit. After it came into effect,
25 you received feedback from school coach drivers, bus
26

1 drivers, and traffic accident victims, et cetera.

2 May I know what feedback you have received?

3 MS WONG PIK KUI: Well, the incident had been discussed
4 thoroughly in the district council and we were focused
5 on reducing the speed from 70 to 50 kilometres per hour
6 and I received feedback from school bus drivers
7 regarding this road section. And they say that this is
8 an incline, and if you want to travel uphill and then
9 you want them to brake and brake to 50 kilometres, they
10 say it is very hard to control or maintain the speed of
11 the bus. But they understand that the incident needs to
12 lead to some improvements, but they are worried that if
13 they have to reduce the speed, their school bus, they
14 have more than 40 passengers, so such a large vehicle,
15 it is very hard to keep it under 50 kilometres speed.
16 So I heard different drivers' input, and I reflected
17 that in the district council.

18 MS MAGGIE WONG: At (iii), you mentioned that some bus
19 drivers reflected that double-decker buses are not
20 suitable to operate on Tai Po Highway since the speed
21 limit will easily exceed 50 kilometres per hour, even
22 the bus is accelerated when not at a full capacity.

23 Can you elaborate on this. Are you suggesting that
24 double-decker buses are not suitable for this road
25 section? Or are you making other suggestions here?

26

1 MS WONG PIK KUI: Well, I have visited the injured, after
2 they were discharged from hospital -- one of the victims
3 was a bus driver, there were also lorry driver victims,
4 so they had -- they were victims, and they told me that
5 double-decker buses on this road is very dangerous
6 because a double-decker bus is so large. When they
7 accelerate uphill they have to step on the gas, and such
8 a large double-decker bus compared to a single-decker
9 bus, they told me that they don't want to see
10 double-decker buses running on this section. They say
11 it is very dangerous, and they were asking for
12 single-decker buses. So that's the opinion that
13 I brought back to the council.

14 MS MAGGIE WONG: Before we move on, can we look at the map
15 with some of the photographs to identify the location as
16 to how -- what it looks like now with the improvement
17 works? That would be photo 14 to 19. That's the first
18 reduced -- that's the first "ahead" traffic sign.

19 And then that's the reduction of limit 50 kilometres
20 per hour and the road markings.

21 And I believe just now what we saw is the -- what
22 you said is when the bus is driving uphill and then
23 slightly downhill, that's the part you referred to
24 earlier on. Is that correct? The 50 speed limit.

25 MS WONG PIK KUI: Yes.

26

1 MS MAGGIE WONG: And then we see the first warning sign,
2 "Reduce speed now", "100 metres". And then the next is
3 the second sign, and then we see a lot of -- nine of
4 them, nine signs with amber background asking drivers to
5 be alert to slow down.

6 CHAIRMAN: I think they are described as "chevrons", are
7 they not? Nine chevrons.

8 MS MAGGIE WONG: If we go to the next photo we can see the
9 reconstruction of the bus stop and the expansion of the
10 pedestrian area.

11 We also see there are three new lamp posts installed
12 in that bus stop. This is something I wish to ask.
13 What is the lighting condition before the Tai Po
14 accident, for this area? Do you know?

15 CHAIRMAN: You mean by that the street lighting? Or the
16 road lighting?

17 MS MAGGIE WONG: Yes, for this particular bus stop. Because
18 we can see there are three new lamp posts installed.

19 MR CHAN SIU KUEN: Basically, the lighting is sufficient,
20 there is a requirement of a street lighting every
21 60 feet, and there was a tree that had shaded the bus
22 stop, but now with three extra lamp posts there is
23 sufficient lighting, but we are most concerned about the
24 bend. There is a slight incline on the bend, and that
25 is where it is most dangerous, but now with three extra
26

1 lamps or street lighting it is sufficient.

2 MS MAGGIE WONG: Did your council have any comments on any
3 of these improvement measures, whether they are
4 sufficient to address the concerns that you have
5 expressed previously in the previous meetings? Would
6 they be sufficient to address your concerns?

7 MR CHAN SIU KUEN: Well, basically, I personally had
8 discussed with the relevant government departments
9 including TD, so the bus stop is now moved forward, it
10 is widened, they have removed, they felled the old tree,
11 they widened that piece of road. And I also asked for
12 a traffic signal, but they were not able to do that.
13 They created some pedestrian crossing, and so the
14 village entrance has been widened a little bit. They
15 cannot do that right now.

16 So is it 100 per cent meeting the villagers'
17 requirements, no? The village head also asked whether
18 the bus stop could be moved further ahead, make it more
19 visible. So TD, after looking at the actual site they
20 said they can't do it. They said there is a very steep
21 incline. After the improvement they have to consider
22 the actual usage and conditions before they make further
23 decisions.

24 MR CHAN CHO LEUNG: Honourable judge, I want to say that
25 they cannot meet our requirements. Even when we provide
26

1 input regarding safety, I feel this kind of signage, the
2 arrows, the chevrons, are only visual information, but
3 a lot of our colleagues have provided input that when
4 you are going downhill the most effective input is not
5 visual input, you would need a small speed bump, or
6 yellow stripes, when you go downhill. You can feel
7 there is a palpable sensation, and it helps you meet the
8 safety needs.

9 MS MAGGIE WONG: Did you relate the request that you made
10 about putting speed bump or yellow stripes to allow
11 people to feel, or there is a palpable sensation so that
12 people feel they have to slow down. Did you relate this
13 request to the Transport Department?

14 MR CHAN CHO LEUNG: We did. All councillors had expressed
15 this, but the response was the Hong Kong TD have some
16 constraints. The constraint is installing the yellow
17 stripes, they can only do that at say the interchange
18 going downhill, for example in Sai Kung where they have
19 an incline, they have installed it there. But it is not
20 in front of the interchange, if it doesn't go down
21 towards the interchange they cannot do it.

22 MS WONG PIK KUI: I had visited this site, and in another
23 picture where we have these nine chevrons, this is the
24 highest point. The bus drivers say if you are driving
25 a double-decker full of passengers they need to step on
26

1 the gas to -- and then they start going downhill. There
2 is a sharp bend, and we also feel it is dangerous, so on
3 this road surface, as Mr Chan Cho Leung said, can we
4 have some yellow stripes, we had mentioned that on the
5 site, but TD said it is not easy to implement, and the
6 reason was given by Mr Chan Cho Leung.

7 We also said that the rest area, could it be
8 relocated, and they said it couldn't, because that
9 little resting area, that is the entrance to the Tai Po
10 village, they need to cross the road to access the bus
11 stop, but the bus stop is at the steepest point in this
12 indented area, and the buses turning into that bend from
13 the high point you have to decelerate, and then you have
14 to turn into that indentation, so you need to consider
15 the bus driver's skills, can they accomplish this
16 manoeuvre. So that is something we do not wish to see
17 repeated.

18 MS MAGGIE WONG: Thank you.

19 I'm going to refer to the last document. It is the
20 25 May 2018 minutes. In Chinese it is at page 826,
21 English at page 827, where you enclosed the 25th minutes
22 at page 828 in Chinese, and then English starts at 834.

23 In this minute you made a number of suggestions or
24 expressed certain opinion. I would like to explore that
25 with you. First, it is paragraph 4 of this minute.

26

1 Reference was made to the working hours, the
2 Transport Department's current guidelines which state:

3 "The maximum duty hours of bus captains shall not
4 exceed 14 hours."

5 And then it is stated there:

6 "It was thought that the maximum duty hours as
7 stipulated in the guidelines is too long and caused
8 safety concerns to passengers. It was hoped that the
9 committee could review the issue of the overly long
10 working hours of bus captains."

11 It also states at 835 in English and 830 in Chinese
12 that:

13 "Irrespective of how duty is arranged it was thought
14 that it was in fact too long for bus captains to work
15 14 hours on a daily basis."

16 My question is, can you explain why you consider
17 14 hours too long?

18 MS WONG PIK KUI: In a day, there are 24 hours, and how we
19 distribute the 24 hours, well, they should be divided
20 into three parts, 8 hours for work, 8 hours for rest,
21 and 8 hours for us to, you know, take care of family, or
22 do studying and so on. That's reasonable.

23 But then for 24 hours in a day now, the KMB has
24 divided that into just two parts. In fact it is more
25 than half of a day, it's 14 hours, they ask staff to go
26

1 to work, and here we are talking about drivers. We are
2 not talking about someone just sitting there, and you
3 can just close your eyes if you want, or when you are
4 tired you can just stretch or something. No, they can't
5 do that.

6 So we are talking about 14 hours, in such an
7 important position. He is responsible for the lives of
8 over 130 passengers on a bus, and this is totally
9 inappropriate.

10 I can invite my colleagues also to give their views
11 on this.

12 MR YAM KAI BONG: Thank you, Ms Wong.

13 On working hours we would like to say this.
14 Especially in the New Territories, I hope you will
15 appreciate this, for New Territories residents early in
16 the morning they will go from New Territories to Kowloon
17 or Hong Kong Island and then in the evening they go from
18 Hong Kong Island or Kowloon to go back to the New
19 Territories or Tai Po. Now this is the way of
20 commuting. So, say, we are talking about 10 loaded
21 buses going to Kowloon, then there won't one or two
22 loaded buses going back to Tai Po.

23 In fact, bus operators said in their evidence that
24 there are especially during peak hours, that is why
25 there is this special shift. Maybe in the morning they
26

1 work four or five hours, then in the evenings they work
2 another three or four hours, in between. So 14 hours is
3 not 14 hours straight in a row driving. But they are on
4 duty, or the so-called rest break.

5 Do they really get to rest during that break?
6 Sometimes bus drivers will tell us maybe they live in
7 Tuen Mun or Yuen Long but they are assigned to Tai Po to
8 work, let's say they finish at 10 am, that is the peak
9 morning shift, they may have three or four hours to take
10 a rest, but can they really get home to take a nap, for
11 instance? If they go from Tai Po to go home to take
12 a nap they may spend two hours or so commuting, and then
13 they have to come back to Tai Po, pick up the bus and
14 then take the second shift of driving duties.

15 And then in between they have a few hours of free
16 time, but can they really take a rest then? That's the
17 question.

18 Now we learned this from bus drivers for the break
19 in between there is not a proper environment for them to
20 take a rest.

21 Ms Wong led us to the mainland some time ago on
22 a study visit, we went to Hangzhou and visited a bus
23 company. The bus company actually had a proper rest
24 facilities, similar to dormitory for drivers to rest.

25 All around the world people usually work from 9 to
26

1 5, so that's why there are peak hours for travelling.
2 But in between, probably few people take the bus, so
3 there are such a special arrangement, but then in
4 between, do staff really get to go home to take a rest?
5 Probably not.

6 But then shouldn't the bus company have the duty to
7 provide a good environment for drivers to take a rest?
8 Maybe they start working at 5 am and then they have to
9 work again until 8 to 9 pm in between do they get to
10 take a rest.

11 So shouldn't the bus company have the responsibility
12 to provide proper environment for their drivers to take
13 a rest during their breaks?

14 Now I hope members of the committee will appreciate
15 this, especially for empty bus routes, this is even more
16 important.

17 Because after 9 am or 10 am, for passengers going to
18 Hong Kong Island or Kowloon there are far fewer in
19 number, and then probably the peak hours start again at
20 4 or 5 pm when people start to come home from work.

21 So let's say we just remove the special shift
22 altogether, it will actually affect bus services in the
23 New Territories, unless the bus company is to hire
24 double the number of drivers so there would be drivers
25 from the morning shift, another batch of drivers for the
26

1 evening shift, but if the bus companies cannot do that
2 and they just reduce the special shifts, then for
3 residents of the New Territories, or many of the bus
4 routes in the New Territories will be affected, so
5 please appreciate that.

6 You have to understand the way NT residents commute
7 and how bus services are provided as a result.

8 MS MAGGIE WONG: Thank you.

9 I would like to ask four proposals set out in your
10 minutes --

11 CHAIRMAN: Before you move on, on this issue of the
12 Guideline of Bus Captain Working Hours, Rest Times, and
13 Meal Breaks, in September of 2017, the Transport
14 Department announced that it was reviewing the then
15 guidelines, which was the 2010 version. Were you asked
16 to give your views as a district council about the
17 proposed changes to guidelines?

18 MR YAM KAI BONG: (In English) No.

19 MS WONG PIK KUI: No. We were not consulted.

20 CHAIRMAN: Thank you.

21 MS MAGGIE WONG: I would like to ask four proposals set out
22 in your minutes. The first one is at page 836, second
23 bullet from the bottom, in English, and then page 830 in
24 Chinese, also the second bullet from the bottom.

25 You quoted Singapore as an example where the local
26

1 government is responsible for hardware assets such as
2 bus depot, vehicles, operation system, and operators are
3 responsible for operation. So the operators are simply
4 responsible for the operation, and that could have
5 additional bonus.

6 So first, why do you think the Singapore model, or
7 do you advance the Singapore model as suitable for Hong
8 Kong?

9 MS WONG PIK KUI: Can I invite Mr Yam Kai Bong to respond,
10 please.

11 MR YAM KAI BONG: Thank you, Ms Wong.

12 Yes, I raised this suggestion. We have looked at
13 studies done in the market on how bus services should be
14 run, should buses be totally privately run as is done
15 here now? Or should bus services be owned by the
16 government, and they could hire staff as civil servants
17 or it could be a public-private partnership, the
18 Singapore model, the London model. That is, the
19 government buys the bus depot, the vehicles, and so on,
20 and then the routes are contracted out to contractors.
21 Why did I suggest that? For franchised bus services, we
22 count there are all together five operators.

23 So they each have their own turf, if I could put it
24 that way. KMB, Kowloon; New World Bus, New Territories,
25 Hong Kong Island, blah, blah, blah.

26

1 So they will just focus on profit-making routes.
2 For loss-making routes, because they are franchise
3 operators, they may overlook the service to the public
4 on these routes. Perhaps Mr Chan Siu Kuen could say
5 a bit more later.

6 Now, if the companies could be split up further,
7 that is we have more companies, that means there would
8 be more competition, then would there be a possibility
9 of improvement? For the Singapore model, the services
10 are contracted out to a few operators, so for the bus
11 routes, the fare level, or staff, wages, it is for the
12 government to decide. So their consideration is not
13 just about profit then. They will consider whether the
14 wage level is reasonable, for instance, and so on.

15 And then you can look at another place, Taipei. In
16 Taipei there are many different companies operating
17 different bus routes. Even for routes that are similar,
18 there could be different operators and that leads to
19 competition. With competition, it leads to two things.

20 One, because they have to, you know, fight for
21 staff, so there may be an increase in wage, and if the
22 routes are similar, that could also bring about
23 competition, maybe they will offer concessions, so
24 passengers will benefit from that.

25 Why we are proposing that the government should buy
26

1 up the whole bus system and then contract out the routes
2 to different operators? Because then we could
3 consolidate certain routes, let's say for some
4 profit-making routes they could be packaged together
5 with some of the less profitable routes to meet the
6 needs of smaller groups of residents, because the needs
7 of these residents are now overlooked, and they cannot
8 provide more bus services in such cases.

9 But if a route is profitable the bus company will
10 just focus on that.

11 That's why we believe the Singapore model is more
12 flexible. If it is a totally privately run bus service,
13 of course, first of all, companies will put profits
14 first. They will exploit -- maybe I shouldn't say
15 "exploit", they will see where they could save costs,
16 they can't save fuel costs, you know, as for costs of
17 vehicles, there's probably a world standard, so there is
18 not much room for reduction. So they could save only
19 staff costs, or at least they won't increase wages, and
20 that's why some staff or unions say that the pay and
21 conditions of service of bus drivers have always been
22 kept on the low side.

23 Why is it that, it will change, that's why we say if
24 we change the models, maybe we can bring about changes
25 in the services provided.

26

1 MR CHAN CHO LEUNG: Let me provide two facts by way of
2 supplement. Of course there are merits for the model
3 proposed. One fact is there are buses without
4 patronage, so these are the loss-making routes. Of
5 course, bus companies are not keen on them. Let's say
6 there are popular routes like the Lam Tsuen route, there
7 is just one bus route so it is heavy patronage. But the
8 bus company will still just make use of existing
9 resources for that route to redeploy bus services to
10 meet our needs.

11 These are the two facts I would like to share with
12 you.

13 MS MAGGIE WONG: Thank you.

14 The second suggestion you made is using the real
15 time technology, or real time information, and you asked
16 that information be released as similar application.

17 CHAIRMAN: Where do we find this suggestion?

18 MS MAGGIE WONG: If we look at page 838 in English, and 831
19 in Chinese at the bottom. And 838 is the second bullet.

20 It states that:

21 "Some members indicated that because Hong Kong buses
22 has high loss trip rate, if the bus companies are to
23 provide this information, the passengers will discover
24 the loss trip problem more easily and this is the reason
25 why this realtime information has not been fully
26

1 released. He is of the opinion that the passengers'
2 oversight will be of certain use to improve the
3 operation of buses. It is hoped that the committee will
4 consider to [require] bus companies to release similar
5 application, to use technology to monitor bus service."

6 Can you elaborate on this about how the passenger
7 could use this technology to monitor the loss trip rate,
8 if I understand it correctly.

9 MR YAM KAI BONG: Well, let me explain that. Because it is
10 from me. I found this information on line or it is also
11 from my own experience. And that's why I expressed this
12 view at the meeting.

13 I mentioned the Taipei Citybus information system.
14 That's a mobile app, and on that app you can see on the
15 map where the bus is, say, the bus is at a certain
16 junction, or it has arrived at a certain bus stop. For
17 the KMB's mobile app it can only show that the bus will
18 arrive in three minutes or five minutes.

19 But we cannot see how long the distance is, where
20 the bus is.

21 Now, why do we want to know that? If they say it is
22 just three minutes but maybe there is traffic
23 congestion, so it doesn't mean that the bus will
24 actually arrive at three minutes.

25 The mobile app only tells us it is three minutes
26

1 journey time but maybe for the three-minute journey, if
2 it is totally congested then maybe the bus will not
3 arrive in 15 minutes. But if it is like the Taipei bus
4 information system the public can see that the bus is
5 trapped in traffic congestion two blocks away. It is
6 like when you read the Google map you have realtime
7 information on traffic condition whether the road is
8 congested or not, we see there is true traffic and the
9 bus still does not arrive in three minutes then we can
10 ask what the problem is.

11 Or if we want to monitor bus service many we should
12 say the next bus should have arrived, why is it that it
13 is still not here after so long? Is it because of
14 a road condition, like traffic congestion, or traffic
15 accident, or is it a case of loss trip?

16 For the KMB mobile app we can't see such information
17 and there is limited information provided. If we could
18 follow the example of other countries or places with
19 realtime display of information, then we can see this
20 clearly for ourselves, we see there is a bus two blocks
21 away, it will arrive in about three minutes and traffic
22 condition is fine, but maybe there is another bus at
23 a junction five minutes away but it is actually, you
24 know, trapped in traffic congestion, for instance, and
25 then the passenger may decide not to wait for the bus,

26

1 instead I'll take the MTR so I get a choice. But now we
2 don't see that information.

3 MR CHAN CHO LEUNG: I could give you an example of loss
4 trips. Again, I will use Lam Tsuen as an example. For
5 the past 20 years the problem of lost trips could never
6 be addressed. You know why? From Yuen Long, going
7 through Kam Shan Road to Tai Po, there are so many bus
8 stops along Kam Shan Road, by the time the buses come to
9 Lam Tsuen there are just two or three services left and
10 this problem can never be addressed.

11 The problem now is for the KMB mobile app, it may
12 show it is arriving in 10 or 15 minutes but that is
13 totally inaccurate. So far many have complained about
14 the mobile app to say that the ETA is totally
15 inaccurate.

16 Counsel just mentioned the paragraph, Mr Yu Chi Wing
17 just said, the Transport Department is biased towards
18 the KMB. Now they cannot address this problem for so
19 many years, so TD is just defending KMB or speaking up
20 for KMB. That's how we see it.

21 MS MAGGIE WONG: The third proposal you made is at page 839.
22 At the fourth bullet, and in Chinese at page 833, the
23 second bullet. You proposed a penalty mechanism for bus
24 companies similar to the MTR mechanism. In other words,
25 a fine will be imposed when an accident occurred. And
26

1 I would like to explore this.

2 Why do you think it would be suitable in the
3 franchise operations environment in Hong Kong?

4 MS WONG PIK KUI: It was proposed by a number of members.

5 Perhaps I will defer to Mr Yam Kai Bong. Thank you.

6 MR YAM KAI BONG: A number of members were of the view that
7 when it comes to the renewal of franchise and a penalty
8 system, there can be a mechanism put in place. We see
9 that for the MTRCL where there are service delays as
10 a result of incidents, they will be fined.

11 However, when it comes to bus companies, providing
12 substandard service or where there are lost trips, it
13 seems that there are no penalties.

14 We can't see why the government would continue to
15 renew the franchise, say for example, for the KMB about
16 three years ago or so when the franchise was renewed, it
17 wasn't discussed at the district council.

18 For a franchised bus service using KMB as an
19 example, the service coverage is Kowloon and New
20 Territories. Members of the public and district
21 councillors should be given an opportunity to speak, but
22 I can say with certainty that district council has not
23 been consulted when it comes to whether to renew the
24 franchise of KMB.

25 In this case, KMB doesn't have to pay attention to
26

1 views of district councillors. We have, as some others
2 members said, we have made suggestions by saying that
3 there should be increase of service, of routes, bus
4 companies did not respond to us actively, because we are
5 not effectively their boss, we don't have the say when
6 it comes to franchise renewal. The Transport
7 Department, or the government, do they effectively
8 monitor whether there are lost trips, and what is the
9 service level of bus companies? We think that the
10 Transport Department has not done their job.

11 For 64K from Yuen Long to Tai Po via Lam Tsuen there
12 have been a number of problems. They remain unresolved.
13 Bus services from Tai Po to Hong Kong Island, it seems
14 that bus service cannot be increased. We think that it
15 is because there is no monitoring mechanism. We do
16 think that by introducing a penalty mechanism we will be
17 able to, hopefully, reduce lost trips and the occurrence
18 of incidents.

19 We can't stop bus companies from renewing their
20 franchise or focusing on making a profit. With the
21 penalty mechanism we can urge bus companies to do
22 better.

23 It seems that we don't have any measures to monitor
24 bus companies. With a penalty mechanism, members would
25 be able to find a way to penalise bus companies should
26

1 their bus service fall below standard.

2 MS WONG PIK KUI: I would like to say something as the
3 chairperson. Franchise of bus companies in Hong Kong,
4 once they have the franchise, the government tasks the
5 Transport Department to monitor their service and to
6 work with them in the formulation of bus routes.

7 We think that the Transport Department has not
8 devoted enough manpower to do this. In Tai Po we have
9 over 100 routes. We have the Transport Department with
10 us in meetings, only one representative overseeing the
11 entire Tai Po area. We have over 100 bus routes, many
12 buses and many drivers, and even more passengers.

13 We don't speak too often about this in district
14 council meetings, but it is an important livelihood
15 issue, because when you go to do your shopping, to go to
16 hospital, to go to work, you always have to take a bus.

17 Airport bus service is very important to us as well.
18 We have A47X from Tai Po. I use this as an example.
19 There are lost trips. However the Transport Department,
20 especially the higher echelons of the department don't
21 even know that the bus driver has fallen ill so the bus
22 remains at the terminus. If there is no one there to
23 drive the bus, passengers will have to wait for three
24 more buses to go to the airport.

25 I'm talking about between 6 and 7 am.

26

1 We couldn't find anyone when we make a phone call to
2 try to get the problem solved.

3 And that's when people had to go to the airport.

4 We visited Hangzhou, we really appreciated the
5 supervision of Hangzhou, because there is one single
6 centre with many computers. You only have to key in
7 a bus route number when information such as number of
8 passengers waiting for a bus and all the different
9 situations will be displayed by these computers. When
10 it comes to Hong Kong, there is nothing like that. We
11 have not progressed at all. Thank you.

12 MS MAGGIE WONG: Can I move on to the fourth proposal,
13 because it is also on the same page, 839, the second
14 bullet from the bottom, that the district council as
15 a stakeholder of bus route planning and services has
16 a close relationship with bus companies. And it is
17 proposed that a marking scheme be added during the
18 process of renewal with bus companies to allow district
19 council to rate and to provide comments on the
20 performance of bus companies.

21 I believe that's the fourth proposal that your
22 counsel made.

23 MS WONG PIK KUI: I would defer to Mr Yam Kai Bong.

24 MR YAM KAI BONG: Thank you.

25 As I said previously, regarding franchise renewal,
26

1 it seems that the district council doesn't really have
2 the power to make decisions. We hope that we can
3 increase the say of district council as a stakeholder.
4 Regarding franchise renewal, they would just come to the
5 district council for a brief consultation, but if
6 district council can make comments on, say, poor service
7 of the bus company and the say of the district council
8 would affect the government's decision when it comes to
9 franchise, it would be good.

10 As mentioned in the review committee regarding the
11 Tai Po accident, district councillors have made a lot of
12 comments.

13 District council is both passive and active. When
14 it comes to bus service we have a working group in the
15 Tai Po District Council. We have made a lot of
16 suggestions. But how much have the bus company and the
17 Transport Department responded to them? If there is
18 a scoring system, if we can make comments, and these
19 comments would influence the government's decision on
20 franchise renewal, then I think the bus company would
21 listen and respond to views expressed by district
22 councillors.

23 I would like to draw the attention of the
24 Independent Review Committee that district councillors'
25 views are not groundless. We have collected views from
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1 the public. We are returned by voters, we speak for
2 them in council meetings. But if our views are not
3 addressed properly by departments and companies, then
4 there is nothing we can do.

5 We think that if district council can be involved in
6 the scoring system in franchise renewal, then bus
7 companies would definitely listen to our views.

8 We think that our views can be incorporated in your
9 review of bus service. Thank you.

10 MS MAGGIE WONG: Thank you.

11 Thank you ladies and gentlemen, I have completed my
12 questioning.

13 CHAIRMAN: Thank you.

14 MEMBER AUYEUNG: Thank you, Chairman. I want to follow up
15 a comment, Ms Wong, you made earlier, about you have
16 heard comments that Tai Po Road may not be suitable for
17 double-decker buses. Would you agree to that statement?

18 MS WONG PIK KUI: Well, the views I have received came from
19 one of the injured persons. It was a bus driver.
20 I spoke to that person. They said that there was Tai Po
21 Road before Tolo Highway. The route number is called
22 872 because there was a bus route called 72. Later,
23 there was the racecourse, this route will be used to
24 take residents from Tai Po to the racecourse, and the
25 bus route was therefore called 872. Later, the KMB

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1 started to turn single-decker buses to double-decker
2 buses.

3 The buses that KMB procured would be used for route
4 872. I said that we only asked for residents to be
5 taken to the racecourse, and there is the Tolo Highway.
6 If it is a point-to-point service then it is simple.
7 You can use the other way. So that was the 872X. Do we
8 still need to use double-decker buses for route 872?
9 Are there so many passengers, over 100 of them? If that
10 is the case, you can increase the service by using three
11 single-decker buses.

12 CHAIRMAN: That's on the assumption that you have enough bus
13 drivers to drive the buses.

14 Do you have any questions?

15 MEMBER LO: I just have one clarification question, Ms Wong.

16 You mentioned about when the speed limit was reduced
17 from 70 to 50 certain drivers of coaches expressed some
18 concern. Is their concern that lowering the speed limit
19 does not deliver, or what is their concern?

20 MS MAGGIE WONG: They said to me that at the highest point,
21 well, they have to use 70 kilometres per hour because
22 when the bus is fully loaded they couldn't effectively
23 control the bus at 50k per hour. However, I think that
24 for this section of the road, safety is paramount. So
25 we asked for the speed limit to be reduced to 50.

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1 That's the view they expressed to us in this regard.

2 CHAIRMAN: Well, it remains for the committee to thank you,
3 Ms Wong, and gentlemen, for assisting us with your
4 evidence. The committee is interested in receiving the
5 views of the district councils, which is why we have
6 invited you and two other district councils. We are
7 charged to make recommendations in relation to safety of
8 buses, to enhance bus safety, not wider issues.

9 But it is in that context that we have been most
10 interested to receive your evidence, Mr Chan, about the
11 concerns that you have expressed specifically about this
12 very stretch of road in terms of the speed limit and the
13 need for cameras. And we thank you for your evidence on
14 that subject.

15 We are now going to adjourn the proceedings for
16 20 minutes.

17 Dr Lau.

18 DR LAU CHEE SING: (In English) Will we be given a chance to
19 express some other issues regarding the bus service?

20 CHAIRMAN: If they relate to safety, please do.

21 DR LAU CHEE SING: (In English) Should be related to safety.

22 CHAIRMAN: Yes.

23 DR LAU CHEE SING: (In English) After the adjournment?

24 CHAIRMAN: Well, we have already been under way for

25 2.5 hours. But how long do you expect to take? Because

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1 we have given you an opportunity to give us written
2 submissions.

3 DR LAU CHEE SING: (In English) In that case let me express
4 some views which I received regarding the bus drivers'
5 view.

6 CHAIRMAN: Yes, please do.

7 DR LAU CHEE SING: (In English) I will express it in
8 Chinese.

9 CHAIRMAN: Yes, of course.

10 DR LAU CHEE SING: Chairman, it is unfortunate that we have
11 had the Tai Po Mei accident. People have the impression
12 that it was the bus driver who has committed careless
13 driving. When it comes to franchise bus service, bus
14 drivers play a very important role. As my colleagues
15 said, there are over 100 passengers on board, so the
16 professional knowledge as well as the driving attitude
17 of drivers are very important.

18 There are some friends of mine who are bus drivers,
19 they expressed my views to me when they knew I was going
20 to come here.

21 They said that it is about management and staff
22 deployment of bus companies. They don't have sufficient
23 experience. That may be the reason.

24 They said that when it comes to deployment of bus
25 captains, if bus captains are deployed to unfamiliar
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1 routes, there will be tremendous pressure. They asked
2 for a chance to familiarise themselves with the route
3 before they are deployed. That is something about staff
4 training.

5 If they can be given an opportunity to familiarise
6 the route before they drive a bus load of passengers, it
7 would be better.

8 And if they are deployed to drive new buses, they
9 should be given a chance to familiarise themselves with
10 the new bus. That's the view they expressed to me.

11 There is a third point. It is about bus schedules.
12 There is a pre-set time. Bus drivers think that the
13 time is not enough, and if that is the case, they will
14 have to speed up to catch up. And as a result, there
15 may be dangerous situations.

16 These are the three points I would like to say.

17 And I hope the committee can take note of these
18 issues and you could follow up with bus driver
19 associations and other related associations, and hear
20 their views as well, thank you.

21 CHAIRMAN: Yes. One matter on that last point you raise,
22 Dr Lau, this is a generic complaint that we have heard
23 about, that journey times are too short. But what we
24 need is evidence that the times are too short. So if
25 your bus driver/captains can communicate with us with
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1 specific examples that the route from A to B is set at
2 a one-hour journey time, but in fact can it take more
3 than that, that's the kind of information the committee
4 needs.

5 DR LAU CHEE SING: The honourable judge, in my constituency,
6 75K, since I have been in office, the bus travel time
7 has been adjusted. The timetable was roughly 35 minutes
8 from Tai Mei Tuk to Tai Po, and they felt that is too
9 rushed. So ultimately it was adjusted to 45/50 minutes,
10 it allowed the bus drivers during the journey they would
11 not feel that it was an unreasonable demand for bus
12 drivers. So if you ask KMB for the timetable, that is
13 a fact. So they had made some adjustments.

14 CHAIRMAN: Yes, it is really the ones that remain a problem
15 that, if somebody gives us evidence about that, then we
16 can take that up.

17 DR LAU CHEE SING: Do you mean I need to provide this
18 evidence?

19 CHAIRMAN: Somebody needs to give us evidence. We have
20 anecdotal or generic assertions that are made that
21 journey times are too short, bus drivers therefore speed
22 up, they are worried about losing rest time, but we need
23 to have evidence to support that, not just sweeping
24 statements.

25 DR LAU CHEE SING: Okay.

26

1 CHAIRMAN: Thank you.

2 MR YAM KAI BONG: I would also like to supplement. The
3 request for evidence, well, if you look at the bus
4 companies, the average travel time, well, I recall there
5 was a statistic, but I cannot recall where it originated
6 from. In the last 10-plus years, the average travel
7 time has been slower and slower. So the bus speed is
8 slower, and have the companies deployed sufficient
9 drivers to maintain the service? Because when vehicle
10 speed is slowing down that will lead to longer travel
11 time, and if you maintain the frequency of service, then
12 you need to add drivers and add to the fleet.

13 So that is in direct proportion, so as councillors
14 we feel that you need to maintain the service, you
15 cannot have loss of service, but then the road is more
16 and more congested, we have more and more vehicles on
17 this road. So TD, did they communicate with the bus
18 company, to deploy more staff, deploy more resources?
19 That is something that needs to be looked into.

20 There are statistics, but I cannot recall or cannot
21 confirm the source, the average bus speed has been
22 slower and slower. So district council has asked for
23 special bus routes, and other measures, so we could look
24 into that. Thank you.

25 CHAIRMAN: Thank you. Mr Chan.

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1 MR CHAN CHO LEUNG: (No interpreted channel recorded) --
2 when they look at signs that is insufficient, so as
3 a motorist we feel if there is a palpable sensation, if
4 you can feel a speed bump you can slow down. So I hope
5 for village roads that are going downhill that there can
6 be some speed bumps.

7 Another suggestion is that in villages downhill
8 areas where there are bus stops, there should be
9 barriers. These barriers are very important. For
10 example, on the last occasion we have a wishing tree,
11 there is a bus stop, and I asked for a few years to add
12 a barrier railing, and they had neglected us. But that
13 is necessary because it is going around a bend and it is
14 going downhill, so it is very treacherous for
15 a double-decker bus if it is a full of passengers, and
16 if they skip the bus stop they are travelling at even
17 higher speeds. So passengers waiting at the bus stop
18 feel terrified. So we need some barriers.

19 CHAIRMAN: Thank you.

20 If that concludes the various views that you wish to
21 give us, and we have made our invitation, Dr Lau, the
22 committee is open to receiving further information that
23 addresses the topic that you have raised.

24 But it remains for us to thank you very much for
25 attending today to assist us, and to encourage those

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1 on behalf of the Sha Tin District Council relating to
2 the lost trips and working hours of bus captains.

3 She said that she received first complaints from
4 residents that there was a situation of lost trips of
5 buses during peak hours; and secondly, she observed that
6 some bus captains had no rest time between too long
7 a bus trip.

8 Can you tell us something about this complaints,
9 Mr Yung?

10 MR MICHAEL YUNG: Let me first of all say this. Ms Yeung
11 Sin Hung is a former district councillor. Now I would
12 like refer to the minutes of the meeting, the Chinese
13 version, because the Chinese version is the one
14 confirmed by members. As for the English version, it is
15 just for summary reference.

16 The government counsel would like us to talk about
17 rest hours, and lost trips, right?

18 Ms Yeung Sin Hung referred to E42, this is Long Win
19 bus route. My understanding that Long Win operates
20 franchised bus services to the airport.

21 So Long Win, compared to its parent company KMB, is
22 much smaller in scale. Therefore, it has fewer bus
23 captains, and so if bus captains are absent from work
24 then it is easy to have lost trips.

25 MS MAGGIE WONG: Yes, I am more concerned about the problem
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1 about the journey time being too short, and then the
2 driver have to speed up and to make up the time, for
3 example there may be traffic jam and then there may be
4 other problems on the road. And by the time he got to
5 the station, it is unrealistic the journey time, let's
6 put it this way. And then he has to make up the time,
7 and by doing that he has to speed up. I'm concerned
8 about this issue. Maybe you can enlighten us. During
9 your time as district councillor have you received
10 complaints in that regard?

11 MR MICHAEL YUNG: Now, the journey time you mentioned,
12 perhaps I could put it this way. I understand that
13 during different times of the day, let's say the morning
14 peak hours, the morning non-peak hours, the evening peak
15 hours, and the evening non-peak hours, in theory there
16 are different bus schedules or there are -- there is a
17 different journey time rather, on that basis they would
18 compile a schedule. So it is possible that one driver
19 may use one or more than one vehicle to go on the same
20 route. So they could achieve the standard schedules on
21 the bus schedule.

22 Now there is a system. They call it, you know,
23 hopping planes, that's the jargon bus drivers use.
24 Let's say bus captain takes the E42 route primarily, but
25 then, say, at Ma On Shan there is another route, A41P,
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1 it goes from Wu Kai Sha to the airport, ETC, that is the
2 transport centre of the airport. So sometimes they may
3 need buses from the E42 route to drive on the A41P
4 route, and if there should be problems with the A41P
5 route, that means the E42 routes would also suffer at
6 the same time.

7 There could be two scenarios. One, for this reason,
8 during the highway section bus drivers may have to make
9 up for the lost time. But I understand there is a limit
10 on bus speed. So when it is approaching 70 kilometres
11 per hour there should be a speed limiter to prevent the
12 bus from going any faster, but on other sections along
13 the route, or on road sections where the speed limit is
14 lower than 70, if the buses go faster we cannot control
15 that.

16 That's the first scenario.

17 Another case is, say, if they couldn't catch up with
18 the lost time, then it is possible that for the next bus
19 service there is a delay, or they need to take special
20 measures to make up for part of the trips. Let's say
21 instead of starting from the airport, maybe the bus
22 service would start midway along the route to make up
23 from the journey time.

24 So it depends how much time is lost when the bus
25 arrives at the terminus. My understanding is that the

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1 bus stop officer on duty would decide on that, or there
2 is a rostering system from the bus company and then the
3 bus captain would be told from where to start his
4 service.

5 MS MAGGIE WONG: And on this page, there is another issue
6 that touches upon the long working hours of bus
7 captains, and when the Transport Department in
8 September 2017 reviewed the guidelines, did they consult
9 your district council as to those guidelines, as to the
10 proposed revision of those guidelines?

11 MR MICHAEL YUNG: From my recollection, I am the deputy
12 chairman of the transport and traffic committee of the
13 Sha Tin District Council. Of course I have no power to
14 decide on the agenda of our meetings, but from what
15 I recollect, since 2016, that is for this term of the
16 district council, of all the TCC meetings we have had,
17 I don't recall having discussed the Guideline of Bus
18 Captain Working Hours, so our views have not been
19 sought.

20 MS MAGGIE WONG: And what was your district council's
21 opinion on these guidelines?

22 MR MICHAEL YUNG: Since we have not had a discussion, as in
23 a formal discussion, there is no formal records. If you
24 ask me personally, I believe the working hours of bus
25 captains are on the long side.

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1 Let's say for security guard, the longest working
2 hours are 12 hours, and as some colleagues from the Tai
3 Po District Council said just now, we only have 24 hours
4 in a day. If the working hours are longer than
5 12 hours, that means the rest time and time for other
6 activities would be reduced. Let's not forget, for
7 colleagues of bus companies, they have to start early in
8 the morning, and finish late at night, and there may not
9 be a convenient mode of transport for them to go between
10 their place of work and their home. So if you take out
11 the travels hours as well, do they really have eight
12 hours of rest a day? That remains a question mark.

13 So if you ask me personally, I believe a maximum of
14 14 working hours for someone who has to look after road
15 safety as well as being responsible for the safety of
16 passengers on board, then the hours are far too long.

17 MS MAGGIE WONG: The reason I'm asking is because if you
18 look at your district council's minutes, TT paper
19 23/2017, Chinese at page 709 to 710, English at bundle
20 DC-2, page 714 to 715. It is a question from Mr Chiu
21 Man Leong, in relation to the bus accident.

22 And the comments from Mr Chiu was that the
23 guidelines in terms of the working hours are too long,
24 and the drivers do not have enough time for rest. He
25 expected the Transport Department, and bus company to

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1 make a review so as to reduce the maximum working hours
2 of drivers to 10 hours.

3 So --

4 CHAIRMAN: What is the date of this meeting?

5 MS MAGGIE WONG: Chairman, I believe this date of the
6 meeting is.

7 MR MICHAEL YUNG: (In English) March 8th, 2017.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: So it appears that your council has made
10 certain position on the working hours. Did you consult
11 trade union about the maximum number of working hours?

12 MR MICHAEL YUNG: I have not consulted the trade unions on
13 what would be the suitable working hours. But as
14 a passenger, or as someone from the local community --
15 now I have been in contact with some of our residents,
16 they are bus drivers as well. In general, they start
17 the day early and finish late. Let's say we take the
18 morning shifts. Now my constituency is Tai Shui Hang,
19 Fu On Garden. The nearest bus depot is in Sha Tin, Yuen
20 Shun circuit, opposite Yu Chui Court. The journey time
21 is about 15 minutes.

22 Now, usually, bus captains will have to take their
23 company coach at around 4-something in the morning, and
24 then they arrive at the bus depot at about 5-something
25 in the morning to report to duty. And then they would

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1 take their bus or they go on some other buses, and then
2 get to the point where they would pick up their bus. In
3 between, actually, for the shifts arranged, it could be
4 about them starting off only at 6 or 7 am in the peak
5 hours.

6 So in between there is no way they could take
7 a rest, because at the bus depot there may not be an
8 ideal environment for them to take a rest. That's the
9 first point.

10 There is also this situation. In order to set out
11 punctually, they would have to drive the bus to
12 a relevant terminus, or substation. There may not be
13 a staff rest kiosk for them to rest inside. So they
14 will have to stay in the bus to rest.

15 Under the requirement by the Environmental
16 Protection Department to turn off your engine when the
17 vehicle is idling, that means bus drivers cannot start
18 the engine to keep the air conditioning working.

19 So they will have to be stuck in a very close and
20 stuffy environment when they are waiting to start their
21 driving duties. So bus drivers don't have a place to
22 rest, and they can't properly rest. That would result
23 in a drop of their driving performance. So if you ask
24 me whether there should be more rest kiosks or a place
25 to rest before they start their driving duty. I think

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1 we can look into that.

2 In relation to work hours, I know that there is
3 a dilemma. Tai Po District Councillors have talked
4 about work hours and the transportation, or traffic
5 pattern of the New Territories. In the morning you will
6 find a lot of people travelling from the New Territories
7 to urban areas, for example Kwun Tong, Wanchai or Chai
8 Wan. There needs to be really frequent bus services to
9 take passengers to work. However, these buses will have
10 to return to do the next trip. But the return trip is
11 not as frequent. When it comes to planning the working
12 schedule for bus drivers, they would require a lot of
13 people to drive buses.

14 However, during non-peak hours they don't need that
15 many people.

16 Then later in the evening peak they will need a lot
17 of people to drive buses to take passengers from urban
18 areas back to their own homes. So the actual driving
19 hours may not be as long as 10 hours. But the work
20 hours, that is the time on standby and the time on
21 driving duties, can be as long as 10 to 14 hours.
22 Without a proper place for them to rest, bus captains
23 can only find a place to rest in shopping malls, or stay
24 in a rest kiosk cramming up with other bus drivers
25 trying to rest. I do think that bus companies should

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1 provide suitable rest facilities for bus drivers to take
2 on special shifts.

3 CHAIRMAN: Can you identify a place that does not have
4 a proper rest facility?

5 MR MICHAEL YUNG: Perhaps I can do it this way. There are
6 not many places where there is rest kiosk for staff
7 members. In my constituency, at one point, bus
8 companies asked us for our views about increase of rest
9 facilities. It was about six months or nine months ago.
10 Well, these staff rest kiosk is not just to partition an
11 area. They will have to connect water supplies,
12 electricity --

13 CHAIRMAN: Mr Yung --

14 MR MICHAEL YUNG: If you ask me --

15 CHAIRMAN: We are familiar with what the problems are,
16 because we have received a lot of information about the
17 difficulties in constructing these kiosks: water,
18 sewage, electricity. Just give us an example of a place
19 and we will go and visit it.

20 MR MICHAEL YUNG: For large terminus, say for example New
21 Town Plaza, Sha Tin train station. There are no
22 large-scale rest kiosk. So you can --

23 CHAIRMAN: Sha Tin train station?

24 MR MICHAEL YUNG: Sha Tin PTI under New Town Plaza is the
25 public transport interchange, and also Sha Tin train
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1 station, the rest kiosk is small, and there is only one.

2 There is also another bus company, Citybus. They
3 don't have a proper staff rest kiosk for bus drivers of
4 another bus company to use.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: You mentioned that one of the bus companies
7 asked your views, your council's views about the
8 facility. Is it in writing?

9 MR MICHAEL YUNG: At that time it was asked verbally. If
10 I remember correctly, there was a consultation paper.
11 It was done via the Transport Department and the
12 district office. I think it was around March or April
13 this year. I have to find the document, and I will give
14 it to you after the hearing.

15 CHAIRMAN: Thank you.

16 MS MAGGIE WONG: Thank you.

17 Mr Yung, I'm going to ask a few questions about
18 accidents that happened at a few locations. First is
19 the Lei Yue Mun accident, which I believe your council
20 has raised a lot of questions. If I may take you to
21 page 709 in Chinese, and in English at paragraph 133.
22 In English at page 714.

23 CHAIRMAN: What's the date of this document?

24 MS MAGGIE WONG: March. I believe it is also in March 2017.

25 CHAIRMAN: Thank you.

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1 MS MAGGIE WONG: Now this accident happened, and then -- one
2 of the questions raised by Mr Chiu --

3 CHAIRMAN: When was the accident?

4 MS MAGGIE WONG: The accident was in January 2017.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: And Mr Chiu Man Leong raised a question
7 regarding the accident. And one of the questions he
8 asked is whether the companies allowed drivers to work
9 part time for long hours after their normal work.

10 And he quoted some examples, for example as
11 part-time bus or minibus drivers.

12 If we look at the reply of the Transport Department
13 at page 707.

14 CHAIRMAN: Paragraph?

15 MS MAGGIE WONG: The paragraph at the top. "Reply from the
16 Transport Department".

17 If I may go back, actually, it is 706, the question
18 is at 706, and it identified the vehicle accident on
19 14 January 2017 of number 681 bus of KMB. And the bus
20 drove to Lei Yue Mun.

21 MR MICHAEL YUNG: (In English) It is Citybus, not KMB.

22 CHAIRMAN: That's a typographical error.

23 MS MAGGIE WONG: Yes, that is a typographical error.

24 "When the bus travelled to Lei Yue Mun Road and
25 approached the Lam Tin bus station, it bumped into the
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1 ramp stone crack in the middle of the road and turned
2 over towards left as it was out of control. Tens of
3 people were thrown out of their seats ... and several
4 people were trapped ..."

5 Regarding this incident, they raise a number of
6 matters.

7 First, is the condition of passengers on scene.
8 Second, bus company, did the company follow up? But I'm
9 more concerned about (c), (d) and (e). The (c) issue is
10 about the health condition of the driver, whether it
11 conformed to standards.

12 Second is the existing design of the pavement and
13 ramp stone crack increase.

14 And the third is the design of the bus running in
15 Hong Kong, whether it guaranteed passenger safety.

16 And the Transport Department gave a reply on the
17 next page.

18 CHAIRMAN: Before you move on, surely the question that is
19 relevant to our topic is (c):

20 "Do the government and bus companies allow drivers
21 to work part time for long hours after their normal work
22 as part-time bus or minicab drivers for example?"

23 MS MAGGIE WONG: If we see the reply from the Transport
24 Department over the page at page 707, the Transport
25 Department did not appear to answer the second part of
26

1 the question that the chairman just read out. Instead,
2 they made quite a generalised answer if we look at
3 page 707.

4 The second paragraph:

5 "We have formulated guidance on the shifts of bus
6 drivers, including working, rest and meal time. The
7 shift arrangement of the driver involved as well as his
8 schedule before work conforms to the requirement
9 specified in our guidance."

10 Et cetera.

11 Then he did not address the question whether part
12 time drivers can work for long hours after their normal
13 work.

14 In relation to this issue, did your district council
15 follow up on the Transport Department's reply?

16 MR MICHAEL YUNG: From my recollection, in the meeting our
17 focus was on the traffic accident. We did not discuss
18 in detail about part-time bus drivers are allowed to
19 carry out driving duties for how long. As I recall,
20 during the renewal of a franchise of bus companies, the
21 community was very concerned about lost trips. As
22 a result, bus companies introduced a lot of part-time
23 bus captains to deal with the situation. There are two
24 groups of part-time bus captains. For one, they have
25 a job during the day and then they will drive for a few

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1 hours in the evening.

2 Administration staff of bus companies have driving
3 licence to drive buses. That is what I know.

4 If the Transport Department only focused on the
5 driving hours then they would always meet the
6 requirement. Because they don't take into account the
7 working hours of their main job. But if there are ways
8 for bus companies to record their own driving duties, if
9 the part-time bus captains have a principal employment,
10 you won't be able to find out whether the principal
11 employer allows these people to take up driving duties
12 after work. I don't know whether these part-time bus
13 captains are required to report the exact number of
14 hours they work in their principal employment.

15 So it is very difficult for bus companies to know
16 whether these part-time bus captains are working
17 exceedingly long hours.

18 The guidelines they have don't target part time
19 duties, and the problem is that bus companies do employ
20 part-time bus captains, so I think it is a matter of
21 chicken and egg.

22 CHAIRMAN: The problem is if the bus companies don't ask the
23 questions about what their part-time drivers do in the
24 rest of their day?

25 MR MICHAEL YUNG: (In English) Yes.

26

1 MS MAGGIE WONG: Given this is a concern, did your council
2 raise these matters with the Transport Department as to
3 the monitoring mechanism?

4 MR MICHAEL YUNG: Of course district councillors expressed
5 the view. After the meeting we asked for guidelines on
6 working schedules, and that guideline does not cover
7 part-time bus captains and that is the focus.

8 We tried to follow up on this matter but they never
9 dealt with it, so there are no ways for us to pin them
10 down to get them to resolve it.

11 CHAIRMAN: Did you do so in writing?

12 MR MICHAEL YUNG: In the meeting, apart from moving
13 a motion -- well, if there was a motion, then the
14 department will be asked to follow up. As to whether
15 other councillors have been chasing for a reply, I don't
16 know, so I don't have the information as to whether it
17 was done in writing. I believe that district
18 councillors of different parties have mentioned this in
19 unofficial meetings of the Transport Department, and
20 I have raised this issue as well. I've raised it with
21 Citybus, First Bus, KMB and the Transport Department.
22 And as to whether bus companies have actually
23 implemented anything to address the problem, I think it
24 is for bus companies to answer.

25 CHAIRMAN: When you raised these matters with those parties,
26

1 you did so orally, rather than in writing?

2 MR MICHAEL YUNG: (In English) Orally. Orally during
3 meeting.

4 CHAIRMAN: Thank you.

5 MS MAGGIE WONG: The second issue identified at page 706 is
6 the design of the pavement and ramp stone crack
7 increased the probability of serious bus accidents,
8 that's (d), page 706 at (d). And the reply from the
9 Highways Department and Transport Department is at
10 page 707. It states, if we start from line 2:

11 "The open end of the fence railing uses an inclined
12 stone crack, which can reduce injury to drivers and
13 passengers when any vehicle runs into the fence railing,
14 if it is out of control. The Highways Department,
15 together with the Transport Department, continue to
16 inspect the protection facilities on the existing public
17 roads and install appropriate protection facilities on
18 new and existing public roads according to the actual
19 conditions and needs."

20 It states that the Transport Department and the
21 Highways Department will continue to inspect these
22 protection facilities. Did you follow that up with the
23 Transport Department?

24 MR MICHAEL YUNG: In the minute, paragraph 135(a) and (b),
25 it was mentioned at that time that the design of the

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1 road does not allow that to happen. We have been asking
2 them to do something that is similar to a U-shape, so
3 when there is a crash the vehicle will be made to go
4 a certain way. I know that on highways this design
5 would be adapted. If I remember correctly, in the part
6 of Tai Po District Council, there is this design in the
7 new bus stop in Tai Po. On that day, the Transport
8 Department told us that it could only happen on
9 highways.

10 If that is the case, we then understand that from
11 Kwun Tong bypass there was the speed limit of
12 70 kilometres per hour. That would be suitable to have
13 this kind of protective facilities installed, because
14 the design is to absorb the impact.

15 So what we are saying is these locations should be
16 reviewed as soon as possible. I recall there was
17 an engineering diagram just now, there was a location
18 where it was installed.

19 MS MAGGIE WONG: If we continue, I'm moving on -- I think
20 you may be referring to TD bundle, bundle 5, page 1617.

21 If we enlarge the --

22 MR MICHAEL YUNG: That is correct. We are talking about the
23 crash barrier. In my understanding, that location is
24 suitable for installing this type of equipment. It is
25 not a highway, and I should put it this way. The TD

26

1 highway design is based on transport design and planning
2 manual. They have different paragraphs describing
3 highway design. So if you ask me whether the initial
4 design was up to standard, that I can reserve for the
5 experts to comment on, but if we are talking about
6 access roads leading up to the highways, these crash
7 barriers were not installed. Now, if a barrier is
8 installed and if a car or vehicle crashes into it, it
9 will be stuck in that material, and they won't create
10 a serious accident.

11 MS MAGGIE WONG: Is that what you are referencing in
12 paragraph 135(a) and (b)?

13 MR MICHAEL YUNG: Yes.

14 MS MAGGIE WONG: And the Transport Department, I believe is
15 set out at paragraph 138. English is at page 717:

16 "Mr Fung Ka Chun, regional engineer of ... Highways
17 Department ... indicated in his reply that the Lei Yue
18 Mun Road is designed as ramp type, aiming to reduce the
19 injury to drivers and passengers when any vehicle bumps
20 into the fence as it is out of control."

21 Then on, over the page, 718:

22 "On the highways with maximum vehicle speed of
23 70 [kilometres per hour], the Highways Department also
24 installs organ type safety fences. As the Lei Yue Mun
25 Road does not satisfy the conditions, the existing stone
26

1 crack design conforms to relevant standards. The
2 Highways Department will improve the facilities here
3 according to actual conditions."

4 In other words, they refused your suggestion. Is
5 that correct?

6 MR MICHAEL YUNG: Correct. But take note, you said in
7 bundle TD-5. The original speed limit was 70, and
8 because of this traffic accident the speed has now been
9 reduced to 50. So that means we have one country, two
10 systems.

11 So highways, when they have a 70 kilometres
12 standard, they had not reviewed this location and
13 whether it was suitable to install a crash barrier. So
14 the committee in our special meeting, we had requested
15 all the government departments regarding their previous
16 responses, they should have reviewed those responses and
17 see whether a new response was appropriate. In my
18 understanding, the Highways Department did not provide
19 an updated response.

20 In other words, essentially I can only say that TD
21 and highways they did not look at it from
22 a comprehensive safety perspective. They only dealt
23 with the issues as they arose. They did not implement
24 further designs to ensure motorist safety and pedestrian
25 safety, and I expressed my regret regarding this

26

1 situation.

2 MS MAGGIE WONG: I will now move on to the A Kung Kok
3 Street, which relates to another accident. The minutes
4 or the discussion paper is dated 8 May 2018, entitled
5 "TT paper number 26/2012". It is at page 610, in
6 English, and Chinese at page 607.

7 In the second paragraph, I believe it is Mr Yeung
8 Cheung Li in the Traffic and Transport Committee of Sha
9 Tin District Council, raised questions about the safety
10 at A Kung Kok Street. In the second paragraph he
11 pointed out that there had been many serious traffic
12 accidents taken place at A Kung Kok Street.

13 Do you know about all the complaints or these
14 accidents mentioned by Mr Yeung?

15 MR MICHAEL YUNG: Mr Yeung Cheung Li was an ex Sha Tin
16 councillor. He did not raise specific questions
17 regarding a specific accident, but I recall that there
18 was a traffic incident that had a lot of fatalities and
19 injured people. I recall that in the morning an 89D bus
20 heading towards Kowloon, they couldn't brake in time
21 rammed into either a 85K or 86K bus, and it led to some
22 30-plus people being injured. And at the time, after
23 the accident, I had visited the site and I had seen the
24 injured people, and I also helped with the claims, the
25 injury claims of the victims.

26

1 So that was a bus accident, and subsequently there
2 were some other accidents relating to minibuses, and
3 there were also some fatalities. I think Mr Yeung's
4 question about fatalities and injuries was not just
5 limited to buses. There were other accidents in that
6 question. So that is my understanding.

7 Second, why A Kung Kok Street is accident prone,
8 that is because A Kung Kok Street is a dual lane dual
9 carriageway road, and from my constituency, Fu On
10 Gardens to the interchange, there are two crossing lanes
11 and one traffic light, if I remember correctly, and
12 there are also three T-sections to Mui Tsz Lam Road, Ah
13 Kung Kok Fisherman Village, and to Sha Tin Hospital.
14 There is also another road heading up to A Kung Kok
15 Street. So there are four branches of the road, and the
16 design of all four sections have a yielding -- has
17 priority junctions, it is not a signallised junction,
18 and this yielding design has to accommodate low traffic
19 flow. But a lot of times, the motorists, when they use
20 these sections, they are not very careful, and that
21 leads to traffic accidents.

22 So that is one of my understandings that I have
23 regarding that situation. So aside from the morning and
24 afternoon busy hours where there are a lot of trucks and
25 lorries, there is not a lot of traffic, because we have
26

1 another highway, Ma On Shan highway, and that is
2 a dual-lane six-carriageway highway and they can travel
3 at 60 to 80 kilometres, so normally private vehicles
4 will not traverse that section of road. But in the
5 morning, maybe people want to avoid congestion so some
6 private vehicles will use that road. But typically, the
7 incidents, traffic incidents don't occur in the morning.
8 Usually it is smooth driving, there is no speed camera,
9 and there is only one traffic light, it is also
10 a manually controlled light where that leads to Sha Tin
11 hospital. So the motorist might not be complying with
12 the 50 kilometres speed limit. They might be going at
13 more than 50 kilometres.

14 So it is relatively easier to have traffic accidents
15 there because of that design.

16 MS MAGGIE WONG: If we look at page 611, there are certain
17 figures provided by the Hong Kong Police from 2007 to
18 2011.

19 Is it within your council's knowledge, whether the
20 occurrence of the accident has increased, decreased, or
21 remained constant in the years after 2012? Did you make
22 enquiries?

23 MR MICHAEL YUNG: (In English) No.

24 MS MAGGIE WONG: If we look at the question raised by
25 Mr Yeung at page 610, he asked whether the Transport
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1 Department have any short-term or long-term plans to
2 resolve the problems at A Kung Kok Street, and the
3 Transport Department advised four matters. And that's
4 at page 611. First, question (d). The Transport
5 Department mentioned there is no obstruction to driver's
6 line of sight, the design conforms to the present road
7 design standards.

8 And then the third, it had been considering whether
9 to enhance the traffic control over this section.

10 Lastly, the 16 April 2012 incident, the Transport
11 Department had reminded the bus companies to enhance the
12 training of drivers and would make further improvements
13 upon knowing the results of the police investigation.

14 So did your council follow up with this? Or you are
15 satisfied with the answer provided -- first of all, are
16 you satisfied with the answer provided by the Transport
17 Department?

18 MR MICHAEL YUNG: Well, on page 613 of the minutes of
19 meetings, paragraphs 67(c) and (d), I had made some
20 recommendations. So they say they want to have double
21 white line to prevent traffic violations. So in Texaco
22 Road, there was a fatal accident near the bridge, and
23 they had added these double white lines, so we thought
24 that that was very good improvement, but I recall that
25 that suggestion hasn't been taken up.

26

1 And in paragraph (d), the police don't have a laser
2 gun, they will use their unmarked vehicles, and they
3 would deploy these unmarked vehicles on highways. They
4 don't deploy unmarked vehicles on local roads. But
5 after that question the police in fact did deploy more
6 laser guns to detect speed on A Kung Kok Street, and the
7 installation, if I remember correctly, was the exit of A
8 Kung Kok fisherman new village, and they would test
9 vehicle speeds for vehicles entering Ma On Shan, because
10 after Sha Tin hospital, after the traffic light, it is
11 a straight road, and motorists tend to drive at a higher
12 speed. But TD, at the yielding area, they had issued
13 a works order to widen that area, but even if the
14 yielding area is widened, because there is a hospital
15 there, there are visitors or people queuing.

16 So even if you increase the yielding space,
17 sometimes the buses, they have to wait, or they might
18 even have to allow passengers to embark, disembark at
19 the road side. So it is not very effective.

20 MS MAGGIE WONG: I can see at page 615 there was
21 a provisional motion passed by Mr Yeung demanding for
22 a -- paragraph 73 in Chinese, and at 618 in English,
23 paragraph 73.

24 There was a provisional motion passed by Mr Yeung
25 demanding a comprehensive review of the road design of

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1 A Kung Kok street, including making the street wide and
2 installing additional speed camera. So did the
3 Transport Department respond to this request?

4 MR MICHAEL YUNG: In paragraph 13(1) the police had stepped
5 up law enforcement. There was not any patrolling, and
6 they started to patrol, and the design of A Kung Kok
7 Street, regarding the widening of A Kung Kok Street and
8 installing speed cameras, and up until now we still
9 don't have the cameras. The widening of A Kung Kok
10 Street, next to it is the Ma On Shan road, there is
11 a divider, and that is where the Ma On Shan rail is
12 located. So by widening A Kung Kok Street we need to
13 start from Fu On all the way to Sam Mun interchange.

14 But I think it would be difficult to identify
15 suitable locations to widen the road because widening
16 a road according to the planning standards, 3.6 to
17 3.7 metres is required to accommodate an extra traffic
18 lane. But my understanding is the pedestrian minimum
19 width is 1.5 metres so. That means, given limited
20 space, if you widen the vehicle's space, and if the
21 pedestrian space is not wide enough, then the Transport
22 Department will not proceed with the works because if
23 the pedestrian sidewalk is too narrow they cannot
24 accommodate wheelchairs, so they did not install
25 cameras, they did not widen the area, and I think the

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1 widening was constrained by the space, so relatively
2 speaking, the cameras are easier to install.

3 MS MAGGIE WONG: I see the time.

4 CHAIRMAN: We will carry on.

5 MS MAGGIE WONG: Carry on.

6 CHAIRMAN: I think we are moving into areas that are a long
7 way away from making recommendations about bus safety.

8 MS MAGGIE WONG: Yes, I believe there will be one or two
9 topics, and I will complete the documentation.

10 Mr Yung, you referred to in your minutes of the
11 meeting, I believe it is TT paper 3/2017. If you go to
12 page 710, Chinese.

13 CHAIRMAN: What is the document we are going to?

14 MS MAGGIE WONG: This is a minutes of meeting of Sha Tin
15 District Council. TT paper --

16 CHAIRMAN: We don't need the paper number. What is the
17 date?

18 MS MAGGIE WONG: I think it is still March 2017.

19 CHAIRMAN: Yes.

20 MS MAGGIE WONG: If we look at paragraph 134(a), it raised
21 the suggestion that bus companies should assess annually
22 if bus captains suffer from sleep disorder.

23 CHAIRMAN: Sleep apnea.

24 MS MAGGIE WONG: Yes, and did you follow up with that
25 suggestion? Or did your council follow up with that

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1 suggestion?

2 MR MICHAEL YUNG: I need to check with that. Because we
3 have some colleagues following up on whether the
4 suggestions were acted upon, and if there were some
5 motions the government departments would respond at
6 a later date, and in the next meeting in the matters
7 arising, it would be dealt with. And if not, then my
8 understanding is the government department would take
9 note and would see whether the opinion could be
10 implemented.

11 I do not have the document at hand. That is the
12 paper on the matters arising. Maybe I have to go and
13 check whether it is covered under matters arising.

14 CHAIRMAN: Perhaps if you can locate it in due course you
15 can provide it to us if it is relevant.

16 MR MICHAEL YUNG: Okay.

17 MS MAGGIE WONG: Mr Yung, I'm coming to near the end of the
18 topic. It is the Tai Po Road which you have expressed
19 in a discussion paper at page 727.

20 This is a question raised by Mr Yiu Ka Chun in
21 question (b) and (c). And the problem is, they raised
22 the question about Tai Po Road, Sha Tin Heights section,
23 that it has a number of potentially dangerous locations
24 and bends. At Chinese it is at page 719.

25 Do you know how Mr Yiu came to the view that this
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1 particular section is potentially dangerous, that it is
2 a dangerous location and bend? Is it because he
3 received complaints, or can you tell us why?

4 MR MICHAEL YUNG: Are you asking me this? That is for that
5 location on Tai Po Road why we consider it dangerous, is
6 it because we have received complaints, right?

7 Now, Mr Yiu is not here. Please give me some time
8 to read the document.

9 CHAIRMAN: Yes, take your time.

10 MR MICHAEL YUNG: I believe, having read the document, the
11 location referred to by Mr Yiu Ka Chun is -- well,
12 because there are different locations along the Tai Po
13 Road, and the section referred to falls within Sha Tin
14 district, that's the Sha Tin section. I believe you are
15 talking about question (c), the location mentioned in
16 question (c), right? Is it question (c)?

17 (In English) Is it question (c)?

18 CHAIRMAN: I think it is, yes.

19 MR MICHAEL YUNG: Okay, because for the entire Tai Po Road,
20 of course there are various sections. If I recall,
21 within Sha Tin, there is the Sha Tin section, the Sha
22 Tin Heights section, the Piper's Hill section, and so
23 on. And I think Mr Yiu is referring to the Sha Tin
24 section near the Luk Hop new estate, and there have been
25 fatal accidents there involving buses. But if I recall

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1 correctly, I believe it is someone ramming into the
2 buses, not the other way around.

3 MS MAGGIE WONG: If we look at page 728, question (b) at the
4 bottom. The answer from the Transport Department. In
5 spite of the speed limit from Tai Po Road, Sha Tin
6 Heights section to Tai Po Road Piper's Hill section is
7 70 kilometres. And this section is about 1.7km long
8 with two sharp turns. The remaining 1.4km is close to
9 Sha Tin and the speed limit is 50 kilometres with three
10 sharp turns. The locations of sharp turns are set out
11 on the next page.

12 Then it states that:

13 "A number of traffic signs on speed limit have been
14 erected in the proper location on the Tai Po Road ... to
15 and from, including road sections where the speed limit
16 has been changed. Furthermore, the warning traffic
17 signs have been erected in front of sharp turns and the
18 'slow down' road markings have been added on the road to
19 remind the driver to decelerate before the sharp turns."

20 Now the Transport Department was aware of the sharp
21 turns, and the speed limit of this road section. Are
22 you satisfied with the Transport Department's answer
23 that it is sufficient in terms of road speed limit and
24 in terms of traffic -- sufficiency of traffic signs.

25 MR MICHAEL YUNG: Perhaps I would speak as a motorist.

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1 Because sometimes I would go via Tai Po Road to drive
2 between Sha Tin and Kowloon. Now, the location in
3 question, here there are sharp bends. In addition there
4 are uneven road levels, it could be slanting in one way
5 or the other.

6 If a car travels at 70 kilometres per hour, along
7 this section, and if we have weather like today, that is
8 a rainy day, then it is possible that there could be
9 a crash.

10 So this is a little similar to the case, you know,
11 under your investigation at Tai Po Road. The sharp bend
12 is not the main consideration, but rather you can feel
13 that the cars, you know, are travelling at different
14 levels, so for people with lesser driving skills there
15 is a chance that they may cause traffic accidents. And
16 that explains why there are so many traffic accidents
17 along that section. Because if I recall correctly,
18 I think on both sides -- no, no, for the Luk Hop
19 Village, going out 70 kilometres coming back
20 50 kilometres, if I recall correctly.

21 MS MAGGIE WONG: Thank you. Lastly, I would like to refer
22 to you a minutes of meeting, page 736 in Chinese, and
23 743 in English.

24 It is also by Mr Yiu Ka Chun.

25 CHAIRMAN: What is the date of this meeting?

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1 MS MAGGIE WONG: It is minutes of meeting, but it does not
2 bear a date, but it has the paper number 2/2018.

3 I assume it is in February 2018. Following the Tai Po
4 Road accident.

5 It starts, in Chinese, page 735. And in English at
6 742.

7 If we look at paragraph 128(c), the comments by
8 Mr Yiu Ka Chun was that there were three different speed
9 limits in different sections of the Tai Po Road, which
10 would make it hard for drivers to adapt.

11 And he asked whether the Transport Department would
12 review this situation and mount additional speed
13 monitors.

14 Can you see that?

15 MR MICHAEL YUNG: Yes. I see that. So you are asking after
16 that meeting whether the Transport Department conducted
17 any review, is that your question?

18 MS MAGGIE WONG: Yes, but I think to facilitate your
19 consideration the Transport Department did respond at
20 the meeting at 132, paragraph 132. English at page 746.
21 Chinese at 739. In short they said that the section had
22 been provided with clear signs for speed limit and turns
23 to alert drivers.

24 So did your district council follow up or did your
25 district council deal with this matter after this
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1 meeting?

2 MR MICHAEL YUNG: I have to go back to what I said before.

3 If there is a motion, yes, they will follow up on it.

4 If there is not a motion, then we will have to look at

5 whether there is response in the supplementary

6 information. Because in this bundle, it does not

7 include supplementary information after the discussion,

8 so I can't see it now. Do you want me to check now or

9 what?

10 CHAIRMAN: If you are able to find something that is

11 relevant later, by all means provide it to us in

12 writing.

13 MR MICHAEL YUNG: Fine. Perhaps I can do this later. Later

14 on I will liaise with your committee to see what

15 information you want me to provide. And then I will

16 instruct the secretary to look up the information and

17 see whether there are relevant meeting documents that we

18 could provide later.

19 CHAIRMAN: That would be most helpful, thank you.

20 MS MAGGIE WONG: Mr Chairman, I have completed my questions.

21 CHAIRMAN: Mr Yung, thank you for coming to assist us with

22 your evidence, and we look forward to your communication

23 if you do find any relevant documents, that we should

24 have sight of. Thank you very much.

25 MR MICHAEL YUNG: (In English) Thank you.

26

1 CHAIRMAN: We now have representatives from the Sham Shui Po
2 district council. May we ask Mr Lam and Ms Chan to come
3 forward.

4 Just allow us a moment, we will change the names
5 over and provide you with fresh glasses.

6 EVIDENCE FROM SHAM SHUI PO DISTRICT COUNCIL: MR LAM KA FAI

7 AND MS CHAN WING YAN, JOEPHY

8 (given in Cantonese; transcription of the simultaneous
9 interpretation)

10 CHAIRMAN: Mr Lam and Ms Chan, thank you for accepting our
11 invitation to give evidence today. Apologies for the
12 delay before we reached you, but I would now ask Ms Wong
13 to pose her questions to you.

14 Examination by MS MAGGIE WONG

15 MS MAGGIE WONG: Thank you, Mr Lam, and Ms Chan for coming.

16 May I first of all deal with the topic on the
17 working hours for bus drivers. If you would turn to
18 DC-2 bundle page 986 in Chinese and in English at 988.

19 CHAIRMAN: What are we going to?

20 MS MAGGIE WONG: We are going to questions for discussion to
21 Sham Shui Po district council in relation to the fatal
22 traffic accident at Sham Shui Po. Cheung Sha Wan Road
23 near Yen Chow Street. It was on 25 September 2017.

24 CHAIRMAN: This is in consequence of the accident on
25 22 September.

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1 MS MAGGIE WONG: Yes.

2 CHAIRMAN: That's 2017.

3 MS MAGGIE WONG: 2017.

4 CHAIRMAN: Yes.

5 MS MAGGIE WONG: And one of the matters raised in this
6 document, if you look at paragraph 3, is to strengthen
7 the management of working hours of bus captains. And in
8 this document, it states that:

9 "In a foreign country, such as the EU, there are
10 restrictions on drivers from driving more than 9 hours
11 a day, whereas the bus captains in Hong Kong work for
12 a maximum of 14 hours per day, amounting to 360 plus
13 hours per month."

14 If I may also refer you to the minutes of the first
15 special meeting, after the Sham Shui Po accident, dated
16 28 September 2017, Chinese is at page 1026, English at
17 page 1043.

18 And I --

19 CHAIRMAN: Of which bundle?

20 MS MAGGIE WONG: DC-3.

21 CHAIRMAN: Yes.

22 MS MAGGIE WONG: If we look at paragraph 168, Councillor
23 Yeung Yuk added that:

24 "He required the government to revise the
25 guidelines, reducing working hours from 14 to
26

1 12 hours ..."

2 If we look at paragraph 170, Councillor Tam Kwok Kiu
3 added that the:

4 "... relevant rules and regulations stipulate that
5 driver cannot work over 14 hours ... many labour union
6 had pointed out 14 working hours are not humane:

7 And at paragraph 201, Councillor Tam Kwok Kiu
8 commented that Citybus shall reduce all driver's work
9 hours to 12 hours.

10 My question is, it appears that the Sham Shui Po
11 district council proposed 10 working hours. Can you
12 tell us why you propose 10 working hours?

13 CHAIRMAN: Where do we see that? Which paragraph?

14 MS MAGGIE WONG: You see that at the letter at page 986,
15 English at 988, paragraph 3. We asked --

16 CHAIRMAN: Thank you. Just read it out.

17 MS MAGGIE WONG: "We asked the Transport Department to
18 reflect that the longest driving time per day is
19 10 hours."

20 Can you tell us why you proposed 10 hours as the
21 longest driving time?

22 MR LAM KA FAI: After that accident, the council in relation
23 to this matter discussed for a very long time the
24 location where the accident took place was right in
25 front of the district council. It was a junction. From

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1 the window of the conference room you would be able to
2 see the tragedy. The wreckage was not cleared
3 immediately. It was done only after a long time when
4 the injured were rescued.

5 The bus was stuck and wedged at that location, and
6 it took a lot of engineering staff to dislodge the bus.
7 The district council discussed for a very long time the
8 cause of the accident. The district council concluded
9 that one of the major reasons was that the bus driver
10 has been driving for too long.

11 Regarding 14 hours, no one in the meeting was of the
12 view that it was a suitable length. We discussed it
13 from 14 to 12 hours, and then to 10 hours. We thought
14 that the suitable length of driving duties given the
15 fact that bus captains were in control of a large bus,
16 were responsible for picking up passengers and letting
17 passengers alight and on top of their driving duties
18 they have their family lives. There should be
19 a balance.

20 If bus captains could have just 10 hours of maximum
21 driving duties, well, we thought that caretakers in
22 public housing estates only worked for eight hours.
23 Security guards under the Housing Authority work eight
24 hours per shift. The workload, the pressure faced by
25 security guards can't possibly compare with that faced
26

1 by bus captains. That is, bus captains face tremendous
2 pressure and in recent times customers very often scold
3 bus captains. In the past month or two, we found
4 incidents where seats are planted with needles. So we
5 see that there is tremendous pressure faced by bus
6 captains.

7 In that meeting, we thought that if the working
8 hours of bus captains could be reduced to 10 hours, it
9 would be ideal.

10 We also thought that this would reduce the
11 possibility of traffic accidents involving buses. That
12 is also another area of concern. Assuming that the work
13 hours can be reduced from 14 to 12 to 10, we would think
14 whether they would be paid a sufficient wage to support
15 their families.

16 We were concerned about that as well.

17 Bus captains is not an easy job. If they are not
18 paid a wage that can support the family, we think there
19 will always be a shortage of bus captains, and as
20 a result, then work hours can never be reduced. Bus
21 companies would use various ways to continue to increase
22 their work hours.

23 MS MAGGIE WONG: There were some minutes of the meeting on
24 28 September 2017. The 5th Sham Shui Po district
25 council meeting. The English starts at 1041, and
26

1 Chinese at 1026.

2 CHAIRMAN: Yes, which paragraph?

3 MS MAGGIE WONG: Paragraphs 167 and 168, and I would like to
4 draw your attention to two sentences. 167, at the end,
5 Councillor Vincent Cheng Wing Shun at the end:

6 "... inquired why the driver work hour instruction
7 was not amended over past 7 years."

8 And 168, the second sentence in (i), Councillor
9 Yeung Yuk:

10 "He required the government to revise the guideline
11 reducing working hours from 14 to 12 hours and
12 increasing rest hours and salaries."

13 If we look at the reply from the Transport
14 Department at page 1044, paragraph 171, Mr Leung Cheong
15 Kit stated that:

16 "After the accident, drivers' work hour and rest
17 hours drew public attention."

18 Then over the page:

19 "To guarantee drivers' enough rest time, the
20 Transport Department and all bus companies made ... bus
21 companies have to follow the instruction ... and the
22 department engages in independent investigator ... to
23 investigate drivers' work ..."

24 And then (iv):

25 "Transport Department is preparing to review the
26

1 guideline, and plans to consult bus companies and labour
2 unions, and respond to public concerns about drivers'
3 work hours. The department has no established position
4 on the review, and will then consider comments of bus
5 companies, labour unions, and public."

6 I have two questions.

7 It appears the revision of guidelines was triggered
8 by this September 2017 incident, and because of the
9 complaints received from the public about the concerns
10 of drivers' work hours. Do you agree?

11 MS JOEPHY CHAN: Thank you. Perhaps I will supplement.

12 In relation to your question, perhaps you refer to
13 paragraph 196. I said, because I am a representative of
14 a labour union, we always been expressing our views to
15 bus companies and transportation companies in relation
16 to the conditions of employment and working hours of bus
17 captains. It was only after the accident that the
18 Transport Department and bus companies seriously
19 considered our views.

20 The last time, when there was a real amendment was
21 seven years ago. That is seven years before the
22 accident. It was 2010. I believe that labour union
23 representatives have been expressing their views but
24 they were not responded to until the accident.

25 You mentioned about work hours of 10 hours. I know
26

1 that representatives of labour unions have been
2 advocating no more than 14 hours of maximum driving
3 duties. They would like that to be revised to 12 hours.
4 As to the proposed 10 hours, perhaps it was the result
5 of studies conducted by district councillors. The
6 general view of the district council was that 14 hours
7 was too long.

8 I represent labour unions. I think that we should
9 not just focus on work hours, because that is related to
10 conditions of employment as well as salaries.

11 I understand that the driver involved in the
12 accident has just over five years of experience. On
13 that day he was scheduled to work earlier than he was
14 supposed to because he wanted to make up for work hours
15 in order to earn a wage that can support him and his
16 family.

17 I understand that for the KMB they offer just over
18 \$10,000 for bus captains. For First Bus it is slightly
19 better. It would be around 12,000. However, you will
20 have to take into account various allowances in order to
21 make a salary comparable to other jobs that have to deal
22 with a lot of pressure.

23 So the review should not be just focused on work
24 hours, we have to attach importance to conditions of
25 work as well.

26

1 We have mentioned about rest as well. I have heard
2 other councillors talk about rest kiosks. I can't say
3 how many estates or locations are without rest kiosk,
4 but using Lai Kok Estate as an example. That estate has
5 been in place for over three decades. However, it was
6 only at the end of last year that the bus terminus had
7 a rest kiosk for our bus routes. That is not desirable.
8 For Kowloon East Lok Wah Estate, I know it was with the
9 intervention of Jonathan Ho, a legislator, that a rest
10 kiosk was installed for bus captains.

11 So I think we should not just focus on work hours.
12 We have to look at salaries, conditions of employment as
13 well as the rest facilities.

14 CHAIRMAN: Before you move on, Mr Lam, Ms Chan, you say that
15 you are a representative of labour unions. What do you
16 mean by that? Explain that.

17 MS JOEPHY CHAN: I came from the FTU.

18 CHAIRMAN: What was your position in the federation?

19 MS JOEPHY CHAN: I am a district councillor.

20 CHAIRMAN: You said you came from the FTU. What do you mean
21 by that?

22 MS JOEPHY CHAN: (In English) That's my political
23 association.

24 CHAIRMAN: Thank you.

25 Yes, Mr Lam.

26

1 MR LAM KA FAI: Just now I was asked by the counsel about
2 this review of the Transport Department, whether it was
3 a result of the traffic accident or complaint made by
4 the council or members of the public.

5 I think that is the case. In the community, when it
6 comes to road safety, traffic accidents, of course
7 members of the public are very concerned. Every day we
8 see traffic accidents, minor ones or major ones,
9 happening every day. It may not be as serious as that
10 one.

11 But if a serious accident takes place, it would
12 shake the community. We see very often that as
13 a result, the government and the public would try to do
14 something. I think the establishment of this
15 Independent Review Committee might be a result of
16 a number of major accidents.

17 I do think that it is really worthwhile to have this
18 Independent Review Committee. We have to consider the
19 scale of the accidents and the number of fatalities and
20 casualties and hope that it will not happen again.

21 Regarding the location of accidents, there may be
22 inadequacies in the design of the road or the facilities
23 provided. Say, for example, the locality of this
24 accident, it is the centre of Sham Shui Po, it is right
25 in front of the government office, right in front of the
26

1 district council.

2 Regarding transportation services, road users, we
3 see that when there is a change of traffic light,
4 thousands or hundreds of pedestrians would be waiting at
5 that junction waiting to cross. And at that junction,
6 there may be dozens of buses waiting to pass that
7 junction.

8 For Sham Shui Po district, it is the centre point
9 between New Territories and urban areas. Well, you will
10 have to go via Sham Shui Po, wherever you are going to
11 or wherever you are travelling from. It is unfortunate
12 that we have seen this accident. The district council
13 has been making a lot of suggestions to transportation
14 operators and the Transport Department about the heavy
15 traffic at this junction, and the fact that pedestrians
16 have to compete for space with vehicles.

17 We don't want bus companies to deploy their buses in
18 a way that they would all have to travel along this
19 road. We know that bus routes will have to pick up
20 passengers from various places. I'm sorry to see that
21 this accident has happened, but I hope that with this
22 hearing there may be a policy change.

23 We have made a discussion, say, for example,
24 building foot bridges at this junction so that
25 pedestrians don't have to congregate at road crossings.

26

1 A lot of people --

2 CHAIRMAN: Forgive me for interrupting. But may I ask you
3 to help me with the other suggestion you made, and that
4 was in terms of the review of the guidelines of working
5 hours for bus captains.

6 Can I ask you this. Having made the suggestion, and
7 having received the Transport Department's answer, that
8 they were going to review it, that's at the meeting of
9 28 September of 2017, did the Transport Department
10 consult you again before, I think it was 23 February,
11 they announced the result of the review? Were you
12 consulted in the meantime?

13 MR LAM KA FAI: No, they did not.

14 CHAIRMAN: Yes, Ms Wong.

15 MS MAGGIE WONG: Thank you.

16 If you look at page 1053 of bundle DC-2,
17 paragraph 203, Mr Leung Cheong Kit made a comprehensive
18 reply stating that:

19 "The Transport Department will work together with
20 bus companies and labour union stakeholders to review
21 the instruction on drivers' work hour and rest hour to
22 reach a consensus."

23 But the Transport Department never approached the
24 district council, your district council to seek your
25 views. Is that correct?

26

1 CHAIRMAN: I think he just answered that.

2 MS MAGGIE WONG: Yes.

3 May I move on to another accident which is on
4 26 April 2016 at Kwong Lee Road. If you look at
5 bundle page 991, English, and in Chinese, 990.

6 MS JOEPHY CHAN: Before we move on, we would like to express
7 the view regarding the accident in Yen Chow Street.
8 Aside from work hours, our union members also tell us
9 that would it be possible to assist bus drivers through
10 road design, for example the minutes also mention that
11 if you look at other cities, they have diagonal crossing
12 or X crossing, in Japan, UK, in busy areas they have
13 road design --

14 CHAIRMAN: We have read the minutes, and this matter was
15 canvassed at some length in the minutes.

16 MS JOEPHY CHAN: Just now it was mentioned why did we have
17 an accident. It is because the crossing -- people want
18 to cross diagonally, but the pedestrians when they wait
19 too long, they can only cross diagonally, it is a L
20 crossing, so when they are waiting at the junction they
21 are waiting a longer time, and that increases the
22 chances or odds of an accident. That's why we mentioned
23 the X crossing idea. The Transport Department needs to
24 consider this, and the bus drivers also tell us that
25 they hope that there can be some countdown at the

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1 crossing lights, and that can remind them, remind the
2 pedestrians they can get ready, when they need to stop.

3 So if you look at the other cities, there is a lot
4 of technology that helps reduce pressure from motorists,
5 but Hong Kong is lagging behind. We have not even
6 attempted the X crossing, so the committee needs to
7 consider this.

8 Thank you, chairman.

9 MS MAGGIE WONG: Go to document page 990 and 991. It
10 relates to a fatal accident on 26 April 2016 on Kwong
11 Lee Road. If you see at the bottom there were certain
12 requests. And one of them is that:

13 "KMB and Transport Department should carry out
14 detailed investigation of this serious traffic accident
15 and provide a detailed explanation to the public."

16 And at paragraph 4:

17 "The Transport Department should properly handle the
18 follow-up work and improve traffic conditions on Kwong
19 Lee Road against potential traffic hazards."

20 Did your council follow up on these two requests?

21 MR LAM KA FAI: Yes.

22 MS MAGGIE WONG: Before you answer, are they in writing?

23 This follow-up? Are they in writing?

24 MR LAM KA FAI: The district council practice, for example
25 our councillors, they would write -- there was an

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1 accident in So Tsuen bus stop, and we would have
2 a discussion in the council and the Transport Department
3 representative would respond to these documents, and in
4 our practice after the discussion there might be
5 motions, maybe not on this occasion, but it could be
6 followed up in matters arising in the next meeting.

7 So in future meetings we would have a list of
8 matters that need to be followed up and in the next
9 meeting we can have further discussions.

10 So on that occasion, we requested the government to
11 do certain items, they were able to respond to some of
12 the points on the spot, and they might have to go back
13 and consider our other requirements, so they would have
14 documents in preparation.

15 So regarding the So Uk Estate bus accident, that
16 gave rise to a discussion topic that the So Uk Estate
17 bus stop had been in operation for more than 50 years,
18 so whether its design, its usage, because new bus routes
19 are continuously added, there are more and more bus
20 routes, so the suggestion was to rebuild the bus stop,
21 and there were even other calls for multipurpose uses,
22 where other community facilities could be built.

23 Whether a building could be built, there could be
24 maybe be a government clinic or even a social welfare
25 office and so on.

26

1 MS MAGGIE WONG: Mr Chairman, I've finished my questions for
2 this district council.

3 CHAIRMAN: Sorry, I missed the first part?

4 MS MAGGIE WONG: I completed my questions.

5 CHAIRMAN: Right.

6 Those are the questions that we have posed for you,
7 you have made some general statements, and we thank you
8 for that. You have made some specific statements as
9 well. If there is anything more you wish to raise, do
10 so now.

11 But I will tell you this. We have a video link with
12 a witness in Germany at 3 o'clock and we would like to
13 take some break before that, but if there is anything
14 you want to say, you can have the last word.

15 MR LAM KA FAI: Okay. Thank you, honourable judge.

16 Regarding traffic accidents, one is too much. And
17 I sincerely anticipate that this IRC under your
18 leadership can come up with innovative ideas or new
19 measures for the government to allow the public
20 transport service -- and can modernise and move to
21 a higher level of service. That is my expectation.
22 Thank you.

23 CHAIRMAN: Thank you.

24 MS JOEPHY CHAN: I wish to say that the committee here
25 today, I think the role it will play is a positive one,
26

1 and I hope these regular reviews can be routine practice
2 rather than occurring after accidents. We would like
3 our views to be accepted, but the franchise arrangement,
4 because of its heritage, the bus companies, whether we
5 are talking about the reprovisioning of bus routes,
6 about public convenience, or when you talk about public
7 safety, bus captain safety, a lot of times our views are
8 ignored, because I understand that bus franchise won't
9 be affected because of our views. And that is
10 regrettable and not ideal.

11 When we talk about bus routes we have continuously
12 provided our input. We even talked about bus safety,
13 but unfortunately in the past we didn't have platforms,
14 and routine venues, so in the past our views have never
15 been acknowledged. So we hope after this there can be a
16 new practice, a new venue where our views regarding
17 improvement can be made.

18 Thank you, Chairman.

19 CHAIRMAN: Thank you.

20 MR LAM KA FAI: Just now Tai Po District Council made
21 a point and I agree with them, regarding bus policy or
22 franchise issues. If the 18 district councils could
23 have some input before the expiry of the franchise, if
24 they could be consulted, if their views could be adopted
25 formally, then the bus companies would respect community
26

1 views even more.

2 So given the government structure, we do have some
3 examples, for example the Town Planning Board. Even the
4 Urban Renewal Authority or other land use changes,
5 developments, the Town Planning Board needs to seek the
6 support of the district council, and they might also
7 have to take on board other views. They have to take on
8 board -- it is the majority view, before they decide on
9 a change of land use.

10 So there are precedents, and I hope the honourable
11 judge can provide some strong impetus to an improvement
12 in bus company service and management such that our
13 views can be conveyed through our counsel and taken
14 seriously. And it should be greatly respected.

15 CHAIRMAN: May I ask you this. In the context of the
16 Transport Department's, Transport and Housing Bureau's
17 consultation about whether or not to recommend the
18 renewal of a bus franchise, has your district council
19 made submissions in response to invitations to the
20 public to forward their views?

21 MR MICHAEL YUNG: When the franchise is about to expire, in
22 our existing policy they don't need to consult the
23 district council.

24 CHAIRMAN: I appreciate that. But they do make a general
25 invitation. I was looking at a document yesterday, when

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1 the KMB franchise was being renewed. And it starts off
2 with an invitation to the public to make
3 representations, and has the district council, your
4 district council, not contributed to that general
5 invitation?

6 MR LAM KA FAI: I was not aware of that response. But if
7 there is a mechanism that is part of our agenda or all
8 the 18 district councils' agendas, then it would be
9 taken much more seriously. If it is a regular agenda
10 item, of course the franchise does not come up for
11 reapplication on a frequent basis, it is every five,
12 10 years, then ...

13 CHAIRMAN: Nowadays.

14 MR LAM KA FAI: So, in the 9th year, the 18 district
15 councils could place this on our agenda. Then all
16 district councils, we can discuss that in earnest,
17 a year before the application. That would be more
18 conducive to enhancing bus service.

19 MS JOEPHY CHAN: Mr Lam means that the bus companies should
20 take the initiative in contacting the 18 district
21 councils and consult us.

22 I know there are general invitations, but if you
23 want to stimulate a discussion, then they need to reach
24 out to our district councils. I'll give you an example.

25 The bus companies, whether it is a franchise, or
26

1 whether it is during the operation, when they talk about
2 the bus route reorganisation, our views are not
3 respected, they don't even bother listening.

4 I'll give you a bus route example. You asked
5 whether there are written submissions. So I have
6 written to the Commissioner for Transport Department,
7 bus route 6F, about a route change, because it travels
8 along -- it passes a hospital. So they shouldn't just
9 consider the passenger numbers, because a lot of the
10 elderly take that bus route to visit hospital services,
11 but unfortunately our views are ignored, and they might
12 cut bus service or even change the routes. So the
13 district councils have no way or no incentive to have
14 them heed our views.

15 So when the franchise is up for renegotiation, they
16 need to consider the DC views before a decision is made.
17 That would be appropriate and in the public's interest.
18 Thank you, Chairman.

19 CHAIRMAN: Thank you very much. I'll ask the secretariat to
20 communicate with you about the document that I had in
21 mind which sets out the public consultation that the
22 government says it has before a franchise is renewed.
23 The first step. There are a number of papers that
24 follow. But I would ask that you be given a copy of
25 that in due course.

26

1 It remains for me on behalf of the committee to
2 thank you for giving up your time on a rainy Saturday to
3 come and help us with your evidence.

4 Thank you very much. And we will resume at
5 3 o'clock.

6 (1.58 pm)

7 (The luncheon adjournment)

8 (3.16 pm)

9 EVIDENCE FROM ZF FRIEDRICHSCHAFEN REPRESENTATIVE:

10 MR JAN KULIS

11 (Given via video link)

12 CHAIRMAN: Good afternoon, Mr Hui. We welcome you and your
13 colleagues as the legal representatives of
14 ZF Friedrichschafen and its subsidiaries, including
15 Openmatics, and we welcome you, Mr Kulis, and thank you
16 for accepting our invitation to assist us with
17 understanding how the technical devices work.

18 I'm going to ask counsel for the committee, Mr Chan,
19 to begin posing questions of you.

20 Now, if there are any difficulties in your accessing
21 material, if you need time to read material, please say
22 so, and we will do what we can to help you.

23 Do you understand?

24 MR KULIS: Okay, perfect, I understand, thank you.

25 Examination by MR DEREK CHAN

26

1 MR DEREK CHAN: Good morning, Mr Kulis. My name is Derek
2 Chan, and I'm counsel for the committee.

3 I will be asking you questions on behalf of the
4 committee, and the committee members themselves may also
5 ask you questions directly during this session.

6 Can I start first by thanking you, Mr Kulis, for
7 attending today. Your evidence is important to the
8 committee's task in considering from a technical
9 perspective the safety-related measures that are
10 available for franchised buses in Hong Kong.

11 Mr Kulis, can I start first by asking you several
12 basic questions about your current position in your
13 company.

14 Now, if I may, I will use the term "ZF" in short, to
15 collectively refer to your company and its subsidiaries,
16 including Openmatics.

17 So I will just use the term "ZF" collectively.

18 MR KULIS: Yes, of course.

19 MR DEREK CHAN: I understand you are an employee of ZF; what
20 is your current position in the company?

21 MR KULIS: My current position is team leader of system
22 engineering and I'm an employee of the company
23 Openmatics, which is the subsidiary of the ZF. So
24 that's the correct technical status.

25 MR DEREK CHAN: Can you just give us a very general
26

1 description of your responsibilities as a team leader of
2 systems engineering?

3 MR KULIS: Yes. So my work is consisting mainly from the
4 technical support for deploying the Openmatics systems
5 for current customers, new customers, and in general the
6 job of the system engineer is to tailor our system to
7 customer needs, because our system is pretty much
8 configurable so we are always trying to find the best
9 technical way how to fit our system into some customer
10 solution.

11 MR DEREK CHAN: And I understand that you have a degree in
12 electronic engineering and telecommunications from the
13 University of West Bohemia; is that correct?

14 MR KULIS: Yes, that's correct.

15 MR DEREK CHAN: Mr Kulis, the committee had previously been
16 in correspondence with a law firm in Hong Kong that
17 represents your company, and through correspondence the
18 committee has already asked some questions and your
19 company gave some answers through this law firm. Are
20 you aware of that?

21 MR KULIS: Yes, I am aware.

22 MR DEREK CHAN: Yes. Do you have the answers provided by
23 your company through this law firm in front of you?

24 MR KULIS: Yes, I have it in front of me.

25 MR DEREK CHAN: Mr Chairman and members, the correspondence
26

1 in our bundle is located at the bundle for bus and
2 technical devices manufacturer. I think it is BM-1, in
3 short.

4 CHAIRMAN: Thank you.

5 MR DEREK CHAN: And the letter from Zhong Lun Law Firm
6 starts at page 64.

7 Mr Kulis, can I just confirm that we are reading the
8 same thing?

9 Do you have in front of you a letter from a law firm
10 for Zhong Lun Law Firm dated 26 June 2018?

11 MR KULIS: Yes, and I can see it on the screen also.

12 MR DEREK CHAN: You can see it on the screen also. Great.

13 Mr Kulis, the hard copy you are reading off, is it
14 paginated in the bottom right-hand corner.?

15 MR KULIS: No.

16 MR DEREK CHAN: It is not, no problem --

17 MR KULIS: -- (Simultaneous speakers - unclear).

18 MR DEREK CHAN: I see.

19 Mr Kulis, I'll be asking you questions today from
20 two perspectives, and I'll tell you what they are, so
21 you know where I'm coming from. Firstly, I will be
22 asking you questions about the technical capabilities of
23 the black boxes that had already been supplied by your
24 company to Hong Kong bus operators.

25 So for this, I will be asking you to clarify and
26

1 explain to the committee some of the matters that arise
2 from the written answers that your company has very
3 helpfully provided.

4 That's the first perspective.

5 Secondly, I will be asking you questions about
6 technical capabilities of other hardware or software
7 systems that your company provides, or are able to
8 provide, that are relevant to the issue of bus safety.

9 These are the two perspectives I will be asking you
10 questions from.

11 So with that in mind, Mr Kulis, can I ask you to
12 look at the submissions in front of you at paragraph 1.

13 Does the page that you are looking at start with the
14 word "Annex III" at the top?

15 MR KULIS: Yes.

16 MR DEREK CHAN: The answers provided by your company are in
17 blue, and can I draw your attention to the second
18 paragraph -- sorry, paragraph 1, in the three blue
19 paragraphs, the second one:

20 "Openmatics entered into a supply contract to
21 deliver telematic systems ... with Kowloon Bus Company
22 and Long Win Bus Company."

23 And then your company states here:

24 "Openmatics started offering telematic services by
25 using the first black box system called the 'Mozart

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1 Box'. Later on, Openmatics replaced the Mozart Box by
2 a successor platform black box called the 'Bach Box'.
3 Clients can use both systems in parallel as KMB does."

4 Now can you first tell us when were the Mozart Box
5 and the Bach box first introduced to the market?

6 MR KULIS: If I remember correctly, the Mozart Box was
7 introduced to the market in 2011.

8 MR DEREK CHAN: What about the Bach box?

9 MR KULIS: The Bach Box, it was -- I think it was in summer
10 of 2015.

11 MR DEREK CHAN: So a Bach Box is more advanced than a Mozart
12 Box? Can you --

13 MR KULIS: Yes, it is an advance of technical evolution.

14 MR DEREK CHAN: Can you tell us in general terms what are
15 the key differences between the two boxes or the
16 advances that have been made to the first generation?

17 MR KULIS: Yes. As the technology develops, then the Bach
18 Box is the second generation of our telematic product,
19 so it was designed to be smaller, cheaper, faster and it
20 have more interfaces. That's the major difference.

21 MR DEREK CHAN: More interfaces, what do you mean by that?

22 MR KULIS: Yes, our device can read different data from
23 different sources, and different ports. You can -- it
24 mentioned the situation with your laptop, where you have
25 maybe USB port, the video port and so on, so the Mozart
26

1 Box and the Bach Box, we have the interfaces for the
2 vehicle systems, to the cameras, serial line and
3 tachograph interface, GPS, and so on and so on. So the
4 Bach Box have more of them.

5 MR DEREK CHAN: Is the Bach Box currently the most advanced
6 black box system offered by your company?

7 MR KULIS: The current moment, yes.

8 MR DEREK CHAN: Now, can I go on in the submissions provided
9 by your company. Your company talks about the driver
10 feedback device.?

11 MR KULIS: Okay.

12 MR DEREK CHAN: Over the page, after that, there is a screen
13 grab of certain driver feedback thresholds?

14 MR KULIS: Mm-hmm.

15 MR DEREK CHAN: Now, your company says here that the
16 thresholds were initially defined by Kowloon Motor Bus
17 and then calibrated by Openmatics to fit the defined
18 parameters. My first general question is, after your
19 company has calibrated these threshold values, can the
20 end user, for example, the bus operator, can they change
21 or redefine these values by themselves, or do they have
22 to go back to your company?

23 MR KULIS: Yes. The general concept is that customer can
24 change the threshold if he wants to.

25 MR DEREK CHAN: Now, just going through the threshold
26

1 values, one by one.

2 The first two parameters, or the first two
3 thresholds, relate to acceleration and deceleration.

4 Can you tell us what is the time frame within which the
5 acceleration or deceleration is measured before the
6 threshold is considered crossed?

7 MR KULIS: Okay. I think the acceleration -- in general all
8 the thresholds are measured in the time frame of one
9 second.

10 MR DEREK CHAN: Of one second. Is the system -- and I'm
11 talking about the system supplied to the Hong Kong bus
12 companies, is it capable of incorporating different
13 measures of acceleration and deceleration over different
14 time periods, for example a constant acceleration over
15 three second or five second intervals? Is that possible
16 under this current system?

17 MR KULIS: Yes, this is possible, I think this option is
18 configured.

19 MR DEREK CHAN: So this type of measuring acceleration, and
20 deceleration, is capable to be recorded under the both
21 the Mozart Box and Bach Box, or just one type of them?

22 MR KULIS: Yes. On the both, it is the same software, to be
23 correct.

24 MR DEREK CHAN: If that's the case, is there any reason why
25 we don't see that type of threshold definition in this
26

1 screen grab here? If it is possible?

2 MR KULIS: Excuse me, I didn't get the point of your
3 question.

4 MR DEREK CHAN: I will just start again. If I can draw your
5 attention to the screen grab in the middle of the page?

6 MR KULIS: Yes.

7 MR DEREK CHAN: You just told us that the acceleration and
8 deceleration rates are measured per second?

9 MR KULIS: Yes.

10 MR DEREK CHAN: And my question was can the acceleration and
11 deceleration threshold values be measured at variable
12 time periods over a longer period, three seconds, five
13 seconds, so that you can measure a more constant
14 acceleration or deceleration? Is it possible under this
15 system? Or do you need something else?

16 MR KULIS: Yes. To be absolutely correct, this is possible,
17 but the configuration of this parameter is not public.
18 So the current application is not designed to be
19 configurable in this time frame of the (unclear), but
20 the system is capable to be configured in this way. It
21 is just not designed for the end customer like that.

22 MR DEREK CHAN: The reason I'm asking this question is
23 because when I look at your company's website, and in
24 the Vivaldi on-board unit, one of the thresholds for
25 acceleration/deceleration is speed increase by more than

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1 50 per cent within three seconds, or an increase of more
2 than 32 kilometres per hour over five seconds, so you
3 have a variable way of measuring sudden or extended
4 acceleration and deceleration.

5 So my question is really, is that sort of more
6 sophisticated way of measuring acceleration and
7 deceleration available with the current technology that
8 is supplied to the Hong Kong bus companies?

9 MR KULIS: Yes. Now you are talking about the Vivaldi unit,
10 this is the unit we are providing for passenger cars and
11 which we introduced to the market in 2017, or beginning
12 of 2018, so the software is more sophisticated on the
13 Vivaldi unit that compared to the Mozart and the Bach.

14 MR DEREK CHAN: Yes, I understand that. So do I take it
15 that the most sophisticated way of measuring
16 acceleration and deceleration is not available in the
17 current Mozart or Bach units?

18 MR KULIS: I think it is available because we have the open
19 application concept. It was just not requested by any
20 customer so far. But it can be changed any time.

21 MR DEREK CHAN: I see. On the issue of acceleration and
22 deceleration still, can I take you to a few pages on --

23 CHAIRMAN: Before you move on. Mr Kulis, can I just ask
24 you, from that page where you have the data displayed,
25 just above the data display there is a narrative
26

1 describing what is being displayed. Can I ask that that
2 be brought up on the screen.

3 The sentence that I want to draw to your attention
4 is this:

5 "The driver feedback thresholds for the accident bus
6 were initially defined by KMB and then calibrated by
7 Openmatics to fit KMB's defined parameters."

8 And the question I wanted to ask you is, which is
9 the accident bus? What is meant by that?

10 MR KULIS: I think this is referring to the recent fatal
11 accident on the Tai Po Road, if I'm correct.

12 CHAIRMAN: The Tai Po accident bus?

13 MR KULIS: Yes, which happened ...

14 CHAIRMAN: Thank you.

15 MR DEREK CHAN: Mr Kulis, on the issue of acceleration and
16 deceleration values, can I draw your attention a couple
17 of pages on from the submissions at paragraph 5.

18 Chairman, members of the committee, page 69 of our
19 bundle. Paragraph 5.

20 MR KULIS: Okay.

21 MR DEREK CHAN: In the middle of the page, again, in blue,
22 that is the answers from your company, it is stated
23 that:

24 "The telematics system installed at KMB is capable
25 of recording speed, deceleration and acceleration of the
26

1 buses. However, the deceleration and acceleration of
2 the buses as feature recording this on an ongoing basis
3 is not enabled."

4 Are you able to elaborate or explain to us what is
5 meant by this paragraph, especially the part about
6 recording acceleration and deceleration on an ongoing
7 basis?

8 MR KULIS: Yes, I'm also not sure if I will get the point of
9 this sentence correctly, but I think the sentence is
10 referring to the situation that these values,
11 acceleration and deceleration, for the KMB we are using
12 to raise realtime warnings, not for recording them to
13 the data. This is my understanding of this declaration.
14 So we have the system, the driver feedback device, which
15 is warning the drivers in the realtime if they
16 accelerating too much or decelerating too much. For
17 this propose we are using the values of acceleration and
18 deceleration, we are not storing these values for the
19 historical data. That's my understanding of this
20 sentence declaration.

21 MR DEREK CHAN: I see. Okay.

22 So your understanding is that the acceleration and
23 deceleration are not recorded in the black box data
24 systems?

25 Is that correct, Mr Kulis?

26

1 MR KULIS: Yes, that's my understanding. Because another
2 function of the -- our box is the record, the several
3 data, as the black box feature. There are maybe 20
4 different values, but not the acceleration and
5 deceleration.

6 MR DEREK CHAN: Is there a reason, a purpose for not
7 enabling the storing of such data?

8 MR KULIS: If definitely there must be a reason, but it is
9 not known for me, and I think the data set which is
10 recording for the customer, KMB for example, most
11 definitely by the customer KMB, so whatever data they
12 can read, we can store. Obviously it has some impact on
13 the data volume transferred and so on. That might be
14 the reason, but it is not, at least for the moment.

15 MEMBER LO: I have a question on acceleration, deceleration,
16 is it measured by an accelerometer or is it calculated
17 by velocity change over time?

18 MR KULIS: As we can also see on this screenshot from the
19 configuration, the very first parameter is the
20 acceleration signal source, in this situation the signal
21 source is changed in the vehicle speed, and from that
22 over the one second is calculated acceleration or
23 deceleration, in this case. But it can be also switched
24 to the internal accelerometer of the Mozart Box or the
25 Bach Box.

26

1 MEMBER LO: So is it directly measured or is it derived from
2 velocity changes over time?

3 MR KULIS: From this configuration, which we are looking on,
4 it is derived from the vehicle speed --

5 MR DEREK CHAN: So did the signal come from the speedometer,
6 is that correct, in this case? So the signal source of
7 the acceleration and deceleration calculation, the
8 signal source comes from the speedometer of the bus, and
9 then the computer or the system calculates the
10 acceleration and deceleration based on the changes in
11 the vehicle speed as recorded by the bus itself; is that
12 correct?

13 MR KULIS: Yes, that's correct.

14 MR DEREK CHAN: Moving on to the next parameter, which is
15 the tilting angle, in terms of degrees?

16 MR KULIS: Yes.

17 MR DEREK CHAN: In this case we see that the tilting angle
18 is set at 44 degrees in this case?

19 MR KULIS: Mm-hmm.

20 MR DEREK CHAN: From a technical perspective, do you know
21 why the angle of 44 is selected, why not some other
22 figure?

23 MR KULIS: I think value of the 44, as you can imagine, is
24 not a real value for the operating bus. So my
25 understanding of this configuration is that it means
26

1 that deactivation of the tilting angle warning in this
2 example.

3 If you do not want to be notified on the tilting,
4 then you can set it up to the value which you will not
5 reach during the normal operation, and this, for
6 example, is 44.

7 MR DEREK CHAN: The next parameter under tilting angle is
8 the configuration of excessive speed values.

9 In this screenshot we can see two parameters under
10 that. One is speed and one is speed in areas, and this
11 this case, both are set at 75 kilometres per hour.

12 Now, firstly, a more basic question. Just to see if
13 my understanding is correct. So if the bus in this case
14 exceeds 75 kilometres per hour, the threshold would be
15 considered crossed; is that correct?

16 MR KULIS: That's correct.

17 MR DEREK CHAN: What is the difference between these two
18 parameters, speed and speed in areas?

19 MR KULIS: The application driver feedback is capable of
20 handling the areas where you can set up different speed
21 limits. For example, you can have some areas with 50
22 and some with 70. So if you want to configure this
23 application in that way, that you are respecting that in
24 some areas you have different speed limit, then this
25 particle configuration parameter, speed in area, should

26

1 be different.

2 And then, of course, you need also to configure the
3 areas in some other window, or enter some geofencing
4 into the system.

5 MR DEREK CHAN: I'm interested in that last bit of your
6 answer.

7 Obviously the bus, if you wish to take advantage of
8 the speed in areas parameter, the system would have to
9 know where the bus is to trigger that parameter. How is
10 that done, technically?

11 MR KULIS: This is currently done by the GPS technology,
12 both on the Mozart and the Bach Box, and in the Hong
13 Kong commission, the GPS technology is also supplied
14 with data recording feature which is helping to recover
15 the GPS position when the signal is lost.

16 MR DEREK CHAN: Is this capability of setting different
17 speed thresholds in different areas, is this capable in
18 the current systems that are supplied to the Hong Kong
19 bus companies? Or do they have --

20 MR KULIS: Yes.

21 MR DEREK CHAN: -- to add something extra to utilise this
22 feature?

23 MR KULIS: No. Of course they need to configure or in
24 cooperation with us, we need together to configure the
25 areas, we need to define results, the rules, then the
26

1 system is capable.

2 MR DEREK CHAN: In this case, we have the same speed, 75,
3 for both parameters. What would be the use of, or the
4 purpose of configuring both parameters at the same speed
5 in this case?

6 MR KULIS: I think that also means that this feature is not
7 used for this particular configuration.

8 MR DEREK CHAN: I see. Now in Hong Kong, I'm sure you
9 realise, that we are generally a very dense city, with
10 lots of high rise buildings. To what extent would the
11 stability or reliability of the GPS signals in places
12 such as Hong Kong with a lot of high rise buildings, how
13 would it affect the efficiency of such a system?

14 MR KULIS: Of course the -- let's say the precision of the
15 positioning is affected by the Hong Kong environment, it
16 is called (unclear), you have very high rise buildings,
17 so the efficiency and let's say the error in the meters
18 is higher than on the free land, but I think our
19 positioning system was generally accepted by the
20 customers after some several trials of examination and
21 fine tuning, so as I was recently speaking about the
22 data recording, we have the special algorithm which is
23 trying to input the position, the value when the GPS
24 signal is lost or not recorded. So we are trying our
25 best to provide a good position.

26

1 MR DEREK CHAN: As far as you are aware, how widespread or
2 how common is it for commercial fleet operators around
3 the world to take advantage or to configure different
4 speeds thresholds, when the vehicle moves into a for
5 example a lower speed zone? How often is that used?

6 MR KULIS: According to our experience, it is not used so
7 widely. Most likely we have the operators which are
8 using only the higher limit, and that's it. It doesn't
9 matter if you are talking about buses or trucks, usually
10 the interest is about one general high rule, and it is
11 I think because they don't want to introduce too complex
12 system to the drivers.

13 MEMBER LO: If the system can set different speed thresholds
14 for different areas, the input interface got to be more
15 complicated than one number. It got to define the area
16 and the threshold, right? So in this simple interface,
17 it cannot handle different speed thresholds for
18 different areas; is that correct?

19 MR KULIS: In this interface you can set up the two
20 different speed thresholds, and then you need define the
21 areas in the next window which is not shown, but next to
22 the headline of this configuration window, you have the
23 details, settings, messages, and areas configuration.
24 So you can --

25 MR DEREK CHAN: So does this --

26

1 MR KULIS: -- particular areas to this configuration, and
2 maybe you want to limit the speed and the depth only for
3 some numbers, so you can do it through that.

4 MEMBER LO: So the system is already designed for that, it
5 is just the interface shown here does not show that
6 feature?

7 MR KULIS: Yes.

8 MR DEREK CHAN: If I have a digital map that is able to show
9 different speed limits on different roads, would I be
10 able to use that combining with the system currently
11 available here, to configure to set different speed
12 thresholds depending on where the bus is on the digital
13 map? Or is that not possible under the system?

14 MR KULIS: Definitely it is possible. Of course we will
15 need some software which will convert the file format of
16 your map, which we don't know, to the file format of our
17 configuration, and at the current moment I also need to
18 highlight that we are supporting only two different
19 speed limits, not unlimited values of the limits.

20 MR DEREK CHAN: I see, so the limit of the system is just
21 two speeds, not multiple speeds; is that correct?

22 MR KULIS: I think this is, to be correct, this is limit of
23 the current application. It can be easily extended to
24 support more limits, it is just a software change, but
25 it is not supported right now because the request was

26

1 just a low band and a middle band of the speeds.

2 MR DEREK CHAN: Again, just staying on this screenshot and
3 focusing on the equipment currently supplied to the Hong
4 Kong bus operators, am I correct to understand if one or
5 more of these threshold values are crossed, the driver
6 feedback system would provide visual and acoustic
7 feedback to the driver immediately? So a light would
8 come on and there would be a beeping sound of some sort,
9 is that correct?

10 MR KULIS: Yes, that is correct.

11 MR DEREK CHAN: Now, what I'm interested in is this.

12 In addition to alerting the driver who was driving
13 the bus, if these threshold values are crossed, do the
14 systems presently supplied by your company to the Hong
15 Kong bus operators have the capability of automatically
16 generating reports for the crossing of threshold values
17 to alert those monitoring the driver's behaviour that
18 these values had been crossed?

19 MR KULIS: Yes, the system is capable.

20 MR DEREK CHAN: Of automatically generating reports?

21 MR KULIS: Yes.

22 MR DEREK CHAN: Would the bus company need to have
23 additional software applications in order to take
24 advantage of this automatic generation of reports?

25 MR KULIS: No, actually, this is supported directly in the
26

1 application bundle which we got driver feedback. To be
2 exact, the driver feedback is not also meant for the
3 device, it is also the application bundle we are
4 providing. Part of the application is running on the
5 device in the bus, but another part of the application
6 is also running on the server, and it is capable of
7 receiving events as they appear, so together with the
8 position information where it happened. Then, for
9 example, if you have the speeding event, you can see on
10 the bottom there had been the speeding event recently on
11 this road, and so on, or you can check the statistics of
12 it.

13 MR DEREK CHAN: So it is a matter of how the end user or the
14 bus operator wants to use the data that is being
15 collected; is that correct?

16 MR KULIS: Yes.

17 MR DEREK CHAN: In addition to these basic threshold values
18 that we see in this screenshot, do the systems provide
19 any other threshold values that relate to safety or safe
20 driving?

21 MR KULIS: Not the application driver feedback currently.
22 We have also another application which we can just
23 upload to these boxes, and then we can measure --
24 basically, any parameter which we can technically read
25 we can analyse, so if you realise that some maybe bridge
26

1 somewhere is important parameter to monitor, then we can
2 start monitoring such parameter, and make the
3 notifications, something like that.

4 MR DEREK CHAN: Can I then move on to the next topic, which
5 is the transmission of the data collected by the black
6 boxes to another place.

7 So for that, can I first take you to our page 69,
8 which I think in your bundle would be under paragraph 5.
9 If you have the correct page, at the bottom of the page
10 there should be a small (ii) at the bottom of the page.?

11 MR KULIS: Yes. I have it.

12 MR DEREK CHAN: And the blue answer given by your company
13 refers to the system collecting the defined data every
14 second. And then sends that data to a defined FDP
15 server every 30 seconds.

16 MR KULIS: Mm-hmm.

17 MR DEREK CHAN: My first question is is the setting of
18 a 30-second data transmission time gap, is it a matter
19 of choice, or a matter of the limitations of the
20 hardware capabilities offered by your company?

21 MR KULIS: It is a matter of choice. It is a configurable
22 parameter.

23 MR DEREK CHAN: So if the end user wants he can configure
24 the system to send the data to a defined server every
25 second, for example?

26

1 MR KULIS: For example, then I will assume there will be
2 some technology limitation, because the transfer
3 protocol is FDP file transfer protocol and it needs some
4 seconds to check and establish a connection and upload
5 the file, so I think the technology limitation for the
6 FDP can be about two or three seconds for this --

7 MR DEREK CHAN: So delay --

8 MR KULIS: Just I think the lowest useful value for the FDP
9 transfer rate should be around 5 seconds. That's my
10 feeling.

11 MR DEREK CHAN: Taking into account the speed of data
12 transfer, is my understanding correct?

13 MR KULIS: Exactly.

14 MR DEREK CHAN: Now if the data is capable of being
15 transmitted and received at, say, 5-second intervals,
16 does your company provide the technology either in
17 hardware or software to facilitate realtime monitoring
18 of the data collected by the black box?

19 MR KULIS: Yes.

20 MR DEREK CHAN: So let me see if I get this right. Your
21 company supplies the black box, it collects the data,
22 and the system is able to transfer that data, say, every
23 five seconds, to a defined server?

24 MR KULIS: Mm-hmm.

25 MR DEREK CHAN: So as a supervisor, I'm sitting in my
26

1 office, how do I monitor the driver, realtime? Do
2 I need additional software, or does your company already
3 provide the software for me to do so?

4 MR KULIS: There are two options, we can provide our
5 software solution, which consists of the Openmatics
6 portal and additional applications on the server side.
7 That is one option, but some customers they are
8 preferring just to get the data, and they have their own
9 IT systems behind. In that case we are just the data
10 provider and we don't care about the utilisation or
11 operating of that. Utilising that.

12 MR DEREK CHAN: In this case, KMB, is it the case that ZF
13 only works as, as you describe it, a data provider, or
14 are you aware of any more advanced use by KMB of your
15 company's realtime monitoring capabilities?

16 MR KULIS: I think in this case KMB is the customer, at
17 current moment, they are using their own IT system to
18 handle the data and work with the data. But, yes, it's
19 by agreement, we can also change it if we want.

20 MR DEREK CHAN: I see. In your experience, how common is it
21 around the world in terms of commercial fleet management
22 for the company to monitor the driving behaviour of its
23 drivers realtime? How common is that?

24 MR KULIS: I think this is quite a common request. Both
25 from the safety and economic reason, the companies

26

1 usually want to monitor the drivers. In some countries
2 there is the conflict with the law regulation and
3 protecting the driver safety, like in the West European
4 countries, sometimes it is not so easy to introduce
5 monitoring system, but the demand is always there.

6 MR DEREK CHAN: Moving on, then, Mr Kulis, to another topic.
7 You mentioned a bit earlier, or I mentioned actually,
8 the Vivaldi unit that is offered by your company. When
9 was this unit first introduced to the market?

10 MR KULIS: I think that was at the end of 2017 or beginning
11 2018 I'm not sure exactly, but it is relatively new
12 hardware.

13 MR DEREK CHAN: Is it a more advanced version of the Mozart
14 and Bach boxes or something completely different?

15 MR KULIS: This is something completely different. The
16 Vivaldi unit is designed for the passenger cars, it
17 cannot work in the buses because of different interface.

18 MR DEREK CHAN: So this unit is more for passenger cars not
19 for buses?

20 MR KULIS: Or maybe light commercial vehicles, but not big
21 buses. Not for the heavy --

22 MR DEREK CHAN: In that case I'll move on.

23 The next item that I'm interested in, or I am going
24 to ask questions on, is the ability or the capability of
25 using software analysis to provide a report on
26

1 acceptable or unacceptable, safe or unsafe driving
2 behaviour.

3 Does your company provide the software that is
4 capable of assessing, based on the data collected by the
5 black box, capable of assessing or coming up with
6 a report of what is acceptable or unacceptable driving
7 behaviour? Is that possible?

8 MR KULIS: Yes, it is possible.

9 MR DEREK CHAN: How is that possible? What do I have to do?
10 If I'm a bus operator and I come to you and say I want
11 something that allows me to generate a report of
12 a particular driver? How would you tell me that can be
13 done, how can that be done?

14 MR KULIS: In that case, I will introduce you to our
15 application driver feedback, together with the portal
16 parts, together with the software solution which we are
17 providing, so then you can regard the parameters as we
18 were talking about, then, and you can get also the
19 statistics, so then at the end of the day, or some
20 period, you can make your own analysis, for example,
21 which driver have most warnings, thresholds, speeding
22 events, and so on.

23 This is one option.

24 And then we can also design the solution for you, if
25 you are not satisfied with the driver feedback only, if

26

1 you want to have more sophisticated calculations, we can
2 log the driving data, the parameters, into the database
3 and make the analysis relevant for you. If you are more
4 focused on different inputs, maybe some other parameter
5 is concerning you, we can make analysis and score it on
6 that.

7 It depends how you feel the logic. If you want to
8 calculate the bonus points and evaluate the best driver,
9 or if you want to introduce, let's say, the negative
10 restriction, it is just check they are better drivers,
11 or better behaviour, and so on. There are multiple ways
12 to achieve it.

13 Also depends what the drivers are open for, or the
14 unions, it can have more solutions.

15 MR DEREK CHAN: So it is just the software capabilities.

16 Because the hardware itself is just the data collected
17 by the black boxes. Is my understanding correct?

18 I don't need to buy new equipment? In order to come up
19 with such a score card of a driver's behaviour?

20 MR KULIS: No, you don't need new equipment. If, for
21 example, now you are the customer, and you already have
22 our boxes we can just talk about new possibilities and
23 we can give you the new software and you will use the
24 same hardware for that.

25 MR DEREK CHAN: In your experience, how common is it around
26

1 the world in commercial fleet management for the
2 operator to use software to come up with a score card of
3 the driver's driving behaviour? How common is it around
4 the world?

5 MR KULIS: It is -- based on my experience it is relatively
6 common in the West European countries. On the other
7 hand, in some other regions, they want to keep the
8 system simple, like is the driver feedback negative.
9 Only a simple warning, and that's it. Because still we
10 need to consider that drivers need to understand what
11 they are scored for. So if you introduce more complex
12 calculation, to evaluate the score cards, we need to
13 provide the training of the drivers, need to understand
14 it. So it differs by the countries and regions.

15 MR DEREK CHAN: But I think you said it is quite common in
16 Western European countries?

17 MR KULIS: Definitely.

18 MR DEREK CHAN: Moving on then from this driver score card
19 --

20 CHAIRMAN: Before you move on. If it is quite common in
21 Western European countries, what thresholds do they use
22 to monitor driver behaviour if they are scoring the
23 driver "good" or "bad", or "average". Whatever the
24 score card might be?

25 MR KULIS: To give you the example, for example the truck
26

1 companies in Germany, they are using the parameters as
2 we have here, the basic parameters, so the speeding
3 events, acceleration, deceleration, but on top of that
4 they are, for example, evaluating if the driver is using
5 the (unclear) for the driving, so he is saving the
6 brakes, or they even have the analysis of the speed
7 value shape in time, and the brake application. So if
8 they are not using the aggressive driving style or if
9 they are not -- how to say, if they are driving more
10 effectively. There are multiple analyses for this.

11 CHAIRMAN: So the basic model would be to start with
12 analysing speeding, acceleration and deceleration,
13 that's the basic model?

14 MR KULIS: Yes. Also the idling, if you keep the engine
15 running, if you are standing, then you are wasting money
16 obviously. That's the basic model. And then on top of
17 that, maybe saving of the brakes and so on.

18 CHAIRMAN: Thank you.

19 MEMBER LO: I have another question on the 30 seconds.

20 So when you send information every 30 seconds, do
21 you send second by second of the last 29 seconds, or do
22 you average everything for the last 30 seconds and send
23 one number?

24 MR KULIS: We are sending second by second.

25 MEMBER LO: So you get second by second of the last 30
26

1 second, and not one every --

2 MR KULIS: Each second is recorded.

3 MEMBER LO: Okay, good.

4 MR DEREK CHAN: Moving on to the next topic, which is
5 automatic logging of a driver's driving or rest times.

6 MR KULIS: Okay.

7 MR DEREK CHAN: I understand that your company offers the
8 hardware and software to enable a driver's driving time
9 to be automatically logged or digitally; is that
10 correct?

11 MR KULIS: To be exact, we are offering the Mozart and Bach
12 boxes where you can upload the software which is logging
13 the driver's driving time. We are not selling the
14 tachographs by the definition of the European law
15 because the tachographs in Europe are produced and sold
16 by different companies, and to that kind of the
17 tachographs we can connect and download, but we are not
18 selling them.

19 MR DEREK CHAN: Let me see if I understand it correctly. So
20 what your company provides is the software to be able to
21 record the driver's driving time based on the data
22 collected by the Mozart and Bach boxes; is that correct?

23 MR KULIS: That's correct.

24 MR DEREK CHAN: And I think, is the software application
25 called Digi Tacho Download, or is that something
26

1 different?

2 MR KULIS: That particular application is used to download
3 the data from the digital tachograph that needs to be
4 installed in the vehicle. It is widely used in Europe,
5 where we have the tachograph rule, tachographs are
6 mandatory, and to avoid manual downloads from the big
7 fleets, we can download the data through the Mozart or
8 Bach Box. For that we have this application.

9 MR DEREK CHAN: I see. What about the application called
10 the Driving Times app? Does that perform the same sort
11 of function or is it something different?

12 MR KULIS: It is a little bit more advanced sort of
13 function. This application is also connected to the
14 digital tachograph in the vehicle, but the scope of the
15 application is that you will see on the screen the
16 remaining driving time for each driver in your fleet, so
17 you will get the fast overview which driver needs to be
18 exchanged, which drivers can drive, where they are, so
19 on. So kind of that.

20 MR DEREK CHAN: So if in Hong Kong we do not have
21 a tachograph system in the way that Western European
22 countries may have them, can Hong Kong use this
23 electronic recording of the driver's driving time
24 through the data collected by the Mozart and Bach boxes?

25 MR KULIS: Yes. This is generally possible. Because we
26

1 need just the information about the driver
2 identification, and the speed. Then we can easily get
3 the information how long the driver is driving. So we
4 can make our own implementation of measuring the driver
5 and times.

6 MR DEREK CHAN: How widely is it used in the world in terms
7 of systems for electronically logging driver's driving
8 times? Is it very common or not common?

9 MR KULIS: It is very common in Europe, because we need to
10 have the tachographs from law. It is not so common in
11 north or south America, these countries are just
12 considering if they need the tachographs or the
13 measuring of the driving times in general or not. Same
14 in Asia Pacific I think. It is still under discussions.

15 MR DEREK CHAN: Thank you.

16 Moving on then from the electronic logging of
17 driving times, the next topic I want to cover with you
18 is the braking systems that are offered by your company.

19 MR KULIS: Okay.

20 MR DEREK CHAN: The two braking systems that we saw from
21 your company's website being offered by your company,
22 the two systems that we found are called intarders, and
23 the second one is called integrated brake control.

24 Now, firstly, what are they, and secondly are they
25 suitable for use on commercial buses and in particular

26

1 in Hong Kong, double-decker buses?

2 MR KULIS: Yes, so the --

3 MR DEREK CHAN: If I can ask you to explain those matters
4 one by one, firstly the intarder. What is it?

5 MR KULIS: I think the intarder, this is the additional
6 brake system which is part of the gearbox. For example,
7 the echo live gearbox, which is the product that is
8 used, is also in some Hong Kong buses. It is mostly
9 equipped with this brake system and its commercial name
10 is intarder. So it is kind of additional device on the
11 gear box which can provide the braking power.

12 MR DEREK CHAN: So let me see if I understand it generally.
13 The device, does it use the engine to slow down the
14 vehicle, or am I getting it completely wrong?

15 MR KULIS: No, no, the braking function or the braking power
16 is done in the gear box in this intarder device.

17 CHAIRMAN: So effectively it is going down into lower gears,
18 is that it?

19 MR KULIS: It is actually not going to lower gears, it is
20 using another kind of gear which is there only for this
21 braking. But the principle is something like that.

22 MR DEREK CHAN: Is the intarder capable of being retrofitted
23 to existing buses or do they have to be incorporated in
24 the manufacturing stage?

25 MR KULIS: It is definitely part only of the transmission,
26

1 so you can use the intarder only in the buses where you
2 have modern sort of transmissions. So the retrofiting,
3 I'm not sure if this is possible. Probably not in every
4 bus.

5 MR DEREK CHAN: And how does the intarder enhance safer
6 driving? Does it help the driver brake in certain
7 circumstances? How does it help safe driving?

8 MR KULIS: Let me check. If you can give me a few seconds,
9 I need to browse the training manual.

10 CHAIRMAN: Please take your time.

11 MR KULIS: I think the main advantage is that intarder have,
12 let's say, bigger braking effect at the higher speeds,
13 if we will check the brake diagram which shows the
14 braking power based on the vehicle speed, then the -- if
15 you are braking by the intarder, then you have higher
16 braking power at higher speeds, and even available to
17 the lower speed range.

18 Maybe later I can provide you with the official
19 diagrams and documents for this.

20 CHAIRMAN: Yes, thank you. That would be helpful.

21 MR KULIS: If you are fine with that, I can give some PDFs
22 or something.

23 CHAIRMAN: Please do that.

24 MR DEREK CHAN: Just on the issue of providing us with
25 material explaining how the intarder works, can you also
26

1 provide something similar in relation to the driver
2 feedback app, the app with which you create a score card
3 for the driver. Can you provide the committee later on,
4 as well, with presentation materials, PDFs to explain
5 how it actually works.

6 MR KULIS: For the driver feedback application I can send
7 you the application manual, the official instruction,
8 how to use the application, how it works.

9 MR DEREK CHAN: That would be very helpful, thank you.

10 I have asked you questions about the intarder. Can
11 I move on to the same type of questions about the
12 integrated brake control.

13 Again, firstly what is it, and how does it help safe
14 driving?

15 MR KULIS: For the integrated brake system, I didn't find
16 the relevant information so far. So I need to excuse
17 myself, I will prepare information on that and later
18 I will give you the connection to the expert on this
19 field. Still my specialisation is more on the
20 Openmatics side.

21 MR DEREK CHAN: I see. It would be helpful if you could
22 forward those materials to us on a later stage.

23 MR KULIS: Yes. Just give me a bit more time and I will
24 give you something on that.

25 MR DEREK CHAN: Mr Chairman, those are the questions I had
26

1 for Mr Kulis.

2 CHAIRMAN: Mr Chan, do we know which franchise bus companies
3 in Hong Kong ZF have supplied equipment and what
4 equipment they have supplied?

5 MR DEREK CHAN: Mr Kulis, firstly, in relation to the
6 equipment that is supplied to the bus operators in Hong
7 Kong, can I take you to your submission at page 65.

8 It is page 65 for us, but it would be the first page
9 of your submission.

10 MR KULIS: Okay.

11 MR DEREK CHAN: That has the heading "Annex III".?

12 MR KULIS: Okay.

13 MR DEREK CHAN: Now, you have noted -- or at least your
14 company has noted in this submission that your company
15 has entered into supply contracts with Kowloon Bus
16 Company, and Long Win Bus Company. And the black box
17 systems installed are the Mozart Box and the Bach Box.
18 Are these systems supplied to both KMB and Long Win, or
19 are the systems supplied a bit different for each
20 company?

21 MR KULIS: As far as I know, our customer is called KMB, but
22 I'm not specialist for this business question, so
23 I cannot say it for sure.

24 MR DEREK CHAN: Do you personally, or at least do you have
25 access to information which tells us what equipment has
26

1 been supplied to Kowloon Motor Bus and Long Win Bus
2 Company?

3 MR KULIS: You mean which kind of hardware?

4 MR DEREK CHAN: Yes.?

5 MR KULIS: I think also as is stated below we were supplying
6 the Mozart Box in the past, and then the Bach Box is the
7 successor to the Mozart. Plus the driver feedback
8 device and the accessories, that means cables, antennas
9 and all the stuff which you need to run the system.

10 MR DEREK CHAN: Can I also refer you to what in our bundle
11 is page 52. For your purposes, what I'm looking at is
12 a letter from the Committee to your company dated
13 25 May 2018, which contains a number of annexes, and
14 I want to look at annex II. So perhaps you can look at
15 the screen.?

16 MR KULIS: Okay.

17 MR DEREK CHAN: The screen talks about Kwoon Chung, which is
18 a company in Hong Kong that runs buses, to put it
19 generally?

20 MR KULIS: Mm-hmm.

21 MR DEREK CHAN: Do you have any knowledge about what is
22 being described in this page?

23 CHAIRMAN: Perhaps for the purpose of the record, Mr Chan --

24 MR KULIS: I didn't see this text before, but it is
25 definitely true that Kwoon Chung is also our customer

26

1 and they are also using some telematics services in
2 a similar case to the customer KMB.

3 CHAIRMAN: Perhaps you could read it out, Mr Chan, because
4 when one comes to read the transcript, it is difficult
5 to understand what one is following unless at least some
6 of it has been read out.

7 MR DEREK CHAN: Certainly. Firstly, the page refers to
8 a system that has been supplied to Kwoon Chung, and at
9 the bottom paragraph of this page it is stated that:

10 "We got a tailored app for data collection to
11 substitute the Black box. Now we receive telematics and
12 also diagnostics data about our vehicles. Openmatics
13 telematics solution was integrated in our BSAS (bus stop
14 announcement system) so our passengers get up to date
15 information. We were able to increase safety and reduce
16 costs by changing particular behaviour of our drivers.
17 We are planning to move forward to Openmatics platform
18 2.0 soon. We would like to use more smart solutions
19 from Openmatics in our company and are currently
20 considering an entertainment solution with on-board
21 hotspot and depot management to monitor vehicles
22 entering and leaving depot with bluetooth smart TAGs."

23 So firstly, are you able to tell from the paragraph
24 what system had been supplied to Kwoon Chung?

25 MR KULIS: I think to Kwoon Chung we supply the Bach boxes

26

1 as the hardware plus the cables and so on, and the
2 software downloads. They do not have the Mozart boxes
3 because I think --

4 MR HUI: If I may assist, the witness is more responsible on
5 the technical side. So on the business side, he may not
6 be able to provide useful information to this
7 commission. But if Mr Chan wants to ask, we can
8 continue the questioning.

9 CHAIRMAN: I don't understand the difference between the
10 business and the technical side. The question simply is
11 this. When the statement says "We plan to move forward
12 to Openmatics platform 2", what does that mean to you?

13 MR KULIS: Ah, okay. They are going to release soon the new
14 portal version, or we to all Openmatics customers, we
15 will provide access to the new Openmatics portal,
16 because the old portal, the server solution was designed
17 five or six years ago, and it uses old technologies, it
18 is not so nice, so the 2.0 will mean the new server
19 solution for the Openmatics system.

20 CHAIRMAN: Thank you.

21 MR DEREK CHAN: Perhaps I can see if I'm understanding this
22 correctly, in terms of hardware being supplied to the
23 Hong Kong bus operators, you are talking about the Bach
24 and the Mozart boxes that are responsible for collecting
25 data?

26

1 MR KULIS: Yes.

2 MR DEREK CHAN: How that data is then subsequently used is
3 a software problem, not a hardware problem, is that
4 correct?

5 MR KULIS: That's correct.

6 MR DEREK CHAN: And your company develops certain software
7 to take advantage of the data collected by the Mozart
8 and Bach Boxes?

9 MR KULIS: Yes, that's true.

10 MR DEREK CHAN: Do you know if your company is supplying the
11 software to analyse the data? Is your company supplying
12 that software to the Hong Kong bus companies and, if so,
13 what software had been supplied, do you know?

14 MR KULIS: I think they are not supplying software to the
15 KMB as far as I know, for this analysis but we are in
16 negotiation with Kwoon Chung to develop some common
17 solution how to analyse, for example, the driver
18 behaviour and some other parameters like maybe some
19 diagnostics services and so on.

20 MR DEREK CHAN: Mr Kulis, thank you for your help.

21 Mr Chairman, those are the questions I have for
22 Mr Kulis.

23 CHAIRMAN: Thank you.

24 MEMBER LO: I just have a clarification. The paragraph
25 mentioned about Openmatics platform 2.0. Is that
26

1 a hardware platform or is it a software app platform?

2 MR KULIS: It is the software app platform. It is the
3 server side of the solution.

4 MEMBER LO: So that's a software platform, that will
5 manipulate the data collected for various purposes.

6 MR KULIS: Exactly.

7 CHAIRMAN: Well, thank you very much for your assistance,
8 Mr Kulis, it has been an educational experience. And we
9 hope to put the information to good use.

10 Thank you for accepting our invitation to assist
11 this enquiry in its work.

12 MR KULIS: Okay, it is my pleasure to help you.

13 MR HUI: Mr Chairman, I have a short closing remark on
14 behalf of ZF.

15 CHAIRMAN: We will happily receive it.

16 MR HUI: On behalf of ZF I wish to thank this Commission
17 for its invitation to assist. ZF will continue to try
18 their best to assist this Commission on a voluntary
19 basis. ZF is determined and committed to make a
20 contribution to the improvement of road safety in Hong
21 Kong and around the world.

22 We hope the information provided by ZF, and
23 Mr Kulis, is helpful to this Commission, and for further
24 information and documents, we will continue to work with
25 the Secretariat. Thank you.

26

1 CHAIRMAN: Thank you for that statement, and thank you for
2 the undertaking to continue to assist us. It is most
3 gratefully received.

4 Mr Kulis, thank you for your assistance, and these
5 proceedings are now closed, for the current hearing.

6 Thank you.

7 (4.30 pm)

8 (The hearing adjourned to Monday, 16 July 2018)

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I N D E X

P A G E

EVIDENCE FROM TAI PO DISTRICT1
 COUNCIL: MS WONG PIK KUI,
 MR CHAN CHO LEUNG, MR YAM KAI
 BONG, MR CHAN SIU KUEN, DR LAU
 CHEE SING
 Examination by MS MAGGIE WONG1
 EVIDENCE FROM SHA TIN DISTRICT83
 COUNCIL: MICHAEL YUNG
 Examination by MS MAGGIE WONG83
 EVIDENCE FROM SHAM SHUI PO DISTRICT116
 COUNCIL: MR LAM KA FAI AND
 MS CHAN WING YAN, JOEPHY
 Examination by MS MAGGIE WONG116
 EVIDENCE FROM ZF FRIEDRICHSCHAFEN136
 REPRESENTATIVE: JAN KULIS
 Examination by MR DEREK CHAN136

1 2018年7月14日

2 上午9時01分恢復聆訊

3 出席人士：黃碧嬌議員，BBS，MH，JP，大埔區議會副主席和交通及運輸委員會
4 轄下跟進公共巴士及小巴服務工作小組主席（大埔區議會代表）

5 劉志成博士，交通及運輸委員會主席（大埔區議會代表）

6 陳笑權議員，MH，JP，環境、房屋及工程委員會主席（大埔區議會代
7 表）

8 陳灶良議員，MH，地區設施管理委員會主席（大埔區議會代表）

9 任啟邦議員，交通及運輸委員會委員（大埔區議會代表）

10 容溟舟議員，交通及運輸委員會副主席（沙田區議會代表）

11 陳穎欣議員，環境保護工作小組主席（深水埗區議會代表）

12 林家輝議員，BBS，JP，地區設施委員會主席（深水埗區議會代表）

13

14 主席：（經傳譯員）早晨，我哋歡迎大埔區議會嘅代表，我哋多謝佢哋接受我哋邀請
15 今日嚟到協助我哋提供證供。我首先會請黃女士向代表提問題，如果黃女士想
16 請區議會嘅邊位特別嘅代表回答問題，請你可以指出係邊一位嘅代表，然後請
17 佢答問題。而家可以請黃女士協助委員會提出問題。

18 黃佩琪女士：（經傳譯員）多謝主席，歡迎各位先生、女士出席今日嘅聽證會，我有
19 幾個題目方面係想提問題嘅。首先我想邀請大家睇一封信，係委員會喺2018年
20 5月4號所寫嘅，就係請你就住三宗意外提供證供，就係DC文件夾第2號759
21 頁，係中文嘅，我想提個三宗嘅意外，就係大概講一講，第一宗就係大貴街，
22 2012年10月10號，就喺註腳1個度嘅；第二，就係大窩西支路，2013年5
23 月12號嘅；然後第三宗意外就喺大埔公路，喺2018年2月10號嘅。喺呢封
24 信個度，委員會請你就住呢三宗意外提交文件，係咪正確呀？

25 黃碧嬌女士：早晨。係咪而家係屬於由我哋大埔區議會係就住呢三宗嘅 case 係表達
26 意見呀？

27 黃佩琪女士：（經傳譯員）仲未係嘅，而家只係一般嘅問題，就關於嗰封信，就話委
28 員會喺封信裏面邀請各位發表意見或者提供文件，係同呢三宗交通意外有關
29 嘅，你可唔可以首先證實呢一點呢？

30 黃碧嬌女士：係，喺大埔，喺呢一份文件裏面，上述三個日期都係有呢啲交通意外
31 嘅。

1 黃佩琪女士：（經傳譯員）喺回覆嘅時候，我相信大埔區議會同埋佢嘅委員會同埋工
2 作小組都可以證實，就話你只係就住大埔嗰宗意外，即係 2018 年 2 月 10 號嗰
3 宗意外有討論過，請大家睇文件 762 頁，而英文版就係 764 頁，睇唔睇到？中
4 文版 762 頁，第二段，或者可以讀出嚟，就係大埔區議會所發出嘅信件，係回
5 覆委員會嘅，日期就係 2018 年 5 月 23 日，信裏面提及喺相關嘅紀錄當中，大
6 埔委員會同埋佢嘅屬下委員會同埋工作小組只係討論過喺大埔公路接近大埔尾
7 嗰宗交通意外，即係 2 月 10 號嗰宗交通意外，係咪正確呢？

8 黃碧嬌女士：係。

9 黃佩琪女士：（經傳譯員）我可唔可以咁講，就係根據你嘅紀錄，或者你哋嘅討論，
10 你哋只能夠可以搵番同大埔交通意外有關嘅紀錄，就有其他交通意外嘅紀錄
11 呢？

12 黃碧嬌女士：我哋都係就住 2018 年 2 月 10 號呢一個嘅巴士意外事件係進行過一個
13 嘅特別嘅會議係討論嘅。

14 黃佩琪女士：（經傳譯員）好，唔該。首先我想請你睇番呢個特別會議嘅會議紀錄，
15 就係 2018 年 2 月 12 號，中文版就係 766 頁開始，英文版就由 782 頁開始。
16 或者我用英文版本，我哋可以睇到出席會議嘅人士名單就喺 768 頁中文版，然
17 後英文版就係 783 頁，就包括就係運輸署署長陳美寶女士，仲有鄒頌滿先生，
18 就係警司嚟嘅，就係 766 頁開始，中文版。

19 黃碧嬌女士：係呀。

20 黃佩琪女士：（經傳譯員）或者就請大家睇第 5 段，英文版就 785 頁，鄒頌滿警司
21 喺嗰段提到，就話有關嗰段路段喺 2017 年警方喺嗰度有四次拘捕行動，就係牽
22 涉到兩名醉駕嘅人士同埋一宗同毒品有關嘅罪行，即係兩宗就危險駕駛，然後
23 喺嗰個路段，2017 年警方就一共發出咗三十二張告票，涉及超速或者其他不遵
24 守交通規則嘅罪行，喺赤泥坪到黃宜坳段喺 2017 年一共發生咗二十九宗交通意
25 外，其中兩宗比較嚴重，雖然嗰段路段就有路面偵速攝影機，但係警方不時會
26 喺嗰個路段幾個特定地點擺放偵速工具，進行偵測超速嘅行動，你睇唔睇到呢
27 段？

28 黃碧嬌女士：睇到。

29 黃佩琪女士：（經傳譯員）好，有關呢一點，呢個係咪因為回應大埔區議會嘅問題，
30 就話問到嗰段路段，大埔公路嗰個特別路段發生嗰幾宗意外，所以點解警方就
31 提供呢啲資料，係咪？

32 黃碧嬌女士：係。

33 黃佩琪女士：（經傳譯員）而事實上，你嘅會議紀錄第 16 段，或者請大家睇第 16
34 段，中文版 772 頁，英文版 789 頁，你可以睇到喺第 16 段第 (iv) 小段提到話
35 過去曾經有區議員提出建議點樣改善有關肇事路段嘅道路設計，但係運輸署以

1 技術理由就有跟進，佢，即係羅曉楓議員，我相信佢係大埔區議會嘅區議員，
2 佢希望署方喺發生呢次意外之後能夠回應區議員嘅訴求加裝路面測速儀器同埋
3 指示牌，令到呢個路段更加安全。喺呢段裏面，你可唔可以再詳細啲解釋一下
4 第一句說話，就話過去曾經有區議員提出建議點樣改善道路設計，但係運輸署
5 就有跟進，可唔可以再詳細啲講一講呢一段呢？

6 黃碧嬌女士：好呀，唔該。我哋今日都有我哋當區嘅區議員陳笑權議員係出席嘅，喺
7 呢度都可以請佢就住呢一段係表達一下意見。

8 陳笑權先生：可唔可以由我講解？

9 主席：（經傳譯員）係可以嘅，請講。

10 陳笑權先生：好。就我作為當區議員，就收到啲居民就反映，有時啲假期就好多啲快
11 車就喺個大埔公路嗰度就擾民同埋佢嘅車速非常之快，我收到啲居民投訴，
12 我就去信畀運輸署，要求嗰度就加番啲快相機，喺信件都有提及，喺 2015 年 7
13 月 24 號同埋喺 2017 年 6 月 5 號分別我都去咗兩封信，第一封就畀運輸署，第
14 二封就畀警方。我封信都寫得好清楚嘅，第一封信就關乎就喺翡翠花園附近嗰
15 度逢係星期六、日朝頭早好多啲快車，就我就畀咗封信運輸署，運輸署就佢都
16 有口頭上有回覆我嘅，首先都一定要諮詢當區啲居民、啲法團，睇下佢哋個回
17 應先，由於上面嗰度就--翡翠花園嗰度就唔屬於係一個嚴重交通意外嘅黑點，
18 所以一路一路就未有去跟進到。

19 至於第二封信嗰度，就喺大埔尾至到嗰個鹿茵山莊嗰段，由於喺赤泥坪嗰面
20 一路上斜坡，個車速一般普通車係快唔到嘅，除非嗰啲係一定係啲跑車先可以快
21 得到。上咗之後一落，落個彎位個車速就一定好快，所以我見到嗰個彎位好得人
22 驚，我知，我就去信畀直情係警方，要求警方喺度加個快相機，警方就都有覆我
23 嘅，佢就話嗰度唔屬於一個好交通黑點，不過佢都會派人去睇或者派啲快相
24 機，喺嗰度裝啲快相機就喺度監控，呢度都有做。

25 上次經過呢個意外之後，佢哋問我有冇睇過呢條路，我即時--好在我自己
26 有作為一個議員，不斷都有監察政府嘅運作，所以我即時就攞番兩封信就呈現番
27 喺區議會度，同埋好多傳媒、啲媒界就都係我作為當區議員，我係有事實當然係
28 有要求運輸署同埋警方喺嗰個路段就要求佢做一個減速標誌同埋加快相機嘅，所
29 以羅曉楓睇到我呢兩封信，佢先至有追問，佢話「點解議員寫咗封信，你哋冇反
30 應呢？」就咁嘅一封信得嚟嘅，唔該。

31 黃碧嬌女士：唔該陳笑權議員。

32 黃佩琪女士：（經傳譯員）唔該陳先生。你提到有幾封信，第一封就係 2015 年 7 月
33 24 號嘅信件，或者我哋首先睇嗰份文件，呢個就係寫畀運輸署嘅，中文就係
34 840-72 頁，英文就係 840-75 頁。

35 陳笑權先生：係，啱。

36 黃佩琪女士：（經傳譯員）呢封就係第一封信你寫畀運輸署嘅，大埔組王國良先生就

1 係負責工程嘅，嗰度就提到話你係收到喺附近居民要求協助，就話嗰度就有足
2 夠嘅慢駛嘅道路標誌喺近住翡翠花--嗰度嘅，所以你就要求佢哋儘快加裝 50 公
3 里時速限制嘅道路標誌嗰度，然後以提醒駕駛者就要小心安全駕駛，呢個係咪
4 你第一封信得到個回覆？

5 陳笑權先生：正確嘅。

6 黃佩琪女士：（經傳譯員）陳先生，你提到話要儘快加裝時速 50 公里嘅速度限制標
7 誌，喺嗰段時間，嗰段車其實個車速限制係 70 公里嘅，所以點解你會寫到話係
8 50 公里呢？

9 陳笑權先生：由於 70 就再減落去，香港法例係得 50 嘅，佢有 65，又有 60，所以
10 得 50，同埋佢哋啲居民--住喺翡翠花園一帶嗰啲居民都向我嗰個求助，佢話
11 「你作為一個議員，就幫我去信。」我應佢哋要求。亦都之前有少少嗰啲插
12 曲，有啲嗰個--有些少交通意外，同埋個彎位--個手臂彎係最彎嗰個位，我覺
13 得喺嗰段嚟講，就 50 就都係合理嘅，我就唔係專家，我就交番畀運輸署嗰面就
14 幫我做一個諮詢同埋去睇下可唔可以喺上面路段可以裝番個 50 咁。

15 主席：（經傳譯員）我哋嘅理解，就係話呢個即係你係有要求將嗰個時速限制由 70
16 公里減到 50 公里呢，即係每小時？

17 陳笑權先生：係，我都係聽民意，市民畀電話畀我，我都覺得喺嗰個彎位係危險啲嘅
18 嗰度，所以我係特別註明嗰個彎位一帶嗰度就由 70 減為 50 嘅。

19 黃佩琪女士：（經傳譯員）有關呢封信，運輸署或者--應該話運輸署冇畀過書面回覆
20 係回應呢封信嘅，即係喺大埔意外之前，係咪正確呢？我相信你喺你進一步提
21 交文件畀本委員會時候有提到嘅，就係一封信 18 年 7 月 11 號嘅，中文版即係
22 840-76 頁，然後英文版就係 840-86 頁。

23 陳笑權先生：係，就當時就運輸署就有好正面，不過我都有電話同佢傾嘅，佢哋都係
24 要口頭上都要--如果係要減嗰個改為 50，都要去諮詢番一帶嗰個居民同埋嗰啲
25 法團嘅意見。亦都喺 2014 年嗰度，亦都喺國際嗰個--日本人國際學校嗰個紅
26 綠燈對出嗰度有單交通意外嘅，導致一名市民就會傷亡，運輸署亦都有回應過
27 嘅，就係王國良先生。佢始終就嗰個車路就限制 50，運輸署與警方要研究後個
28 意外，包括埋駕駛者嘅態度同埋遵守嗰個交通燈嘅問題，個意外就--即係喺嗰
29 個路段要做一個 70 改 50，可能喺運輸署嘅角度，佢要做好多好多諮詢同埋要
30 同警方聯繫，咁樣先可以改到。我就一路一路喺度等，都有聯絡，而家都王國
31 良先生都調咗，都有不幸就呢個大埔尾嗰個交通意外，好在我之前亦都提示警
32 方，我話運輸署做唔到，我話不如試下警方，由警方負責去裝呢個快相機嘅，
33 呢度就係一路跟進緊。

34 主席：（經傳譯員）喺電話上面，同運輸署關於呢件事，你同邊個通過電話？

35 陳笑權先生：王國良，嗰個運輸署嗰個工程師。

1 主席：（經傳譯員）佢喺運輸署入面，佢嗰個嘅官階職級係乜嘢呀？

2 陳笑權先生：嗰陣時應該係運輸署嗰個高級主任嚟嘅，好似高級主任。

3 主席：（經傳譯員）你同佢講關於 2015 年 7 月 24 號嗰件事通話嘅時候就係講啲
4 乜？係幾時同佢通電話？

5 陳笑權先生：唔係好清楚，我哋每一日做議員，都一收到啲個案，都儘快都同佢哋
6 傾，希望佢哋儘快裝嗰個標誌同埋嗰個減速嘅，由於佢哋嗰個程序上，政府好
7 多個程序上嘅，我都明白嘅，我哋一路一路去跟進，佢要去裝嗰個 50 呢，佢真
8 係要去地區諮詢嘅，我都明白到有個程序嚟度，一路一路一路跟，尤其是我哋
9 喺地區上係好多好多工作，呢個係其中之一嘅工作。呢度就都居民都耐唔耐都
10 有畀下電話我，都想將呢一段路段，嗰個手臂彎位嗰度一帶就係想減速為 50，
11 呢個好清楚嘅呢度。

12 主席：（經傳譯員）黃律師，我哋未講其他嘢之前，可唔可以睇一睇呢段路段嘅地
13 圖、相，等我哋知道我哋究竟講緊乜嘢呢？

14 黃佩琪女士：（經傳譯員）係。或者可唔可以睇番大埔公路路段嘅地圖？首先，陳
15 生，我想你睇下呢個地圖，有關嘅路段，話你建議將車速減低係喺呢一個翡翠
16 花園附近嘅，似乎就係喺 26 同 29 呢兩個數字中間嘅，係嘛？

17 陳笑權先生：係，嗰個紅林路之前嘅手臂彎位嗰度。

18 黃佩琪女士：（經傳譯員）或者你可以指出你向運輸署建議，叫佢哋睇番減速嘅嗰段
19 路段，即係由呢一個 70 公里減到 50 公里嗰個路段，可以講一講嗰個數字，顯
20 示畀我哋睇。

21 陳笑權先生：係 30、29 至 28 嗰個彎位嗰度，即係喺 30 進入 29 至 28 嗰個彎位嗰
22 度，同埋佢地下嗰度一大雨就會水浸，嗰個彎位，28 嗰度個彎位，我哋亦都
23 去咗信畀路政署，要求佢將嗰個地下水--就佢一大雨就養住啲水，就喺個路面
24 度係非常之危險嘅，所以嗰個彎位，我特別好重視呢個彎位嘅。同埋朝頭早，
25 星期六、日，嗰啲跑車入呢個彎位好危險，所以我就係重點就喺呢一帶嘅。唔
26 該。

27 黃佩琪女士：（經傳譯員）或者我哋可以畀你睇下 28、29 同埋 30 嗰啲嘅相，等我
28 哋知道你講緊嘅係邊一個彎，第 28 號嘅相，呢一度就影到嗰一部分，就係近住
29 紅林路嘅，係咪呀？

30 陳笑權先生：呢個係前咗，後番少少，呢個係出番九龍方向，你而家再前--你係啱啱
31 倒番轉頭，應該係向後。

32 黃佩琪女士：（經傳譯員）或者 27，係咪呢？

33 陳笑權先生：我諗褪多一格。

1 黃佩琪女士：（經傳譯員）26？

2 陳笑權先生：你又過咗龍，30，29。

3 黃佩琪女士：（經傳譯員）應該係26同27之間？

4 陳笑權先生：呢個蔚海山莊，唔係呢個，你後番，後番。

5 黃佩琪女士：（經傳譯員）係咪29呢？

6 陳笑權先生：（沒有可聽到的回答）

7 黃佩琪女士：（經傳譯員）陳生，或者我哋畀條片你睇，就係有關路段，等你可以話
8 --到咗嗰度，你就叫我哋停。

9 陳笑權先生：再向前啲，就到嚟嘞。（上午9時27分委員會播放影片）

10

11 陳笑權先生：再向前啲。

12

13 （上午9時27分委員會繼續播放影片）

14

15 陳笑權先生：就係過咗呢個--喺呢個彎位，停，呢個彎位，一路轉落去，個彎位有陣
16 時兩架雙層巴士一過都好--呢個就好危險，同埋地下呢個彎位，即係啱啱有個人
17 企喺度嗰度就容易養水嘅呢度，一落雨就有堆水喺度，所以呢度係特別危
18 險嘅呢度。

19 主席：（經傳譯員）未講之前，我可唔可以就係從呢一個嘅照片嗰度搵到呢個地點
20 呀？

21 黃佩琪女士：（經傳譯員）或者可以我哋係印出嚟。

22

23 主席：（經傳譯員）咁相，有冇一本相簿？

24 黃佩琪女士：（經傳譯員）我哋揀咗幾張相嘅，但係就有影到呢個位，不過我哋可以
25 寫低個時間，然後就印嗰張硬照出嚟嘅，即係搵番呢一個座標，然後印番
26 嗰個地點出嚟。

27 陳生，你就提到有一宗意外，就係日本人學校嘅，我想請你睇番一封嘅投
28 訴信，就係來自香港日本人學校嘅，日期係15年嘅2月10號，英文就係
29 840-84頁，中文就係840-85頁，正本就係一橫84，就係840頁嘅，呢度見

1 到係一位 Ashton 先生就寫信畀你哋，就話之前嗰年喺學校外面有位女士過馬
2 路嘅時候就被撞死，嗰度嘅車速係 70，每小時 70，可能因為咁樣而令到佢嘅傷
3 勢嚴重。喺第四段，佢亦都提及喺大埔公路有啲路段車速已經調低到係時速 50
4 公里，所以佢懇請將學校外嘅嗰段路段車速都要調低到同一水平，呢個係由
5 Ashton 太太代表香港日本人學校請求將嗰段路段由每小時 70 調低至每小時 50
6 嘅，呢個係咪就係你之前提及嘅嗰封信呀？

7 陳笑權先生：就我提及呢封信，即係我檯面封信，我知道就有人提及就話上次有個交
8 通意外，我都關注到嘅，所以我呢封信就係寫喺翡翠花園一帶附近減至 50。上
9 述嗰個意外，我都問咗運輸署嘅，屬於係一個什麼交通意外，係佢自己衝出馬
10 路咩，定係紅綠燈畀車撞到呢，係屬於邊個責任呢，我哋亦都要問一問署方
11 嘅。如果佢自己衝出馬路，我哋就都要睇佢點樣做。我上次都同運輸署同警方
12 都--運輸署，我都要求佢將而家上述嗰個紅綠燈嗰度改善佢嘅，即係畀佢哋
13 行人過路就更加安全、更加適合去過馬路，係咪上述嗰個位置係咪真係適合
14 呢，我都同運輸署都同佢提過下嘅。唔該。

15 主席：（經傳譯員）呢封信係寫畀一位嘅文生或者萬生嘅，點解會係去到你手呢？

16 陳笑權先生：唔係，我睇到呢份嘢喺度，呢份文件喺度。佢寫畀文春輝主席，當時佢
17 係交通運輸委員會主席，係呀，係呀，應該係。

18 主席：（經傳譯員）唔該晒。

19 黃佩琪女士：（經傳譯員）呢封信就喺區議會會議，15年3月13號係討論過嘅，
20 中文係 840-81 頁，英文就係 840-92 頁，我哋就見到主席嘅名文春輝，如果
21 睇番 79 頁的話，主席提及日本人學校嗰封信，就話佢哋要求將時速 70 減至
22 50，要求區議員去探訪佢哋學校，同佢哋傾關於交通嘅事項嘅，你見唔見到 79
23 段？

24 陳笑權先生：我睇到，係。

25 黃佩琪女士：（經傳譯員）如果睇番第 80 段，呢個就係 840-92，王國良先生就回
26 應，我相信呢位王國良先生即係喺封信裏面提及到嘅，就係即係你寫信畀佢，
27 當時就係呢個 15 年嘅 7 月時候你寫過信畀呢位王生嘅，係咪呀？

28 陳笑權先生：呢個都係有關連嘅，當年我寫信畀佢嗰時就係收到翡翠花園一帶嘅居民
29 就投訴話嗰個車速，有朝頭早星期六、日好多快車喺度奔馳，好危險，呢單係
30 另外一單嘢嘅，我都知道連貫帶一帶，我要求佢就要喺嗰個翡翠花園一帶就將
31 嗰個車速減為 50，就呢個係我都知嘅呢單。

32 黃佩琪女士：（經傳譯員）喺第 80 段，王國良先生回應話佢知悉日本人國際學校要
33 求喺學校門口嘅嗰段路段係將嗰個嘅車速係降低嘅，因為曾經發生過呢一個嘅
34 係意外，當時係 2014 年，有一位嘅公眾人士係因而死亡嘅。佢就話運輸署就係
35 研究過呢個嘅意外原因，未必係同當個路段嘅車速有關，因為可能就係同駕駛

1 人士態度、行人有冇遵守燈號係有關，呢度亦都同時有講話署方會研究呢個路
2 段嘅車速限制係咪適合。另外署方亦都係作咗一個嘅簡覆畀學校，稍後會係再
3 詳細回覆嘅。似乎3月，即係2015年3月，運輸署話會研究該路段嘅車速限
4 制，佢哋有冇同區議會跟進番呢個嘅意見、呢個嘅要求，即係喺嗰次開會之
5 後？

6 陳笑權先生：係呀，佢嗰日都有寫嘅，呢一段，副主席畀我睇，佢已經進入嗰個司法
7 程序，所以就唔方便討論，因為可能嗰陣時檢控緊嗰個--唔知係咪檢控個司機
8 定係咩嘢，都有寫，喺87段嗰度係區議會都有提過。

9 黃佩琪女士：（經傳譯員）陳生，但係我個問個問題唔係講關於意外嘅原因，就係話
10 運輸署話佢哋會研究目前嗰段路嘅車速係咪適合，你見唔見到喺80段裏面呢一
11 行呀？係王國良先生講嘅。

12 陳笑權先生：每一日我哋開好多會，真係我就有乜印象，不過據我所知，我哋要求佢
13 做，就係佢哋進入佢哋嘅程序，就由佢哋決定，我哋都係等嘅啫，我哋作為一
14 個議員就。唔該。

15 黃佩琪女士：（經傳譯員）即係喺會議之後，當時係2015年嘅3月，會議之後，運
16 輸署係有搵區議會同佢哋傾關於時速限制嘅，係咪呀？

17 陳笑權先生：有冇同文主席講，我就唔係好清楚，即係佢寫信畀文主席，我作為當區
18 議會，就而家我都係不斷都有同佢傾嘅，始終都係話嗰度一定要諮詢，要成個
19 路段--即係喺嗰一段個彎位要改個50，都係要諮詢嘅，佢話唔係咁簡單嘅。

20 主席：（經傳譯員）個問題其實就係問佢哋有冇同你講呢一個諮詢之後嘅結果呀？因
21 為係三年前嘅事嚟㗎嘛。

22 陳笑權先生：有呀，如果有結果，我就唔會再去第二封信去畀警方，就係17年--唔
23 係，17年--2015年嗰封信到而家就係有乜結果，所以我先至再喺2017年嗰
24 度先再畀封信畀警方。

25 黃佩琪女士：（經傳譯員）喺我哋繼續之前，我想畀個地圖你睇睇嘅，係畀你睇睇日
26 本人學校個位置嘅，個位置就係响21、22之間嘅，如果可以擺番照片21、22
27 號出嚟，應該係21嘅，21係顯示到日本人學校個位置嘅，啱唔啱呀？

28 陳笑權先生：呢張係鹿茵，呢張就啱喇，呢張啱，嗰個紅綠燈嗰度。

29 黃佩琪女士：（經傳譯員）唔該晒。你就將封信係交咗畀警察，麻煩你睇睇文件夾係
30 840-70嘅，呢個係中文版，840-74係英文版嘅，呢封信係2017年嘅6月5
31 日嘅，係由你寫畀警察嘅，我哋見到封信就話好多人係超速嘅，係响假期會超
32 速，你要求係有啲影快相嘅攝影機安裝嘅，係咪呢？

33 陳笑權先生：係。

34 黃佩琪女士：（經傳譯員）警察亦都有回應嘅，...

1 主席：（經傳譯員）喺你繼續問之前，呢度係講緊大埔路嘅，會唔會係有某個路段係
2 有超速呢個問題呢？

3 陳笑權先生：嗰個我頭先都講咗，由赤泥坪上斜路嗰度，佢進入嗰個大埔尾，而家巴
4 士意外涉事嗰個位置，嗰個手臂彎位都好多交通意外嘅，所以我喺嗰個路段指
5 明就大埔尾至鹿茵山莊嗰段，呢封係第二封信，我亦都收到鹿茵山莊有啲居民
6 就不斷畀電話我，就話嗰度星期六、日又係一樣，就嗰度好多啲快車，超速，
7 尤其是手臂個彎位，啱啱巴士個意外嗰度，佢一落一轉過去右手嗰度，架車會
8 飄，你普通車就容易反嘅，所以嗰段我就註明咗喺嗰度，就要求佢做一個 50
9 公里同埋做嗰個快相機嘅，呢度我第二封信出去嘅。

10 黃佩琪女士：（經傳譯員）而家係有個地圖係可以顯示出嚟，你可唔可以講一講嗰個
11 --頭先你封信提到嗰個鹿茵山莊？呢個係咪接近日本人學校嗰個位置呀？

12 陳笑權先生：呢封信係第二封嚟嘅，第一封就係翡翠花園一帶，呢封係第二封嚟嘅，
13 就你呢封就唔係提及嗰個日本人國際學校嘅，第一封就牽涉到國際學校。

14 黃佩琪女士：（經傳譯員）呢個就係你講緊嗰個位置，地圖嗰個鹿茵山莊就响日本人
15 學校後面嘅，喺地圖上顯示出嚟嘅，可唔可以確認呢？

16 陳笑權先生：地圖嗰度，咪住先，我就睇得唔係太清楚，應該係咪喺 22 至到 20 嘅
17 度嗰段，定係--乾坑都屬於係咩嘢嘍。

18 黃佩琪女士：（經傳譯員）我哋放大個圖片畀你睇睇。

19 陳笑權先生：呢個就係樟樹灘，樟樹灘個路口巴士站，未到鹿茵，包括埋在內，呢段
20 路，係喇，鹿茵，呢度係鹿茵，至到鹿茵呢度啱，鹿茵嘅入口。

21 黃佩琪女士：（經傳譯員）你封信就講到話成日有超速、賽車响大埔路嘅，你就喺封
22 信就有提到嗰個車速限制，可唔可以講一講點解呢，點解要有個咁嘅車速嘅要
23 求呢？

24 陳笑權先生：我 heading 已經寫咗，要求加設 50 公里車速限制標誌，同埋加埋個
25 個時速--係呀，有寫嘍。

26 黃佩琪女士：（經傳譯員）我而家係講緊係 6 月 5 號嗰封信。

27 主席：（經傳譯員）呢個封信可以打埋上屏幕吓不如。

28 陳笑權先生：呢個快相機，一般嚟講，嗰度係 70，如果你加個快相機，佢超過個車
29 速就會影相，一般駕駛者嚟講，佢一見到快相機會收腳，好自然嘅，我就寫咗
30 上去，係都係要--應我哋啲居民，要加個快相機上去嘅，你啱嘅，呢度係我有
31 寫上去，不過快相機個作用，如果佢寫 50，就超過 50 就會著，如果佢寫 70，
32 超過 70 就會影到佢嘅。

33 黃佩琪女士：（經傳譯員）警察就响 2017 年嘅 6 月 17 號係有個回應嘅，麻煩你睇

1 睇 840-71 頁，英文版就 840-73 嘅，警察就話個安裝呢個定點嘅快相機主要
2 係由運輸署嗰度去決定嘅，喺安裝咗之後，警察就係負責係執法嘅，而運輸署
3 係知道目前係有一個安裝固定偵察車速嘅一個意圖嘅，喺相關嘅路段。同時警
4 方就會繼續密切留意住呢個路段嘅交通嘅情況嘅，呢封信係抄送畀趙鏡波先
5 生，又係運輸署技術服務交通控制組嘅，同埋亦都畀咗大埔分區指揮官，你睇
6 唔睇到呢封信嘅內容？呢封信亦都係發咗去你本人嗰度嘅。

7 陳笑權先生：就呢封信我出嘅，佢都應該都要回覆番我嘅，呢封信都係我交出嚟嘅，
8 我每一封信我都有紀錄嘅，就呢三封信全部都係我擺出嚟畀大家睇嘅。亦都事
9 實係，佢哋就--我哋就同--運輸署，我見到佢都仲未搞得掂，我所以我直接就
10 寫信畀警方，睇下佢哋嗰面可唔可以加一個快相機就喺大埔尾同埋啱啱落斜路
11 之間嗰個位置嘅，呢個係我要求。

12 黃佩琪女士：（經傳譯員）換句話說，佢哋就話運輸署就係拒絕咗你個要求，而警察
13 只不過係一個執法機關嚟嘅，所以佢哋係無能為力嘅，除非運輸署係安裝呢個
14 固定嘅偵察車速攝影機，係咪咁呢？

15 陳笑權先生：係，清楚嘅，佢都咁回覆，事後我都有經過呢一次咁嚴重災禍，我都直
16 接再同警方一位警司都落去現場睇過，亦都佢哋都承諾咗就會喺呢個年尾就會
17 裝番個快相機。

18 黃佩琪女士：（經傳譯員）主席先生，麻煩你睇番個會議紀錄，係 2018 年嘅 2 月
19 12 號嘅，呢個就會係响英文版嘅 790，中文就係 772 頁嘅，喺第 17 段有個羅
20 馬數字 (ii) 嘅，劉志成博士就有以下嘅意見嘅，佢就話大概喺半年前，有啲區
21 議會議員係建議安裝一啲快相機嘅，就响意外發生嗰個路段安裝嘅，但係就被
22 相關嘅當局係拒絕咗嘅，佢嘅意見就話係--即係佢話政府部門就話有足夠嘅一
23 個車速嘅限制嘅牌，當車行落山嘅時候，佢話有關嘅政府當局就應該考慮番係
24 咪應該係維持一個 70 公里咁嘅速度嘅，佢話舉個例子，喺西貢有過意外，清水
25 灣又有意外，因為個車未能夠及時剎車嘅，所以個車速其後由時速 70 公里調低
26 到 50 公里，同埋亦都加裝咗偵速嘅攝錄機，佢建議調低大埔公路調低到 50 公
27 里同埋加裝呢個偵速嘅攝錄機嘅，係讓啲駕駛人士就唔好超速嘅。呢個問題其
28 實應該係問番劉志成博士嘅，佢係提到大概半年前區議員係已經建議係喺有關
29 路段安裝呢個偵速機嘅，呢個要求係咪以書面形式提出嚟嘅呢？

30 劉志成先生：你話個 request 係--即係唔係我嘅 request，而係我當時係知道有
31 當區議員寫咗一個 request 出去嘅。

32 主席：（經傳譯員）你係咪講緊陳先生嘅要求？呢個係咪個問題？呢個係陳先生嘅要
33 求嚟嘅。

34 劉志成先生：Yes, that was Mr. Chan's request, yes.

35 黃佩琪女士：（經傳譯員）當你相關嘅政府部門拒絕，係有警察嘅一封拒絕信，我哋
36 剛剛見過嗰封，啱唔啱？

1 劉志成先生：（經傳譯員）啱嘅。

2 黃佩琪女士：（經傳譯員）如果我哋接住睇落去，睇第 24 段(iii)，英文喺 794 頁
3 嘅，中文 776 頁嘅，第 24 段羅馬數字(iii)，呢個區鎮樺議員，佢就話認同要
4 將肇事路段嘅車速限制由 70 公里調到 50 公里嘅，然而司機嘅駕駛態度亦都十分
5 重要，部分巴士司機可能因為係十分熟悉路段，就會以較快嘅車速行駛，加上
6 該路段係斜路，就算巴士嘅車速達到時速 70 公里時會鎖車，但係落斜同埋車
7 身嘅重量會產生衝力嘅，令到車速係更快嘅，佢建議巴士公司係應該提醒行駛
8 危險路段嘅巴士司機係應該更有耐性嘅，同埋落斜路要減慢車速；另外佢希望
9 巴士公司係會訓示所有巴士司機，提醒佢哋要保持良好嘅駕駛態度嘅；而响羅
10 馬數字(vi)嗰度，佢就問警方過去一年該路段或者整段大埔公路發生嘅交通意
11 外數字嘅，佢就問大埔公路係咪應該設有呢個偵速嘅攝錄機呢，如果係嘅話，
12 個數量同埋位置係幾多。而家我想首先問一問關於呢個車速限制，由 70 公里下
13 調到 50 公里，喺嗰次會議之後，你同運輸署有冇去考察過現場呢？去番個意外
14 個現場嗰度考察，去討論你呢個下調車速嘅要求嘅。

15 劉志成先生：（經傳譯員）你係問緊邊位呢？

16 主席：（經傳譯員）你哋之間要商量下究竟係邊位要回答，或者黃小姐係可以提示邊
17 個會作答。

18 黃佩琪女士：（經傳譯員）黃小姐。

19 黃碧嬌女士：好，我請我哋交通運輸委員會主席劉志成博士答吓，係。

20 劉志成先生：（經傳譯員）呢個係區先生同埋另一位區議員提出嘅，我覺得應該係由
21 陳先生回答會好啲，佢係嗰區嘅區議員--當區區議員嘅。

22 主席：（經傳譯員）陳先生，可唔可以幫幫忙呢？個問題係就係有冇去考察。

23 陳笑權先生：我本人就有，你話區議會佢委員會主席當日喺個會講，議員就個個都有
24 提問嘅，佢提問啫，不過佢有冇跟進就另外一 part。我作為自己當區議員，我
25 就一定係有去睇過嘅，事前、事後、之前、之後我都有睇過嘅，我本人一定
26 有，劉志成博士就佢作為一個主席，有冇出席，我唔係好記得喇咁就。

27 主席：（經傳譯員）你係咪同運輸署一齊去？嗰個係問題呀，嗰個問題係有冇聯席嘅
28 一個考察活動？

29 陳笑權先生：同運輸署有嘅，我私人有。

30 黃碧嬌女士：好，或者等我回答一下，我哋係同埋我哋大埔區議會張學明主席、我哋
31 民政事務專員呂少珠女士，就聯同我哋全體大埔交通運輸委員會全體嘅委員係
32 實地係視察過一次嘅，當中區鎮樺議員都有出席嘅。

33 主席：（經傳譯員）係，唔該晒嘅。

1 黃佩琪女士：（經傳譯員）唔該晒。喺嗰次嘅實地考察，現場考察，你哋同運輸署同
2 埋出席嘅人士係去做嗰次考察，係咪同意就係嗰個車速限制應該下調嘅，係為
3 嗰個路段係需要下調，係因為出咗交通意外，應該下調個車速？

4 黃碧嬌女士：係，我哋喺現場就提出咗兩個要求，第一個就將呢一個嘅車速由 70 公
5 里下調至 50 公里，就要落番一個車速嗰個嘅指示牌；第二個要求就係要喺呢一
6 個嘅減速呢個路段係加裝一個就係嗰個叫做快相機。

7 黃佩琪女士：（經傳譯員）喺考察嗰個時間有冇討論到應該邊度安裝呢個車速攝錄
8 機，個位置，即係邊度安裝呢個攝錄機？

9 黃碧嬌女士：係有睇到呢一個嘅位置嘅，跟住因為嗰日都一部旅遊巴嘅人數，接近有
10 四十人去到現場，其實嗰個嘅路面有超過四十人嘅度，我哋都覺得大家喺度咁
11 樣視察都係比較危險，因此我哋就再係將有一啲我哋要求嘅嘢就帶番喺嗰個嘅
12 區議會嘅會議室度，再喺我哋嘅 T and T 裏面繼續跟進嘅，而好準確要放嗰個
13 嘅快相機喺邊一度呢，我哋就交咗畀運輸署同埋警方係再聯絡當區區議員就係
14 陳笑權議員係再去跟進。

15 陳笑權先生：我有嘅，我同負責嗰個交通個警司喺現場睇過嘅，都有指定嗰個位置，
16 喺嗰個啱啱落斜嗰個位係安裝嗰個攝錄機嘅，都有傾過嘅。

17 黃佩琪女士：（經傳譯員）呢啲係咪全部書面寫低嘅呢，或者喺會議紀錄嗰度有記錄
18 嘅呢？即係除咗你提交畀我哋嘅紀錄之外，有冇記錄呢？

19 黃碧嬌女士：呢一個就有係再喺嗰個會議裏面逐項咁細節寫出嚟，因為要去到擺呢一
20 啲位，當區區議員仲要連絡埋喺呢一個嘅大埔尾佢有三條村嘅村長嘅，亦都
21 要聽番村長嘅意見同埋呢一個巴士站嘅一啲--即係再將佢維修同埋燈柱點樣種
22 番，呢一啲好細節嘅嘢就真係由番當區區議員陳笑權議員係繼續喺現場再約一
23 啲嘅時間去跟進，所以你剛才都聽到陳議員係講咗好幾次之後佢係自己同不同
24 嘅部門都落過去睇過。

25 主席：（經傳譯員）你可唔可以畀番個日期，即係嗰四十個人嘅去考察係幾時呢？

26 黃碧嬌女士：應該係 4 月 12 號，我諗我哋各位同事一齊協助下，應該係 4 月 12
27 號，因為我哋就租咗架旅遊巴上去，睇完之後，我哋就--係喇，4 月 12 號嘅兩
28 點鐘，我哋喺大埔政府合署集合，跟住就上到去大埔公路巴士站就進行視察
29 嘅，嗰個時間就係兩點三個字去到大埔尾呢一個事發嘅現場嘅。

30 主席：（經傳譯員）唔該。

31 黃碧嬌女士：係，okay，唔該。跟住我哋就係喺番三點半有一個叫做 DMC，地區管
32 理委員會嘅會議上面就進行我哋視察之後嗰個嘅討論嘅嘢，呢一個嘅會議就只
33 係區議會嘅正、副主席同埋我哋五個委員會嘅主席，有七位嘅區議員就同我哋
34 民政事務署同埋係大埔嘅部門係一齊開會嘅。亦都再補充，呢一個嘅會議係有
35 一份會議紀錄嘅。

1 黃佩琪女士：（經傳譯員）繼續講 2018 年 2 月嘅會議紀錄，即是九巴嘅回應，798
2 頁英文，780 頁中文，35 段提到蘇偉基先生嗰個意見同埋佢回應區議員嘅意
3 見，35 段第(ii)小段就話九巴會考慮區議員有關 782 路線嘅建議同埋會提交
4 建議畀運輸署同埋區議會，畀佢哋考慮嘅，即係日後。首先九巴--或者應該
5 話，首先九巴提及區議員嗰個意見係咩嘢呢？

6 黃碧嬌女士：872 呢個路線，我係建議唔好繼續係行番由馬場行大埔公路再返大埔嘅
7 呢條路線，我希望佢係再有一條新嘅路線，而呢條新嘅路線就可以係行吐露港
8 公路。

9 黃佩琪女士：（經傳譯員）佢哋有冇提交任何建議畀區議會考慮呢？即係自從嗰次之
10 後。

11 黃碧嬌女士：係，由佢--就我哋呢一個會完咗之後，就接近係過年，就有再會議嘍
12 喇，運輸署嘅同事就有打過電話畀我，就問我同唔同意就係改為 872X，就由呢
13 一個馬場經吐露港就返到去大埔中心嘅。

14 黃佩琪女士：（經傳譯員）想請你睇第 12 段，英文版 788 頁，中文版 771 頁，呢
15 個建議係關永業先生提出嘅，第 12 段第(iv)小段，佢就話自從佢出任區議員
16 十八年嚟，一路都未試過有大型嘅大埔公路擴闊或者改善工程，佢明白大埔公
17 路受到地理環境嘅限制，但係佢仍然希望有關部門可以盡力喺今次意外之後研
18 究改善方案；佢亦都希望運輸署能夠一併研究大埔區議員轄下其他嘅公路嘅改
19 善方案，例如係汀角路、林錦公路同埋西沙路，認真處理區議員提出嘅訴求，
20 避免發生因為道路缺憾而引致嘅交通意外。喺有關呢個要求，係關議員提出
21 嘅，佢提到大埔公路從來都喺過去十八年進行過--都有進行過大型嘅擴闊同埋
22 改善工程，你嘅睇法係點呢，當佢咁講嘅時候？

23 黃碧嬌女士：我諗就聽番呢一個區嗰個嘅區議員回應下，好唔好呀？陳笑權議員，唔
24 該。

25 陳笑權先生：大埔公路本身有個先天性就係個彎位就都多嘅，有擴闊過嘅，佢之前翡
26 翠花園嗰個彎位都有削過嗰個斜坡嚟嘅，事實上喺嗰個路段嚟講，佢嘅嚴重交
27 通意外就唔係太多嘅，咁係事實。唯一即係我哋睇到嗰個巴士嘅司機真係佢自
28 己係不小心駕駛，如果整個路段嚟講，即係我作為當區議員，就係好多投訴就
29 係佢哋揸快車，而驚影響有發生嚴重嘅意外嘅啫。嗰個現場嗰個位置，如果你
30 真係話去擴闊梗係最好，香港整體嚟講，好多呢啲咁嘅彎位嚟講，大埔公路都
31 唔算好特別嘅危險，如果真係可以做嘅，我哋都支持嘅。

32 黃佩琪女士：This paragraph ...

33 主席：（經傳譯員）或者你繼續之前。陳先生，我想提醒你，你剛才所作嘅講法，有
34 關於 2 月 10 號嗰個意外個成因同埋邊個負責任，呢個唔係我哋委員會嘅職權範
35 圍裏面嘅，我哋想知道嘅就係點樣去處理當時嘅情況，但係我哋就唔會係會處
36 理邊個要負責任嘅問題嘅。

- 1 陳笑權先生：知道。
- 2 黃佩琪女士：（經傳譯員）陳生，嗰段就提到話改善嘅方案，交通運輸委員會，即係
3 你哋區議會下面嘅交通運輸委員會係幾時提過呢啲嘅改善方案呢？
- 4 陳笑權先生：呢度就有提過嘅，擴闊嗰個大埔公路係有提過。
- 5 黃佩琪女士：（經傳譯員）其他嘅改善方案呢，有冇任何改善方案？
- 6 黃碧嬌女士：或者呢度講下，關議員所講，因為佢做十八年議員，佢同我同一齊做十
7 --即係我哋一齊做議員做到而家嘅，喺我哋區議會裏面，咁多年，的而且確係
8 喺大埔有一啲嘅路段係做緊擴闊公路嘅，例如汀角路已經擴闊咗同埋行緊，好
9 成功喇喇，林錦公路就迴旋處亦都係完成咗擴闊嘅，西沙路就係研究呢個方案
10 嘅，佢嘅意思係講應該再喺下一次我哋再有提到改善公路嘅時期，應該將大埔
11 公路都請運輸署係一併畀我哋交通運輸委員會係作一個考慮嘅。唔該。
- 12 黃佩琪女士：（經傳譯員）劉博士，你有咩嘢要補充？
- 13 劉志成先生：我想補充就係我哋喺交通運輸委員會討論某位同事提出嘅一啲嘅要求，
14 我哋委員會就未必會係提交一個計劃畀大家嘅，通常我哋都係喺個會嗰度提出
15 一啲要求運輸署去做一啲嘅改善嘅建議，我哋都係等運輸署嚟到去提出，佢哋
16 作為運輸嘅專家，點樣去應議員嘅要求嚟到去畀一啲改善嘅建議畀我哋考慮
17 嘅，即係我哋作為議員，就唔係喺呢方面嘅專家，所以喺交通運輸委員會通常
18 我哋提咗出嚟，就希望運輸署或者有關部門係可以畀到我哋去考慮嘅就係由佢
19 哋提出一個改善建議，我想澄清一點，喺呢方面。
- 20 黃佩琪女士：（經傳譯員）換言之，你哋會提出一啲諗法，然後--但係講話實際執
21 行，你就會交界運輸署，因為佢哋係專家，由佢哋去執行有關嘅改善工程，你
22 講嘅係咪咁意思呢？
- 23 劉志成先生：係，都應該係正確嘅，係呀。
- 24 黃佩琪女士：（經傳譯員）可唔可以請你睇第 26 段 796 頁英文版，778 頁中文版，
25 第 26 段第(ii)小段，余智榮議員發表以下嘅意見，佢話運房局及運輸署嘅人
26 員經常拒絕落實區議員提出嘅建議，而且經常喺會議上偏幫九巴；另外運輸署
27 人員經常變動，導致個案嘅處理進度十分緩慢。當余議員提到話區議員提出嘅
28 建議嘅時候，呢啲建議係咪同安全有關嘅措施呢？即係指有關大埔公路嘅路
29 段，你可唔可以講一講嗰啲建議係咩嘢嚟呢？
- 30 黃碧嬌女士：我諗咁，因為喺會上面余智榮議員佢自己去表達呢個意見，需要由佢自
31 己喺呢度作一啲嘅解釋同埋澄清同埋表達，我哋喺呢度就唔可以代表到佢演繹
32 呢一段嘅深化嗰個意思嘅。唔該。
- 33 黃佩琪女士：（經傳譯員）同運輸房屋局同埋運輸署嚟提出建議之後，即係每一次議
34 員提出建議之後，會唔會有同佢哋開會嘅呢？

1 黃碧嬌女士：有，係，我哋喺--咁樣講，區議員佢係接受市民嗰一個嘅投訴，佢就會
2 將呢個投訴係應該喺不同嘅渠道去表達佢哋嘅建議，透過區議會係一種，佢哋
3 自己用信件亦都係一種，打電話亦都係一種，運輸署嘅同事係會有同區議員係
4 一齊商討佢哋提出嘅建議嘅。或者我都可以畀--我哋有其他嘅議員，我都或者
5 請佢可以表達一下呢樣嘢，任啟邦議員，唔該。

6 任啟邦先生：好，唔該。我諗就住余智榮議員或者頭先剛才律師盤問嘅時候講緊其他
7 一啲議員同事個意見，就住運輸署點樣睇議員嗰個嘅建議，我都想表達一下。
8 當今次嚴重嘅事故之後，運輸署或者相關嘅政府部門，包括警方、路政署咁
9 樣，的而且確係作出好快嘅回應，包括係減呢個嘅速度，由 70 轉 50，包括係
10 承諾係會加呢個快相機，但係呢啲訴求，陳笑權議員頭先嘅發言嗰度都已經講
11 咗，其實佢係跟進咗好耐嘅。我亦都可以講番一句，都唔係幾好聽，不過可能
12 係一個事實，係見到有人命傷亡，部門先至會去積極考慮、積極嘅回應，呢個
13 我諗我哋係唔想見到嘅。頭先律師提到呢一個即係呢啲引述到議員提問嘅時
14 候，佢就會講話--即係議員話好多時都拒絕咗區議員提出嘅訴求，呢個係事
15 實。

16 喺區議會嘅文件裏面，我諗唔係淨係呢個議題，譬如話我哋喺大埔區我哋希
17 望起一條行車天橋，一個廣福道嘅行車天橋，講咗十幾、二十年，因為嗰個問
18 題唔會牽涉到一個人命損失，但係當當區嘅議員--大埔墟嘅議員講到話因為入
19 去大埔墟或者入去錦山村係單一嘅路段，如果當地有交通意外，阻礙咗消防
20 車、救護車進入嘅時候，如果又有呢條橋，咁樣係咪會影響救援呢咁，因為有
21 呢件事發生，所以唔能夠催生到區議會多年嘅訴求。

22 我諗希望主席閣下或者法官閣下即係呢個要明白，區議會嘅運作可以咁講係
23 非常之被動，尤其是部門係提出好多技術嘅阻礙，技術因素我哋係好難係去抗
24 拒或者去質疑，呢個技術嘅因素包括好多數據，包括係好多即係千萬種唔能夠
25 做到嘅理由，呢個係我哋議會覺得係好不滿，亦都係相當之無耐嘅一個情況。

26 我想講多一句，就係尤其是我哋議員提出嘅就係收集咗市民嘅意見，如果講
27 交通嘅，講緊係無論係職業車司機、行人，以至到甚至係有時一啲意外發生咗
28 之後，當然嗰啲意見係比較輕微嘅意外，但係我哋會睇到輕微嘅意外出現咗，
29 係咪未來日子會有啲更嚴重嘅意外會出現呢？呢個我哋係睇到，所以陳笑權議
30 員或者我哋在席我哋所有區議員點解會提出呢啲意見，都唔係空談，而係希望
31 將一啲可能預測到嘅事故係早日去作出改善。當然點樣去作出改善，我哋有一
32 個能力或者有一個技術去能夠去處理得到，但係如果做咗嗰啲措施係咪可以減
33 輕或者減少呢啲意外出現呢？呢個當然係我哋想--即係區議會所做得到嘅工
34 作，唔該。

35 主席：（經傳譯員）黃律師，或者我哋可以講其他，即係真係有發生嘅一啲改善，我
36 知道喺 4 月 9 號有一份嘅文件，由區議員喺呢一個 5 月 11 號傾過嘅，或者可以
37 就係同佢哋講一講。

1 黃佩琪女士：（經傳譯員）係，我可以跳去講運輸署嗰個嘅建議。嗰個會議之後，
2 喺3月9號即係18年嘅時候有另外一個會議，同樣亦都係有關於大埔公路嘅意
3 外，係咪呀？

4 主席：（經傳譯員）或者你可以攞番嗰個會議紀錄出嚟。

5 黃佩琪女士：（經傳譯員）中文就係801，英文就係815頁開始嘅，815-82就係個
6 英文版。或者我講番呢一個會議紀錄嘅一啲重點，跟住先至講運輸署嘅建議，
7 呢個會議喺2018年3月9號進行嘅，第4段張偉鋒先生，佢係代表運輸署
8 嘅。

9 主席：（經傳譯員）慢慢，慢慢，等代表可以睇到你究竟講緊乜嘢。其實你都會議紀
10 錄係有呢一個嘅--有文件印咗出嚟嘅，如果有嘅話，就可以睇個顯示屏嘅，你
11 頭先講緊嘅就係第4段，係咪呀？

12 黃佩琪女士：Paragraph 4.（經傳譯員）張偉鋒先生，佢係代表運輸署嘅，佢提
13 出四個建議嘅，嗰呢一段，第(i)，就係會研究嗰個嘅速度限制會唔會修訂；第
14 (ii)，就係加強交通標誌同埋道路標記，同埋進一步促進道路、安裝偵速攝錄
15 機、睇番肇事附近嗰個嘅地形環境同埋點樣優化巴士站；呢個就係四項運輸署
16 會全面檢視嘅事項嚟嘅，係咪呀？

17 黃碧嬌女士：係。

18 黃佩琪女士：（經傳譯員）我相信嗰呢一次會議裏面有啲議員就係爭議呢一個--呢一
19 啲改善項目嘅進度嘅，區議員就話減低車速限制，即係喺肇事嘅嗰段路段係咪
20 真係可以喺較短嘅時間內將個車速限制調低，同埋係咪可以之後先至去將整段
21 路段嗰個嘅車速限制全面檢視？

22 主席：（經傳譯員）或者可唔可以講一講個例子呀？

23 黃佩琪女士：（經傳譯員）請大家睇下第11同埋12段，呢個就係任啟邦議員嘅意
24 見，首先佢就表示對於運輸署報告失望，佢提及喺嗰段路段有好多急彎同埋斜
25 路嘅，就係大埔公路赤泥坪至廣福道到翡翠花園嘅一段。

26 主席：（經傳譯員）係12段嘅羅馬數字(ii)，佢就話首先就係要安裝一個嘅偵速攝
27 錄機，就叫佢咁而家係要即刻要裝，唔好等到之後，係咪咁嘅意思呀？劉博
28 士。

29 黃碧嬌女士：劉博士回應。

30 劉志成先生：我係嗰個會議嘅主席，就安排咗第一項就即係話呢個交通意外，想了解
31 下運輸署跟進一啲改善措施嘅情況，其實喺當日運輸署嘅官員代表係有提過頭
32 先講嗰四樣嘢，但係佢嗰個表達係未曾確實會幾時落實，當日佢講嘅時候。站
33 喺我哋區議員發生咁大件事，喺2月份發生咁大件事，去到3月份都有一啲即
34 係話我哋要求嘅要求，即係話我哋嘅要求就係減速、加相機，呢兩樣嘢係好基

1 本可以即係話儘快落實嘅嘢，運輸署嘅代表都有--當時係仍然係話喺考慮中嘅
2 話，我哋議員同事係表達不滿，呢個表示失望或者表示不滿係呢個前設就係話
3 因為佢當其時--雖然佢講咗四樣嘢，但係佢冇講到話係落實嘅時間。我想表達
4 呢個意見，喺度。

5 主席：（經傳譯員）唔該。

6 黃碧嬌女士：任啟邦議員都喺度，佢可以直接表達一下。

7 任啟邦先生：係，我同意頭先劉志成博士嗰個演繹嘅，因為我唔係話不滿運輸署個建
8 議，我係不滿佢個回覆係未有一個時間表，未有一個係確實係安裝快相機嘅日
9 期，因為呢一個會就係3月9號開，直至到4月12號，即係剛才頭先都講過喺
10 一個實地視察嘅時候先至有一個正式嘅一個匯報，就話畀我哋聽會加快相機、
11 會改善巴士站嗰個位置同埋設施同埋會將嗰個限速調低，係直至到4月12號先
12 有一個比較明確嘅答覆話會做出呢啲改善。當時即係如果佢運輸署用嗰個字
13 眼，都係話「包括研究應否修訂速度限制」，「應否」即係唔知有冇，「與及
14 係是否需要加強現有嘅交通標誌或者道路標記」，都係「應否」嘅啫，即係都
15 係研究階段。但係我哋會覺得咁嚴重嘅意外之後其實係咪應該比較落實啲去答
16 呢個答案呢，所以先導致到我或者當中其他議員好不滿嘅一個原因或者係好失
17 望嘅一個原因就係咁解。唔該。

18 黃佩琪女士：（經傳譯員）劉博士，你都記錄低咗你嗰個嘅感受嘅，就喺呢一個嘅第
19 31段，中文係811頁，英文係825-2，喺開呢個會嘅時候，你有收到運輸署嘅
20 建議書，你就投訴話係減低車速限制同埋安裝車速攝錄機唔難做嘅。

21 可以再睇番大埔區議會文件，日期係18年嘅4月9號，中文就係354
22 頁，英文就係360-1，呢份文件寫咗幾個嘅措施，係佢哋向大埔區議會建議嘅
23 措施嚟嘅，睇番，第一部分就係目的，第二部分就係檢視速度限制。建議就係
24 話某啲路段車速限制就係會由時速70減低到時速50嘅，我哋睇番第4(a)、
25 (b)、(c)，即係4(I)、(II)、(III)，(III)就係關於赤泥坪至雍宜路
26 嘅一段路段，就話可唔可以將車速限制由時速70減到時速50嘅，呢個就係第
27 4嘅(III)段。

28 我哋先睇一睇，跟住再畀個地圖你睇下，係4嘅小段(III)。如果我哋撐
29 番大嚟睇，頭先我哋提及過嗰個嘅路段，即係建議車速限制減低，就由15去到
30 31呢兩個數字之間嗰段嘅，即係呢個啡色嗰段路段，可唔可以確認一下就係運
31 輸署嘅建議嗰個路段嚟嘅？

32 劉志成先生：（經傳譯員）係，呢個係由運輸署建設嘅。

33 黃佩琪女士：（經傳譯員）佢哋亦都提出咗其他嘅措施，包括道路標記、交通標誌，
34 呢個係第8小段(1)，我哋睇番，首先係顯示到交通標誌，即係運輸署建議嘅，
35 係頁數係運輸署嘅文件360頁，佢哋就建議增加兩個嘅標誌，另外就係其他嘅
36 一啲警告標誌，即係譬如話慢速，而家有一個見到就係100米，跟住就話右邊

1 有彎；第二個交通標誌就係見到就係有個--又係黃色同埋呢一個嘅係紅色嘅標
2 誌嘅；跟住就係其他嘅道路標記表示道路嘅車速限制係減低嘅。可唔可以講畀
3 我哋聽呢個係咪同運輸署所傾過嘅建議呀？

4 劉志成先生：（經傳譯員）係，呢個係運輸署提出嘅，我哋喺交通運輸委員會同佢哋
5 傾過。

6 主席：（經傳譯員）即係話文件就係 9 號，但係開會就係 12 號？

7 劉志成先生：（經傳譯員）會議係...

8 主席：（經傳譯員）我而家講緊嗰個嘅係--真係去睇嗰個道路段，另外開會就係 5
9 月 11 號，係咪呢？

10 劉志成先生：（經傳譯員）呢個就喺 4 月 12 號會議嘅時候有提出嘅。

11 黃佩琪女士：（經傳譯員）有關於呢個建議其實係有一個草稿嘅，係今年嘅 5 月 11
12 號會議紀錄嘅議稿，係咪...

13 主席：（經傳譯員）未講之前，我哋講一講，就係咪話即係之前嗰日，13 號係咪已
14 經就係批准咗㗎喇？

15 劉志成先生：喺琴日你--法官想知道喺琴日我哋開交通運輸委員會個會議有冇再傾呢
16 一個 proposal，係咪呀？

17 黃佩琪女士：（經傳譯員）唔係呀，呢個只不過係一個會議紀錄嘅草稿㗎嘅，係有冇
18 批准--係咪已經核准咗嘅呢？

19 劉志成先生：That was approved. Yes.

20 黃佩琪女士：（經傳譯員）冇改到？

21 主席：Without changes?

22 劉志成先生：（經傳譯員）冇改到嘅。

23 主席：（經傳譯員）我哋就可以嗰個嘅議稿。

24 黃佩琪女士：（經傳譯員）中文係 840-9，英文就係一橫 20，第 5 段。

25 主席：（經傳譯員）邊一沓嘅文件呀？

26 黃佩琪女士：（經傳譯員）係區議會文件 2 號，840-23 頁英文版，中文係 840-12
27 頁。

28 主席：（經傳譯員）唔該。

29 黃佩琪女士：（經傳譯員）或者我哋講番之前嗰一頁，睇下邊個出席，就係 840-22

1 頁，就係主席係歡迎出席人士，包括係劉博士同埋係 Henry Hui，佢係運輸署
2 嘅高級工程師，請睇番第 4 段，主席話運輸署早前向委員會提交文件，介紹大
3 埔公路最新嘅交通管理措施，提及到一個係大埔區議會文件嘅號碼，就係之前
4 我向你展示嘅文件，秘書處亦都係經電郵喺 4 月 10 號將呢個發畀委員會參閱；
5 另外秘書處協助運輸署安排委員會嘅委員係大埔公路做現場視察，就係聯同呢
6 一個地區委員會喺 4 月 12 號做嘅，運輸署亦都即場講解即將實施嘅交通管理措
7 施，佢請運輸署報告各項措施嘅落實情況。

8 第 5 段就係運輸署嘅回應，係由許錦年先生回應嘅。佢就係講咗四方面嘅
9 工程進展，首先，佢話大埔道介乎赤泥坪至雍宜路嘅車速限制已經由時速 70 減
10 到 50 公里，係由 4 月 27 號開始。第 (ii)，佢哋亦都就係安裝咗一啲係黃色螢
11 光背景嘅安全標誌。同埋路牌，亦都就係擴闊喺呢一個意外中損毀嘅巴士站停
12 車彎。（直接用英語說）The works were expected to be completed
13 in this month, in July 2018. The fourth is optimise the
14 bus stop near the Tai Po Mei. The work is supposed to be
15 completed in August 2018.

16 第 (v)，（經傳譯員）就係署方會改善紅林路、觀海崇庭同埋燕子里一帶嘅
17 交通標誌同埋道路標記嘅，呢個工作會喺年底完成嘅。

18 你可唔可以確認呢個係運輸署嘅一個進度報告？

19 黃碧嬌女士：當局陳笑權議員回應下。

20 陳笑權先生：唔係，佢運輸署係咁講嘅，係，確認嘅。

21 黃佩琪女士：（經傳譯員）如果我哋睇一睇第 14 段，許先生亦都回應就係運輸署就
22 致力喺年底完成呢個安裝偵速嘅攝錄機，但係至於個運作事宜就要交界警方。
23 運輸署就已經提供咗呢個進度報告，還是係一個持續嘅工作嚟嘅呢？

24 陳笑權先生：呢個應該唔係持續工作嚟嘅，呢個係單一個工程，佢裝咗嗰個攝錄機之
25 後同埋而家還原番嗰個肇事嗰個巴士站，就會完嘍喇。

26 黃佩琪女士：（經傳譯員）如果我哋再睇一睇許錦年先生嘅一啲觀察，...

27 主席：（經傳譯員）喺你繼續之前，我喺會--有冇聽到一個解釋，點解要等到年底先
28 安裝到一部咁嘅偵速嘅攝錄機呢？一部攝錄機啲。

29 陳笑權先生：佢有解釋過畀我聽嘅，佢話訂貨就整體嘅，就唔會話訂一部嗰個攝錄
30 機，仲有要經過機電署、路政署、運輸署、警方、到現場實地掘路、擺
31 permit，好多複雜嘅問題，佢唔會單一做一個，我問過佢呢個問題，所以佢一
32 定要年尾，我話點解唔快啲呢，我話，佢話已經批准咗，畀我哋區議會好多議
33 員都質詢佢之後，最後佢都承諾咗話今年年尾就會加個快相機畀我哋。

34 主席：（經傳譯員）佢哋係有唔同嘅程序，先至係可以降低嗰個車速，係咪呀？佢哋

1 就响 4 月 27 號就已經完成咗呢個工作，係咪呢？

2 劉志成先生：因為個減速係比較簡單同埋佢係賣憲報，就唔牽涉到好多個部門，我諗
3 減速嗰度係主要係運輸署佢哋即係話可以安排得到，又搵路政署，亦都係佢哋
4 喺工程上嘅一個執行嘅部門，佢哋兩面係比較容易協調到嘅。

5 陳笑權先生：嗰個訂嗰個快相機個頭，安裝個頭，佢話冇單一嘅，佢話一訂，好似據
6 我所知，我問過佢嚟嘅，我記憶之中，佢就話訂一批嘅，香港仲有好多地方需
7 要加啲快相機頭，佢話而家訂緊嘅，係一批過，單一就暫時就有嘅，同埋要經
8 過好多程序，好多政府部門嘅程序，諮詢好多部門，又要放電--要搵機電署畀
9 電嗰個快相機，先至可以做得到嘅，呢個佢當時，我同佢對答，就係咁覆我。

10 主席：（經傳譯員）我哋係咪要理解，就係話全港有 4,200 公里嘅路，而運輸署係
11 唔會有存貨嘅，即係有呢啲咁嘅攝錄機嘅存貨，係咪咁樣理解？或者你答唔到
12 呢個問題喇。

13 黃碧嬌女士：或者我都講下，呢件事情 2 月 10 號發生咗之後，我哋喺特別會議，2
14 月 12 號有個特別會議，跟住就 3 月我哋有區議會嘅大會，就第二次會議，跟住
15 就係第三次就係交通運輸委員會會議，跟住再去討論就係 4 月 12 號嘅 DMC 會
16 議，跟住 5 月、7 月，我哋都係集中好強烈地要求儘快安裝呢一個嘅車速嘅攝錄
17 機，但係到而家應該都仲係未曾能夠完成嘅。或者我哋啲議員可以發表下。

18 任啟邦先生：係，我同意法官閣下所講嘅，因為我哋都有個質疑，就話點解冇存貨呢
19 個問題，或者咁大個運輸署嘅部門，點解會一啲後備嘅一啲零件--唔係，即係
20 後備嘅一啲嘅裝置都有呢？因為呢個政府話到要好快去回應呢個問題，其實頭
21 先法官講話更改--唔係，頭先陳笑權議員講因為更改地面嗰個--即係更改個車
22 速可能喺工程上可以就好快做得到，但係呢個運輸署曾經係用呢一個訂貨呢啲
23 理由，我哋區議會嚟講，都認為係一個不合理嘅理由。

24 主席：（經傳譯員）唔該晒。黃小姐。

25 黃佩琪女士：（經傳譯員）黃女士，我就想你睇一睇第 19 段嘅，會議紀錄嘅 19
26 段，係 840-29，呢個係第 19 段嘅，我就想問係關於呢一段嘅一啲幾個問題，
27 你第一樣嘢講到就話要下調個車速，車速下調咗之後，你就得到一啲校巴司
28 機、巴士司機同埋意外康復者嘅一啲意見，我就想知道你收到啲咩嘢嘅回應
29 呢？

30 黃碧嬌女士：因為呢一件事，我哋都比較集中喺議會度討論，就係要求嗰個現階段嗰
31 個 70 公里降至到 50 公里，就係我係收到係喺呢一段道路嘅校巴司機同我講，
32 佢話由於有一個好--佢嗰個係斜路嚟嘅，斜路佢哋如果係要由一個咁高嘅地
33 方，佢踩上到去最高，跟住要佢踩低收油落番嚟去到 50，佢話好難控制到呢一
34 個嘅車速，就都希望我哋--佢哋好理解呢一單嘅意外係必須要有一啲嘅改善，
35 但係如果純粹就係要減嗰個嘅速度，佢係驚影響--因為佢哋嗰部嘅校巴，佢載
36 嘅客都超過四十個嘅，佢話咁大個嘅車輛唔容易控制到去壓低過 50。所以我

1 都喺接收到不同嘅司機，我都喺番個區議會度表達嘅。

2 黃佩琪女士：（經傳譯員）而你第二個觀察，就係羅馬數字(iii)個度，你就提到有
3 啲巴士司機--有啲雙層巴士司機就唔適合係行走大埔公路，因為佢哋係好容易
4 係超過每小時公里嘅，就算係巴士裝唔滿人，都係好容易係加速嘅，你係咪知
5 知道有咁嘅情況，你係咪意思話雙層巴士係唔適宜行走呢個路段呢，還是你係有
6 第二啲嘅意見呢？

7 黃碧嬌女士：呢一度就咁嘅，我就去探啲啲嘅傷者，個傷者出咗院之後，其中有一個
8 傷者佢就係揸巴士嘅，同埋揸貨--亦有揸巴士嘅傷者，亦都有揸貨車嘅傷者，
9 佢哋喺呢段路裏面，自己都係其中一個受傷嘅乘客，佢都有同我講，佢話喺呢
10 一段路係行雙層巴士係好危險嘅，因為一架雙層巴士佢咁大，佢個個嘅油門係-
11 -佢上斜路嘅時期，佢哋踏個油門係會大力啲去踏落去加油嘅，一部車咁--雙
12 層巴士，唔係一般嘅單層巴士，所以佢哋都同我提議番，佢話而家唔想再睇到
13 喺呢一個公路上面係有雙層巴士，佢話其實係好危險，能唔能夠再係去畀番一
14 啲嘅單層巴士行呢咁樣。我喺呢一次嘅會議上面，我係將佢哋個意見表達出
15 嚟。

16 黃佩琪女士：（經傳譯員）喺我哋繼續之前，我哋睇睇啲相片同埋個地圖，睇睇有咗
17 改善之後個情況係點，個圖片就係 14 至 19 號嘅，呢個係第一個交通標誌，呢
18 個係減速之後嘅新嘅時速限制 50 公里同埋地下有啲標誌嘅，剛才我哋見到就係
19 巴士上斜同埋有少少落斜個部分嘅，呢個就係你較早前講嘅部分，啱唔啱？

20 黃碧嬌女士：係，係。

21 黃佩琪女士：（經傳譯員）見到第一個警示嘅標誌，前面 100 米要減速，接住就有
22 第二個標誌，有九個標誌，有呢個黃色框提醒啲駕駛者要小心嘅，係有九個箭
23 嘴標示嘅。

24 主席：I think they are described as “chevrons”, are they not?
25 Nine chevrons.

26 黃佩琪女士：（經傳譯員）我哋見到巴士站重建，同埋行人區擴大嘅範圍，呢度個巴
27 士站亦都加咗三盞燈嘅，我都想問大埔交通意外之前個燈光個照明個情況係點
28 嘍？

29 主席：（經傳譯員）你意思係街燈路段嘅照明係畀呢個嘅巴士站？

30 黃佩琪女士：（經傳譯員）因為而家見到有三盞新嘅燈安咗上去...

31 黃碧嬌女士：陳議員回應下。

32 陳笑權先生：基本上佢個照明就可以嘅，佢規定有 60 呎一支街燈嘅，之前就有棵樟
33 樹喺度，個樹蔭就遮咗個巴士站上蓋個度，就較為黑啲嘅，而家加咗三支燈，
34 基本上 okay，最危險就係架巴士站個彎位，即係我哋成日講就係個彎位，

1 就有少少暗斜個度，就係講嚟講去就係最危險個個路段，而家可以嘅，而家加
2 咗三支燈，okay。

3 黃佩琪女士：（經傳譯員）有晒呢啲措施，議會對呢啲改善措施有冇反映話係足夠--
4 係咪足夠，係咪滿足到你哋之前啲啲擔憂，係咪能夠解決咗你哋之前啲啲擔憂
5 嘍？

6 陳笑權先生：基本上我本人我都有同運輸署相關部門都有傾過，佢而家將個巴士站
7 就拉前、擴闊，將個棵枯萎個棵樹都移咗，將個現場個巴士站係擴闊咗嘅，係
8 事實。我要求佢做一個手按式紅綠燈個度，佢做唔到，不過就做咗一個行人輔
9 助線，就喺大埔尾個入口個度將個出口--個村嘅出口就想擴闊番少少，暫時
10 都做唔到住，你話係咪百分之百應佢哋村民嘅要求呢，係未係嘅。亦都有村長
11 提及將個巴士站可唔可以褪番前去個個位置就容易睇得到，運輸署即係佢哋睇
12 個現場個個實際情況，佢話暫時喺呢刻係做唔到住嘅，佢話本身個後面好大
13 個斜坡，而家就改善咗之後，要睇日後個個實際用落先至知道嘅。唔該。

14 黃碧嬌女士：陳議員補充下。

15 陳灶良先生：法官，我想講其實滿足唔到，因為就住安全個方面去畀意見，我就覺得
16 呢啲咁嘅標示同埋呢啲咁嘅箭嘴都可能都係畀一啲駕駛者去睇，用眼嚟到去睇
17 呢個--即係去警示呢一個嘅車速等等，但係我哋好多同事都畀一個意見，就係
18 尤其是喺呢啲咁嘅落斜路，其實最有效唔係用眼嚟到去睇，最有效就係喺地面
19 用一啲減速嘅，即係好輕微減速嘅一啲黃間，即係我哋有陣時見到落斜都有啲
20 「戥戥戥戥」，即係有個感覺，用呢個感覺嚟去呢個減速可以達致呢個安全呢
21 個要求嘅。

22 黃佩琪女士：（經傳譯員）你有冇去表達安裝呢個減速帶、呢啲條，畀人有個體感係
23 感覺到係需要減速，係覺得係要減速，你有冇將呢個要求係表達畀運輸署呢？

24 陳灶良先生：我哋都有嘅，我哋所有區議會都有表達呢個，但係佢哋嘅回覆，因為香
25 港運輸署佢係有一個局限嘅，個局限要設立呢啲咁嘅黃間減速只能夠喺一啲交
26 匯處，即係落交匯處嘅斜路，例如西貢個單交通意外個個暗斜個度，佢而家加
27 咗，但係唔係喺交匯處嘅前面，即係唔係落交匯處呢，佢哋係做唔到呢一個
28 嘅。

29 黃碧嬌女士：我哋喺現場，我自己都有睇嘅，因為佢去到另外一張圖，我哋有九個個
30 個--係呀，呢個牌，其實呢度已經係最高點嘍喇，佢哋即係揸巴士個啲司機就
31 話如果揸住一架雙層巴士，載滿客，佢係要有一個踩油門大力加油先至可以去
32 到，跟住佢呢度就衝落去嘅，呢個就係斜路，有一個急彎，呢一個彎就係會--
33 我哋自己都覺得係危險，能唔能夠喺呢一個路面，就正如陳灶良議員講嘅，就
34 畫一啲黃色嘅斜線，喺現場有提到嘅，但係佢哋都表達咗就係唔容易，個個原
35 因就陳灶良議員都有講嚟嘅。

36 同埋我哋都有講過將呢一個亭再移上去上面呀咁，亦都佢哋都表示咗係做

1 唔到，因為你呢個亭喺度，就係前面就係大埔尾嗰個村民嗰個嘅路口嚟嘅，佢
2 哋就係要由嗰度去過馬路去入到去嗰個巴士站，嗰個巴士站其實凹咗落去，喺
3 最斜路嘅呢一個位裏面過馬路，你話係咪好危險呢？係呀，仲要架巴士扭入
4 去，你喺最高處要減速，減速之餘，你架巴士係扭埋入去落客。即係我哋要諗
5 下呢一個司機嗰個嘅駕駛嘅技術能唔能夠做到呢樣嘢，所以即係意外我哋就希
6 望唔好再有第二次㗎喇。

7 黃佩琪女士：（經傳譯員）係，唔該晒陳女士嘅。我而家要畀最後一份文件你睇嘅，
8 係 2018 嘅 5 月 25 號嘅會議紀錄嘅，中文就係响 826 頁，英文係 827 頁嘅，
9 你係有個附件，英文版就係 834，中文版係 828，喺呢個會議紀錄，你係作出
10 一啲建議嘅，同埋發表咗一啲意見嘅，我想同你探討下嘅，第一個就係會議紀
11 錄第 4 段，係提到運輸署目前對司機嘅工作時數，就話車長更次就唔應該超過
12 十四小時嘅，就覺得就最長嘅工時，喺呢個指引嘅工時太長，係對乘客係有啲
13 安全嘅擔憂嘅，就希望委員會係可以檢討呢個車長嘅工作時間嘅過長嘅；亦都
14 講到喺 835 段，英文，同埋中文 830，就不管工作點安排都好，個工作時數係
15 太長，個車長要佢做十四個鐘，每日十四個鐘係太長嘅。我個問題就係你可唔
16 可以解釋下點解你會覺得十四個鐘係太長呢？

17 黃碧嬌女士：我哋一日係有二十四小時，二十四小時嗰個嘅分配就應該係用三分去分
18 嘅，八個鐘頭就係工作，八個鐘頭就係休息，另外八個鐘頭就係畀自己係做一
19 啲係家庭或者係自己嘅學習咁樣樣先至係合理嘅，而家九巴就將一日嘅廿四小
20 時，佢係將二分一嘅一半仲要多嚟成為十四個小時畀一個員工去返工，佢承擔
21 嘅工作係一個司機嚟㗎，你十四個鐘頭唔係坐喺度可以你鍾意就瞓埋隻眼或
22 者係「我好劫喇，咁樣攤一攤條腰。」完全係冇，絕對我諗如果十四個鐘頭喺
23 做呢一個咁重要嘅崗位，承擔住整架巴士超過一百三十個人嘅生命嘅安全，我
24 諗絕對係不適合。呢個我都可以請我哋其他議員同事都去表達一下嘅，任啟邦
25 議員。

26 任啟邦先生：係，唔該晒黃碧嬌副主任。我就住工時嗰個問題，我哋都要表達番一個
27 意見，因為日常喺--尤其是新界區，我希望各位都了解，就係新界區嗰個市民
28 出行模式就係朝頭早就好多人嚟新界出九龍或者出港島，黃昏放工時間就喺港
29 島、九龍就返入新界，呢個運輸模式就其實喺--我相信喺--即係嗰個比例，可
30 能十架車出九龍，即係十架車裝滿人出九龍，都未必有一架車或者兩架車裝滿
31 人返番入大埔；所以變咗嗰個運輸模式就運--即係其實之前嘅委員會嘅一啲嘅
32 其他，譬如巴士公司嘅作供都講到，就話其實都有一啲繁忙時間嘅需要，而家
33 正正就係出現一啲特別更嘅情況，就係朝頭早可能做四個鐘、五個鐘，跟住黃
34 昏時間可能做三個鐘、四個鐘，但係中間有一段係所謂叫做唔需要，即係十四
35 個鐘頭未必係十四個鐘頭全部係揸緊車嘅，但係佢一啲所謂叫做 on duty 或者
36 叫做待命，即係叫做所謂嘅休息時間，其實係咪畀到佢哋休息呢？

37 當我哋有時接觸到啲巴士司機就會講佢可能係住屯門，可能住元朗嗰面，
38 佢分派到嚟大埔區揸啲特別路線，好喇，佢 10 點鐘，佢完咗上晝嗰個繁忙時

1 間，佢可能有三、四個鐘頭佢係可以休息嘅，但係嗰個休息佢返唔返到佢屋企
2 瞓覺呢？佢如果由大埔返屋企瞓覺，可能佢要花兩個鐘頭、兩個幾鐘頭一個搭
3 車時間，好喇，跟住之後又要返番嚟大埔度擺車，就再做埋下半場嗰個嘅工
4 作，所謂駕駛嘅工作，而導致到佢咁其實中間有幾個鐘頭所謂空閒時間，其實
5 係咪真係畀到佢休息呢？呢個我哋都會覺得係有個問題。

6 而巴士公司，我哋又唔係好清楚，不過我聽番啲司機講，就係佢中間嗰個嘅
7 時間其實係未必有一個好好嘅休息環境，我要講一講，其實黃碧嬌主席帶領我
8 哋喺早前去到中國大陸就去參觀考察，其中去到杭州嘅一個巴士公司嗰度講，
9 就係其實佢都有一啲休息室或者一個--直情一個--類似一個宿舍咁樣嘅性
10 質，係畀到巴士司機係作一啲休息。

11 我諗甚至我可以講大啲，全世界返工、放工時間都係朝九晚五、晚六，
12 peak hour，即係嗰個高峰時間亦都喺嗰個時段，中間嘅時間我相信係比較少
13 人去搭車，呢個亦都可能係事實，好喇，其實佢哋都有類似啲所謂特別更嘅模
14 式，但係中間嗰啲職員佢係咪返到屋企瞓覺，係咪返到屋企休息呢？呢個我哋
15 覺得係未必，但係巴士公司有冇一個責任去畀一啲特別更嘅員工有一個好嘅休
16 息嘅時間，佢朝頭早五點幾揸緊部車，要佢可能揸到夜晚十點--八、九點嘅時
17 候，佢係咪有足夠嘅精神呢？中間有一個好嘅環境休息，呢個我哋覺得係一個
18 問題。所以巴士公司係咪應該有個責任喺所謂呢啲特別更嘅員工休息嘅地方或
19 者時間係畀到一個好啲嘅環境佢哋呢？

20 法官閣下，我哋或者幾位委員會嘅成員，我希望大家明白，特別更對新界
21 區，我可以咁講，尤其係新界區嘅巴士路線係特別嘅重要，因為好明顯過咗九
22 點零、十點鐘之後出九龍、出港島嘅乘客係明顯減少咗好多嘅，而放工返嚟，
23 就亦都係可能係四、五點個高峰期開始，之前嘅時間其實係比較少人嘅，如果
24 一刀切將特別更嘅巴士司機即係切除咗，即係叫做冇咗呢個特別更分嘅話，其
25 實亦都會幾影響新界區嘅巴士服務嘅，除非佢係大幅度即係請多一倍人，早上
26 有一班司機，下午黃昏又另一班司機，呢個其實如果佢唔係咁樣做得到嘅話，
27 佢就將特別更嘅服務就減少嘅話，其實對於新界區，唔淨只大埔，係新界區嘅
28 好多路線都係可能會因此而受到影響，希望委員會係明白新界區居民出行嘅模
29 式同埋巴士服務嘅需要嘅情況。唔該。

30 黃佩琪女士：（經傳譯員）唔該。我想問關於你哋會議紀錄裏面提到四個建議...

31 主席：（經傳譯員）或者喺你繼續之前。關於話嗰個指引，即係巴士車長工作休息用
32 膳嘅時間指引，喺 2017 年 9 月嘅時候運輸署就檢討過當時嗰個指引，即係講緊
33 2010 年嗰個版本，當時你作為區議會，有冇諮詢你哋嘅意見，就係話佢哋建議
34 點樣修改個指引呢？

35 黃碧嬌女士：冇諮詢過我哋。

36 主席：（經傳譯員）唔該。

1 黃佩琪女士：（經傳譯員）跟住我想問關於會議紀錄裏面提到嘅四項建議，第一，
2 836 頁，第二點，即係英文版本，然後 830 頁就係中文版本，都係第二點，由
3 下數番上去。你提到星加坡作為一個例子，就話當地政府佢咁負責一啲硬件嘅
4 資產，例如話巴士車廠、車輛、運作系統等等，營運方面就由營運商負責，所
5 以營運商只需要負責營運嗰部分，佢咁仲可以額外得到獎金，點解你認為星加
6 坡個模式喺香港係合適呢？

7 黃碧嬌女士：呢個請任啟邦議員回應一下。

8 任啟邦先生：好，唔該黃碧嬌副主席。就呢個題目其實--呢個意見係我提出嘅，其實
9 我亦都參考過一啲市面上一啲嘅研究，就住究竟巴士嘅服務係應該點樣樣去經
10 營呢咁樣，究竟係全私營，全私營即係好似現在嘅模式吖，定係話我國營，由
11 政府去擁有，包括係聘請員工，變成咗公務員呢？定係話公、私營模式，即係
12 話好似而家講緊星加坡或者倫敦嘅模式，即係話政府就係購買咗佢咁嘅車廠、
13 車輛咁樣樣，跟住就去再外判一啲路線畀一啲承辦商呢咁？

14 點解會咁樣講呢？因為我哋會覺得而家專營巴士嘅服務係分咗四間--如果
15 計埋龍運，五間公司，其實係各有一啲路線，即係俗啲講，就係一個各有地
16 盤，九巴係九龍、新界，新巴、城巴就係港島區，大嶼山巴士公司諸如此類。
17 其實佢咁一個咁大嘅組合，其實佢好明顯就會著重咗一啲賺錢嘅路線，而一啲
18 蝕錢嘅路線，佢因為其實專營，佢對於市民嘅服務可能係會有個忽略，陣間陳
19 灶良議員可以講一講呢一方面嘅情況。

20 我哋都睇到就話如果佢能夠將佢拆散成為更多公司嘅話，喺一啲互相競爭
21 嘅情況之下，有冇機會係可以做到啲改善呢？譬如星加坡嘅模式就係話佢外判
22 咗畀幾間巴士公司去做營運，令到嗰個譬如話路線、票價或者員工嘅薪酬佢都
23 可以由政府係去做一個編制，就未必係完全純粹用盈利個考慮，而係講緊有冇
24 需要同埋工資係咪一個合理或者係一個能夠滿足到個工人嘅一個水平。

25 第二，就係話其實我哋睇番另一個地方，台北，其實佢台北就係好多唔同嘅
26 公司係去營運緊唔同嘅巴士路線，台北嘅巴士路線就係可能會有啲好接近嘅路
27 線係由唔同嘅公司去做嘅，其實互相係作出一個競爭，競爭會帶嚟兩個情況，
28 第一，就係工資可以係更加係--因為搶員工，可能會有個上升，令到佢個工資
29 嘅回報係會好啲，第二個路線如果係一個相近嘅路線嘅話，佢係可以帶來一啲
30 競爭，帶來一啲優惠，乘客可以得益。

31 第三，其實我哋會建議就係點解會由政府去買起晒成個巴士公司嘅系統，去
32 再交界去其他公司--即係再外判一啲公司去營運呢？就話可以將一啲路線做一
33 啲整合，譬如話賺錢嘅一啲路線，再搭一啲冇咁賺錢，但係有居民--可能少數
34 嘅居民需要，而家就係少數居民嘅需要或者佢嘅服務係被忽略，當某啲地區佢
35 成日爭取希望加多啲車嘅時候就加唔到，但係就有啲地方可能係覺得--即係佢
36 政府--巴士公司認為有錢賺，佢就係咁去做。

37 所以點解我哋覺得所謂呢個星加坡模式係比較彈性，因為如果全私營嘅模式

1 嘅話，巴士公司就好明顯就第一，就以盈利掛帥；第二，就係話佢可以剝--我
2 唔用「剝削」，即係可能會可以減低嘅開支係邊度呢？油價佢減低唔到，嗰個
3 購買車嘅成本其實都可以咁講係世界嘅一個標準，其實都有得點樣減，減就可能
4 係減，或者唔能夠加到員工嘅人工，呢個就係喺度就向佢哋開刀，所以點解
5 先至會有一啲員工或者工會就話巴士司機嘅薪酬、待遇係一直係被壓低個情
6 況。可能陳灶良議員都講，即係點解會出現咗點解--即係其中有啲人講到話模
7 式上面嘅改變可以帶動到一啲服務嘅改變。唔該。

8 黃碧嬌女士：陳灶良議員。

9 陳灶良先生：或者我補充兩個事實，一個事實就係正話講嗰個--當然佢建議嘅模式喺
10 個好處方面都係有嘅，講兩個事實，就一個，一個就係冇人搭，即係蝕本嘅，
11 蝕本嘅路線，佢梗係唔係幾想做喇；好喇，講一個多車有人搭嘅，譬如好似林
12 村咁，得一條巴士線嘅啫，好多人搭嘅，但係佢都只能夠用番現有嗰條路線嘅
13 資源去調動嗰啲班次嚟到去滿足我哋，變咗呢兩個係事實嘅情況都要大家分享
14 下。

15 黃佩琪女士：（經傳譯員）好，唔該。第二個建議，你就話用實時技術--即係實時資
16 料嘅技術，你話要求實時訊息可以發放，...

17 主席：（經傳譯員）呢個建議喺邊度搵到呀？

18 黃佩琪女士：（經傳譯員）英文版 838 頁，中文就係 831 頁，喺底下嗰度，即係中
19 文版底下嗰部，838 就係英文，第二點，就提到有啲議員提到因為香港嘅巴士
20 脫班情況嚴重，如果巴士公司可以提供呢個資訊嘅話，政府就能夠更好咁監控
21 嗰個脫班嘅問題，可能呢個就係原因點解實時嘅資料冇全面發放，佢認為如果
22 由乘客嚟監察就可以改善嗰個脫班嘅情況，所以佢希望委員會會考慮要求巴士
23 公司發放類似嘅應用程式，利用呢個技術去監察巴士服務，你可唔可以再解釋
24 一下乘客點樣可以利用呢個技術嚟去監察脫班率呢？即係如果我理解正確嘅
25 話。

26 任啟邦先生：呢個都我去講一講嘅，呢個建議或者呢個資料都係我去喺網上面去搵到
27 或者我哋自己一啲經驗去睇到嘅，喺嗰個會議上面去表達番，我引用呢個台北
28 市公車動態資訊系統作一個例子，就係佢係喺個手機嘅應用程式裏面係實際上
29 睇到嗰架巴士喺個地圖上面顯示緊佢係行到邊個位置，即係譬如話行到邊一個
30 街口、邊一個站頭，我哋睇到嘅。而家九巴嗰個手機應用程式，佢只係 show 到
31 --即係佢顯示到係仲有三分鐘就嚟到，仲有五分鐘就嚟到，但係而家呢個資料
32 其實係睇唔到佢仲有幾遠嘅途程。

33 呢個資料點解會我哋要知道比較清楚呢？就係話如果佢仲有三分鐘，但係其
34 實原來係好塞車嘅話，其實嗰三分鐘係唔等於三分鐘之後到達，因為嗰個巴士
35 嗰個手機應用程式只係睇到三分鐘嘅路程，但係如果三分鐘嘅路程係全部塞死
36 咗車嘅話，其實可能係十五分鐘都嚟唔到，但係如果我哋能夠喺嗰個 app--如
37 果好似台北嗰個系統嘅話，市民係能夠睇到嗰架巴士原來就塞咗喺兩個路口之

1 前，但係佢係--嗰個系統亦都睇到埋當時嘅實時嘅交通狀況，好似大家而家睇
2 Google Map 咁樣，都會睇到實時嘅交通狀況究竟係擠塞定係暢通呢咁。

3 如果睇到其實條路係暢通，但係三分鐘嚟唔到係咪有咩嘢問題呢？或者亦都
4 可以監察到巴士嗰個服務，就話其實我哋下一班車係應該要有嚟到，點解隔咗
5 咁耐都嚟唔到，究竟係咩嘢問題呢？究竟係道路嘅路面嘅擠塞、交通意外所導
6 致咗，定係巴士公司脫班嘅情況出現呢？而家嗰個九巴嗰個 apps，即係嗰個手
7 機應用程式係睇唔到嘅，亦都資訊係比較有限。

8 如果可以引用到譬如其他國家地區嘅一啲實時嘅一啲嘅顯示嘅模式嘅話，我
9 哋好清楚睇到有一架巴士喺兩個街口，約莫三分鐘後嚟到，佢係好暢通嘅；約
10 莫有一架巴士五分鐘之後可能嚟到，不過原來係塞死咗喺條路上面嘅。我哋市
11 民無論作為監察又好，作為旅客，我唔等，我搭地鐵，我都可以有個選擇。而
12 家就睇唔得好清楚呢方面嘅資料。

13 陳灶良先生：或者我補充呢一個脫班一個嘅事實嘅例子，亦都好似林村咁樣樣，佢咁
14 多年嚟，即係講緊超過二十年嚟，個脫班解決唔到，個原因就係點解呢？大家
15 都知道，喺由元朗經錦上路嚟到林村，嚟到大埔，佢喺錦上路太多巴士站，停
16 下又等下，停下等下，分分鐘嚟到林村兩架、三架，咁多年都解決唔到。好
17 喇，出現一個問題係咩嘢呢？而家佢九巴嗰個應用程式佢可能 show 十分鐘、十
18 五分鐘，其實佢完全係唔準嘅，個例子就係咩嘢呢？到而家為止，都好多人投
19 訴佢嗰個應用程序係已經完全係唔準時到達，第一樣嘢。

20 點解會之前有一個--即係正話律師講嗰個證供呢？點解好似余智榮議員咁
21 講呢？運輸署偏幫九巴個情況就係咁樣樣，點解呢？我哋係作為一個橋樑同運
22 輸署講，佢咁多年都解決唔到呢個問題，惟有用一啲維護或者去幫佢--即係我
23 哋感覺上佢係幫佢講嘢，咁覺得即係幫緊佢，即係個意思咁樣。

24 黃佩琪女士：（經傳譯員）你提過第三嘅建議，就係呢個 839 頁，第四點，中文就
25 833 頁第二點嚟嘅，你就建議一個懲罰機制畀巴士公司，類似港鐵嘅懲罰機
26 制，即係話如果發生意外就要交罰款。我想進一步講下，點解你認為喺專營巴
27 士嘅經營環境，呢樣嘢係適合呀？

28 黃碧嬌女士：其實呢一度就幾個成員提嘅，任啟邦議員都可以繼續嘅。

29 任啟邦先生：係，唔該主席。我哋多位嘅成員其實都覺得巴士公司呢一個是否去續牌
30 又或者係嗰個懲處嘅時候有冇一個機制去處理呢咁，而家我哋睇到港鐵如果佢
31 係因為一啲事故而導致到延誤嘅話，佢係要罰款，但係巴士公司如果出現咗脫
32 班或者出現咗一啲服務欠缺理想嘅情況嘅話，其實佢好似就冇一個罰則，我哋
33 亦都睇唔到或者冇一個好清晰嘅公眾知道嘅情況就係究竟政府點樣或者點解會
34 繼續一啲專營權畀巴士公司。即係譬如九巴咁，幾年前，應該三幾年前，即
35 係呢個續到佢個專營嘅時候，其實冇拎過嚟區議會討論嘅。

36 一個專營嘅巴士服務，對於--如果用九巴嚟計，整個九龍同新界區嘅服

1 務，咁多個區議會，咁多個區議員，咁多個市民，其實係咪應該有一個發聲嘅
2 機會呢？但係我所了解，就肯定喺區議會上面係冇被諮詢過九巴應唔應該去續
3 呢個專營權，呢一個情況其實就似乎巴士公司咪唔需要理議員嘅一個意見囉。
4 如果佢唔需要理議員嘅意見嘅話，我哋就當然我哋其實喺議會裏面講嘅嘢，正
5 如頭先幾個議員都講，我哋係有提出一啲唔同嘅意見，要求佢改善服務、增加
6 班次、增加路線，但係似乎都唔能夠得到巴士公司好積極嘅回應，個問題就係
7 我哋係咪佢嘅老闆，我哋係咪佢嘅一個能夠有操一個生殺大權嘅一個持份者
8 呢？似乎區議會就唔係。

9 但係而政府作為運輸署，作為一個行政部門，有冇有效監察到、監督到巴士
10 公司有冇脫班、服務嘅質素係點呢？似乎我哋又覺得運輸署亦都有啲不力。即
11 係好似頭先陳灶良議員所講，64 號 K，元朗去到大埔，經過林村一個唯一嘅巴
12 士服務，講咗好耐嘅問題都似乎解決唔到，又或者我哋議員希望由譬如大埔區
13 去某一啲地方、去港島區嘅巴士服務，似乎都唔能夠增加得到。個原因我哋就
14 睇到其實佢都有一個監察嘅機制。

15 我哋希望引入呢啲所謂罰則嘅話，除咗係希望改善服務之餘，就係希望減少
16 譬如脫班又或者譬如話一啲事故咁樣樣，令到巴士公司--我哋阻唔到佢繼續去
17 搵錢，阻唔到佢繼續去攞呢個專營權，但係都希望製造一啲條件，等佢做好
18 啲。因為而家佢做得好定唔好，其實即係佢自己睇住盤數，但係對於我哋市民
19 嚟講，或者對於我哋議會嚟講，似乎冇乜嘢可以監督嘅板斧嘅話，我哋覺得引
20 入呢啲懲罰嘅機制，我諗我哋議會裏面即使未必有就住呢個題目嘅發言，但係
21 我相信議會裏面議員都有一個咁嘅希望，就係佢做得唔好，我哋咪罰佢囉，我
22 哋咪要佢承擔番做得唔好嘅後果，呢個就係我哋嘅意見。唔該。

23 黃碧嬌女士：我都想喺度講幾句嘅，主席。其實我哋去到睇而家香港嗰個嘅巴士嗰個
24 專營權，而佢就係攞咗個專營權之後，政府就係搵運輸署去監管，同埋就係同
25 佢哋開會去制訂不同嘅路線嘅，而我自己覺得運輸署喺呢一面真係放嗰個嘅人
26 力係太薄弱，好似我哋大埔咁樣，我哋係超過一百條嘅巴士路線，同我哋開會
27 嘅就係運輸署一個同事，佢就係睇晒大埔區嚟喇，但係你諗下，超過一百條嘅
28 路線，牽涉到嘅肯定係好多嘅巴士，亦都好多嘅巴士嘅司機，而當中亦都好多
29 嘅乘客，我哋都唔敢喺個區議會嘅會議上面提得咁多，但係呢個事實上係一個
30 民生上面係一個好重大嘅問題嚟嘅，我哋一落街就係要--返工你就係要搭巴
31 士，買餸你又要搭巴士，去醫院亦都要坐巴士。

32 而特別去機場嘅巴士，我覺得就係喺呢度嗰個專營權--不過而家大埔就多
33 咗一架叫做 A47X，我用呢個舉例，而佢嗰個嘅脫班，你有一個--而家嗰個嘅--
34 佢睇唔到，即係佢運輸署高層亦都睇唔到，佢嗰個專營權龍運直情唔知道呢一
35 個巴士司機係病咗，而嗰架巴士就喺嗰個嘅站頭冇人開，好喇，我哋嘅尾站嘅
36 乘客等三架車都有，但係係要去機場嘅。喺呢啲嘅監管裏面都唔能夠係好順
37 暢。而呢一啲嘅時間--我講緊呢啲時間係上晝 6 點至 7 點嘅，我哋去到現場打
38 一個電話，你都搵唔到嘅，但係係去機場。

1 我哋區議會去杭州做咗一個嘅視察，我哋係好讚賞杭州佢哋個嘅公交個
2 嘅監管，可以喺一個控制中心裏面好多部電腦，而一條線，你打一條線個嘅
3 秣巴係我哋睇到二十部嘅電腦係可以睇到成條路線嘅巴士站，呢個站裏面有冇
4 人等客，而個客嘅程度係去到邊度。如果係好多客嘅，佢哋即刻係調動特別嘅
5 巴士去解決呢啲乘客嘅問題，但係香港喺呢一方面冇進步過。係喇，我就係咁
6 講，即係要表達呢個意見。唔該。

7 黃佩琪女士：（經傳譯員）呢個就係講嘅第四個建議，就係呢一個尾數上第二點，
8 839 頁，就話區議會作為巴士路線規劃同埋服務嘅持份者，同巴士公司嘅合作
9 非常之密切，所以建議係呢一個續牌嘅過程引入評分制度，等區議會可以就於
10 巴士公司嘅表現評分同埋提供意見。我相信呢個就係第四個建議。

11 黃碧嬌女士：呢度都請任啟邦表達一下。

12 任啟邦先生：係，唔該。就正如頭先我所講嘅發言裏面講，即係話喺個續牌或者係延
13 續個專營權當中，其實區議會似乎冇乜一個決定，咁嘅話，其實我哋希望未來
14 嘅日子能夠增加區議會作為呢個專營權是否續牌畀邊間巴士公司係可以有一個
15 即係參與，係一個持份者。

16 極其量，即係你而家可能所謂續牌，可能嚟一嚟區議會，咁就過一過諮詢，
17 但係如果譬如話就住我哋議會能夠係畀到一個意見，或者如果個意見係覺得
18 某個巴士公司做得非常之差，係咪可以係影響到政府續唔續牌畀呢啲巴士公司
19 呢咁。又或者譬如頭先大律師講到，喺呢一段個度，喺個規劃上面，正如呢一
20 個聽證會講呢個大埔公路嘅意外，其實議員喺好早時間亦都提咗好多嘅意見，
21 不過我所講嘅就係區議會其實某程度上係主動，但係喺一啲事實上面亦都係被
22 動。

23 被動嘅就在於我哋提出咗唔同嘅意見，如果大家搜集資料嘅時候可以睇到，
24 尤其是譬如話巴士服務嘅話，我哋大埔區有個叫做巴士服務工作小組，小組裏
25 面係有好多唔同嘅意見，但係巴士公司或者運輸署回應咗有幾多呢？如果我哋
26 區議會能夠係喺呢一個續牌嘅時候能夠去評分，能夠去有一個意見嘅表達，而
27 呢個意見表達真係可以令到政府係決定畀唔畀牌巴士公司嘅話，我相信巴士公
28 司係必須要聆聽同埋履行區議會議員所提出嘅意見。

29 我諗希望委員會知道就係區議員嘅意見就唔係天方--唔係，應該咁講，即
30 係唔係空談出嚟嘅，其實我哋係收集咗民意，即係點解要搞代議政制呢？就係
31 市民選議員出嚟，議員喺議會反映意見，但係當議員喺議會反映意見嘅時候又
32 得唔到行政部門即係運輸署與及營運者嘅同意嘅話，其實我哋覺得都係好無
33 奈，呢個無奈亦都係一個憤怒，但係我哋仍然要同佢繼續合作，所以我哋會覺
34 得如果喺續牌嘅時候能夠加入區議會作為一個評分，又或者係令到巴士--咁係
35 必定會令到巴士公司係會重視同埋聽取我哋嘅意見。

36 所以呢個我係覺得未來可能委員會要檢討呢個專營權個個--或者整體專營
37 巴士服務嘅時候，呢一個意見我希望能夠納入在內。唔該主席。

1 黃佩琪女士：（經傳譯員）唔該晒。唔該晒各位，我已經完成提問，唔該。

2 歐陽先生：（經傳譯員）唔該晒主席，我就想跟進一下黃女士之前講過嘅意見，就話
3 你聽過一啲嘅意見，大埔公路未必適合使用雙層巴士，你會唔會同意咁樣嘅講
4 法呀？

5 黃碧嬌女士：我聽嘅意見就係其中一個傷者，係喇，其中一個傷者佢就係巴士司機嚟
6 嘅，佢而家已經係--即係同佢傾偈，佢自己就--佢話呢一條路係我哋大埔未有
7 吐露港公路，先有大埔公路嘅，點解會叫 872 呢呢架巴士？就因為大埔公路有
8 條 72 嘅巴士線行嘅，後期有咗馬場，有咗馬場，咁咪要將大埔嘅居民，我哋啲
9 想去馬場嘅，咪車佢哋過去，所以就行呢一條路，就係行 872，但係都係用單
10 層嘅。

11 後期--應該咁講，就係九巴慢慢將佢嘅「熱狗」巴士--其實佢嘅單層多
12 數都係「熱狗」嚟嘅，佢嘅「熱狗」都有晒喇，佢就要變雙層巴士，喺呢一個
13 嘅階段，佢哋購入嘅巴士其實就無形中成為咗 872 嘅其中一部。但係我就問
14 番，其實我哋只係需要將我哋大埔嘅居民去馬場啫，我哋咪有條--跟住咪有條
15 吐露港公路囉，如果你話要服務呢一段嘅居民嘅，我哋就有辦法講，如果你諗
16 住點到點嘅，就好簡單，就係行下面，所以就多咗個 872X。

17 而家又有 872X，其實仲有 872，係咪有需要繼續呢架 872 用雙層巴士？我
18 講緊呢架 872 呢一度，係咪有咁多客？每次都超過一百個客？如果超過一百個
19 客，你可以用三架單層巴士嚟，你加密班次都得嚟。係，唔該。

20 歐陽先生：（經傳譯員）唔該晒。

21 主席：（經傳譯員）呢個係假設有巴士司機去揸巴士先得嚟。

22 羅先生：（經傳譯員）黃女士，我想澄清一下，你就講過車速限制就由時速 70 減到
23 50 嘅，有啲嘅旅遊車司機就顯示佢哋係關注嘅，係關注啲乜嘢？關注啲乜嘢
24 呀？係咪有減車速限制訂係乜嘢呢？

25 黃碧嬌女士：佢就係同我講，正話去到最高嗰個地方，佢話佢哋而家點解係要踩 70
26 時速呢？就係呢架巴士載滿晒客嘅時期，佢一踩落去，佢話控制喺 50 嗰度係唔
27 得嘅，佢問我「如果你有 60 就最好。」我話有 60，但係喺呢一單意外裏面，
28 我哋面對住呢一條嘅公路，我哋必須係以安全，就有辦法，我哋一定只會喺區
29 議會裏面我哋多番討論，都係要調低去 50，佢應該講係對呢一個我哋呢個討論
30 係有一個嘅意見畀番我哋。

31 主席：（經傳譯員）委員會就想多謝黃女士同埋各位人士協助我哋，委員會係有興趣
32 收到區議會嘅意見，所以就邀請你同埋其他兩位嘅議員嚟到，我哋嘅職責就係
33 要就於改善巴士安全，提出建議，就唔係其他嘅議題嘅，所以就係喺呢一方面，
34 我哋邀請你哋嚟講關於唔同路段你哋嘅關注，就係就於車速限制同埋需要
35 安裝呢一個嘅車速攝錄機，我哋而家會休息二十分鐘嘅。劉博士。

1 劉志成先生：（經傳譯員）會唔會有機會畀我哋去講其他有關巴士嘅議題呀？

2 主席：（經傳譯員）如果同安全有關，就可以。

3 劉志成先生：（經傳譯員）應該係關於安全嘅。係休息之後定係點呀？

4 主席：（經傳譯員）我哋已經係進行咗超過兩個半小時，你預計會用多幾多時間？因
5 為我哋已經係畀機會你哋係畀書面意見。

6 劉志成先生：（經傳譯員）係講番一啲我收到嘅意見，有關於巴士司機嘅。

7 主席：（經傳譯員）係，可以。

8 劉志成先生：（經傳譯員）我會用廣東話講嘅。（直接用本地話說）法官大人，今次
9 大埔尾嗰個車禍係好不幸嘅，就其實就喺呢一個車禍，關鍵嗰--即係都畀人感
10 覺就係個司機嘅不小心駕駛。而作為司機，喺專營巴士嚟講，個司機嗰個責任
11 係好重，因為正如頭先我哋啲同事講，有百幾個乘客喺架車上面嘅時候，佢個
12 個駕駛態度同埋嗰個專業嘅知識係好緊要。

13 我有啲車長朋友知道我嚟呢個委員會，都向我表達咗一啲意見，就係話其實
14 就佢哋覺得即係話呢個其實係成個專營巴士嗰個管理同埋佢嗰個調配人員，即
15 係嗰啲車長調配人員同埋嗰個方面嘅經驗不足可能有關嘅。就其實喺兩、三方
16 面，佢哋表達到個意見就係第一，就係如果調配啲人員去行啲唔熟悉嘅路線，
17 佢畀佢哋一啲比較大嘅壓力，就希望喺嗰個調配新路線之前有一個熟習嘅機
18 會。呢個其實係純粹係巴士公司內部嗰個佢哋對員工嘅培訓，咁嘅時候，如果
19 係能夠即係話保障到佢係即係話正式揸架車，有咁多乘客喺上面嘅時候，佢要
20 去熟習嗰條路線。

21 另外一方面，就係話揸嗰架車亦都係--如果調配一啲新嘅車可能亦都係需
22 要去熟習嗰架車嘅性能。呢兩方面佢哋係表達即係話都希望能夠喺呢個檢討嚟
23 到去即係話都關注一下呢方面。

24 第三樣就係呢個喺嗰個行車時間表，佢哋有預設一啲時間可能佢哋有陣時話
25 行車時間不足夠，如果係唔足夠，嗰啲車長就可能會加快嚟到去追番個即係話
26 所失去嘅時間。而喺呢個過程容易即係話因為你要加快，所以可能會係引致一
27 啲嘅比較--可能會係有啲危險嘅情況會出現都唔定。

28 喺呢三方面，我簡單咁樣喺呢個委員會嗰度表達，代表佢哋，希望委員會係
29 聽到呢一方面嘅意見，可能你哋亦都會去問番有關嘅團體--嘅車長團體嚟到去
30 讓佢哋都表達下意見嘅。好，多謝。

31 主席：（經傳譯員）就頭先你最後嗰段，劉博士，呢個係一個一般嘅投訴，我哋係聽
32 過行車時間係短，我哋要有個證據顯示個行車時間係長定短，如果你個車長係
33 能夠畀到啲具體嘅例子我哋，譬如話由甲去乙點係定咗一小時嘅行車時間，但
34 係如果事實上經常係要多過一小時，呢個就係我哋委員會需要嘅訊息。

1 劉志成先生：法官大人，就住呢一樣，喺我個選區，75 號 K，喺我做議員--接手做
2 嗰區嘅議員，係有調整過嗰個巴士行車時間嘅，佢哋當其時就話個時間表大約
3 係應該係三十五分鐘，由大尾督到大埔，佢哋覺得呢個時間係太短，孺尼所以
4 就調整去到大約接近好似係四十五至五十分鐘嘅。咁讓司機即係話喺個駕駛過
5 程，即係佢哋就唔會話覺得你 set 呢個時間係真係--根本對佢哋嚟講，揸車、
6 作為一個司機，係一個好大嘅壓力。呢個係如果你問番九巴講嗰個時間表，呢
7 個係一個事實嚟嘅，係有將呢一方面調整嘅。

8 主席：（經傳譯員）係呀，咁而家係有問題嗰啲路線，要有人喺呢方面作供，我哋就
9 可以跟進喇。

10 劉志成先生： Do you mean I need to provide this evidence?

11 主席：（經傳譯員）有人係需要作供嘅，而家係得一個口頭嘅聲稱，就話啲行車時太
12 短，司機因此就會加速，擔心唔夠足夠嘅休息時間，我哋需要就係證據，唔可
13 以就咁一般性咁描述。

14 黃碧嬌女士：任啟邦議員。

15 任啟邦先生：法官閣下，我補充一下。頭先你所講嗰個，即係要求一個實證，其實可
16 以你哋翻查番巴士公司喺過去嘅嗰個平均行車時速，即係咩嘢意思呢？即係話
17 我記得有個數據，不過我唔係好記得喺邊度搵得到出嚟。過去十多年嗰個巴士
18 嘅平均行車時速係每況愈下，即係越行越慢。究竟呢個行車時速越來越慢，亦
19 都同時間有冇擺番足夠嘅巴士司機落去個時間表裏面，即係維持番足夠嘅班次
20 喺裏面呢？因為呢個巴士嗰個行車時速越嚟越慢呢個情況係會令到嗰個行車時
21 間長咗，如果維持現在嘅班次嘅話，佢必定係要加人手、加車，呢個係一個直
22 接嘅一個正比例嚟嘅。

23 我哋作為議員，我哋梗係覺得你必定要維持番現有班次，唔能夠脫班，但
24 係同時間條路係塞咗嘅，多咗車嘅，運輸署喺呢一方面有冇同巴士公司作出一
25 啲協作，令到佢加番足夠嘅人手，加番足夠車嘅資源呢？呢個我覺得係值得去
26 研究嘅地方。有呢個數據，不過我唔係好肯定喺邊度搵出嚟，係巴士車速平均
27 喺過去十幾年裏面係越行越慢。其實我哋區議會都提議過，譬如話會唔會可以
28 設立巴士專線等等嘅一啲措施，其實都即係呢方面可以去再研究一下。唔該。

29 主席：（經傳譯員）係，唔該晒。陳先生。

30 陳灶良先生：主席，我想建議一個--我一分鐘講完㗎喇。個建議因為都係一個安全嘅
31 問題，安全，因為我正話都講到喺鄉村落斜嗰個情況，用一個嗰個眼嚟到去睇
32 一啲嘅交通標誌，一個警示，我覺得係不足嘅，但係如果我哋喺路面有一啲不
33 平嘅，即係我哋揸車嘅人士都 feel 到嘅，一 feel 到佢路面不平，自動會減
34 速，所以我都好希望喺一啲鄉村落斜嘅地方都能夠有一啲減速嘅警示。

35 而另外一個建議，就係希望喺鄉村落斜附近有巴士站嗰啲，就加一啲防

1 撞。點解呢？呢個防撞好緊要嘅，例如我上次開會，我都講咗，例如好似許願
2 樹好出名，許願樹對出嚟有一個巴士站，我要求咗幾年，叫佢加一個欄杆畀我
3 哋等巴士嘅人有一個安全感，佢都唔加嘅，但係呢個係必須嘅，因為點解呢？
4 佢一路彎，一路斜落嚟，係好得人驚嘅，尤其是啲雙層巴士一路咁樣落嚟，如
5 果佢係客滿的話，佢唔停站的話，個車速仲快，變咗我哋上唔到車，喺度等車
6 嘅巴士嘅乘客係好驚，呢一個所以我建議都希望能夠加啲防撞欄。

7 主席：（經傳譯員）好，唔該。如果大家表述完，我哋亦都係邀請咗其他有關人士如
8 果係想作供，係能夠表述你想講嗰個題目，我哋係歡迎佢哋嘅，而家多謝你哋
9 出席係協助我哋，同埋亦都要鼓勵，喺度等待緊作供嘅人，我哋暫時係要休息
10 二十分鐘嘅。

11

12 上午 11 時 46 分押聆訊押後

13

14 下午 12 時 04 分恢復聆訊

15 出席人士如前。

16

17 主席：（經傳譯員）我哋而家跟住聽取容溟舟議員，佢係代表沙田區議會嘅嚟畀證
18 供，首先多謝你代表區議會接受我哋嘅邀請嚟出席我哋嘅聽證會。而家黃女士
19 可以問問題。

20 黃佩琪女士：（經傳譯員）好，多謝容生。我有幾方面嘅問題想問你嘅。首先可唔可
21 以請你睇你哋嗰份嘅討論文件，係 2013 年 1 月 8 號嘅，中文版 631 頁，英文
22 版 637 頁。

23 主席：（經傳譯員）邊一沓文件呢？

24 黃佩琪女士：（經傳譯員）就係區議會文件夾 2。容生，或者請你花啲時間睇一睇呢
25 一頁，呢度有個問題，我想相信係區議員楊倩紅女士提出嘅，佢係代表沙田區
26 議會提問，係有關脫班同工作時數嘅，即係指車長嘅工作時數。佢話首先佢係
27 聽到居民嘅投訴，就話有咁嘅情況，巴士喺繁忙時間脫班；而第二，就係佢觀
28 察到有啲嘅車長喺兩段長嘅車程之間係冇休息時間。你可唔可以講一講畀我哋
29 聽關於呢啲嘅投訴，再講啲呢？

30 容溟舟先生：我講番先，因為就楊倩紅係一個前區議員，就我都想睇一睇番，你畀少
31 少時間我睇一睇番當其時嘅會議紀錄，我會睇番中文版，因為我哋嘅中文版嘅
32 會議紀錄係一個經我哋同事確認嘅會議紀錄，而英文版係 for 你哋簡單嘅
33 reference。我想政府嘅律師就想我哋講番就究竟嗰個休息時間同埋嗰個脫班
34 率嗰個問題，係咪？

1 黃佩琪女士：（經傳譯員）係嘅。

2 容溟舟先生：其實因為就楊倩紅女士所講嗰個就係 E42，係一條龍運嘅巴士線，據我
3 嘅理解，就因為龍運本身係一個機場對外嘅專營巴士嘅專營權，佢個公司嘅規
4 模係比番佢母公司九巴係為之細嘅，所以可供調動嘅車輛同埋司機會比較少，
5 亦都容易係有呢個車長缺勤導致到有脫班呢個情況。

6 黃佩琪女士：（經傳譯員）或者想問一問容生，就話嗰個行車時間太短，所以司機就
7 要加速嚟可以賺番啲時間，因為可能話有交通擠塞或者路上有其他嘅問題，所
8 以到佢去到總站嘅時候，嗰個--可以咁講話嗰個行車時間就唔實際，因此佢就
9 要追番啲時間，而咁做，佢就等於佢要加快個車速，我係關注呢個問題嘅，或
10 者你可唔可以再講一講畀我哋聽，你作為區議員嘅時候有冇收到投訴係關於呢
11 方面嘅呢？

12 容溟舟先生：你所講嗰個行車時間，其實就應該咁講嘅，喺巴士公司，據我嘅理解，
13 喺唔同時段，譬如可能係早上嘅繁忙時間、早上非繁忙時間、晚上嘅繁忙時間
14 同晚上非繁忙時間，理論上佢哋都會有唔同嘅行車時間去制訂，跟住就會有一
15 個行車時間嘅制定之後就會做一個編更表。就喺佢哋嘅術語就係一啲嘅「字
16 軌」，就係可能係一個司機會用一架車或多於一架車去揸唔同嘅路線以達致嗰
17 個服務詳情表所列嘅標準嘅班次。

18 如果你話因為有一個制度，佢哋係譬如類似叫做--即係術語叫做「跳飛
19 機」，我舉個例子，可能係個司機可能係主力係揸 E42，但係有一啲時段，譬
20 如喺馬鞍山有一條路線叫做 A41P，係由馬鞍山嘅烏溪沙站去呢個機場嘅呢個
21 GTC，即係呢個機場嘅運輸中心嗰個站，其實係有機會佢哋係需要借用 E42 嘅
22 車輛去做 A41P 嘅班次嘅，如果喺 A41P 個行程--嘅車程嘅時候出現咗問題或者
23 係有啲未能夠預計嘅情況之下，係會令到 E42 嘅班次都會同一時間係會
24 suffer。

25 咁會有兩個情況，一，個司機可能係基於呢個原因，佢哋要喺高速公路嘅路
26 段去追回一啲時間，但係據我嘅理解，巴士嘅車速其實係有限制嘅，係會去到
27 接近 70 公里嘅，應該會有一個系統去截油，令到佢架車唔會再行得快，但係喺
28 其他嘅路段或者係其他標示低於 70 嘅路段佢行快咗，呢個係有辦法可以控制到
29 嘅，呢個係第一。

30 第二，就係佢哋可能就要--如果做唔番--即係趕唔番個--追唔番個時間，
31 係有機會令到下一更車係缺咗更，或者係要採取一啲特別嘅措施去補回部分嘅
32 班次，例如可能嗰架車唔係直接由機場開出，而係由呢個中途站點去開出，而
33 去追番一啲行車時間嘅。咁要視乎佢去到總站嘅時候嗰個時間究竟係損失咗幾
34 多，而我嘅理解，係由當值嘅站長去決定呢架車究竟去邊度或者係佢哋巴士公
35 司嗰個派更系統話畀個車長聽究竟去邊一度站起載咁嘅情況。

36 黃佩琪女士：（經傳譯員）喺呢一頁，仲有另外一個問題，就關於巴士司機工作時數
37 長嘅問題，運輸署喺 2017 年 9 月檢討指引嘅時候，佢哋有冇諮詢你哋嘅區議會

1 呢，就係話有關嗰個建議嘅修訂係點，有冇諮詢你哋呢？

2 容溟舟先生：我嘅憶述所及，喺--因為我就係沙田區議會嘅交通運輸委員會嘅副主
3 席，雖然我有權去審視一個會議嘅議程，但係我憶述所及，喺 2016 直至到呢一
4 屆--直至到今日為止嘅開嘅區議會，我嘅印象中，係冇同我哋傾過呢一個嘅巴
5 士車長嗰個嘅編更個指引嘅，其實係冇問過我哋嘅意見嘅。

6 黃佩琪女士：（經傳譯員）你哋區議會對呢個指引有咩睇法呢？

7 容溟舟先生：因為冇傾過，有一個 formal--即係有一個正式嘅紀錄，如果你問我，
8 就個人而言，我哋覺得巴士司機嘅工時係比較長嘅。個原因其實好簡單，以一
9 個保安員最盡嘅工時其實係講緊十二小時，即係行業所講嘅「12 碼」。其實正
10 如頭先亦都有大埔嘅同事講，一日只係得廿四小時嘅啫，如果嗰個工時係超過
11 十二個鐘頭，其實佢變相係佢嘅休息時間同埋佢嘅起居生活嘅時間其實係少
12 嘅。唔好忘記，巴士公司嘅同事係要早出晚歸嘅，佢哋未必有一個好便捷嘅交
13 通可以好迅速由佢嘅工作地點往返呢一個屋企嘅，所以喺咁嘅情況之下，七除
14 八扣，究竟佢有幾多嘅休息時間、夠唔夠至少八個鐘其實係一個疑問嚟嘅。所
15 以你問我，我個人覺得十四小時嘅最高工作時間對一個需要兼顧路面嘅安全同
16 埋掌控緊全車人嘅安全嘅情況之下，個工時係過長嘅。

17 黃佩琪女士：（經傳譯員）點解我問呢個問題呢？因為如果你睇番你哋區議會嘅會議
18 紀錄 TT23/2017，中文版就係 709 至 710 頁，英文版就係 714 至 715 頁，就
19 係區議會文件夾 2，呢個問題係招文亮先生問嘅，就關於係巴士意外。招生嘅意
20 見就係有關於指引裏面提及嘅工作時間太長，所以巴士司機係冇足夠時間休
21 息，佢建議運輸署同埋巴士公司檢討可以減低巴士司機最長嘅工作時間到十個
22 鐘頭。

23 主席：（經傳譯員）呢個會議日期係幾時呀？

24 黃佩琪女士：（經傳譯員）主席，我相信個會議日期係 2017 年 3 月 8 號。

25 主席：（經傳譯員）好，唔該。

26 黃佩琪女士：（經傳譯員）所以似乎你哋區議會就住工作時數係表達咗一個立場，你
27 哋有冇諮詢職工會話點樣為之--應該最長嘅工時係幾多呢？

28 容溟舟先生：我係冇問過工會究竟應該係幾多工時係為之恰當嘅，但係作為一個乘客
29 或者作為一個社區人士，我亦都接觸過係我嘅居民，亦都係巴士司機嚟嘅，其
30 實佢哋都普遍係早出晚歸，我舉個例子嚟到講，如果以早上嘅更分嚟到講，其
31 實我嘅選區係大水坑，係富安花園，喺距離最近嘅巴士廠，沙田嘅源順圍，即
32 係榆翠苑對面，其實講緊個車程約莫係大概十五分鐘嘅車程，通常巴士嘅師傅
33 係四點幾鐘就要搭佢哋嘅廠車，就係去到佢哋嘅廠，大概五點零鐘係要報更
34 嘅，然後就去等，揸佢哋嘅車或者係去再轉乘其他嘅車輛去適當嘅位置擺番
35 佢嘅車輛嘅，但係喺中間嘅時間其實係有機會，可能佢編嘅更次或者編嘅--我

1 咁叫做俗稱嘅「字軌」，可能係講緊 6 點、7 點，去到嗰個繁忙時間，佢哋先有
2 人出車嘅。喺咁嘅情況之下，其實佢中間嗰個時間係冇辦法係有休息嘅，因為
3 喺嗰個車廠裏面其實未必有一個充足或者理想嘅休息空間，呢個係第一個地
4 方。

5 第二個地方就係其實有一啲情況，佢哋為咗要準時喺外站開出，其實佢哋要
6 將架車輛係駕駛到去相關嘅總站嘅或者係嗰個分站，其實嗰啲地方未必有一個
7 員工嘅休息室畀佢哋可以喺度休息嘅，變相佢哋可能要逗留喺架車嗰度或者喺
8 架車嘅駕駛室裏面去休息，但係亦都基於呢個環保署嗰個停車熄匙個情況，其
9 實佢哋唔能夠著--即係尤其是夏天，佢哋唔能夠著住架車去令到佢哋嗰個車輛
10 嘅氣溫係下降，即係話其實佢哋喺一個悶熱嘅環境裏面去等候或者待命嘅。

11 其實喺一個--即係如果我諗可以想像到，就係喺一個咁嘅情況之下，其實
12 佢哋係既睇神，亦都有地方去休息嘅時候，其實變相係降低咗佢哋嗰個駕駛嘅
13 質素，喺咁嘅情況之下，你問我其實係咪可以增加一啲嘅休息室或者係有一啲
14 地方可以畀佢休息，直至到佢哋出車為止，從而令到佢個精神可以集中呢？呢
15 個係可以研究。

16 至於嗰個工時嘅時間，確實有兩難嘅，因為喺頭先亦都有大埔嘅同事去闡述
17 佢哋嗰個工時或者係新界區嗰個交通嘅--即係我哋叫佢做 pattern，係其實係
18 比較特別嘅，因為朝頭早係一個單向，由新界區去市區嘅，譬如我諗觀塘、灣
19 仔或者係荃灣一帶，佢係一個傳統嘅工商業區去返工，嗰陣時係需要極集--即
20 係高度集中嘅頻密嘅班次，將啲客流係帶山去呢啲地方嘅。好喇，但係喺調番
21 轉頭，因為車出咗去，都要入番嚟先至可以做到班次咁嘛，如果你話嗰啲車出
22 晒去，又唔需要做咁密嘅班次嘅，喺個司機嚟講，喺個巴士公司嚟編更嚟說，
23 咪只能夠去用最多嘅人手去做呢一個嘅班次囉，喺咁嘅情況之下，過咗繁忙時
24 間其實就有需要咁多司機，好喇，但係問題係另外一個晚黑嘅繁忙時間你又確
25 實又需要呢啲司機將一啲乘客由嗰啲工商業區帶番佢哋去住宅區返屋企。

26 所以你問我喺咁嘅情況之下，實際嘅揸車嘅工時其實可能未必去到十個鐘
27 頭，但係佢哋返工嘅時間，即係佢嘅揸車時間加埋佢嘅叫做 standby 嘅時間其
28 實係可能超過十個鐘或者去到十四個鐘。喺咁嘅情況之下，其實如果有一個休
29 息嘅地方，對佢哋嚟到講，其實佢就只能夠可能喺一啲商場去喇，或者喺一啲
30 好迫挾嘅員工休息室裏面去休息。呢個我覺得如果係需要編配一啲特別更嘅更
31 分界一啲司機，其實巴士公司係要提供足夠嘅休息地方畀呢啲巴士司機，先至
32 可以推行到呢啲特別更嘅情況。

33 主席：（經傳譯員）容生，你可唔可以講一個地點係有一個適當嘅休息設施嘅地點
34 呀？

35 容溟舟先生：法官大人，不如我調番轉講，其實喺現時嘅地方其實並不多一啲嘅員工
36 休息室嘅。個情況喺以我選區為例，就係曾經巴士公司都有問過我哋增設休息
37 室嘅意見，約莫接近係半年前至九個月，但係就其實到而家，我哋初步都覺得

1 冇問題喇，但係到而家其實佢哋--因為員工休息室唔係擺一個間格落去咁簡
2 單，係要申請電或者係一啲流動電話嘅設施啲，其實啲係需要時間，正如
3 電嘅方面可能係需要申請各類紙嘅...

4 主席：（經傳譯員）係我哋知嘅。

5 容溟舟先生：所以你問我，其實沙田區所以...

6 主席：（經傳譯員）容生，容生，我哋知道問題係乜嘢嘅，因為我哋收到好多資料關
7 於設置呢啲休息室，即係排污、電、水嘅問題，你可以講個例子，就係一個地
8 點，等我哋去睇。

9 容溟舟先生：其實一啲嘅大嘅站，譬如新城市廣場或者沙田火車站，其實都有一啲呢
10 一類型嘅一啲大型嘅員工休息室嘅，唔好講啲屋邨嘅細站，譬如我自己啲區富
11 安花園、...

12 主席：（經傳譯員）沙田火車站？

13 容溟舟先生：沙田嘅公共交匯處 under New Town Plaza，okay，亦都喺沙田嘅
14 火車站，其實個員工休息室係偏細嘅，只係得一個嘅啫。亦都有--因為嗰度亦
15 都有另外一間嘅巴士公司，叫做城巴，亦都--其實佢哋亦都未有一個好完備嘅
16 員工休息室係畀另外一間巴士公司嘅司機去休息嘅。

17 主席：（經傳譯員）唔該。

18 黃佩琪女士：（經傳譯員）你提及其中一間巴士公司，就問你哋區議會嘅意見，係關
19 於員工設施嘅，係書面問呀？

20 容溟舟先生：佢當其時係以口頭諮詢，跟住我有記錯，係曾經出過諮詢文件問過佢哋
21 嘅，即係經過運輸署透過民政署嘅諮詢嘅系統去問我哋嘅。

22 黃佩琪女士：（經傳譯員）係幾時嘅事呀？

23 容溟舟先生：我諗應該係今年嘅 3、4 月左右，我要啲番份文件出嚟後補番畀番委員
24 會，係可以嘅。

25 黃佩琪女士：（經傳譯員）唔該，唔該晒。容生，我想問幾個問題係關於意外，呢啲
26 意外就喺幾個地點發生，首先就係鯉魚門道嘅意外，你哋區議會曾經係問過好
27 多問題嘅，想請你睇一睇 709 頁，中文版，英文版就係--133 段嘅中文，英文
28 版係 714。

29 主席：（經傳譯員）呢份文件嘅日期係幾時呀？

30 黃佩琪女士：（經傳譯員）我相信都係喺 3 月 17 年。

31 主席：（經傳譯員）唔該。

1 黃佩琪女士：（經傳譯員）呢次意外就發生咗，其中一個招...

2 主席：（經傳譯員）呢個意外係幾時發生㗎？

3 黃佩琪女士：（經傳譯員）係 17 年嘅 1 月。招文亮先生就問咗一個關於呢次車禍嘅
4 問題，其中佢問嘅一個問題就係嗰間公司係咪容許司機係以兼職嘅形式做長嘅
5 時間，即係喺佢哋做完自己正職，就做兼職，佢就提出咗--講咗一啲嘅例子，
6 一啲兼職車長，係即係做巴士嘅兼職車長。睇番運輸署嘅回應就係 707 頁。

7 主席：（經傳譯員）第幾段呀？

8 黃佩琪女士：（經傳譯員）喺頂部，就係運輸署嘅回應，我想睇番其實就係 706 頁
9 嘅問題嚟嘅，就講咗話 17 年 1 月 14 號嗰次嘅車禍，就係九巴嘅 618 號，巴士
10 去到鯉魚門道...

11 容溟舟先生：It is Citybus, not KMB.

12 主席：（經傳譯員）呢個打錯咗嘅，係呢一個嘅城巴，唔係九巴。

13 黃佩琪女士：（經傳譯員）就嗰架巴士去到鯉魚門道近藍田巴士站就係撞到路邊嘅石
14 壘嘅，跟住就係翻側嘅，十位嘅乘客就被拋出車外--就係被拋離座位，亦都係
15 困住咗嘅，有關呢件事，有幾件事項，就係話係現場嘅時候傷者嘅情況，同埋
16 巴士公司點樣跟進。我想問嘅就係有關於就係 (c)、(d) 同埋 (e) 呢幾項嘅，(c)
17 項就係巴士司機嘅健康狀況係咪符合標準；跟住就係有關於而家呢一個嘅路面
18 同埋係斜台石壘嘅設計；第三，就係本港行駛嘅巴士喺設計上面有冇有效嘅保
19 障到乘客安全。跟住...

20 主席：（經傳譯員）未講之前，有關我哋工作嘅問題就係 (c)，就係話巴士公司係咪
21 容許巴士車長喺正職完咗之後，係做呢一個長時間嘅兼職車長？

22 黃佩琪女士：（經傳譯員）我哋睇番運輸署嘅回應，喺之後嗰頁，就係 707 頁嘅，
23 運輸署似乎就有答到問題嘅第二部分，即係頭先主席讀出嚟嗰個嘅問題，佢就
24 畀咗一個係好一般嘅答案嘅，睇番呢一個嘅 707 頁英文版，第二段，就話就以
25 車長嘅更分，包括工作、休息同埋用膳食係有指引嘅，肇事巴士車長喺意外當
26 日嘅更分編排同埋上班前嘅作息時間係符合運輸署指引嘅要求等等，佢就有答
27 到話兼職車長係咪可以喺做完正職之後再係做長嘅時間工作嘅，呢一個議題區
28 議會冇跟進番運輸署嘅回覆呀？

29 容溟舟先生：我印象中就喺個會議上面大家嘅焦點喺嗰個嘅交通事故嗰個意外上面，
30 就有好細緻去商討過呢一個兼職車長究竟係可以容許佢會揸幾多嘅時間。我嘅
31 理解，引入兼職車長嘅原因其實係確實喺幾間巴士公司續專營權時間，社會對
32 佢嘅脫班率係非常關注，結果就巴士公司就引入咗都唔少嘅兼職車長去處理。

33 兼職車長理論上應該係分兩批嘅，有一批真係可能係日頭有一份工，夜晚揸
34 幾個鐘，我舉個好簡單嘅例子，就係巴士公司裏面嘅行政人員其實都會有巴士

1 嘅巴士嘅駕駛執照，係可以駕駛巴士嘅。個問題出咗嚟，就係如果運輸署只係
2 針對巴士車長嗰陣時揸嘅時間去處理，佢哋係永遠達標嘅，因為佢哋唔需要計
3 算正職嗰個工作時間，呢個係第一個問題。

4 第二個問題就係呢個就係如果係同一間公司，都倘有辦法可以記錄到究竟佢
5 做幾多個鐘，但係如果一個情況就係佢可能係打第二--即係嚟出面有另外一份
6 工嘅，你叫嗰個出面嘅僱主會唔會容許佢嘅職員去兼職做車長呢？呢個第一個
7 問題。第二個問題就係你容唔容許究竟嗰個車長會唔會如實申報究竟佢日頭嗰
8 份工做咗幾多個鐘呢？

9 你就算有呢啲資料，你巴士公司都未必能夠可以好清楚計算到究竟佢會唔會
10 超過一個長工時。亦都喺呢一個指引裏面其實係冇針對兼職車長嘅安排，但係
11 運輸署確實容許巴士公司可以請兼職車長。所以呢個係一個雞同蛋嘅問題嚟
12 嘅。

13 主席：（經傳譯員）其實係有問題，巴士公司係冇問呢啲嘅問題，即係話問兼職車長
14 喺其餘嘅時間做啲乜嘢，呢個係一個問題嚟嘅？

15 容溟舟先生： Yes.

16 黃佩琪女士：（經傳譯員）你哋議會係關注呢樣嘢，亦都同運輸署講，你係冇冇跟
17 進？

18 容溟舟先生：我哋嘅同事當然有表達過呢個意見，但係問題係就現時我哋喺會後要求
19 佢後補畀我哋嗰個編更個指引，確實係冇處理到兼職嗰個問題，呢個係重點嚟
20 嘅，佢冇處理過。即係我哋想繼續去追問，其實佢冇處理過，我哋都老鼠拉
21 龜，我哋根本無從入手去追。

22 主席：（經傳譯員）你有冇用書面去嘗試去追問呀？

23 容溟舟先生：我哋同事因為喺個會議上面除咗有 motion 以外，如果有 motion，我
24 哋就會畀番一個動議畀番相關嘅部門，私底下其餘嘅同事有冇就呢啲嘅意見畀
25 番巴士公司呢？喺我哋呢一刻，同事有畀到任何資料我，我暫時答唔到你究竟有
26 冇以 writing 去講。不過喺我哋唔同--我相信喺唔同黨派嘅同事同運輸署一啲
27 非正式嘅會議其實都有提，以我自己嘅政治嘅組織，都有講過呢一個問題出現
28 過嘅，不論同運輸署、九巴同埋城巴、新巴，我哋都有傾過呢個問題，但係巴
29 士公司究竟有冇去切實去執行或者去處理呢？呢個就要交番畀巴士公司。

30 主席：（經傳譯員）我哋可唔可以咁樣理解呢，當你同唔同嘅人員去提出呢樣嘢，係
31 口頭去提出嘅，唔係書面提出嘅？

32 容溟舟先生：（經傳譯員）口頭，係會議上嘅口頭提出。

33 黃佩琪女士：（經傳譯員）第二個事項，就係呢一個 706 頁，就係關於呢一個石壘
34 同埋行人路嘅路邊嗰個設計會好容易引致有意外嘅，呢個係 706 頁，路政署同

1 埋運輸署嘅回覆就喺 707 頁，上面就講，由第二行開始，就係話呢個嘅護欄嘅
2 開端係用傾斜式石壘，可以減低失控車輛撞擊護欄開端時對駕駛者同埋乘客嘅
3 傷害。路政署聯同運輸署會繼續檢視現有公共道路嘅防護設施，同埋按實際情
4 況同埋需要係為新建同埋現有嘅公共道路安裝合適嘅防護設施。上面就話運輸
5 署同埋路政署會繼續檢視呢個防護設施，你有冇同運輸署跟進番呀？

6 容溟舟先生：喺個會議紀錄嘅 135 (a) 段同埋 (b) 段，其實當其時我已經有指出呢一
7 個嘅道路設計係並不容許--一個容錯嘅設計嚟嘅。其實我哋都當其時有要求--
8 一路都要求，叫佢哋做番一啲嘅類似一個 U 型嘅，一個撞埋去係會吸咗落去個
9 個嘅設計，因為呢個設計其實我嘅理解，係一啲比較高速公路嘅地方或者高速
10 公路嘅分岔位佢哋會裝置呢啲嘅設計。

11 如果我有記錯，頭先我睇住大埔個聽證會嘅申述，其中有一幅圖係新個
12 巴士站嘅設計上面確實係有呢一個嘅設計，但係當日運輸署答我哋就係嗰啲一
13 定要喺高速公路做。如果喺公路做個標準係咁嘅話，我哋唔明白點解一條
14 嘢觀塘繞道落去呢一個嘅東區海底隧道嘅位置其實係行 70 嘅車速嘅，嗰個位置
15 其實理論上都適合安裝嗰一類型嘅防撞欄，因為嗰個類型嘅防撞欄一撞咗埋去
16 之後，架車就會凹陷咗喺個防撞欄裏--裏面係有一啲嘅設計係將嗰個震嘅物料
17 吸咗落去嘅。所以我哋嘅講法，就係其實應該係要儘快檢視番呢一啲位置嘅。
18 頭先有張工程圖嘅，我憶述頭先有張工程圖，我係睇到喺張工程圖裏面係有一
19 個位置係裝咗嗰個嘢。

20 黃佩琪女士：（經傳譯員）我哋而家繼續落去，你可能講緊嘅係 TD 文件 5 號 167 頁
21 嘅，...

22 容溟舟先生：冇錯，我哋就係講緊嗰個防撞欄，其實嗰個位置我哋嘅理解係適合安裝
23 呢一類型嘅，因為而家呢個位置，第一，呢條唔係快速公路嚟，其實呢個係快
24 速公--應該咁講，運輸署嘅道路設計，我嘅理解，係根據 transport design
25 and planning manual，即係佢哋係有唔同嘅 volume 去講述一啲嘅道路嘅
26 設計或者係一啲嘅情況，呢一個其實你問我原本嘅設計合唔合標準，呢個有待
27 專家去講，但係我哋要求咗好耐嘅一啲高速公路或者鄰近高速公路嘅出入口裝
28 置啲防撞欄，係冇裝到嘅，如果裝咗個防撞欄，架車撞埋去，係會凹陷咗喺裏
29 面，就唔會話剷上咗個壘跟住導致反車造成呢個嚴重嘅交通意外。

30 黃佩琪女士：（經傳譯員）你而家係咪响 135 (a) 段係建議呢樣嘢呢？

31 容溟舟先生：（經傳譯員）係嘅。

32 黃佩琪女士：（經傳譯員）而運輸署我相信喺 138 段嗰度係有佢哋嘅立場，係咪
33 呢？馮家晉，138，英文版係 717 頁，馮家晉先生佢係路政署新界區區域工程
34 師，個回應就話鯉魚門個石壘設計係斜台式嘅，目的係要減低失控車輛撞擊護
35 欄嘅時候對駕駛者同埋乘客造成嘅損害係可以減少嘅。跟住喺下一頁，就話如
36 果 70 公里時速限制嘅高速公路，路政署都會裝設啲風琴式嘅防撞欄嘅，由於鯉
37 魚門唔屬嗰個條件，所以現時嘅石壘設計係符合有關嘅標準嘅，路政署就會同

1 運輸署按實際情況改善嗰度嘅設施，換句話，佢哋係拒絕咗你嘅要求嘅，啱唔
2 啱呢？

3 容溟舟先生：係，但係你留意番你頭先講過 TD-5 嗰個 bundle，上址嘅道路速度原
4 本係 70，後就係因應呢次交通意外改變咗做 50，即係話一國兩制。路政署嘅
5 道路 70 嘅標準冇因應呢一個嘅檢視覆檢呢一個位置究竟係唔係適合去裝設番呢
6 一個嘅防撞欄，其實委員會喺我哋嘅特別會議係有要求所有嘅部門就佢之前嘅
7 回覆畀一個檢視番有冇一個新嘅回覆嘅，我嘅理解，應該路政署係冇就呢一個
8 嘅提問裏面嘅答案做一個 update 嘅回覆，即係話其實基本上我只可以講一
9 句，對運輸署同埋路政署用頭痛醫頭、腳痛醫腳、冇針對整個道路安全嘅情況
10 之下去檢視番道路上嘅設施或者係增加一啲叫容錯嘅設計去保障道路使用者
11 嘅安全，我極度遺憾嘅。

12 黃佩琪女士：（經傳譯員）而家我就想亞公角道嘅問題嘅，呢個係有另外一宗嘅意外
13 嘅，個會議紀錄係 2018 年嘅 5 月 8 號，係 TT26 嘅文件，係 2012 年嘅，就喺
14 610 頁嘅英文版，中文版就 607 頁嘅，中文 607，英文 610，喺第二段，楊
15 祥利先生喺交通運輸委員會，係呢個沙田區議會，就提咗啲亞公角道嘅安全問
16 題，第二段佢就指出，就喺亞公角道係發生過好多嘅嚴重交通意外，你知唔知
17 悉呢個咁嘅投訴，楊生所講嘅交通意外，你熟唔熟悉呢？

18 容溟舟先生：楊祥利先生亦都係一個前沙田區議員，佢冇就一個嘅交通意外就去針對
19 即係去提問，但係喺我嘅記憶所及，係有一個嘅交通意外嘅傷亡人數都比較多
20 嘅，可能都要稍後補充番資料。

21 嗰個交通意外，我記得就係朝頭早有一架 89D 號嘅巴士就住九龍方向，就
22 因為收掣不及，就撞咗落去之前應該唔記得咗係 85K 還是係 86K 一架巴士度，
23 就造成都有成三十幾人受傷嘅，而當日其實就事發之後，其實我到過現場，係
24 見到傷者嘅情況，亦都有處理過傷者嗰啲嘅索償。我憶述所及，呢個係第一單
25 關於巴士嘅交通意外，亦都斷斷續續喺一啲過路處其實有一啲嘅交通意外係同
26 小巴係有關連嘅，亦都導致過一啲嘅致命交通意外，我相信楊先生問嘅，喺個
27 個交通意外同埋傷亡數字其實並不限於係巴士嘅意外嘅，亦都有其他嘅意外
28 集合咗喺嗰度。呢個係我嘅理解。

29 第二，就初步嘅理由，點解會有亞公角街會較為多交通意外出現呢咁樣，因
30 為亞公角街係一條雙線雙程嘅一條嘅行車路嘅，就途中由我嘅選區富安花園去
31 到石門交匯處就大概係有兩個過路處同埋一支嘅交通燈，我冇記錯嘅話，同埋
32 亦都有三組嘅 T 字路口，分別去梅子林路、入亞公角漁民新村同埋呢個沙田醫
33 院，仲有一個，係上亞公角山路嘅，係有四組唔同嘅路口嘅。呢四組嘅路口全
34 部嘅設計都係一啲讓線嘅設計，啲 priority junction，就唔係
35 signalized junction 嘅，呢啲讓線嘅設計嘅路口其實係兼顧一啲比較行
36 車流量少嘅地方，但係好多時就可能係駕駛人士喺過呢啲路口嘅時候冇好小
37 心、謹慎去駕駛，而導致到係有交通意外發生嘅，呢個係其中一個我理解嘅原
38 因。

1 第二個原因就係因為其實亞公角街除咗朝頭早同埋晚黑嘅繁忙時間比較多重
2 型車輛，包括巴士去使用，其實喺其他時間路面嘅車輛其實不多，點解呢？因
3 為喺馬鞍山去呢個嘅石門交匯處其實仲有一條高速公路，叫馬鞍山路，嗰度係
4 一條雙程六線行車嘅一條高速公路嘅，而時速係行緊 70 至 80 公里，即係如果
5 平時嚟到講，冇乜特別嘅--即係私家車其實唔會走入去嗰條街度行呢一個路面
6 嘅，但係喺朝頭早因為可能有機會避免擠塞，所以有少部分嘅私家車會走咗入
7 去，但係通常呢一啲嘅交通意外都好少發生喺朝頭早嘅，通常喺一個好路面暢
8 順嘅地方，因為嗰度既有測速嘅相機，亦都得一眼嘅交通燈，仲要係手揸嘅控
9 制嘅交通燈，去過沙田醫院嗰個路口，其實相對路面暢順嘅，駕駛者未必係好
10 守規矩揸 50 公里，甚至乎可能係揸超過 50 公里嘅，所以係比較容易出現交通
11 意外，呢條道路嘅設計。

12 黃佩琪女士：（經傳譯員）如果你睇一睇 611 頁，嗰度就係有警察提供嘅一啲數字
13 嘅，係 07 年到 2011 嘅，就區議會嘅所知，個交通傷亡數字係喺 2012 年之後
14 個傷亡數字係增加咗、減少咗定維持不變呢？如果我哋睇一睇楊先生喺 610 頁
15 嘅提問，佢就問就運輸署有冇啲短期或者長期措施去解決問題，即係解決亞公
16 角道嘅問題，運輸署提咗四點嘅，就响 611 頁，第一，運輸署就話駕駛者個視
17 線係冇障礙嘅；亦都符合道路設計標準；第三，就話已經有考慮會唔會喺呢個
18 路段增加嗰個交通燈嗰個控制，佢哋就話 4 月 16 號嘅交通意外，運輸署已經提
19 醒咗巴士公司要加強車長嘅培訓嘅，同埋要作出更進一步嘅改善，係當警察係
20 作出個報告之後，佢哋要繼續改善。你哋區議會會唔會跟進呢？又或者你對運
21 輸署嘅答案是否滿意？

22 容溟舟先生：喺我嘅--喺個會議紀錄嘅第 613 頁 paragraph 67(c) 同埋 67(d)，
23 我係有啲建議嘅，佢哋話要求做雙白線，避免越線同埋爬頭，我哋當其時係建
24 議佢種一啲膠 bollard 嘅，嗰個膠 bollard 就正如當年喺荃灣德士古道天橋
25 嘅一個致命對頭車交通意外之後，佢哋係裝咗落去嘅，我哋覺得呢個係可以值
26 得借鏡嘅一個交通安全改善嘅措施，其實到而家我嘅憶述其實係冇裝過嘅，即
27 係我哋建議，係冇裝過。

28 第二，就係 (d) 嗰度，其實當其時警方嘅回答就係冇鐳射槍--佢話用隱形戰
29 車嘅，其實我嘅理解，警方隱形戰車其實係會係不定時、不定期喺主要嘅主幹
30 道同埋高速公路去做偵查，係好少喺呢啲嘅 local road 喇我哋叫做，即係本
31 區嘅道路裏面去使用嘅，但係喺嗰一次嘅提問之後，警方確實係增加咗喺亞公
32 角街使用鐳射槍去偵測嗰個速度，而擺嗰個位置，我冇記錯，就係大概喺亞公
33 角漁民新村出口往馬鞍山方向個電箱後面，佢哋通常就係測返入馬鞍山嘅車，
34 因為嗰個位置過咗沙田醫院嗰個燈控嘅交通燈其實係一條大直路嘅，車司機係
35 好容易地比較會去揸快咗都唔出奇，所以我記得就係咁。

36 但係就 TD 其實係避車處嗰度其實係後厝係出咗一個叫做 Works Order 去
37 拓闊咗個避車處嘅，但係因為個避車處就算拓闊咗，因為嗰個上址係因為一間
38 醫院，亦都有唔同嘅探訪者去用或者去排隊，所以其實就算增大咗個避車處，

1 其實都有陣時啲巴士要等候入站，或者喺條行車線度去作上落嘅，所以個作用
2 係有，不過效用不大。

3 黃佩琪女士：（經傳譯員）我見到 615 頁係有個臨時動議，係楊先生作出嘅，佢中
4 文版係 73 段，英文版 618，73 段，有個臨時動議，係由楊祥利先生提出，就
5 要求係要對亞公角道係作一個全面檢討，要擴闊佢，同埋要安裝啲攝錄機嘅，
6 運輸署就呢個要求有冇作出回應呢？

7 容溟舟先生：喺 73 段嘅：

8 第（一）就其實警察係加強咗執法嘅，因為原本由冇到有咁嘛，咁實
9 加強咗喇。

10 第（二），就係亞公角街嘅道路設計，包括擴闊亞公角街同埋裝置呢
11 個超速攝影機，我憶述所及，係成立亞公角街到現在呢一刻為止都係冇超
12 速攝影機嘅。另外，包括擴闊亞公角街，因為亞公角街隔離係條馬鞍山
13 路，馬鞍山路嘅中央分隔，但係就起咗一條馬鐵。其實你問我喺適當嘅位
14 置拓闊條亞公角街，其實係有需要係由富安花園一路去到石門交匯處去拓
15 闊，但係我相信係比較困難去搵一啲適合嘅位置去拓闊條路。

16 因為拓闊一條嘅行車嘅--因為根據個標準，應該要有 3.6 至到 3.7 米嘅
17 闊度，你先至可以有一個比較合適嘅道路去畀多一條行車線，但係喺我嘅理
18 解，就係行人路最低嘅 minimum width 係要留番 1.5 米，即係話如果喺一啲
19 有限嘅空間，你拓闊條車路，而行人路個闊度不足，佢咁未必會 proceed 去
20 做，因為行人路如果太過窄嘅時候，可能連輪椅都推唔到，運輸署係未必會執
21 行去做呢啲拓闊嘅，所以第二個其實攝影機冇做到，擴闊其實都有做到嘅。我
22 估可能係擴闊個度係因為呢個道路嘅限制，即係道路空間嘅限制，而攝影機其
23 實係相對嚟講，係可行嘅。

24 黃佩琪女士：（經傳譯員）主席，...

25 主席：（經傳譯員）我哋可以繼續嘅，而家我哋仲係有排先會講到作出巴士安全嘅建
26 議嘅。

27 黃佩琪女士：（經傳譯員）仲有一、兩點係需要問，我就可以完成我嘅提問嘅。容先
28 生，你喺會議紀錄 TT 文件 23/2017，如果你睇中文 710 嘅啲頁，...

29 主席：（經傳譯員）而家睇嘅係咩嘢文件呀？

30 黃佩琪女士：（經傳譯員）呢個係會議紀錄嘅，係沙田區議會嘅會議紀錄。TT...

31 主席：（經傳譯員）唔需要，個日期呢？

32 黃佩琪女士：（經傳譯員）係 2017 年嘅 3 月嘅。如果睇番 134 段，就有個建議
33 嘅，就巴士公司應該每年係檢查車長有冇...

- 1 主席：（經傳譯員）睡眠窒息症嘅。
- 2 黃佩琪女士：（經傳譯員）係呀，睡眠窒息，同埋你有冇跟進呢個咁嘅建議呢，或者
3 區議會冇跟進呢個建議？
- 4 容溟舟先生：我要睇一睇番，因為我哋嗰個做法就係我哋有同事提出咗呢一啲嘅意
5 見，喺個會議上面，如果會議上面有一啲動議，部門係會有一個嘅稍後嘅回覆
6 嘅，喺下一次會議嘅續議事項有回覆嘅。如果冇嘅話，其實就我嘅理解，部門
7 係會記錄在案，然後就去睇番究竟有冇呢一個嘅意見或者係可以點樣去落實
8 嘅，我嘅理解就係咁樣。因為而家我手頭上就有嗰份嘅文件，即係究竟--嗰個
9 續議事項個文件，我都可能要上去睇番嗰個嘅續議事項究竟有冇講過。
- 10 主席：（經傳譯員）或者你如果可以搵到呢份文件，你可以提供畀我哋嘅，如果係相
11 關嘅話。
- 12 容溟舟先生：Okay.
- 13 主席：（經傳譯員）好，唔該。
- 14 黃佩琪女士：（經傳譯員）容生，我已經去到呢個課題嘅最後部分，就係你提到大埔
15 公路，就係討論文件嗰度嘅，係 727 頁，呢度係姚嘉俊先生提問題，(b) 同
16 (c)，個問題就係佢哋提呢個問題就係關於大埔公路沙田段，就話有唔少存在嘅
17 危險位置同埋彎位，中文就係 719 頁，你知唔知點解姚先生有咁嘅睇法，就話
18 特別呢一段係有潛在危險呢，即係沙田嶺段？就有潛在危險同埋彎位係咪因為
19 佢收到投訴定係點，你可唔可以講一講呢？
- 20 容溟舟先生：你而家問我係咪即係話番大埔公路嗰個位係點解會覺得係一個危險，係
21 收到投訴咩，定抑或點，係咪？
- 22 黃佩琪女士：（經傳譯員）係。
- 23 容溟舟先生：因為姚議員就唔喺度，我都要--你畀少少時間我望一望份文件。
- 24 主席：（經傳譯員）好，請你慢慢。
- 25 容溟舟先生：我相信，睇番份文件，而姚嘉俊議員講嗰個位置因為大埔公路就有唔同
26 嘅位置嘅，嗰度佢講過就係沙田區裏面嘅沙田段，而佢所指出嘅--應該講緊提
27 問(c)嗰個位置，係咪呀？
- 28 黃佩琪女士：Yes.
- 29 容溟舟先生：佢所講--因為咁講--因為--係咪提問(c)？（經傳譯員）係咪(c)？
- 30 主席：（經傳譯員）我諗係嘅。
- 31 容溟舟先生：Yes, okay。因為其實整條大埔公路會有唔同嘅段數嘅，喺沙田嚟講，
32 我有記錯，有沙田段，亦都有一啲沙田嶺段、琵琶山段咁樣，其實姚議員所指

1 出就應該係沙田嶺段嘅位置近六合新村嗰個位，其實嗰度曾經都有出現過一啲
2 嘅致命交通意外嘅，亦都有牽涉過巴士嘅，不過就係我有記錯，就係如果我憶
3 述所及，就應該係巴士畀人撞，就唔係巴士撞人。

4 黃佩琪女士：（經傳譯員）如果你睇番 728 (b) 個問題底部個答案嗰度，就係運輸署
5 嘅，佢就講出大埔公路沙田嶺段去到琵琶山段嗰個時速限制係 70 公里，呢段大
6 概係 1.7 公里有兩個急彎，剩番個 1.4 公里路段就比較接近沙田，嗰個車速限
7 制係每小時 50 公里，有三個急彎，呢個就喺下一頁嗰度有列出嚟；然後就提到
8 話喺適當嘅地方已經係設立咗一啲慢駛嘅道路標記，特別係嗰個車速限制改咗
9 嘅地方就已經有擺咗出嚟，同埋喺急位之前亦都樹立咗警告性嘅交通標誌同埋
10 喺路面加設咗慢駛嘅道路標記提醒駕駛者喺急彎之前減速。運輸署係知道呢度
11 有啲急彎，亦都知道呢段路嘅車速限制，你係咪滿意運輸署嘅回覆，就話已經
12 足夠，即係話講車速嘅限制同埋話有冇足夠嘅交通標誌嗰方面，你係咪滿意
13 呢？

14 容溟舟先生：或者我用一個道路駕駛者嘅身分去同你分享，因為嗰個位置其實我有陣
15 時都會係透過大埔公路係往返沙田同埋九龍，所講嗰個位置其實除咗係有急彎
16 以外，其實嗰個--一條路嘅水平唔係直嘅，係可能係會傾斜去某一個方向或者
17 係另外一邊嘅，如果架車係以時速 70 公里去行嘅時候，其實係有機--如果遇著
18 一啲好似今日嘅天氣，落雨天，其實有機會會“ball out”咗或者係會撞嘅，
19 呢個情況有點兒似一似到大埔公路你哋今次調查嗰個情況，因為條路轉急彎唔
20 係重點，而係個情況係架車你會感受到架車係會有高有低或者會嘍嚟嘍去，即
21 係駕駛技術稍為遜色嘅朋友係有機會會有交通意外，亦都好容易解釋到點解嗰
22 個位置咁多交通意外嘅原因。因為我有記錯呢，嗰個位置其實係兩邊都係--睇
23 下先，六合新村嗰個位置出去係行 70，入番嚟係行 50 嘅，我有記錯嘅話。

24 黃佩琪女士：（經傳譯員）唔該。最後我想請你睇一份會議紀錄，736 頁中文版，
25 743 頁英文版，都係姚嘉俊先生嘅。

26 主席：（經傳譯員）呢個會議日期係乜嘢呀？

27 黃佩琪女士：（經傳譯員）呢個係一個會議紀錄，但係冇顯示個日期，但係就有個文
28 件編號 2/2018，所以我就假設應該係 2018 年 2 月，即係喺大埔公路交通意外
29 之後，中文版就由 735 頁開始，英文版就係 742 頁。如果我哋睇番第 128 (c)
30 段，呢度就係姚嘉俊先生嘅意見，佢就話嗰度有三個唔同嘅車速限制喺唔同嘅
31 路段，即係指喺大埔公路，所以對於駕駛者嚟講，就好難適應，佢就問運輸署
32 會唔會檢討呢個情況同埋增加車速偵測機，你睇唔睇到呢段？

33 容溟舟先生：我睇到，你其實想即係問番我哋究竟運輸署嗰件交通意外，即係喺嗰次
34 嘅提問之後有冇做一啲嘅檢討？

35 黃佩琪女士：（經傳譯員）或者係可以幫助你去考慮答案，其實喺會議上運輸署都有
36 回應，就係第 133 段，英文版就 746 頁，中文 739 頁。簡單嚟講，佢話嗰段已
37 經有好清晰嘅車速限制嘅標誌，亦都有標誌係提醒司機嘅，你哋區議會有冇跟

1 進呢或者冇處理呢個問題，喺呢次會議之後？

2 容溟舟先生：我都係講番頭先個情況，如果有動議嘅話，其實佢哋會跟嘅，但係如果
3 冇嘅話，就要睇番補充資料冇冇回覆，因為呢個 bundle 確實係冇交到一啲嘅
4 討論事項之後嘅一啲嘅補充資料，我暫時睇唔到。

5 黃佩琪女士：（經傳譯員）可唔可以去查呀？

6 容溟舟先生：你想我而家 check 吓，定係點呢？

7 主席：（經傳譯員）唔係，如果你可以搵到一啲相關嘅資料，之後請你以書面提交畀
8 我哋。

9 容溟舟先生：咁喇，我或者可以咁嘅，我稍後同番你哋嘅調查委員會確認番你哋想交
10 番啲乜嘢嘅意見，即係我會用番--指示番秘書處去就啲嘅意見，執番出嚟，睇
11 下仲冇冇相關嘅會議文件可以再補遺番。

12 主席：（經傳譯員）咁就會好有幫助，唔該。

13 黃佩琪女士：（經傳譯員）主席，我完成咗我嘅訊問。

14 主席：（經傳譯員）容先生，多謝你出席嚟協助我哋提供證供，我哋希望可以收到你
15 嘅進一步嘅資料，即係如果你搵到有啲相關嘅資料，請你提供。

16 容溟舟先生：好，唔該晒。

17 主席：（經傳譯員）跟住就係深水埗區議會嘅代表，或者請林先生同陳先生係上前，
18 或者畀少少時間我哋改番個名牌，同埋畀新嘅水杯你。林先生同陳女士，多
19 謝你接受我哋嘅邀請，今日出席作證，對唔住，我哋係延誤咗啲時間，或者而
20 家請黃女士向你哋提問。

21 黃佩琪女士：（經傳譯員）好，多謝林生同陳女士嚟出席，或者首先我可唔可以處理
22 就係關於工作時數呢個課題，即係指巴士司機喇當然。或者請你睇區議會文件
23 夾 2 嘅 986 頁，呢個中文版，英文版就係 988 頁。

24 主席：（經傳譯員）呢度我哋想睇啲乜嘢呀？

25 黃佩琪女士：（經傳譯員）我哋係想討論深水埗區議會嘅討論，就係關於話喺深水埗
26 嗰宗致命交通意外嘅，就係長沙灣道近住欽州街，發生喺 2017 年 9 月 22 號晚
27 嘅。

28 主席：（經傳譯員）呢個係 2014 年 9 月 22 號所發生嘅意外？

29 黃佩琪女士：（經傳譯員）係喇，係 2017 年 9 月 22 號晚發生嘅意外。

30 主席：（經傳譯員）2017 年呀？

31 黃佩琪女士：（經傳譯員）係，2017 年。

1 主席：（經傳譯員）好。

2 黃佩琪女士：（經傳譯員）喺呢份文件其中提到嘅一個問題，如果睇番第 3 段，就話
3 要加強規管巴士車長嘅工作時數，喺呢份文件就提到話喺其他外國嘅地方，例
4 如歐盟，就會限制司機每日唔可以揸車多過九小時，而香港嘅巴士車長每日最
5 長可以做到十四個鐘頭，每個月即係超過三百六十小時。我亦都想請你睇番第
6 一次特別會議嘅會議紀錄，就係喺呢個深水埗嘅意外之後，就係 17 年 9 月 28
7 號，中文版就係 1026 頁，英文版 1043 頁。

8 主席：（經傳譯員）邊一沓文件呀？

9 黃佩琪女士：（經傳譯員）區議會文件夾 2。唔好意思，係區議會文件夾 3。

10 主席：（經傳譯員）係。

11 黃佩琪女士：（經傳譯員）如果我哋睇番 168 段，楊彧議員補充，佢要求政府修訂
12 個指引，將嗰個工作時數由十四小時減到十二小時，如果我哋睇番 170 段，譚
13 國橋議員補充相關嗰個規例，規定司機唔可以工作超過十四小時，好多職工會
14 都有提到其實十四小時嘅工作時間都唔人道，而喺 201 段亦都有譚國橋議員亦
15 都話城巴應該係將所有司機嘅工作時間減到十二個小時或者以下。所以我個問
16 題就係似乎區議會——即係深水埗區議會建議嗰個工作時數係十個鐘頭，你可唔
17 可以講畀我聽點解你哋建議係十個鐘頭？

18 主席：（經傳譯員）我哋喺邊度睇到？喺邊一段睇到？

19 黃佩琪女士：（經傳譯員）係喺 986 頁嗰封信裏面，英文版就係 988 頁第 3 段。

20 主席：（經傳譯員）係，唔該。

21 黃佩琪女士：（經傳譯員）「我哋要求運輸署規定每日最長駕駛時間係十小時」，你
22 可唔可以解釋點解你哋建議十個鐘頭應該係最長嘅駕駛時間呢？

23 林家輝先生：喺嗰次意外發生之後，我哋議會就就住呢一個議題就傾咗都相當多嘅時
24 間嘅，因為其實發生交通意外嗰個位置就喺我哋區議會門口，响個十字路
25 口嚟嘅，如果喺區議會個窗口望出去，見到個慘劇嘅現場嘅，簡直係驚心動
26 魄，係咪呀？同埋嗰個巴士撞過去，唔係可以即刻清走，經過好長時間嘅拯救
27 同埋處理傷者，個巴士撞咗入去個建築物裏面，插實咗，搵番出嚟都係要好多
28 工程人員、工程師喺現場處理。

29 就我哋議會就要諗下辦法點樣搵到出嚟呢個交通意外嘅成因嘅，呢份文件喺
30 嗰個討論過程之中，綜合而言，我哋整個議會係都覺得其中一個重要嘅原因就
31 係巴士司機喺駕駛個時間係頗長嘅。至於係呢個十四小時，我哋喺嗰個會議上
32 面，有一位議會嘅議員同事係覺得呢個係一個巴士司機合適嘅服務工作時數嚟
33 嘅。就由十四小時去到十二小時，跟住就係再一路呢份文件所講嘅十小時，其
34 實我哋覺得係一個合適嘅巴士司機嘅服務時數係應該就住佢哋嗰種工作嘅模

1 式，即係駕駛住一個咁大型嘅巴士同埋係兼顧住乘客嘅上落同埋家居嘅生活，
2 係要作出一個平衡嘅。

3 我哋覺得喺個平衡裏面，如果係一個車長能夠去到十個鐘頭嘅工作時數，頭
4 先之前有啲議會都提過，其實而家就係就算做呢一個看更，喺一啲公屋上面嘅
5 看更佢哋都係八個鐘嘅啫，我哋呢個全香港嘅公共屋邨嘅保安員嘅服務，喺房
6 委會下面係廿四小時有看更，每一更都係得八個鐘嘅啫，看更同事其實就佢嘅
7 工作嗰個壓力同埋嗰個量同呢一個巴士司機嗰種工作壓力係冇得比嘅，即係換
8 言之，巴士司機個工作壓力同埋量係好大，同埋近年巴士司機都會周時畀啲乘
9 客指責，即係就算今時今日，呢兩個月，巴士上面有毒針添，係咪先？巴士司
10 機譬如受到呢啲咁樣嘅--處理呢啲意外嘅，其實佢哋要好大概嘅心力。喺個會議
11 上面討論都覺得係如果係嗰個巴士司機嗰個時數去到十個鐘，呢個係比較理
12 想，同埋我哋覺得會係令到個巴士嘅意外嗰個機率係會減低嘅。

13 當然我哋其實仲有一樣嘢關注嘅，就係巴士司機十個--即係假設真係去到-
14 -由十四個鐘、十二個鐘去到十個鐘，佢哋嗰個薪酬係可唔可以足夠養活佢哋一
15 家人呢？呢個都係我哋關注嘅，因為都係投身車長服務其實都呢個工作都幾艱
16 辛，如果唔係有足夠嘅人工去養妻活兒，我覺得亦係令到呢一個行業越嚟越人
17 手短缺之下，可能係永遠都唔會將個時數減低，因為唔夠人，就車長--即係喺
18 個巴士公司裏面可能就係要用一啲政策令到嗰啲車長係繼續增加佢哋嘅工作時
19 數。呢個我回應。

20 黃佩琪女士：（經傳譯員）有一份會議紀錄嘅，就係呢一個嘅 2017 年 4 月 28 號
21 嘅，係深水埗區議會會議紀錄，英文就係 1041 頁開始，中文就係 1026 頁開始
22 嘅。

23 主席：（經傳譯員）邊一段呀？

24 黃佩琪女士：（經傳譯員）167 同埋係 168 段嘅，呢個會議係 9 月進行嘅，我想你
25 睇番兩項嘅，167 段就係呢一個係鄭泳舜議員就話，就係呢一個嘅過去七年，
26 對於巴士車長工時嘅指引係冇任何嘅修訂嘅。跟住係 (i) 嗰度，楊彧議員就話車
27 長必須留意路面安全，同埋就要修訂指引，嗰個工作時數由十四減到十二，薪
28 酬亦都要提高，休息時間亦都要增加。

29 呢一個嘅第 171 段嘅時候，梁昌杰先生回應就話喺呢件意外之後，其實個
30 巴士車長工作同埋休息時間係受到社會關注嘅，運輸署同埋巴士公司係制定咗
31 指引，巴士公司係需要喺編更時候遵行指引。運輸署每季亦都會聘請獨立調查
32 員去睇番車長嘅工作、休息時間等等。

33 羅馬數字第 (iv)，運輸署現正籌備有關指引嘅檢討工作，計劃諮詢巴士公
34 司同埋工會，回應公眾對於車長工時嘅關注。運輸署有既定立場，會考慮巴士
35 公司、工會同埋公眾喺呢一次檢討嘅意見。

36 我有兩個問題要問嘅，似乎指引檢討係因為呢一個 2017 年 9 月嘅交通部意

1 外，仲有公眾人士投訴關於巴士司機嘅工作時數而引致嘅，呢次有檢討工作
2 嘅，同意嘛？

3 陳穎欣女士：係，唔該主席。或者我都補充一下，其實針對番你而家呢個問題，可能
4 你都睇番我哋嘅會議紀錄第 196 段，喺我哋發言度其實都有講，因為我都係一
5 個工會嘅代表，其實工會一直都有就我哋一啲車長嘅權益同埋工時嘅問題向運
6 輸署同埋巴士公司去反映嘅，但係好可惜，就係正正--回應你呢個問題，係意
7 外發生咗之後，政府與及巴士公司嘅代表先至有意去考慮唔同持份者包括我哋
8 一啲工會代表嘅意見。因為其實呢一個工時嘅問題，我哋見到對上一次我哋有
9 一個真正嘅修訂其實係講緊七年前，即係意外發生之前嘅七年，喺 2010 年嘅時
10 候嘅一個版本。其實呢一個問題，我相信一直以嚟，我哋工會代表都有去反映
11 嘅，但係可惜得唔到一啲正面嘅回應，直至到有不幸嘅事故出現咗之後至願意
12 去做一個修正。

13 另外頭先有關你個問題，提及到有關十小時工時嘅問題，其實我所知道，
14 一路以嚟工會嘅代表佢哋都希望最高嘅上限嘅駕駛時間其實係唔好超過十四個
15 鐘，亦都希望可以修訂到去十二個小時嘅。至於十小時點樣得嚟呢，就可能係
16 我哋議會其他嘅同事佢自己研究出嚟嘅，但係我哋其實整體個文件，我諗我哋
17 成個議會嘅方向，大家都認為十四小時係太長，而我自己嚟睇，亦都係代表住
18 工會嘅意見，我哋唔應該淨係著眼於個工時嘅問題，因為其實工時嘅問題同佢
19 哋嘅待遇以至薪酬其實都係環環相扣嘅。

20 我所知道發生意外，其實當時個情況，個車長佢入職咗已經五年多嘍
21 喇，當日其實佢都係應該原定提早咗去開工嘅，個原因就是因為佢要維持生
22 計，如果佢返唔足夠嘅一啲工時，其實佢係唔能夠賺取到佢可以為生嘅工資
23 嘅。即係我哋擺一啲數據嚟睇，其實一路以嚟，九巴佢哋嘅薪金都係一點幾
24 萬，即係萬零鈞，可能新巴就會好少少嘅，佢哋都會去到萬二鈞左右，但係要
25 計埋一啲津貼，先至個個薪酬係及得上我哋現時好多同類型，亦都係承受住巨
26 大壓力嘅一啲行業，其實呢一個情況並唔理想，亦都係間接導致到今次呢個意
27 外，我相信如果我哋要去做一個檢討，唔單只係講緊工時嘅問題，其實薪酬嘅
28 問題同樣我哋都要重視嘅。

29 而至於有關個待遇，其實我哋都講緊提及到休息嘅問題，頭先有其他嘅議
30 會同事我都聽到都針對一啲有關休息室嘅問題去提出意見，其實我唔能夠講話
31 全港有幾多個屋邨或者巴士站係未有休息室，因為呢啲我哋可能部門都畀唔到
32 一啲嘅數據我哋睇到，但係我以我自己邨為例，我麗閣邨其實已經開邨咗三十
33 幾年，但係我哋嘅 6F 巴士站其實都只不過喺去年年底先至可以開始設立一個休
34 息室畀我哋 6F 巴士嘅一啲車長。其實呢個情況係唔理想，我知道其他嘅屋邨，
35 我哋宏觀番睇番甚至乎九龍東，喺樂華邨，我知道係要有立法會議員何啟明嚟
36 介入，先至可以喺屋邨個度成功幫到車長去爭取到一個休息室。所以其實成個
37 情況，希望我哋睇嘅唔係淨係著眼於工時，亦都要睇埋佢哋薪金嘅待遇同埋休
38 息嘅情況。唔該主席。

1 林家輝先生：你頭先問我呢個問題，就...

2 主席：（經傳譯員）未講之前，林生。陳女士，你話你係工會嘅代表，你嘅意思係指
3 乜嘢呀？可唔可以解釋？

4 陳穎欣女士：我嘅政治聯繫係工聯會。

5 主席：（經傳譯員）你喺呢一個工聯會裏面嘅職位係乜嘢呀？

6 陳穎欣女士：我係一個區議員。

7 主席：（經傳譯員）我知，但係你話你同呢一個工聯會有聯繫嘅，你意思係乜嘢呀？

8 陳穎欣女士：（經傳譯員）呢個係我嘅政治嘅聯繫嚟嘅。

9 主席：（經傳譯員）唔該。唔該，林生，你可以繼續。

10 林家輝先生：頭先就即係律師問我個問題，就係話呢一次嘅政府嘅部門有關嘅檢討係
11 咪就住啲交通意外或者係我哋議會或者公眾人士係發生咗意外之後就係會做一
12 系列嘅呢個係好似今日嘅公聽會或者檢討，我覺得係嘅。當然喺社區、社會上
13 面係對交通服務或者交通安全、意外等等都一定會有關注嘅，其實交通意外每
14 日都會發生，有輕微嘅，有嚴重，好似今次咁嚴重嘅交通意外等等，但係你話
15 係發生咗一啲重大嘅交通意外嘅事故令到個社區、社會震撼，跟住無論政府、
16 公眾作出積極嘅處理或者回應，呢一種處理嘅方法係常見嘅，但係唔等於話社
17 會一路唔關注嘅，但係今次，就算衍生咗今一次嘅公聽會都係可能係有好幾單
18 好大型嘅不幸所衍生出嚟，所以我覺得--所以我哋係嚟到呢個公聽會係好值得
19 嘅，我哋都要諗辦法令到呢啲意外個規模、傷亡人數唔會重蹈覆轍。

20 每一個交通嘅意外嘅地點都係可能喺設計上面、設施上面係有所不足嘅，好
21 似我哋發生意外呢一笪地點係我哋深水埗最核心嘅地帶，頭先我提到喺我哋政
22 府合署門口，喺議會嘅前面。呢一啲咁嘅咁人同巴--無論係公共交通服務、普
23 通市民嘅汽車同埋行人過路嗰啲擠逼係好嚴重嘅，每一眼燈轉燈可能係有一千
24 幾百個市民喺呢個十字路口嗰度準備過馬路嘅，同時期亦係有可能係十字路口
25 有幾十架巴士等住去越過呢個十字路口嘅，因為我哋個區有啲特別嘅，深水埗
26 區，法官大人，就係新界同市區嘅一個轉駁嘅區域嚟嘅，即係新界出嚟嘅車又
27 會經過我哋區去其他市區嘅各區，另外其他各區入新界亦係經過我哋個區，所
28 以呢個十字路口係我哋嘅交通核心嘅路口嚟，好不幸發生咗呢一次嘅意外。

29 但係我哋議會不斷都就住呢個交通十字路口佢嘅繁忙係有好多意見畀運輸部
30 門、巴士公司等等，即係運輸部門就係點樣去疏導呢個十字路口令到人、車爭
31 路呢個問題係解決，巴士公司就係希望佢哋將啲巴士唔好集中去呢個路口，其
32 實仲有幾條路可以行，但係因為呢個路口又係好多乘客，所以啲巴士公司就唔
33 肯將啲巴士路線移去第二條路行嘅，因為佢哋要接載乘客，所以就係有啲死結
34 喺度嘅。

1 但係不幸發生咗呢個交通意外，亦去到今日呢個公聽會，我都希望透過呢個
2 公聽會令到呢啲社會政策係有所改變，即係我哋包括頭先都提出咗譬如喺呢條
3 十字路口會加多啲行人天橋，令到唔使咁多市民企喺呢一個每一次轉燈嗰陣時
4 嗰個等候咁多人口。其實喺個路中心仲有啲位係畀嗰啲人喺路中心嗰度等
5 嘅，...

6 主席：（經傳譯員）唔好意思，唔好意思，打斷你，可唔可以就係請你講一講關於其
7 他嘅建議，即係關於檢討巴士車長工時、休息嘅指引，我就想問，可唔可以同
8 你講，你就係講咗一啲嘅建議同埋收到運輸署嘅答案，就話佢咁話係會檢討，
9 呢一次係 17 年嘅 9 月 28 號，之後運輸署有冇喺呢一個嘅--喺 2 月 23 號之前
10 係諮詢過你先呢？

11 林家輝先生：冇。

12 主席：（經傳譯員）唔該晒。黃律師。

13 黃佩琪女士：（經傳譯員）請你睇番就係區議會文件 2 嘅第 1054 頁，就係第 302
14 段，梁昌杰先生綜合回應，就話運輸署會同巴士公司同埋工會持份者檢討指
15 引，即係關於係車長工時、休息時間嘅指引，以達致共識，但係運輸署係冇再
16 同呢一個嘅區議會傾過，問你哋嘅意見嘅，係咪呀？

17 主席：（經傳譯員）佢應該答咗㗎喇。

18 黃佩琪女士：（經傳譯員）我想再接再住講另一宗意外嘅，2016 嘅 4 月 26 號嘅，係
19 廣利路嘅，如果你 991 頁，中文 990 頁。

20 陳穎欣女士：唔好意思，我哋喺 move on 之前，其實都想表達一下意見，針對番我
21 哋頭先講緊喺欽州街嗰個意外嘅，因為我知道大家除咗關注有關工時嘅問題，
22 其實有好多巴士司機，即係我哋一啲工會嘅會員都同我哋反映番其實可唔可以
23 喺一個道路設計上其實都可以幫助到巴士司機去減低佢哋可能平時駕駛嘅壓
24 力，特別係我哋提到，其實會議紀錄都有講過嘅，就係有關我哋--其實參考番
25 其他嘅城市，我哋見到都有一個叫做 X crossing 或者 diagonal crossing
26 嘅，我哋見到日本、英國一啲比較繁忙嘅區域其實都有咁樣嘅一個道路設計嘅
27 裝置响度，頭先輝哥提及到...

28 主席：（經傳譯員）我哋已經睇咗個會議紀錄嘅，已經有討論。

29 陳穎欣女士：係，頭先輝哥提到點解有講有關行人天橋嗰個問題，其實正正就係點解
30 會發生意外呢，係因為喺嗰個過路處，大家可能其實經常我哋會係想過斜對面
31 對角嘅，但係市民就應該佢要喺本身嗰個位置停留得比較耐嘅時間，過咗去對
32 面先至可以過到去斜對角，即係可能就係一個 L crossing，佢哋平時停留喺
33 我哋而家嗰個過路處嘅時間變相就會長咗，咁樣亦都係令到意外嘅機會提高咗
34 嘅，所以其實點解我哋提到有關 X crossing 嗰個做法，其實運輸署都要去考
35 慮。

1 亦都可以考慮下，特別係一啲巴士司機同我哋反映番，佢哋其實都希望可以
2 有一啲倒數裝置喺佢哋嘅過路燈嗰度嘅，其實都係可以提醒到佢哋去作準備究
3 竟幾時要開車、幾時停車。

4 我哋而家講緊宏觀我哋好多唔同嘅城市其實而家都用咗好多嘅科技去幫助司
5 機去減低佢哋嘅駕駛壓力，但係我哋香港仲係比較落後，而家我哋連 x
6 crossing 呢個做法其實亦都未係嘗試過嘅，我覺得其實委員會應該要考慮呢
7 個意見。唔該主席。

8 黃佩琪女士：（經傳譯員）可唔可以睇一睇 990 同 991 頁，呢個係 2016 年 4 月 26
9 有個致命意外嘅，係廣利道嘅。喺下面就提咗一啲要求嘅，其中一個就係九巴
10 同運輸署要作一個詳細嘅調查嘅，同埋要向公眾作出一個詳盡嘅交代嘅，而運
11 輸署應該係負責呢個跟進工作同埋改善廣利道嘅交通，要減少嗰度嘅危險嘅。
12 區議會有冇跟進呢啲要求呢？

13 林家輝先生：有嘅，...

14 黃佩琪女士：（經傳譯員）喺你回答之前，係咪以書面形式跟進呢，呢個跟進係咪書
15 面形式跟進呢？

16 林家輝先生：咁樣嘅，類似呢啲--即係區議會嗰個議政嗰個形式，好似呢一份文件係
17 我哋啲議會同事就寫出嚟，就因為有一個交通意外，呢個蘇屋邨巴士總站呢
18 度，之後就我哋會喺議會嗰度討論，就即席運輸署同事就係就住呢啲文件就係
19 逐點回應，我哋嘅會議嘅常規，我哋就係會完咗呢一次討論，有時就會有動議
20 添嘅，可能呢一次冇，就會擺落去跟進事項嘅，喺下一次--即係呢一次嘅會議
21 嘅往後嘅會議就會有一個明細表嘅，因為將成個區發生或者需要跟進嘅事項就
22 擺落去跟進事項，然後之後下次又會討論。

23 喺呢一次嘅會議要求部門係做乜、做乜、做乜，即係佢有啲佢即時答到，有
24 啲未必即時答到，或者有啲會再研究一個新嘅政策係去點樣應對呢件事呢，
25 下一次會議就有晒所有文件嘅。好似呢一次蘇屋嘅巴士意外，跟住就衍生到個
26 議題，就係話蘇屋邨巴士總站用咗超過五十年，呢個巴士總站無論喺個設計，
27 喺個需求使用，因為不斷會加咗巴士線，以前就得兩條巴士線，而家一路加咗
28 其他好多，就係衍生到話要重建呢個巴士總站，甚至乎再衍生落嚟就係一地多
29 用，就下面做巴士總站，上面可唔可以做社區設施，整一個大廈式嘅巴士總
30 站，上面係可以做其他政府診所或者社會福利署等等。所以係有嘅。

31 黃佩琪女士：（經傳譯員）主席，我個問題問完，係就呢個區議會嘅問題問完。

32 主席：Sorry, I missed the first part?

33 黃佩琪女士：（經傳譯員）我已經問完想問嘅問題。

34 主席：（經傳譯員）剛才係已經向你提問嘅要求，你已經作出一般嘅回應，你亦都作
35 咗啲個別嘅回應，如果有額外嘅補充，你可以而家講，但係我哋 3 點鐘同一個

1 德國嘅證人係有個取證嘅，所以我哋希望係有足夠嘅時間準備嘅，但係你可以
2 補充嘅。

3 林家輝先生：好呀，多謝法官閣下。對於呢個社會上發生呢啲交通意外，一宗都嫌
4 多，我衷心期待我哋呢個獨立嘅檢討委員會由閣下帶領係諗到嘅新嘅方法或者
5 係一啲新嘅政策出嚟畀政府，同埋令到呢一個我哋呢個城市就住交通意外、公
6 共交通服務能夠係走向更現代化同埋走向世界前列上面，我有呢個期望，多謝
7 你。

8 主席：（經傳譯員）多謝。陳小姐。

9 陳穎欣女士：我想表達嘅就係其實有今日呢一個委員會，我覺得係對未來嘅發展，我
10 哋巴士、任何其實公營嘅交通工具，我相信對未來嚟講都係一件好事嚟嘅，但
11 係我希望其實呢啲定期嘅檢討係可以恆常化嘅，而唔係我哋發生咗事故之後我
12 哋先至去邀請持份者去表達意見。

13 其實我哋議會同工會嘅角色其實一直都好希望我哋嘅意見可以得到尊重同
14 埋接納，但係好可惜我哋見到因為呢個巴士專營權其實成個議題亦都因為佢有
15 一個模式，所以令到巴士公司其實基本上喺不論我哋講緊巴士路線重組計劃嘅
16 時候係牽涉到市民嘅便利或者大致牽涉到市民嘅安全、司機嘅安全都好，其實
17 我哋嘅意見往往都係唔被接納嘅，因為我嘅理解，其實佢個巴士專營權係唔會
18 因為我哋嘅意見而受到影響嘅，呢一個係好可惜同埋一個唔理想嘅情況。

19 我哋往往講緊好多嘅巴士線，其實都一直有去表達意見，甚至乎一啲安全嘅
20 指標上其實都有表達意見，但係好可惜我哋因為以往冇呢啲平台，亦都有一啲
21 恆常可以表達意見嘅一個機會，所以令到以往一直以嚟我哋嘅意見不被接納，
22 我哋都好期望今次之後我哋可以有一啲新嘅做法、有啲新嘅模式喺我哋公營嘅
23 巴士路線上面可以得到改善。唔該主席。

24 林家輝先生：主席，我...

25 主席：Yes.

26 林家輝先生：頭先大埔議會同事都提到一點，我認同嘅，就住係啲巴士政策或者專營
27 權嘅問題，就如果可以十八個區議會都係就住專營權到期嘅時間之前係作出諮
28 詢或者正式畀呢一個專營權續期嘅意見，其實係會令到巴士公司係會更加尊重
29 區議會嘅意見。

30 其實喺而家政府嘅架構裏面係有呢啲例子嘅，就係城市規劃委員會喺地區
31 裏面，就算市建局、所有嘅--或者其他用地嘅改變同埋發展，城市規劃委員會
32 都要睇區議會支持或者唔支持或者對呢個發展係有其他嘅意見，然之後先至--
33 係一個主要嘅意見，然之後先至係再去決議呢一個轉變或者使用嘅，所以係有
34 先例。

35 我都希望閣下能夠就住對巴士公司佢嘅服務能夠積極去提高、作出一啲有

1 力嘅推動嘅方案，令到巴士公司同市民之間透過議會嗰個意見係得到佢哋認真
2 去看待同埋去對我哋嘅意見係多加尊重。

3 主席：（經傳譯員）我不如咁問你，喺運輸署、運房局佢哋有啲諮詢關於是否應該讓
4 巴士專營權續期，你嘅區議會有冇作出意見呢，去提供你哋嘅立場嘅意見呢？

5 林家輝先生：當呢個續期嗰陣時，喺而家嗰個政策上面，係唔使諮詢我哋區議會，我
6 哋...

7 主席：（經傳譯員）呢個我知，但係佢哋一般都會有邀請嘅，我琴日先睇一份文件，
8 九巴要續期嘅時候，一開始就會廣邀市民係作啲表述嘅，區議會，你嘅區議會
9 有冇回應過呢份咁嘅諮詢呢？

10 林家輝先生：我有聽到有，但係如果係一個機制係納入咗我哋嗰個議程裏面或者十八
11 區區議會嘅議程裏面，係積極好多嘅，成為一個常規性嘅議程，當然專營權唔
12 係成日會去續期，但係可能五年、十年，喺一年前...

13 主席：（經傳譯員）好似係每十年。

14 林家輝先生：係喇，喺第九年嗰陣時，我哋十八個區議會就係放呢個議程喺我哋嘅議
15 會裏面，十八個區議會或者早一、兩個月或者早一年我哋去積極去討論，就會
16 係更加方便去推動巴士服務。

17 陳穎欣女士：主席，輝哥--我補充林生嘅意思其實就係話其實運輸署同埋巴士公司係
18 應該主動去到我哋十八區區議會嗰度去提交文件，向我哋諮詢嘅，我呢度會
19 有一啲 general 嘅 invitation，但係如果希望可以促進到我哋十八區嘅討
20 論，更加希望佢可以 reach out 去我哋嘅區議會嗰度，向我哋做一啲諮詢。

21 我簡單講一個例子，其實巴士公司一般不論係專營權又好，抑或佢營運緊嘅
22 時候，講緊巴士路線重組都好，我哋嘅意見係唔被尊重嘅，亦都其實基本上係
23 唔需要聆聽我哋嘅意見。簡單我哋擺一條巴士線為例，當時其實你經常都會問
24 有冇一啲 written 嘅 submission，其實我寫信寫埋去運輸署署長嗰度，就一
25 條巴士線，6F 嘅巴士線去改道嘅問題，因為呢條巴士線佢係途經醫院，所以我
26 哋認為佢唔應該只係考慮盈利，唔應該只係考慮佢當時嘅載客量，因為好多長
27 者係要乘搭呢條巴士線去一啲醫院嘅服務，但係好可惜都係唔會聽我哋嘅意見
28 隨意去做一啲改道，甚至乎削減班次。

29 喺呢啲層面上，其實我哋嘅區議會完全係有任何令到佢要聆聽我哋嘅意見嘅
30 一啲誘因，所以點解講到話可以喺個專營權去考慮續期嘅時候係需要考慮到我
31 哋十八區區議會嘅意見先至去再做決定，我認為呢一個係比較恰當，亦都係最
32 合乎公眾利益嘅做法。唔該主席。

33 主席：（經傳譯員）好，多謝你，我就叫秘書同你溝通，關於我想要嗰份文件，就係
34 關於政府話嗰個專營權到期前嘅公眾諮詢嘅，亦都有一系列嘅文件係會要你要
35 索取嘅。我要多謝委員會--我要代表委員會係感謝你出席嘅，我哋會 3 點鐘繼

1 續嘅。

2

3 下午 1 時 56 分押聆訊押後

4

5 下午 3 時 16 分恢復聆訊

6 出席人士： Mr JAN Kuliš，系統工程組長（ZF Friedrichshafen AG 及
7 其附屬公司 Openmatics s.r.o 代表）

8 中倫律師事務所律師許卓傑先生，代表 ZF Friedrichshafen AG 及
9 其附屬公司 Openmatics s.r.o

10

11 主席：（經傳譯員）各位，午安。許生，午安。歡迎你哋出席，你哋就係 ZF 同埋
12 Openmatics 嘅律師代表嘅，Kulis 先生，感謝你係接納我哋嘅邀請，係幫我
13 哋手，讓我哋係知道係有關嘅技術裝置係點樣運作嘅。我哋係會請陳大律師，
14 係我哋嘅委員會嘅代表大律師係提問嘅，如果你睇唔清楚啲啲文件或者需要時
15 間去睇啲啲材料嘅話，請話畀我哋聽，我哋會儘量係幫忙嘅，請問你明白嘛？

16 MR JAN KULIS：（經傳譯員）係，冇問題，唔該晒。

17 主席：（經傳譯員）唔該。

18 陳政龍先生：（經傳譯員）Kulis 先生，早晨，我係陳政龍，我係委員會嘅代表大
19 律師，我會係代表委員會向你提問，委員本身亦都可能有問題問你嘅，喺今節
20 嘅聽證會裏面。首先就想感謝你，Kulis 先生，感謝你今日係幫我哋作證，你
21 嘅證供對於我哋委員會嘅工作好有用嘅，讓我哋從一個技術嘅角度去睇下現存
22 係對專營巴士喺香港運作有啲乜嘢嘅技術裝置、科技裝置可以用得著嘅。

23 首先想問你幾個基本嘅問題，關乎係你現時喺你公司裏面你嘅職位嘅，如果
24 得嘅話，我就用“ZF”呢個簡稱嚟到係總括你間公司同埋係附屬公司，包括係
25 Openmatics 嘅，所以我以下就會“ZF”嚟到係作一個簡稱。我知道 Kulis 先
26 生你係 ZF 嘅僱員，請問你而家公司裏面嘅職位係乜嘢呀？

27 MR JAN KULIS：（經傳譯員）我目前嘅職位，我就係負責呢個系統工程嘅，我係公
28 司嘅僱員，我係 Openmatics 嘅僱員，Openmatics 就 ZF 嘅係附屬公司。

29 陳政龍先生：（經傳譯員）可唔可以係簡單咁講出一下你有啲乜嘢嘅職責呢，你係呢
30 一個系統工程嘅組長，你有啲咩嘢職責，簡單可唔可以講一講？

31 MR JAN KULIS：（經傳譯員）係，我哋寫字樓負責技術支援，技術支援
32 Openmatics 呢一個系統嘅，新、舊嘅客戶我哋都進行呢個支援嘅，我哋工程

1 師就會開發我哋嘅應用程式，係滿足我哋客戶嘅需要，我哋如果有問題嘅話，
2 就希望能夠搵出個辦法去解決嗰啲問題，係協助我哋嘅客戶，幫佢哋尋求解決
3 方案。

4 陳政龍先生：（經傳譯員）我知道就係嗰電子工程方面就係有個大學嘅學位嘅，係咪
5 呢？

6 MR JAN KULIS：（經傳譯員）係，冇錯嘅。

7 陳政龍先生：（經傳譯員）Kulis 先生，呢個委員會之前就同一個律師就係有書信
8 來往，佢就係代表你嘅公司嘅，我哋已經係問咗一啲嘅問題，你嘅公司就係畀
9 咗一啲嘅答案，就通過呢個律師事務所，你知唔知呢件事嘍？

10 MR JAN KULIS：（經傳譯員）係，我知嘅。

11 陳政龍先生：（經傳譯員）你自己有冇透過呢個律師事務所提供嘅答案，有冇係你手
12 頭上面？

13 MR JAN KULIS：（經傳譯員）有嘅。

14 陳政龍先生：（經傳譯員）好，主席同埋委員，喺我哋嘅文件夾之中，就係呢一個巴
15 士技術製造商，就係 BM-1 嗰個嘅文件夾之中嘅，呢個中倫律師事務所嘅信件就
16 係第 64 頁開始嘅。Kulis 先生，我可唔可以同你確認我哋係咪讀緊同一個文件
17 呢？你喺你嘅前面就有冇一個中倫律師事務所嘅信件，就係 2018 年 6 月 26 號
18 嘅一個信件，有冇？

19 MR JAN KULIS：（經傳譯員）有，我哋亦都喺屏幕上面見到。

20 陳政龍先生：（經傳譯員）Kulis 先生，你睇嗰個文本就喺右下角係咪有個頁數嘅
21 呢？

22 MR JAN KULIS：（經傳譯員）冇嘅，冇嘅。

23 陳政龍先生：（經傳譯員）好，明白。Kulis 先生，我就會問你一啲嘅問題嘅，今
24 日，就從兩個角度，咁所以你就知道我究竟係問咗咩嘢問題，第一方面，我就
25 會係問就係關於黑盒嗰方面嘅技術嘅功能，就係已經係你公司係提供畀香港嘅
26 巴士營運者嗰啲嘅黑盒，我希望你能夠澄清同理解釋到就關於嗰個你答案裏面
27 嘅一啲嘅細節嘅，你問公司就已經提供咗啲答案，呢個就係第一個角度。第二
28 個角度，我就會問關於其他嘅硬件或者軟件嘅功能，你公司係有提供嘅又或者
29 可以提供，可能對於巴士嘅安全係有關嘅，所以從呢兩個角度，我就會去提問
30 嘅。就我就想請你睇一睇就你面前嗰個文件夾，就係第 1 段，你而家睇緊嗰個
31 頁係咪附件 3 嘍，上面寫住「附件 3」？

32 MR JAN KULIS：（經傳譯員）係嘅，冇錯。

33 陳政龍先生：（經傳譯員）你公司就係提供嘅答案就係藍色，我可唔可以睇一睇第二

1 段或者係第一段，呢個第三段藍色嘅就係第二段，就話 Openmatics 就係簽約
2 係提供呢個遠程通訊系統畀九巴同埋龍運巴士公司，然後你問公司就話
3 Openmatics 就係開始提供呢啲嘅遠程系統就係使用第一代嘅黑盒，叫做「莫
4 札特黑盒」，之後就係代替佢，就用一個叫做「巴克黑盒」去代替嘅，然後同
5 時間顧客係可以兩個系統一齊用嘅，就好似九巴咁樣樣。你可唔可以首先話畀
6 我哋聽嗰個莫札特個盒同埋巴克盒係幾時係推出市場嘅呢？

7 MR JAN KULIS：（經傳譯員）如果我有記錯嘅，係 2011 年係莫札特盒。

8 陳政龍先生：（經傳譯員）巴克盒呢？

9 MR JAN KULIS：（經傳譯員）2015 年嘅夏季嘅時候推出嘅。

10 陳政龍先生：（經傳譯員）所以巴克盒就相對於莫札特盒係比較先進嘅？

11 MR JAN KULIS：（經傳譯員）係，冇錯。

12 陳政龍先生：（經傳譯員）你可唔可以話畀我聽一般嚟講佢哋主要呢兩種嘅黑盒其實
13 係有咩嘢主要嘅分別呢？

14 MR JAN KULIS：（經傳譯員）可以嘅，係科技越嚟越進步，唔好意思，就呢一個巴
15 克就係第二代嘅，佢係比較外型係細啲、平啲、快啲同埋有更多嘅介面嘅，所
16 以呢個主要分別就喺呢度。

17 陳政龍先生：（經傳譯員）你話更多介面咩嘢意思呢？

18 MR JAN KULIS：（經傳譯員）呢個嘅裝置係可以閱讀唔同嘅數據，同埋去到接駁唔
19 同嘅電腦，呢個喺莫札特就可以係同呢一個車嚟去接駁等等；巴克盒就可以接
20 駁去更多唔同嘅介面，譬如好似全球定位系統咁樣嘅。

21 陳政龍先生：（經傳譯員）而家嚟講，巴克盒其實係咪你問公司裏面最先進嘅一種型
22 號呢？

23 MR JAN KULIS：（經傳譯員）係，冇錯，而家係最先進㗎喇。

24 陳政龍先生：（經傳譯員）我可唔可以再睇一睇你哋個陳述書？就係你公司提供嘅陳
25 述書，你嘅公司講就係關於就係司機嘅反饋裝置，係再翻開後面個版，呢度就
26 係有一個就呢一個螢幕嘅走出嚟嘅一個節錄，就係關於某一啲嘅界限值嘅，你
27 個公司就講話就個界限起初就係應該係由九巴佢自己制定嘅，就由呢個
28 Openmatics 就去調校去到一個適合嘅一個界限嘅，我個一般性嘅問題就係話
29 你問公司就係將佢校正咗呢啲界限值之後，嗰個最終嘅使用者，譬如話嗰個巴
30 士嘅營運者，佢哋可唔可以係改變或者係再自己去制訂一啲新嘅價值，還是佢
31 要返番嚟你問公司度呢？

32 MR JAN KULIS：（經傳譯員）一般嘅說法就係嗰個嘅顧客可以能夠改變呢啲嘅界限
33 值嘅。

- 1 陳政龍先生：（經傳譯員）我哋睇一睇嗰啲每一個個界限值，頭啲兩個嘅指標，就係
2 關於係加速同埋減速嘅，你可唔可以話畀我哋聽佢嗰個其實講嗰個時間係點樣
3 樣呢？就係點樣去量度個加速同埋減速，就去致使到就話已經係超越咗個界限
4 值呢？
- 5 MR JAN KULIS：（經傳譯員）我覺得就已經喺呢度列咗出嚟喇，已經係，係呢個
6 每二次方秒嘅。
- 7 陳政龍先生：（經傳譯員）我就講緊呢一個嘅系統就係提供畀香港巴士公司嘅，可唔
8 可以就係裏面係講係唔同嘅時段用唔同嘅方法去量度呢，譬如話係三秒或者五
9 秒，其實嗰個加速嘅情況係點樣樣？喺而家嘅系統底下可唔可以嘅呢？
- 10 MR JAN KULIS：（經傳譯員）係可以嘅，呢個係可以嘅，呢個係一個選項嚟嘅。
- 11 陳政龍先生：（經傳譯員）呢個咁樣嘅量度加速、減速其實喺莫札特同埋巴克盒嘅制
12 式底下都係可以有咁嘅量度嘅？
- 13 MR JAN KULIS：（經傳譯員）係兩個系統，兩個制式都係可以用呢個嘅量度方法
14 嘅。
- 15 陳政龍先生：（經傳譯員）如果係咁嘅說話，點解喺呢一個嘅屏幕之中我哋冇清楚表
16 明係咁樣樣呢，如果係可以嘅說話？
- 17 MR JAN KULIS：（經傳譯員）唔好意思，我就唔係好明你嗰個問題。
- 18 陳政龍先生：（經傳譯員）我再開始，如果我哋睇番呢一個屏幕，屏幕嗰個啱啱摘
19 錄，喺你就頭先就講話嗰個加速同埋減速嗰個量度就係每秒去量度嘅，我問題
20 就係話嗰個加速同埋減速嗰個界限值會唔會就係譬如話三秒、五秒你去量度，
21 而唔係每秒，致使到你就可以睇得更清楚嗰個加速同埋減速嘅情況，係可唔可
22 以嘅呢？或者你需要其他嘅裝置先可以做到？
- 23 MR JAN KULIS：（經傳譯員）係可以嘅，但係呢個而家嗰個應用程式其實都唔係可
24 行嘅，就其實嗰個系統都唔係咁樣設計嘅，就唔係畀嗰個客咁樣去調整嘅。
- 25 陳政龍先生：（經傳譯員）點解我問呢個問題呢？因為我睇番你嗰個公司嘅網頁，係
26 呢一個嘅車載監察系統之中，其中一個嘅界限值就係三秒之中就係多過或者減
27 少嘅，就係超過百分之五十又或者係喺呢一個每個鐘頭裏面五秒之內就增速咗
28 32 個公里，所以你一個唔同嘅方法去量度突然之間點解會加速或者減速，所以
29 我個問題就係話其實而家有嘅科技底下其實你有一個更加先進嘅方法去量度加
30 速同埋減速嘅？
- 31 MR JAN KULIS：（經傳譯員）其實你係講緊呢個 Vivaldi 嗰個單位，呢個就係我
32 哋係畀呢一啲客車嘅，呢個係喺 2017 年嗰陣時我哋製造或者係 2018 年，嗰個
33 軟件就更加嘅先進嘅。
- 34 陳政龍先生：（經傳譯員）我明白喇，呢個相對於莫札特同埋巴克係更加先進，我明

1 白嘅，你其實係咪講緊呢個莫札特或者係巴克嘅盒，其實呢一種嘅量度方法係
2 唔得嘅呢？

3 MR JAN KULIS：（經傳譯員）其實係可以有嘅，但係就係問題就係話嗰個嘅顧客有
4 冇咁要求嘅，目前為止其實就有七顧客係咁樣要求嘅，其實係隨時可以係改變
5 嘅。

6 陳政龍先生：（經傳譯員）仍然係加速或者減速嗰方面，我哋再睇之後嗰幾頁，...

7 主席：（經傳譯員）Kulis 先生，唔好意思，你呢度有啲數字就喺呢一個頁數，喺
8 啱啱佢上高，你呢度有一段文字就係解釋點解呢啲數字就係點樣去解釋嘅，我
9 哋係可唔可以係睇一睇呢啲數字呢？呢個我哋想睇嘅就係話嗰個嘅司機反饋裝
10 置，就關於嗰個意外嘅巴士，其實起初就係個界限值就係由九巴自己制定嘅，
11 後來就係由 Openmatics 校正咗，然後就去符合嗰個九巴嗰個要求嘅，你個意
12 思係嗰個牽涉喺嗰個意外嘅車輛係乜嘢意思呢？

13 MR JAN KULIS：（經傳譯員）呢個喺大埔公路嗰個嘅交通意外嘅，有人命損失嘅。

14 主席：（經傳譯員）好，唔該晒。

15 陳政龍先生：（經傳譯員）關於個加速同埋減速嘅方面，我可唔可以睇一睇就之後第
16 5段？第69頁嘅，喺我哋嘅文件夾之中，第5段。

17 MR JAN KULIS：（經傳譯員）係，見到。

18 陳政龍先生：（經傳譯員）喺呢個頁嘅中間，再係喇，藍色嗰段就係你哋公司嘅答
19 案，呢一個嘅遠程通訊系統就喺九巴用嘅，就係可以記錄嗰個速度，加速同埋
20 減速嘅啲巴士，但係嗰啲加速或者減速就係持續咁樣去個記錄其實就有啟動到
21 呢一個功能嘅，你可唔可以再進一步係解釋畀我哋聽呢個係咩嘢意思呢？特別
22 係講就係話持續去記錄嗰啲加速同埋減速，呢個係咩嘢意思呢？

23 MR JAN KULIS：（經傳譯員）如果我有理解錯嘅時候，呢個係就係講緊就係話嗰個
24 情況就係呢啲界限值、加速同埋減速就係喺九巴嗰度就係愛嚟實時嘅監察，但
25 係就唔係愛嚟記錄嘅，呢個就係我個理解。冇錯，我哋係有個系統嘅，但係我
26 哋就有去啟動嘅，我哋所建議--我哋就有記錄到呢啲加速同埋減速嘅界限值，
27 就有記錄到一啲數字嘅。

28 陳政龍先生：（經傳譯員）你嘅理解就係加速同埋減速就有喺個黑盒系統裏面係有記
29 錄嘅，係咪咁呀？係咪正確？

30 MR JAN KULIS：（經傳譯員）正確嘅，呢個都係我嘅理解。另外一個功能就係我哋
31 嘅黑盒就有記錄唔同嘅數據嘅，就有二十種唔同嘅界限值嘅，但係就唔係加速
32 同埋減速嘅。

33 陳政龍先生：（經傳譯員）有冇咩嘢原因冇啟動到話要去儲存呢一啲嘅數據呢？

1 MR JAN KULIS：（經傳譯員）我相信一定有原因嘅，但係我就唔知道，我覺得就係
2 可能係按住九巴佢個客戶嘅要求究竟係需要啲乜嘢，可能就對於嗰個儲存量都
3 有啲關係嘅，一定有原因，但係我就唔知個原因係乜嘢。

4 羅先生：（經傳譯員）我有一個關於加速同埋減速嘅問題，呢個係直接去量度咩，還
5 是係根據嗰個時間而去--嗰個嘅動力嚟計出嚟嘅呢？

6 MR JAN KULIS：（經傳譯員）你可以睇到我哋喺呢一個嘅屏幕嗰度，我哋係我哋第
7 一個嘅指標嚟嘅，喺呢個情況底下，嗰個訊號嘅來源就係嗰個車速，然後喺嗰
8 度，我哋就會計到每一秒嗰個加速同埋減速嘅速度嘅，亦都係可以佢哋係用一
9 啲內置嘅咪錶去使用嘅、應用。

10 羅先生：（經傳譯員）其實係咪直接去量度還是係以佢嗰個動力嗰個改變去計出嚟嘅
11 呢？

12 MR JAN KULIS：（經傳譯員）喺我哋呢個嘅系統之中，係用個車速嗰度計出嚟嘅，
13 所以嗰啲嘅訊號...

14 陳政龍先生：（經傳譯員）對唔住，Kulis 先生，就係嗰啲嘅訊號就係用嗰個量度
15 車速嗰個嘅裝置係擺出嚟嘅，係咪呀？嗰個訊號嘅來源就係由嗰個車嘅車速嗰
16 個咪錶嗰度擺出嚟嘅資料，然後嗰個系統就係計到，從呢啲嘅車速計到嗰個加
17 速同埋減速嘅速度嘅，係咪呢？

18 MR JAN KULIS：（經傳譯員）係，冇錯嘅，正確嘅。

19 陳政龍先生：（經傳譯員）好，Kulis 先生，我哋就去睇下一個指標，就係關於嗰
20 個嘅傾側嗰個角度，而家呢度就寫係 44 度嘅，從一個技術嘅層面嚟講，你知唔
21 知道點解係用 44 度，而唔係用其他嘅度數？

22 MR JAN KULIS：（經傳譯員）我諗 44 度你就可以想像呢一架係一架運行之中嘅巴
23 士，佢唔係一個真正嘅數值，即係根據我嘅諗法，呢一個嘅配置就係表示喺呢
24 一個傾斜角度嗰度係會發出警告嘅，如果你想係因為呢個傾斜角度而被通知，
25 你可以將呢個界限值係定喺嗰度嘅，即係喺一個一般嘅營運操作嘅時候。

26 陳政龍先生：（經傳譯員）另外一個參數，講到呢個傾斜角度嘅，就係呢個嘅配置，
27 就係過速嘅配置，喺呢一幅圖入面，我哋可以見到有兩個嘅參數，一個就係速
28 度，另外一個就係喺地方中嘅速度，呢兩個都係每小時 75 公里嘅，首先一個比
29 較基本嘅問題，睇下我係咪明白得清楚，如果架巴士喺呢個情況之下係超過咗
30 每小時 75 公里，佢就會超過咗個界限，係咪？

31 MR JAN KULIS：（經傳譯員）係。

32 陳政龍先生：（經傳譯員）咁有咩嘢唔同呢，就係呢兩個嘅參數，即係速度同埋嗰個
33 地區嘅速度？

34 MR JAN KULIS：（經傳譯員）呢一個嘅應用就係話有一個司機嘅反饋系統，就可以

1 去處理一個嘅地方嘅，譬如你係可以喺就住嗰個地方去定立一啲唔同嘅限速，
2 如果你想將佢配置，因為有一啲地方係 50，有啲地方係 70，如果你配置呢一個
3 應用嘅方法係咁樣做嘅話，喺某一啲地方亦都係有唔同嘅速限制嘅，所以呢一
4 個參數亦都唔同。當然你亦都需要再去配置其他嘅一啲嘅窗口或者係去輸入一
5 啲有關嘅資料入到去嗰個系統度。

6 陳政龍先生：（經傳譯員）我對於你個答案嘅後半部係比較有興趣嘅。架巴士如果你
7 係想利用呢一個嘅地方速度嘅參數，係首先要知道架巴士喺邊度，就先至話可
8 以觸發呢一個嘅參數嘅，喺技術上係點樣做嘅呢？

9 MR JAN KULIS：（經傳譯員）呢一個就係而家喺我哋用全球定位系統嘅技術，喺莫
10 札特同埋巴克盒嗰度都係嘅，而喺香港嘅情況，呢一個嘅全球定位系統嘅科技
11 亦都係有供應嘅，呢一個嘅功能就可以幫助我哋知道嗰個位置，咁樣我哋知道
12 嗰個訊號喺邊度。

13 陳政龍先生：（經傳譯員）呢一個嘅可以訂定唔同嘅速度嘅界限，喺唔同嘅地方，而
14 家喺目前嘅系統嗰度係咪可以用得到呢？即係你供應畀香港呢啲公司嘅呢個系
15 統嗰度，或者定話佢哋要加落去嘅呢，係咪一啲額外嘅嘢嚟嘅呢，如果佢哋用
16 呢一個功能嘅話？

17 MR JAN KULIS：（經傳譯員）當然佢哋需要去配置或者同我哋合作，我哋要一齊去
18 配置呢一啲嘅地方，就係我哋係可以去界定嘅，喺個系統入面係做得到嘅。

19 陳政龍先生：（經傳譯員）喺呢個情況之下，我哋亦都係同樣嘅速度就係兩個參數都
20 係 75，有一啲咩嘢嘅目的，而家呢兩個嘅速度都係一樣嘅話，係點解呢？

21 MR JAN KULIS：（經傳譯員）我諗即係話呢一個嘅功能就係有喺呢一個特別嘅配置
22 入面使用嘅。

23 陳政龍先生：（經傳譯員）喺香港，我諗你都知道我哋係一個非常稠密嘅城市，有好
24 多嘅高樓大廈，你覺得嗰個穩定性或者嘅可靠性，即係關於呢個全球定位系統
25 係其實喺香港係咪真係咁可靠呢？因為香港有更加多嘅高樓大廈，會唔會影響
26 呢個全球定位系統嘅效率呢？

27 MR JAN KULIS：（經傳譯員）當然，我哋知道香港嘅環境係會有啲唔同嘅，所以係
28 會有啲影響嘅，因為好多嘅高樓大廈，對於呢個定位嘅準確性係有啲影響嘅，
29 而嗰個效率嗰方面，可能喺呢一個高度，以米數嚟到講，係會有一啲嘅錯誤
30 嘅，比起一啲空曠嘅地方，但係我諗我哋嘅定位系統一般而言，對於客戶嚟
31 講，都係可以接受，因為我哋都經過幾次嘅測試，同埋一啲精準嘅調校嘅。最
32 近，我都係傾過呢一個問題，我哋亦都係進行過一啲嘅計算，令到我哋係可以
33 去輸入嗰個位置、有關嘅數值，同埋如果個全球定位系統嘅訊號消失咗嘅時候
34 我哋可以做啲咩嘢嘅。

35 陳政龍先生：（經傳譯員）你覺得有幾常見就係話全球嘅呢一啲嘅商業車隊佢哋係去

1 配置或者去採用唔同嘅一啲嘅速度嘅界限，就係當一架車進入一個較低限速嘅
2 地方嘅時候，佢哋有幾經常使用呢？

3 MR JAN KULIS：（經傳譯員）根據我哋嘅經驗，佢並唔係咁廣泛被使用嘅，嗰啲營
4 運商佢哋係會喺較高速嘅時候使用，巴士或者係貨車咁樣樣，佢哋都係唔想有
5 一個太複雜嘅系統嘅，對於司機嚟講，可能會係太複雜。

6 羅先生：（經傳譯員）如果呢個系統係可以去訂定喺唔同嘅地方有唔同嘅限速嘅，就
7 會係更加複雜㗎喇，你首先要去界限嗰個地方同埋嗰個界線，呢一個嘅簡單嘅
8 介面就唔可以去處理唔同地方嘅唔同速度嘅界限嘅，係咪？

9 MR JAN KULIS：（經傳譯員）喺呢一個介面嗰度，你係可以去訂定兩個速度嘅界限
10 嘅，然後係需要界定嗰個喺下一個窗口嘅地方，呢度係冇顯示出嚟嘅，但係喺
11 嗰個另外呢一個配置嘅窗口嗰度，你就會見到嗰啲嘅細節同埋有關嘅設定以及
12 嗰啲嘅配置，亦都係有某啲地方係可以有唔同嘅配置嘅。

13 羅先生：（經傳譯員）所以呢個系統就唔係特登設計做呢樣嘢嘅，就係我哋見到呢個
14 介面就有見到呢一個嘅功能？

15 MR JAN KULIS：（經傳譯員）係。

16 陳政龍先生：（經傳譯員）如果我有一個數碼地圖係可以顯示出唔同道路上面嘅唔同
17 嘅限速嘅，我可唔可以去使用佢就去加上埋而家呢一個嘅系統，就去配置、訂
18 定唔同嘅時速嘅限制，就係可以為唔同嘅巴士嘅制訂嘅，定話喺你個系統入面
19 呢樣嘢係不可能嘅呢？

20 MR JAN KULIS：（經傳譯員）係可能嘅，當然我哋係會需要一啲嘅軟件，佢哋係可
21 以將嗰啲檔案去到編制佢，亦都係可以同嗰個地圖嚟到對接，而喺我哋嘅配置
22 入面，我哋就可以進行一啲檔案嘅改變嘅。

23 陳政龍先生：（經傳譯員）所以呢一個嘅系統嘅限制只係兩個速度，唔係多種速度？

24 MR JAN KULIS：（經傳譯員）係嘅，呢個係目前嘅應用嘅限制，但係好容易就可以
25 將佢擴展，去加埋第二啲嘅限制嘅，呢個只不過係個軟件嘅改變嘅啫，但係而
26 家暫時係並不支援嘅，因為佢嗰個速度嗰個頻度係比較低嘅。

27 陳政龍先生：（經傳譯員）而家我哋係聚焦講下而家你哋係提供畀香港巴士嘅一啲嘅
28 儀器，我咁樣講啱唔啱呢，就係話如果呢一啲嘅界限係多過一個以上係被跨越
29 咗嘅，呢個系統就會即刻嗰啲聲音同埋喺視覺嗰度就係會畀一啲反饋係畀嗰個
30 司機嘅，係咪？即係例如有啲嗶嗶聲咁樣？

31 MR JAN KULIS：（經傳譯員）係。

32 陳政龍先生：（經傳譯員）呢度我有興趣嘅就係除此之外，即係除咗去警告嗰個揸緊
33 巴士嘅司機之外，呢一啲嘅界限值，即係你哋公司提供呢一啲嘅儀器有一啲嘅
34 界限值，佢哋有冇一個嘅能力就係話可以自動咁樣樣去發出一啲嘅報告，就係

1 話如果有人跨越咗呢啲嘅界限值，就係可以通知嗰啲去監察緊嗰個司機行為嘅
2 人就係話而家呢一啲嘅界限值已經係被超過咗？

3 MR JAN KULIS：（經傳譯員）係，呢一個系統係可以嘅。

4 陳政龍先生：（經傳譯員）即係話可以自動出一啲報告嘅，係咪呀？

5 MR JAN KULIS：（經傳譯員）係。

6 陳政龍先生：（經傳譯員）巴士公司係咪需要一啲額外嘅軟件應用，先至可以去使用
7 呢一個嘅自動產生報告嘅程序呢？

8 MR JAN KULIS：（經傳譯員）而家係直接支援嘅，喺呢個反饋嘅系統嗰度，而呢個
9 司機嘅反饋系統就唔係話淨係嗰個儀器本身，而係一系列嘅應用程式，其中一
10 啲嘅應用程式就喺呢個巴士上面嘅儀器使用嘅，但係另一方面，就係喺嗰個伺
11 服器嗰度嘅，所以係可以做得到嘅，所以例如喺呢度講到超速嘅問題，你都係
12 可以見到。

13 陳政龍先生：（經傳譯員）所以就係話嗰個最終使用者，即係個巴士公司想點樣樣去
14 使用嗰啲數據，即係佢點樣使用去收集啲數據，係咪？

15 MR JAN KULIS：（經傳譯員）係。

16 陳政龍先生：（經傳譯員）除咗呢一啲基本嘅界限值，我哋喺呢一張圖入面所見到嘅
17 之外，呢個系統會唔會提供其他嘅界限值係同安全駕駛有關嘅呢？

18 MR JAN KULIS：（經傳譯員）並唔係喺呢個嘅應用程式嗰度，即係話呢個司機反饋
19 系統，但係我哋有其他嘅應用程式，係我哋可以上載去呢一啲嘅盒嗰度嘅，我
20 哋就可以去量度任何嘅參數，喺技術上，我哋係可以去閱讀嘅，亦都可以去分
21 析，我哋就可以去監察呢一啲重要嘅參數，然後可以開始監察。

22 陳政龍先生：（經傳譯員）我而家想去問另一個題目，就係關於呢個數據嘅傳輸，即
23 係由呢個黑盒收集咗啲數據之後嘅傳輸係去另外一個地方嘅。首先我就想你揭
24 去第 69 頁，喺你嘅文件入面應該係喺第 5 段嗰度嘅，你如果去到正確啲一頁，
25 喺嗰頁嘅下面應該有一個羅馬數目字嘅 (ii) 字，藍色啲啲答案就由你公司提供
26 嘅，就係講到嗰個系統去每一秒鐘收集嘅數據，然後就將呢個數據傳輸去到某
27 一個嘅 FDP 伺服器，每三十秒鐘一次。我第一個問題係呢一個嘅訂定，即係三
28 十秒鐘傳輸數據一次嘅訂立，呢個係咪有得選擇嘅呢，定話係呢個你問公司嘅
29 硬件嘅一個限制嚟嘅呢？

30 MR JAN KULIS：（經傳譯員）呢個係選擇嚟嘅。

31 陳政龍先生：（經傳譯員）如果個最終使用者係想嘅話，佢就可以去校正嗰個系統，
32 將嗰啲數據係每秒鐘都送去嗰個伺服器嘅，係咪呢？

33 MR JAN KULIS：（經傳譯員）例如其實我會認為係會有一啲技術上嘅限制嘅，因為

1 嗰個傳輸嘅方法，即係嗰啲檔案嘅傳輸等等，佢哋需要一啲時間去檢查同埋去
2 建立一個嘅連繫，然後上載嗰啲檔案，我諗呢個 FDP 係有一啲科技上嘅限制
3 嘅，需要兩到三秒嘅，...

4 陳政龍先生：（經傳譯員）所以係會稍遲嘅，...

5 MR JAN KULIS：（經傳譯員）...我諗最低嘅使用值係 FDP 嗰度係呢個傳輸係應該
6 係五秒嘅。

7 陳政龍先生：（經傳譯員）即係講到呢一個數據傳輸嘅速度，呢一個就係我對你嘅問
8 題嘅認知，係咪？即係話係有一啲嘅限制？

9 MR JAN KULIS：（經傳譯員）係。

10 陳政龍先生：（經傳譯員）如果呢一個數據係可以傳輸同埋被接收嘅，可能係每五秒
11 鐘一次，你嘅公司有冇提供有關嘅技術呢，無論係硬件或者軟件去支援一個實
12 時嘅監察，即係監察呢一啲黑盒所收集到嘅數據？

13 MR JAN KULIS：（經傳譯員）有嘅。

14 陳政龍先生：（經傳譯員）睇下咁樣講啱唔啱喇，你公司提供一個黑盒，佢收集數據
15 嘅，呢個系統就可以傳輸呢啲數據，例如每五秒鐘一次，去到每一個嘅伺服器
16 嗰度，而我作為一個主管，我就坐喺我嘅辦公室入面，我點樣樣去監察個司機
17 呢，喺實時嗰方面，我係咪需要一啲額外嘅軟件，定話你嘅公司就可以提供呢
18 一啲嘅軟件嘅呢？

19 MR JAN KULIS：（經傳譯員）我哋係其實有兩個選擇嘅，我哋可以提供我哋嘅軟件
20 解決方案，呢一個就係包括 Openmatics 嘅入門嘅門戶同埋一啲其他嘅伺服器
21 上面嘅嘢，係另外仲有一個嘅選擇嘅。有一啲嘅顧客佢哋就係想得到嗰啲數
22 據，佢哋有自己嘅資訊科技系統去做嘅。

23 陳政龍先生：（經傳譯員）而喺九巴嗰方面，佢哋就將佢--即係佢哋淨係用你哋嘅呢
24 一啲提供嘅儀器呢，定話佢哋有用其他公司所提供嘅一啲嘅實時監察呢？

25 MR JAN KULIS：（經傳譯員）九巴佢哋有自己嘅資訊科技系統嘅，佢哋就係會處理
26 佢哋收集到嘅數據嘅，但係我哋如果想嘅話，都可以改變嘅。

27 陳政龍先生：（經傳譯員）根據你嘅經驗，有幾常見呢，喺全世界嚟到講，就係話講
28 到呢一啲商用車隊嘅管理，啲公司佢哋係實時咁樣樣去監察佢哋嘅司機行為
29 嘅，有幾常見嘅呢？

30 MR JAN KULIS：（經傳譯員）我諗而家係頗為常見嘅，因為都係有安全同埋經濟嘅
31 原因，啲公司係想監察住佢哋嘅司機嘅，有一啲嘅公司喺某一啲嘅地方可能咁
32 樣係同法例係有衝突嘅，因為係要保--但係有時要保障司機嘅安全，喺西歐嘅
33 一啲國家有時係並不容易嘅，要推行呢一個嘅監察系統，但係仍然係有咁嘅需
34 求。

1 陳政龍先生：（經傳譯員）我而家繼續，去講另一個嘅主題，你較早前提及過或者其
2 實我都提及過，一個叫 Vivaldi 嘅儀器，亦都係由你公司所提供嘅，呢一個嘅
3 儀器最初係幾時推出市場嘅呢？

4 MR JAN KULIS：（經傳譯員）我諗 2017 年底或者 2018 年頭，我唔係好肯定，佢
5 係比較新嘅一個硬件嚟嘅。

6 陳政龍先生：（經傳譯員）係咪比起莫札特同埋巴克嗰個係先進定抑或完全不同呢？

7 MR JAN KULIS：（經傳譯員）呢個係完全唔同嘅，呢個 Vivaldi 就係唔同嘅，係
8 作為係客戶用嘅車輛嘅，呢個就唔係畀巴士嘅。

9 陳政龍先生：（經傳譯員）就係畀啲客戶車嘅，唔係大巴士？

10 MR JAN KULIS：（經傳譯員）可以係商用車。

11 陳政龍先生：（經傳譯員）如果係咁嘅話，我會繼續講其他嘅題目。下一項我想講
12 嘅，想問嘅問題嘅就係係咪可以用軟件分析嚟到去製作一個報告，就睇下嗰個
13 司機嘅行為係可接受定不可接受，即係講到佢係咪安全嗰方面。我想問下，你
14 哋公司有冇提供嗰個軟件，係有咁嘅功能就去評估一下，即係當然係根據黑盒
15 所收集嘅數據，而有咁嘅功能，就可以係做下評估同埋編製一個報告，就係界
16 定嗰個司機嘅行為是否可以接受？

17 MR JAN KULIS：（經傳譯員）係，係可以有嘅，得。

18 陳政龍先生：（經傳譯員）你話得係點樣做嘅呢？譬如話我係一間巴士營運商，我嚟
19 搵你，就話我想搵啲嘢就可以係編製一個報告，想知道某一個司機佢個表現
20 嘅，你會講啲咩畀我聽，就話畀我聽點樣做法嘅呢？

21 MR JAN KULIS：（經傳譯員）咁樣我就會話畀你聽我哋有咁嘅責任就係畀嗰個--
22 話畀你聽我哋有嗰個係司機反饋嗰個程式嘅，同埋一啲係入門嘅--入門戶，咁
23 你就可以睇番我哋剛才睇過嗰啲參數，你亦都可以得到嗰啲資料嘅，最終你就
24 係可以做你自己個分析嘅，譬如話邊一位司機係有最多嘅警告、有冇超速等
25 等，呢個係一個方案；另外亦都可以係認為我哋係淨係收到司機嘅反饋嘅話唔
26 夠，想要啲更加先進嘅話，我哋可以幫你設計一個新嘅解決方案嘅，我哋可以
27 將嗰個駕駛嘅數據嗰啲參數就係輸入、記錄，如果你想係有更加集中咁睇其他
28 嘅數據同其他參數，亦都可以嘅，亦都可以據此嚟到進行分析，咁睇下你想點
29 樣嘅，如果你--究竟你係想搵嗰個最佳嘅司機吖，定抑或你係想睇嗰個係負
30 面嗰方面嘅限制嘅，所以都係可以做得到嘅。呢個亦都係要睇番你有啲咩嘢嘅
31 選擇，我哋有更多嘅解決方案嘅

32 陳政龍先生：（經傳譯員）講到嗰個軟件嘅功能，講到嗰個硬件，硬件純粹就係嗰個
33 黑盒就係收集數據嘅，係咪呀？換句話講，就係如果想做頭先嘅嘢唔需要買新
34 嘅機件，都可以係收到一個報告，編製到一個報告，係關乎一個司機嘅表現
35 嘅，啱唔啱呀？

1 MR JAN KULIS：（經傳譯員）唔需要。譬如話你係客戶，你有嗰個黑盒嘅數據，你
2 想有啲新嘅功能，我哋可以幫你做嘅，用番同樣嘅硬件都可以做到嘅，我哋就
3 畀啲新嘅軟件你就得喇。

4 陳政龍先生：（經傳譯員）根據你嘅經驗，我想問，喺世界上嚟講，講到係管理商業
5 嘅車隊，營運商有幾常見係會用呢啲軟件嚟到編製報告去睇住嗰啲司機嘅行
6 為，睇住佢嘅表現呢？

7 MR JAN KULIS：（經傳譯員）根據我嘅經驗，喺西歐嘅國家，相當之普遍嘅。另一
8 方面，有其他嘅地方佢哋都盡量係簡單嘅，譬如話只係有嗰個司機嘅反饋嘅系
9 統嘅，就係咁，就比較負面嗰方面嘅，即係只係有一個警示，因為就係司機都
10 需要明白佢哋係畀人哋監察啲乜嘢嘅，如果你用一啲好複雜嘅功能嘅話，你亦
11 都需要就係要培訓嗰啲司機嘅，所以嗰個情況係根據不同國家嘅需要，有不同
12 嘅。

13 陳政龍先生：（經傳譯員）你就剛才講，就話西歐係普遍，係咪呀？

14 MR JAN KULIS：（經傳譯員）係。

15 陳政龍先生：（經傳譯員）好喇，除咗係司機嘅報告...

16 主席：（經傳譯員）或者你未落去第二個報告之前，你就話西歐國家相當普遍，咁樣
17 樣我想問，佢哋用啲乜嘢嘅界限嚟到去監察司機嘅表現呢？即係如果好似話幫
18 啲司機係評分、打分，去評估一下究竟佢係好司機、唔好嘅司機定抑或一般嘅
19 司機。

20 MR JAN KULIS：（經傳譯員）我可以畀啲例子你嘅，譬如話喺我哋德國嗰度係一啲
21 貨運嘅公司，佢哋就會有嗰啲基本嘅參數嘅，譬如話車速、加速、減速，但係
22 除此之外，佢哋都會睇下佢用嗰個腳掣、剎車掣定抑或少用，佢哋亦都會睇個
23 個幾時會用嗰個剎車掣，會唔會話佢哋就好放肆咁樣樣嘅揸車嘅方式嘅，所以
24 亦都可以嚟到去睇下佢哋揸成點嘅。

25 主席：（經傳譯員）換句話講，最基本就睇到個超速、加速、減速嗰個就係基本嘅型
26 號，係咪呀？

27 MR JAN KULIS：（經傳譯員）係，同埋空轉，即係如果你將個引擎空轉，你都喺度
28 係浪費金錢嘅，呢個係嗰個基本嘅型號嘅。除此之外，就睇下你用嗰個剎車掣
29 有冇係錫住嚟用咁樣樣。

30 羅先生：（經傳譯員）講到三十秒嗰樣嘢，你就話每三十秒先至傳輸嗰個數據，係咪
31 逐秒咁樣樣將過去嗰三十秒嚟到去傳送或者將每逐秒逐秒將過去嗰九秒嚟到傳
32 輸，定抑或點呢？

33 MR JAN KULIS：（經傳譯員）係逐秒逐秒。

34 羅先生：（經傳譯員）換句話講，你逐秒逐秒咁睇到過去嗰三十秒，之前嗰三十秒？

1 MR JAN KULIS：（經傳譯員）係呀。

2 陳政龍先生：（經傳譯員）Kulis 先生，我轉去下一個項目，呢個就關乎就係自動
3 咁樣記錄司機嘅行車同埋休息時間。

4 MR JAN KULIS：（經傳譯員）係。

5 陳政龍先生：（經傳譯員）我嘅理解就係你哋公司有咁樣嘅硬件同埋軟件，就係讓司
6 機嘅駕駛時間就係自動咁樣數據化咁樣樣係記錄低嘅，啱唔啱呀？

7 MR JAN KULIS：（經傳譯員）係，講得清楚啲，即係莫札特同埋巴克嘅盒我哋都會
8 記錄到佢個駕駛時間。我哋有歐洲嘅一啲規定嘅，呢個就符合歐洲嘅法律
9 嘅，如果係根據佢個個要求嚟到，就可以有咁樣嘅紀錄嘅。

10 陳政龍先生：（經傳譯員）讓我睇下我嘅理解啱唔啱，你公司所提供嘅就係提供個
11 軟件，讓大家可以記錄司機嘅駕駛時間，呢一個就係根據你哋係用莫札特或者
12 係巴克盒嚟到收集到嘅數據嚟到作一個紀錄，啱唔啱？

13 MR JAN KULIS：（經傳譯員）係。

14 陳政龍先生：（經傳譯員）呢個軟件嘅程式係咪叫做 Digi Tacho Download，英
15 文，定抑或唔同呀？

16 MR JAN KULIS：（經傳譯員）其實我哋有一個軟件嚟到將佢下載個數據嘅，呢個
17 係要喺車嗰度裝咗先得嘅，喺歐洲係好廣泛應用嘅，呢一個係車速記錄儀嚟
18 嘅。我哋就係強制就係要嘅，就避免就係要人手去下載嘅，因為唔需要人手咁
19 去下載咁大個--龐大車隊嘅數據嘅。

20 陳政龍先生：（經傳譯員）另外仲有一個駕駛時間嘅流動應用程式，係咪一樣呢？

21 MR JAN KULIS：（經傳譯員）呢一個係較為先進嘅，亦都係同嗰個電子行車紀錄儀
22 就係連繫咗嘅，但係佢個個範圍，你可以喺呢度見到，就係睇到佢剩番嘅駕駛
23 時間，因為你會好快知道邊個司機就係要有人替佢，邊個仲可以繼續駕駛等
24 等。

25 陳政龍先生：（經傳譯員）如果係香港，我哋冇咁樣嘅記錄儀，即係冇好似西歐佢
26 哋嗰一種嘅行車記錄儀嘅。香港係咪可以用呢一啲嘅電子記錄儀嚟到去記錄低
27 司機嘅駕駛時間，而佢個做法就係透過呢個莫札特盒同埋呢個係巴克盒呢？

28 MR JAN KULIS：（經傳譯員）係，一般嚟講係可以嘅，我哋只需要係知道嗰個司機
29 嘅身分同埋嗰個係速度咁樣嘅資訊，我哋好容易就知道佢揸車揸咗幾耐，我哋
30 就可以自己就係進行嗰個量度，即係計算一下佢係揸咗幾耐。

31 陳政龍先生：（經傳譯員）我想問呢個喺世界上嘅應用有幾廣泛呢？即係講到話係電
32 子咁樣係記錄低司機嘅駕駛時間，呢個係常見定不常見呢？

1 MR JAN KULIS：（經傳譯員）我只可以講歐洲嗰度，因為佢有法例嘅規定，但係北
2 美嗰方面或者南美嗰方面，就佢哋而家仲喺度考慮緊要唔要呢一樣嘢嘅，我諗
3 亞洲同埋太平洋呢方面都應該係咁，都仲係喺度研究當中。

4 陳政龍先生：（經傳譯員）唔該。繼續落去，剛才講咗駕駛時間，下一個想同你討論
5 嘅課題就係嗰個你公司所提供嘅嗰個剎車嘅系統，我知道，我哋見過係有兩
6 種，你哋公司嗰個網站話你哋提供嘅兩個系統嘅，一個叫 intarders，另一個
7 叫做綜合剎車控制系統。首先我就想請你解釋一下係咩嘢嚟嘅？另外喺商用嘅
8 巴士，特別喺香港雙層巴士，用唔用得著呢？或者先請你係逐項逐項解釋一
9 下，首先係 intarder，係咩嘢嚟嘅呢？

10 MR JAN KULIS：（經傳譯員）Intarders 係一個額外嘅剎車系統，呢一個係嗰個
11 波箱嘅系統之一嚟嘅，譬如話我知道香港亦都係有啲巴士係用嘅，呢個係一般
12 都係喺商用車嗰度用嘅一個剎車系統，係一個額外嘅裝置，躉喺嗰個波箱嗰
13 度，將佢有係嗰個剎車嘅能力嘅。

14 陳政龍先生：（經傳譯員）等我睇下我理解啱唔啱，呢一個裝置就係用嗰個引擎嚟到
15 去將架車拖慢，定抑或我完全搞錯咗？

16 MR JAN KULIS：（經傳譯員）唔係，嗰個剎車嘅系統係喺波箱嗰度做嘅。

17 主席：（經傳譯員）換句話講，就係將佢轉落嗰個低波啲，係咪呀？

18 MR JAN KULIS：（經傳譯員）唔係去低波啲，而係用另一種嘅波箱傳動嚟到進行個
19 剎車，但係嗰個原則係咁樣樣。

20 陳政龍先生：（經傳譯員）我想問 intarder 係咪可以事後咁樣裝番喺現有嘅車上
21 面，定抑或一定喺製造架車嘅時候已經係造埋呢？

22 MR JAN KULIS：（經傳譯員）呢個就係自動波嗰度嘅，如果你係用呢種嘅傳動方法
23 嘅話，就可以嘅，如果話你話事後裝番，唔係話部部都可以。

24 陳政龍先生：（經傳譯員）Intarder 點樣樣去加強嗰個巴士嘅安全駕駛呢？係咪會
25 喺某啲情況之下幫嗰個司機就係更好咁剎車，係咪可以有助安全駕駛呢？

26 MR JAN KULIS：（經傳譯員）等我睇一睇，畀我幾秒等我係搵番嗰個資料。

27 主席：（經傳譯員）好，慢慢。

28 MR JAN KULIS：（經傳譯員）Intarder 最好嘅好處就係話喺高速啲嘅時候，嗰個
29 制動都係大啲，我要查番啲圖，就係話如果你靠 intarder 嚟到去剎車，你
30 就嗰個剎車嘅能力就喺高速嘅時候都係大啲嘅，就算係低速啲都可以，或者我
31 遲啲可以將我哋正式嘅文件同埋啲圖係交界大家睇嘅。

32 主席：（經傳譯員）係，好，唔該，有呢啲資料都好有用嘅。

- 1 MR JAN KULIS：（經傳譯員）我可以有畀有關嘅電腦檔案你嘅。
- 2 主席：（經傳譯員）好，唔該。
- 3 陳政龍先生：（經傳譯員）講到 intarder 點樣係運作，你剛才就應承畀一啲資料
4 我哋，關於嗰個司機反饋嘅流動應用程式，你話亦都可以幫呢個司機出番個報
5 告，好似成績表咁嘅，你可唔可以亦都係提供啲資料呢？
- 6 MR JAN KULIS：（經傳譯員）我可以將嗰個手冊係交畀你嘅，嗰個係應用程式嘅手
7 冊都可以畀你嘅。
- 8 陳政龍先生：（經傳譯員）好，唔該。我同你問過嗰個 intarder，我就想問下另一
9 個系統就係綜合剎車控制系統，首先想問下呢個係咩嘢嚟嘅呢？同埋點樣樣係
10 有助於呢個安全駕駛呢？
- 11 MR JAN KULIS：（經傳譯員）呢個綜合剎車系統，我仲未搵到嗰個資料嘅，對唔
12 住，你要畀機會、畀時間我去搵到個資料嘅，因為我嘅專長唔係呢面嘅。
- 13 陳政龍先生：（經傳譯員）如果你可以之後就係畀番啲資料我哋，就會好感謝你嘅。
- 14 MR JAN KULIS：（經傳譯員）係，不過麻煩你要畀啲時間我嘅。
- 15 陳政龍先生：（經傳譯員）冇問題。主席先生，我想問嘅問題係咁多。
- 16 主席：（經傳譯員）陳先生，我哋知唔知道香港邊一間嘅專營巴士公司係有 ZF 所提
17 供嘅裝置同埋係邊一種？
- 18 陳政龍先生：（經傳譯員）係，Kulis 先生，首先講到嗰個提供畀香港巴士營運商
19 嘅裝置，想麻煩你睇番呢個第 65 頁，我哋嘅文件夾裏面嘅第 65 頁，即係你哋
20 嘅陳述書嘅第 1 頁嘅。
- 21 MR JAN KULIS：（經傳譯員）係。
- 22 陳政龍先生：（經傳譯員）你或者起碼你公司就喺呢個陳述書嗰度咁樣講，就話你哋
23 公司就係有一個供應合約，就係同呢個九巴同埋龍運係有呢個供應合約嘅，就
24 係供應係黑盒，分別係莫札特盒同埋呢個巴克盒嘅。我想問，兩者都有提供畀
25 九巴同埋龍運定抑或係點呢？定抑或係每一間公司所得到你哋嘅供稱嘅裝置係
26 略有不同呢？
- 27 MR JAN KULIS：（經傳譯員）就我所知，其實佢哋都係有呢一啲嘅裝置嘅，但係我
28 唔好肯定，因為基本上我都唔係呢方面知好多。
- 29 陳政龍先生：（經傳譯員）你自己會唔會攞到啲資料，就係話有啲咩嘢嘅設備或者裝
30 置就已經提供畀九巴同埋龍運嘅呢？
- 31 MR JAN KULIS：（經傳譯員）你話嘅意思即係話我係邊一種嘅硬件？

1 陳政龍先生：Yes.

2 MR JAN KULIS：（經傳譯員）就我所知，我哋都係有提供呢一個莫札特同埋同埋巴
3 克盒嘅，就係因為之後嘅就係巴克就係代替咗個莫札特嘅盒嘅。

4 陳政龍先生：（經傳譯員）我可唔可以再問一問，我哋嘅文件夾就係第 52 頁嘅，喺
5 你嚟講，就係我睇番，就係我哋個委員會寫畀你公司，就係 2018 年 5 月 25 號
6 嘅，裏面有好多嘅附件嘅，我就想特別睇下附件 2，或者你可以睇一睇個個屏
7 幕。

8 MR JAN KULIS：（經傳譯員）係，可以，睇到。

9 陳政龍先生：（經傳譯員）呢度個屏幕講到就係講到冠忠呢間公司就係營運巴士嘅，
10 你呢度所描述嘅，你知唔知道呢？

11 主席：（經傳譯員）陳大...

12 MR JAN KULIS：（經傳譯員）我之前就有睇過呢一版嘅，但係呢個係肯定就係冠忠
13 巴士就係我哋嘅客戶嚟嘅，佢哋亦都係用緊呢一個嘅遙訊系統嘅--遠程通訊系
14 統。

15 主席：（經傳譯員）如果我哋就咁睇謄本嘅時候，我哋就唔係好知道發生咩嘢事，不
16 如或者你讀出嚟，好唔好呀，呢一段？

17 陳政龍先生：（經傳譯員）好呀。呢個就係關於冠忠巴士，呢個係佢哋嘅被提供嘅一
18 啲嘅系統，喺呢個最後一--「我哋就係話有一個度身訂造嘅呢一個嘅應用系統
19 就係代替嗰個黑盒嘅，我哋而家就係有收集好多唔同嘅資料，呢個
20 Openmatics 就係已經係加入咗我哋嘅巴士到站嘅宣布系統，所以我哋啲嘅乘
21 客就有更多更新嘅資料，我哋就可以係加強我哋嘅安全性同埋減省成本，我哋
22 希望能夠好快就移去呢個 Openmatics 第 2 個平台，我哋嚟緊就會用更多關於
23 Openmatics 嘅方案，我哋亦都係考慮緊用緊啲我哋嘅車廠嘅管理，用更多嘅
24 車載嘅系統，尤其是當啲嘅車輛離開同埋駛入啲車廠嘅時候。」你可唔可以講
25 一講冠忠嗰度，你係畀咗啲咩嘢系統佢哋呢？

26 MR JAN KULIS：（經傳譯員）我哋就係應該畀巴克盒佢哋嘅同埋一啲嘅硬件，同埋一
27 啲電線等等，同埋一啲嘅軟件嘅。

28 許先生：（經傳譯員）證人其實佢係比較負責嗰個技術嗰方面，而喺商業嗰個生意嗰
29 方面，其實佢未必係好能夠畀好多資料，陳大律師就要考慮下究竟應唔應該繼
30 續問。

31 主席：（經傳譯員）我就唔係好明白嗰個技術同埋生意嗰方面有咩嘢分別，嗰個問題
32 好簡單，就係話你就話你越嚟越--你會將佢係去做呢一個 Openmatics 第 2.0
33 嘅平台，呢個咩嘢意思呢？

34 MR JAN KULIS：（經傳譯員）呢個會係新嘅平台，我哋會希望就有一個新嘅方案，

1 我哋之前個方案係五、六年之前嘅設計㗎喇，嗰啲嘅科技已經係一啲舊嘅科技
2 㗎嘅，所以 2.0 嗰個方案就會有一啲新嘅伺服器嘅方案㗎嘅。

3 陳政龍先生：（經傳譯員）唔該晒。我睇下我有冇理解正確，如果係講緊硬件，係提
4 供畀香港嘅巴士營運者嘅時候，你就係講緊巴克同埋莫札特盒，就係會收集資
5 料嘅、數據嘅，嗰啲數據之後點樣用，係一個關於軟件，而唔係一個硬件嘅問
6 題，係咪呀？

7 MR JAN KULIS：（經傳譯員）正確。

8 陳政龍先生：（經傳譯員）而你嘅公司亦都係有開發某一啲嘅軟件，就可以好好利
9 用，就莫札特同埋巴克個盒所收集嘅數據嘅，係咪呢？

10 MR JAN KULIS：（經傳譯員）正確嘅。

11 陳政龍先生：（經傳譯員）你知唔知道你間公司係有冇提供一啲嘅軟件去分析數據，
12 你嘅公司有冇提供嗰啲嘅軟件畀香港巴士公司？如果係，係邊一啲軟件係被提
13 供嘅，你知唔知道？

14 MR JAN KULIS：（經傳譯員）我相信--就我所知，我哋就有提供軟件畀九巴嘅，
15 但係我哋就而家就係同冠忠磋商緊就係開發一啲更好嘅方案去做一啲分析嘅，
16 譬如話特別係關於司機嘅行為同埋其他嘅參數，例如話一啲其他嘅--冇話方
17 面。

18 陳政龍先生：（經傳譯員）多謝，主席，我所問嘅就係咁多。

19 羅先生：（經傳譯員）呢度就係講 Openmatics 2.0 平台，呢個係一個硬件㗎，還
20 是係軟件嘅應用程式呢？

21 MR JAN KULIS：（經傳譯員）呢一個係軟件嘅應用程式嘅平台㗎嘅，係喺伺服器嗰
22 度嘅。

23 羅先生：（經傳譯員）所以呢個係一個軟件嘅平台，就會可以係幫你去分析一啲已經
24 收集咗嘅數據，係作唔同用途嘅，係咪？

25 MR JAN KULIS：（經傳譯員）正確嘅。

26 主席：（經傳譯員）多謝 Mr Kulis，多謝你嘅幫助，呢個對我哋嚟講，都有好大
27 嘅教育意義，我哋希望能夠將你啲資料就係好好咁嘅去利用，多謝你接受我哋
28 嘅邀請去協助我哋嘅調查嘅工作嘅。

29 MR JAN KULIS：（經傳譯員）係，好，好，唔該晒。

30 許先生：主席，就係 ZF，我哋最後有一個嘅-- ZF，我就特別想係多謝呢個委員
31 會，其實我哋幫手，我哋就會係自發性就會係幫助呢一個嘅委員會，我哋就係
32 致力係能夠係改善香港嘅道路安全嘅，同埋世界嘅道路安全，我哋希望呢一個

- 1 Mr Kulis 提供嘅資料就會有幫助，我哋就會繼續同呢一個秘書處緊密合作嘅。
- 2 主席：（經傳譯員）好多謝你剛才嘅陳述，多謝你就係承諾會繼續去幫助我哋嘅。Mr
- 3 Kulis，多謝你嘅協助。我哋而家嘅程序就係完結，多謝晒，多謝。
- 4 MR JAN KULIS：（經傳譯員）唔該晒。

5

6 2018年7月14日

7 下午4時28分聆訊押後

1 Monday, 16 July 2018

2 (9.07 am)

3 EVIDENCE FROM COMMUNITY FOR ROAD SAFETY REPRESENTATIVES:

4 MR KWONG TSE HIN, JULIAN AND DR KOU SIO KEI.

5 CHAIRMAN: Good morning.

6 This morning, we thank the representatives of the
7 Community for Road Safety for responding to our
8 invitation to assist the Committee with evidence, and
9 I'm going to ask counsel, Ms Wong, to begin asking
10 questions.

11 Examination by MS WONG

12 MS MAGGIE WONG: Thank you, Mr Kwong and Dr Kou for coming.

13 I will be asking questions as counsel on behalf of
14 the Committee in relation to the safety-related measures
15 for franchised bus service. May I start with some
16 introduction about your organisation.

17 From your submission, if we look at the letter from
18 Mr Kwong dated 28 March 2018 in the MISC-2-bundle,
19 page 754.

20 This is a letter addressed to you dated
21 28 March 2018 inviting you to make submissions, and we
22 can see at page 757, in the first paragraph in your
23 reply to the letter you stated that:

24 "The Community for Road Safety is an organisation
25 dedicated to road safety since 2004."

26

1 And your information, the information on the
2 organisation is also set out in the TD-5 bundle at
3 page 1699 to 1670. At the bottom it has set out the
4 information including the background, the names, the
5 posts held by different persons.

6 Can you confirm those persons listed there are the
7 same as of to date. You may need to go over to the next
8 page as well.

9 MR JULIAN KWONG: Yes. That is the case. Except that some
10 of the members are not that active. I need to confirm
11 their interest to be members anymore.

12 MS MAGGIE WONG: Yes. And Mr Kwong, you also provided your
13 curriculum vitae --

14 CHAIRMAN: Before we get to that, can you give us some
15 background about your committee, how long have you been
16 in existence, how often do you meet? What is your
17 purpose?

18 MR JULIAN KWONG: Yes. Chairman.

19 Well, the organisation is actually a small
20 organisation. We are interested in road safety issues,
21 and we want to have a group of people, actually a small
22 group of people, and working together, and giving
23 recommendations to government, and organising
24 activities, for example organising forums, doing some
25 campaigns, and that is it.

26

1 We are not a very -- we are not an organisation
2 which are like a charity, or a major organisation, but
3 we can -- we would sit together from time to time and
4 also we communicate through e-mails.

5 CHAIRMAN: What is your legal status?

6 MR JULIAN KWONG: Legal status is a society, registered
7 society.

8 CHAIRMAN: When were you registered first?

9 MR JULIAN KWONG: 2004.

10 CHAIRMAN: Thank you.

11 How often does the committee meet, if there is
12 a pattern?

13 MR JULIAN KWONG: We do not meet very often, we communicate
14 more through e-mails.

15 CHAIRMAN: So you circulate papers by e-mail?

16 MR JULIAN KWONG: Yes.

17 CHAIRMAN: Do you have a convener?

18 MR JULIAN KWONG: We don't have a convener as such. Sorry,
19 do you mean a convener for --

20 CHAIRMAN: Somebody who organises matters?

21 MR JULIAN KWONG: Usually it is myself organising the
22 matters.

23 CHAIRMAN: And the composition of the committee, if that's
24 the right word, how is that determined? The range of
25 skills that you bring to focus on the issues, how did
26

1 you come about choosing that?

2 MR JULIAN KWONG: Chairman, well, the composition, we do not
3 specifically select people who would contribute to our
4 ideas, but basically people or friends of our committee
5 members who are interested in this matter, and we
6 welcome them, especially if they come from a diverse
7 background in road and traffic. And therefore, you can
8 see that our members usually consist of professionals,
9 with interest, or a background in road traffic, or
10 injuries.

11 CHAIRMAN: Can you just help us with a thumb sketch of the
12 range of skills that your members have?

13 MR JULIAN KWONG: Yes. The skills we have up to date,
14 include civil engineering, traffic engineering, drivers
15 training, trauma surgeon, and also the landscape
16 architect.

17 CHAIRMAN: That being relevant to road design?

18 MR JULIAN KWONG: I would say so.

19 CHAIRMAN: Yes. Now I interrupted counsel who was asking
20 you to help us with your own CV.

21 Ms Wong.

22 MS MAGGIE WONG: Yes. If you look at MISC bundle 2,
23 page 820-4, Mr Kwong, you set out your own curriculum
24 vitae setting out your education, membership and road
25 safety training and also the ongoing projects from 2008

26

1 until present.

2 If we could look at your education, it is set out
3 there that you have a civil and environmental
4 engineering degree, and then you also have a number --

5 CHAIRMAN: That's from the University of Newcastle?

6 MR JULIAN KWONG: That's true.

7 CHAIRMAN: When were you awarded that degree?

8 MR JULIAN KWONG: Chairman, the first degree in civil and
9 environmental engineering was awarded in 1986.

10 CHAIRMAN: Thank you.

11 MS MAGGIE WONG: And then you have, a believe is that
12 a master's degree studying fatal road traffic injuries
13 at the Faculty of Medicine, University of Hong Kong.

14 MR JULIAN KWONG: Yes, that's true. That was awarded in
15 2004.

16 MS MAGGIE WONG: 2004. And I can see that you also have
17 a Highways England Approved Certificate of Competency In
18 Road Safety Audit. Can you elaborate what is this road
19 safety audit?

20 MR JULIAN KWONG: Yes, road safety audit is a procedure
21 initiated in 1988 in the United Kingdom. And now it has
22 become a very well adopted procedure in many countries.
23 The idea is to have an independent audit team looking at
24 the design of road projects. Traditionally the design
25 of road projects will be the responsibility of

26

1 authorities and consultants, or designers, but with road
2 safety audit, we conduct independent audit giving
3 recommendations to the project clients, and also to the
4 consultant.

5 For the Certificate of Competency, that is
6 a certificate enabling me to be able to participate in
7 highways projects for the Trans-European road network.
8 That is projects funded by the EU and also projects in
9 many other countries.

10 MS MAGGIE WONG: Yes.

11 CHAIRMAN: What is the process by which you obtained that
12 certificate?

13 MR JULIAN KWONG: That certificate requires attendance of
14 training, and also the requirement of evidence that
15 I have participated in an adequate number of audits.

16 CHAIRMAN: So it is a combination of training and
17 experience?

18 MR JULIAN KWONG: That's true.

19 CHAIRMAN: Where was the training conducted?

20 MR JULIAN KWONG: That training was conducted in London.

21 CHAIRMAN: At what institution?

22 MR JULIAN KWONG: That was awarded by a training company
23 called TMS Consultancy.

24 CHAIRMAN: Is that an acronym for something? TMS?

25 MR JULIAN KWONG: I'm not aware of that. It is just TMS,
26

1 and they give that certificate of competency of course
2 with the accreditation of Highways England, and Highways
3 England is the authority responsible for the highway
4 network in the United Kingdom.

5 CHAIRMAN: Thank you.

6 Yes, Ms Wong.

7 MS MAGGIE WONG: We can see at the road safety training,
8 there are four courses or four trainings that you have
9 undertaken. The first is road safety two-week training
10 in France. Was this course undertaken in France or Hong
11 Kong?

12 MR JULIAN KWONG: That course took place in Paris, France.

13 MS MAGGIE WONG: When was that?

14 MR JULIAN KWONG: That was in the year of 2009.

15 MS MAGGIE WONG: The two-week training, can you briefly tell
16 us what it entails.

17 MR JULIAN KWONG: That training entailed all aspects of road
18 safety, including policies in the European Union and
19 also in France, that also include most of the subjects
20 of road safety such as the highway safety on major
21 highways, safety in urban areas, traffic calming, but
22 also in road safety audit.

23 MS MAGGIE WONG: Yes, and the second one is the Advanced
24 Road Safety Engineering. It is a five-day training in
25 UK by TMS. When was that?

26

1 MR JULIAN KWONG: That was in 2007.

2 MS MAGGIE WONG: Is that the course that you have taken for
3 the Certificate of Competency In Road Safety Audit?

4 MR JULIAN KWONG: The history was that by year 2007
5 I started attending courses in road safety engineering
6 in order to be able to conduct road safety audit. And
7 after I have attained adequate experience in road safety
8 audit, in 2016 I attended the course to obtain the
9 certificate of competency.

10 MS MAGGIE WONG: Yes. And the third one is the
11 International Road Assessment Program training for five
12 days. Who organised this programme?

13 MR JULIAN KWONG: The training was organised by iRAP, that
14 is the International Road Assessment Program, which is
15 a charity based in the United Kingdom, which is now very
16 well known in the area of road safety throughout the
17 world.

18 MS MAGGIE WONG: Lastly is the Road Safety Audit that you
19 mentioned, training by TMS. When did you have that
20 training?

21 MR JULIAN KWONG: That was the training in 2016 preceding
22 the award of the Certificate of Competency. That is the
23 same course.

24 MS MAGGIE WONG: Yes.

25 Mr Kwong, if you look further down, it set out the
26

1 ongoing projects that you are now undertaking.

2 And one of them relates to review of potential
3 roadside safety hazards in the Hong Kong road network,
4 an investigation by the Highways Department. Can I take
5 you to a document to see what this is about.

6 This is in bundle TD-5, page 1653.

7 If we look at (f), it set out -- it is a paper
8 submitted by the Transport Department in May 2018
9 attached to the Transport Department's letter dated
10 28 May 2018. This view stated that:

11 "The TD and Highways Department have commissioned
12 a consultancy study on 'review of potential roadside
13 safety hazards in the Hong Kong road networks
14 investigation' in mid May 2018 to identify roadside
15 safety hazards of all public roads in the Territory in
16 a thorough and systematic approach taking into account
17 the latest overseas technology, through which suitable
18 road safety enhancement measures would be formulated."

19 And the consultancy brief, and the scope coverage
20 and objective of the study is at attachment VI, which we
21 can find at page 1685.

22 If we look further down, it sets out the objective
23 of this project.

24 Firstly, Mr Kwong, are you involved in this very
25 project?

26

1 MR JULIAN KWONG: Yes. I have been involved since mid-May
2 this year.

3 MS MAGGIE WONG: What is your role in this project?

4 MR JULIAN KWONG: My role is road safety team leader under
5 the main consultant.

6 MS MAGGIE WONG: Under the main consultancy --

7 MR JULIAN KWONG: Which is AECOM.

8 CHAIRMAN: Sorry, the main consultancy is?

9 MR JULIAN KWONG: The main consultant for this project is
10 AECOM.

11 CHAIRMAN: Thank you.

12 MS MAGGIE WONG: According to this agreement, if we look at
13 2.3, one of the tasks to look at is:

14 "To minimise the risk of the existing roads, TD and
15 [Highways Department] have been jointly conducting road
16 safety check for identifying and rectifying potential
17 roadside safety hazards on existing roads with speed
18 limit 70 [kilometres an hour] or above."

19 So is the scope of the project limited to roads with
20 a speed limit 70 kilometres per hour or above?

21 MR JULIAN KWONG: Yes.

22 Chairman, as regards to this project, due to the
23 terms of my agreement with the main consultant, I am not
24 able to comment on the project in this hearing.

25 MS MAGGIE WONG: Thank you.

26

1 Can you tell us, when is it likely that the review
2 will be completed, or the expected completion date? Is
3 there a fixed completion date for this review?

4 MR JULIAN KWONG: Chairman, this consultancy, similar to any
5 work I'm doing, has a limited time. But regarding the
6 exact programme, I think I'm not in a position to
7 provide here.

8 CHAIRMAN: No doubt the Transport Department are, and we
9 will ask them.

10 MR JULIAN KWONG: Thank you, Chairman.

11 MS MAGGIE WONG: Now, Mr Kwong, your Community for Road
12 Safety organisation also has a website posting articles
13 that your members have worked on from time to time
14 regarding road safety; is that correct?

15 MR JULIAN KWONG: Yes. That's true.

16 MS MAGGIE WONG: Throughout the years, your organisation has
17 written no less than 11 articles, I believe, to the
18 government, setting out your views on various issues
19 relating to road safety.

20 If I may take you to, just, for example, TD-5,
21 page 1700.

22 CHAIRMAN: What are we being taken to?

23 MS MAGGIE WONG: This is a submission by the Transport
24 Department in May 2018, annex 1, submitted in May 2018
25 annexed to the Transport Department's letter dated
26

1 28 May 2018.

2 It set out --

3 CHAIRMAN: Where is the letter dated 28 May?

4 MS MAGGIE WONG: The 28 May letter is in TD-1 bundle.

5 CHAIRMAN: Perhaps you could just describe the letter. Is
6 the letter a letter to this Committee?

7 MS MAGGIE WONG: Yes. This is a letter from Transport
8 Department to this committee, and it was a supplementary
9 written submission. And the reference is at TD-1,
10 page 361. The submission followed on from the oral
11 hearings held on 7 and 8 May 2018.

12 CHAIRMAN: So you are taking us now to an annex to this
13 submission and we find that at which page?

14 MS MAGGIE WONG: Page 1700.

15 CHAIRMAN: Of TD-5?

16 MS MAGGIE WONG: Yes.

17 CHAIRMAN: Thank you.

18 MS MAGGIE WONG: And if you look at paragraph 8, it set
19 out -- I believe there is at least 11 submissions or
20 comments that your organisation made to either the LegCo
21 Panel on Transport or the government, voicing our your
22 views or comments in relation to the public transport
23 strategy study or the renewal of licence of KMB and
24 Citybus. If we go over to page 1701 as well, it sets
25 out the subjects and also the reference links in the

26

1 LegCo.

2 Can you confirm that?

3 MR JULIAN KWONG: Yes.

4 MS MAGGIE WONG: Now --

5 CHAIRMAN: If you wish to follow this in paper form, the
6 lever arch box files are behind you.

7 MR JULIAN KWONG: Okay.

8 CHAIRMAN: Then you can always look ahead or behind if you
9 need to do that.

10 MR JULIAN KWONG: Thank you, Chairman.

11 MS MAGGIE WONG: In all these articles, I think earlier on
12 you have been asked questions about the circulation of
13 papers and the drafting of documents, and you informed
14 us, normally it is by e-mail. I notice in all the
15 submissions it was written relatively close to each
16 other. For example the 2016, if you see on this page,
17 on comments on the fire alarm system, and also in the
18 same year, 14 April 2016, on the public transport
19 strategy study, and also on 16 June 2016 on the renewal
20 of licence for KMB and Citybus.

21 Now, in all the submissions, how would you
22 circulate, or how would you draft the comments, or how
23 would your members discuss about the issues and come up
24 with the paper submitted to the Administration or the
25 LegCo?

26

1 MR JULIAN KWONG: Yes. Usually for these papers, we would
2 circulate to parties which we think are important. For
3 example, we started off by sending the paper to
4 government, to Transport and Housing Bureau, and later
5 we started sending letters to the LegCo. But in terms
6 of circulation, we are not systematic as such, in that
7 we would not usually circulate to too many parties or to
8 the media. It depends on whether the subject has been
9 raised in LegCo or has been raised by government.

10 For the compilation of these papers usually that is
11 myself. If any other members are interested they are
12 welcome to participate.

13 In terms of the discussions, sometimes, admittedly,
14 I have not been able to discuss with the other members
15 in time, but say for the recent report, then we have
16 been discussing the paper.

17 Sometimes the papers are discussed in advance but
18 sometimes I can only afford to send to them afterwards
19 for comments and if there are more comments and we can
20 resolve them, then we can -- the idea is that we can
21 supplement the information to the parties we were
22 sending to.

23 MS MAGGIE WONG: Thank you.

24 Mr Kwong, you just mentioned the submission that you
25 have submitted. I'll take you to this document first,
26

1 it is MISC-2-bundle, page 782.

2 This is a report on bus safety submitted by your
3 organisation in April 2018, in reply to the Committee's
4 request.

5 And your submission is separated into a summary of
6 five points, and if we look at page 783, it sets out
7 five topics: bus operation, safety risks, current
8 efforts and concerns, and comparison with overseas
9 practices, and lastly conclusion and recommendations.

10 So can you confirm this is a collective project of
11 all the members of your organisation?

12 MR JULIAN KWONG: I would like to explain it like this. Due
13 to the time constraint to prepare this document, it is
14 actually me drafting the document, and for some
15 particular issues I did consult one or two members.

16 But after the submission of this report,
17 I circulated this report to all members for comments.
18 In case they wished to make any additional suggestions
19 or if they do not agree with some points, then I would
20 still have a chance to supplement information to the
21 Independent Review Committee.

22 MS MAGGIE WONG: Yes. Mr Kwong, if I may take you to your
23 paper at page 785, it sets out the recommendation, in
24 the first paragraph:

25 "The 'safe System' approach should be adopted to
26

1 cover the interactions among vehicle factors, road
2 factors, human factors and management."

3 So you identify four factors as essential to your
4 safe system approach; is that correct?

5 MR JULIAN KWONG: Yes. That's true. In the document.

6 I would like to also add that of course the safe
7 system would also cover policies, which in the report
8 I have opted not to put in, for simplicity reasons.

9 MS MAGGIE WONG: Yes.

10 If we look at the first factor that you mentioned,
11 it is the operational protocols and operating systems.

12 You stated:

13 "The most important measure is the formulation of
14 new operational protocols for safe driving, and this
15 protocol should cover speed, acceleration,
16 deceleration."

17 And you set out two primary categories. First is
18 the general protocol and the route-specific protocols.

19 Could you elaborate on what you meant by general
20 protocol, as to what factors you would take into account
21 in considering general protocols.

22 MR JULIAN KWONG: Yes. Without an insider knowledge of what
23 at the moment the bus companies are doing with their
24 rules for driving, among the drivers, we have been
25 looking at the issues from the safe system approach,
26

1 that we think that the driving of bus would need more
2 regulations or control, and I put it as general protocol
3 here meaning that, for example, driving a bus on a busy
4 urban street, what kind of behaviour, what kind of
5 speeds should be adopted.

6 And also another example is, for example, driving
7 along a highway, I mean what kind of speeds do we expect
8 from the drivers, and that could be different from the
9 legal speed limit. Because as a road engineer, I'm well
10 aware that road designs are very much diversified, and
11 we cannot rely entirely on speed limit or what we call
12 design speeds. On urban streets, for example, there are
13 always a lot of interactions between traffic and
14 pedestrians, and therefore we need far more stringent
15 control on speeds and also on acceleration and
16 deceleration.

17 And that is what I meant by general protocols, that
18 I'm not talking about a specific street, but any busy
19 urban street.

20 MS MAGGIE WONG: Yes.

21 If we look for the moment at page 817, first, in
22 this MISC-2 bundle. Page 817. If you look at the top,
23 it sets out what you consider as the precise criteria to
24 be further developed in considering general operational
25 protocols. You have divided it into four criteria. The
26

1 first is the urban areas; second is the high-speed road;
2 third is the narrow, hilly roads; and lastly, the
3 cyclists.

4 Now on the urban areas, you advocate a certain speed
5 limit for urban streets as 40 kilometres per hour for
6 urban streets in general. Then you advocate for busy
7 urban streets 30 kilometres per hour maximum.

8 Can you tell us the logic behind this 40 kilometres
9 per hour speed limit that you are advocating?

10 MR JULIAN KWONG: Yes. Bearing in mind that these criteria
11 are recommendations at the moment, and subject to
12 further investigation, the idea of having lower speed,
13 lower speed than the legal speed limit on urban streets
14 is based on the safety criteria, safety being the
15 conflict between traffic and pedestrian, and also
16 between one vehicle and another vehicle.

17 On urban streets, the major risks of conflict come
18 from vehicle and pedestrians, and also vehicles at
19 junctions.

20 Looking at the speeds, we need to take into account
21 many criteria. For example, how quickly can a driver
22 decelerate, that is to stop, in order to avoid an
23 accident? We also need to look at the tolerance of
24 a human being, for example an elderly person; what kind
25 of speed can he still tolerate before sustaining serious
26

1 injuries or fatalities?

2 These are very important considerations when we talk
3 about speeds in an urban area.

4 And we looked at many overseas reports, and also the
5 trend in many countries throughout the world, that on
6 busy urban street there has been a trend to adopt lower
7 speed limit, and for example 30 kilometres per hour in
8 a dense, urban area.

9 Some countries adopt 40 kilometres per hour speed
10 limit, some only 30, some both 30 and 40.

11 We also need to look at the --

12 CHAIRMAN: Which countries do have in mind?

13 MR JULIAN KWONG: Yes. Chairman. I would like to explain
14 that in Europe, in European countries, starting from the
15 Netherlands, for urban streets and residential streets,
16 30 kilometres an hour; in Scandinavian countries, that
17 is also the case. But in Norway, for example, and
18 Denmark, in addition to 30 kilometres per hour they also
19 have 40 kilometres per hour for the more major streets.
20 In Australia it is quite common nowadays to have
21 40 kilometres per hour, for example throughout the
22 central business district of Sydney.

23 MS MAGGIE WONG: Mr Kwong --

24 CHAIRMAN: And the United Kingdom?

25 MR JULIAN KWONG: Yes, Chairman. In the United Kingdom they
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1 have been adopting the 20 miles per hour. That is
2 equivalent to 32 kilometres per hour. But in the United
3 Kingdom they do not have the equivalent of 40 kilometres
4 per hour. The next step would be 30 miles per hour,
5 equivalent to 48 kilometres per hour speed limit.

6 CHAIRMAN: And this is the subject of a paper, to which you
7 referred, from the Department for Transport
8 in January 2013, guiding local authorities about the
9 applicability of such protocols?

10 MR JULIAN KWONG: Yes, Chairman. In 2013, and actually
11 starting from 2011, we have been advocating this idea as
12 recommendations.

13 CHAIRMAN: Yes, but I'm referring in particular to the UK
14 Department of Transport's paper entitled "Setting Local
15 Speed Limits". That is when it was formulated, and has
16 been adopted in various cities, in particular in London,
17 in multiple areas; am I correct?

18 MR JULIAN KWONG: Chairman, yes. In the United Kingdom
19 actually the 20 miles per hour speed limit zone has
20 a long history. Longer than 2013. But in 2013 the
21 document which you mentioned entitled "Setting Local
22 Speed Limit", has been updated. That document, as far
23 as I understand, further confirmed the concept of
24 adopting 20 miles per hour speed limit. Thank you.

25 CHAIRMAN: Thank you.

26

1 MS MAGGIE WONG: Mr Kwong, you mentioned earlier on about
2 advocating this speed limit. If I may take you first to
3 one of the articles --

4 CHAIRMAN: Before we do that. You are describing this as
5 general protocols that are recommended. I'm looking at
6 the top of page 817. Who do you envisage is responsible
7 for recommending such protocols?

8 MR JULIAN KWONG: Chairman, during the compilation of this
9 document we have not worked out in depth who should be
10 responsible, but our recommendation is that there should
11 be a general operation protocol, and that is not a legal
12 speed limit, and that is a recommendation of having
13 internal control by the bus company, or as imposed by
14 government.

15 The idea is that changing speed limit takes time,
16 and that requires the legal process, and also change of
17 the way, how speed limits are defined in Hong Kong. But
18 we think that changing the protocols or changing the
19 driving rules within the bus company can be much faster.
20 Thank you.

21 CHAIRMAN: We have received evidence that after the accident
22 on the Tai Po Road on 10 February of 2018, by
23 27 April 2018 the speed limit had been changed from
24 70 kilometres an hour to 50 kilometres an hour. So in
25 some circumstances it doesn't take all that much time.

26

1 MR JULIAN KWONG: Chairman, yes, you are right. I read from
2 the news that for that section of Tai Po Road, the speed
3 limit has been reduced.

4 As regards our proposal to have 30 kilometres per
5 hour, or 40 kilometres per hour, that is the new concept
6 where the speed limit is applied as a zone, what we call
7 the speed limit zone, and that means that speed limit
8 will be applied in a very wide area in the urban areas.

9 There are two issues here, the first one being that
10 according to the current design manual, actually
11 30 kilometres per hour speed limit is not encouraged.
12 The second point is that probably the 40 kilometres per
13 hour speed limit is not yet in the Road Traffic
14 Ordinance, so we cannot apply that directly, but for
15 this point I think I need to further verify.

16 CHAIRMAN: You are referring to the Guidelines on Speed
17 Limits in volume 6 of the Transport Planning And Design
18 Manual, are you not?

19 MR JULIAN KWONG: Yes.

20 CHAIRMAN: That's to be found at our bundle at 820-57, just
21 to remind you. You have quoted there from the two
22 clauses that are relevant to what you have just -- I'll
23 just pause.

24 MR JULIAN KWONG: Chairman, sorry? TD-1?

25 CHAIRMAN: This is MISC-2 at page 820-57. Perhaps I can
26

1 just quote what you have written:

2 "In Hong Kong, the standard urban speed limit is
3 [50 kilometres per hour]. Guidelines on speed limits is
4 given in volume 6 of the Transport Planning and Design
5 Manual ... published by Transport Department.

6 Clause 6.4.2.5 of [that manual] states that
7 'Generally, speed limits lower than 50 [kilometres an
8 hour] are not recommended for public roads as they
9 require a higher level of enforcement to ensure
10 compliance, and it is doubtful that the lower speed
11 limit imposed will contribute significantly to accident
12 prevention'."

13 Now that last statement is challenged, is it not, by
14 the modern approach to speed limits?

15 MR JULIAN KWONG: Chairman, yes, that is the case.

16 CHAIRMAN: What is the date at which this provision was
17 formulated?

18 MR JULIAN KWONG: Chairman, you mean the TBDM?

19 CHAIRMAN: Yes, does it have its origins in the United
20 Kingdom Transport Department's papers?

21 MR JULIAN KWONG: Chairman, yes. The origin is not from the
22 2013 edition, as you mentioned, the document entitled
23 "Setting Local Speed Limits", but there are some other
24 references which that document refers to.

25 CHAIRMAN: Where do we find the first formulation of this
26

1 proposition? Does this come from 1974, UK transport
2 provisions?

3 MR JULIAN KWONG: I do not have the exact references here,
4 but broadly speaking, many of the references I would say
5 are outdated.

6 CHAIRMAN: Yes, thank you. Sorry for the diversion,
7 Ms Wong.

8 MS MAGGIE WONG: Yes. One of the papers that you explained
9 about this is we can see that at page 820-57.

10 This is a paper, I believe you presented at the
11 second United Nations Global Road Safety Week on
12 7 May 2013, advocating safer and attractive streets in
13 Hong Kong with lower speed limits.

14 And if --

15 CHAIRMAN: Where do we see the reference to where it was
16 presented?

17 MS MAGGIE WONG: If you look at page 820-25, it is at the
18 bottom: "Second United Nations Global Road Safety Week".

19 CHAIRMAN: I see, the numbers are in the top right-hand
20 corner. Yes.

21 MS MAGGIE WONG: Yes.

22 If you look at this paper, did you present this
23 paper for the second United Nations Global Road Safety
24 Week, Mr Kwong?

25 MR JULIAN KWONG: Yes.

26

1 MS MAGGIE WONG: If we look at some of the speed limits that
2 you have been advocating, based on zones, that would be
3 820-35. We can see that you have set out 20 speed
4 limit, 30 and 40. And then divided into different
5 zones, like new development areas, hospital, housing
6 estate, tourist areas, residential districts and
7 villages, it is not exhaustive, but in effect you have
8 divided it based on zones, in determining which speed
9 limit should be applicable; is that right?

10 MR JULIAN KWONG: The idea of this slide is a vision.
11 Because I was advocating this idea. So it is a vision
12 that what types of urban developments are we talking
13 about, that these speed limit zones would be able to
14 apply. And that doesn't mean that -- that is not the
15 case at the moment.

16 The speed limit zone, I would like to just briefly
17 explain. Traditionally, to adopt a speed limit we need
18 to put a sign, a traffic sign stating the speed limit
19 for every street. Unless it is 50 kilometres per hour.
20 That is the default speed limit, we don't need to put
21 any sign. So if it is not 50, if it is 30, then it
22 means that we need to put a lot of signs in the urban
23 areas. The idea to have a 30 kilometres per hour zone
24 with the sign which I propose, that also needs to go
25 through the legal process of defining this sign. And if

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1 we have this sign, meaning 30 kilometres per hour speed
2 limit zone, then we will not need to put such sign on
3 every street. We only need to put the sign at the
4 entrance and the exit of the zone. That is very much
5 the practice, for example in the Netherlands, France and
6 the United Kingdom.

7 MS MAGGIE WONG: So the idea behind it is of course to
8 promote safe driving, and if we can see an example at
9 page 820-36, for 30 kilometre per hour zones you have
10 explained why you promote this, basically it is
11 applicable to crowded streets, one-way streets, and
12 housing estates where people would frequent those areas.

13 If we look at 40km per hour on the next page, this
14 is on dual carriageway or for primary distributors,
15 where the roads are wider and people less frequently
16 walk on those roads, and when we come to 50 kilometre
17 per hour zone, 820-38, we can see in the fourth
18 paragraph you are advocating -- it is where there are
19 fewer pedestrians, more footbridges and good visibility.

20 And then, of course, when you advocate this, if we
21 look at the next page, 820-39, the reason you suggest 20
22 on this page is because all these areas are, first of
23 all, the road condition is quite different, and it is
24 narrower, and a lot of people walking around, with
25 shopping districts, entertainment, village centre and

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1 open market. So these are the areas that you are
2 promoting 20km per hour, is that the logic behind it?

3 MR JULIAN KWONG: Yes, that's true. The logic of these
4 slides, they have been especially tailored to the
5 situation in Hong Kong. For example, as I mentioned, a
6 40 kilometre per hour speed limit is not adopted in all
7 the advanced countries, but in Hong Kong, for the
8 specific situations, I think that would be necessary.

9 I also wish to mention that for the shared surface,
10 with 20 kilometres per hour, streets like this will only
11 account for a small proportion in the urban areas.
12 Usually in the core areas, say, in Causeway Bay, in
13 Central, but the idea is usually most roads will be
14 covered by 30, 40, or 50 kilometre per hour speed limit.
15 Thank you.

16 MS MAGGIE WONG: Yes.

17 And your study is also based on some statistics from
18 the Department for Transport in France, if you look at
19 820-46, it set out the probability of fatality for
20 elderly pedestrians, and you stated you based this on
21 the sources from the UK Department for Transport 2010,
22 and Certu France 2006.

23 Can you explain a little bit as to this diagram,
24 what it meant?

25 MR JULIAN KWONG: Yes. By the year 2010 the Department for
26

1 Transport for the United Kingdom published a report
2 summarising and reconfirming some of the previous
3 studies on the risk of injuries, fatal injuries and
4 serious injuries for different groups of pedestrians.
5 I used the information from that document.

6 As for the information from France, I think that is
7 just general, meaning that I would consider one second
8 of reaction time and 7 metres per second squared of
9 braking, deceleration. That is very much adopted in
10 other documents as well.

11 Basically what this diagram shows is that if an
12 elderly person is impacted by a small passenger car at
13 30 kilometres per hour, he would have 4 per cent
14 probability of being killed. But if the same person is
15 collided by the same car at 70 kilometres per hour, then
16 he would have 97 per cent probability of being killed.

17 The idea is that between 30 and 70, or even between
18 30 and 60, the difference is very big.

19 And the relevance of reaction time, as I indicated
20 here, is that when a driver sees a pedestrian coming out
21 from a road, he needs at least one second before he
22 starts to apply the brake. At 70 kilometres per hour
23 speed, that one second already means almost 20 metres.
24 So, during that 20 metres of distance, the driver has
25 not even start braking.

26

1 So within that 20 metres, if an elderly comes into
2 that position, he would almost certainly be killed.

3 To briefly summarise, this diagram shows that on the
4 one hand, having lower speed will be less likely to
5 result in fatalities: this is due to the tolerance of
6 human beings.

7 The second point is that the higher the speed, the
8 longer the time a driver needs to stop the vehicle
9 completely; and also the time to react is very relevant.

10 MS MAGGIE WONG: Thank you.

11 Shall we go back to your report in April 2018,
12 page 786, where we have touched upon the general
13 protocol. Now it is about route-specific protocol.

14 CHAIRMAN: Before you get there, as far as matters generally
15 are concerned, when I asked you who do you say is
16 responsible for recommending protocols, you said that
17 that hadn't been worked out as yet, but it wasn't
18 something that was applicable to the legal speed limit,
19 what you had in mind was that bus companies could do
20 this, or this could be imposed on them by government.

21 Have I summarised you correctly?

22 MR JULIAN KWONG: Chairman, yes, that's true.

23 CHAIRMAN: So how do you envisage that the bus companies
24 would go about -- because that is what we are tasked to
25 recommend -- measures for bus safety, how would the bus
26

1 companies go about recommending drivers drive at lower
2 than the legal speed limit in particular areas?

3 MR JULIAN KWONG: The legal speed limit is the highest speed
4 which a driver should adopt, but they are also required
5 to adopt appropriate speed at any time, appropriate to
6 the road conditions.

7 The proposal here is that I presume that the bus
8 company can always produce guidelines for the drivers in
9 respect of certain road conditions and what speeds they
10 should adopt, and that can be in the form, say, of
11 a document or in training, but as I said, the exact
12 speed, whether it is 40, or 35, or 45, that also needs
13 more investigation.

14 Monitoring is a different story. First of all, we
15 need to have the rules. And then next, we can talk
16 about monitoring. Thank you.

17 CHAIRMAN: So, for example, we have received some
18 information about how certain black spots were
19 identified by one of the bus companies where difficult
20 bends are involved, and they have come up with a formula
21 for the speed that should be adopted by drivers going
22 around those bends. Is that what you have in mind, as
23 a general indicator of how you might do it?

24 MR JULIAN KWONG: Chairman, yes, for the general protocols,
25 then it is general. But what you just mentioned, that

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1 can be, say, a particular bend, and that would be
2 referred to the route-specific protocols which I stated
3 in the document.

4 CHAIRMAN: Yes, Ms Wong, you were moving to that.

5 MS MAGGIE WONG: Yes, I'm moving on to that.

6 But following on the question from chairman, on this
7 page at the top, you stated that the purpose here is to
8 promote safer driving. That's the second paragraph
9 after the second bullet. The second line:

10 "The purpose is to promote safer driving conforming
11 to these protocols rather than being a tool to penalise
12 drivers."

13 So your idea is to invite the operators to conform
14 to these protocols, rather than being a tool to penalise
15 driver; is that the logic behind it?

16 MR JULIAN KWONG: Yes, that's true. In the compilation of
17 this report we do not want to talk about too much on
18 responsibility or anyone breaching any responsibility,
19 and for drivers, we understand their difficulties. Our
20 whole idea is to promote safe driving, so that everyone
21 is safe, the management would be happy. So I put that
22 point just to emphasise this. Thank you.

23 MS MAGGIE WONG: Yes. How do you suggest that monitoring
24 can be used to promote confirmation to these protocols
25 or conforming to these protocols, rather than to

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1 penalise? How do you suggest we can achieve that in the
2 monitoring process?

3 MR JULIAN KWONG: I would like to say that the purpose of
4 monitoring is to identify those drivers constantly
5 breaking the rules, and also to identify those drivers
6 who consistently break the rules in an excessive way.

7 I would presume that the second group of drivers
8 would be the ones who contribute to the largest risk
9 among all drivers.

10 So the idea is not to say if a driver breaks the
11 rule just by a small extent, for example if we set the
12 safe speed as 40 kilometres per hour, and then at some
13 point say he went to 42 or 43, that is not the point --
14 unless that location is particularly dangerous.

15 We need to identify drivers who consistently break
16 the rules, and also those who break the rules in a very
17 dangerous way and then to timely rectify their
18 behaviour.

19 That, I think would be the whole idea. Thank you.

20 MS MAGGIE WONG: How would you suggest to achieve this, by
21 identifying those who consistently break the rules
22 dangerously?

23 MR JULIAN KWONG: Thank you. Traditionally I presume that
24 there is -- it has been worked by, say, having
25 plain-clothes inspectors to sit on a bus, or sometimes
26

1 it depends on complaints, and they send inspectors. But
2 that is not a very efficient way. As technology has
3 advanced, I believe there can be better ways, and
4 monitoring system based on black box, which can be
5 automated, which can be real time, and that would be
6 I think far more efficient. Thank you.

7 CHAIRMAN: This is technology that has been available for
8 some years, is it not? The mystery riders and reacting
9 to complaints is not unlike the system that first
10 obtained when cars were driven, and a man walked in
11 front of the car with a red flag. It is a very old
12 system, is it not?

13 MR JULIAN KWONG: Chairman, yes. I agreed that we should
14 now rely far more on advanced technology. For
15 monitoring. Thank you.

16 CHAIRMAN: Now, in your report you put it this way, that:
17 "Monitoring will need to be based on advanced, real
18 time and automated black box systems."

19 Would you like to speak to those three items?

20 MR JULIAN KWONG: Chairman, thank you. Well, first of all,
21 I would like to declare that I'm not an expert in black
22 box system, or in the advanced technology they are
23 using. But I am purely --

24 CHAIRMAN: Was your attention drawn to the evidence we
25 received on Saturday from an engineer from a black box

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1 manufacturer, ZF? Have you seen the transcript of that
2 evidence?

3 MR JULIAN KWONG: Chairman, yes. I have scanned through the
4 transcript.

5 CHAIRMAN: You have declared your lack of expertise in this
6 matter, but what is it you had in mind, answering these
7 three criteria: advanced, real time, automated?

8 MR JULIAN KWONG: Yes, Chairman. I have looked at the
9 current status of these black boxes, well, what I meant
10 was that I am not an expert in the technology and also
11 in how the softwares can be developed. But I look at it
12 in a way that what objectives we want to use this black
13 box system, and on the understanding that they can
14 collect a lot of information that would be of the
15 greatest interest for us; namely acceleration,
16 deceleration, tilting angle, speeds, et cetera.

17 So in this report actually, given the advanced
18 functions of these technologies, we think that they can
19 be adopted, and we also looked at some other operators
20 which have started to use this for management of their
21 traffic fleet.

22 So in the compilation of this report we think that
23 it is fair to recommend an advanced, real time and
24 automated system.

25 CHAIRMAN: What is the advantage of real time?
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1 MR JULIAN KWONG: Chairman, some behaviours, which are
2 grossly inappropriate, need to be identified and
3 regulated in a very timely manner. We cannot rely on,
4 say, passengers making complaints, and then having
5 inspectors to investigate, and then only making
6 recommendations, say, after a few weeks.

7 That is the whole idea why I mentioned about the
8 importance of real time monitoring.

9 CHAIRMAN: What is the advantage and significance of
10 automated reports of this kind of inappropriate driving?

11 MR JULIAN KWONG: Chairman, in my opinion, such black box
12 systems are likely to generate an enormous amount of
13 data, and if we solely rely on manual identification, or
14 processes which are not fully automated, I presume that
15 would require a lot of manpower, to the extent that the
16 process is not sustainable. Thank you.

17 CHAIRMAN: From the information that we received on
18 Saturday, and you have read, this technology is
19 available, is it not, automated reports of inappropriate
20 driving?

21 MR JULIAN KWONG: Chairman, yes. That's true.

22 CHAIRMAN: And it is available on the devices that are
23 currently on the buses.

24 MR JULIAN KWONG: Chairman, from my reading of the document,
25 I presume yes.

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1 CHAIRMAN: So the effect of this would be, if one was to put
2 a threshold trigger, let's take a 50 kilometre an hour
3 speed zone, if one was to put a trigger of 55, that's
4 a 10 per cent over the limit, that would generate an
5 automated real time alert of driver misbehaviour.

6 MR JULIAN KWONG: Chairman, yes, I read about this.

7 The question now I would consider is what criteria
8 we should set, what are the thresholds, and then also
9 about what control we are looking to. An alarm, or
10 reminder is one possible control measure, but there
11 could be others.

12 So the whole process of how we can use this black
13 box, this technology, to the full extent, and also with
14 respect to the risk of crashes and injuries, I think
15 that would be a focus of any future investigation of
16 using the technology. Thank you.

17 CHAIRMAN: Are you aware of any direction or mandate from
18 the Transport Department to the franchised bus operators
19 as to how they should use this technology to produce
20 real time automated reports?

21 MR JULIAN KWONG: Chairman, I have not studied in detail
22 with respect to the question you just asked.

23 CHAIRMAN: Have you seen it in any of the documents that
24 discuss the renewal of franchises?

25 MR JULIAN KWONG: Chairman, I have not seen anything like
26

1 this.

2 CHAIRMAN: You have made recommendations, have you not? And
3 I think we are going to be coming to them in due course,
4 about what should be included in franchise documents for
5 renewal?

6 MR JULIAN KWONG: Yes, Chairman. We made recommendations,
7 but those are more or less general recommendations on
8 the directions.

9 CHAIRMAN: We will see how some of them are actually quite
10 specific and resonate with what we have just been
11 talking about.

12 Ms Wong, please resume the questioning.

13 MS MAGGIE WONG: Yes.

14 We'll come back to that topic, maybe we will finish
15 this area first.

16 We are coming to the route-specific protocol. In
17 your submission, you make reference to route-specific
18 protocol. at page 786, in the second black bullet it
19 addresses specific safety risk such as sections of the
20 narrow hillside road lacking a safety barrier. And you
21 elaborate this further at page 817. And you identify
22 some examples at page 817, right above section 5.4, that
23 you would like to formulate the route-specific
24 operational protocol to address particular high risk
25 conditions along specific road sections, including long

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1 steep/exceptionally steep gradient road, sharp bends,
2 risk of falling from heights where existing safety
3 barrier is absent, risk of falling from heights on the
4 basis of tested level of existing bridge and narrow road
5 sections with poor visibility, and road sections with
6 elevated risk of conflicts with pedestrians.

7 Those are the examples you have given. Are these
8 the examples that is -- apart from the general
9 operational protocol, those are more specifically
10 directed at the specific roads or condition of the road
11 concerned?

12 MR JULIAN KWONG: Yes. This paragraph explains our whole
13 rationale, that compliance with the legal speed limit,
14 although it is globally important, it is grossly
15 inadequate to address the safety of individual sections,
16 and we understand that certain road sections in Hong
17 Kong, for example the historical hilly roads on Hong
18 Kong Island, they are not designed for heavy bus usage,
19 because they were built a very long time ago, and from
20 my understanding, in my profession, I can tell you that
21 for example there is no safety barriers, or the safety
22 barriers are inadequate to stop a bus travelling at,
23 say, 40 or 50 kilometres per hour.

24 For this reason, we need to pay particular attention
25 to those identified road sections so that the bus
26

1 company and the bus drivers are well aware of that, and
2 those sections can be subject to special control, say
3 a speed, for example, 30, 35 kilometres per hour.

4 Another example is that on a high-speed road,
5 subject to higher speed limit, a public bus can go at
6 70 kilometres per hour. However, not all high-speed
7 roads have the same safety level. Say, for example,
8 a particular flyover has the safety barriers not
9 reaching the standards for stopping a bus to travel
10 at -- to impact at 70 kilometres per hour. In that
11 situation then we may need to impose on the bus drivers
12 that they should go a bit slower, say, 60 kilometres per
13 hour.

14 So the whole idea is actually to tie up the speed,
15 and also other behaviour of bus operation, in
16 conjunction with the road conditions based on
17 engineering criteria and also injury criteria.

18 Thank you.

19 CHAIRMAN: But approaching this again, this is to impose
20 controls on the bus drivers, although the legal limit
21 permits them to drive at this speed, as you put it,
22 that's grossly inadequate from a safety point of view,
23 again, is this a control that is to be imposed by the
24 bus companies?

25 MR JULIAN KWONG: I think in the compilation of this report
26

1 as I mentioned, I did not specify who is going to impose
2 that, but I presume that both bus companies and the
3 government can work together to formulate these
4 protocols, and for the bus company to implement.

5 Thank you.

6 MS MAGGIE WONG: But presumably identifying all these road
7 sections that have those characteristics as you
8 mentioned earlier on, would it not be easier if the
9 government undertake that task? Because I was wondering
10 if you would know, do you know the Transport Department
11 actually keeps a digital map of the entire territory of
12 Hong Kong. Are you aware of that?

13 MR JULIAN KWONG: Excuse me, you mentioned about Transport
14 Department keeping --

15 MS MAGGIE WONG: A digital speed limit map for the entire
16 territory in Hong Kong.

17 MR JULIAN KWONG: I am not sure whether there is a speed
18 limit digital map, but in my opinion -- yes, sorry, in
19 my opinion, the changes of speed limit in Hong Kong are
20 not excessive, and it shouldn't be that difficult,
21 because most of the roads are subject to a 50 kilometre
22 per hour speed limit, and certain roads are subject to
23 different speed limit, and I'm not sure whether they are
24 already on digital maps.

25 MS MAGGIE WONG: If I may take you to one document. It is
26

1 TD-1, page 368.

2 That's a letter from the Transport Department dated
3 12 June 2018, in response to questions raised by the
4 Committee requesting for digital maps on statutory speed
5 limits. If you can read from the second paragraph of
6 that letter, it states that:

7 " ... we enclose a map showing the whole territory
8 of Hong Kong ... and another one with a larger scale
9 showing the Hong Kong Island only with the roads of
10 speed limits at 70km/h or above ...

11 For your information, the dataset of speed limits
12 under the road networks managed by the Transport
13 Department ... in the Geographical Information
14 System ... format is already available for downloading
15 from data.gov.hk ... of the Hong Kong SAR government.
16 By using GIS software, members of the public, including
17 the bus operators, can import the dataset of speed
18 limits on to the base map dataset of the [Hong Kong]
19 road network, which is available from Lands Department
20 or alternatively online maps such as Google Map or Open
21 Street Map, to prepare the digital speed limit map of
22 roads in HK."

23 Over the page:

24 "The [Transport Department] has put forward the use
25 of the above mentioned GIS datasets on speed control by

26

1 the method of 'geo fencing' for consideration by the bus
2 operators. It will be followed up in the Working Group
3 on Enhancement of Safety of Franchised Buses."

4 So what is suggested in this letter is we have
5 actually the utility of a digital map showing the speed
6 limits, and if you can combine the digital map with the
7 geofencing or the GPS system that the bus operators are
8 working, then you can identify which routes may require
9 special attention.

10 Do I understand that correctly from -- I believe
11 based on your experience?

12 MR JULIAN KWONG: Okay. I would like to comment like this.

13 Yes, if such data is already available on digital
14 maps, then it is very useful. Of course that would help
15 a lot for the geofencing concept. But if we start from
16 the basic concept, the idea is that we need to let
17 drivers be aware of which particular sections of roads
18 they need to slow down, or what speeds they should
19 adopt, and even without advanced technologies we can do
20 that already. We just tell them.

21 But the geofencing, of course, if it is digitised,
22 then it can be tied up with a monitoring system to
23 remind them. But such kind of system would be very
24 useful in the long term, but in order to give immediate
25 attention to the problem, I think we can start from the
26

1 simplicity that we formulate locations for the most
2 dangerous sections, and we can already inform the
3 drivers and train the drivers.

4 Of course in the long term, that can be far more
5 automated with the systems you just mentioned.

6 CHAIRMAN: That's the whole point of monitoring, is it not?
7 The easier monitoring is made, the more the drivers are
8 disciplined into driving appropriately, particularly if
9 monitoring is real time and automated? And with
10 a digital map with speed limits, and where it is known
11 where the bus is physically, latitude, longitude, it is
12 possible to put in certain thresholds for driving in
13 certain areas?

14 MR JULIAN KWONG: Chairman, yes. And I presume that would
15 help a lot. But also we need to understand that perhaps
16 drivers are under stress, and the whole idea is to help
17 them, rather than putting a lot of constraints on them,
18 and how we do that in the most rational way, I think we
19 still need to look into the details.

20 CHAIRMAN: Are you aware of one of the bus operators in
21 Singapore operates a score card for its drivers,
22 deploying these kind of parameters that you have
23 discussed: that is speeding, deceleration, acceleration,
24 as examples, and the driver who drives his bus without
25 exceeding speed, without braking harshly, without
26

1 accelerating harshly, scored a good score, he is a green
2 driver. Then you have the other driver who speeds
3 regularly, brakes harshly, throws the passengers around
4 when he accelerates away from the bus stop, and he is
5 a red driver. And in order to help the drivers, you
6 give the green driver a bonus.

7 It is a pretty simple system, isn't it?

8 MR JULIAN KWONG: Chairman, I agree. We need to encourage
9 and to reward those drivers who are driving in a safe
10 way. Thank you.

11 MS MAGGIE WONG: I believe in the UK that has been the
12 system. Have you heard about the system called "Green
13 Road" in UK? Have you heard about that?

14 MR JULIAN KWONG: Sorry, I have not heard about this.

15 CHAIRMAN: I think it is a software that was used both in
16 the United Kingdom by Abellio on their franchise in
17 London, and it is the same one used in Singapore, that
18 I was just describing.

19 MR JULIAN KWONG: I see, thank you.

20 MS MAGGIE WONG: In short, the Green Road monitors the harsh
21 braking, harsh acceleration, and excessive engine idle
22 time. So the bus operators in England use this system
23 on peer-to-peer assessments, and drivers are given
24 different score cards, as the chairman stated, green,
25 amber and red score cards, based on the number of events
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1 they obtain.

2 And drivers with amber and red scores receive
3 further guidance and retraining. And the system is able
4 to pinpoint the location of events so drivers can learn
5 the hot spots, and this system is also used to reward
6 drivers in the form of financial bonus for good driving
7 scores.

8 So it is used as a way not only to penalise drivers,
9 but also a national measure to measure who are the top
10 drivers being awarded elite status who are then entered
11 into local or national Driver of The Year competition.

12 So the way they go about it, instead of penalising
13 them, they give them carrots, to reward them, to give
14 them incentive to drive better and more safely.

15 Have you heard about this system using score cards
16 to reward drivers rather than to penalise them?

17 MR JULIAN KWONG: Thank you. I have not heard about this,
18 but it seems that this or similar system would be the
19 way to go, provided that it is not too complicated, and
20 sustainable. Thank you.

21 MS MAGGIE WONG: And we have gone through these protocols,
22 and now may we go to the bus design as set out on
23 page 786 of MISC-2 bundle.

24 You mentioned a number of safety features that you
25 recommend as priority, and you set out six of them.

26

1 One of them is the safer bus front; second, safety
2 seat belts; and using more protective pads; corrugated
3 walls on stair ways in the bus interior; speedometer;
4 improvement on driver's vision; and features to alert
5 pedestrians staying away from a moving bus.

6 Can I ask something about this improvement to
7 driver's vision, about improved mirrors and CCTV
8 cameras. How do you suggest, or what equipment would
9 you suggest in terms of improvement to driver's vision?

10 MR JULIAN KWONG: Yes. Large vehicles usually have a lot of
11 problems for vision. For heavy vehicles, heavy goods
12 vehicles, that is a big problem. For the buses we are
13 using today, I presume that they are better, because
14 there is a large window.

15 Nowadays, I presume many buses or most buses would
16 have a CCTV camera monitoring the rear for reversing
17 safety. But still, occasionally, we have severe
18 pedestrian fatality cases. Apparently the bus driver
19 failed to see a pedestrian crossing, just in front, or
20 just on the side of the bus.

21 Now there are more CCTV cameras installed on buses,
22 as far as I understand, but I notice that the CCTV
23 monitor displays are positioned on the top above the bus
24 driver, and I'm not too sure whether that location is
25 the best for bus drivers to observe what is happening at
26

1 the blind spots. I'm not going to say that it is not
2 going to work satisfactorily, but I'm just suggesting
3 that we should look at the CCTV cameras, the location of
4 the monitor display, whether they really address all the
5 blind spot problems.

6 But on the other hand, I learned from the Transport
7 for London website that they are also looking at the
8 visibility problems for bus drivers.

9 I just want to give you an example. For goods
10 vehicles, there is big problems, because drivers cannot
11 see a pedestrian directly in front of the vehicles due
12 to blind spots, and traditionally drivers will rely on
13 the side mirrors, so they need to look at the side
14 before starting the vehicles. But that is not a very
15 natural way of look and driving. And drivers may fail
16 to look at the side mirrors.

17 The current move in some countries led by London in
18 the United Kingdom is to encourage vehicle manufacturers
19 to make the vehicle far more friendly for the drivers to
20 see what is happening in the front, and also on the
21 side, and they called it a direct vision initiative.
22 And they are already driving changes.

23 For the buses, as I mentioned, they can be better,
24 because compared to a heavy goods vehicle, the bus
25 drivers usually sit at the lower position.

26

1 But gathering the information I collected, as
2 I mentioned, I think there is still room to improve the
3 direct vision for drivers. Thank you.

4 CHAIRMAN: Of a bus?

5 MR JULIAN KWONG: Sorry, for bus. For bus drivers.

6 CHAIRMAN: One of the problems with lorry drivers is the
7 problem looking through the door, as it were, to see the
8 cyclist right next to where the driver is; is that not
9 one of the problems?

10 MR JULIAN KWONG: Chairman, yes. Yes, to see the cyclist,
11 and also to see someone walking just in front of the
12 vehicle.

13 CHAIRMAN: And it was the inability to change that
14 requirement on vehicles that led Boris Johnson to
15 determine that "If the EU could not allow me to put
16 windows into truck doors, then I should be leaving the
17 EU"; was it not?

18 MR JULIAN KWONG: Chairman, I'm not able to comment on this,
19 thank you.

20 MS MAGGIE WONG: I think you gave us an example by one of
21 your articles, I think it is dated 17 March 2018, "Road
22 Safety at the [heart] of Workability". It is at
23 page 820-78.

24 This is the first page of the article. If we go to
25 page 820-82, this is an illustration of the "Direct
26

1 Vision" initiative that you talked about earlier on.

2 Can you explain a little bit. What is meant by

3 "off-road HGV" and "Direct Vision HGV"?

4 MR JULIAN KWONG: Yes. Gathering from the information from
5 the source I quoted here, heavy goods vehicles actually
6 are designed for highways, for running on the highways.
7 Meaning that there are few pedestrians, so the vehicles
8 will travel without stopping a lot. I gather that is
9 what is meant by "off-road". But in reality, in many
10 parts of the world, including Hong Kong, we have such
11 heavy vehicles running on virtually every street,
12 including the very crowded residential streets, and
13 central business districts, and that is where the
14 problem comes in.

15 MS MAGGIE WONG: Yes. If we go back to your report earlier
16 on page 786 where you mentioned all the six factors, one
17 of them relates to features, the last one:

18 "Features to alert pedestrians staying away from
19 a moving bus."

20 What features are we talking about?

21 MR JULIAN KWONG: Here in the report I did not specify the
22 features, but in some countries, for example quoting the
23 Transport for London, they are looking at new features
24 including alarms or flashing lights.

25 MS MAGGIE WONG: So where would the alarm and flashing
26

1 lights be placed?

2 MR JULIAN KWONG: I have not studied this in details, but
3 I presume that they can be placed, say, around the blind
4 spot areas of the bus, for example just on the side of
5 the bus in the front, where pedestrians can be obscured
6 by the vehicle body of the bus.

7 CHAIRMAN: Would this be a sensor that sounds an alarm when
8 the pedestrian is picked up as being close to the
9 vehicle?

10 MR JULIAN KWONG: Chairman, I think that is a possibility,
11 but I presume that those features can be activated even
12 without an accompanying sensor, so, say, as long as the
13 bus is turning. So that needs investigation.

14 Thank you.

15 MS MAGGIE WONG: You mention also on this page about safety
16 belts. Can I take to you page 805, where you elaborate
17 on safety belts, in the section where you stated that:

18 "seat belts are generally available at limited
19 number ... of exposed seats."

20 And you have calculated 14 exposed seats in
21 a double-decker bus. The bus driver, upper deck front
22 seats, lower deck front seat facing the corridor on both
23 upper and lower deck, and you stated that seat belts are
24 deemed useful subject to detailed evaluation.

25 Are you aware that actually the new design of the
26

1 buses nowadays, so far as the upper deck front seats are
2 concerned, the new buses have already installed seat
3 belts, the upper deck.

4 CHAIRMAN: At the front?

5 MS MAGGIE WONG: The front seats, upper deck front seats.

6 MR JULIAN KWONG: Upper deck front seats. Yes.

7 As mentioned in the report, I'm well aware that
8 those seats on the upper deck front are already equipped
9 with seat belts.

10 MS MAGGIE WONG: One of the matters that was discussed with
11 the Transport Department was in relation to this topic.
12 If we can go to TD-5, page 1688.

13 CHAIRMAN: What are we going to?

14 MS MAGGIE WONG: It is a document, annex 2 document prepared
15 by the Transport Department in response to the
16 Committee's enquiries, following the oral hearing.

17 The title of the paper is "Application of New
18 Technologies in Franchised Bus Operation".

19 CHAIRMAN: Is this paper 8?

20 MS MAGGIE WONG: That's annex 2. That's an additional
21 supplementary submission.

22 If we scroll it down, it mentioned something
23 about -- 1693, I think.

24 Can we go back to 1691, paragraph 12. It is stated
25 that:

26

1 "At the [Working Group] meeting held on 13 March ...
2 the TD proposed and all FB operators agreed to install
3 seat belts on all seats for new buses, whilst the
4 feasibility of retrofitting seat belts on all seats on
5 the existing buses is to be ... explored in the
6 technical sub-working group."

7 So it appears from the discussion that there will be
8 new seat belts installed on all seats for new buses in
9 future. Are you aware of this?

10 MR JULIAN KWONG: I read from the documents of the previous
11 hearings about this. So I'm aware of that.

12 CHAIRMAN: I think the overall context, it may be you have
13 read this as well, would help. The Transport Department
14 convened a working group to examine the application of
15 what they called new technology, whether or not that's
16 the right description, in March of 2018. And this was
17 the subject of a paper -- I think I'm right in
18 remembering paper 8; is that right?

19 MS MAGGIE WONG: Yes, that's paper 8.

20 CHAIRMAN: Where a whole range of different aspects of
21 technology, but not black boxes or tachomatic devices
22 was considered. And it is this group that has been
23 meeting with bus operators, bus manufacturers, Transport
24 Department, in the last three months, considering at
25 this stage how these devices might be used. Are you
26

1 aware of that?

2 MR JULIAN KWONG: Chairman, I'm aware of that committee, but
3 I'm not aware of the detailed discussions.

4 CHAIRMAN: That's the context I wanted you to understand.
5 So now seat belts.

6 MS MAGGIE WONG: If we may go to that paper, TD paper 8,
7 that's in the TD-1 bundle page 94.

8 It is a paper by TD, Transport Department, setting
9 out the feasibility and desirability of certain features
10 for franchised buses, and at the bottom it states it set
11 up a working group on bus safety following the Tai Po
12 Road bus accident.

13 Over the page, 95:

14 "... the TD set up a working group ... with
15 representatives from all FB companies and bus
16 manufacturers in mid March 2018 to review the technical
17 feasibility and desirability of installing some new
18 safety devices ..."

19 And one of them is in relation to installation of
20 seat belts for all passenger seats, that's at
21 paragraph 5, from paragraph 5 to paragraph 9.

22 During the hearing, we heard some evidence that some
23 bus operators commented that even if you install seat
24 belts, most of the passengers are unwilling to put on
25 their seat belts. How would you propose to assist the

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1 public to understand this, and use it?

2 MR JULIAN KWONG: Yes, I understand that even with existing
3 buses equipped with seat belts the usage is very, very
4 low. That is a difficult question. We need to do it in
5 a number of ways. I think requirement by law is
6 certainly one possibility. And another one is that we
7 need publicity. And the contents of the publicity would
8 be really important. Because we are not just trying to
9 impose something on the passengers. We need to explain
10 to them and have them understand, have them understand
11 the importance of having the seat belts fastened, not
12 only to protect themselves, but say in case for those
13 seats where there are passengers facing them, that if
14 they are thrown forward they would injure other people,
15 and even in a rollover, if they do not wear seat belts,
16 they can also injure other people.

17 So how to translate this technical knowledge to
18 public understanding, I think that is a real challenge,
19 thank you.

20 CHAIRMAN: That was the formula adopted with seat belts in
21 motor cars, was it not? To start with, it was
22 voluntary, and nobody used them, and then eventually it
23 was made compulsory, and everyone uses them now.

24 MR JULIAN KWONG: Chairman, yes, I agree. But I think we
25 also need to look at the model of public light buses.

26

1 It is compulsory by law to have the seat belt fastened,
2 but today I can see that the compliance rate by
3 passengers is not very high. We certainly need far
4 better ways, I think, to convince and also to require
5 passengers to wear seat belts.

6 But how to do that, I'm not able to give very
7 definite answer, thank you.

8 CHAIRMAN: It is illegal to park a vehicle on double yellow
9 lines, but we know from walking around the streets of
10 Hong Kong, that enforcement is the problem.

11 MR JULIAN KWONG: Yes, Chairman. Enforcement is an issue,
12 but I'm also sympathetic with those charged with the
13 responsibility for enforcement. Because in terms of
14 road safety, every day, everywhere, there is so much
15 violations in one way or another, including seat belts,
16 and it is very difficult to have enforcement conducted
17 all the time. Thank you.

18 CHAIRMAN: Perhaps some of the time would be beneficial.

19 MR JULIAN KWONG: Chairman, yes, I agree.

20 MS MAGGIE WONG: In this paper, it also mentioned other
21 safety devices that have been touched upon in your
22 paper, including, if we look at page 98 of TD-1, the use
23 of technology on the safety devices of franchised buses.
24 It mentioned electronic stability control and roll
25 stability control, which is also mentioned in your paper
26

1 at page 818, called the electronic stability programme.

2 Do you know --

3 CHAIRMAN: Before you move on, if you are moving to devices,
4 in your piece on bus design, you mentioned at 786, in
5 fact it is the first matter that you address, it is
6 a safer bus front, and you give details of it.

7 What is it that is unsafe at the moment about the
8 front of a bus, or relatively unsafe?

9 MR JULIAN KWONG: Yes, Chairman, the upper deck of a bus, at
10 the front, there is very limited space, what we call the
11 concept of crumple zone. Safety belts on the upper deck
12 front seats are beneficial for certain types of
13 incidents, for example a bus braking abruptly, or a bus
14 colliding with a safety barrier, colliding with a small
15 passenger car. But considering that the double-decker
16 bus collides with a container vehicle in the front, or
17 colliding with a bridge pier, then the upper deck front
18 passengers, even if they are restrained by seat belts,
19 they will suffer severe injuries.

20 And in this respect, maybe I also invite Dr Kou to
21 supplement the information.

22 CHAIRMAN: Yes, Dr Kou.

23 DR KOU SIO KEI: Mr Chairman. So in an unrestrained or
24 restrained passenger, if the occupant compartment
25 collapses, say for example in the upper front part of
26

1 the bus, it is the interior posterior type of
2 compression that causes serious injuries to the occupant
3 in the chest, which we have all the major organs inside,
4 and also the abdomen and the pelvis, and we know that by
5 this type of compression injuries, especially in the
6 chest and pelvis, it would result in very severe and
7 even fatal internal bleeding.

8 That's the reason why Mr Kwong noted that the upper
9 front seats of a double-decker bus, the occupants
10 sitting over there, whether they are restrained or
11 unrestrained, they are at a higher risk. Thank you.

12 CHAIRMAN: It is right, is it not, from the photographs that
13 I have seen and perhaps you have seen, that the front of
14 the bus in the Tai Po Road accident on 10 February, that
15 was severely damaged, was it not, the upper front of the
16 bus?

17 If you have not seen the photographs, by all means
18 say so.

19 MR JULIAN KWONG: Chairman. I have seen the photographs.

20 For that --

21 CHAIRMAN: Perhaps that's a different cause of damage.

22 MR JULIAN KWONG: I'm not always sure of the exact mechanism
23 of that incident. When the bus rolls over, or topples,
24 whether the buses topple directly onto the bus shelter,
25 and it is the bus shelter structure intruding into the
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1 bus body that contributes to the high number of
2 fatalities.

3 And that could be a reason, but I'm not always sure,
4 until there's adequate evidence. As I mentioned in the
5 report, we need to understand injury patterns and
6 mechanisms. Because, say, if we are trying to introduce
7 a particular measure, including seat belt, we need to
8 understand that they can be very helpful for certain
9 kinds of crash and injury mechanisms, but they may be
10 not very useful for certain mechanisms. So that is the
11 precise directions we are advocating, that we need to
12 understand crashes and injuries in a much better way.

13 Thank you.

14 CHAIRMAN: Thank you.

15 MS MAGGIE WONG: And on this topic, Mr Kwong, and Dr Kou,
16 may I refer you to your April 2018 paper at page 805, at
17 the bottom. The topic on compartmentalisation, and also
18 the rollover test to UNECE Regulation No. 66 at the
19 bottom.

20 It referred to a:

21 "... widely accepted regulation requiring bus
22 superstructures to have sufficient strength to maintain
23 a defined volume of residual space integrity during and
24 after a rollover test with the objective to promote
25 passengers' survival."

26

1 Can you elaborate on this? Are you suggesting it is
2 in fact a regulation requiring a bus manufacturer or
3 operator to have a specific material used to ensure
4 there is sufficient space/integrity? Maybe you can
5 elaborate on that.

6 MR JULIAN KWONG: Okay. While admitting that I'm not an
7 expert in vehicle design, I did try to study a number of
8 documents related to bus superstructure design, and
9 I came to understand that the rollover test to UNECE
10 regulation No. 66, that is required for single-decker
11 buses. The idea is that when a bus rolls over, it is
12 very important that the superstructures does not deform
13 excessively, otherwise the passengers inside will be
14 compressed, and there is a real risk that they come into
15 contact with the road because they are compressed during
16 the rollover.

17 So they require that the superstructure remains more
18 or less intact. But I also came to understand that this
19 test applies to single-decker buses. There was
20 a proposal in 2009 by an expert to the UNECE that
21 double-decker buses should also be included.

22 I'm not sure whether the regulations have been
23 updated, and I'm not sure whether double-decker buses
24 have indeed been tested for rollover.

25 But I would like to add a point, that my
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1 understanding is that this rollover test is a simple
2 rollover test, that means the bus toppling onto one
3 side, without toppling onto objects like a bus shelter,
4 a wall, a safety barrier, and railing, et cetera.

5 And secondly, the main emphasis is that the
6 objective is to maintain the residual space integrity,
7 passengers are subject to injuries in a number of ways
8 when a bus rolls over. And this test will help a lot.
9 But that is not the entire story. It cannot prevent all
10 kinds of injuries.

11 In this sense maybe I would also like to see if
12 Dr Kou has something to supplement.

13 DR KOU SIO KEI: In the case of a toppled double-decker, we
14 need two things. One is that the superstructures
15 remained intact, as Mr Kwong has mentioned. The second
16 thing is we try to prevent the occupants inside the
17 compartment to move excessively, either out of the
18 window of the vehicle, or onto the other passengers
19 inside the same compartment. Because if we know that if
20 a person becomes unconscious but is still breathing, but
21 then if there are two people of similar size on top of
22 him or her, then he or she would very likely suffer from
23 suffocation as a result of that external pressure by
24 others.

25 That would be some of the points of consideration in
26

1 cases of a toppling bus.

2 MS MAGGIE WONG: If we go back to the TD paper, TD-1,
3 page 98, we were onto the electronic stability control
4 and roll stability control system which is also
5 mentioned in your paper at 786 as the electronic
6 stability programme. Do you know much about this
7 programme?

8 MR JULIAN KWONG: Again, I would like to say I am not an
9 expert in vehicle design, but having read about the
10 electronic stability control and the rationale, and also
11 seeing that it is actually a mature technology,
12 I consider in the report that it is something we would
13 recommend, at least to be investigated in detail.

14 MS MAGGIE WONG: Yes, in fact the Transport Department has
15 advocated this. If we look at page 100 in bundle TD-1,
16 still in the same bundle, but in paragraph 15, same
17 paper. If we look at paragraph 15 it stated:

18 "One of the bus manufacturers have advised that
19 their new and existing buses have already been equipped
20 with the [electronic stability control system]. As
21 such, about 2.8 per cent of the [franchise buses] ... in
22 Hong Kong procured from this manufacturer have been
23 installed with the ESC."

24 That is the electronic stability control:

25 "The bus manufacturer further advised that one of
26

1 the functions ... [is to use] electronic-controlled
2 suspension for rollover protection ...

3 Based on the bus manufacturers' advice, their
4 [electronic stability control] could already assist the
5 vehicle back to track before the rollover situation
6 begins. However, the bus manufacturers pointed out that
7 even with the installation, a bus can still lose control
8 due to inappropriate driving behaviour, eg aggressive
9 driving. The bus would roll over if it is being driven
10 off-road and the body angle is too high ... To improve
11 bus safety, all FB operators agree to incorporate the
12 requirement of installing ESC system ... for procurement
13 of new buses."

14 That's the electronic stability programme. Do you
15 know whether it has been widely used in UK, and in
16 France, and in the programmes that you have undertaken?

17 MR JULIAN KWONG: I do not have information regarding the
18 current extent of usage and for applications to public
19 buses.

20 MS MAGGIE WONG: Yes. The other thing that you mentioned in
21 your paper is the autonomous emergency braking system.
22 That is in your paper at page 786. Can you elaborate on
23 what this is.

24 MR JULIAN KWONG: For this paragraph, I mentioned that these
25 features should be explored. Autonomous emergency
26

1 braking system, as I understand, of course it is an
2 intelligent system. When a vehicle detects that
3 a collision is imminent, for example colliding with a
4 pedestrian or colliding with a vehicle in front, then
5 the system will be automatically activated to stop or to
6 slow down the vehicles.

7 And I recommended this for a number of reasons.
8 Rear-front collision is one of the most serious
9 concerns. A bus rolling over, or falling down a cliff,
10 of course that is a major concern, but rear-front
11 collisions are more common, and that often happen on
12 highways, often resulting in a lot of injuries, and the
13 upper deck front passengers usually suffer severe
14 injuries. Another one is pedestrian collision.

15 So on the understanding that some bus companies are
16 already introducing such systems, whether definitely or
17 as trials, I thought that that would be a good feature
18 to be explored. Thank you.

19 MS MAGGIE WONG: And if we go back to the TD paper,
20 page 102, that's TD-1, page 102, on speed display
21 unit --

22 CHAIRMAN: Before we move on, what was the result of the
23 consideration by the working group on adopting advanced
24 technology as far as this is concerned?

25 MS MAGGIE WONG: I believe they have not touched on this
26

1 subject. Can I go back to ...

2 CHAIRMAN: Is this addressed under the heading "Collision
3 prevention" at page 103 of TD-1? There are two matters
4 being dealt with there, one is keeping lanes, but the
5 other seems to be dealing with what Mr Kwong has been
6 calling front to tail of a collision.

7 So one is keeping you in a lane, and the other is
8 avoiding a collision with a vehicle in front because you
9 are too close, or the vehicle has stopped and you have
10 not, and also with pedestrians.

11 MS MAGGIE WONG: Yes, that's correct. That's page 103 to
12 104.

13 If we look at page 103 at the bottom, the last three
14 lines, paragraph 24:

15 "When the bus gets too close to the vehicle in
16 front, a signal (audible and/or visual) will alert the
17 driver. Some systems offer collision warning with the
18 brake support. If the driver does not react after the
19 collision warning, the brake support function will
20 activate the braking system to react quickly and hence
21 the brakes will be applied. In the event of an imminent
22 crash and the driver has not applied the brakes, some of
23 the new systems that are available in the market would
24 apply heavy braking automatically to help reduce the
25 impact of the crash."

26

1 Then it sets out a photo show activation of the
2 collision prevention system. The Transport Department
3 is also mentioning the three bus manufacturers' reaction
4 to this. It is at paragraph 26:

5 "All the three bus manufacturers advise that there
6 are in-built or third-party lane keeping systems ...
7 However, they have reservation in the installation of
8 such device on the [franchise buses] as the traffic in
9 Hong Kong is heavy and frequent lane changing is
10 required ..."

11 CHAIRMAN: Isn't this dealing with a separate topic?

12 MS MAGGIE WONG: Yes.

13 CHAIRMAN: One is avoiding front-tail collision and the
14 other is lane keeping. Is there any response to
15 avoiding collisions?

16 MS MAGGIE WONG: I think it is at the last line:

17 "In sum, the FB operators do not consider that the
18 installation of collision prevention and lane keeping
19 devices are effective for enhancing the safe operation
20 of FB services."

21 CHAIRMAN: Thank you.

22 MS MAGGIE WONG: So the FB operators, that's the franchised
23 bus operators, seem to take a different view as to the
24 efficiency of this prevention collision system. That's
25 why I would like your experience in this. Because in
26

1 your paper you did raise this as one of the devices that
2 you consider of some use.

3 How would you respond to this?

4 MR JULIAN KWONG: Of course, the introduction of any new
5 systems would need to be thoroughly discussed with the
6 bus operators, and also to have the feedback from bus
7 drivers.

8 It can create problems if we have too many systems
9 causing distractions and difficulty of usage or any
10 unwanted effects.

11 However, I recommend the study of collision
12 prevention system, that is the autonomous braking
13 system, is based on the prevalence of rear-front
14 collisions, and the implications, and also that a number
15 of operators overseas have introduced the system or are
16 seriously having trials of the system. What I'm not
17 sure from this paragraph is the rationale that the FB
18 operators do not consider them effective.

19 Whether the discussion is just they do not want it,
20 or they have some good justification of not doing that,
21 or whether they are willing to at least conduct some
22 trials, so I cannot comment on this due to the lack of
23 information. Thank you.

24 CHAIRMAN: Well, to help you, it is my memory that we
25 received some information from Citybus that they had

26

1 conducted a trial of such a system, and they had found
2 it distracting, too many alarms going off, and so on.
3 But perhaps that could be found after we take a break,
4 and you can be taken to what that evidence was so that
5 you can see what the rationalisation was.

6 If I could ask you to look that up, Ms Wong.

7 MS MAGGIE WONG: Yes.

8 CHAIRMAN: It is my memory it came in the oral evidence of
9 Citybus. I know one of these devices is called
10 Mobileye, but there may have been another device that
11 was used by Citybus.

12 MS MAGGIE WONG: Yes.

13 CHAIRMAN: We are going to take a break of 20 minutes, and
14 then we will resume with your evidence. Thank you.

15 (11.17 am)

16 (A short break)

17 (11.41 am)

18 MS MAGGIE WONG: Before the break, we were discussing about
19 a number of issues. In response to the chairman's
20 question about the evidence of one of the bus operators,
21 Citybus, of this collision or lane keeping device, can
22 we go to transcript bundle TSCP-1, at Day 4 of the oral
23 session at page 49.

24 It should be TSCP-2 bundle, at pages 49 to 51.

25 The question by Mr Duncan, that's the counsel,

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1 leading counsel for the Committee, at line 19. Mr Chung
2 is representing the Citybus in relation to technological
3 device, and he asked Mr Chung:

4 " ... if I could then ask to you look at
5 paragraph 26 [which is the paragraph we have looked at].
6 It records the fact that 'the ... bus operators do not
7 consider that the installation of collision prevention
8 and lane-keeping devices are effective for enhancing the
9 safe operation of franchised bus services', and
10 I believe this for the reasons that you can see earlier
11 in paragraph 26. Is that the case?

12 MR WILLIAM CHUNG: Correct.

13 MR DUNCAN: So do I understand correctly then that
14 as far as the company is concerned, it is not proposing
15 to pursue that possible device any further?

16 MR WILLIAM CHUNG: Let me first of all explain.
17 Such a device, in the year 2014, our company did carry
18 out a test of such devices. This is called Mobileye.
19 Mobileye is a driving assisting device. At that time,
20 it was mainly applied to private cars. What was
21 involved was that they would use the visual aid to
22 detect what is in front and then the system will carry
23 out an analysis and then calculations would be made as
24 to the distance between the subject vehicle and the
25 preceding one and the following one, and then come up

26

1 with an idea about the time of collision, then warning
2 signals would be sent to the driver.

3 At the time we fitted this Mobileye on three of our
4 buses, we carried out a trial scheme for four months.
5 We made arrangements for representatives of different
6 trade unions, that is bus captain representatives, as
7 well as 50-plus bus captains to drive such buses, that
8 is three of them, in their normal service, and after
9 that they were asked to fill out a questionnaire for us,
10 telling us what they think about this device called
11 Mobileye.

12 So the findings were such that some of the alerts
13 were not quite suitable for use on buses. Say, for
14 example, when the bus pulls up at a bus bay, since it is
15 detected that there are people in front of the bus, as
16 you know there are passengers waiting at the bus stop,
17 so when people are detected then there will be an audio
18 signal. Well, in fact the driver hasn't yet
19 straightened the bus and so a signal would also be sent.

20 Moreover, when the bus is stopped too close to the
21 preceding bus, this will be a signal to be sent out in
22 the case of when the traffic is slow. As a result, it
23 means that the warning signals are emitted many times
24 during a journey. 46 per cent of the bus captains told
25 us in the questionnaire that there were too many warning
26

1 signals and it was causing a nuisance to their driving,
2 and as a result they ignored the signals, and then
3 50 per cent of the drivers told us that the Mobileye
4 didn't help in their safe driving.

5 So having considered the functions of this Mobileye
6 and having taken into account the views of our bus
7 captains, moreover there is a high cost involved in the
8 installation, we as a result decided against following
9 up on the idea.

10 So that's our experience. We shared our experience
11 at the meeting."

12 So that's the transcript.

13 And if I may also take you to the report, that it is
14 mentioned in the evidence. That is in CTB-3. Page 601.

15 That's the first page, that's the Mobileye trial
16 result.

17 At page 603 it referred to the time when this trial
18 was carried out: Background, second paragraph you can
19 see it was carried out in 2014, and if you look down at
20 paragraph 2, the second paragraph, Mobileye trial:

21 It was split into two phases, and the second
22 paragraph:

23 "Questionnaires were sent to 13 union
24 representatives and 54 bus captains who had driven the
25 test buses to collect their feedbacks ..."

26

1 And then if we go to page 609, it is setting out the
2 conclusion and recommendation. Paragraph 5:

3 "Bus captain's acceptance.

4 50 per cent of bus captains opined that the Mobileye
5 was not helpful for driving safety and 44 per cent of
6 bus captains opined that the alerts of the Mobileye
7 caused usance to driving. The suitability and
8 usefulness of the Mobileye is questionable. Hence it is
9 not recommended to go ahead with the Mobileye."

10 Lastly, in the recent paper submitted by the
11 Transport Department in May 2018 for completeness,
12 that's at TD-5, page 1691 at paragraphs 12 to 13, you
13 can see at paragraph 12, the fifth line from the bottom
14 of paragraph 12 it mentioned:

15 "... the collision prevention lane keeping device
16 ... were tabled for discussion at the [working group].
17 It was agreed at the [working group] meeting that the
18 feasibility and applicability of the ... on-bus devices
19 would be further deliberated in the technical
20 sub-working group."

21 And paragraph 13, I believe right in the middle. It
22 stated that:

23 "... no final decisions have been made on the
24 proposals of the new technology. It is expected that
25 a report on the recommended safety-enhancement measures
26

1 and facilities to be installed on buses will be released
2 in June/July 2018."

3 So for completeness, no final decision has been
4 made, but only Citybus has done a trial result, based on
5 the 54 bus captains' experience.

6 Given the information in front of you, would you
7 like to comment on the information, because in your
8 report you recommended this autonomous braking system,
9 emergency braking system, would you like to make further
10 comments on this area?

11 CHAIRMAN: I think to be fair to Mr Kwong he recommended
12 that it be tested, not that you gave a blank cheque that
13 it was recommended to be used.

14 MR JULIAN KWONG: Chairman, yes. We have recommended that
15 it is explored, and everything is subject to evidence
16 and practicality.

17 CHAIRMAN: Am I right in remembering, Ms Wong, that Mobileye
18 or Mobicon is in use with other bus companies elsewhere
19 in the world? Is it not in use in London?

20 MS MAGGIE WONG: Yes, it was an equipment used I believe in
21 England, in a study, and that is why it was proposed to
22 be used in Hong Kong.

23 CHAIRMAN: But has it not been used more recently in London,
24 subject to this 2014 test?

25 MS MAGGIE WONG: Yes. In a recent report. We will find out
26

1 the relevant references for you in due course.

2 May I move on to another --

3 CHAIRMAN: One reason it may not be useful in Hong Kong is
4 bus drivers drive centimetres away from the bus in front
5 of them, particularly when they are slow moving, and no
6 doubt that does cause irritating alarms, but presumably
7 one can set a distance setting for the alarm going off,
8 and if you are driving so close that a pedestrian can't
9 even walk in front of the bus as the bus is stationary,
10 it is not surprising there are lots of alarms.

11 MR JULIAN KWONG: Chairman, yes. I think we need to
12 understand more about the threshold and criteria, and
13 also this equipment will be advancing all the time, the
14 technology, so I recognise that Citybus has done a very
15 good trial, and they did a survey afterwards, and I have
16 no comment on that, but the main reason we are
17 recommending that such systems are explored is based on
18 a need, the need being that we have rear-front
19 collisions which are really serious, and then we also
20 have the risk of collisions with pedestrians, and such
21 systems, if they are matured enough, may be a very good
22 measure to mitigate our problems.

23 But, of course, everything will be subject to
24 trials, and also we need to prove that it really works.
25 Thank you.

26

1 CHAIRMAN: Thank you.

2 MS MAGGIE WONG: Thank you. And before we move away from
3 this TD paper, may I ask a few questions about some of
4 the proposals suggested by the Transport Department.

5 One of them is the speed display unit, at page 102
6 of TD-1. That's the paper 8 in relation to the new
7 technology. At paragraph 21, the last line, it
8 mentioned that the existing speed display unit installed
9 on a public light bus may resemble the installation of
10 the proposed device on a franchised bus is shown in
11 figure 6. And then if we go over the page at
12 paragraph 22, it sets out the response of the franchised
13 bus operators, near the end of paragraph 22:

14 "In addition, the FB operators are concerned that
15 SDU would create conflicts and arguments between the bus
16 captain and passengers, and impose additional pressure
17 on the bus captains which in turn would affect the
18 safety for bus driving. The FB operators consider that
19 the SDU is not conducive in enhancing bus safety."

20 We all know that the speed display unit has been
21 installed in public light buses, but what would you say
22 about the response made by franchised bus operators as
23 to the efficiency of this unit in terms of enhancing bus
24 safety?

25 MR JULIAN KWONG: Thank you. I understand the standpoint,
26

1 but from our point of view it would be whether such
2 installation would be really helpful to road safety.
3 That would be our major concern.

4 May I just point out that in our report submission
5 we did mention about the term "speedometer", but in our
6 submission, we were talking about speedometer in digital
7 display for the driver, as opposed to the current
8 analogue display for the drivers.

9 That is important because we need to first make sure
10 that drivers are aware of what speeds they are using.
11 Sometimes they may not be deliberately exceeding the
12 speed excessively. But current display, it seems that
13 drivers would find it difficult to read the analogue
14 display, because of the position, and also it is not
15 digital. So that was our recommendation that there
16 needs to be a fairly prominent digital display for the
17 driver at the right position.

18 But then coming to the second point about
19 speedometer installation for passengers. After we came
20 to know about this proposal, I also had some thoughts.

21 For passengers to make complaint or to tell the
22 drivers, I'm not too sure whether that will be an
23 effective way. But one possible use of such speedometer
24 display is to enhance inspectors. To quickly gather
25 information where, whether bus drivers have been grossly
26

1 violating speed limit, or the pre-defined protocols for
2 speeds at different location or in general.

3 And that could be a possible benefit. But as
4 I mentioned, relying on passengers to make complaints,
5 from my experience, I'm not too sure whether that would
6 be really effective, given the cost of installation.

7 So that needs to be -- I think it would be better
8 always to study it in more details, maybe to have some
9 trials. Thank you.

10 CHAIRMAN: When you say passengers' complaints are not too
11 useful. Do you have in mind passengers complaining to
12 the bus on the stop to the bus captain?

13 MR JULIAN KWONG: You mean according to my experience?

14 CHAIRMAN: No, when you say you don't think it would be too
15 useful to enable passengers to complain, do you have in
16 mind that the passengers might complain to the bus
17 captain in real time on the spot?

18 MR JULIAN KWONG: Yes, Chairman. I would like to say that
19 I would not make a conclusion now, but it is not easy to
20 decide on that, because we have to look at the
21 behaviour, and also to look at how it works in reality.
22 Because most passengers I presume they do not care -- as
23 long as the bus is not going as crazy speeds. They may
24 not be aware that, say, for example, I mentioned that on
25 busy urban street, going at 45 or 50 kilometres per hour

26

1 is already dangerous. Passengers may be more interested
2 in getting to their destination in time, and they may
3 not be so sensitive to small variations in speed.

4 Of course if the bus driver is going at a grossly
5 excessive speed, then that is a problem. That may help
6 passengers talking to the bus drivers, and to stop his
7 behaviour in time.

8 But that is also going to be difficult, because in
9 that situation the driver would already know very well
10 that he is going at much faster speed than his company,
11 or the legal speed limit would permit: and the passenger
12 talking to him directly whilst he is driving, that could
13 be seen as an aggression.

14 So these issues could be complicated. So to
15 conclude, I would like to say that if we concentrate on
16 this usage of the speedometers, I am not yet sure
17 whether that is going to contribute a lot to bus safety,
18 but we can always investigate this issue in more detail,
19 thank you.

20 CHAIRMAN: The Transport Department has a complaint
21 telephone number, does it not?

22 MR JULIAN KWONG: Chairman, yes. I think --

23 CHAIRMAN: Have you examined the mechanism for this
24 complaints? How one makes the complaints?

25 MR JULIAN KWONG: Chairman, as far as I understand, there
26

1 are a number of channels.

2 CHAIRMAN: There is a form, isn't there?

3 MR JULIAN KWONG: There is a form and you can --

4 CHAIRMAN: Does that form have a box that says "bus
5 excessive speed"?

6 MR JULIAN KWONG: Chairman, I'm not aware of that.

7 CHAIRMAN: I have looked at it, and I can't find it. But
8 perhaps you might consider this scenario: if a passenger
9 was concerned about the speed at which a bus was being
10 driven -- and the manner, because speed by itself is not
11 necessarily dangerous, is it?

12 MR JULIAN KWONG: Can you repeat?

13 CHAIRMAN: Speed by itself is not necessarily dangerous.

14 MR JULIAN KWONG: Yes, it is not only speed, it is the
15 degree of conflict, and in what context.

16 CHAIRMAN: Yes. Well, since there is a complaint mechanism,
17 would it not assist if the passenger on the bus would
18 have his suspicions confirmed that the bus was actually
19 going, say, 65 kilometres an hour and not 50 in a 50
20 zone, and all the passenger has to do is use the iPhone
21 that he is already using for other purposes, to take
22 a photograph, and then he e-mails the photograph to the
23 transport complaint unit, and then you have a photograph
24 of the speed, and perhaps also where the bus was.

25 MR JULIAN KWONG: Chairman, that is a very good idea, and in
26

1 that case I think there needs to be some thought on how
2 we position that speedometer display, considering, for
3 example, you take the picture, and together you take the
4 picture of the road ahead, so that there can be a proof
5 of where the bus is, and maybe the display also has the
6 number of the bus, the registration plate, and also that
7 that is positioned at a location where the bus drivers
8 will not be able to see that the bus passenger is taking
9 the photograph, to avoid any direct conflicts between
10 the driver and the passenger.

11 CHAIRMAN: Thank you.

12 MS MAGGIE WONG: Mr Kwong, if I may take you to the last
13 proposed device proposed by the Transport Department.
14 It is the driver monitoring device at TD-1, page 105.
15 Paragraph 27.

16 This was a device that was said to monitor driving
17 performance and alert the driver if it detects a lack of
18 attention or drowsiness, and if we jump a line:

19 "When the system detect potential unsafe behaviours,
20 such as 'looking aside', 'dozing', 'drowsiness' or 'bad
21 posture', the system will give visual warning and voice
22 alert to the driver."

23 We go over the page:

24 "All three bus manufacturers have advised that these
25 systems are third-party system and standalone ... It is
26

1 technically feasible to monitor the bus captain's status
2 but will also pose unnecessary nuisance to the bus
3 captain when there is a false alarm. Two FB operators
4 advise that they would install a similar system in four
5 of their buses for a trial of 3 months tentatively
6 starting from early May 2018. The TD, in collaboration
7 with the FB operators concerned, will assess the
8 effectiveness of the system upon completion of the
9 trial."

10 First, Mr Kwong, have you heard about this driver
11 monitoring device system before?

12 MR JULIAN KWONG: I am aware of such systems, but I have not
13 gone into the details of such system. Fatigued driving,
14 or inattention certainly is a possible factor for road
15 crashes.

16 But again, whether such systems would be beneficial,
17 then we need to look at whether such problems mentioned,
18 back posture, inattention, et cetera -- really account
19 for large proportions of our crashes for buses.

20 So I am open to that, but I cannot give too detailed
21 comments at this stage, thank you.

22 CHAIRMAN: Is fatigue an issue, a risk, in Hong Kong
23 franchised bus drivers? How do you assess that?

24 MR JULIAN KWONG: Chairman, I presume that fatigue will be
25 related to the number of hours of driving, rest hours,
26

1 but it would also depend on individuals. For one reason
2 or the other, that he is tired. On this topic, in our
3 report we have not devoted a lot of writing on that,
4 because I have not studied this issue. Although in some
5 other parts where I have been working, for long distance
6 driving we need to care a lot about the possibility of
7 fatigue driving. In Hong Kong I think we need to look
8 at that. Because any system we are trying to introduce,
9 that should be tied up with the real crashes we are
10 facing, and also the risks we are facing. So I can only
11 say this for the moment. Thank you.

12 CHAIRMAN: Are you aware of any attempt to study the risk
13 factor of fatigue driving, in questionnaires? Any
14 surveys? The examination of accidents? Are you aware
15 of anything like that? Empirical data.

16 MR JULIAN KWONG: You mean in Hong Kong?

17 CHAIRMAN: Yes.

18 MR JULIAN KWONG: Chairman, I'm not aware of that.

19 MS MAGGIE WONG: Prior to the break, Mr Kwong, we are
20 discussing about the structural strengths of the upper
21 deck front of the buses, and the potential hazards to
22 passengers sitting at the front of the vehicle, upper
23 deck of the vehicle.

24 And I would like to show you a photo of the Tai Po
25 accident which touched on this. May we pull up the
26

1 photo. We can see a photo of the incident showing,
2 I think the upper deck, the front portion has been
3 completely damaged. And does this help you to explain
4 your statement about having safer bus fronts as set out
5 in paragraph 5.5 of your April report?

6 MR JULIAN KWONG: Looking at this picture, I would consider
7 that to be a composite collision. There are many
8 possibilities of crash scenarios. The simple one would
9 be the bus colliding directly with an object, with a
10 tall object like a container truck in the front,
11 colliding with a bridge pier, colliding with a lighting
12 column, colliding with a projected canopy of a building.
13 But for this one it is probably a composite collision.
14 Maybe the bus has collided with the bus shelter, which
15 is high enough to damage the upper deck structure.
16 Maybe it has also collided with a lighting column, but
17 at the same time the bus also rolls over.

18 As I mentioned earlier, the bus could have rolled
19 over directly onto the bus shelter, and in this process
20 the bus shelter also contributed to the destruction of
21 the bus front and also the side of the bus, or even
22 directly intruded into the bus compartment, directly
23 injuring the passengers inside.

24 But without further evidence, this is just
25 speculation.

26

1 CHAIRMAN: We don't need to speculate. Others can tell us
2 the result of their examinations.

3 MR JULIAN KWONG: Chairman, yes, hopefully. We consider
4 that understanding crash mechanisms and also injury
5 mechanisms is really important for the formulation of
6 evidence-based strategies and measures. Thank you.

7 MS MAGGIE WONG: Yes. Mr Kwong, the Committee has made
8 further enquiries after your submission in relation to
9 some of the articles published on your website, because
10 we are on this topic about transport data.

11 If we look at page 820-1, and if we scroll down,
12 paragraph 8.

13 It is stated that in your web page there is
14 a section called the "Traffic Speed Data". And you
15 explained that you agreed to publish this on the
16 Committee's website, but due to resources you state this
17 task is intermittent and not systematic at the moment:

18 "We are doing it ourselves and in partnership with
19 interested parties. Tonight, (11 July ...) we are
20 meeting some interested group of young people to conduct
21 new surveys."

22 And you have done, I believe, a few selected
23 locations. TST, Sham Shui Po, Route Twisk, and then
24 over the page, Lyttleton Road, and Tai Hang Road, and
25 you stated that:

26

1 "In support of the Fourth United Nations Global Road
2 Safety Week with the theme 'Save Lives Slow Down'
3 in May 2017, CRS collaborated with a district councillor
4 and a professional producer to produce a short movie to
5 raise awareness. The target road site is Tai Hang Road.
6 Below is a captured photo of the video. The speed of
7 some vehicles was even well beyond 80km/h at night."

8 May I first of all ask, Mr Kwong, this is obviously
9 a study you have done on your own initiative in
10 collaboration with other interested parties, yes?

11 MR JULIAN KWONG: For this Tai Hang Road, yes, we are happy
12 to collaborate with any parties interested in the topic.
13 We make it non-profitable, politically we are neutral.
14 So we just need people to collaborate because we are
15 trying to bring the message out to increase the
16 awareness within the society. And conducting speed
17 limit is very time consuming, it is manual work. So
18 that is why we have not been doing that systematically
19 as we would like.

20 MS MAGGIE WONG: Yes. What equipment -- we have seen
21 a photo here. Is that a laser gun that you use by your
22 partners in detecting the speed limit of certain
23 vehicles?

24 MR JULIAN KWONG: That's true, it is a laser gun with the
25 model name Tru Speed, so that is a speed gun which I own

26

1 myself.

2 CHAIRMAN: Who is the manufacturer?

3 MR JULIAN KWONG: The manufacturer, as I understand, is

4 Laser Technology.

5 CHAIRMAN: Is this a device that is used by law enforcement

6 organisations either here or elsewhere?

7 MR JULIAN KWONG: Chairman, as I understand, that is

8 correct, but it also depends on the model.

9 CHAIRMAN: Is it used in Hong Kong?

10 MR JULIAN KWONG: Chairman, yes.

11 CHAIRMAN: What is the model that you were using?

12 MR JULIAN KWONG: This model, as I mentioned, that would be

13 the Tru Speed model. The exact number I cannot

14 remember, but I understand that this model has been used

15 by the police as well. There are some newer models

16 which they are using.

17 CHAIRMAN: How old is this model?

18 MR JULIAN KWONG: Chairman, this model, I purchased probably

19 in the year of 2011.

20 CHAIRMAN: In this or in any other survey, have you

21 deliberately sought to monitor the speed of franchised

22 buses?

23 MR JULIAN KWONG: Chairman, we have not conducted speed

24 surveys specifically for franchised buses, although this

25 is ideal, because if we look at bus safety, then I would

26

1 really want to look at the speed of buses specifically.

2 But I did conduct some casual speed check for buses from
3 time to time.

4 CHAIRMAN: Did you choose particular locations to do this
5 at?

6 MR JULIAN KWONG: Chairman, one location that I would like
7 to quote is that some years ago, I went to Des Voeux
8 Road Central, I looked at the -- because I wished to
9 look at the speed of buses going from the direction from
10 east to west, to see exactly what type of speeds they
11 are using. And this section of Des Voeux Road Central
12 is where many pedestrians cross the road without
13 a pedestrian crossing. And the purpose of my doing this
14 exercise was to see what speed a bus driver will use if
15 they are trying to overtake a bus stopping at the bus
16 stop.

17 The reason I am interested in this is that the
18 stopped bus will obscure any pedestrian trying to cross
19 in front. If the bus is going at excessive speed it is
20 not going to be able to stop in time, and I compared
21 some guidelines, for example, from Canada, there is
22 a recommendation or a rule saying that if the bus, the
23 transit bus has to overtake a stopped bus or a stopped
24 vehicle, then it should not go beyond the speed of
25 30 kilometres per hour.

26

1 And that was a very casual exercise for me, but then
2 at that time the highest speed I noted was 49 kilometres
3 per hour. But admittedly, I did not check too many
4 buses. I only check five or six buses.

5 Recently I also did some speed check, because
6 a newspaper reporter invited me to do a filming, an
7 interview on Des Voeux Road Central. So again, I used
8 the speed gun to have a casual check of the buses going
9 buy, and on that occasion many buses will go in the
10 range of 30 to 35 kilometres per hour. That is the
11 buses going freely, they are not obstructed by anything.

12 One bus, the highest speed I recorded was
13 42 kilometres per hour.

14 The rationale of my doing this is not to prove that
15 buses are going at excessive speed. Another main
16 purpose is to see what speeds the sensible drivers will
17 be using.

18 So from my point of view, 30 to 35 kilometres per
19 hour is sensible. Thank you.

20 MS MAGGIE WONG: Mr Kwong, thank you for sharing this with
21 us.

22 About this radar gun, have you maintained it from
23 time to time when you use it, or is it in good
24 maintenance?

25 MR JULIAN KWONG: Yes. That is in good maintenance. I have
26

1 to do calibration from time to time. From my
2 understanding, laser guns -- I mean this one is a laser
3 gun as opposed to a radar gun, normally it does not
4 require calibration all the time, but for accuracy
5 purpose I need to do two tests. If I pass these two
6 tests then normally there shouldn't be any particular
7 problems.

8 I would usually do these tests from time to time.
9 Thank you.

10 CHAIRMAN: What is the margin of error of this device,
11 according to the manufacturers?

12 MR JULIAN KWONG: Chairman, I do not have the exact figures,
13 but my understanding is that laser guns are very
14 accurate. That means the error would be well within the
15 need as far as our purpose is concerned.

16 CHAIRMAN: Can you put a figure on that?

17 MR JULIAN KWONG: I would presume that would be 1 to
18 2 per cent, at most 3 per cent.

19 CHAIRMAN: Thank you.

20 MS MAGGIE WONG: Apart from the locations that you have
21 identified in the document at pages 820-1 and 820-2 of
22 MISC-2 bundle, have you in collaboration with the other
23 interested parties considered exploring other locations
24 as well?

25 MR JULIAN KWONG: I would like to give you an example.
26

1 We were referred to by a social worker in Tsuen Wan,
2 that residents were concerned about the safety of
3 a zebra crossing near their village. They considered
4 the traffic speed too high. And at that time I have
5 some free time, so I agreed that we collaborated to do
6 a speed survey at Route Twisk in Tsuen Wan, around the
7 zebra crossing.

8 The way it worked is I trained the villagers up to
9 use the speed gun correctly, and then they conducted the
10 surveys by themselves.

11 In the end, for that exercise, they conducted the
12 survey for 800 vehicles.

13 Normally, at any single location in order to produce
14 a speed distribution graph we need at least 100
15 vehicles.

16 MS MAGGIE WONG: Do you have a report of that Route Twisk
17 data, the speed data report?

18 MR JULIAN KWONG: Yes. That report, I think I have supplied
19 to you. I would like to declare that because of some
20 difficulties of transforming the report from simplified
21 Chinese to traditional Chinese font, and the report
22 I replied to you is in simplified font, but that is
23 still the one I handed into them. Thank you.

24 MS MAGGIE WONG: Thank you.

25 If I may go back to your report, and continue with
26

1 the third area, which is the road design. That's also
2 at page 786 of this bundle, MISC-2 bundle, the road
3 design.

4 And you suggested also a number of suggestions, six
5 in total, about the road design and traffic management
6 that are crucial for bus safety. The first is adequate
7 safety barriers; second is the elimination of sloping
8 end terminals or similar features at high risk sites;
9 third is the widening of blind bends on certain old
10 roads; fourth, reduce speed limit in urban areas; fifth,
11 safe crossing facilities; and lastly, better protection
12 of waiting passengers at bus stops on major busy roads.

13 Can we go to safety barrier first. I think you
14 elaborated on that at page 808. In this section you
15 referred to this as important to contain an errant
16 vehicle from colliding with roadside hazardous objects
17 falling off the slope.

18 And you use the Tuen Mun bus crash report in 2003,
19 and you make reference to a parapet. And I'm going to
20 refer you to that Tuen Mun report. If we may go to
21 bundle SEC-1, page 1 is the first page, and then if we
22 go to paragraph 16 and 17 at page 10 to 11: if we look
23 first at paragraph 15, it states that:

24 "Parapets are protective devices designed to reduce
25 the severity of an accident. They provide a passive

26

1 line of defence and are not the cause or a contributory
2 factor of an accident.

3 16. After examining local and international
4 standards, the panel considers that the existing parapet
5 design ... adopted by the Highways Department ... are
6 generally in line with the international practices."

7 Then if you jump a few lines:

8 "However, there is room for enhancement at critical
9 locations where penetration of the vehicular parapet may
10 result in catastrophic consequences. The panel
11 advocates a total safety management approach ..."

12 And if we go to paragraph 17, it mentioned something
13 about:

14 "... a strong parapet designed to a high containment
15 level may stop a heavy vehicle in the desired manner,
16 but may cause considerable damage to a small
17 vehicle ..."

18 And then if we jump a few lines:

19 "For enhancement of parapet design in the long term,
20 the panel recommends that the [Highways Department]
21 expand the range of containment levels, in particular at
22 the high end, and review the parapet height ... The
23 panel also recommends that [Highways Department]
24 continue to monitor the development of multiple
25 containment parapet overseas ..."

26

1 If we go to page 109, at paragraph 9.38 it sets out
2 the figures mentioned there for a double-decker bus, the
3 simulation result for a double-decker bus for a speed of
4 60 kilometres an hour, the angle of impact is
5 10 degrees.

6 I believe you stated these figures in your report at
7 page 808, MISC-2 bundle. In this section at paragraph 3
8 you stated that:

9 "Some viaducts are not yet equipped with L3 safety
10 barrier. According to the Tuen Mun Road report ... the
11 earlier generation of 'P2' has been verified by
12 simulation to contain a bus at 60km/h at 10 degrees.
13 The significance of such knowledge is to set
14 route-specific operational protocols for bus operation.
15 As an example, where P2 parapets are used, the speed of
16 buses will be limited to 60km/h and travel on the left
17 lane. This will ensure that an errant bus will not
18 exceed the performance of the parapet."

19 Can you explain this. So if a bus is driving at
20 70 kilometres per hour, does it mean this parapet is not
21 going to work?

22 MR JULIAN KWONG: Okay. Thank you. Chairman, first of all
23 I would like to declare that I myself, as put forward
24 right in the beginning of this session, I am involved in
25 this project at the moment for government. But what I'm

26

1 going to say, actually relates to what I have been
2 raising all the time since probably at least 10 years
3 ago. So I'm not going to touch on anything related to
4 the project I'm working on. But anything I'm going to
5 quote, I have the knowledge independent of the project
6 I'm working on.

7 So to answer your question, the idea here is to set
8 protocols or rules for bus driving, we need to
9 understand the capacity of our road design, for example
10 in relation to the capacity of the safety barriers. For
11 this particular case, it is just an example, if the bus
12 is going at 70 kilometres per hour, at the same impact
13 angle, that I think according to the report would be
14 20 degrees. The report said that it has been tested,
15 but only by computer simulation, at 60 kilometres per
16 hour and 20 degrees. So I would like to see that there
17 is an increased risk that the bus will overcome the
18 barrier.

19 But of course we need to understand that these tests
20 are often based on a particular speed, particular angle
21 of collision, and also a particular weight of the bus.
22 It depends on the number of passengers inside.

23 So it means that in the case I quoted, it is not
24 certain that there could be a chance of the bus
25 overcoming the parapet.

26

1 I believe that if there is more information about
2 different parapets, and safety barriers on different
3 roads, that would provide a very good indication and
4 good data for the government or the bus operators to
5 formulate better route-specific protocols for their
6 drivers. Thank you.

7 MS MAGGIE WONG: And on page 808 you identify eight roads
8 where there are no safety barriers at all. That's
9 Repulse Bay Road, Tai Tam Road, Peak Road, Stubbs Road,
10 Pokfulam Road, Tai Po Road, Clear Water Bay Road, Keung
11 Shan Road.

12 Of course I'm not going to the consultancy brief
13 report, but have these matters been raised by you with
14 the Transport Department before the consultancy brief,
15 or is this the first time you raised this, in this
16 report?

17 MR JULIAN KWONG: Chairman, these issues and what is stated
18 in this report have been raised for a number of years,
19 and also compilation of this report was prior to my
20 involvement in the consultancy study you just mentioned.

21 CHAIRMAN: With whom did you raise these concerns?

22 MR JULIAN KWONG: Chairman, usually we would raise the
23 concern to relevant government departments, such as
24 Highways Department, Transport Department. I have
25 forgotten whether I did raise it, say, to the Bureau.

26

1 CHAIRMAN: What response, if any, did you get? We are
2 looking at a road with what looks like a stone wall on
3 a steep slope. What response did you get when you said,
4 "Why isn't there a safety barrier here?"

5 MR JULIAN KWONG: Chairman, I have forgotten the exact reply
6 I got, but I presume that they understood, and I can
7 remember that there was an interest in that, and that
8 they have done something about that, but then of course
9 the problem is very extensive. And I have to keep on
10 repeating the same message to these departments.

11 So it is an ongoing issue. My only interest is
12 whether something has been improved. So I do not know
13 exactly what is going on inside government, but I only
14 make the comments out of what I see at the site.

15 CHAIRMAN: And that's why it is ongoing? Because you see
16 the same thing, year after year?

17 MR JULIAN KWONG: Chairman, yes. That's true.

18 But of course there may have been local improvements
19 for some particular sites, but this is one site, the
20 pictures show one site which I would consider to be
21 highly risky. Thank you.

22 MS MAGGIE WONG: May I just show one specific example of the
23 Tai Po Road section where -- as we have stated earlier,
24 the Tai Po accident happened in February and the
25 Transport Department was able to reduce the speed limit,

26

1 make changes to the road traffic signs, and on the road
2 markings within two months.

3 And if I can show you the Tai Po District Council
4 paper, in TD-1, page 354.

5 CHAIRMAN: What's the date of this report?

6 MS MAGGIE WONG: The date of this report is 9 April 2018.

7 CHAIRMAN: This is the Transport Department paper provided
8 to the Tai Po District Council for their meeting?

9 MS MAGGIE WONG: Yes, for their meeting.

10 And we can see this paper, first of all, set out the
11 review of the speed limit, and then right in the middle,
12 they suggested at the subject road section the traffic
13 signs and road markings are set along the road to remind
14 motorists to take heed of road condition by adding
15 warning traffic signs, reduce speed now, bend to right
16 ahead, and some chevrons showing the deviation of route
17 to right.

18 If we go over the page, 360-2 at paragraph 4(c). It
19 referred to this section of the road -- the current
20 speed limit is 70km per hour, and stated there are
21 developments, et cetera, and if we go over the page,
22 they recommend that the speed limit be lowered to 50km
23 per hour, and then if we go down this page, there are
24 other improvement measures over the page, suggesting
25 about certain improvements, and if we look at some of
26

1 the photos concerning some of these measures that have
2 been implemented, as of to date, we see photo 13, we see
3 the first "ahead" sign, photo 14, we see another "ahead"
4 sign, photo 15, speed limit changed to 50km per hour,
5 and then the marking on the road. And then photo 16,
6 the first "Reduce speed now" sign, and then photo 17,
7 the second speed sign, and then we can also see nine
8 chevrons. And then photo 18, showing the location of
9 the chevrons.

10 So the point that I would like to ask you is, if the
11 Transport Department wants to do something, they can,
12 because within two months they were able to achieve
13 this.

14 What is your view about all these improvements given
15 your study on this Tai Po Road that you mentioned? Do
16 you think all these measures are enough, or sufficient,
17 or have you explored this?

18 CHAIRMAN: As I understand it, Mr Kwong, you are working on
19 this particular section of road; am I right?

20 MR JULIAN KWONG: Chairman, the project, the consultancy
21 study I'm working on, that covers roads in Hong Kong, so
22 I'm not working on these particular improvement works,
23 and I have not studied it in detail.

24 CHAIRMAN: So you don't have any problem in answering
25 whatever the question was?

26

1 MR JULIAN KWONG: Chairman, no problem.

2 CHAIRMAN: Perhaps you would reformulate the question.

3 MS MAGGIE WONG: Mr Kwong, we have heard some complaints --
4 not really complaints, but some of the other concerns
5 expressed by the Tai Po District Council last Saturday,
6 commenting that there are certain improvements that
7 could be done for the latter part of this road section,
8 and if we can pull up the map, if we can see that this
9 road, the brown, or the brown/orange colour section is
10 the section where the speed limit has been reduced from
11 70km per hour to 50km per hour, and one of the matters
12 they raised in this section is they said that when you
13 change the speed limit from 70 to 50km per hour, around
14 the location of number 15 to 17, you are in effect going
15 slightly uphill -- sorry, it is from 13 to 14, you are
16 in effect still going 70km per hour. So if you change
17 the limit at that point of 15, that is reduced to 50km
18 per hour, in effect it is difficult.

19 Some of the comments made are because you are going
20 uphill and you obviously have to increase your gear to
21 go uphill, and then when you immediately go down your
22 bus may not be able to immediately shift or reduce the
23 speed to 50km per hour.

24 CHAIRMAN: Perhaps we could see a photograph of where the
25 new speed limit sign is.

26

1 MS MAGGIE WONG: Yes. Maybe we can pull out 15.

2 CHAIRMAN: Perhaps we could go back to show the photograph
3 before, so one is coming up an incline towards the crest
4 of the hill, and then at the crest that is the view
5 looking down towards what is the downhill, and then the
6 bend where the chevrons are -- and the complaint was?

7 MS MAGGIE WONG: The complaint was that if your speed is
8 maintained at 70km per hour and then you change to 50km
9 per hour, your vehicle would still be travelling at
10 a speed that is higher than 50km per hour.

11 So one of the suggestions they made is whether you
12 can pull it -- like, I think, if I understand correctly,
13 is pull it a little bit down before you move up the
14 hill, so that you could reduce the speed before you
15 reach the top of the incline.

16 I think that's one of the suggestions made by the
17 Tai Po District Council.

18 I wonder if you have any views on this.

19 MR JULIAN KWONG: Chairman, largely speaking it is a bit
20 difficult for me to give solid comments on these kinds
21 of improvement schemes. But I would to say that one
22 important concept of highway design is to make the road
23 as self-explaining as possible, so that we can keep the
24 number of signs and markings to a minimum.

25 The reason is that the excessive use of warning
26

1 signs can defeat the whole purpose of the signing
2 system. But whether the signs here would be excessive,
3 I'm not going to give comment.

4 CHAIRMAN: Perhaps we can have a look at them again. We
5 have two warning signs before you get to the crest of
6 the hill. Can we see that.

7 So ahead there is a 50 kilometres zone; ahead there
8 is a 50 kilometres zone, and then we get to the crest of
9 the hill, and we are now downhill. What is the problem
10 about braking in those circumstances?

11 MR JULIAN KWONG: Chairman, I think from 70 to 50 is not
12 a big problem for braking, but whether drivers -- our
13 main interest would be whether drivers will really
14 conform to the speed limit. They need a solid reason.
15 If they can see the danger by themselves they are far
16 more willing to slow down their vehicles.

17 For these types of roads, personally I would
18 consider that perhaps a good compromise would be to have
19 a speed limit of 60 kilometres per hour. However, we
20 also have the thought that we do not wish to complicate
21 the signing system too much, and that is one reason why
22 I think the best choice which can be 60 kilometres per
23 hour has not been adopted in Hong Kong.

24 And I have a bit diverged from the discussions, but
25 my main emphasis would be that we want to keep drivers

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1 willing to drive at a speed which is safe. And speed
2 limit of course is a tool which has legal status. We
3 need to monitor the speed of the drivers, and to verify
4 if the comments, say, from the district council, are
5 valid.

6 What we are going to do, for example, is to conduct
7 speed surveys of the vehicles to see if they truly
8 conform to the speed limit signs. Because we want to
9 help the drivers. We are not trying to impose something
10 which they cannot easily comply with. Thank you.

11 CHAIRMAN: So what you are saying, perhaps, is demonstrated
12 by the photos we have just seen. If you want the
13 drivers to understand why there has been a change in
14 speed limit, and by changing the speed limit after you
15 have gone over the top of the hill, it shows you why
16 there is a change in speed limit, because ahead of you
17 is an array of chevrons and a bend, down an increased
18 gradient. Isn't that consistent with accommodating the
19 driver's understanding of why there has been a change?

20 MR JULIAN KWONG: Chairman, your observation, I think, is
21 correct. Basically the whole idea is that any signs or
22 any speed limit, they should appear to the driver to be
23 consistent with an imminent hazard or change of road
24 conditions. Thank you.

25 CHAIRMAN: Ms Wong.

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1 MS MAGGIE WONG: Another suggestion the Tai Po District
2 Council made is adding speed bumps or adding speed humps
3 on the road beneath. Because they considered that by
4 doing that you would have palpable sensation that you
5 would have to slow down, more effective than a road sign
6 or road markings. What would you say to that?

7 MR JULIAN KWONG: Okay, Chairman. Speed humps come in all
8 kinds of shapes, and some are more aggressive, and some
9 are more gentle, but usually the adoption of speed humps
10 on a highway has to be very carefully validated.

11 The main concern is that if drivers are going too
12 fast and they are not aware of the presence of the speed
13 hump, then they may brake abruptly or lose control.
14 Usually speed humps have to be introduced in conjunction
15 with speed reduction measures on the approach. And as
16 I mentioned earlier, drivers have to see a reason why
17 they have to slow down. Usually, according to my
18 experience, for using speed humps on main highways, we
19 have to especially create a zone of speed reduction
20 prior to introducing the speed hump so that drivers'
21 speeds would have slowed down, most of the drivers will
22 have slowed down to not more than 50 kilometres per hour
23 and ideally 40 kilometres per hour. Thank you.

24 MS MAGGIE WONG: Yes, and another topic I would like to
25 explore with you is ISO 39001, the Road Traffic Safety

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1 Management System referred to in your report, at the top
2 of page 786.

3 In the third paragraph you stated that:

4 "It is highly recommended that ISO 39001 'Road
5 Traffic Safety Management System' will be made
6 a requirement for franchised bus operators."

7 First, this ISO 39001, can you tell us whether it is
8 widely used throughout the world?

9 MR JULIAN KWONG: Chairman, okay. Let me explain this. The
10 ISO 39001 was introduced in 2012. At this moment, about
11 500 enterprises have adopted the ISO. Not every
12 country. Certain countries are more enthusiastic, for
13 example the United Kingdom, Sweden, Japan, et cetera.

14 So this is the fact at the moment.

15 In Hong Kong, as far as I understand, there have
16 been no certification. We would recommend that this ISO
17 is explored, because at the moment nobody has been using
18 it, but the interesting point of this ISO is that it has
19 been developed by top experts, and the World Bank and
20 the World Health Organisation are supporting it, and it
21 is based on the safe system approach.

22 I would like to emphasise that this ISO standard is
23 not a technical standard. I would say that it is
24 a high-level framework, encouraging high-level
25 management to work towards no serious injuries and
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1 fatalities in road safety, as far as they can control or
2 influence. And so that is very visionary.

3 The standard does not specify a particular technical
4 system, it doesn't specify the particular monitoring
5 system or how to achieve that exactly. So the standard
6 itself is not adequate. It also needs to be
7 complimented with technical systems. And that is quite
8 agreeable.

9 Of course this standard is new to Hong Kong, and
10 compared to other ISO standards worldwide, the number of
11 certified enterprises is admittedly not as numerous.
12 But looking at the standard, and the way it is shaped,
13 and I have the standard here, I would like to say that
14 the important point of this standard is its more
15 visionary and progressive approach, encouraging the
16 enterprises to proactively be engaged in reducing risk
17 and reducing road accidents to the end of having no
18 serious injuries and fatalities as the long-term aim.

19 Thank you.

20 CHAIRMAN: Can you just help us with this. You say that it
21 has been adopted by about 500 enterprises.

22 MR JULIAN KWONG: Yes.

23 CHAIRMAN: Are we to understand the adoption has been done
24 by companies in various countries as opposed to the
25 regulatory authority requiring it to be adopted?

26

1 MR JULIAN KWONG: Chairman, in that case, I would like to
2 quote from the ISO standard. My understanding is that
3 it is targeted at any enterprises or companies which
4 have to deal with road transport, whether that is
5 a public transport operator, a logistics company, or any
6 company having a vehicle fleet, a taxi company, a public
7 light bus company.

8 But from my understanding, in the text, in reading
9 the text of this document, that can also apply to
10 regulatory authorities. But I am not too sure that at
11 this moment whether in reality throughout the world,
12 whether regulating authorities or similar have adopted
13 this standard.

14 CHAIRMAN: Are you aware of any bus companies in United
15 Kingdom, Sweden or Japan, the countries you mentioned,
16 that have adopted this standard?

17 MR JULIAN KWONG: Chairman, I'm not aware of a particular
18 name or company, but from some of the information
19 I gathered, that in Japan, probably there are a few
20 companies, but not a lot, engaged in public transport.
21 But I think that needs to be validated. Thank you.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: We see from some of the documentation that
24 KMB has been adopting an ISO standard 9001. If I may
25 just refer you to a document. KMB-3, page 676. It is
26

1 a 2011 annual report.

2 If we look at the left column, 1999, the section on
3 1999:

4 "KMB became the first public bus company in Hong
5 Kong to receive ISO 9001:1994 certification on
6 a corporate-wide basis for its quality management
7 systems. In fact, KMB is the fourth organisation in
8 Hong Kong to achieve such corporate-wide certification."

9 Can you tell us what is the difference between this
10 ISO 9001 standard and the 39001?

11 MR JULIAN KWONG: Thank you. Chairman, while I'm not an
12 expert in management systems, my understanding is that
13 the ISO 39001 has been specifically written to address
14 road traffic safety in the perspective of the safe
15 system approach, which is being advocated by the World
16 Health Organisation, by United Nations, and by a number
17 of advanced countries, very serious with road safety.
18 So this standard is specifically written to address road
19 traffic safety as far as the organisation or enterprises
20 can control or can influence. Thank you.

21 MS MAGGIE WONG: Mr Kwong, I'm going to another topic. It
22 is about your submissions made in relation to the
23 renewal of the licence, or your comments made in
24 relation to the renewal of the licence --

25 CHAIRMAN: By "the licence" you mean the franchise?
26

1 MS MAGGIE WONG: The franchise, and on the new franchise for
2 bus network for Kowloon Motor Bus, it is your submission
3 on 16 June 2016 at SEC-2, page 777.

4 Now, Mr Kwong, that's a document in Chinese and
5 I believe the whole report was written in English.

6 May I read just the first paragraph to explain --

7 CHAIRMAN: So this begins at 775?

8 MS MAGGIE WONG: Yes.

9 CHAIRMAN: Where the purpose is stated to be to provide
10 insight to further improve the performance of Citybus
11 Ltd and New Lantao Bus under the new franchises, and
12 reference is made to the consultation document.

13 MS MAGGIE WONG: Yes.

14 CHAIRMAN: What is the date of this document?

15 MS MAGGIE WONG: The date is 16 June 2016.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: In your first paragraph you reacted to
18 a public consultation, and submitted a document
19 commenting on the Administration Paper on New Franchise
20 for Bus Network of KMB, report on the public
21 consultation on the new franchise.

22 And in the second paragraph you -- I think it is not
23 a complaint, but you made an observation that the
24 administration paper only consists of a short paragraph
25 on safety, with two simplified points, namely to monitor
26

1 bus captains' driving behaviour more closely and to
2 improve safety facilities on buses. But then you
3 mentioned that these clearly fail to reflect the much
4 broader issues that you raised.

5 Can you elaborate on what you meant by the much
6 broader issues you raised?

7 CHAIRMAN: Which paragraph and which page are you reading
8 from?

9 MS MAGGIE WONG: I'm reading from 778, second paragraph.

10 CHAIRMAN: But before we get there, but at some stage, if
11 not now, ought not we deal with the consultation
12 document, and what it is that Mr Kwong had to say about
13 its emphasis? I'm looking at the second paragraph of
14 775. Maybe you are going to come back to it.

15 MS MAGGIE WONG: Yes, I will come to it now.

16 To put it in context, maybe if I refer you to the
17 letter from the Transport and Housing Bureau to the
18 LegCo.

19 CHAIRMAN: Is this the consultation paper?

20 MS MAGGIE WONG: Yes. Shall we go to the TD-3 bundle.

21 Pages 661 to 768. This was dated, I think it is the
22 third LegCo paper to update the LegCo on the position of
23 franchise renewal as of February 2012.

24 And then this is later followed by a brief stating
25 that the decision of the Chief Executive in April 2012

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1 was adopted.

2 But if we look at this LegCo brief, just to give the
3 background before the 2016 paper, the introduction
4 stated that (a):

5 "A new franchise ... conferring upon New World First
6 Bus ... the right to continue operation of its bus
7 network ... from 2013 July to 0400 hours on
8 1 July 2023 ..."

9 And then:

10 "A new franchise ... conferring upon Long Win
11 Bus ... from 2013 to 2023."

12 Then rolling down, a new franchise for Citybus also
13 from the same period, May 2013 to May 2023.

14 Then if we look over, if we roll down, it sets out
15 all the conditions, and the assessment criteria at
16 paragraph 4:

17 "To assess whether NWFB, LW and Citybus ... have
18 been providing proper and efficient public bus services,
19 the Transport Department has been conducting regular
20 reviews of ... [a number of factors] through passenger
21 satisfaction surveys, site surveys, vehicle inspections,
22 examination of regular returns and public feedback."

23 Then it simply stated that in light of the
24 assessment given in paragraphs 5 to 8 below, we consider
25 that they have fulfilled the criteria, and the service

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1 performance in the NWFB include the accidents and the
2 average of lost trips scheduled as against the scheduled
3 buses.

4 If we turn over the page, the Long Win Bus and
5 Citybus also calculated by the annual average number of
6 complaints per million passengers, or the number of bus
7 accidents per million vehicle-km as a basis to calculate
8 whether the accident rate has been normal or within
9 range or acceptable level.

10 And I believe you have written a few papers on this
11 as well.

12 If I may take you to --

13 CHAIRMAN: May I just enquire this. To what is the document
14 at MISC-2 page 775 a response? To which paper?

15 MS MAGGIE WONG: MISC-2 is in relation to another paper, but
16 because that paper also referred to Citybus, so I have
17 to put this document in context, because it also
18 referred to the Citybus comments on the Citybus paper.

19 CHAIRMAN: Well, this document is dated -- 775, as I read
20 the date in numbers by Mr Kwong's name --
21 16 September 2014.

22 Just a moment, let's put it up on the screen.

23 The question I'm asking is, to which paper is
24 Mr Kwong responding?

25 MS MAGGIE WONG: He is not responding to this one. This
26

1 paper is responding to a document at page 784.

2 CHAIRMAN: 784 is part of the April 2018 report, is it not?

3 MS MAGGIE WONG: Yes. That's the 17 June 2016 LegCo report
4 on the updated background brief on the franchise of KMB.
5 784.

6 CHAIRMAN: Of which bundle?

7 MS MAGGIE WONG: Of SEC-2 bundle.

8 CHAIRMAN: That was the bit that was missing.

9 MS MAGGIE WONG: I'm sorry, Mr Kwong, can you also --
10 I think --

11 CHAIRMAN: Just a moment. Are we perhaps at cross purposes?

12 MS MAGGIE WONG: Yes.

13 CHAIRMAN: Page 784 of SEC-2 addresses KMB and its
14 franchise. Page 775 of MISC-2 is addressing Citybus.

15 MS MAGGIE WONG: I think I might have referred to the wrong
16 document. The chronology is a bit -- I went wrong on
17 this.

18 Maybe I should refer to this document first. It is
19 SEC-2 bundle, at page 748. It is the consultation
20 paper. The paper is in January 2016. If we go --

21 CHAIRMAN: Just a moment, please.

22 MS MAGGIE WONG: Yes.

23 CHAIRMAN: Yes.

24 MS MAGGIE WONG: If we go to page 748, and it is for the new
25 franchise for bus network of the new Kowloon Bus
26

1 Company. And at 754, paragraph 16 --

2 CHAIRMAN: Before you move on. 748 is the discussion paper
3 for the -- the government is informing LegCo that it
4 plans to engage with KMB to discuss the granting of
5 a new 10-year franchise for its bus network on the
6 expiry of the existing franchise.

7 MS MAGGIE WONG: Yes.

8 CHAIRMAN: Is that right?

9 MS MAGGIE WONG: Correct.

10 CHAIRMAN: And at paragraph 4, the -- it is stated -- is
11 this a document from the Transport Department?
12 Transport and Housing Bureau and the Transport
13 Department. Paragraph 4 of this document states this:

14 "The Government's key consideration in granting
15 a bus franchise is whether an operator is capable of
16 providing a proper and efficient public bus service."

17 Now, Mr Kwong, that is something you take issue
18 with, is it not, in the report that we looked at some
19 time earlier?

20 MR JULIAN KWONG: Chairman, I remember that at that time
21 government was inviting the public to give their opinion
22 on the new franchises for KMB and separately for Citybus
23 and New Lantao Bus.

24 CHAIRMAN: But the sentence I have just read out is
25 a sentence that recurs in these proposal documents by

26

1 government, whether or not it is KMB or Citybus.

2 So the issue you were taking in MISC-2 at 775 is
3 this:

4 "The consultation by government states that ..."

5 You then quote what I have just read out:

6 "The Government's key consideration in granting or
7 extending a bus franchise is whether a grantee is
8 capable of providing a proper and efficient bus
9 service."

10 Then your observation:

11 "We are concerned that other important values,
12 notably road safety ..."

13 The first one you put down:

14 "... quality of service, environmental friendliness,
15 and social responsibility, are not mentioned."

16 That's your first response, is it not, to the way in
17 which Government consults on renewal of a franchise.

18 MR JULIAN KWONG: Chairman, yes. Because we didn't see the
19 word "safety", we were not sure whether the word
20 "safety" has been embedded into the word "proper". We
21 didn't know. But in any case, from what I interpreted
22 from the document, at that time we were concerned that
23 safety may not be a major issue to address, which is why
24 we compiled a number of comments for them to consider.
25 Thank you.

26

1 CHAIRMAN: And of course there were the different
2 franchises, on the one hand, if you like, the Citybus
3 group, and then on the other hand the KMB group.

4 So Ms Wong, which one are we going to?

5 MS MAGGIE WONG: Shall we go to KMB first now that we are on
6 this document, and I found -- I apologise for that,
7 Mr Kwong. I found your Citybus submission in relation
8 to that, but we'll come to that later. Now that we are
9 on KMB we will deal with KMB first.

10 If we may go to KMB's submission where you respond
11 to the administration paper in MISC-2 page 770.

12 The first matter is at 770, below the paragraph:

13 "Road Safety is of Paramount Importance".

14 And you mention that in clause 6(c) of the
15 consultation document:

16 "... [it] indicates that KMB's accident rate was
17 2.95 accidents per million vehicle-km which is lower
18 than 4.16 of the overall industry performance. While
19 this indicate better overall performance of KMB, we
20 consider it grossly inadequate to look at a single
21 parameter ie accident rate ... to conclude on KMB's
22 safety performance. Due to the scale of its operation,
23 KMB accounts for more than half of the bus-related
24 casualties. This justifies a major effort to further
25 bring down the casualty toll.

26

1 It will be necessary to analyse the number and rates
2 of KMB buses involved in fatal and serious accidents,
3 pedestrian accidents, multi-casualty accident ... from
4 a much wider perspective. It is also important to
5 identify and address any major safety risks involving
6 KMB's operation."

7 Now the observation you made is it is not fair, if
8 I put it correctly, to simply look at the accident
9 rates, because it is just a single parameter. You have
10 to look at the broader picture. Is that what you are
11 suggesting here, first?

12 MR JULIAN KWONG: Chairman, yes. This is the case. And
13 I have demonstrated this in our report, the report on
14 bus safety we submitted to the review committee.

15 I have compiled some tables in this report, and
16 I have expanded to using other rates, for example crash
17 involvement rate per million passenger trips, for
18 example pedestrian injury rates per vehicle-kilometre,
19 number of serious injuries per million
20 vehicle-kilometres, number of fatalities per
21 vehicle-kilometre or per passenger trip. So the whole
22 idea is if we want to understand the current pictures of
23 road safety we need to look at multiple parameters.

24 And that is the whole idea. Thank you.

25 MS MAGGIE WONG: In this report, I think if I would like to
26

1 go to a few recommendations that you made. The first is
2 page 772 --

3 CHAIRMAN: Before you get to that. You expand on why it is
4 necessary to look at multiple parameters, do you not?
5 When, for example, you look at rear-front and junction
6 collisions?

7 Perhaps, Ms Wong, would you be kind enough to read
8 that out?

9 MS MAGGIE WONG: Yes. You stated:

10 "Given the prevalence of bus routes using high-speed
11 roads and expressways, KMB buses are particularly
12 susceptible to rear-front collisions involving multiple
13 casualties. During the three-year period 2011 to 2013,
14 there were over 40 multi-casualty crashes each with 5 or
15 more casualties involving KMB buses. Historically,
16 a single event with more than 100 casualties has been
17 recorded. Such collisions could lead to very severe
18 casualties, especially for passengers taking up certain
19 seats, eg upper floor front row. Furthermore, these
20 events often put enormous strain on the emergency and
21 medical service. Nevertheless, such events would only
22 be classified as a single accident and therefore their
23 severity cannot be reflected in the accident rate.
24 In July 2015 alone, there were at least three
25 multi-casualty collisions involving KMB buses resulting

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1 in 45 casualties."

2 CHAIRMAN: And that is one of the reasons, is it, Mr Kwong,
3 why you say you must look at multiple parameters?

4 MR JULIAN KWONG: Chairman, yes. That's true.

5 MS MAGGIE WONG: You made a few recommendations. The first
6 one is at page 772. You stated that:

7 "We recommend that past accident data and potential
8 safety risks of bus operation are studied in detail,
9 with a view to identifying opportunities for
10 improvements under the new franchises. Government
11 should take the lead to emphasise the importance of road
12 safety of bus operation. The franchise requirements
13 should incorporate these aspects in addition to proper
14 and efficient service. Consideration could be given to
15 rewarding the bus companies for achieving pre-defined
16 goals, such as reduction of certain accident types by
17 20 per cent per year."

18 This first point is that it reinforces that you
19 shouldn't look at one accident data, but look at whether
20 it involved multiple casualties as you mentioned in
21 relation to the rear-front and junction collision; is
22 that correct?

23 MR JULIAN KWONG: Chairman, that is correct.

24 In the way I work, I always like to understand
25 issues in a more comprehensive way. Because that is

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1 critical. It is critical to, first of all, understand
2 the overall picture, and secondly, that is crucial to
3 the formulation of strategies and measures. And in this
4 respect, I wrote those recommendations including
5 mentioning something like rewarding bus companies --
6 that is just a suggestion -- the reason being that in
7 all these letters, or submissions to government, or
8 LegCo, we wish to encourage those responsible or
9 involved in bus operation. We are not trying to make
10 everything negative. We need to encourage the people
11 working in it, we need to motivate them. That would be
12 far more sustainable. Thank you.

13 CHAIRMAN: How do you envisage that a bus company might be
14 rewarded for reaching a pre-defined target?

15 MR JULIAN KWONG: Chairman, that is only a suggestion. We
16 have not gone into the details of the mechanism for
17 rewarding. But the whole idea is that we need to
18 encourage bus companies and encourage bus drivers for
19 a good reason.

20 CHAIRMAN: Do you have in mind a financial reward, or some
21 other kind of reward? Good Citizen of Hong Kong, or
22 something like that. Or money? What do you have in
23 mind?

24 MR JULIAN KWONG: Anything which is reasonable and which
25 works I think can be considered. Thank you.

26

1 CHAIRMAN: The opposite of reward is penalty. Do you
2 consider that that would be appropriate. If you fail to
3 reach a pre-defined target, for example, accident rate?

4 MR JULIAN KWONG: Chairman, penalty is also a possibility
5 for sure. But I would also like to emphasise that we
6 understand that not every accident is the responsibility
7 of the driver or of the bus company. An accident may be
8 due to third party, or that may be due to a combination
9 of causes which several parties to have bear the
10 responsibility for. So penalties can be useful in
11 certain circumstances, but whether it is fair I think we
12 still need to look at it seriously. Thank you.

13 CHAIRMAN: Are you aware that in Singapore the Land
14 Transport Authority has a penalty accident rate
15 provision in the franchises they grant?

16 MR JULIAN KWONG: I'm not aware of that.

17 MS MAGGIE WONG: If we go on in the middle paragraph, you
18 make reference to the safety performance of bus
19 companies, as to the modern approach to be introduced,
20 how to assess the safety management performance.

21 And you make two recommendations in this section.
22 It is first to introduce or encourage the bus company
23 under the new franchise agreement to adopt a more
24 advanced system towards the ISO 39001 standard.

25 And second, the government is to collaborate with
26

1 bus companies to study bus accidents and risks in detail
2 with a view of setting targets of accident reduction.

3 I believe this is not the first time you mentioned
4 this 39001 standard to the government, but in relation
5 to the new franchise to KMB you specifically raised this
6 with the Transport Department to incorporate this
7 requirement to the franchise. Can you confirm that?

8 MR JULIAN KWONG: Yes. But I think this is not the first
9 time we mentioned about the ISO standard. What I have
10 been trying to do is to encourage them at least to look
11 at it and to study whether that should be adopted.
12 Bearing in mind that, say, if they have an equivalent
13 system then maybe that is fine. But the main reason is
14 that the standard is based on the safe system approach
15 which is the latest thinking in many advanced countries,
16 and also that it is progressive. It looks at the
17 ultimate elimination of serious injuries and fatalities.
18 Thank you.

19 MS MAGGIE WONG: And the third one is in relation to the
20 black box. And if we go down to the bottom, bus safety,
21 driving standard, if I read the whole section:

22 "It would be fair to say that many public bus
23 drivers are professionals and are performing reasonably
24 well. However, this does not necessarily imply that
25 risks have been minimised ... a certain proportion of
26

1 bus drivers do behave aggressively and dangerously,
2 contributing to undue risks. Clause 8(d) of the
3 consultation document states that KMB has completed
4 retrofit of speed limiters and black box ..."

5 But then you commented this line:

6 "There is vast potential of using black box in buses
7 but it is not clear how these are being used."

8 And then over the page you stated that:

9 "We wish to point out that the urban speed limit of
10 50km cannot be taken as the golden rule."

11 And the weight of the bus. And then there came the
12 recommendations:

13 "Incorporate into franchise requirement the need to
14 set up a comprehensive standard and driver monitoring
15 system using the installed black boxes. Monitoring
16 systems should be automated with streamlined procedures
17 to educate and retrain drivers."

18 You stated a number of key monitoring controls. One
19 of them include acceleration and deceleration
20 characteristics. And you refer to a British Columbia
21 Transit Infrastructure Design Guidelines.

22 Can you first of all explain this? What is meant by
23 acceleration and deceleration characteristic, making
24 reference to this British Columbia Transit
25 Infrastructure Design Guidelines?

26

1 MR JULIAN KWONG: Chairman, a driver abruptly accelerating
2 or abruptly decelerating, can cause passengers to lose
3 balance. And another problem is some drivers similarly
4 accelerating or decelerating in a very unpredictable
5 way, and that is something we wish to control.

6 In the design of, say, the MTR trains, there are
7 certain parameters for train acceleration so that
8 passengers inside will not be so easily destabilised or
9 lose balance. In bus operation there is the problem
10 because theoretically a bus driver can accelerate or
11 decelerate very rapidly, and the idea here is that we
12 need to control that in a reasonable way.

13 Normally, I would say that there is no need to
14 accelerate or decelerate excessively, but of course in
15 an emergency situation, maybe the bus drivers have to
16 decelerate very rapidly. And that is also related to
17 the recommendation on speeds. If bus drivers are
18 allowed to go at higher speed, then there is more
19 likelihood that he has to decelerate very rapidly,
20 because there are many unforeseeable conflicts, say, on
21 the urban streets. And looking at the guidelines from
22 British Columbia, there are certain objective values
23 which they recommend transit buses should accelerate or
24 decelerate at. Thank you.

25 CHAIRMAN: Before you move on, Ms Wong, let me ask Mr Kwong

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1 this.

2 At the outset you say this under the heading
3 "Recommendations", page 773. You have recommended that
4 there be incorporated into the franchise requirement the
5 need to set up a comprehensive standard and driver
6 monitoring system using the installed black boxes.

7 What did you mean by "a comprehensive standard"?

8 MR JULIAN KWONG: Chairman, I would presume that what
9 I meant by comprehensive standard in the text means the
10 protocol. That is what type of speed, what degree of
11 acceleration or deceleration bus drivers should adopt,
12 whether that is general or route-specific. Thank you.

13 CHAIRMAN: And that should be a comprehensive standard, but
14 it also should be incorporated into the monitoring
15 system. You set the standard, and this is what you
16 monitor?

17 MR JULIAN KWONG: Chairman, yes, that is the case.

18 CHAIRMAN: For argument's sake, the standard might be set at
19 0.2G for decelerating or accelerating. That might be
20 set lower, but that's the idea, is it not?

21 MR JULIAN KWONG: Chairman, yes. We need to set the
22 standard first, based on evidence base, based on the
23 safety problems we are facing and the risk, and then we
24 use the monitoring system to enforce it.

25 But to what degree we enforce, that is another
26

1 question. Whether just occasional violations already
2 trigger disciplinary action, that is not covered. That
3 needs further study. Thank you.

4 CHAIRMAN: And this resonates with what you were saying
5 earlier, it should be done real time, and it should be
6 automated.

7 MR JULIAN KWONG: Chairman, the more automation, the more
8 features of real time notification of course is good.
9 But at that time when I wrote this recommendation
10 I think the first step would be, first of all, we need
11 protocols, and the second point is that we need better
12 monitoring. I did not go further into the precise
13 wordings.

14 CHAIRMAN: But your primary recommendation was that it
15 should find a place in the franchise requirement?

16 MR JULIAN KWONG: Chairman. Yes. This is exactly our
17 recommendation.

18 CHAIRMAN: Did it find a place?

19 MR JULIAN KWONG: Chairman, as far as I understand, probably
20 not.

21 CHAIRMAN: We can investigate that on another occasion.

22 But I think we have used up our time today.

23 MS MAGGIE WONG: Yes.

24 CHAIRMAN: One of our members has engagements that take him
25 elsewhere, so we are unable to carry on sitting.

26

1 As I understand it, Mr Kwong, Dr Kou, one or both of
2 you will be available tomorrow morning, have I got that
3 right?

4 MR JULIAN KWONG: Tomorrow morning it will be only me.

5 Dr Kou has some other engagement.

6 CHAIRMAN: Very well. In that case, we ought to thank
7 Dr Kou for coming today to help us give evidence on
8 behalf of the Community for Road Safety, and we will
9 welcome you back tomorrow morning.

10 Can somebody remind me what time we are sitting?

11 MS MAGGIE WONG: 10 o'clock.

12 CHAIRMAN: We tried today to get in as much as we could and
13 sitting as early as we did and as late as we did, and it
14 has been most helpful, so we will adjourn now, and we
15 will resume tomorrow at 10 o'clock, Mr Kwong.

16 Thank you.

17 MR JULIAN KWONG: Thank you, Chairman.

18 DR KOU SIO KEI: Thank you, Chairman.

19 (1.33 pm)

20 (The hearing adjourned to 10.00 am
21 on Tuesday, 17 July 2018)

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I N D E X

P A G E

EVIDENCE FROM COMMUNITY FOR ROAD1

SAFETY REPRESENTATIVES:

MR KWONG TSE HIN, JULIAN AND

DR KOU SIO KEI.

Examination by MS WONG1

1 2018年7月16日

2 上午9時07分恢復聆訊

3 出席人士： 鄭子憲先生，道路安全研究小組主席（道路安全研究小組）

4 高兆祺先生，道路安全研究小組成員（道路安全研究小組）

5

6 主席：（經傳譯員）各位，早晨。今朝早上，我哋感謝道路安全研究小組嘅成員佢哋
7 應邀今日上嚟協助我哋委員會佢哋係會係作證㗎。咁我哋會請代表大律師，黃
8 佩琪大律師就係幫我哋提問嘅。

9 黃女士：（經傳譯員）鄭先生、高醫生，感謝你哋今日出席，我今朝早就係代表檢討
10 委員會就係以律師嘅身分呢就同大家係研究一下專營巴士嘅安全事宜嘅。首先，
11 我想作一個係簡介，就介紹一下你哋嘅組織，從你哋嘅陳述書喇，咁如果
12 睇番鄭先生2018年3月28號係嗰日所交上嚟嘅陳述書，我哋睇到你哋貴會嘅
13 簡介㗎，係754個頁㗎。其實呢度係一封係寄畀你哋嘅信，咁日期係2018年
14 嘅3月28號，就係邀請你哋係提交陳述書㗎。

15 喺757頁嗰度，喺第1頁，喺你個個回應嗰度喇，你就係講出咗你哋道路安
16 全研究小組就係一個組織，就自從2004年開始係成立，係一個就係關注道路安
17 全嘅一個組織，而你哋組織嘅資料亦都喺TD-5嗰個文件夾嗰度㗎，大家可以喺
18 1699至到1670呢兩頁嗰度見到㗎，係TD-5嗰個文件夾，1699頁至到係跟住
19 嗰版㗎，喺下面嗰度。嗰度就係列出你哋嘅資料㗎，包括嗰個背景喇、唔同成員
20 佢哋會裏面嘅職位，你可唔可以確認一下呢度所列出嘅成員嘅名字喇--或者你需
21 要睇埋跟住嗰版嘅，係咪今日都係有呢一啲成員喺貴會嗰度？

22 鄭子憲先生：（經傳譯員）係㗎，啱㗎，除咗有部分嘅成員就唔係話咁活躍㗎，佢有
23 一啲就係唔再係成員喇。

24 黃女士：（經傳譯員）鄭先生，你亦都係將你嘅履歷交過畀我哋。

25 主席：（經傳譯員）係，未落去前，係咪可以講講你哋個組織嘅背景呢？成立咗幾
26 耐、你哋幾頻密見面一次，同埋個目的係乜呢？

27 鄭子憲先生：（經傳譯員）係，好，主席，我哋嘅組織係一個好細嘅組織，我哋嘅興
28 趣係在於道路安全，我哋希望有一班人，其實係一細班人嚟嘅，我哋想一齊做
29 嘢，我哋希望向政府進言，希望係組織一啲活動，譬如話組織一啲論壇、推廣
30 一啲運動，就係咁樣樣喇。我哋唔係一個善慈組織，亦都唔係一個大型嘅組
31 織，不過我哋會時不時走埋一齊，我哋亦都會係透過電郵係互相通訊。

32 主席：（經傳譯員）咁你個個喺法律上面個定位係點呢？

33 鄭子憲先生：（經傳譯員）我哋係一個組織，一個註冊嘅社團組織。

- 1 主席：（經傳譯員）幾時係成立㗎？
- 2 鄭子憲先生：（經傳譯員）2004年。
- 3 主席：（經傳譯員）好，唔該。咁請問你哋係有冇一個開會見面嘅模式？
- 4 鄭子憲先生：（經傳譯員）我哋唔係經常見面嘅，較多就係以電郵嚟到聯絡。
- 5 主席：（經傳譯員）咁你哋會透過電郵嚟到傳閱文件，係嘛？
- 6 鄭子憲先生：（經傳譯員）係。
- 7 主席：（經傳譯員）我想問你有冇一個召集人嘅呢？
- 8 鄭子憲先生：（經傳譯員）我哋冇咁樣樣話有一個召集人嘅。對唔住，你嘅意思係咪
- 9 話...
- 10 主席：（經傳譯員）會唔會有人就係負責係組織個會務咁？
- 11 鄭子憲先生：（經傳譯員）一般嚟講都係我去進行呢啲組織嘅工作。
- 12 主席：（經傳譯員）咁你哋嘅成員係點樣介定嘅呢？咁你哋都想聚焦睇啲有關嘅事宜
- 13 咁嘛，咁你哋係以乜嘢準則嚟到揀選啲成員嘅呢？
- 14 鄭子憲先生：（經傳譯員）主席先生，講到嗰個成員，我哋冇話係特別揀選邊一啲人
- 15 嚟到係提供意見㗎，我哋自己成員嘅朋友如果佢哋對呢啲都有興趣，我哋都歡
- 16 迎佢哋加入嘅，特別係如果佢哋嚟自不同嘅背景，譬如話對於道路、交通都有
- 17 興趣，有咁嘅興趣嘅話都歡迎㗎。所以你見到我哋嘅成員一般都係專業人士
- 18 喇，佢哋係對道路、道路交通、創傷呢一啲係有咁嘅背景嘅。
- 19 主席：（經傳譯員）可唔可以係你講述一下你哋嘅成員有邊一方面嘅專長或技能㗎？
- 20 鄭子憲先生：（經傳譯員）好，我哋有土木工程嘅人士喇、交通工程喇、駕駛訓練、
- 21 創傷外科嘅醫生，亦都有園景設計師或者園景建築師。
- 22 主席：（經傳譯員）呢個係涉及道路安全，係咪？即係同道路安全有關喇，係嘛？
- 23 鄭子憲先生：（經傳譯員）我都係有咁嘅睇法嘅。
- 24 主席：（經傳譯員）對唔住，我剛才就係打斷咗黃律師係問緊你嗰個問題，佢就問你
- 25 嗰個履歷。
- 26 黃女士：（經傳譯員）係，或者請你睇番呢一個雜項嘅文件夾喇，就係 820-4 個頁
- 27 嘅。鄭生，你就係將你自己嘅履歷就列咗出嚟㗎，你講咗畀我哋聽你有咩嘢教
- 28 育嘅背景喇、你喺邊啲會嗰度有會員嘅身分喇，同理由 08 年到而家係進行過啲
- 29 乜嘢嘅工作或者做過啲咩嘢嘅項目㗎。睇番你嘅教育背景喇，見到你就係有一
- 30 個土木及環境工程嘅學士學位喇，呢個就係紐卡素大學得到嘅學位，...

- 1 主席：（經傳譯員）係幾時取得呢個學位呢？
- 2 鄭子憲先生：（經傳譯員）呢一個土木及環境工程嘅學士學位我係 1986 年係取得
3 嘅。
- 4 主席：（經傳譯員）好，唔該。
- 5 黃女士：（經傳譯員）跟住我相信係一個碩士課程，係嘛？你就係專注研究係致命交
6 通意外，咁就係港大嘅醫學院嗰度取得呢個碩士嘅學位嘅？
- 7 鄭子憲先生：（經傳譯員）係，啱，2004 年係取得㗎。
- 8 黃女士：（經傳譯員）係，04 年。我見到你亦都係喺呢一個英國路政方面係有一個
9 證書，就關乎就係道路安全審核嘅，係咩嘢嚟嘅呢？
- 10 鄭子憲先生：（經傳譯員）道路安全審核係 1988 年英國開始做㗎，而家就已經係廣
11 泛係喺各國應用嘅。嗰個概念係點呢，就希望有一個獨立嘅審計或者審核，就
12 睇睇一啲道路工程嘅項目，傳統嚟講，道路嘅設計嘅項目都會係政府當局去做
13 同埋係由顧問、設計者去做。但係呢度講到道路安全嘅審核，我哋係獨立咁去
14 做嘅，我哋亦都會提供一啲意見，係讓我哋嘅項目嘅客戶同埋嗰啲顧問係聽到
15 我哋嘅意見嘅。呢度有一個能力證明書，咁呢個就係話有咗呢張證書就讓我可
16 以係參加一啲歐洲當佢哋係做道路網嘅呢方面嘅工作，咁呢個就係歐盟同埋
17 好多國家都有推行呢個工作㗎。
- 18 主席：（經傳譯員）咁你靠個咩嘢途徑、咩嘢程序係得到呢一個證書嘅呢？
- 19 鄭子憲先生：（經傳譯員）嗰個證書係需要出席一啲訓練，係要接受培訓，亦都要有
20 證據證明就係話我係有參與足夠嘅項目嘅審計工作嘅。
- 21 主席：（經傳譯員）即係話培訓加上經驗，係咪呀？
- 22 鄭子憲先生：（經傳譯員）啱。
- 23 主席：（經傳譯員）咁嗰個培訓喺邊度進行？
- 24 鄭子憲先生：（經傳譯員）培訓就係喺倫敦嗰度做嘅。
- 25 主席：（經傳譯員）係邊一間院校？
- 26 鄭子憲先生：（經傳譯員）TMS 顧問公司就係有關嘅培訓嘅團體喇。
- 27 主席：（經傳譯員）TMS 係乜嘢嘅簡稱嚟嘅呢？
- 28 鄭子憲先生：（經傳譯員）對唔住，我唔知道 TMS 代表乜嘢，只係知道叫做 TMS。
29 佢哋就係會頒授呢一個證書嘅，咁就係由英國嘅路政署就係批准㗎，咁佢就負責
30 英國嘅道路網絡嘅。
- 31 主席：（經傳譯員）好，唔該。黃律師。

- 1 黃女士：（經傳譯員）我哋落去睇喇，道路安全培訓，見到你係參加咗四個培訓嘅課
2 程嘅，第一個就係法國嘅為期兩週嘅道路安全嘅培訓，咁地方係喺法國定係香
3 港？
- 4 鄭子憲先生：（經傳譯員） 嗰個課程就係法國巴黎嗰度上堂㗎。
- 5 黃女士：（經傳譯員）係幾時嘅事？
- 6 鄭子憲先生：（經傳譯員）係喺 2009 年。
- 7 黃女士：（經傳譯員）嗰個兩週嘅培訓，可唔可以簡單咁講講就係涉及啲咩嘢內容？
- 8 鄭子憲先生：（經傳譯員）道路安全嘅方方面面，包括政策，歐盟嘅交通政策喇、法
9 國嘅交通安全政策喇，亦都涵蓋咗道路安全嘅大部分嘅課程嘅，譬如話喺主要
10 嘅高速公路、市區道路、舒暢交通等等，亦都係同交通安全審核有關嘅。
- 11 黃女士：（經傳譯員）咁第二個訓練就係五日嘅訓練喇，係英國嘅高級嘅道路工程
12 嘅，呢個係 TMS 提供，係咩嘢嚟㗎？幾時發生㗎？
- 13 鄭子憲先生：（經傳譯員）2007 年係上嘅。
- 14 黃女士：（經傳譯員）呢個係咪頭先你講你嗰個能力證書，即係道路審核所進行嘅訓
15 練？
- 16 鄭子憲先生：（經傳譯員）2007 年我就開始上堂，即係道路安全--道路工程嘅訓練
17 課程，以便你能夠進行呢個道路安全嘅審計、審核嘅。咁 2016 年我就參加咗呢
18 個課程嚟到攞到呢個咁樣嘅能力嘅證書。
- 19 黃女士：（經傳譯員）就三個就係國際道路評估訓練課程，係五日嘅，邊個組織者？邊
20 個安排呢個訓練嘅呢？
- 21 鄭子憲先生：（經傳譯員）呢個訓練係由 iRAP 國際道路評核計劃機構呢個組織，呢
22 個係英國嘅慈善機構嚟嘅，而家都係好--响道路安全--全世界嚟講，响道路安
23 全方面都係好知名機構嚟嘅。
- 24 黃女士：（經傳譯員）最後一個，頭先你講過個道路安全嘅審核嘅訓練喇，呢個係由
25 TMS 呢間機構提供嘅，其實係幾時進行訓練㗎？
- 26 鄭子憲先生：（經傳譯員）呢個訓練係 2016 年嘅訓練嚟嘅，就係响嗰個能力證書發
27 嘅之前，即係都係同一個課程嚟嘅。
- 28 黃女士：（經傳譯員）鄭先生，响下面睇到有講過你而家參與嘅一啲進行中嘅項目，
29 其中一個就係審核香港道路網絡嘅潛在嘅路邊安全隱患嘅，咁呢個係由路政署
30 就係負責嘅，我想睇番去第五個文件夾 1651 頁，睇下 (f) 呢度呢一段，呢度有
31 講過呢個咁嘅顧問，呢份係一份文件嘅，係由運輸署 2018 年 5 月係嗰個運--
32 係一封信嘅附件嚟嘅，2018 年 5 月 28 號，咁你話就路政署就係進行咗呢個顧

1 問研究，嚟到睇下香港道路網絡有啲咩嘢潛在路邊嘅安全嘅隱患嘅，呢個係一
2 個調查嚟嘅，時間係 2018 年 5 月，嚟到睇睇究竟所有新界嘅--即係喺香港境
3 內所有路邊嘅安全隱患、公共道路嘅安全隱患，同埋要透過一個有系統嘅方法
4 嚟到考慮最新嘅科技、有啲咩嘢改善嘅措施可以係制定嘅。

5 有關嗰個顧問研究嘅範圍、目的，都係响第--即係附件四嘅，頁數就係
6 1685 頁。我哋再望過下面嘅一段，你有講番呢個研究嘅項目嘅目的嘅，鄭先
7 生，你有冇係參與呢一個咁嘅研究嘍？

8 鄭子憲先生：（經傳譯員）係有嘅，我係自從今年 5 月中開始就參與喇。

9 黃女士：（經傳譯員）咁你係參與嘅時候係咩嘢角色呢？

10 鄭子憲先生：（經傳譯員）我嘅角色就係一個道路安全嘅一個領導人，呢個係一個大
11 嘅顧問研究之下，係由 AECOM 進行嘅研究--顧問研究之下嘅...

12 主席：（經傳譯員）嗰個名係點？

13 鄭子憲先生：（經傳譯員）最主要嘅顧問，主要顧問 AECOM，即係串出嚟就係 A-E-
14 C-O-M。

15 黃女士：（經傳譯員）下一頁--唔好意思，係同一頁嚟嘅，2.3 呢一段，其中一個
16 要做嘅事就係減少現有道路嘅危險--嘅風險，運輸署同埋路政署就係聯合進行
17 一個道路安全嘅檢查，以便搵出或者係改正番、修正番現有嘅道路，而嗰啲道
18 路嘅嗰個速度限制係 70 公里或以上嘅帶來嘅一啲道路安全嘅隱患嘅。即係話呢
19 度係講明係嗰啲道路係要嗰個安全速度限制係要 70 公里或者以上嘅，係咪？

20 鄭子憲先生：（經傳譯員）主席，關於呢個研究項目，根據我同個總顧問艾康（譯
21 音）--艾--奕康（譯音）嘅合同，我就唔能夠喺呢個聽證會呢度就提出呢方面
22 嘅意見嘅。

23 黃女士：（經傳譯員）可唔可以話畀我哋聽，幾時可能--即係呢個研究幾時可能會完
24 呢？你哋預計--或者係咪有一個固定咗嘅完成研究嘅日期嘅呢？

25 鄭子憲先生：（經傳譯員）主席，呢個顧問研究同我所做嘅其他工作一樣喇，都係時
26 間係有個限度嘅，但係關於實際上有幾多時間，我就--唔好意思，我有辦法畀
27 到講法嘍。

28 主席：（經傳譯員）運輸署會嚟嘅，我哋會問佢嘅。

29 黃女士：（經傳譯員）鄭生，你都係有一個網頁嘍，你擺咗啲文章上去嘅，你啲會員
30 就不時就會係就住道路安全小組提出你哋嘅睇法嘅？

31 鄭子憲先生：（經傳譯員）係。

32 黃女士：（經傳譯員）你哋--我諗相信都已經交咗唔少於十一篇文章畀政府嘅，就講

1 清楚你哋對於道路安全嘅各種嘅睇法嘅，或者我可唔可以舉個例，舉個例喇，
2 即係譬如話 TD-5 呢個文件夾裏面嘅 1705。

3 主席：（經傳譯員）係咩嘢--關於咩嘢嘢？

4 黃女士：（經傳譯員）呢個關於嗰個運輸署提交嘅文件嘅，2018年5月提交嘅，即
5 係附件一，佢哋係响嗰一封信嘅附件就係夾咗㗎，佢哋係--嗰封信嘅日子就係
6 2018年5月28號嘅。

7 主席：（經傳譯員）呢封5月28號嘅文件--嘅信係响邊度㗎嘢？

8 黃女士：（經傳譯員）5月28號嘅呢封信可以响 TD-1 呢份文件裏面--呢份文件夾
9 裏面。

10 主席：（經傳譯員）或者你可唔可以講一講呢封信，呢封信係畀我哋呢個委員會㗎？

11 黃女士：（經傳譯員）係，呢個係運輸署寫畀檢討委員會嘅，咁裏面係有一個--其實
12 一個附加嘅陳詞㗎嘅，咁裏面有一啲附件嘅，呢個係嗰個5月7號、8號之後
13 嗰個研訊之後提交嘅。

14 主席：（經傳譯員）咁而家係講緊呢個係運輸署嘅文件嘅一個附件，係嘛？邊一頁？

15 黃女士：（經傳譯員）1700頁。

16 主席：（經傳譯員）即係 TD-5 文件夾 1700 頁？

17 黃女士：（經傳譯員）係。你睇番第8段，佢哋係列出咗十一份文件或者係你哋提出
18 嘅十一份嘅意見，一係就係交咗畀運輸--立法會嘅運輸事務委員會或者係政
19 府，即係話提供你哋嘅意見，而意見係有關公共嘅交通嘅研究嘅策略或者係嗰
20 個九巴嘅牌照或者城巴牌照嘅續期。大家亦都可以睇埋第1701頁，呢度有講清
21 楚你哋嗰個意見嗰個題目同埋有關個立法會文件嘅參考。係，睇唔睇到？

22 鄭子憲先生：（經傳譯員）係，睇到。

23 主席：（經傳譯員）你可唔可以用文件嘅形式或者你使唔使睇番後面嗰啲印出嚟嘅文
24 件㗎？嗰啲文件夾响你後面嗰度。

25 鄭子憲先生：（經傳譯員）係，多謝你。

26 黃女士：（經傳譯員）响呢啲咁嘅文章，之前問過呢啲問題嘅，即係話呢啲文件點樣
27 傳閱、邊個負責草擬文件，你就話畀我哋聽一般係用電郵嘅，我見到呢啲咁樣
28 嘅意見書裏面，似乎佢嘅時間都好接近，譬如話2016年，你可以見到呢一頁，
29 又有啲意見係關於嗰個火警鐘。2016年4月14號，呢個有一個係關於公共運
30 輸策略研究嘅。跟住有一個講九巴嘅，佢哋嘅九巴個牌--專營權要係續期嘅等
31 等。咁呢啲咁樣嘅或者係意見書，你係點樣草擬㗎？點樣係傳閱畀委員呢？咁
32 嗰啲會員係點樣提供意見，等你哋可以寫好個交界立法會或者係政府嘅意見

1 書嘅呢？

2 鄭子憲先生：（經傳譯員）係，一般呢啲咁嘅文件，我哋會傳閱畀我哋覺得重要嘅當
3 事人喇，譬如話我哋先首先將文件交界政府或者係運房局，咁之後我哋又再有
4 交文件畀立法會。咁至於我哋傳閱文件方面，我哋就唔係真係好有規--即係好
5 有制度嘅，我哋通常唔會畀太多人嘅，亦都唔會去交界媒體嘅，我哋睇下究竟
6 立法會有冇係討論過有關課題，或者政府有冇提出咁嘅課題喇。至於話呢啲咁
7 嘅文件係點樣草擬，通常就係我有份做喇，咁如果其他嘅會員係有興趣，都係
8 歡迎佢哋參與嘅。至於討論方面，有時候我要承認嘅，我係冇辦法同其他會員
9 係响當時討論嘅，但係最近啲報告我哋都有係討論嘅，好多時係事前討論，
10 但係有陣時只能夠喺事後先送畀佢，睇下有咩嘢意見，如果有好多嘅--更多嘅
11 意見，而我哋解決到，咁我哋嘅做法就係話會將啲個附帶嘅意見就係再交界有
12 關嘅各方面嘅。

13 黃女士：（經傳譯員）多謝你，鄭先生。你話你交界啲意見書、文件，你睇睇呢份
14 係响個雜項二，782 個一頁。呢個係關於巴士安全嘅報告嘅，你哋喺 2018 年 4
15 月提交嘅，呢個係回應委員會嘅要求嘅。你提交嘅文件係有五個--有五個重點
16 嘅總結嘅--摘要嘅。架巴士嘅營運、安全隱患、而家嘅做法同埋同海外嘅做法
17 嘅比較，同埋最後一個結論同埋建議嘅。而家可唔可以話畀--證實呢個係你哋
18 委員嘅集體嘅一個成果嚟嘅，集體編寫嘅成果？

19 鄭子憲先生：（經傳譯員）由於啲個時間有限喇，其實係由我草擬文件嘅，有特別嘅
20 課題，我的確係有諮詢一、兩個委員嘅--一、兩個成員嘅。咁交咗呢個報告之
21 後，我就將呢個報告就交界所有我哋嘅成員，睇下佢哋咩嘢意見喇，睇下佢哋
22 需唔需要冇啲額外嘅建議、睇法，或者佢有啲--有冇啲論點佢唔同意，咁我就
23 有機會--可以有個機會可以再向呢個獨立檢討委員會再提交啲附加意見。

24 黃女士：（經傳譯員）鄭先生，請睇 785 頁，係你呢份文件嘅，呢度係個建議嘅部
25 分。呢度係第一個--建議嘅第 1 段，應該係安全系統嘅做法，嚟到係照顧唔同
26 因素嘅交雜喇，係汽車、道路、人管理，咁呢度你有講咗四個重要嘅因素喇，
27 即係關於安全四個重要因素，啱唔啱？

28 鄭子憲先生：（經傳譯員）係嘅，係嘅，喺我份文件係咁寫嘅。或者我就補充，當然
29 喇，安全系統嘅呢個模式亦都要照顧埋--要包括埋政策嘅。但係我就選擇--為
30 咗係即係簡化，我就冇擺落去喇，冇寫落去。

31 黃女士：（經傳譯員）你睇番第一個因素，呢個就係啲個運作嘅規則、規條同埋監察
32 系統嘅，你話呢個係需要一個新--關於安全--有需要就制定一個新嘅安全嘅駕
33 駛嘅操作方面嘅規定嘅，咁呢度有講明喇，係有速度等等，呢個係一個一般嘅
34 規則同埋有啲關於個別路線嘅規則嘅，可唔可以係解釋一下？譬如話一般嘅規
35 則係咩嘢意思？咁你有冇--你會响呢一方面考慮咩嘢因素嘅呢，一般嘅規則？

36 鄭子憲先生：（經傳譯員）我如果冇--唔知道究竟巴士公司而家其實佢哋做緊啲咩
37 嘢，譬如話司機駕駛嘅時候應該遵循啲乜嘢嘅規則，我係冇內部嘅消息嘅，我

1 咁係從一個安全系統嘅角度嚟睇呢個問題嘅，我哋覺得駕駛巴士嘅工作係需要
2 多啲嘅控制呀、管控嘅。我就呢個擺响個--我叫做一般規則喇，即係意思駕駛
3 巴士，响市區繁忙嘅道路駕駛巴士，應該係咩嘢行為或者係速度應該係點樣
4 樣，行為應該係點樣樣。另一個例子就係你响公路度駕駛，咁速度應該係點、
5 我哋預期巴士司機應該係咩嘢速度，呢個同嗰個法定嘅道路嘅限速係唔同嘅。
6 我作為一個道路工程師，我知道道路嘅設計係各種各樣都有嘅，好多元化嘅。
7 我哋唔能夠完全依靠嗰啲道路速度嘅限制或者係設計方面嘅速度嘅限制嘅。如
8 果係市區道路，呢度有好多所謂交通同行人之間嘅一啲互動嘅情況嘅，咁所以
9 我哋需要要有更加嚴謹嘅速度嘅管制嘅，同埋關於加速或減速方面嘅監控嘅，
10 即係呢個就係我所講嘅一般嘅規則，我就唔係講緊某一條街嘅規則嘅，而係所
11 有繁忙嘅市區道路。

12 黃女士：（經傳譯員）好喇，我哋睇番 817 頁吖，呢個係雜項二呢個文件夾，817
13 頁，响頂個度。你認為係一啲設計嘅準則嘅，要考慮呢個一般營運嘅規則嘅，
14 呢度分開四個準則嘅，第一個就係市區地區；第二，高速嘅道路；第三，就係
15 比較窄嘅山路；最後就係嗰個單車駕駛者嘅。喺市區道路你就建議有一個某
16 一個嘅車速限制，就係最高係每小時 40 公里，咁你亦都話喺一啲繁忙嘅市區道路
17 就係時速 30，最高。咁你可唔可以解釋一下呢個 40 同埋 30 呢兩個嘅時速限制
18 係點解你會有咁樣嘅意見呢？

19 鄺子憲先生：（經傳譯員）記住，呢兩個準則其實係建議嚟嘅，仲要進一步再研究。
20 一個較低嘅時速限制即係比起法定嘅時速限制較低，其實都係因為安全嘅考
21 慮，安全就係因為行人同埋車嗰個嘅互動，仲有車之間嘅互動。喺市區道路最
22 主要嘅衝突係來自行人同汽車，同埋汽車喺十字路口。咁所以我哋要睇番唔同
23 嘅因素，譬如話司機減速，可以有幾快令到唔會撞車呢？同埋亦都要考慮人嘅
24 忍耐度，譬如話一個老人家，佢係被撞到整親嘅時候，嗰個車嘅時速最高可以
25 係幾多而呢個人係唔會受到傷害或者死亡呢？咁我哋亦都要睇番海外嘅報告
26 喇、世界一啲嘅趨勢喇。一啲較繁忙嘅市區道路，其實有個趨勢就係採納較低
27 嘅時速限制，譬如話每小時 30 公里，呢個講緊嘅係一啲比較密集嘅市區，有啲
28 地方可能就會係採納 40 喇，有啲就係 30，有啲地方就係同時有 30 同埋 40 嘅
29 時速限制嘅。

30 主席：（經傳譯員）咩嘢國家，你心目中諗緊係？

31 鄺子憲先生：（經傳譯員）我想解釋一下，喺歐洲，歐洲國家，由荷蘭開始，市區道
32 路同埋住它區就係時速 30 公里，喺一啲嘅北歐國家喇，譬如話丹麥、挪威，除
33 咗係時速 30 公里之外喇，佢哋亦都有採納時速 40 公里。後者就係用一啲比較
34 主要嘅道路，澳洲而家好常見嘅就係每小時 40 公里，譬如話喺中央商業區，悉
35 尼嘅中央商業區就會見到呢個情況。

36 黃女士：（經傳譯員）鄺生...

37 主席：（經傳譯員）英國呢？

1 鄭子憲先生：（經傳譯員）英國就採納呢個嘅係每公里 20 哩，即係大約每小時時
2 速 32，喺英國，佢哋冇每小時 40 哩，因為再上就係呢一個嘅 30 英里嘅，呢個
3 就係等如大約 48 公里。

4 主席：（經傳譯員）呢個就係你考慮到呢一個嘅 13 年 1 月英國道路當局講番就係所
5 適用嘅規則呢方面嘅資訊嘍，係嘛？

6 鄭子憲先生：（經傳譯員）喺 2013 年，係吖，2013 年。喺由 2011 年開始，我哋
7 一直提倡呢一樣嘢，呢個係我哋建議嘍嘍。

8 主席：（經傳譯員）但係我提及嘅就係英國道路局--交通局有一份嘅文件就話係制定
9 當地嘅時速限制，咁喺唔同嘅城市都有採納，尤其喺倫敦，唔同嘅地方都有咁
10 做嘍，係嘛？

11 鄭子憲先生：（經傳譯員）主席，係，喺英國就係每小時 20 英里，呢個嘅區域其實
12 已經歷史悠久嘍，喺 2013 年之前已經有嘍喇，喺 2013 年嘅時候，你提及過嘅
13 呢份文件，即係話訂定當地車速係其實已經係講咗話關於--咁係有更新嘅，咁
14 當時以我理解，其實就係確定咗話採納 20 英里作為時速限制呢一個概念。

15 黃女士：（經傳譯員）鄭生，你就提及--之前你講過，提倡訂定車速限制，我想請你
16 睇其中一份嘅文件，...

17 主席：（經傳譯員）未講嗰樣嘢之前，你形容就話一個一般嘅規則--睇番個頂部，
18 817 頁，你其實預期係由邊個負責去建議呢一個咁樣嘅規則？

19 鄭子憲先生：（經傳譯員）主席，喺制定呢份文件嘅時候，我哋冇深入去釐清究竟邊
20 個負責，我哋建議係應該有一個一般嘅操作規則，呢個唔係法定嘅時速限制，
21 呢個係一個建議，就係話內部監控，係九巴公司內部嘅監控或者由政府向佢哋
22 施加嘅監控條件。咁但係改變時速限制需要時間，亦都係需要經過法定程序，
23 同時涉及係香港點樣去訂定、點樣去解釋呢個時速限制嘍，咁但係如果係公司--
24 --即係巴士公司自己內部改變就比較容易。

25 主席：（經傳譯員）我哋喺關於呢一個嘅係 2 月 10 號，18 年嘅巴士意外嘅時候，
26 咁其實我哋就知道喺 4 月 27 號嗰個路段嘅時速限制已經由 70 減到去 50 哩喇，
27 咁所以其實可以見到需時都唔係太耐。

28 鄭子憲先生：（經傳譯員）係，你啱嘅，我喺新聞得知關於大埔公路嘅嗰一個路段時
29 段限制已經改變，咁我哋建議係時速 30 或者 40，呢個係一個新嘅概念，就話
30 係以呢一個嘅區域，即係一個時速限制區域咁樣去制定。即係話呢個時速限制
31 係適用於喺市區嘅道路比較大嘅範圍。咁呢個其實係有兩點，一，根據現行嘅
32 設計手冊，其實時速 30 公里係不被鼓勵；第二，時速 40 公里並未係《道路交
33 通條例》嘅其中一部分，所以呢一個我要再進一步印證。

34 主席：（經傳譯員）你提及嘅就係呢個車速限制嘅部分喇，咁係呢個第 6 章，係《道
35 路交通條例》設計方面嘍，咁可以喺 820-57 頁嗰度搵到嘍。你就引用咗其中

1 兩部分，就同你頭先所講嘅有關。

2 鄭子憲先生：（經傳譯員）應該係運輸署文件一號？

3 主席：（經傳譯員）應該係雜項文件嘅二，係 820-57 頁。或者我係引用番你頭先所
4 講嘅，就係話香港嘅市區道路係時速 50 哩，有呢一方面嘅指引，其實就係運輸
5 署嘅交通設計同埋交通規劃設計手冊嘅第 6 章裏面搵到嘅，其中一項係
6 6.4.2.5 喇，就係話呢一個嘅係建議喺公共道路係嗰個嘅時速限制如果低過 50
7 公里就唔建議㗎，因為咁樣就係需要加強執法㗎，咁對於再進一步調低嗰個道
8 路限制嘅話，可能係就未必對防止交通意外有太大嘅影響㗎。咁但係呢一最靚
9 嗰句你就質疑喇，係咪呢？

10 鄭子憲先生：（經傳譯員）冇錯。

11 主席：（經傳譯員）咁有關呢一部分，呢一個嘅規則係幾時制定㗎？

12 鄭子憲先生：（經傳譯員）你所講嘅就係交通規則設計手冊？

13 主席：（經傳譯員）係，咁呢個係會唔會同英國嗰個嘅文件有關呢？

14 鄭子憲先生：（經傳譯員）其實呢個來自邊度喇，唔係來自 2017 年嘅版本㗎，即係
15 唔係來自 2013 年訂定當地時速限制嘅文件㗎，咁但係仲有其他--呢份文件有
16 提及過其他地方㗎。

17 主席：（經傳譯員）咁但係我哋可以喺邊度搵到咁樣嘅說法？係咪來自 1974 年呢一
18 個嘅英國運事局嘅文件？

19 鄭子憲先生：（經傳譯員）我就唔肯定，咁但係你其實有好多參考資料㗎，好多都已
20 經係過時。

21 主席：（經傳譯員）唔該晒。唔好意思，我岔開咗，黃律師。

22 黃女士：（經傳譯員）其中一份你解釋過嘅文件，我哋可以喺 820-57 頁嗰度見到
23 嘅。呢個其實係--呢一個嘅係第二屆--2017 年第二屆聯合國嘅國際道路交通
24 安全日嗰度提及過嘅。

25 主席：（經傳譯員）咁我喺邊度可以見得到係邊度提過？

26 黃女士：（經傳譯員）咁喺呢個 820-25 頁底部嗰度見到嘅，就係第二屆嘅國際道路
27 交通安全週。820-25。

28 主席：（經傳譯員）係，我見到㗎，我見到嘅，喺角落頭。

29 黃女士：（經傳譯員）睇番呢一份嘅文件喇，呢個係咪你係交界呢一個第二屆嘅聯合
30 國道路交通安全--國際道路交通安全週嘅呢？

31 鄭子憲先生：（經傳譯員）係。

1 黃女士：（經傳譯員）如果睇番其中你提倡嘅一啲以地區嚟計嘅時速限制，呢個就係
2 820-35 頁。可以見到有 20、30 同埋 40 呢三個區域，譬如話新發展區、住宅
3 區、遊客區、醫院、鄉村等等，其實你就將佢用唔同嘅區域區分，即係話唔同
4 嘅區域就應該適用唔同嘅時速限制，係嘛？

5 鄭子憲先生：（經傳譯員）呢份文件其實係我哋嘅願景，我提倡呢一樣嘢，呢個係我
6 嘅願景，即係話市區發展係唔同嘅區域用唔同嘅車速限制，但不代表目前情況
7 係咁。時速限制區域我想簡單解釋一下，傳統嚟講，要採納一個時速限制，我
8 哋需要整個--即係每條街都要有一個嘅車速限制標意誌，譬如話係時速 50 公
9 里，如果係時速 50 公里，咁就唔使擺喇，咁但係如果係 30，就需要擺好多呢
10 一個嘅時速限制標誌喺市區喇。咁我想講話如果係時速限制 30 區域，即係根據
11 我嘅建議，其實都要經過法律程序去界定呢個標誌，如果有呢個標誌就係話譬
12 如時速 30 公里嘅區域，喺呢一個區域裏面就唔需要每條街都擺個時速限制標
13 誌，只需要喺進入呢個區域同埋離開區域嘅時候整個標誌，呢樣嘢喺荷蘭、法
14 國、英國都有咁做。

15 黃女士：（經傳譯員）即係話係要推動安全駕駛，例子可以係 820-36 可以見到喇，
16 譬如話 30 區域你已經解釋咗點解你推動呢樣嘢喇，因為就你係適用於一啲嘅單
17 程路、雙程路、好多人嘅地方、密集嘅地方。如果睇番 40，時速 40 公里嘅區
18 域，跟住個頁喇，就係一啲嘅雙程道路同埋係一啲嘅主要嘅交通幹道，即係話比
19 較少人行嘅地方。去到時速 50 公里區域喇，就係-38 呢一頁可以見到，就適用
20 於--即係你個四段，就係比較少行人嘅地方，多啲行人天橋同埋視野比較清晰
21 嘅地方，即係唔會有阻礙嘅地方。再跟住個頁喇，-39，你建議時速係 20 適用
22 於呢個區域，因為首先呢啲嘅道路好唔同喇，比較窄同埋好多行人，係一個購
23 物區、娛樂區、一啲嘅露天市場或者係鄉村中心，所以你就建議時速係 20 公里
24 喇，呢個就係你嘅理據，係嘛？

25 鄭子憲先生：（經傳譯員）係，呢啲嘅理據其實就係特登為香港情況而訂定嘅，譬如
26 我所講，40 公里嘅區域唔係喺所有嘅已發展國家用嘅，咁但係香港喺一啲特定
27 嘅情況係需要咁做。我亦都想一提，關於一啲嘅係 20 公里區域，即係人車都會
28 用嘅街係比較會佔少嘅部分嘅地方，通常係一啲中心嘅地方、核心地方，譬如
29 話銅鑼灣、中環，但係大部分嘅道路都係車速 30、40 或者 50 嘅，唔該。

30 黃女士：（經傳譯員）你嘅研究亦都係基於一啲統計，即係署方嘅統計，就係呢個法
31 國嘅運輸部嘅，請你睇番一個嘅 820-46 頁，睇番個個年長行人致命嘅或然率
32 嘅，咁呢個係來自英國嘅交通部 2010 年同埋法國嘅研究--法國嘅數據，2006
33 嘅。你可唔可以解釋一下你嘅意思係乜嘢？

34 鄭子憲先生：（經傳譯員）好，唔該。2010 年嘅時候，當時就係英國嘅交通當局發
35 表咗一份報告，總結咗亦都再次引證咗佢哋之前所做嘅一啲研究，呢個就關乎
36 致命或者係嚴重嘅受傷嘅可能性，即係話喺不同嘅行人組群裏面佢哋個個或然
37 率嘅。喺關於法國方面嘅資料比較一般性喇，我咩嘢意思呢？就話譬如我哋睇
38 下一秒個反應時間，同埋係需要幾多時間嚟到去剎掣，呢個喺好多文件個度

1 都回應用呢一個假設嘅，即係話係要 7 公尺嘅時間。

2 我哋就睇下喇，如果一部細嘅乘客車，咁而開車嘅速度係 30 公里，咁個
3 或然率如果係致命交通意外嘅話，或然率係百分之四喇。咁如果但係如果行人--
4 係同一部車，但係佢行緊 40 公里嘅話，咁樣就唔同喇。咁最後如果佢係 70 公里
5 嘅話，咁個或然率就去到百分之九十七。咁個就睇下 30 同 70 又或者 30 同
6 60 公里，你都可以見到個個分別係好大嘅。個個反應時間，我呢度已經顯示咗出
7 嚟喇。當一個司機見到有行人喺馬路度行出嚟，佢需要起碼有一秒鐘嘅時間作出
8 反應，佢要一秒然後先至可以踩落個個剎車掣個度。

9 咁如果係 30 公里嘅話都已經差唔多有二十--如果 40 公里嘅話，佢已經係
10 20 公尺喇，即係話喺個 20 公尺嘅時間裏面，如果個個行人就係出現嘅話，就差
11 唔多好肯定係會被撞死嘅。咁換句話講，若果係個個車速低啲嘅話，就應該就有
12 咁大可能會引致一個致命嘅交通意外，呢個就係講及人個個--係限制人個個能力
13 嘅問題嘅。車速越高，咁司機需要更長嘅時間先至能夠將部車完全停得低，而且
14 亦都需要係睇埋個個反應嘅時間。

15 黃女士：（經傳譯員）好，唔該晒。咁或者係講番你係 18 年 4 月嗰份陳述書喇，係
16 786 頁嘅，咁我哋剛才提及個個一般嘅規定，我哋而家可唔可以講埋路線呢？

17 主席：（經傳譯員）或者我再講番轉頭喇，講番一般嘅事宜，當我問你，你認為邊一
18 個應該負責係建議有啲乜嘢嘅規則，你話就仲未係諗通㗎，咁但係如果講到係
19 法定嘅車速限制，咁究竟係巴士公司去做㗎，定抑或係政府係實施嘅一個強制
20 規定呢？咁你話巴士公司可以做㗎，係嘛？咁講啱唔啱？

21 鄭子憲先生：（經傳譯員）㗎㗎。

22 主席：（經傳譯員）咁你覺得巴士公司會點樣做呢？我哋要建議點樣去提高巴士嘅安
23 全，咁巴士公司方面應該係點樣樣去建議啲司機就係喺某一啲特定嘅地方唔好
24 係揸車揸到去嗰個法定嘅最高個個時速呢？

25 鄭子憲先生：（經傳譯員）法例上面嘅時速限制就係個個法定嘅要求，咁司機就要睇
26 住嘅，不過其實司機亦都係有咁嘅責任，任何時候，揸車嘅時候應該係以適當
27 嘅行車速度去行車，即係因應當時個環境嘅。我哋呢個個建議係點呢？我假設
28 巴士公司其實任何時候都可以係制定一啲指引話畀啲司機聽，喺啲乜嘢嘅道路
29 情況之下就應該係以乜嘢嘅車速去行車。咁佢可以係用文件、可以以培訓咁嘅
30 形式去推行嘅。至於話具體係 40 定 35，定抑或 45 公里，咁呢一方面係需要進
31 一步嘅調查先可以制定嘅，監察就係另一回事喇。首先我哋要有啲規則喺度
32 先，下一步然後先可以講個個監察嘅，唔該。

33 主席：（經傳譯員）好，譬如話我哋有一啲資訊就知道就係其中一間巴士公司就係有
34 一啲交通黑點嘅，咁亦都係有一啲彎位比較急嘅，咁佢係咪可以就係話畀啲司
35 機聽，就喺嗰啲咁嘅彎位行車嘅時候就應該係行咩嘢車速，你大概意思係咪
36 咁？

1 鄭子憲先生：（經傳譯員）係，以一般嘅規則嚟講，呢個係一般嘅，但係剛才提及嘅
2 就係譬如話可能某一個特定嘅具體嘅一個路彎喇，咁樣就係去到路線--特定路
3 線嘅規則喇。我嘅文件嗰度都有提過㗎。

4 主席：（經傳譯員）黃律師，你係咪諗住係去問嗰方面嘅問題？

5 黃女士：（經傳譯員）係，主席，因應你問嘅問題。你喺呢頁嗰個頁頭嗰度，你就話
6 嗰個係喺第二點嘅第 2 段第二行嗰度，你就係話就係希望推廣更安全嘅行車，
7 呢個係一個規則，就唔係一個懲罰司機嘅工具，換句話講，你係希望請巴士營
8 運商係可以遵守有關嘅規則，就唔係話用呢一個工具嚟到去懲罰嗰啲巴士司機
9 㗎，你嗰個邏輯係咪咁？

10 鄭子憲先生：（經傳譯員）係，啱㗎。我嘅寫呢份報告嘅時候，我哋唔係話想講太多
11 嗰個責任嘅問題，又唔係講話邊一個係違反咗嗰個--冇盡佢嗰個責任㗎，其實
12 我哋嗰個整體嘅概念都係推廣交通安全，希望大家都係行車安全喇，大家都開
13 心㗎，我係好想強調呢一點㗎。好，唔該。

14 黃女士：（經傳譯員）好喇，咁你又有咩嘢建議？即係如何去監察？點樣利用監察嚟
15 到去推廣大家都遵守呢一個嘅規則，而唔係用佢嚟到去懲罰啲人？你認為喺監
16 察嘅過程裏面係可以點樣做？

17 鄭子憲先生：（經傳譯員）我想話監察嗰個目的就係要搵出邊一啲司機係經常都違反
18 嗰個規則㗎，亦都想搵出係邊一啲司機佢係經常係嚴重咁樣違反咗嗰啲規則
19 㗎。第二類嘅司機，我認為就係呢一類嘅司機就係帶嚟極大嘅風險嘅。換句話
20 講，我哋唔係話譬如話有個司機只不過係稍微係超速咗嗰個時速限制，違反咗
21 個規則，譬如話我哋定咗每小時 40 公里，咁喺某一個時候佢就搵到 42、43，
22 就唔係話呢樣嘢有問題，除非嗰個地點係特別危險嘅。我哋要搵出邊一啲司機
23 呢？就搵嗰啲就係經常違反規則嘅司機，同埋佢違反得嚟嗰個程度非常之嚴重
24 㗎，咁如果我哋可以及時搵出佢哋，亦都及時咁樣樣係糾正佢哋嘅行為，咁就
25 最好喇，呢個就係我嗰個概念。

26 黃女士：（經傳譯員）你認為--你話要搵出邊一啲人係經常好危險咁樣樣去違反嘅規
27 則嘅，咁點樣去可以達至你嘅目的？

28 鄭子憲先生：（經傳譯員）我諗傳統嚟講佢哋就搵便衣嘅人員就上車嗰度去監察喇，
29 有時亦都係靠收到投訴之後就搵稽查去查喇，咁但係我覺得呢一個唔係好有效
30 嘅，其實科技亦都好先進㗎喇，我相信有更好嘅方法去做㗎。有一個監察嘅制
31 度、一個監察嘅系統，如果係以黑盒為本嘅話，係可以自動化，實時。咁樣樣
32 就更加係有效率喇，唔該。

33 主席：（經傳譯員）呢個科技其實都好多年㗎喇嘛，係嘛？其實另外你講及呢一個神
34 秘乘客嘅計劃，以及就係根據投訴去做嘢。譬如話呢一個係一個好舊--歷史好
35 耐嘅制度㗎喇，譬如有個人行出去就係翕一支紅旗？

1 鄭子憲先生：（經傳譯員）主席，係，不過我認為今時今日應該更加倚靠一啲先進嘅
2 科技去進行監察。

3 主席：（經傳譯員）你喺報告嗰度咁講㗎，監察應該係根--係應該係以一啲先進嘅、
4 實時嘅自動化嘅黑盒系統為本嘅，可唔可以講一講？

5 鄭子憲先生：（經傳譯員）主席，首先我就想講--我就想申報，我喺黑盒系統方面我
6 唔係一個專家，講到佢咁而家所用嘅先進嘅科技我都唔係專家。

7 主席：（經傳譯員）星期六我哋係做咗聆訊喇，我哋有一位黑盒製造商 ZF 嘅代表就
8 係作證嘅，你有冇係去睇過我哋嗰個紀錄本？

9 鄭子憲先生：（經傳譯員）有，我都有攞過下嘅。

10 主席：（經傳譯員）你剛才就話你喺呢方面就有一啲專業嘅知識，咁但係你可唔可以
11 都答一答呢三點？即係話先進嘅、實時嘅、自動化嘅。

12 鄭子憲先生：（經傳譯員）係，主席。我睇過呢一啲黑盒而家嗰個情況，當我講過我
13 喺呢方面唔係專家嘅時候，我話我喺科技同埋喺嗰個軟件點樣係開發我唔係專
14 家，不過我哋可以睇睇我哋用呢啲黑盒嘅系統係想達至啲乜嘢目標。我嘅理解
15 就係呢啲黑盒就可以收集好多嘅訊息嘅，對呢方面我就最感興趣喇，譬如話知
16 道佢加速、減速、傾側嘅角度、車速等等。喺呢個報告裏面，由於呢啲科技有
17 好先進嘅功能，我認為係可以應用呢個系統嘅，而且有一啲營運商佢哋已經用
18 咗黑盒嚟到去管理自己嘅車隊，咁所以我寫呢份報告嘅時候，我覺得如果我推
19 薦--我建議話用一啲先進、實時同埋自動化嘅系統，應該都係公道嘅。

20 主席：（經傳譯員）你所講嘅「實時」係咩嘢意思？係有咩嘢好處？

21 鄭子憲先生：（經傳譯員）主席先生，有一啲行動係極為不當嘅，係需要係適時咁樣
22 樣去發現同埋糾正嘅，我哋唔能夠話靠乘客嚟投訴，咁然後就係派人去調查，
23 咁然後就係幾個星期之後先作出糾正，咁係唔得嘅，所以我就建議就係話要明
24 白實明監察嘅重要性，唔該。

25 主席：（經傳譯員）咁你話自動化，自動咁樣編製呢一啲嘅報告係有乜嘢好處同埋重
26 要性喺邊度？

27 鄭子憲先生：（經傳譯員）主席先生，根據我嘅經驗，黑盒系統係可以產生大量嘅數
28 據嘅，如果我哋單單係靠人手去搵出嗰個問題，又或者有關嘅程序唔係完全自
29 動化嘅話，我相信涉及嘅人手資源好大嘅，咁樣做亦都唔能夠持久，唔能夠持
30 續㗎。

31 主席：（經傳譯員）我哋喺星期六收到嘅資訊，咁而你亦都睇過㗎，咁其實就係呢一
32 啲嘅功能而家都有㗎喇，即係話自動化嘅監察？

33 鄭子憲先生：（經傳譯員）係。

1 主席：（經傳譯員）亦都係而家車上嘅裝置係冇嘍，係嘛？

2 鄭子憲先生：（經傳譯員）我睇過文件就話係嘅。

3 主席：（經傳譯員）咁即係話你就係要界定嗰個界限喇，譬如 50 喇，咁然後你就將
4 佢係話 55 就會係一個臨界點喇，咁就係超過咗百分之十佢就會即刻自動、實時
5 咁樣樣係警示嗰個司機喇，係嘛？

6 鄭子憲先生：（經傳譯員）係，主席，我有睇過嘍，我都睇到呢點嘍。我而家呢度諗
7 嘅就係話究竟應該個準則定喺邊度，係邊一個先至係嗰個門檻，係用邊個界限
8 去促發嗰個警示嘅，或者嗰個警示或者個提示係其中一個控制嘅辦法。至於話
9 我哋點樣用一個黑盒嘅科技去善用、盡用佢，同埋點樣樣去應付呢一個碰撞同
10 埋受傷，我諗應該會喺日後我哋進行調查呢一個科技嘅時候嘅重點嘍。

11 主席：（經傳譯員）咁你知唔知道運輸署有冇係強制嗰啲巴士公司係點樣用呢啲科技
12 去有一啲實時同埋自動編製報告呢一個程序？

13 鄭子憲先生：（經傳譯員）主席先生，我有詳細咁去睇過--關於你問嘅問題，我有詳
14 細研究過。

15 主席：（經傳譯員）有冇一啲文件就係講到佢哋新嘅專營權嘅時候，裏面有冇提及呢
16 一個建議？

17 鄭子憲先生：（經傳譯員）主席先生，我有，我有睇過有啲呢方面嘅建議嘍。

18 主席：（經傳譯員）我諗你自己係有作出建議嘍，我諗遲啲我哋會睇到嘍，我諗你曾
19 經作出呢個建議，就話喺續約嗰個--專營權續約嘅時候應該包括啲乜嘢嘢。

20 鄭子憲先生：（經傳譯員）係，主席先生，我哋有作出建議，但係嗰啲基本上係一個
21 方向性嘅比較一般嘅建議嘅。

22 主席：（經傳譯員）但係我又睇過一啲比較係具體嘅建議嘅，亦都同我哋剛剛探討個
23 問題好有關嘅。黃律師，你係咪--你繼續喇。

24 黃女士：（經傳譯員）係，主席先生，我哋稍後會返番嚟呢個課題嘅，或者先讓我係
25 完成手頭上呢一個問題先喇。我而家講到係嗰啲路線為本嘅規則嘍，你嘅陳述
26 書亦都有呢方面嘅建議嘅，786 頁第二點嘅，咁你講到就話香港就係有啲好窄
27 嘅山路喇，就有足夠嘅安全嘅防護欄--防撞欄嘅。你就係 817 頁，喺 5.4 嗰段
28 上面剛剛就係--嗰度就係有提及一啲建議嘅，你話希望就係就個別嘅路線就係
29 制定一啲操作嘅規則嘅，譬如話佢哋有啲好高風險嘅路況喇，譬如話長命斜
30 喇、特別陡斜嘅坡道喇、急彎喇，就係會埋去嘅時候--入彎嘅時候好容易係超
31 速喇，又或者係可能係有呢一個安全防撞欄或者係好唔夠，又驚會跌落去，喺
32 高處跌落去，又或者就係佢係嗰個現有嗰個橋嗰個防護欄就係唔夠喇、路面好
33 窄、視線唔好，又或者係會有路人或者係翻車嘅人士嘅。咁我想問下喇，你講
34 到話有特別嘅路--路線方面，唔同嘅路線應該有特別嘅規則嘅，或者唔同嘅路

1 況應該有唔同嘅規則，你可唔可以講清楚一啲呢？

2 鄺子憲先生：（經傳譯員）係，呢一度就係講及我哋個個理念嘅，雖然整體嚟講係符
3 合法定嘅速度係重要，但係都仲要講講個別路段嘅安全嘅。我知道香港有啲路
4 段，譬如比較--香港島啲啲比較傳統--起嘅山上嘅路，佢哋設計唔係畀巴士用
5 嘅，因為起嘅時候好耐喇，咁據我嘅理解，即係喺我本人嘅專業，我可以話畀
6 你聽，譬如話佢有防護欄嘅，或者防護欄係唔能夠防止巴--即係一個巴士，譬
7 如話佢嘅速度係每小時 40、50 公里，佢係保護唔到嘅。咁我哋要特別留意呢
8 啲，我哋搵到出嚟嘅一啲咁樣嘅路段，咁巴士公司--巴士嘅司機係要好清楚係
9 有咁樣嘅路段，咁呢啲路段應該有一個特定嘅一啲管控嘅、控制嘅，譬如話速
10 度係每小時 30、35 公里。

11 另一個例子就係响一個高速公路，咁佢個限速係高啲嘅，咁公共巴士又可以
12 係去到每小時 70 公里嘅速度嘅，但係唔係所有高速公路都個安全水準都係一樣
13 嘅--安全水平一樣嘅，譬如某一個天橋，佢嘅防護欄就唔足以就達到一個標準嚟
14 到防護巴士用 70 公里嘅速度撞上去嘅情況嘅。咁响咁嘅情況，我哋可能需要
15 個巴士司機慢一啲，譬如話係每小時 60 公里，個速度要低啲，咁個意思就係話
16 要處理速度同埋巴士司機嘅一啲行為嘅問題，就我哋要照顧道路狀況，基於即係
17 一啲工程嘅準則或者係引致受傷嘅情況嘅準則嚟到係施加管制。

18 主席：（經傳譯員）呢個係為咗管制巴士司機嘅行為，即係話法例上准佢有某個速
19 度，咁但係咁樣係唔夠嘅，譬如話安全考慮唔夠嘅時候，咁呢個管控應該係由
20 巴士公司實施㗎，啱唔啱？

21 鄺子憲先生：（經傳譯員）我哋做呢個報告，正如我所講，我就有指明係邊一個做呢
22 件事，咁我假設巴士公司同埋政府可以合作制定有關嘅準則、規定，等個巴士
23 公司係實施嘅。

24 黃女士：（經傳譯員）我假設即係辨識呢啲咁樣嘅路段，有啲咁樣嘅特徵嘅路段喇，
25 頭先你都提過又係咩嘢特徵喇，咁會唔會係如果你政府做係咪容易啲？我就係
26 諗緊運輸署係咪有一個--你知唔知道有一個--成個香港有個電子嘅地圖嘅一個
27 資料㗎，你知唔知有呢件咁嘅事？

28 鄺子憲先生：（經傳譯員）唔好意思，你係講緊係運輸署係有一個...

29 黃女士：（經傳譯員）哦，佢有一個係數字方面嘅係--道路速度嘅係一個係--好似
30 地圖，全港嘅道路嘅速度限速嘅地圖資料嘅。

31 鄺子憲先生：（經傳譯員）我就唔知道有一個咁樣關於係道路速度嘅地圖嘅，因為香
32 港就唔係成日改嘅，即係個個速度唔係成日改嘅，大部分嘅路就係限速係每小
33 時 50 公里喇，有某啲路係有唔同嘅限速嘅。我就唔知呢啲資料已經係用一個電
34 子地圖嘅方式係保存喇。

35 黃女士：（經傳譯員）睇番運輸署嘅 368 頁，呢個係由運輸署 2018 年 6 月 12 號寫

1 嚟嘅，佢係回應我哋委員會提出嘅問題，要求有一個關於係法定限速嘅電子地
2 圖嘅資訊嘅，呢度你睇番呢個信件嘅第 2 段，呢度有講嘅，第 2 段。我哋而家
3 係附交一個地圖，就係全港嘅，另一個係一個關於香港島嘅，淨係涉及 70 公里
4 或者以上限速嘅道路嘅，畀你參考。咁佢就話--我哋想通--話畀你聽呢個有關
5 嘅數據，即係關於限速嘅數據係由運輸署保存嘅，用一個 GIS，就即係話係地
6 理嘅資訊系統嚟到係保存嘅，係可以响嗰個 data.gov.hk 即係呢個咁嘅網站
7 係下載嘅，咁呢個就可以用呢個軟件令到將嗰個速度限制就係覆蓋响地政署嘅
8 一個地圖嘅，或者亦都可以用一個係 Google 地圖或者係其他地圖軟件嚟到係
9 使用，就知道個路段嘅限速嘅情況。

10 而家我哋--運輸署係建議使用以上嘅地理嘅資訊系統嘅數據庫嚟到畀--交界
11 --要求巴士考慮使用呢個咁樣嘅數據庫或者地圖嚟到係畀巴士公司嘅，呢個係一
12 個地圖圍欄嘅方法嘅。咁你覺得巴士營運者係咪--如果係用咁嘅方法，你就會知
13 道係响邊啲地方係話--或者邊一個組別嘅路段係可以係要特別處理㗎？呢個--我
14 嘅理解，根據你嘅經驗，係咪適合？

15 鄭子憲先生：（經傳譯員）或者我有個咁嘅睇法、意見喇，如果已經係用電子地圖嘅
16 方式，有咗咁嘅資料，咁係好有用嘅。呢個地--當然，呢個所謂地理圍欄嘅概
17 念係好有用嘅。但係我哋一定要等司機知道邊一啲路段係需要減速，佢哋或者
18 應該用咩嘢速度行駛，就算冇一啲先進嘅科技，我哋而家都做到㗎喇，可以話
19 畀佢哋聽㗎喇。但係呢個地理圍欄當然係一個數字式喇，可以同嗰個監控系統
20 係結合起㗎喇，嚟到提醒佢哋，咁樣嘅系統喺長遠嚟講會好有用處嘅。但係為
21 咗能夠即時處理有問題，我哋應該可以用一個簡單嘅方法開始嘅，先係講清楚
22 比較危險--最危險嘅位置，我哋應該可以話咗畀司機聽，就提供訓練，當然
23 喇，長遠可以比較自動化，用自動化系統，即係好似你講嗰啲系統。

24 主席：（經傳譯員）咁當然喇，如果我哋監察--你做得--監察做得好，咁佢哋就--
25 司機嘅行為就應該做得更加好喇，咁特別係實時喇，如果有一個係電子地圖，
26 咁又係速度限制，咁你都知道個司機喺邊度喇，咁你都比較容易監察，係咪
27 呀？

28 鄭子憲先生：（經傳譯員）我相信咁樣好有幫助嘅，但係我覺得司機都有啲壓力嘅，
29 我哋其實想係幫助司機，而唔係要施加好多唔同嘅限制，點樣用最理智嘅方法
30 嚟到做呢啲嘅事，都需要係考慮細節嘅。

31 主席：（經傳譯員）你知唔知道其中一間巴士--星加坡嘅巴士公司佢有一個係積分嘅
32 卡㗎，即係個司機嘅行為係有個積分卡㗎，譬如話講緊佢嘅速度或者係減速、
33 加速，如果係司機冇話突然加速、突然減速，佢就會攞到啲高分，咁呢個所謂
34 嘅--佢就係一個所謂綠色積分嘅司機嘅。如果你一個司機就係經常忽然加速、
35 忽然減速，咁將嗰個司機好似就拋出車站外面喇，咁佢就係一個紅色積分嘅司
36 機喇，咁如果幫佢哋，佢哋就畀一個綠色積分司機，司機有獎金嘅。

37 鄭子憲先生：（經傳譯員）係，我同意嘅，司機如果安全駕駛，應該係得到獎勵嘅，

1 要得到鼓勵嘅。

2 黃女士：（經傳譯員）英國佢哋就係咁嘅制度，有冇聽過呢個英國呢個叫做綠色道路
3 嘅呢個措施，有冇聽過？

4 鄭子憲先生：（經傳譯員）唔好意思，我未聽過。

5 主席：（經傳譯員）呢個係一個軟件嚟嘅，响英國倫敦嘅一個專營商--亦都係星加坡
6 都有用嘅，我頭先都描述過係點樣做嘅。

7 鄭子憲先生：（經傳譯員）多謝。

8 黃女士：（經傳譯員）呢個綠色道路嘅監察，即係話睇下有冇啲突然加速、突然減
9 速，或者係經常令到引擎空轉好長時間嘅，咁响英國嘅巴士就係話佢哋有一個
10 係同偕之間--即係司機之間嚟到係監察嘅，咁佢哋有所謂嘅積分表喇，有唔同
11 嘅顏色嘅，綠色嘅、黃色嘅、紅色嘅，就視乎佢哋究竟有幾多積分喇，或者有
12 幾多--發生過幾多事故喇。咁就視乎佢--如果係黃色、紅色就要額外訓練嘅，
13 咁呢個系統就容許司機知道有啲乜嘢係一啲所謂重要嘅地點喇，咁亦都係如果
14 係佢哋嘅積分良好，係可以有獎金嘅。咁就唔係淨係罰巴士嘅，亦都係一個全
15 國使用一個嘅監察系統，睇下邊個係個最好嘅--即係優質嘅司機，咁佢有個全
16 國嘅每年嘅最佳司機競爭嘅。即係話唔係淨係罰嘅，即係都有獎嘅，即係有個
17 誘因，等佢哋可以即係駕駛態度更加好、更加安全。你有冇聽過呢個用一個積
18 分卡嘅制度嚟到係獎勵司機，而唔係罰佢哋嘅？

19 鄭子憲先生：（經傳譯員）我未聽過呢個制度嘅，但係我相信一個類似嘅制度都係一
20 個出路嚟嘅，只要唔好太複雜，或者係要能夠持續嘅。

21 黃女士：（經傳譯員）我哋頭先講過有關嘅規則，或者可唔可以講講 786 頁嘅巴士
22 設計嘅？呢個係响另一個文件夾，係雜項二嘅。呢度有講過一啲安全嘅特徵
23 喇，你建議係作為優先處理嘅，呢度其實有六個特徵嘅，第一個就係前部要比
24 較安全喇；第二就安全帶；就係使用更多係保護嘅軟墊；嗰個樓梯用一啲--牆
25 裏面有凹凸坑紋；亦都係要提警示有冇路人响個巴士嘅某個範圍度出現；同埋
26 改善司機嘅視野，譬如話係鏡同埋閉路電視。你嘅建議係--或者使用乜嘢儀
27 器、設備嚟到去改善司機嘅視線、視野？

28 鄭子憲先生：（經傳譯員）大嘅車通常好多視野方面嘅問題嚟嘅，重型嘅貨車嚟講，
29 呢個係一個大嘅問題嘅。今日我哋用嘅巴士，我相信佢哋就比較好啲嘅，因為
30 個窗係比較大啲嘅。而家我相信大部分巴士都有閉路電視去監察車後嘅，即係
31 等佢倒車嘅時候安全啲，但係有陣時偶然都係有啲嚴重嘅係涉及路人死亡嘅重
32 大事故嘅，似乎嗰個巴士司機係睇唔到有人响後面、喺前面或者係車嘅側邊過
33 路。而家响巴士，就係照我--據我了解，更多有裝閉路電視嘅。咁嗰個監察器
34 係响上方嘅，即係巴士司機嘅上方嘅，我就唔知道究竟啲咁樣嘅位置對於巴士
35 司機係咪最適合，即係最能夠幫佢哋睇番有關嘅盲點嘅。我就唔打算講話咁樣
36 係唔能夠令人滿意咁樣運作嘅，我只係話建議應該要睇睇呢個咁樣嘅閉路電視

1 嘅攝影嘅機，同埋嗰個監察嘅監視器係咪能夠處理晒所有盲點引起嘅問題。

2 另一方面，我從倫敦嘅運輸當局嘅網頁嗰度知道，佢哋都係有喺度研究緊巴
3 士司機嘅視野問題嘅，視線問題。有個例子就係貨車有個大嘅問題，因為巴士司
4 機如果有行人响佢前面直接行過，由於個盲點係睇唔到嘅，一般嚟講，個司機就
5 會利用個側鏡嘅，即係未開車之前睇番側邊嘅鏡嘅，咁但係呢個唔係一個司機好
6 自然嘅行為，有時佢係做唔到嘅，即係佢冇睇到嗰個側鏡嘅。

7 而家有啲國家，由倫敦作為一個帶頭人喇，英國倫敦就帶頭做一樣嘢嘅，就
8 要求汽車嘅製造廠，即係要啲設計係更加方便司機睇到前面或者側邊係發生咩嘢
9 事，呢個叫做直接視線嘅--直接嘅視野嘅一個要求嘅，咁對於巴士嚟講，咁即係
10 同貨車比較喇，巴士司機坐嘅位置比較低一啲嘅。從我收集到嘅資料，我相信仲
11 係有改善嘅空間嘅，即係等司機有個直接嘅視...

12 主席：（經傳譯員）哦，你係講巴士司機？

13 鄭子憲先生：（經傳譯員）係，巴士司機，係。

14 主席：（經傳譯員）貨車司機嗰個問題就係話佢要睇--要响門嗰邊先見到係咪有一個
15 騎單車嘅人經過，呢個係咪其中一個問題？

16 鄭子憲先生：（經傳譯員）係㗎，你要見到人踩單車或者係就直接响佢前面--車前面
17 行過都係問題。

18 主席：（經傳譯員）咁要改變呢樣嘢，我哋要--你係咪要求--或者 Boris
19 Johnson 話--我唔--佢話你就--「歐盟唔准我將一啲巴士嘅窗就裝响貨車度，
20 咁所以我要離開歐盟」。

21 鄭子憲先生：（經傳譯員）我唔知道有咁樣嘅情形。

22 黃女士：（經傳譯員）我就想舉一個例子，就來自你嘅文章㗎，咁就係呢一嘅 18 年
23 3 月 17 號，關於道路安全就係呢一個嘅好難係--即係行人好難就暢道通行呢一
24 樣嘢嘅，頁數係 821-78。

25 主席：（經傳譯員）乜嘢？

26 黃女士：（經傳譯員）78。呢個係第 1 頁，我哋睇番 820-82。呢個顯示到就係話直
27 視嘅問題，即係嗰個直視措施，你頭先講過嘅，直接可以睇到嗰樣嘢，可唔可
28 以解釋一下喇，就係話呢一個嘅道路外嘅重型--HGV 或者呢一個嘅直視 HGV？

29 鄭子憲先生：（經傳譯員）從我搜集嘅資料可以睇到，重型貨車 HGV 其實設計係喺
30 公路上用㗎，意思即係話會比較少啲行人，車可以一路行，唔需要成日停，呢
31 個就係講話呢一個道路以外嘅情況，咁但係喺香港，有好多街道都有好多行
32 人，包括係一啲行人密集嘅地方、中央商業區，呢個就係問題。

33 黃女士：（經傳譯員）睇番之前嗰頁喇，就係 786 頁，就係嗰六個因素，其中一個

1 就係講話有關於行人嘅一個嘅特徵喇，就係話行人係可以得到警示，遠離行走
2 嘅車輛，你意思係指咩嘢？

3 鄺子憲先生：（經傳譯員）喺報告裏面，我有特登--我有即係特定講明嗰個特徵嘅。
4 喺某啲國家，譬如倫敦運輸局，佢哋研究緊一啲新嘅做法，包括警示器或者一
5 啲閃燈。

6 黃女士：（經傳譯員）呢個警示器同埋閃燈會擺喺邊呀？

7 鄺子憲先生：（經傳譯員）我有詳細研究，但係我估計可以安裝喺一啲盲點地方，即
8 係巴士盲點、盲區。譬如喺車身近前，行人好多時喺呢啲地方就會因為車身阻
9 擋，司機睇唔到佢哋嘅。

10 主席：（經傳譯員）咁呢個會唔會係一個感應器話畀--即係觸動咗之後就會係有警
11 示，就話畀人聽話係有人喺車嗰度行過？

12 鄺子憲先生：（經傳譯員）呢個其實係有可能嘅，不過我預期呢啲嘅功能唔需要感應
13 器都可以做到㗎，即係嗰架巴士轉緊彎嘅時候就會知㗎喇。

14 黃女士：（經傳譯員）呢一頁你亦都講過話安全帶，可唔可以睇番 805 頁，你喺呢
15 一頁上面就有進一步解釋嘅，係安全帶方面。喺呢一部分你就話喇，一般嚟
16 講，即係安全帶只係喺某部分有遮擋嘅座位先至有㗎喇，咁即係譬如話十至十
17 四個喇，就係雙層巴士按--司機喇、上層有四個喇，另外就下層嘅前面喇，就
18 係面對住走廊嘅，咁同埋就另外就係下層嘅向前嗰啲座位，咁你就話呢啲其實
19 就係要再進一步研究下先知道佢哋係咪有用。而家嘅巴士設計，有關於上層前
20 座嘅新巴士已經裝有安全帶㗎喇，...

21 主席：（經傳譯員）講緊係上層，前面？

22 黃女士：（經傳譯員）係，上層前座。

23 鄺子憲先生：（經傳譯員）上層前座，係。喺報告裏面有講，我知道呢啲座位喺上層
24 前座已經裝有安全帶。

25 黃女士：（經傳譯員）其中運輸署研究嘅一個事項，就係有關於呢個議題嘅，可以睇
26 番運輸署五號文件，168-8。

27 主席：（經傳譯員）咩嘢㗎喇？

28 黃女士：（經傳譯員）呢份文件係附件二，由運輸署撰寫㗎，有關於委員會喺口頭證
29 供之後所做嘅文件嘅，關於使用--關於喺專營巴士使用新技術。

30 主席：（經傳譯員）呢個係邊度㗎？

31 黃女士：（經傳譯員）係附件二，呢個第-8 頁嗰度嘅，係一啲補充資料。如果我哋
32 睇落去，就提及過就應該就係呢一個嘅 1693 頁嘅。可唔可以睇番 1689 頁？另

1 外 16--睇番 1691 頁第 12 段喇，上面就話喇，運輸署喺工作小組，3 月 13 號
2 嘅時候，署方建議同埋所有嘅專營巴士經營者都同意話新嘅巴士所有座位都要
3 有安全帶嘅，咁而現有巴士嘅座位如果要安裝番安全帶就需要再進一步研究
4 㗎。咁似乎喺呢一個討論裏面，就會係新嘅巴士喺將來所有座位都會有安全
5 帶，你知唔知呢樣嘢？

6 鄭子憲先生：（經傳譯員）我從文件，喺之前嘅聆訊裏面喇，呢方面我都睇到，所以
7 我知嘅。

8 主席：（經傳譯員）整體嚟講，即係你可能都有睇過喇，我講埋畀你聽上文下理，署
9 方就開咗一個工作小組會議去睇，話使用新技術嘅討論嘅，我唔知咁樣講啱唔
10 啱喇，咁但係喺呢一個 18 年 3 月嘅時候就傾過嘅，呢個就係文件所講嘅嗰個會
11 議，呢個係第八，文件八，係嘛？

12 黃女士：（經傳譯員）係。

13 主席：（經傳譯員）裏面就係提及過一系列嘅技術㗎，咁就有考慮黑盒，即係或者行
14 車紀錄儀㗎，咁呢個就係同運輸署專營巴士經營商同埋呢一個嘅製造商係討論
15 過㗎？

16 鄭子憲先生：（經傳譯員）係，我知道有一個咁樣嘅委員會，但係我就唔知道討論詳
17 情。

18 主席：（經傳譯員）呢個係我想講畀你聽個背景資料嚟嘅，係關於安全帶。

19 黃女士：（經傳譯員）想睇番運輸署文件八號，咁就係呢一個嘅第 94 頁，裏面就--
20 呢份文件係運輸署嘅文件嚟㗎喇，上面就講咗話喇，就係一啲專營巴士嘅一啲
21 措施、一啲儀器嗰個嘅使用嘅可行性同埋可取性嘅，即係喺大埔意外之後嘅
22 事。咁睇番喇，其中一段就講喇，95 頁裏面就話係同呢一個 3 月，經營商同埋
23 製造商係傾過就係--討論番有關於使用一啲新嘅安全設備嘅，咁曾經就係睇過
24 有關於話所有嘅乘客座位要加裝安全帶，呢個喺第 5 段可以見到。由第 5 段開
25 始可以一路去到第 9 段。喺聆訊嘅時候，我哋聽到證供，話有啲經營者講過話
26 就算裝咗安全帶，大部分嘅乘客都唔願意戴安全帶嘅，咁你建議點樣可以幫助
27 公眾理解呢樣嘢，鼓勵佢哋使用安全帶呢？

28 鄭子憲先生：（經傳譯員）我理解現有巴士就算有裝安全帶，使用率都係好低，呢個
29 係一個好棘手嘅問題，我哋需要用唔同嘅方法去處理。我認為法例規定係其中
30 一樣可以用嘅措施，另外就係宣傳。咁措施--即係宣傳個內容係好重要，因為
31 唔單只係要令乘客知道呢樣嘢，亦都需要同佢哋解釋，令佢哋明白戴安全帶嘅
32 重要性。戴安全帶唔單只係保護到佢哋自己，如果你坐嘅位置有另外嘅乘客對
33 住你喇，如果佢哋拋出嚟嘅話就會傷到你或者你會傷害到對方。點樣將呢啲技
34 術性嘅資料真係令公眾知道，其實係有難度。

35 主席：（經傳譯員）咁其實可以跟番同一個做法喇，就好似其他汽車咁喇，開始嘅時

1 候係自願性，冇人做，跟住法例規定硬性要做喇，而家所有人上車都會戴安全
2 帶？

3 鄭子憲先生：（經傳譯員）係，主席，我同意。但係同時亦都要睇番公眾小型巴士，
4 其實法例規定硬性係需要戴安全帶嘅，但係我今日可以見到乘客真係去符合法
5 例規定有做嘅係好低，所以有其他更好嘅方法說服公眾，要佢哋戴安全帶，但
6 係點做到，我就畀唔到一個好肯定嘅答案。

7 主席：（經傳譯員）正如好似話雙黃線唔可以泊車，咁但係我哋見到喇，其實喺香港
8 行就見到喇，法律執行係一個問題。

9 鄭子憲先生：（經傳譯員）冇錯，執行法例係另外一個嘅問題，我其實係同情執法機
10 構或者部門，因為睇番道路安全，無時無刻，喺任何嘅地方都會見到有好多唔
11 同嘅人犯唔同嘅法例，包括安全帶，所以如果係淨倚賴執法係好難㗎。

12 主席：（經傳譯員）咁其實--但係有時--即係做得到都會有好處--有益處，係咪？

13 鄭子憲先生：（經傳譯員）係，我同意。

14 黃女士：（經傳譯員）喺呢份文件裏面，亦都有講過其他嘅安全設備嘅，睇番第 98
15 頁喇，就係喺專營巴士上使用安全設施，咁呢一啲嘅電子穩定控制系統喇、傾
16 側穩定控制系統喇。同時，喺你文件裏面，818 頁都有見到類似嘅建議嘅，就
17 係電子穩定控制系統，...

18 鄭子憲先生：（經傳譯員）喺未講設備之前喇，有關於巴士設計嗰部分你提過，喺
19 786 頁，其實呢個就係你第一樣講嘅，就係話呢一個巴士前面係令佢設計得更
20 加安全，目前喺巴士前方有咩嘢唔安全嘅地方呢，即係比較唔安全喇？

21 鄭子憲先生：（經傳譯員）上層，巴士上層前方係空間好少，呢個就係嗰個嘅撞擊吸
22 收力區。巴士上層前座有安全帶，其實係對於某啲情況係有用㗎，譬如當巴士
23 突然畀車，或者撞向防撞欄或者係同一啲比較細嘅汽車撞埋，但係雙層巴士如
24 果係追撞貨車、貨櫃車或者撞橋墩，上層前方嘅乘客就算有戴安全帶都會受重
25 傷。呢方面我或者有請高醫生作進一步嘅解釋。

26 高兆祺先生：主席，如果--即係就算有冇戴安全帶都好喇，如果嗰個車廂係被壓扁，
27 譬如話係呢一個巴士嘅上層前方，其實就係內部如果有足夠空間係承受呢一個
28 車廂壓縮嘅話，就會壓到個乘客，令到乘客會內傷。咁通常我哋見到嘅就會係
29 呢一個盤盆骨、胸腔係會有受到呢啲嘅傷害嘅，如果個撞擊力吸收區係唔受
30 的話。所以鄭生提及到就話巴士上層前座嘅乘客有冇戴安全帶都好，佢哋其實受
31 嘅風險係較高嘅。

32 主席：（經傳譯員）咁從我哋睇到嘅相，大埔交通意外，即係 2 月 10 號嗰宗嘅交通
33 意外喇，係巴士嘅前方係嚴重損毀㗎，係嘛？你有睇過啲相嘅話，可以出聲。

34 鄭子憲先生：（經傳譯員）我有睇過啲相。

1 主席：（經傳譯員）可能呢個係另外一個即係損毀嘅原因。

2 鄭子憲先生：（經傳譯員）其實對於嗰一次意外，實際係因為咩嘢原因我就唔知㗎，
3 究竟係巴士翻側，直接翻側砸咗落去巴士站上蓋，定係話巴士站上蓋嘅建築物
4 插咗入去巴士車身，因而令到傷亡人數較高，呢個我其實就唔係好肯定㗎，要
5 等到有一啲嘅確實證據先知。咁但係正如喺報告裏面所講，我理解到呢啲傷勢
6 嘅--傷勢喇，咁同埋嗰個嘅機制，咁但係我哋可以就引入一啲特定嘅措施，包
7 括安全帶，咁我哋其實要明白對於某啲嘅安全措施可能係有個特定嘅機制，喺
8 某個特定嘅情況先至會有用㗎，咁所以我哋係需要先理解，要进一步理解係撞
9 擊同埋呢一個傷勢嗰個關係先至知嘅。

10 黃女士：（經傳譯員）鄭先生同埋高醫生講到呢一點，我就係想睇番第 805 頁，即
11 係話你哋 2018 年 4 月嘅陳述書，底下嗰度講到話係將佢分區，咁同埋嗰個翻側
12 嘅測試，呢一個就係聯合國嘅規則，2006 年嘅規則㗎。你就係話嗰個規則就係
13 好多地方都採用咗喇，要求巴士嘅架構就有足夠嘅強度嚟到就係進行咗嗰個翻
14 側測試之後，佢嗰個剩餘嘅空間都仲係有去到某一個標準嘅，要確保乘客唔會
15 係死亡㗎。你意思係咪話我哋應該引入呢一個規則，要求巴士製造商或者巴士
16 營運商係要用某一啲物料嚟到去製造嗰架巴士，嚟到確保就係喺相撞之後仲係
17 有足夠嘅剩餘空間，個空間唔會被擠壓呢，可唔可以解釋一下？

18 鄭子憲先生：（經傳譯員）我唔係巴士設計嘅專家，我嘗試去研究一啲文件，有幾份
19 文件都係關乎巴士嘅上層結構㗎，我知道就係聯合國佢 2006 年嘅 UNECE 66
20 嗰個規則就係講及嗰個翻側嘅測試就係用呢個單層巴士嘅，咁個概念係點呢？
21 就係當架巴士就係翻側嘅時候，至為重要嘅就係佢嗰個結構就唔會就係嚴重變
22 形，否則嘅話，坐喺車上嘅乘客就會被壓扁嘅，咁好容易就佢哋就會係因為喺
23 翻側嘅時候就係個空間收窄喇，佢哋就會撞落個路面嗰度。咁係要求佢哋個空
24 間係唔會被擠壓嘅。

25 但係我知道嗰個測試係應用於單層巴士嗰度㗎，其實喺 2009 年嘅時候，曾
26 經有一位專家，係聯合國嘅專家都係有建議，就話應該包括埋雙層巴士嘅。我唔
27 肯定究竟而家嗰啲規則更新咗未，我亦都唔肯定雙層巴士究竟有冇做過呢啲翻側
28 嘅測試嘅。但係我嘅理解就係嗰個翻側嘅測試係一個簡單嘅翻側測試，換句話
29 講，就係巴士向一側就係跌落去喇，就唔係講話係會首先跌落嗰個巴士站上蓋或
30 者係跌落一埠牆，又或者係跌落個安全防撞欄嗰度嘅。另一點就係話嗰個重點係
31 在於嗰個測試嗰個目標就係話希望係確保剩餘空間依然係保存到㗎。

32 乘客，如果佢嗰架巴士係翻側嘅話，佢會受不同程度嘅傷勢嘅，做呢個測試
33 都係有助，不過亦都唔係就係靠咁就得喇，因為係會有各種不同形式嘅受傷㗎，
34 所以或者呢方面想問下高醫生，唔知有冇嘢補充喇。

35 高兆祺先生：如果雙層巴士係翻側嘅話，有兩樣嘢要睇，第一就係佢個上層架構係唔係
36 好似鄭生所講咁樣係保持冇變形喇；第二，我哋要確保車上嘅乘客會唔會就係
37 移動得好利害，即係會唔會喺窗外拋咗出去呢，又會唔會就係衝咗去砸落去第

1 二啲乘客身上嘍。因為如果一個人佢係昏迷，但係仲係有呼吸，咁佢如果佢身
2 上有兩、三個第二啲嘅乘客砸住佢嘅話，其實佢可能就係因為人哋其他乘客嘅
3 重量壓住佢，令到佢係窒息嘍。所以我哋要考慮嘅亦都要考慮埋呢一點，即係
4 話萬一有一架巴士係翻側嘅時候。

5 黃女士：（經傳譯員）好，唔該。或者等我哋再睇番運輸署嘅文件 TD-1 98 頁，我
6 哋就係講到係電子穩定控制系統同埋傾側穩定控制系統嘍，我諗你自己份文件
7 就係喺 786 頁嗰度亦都有係講過嘍。對於呢一啲嘅系統，你知得多唔多？

8 鄺子憲先生：（經傳譯員）再一次我想講喇，喺車輛設計方面我唔係專家，不過我係
9 有睇過呢啲電子穩定控制系統嘅資料嘅，我明白佢嗰個理念喇，咁同埋呢一個
10 科技亦都已經相當成熟嘅。我認為--我喺報告嗰度我就認為我哋係會建議係起
11 碼去詳細啲睇一睇呢一個控制系統嘍。

12 黃女士：（經傳譯員）係，實質上運輸署亦都有提倡使用呢一個系統嘅，或者大家睇
13 一睇呢個第 100 頁㗎。

14 主席：（經傳譯員）邊一個文件夾呢？

15 黃女士：（經傳譯員）TD-1，我仲係喺同一個文件夾，不過就係想請你睇第 15 段。
16 我哋睇睇第 15 段㗎，嗰度就話其中一位係巴士製造商咁有咁嘅建議，就係話佢
17 哋新嘅現存嘅巴士都已經係有呢個電子穩定控制系統嘍。咁香港嘅專營巴士大
18 概百分之 2.8 就係又喺呢一個製造商採購嘅，就已經有埋呢個電子穩定控制系
19 統喇。製造商亦都再進一步講，佢哋嗰個電子穩定控制系統其中一個功能就係
20 傾側穩定控制系統，就係用電子控制嘅懸掛系統嚟到保障呢個翻側嘅，以免翻
21 例嘍。佢就話佢--不過就係話縱使就係有咁樣嘅裝置，係其實如果嗰架巴士駕
22 駛不當，譬如話放肆咁樣駕駛，都依然係難免係翻側嘍，個巴士依然就會係因
23 為佢離開路面--脫離路面同埋嗰個角度--車身角度太高都會翻側嘅，咁所以就
24 唔能--而呢度就係話所有嘅運營商就係同意係有裝埋呢一個系統嘍，即係當佢
25 哋買新車嘅時候。我想問下喇，英國、法國，你話進行話一啲項目研究㗎嘛，
26 你知唔知佢哋嗰方面嘅情況係點呢？有冇呢一個電子穩定控制系統？

27 鄺子憲先生：（經傳譯員）我呢方面有資料，我知道佢哋用得幾廣泛，我亦都唔知
28 道佢哋有冇喺公共巴士嗰度用。

29 黃女士：（經傳譯員）你喺文件裏面亦都有講過，話自動嘅剎車系統，你文件嘅第
30 786 頁，786 頁你嘅文件嗰度你有提過嘍。你可唔可以進一步闡釋一下？

31 鄺子憲先生：（經傳譯員）呢一段裏面我就提過話應該係進一度研究呢一個系統嘍，
32 自動緊急剎車系統，當然照我嘅理解係一個智能嘅系統喇，如果係偵測到係好
33 快就要相撞喇，譬如話同行人相撞或者就係同前車相撞，咁部車就會自動啟動
34 咗嗰個系統，就係將車停低或者慢低落嚟嘍。我建議要睇下呢一個研究，因為
35 前後相撞係我哋認為最嚴重嘅事項，最需要關注嘍。另外，巴士翻側同埋巴士
36 喺懸崖嗰度跌落去，當然亦都係要關注喇，不過前後相撞係較常見，亦都往往

1 喺高速公路嗰度發生，亦都往往引致多人傷亡，而上層嘅乘客往往亦都係受嚴
2 重嘅創傷嘅。所以我嘅理解係話有啲巴士公司已經係引入咗呢一啲嘅系統嘍
3 喇。或者係肯定咁去做，或者係作為一個試驗咁去做。我認為呢個係一個好好
4 嘅一種功能係需要去進一步研究嘅。

5 黃女士：（經傳譯員）或者我哋又睇番運輸署嗰份文件喇，係 102 頁，TD-1 嘅 102
6 頁，呢個就講車速顯示器。

7 主席：（經傳譯員）我哋未繼續落去之前，我想問下工作小組--有一個工作小組就係
8 睇下嗰個採納先進科技嘅，佢哋嗰個結論係點？

9 黃女士：（經傳譯員）我相信佢哋未睇呢一個議題嘅。

10 主席：（經傳譯員）我想問避免相撞，喺 103 頁底下嗰度係有冇提及呢件事？嗰度
11 就有兩件事情嘅，一個就講保持嗰個行車線，另一樣就係關於--好似鄭生所講
12 喇，即係頭尾相撞嗰樣嘢嘅，一個就係要保持你架車喺嗰個行車線度，另一個
13 就係避免你同前面係太近又或者前車停車你又唔停，咁你又撞埋落去又或者係
14 撞到行人。

15 黃女士：（經傳譯員）係，啱，103 至到 104 頁。或者我哋睇呢個 103 頁喇，底下
16 嗰度，當架巴士就係太貼前車--第 24 段，當架巴士係同前車太貼嘅時候，就會
17 有一個訊號，係聲音同埋影像嘅，就會有個訊號提醒嗰個司機。有啲系統就會
18 有埋嗰個剎車嘅支援嘅，咁若果佢唔係--喺嗰個警告嘅之後都唔作回應，嗰個
19 剎車支援功能就會係啟動嗰個剎車系統嚟到係儘快回應喇，因此嗰個就會踩嗰
20 個腳掣喇。咁若果係就嚟要撞車喇，咁佢又冇去踏個腳掣嘅話，有啲新嘅系
21 統就會就係大力咁樣係自動剎車嚟到去避免--嚟到係等嗰個撞擊力係減弱嘅。

22 我哋亦都知道嗰三家巴士製造商對呢一個睇法係有咩嘢建議嘅，第 26 段，
23 佢哋三間製造商都話其實亦有啲已經係有嘅，或者係第三方嘅保持行車線嘅系
24 統，新車、現有嘅車都可以有嘅，不過佢哋有保留嘅，因為香港嘅交通繁忙喇，
25 咁而且經常就會係換線嘅。

26 主席：（經傳譯員）我哋而家係咪講緊另一個題目？一個就講頭尾相撞，一個就係轉
27 換行車線或者唔轉換行車線，我想問下喇，佢哋究竟嘅睇法係點呢？

28 黃女士：（經傳譯員）係喺最後嗰段嗰後嗰句嘅，有一啲係--嗰個巴士營運商就唔認
29 為係安裝咗呢個碰撞避免裝置或者係保持行車線裝置係有效咁樣樣，令到佢哋
30 嘅服務更加安全。似乎佢哋就係個睇法係唔同嘅，對於話呢一啲係避免碰撞嘅
31 系統係咪真係有效、有用，佢哋嘅睇法係唔同嘅。我就想問下你嘅意見喇，因
32 為喺你自己嗰份文件嗰度，你又提出呢一個建議嘅，你就覺得有咁樣樣嘅系統
33 就會係有助嘅，咁想問你而家嗰個回應係點喇？

34 鄭子憲先生：（經傳譯員）當然，引入任何一種新嘅系統首先都需要係用巴士營運商
35 係有一個透澈嘅討論，而且亦都要有巴士司機嘅回饋先至可以做嘅。亦都有可

1 能就係話太多系統嘅話，就係分散咗佢嘅注意力，又或者因為係好難用，或者
2 有其他唔想要有嘅作用而係帶嚟唔好處嘅。講到呢一個自動嘅緊急剎車系統，
3 呢個建議就係由於我哋真係有好多前後嘅碰撞以及佢引致嘅問題，而且好多海
4 外嘅營運商亦都已經引入咗呢套系統，又或者好認真咁樣樣去考慮係進行呢個
5 試驗。呢度呢一段我唔係太肯定係咪話營運商認為佢係冇乜用、冇乜效，究竟
6 係嗰個討論嘅結果係就話佢哋唔想要咗，定抑或佢哋有一個良好嘅理據，就係
7 覺得唔好用，又或者--定抑或係佢哋起碼都想進行一下一個試驗計劃呢？由於
8 呢度資料不足，我就好難作回應㗎。

9 主席：（經傳譯員）我幫下你手喇，我喺城巴度有啲資訊嘅，佢哋話就係進行過一個
10 試驗嘅計劃嘅，佢哋就發現呢一個就係太多警號就發出嘅話，就會好分心㗎。
11 或者我哋休息之後係可以再係話畀你聽有邊個部分就可以睇一睇嘅。或者黃律
12 師，喺城巴嘅口述證供嗰度其實係有提過㗎。佢哋係有一啲系統就係可以或者
13 參考番，咁之後你可以係再回應喇。我哋大家都休息一下喇，你休息下，我哋
14 又休息一下，休息二十分鐘，唔該。

15
16 上午 11 時 16 分聆訊押後

17
18 上午 11 時 41 分恢復聆訊

19 出席人士如前。

20
21 主席：（經傳譯員）黃律師，唔該晒。

22 黃女士：（經傳譯員）喺我哋小休之前，講緊關於一系列嘅事項㗎。主席問咗問題關
23 於其中一家巴士營運公司城巴嘅問題，就係話即係呢一個係車輛呢，係保持行道
24 嘅設施。咁請大家睇番呢一個嘅 TSCP-1 號 49 頁嘅，咁呢個係當時嗰個嘅聽證
25 會謄本㗎。應該呢就係 TSCP 文件 49 至到呢 51 頁。

26 咁鄧樂勤資深大律師代表委員會問問題，第 19 項。鍾先生係代表城巴有關
27 於一啲嘅技術設備，佢就話--我請你睇番 26 段，呢一段呢就係我哋睇過嘅。上
28 面紀錄話巴士營運商呢係冇考慮到防撞同埋呢係將汽車保持行車線嘅設施係考慮
29 安裝，呢樣嘢其實係會提升巴士操作安全。咁係呢樣嘢喺 26 段喇，佢話「你係
30 咪睇過呢？」佢話「係。」跟住鄧樂勤律師就話嘞「咁我嘅理解，咁講啱唔啱
31 呢？即係有關於公司嚟睇，係冇準備考慮安裝呢啲設備㗎。」

32 咁鍾先生就話等我首先解釋喇，係呢一啲嘅設施喺 2014 年嘅時候，公司當
33 時真係有進行測試㗎，呢個呢其實係叫做神眼。神眼係一個係協助駕駛嘅設備㗎
34 㗎。當時呢主要適用於私家車，其實呢就係會利用視覺嘅幫助，去感應前面有啲

1 乜嘢，跟住系統就會進行分析，然後呢計算係汽車同埋前面個物件嘅距離，
2 同埋後面嘅距離，然後再計下幾耐時間就會相撞，然後發出一個嘅警號畀駕
3 駛者。咁我哋其實就喺其中三架巴士安裝咗神眼，進行測試咗四個月，咁亦都安
4 排唔同嘅職工會，即係巴士車長代表，同埋係另外五十多位巴士車長係去駕駛呢
5 啲嘅巴士，咁同埋呢就喺呢個正常嘅服務時間就進行，咁跟住就會叫佢填番問
6 卷，畀番意見我哋。咁我哋最後發現呢，其實呢啲設施就唔係咁適用㗎，譬如話
7 如果係車進入呢一個巴士停車處嘅時候，咁咪感應到前面有人，因為你都知道巴
8 士站係有人等車㗎喇，咁所以跟住就會響聲嘞。

9 但係其實當時嘅巴士車長都未拉直架車，咁所以就會有警號。咁如果架巴士
10 係停得好近前面架巴士嘅話呢，咁其實呢就會係--即係話呢如果交通係行得慢
11 嘅時候，又會響警號嘞，意思即係話呢，成日都會響警號。咁有四成六嘅巴士司
12 機同我哋講，就話咁樣成日響警號，其實就會係滋擾，所以最後佢哋就唔理呢個
13 警號嘞，而有五成嘅巴士司機就話畀我哋聽，神眼係冇幫助到佢哋安全駕駛。咁
14 所以睇番呢個神眼嘅功能，同埋巴士車長嘅意見，仲有就係話安裝價錢非常之
15 貴，所以我哋就決定唔再跟進，呢個係我哋嘅經驗，咁我哋喺會議上面亦都有講
16 到呢樣嘢。

17 咁想請你睇番嗰份報告，報告就喺證供裏有提到。就係呢一個城巴文件 3
18 號，係 601 頁。呢個首頁就係神睇嘅試用結果，601 頁。603 頁提及到進行測
19 試嘅時間，背景第 2 段可以見到嘞，喺 2014 年嘅時候進行試用。睇番第 2 段，
20 第 2 段，「神眼試用」咁就係分開兩期。咁第 2 段嘞，問卷就係發出咗畀 13 個
21 員工表同埋係 54 位有駕駛呢一架試驗車嘅巴士車長去收集佢哋意見。跟住繼續
22 睇番 609 頁。寫出咗呢一個試用結論同埋建議嘅，第 5 段。接受率方面嘞，五
23 成嘅車長，意見就話神眼係冇幫助到提升駕駛安全，四成四嘅巴士車長意見就
24 話，神眼警號就會係造成滋擾，咁所以呢對於呢一個成效係存疑，所以決定就唔
25 會再進跟使用神眼。

26 咁喺最近嘅一份文件，由運輸署喺 5 月，今年 5 月呢就係提交畀我哋嘅文件
27 係 TD 運輸署嘅 5 號文件 1691 頁，咁呢一個第 12、13 段可以見到，13 段呢仍
28 然有提及。由 12 段嘅尾數上第 5 行就話，呢一個防撞同埋呢保持行車線嘅設
29 施，咁其實就係諗呢個工作小組佢有睇過，工作小組嘅意見就係話，喺呢啲車上
30 嘅設施可行性同埋適用性，咁其實就要進一步再研究。

31 13 段中間就話係有一個嘅係最後嘅決定，即係關於使用新技術方面，我哋
32 預計係呢一啲提升安全措施同埋設備，安裝喺車上面嘅結果應該喺 2018 年 6、
33 7 月就會發佈，咁所以為咗完整起見，就咁講番畀你聽，係有一個最後嘅決
34 嘍，只有城巴係有進行過測試，咁係測試呢就係根據 54 位有駕駛呢一架巴士嘅
35 意見。咁睇番喇，你面前嘅資料，咁你係對於呢即係有關於呢一個嘅自動煞車系
36 統喇，同埋呢一個緊急嘅系統，你嘅意見係咩嘢？

37 主席：（經傳譯員）鄭生，你嘅意見係唔係話係要試用，而唔係直接話喇，你建議使
38 用。

1 鄭子憲先生：（經傳譯員）主席，我哋建議進一步研究所有嘢都要睇番個證據同埋
2 實用性。

3 主席：（經傳譯員）我咁樣講啱唔啱呢，我有冇記錯，阿黃律師。神眼或者有關嘅呢
4 一個諗遙距嘅溝通系統，係咪淨係香港呢？倫敦有冇用呀？

5 黃女士：（經傳譯員）我相信喺英格蘭喇，係喺一個研究裏面有試過，所以就有建議
6 喺香港使用。

7 主席：（經傳譯員）咁最近喺倫敦係咪有用過，即係呢個 2014 測試之後。

8 黃女士：（經傳譯員）係，係一個最近嘅報告有，我就會搵番有關嘅參考號碼畀你。
9 或者我想再...

10 主席：（經傳譯員）香港唔適用其中一個原因，就係巴士司機，其實就係同前車嘅巴
11 士距離呢係非常之近嘅，尤其就係即係行緊車嘅時候，所以就成日響聲囉。
12 咁其實可以再調查個同前車嘅距離，如果你同前車行得咁近嘅話，咁行人都
13 過唔到嘞，咁尤其就喺呢一個停緊車嘅時候，咁當然就成日會響喇。

14 鄭子憲先生：（經傳譯員）主席，我哋冇錯，係需要理解多一啲個準備，基準，呢
15 啲設施呢個技術會不停改進，我明白城巴有做咗一個好好嘅測試，之後亦都有
16 做調查，咁呢方面我冇任何嘅意見。我哋建議呢啲嘅系統係需要進一步研究，
17 係基於有需要，因為一啲嘅前後撞車，係好嚴重㗎，咁同埋呢係對於行人有風
18 險，咁如果呢啲系統係夠成嘅熟話呢，係可以解決到我哋嘅問題，但係當然所
19 有事都係取決於試用，同理要證明到真係有效。

20 主席： Thank you.

21 黃女士：（經傳譯員）唔該。我哋未講另外一樣嘢之前呢，我想問你幾個問題，就係
22 一啲運輸署嘅建議，其中一個呢就係車速顯示器。就係呢一個運輸署文件 1 號
23 102 頁，就係 8 號文件嚟嘅，即係關於新技術嘅 8 號文件。21 段最後一行喇，
24 就提及到話現有行車車速顯示器喇就係喺呢一個嘅小巴上面有加，咁其實就喺
25 第 6 圖，圖 6 號嗰度顯示到。

26 跟住睇番第 22 段喇，上面就講咗專營巴士經營者嘅意見，喺廿二段最後嗰
27 部分。咁就話有關於呢一個嘅加裝顯示器喇，咁其實佢哋就話會因裝呢個顯示器
28 呢，會引起乘客同埋司機個個嘅衝突同埋爭拗嘅，咁所以呢令到巴士司機呢會有
29 更大嘅壓力，安裝呢一啲嘅設備，其實對於提升巴士安全未必有用㗎。咁我哋知
30 道小巴其實已經安裝咗呢個車速顯示器，所以對於專營巴經營商呢，佢哋對於呢
31 方面嘅意見，即係話關於使用呢個設施提供巴士安全有咩嘢意見呀你？

32 鄭子憲先生：（經傳譯員）我理解佢哋嘅立場，但係就我哋嚟講，就係要睇下安裝呢
33 啲儀器係咪真係提升到安全。我想指出喺報告裏面曾經有提過呢個速度儀嘅，
34 速度計，咁其實就係用呢一個數字顯示畀司機睇，而唔係話呢一個諗模擬嘅形
35 式去顯示畀司機睇，因為我哋要確保司機知道自己揸緊幾快。有啲車長，可能

1 唔自覺就揸快咗，但係而家我哋覺得如果係而家呢個模擬制式呢，司機係好難
2 睇得到自己揸緊行得幾快，因為唔係數碼化，所以呢方面我哋認為呢如果可以
3 將速度計喺一個適當個位置用數碼顯示形式出嚟，就話比較好。咁有關於將車
4 速顯示畀乘客睇呢，我哋當知道有咁樣嘅建議之後，其實我有諗過，乘客投訴
5 要話畀司機聽，話佢太快呢，其實我覺得咁樣做就唔係太有效，車速顯示器其
6 中一個用法，其實就係幫助稽查員好快知道呢個巴士司機係咪嚴重超速，或者
7 超過咗既定嘅車速限制，呢個係有好處嘅，不過正如我頭先所講，如果依賴乘
8 客去投訴，就我經驗嚟講，對於係咪真係有效喇，我就有懷疑，因為要睇番安
9 裝其實係有成本，所以我哋需要進一步研究，可能要再試行一下先知，當你話
10 嘞，乘客投訴就唔係咁有用嘞。

11 主席：（經傳譯員）咁你嘅意思係咪指呢，即係乘客當場向司機投訴呀？

12 鄭子憲先生：（經傳譯員）主席，你意思指我嘅經驗呀？

13 主席：（經傳譯員）唔係，頭先你話你覺得呢，用乘客投訴唔係咁有用，你當時諗嘅
14 係咪話，乘客即時同當場向司機投訴佢揸得太快？

15 鄭子憲先生：（經傳譯員）我唔會而家作出結論，要決定係唔容易，因為我哋要睇番
16 司機嘅行為，同埋實際操作係點，因為好多嘅乘客呢，我假設佢哋都唔理，只
17 要巴士唔係揸到瘋狂地快，佢哋都未必會留意到譬如一啲好繁忙嘅市區道理，
18 可能行緊 45、50 公里已經好危險，但係乘客可能只係有興趣要準時到達，對於
19 一啲車速細微嘅變化呢，佢哋唔係咁有興趣知嘅，咁當然喇如果司機係揸得嚴
20 重地快，就係問題嘞。如果係喺咁嘅情況，乘客同司機講聲，等佢唔好再揸得
21 咁快，係有用嘅，不過如果係咁嘅情況底下，其實司機本身都知道自己揸得係
22 太快，即係快過佢哋公司或者法例規定嘅限速，如果乘客喺揸緊嘅時候，乘客
23 喺司機揸緊車嘅時候呢，咁樣同佢講可能就會引致有衝突，咁樣會令件事複雜
24 化，所以我想講嘅就係話，如果我哋集中番即係速度顯示器喺呢一方面嘅使
25 用，我就覺得對於提升巴士安全就唔係咁肯定嘞，咁但係不過要詳細再研究。

26 主席：（經傳譯員）運輸署有一個投訴嘅熱線號碼，係咪呢？

27 鄭子憲先生：（經傳譯員）主席先生，係呀。

28 主席：（經傳譯員）你有冇研究過嗰個機制，即係點樣樣係可以進行投訴？

29 鄭子憲先生：（經傳譯員）主席先生，照我所知，其實有多個途。

30 主席：（經傳譯員）係呀，有個表格呀，係咪呀？

31 鄭子憲先生：（經傳譯員）係喇，有個表格喇。

32 主席：（經傳譯員）嗰個表格有冇一個格仔，就係話係巴士超速行駛？

33 鄭子憲先生：（經傳譯員）主席先生，我唔知。

1 主席：（經傳譯員）好，其實我自己睇嗰份表，就搵唔到有咁嘅格仔嘅，或者你哋可
2 以考慮下咁嘅情景，有一個乘客就係擔心就係司機嘅車速，亦都係擔心佢嗰個
3 行為。因為車速本身有陣時都未必一定係危險㗎，係咪咩？

4 鄭子憲先生：（經傳譯員）對唔住，主席先生。

5 主席：（經傳譯員）單單車速本身並不一定係就係危險嘅，係咪咩？

6 鄭子憲先生：（經傳譯員）係呀，主席先生，係唔單單係車速，而係嗰個衝突嘅程
7 度，同埋睇下佢嗰個情況。

8 主席：（經傳譯員）由於已經係有一個投訴嘅機制，如果車上嘅乘客佢懷疑架車就係
9 行到 65，就唔係喺嗰個 50 公里嗰個區嗰度行 50，如果佢有懷疑嘅話，咁嗰個
10 乘客譬如話佢已經用緊個 iPhone 喇，就係佢可以即時影張相，然後將佢用電
11 郵發送畀運輸署，咁呢或者係投訴嘅熱，咁你就有張係影到嗰個車速，咁咪得
12 囉。

13 鄭子憲先生：（經傳譯員）主席先生，我諗都好主意㗎，咁係亦都要睇下究竟將一
14 個將係車速顯示器放置喺邊一個位置。你要考慮到你影相，你要影埋呢前面條
15 路，你先至可以證明到架巴士個位置喺邊，嗰個顯示器或者要有埋巴士嘅路線
16 號碼，巴士個車牌號，同埋佢嗰個位置。如果睇唔到嘅話，就可能會司機同顧
17 客之間就有正面衝突，司機又要睇唔到嗰個乘客喺度影緊相先得，如果唔係有
18 衝突。

19 主席： Thank you.

20 黃女士：（經傳譯員）鄭先生，我想請你睇埋呢係運輸署所探討過另一個裝置。咁呢
21 就係睇 TD-1，105 頁，第 27 段，就關乎呢個司機監察裝置。呢個裝置呢就話
22 呢係愛嚟監察司機嘅表現，咁如果見到佢注意不足嘅話，又或者佢昏昏欲睡
23 呢，就會係警示嗰個司機，咁譬如話見到佢有一啲可能係諗不安全嘅行為，譬
24 如話佢望側邊，瞌眼瞓，昏昏欲睡，姿勢唔好呀，咁你就會畀一啲係聲音，同
25 埋影像警告佢。

26 你跟住睇後嗰版嘞，3 間嘅巴士製造商就話，佢哋呢啲係第三方嘅系統，
27 而且係獨立於巴士系統，喺技術上呢就可行嘅，就可以監察車長嗰個情況，咁但
28 係如果係虛報嘅話，誤報嘅話呢，就會有不必要咁干擾到個司機。咁另外呢係兩
29 間營運商，就話佢哋呢喺佢哋 4 部巴士嗰度呢，做過 3 個月嘅係試驗，咁呢就
30 應該會喺 2018 年 5 月初嘅時候開始去做，運輸署呢就會同營商呢就係一齊合
31 作，就睇睇呢個系統呢係有冇有效嘅，即係話喺試驗完咗之後，睇下有冇有效嘅。鄭
32 生，你有冇聽過呢啲係司機監察系統呢？

33 鄭子憲先生：（經傳譯員）我係知悉有呢啲系統嘅，不過呢我有研究嗰個詳情。譬如
34 話司機疲勞，或者係注意力不足，呢啲都係可能引致交通意外嘅成因，不過再
35 講一次，究竟呢啲系統係咪有助，我哋要睇番剛才所提及嘅問題，譬話姿勢不

1 好，注意力不足等等，係咪真係引致我哋香港巴士碰撞以外嘅主要成因，我而
2 家持開放態度，我仲係注意呢聽下大家詳細嘅意見。

3 主席：（經傳譯員）講到疲勞，如果係一個風險嘅因素，我想問嘞，你認為唔認為係
4 司機疲勞係香港巴士以外嘅主要成因呢？

5 鄭子憲先生：（經傳譯員）疲勞，就會視乎呢就係駕駛時數，休息時數，亦都係視乎
6 個別人士佢可能有種種原因，引致有咁嘅問題，而令到佢好疲倦。關乎呢個課
7 題呢，我哋喺我個報告嗰度篇幅並唔係好長，我有寫好多，因為我有研究呢一
8 個課題，雖然我做嘢嘅工作嘅其他環節，譬如話係揸呢個長程車，我哋都當然
9 係要關注呢一個司機疲勞嘅問題。喺香港呢我哋都要睇，因為如果你引入任何
10 嘅系統，都應該係要睇番我哋喺現實生活裏面，究竟有邊一類嘅係撞車嘅意
11 外，同埋我哋面對嘅係邊一類嘅風險，我諗目前我講嘅就係咁多。

12 主席：（經傳譯員）你知唔知道有冇人係打算呢就去研究一下，係呢個司機疲勞呢個
13 風險因素呢？有冇人做過研究，有冇人做過呢個問卷調查呢？知唔知呢，有冇
14 呢啲嘅係實證呢？

15 鄭子憲先生：（經傳譯員）你講喺香港呀？

16 主席：（經傳譯員）係。

17 鄭子憲先生：（經傳譯員）主席先生，我唔知有咁樣嘅工作做緊。

18 黃女士：（經傳譯員）小休之前，鄭先生，我哋呢就喺度講緊就係巴士上層車頭部分
19 嗰個結構，同埋呢對於坐喺上層前排嘅乘客佢嘅潛在風險，我呢度呢係想係將
20 大埔巴士意外嘅一張照片畀你睇，請大家將佢打番出嚟。呢張相你可以見到當
21 時嘅事件，你見到呢係上層車頭全部係毀壞，睇番呢張相，幫唔幫到你去講及
22 話車頭應該更加穩固？你呢就係喺 4 月份交嗰份諗陳述書，有一個部分係咁
23 講。

24 鄭子憲先生：（經傳譯員）睇番呢張相，我諗呢一個碰撞喇，其實呢當然一架車撞車
25 嘅時候，可能有不同嘅情況，可能有一部車就係撞一個高嘅物件，譬如話前面
26 嘅貨櫃車撞埋去橋躉，又或者係同燈柱相撞，係同突出嚟嘅簷篷相撞，係即係
27 建築物突出嚟簷篷撞埋去喇，但係呢度呢一個個案呢，我諗係一個綜合嘅因素
28 造成嘅撞車，可能架巴士係撞咗落嗰個巴士站上蓋，嗰個上蓋就個高度就係高
29 度呢係撞爛咗佢嗰個車頭上層嘅結構，又或者佢撞咗埋去條燈柱，但同時亦都
30 係架巴士係有翻側。正如我所講，架巴士可能係直接呢翻側跌落去個巴士站上
31 蓋度，喺呢個過程，巴士站上蓋本身亦都係破壞咗，撞爛咗巴士個車側嘅車
32 身，車頭，或者甚至乎係直接呢係撞擊呢係巴士車箱嘅內籠，直接呢係撞到，
33 係傷害到啲乘客，不過我只能夠作一個揣測。

34 主席：（經傳譯員）我哋唔需要喺度揣測，其他人可以喺佢哋進行調查之後話畀我哋
35 聽，佢嗰個結果係點樣樣。

1 鄭子憲先生：（經傳譯員）係嘅，主席先生。我諗我哋要明白嗰個碰撞嘅基理，亦都
2 要明白嗰個受傷基理，咁樣先至可以讓我哋以實證為本，咁樣去制定一啲策
3 略同埋措施，好，唔該。

4 黃女士：（經傳譯員）鄭先生，委員會--你畀咗陳述書之後呢，我哋再向你問過一啲
5 問題，問及呢你喺網上所披露發表嘅一啲文章。820-1 嗰頁，第 8 段，或者我
6 哋將佢掃落去下面，第 8 段，嗰度呢就咁講，你喺你個網頁嗰度係有一個部分
7 就係講及，交通車速數據，你話呢你同意呢就係畀我哋呢係登上呢個網站嗰
8 度，不過你話由於嗰個資源嘅問題，而你呢一個工作呢就唔係有系統嘅，只不
9 過係間中做嘅，同埋你哋自己係有相關嘅人士就去做，你話「今晚」，即係 7
10 月 11 日號，你就會見面呢就會進行新嘅調查，你話呢就會去做尖沙咀、深水
11 埗、係全錦公路、禮頓道同埋大坑道。咁你呢就係話為咗支援或者支持聯合國
12 全球交通安全周第 4 次咁嘅工作，咁而你就係話拯救生命慢車，呢個 2017 年 5
13 月嘅，你話呢你哋就同一個區議員同埋一個係專業製作人呢，就係做咗一段短
14 片嚟到係提升大家嘅意識。咁嗰度就係大坑道，嗰度就係見到好多車呢，甚至
15 乎夜晚係個車速係超過咗 80 公里。我想問，當然你呢一個係一個研究，係你自
16 己自發咁樣去做，你呢就去同其他有興趣嘅人士一齊去做，係咪呀？

17 鄭子憲先生：（經傳譯員）講到呢個大坑道呢一個工作，係。我哋係樂意呢同任何同
18 呢個課題有興趣嘅人士合作，協助嘅，我哋呢就係唔係盈利嘅，唔賺錢嘅，喺
19 政治上我哋亦都係中立，我哋只係需要有人幫我哋手一齊去做，因為呢我哋好
20 希望將嗰個信息呢係傳揚出去，希望呢係社會裏面都提高呢一個意識嘅。我哋
21 睇呢啲車速呢，其實係人手嘅工作，係好花資源嘅，所以呢我哋唔能夠好有系
22 統咁樣去做，我哋想做得更多，不過做唔到咁多。

23 黃女士：（經傳譯員）呢度睇到一張相，我想問係咪鐳射槍，係咪你所用嘅鐳射槍
24 呢？嚟到係去睇睇嗰啲車，去偵查嗰啲車嘅係車速呢，係咪呀？

25 鄭子憲先生：（經傳譯員）係呀，“Tru Speed”就係嗰個牌子 T-R-U Speed 就
26 係嗰個牌子名，係鐳射槍，咁呢個係車速嘅鐳槍，係我自己擁有。

27 主席：（經傳譯員）製造商係邊間？

28 鄭子憲先生：（經傳譯員）我諗係 Laser Technology。

29 主席：（經傳譯員）我想問，執法機構係咪都係用呢一啲工具呢，本港嘅，外海嘅係
30 咪都用？

31 鄭子憲先生：（經傳譯員）我理解都係㗎，咁亦都不過視乎嗰個型號。

32 主席：（經傳譯員）香港係咪都用？

33 鄭子憲先生：（經傳譯員）主席先生，係嘅。

34 主席：（經傳譯員）你用嗰個型號係邊一種型號呀？

1 鄭子憲先生：（經傳譯員）呢個就係型號叫 Tur Speed，但係個型號個號碼係咩嘢
2 呢，我就記唔得準確，我嘅記憶呢就係呢一個型號呢，警方都有用，有一啲新
3 嘅型號警方都有用。

4 主席：（經傳譯員）你呢個型號有幾新呀？

5 鄭子憲先生：（經傳譯員）主席先生，我買嘅時候，應該係 2011 年。

6 主席：（經傳譯員）喺呢個調查或者喺其他嘅調查嗰度，想問下，你有冇係特登去睇
7 下監察一下專營巴士佢哋嘅車速呢？

8 鄭子憲先生：（經傳譯員）主席先生，我哋冇專門為專營巴士係進行車速嘅調查，雖
9 然呢個係好應該去做，因為我哋關注呢個交通安全，我哋都應該係專門去睇一
10 啲專營巴士嘅車速。我都耐唔中係會隨時都有去研究過，去睇過佢哋嘅車速。

11 主席：（經傳譯員）你有冇揀一啲特別嘅地點去做呢？

12 鄭子憲先生：（經傳譯員）主席先生，有個地點我想講嘅呢，就係幾年之前我去德輔
13 道中，因為我想去睇巴士嘅車速，我想知道呢由東向西行嘅巴士車速，我想知道
14 佢哋係行乜嘢車速，呢一段嘅德輔道中呢，就係好多行人呢係過馬路，就唔
15 喺行人過路線嗰度，就直接喺嗰度過馬路嗰一個路段，咁而我做呢一個工作
16 呢，我做呢個調查呢，就係想去睇下，究竟一個巴士司機若果見到巴士站有架
17 巴士停咗喺度，而佢要越過呢部巴士嘅時候，個司機會行咩嘢車速，其實嗰個
18 停咗喺度嘅巴士，就會係遮擋咗想過馬路嘅行人，如果有架巴士係高速過去嘅
19 話，或者超速咁行過嘅話呢，根本就唔能夠及時係停到車。

20 我有一啲加拿大嘅指引，嗰度佢哋有咁嘅建議，或者佢有個咁嘅規則，就
21 係咁講，如果佢哋嘅公共巴士係要超越一部停咗喺度嘅巴士，又或者停咗喺度嘅
22 車輛嘅話，佢哋係唔能夠呢行駛呢係快過 30 公里，我只係隨意咁去睇過一下嗰
23 個情況，但當時見到嗰個最高嘅車速呢，就係 49，每小姐 49 公里。當然我必
24 須承認，我有係調查咗好多部巴士，譬如話我當時只係睇咗五、六部巴士。

25 但係主席先生，最近我都係做過一啲車速嘅偵查，因為有一份報章嘅記
26 者，係邀請我去接受佢嘅訪問，喺德輔道中嗰度拍條片，我再用呢一個係鐳射槍
27 呢，就係隨意咁樣去睇一睇德輔道中所路過嘅巴士，佢嗰個車速嘍，見到呢好多
28 巴士呢行到 30、35，每小時 30、35 公里，呢啲呢就係冇任何嘢阻礙佢哋，係
29 自由行車嘅情況，有一架車呢就見到呢紀錄到呢就係每小時 42 公里。我點解佢
30 咁做呢，即係嗰個係最嗰個車速，我咁做唔係想話係話啲車係超速行駛，其實另
31 一個主要目的，就係想講，究竟巴士司機應該行幾多先至啱，對我嚟講 30 至到
32 35 呢，都係一個係理智嘅一個決定嚟，唔該。

33 黃女士：（經傳譯員）鄭生，多謝你同我哋提供咁多意見，關於呢個鐳射槍呢個速度
34 計呢，你有冇不時咁樣係進行維護，即係係咪有人做好嗰個維修維護？

35 鄭子憲先生：（經傳譯員）係，呢個係維修同嗰個保養都好，不時都仲會做一啲校

1 正。呢個係鐳射槍嚟嘅，即係唔係一個雷達嘅設備嚟嘅，正常就唔要成日校正
2 嘅，咁但係為咗要保持個準確度呢，我會做兩個測試，如果兩個測試都通過，
3 即係正常，咁就應該唔會有咩嘢特大嘅問題。我就會不時咁樣做個測試。

4 主席：（經傳譯員）呢個誤差嘅幅度係幾呢？根據個製造商所顯示，嗰個誤差率係幾
5 多呢？

6 鄭子憲先生：（經傳譯員）我有嗰個實際嗰個數字嘅，就我知道鐳射係好準。咁即係
7 話個誤差呢係會係响某一個幅度。係會對我哋要達到目的嚟講呢，係個誤差係
8 絕對係响我哋要求個範圍裏面嘅。

9 主席：（經傳譯員）可唔可以講一個數呢？

10 鄭子憲先生：（經傳譯員）我假設大概係百分之一至二，最多最多都係百分之三。

11 主席： Thank you.

12 黃女士：（經傳譯員）除咗個地點，你搵到响某一响地點，文件 820-1、820-2 呢
13 個係嗰個雜項 2 嘅文件夾所講嘅之外呢，你有冇同其他合作嘅各方嘅人士考慮
14 探討有冇其他嘅位置你哋可以去做測試呢？

15 鄭子憲先生：（經傳譯員）或者我想畀一個例子，有個社工就喺荃灣，社工就轉介一
16 個市民嘅意見，佢就比較關心佢屋邨附近一個斑馬線嘅安全情況，佢覺得嗰度
17 個車速太高，咁我就同意做一個測速度，呢個荃錦公路，响嗰個斑馬線過嗰附
18 近嘅地點做嗰個速度嘅測試調查，我就訓練咗嗰個邨民，用正確方法使用呢個
19 鐳射槍速度計，咁佢哋就自己去調查嗰個車速，咁最後呢佢哋就測試咗 800 架
20 車嘅速度，通常喺某一個位置呢，如果你係要有一個係速度分布圖呢，我哋起
21 碼要有 100 架車嘅速度。

22 黃女士：（經傳譯員）你有冇報告，有冇呢方面嘅報告呢？即係呢個全荃錦公路嘅速
23 度數據同埋報告响唔响度呢？

24 鄭子憲先生：（經傳譯員）個報告呢我諗我已經交咗出嚟畀你哋，我想聲明。因為將
25 簡體轉做繁體字有啲問題，咁所以我就只係提供咗簡體字嘅報告。呢個亦都係
26 我交咗出嚟畀佢哋嘅報告嚟嘅。

27 黃女士：（經傳譯員）去番呢個雜項，或者你個報告，講緊第 3 部分，就係嗰個道理
28 設計，呢個都係 786 頁，雜項 2 文件夾，關於道路設計。你有幾個建議，諗總
29 共 6 個建係關於係道路設計，交通管理，呢個對於巴士安全你覺得係好重要，
30 事關重要。第一，就有個足夠係安全嘅保護欄，同埋減少嗰個係斜路尾嘅一响
31 係斜台嘅石壘，咁就減少市區裏面嘅速度，同埋安全嘅過程設施，巴士站附
32 近，同埋對於等候嘅乘客提供更好嘅保障。

33 你响 827 頁亦都有一個係--807 頁都有一個諗更進一步嘅闡述，808 頁都
34 係，你就提過係重要嘅，即係防止出事嘅車輛係會同路邊嘅一响製成危險嘅物件

1 係相撞，或者係响嗰個斜坡度跌落去，你就提過一啲矮牆。我相信睇番個屯門
2 個報告 SEC-2 呢一個文件夾，第 1 頁，咁跟住去到 16 段，係 10 至 11 頁，先
3 睇第 16 段。或者係第 15 開始，呢啲矮牆一啲安全保障措施，防止發生意外嘅
4 時候，會有啲係嚴重嘅程度，佢哋一個係即係個被動式嘅防護設施嚟嘅，就唔會
5 係引致交通意外嗰個因素嚟嘅。

6 咁呀研究過國際同埋本地嘅標準呢，個委員會覺得而家路政署嘅標準呢，
7 都係同國際嘅做法一致，不過我哋响睇落幾行，呢度响啲關鍵嘅位置呢，有改善
8 嘅空間。因為呢啲嗰度如果係撞咗入去嗰個底牆裏面呢，可能會引致啲致命嘅後
9 果，咁佢就要求有個係採取一個全面嘅管理嘅策略嘅。

10 咁好嘞跟住 17 段嘞，如果一個堅固嘅設計呢，就可以停止--可以令到重
11 型車輛係根據設計，根據我哋想要嘅方法呢去停低，但係對於個小型車輛呢，可
12 能會製造嚴重嘅係損害嘅，咁所以呢個委會建議呢，為咗改善呢個設計呢，佢建
13 議路政署係研究嗰個所謂佢哋係喺邊笪地方停止嗰個撞離嘅車輛，特別係個响高
14 端嘅地方呢，係睇下個高度係點樣設計，考慮到係好多係雙層巴士。

15 第 109，第 9.38 段，呢度有啲數字嘅，就係撞擊，如果係雙層巴士，有
16 一個係模擬嘅係意外呢，如果係意外嗰個速度呢 60 公里嘅，咁嗰個撞擊嘅角度
17 係 10 度嘅，我相信呢個報告你有提過呢個嘅，你話 808 你個雜項 2 個文件夾
18 提過，喺呢一段係第 3 段。你就話有啲高架道路呢係有一啲 L-3，即係第 3 層
19 嘅安全屏障嘅，呢度有話嗰度 60 公里 10 度嘅嚟到撞嘅一個模擬，我哋知道呢
20 啲嘢就係個重要性呢，就係話我要有一啲係特定路線嘅運作嘅規則，咁所以有巴
21 士嘅速度可能需要限制响 60 公里嘅，同埋要响左線，咁就會令到嗰啲揸得唔好
22 嘅巴士呢就唔會係超過呢個矮牆所能夠達到嘅效果。你可唔可以講講呢個設計方
23 面係應該要點樣考慮？

24 鄭子憲先生：（經傳譯員）我就要先聲明，我本人正如我响今次個聽證會講清楚，我
25 係涉及一個研究項目，呢個政府個研究項目嘅，咁呀呢個同我一路都係諗所講
26 嘅，我諗都同十年前開始，我一路都係咁講嘅，我就唔會講任何關於我而家從
27 事嗰個研究項目嘅，不過我係响呢個研究計劃之外呢，我係有一方面嘅知識
28 嘅。咁回答番你個問題，呢度所講嘅意念呢，就係要制定一啲係駕駛巴士嘅規
29 則，响咁做嘅時候呢，我哋要明白，我哋嘅道路設計嘅一個所謂嘅用容嘅能
30 力，譬如話嗰啲係安全圍欄，佢哋有啲咩嘢作用，作用去到邊個程度。如果巴
31 士係嘅速度係每小時 70 公里，咁同一個撞擊嘅角度，根據個報告，即係 20
32 度。

33 報告就話曾經做過測試，不過只係用一個電腦模擬嘅，即係佢曾經做過模
34 擬，就係諗速度係 60 公里，角度係 10 度嘅，咁就變咗嗰個巴士可能會撞穿咗
35 個圍欄，但係呢啲咁樣嘅測試呢，好多時候呢根據某一個速度，某一個撞擊嘅角
36 度，同埋某一個車輛嘅重量嚟到係做根據，亦都視乎有幾多乘客裏面應該個重量
37 就。正如我所引述，咁樣係唔確定嘅。咁可能嗰個巴士可能會撞爛嗰個矮牆。咁
38 應該有多啲資訊關於唔同嘅矮牆，唔同嘅圍欄响唔同嘅道路嘅情況，咁呢個就可

1 以提供一個好好嘅指引，等政府同埋巴士公司制定一啲特定路線嘅駕駛嘅規距，
2 呢個係為巴士司機提供嘅一啲規則嘅。

3 黃女士：（經傳譯員）呢度提及 808，你提過有 8 條路，係冇安全嘅圍欄嘅，淺水灣
4 道、大潭道、山頂道、司徒拔道、薄扶林道、大埔道、清水灣道同埋羌山路。
5 當然喇我唔係講會提及你嗰個研顧問個報告嘅。即係話你响嗰個顧問研究發出
6 個指示之後，之前有冇同運輸署提過呢啲路呢？

7 鄭子憲先生：（經傳譯員）响呢個報告提個情況，其實都講咗好多，好幾年嚟嘞，咁
8 同埋呢個報告編撰呢，係早過你頭先所講嗰個係顧問研究嘅時間嘅。

9 主席：（經傳譯員）你同邊個提你呢方面嘅關注呀？

10 鄭子憲先生：（經傳譯員）主席，通常呢我哋提出關注呢，我哋會係向有關嘅政府部
11 門提出，譬如話路政署，運輸署，我就唔記得咗有冇同嗰個局方提出。

12 主席：（經傳譯員）你有冇攞到咩嘢回應呀？我哋睇到一條路，即係好似一個石牆，
13 又斜嘅路，咁政府有咩嘢回應呀，點解嗰度有一個圍欄嘅呢？

14 鄭子憲先生：（經傳譯員）主席，我唔係好記得佢哋實際上具體點樣回應，我假設佢
15 哋明白係咩嘢事，我就記得佢哋都對呢件事有興趣知，做過一啲係諗研究嘅，
16 不過呢個問題係廣泛嘅問題，我就要係不斷重複同樣個，即係向嗰啲部門重複
17 我同樣嘅知悉，呢個問題係一個持續嘅問題，我所關注嘅地方呢，就係冇有改
18 進到？我其實唔知道政府內部現在做咩嘢呢，咁我淨係睇住基於我所見到嘅，
19 就係現場睇到，我提出我意見。

20 主席：（經傳譯員）呢個都係我想做嘅，咁多年都係一樣。你係咪都係話咁多年都係
21 見番同樣嘅情況？

22 鄭子憲先生：（經傳譯員）係嘅，不過有啲特別嘅地點呢，可能有啲改進嘅，呢個相
23 片呢，我就覺得比較風險比高嘅。

24 黃女士：（經傳譯員）我想或者係請你睇一睇大埔道呢個某一個路段嘅，作為例子
25 嘅，我哋提過大埔嘅意外係 2 月發生嘅，咁運輸署呢就即係減嗰個速度，就限
26 制速度，同埋將嗰個路嘅標誌改變咗，道路嗰個地下嘅標示都改咗，兩個月內
27 就做咗嘞。咁我想你睇一睇，呢份係大埔區議會文件，係 354 頁，TD-1，354
28 頁。

29 主席：（經傳譯員）咩嘢日期呀？

30 黃女士：（經傳譯員）2018 年 4 月 9 號。

31 主席：（經傳譯員）呢個係運輸署提供畀大埔區議會嘅文件呀，係為區議會會議提供
32 嘅。

33 黃女士：（經傳譯員）你可以睇到，首先呢就話檢討過嗰個速度限制，中間佢就話有

1 關嘅道理呢，嗰個標誌同埋標記呢，就係要提醒--就擺咗响度就提醒司機，即
2 係現在減速，前面有向右嘅彎，前面有個急彎向右等等，同埋要叫佢慢，咁呢
3 個諗 360-2，第 4(c)段。呢度有講呢個路段而家嘅速度限制呢，就每小時 70
4 公里，咁呀話有啲係新嘅發展項目，佢哋就建議將個速度呢就減到每小時 50 公
5 里。

6 跟住其他呢有其他嘅改善措施。下一頁，呢度建議有啲改善嘅措施嘅，我
7 哋睇番一啲係相片，就睇一睇佢哋點樣實施有關嘅改善，第 13 張相，相片
8 13，你見到前面幾多公里，咁呢度有個前面幾多公里，呢度有個就速度變咗做
9 50 公里嘞，地下有個標記。第 16 張相叫開始減速嘅標示嘞。第 17 有第 2 個開
10 始減速嘅道路標誌，咁呢個有 9 個嗰啲係箭嘴標示。18 亦都有顯示嗰個方向，
11 個箭嘴個展示方向，即係我意思呢，就係運輸署如果做呢，係可以做到嘞，响
12 呢個個案呢，佢兩個月內就做完嘞，咁所以你覺得呢啲咁嘅改善，同埋你都研究
13 過大埔道，你覺得呢啲咁嘅措施做得夠唔夠呢？足唔足夠呢？有冇研究過呢？

14 主席：（經傳譯員）鄭先生，你而家做緊關於呢個路段嘅一啲嘢，啱唔啱？

15 鄭子憲先生：（經傳譯員）呢個顧問嘅研究呢，即係嗰個項目，我參加嘅呢個項目，
16 係涵蓋香港一啲道路嘅，我就唔係涉及响呢一條路段嘅改善措施。

17 主席：（經傳譯員）所以你回答問題應該冇問題，係嘛？

18 鄭子憲先生：（經傳譯員）冇嘅。

19 主席：（經傳譯員）可唔可以請你再重新組織下你個問題呀？

20 黃女士：（經傳譯員）我哋就聽到一啲投訴喇，未必真係投訴，係大埔區議會提出嘅
21 關注，咁係星期六嘅時候講嘍，佢哋嘅意見就話係可以做一啲改善，係就於呢
22 一個路段嘅尾部，咁可以睇番個地圖。呢條路啡色，就係車速由 70 公里減到
23 50 公里嗰一段路嚟嘍，其中佢哋提出嘅一個議題就係話，當改車速限制由 70
24 減到 50 公里嘅時候，即係大約係呢一個嘅號碼 15 至到 17 嗰一段，其實就係
25 上緊斜嘍--唔好意思，係 13、14，其實行緊 70 公里，如果時速限制嘅 15 呢
26 個位置改變，由 70 減到 50 公里的話，其實係好難嘍。

27 其中一啲嘅意見就話因為上緊斜，咁好多時你就要係行高啲嘅波，先至可以
28 做到嘍。咁但係你又要減速嘅話，你好難就係轉波。

29 主席：（經傳譯員）或者睇番新嘅車速限制標誌喺邊度見到，畀啲相我哋睇下。

30 黃女士：（經傳譯員）15 號相。

31 主席：（經傳譯員）或者向番之後，係之前嗰段路段，上緊斜，向呢一個山頂，跟住
32 去到山頂再向下望，跟住就係有個彎位，有啲箭咀嘅標誌嘍。嗰個投訴係咩嘢
33 呀？

34 黃女士：（經傳譯員）投訴就係話，如果保持車速 70 公里的話，然後將車速改到

1 50 公里，架車其實行緊嘅車速喇係會高過 50 公里㗎。

2 所以佢哋其中一個建議就係話，如果我冇理解錯的話，就係將佢拉落啲，未
3 上斜之前，可以係未上到頂最高嗰段嗰個點，就要要求你將個車速減低，呢個係
4 大埔區議會嘅建議。

5 對於呢方面，你有冇任何意見呀？

6 鄭子憲先生：（經傳譯員）主席，大致上嚟講，要我畀一啲確實嘅建議係好難㗎，但
7 係有一個好重要關於公路設計嘅概念就係，道路設計要唔使解釋人哋都明，咁所
8 以就可以將標誌同埋標記減到最低。

9 如果用太多嘅警示，可能係會將呢一個嘅道路標記系統嗰個作用減低，咁但
10 係我好難即係確實咁講畀你聽。

11 主席：（經傳譯員）咁或者再睇一睇喇，有兩個嘅警示路牌先至上到山頂㗎。

12 呢度前面 50 公里，呢個又係嘞，前面 50 公里，跟住去到山頂，跟住就落
13 斜。咁喺呢一個咁嘅情況之下，剎車有咩嘢問題呀？

14 鄭子憲先生：（經傳譯員）主席，由 70 去到 50 公里，唔係好大概問題嘅，喺剎車
15 方面，但係我哋要注意嘅就係司機係咪真係會跟從呢一個嘅限制喇，如果佢哋見
16 到有危險，佢哋係好願意慢車。

17 咁喺呢一類型嘅道路，我個人意見係話，一個較好嘅做法就係將佢減低到車
18 速 60 公里，但係我哋亦都諗過，唔想將道路標示系統變得太複雜，咁所以較好
19 嘅做法，即係 60 公里所--因為呢個原因冇採納。

20 但係咁樣講就可能係扯開咗少少嘞，但係我想強調，我哋係要連到司機願意
21 以安全車速行駛，當然車速限制係法例規定喇，因為有一個法定嘅要求。咁但係
22 我哋需要監察司機嘅車速，先至可以知道區議會所講係咪有根據㗎，咁我哋要做
23 嘅就係做一啲汽車車速嘅調查，睇下佢哋係咪真係跟番標記所示嘅車速限制行
24 駛，唔可以施加一啲佢哋容易跟循嘅要求㗎嘛。

25 主席：（經傳譯員）頭先睇到嘅相㗎嘞，咁如果要司機知道明白係改車速限制嘞，咁
26 喺過咗山頂之後，咁就係先至改善嘅話，佢就會明白嘞，因為有一個彎，咁同埋
27 係當時係落緊斜，咁同埋係見到有啲箭咀嘅標示嘅，咁呢個就唔係即係其實話令
28 到司機明白點解要改車速限制，令佢哋明白嗎？

29 鄭子憲先生：（經傳譯員）主席，你嘅觀察係正確㗎。咁但係其實任何嘅道路標誌同
30 埋時速，其實對個司機嚟講，係要同佢哋所見到嗰個危險相乎先得㗎。

31 主席： Ms Wong.

32 黃女士：（經傳譯員）大埔區議會另外一個意見就係加一啲嘅限速嘢，但係如果咁樣
33 做嘅話，如果你揸得太快，你就會--即係架車就會拋，所以你好自然就會慢番

1 車嘞。對於呢方面，你有咩嘢嘅意見呀？

2 鄭子憲先生：（經傳譯員）限速壘其實有好多唔同嘅種類嘅，有啲就即係嗰個--有啲
3 就溫和啲，有啲就會嗰個效果就會大啲。咁喺公路上面，如果要加限速壘嘅話，
4 就一定要好強嘅理據，因為如果行車車速好快嘅話，而司機又唔知道有限速壘，
5 可能就會失控，或者突然間要剎車。

6 通常限速壘係要聯同一啲限速嘅其他措施一同使用呀。正如我之前所講，司
7 機係要見到有理由要慢車，將架車速減慢先至得。

8 根據我嘅經驗，如果使用限--喺公路上用限速壘的話，用減速壘的話，我哋
9 就要特別去設計一個區域，係要將個車速減慢，先至可以有呢一個嘅減速壘，等
10 司機知道慢番車，慢到唔會超過 50 公里，最好就係 40 公里，先至過呢一個減
11 速壘㗎。

12 黃女士：（經傳譯員）另外我想同你講嘅就係，ISO 39001 就係呢個道路交通管理
13 系統呀。

14 另外就係呢一個，睇番就係 786 頁頂部，第三段呀，你就話：

15 「ISO 39001 道路交通安全管理系統，將佢變成專營巴士經營者嘅一個要求
16 係最好嘅做法。」

17 呢個國際標準組織 ISO 39001，你可唔可以同我哋講下，係咪喺世界各地都
18 有廣泛使用呀？

19 鄭子憲先生：（經傳譯員）首先等我解釋，ISO 39001 係 2012 年引入㗎，目前大
20 概有五百個機構係採納咗呢個標準，唔係每一個國家都有，有啲嘅國家就比較熱
21 心喇，譬如英國、瑞典、日本等等，呢個係目前嘅情況。

22 喺香港嚟計，以我所理解，係有一個呢方面嘅認證。我哋建議進一步研究呢
23 一個國際標準組織嘅標準，因為目前香港冇人用。但係對於呢個標準，其實係由
24 一啲頂尖嘅專家研究出嚟㗎，係世界銀行、世界衛生組織都支持，覺得係一個安
25 全系統嘅做法。

26 我想講，呢個標準唔係一個技術標準嚟嘅，係一個高階嘅框架，鼓勵高層盡
27 力做到道路安全冇傷亡，即係就於佢哋嘅能力可以做到，呢個其實係一個願景嚟
28 㗎。

29 呢個系統有講出一套嘅技術，系統，監察系統，或者點樣做得到，呢個標準
30 其實本身係不足，需要有其他嘅技術系統輔助。

31 當然，呢個系統對於香港嚟講係新嘅，比起其他嘅世界各地嘅國際標準組織
32 嘅標準，認證機構為數不多。睇番標準同埋嗰個標準嘅模式，我呢度有個標準喺
33 度嘅，我想講就係呢一個標準嘅重要性就係，比較前尖同埋有遠--係一個遠景嚟
34 㗎，鼓勵機構企業喇，係主動參與減低風險同埋減低交通意外，做到係有嚴重受

1 傷，亦都有人死亡。

2 主席：（經傳譯員）可唔可以講下嘞，你話有大概五百個企業係採納㗎。

3 鄭子憲先生：Yes.

4 主席：（經傳譯員）我想講係咪一啲公司呀，即係唔同國家嘅公司，而唔係一啲嘅監
5 管機構要求企業咁做？

6 鄭子憲先生：（經傳譯員）我想引用，引番呢一個標準，呢個 ISO 嘅標準。以我所
7 理解，係佢咁嘅目標，就係任何嘅公司或者企業，呢啲公司、企業就係同道路交
8 通有關㗎，無論係一啲嘅公共交通經營者、物流公司，或者任何有車隊嘅公司，
9 譬如話的士公司、小巴公司。

10 我根據呢啲文件嘅理解喇，呢個其實亦都適用於監管機構㗎。但係我就目前
11 嚟講，唔係咁肯定世界上，喺現實嚟睇，監管機構或者類似嘅機構有冇採納呢個
12 標準。

13 主席：（經傳譯員）咁你知唔知道有冇任何嘅巴士公司，譬如話瑞典、日本、英國，
14 你提過嘅國家有冇採納呢個標準呀？

15 鄭子憲先生：（經傳譯員）主席，我就唔知道即係某一間公司唔知道佢咁嘅名，但係
16 從我收集到嘅資料，我就知道喺日本好可能有幾間公司，為數唔多，呢啲公司都
17 係同公共交通有關嘅，不過呢個我要再印證一下，唔該。

18 主席：Thank you.

19 黃女士：（經傳譯員）喺一啲嘅文件裏面，我哋就見到公巴有採納 ISO 9001㗎。想
20 請你睇番九巴文件 3 號，767（原文照錄）頁，係一個 2011 年嘅年報。

21 睇番左邊個欄呀，1999 年：

22 「九巴成為香港第一間巴士公司，係得到 ISO 9001:1994 年嘅認證，呢個
23 係全公司適用㗎，關於質素管理系統方面嘅。咁其實九巴係世界--喺香港係第
24 四間公司，得到呢一個全公司嘅人嘅人嘅認證㗎。」

25 咁呢個嘅 ISO 9001 同 39001 有乜嘢嘅分別呀？

26 鄭子憲先生：（經傳譯員）對於管理系統，我唔係專家，我嘅理解 ISO 39001 其實
27 係特登寫嚟改善道路交通安全㗎，咁就係從一個嘅安全系統角度去睇㗎，呢個係
28 世衛喇、聯合國同埋好多已發展國家推薦嘅，咁佢呢啲國家，或者機構，全部對
29 於道路安全係好嚴肅咁去睇㗎。

30 咁呢一套嘅標準其實特登係寫嚟係畀一啲公司或者一啲嘅機構係去採納，等
31 佢哋可以有一個正面嘅影響。

32 黃女士：（經傳譯員）咁我就想請你--我就睇番另--睇另外一個嘅項目，就係有關

1 於九巴嗰個經營專營權續約嘅呢方面嘅事項嘅。我想問你嘅意見...

2 主席： By "the licence" you mean the franchise?

3 黃女士：（經傳譯員）...咁就係 16--呢個係 16 年 6 月 16 號嘅，咁係 777 頁呀。

4 呢份文件係中文㗎，整個報告其實就係英文寫嘅，我知道。

5 或者首先就係睇...

6 主席：（經傳譯員）呢份係咪 775 開始㗎？

7 黃女士： Yes.

8 主席：（經傳譯員）呢個其實就係話係想畀一個意見，係對於新嘅專營權嗰個嘅意見
9 㗎，咁同埋係就於一個公眾諮詢文件所畀出嘅意見。

10 黃女士： Yes.

11 主席：（經傳譯員）呢份文件嘅號碼係幾多呀？

12 黃女士：（經傳譯員）6 月 16 號，係 2016 年㗎。

13 主席： Thank you.

14 黃女士：（經傳譯員）喺第一段，你就話係有一個公眾諮詢喇，你就入咗一份嘅意見
15 書，呢個係就於九巴嘅新專營權事宜，咁呢一個嘅諮詢報告結果，你提供嘅文
16 件。

17 第二段，呢個其實就唔係投訴㗎嘅，咁就話政府嘅文件只係包含一小段關於
18 安全，就有兩個簡述，分別係更嚴格監察巴士車長的駕駛行為，同埋改善車箱內
19 的安全措施。

20 但係你就提過嘞，呢個其實係有確實反映呢一啲嘅涵蓋嘅觀點，你可唔可以
21 再詳細解釋一下，就係涵蓋嘅觀點呀？

22 主席：（經傳譯員）對唔住，係係邊一頁嗰度讀？同埋邊一段呢？

23 黃女士：（經傳譯員）778 頁，第二段。

24 主席：（經傳譯員）我哋未去到嗰度之前，我諗遲下，即係唔係而家，或者我哋都應
25 該睇番嗰份諮詢文件，就問下。我知道第二段嗰度，鄭先生就話係嗰份諮詢文件
26 個重點係喺邊一度㗎。

27 黃女士：（經傳譯員）係，或者我想請你睇番嗰封信，咁就係房運局係寫畀立法會嘅
28 嗰封信。

29 主席：（經傳譯員）呢個係咪就嗰份嘅諮詢文件呀？

1 黃女士：（經傳譯員）係。不如咁喇，我哋睇睇 TD-3 嗰個文件夾，661 至到 768
2 頁，TD 運輸署嘅文件夾，661 至到 768 頁。

3 我諗呢個係第三份嘅立法會文件，就係話畀立法會知，究竟最新嘅情況係點
4 嘅，咁就係講到係 2012 年嘅 2 月嘅情況，之後亦都有講及係行政--特首會同行
5 政會議嗰個係決定㗎。

6 或者我哋先睇一睇呢一份係立法會文件，咁然後我哋先至去睇嗰份 2016 年
7 嘅文件。嗰個引言嗰度就話，第一，就係：

8 「係有新嘅專營權，亦都係有附加嘅條件就係，向一個新巴就係批一個專營
9 權，去經營呢一個專營巴士服務喇，就係喺 13 年嘅 7 月 1 號至到 2023 年嘅 7
10 月 1 號。

11 咁又跟住就係話：

12 「係批專營權係畀龍運巴士。」個(b)段。

13 (c)嗰段就係城巴嘞，咁就係 13 年嘅 5 月 1 號至到 23 年 5 月 1 號嘅專營
14 權。

15 跟住睇後面嗰版，或者落去下啲，嗰度就列出嗰個係條款喇，以及就係嗰個
16 評估嘅係基制嘅。嗰度就係話要評估一下，究竟新巴同埋龍運，以及城巴，有冇
17 提供一個適當有效率嘅服務，咁運輸署就係經常就係檢討佢哋嘅表現嘅，透過幾
18 個方法，第一就係乘客滿意度調查喇，現場調查喇，係檢查車輛喇，檢驗車輛
19 喇，同埋睇番公眾嘅反應㗎。

20 有鑑於係五至八段，喺下面五至八段嘅嗰個評估嘅結果喇，而見到佢哋已經
21 係滿意嗰個表現嘅。

22 咁又睇番新巴嘅表現，包括埋嗰個係意外率喇，失--脫班率喇，即係話同定
23 咗嗰個時間表比例一下個脫班率等等喇，咁龍運嗰度，亦都睇番佢哋每年有幾多
24 個係投訴，即係以每百萬個係乘客有幾多宗嘅投訴喇，咁同埋就係每一百萬行車
25 公里嘅巴士意外嘅平均數字喇，就睇下佢係咪正常㗎，喺嗰個幅度範圍之內定抑
26 或係超咗--係超出咗嗰個範圍嘅。

27 我仲想請你睇...

28 主席：（經傳譯員）我就想問下嘞，問呢一樣嘢，十項文件二，775，嗰個係一個回
29 應㗎？係跟進邊份文件嘅一個回應呢？

30 黃女士：（經傳譯員）嗰份文件亦都係講呢個城巴嘅，所以我就要講番呢份係咩嘢文
31 件㗎，因為呢度係有講番，回應番城巴嗰份文件嘅。

32 主席：（經傳譯員）咁呢度係 775 頁喇，咁我睇番嗰個日期，咁嗰度就話 2016 嘅
33 6--係 9 月 16 號㗎，775 頁，就係 2014 嘅 9 月 16 號。我或者將佢打番出嚟

1 先。

2 我問就係問，究竟阿鄺生佢係回應邊一份文件㗎，然後就寫咗呢一度呀？

3 黃女士：（經傳譯員）佢唔係回應緊呢一份文件㗎。呢份文件就係回應 784 頁嗰份
4 文件嘅。

5 主席：（經傳譯員）784 係 2018 年 4 月文件嘅一部分㗎，係咪呀？

6 黃女士：（經傳譯員）2016 年 6 月 17 號會議，係 784。

7 主席：（經傳譯員）邊一個文件夾？

8 黃女士：（經傳譯員）SEC-2。

9 主席： That was the bit that was missing.

10 黃女士：（經傳譯員）784。

11 主席：（經傳譯員）等等。

12 黃女士：（經傳譯員）對唔住，鄺先生。

13 主席：（經傳譯員）等等先。

14 黃女士： Yes.

15 主席：（經傳譯員）我哋而家 SEC-2，784 頁就係講九巴㗎，雜項嘅 775 就講城巴
16 㗎。

17 黃女士：（經傳譯員）可能我就係講咗份唔啱嘅文件嘞，我諗嗰個時序我可能搞錯咗
18 㗎。

19 或者我應該首先睇嘅睇呢一份呀，就係 SEC-2 個文件夾，748 頁，嗰個就係
20 諮詢文件嘞，文件就係 2016 年嘅 1 月嘅文件㗎。

21 主席：（經傳譯員）或者麻煩你等一等，等一等。

22 黃女士： Yes.

23 主席：（經傳譯員）係。

24 黃女士：（經傳譯員）呢頁係 748，講及係嗰個新嘅專營權，就係講九巴嘅巴士服務
25 網絡。754 頁，第十六段...

26 主席：（經傳譯員）你未落去之前，748 頁就係一份討論文件㗎，政府就係告知立
27 法會，就話打算就係同係九巴係商討就係就佢嘅巴士服務網絡，就係批出一個係
28 十年嘅專營期，因為現有嗰個係專營權就係就嚟係屆滿嘞。

1 黃女士： Yes.

2 主席： Is that right?

3 黃女士： Correct.

4 主席：（經傳譯員）喺第四段嗰度，嗰度就係話航運局同埋運輸署--第四段咁樣講
5 嘍，就話：

6 「政府最主要嘅考慮係咩嘢呢，如果要批出個專營權，就係話要睇下個營運
7 商係咪可以提供一個適當有效率嘅公共巴士服務。」

8 鄭先生，我諗呢個就係你關注點嘞，即係話我哋較早時候所睇嗰份報告，你
9 提出你嘅關注點就係在此，係咪呀？

10 鄭子憲先生：（經傳譯員）主席先生，我仲記得當時政府就邀請公眾人士係表達意
11 見，對於九巴新嘅專營權同埋之後城巴以及再大嶼山巴士佢哋嘅新專營權，係邀
12 請公眾表達意見嘅。

13 主席：（經傳譯員）我哋剛才嗰度所讀出嘅，其實亦都政府成日重複一句說話嘍，無
14 論九巴呢個係，城巴都係重複嗰句嘅。

15 而你係有其他意見嘅呢，喺雜項嗰度 775 嗰度有講嘞，你就話政府嘅諮詢文
16 件就咁樣樣嘍。

17 而你咁嘅睇法，你話政府嗰個喺批出個係新嘅巴士專營權嘅時候，就純粹只
18 係睇究竟嗰個係專營權公司，係咪可以提供到適當而有效率嘅服務。

19 而你就話你嗰個係睇法就話，有其他重要嘅事項，譬如話交通安全、道路安
20 全，以及係環保嘞，係企業嘅社會責任等等，都係有提到嘅。

21 我諗你首先就作出個咁嘅回應，你認為政府喺諮詢係經營權續約嘅時候，政
22 府嘅呢方面係不足。

23 鄭子憲先生：（經傳譯員）係呀，因為我哋根本睇唔到「安全」嗰兩隻字，我哋係好
24 想確保就呢樣係照顧到，我哋唔知道究竟當政府講話適當服務嘅時候，係咪已經
25 包含咗安全嘍。因為當時我哋所睇嘅文件，我關心嘅地方就係話，安全會唔會就
26 已經係作為一個重要嘅事項，係照顧到呢，我就擔心嘞點，所以我就提出我嘅睇
27 法，就希望佢哋去考慮。

28 主席：（經傳譯員）當然喇，呢度有唔同嘅專營權喇，一個就係城巴嗰個集團喇，另
29 外就有九巴嗰個係專營權喇。咁黃律師，究竟係邊度呢？

30 黃女士：（經傳譯員）我哋先講九巴，我哋而家喺呢一份文件嗰度。我要致歉呀，鄭
31 先生，我已經睇到你係講及城巴嘅嗰個意見書嘞，我哋遲啲會講你對城巴所表達
32 嘅意見。而家既然講開九巴，就講番九巴先。

1 或者我哋先睇九巴嘅陳述書喇，而你就係有回應過政府嘅諮詢文件嘅，喺呢
2 個 720 頁嘅度嘅--對唔住，係 770 頁。

3 咁喺嗰度就話係：

4 「道路安全係至為重要㗎」。

5 喺嗰度就提及就係嗰份文件嘅 6(c) 嗰一個條：

6 「嗰度就係顯示九巴嘅意外率，就係每百萬行車公里就有 2.95 宗交通意
7 外，呢個就係低於係整個行業嘅 4.16。」

8 呢個一方面就顯示九巴嗰個表現較佳喇，但係我哋就認為，如果只係單睇一
9 個參數，就係十分之不足㗎，唔能夠單睇嗰個每百萬行車公里嘅意外率，就話九
10 巴嘅安全表現係點樣樣，由於佢嘅運作嘅規模，咁九巴就係佔咗係超過一半同
11 巴士有關嘅傷亡數字㗎。

12 所以就係因而就要係更加盡力咁樣去減低嗰個傷亡數字㗎，要分析嗰個係意
13 外率喇，個數字喇，即係如果佢哋係涉及呢個嚴重同埋係致命嘅意外、涉及行人
14 嘅意外、多人傷亡意外等等，應該從更廣嘅角度去睇㗎。你意思係咪話如果單單
15 淨係睇一個意外率，咁就唔公道㗎？因為呢個係一個單一參數，你認為要睇呢個
16 比較全面先至得㗎，你係咪咁嘅意思呀？

17 鄭子憲先生：（經傳譯員）係呀，主席先生，的而且確係咁。其實我哋喺報告嗰度，
18 亦都已經係寫咗出嚟㗎，我哋交界你哋嗰個報告裏面，就係有呢一方面嘅分析
19 㗎。

20 我哋亦都係有一啲表--我覺得應該睇埋其他嘅百分比，其他嘅數字嘅。譬如
21 話每一百萬乘客人次嘅意外率喇，每百萬行車公里嘅行人嘅係涉及意外率喇，以
22 及就每百萬行車公里嘅嚴重意外數字喇，每百萬行車公里嘅致命意外喇等等㗎。
23 所以我哋如果要理解目前嗰個安全嘅情況，我哋要睇多個參數㗎。

24 即係我概念就係咁樣樣㗎，唔該。

25 黃女士：（經傳譯員）喺呢個報告嗰度，其實我就想睇一睇你所作嘅數個建議，772
26 頁。

27 主席：（經傳譯員）喺你未落去之前，你可唔可以再解釋一下，點解係要用多項嘅參
28 數呢？譬如話你有講過，前後碰撞同埋喺路口嘅碰撞，諗黃律師，可唔可以將佢
29 讀出嚟呢？

30 黃女士：（經傳譯員）前後相撞同埋路口碰撞，呢個由於好多巴士路線都係用呢個高
31 速公路喇、快速公路喇，九巴就特別容易就係涉及喺前後碰撞，而裏面亦都會引
32 致多人傷亡㗎。

33 喺 2011 至到 2013 年嗰個三年期間，當時係有超過四十宗嘅係撞車事件，

1 係涉及多人傷亡，裏面係有五個或者多於五人係傷亡嘅，而係涉及九巴嘅巴士
2 㗎。

3 咁而歷史上，係有試過單一宗事件有超過一百人傷亡㗎。咁樣嘅碰撞就會
4 引致就係好多人嚴重受傷，特別就係如果坐某啲位嘅乘客，呢個上層前排。此
5 外，就係亦都對我哋嘅醫療系統，係急症室就造成好大嘅壓力。呢啲事件就只
6 係會歸類成為一個單一宗嘅意外，所以佢嘅嚴重性就唔能夠單睇意外率就睇到佢
7 幾嚴重。

8 喺 2015 年 7 月，單單嗰個月就起碼有三宗係相撞嘅事件，係涉及九巴嘅巴
9 士係有多人傷亡，裏面其實總共有四十五人就係受傷或者死亡㗎。

10 主席：（經傳譯員）鄭生，你就話要睇多個參數，你可唔可以解釋一下，係咪就係因
11 為考慮埋呢一段文字所講㗎？

12 鄭子憲先生：（經傳譯員）係。

13 黃女士：（經傳譯員）你有幾個建議㗎，首先就係睇 772 頁。你就講過就話：

14 「過去嘅係意外率同埋就係一啲潛在嘅安全風險，就係要係詳加研究，睇出
15 有咩嘢機會，喺邊度可以進行改善嘅，即係透過新嘅專營權。政府應該帶頭去重
16 視係巴士運作嘅道路安全。喺專營權嗰度，亦都應該包括埋呢一點，就唔係淨係
17 睇適當同埋有效率嘅服務。亦都應該要睇下，譬如話預先定咗一啲目標，巴士公
18 司係做到嘅話，就應該係得到獎勵，譬如話將某一類嘅意外嘅數字每年減少百分
19 之二十。」

20 咁你呢度係咪就係話，唔應該淨係睇一類嘅交通意外嘅數字，而係要睇埋就
21 係咪涉及多人傷亡，係咪呀？因為你頭先就講及頭尾相撞嘅時候，都有講及呢一
22 點，多人傷亡嘅意外事件。

23 鄭子憲先生：（經傳譯員）係呀，主席先生，㗎。

24 我做嘢嘅時候，我總係希望分析一件事，理解一件事嘅時候，都係好全面，
25 好全盤咁去睇㗎。首先，至為重要嘅，你係以整局嘅全局去咁睇喇。另外，到你
26 要制訂一啲策略同埋措施嘅時候，咁嘅角度就更加係緊要嘞。

27 我係因此寫低咗一啲建議喇，我亦都包括係一啲建議，譬如話獎勵一啲巴士
28 公司喇，當然呢個只係其中一個嘅建議，點解呢，因為喺呢一啲寫畀政府、寫畀
29 立法會嘅文件同埋信件裏面，我哋都希望鼓勵嗰啲負責嘅涉及嘅係人士，係想鼓
30 勵佢哋，我哋唔想樣樣都好負面，好消極㗎，我哋想鼓勵行裏面嘅人士，我哋想
31 係畀啲動力佢哋，係推動佢哋嘅。

32 主席：（經傳譯員）你有冇諗下，如果巴士公司能夠達到嗰個目標，點樣獎勵佢哋
33 呢？

34 鄭子憲先生：（經傳譯員）嗰個只係一個建議嘅，我哋未曾睇過有關嘅詳細嘅細節，

1 或者係獎勵嘅基制嘅，不過個意念就係需要鼓勵巴士公司，鼓勵巴士司機，要有
2 個理由就獎勵佢。

3 主席：（經傳譯員）你有冇諗過係一啲財務呀定係點呢？又或者好市民獎，或者係錢
4 方面，呢啲獎勵係有冇諗過係咩嘢呢？

5 鄭子憲先生：（經傳譯員）主席，合理嘅或者係行得通嘅，都我覺得都應該加以考慮
6 嘅，多謝。

7 主席：（經傳譯員）獎勵嘅相反就係懲處喇、懲罰喇，你覺得如果佢哋未能夠達到預
8 定嘅目標，係咪應該都有懲罰嘅呢？譬如話意外率唔達標。

9 鄭子憲先生：（經傳譯員）主席，當然喇，懲罰都係一個考慮嘅可能性嚟嘅，但係我
10 哋要明白，唔係所有意外都係司機嘅錯，或者係巴士司機--或者巴士公司嘅
11 錯，意外可能係因為第三者引起嘅，或者係一啲唔同嘅成因，或者係有唔止一方
12 面，有幾方面係需要負責嘅。懲罰喺某一啲情況下有用嘅，不過係咪公平呢，就
13 都仲要係驗證--即係仔細考慮。

14 主席：（經傳譯員）你知唔知道新加坡，佢嘅交通嘅當局，佢哋有個睇交通意外嚟到
15 考慮佢哋個專營權嘅？

16 鄭子憲先生：（經傳譯員）我唔知道呢方面嘅情況。

17 黃女士：（經傳譯員）嗰個中間嗰一段，你係提到巴士公司嘅安全表現嘅，同埋要有一
18 個現代嘅係辦--制度呀，現代方式呀，應該引入嘅，咁點樣監--咁樣嚟到監
19 察佢哋嘅表現嘅。

20 你提過就係引入一啲措施，係根據個新嘅專營權嘅安排，鼓勵佢哋係引入一
21 啲新嘅安全管理措施，即係符合呢個 ISO 39001 嘅標準嘅。

22 咁就係巴士應該同--巴士公司應該--政府應該同巴士公司合作，嚟到去研究
23 巴士意外，同埋涉及嘅詳細嘅風險嘅，以便係設一啲目標嘅，關於減少意外嘅目
24 標嘅。

25 呢個你唔係第一次提嚟嘞，ISO 39001 嘅標準喇，不過呢個特別今次就住
26 九巴，你係同運輸署就話提出，希望專營權合約裏面，係要引入呢個標準嘅，係
27 咪你第一次呢，你可唔可以證實呢樣嘢？

28 鄭子憲先生：（經傳譯員）我相信唔係第一次提 ISO 39001 嘅--ISO 標準嘅。我就
29 其實鼓勵佢哋起碼都要研究下，睇一睇究竟係咪應該採納呢個標準嘅。但係要--
30 如果佢哋--即係我哋都留意到，可能都有個相約嘅標準嘞，都已經係可以嘅。

31 但係呢個就係根據一個安全系統嘅模式嘅，同埋照顧到先進國家所採納嘅最
32 新嘅一啲概念嘅，同埋係一個--係有個向前望嘅，即係點樣減少個安全意外呀，
33 同埋死亡受傷嘅比率嘅。

1 黃女士：（經傳譯員）呢個關於嗰個係黑盒喇，去到呢頁嘅底，安全嘅駕駛巴士嘅標
2 準嘅。我睇到，你係話：

3 「好多嘅巴士公司都係好專業嘅，同埋表現都係良好嘅，但係呢個唔等於話
4 佢哋已經係將個風險減到最低喇，同埋有部分嘅巴士公司，佢哋表現係比較係進
5 取同埋危險嘅。」

6 咁就呢度個檢討文件--諮詢文件就話：

7 「即係佢哋已經係加咗個係黑盒同埋個限速器嘅。」

8 咁你就話：

9 「响巴士度使用黑盒仲有好大嘅潛質嘅，但係我哋就唔知道究竟呢啲黑盒而
10 家係點樣運用嘅。」

11 咁就呢度咁講，你話就係：

12 「我哋唔可以將呢個市區嘅巴士嘅限速 50 公里作為一個黃金標準嘅。」

13 所以你有啲建議嘅：

14 「即係將响嗰個係專營權嘅要求，係需要有一個全面嘅標準同埋就監察個司
15 機系統嘅，使用一啲安裝嘅黑盒可以做到呢樣嘢。監察系統應該係自動化，嚟到
16 係令到個程序係順暢，同埋可以教育同埋重新訓練啲司機嘅。」

17 特別嘅仲關鍵嘅標--監察嘅措施就係第一，加速同埋減速嘅行動嘅特點嘅，
18 咁你需要一啲嘅--你有講過係英屬哥倫比亞嗰個係指引嘅。

19 你可唔可以講講，有啲咩嘢特質呀，你特別提到呢個英屬哥倫比亞嘅指引？

20 鄭子憲先生：（經傳譯員）如果佢係好急速，即係好急速咁樣加速，好急速咁樣減
21 速，就令到乘客可能會失去平衡嘅。有啲司機亦都係可能係加速、減速，响個即
22 係大家意料唔到嘅情況之下加速、減速，咁我哋想有啲管制㗎。

23 譬如話地鐵嘅車箱，佢哋係有訓練佢哋點樣加速嘅，有啲參數嘅，咁就令到
24 個地鐵乘客唔會咁容易失去平衡嘅。巴士方面就有一個問題，因為理論上，巴士
25 司機係可以好快速咁樣又加速又減速嘅，但係我哋就要係用一個--管制呢啲行
26 為，就係响個合理範圍。

27 一般嚟講，其實係冇需要加速--即係過份加速、過份減速都唔需要嘅，咁當
28 然喇，如果係緊急，咁司機可能要好快速咁樣係減速或者剎車嘅。呢個亦都係同
29 佢哋--同嗰個關於巴士速度嘅建議有關嘅，如果巴士司機可以高速啲嚟到係駕
30 駛，咁就個--佢會有個大概可能性係需要係快速咁樣加速或者係減速嘅，因為
31 有啲係未能夠預計嘅，一啲响繁忙嘅道路上，有啲衝突嘅情景嘅。

32 如果係响英屬哥倫比亞嗰個交通嘅設計嘅指引，佢哋嗰啲係--佢哋有一啲所

1 謂嘅數值嘅，即係話究竟嗰啲巴士係點樣加速、減速。

2 主席：（經傳譯員）未曾繼續之前，我想問下鄺先生，一開始嘅時候，你响嗰個建議
3 773 嗰度你係咁講嘅，我哋呢個建議，呢個係擺入嗰個係專營權合約嘅，即係成
4 --設立一個全面嘅標準嘅，同埋監察司機嘅系統，就運用嘅呢就係裝置黑盒
5 嘅。你所謂嘅「全面標準」嘅意思係咩嘢呢？

6 鄺子憲先生：（經傳譯員）主席，我假設我所講嘅「全面標準」，其實係講緊頭先嗰
7 啲各種規則，即係速度係點樣，加速、減速嘅速率係幾多，司機應該係咁樣喇，
8 同埋一般嘅規則係點樣樣，關於個別路線嘅標準係應該點樣樣。

9 主席：（經傳譯員）呢個係應該係--呢個標準就係擺响嗰個監察嘅系統嘞，係咪呀？

10 鄺子憲先生：Chairman, yes, that is the case.

11 主席：（經傳譯員）係為咗免--即係我哋可以辯論一下喇，譬如話 0.2G 加速、減
12 速，係咪可以咁樣--係咪咁嘅意思呢？

13 鄺子憲先生：（經傳譯員）係，我哋要設立咗個標準先，基於證據--基於我哋面對嘅
14 安全同埋風險，跟住利用呢個監察系統去作為一個執行喇。

15 咁同埋究竟執行到咩嘢程度呢，即係譬如話--咁係另一個問題嘞。即係會唔
16 會話偶然違反，就有係紀律嘅行動，呢個就有--呢度有講到嘅。

17 主席：（經傳譯員）呢個就同你頭先所講嘅都係一樣喇，應該係實時進行喇，同埋自
18 動化嘅。

19 鄺子憲先生：（經傳譯員）主席，越自動化，或者越係實時嘅監察，就更好嘅。咁當
20 我寫呢個建議嘅時候，我覺得第一步就係，一定要有啲一套規矩喇，另外，需要
21 有更好嘅監察嘅。我就有再進一步係--當時有再進一步睇下究竟應該用啲咩嘢
22 字眼嘅。

23 主席：（經傳譯員）咁你嘅意思即係話，响個專營權協議，應該有某一個位置畀佢
24 㗎，係咪呀？

25 鄺子憲先生：（經傳譯員）係，係，呢個係我哋嘅建議嘅。

26 主席：（經傳譯員）有冇呢？有冇擺到落去呢？

27 鄺子憲先生：（經傳譯員）主席，照我所知，都應該有。

28 主席：（經傳譯員）我哋可以調查一下嘅，响另外一個場合做喇。咁我呢度--但係今
29 日嘅時間就大概係咁多嘞。

30 黃女士：Yes.

31 主席：（經傳譯員）我哋有位委員，佢有其他嘅事要處理嘅，咁我哋唔能夠繼續落去

1 嘞。

2 我了解，鄭先生、顧醫生（高醫生？），聽日係晏晝，係咪呀，可以再繼
3 續？啊，聽日上晝。

4 鄭子憲先生：（經傳譯員）係，聽日上晝嘅，淨係我嘅啫。顧醫生（高醫生？）有其
5 他嘅事。

6 主席：（經傳譯員）好嘞，多謝顧醫生（高醫生？），多謝你代表呢個道路研究小
7 組。聽日幾點鐘開始呀？

8 黃女士：（經傳譯員）十點鐘。

9 主席：（經傳譯員）我哋今日儘量做多啲，咁儘量做好，同埋儘量做多啲，咁我哋而
10 家就暫時休會，我哋聽朝十點鐘復會，多謝你。

11 鄭子憲先生： Thank you, Chairman.

12 高兆祺先生： Thank you, Chairman.

13

14 2018年7月16日

15 下午1時33分聆訊押後

16

17

1 Tuesday, 17 July 2018

2 EVIDENCE FROM COMMUNITY FOR ROAD SAFETY REPRESENTATIVE:

3 MR KWONG TSE HIN, JULIAN (continued)

4 (10.00 am)

5 CHAIRMAN: Good morning.

6 Mr Kwong, I will ask Ms Wong to resume her
7 questioning on behalf of the Committee.

8 EXAMINATION BY MS WONG (continued)

9 MS MAGGIE WONG: Yes. Thank you, Mr Kwong, for coming
10 today.

11 Yesterday we were on documents concerning the KMB
12 renewal of licence documentation. We are going to
13 continue with this exercise.

14 If I may refer you back to the document, MISC-2.
15 Page 770. It is your submission in response to the
16 public consultation, dated 16 June 2016. We were on
17 page 773 yesterday.

18 At the section on recommendations, the first bullet,
19 about incorporating into franchise requirement the
20 requirement to set up a comprehensive standard and
21 driver monitoring system using the installed black
22 boxes.

23 And can I ask, why do you propose including this as
24 a requirement in the franchise agreement?

25 MR JULIAN KWONG: Chairman, at that time I thought the
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1 renewal of the franchise would be a very good
2 opportunity for the introduction of any new ideas, and
3 that is why we had made an effort to make as many
4 suggestions as possible in as far as they are reasonably
5 feasible. Thank you.

6 MS MAGGIE WONG: The point of this is that if it is included
7 in the agreement there can be some sort of mechanism to
8 monitor their compliance. Is that the logic behind the
9 suggestion?

10 MR JULIAN KWONG: Chairman, yes. I think so. That would
11 also represent -- I would it see as progress. Certainly
12 the bus companies and the government has been making an
13 effort to make bus operation in Hong Kong safe, and we
14 are appreciative of that. But we are not satisfied at
15 any point as long as there are injuries, especially
16 serious injuries and fatalities. So we are always
17 trying to push something which we see as major progress.
18 Thank you.

19 MS MAGGIE WONG: You suggested in the second bullet, "Key
20 monitoring controls". Who would you suggest this
21 monitoring be done by? Done by whom?

22 MR JULIAN KWONG: Similar to an operation like this, usually
23 I would assume that would be the bus companies
24 initiating the monitoring system, but the government
25 acting as a regulatory body.

26

1 MS MAGGIE WONG: Yes. And you made quite a number of
2 suggestions there. We have gone through the
3 acceleration and deceleration characteristics yesterday,
4 and you make other suggestions concerning speeding
5 through risky hilly roads, and you suggest certain km
6 per hour. Are you suggesting this suggestion be put
7 into the franchise agreement, or it was simply
8 a suggestion that the government should keep control
9 about all these roads?

10 MR JULIAN KWONG: Chairman, about this specific
11 recommendation, that is the principle, that if we
12 identify certain road sections with exceptional risk,
13 which I would call critical sections, then the logical
14 way would be to specify certain speed, whether it is 25,
15 30, or 40, through these sections, and make these known
16 to drivers, and because we want to control the safety of
17 these critical sections.

18 In this recommendation I did not specify which
19 sections, but I am trying to introduce this concept,
20 that they cannot just follow the legal speed limit when
21 we are talking about these critical sections. Thank
22 you.

23 CHAIRMAN: Who should identify the critical sections?

24 MR JULIAN KWONG: Chairman, I think that should be
25 identified probably between government and the bus
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1 companies, and also with the help of experts. Thank
2 you.

3 MS MAGGIE WONG: And the third suggestion --

4 CHAIRMAN: Sorry. How would this be then regulated by
5 government, if the bus companies identified particular
6 sections of road, they told government, government
7 agreed, and how would this be then monitored and, more
8 importantly, how would it then be regulated?

9 MR JULIAN KWONG: Chairman, I think, without going into
10 a sophisticated monitoring system, if we are trying to
11 go back to the basics, that would be, first, issue a
12 notice to drivers riding on a particular route which
13 critical sections they should pay particular attention
14 to and what speed they are using. And secondly, they
15 can have their inspectorate to check it, to check
16 drivers from time to time, but of course we are trying
17 to introduce a more sophisticated monitoring system that
18 would be based on the black box data, and then
19 preferably integrated with the GPS so that drivers
20 grossly exceeding the said requirements will be
21 identified automatically and in time.

22 CHAIRMAN: So the monitoring, rather than using an
23 inspectorate, which is an old-fashioned way of doing it,
24 is it not, would be done by real-time automated reports?

25 MR JULIAN KWONG: Chairman, yes. That would be recommended.

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1 As far as the technology permits.

2 CHAIRMAN: That's what you had in mind with these
3 recommendations?

4 MR JULIAN KWONG: Chairman, yes. That is the case.

5 MS MAGGIE WONG: In the third bullet you made the
6 recommendation:

7 "Through systematic and targeted safety training,
8 drivers, should be trained to understand typical
9 accidents scenarios and specific risks."

10 Who would you suggest to carry out this
11 recommendation?

12 MR JULIAN KWONG: Chairman, this is a general
13 recommendation. Of course that would need the
14 initiative of government, and possibly inviting experts
15 to join, and organisations such as ours would always be
16 happy to assist government. For this particular point,
17 my original thinking is that drivers may not be entirely
18 aware of what accidents may happen. As I explained
19 yesterday, it is not reasonable -- I mean, at this
20 moment, that drivers know what the capacity of the
21 safety barrier is, or that they understand what speed an
22 elderly pedestrian can tolerate without having serious
23 injuries or fatalities, but we can always translate such
24 information or such knowledge into a simple way, and to
25 make drivers far more aware, so that they know why and

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1 how they can behave better. Thank you.

2 MS MAGGIE WONG: At 4.4 you set out a vehicle performance,
3 using the Canadian Transit Handbook, with certain
4 guidelines or thresholds set out. Can you explain why
5 you used the Canadian Transit Handbook in the first
6 place, suggesting desirable rates for standard bus and
7 articulated bus?

8 MR JULIAN KWONG: Chairman, this is one of the handbooks
9 which I obtained with the information of interest to me.
10 As I mentioned, abrupt acceleration and deceleration
11 could be a major factor contributing to the large number
12 of passengers losing balance inside the bus. We also
13 know that the design of the metro, of the MTR, has also
14 some parameters relating to acceleration and
15 deceleration, in order that passengers will not easily
16 lose balance. So that is the same case for buses.

17 And I see that these parameters are quite
18 reasonable. You may want to refer to the deceleration
19 for emergency condition, as I mentioned. It is
20 specified as 2.7 metres per second squared. As you can
21 see, that is much smaller than the 7 metres per second
22 squared I mentioned yesterday for emergency braking of
23 a passenger car.

24 The dilemma we are facing is that if a bus driver
25 has to apply the brake in an emergency, in order not to

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1 knock down a pedestrian, he has to decide that very
2 quickly. And whether he would rather have the
3 passengers losing balance, or to protect the pedestrian
4 from being knocked down.

5 And I think that overall, worldwide, acceleration
6 rate and deceleration rates have been accepted as an
7 important parameter for safety for bus operation.

8 Thank you.

9 CHAIRMAN: What are the parameters set in the MTR for
10 acceleration and deceleration?

11 MR JULIAN KWONG: Normally, Chairman, that would be in the
12 order of 1.15 metres per second squared. There may be
13 some deviation.

14 CHAIRMAN: Thank you.

15 MS MAGGIE WONG: And may I just refer you -- because you
16 talked about this deceleration and acceleration rates.
17 Can I take you to BM-1 bundle, page 66.

18 CHAIRMAN: What are we going to?

19 MS MAGGIE WONG: This is the submission of the black box
20 manufacturer ZF, the screen capture showing the
21 acceleration and deceleration rates. I will just ask if
22 Mr Kwong can comment on one of the matters. It is the
23 deceleration rate at 2.3 as stated in this screen
24 capture.

25 Can you comment on this figure, given the suggested
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1 rate in the Canadian code is 2.7.

2 MR JULIAN KWONG: Chairman, in this regard I have not
3 studied this in detail, but as you can see, the value of
4 2.3 is higher than, I think, 1.1 for the Canadian
5 Transit Handbook for normal deceleration. I think the
6 exact value has to be determined on the basis of the
7 realistic operation in Hong Kong. Whether in Hong Kong
8 for one reason or the other we would accept a higher
9 deceleration rate, I have not studied this in detail.
10 But what I can say is that, in general, on urban streets
11 if the running speeds of buses is not as high, I mean
12 that we are having bus operation at moderate speed, then
13 there will be far less requirements for drivers to
14 decelerate at excessive rate. Thank you.

15 CHAIRMAN: The requirement that the Transport Department
16 stipulated for tachograph capabilities in the 2003
17 requirement was that it be capable of measuring 0.2G.
18 Is that not correct?

19 MR JULIAN KWONG: 0.2G would be equivalent to 1.96 metres
20 per second squared.

21 CHAIRMAN: So what is the significance of the fact that the
22 Transport Department required the machine to be capable
23 of measuring that level of deceleration?

24 MR JULIAN KWONG: Chairman, sorry, do you mean that
25 Transport Department have the requirement that the
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1 mechanism in the bus can measure to the accuracy of
2 0.2 or --

3 CHAIRMAN: Perhaps I can ask Ms Wong to put it on up the
4 screen. It is the requirement from 1983 that buses be
5 fitted with a tachograph with various capabilities, new
6 buses by 1 July 2004.

7 MS MAGGIE WONG: That would be TD-5, page 1598.

8 If you look at paragraph 3:

9 "The software for analysing on-board or downloaded
10 data should be capable of reporting the following:

11 (a) Accident Report -- vehicle speed profile at time
12 interval of 1 second for the 3 minutes period preceding
13 detection of a 0.2G deceleration."

14 MR JULIAN KWONG: I see, Chairman. I think this clause
15 considers that if the bus is decelerating at 0.2G, that
16 means equivalent to 1.96 metres per second squared, then
17 it would be an event justifying an accident report.

18 CHAIRMAN: This would be harsh braking, would it not?

19 MR JULIAN KWONG: I would say so.

20 CHAIRMAN: So the parameter that you were taken to,
21 2.3 metres per second squared, is more than 10 per cent
22 higher than this requirement.

23 MR JULIAN KWONG: Chairman, from what I read from the
24 document, that would be the case.

25 But I think -- it would be good if we can have more
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1 evidence, and especially based on events involving
2 passengers losing balance, and then we can, say, compare
3 the deceleration rate at that time, and then if we can
4 collect this data in future, then we could fine-tune the
5 values in a more evidence-based -- with more evidence of
6 what the parameters should be. Thank you.

7 CHAIRMAN: But we can get a pretty good rough idea if the
8 MTR stipulate 1.15. 2.3 is a lot more than 1.15, is it
9 not?

10 MR JULIAN KWONG: Chairman, I presume that would be the
11 case. But also on the understanding that bus operation
12 is less predictable, but still I agree that we need to
13 have deceleration rates closer to what the MTR is using,
14 although it may not be entirely realistic in emergency
15 situation. Thank you.

16 MS MAGGIE WONG: Thank you. The other matters of course are
17 the bus safety and the bus fleets. At page 773 at the
18 bottom to page 774, you made some recommendation there
19 in particular the first one about -- 774, at the top:

20 "Upper deck front seats -- in the absence of any
21 reasonable deformation zone, front row bus passengers
22 could be crushed despite the use of safety belts. This
23 is particularly important with the number of KMB buses
24 using high-speed roads."

25 And also seat belts, bus door safety, et cetera.

26

1 And you made a recommendation to ask for these
2 suggestions to be incorporated into the franchise
3 agreement, to be studied and improved with timetable.

4 Again, who would you suggest initiates this task to
5 incorporate these suggestions into the franchise
6 agreement?

7 MR JULIAN KWONG: Chairman, again, we would assume that in
8 the franchise requirement government to specify or to
9 regulate. Government can also study these issues and
10 impose on the bus companies to have a timetable for
11 improvement.

12 Of course it would also be the responsibility for
13 the bus companies to conduct such studies in conjunction
14 with the bus manufacturers, and what I was suggesting
15 here, of course, we are advocating a far more proactive
16 approach, that both government and the bus companies are
17 interested in these matters, and they would see that
18 they have the responsibility to look at these issues and
19 to make improvements in a very proactive way.

20 Thank you.

21 CHAIRMAN: Just anticipating the questions you will be asked
22 later, you say that what you were looking for is that
23 the bus companies and the Transport Department act in
24 a very proactive way. Do they do so?

25 MR JULIAN KWONG: Chairman, to be fair, they are proactive
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1 in some issues, but for those issues we consider very
2 important, I would say that they are not proactive
3 enough. Chairman, I would say in some cases they would
4 be quite reactive. And we do not wish to see that
5 certain issues are handled in a reactive way, especially
6 for those incidents involving serious injuries and
7 fatalities. Thank you.

8 CHAIRMAN: By that you mean, presumably, reacting to
9 a catastrophic event, but only after the event.
10 Reactive not proactive. Is that your point?

11 MR JULIAN KWONG: Chairman, yes. I would like to add to
12 that point that it is not uncommon, not only in Hong
13 Kong, that progress is made after major accidents or
14 catastrophe. From my point of view, if the catastrophe
15 or accident cannot be reasonably predicted, then it may
16 be fair. However, if there is already ample evidence,
17 or ample number of accidents happening, or there have
18 been historic accidents, or theoretically the risk is
19 very high, then we should not act in a reactive way, but
20 we need to be far more proactive. Thank you.

21 MS MAGGIE WONG: Based on your report, you have highlighted
22 the issues, obviously, that you consider there is ample
23 evidence in which you make these suggestions. Is that
24 correct?

25 MR JULIAN KWONG: Chairman, I presume that the counsel
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1 refers to those items I mentioned. I would say yes,
2 there is already ample evidence. Of course when we talk
3 about evidence, there can be a number of levels. There
4 would be surface evidence. There could be evidence
5 according to our knowledge, from accident data, or from
6 news reports. And the highest level, of course, the
7 evidence will be academic evidence, that is published
8 conclusions and results in journal papers.

9 As far as the evidence I am talking about here, that
10 would be at the level that to our knowledge, from news
11 reports, from basic accident data, that, and also from
12 the theoretical point, I think the evidence is clear
13 enough.

14 MS MAGGIE WONG: If I may just go through the last
15 suggestion, is your mentioning about bus safety, bus
16 stops. In this paragraph you mentioned that waiting
17 passengers at certain roads are left exposed to heavy
18 and fast-moving vehicles. And you suggested or
19 recommended here to incorporate into the franchise
20 agreement that bus companies will collaborate with
21 government to reduce the risk for waiting passengers at
22 bus stops.

23 Now, how would you suggest a bus company to
24 collaborate with the government to reduce this risk for
25 waiting passengers?

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1 MR JULIAN KWONG: Yes, Chairman. Bus stop safety is
2 a problem worldwide, I would say, not only in Hong Kong.
3 Admittedly, many countries, including the advanced
4 countries, have not been paying adequate attention to
5 the issue.

6 We have bus stops located along high-speed roads,
7 major roads, such as this, the one in this photograph,
8 on Lung Cheung Road, with a speed limit of 70 kilometres
9 per hour, on Gloucester Road, and on other major roads.

10 In theory, if we have a large group of passengers
11 waiting at the bus stop and we have such fast moving
12 vehicles running alongside, there is always the risk of
13 an errant vehicle crashing onto the roadside and they
14 will be trapped by the bus stop shelter, and that can
15 lead to severe injuries.

16 Only a few countries have paid attention to this
17 particular problem and acted seriously. One of the
18 countries is Singapore. They have introduced measures,
19 but whether that measure is effective or is really
20 working well, then I still need to further confirm.

21 However, theoretically we need protection for the
22 waiting passengers. The bus company has been
23 responsible for introducing these bus shelters, and they
24 do get revenues from that, with the advertisements they
25 place on the shelter. And government is responsible for
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1 the road. So naturally, I would imagine that the bus
2 company should collaborate with the government and to
3 examine the design of bus shelters, and whether there is
4 the need to have ancillary facilities, or equipment to
5 better protect bus passengers.

6 Admittedly it is not easy, because at the same time
7 we need to have bus passengers being able to get into
8 the bus and to alight, but at the same time we need to
9 have measures protecting them, so we cannot put
10 a continuous barriers at these bus stops. Thank you.

11 CHAIRMAN: No, but presumably you can construct barriers
12 that have gaps in them so that people can alight and
13 board buses?

14 MR JULIAN KWONG: Chairman, yes. Although we cannot have
15 a continuous safety barrier, there may be possibility to
16 have safety barriers aligned in a certain angle, or else
17 there is the possibility to install what we call
18 bollards. In Singapore, the solution is to have
19 bollards at these bus stops, and they have installed
20 these at several thousands of bus stops.

21 However, I would like to point out one thing is that
22 normally for highways design, we need to also protect
23 the occupants of the errant vehicles. That means any
24 safety barriers designed in such a way should not incur
25 severe injuries to the occupants.

26

1 If we have discrete sections of safety barriers then
2 the terminal or the ending point of the barriers could
3 become a hazard. The second point is that bollards need
4 to be what we call energy-absorbing. If we just put
5 a steel post or a very heavy concrete post, it is
6 certainly good for the waiting passengers, because it
7 will certainly stop the car. But at the same time the
8 occupants of the errant vehicles will probably suffer
9 severe injuries.

10 To conclude, I think there are solutions.
11 Ultimately, we may be able to work out solutions which
12 achieve the best balance of this dilemma. Thank you.

13 CHAIRMAN: In the road works being done on the Tai Po Road
14 accident scene, is there not a barrier being created to
15 protect passengers waiting at that bus stop?

16 MR JULIAN KWONG: Chairman, sorry, do you mean the remedial
17 works which have been carried out there?

18 CHAIRMAN: Yes, aren't they creating a barrier to protect
19 the passengers?

20 MR JULIAN KWONG: Chairman, I see what you mean. There is
21 another solution what we call the protected bus stop.
22 That means the bus stop is shifted away from the road,
23 and the main road is separated from the bus stop with
24 the traffic island.

25 That is a good solution, and that has been
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1 introduced on the other direction of Lung Cheung Road,
2 and also for the bus-to-bus interchange on Tuen Mun
3 Road. But this solution requires lots of space as well.

4 So in the end, the starting point will be a review
5 of different types of bus stops, and also to look at
6 different types of roads and speed, and then probably we
7 need to have different solutions, including engineering
8 solutions and non-engineering solutions. Thank you.

9 MS MAGGIE WONG: The bollards that you mentioned in
10 Singapore, do you know who is responsible for installing
11 these bollards, the government or the operators?

12 MR JULIAN KWONG: In Singapore that would be the Land
13 Transport Authority, and I have studied some of the
14 design, and they specifically mentioned that in 1998
15 there was a severe accident involving a vehicle crashing
16 onto the bus stop, and then some more happened
17 thereafter, and they started to introduce these
18 bollards. I'm very interested actually to further
19 obtain information from them regarding the precise
20 design of these bollards.

21 But at the same time in Australia there is the
22 bollard called the energy-absorbing bollard, which is
23 designed for stopping an errant vehicle at up to
24 60 kilometres per hour. Not a bus, not a heavy vehicle,
25 but just a passenger car. But the bollard also moves

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1 a bit, so that the occupant of the vehicles will not be
2 excessively injured. This product is quite unique, so
3 I have been doing some search in other countries. So it
4 appears that it is the only one available in the market.

5 I would also like to point out that at the
6 University of New South Wales, one of the professors
7 also shares this idea. He suggested there should be
8 more research on the usage of bollards at bus stops, and
9 also in urban areas where we cannot put a continuous
10 barrier, because people may need to get out to the road.

11 I have not discussed with this professor, but
12 I think he shares the same idea, and he thinks that that
13 should be the way to go. Thank you.

14 MS MAGGIE WONG: Now, Mr Kwong, this is the submission that
15 you submitted in relation to the KMB in June 2016.

16 Afterwards, the LegCo did make some discussion. I'm
17 going to take you to some of the papers in the LegCo.
18 The first one is in June 2016, 17 June 2016, SEC-2,
19 page 784.

20 This is an updated background brief on the franchise
21 for the bus network of the Kowloon Motor Bus. It
22 started at page 784.

23 If I may briefly summarise what this paper is about.
24 It is a paper providing information on the franchise for
25 KMB and it summarises major views and concerns expressed

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1 by LegCo members in the past discussions. And if I may
2 take you to paragraph 12 with the heading "Enhancing
3 standard of bus service", and it made reference to:

4 " ... the Fifth LegCo, members raised concern over
5 the performance of franchised bus service at the panel
6 meetings, special financing committee meetings as well
7 as the council meetings. They urged the Administration
8 to take the opportunity of franchise renewal to require
9 service improvement by bus companies, including
10 provision of real-time bus service information to
11 passengers, provision of priority seats and barrier-free
12 facilities, improvements in bus lost trips as well as
13 bus service frequencies during peak periods."

14 It made reference to the real-time bus service
15 information. I believe at this time they have not had
16 this real-time bus information yet. But can you tell us
17 what this idea is about?

18 MR JULIAN KWONG: Chairman, I believe it is referring to
19 displaying, say, the time of arrival for the next bus,
20 I mean how many minutes before the arrival of the next
21 bus or the bus after, that can also be related to the
22 use of the mobile phones to obtain information about the
23 arrival of the next bus, and I think this would be the
24 main idea.

25 CHAIRMAN: So there are two ways of communicating the
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1 information. One would be a display panel at a bus stop
2 or a terminus, and another would be by accessing an app
3 on your mobile phone?

4 MR JULIAN KWONG: Chairman, yes.

5 CHAIRMAN: And this system had been introduced some years
6 earlier had it not? Step by step?

7 MR JULIAN KWONG: Chairman, I think so.

8 CHAIRMAN: By KMB?

9 MR JULIAN KWONG: Chairman, yes. But also by other
10 companies as well.

11 CHAIRMAN: Yes.

12 MS MAGGIE WONG: If we go on to paragraph 17 it stated that:

13 "Furthermore, an additional clause had been included
14 in the three franchises ... NWFB, [Long Win] and Citybus
15 (Franchise 2), commencing in mid-2013 to empower
16 [Transport Department] to require bus companies to
17 enhance safety facilities and design."

18 It made a few examples here. Can you see that?

19 CHAIRMAN: Can you give us the examples, please?

20 MS MAGGIE WONG: I think the examples are simply referred
21 to, in the next sentence:

22 "This included purchasing new buses with
23 barrier-free and elderly-friendly design."

24 And it was suggested in the last sentence:

25 "The Administration would incorporate a similar
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1 provision to promote barrier-free facilities in the
2 other three bus [companies] ..."

3 Now Mr Kwong, even though there is such a clause in
4 the franchise agreement it appears there has not been
5 any improvement on the black box design or requirements
6 in terms of the black box.

7 CHAIRMAN: Before you get involved in that. A barrier-free
8 entry is not a safety feature, is it? Is that not
9 simply a service facility?

10 MR JULIAN KWONG: Chairman, the barrier-free facility is --
11 well, that is both for convenience and safety, of
12 course. Anything inside the bus can be unsafe. So
13 I would have wished to see explicit description of other
14 safety facilities. So I hope that has answered your
15 question?

16 CHAIRMAN: How is a barrier-free entrance a safety facility?

17 MR JULIAN KWONG: I would presume that for someone who needs
18 more space to enter the bus, the barrier-free facilities
19 would mean probably not to have a handrail on the way,
20 say, at the entrance, so that it is wide enough for
21 example for wheelchairs, or for people with other
22 particular needs, to have adequate space to enter the
23 bus.

24 So it is not very explicit, but that is, I presume,
25 both for convenience and safety.

26

1 But I'm looking of course to a focused description
2 of safety facilities which is not existing here.

3 MS MAGGIE WONG: Yes, and if I may take you to a document
4 showing what clauses or what specific clauses have been
5 asked to be included in the new franchise in relation to
6 KMB --

7 CHAIRMAN: Before you get to that, in paragraph 10 of this
8 paper, there is reference to a discussion that had taken
9 place in 15 January 2016 about the franchise network; do
10 you see that?

11 MR JULIAN KWONG: Yes; I'm reading it.

12 CHAIRMAN: Ms Wong, do we have the minutes of that meeting?

13 MS MAGGIE WONG: We only have a letter from THB stating the
14 follow-up actions of the meeting on 15 January, but not
15 the actual minutes.

16 CHAIRMAN: The minutes appear to have been signed off on
17 26 August, and they refer to 15 January.

18 MS MAGGIE WONG: Perhaps if we may refer to the SEC-2
19 bundle, page 990. This is a document from the Transport
20 and Housing Bureau dated 9 March 2016 to the LegCo,
21 setting out what happened at the meeting on
22 15 January 2016.

23 CHAIRMAN: I'm holding a copy of the minutes. May I ask
24 that these be given to you?

25 I'm told that we can show it as a soft copy on the
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1 screen.

2 MS MAGGIE WONG: I apologise for that, it should be in the
3 SEC-2 bundle, page 967, it is a new document.

4 CHAIRMAN: Yes, that's the document I have in mind.

5 MS MAGGIE WONG: That's the minutes of meeting on
6 15 January. If you may turn to internal page 5.

7 CHAIRMAN: I think if we go to paragraph 13, you can see the
8 tenor of the purpose of this real-time bus service
9 information. It is, as becomes clear reading it,
10 a service facility, no doubt to meet the requests of
11 passengers that they get better information of how long
12 they are going to have to wait in the rain before the
13 bus arrives. That seems to have been the driving force
14 behind this development.

15 Perhaps you would like to have a look at the
16 minutes, Mr Kwong.

17 MR JULIAN KWONG: Okay.

18 Chairman, yes, I have read it. Do you want me to
19 comment?

20 CHAIRMAN: Yes.

21 MR JULIAN KWONG: To me, real-time arrival information
22 system is always desirable because it will reduce
23 frustration for passengers, and actually it is providing
24 a good service so that passengers can decide whether to
25 wait for the next bus, or for example to access a bus

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1 stop, whether they have enough time, et cetera.

2 I think that also has something to do with safety,
3 but not directly. Certainly I welcome that. I have no
4 particular comment on this. Thank you.

5 CHAIRMAN: What does it have to do with safety, knowing when
6 the bus is going to arrive?

7 MR JULIAN KWONG: Chairman, as I mentioned, I would believe
8 that if a passenger knows when the bus is going to
9 arrive, they will be less stressed. If a passenger does
10 not know when the bus is going to arrive, he will be
11 less relaxed, and there may be more frustration, and he
12 or she may try to stand very close to the bus stop, to
13 the curb, in order to see whether the bus is coming.

14 So overall, I would say that it is not a direct
15 safety measure. There may be benefits in terms of
16 safety, but of course I do not have any references to
17 prove this point. Thank you.

18 CHAIRMAN: Of course, one of the consequences of having to
19 provide this information was to provide information to
20 bus companies about where their buses were, and what
21 speeds they were going at. Is that not a consequence?

22 MR JULIAN KWONG: Do you mean that this system can be used
23 in conjunction with a system for locating the bus, and
24 also for checking the speed of the buses?

25 CHAIRMAN: In order to come up with information about ETA,
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1 you need to know where the bus is, and you need to know
2 what speed it is doing, don't you?

3 MR JULIAN KWONG: Chairman, yes.

4 CHAIRMAN: So by a side wind, it produced access to other
5 information that might be used for another purpose.

6 MR JULIAN KWONG: Chairman, yes. I would presume that often
7 we should try to utilise the information for multiple
8 purposes, including safety and also level of service.

9 CHAIRMAN: No doubt Ms Wong will explore with you how this
10 alternative multiple purpose was pursued or not pursued.

11 MR JULIAN KWONG: Thank you, Chairman.

12 MS MAGGIE WONG: We have seen the minutes about this
13 real-time information. May I take you to the document
14 itself now, because we have raised the question what has
15 been asked to be included in the franchise agreement,
16 and how the government perceives this facility.

17 May I take you to the TD-3-bundle.

18 CHAIRMAN: What are we going to?

19 MS MAGGIE WONG: It is a LegCo document. It actually starts
20 at 496, but the pages I'm going to is at 542. It is
21 a LegCo brief on new franchise for KMB dated
22 28 March 2017. It set out the clause and
23 service-related commitment to be added to the newly
24 granted licence. It is the annex C to this paper.

25 This is the LegCo paper suggesting the clauses and

26

1 service-related commitments to the most recently granted
2 franchises placed before the LegCo. If we see the first
3 paragraph:

4 "KMB will fully take on board the clauses and
5 commitments adopted in the two most recently granted
6 franchises in 2015 (ie the franchises for Citybus ...
7 and New Lantao Bus ... details of which are set out
8 below ..."

9 So the first is the bus service. So the emphasis is
10 on bus service, and then the first paragraph:

11 "The new franchise will empower the Commissioner to
12 require KMB to provide facilities and installation for
13 enhancement of bus safety, and provide a barrier-free
14 and elderly-friendly travel environment. Specific
15 initiatives are as follows ..."

16 The first is service quality. So I believe the
17 clause speaks for itself, it is about service quality.

18 And the barrier-free and friendly features for the
19 bus design, that's the subparagraph (i), and also the
20 bus stop announcement system, and paragraph (ii) is:

21 "providing facilities ... to ... enhance safety,
22 such as facilities and installation that can reduce
23 potential fire hazards on all new buses."

24 So the emphasis is on the fire hazards.

25 And paragraph (iii) is on:
26

1 "Allowing foldable bicycles which ... will not
2 cause ... hazard to other passengers ..."

3 Again a service facility.

4 (iv) is about providing passenger seating
5 facilities.

6 And then over the page it's about passenger
7 information:

8 "the new franchise will enhance the regulatory power
9 of the Commissioner over the type, form and manner of
10 information to be provided by KMB to passengers to
11 ensure provision of suitable service information to
12 passengers through better means ..."

13 (ii) Providing real-time bus arrival information
14 through website and smartphone application, and
15 installing display panels at suitable bus stops ... for
16 disseminating such information."

17 Now these two paragraphs are, again, about service,
18 providing passenger information, and even in provision
19 of passenger information you can see the Commissioner is
20 exerting its regulatory power as to what to convey to
21 passengers.

22 So even from the agreement perspective, this is not
23 about safety, this is about providing sufficient
24 information to passengers, it is about service.

25 And the next one is the enhancement of government
26

1 regulation. The first one is about publishing the
2 service pledge, the time frame for responding to
3 complaints, and also the achievement rates of passenger
4 service pledge.

5 The second about is the financial, strengthen
6 control or regulation over the financial and accounting
7 arrangements of KMB.

8 The third is about conducting open tendering
9 requiring KMB to reluctant open tendering for all
10 material procurement contracts.

11 Lastly, it is about the improvement in environmental
12 performance, in terms of the air quality, low-emission
13 buses, et cetera.

14 Now in all these new clauses there was nothing, or
15 there was no clause whatsoever about the enhancement of
16 the black box requirements or black box capability in
17 all these clauses. Do you agree?

18 MR JULIAN KWONG: Chairman, yes, I agree.

19 CHAIRMAN: In fact there is only one mention of a safety
20 issue, and that is in relation to fire prevention.

21 MR JULIAN KWONG: Chairman, yes. Related to fire hazards
22 and also it mentioned that the new franchise will
23 empower the Commissioner to require KMB to provide
24 facilities and installation for enhancement of bus
25 safety, but this clause does not explain what these
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1 facilities are.

2 CHAIRMAN: The reference to fire hazard is a requirement to
3 isolate the engine, is it not, that had been provided
4 earlier for Citybus? There had been engine fires, and
5 this was a way of reducing the risk from engine fires.

6 MR JULIAN KWONG: Chairman, I have not studied this. That
7 could be the case, but my interpretation is that when we
8 talk about fire in a bus, we also need to consider the
9 speed of evacuation of bus passengers, and there may be
10 other possibility of having a fire, although it is a bit
11 remote, say, for example, a bus colliding with
12 a dangerous goods vehicle, with combustible materials.

13 So the whole subject of fire hazards, I think it can
14 be very wide, and of course it is a specialised subject.
15 But certainly this is of interest to us as well as
16 a potential safety risk. Thank you.

17 MS MAGGIE WONG: Mr Kwong, I know I am a bit out of sequence
18 now, because I have taken you to the clauses that the
19 government proposed to KMB, or requiring KMB to include.
20 But I wanted to show you back a document as to what the
21 government knows or rather what the government set out
22 as to the public concerns, and whether it is properly
23 reflected in the clauses themselves, and if I may take
24 you back to the LegCo file, it is the SEC-2, page 799.

25 It is a document, a LegCo paper on the new franchise
26

1 of KMB, in June 2016. It is the first page. The first
2 page, the first paragraph set out what the paper is
3 about:

4 "The government invited the public to offer views on
5 the requirements of the new franchise for the bus
6 network of The [KMB] ... This paper briefs members on
7 the views received."

8 Now the public expressed a lot of views, and we can
9 see at paragraph 4:

10 "A total of 135 submissions were received during
11 public consultation. 27 of them were from [District
12 Councils], different political parties, individual
13 members of ..."

14 I'm sorry, it is page 799, paragraph 4.

15 CHAIRMAN: Thank you.

16 MS MAGGIE WONG: "A total of 135 submissions were received
17 during public consultation. 27 of them were from
18 [District Councils], different political parties,
19 individual members of the [LegCo] and [District
20 Council], as well as various groups. The remaining 108
21 submissions were from individual members of the public."

22 And they set out in five categories what the
23 comments are about, and summarised them in the annex.

24 I'm going to take you to the annex starting at
25 page 802.

26

1 Over the page, in paragraph 4, there is a section on
2 bus safety. And there are two suggestions, one is to
3 monitor bus captains' driving behaviour more closely.
4 Second, to improve safety facilities on buses, such as
5 by installation of additional horizontal bars and
6 stronger materials to build the bus body.

7 It appears both suggestions are not reflected in the
8 franchise agreement clauses that we have just seen.

9 MR JULIAN KWONG: Chairman, I think this clause number 4,
10 yes, I did read it at that time, and I would consider
11 the two points very vague, which certainly did not
12 reflect our concern, which I would consider to be more
13 sophisticated. Thank you.

14 MS MAGGIE WONG: I think we have finished the KMB. And if
15 I may just go back a little bit to the Citybus, for
16 franchise 1 and franchise 2.

17 I think you have made submissions on Citybus for
18 franchise 1 only. Because in the document you provided
19 us I can only locate one submission in relation to
20 Citybus on 16 September 2014. Is that correct?

21 That's in the MISC-2- bundle, at page 775.

22 MR JULIAN KWONG: Chairman. Yes. This was a submission
23 made in 2014. So this was the first time we tried to
24 make suggestions to government, taking the opportunity
25 for the renewal of franchise of bus companies.

26

1 MS MAGGIE WONG: If I may --

2 CHAIRMAN: Give me a moment, please, while I locate the
3 document.

4 MS MAGGIE WONG: Page 775.

5 CHAIRMAN: Yes.

6 MS MAGGIE WONG: This submission is in response to the
7 public consultation paper by the government. And if we
8 look at this document, at the second paragraph:

9 "The consultation document by government states that
10 'the government's key consideration in granting or
11 extending a bus franchise is whether a grantee is
12 capable of providing a proper and efficient bus
13 service'. We are concerned that other important values,
14 notably road safety, quality of service, environmental
15 friendliness and social responsibility, are not
16 mentioned."

17 So you are responding first to the consultation
18 document by the government, and second, you raise
19 concern that the road safety and other issues are not
20 clearly expressed in the consultation document such that
21 you are not sure whether they gave sufficient importance
22 to this issues; correct?

23 MR JULIAN KWONG: Yes, Chairman, that is the case. Because
24 we interpreted the text in the government document as it
25 was. So it didn't give any reference to safety. So we

26

1 have to raise it. But of course they can explain it.
2 If they indeed consider that the word "proper" already
3 covers safety, and they can explain that, I mean we will
4 be happy to accept that. Thank you.

5 MS MAGGIE WONG: And on that page, paragraph 5, you
6 mentioned that:

7 "It is understandable that bus companies do not have
8 sufficient incentives for many important initiatives.
9 As stated in clause 17, this could be due to high
10 operating costs and competitions. Yet it will not be
11 acceptable to tolerate certain problems, in particular
12 safety issues. In this respect government should not
13 preclude providing more incentives through subsidies and
14 partnership programmes."

15 I wanted to explore this paragraph with you. You
16 made specific reference to safety issues that bus
17 companies appear to lack sufficient incentives. And you
18 suggest providing more incentive through subsidy and
19 partnership programme.

20 So what suggestions are you making? What exactly
21 are you suggesting here?

22 MR JULIAN KWONG: Chairman, in this clause I pointed out
23 that safety is of paramount importance. It should not
24 be sacrificed for reasons of, say, financial reasons,
25 and I could see that the bus companies have been running
26

1 on a commercial basis, and they do not receive any
2 financial subsidies, except for the elderly concession
3 fare scheme in recent years. That is just an idea
4 which -- and as I said, government should not preclude.
5 I have not come to the point that government should, or
6 what types of subsidies they should provide, but in
7 general I'm looking into financial subsidies. But, of
8 course, that means we are suggesting that this issue
9 should be explored. But we have not studied this in
10 more details. Thank you.

11 CHAIRMAN: What kind of incentives did you have in mind
12 related to safety issues?

13 MR JULIAN KWONG: Chairman, I think there are many
14 possibilities. For example, to understand what safety
15 measures and what safety strategies we should introduce,
16 we need to have quality data, and studies conducted. As
17 I explained yesterday, we need to study these in
18 details: historic crashes, injury mechanisms. And then
19 also to work with the bus manufacturers, to tell them
20 what kind of safety problems we are having.

21 Bus manufacturers have been producing buses
22 according to standards. For example the European
23 standards, the UN standards. They may not know what
24 problems we are facing in Hong Kong.

25 So in order to change the design of a bus, we need
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1 research, the buses can cost more and so this would be
2 areas, for example, where the government can perhaps
3 help to finance, even for a certain -- may not be full
4 subsidy, maybe in partnership, so government finance
5 part of it, maybe the bus company also shared it. Thank
6 you.

7 CHAIRMAN: But for what kind of safety provision?

8 MR JULIAN KWONG: Chairman, okay, for research into, say,
9 the problem of the bus front, as I mentioned.

10 The bus front at the moment does satisfy European
11 standards, or the UN standards, or there is no standard.
12 But as I pointed out, there are safety issues.

13 So if we want to initiate a programme to redesign
14 the bus front in cooperation with the bus manufacturers,
15 then who would bear the cost? Because the bus would
16 cost more, would be more expensive, and to do the
17 research, it also would incur the cost. So that would
18 be an example.

19 CHAIRMAN: The buses in Hong Kong are all made, are they
20 not, by European manufacturers?

21 MR JULIAN KWONG: Chairman, yes. To my --

22 CHAIRMAN: Franchised buses.

23 MR JULIAN KWONG: To my understanding, yes. There are
24 probably two dominant manufacturers, European, but based
25 in the United Kingdom.

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1 CHAIRMAN: Alexander Dennis, MAN, and Volvo; are those bus
2 manufacturers?

3 MR JULIAN KWONG: Chairman, to my understanding, that is
4 true.

5 CHAIRMAN: And the buses are designed to EU standards.

6 MR JULIAN KWONG: Chairman, to my understanding, yes, and
7 also the UNECE, United Nations.

8 CHAIRMAN: Is there any other safety incentive that you
9 suggest consideration ought to be given to government
10 subsidising?

11 MR JULIAN KWONG: Chairman, for example concerning bus
12 stops, as I mentioned, okay, bus stop -- at the moment
13 they are subsidised by the bus companies, of course with
14 revenues coming from the advertisement. And other
15 changes to the bus interiors, et cetera. I cannot think
16 about any more, but there should be many more which
17 I think would be necessary. The ultimate idea is that
18 we do not want the bus companies to be under
19 unreasonable financial pressure because we want them to
20 be able to make a profit, and to be happy, so that is
21 the idea.

22 But I cannot provide more information at this stage.

23 CHAIRMAN: Well, perhaps there is one area you could help us
24 with. The representatives of Citybus spoke about the
25 proposals, considerations that seat belts be fitted for
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1 everybody. Their observation was, "Nobody will use
2 them. If you are going to require us to install them,
3 then government should subsidise them." Do you have
4 anything to say about that?

5 MR JULIAN KWONG: Chairman, without going into details of
6 this issue, I have read about the response from Citybus,
7 I mentioned yesterday that we need to look at every
8 safety provision in a scientific way, whether the
9 measure does address the important safety issues we are
10 facing, and seat belt certainly is an issue.

11 It is not incorrect what Citybus said, that
12 passengers may not use them. If passengers do not use
13 them it is not very satisfactory.

14 There are other measures we have discussed
15 yesterday, such as the electronic stability control, and
16 there are many other measures. However, every measure,
17 if they are applied to every bus, it will cost. We need
18 to select those measures which can help us to reduce the
19 safety problem, especially those causing serious
20 injuries and fatalities.

21 So the safety belt is certainly a possibility. But
22 I have not studied the real financial implication. So
23 I cannot comment on whether we are looking to devoting
24 all the resources to seat belts. I would say that we
25 should look at all the measures as a whole, and we need
26

1 to carefully compare the different measures as regards
2 the merits and the drawbacks, and ultimately the
3 effectiveness. Thank you.

4 MS MAGGIE WONG: Thank you. And in this paper on page 775
5 at the bottom, with the heading "Road Safety is of
6 Paramount Importance", you made reference to certain
7 statistics of Citybus at clause 6(c), and you made this
8 observation that the government:

9 "... appears to quickly attempt to justify the
10 figures by stating that 'This is mainly because most
11 routes ... by Citybus ... are plying relatively [busy]
12 road sections in the urban area. It is thus more
13 [likely] for accidents to happen. Notwithstanding, most
14 of the accidents are mild in nature. They involved, for
15 example, injuries arising from passengers losing balance
16 inside the bus compartment or on the stairway, rather
17 than collision with other vehicles'."

18 And you state:

19 "We do not concur with this paragraph given the
20 paramount importance of bus safety. In fact, the
21 consultation document has not included breakdowns,
22 analysis and trends of accidents involving the bus
23 companies to substantiate the statement. We consider it
24 necessary for the document to first provide figures on
25 the number of buses involved in fatal and serious
26

1 accidents, pedestrian accidents, multi-casualty
2 accidents etc. Thereafter, risk factors should be
3 discussed and feasible solutions ... and safety
4 improvements under the new franchise."

5 So you expressed here that again what you have
6 expressed similarly in the KMB, that you shouldn't look
7 at one single parameter, but instead the consultation
8 paper should provide more information on how the figures
9 or the accident rates were arrived at; is that the point
10 you were driving at?

11 MR JULIAN KWONG: Chairman, yes. This is exactly the point.
12 Because from the consultation document, it is obvious
13 that it is far too simple. In my way of working, we
14 need to look at historic accidents, and to learn from
15 them. We also need to look at risk. Sometimes, for
16 major risk, for example the bus falling off a cliff,
17 these kinds of accidents do not happen all the time, but
18 if it does happen, then the result can be catastrophic.
19 So both historic accidents and risk we need to look at.
20 But obviously the consultation document is far below my
21 expectation. Thank you.

22 MS MAGGIE WONG: In fact, you made a suggestion at page 776,
23 the recommendation section.

24 You stated there:

25 "We recommend that past accident data and potential
26

1 safety risks of bus operation are further verified and
2 studied in detail, with a view of identifying
3 opportunities for improvements under the new
4 franchises."

5 And you stated at the end:

6 "Consideration should be given to rewarding the bus
7 companies for achieving pre-defined goals, such as
8 reduction of certain accident types by 20 per cent per
9 year."

10 And can I invite you to elaborate on this rewarding
11 scheme that you are advocating?

12 MR JULIAN KWONG: Chairman, I think we discussed this point
13 yesterday. It is a crude recommendation, but the whole
14 idea is that we do not always talk about penalties, we
15 also need to motivate and encourage bus companies and
16 drivers to work together to achieve better safety.

17 As regards, for example, the reduction of certain
18 accident types by certain percentage, I think this is
19 also in line with the ISO 39001 philosophy I quoted
20 yesterday, that we are looking to sustainable
21 improvements of bus safety. In many of the discussions
22 that I followed, it seems that the society, or
23 government appears to be happy so long as the bus
24 accident rates remain stable. For me that is not
25 adequate. We want to look at sustainable improvements,
26

1 especially in line with the safe system, and also the
2 current trend globally from UN, from WHO, that we are
3 targeting at no serious injuries or fatalities, rather
4 than having the figure stable, and we are satisfied.

5 MS MAGGIE WONG: If I may summarise what you have stated in
6 this paper, at pages 777 and 778, you made similar
7 suggestions as you have in the KMB submissions in terms
8 of the bus safety standard, the bus safety bus fleets
9 and also the bus stop, as well as the ISO 39001
10 standard. Can you confirm that?

11 First is page 777 at the top, recommendation on the
12 ISO 39001 standard.

13 In terms of bus safety, in the middle, you made
14 similar recommendation about comprehensive standard and
15 driver monitoring system using modern technologies,
16 including in-vehicle GPS and black boxes to be
17 incorporated into franchise agreements.

18 And also page 778, the bus fleet bus safety
19 suggestions which are similar to what we have seen in
20 the KMB.

21 MR JULIAN KWONG: So Chairman, does the counsel want me to
22 confirm these recommendations?

23 MS MAGGIE WONG: Yes.

24 MR JULIAN KWONG: Okay, Chairman, yes. These
25 recommendations remain valid. As for the ISO 39001, as
26

1 I mentioned yesterday, it is relatively new. For me
2 that is certainly something to explore. My standpoint
3 is always that we cannot impose something, and insist
4 that something must be the right way to go. I would
5 suggest that relevant parties, including government and
6 bus companies explore this possibility, and whether this
7 ISO would acceptable to them, whether they can implement
8 them, or whether they would suggest equivalent standards
9 which are in line with the same principles.

10 Where I see the value of this ISO is that it is set
11 in a way that we give prominent attention to road safety
12 management system involving the very high level, we look
13 at sustainable improvements towards zero serious
14 injuries and fatalities. It advocates plan, do, check,
15 act cycle in line with other ISO standards.

16 But I understand there are many certification
17 systems which companies nowadays have to follow, and
18 sometimes I can understand some enterprises would
19 consider that having a lot of certification, they to
20 devote a lot of manpower, and ultimately we recommended
21 this standard because we want to see a good result in
22 terms of road safety.

23 We are not trying to advocate something which
24 increases the workload, and perhaps it perhaps doesn't
25 have an evident effect.

26

1 To conclude, I think these are all recommendations,
2 but whether in the end that is practical, then I would
3 invite the authorities and the bus companies to look at
4 every recommendation in detail. Thank you.

5 MS MAGGIE WONG: We have seen this response to the public
6 consultation. I'm going to take you to the SEC-2
7 bundle.

8 CHAIRMAN: Before you do that, may I just ask you to revisit
9 what is at page 776, your recommendation about
10 considering rewarding bus companies for achieving
11 pre-defined goals.

12 You went on to say that, understandably, there ought
13 to be incentives for bus drivers, as well as bus
14 companies.

15 MR JULIAN KWONG: Yes.

16 CHAIRMAN: We have received evidence that KMB and Citybus
17 reached an agreement with the trade unions with this
18 result, that as of 1 March, the bonuses that they
19 allowed for, amongst other purposes, safety
20 achievements, were amalgamated with what was called
21 basic salary. So the bonuses became the salary.

22 If it be the case that that means that drivers no
23 longer have a safety bonus incentive, what, if any,
24 comment do you have to make about that?

25 MR JULIAN KWONG: Chairman, I am not in a position to
26

1 comment on this.

2 In any case, whether this is an explicit bonus, or
3 whether that is a penalty, after all, we want to see
4 drivers voluntarily and happily seeing that it is their
5 responsibility to drive in a safe way, and also
6 according to the safety criteria we are advocating.
7 That is a more complicated question as regard to the
8 exact mechanism of how to reward them -- I can only say
9 that that needs some study into whether we do achieve
10 the results or not.

11 CHAIRMAN: As I understand what you were saying, is it is
12 worth looking at incentivising bus companies but also
13 incentivising drivers. If that has been removed, the
14 bonus side of it has gone, is that a good or a bad
15 thing? That's a simple enough question, isn't it?

16 MR JULIAN KWONG: Okay, Chairman. This is the first time
17 I learned about this. Let me have a think.

18 CHAIRMAN: Well, let me suggest that we take the morning
19 break now, and you can come back to us in 20 minutes.

20 Is it a good or bad thing, to remove from drivers
21 the incentive of a bonus for driving safely.

22 20 minutes.

23 MR JULIAN KWONG: Thank you, Chairman.

24 (11.29 am)

25 (A short break)

26

1 (11.49 am)

2 CHAIRMAN: So, Mr Kwong, is it a good or a bad idea to
3 incentivise bus drivers?

4 MR JULIAN KWONG: Chairman, first of all I would like to say
5 this is a good idea.

6 Secondly, I would like to point out that the reward
7 will also need to be in other form, for example the
8 status of bus drivers, and we certainly need to increase
9 the status of bus drivers, because they are doing a very
10 good job of providing service for our population, and
11 day by day and year by year.

12 The last point I would like to make is that any
13 rewarding scheme will need to be carefully worked out.
14 For example, if we just reward drivers for having no
15 accidents, say for the past month or past year, then is
16 it the best way? Having no accidents could be due to
17 luck, or having an accident may not be due to his fault,
18 it may be due to somebody's fault.

19 So whether the reward should be based on, say,
20 driving most of the time, conforming to the company's --
21 to the safety criteria we have been advocating, that
22 would be a possible direction. Thank you.

23 CHAIRMAN: Ms Wong, do we have access to the material
24 relating to, is it GreenRoad?

25 MS MAGGIE WONG: Yes, we can pull that up on screen. Thank
26

1 you.

2 Mr Kwong, this is an article from the Straits Times
3 that we extracted. And we can see, first of all, the
4 title is "Tracker helps bus drivers to better their
5 performance". I think it is a Singapore system, and if
6 we roll it down, it is:

7 "The Tower Transit bus driver ... showing how his
8 driving performance can be tracked and collated on
9 a mobile phone app, which he can then review.
10 A colour-coded panel in the bus will flash red, amber or
11 green, according the driver's driving patterns."

12 So that's what we have discussed yesterday about
13 a system where you can use a driver's app or driving
14 habit to monitor the driving habit of a particular
15 driver.

16 This is also based on the data extracted from the
17 black box to analyse the data.

18 If we look at the article itself:

19 "The ... Anglo-Australian operator Tower Transit was
20 prone to jerky stops and seat-sliding cornering. His
21 safety demerit score on the company's GreenRoad
22 vehicle-tracking system was 165 last October -- more
23 than eight times above the recommended 20."

24 And the system helps drivers -- not only for the
25 company to monitor the driver's behaviour, but also

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1 informs the driver as to how they behave by looking
2 at -- each of them have their own mobile device.

3 So what do you say to this system?

4 MR JULIAN KWONG: Chairman, I think this system would be
5 a good reference, but exactly how we do it, then of
6 course that needs further examination. But I think the
7 whole idea is that we -- the system is trying to
8 encourage drivers, and also to make them feel that they
9 are good professionals, and then if they have been
10 driving in a safe way, then they would be very well
11 respected professionals.

12 I think I have no -- well, I am positive about it,
13 but just that we should explore this in more details.

14 Thank you.

15 MS MAGGIE WONG: Just for the record, we can see in the
16 middle paragraph it started with the Tower Transit:

17 "Tower Transit said the GreenRoad telematics system
18 had made the drivers smoother and safer on the road.
19 Between last July and May this year ..."

20 Actually they have carried on this service for about
21 a year:

22 " ... the system -- which tracks how a vehicle is
23 driven in real time via GPS and sensors -- has
24 significantly improved safety scores."

25 So it is not simply a one-off incident, they have
26

1 been doing this constantly, so that when I showed you
2 the article I thought I should let you know about this.

3 The company has 750 drivers, for the record.

4 And may I go back to your submission on Citybus, at
5 MISC-2, page 779.

6 We have been through this, but I just wanted to
7 alert you to what you have submitted earlier on. It is
8 the passenger information. And one of the things you
9 suggested in Citybus in that paragraph, "Passengers
10 Information", is that most passengers would be content
11 if they know the timetable of their buses.

12 And jump to the next paragraph:

13 "Notwithstanding the above progress, bus passenger
14 information ... is not consistently provided."

15 Then you asked that there be more commitment to
16 develop a modern integrated system:

17 "The lack of a modern real-time information system,
18 at least for more major bus facilities, is far below the
19 expectation for Hong Kong as an international city."

20 And you recommended that:

21 "Government negotiates with the franchisee
22 a programme to initiate pilot projects and to develop
23 a modern bus passenger information system."

24 So actually, the real-time bus information is part
25 of the thing that you are advocating in relation to the

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1 Citybus, which at that time has not been fully
2 implemented.

3 And if we may look at your submission on what is the
4 government's attitude towards the public views. And if
5 I may take you to SEC-2 bundle, page 655.

6 It is a paper, public consultation paper on
7 requirements of new franchises.

8 This paper was issued in December 2014, setting out
9 the outcome of the public consultation on requirements
10 of new franchises, in relation to Citybus franchise 1.

11 And at the bottom, paragraph 3, we see the public
12 consultation was between 25 June and 16 September 2014.
13 And the Transport Department invited views from the 18
14 district councils, the traffic and transport committees
15 of the 18 district councils. Five district councils
16 commented at their meetings. And over the page at
17 paragraphs 4:

18 "A total of 47 submissions were received during
19 public consultation. 18 of them were from political
20 parties ... remaining 29 ... were from individuals."

21 They commented on three topics: service quality,
22 fare concessions and government regulation.

23 And paragraph 5, the annex set out the major
24 comments.

25 If we go to 657. Paragraph 3, it made suggestion on
26

1 bus safety. And one of the suggestions is:

2 "to introduce monitoring mechanism to strengthen
3 monitoring on the driving attitude of bus captains ...
4 ... to improve on-board safety facilities ...
5 ... to improve the management on ... safety
6 equipment."

7 That's the major view expressed from the public
8 consultation.

9 If we go to the minutes of the meeting, that is in
10 SEC-2-bundle at page 93 -- sorry, before I go to that,
11 there is another LegCo paper. It is at page 700.

12 This is also a paper on the background brief.
13 Summarising the major views and concerns. And if I may
14 just take you to paragraph 16, page 703. The heading is
15 called:

16 "Driving safety of buses of NLB".

17 That is in reply in paragraph 15:

18 "In reply to a question raised by a member at the
19 council meeting of 29 April 2015 regarding the driving
20 safety of buses of NLB [that's the New Lantao Bus]
21 subsequent to an accident happened in early
22 April 2015 ..."

23 And if you see at the bottom of the footnote this is
24 an accident where the NLB bus nearly fell off the hill
25 on its way from Tung Chung to Tai O. It was suspected
26

1 that there was a failure of the braking system.

2 " ... the Secretary for Transport and Housing ...
3 said that all newly-recruited bus captains ... would
4 receive training for three to five days ... and
5 familiarise themselves with the bus ... routes ..."

6 And if we go to the next paragraph, it is the
7 Secretary for Transport and Housing stating that:

8 " ... NLB had installed an electronic tachograph
9 (commonly known as 'black box') on its whole fleet to
10 record the operational data of vehicles to help monitor
11 the bus captains' behaviour and investigate accidents."

12 So this paper is also touching on this black box
13 requirement, as you can see from the Secretary for
14 Transport and Housing's response.

15 And if we now go to the minutes of meeting on
16 17 July 2015, that's at page 937 of the SEC-2-bundle.

17 That's a minutes of meeting on 17 July. If we go to
18 page 943, if you read from paragraphs 11 to 16, the
19 focus is on the provision of service of real-time bus
20 arrival information, and not so much on the bus safety
21 or other issues explored in the public views.

22 Can you see that? If you take your time to read
23 that.

24 MR JULIAN KWONG: Okay.

25 MS MAGGIE WONG: Can you confirm that it is all about the
26

1 real-time provision of service of the real-time
2 information to the passenger, and not on the topic about
3 monitoring of drivers' behaviour as reflected in the
4 public views.

5 MR JULIAN KWONG: Yes, Chairman, I have been reading it on
6 the screen.

7 MS MAGGIE WONG: Have you finished reading?

8 MR JULIAN KWONG: Yes, Chairman.

9 MS MAGGIE WONG: Can you confirm the statement that I made,
10 that it is all about provision of real-time information,
11 nothing about the bus safety monitoring of drivers'
12 behaviour, in that regard?

13 MR JULIAN KWONG: Chairman, yes, from what I have been
14 reading, this text is mostly related to the real-time
15 information system.

16 MS MAGGIE WONG: Yes.

17 CHAIRMAN: That's nothing to do with monitoring driver
18 behaviour, is it?

19 MR JULIAN KWONG: Chairman, no. I cannot see any.

20 MS MAGGIE WONG: Finally, if we go to the LegCo brief
21 setting out the terms and conditions of the new
22 franchise for Citybus, it is in TD-3 bundle, page 570.

23 This is a LegCo brief setting out the new franchise
24 conditions of the Citybus and New Lantao Bus, and if we
25 go to page 572 --

26

1 CHAIRMAN: What is the date of this document?

2 MS MAGGIE WONG: The date is 22 September 2015.

3 CHAIRMAN: Thank you.

4 MS MAGGIE WONG: And if we go to page 572, paragraph 5, it
5 makes reference, first, to Citybus, the service
6 performance, and over the page, NLB. And then at page
7 574, the public opinion on bus service.

8 Down at paragraph 8 it sets out the new franchise
9 conditions and commitments. Page 574, paragraph 8.

10 First, we see "Incorporating Franchise Conditions
11 and Commitments of the Most Recently Granted
12 Franchises".

13 And at the bottom:

14 "The government has secured the agreement of
15 Citybus ... and NLB to accept fully the franchise
16 conditions and service/facility commitments in the most
17 recently granted franchises ..."

18 And in the section or paragraph 9 it sets out the
19 new franchise conditions and commitments.

20 And it boils down to three. First, provision of
21 real-time bus arrival information; second, fare
22 concessions; and third, enhancement of regulation on bus
23 service.

24 Paragraph 10 deals with the provision of real-time
25 bus arrival information, but there is nothing there
26

1 about bus safety issues.

2 If you take your time to read that.

3 MR JULIAN KWONG: Yes, Chairman, I cannot see anything
4 referring to safety here.

5 MS MAGGIE WONG: The third condition is the enhancement of
6 regulation of bus services at paragraph 15, page 577.
7 Again, there is nothing there about bus safety issues,
8 or monitoring of driving behaviour.

9 MR JULIAN KWONG: Chairman, yes, that's true.

10 MS MAGGIE WONG: Mr Kwong, if I may refer lastly, this is
11 the last topic I'm going to take you to, to your
12 document on 12 December 2014. That's in the MISC-2
13 bundle, page 780.

14 This is a letter that you wrote to the Secretary for
15 Transport And Housing commenting on the scope of the
16 public transport strategy study. Page 780, at the
17 bottom.

18 You stated there, first of all, about the safety
19 performance and risk of public transport based on
20 published accident statistics.

21 And at the bottom you mentioned that:

22 "... the PTSS [that's the Public Transport Strategy
23 Study] should examine all opportunities afresh to
24 improve safety and quality of service."

25 You quoted some examples, and one of them is:

26

1 "Black box and GPS driver monitoring system ..."

2 You stated that there should be:

3 " ... systematic monitoring of driving parameters
4 such as speed, acceleration, braking etc to reduce the
5 risk of all types of accidents. Such system would be
6 operated in conjunction with new protocols eg speed
7 restriction on high risk road sections and urban
8 streets, gentler acceleration/deceleration values etc."

9 You were advocating there amongst other suggestions
10 about improvement on the black box and GPS driving
11 monitoring system?

12 MR JULIAN KWONG: Yes, Chairman. That is basically
13 consistent with what we have been recommending in many
14 of the papers we have been submitting to government or
15 LegCo.

16 MS MAGGIE WONG: Thank you.

17 Chairman, I have completed my questioning. Unless
18 I can assist further.

19 CHAIRMAN: Yes, there is one matter.

20 We have a letter, do we not, that Citybus put in, in
21 which they were asked to confirm their commitment in
22 relation to this franchise. Can you bring that up on
23 the screen?

24 MS MAGGIE WONG: Yes.

25 I believe that's CTB-3 bundle.

26

1 CHAIRMAN: Thank you.

2 MS MAGGIE WONG: Page 582 to 585.

3 CHAIRMAN: Yes, that's what I had in mind.

4 MS MAGGIE WONG: If you see this, this is a letter from the
5 Transport Department to Citybus concerning its
6 commitment to provide real-time bus information. If you
7 take your time to read this document, from page 582 to
8 583.

9 MR JULIAN KWONG: Yes.

10 Yes.

11 MS MAGGIE WONG: So this letter made no reference whatsoever
12 to the monitoring of drivers' attitude or the
13 improvement on the black box requirement, or the GPS
14 driving monitoring as you proposed eight months ago,
15 more than eight months ago.

16 MR JULIAN KWONG: Chairman, I would like to note that, for
17 example, in clause (b)(1) the term "safety enhancement
18 features for new buses", that may be relevant.

19 CHAIRMAN: Sorry, clause what?

20 MR JULIAN KWONG: (b)(1), it is the top paragraph you are
21 reading on the screen.

22 CHAIRMAN: Clause 7?

23 MR JULIAN KWONG: Clause 7 of the new franchise. The point
24 number (1), that has the words "safety enhancement
25 features". So ...

26

1 CHAIRMAN: Set out in annex 2. Do we have annex 2?

2 MS MAGGIE WONG: I believe that's the document we earlier --
3 it is not in this bundle, or we have not been provided,
4 but if we cross-reference to the earlier document, in
5 TD-3. Page 614. TD-3, page 614. That's clause 7,
6 provision of the facilities.

7 CHAIRMAN: Don't we have annex 3?

8 MS MAGGIE WONG: Not in this bundle, we have not been
9 provided with annex 2 or annex 3. It is just the
10 letter, and also page 586, the undertaking letter by
11 Citybus.

12 But if we can cross-reference this clause with the
13 TD bundle, we can find the relevant clause.

14 If we cross-reference to TD-3 bundle at 614.

15 CHAIRMAN: Yes.

16 MS MAGGIE WONG: And also 652, together.

17 Clause 7 is the provision of the facility.

18 Page 652, under clause 7, it sets out:

19 "The new sub-clause (1) empowers the Commissioner to
20 require the grantee to acquire, provide, adopt, maintain
21 or modify facilities, installation, fixtures ... on its
22 buses to enhance safety ... including provision of
23 barrier free facilities for the elderly and persons with
24 disability."

25 So based on what we see, Mr Kwong, it has nothing to
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1 do with the driving monitoring behaviour.

2 MR JULIAN KWONG: Chairman, I would like to say, these
3 clauses are not precise enough. As far as our comments
4 were made, so it is not something exactly coinciding
5 with our expectations. Although we understand that
6 normally in such a public consultation there are many
7 submissions, and ours is only one of those. Thank you.

8 MS MAGGIE WONG: That complete --

9 CHAIRMAN: Do we not have a similar letter from KMB where
10 one has to see what was the commitment that isn't
11 articulated in the franchise agreement, one has to look
12 at the letter that is not a public document that passes
13 between the bus company and the Transport Department?

14 Yes, it is on the screen now. This is what I had in
15 mind. Can we scroll down to "Enhanced safety features".
16 It is item (iii).

17 Is that at KMB volume 9?

18 MS MAGGIE WONG: Yes, that's the extract of the Transport
19 Department's letter to KMB dated 10 March 2017.

20 Now, in relation to this, we can see that the KMB
21 stated that under the enhanced safety features it
22 simply -- at the bottom, (iii), electronic data
23 processing device, and also the speed limiter, amongst
24 other things.

25 So, in effect, electronic data processing device is
26

1 a black box. But apart from stating there the
2 installation of this device, there is nothing specific
3 about what information should be contained in this
4 device, to monitor the driver's behaviour?

5 MR JULIAN KWONG: Chairman, yes. These features quoted in
6 the document, of course I appreciate them, they may be
7 very relevant, and --

8 CHAIRMAN: They could be anything, couldn't they? Because
9 we are not told what the enhanced feature is?

10 MR JULIAN KWONG: Chairman, yes. Everything can affect bus
11 safety, but some are more important than the others, and
12 I think this probably has not addressed some of our more
13 major concerns.

14 CHAIRMAN: You were asking that there be real-time,
15 automated monitoring of driving behaviour. And all we
16 are told here is that an enhanced safety feature which
17 this company has committed to is in respect of
18 electronic data processing device, but utterly bereft of
19 any stipulation whatsoever.

20 MR JULIAN KWONG: Chairman, that is true. That is lacking
21 the reference for a monitoring system in conjunction
22 with the development of safety criteria for bus driving.
23 Thank you.

24 MS MAGGIE WONG: Thank you.

25 CHAIRMAN: You have concluded your questions?

26

1 MS MAGGIE WONG: I have concluded my questions.

2 QUESTIONS FROM THE COMMITTEE

3 MEMBER AUYEUNG: Thank you, Mr Kwong, for coming yesterday
4 and today to give us a lot of opinions.

5 I have do have two questions to seek your insight
6 further.

7 The first one is regarding the Hong Kong different
8 types of roads. As you can imagine, driving in New
9 Territories is very different driving from driving on
10 Kowloon side, or even the Hong Kong Island side. My
11 question to you is, do you support further regulation or
12 more clear-cut criteria to determine the type of buses
13 to be driven on different types of road condition?

14 MR JULIAN KWONG: Thank you, Mr Auyeung. Certainly,
15 different roads will have different safety implications
16 on bus driving. And I believe at this moment already
17 there have been some considerations on which types of
18 buses, the size, and also sometimes the features to be
19 incorporated into these buses for using a particular
20 road.

21 For example, as I understand, new buses using roads
22 on Hong Kong Island, with the risk of having tree trunks
23 causing damage or injuries, now they have metal bars,
24 like a tree guard. On expressway, only on certain
25 roads, an expressway, is it permitted to use the larger
26

1 size of the buses which can carry 148 passengers.

2 However, I think your question is showing a good
3 direction, that perhaps we should look closer into this
4 issue. Not only that we are looking to the type of
5 buses in terms of size, capacity, and especially the
6 length, we also need to look at it far closer. For
7 example, I mentioned that rear-front collision is one of
8 our major concerns, especially on high-speed road,
9 because the upper deck front seat passengers cannot be
10 protected by the seat belt alone if the bus collides
11 with a container vehicle, for example.

12 So it seems that there needs to be much more
13 elaborate thoughts on what types of buses should be
14 allowed for certain routes, which is tied up with the
15 risks we identified, both the theoretical risks and also
16 the historic happenings.

17 Do I answer your question adequately?

18 MEMBER AUYEUNG: Yes, following similar thought, Mr Kwong,
19 my second question is regarding comments you made
20 earlier, that on narrow and hilly roads in Hong Kong,
21 your recommendation was to reduce the driving speed, and
22 also create more safety barrier. Would installing
23 cameras produce similar results, in your thinking?

24 MR JULIAN KWONG: Do you mean cameras --

25 MEMBER AUYEUNG: To sort of deter drivers from
26

1 over-speeding, or even catching people for driving over
2 the speed limit?

3 MR JULIAN KWONG: Theoretically, that is a possibility.

4 I mean we are actually looking to a very simple
5 objective. We want bus drivers to be particularly
6 careful when they are passing through these critical
7 sections of the road, because we cannot afford any bus,
8 say, from falling off the cliff. To that aim, I think
9 a camera can be a suitable measure, but bearing in mind
10 that with current technologies, we can do it in a more
11 efficient way.

12 So I think that would be my answer.

13 MEMBER AUYEUNG: Thank you.

14 Thank you, Chairman.

15 MEMBER LO: Thank you. We learned a lot from you in these
16 two days. You covered a lot of ground: bus design, road
17 design, management and monitoring systems, and many
18 deserve further investigation.

19 I'm just wondering in your mind, can you identify
20 one or two items which is a low hanging fruit, if you
21 will, that the evidence is clear, and which is also
22 appropriate for Hong Kong. So what are these one or two
23 things, that are very clear we should do it ASAP?

24 MR JULIAN KWONG: Thank you, Professor. There are a number
25 of areas which I have expressed I think clearly in all
26

1 these documents.

2 The most imminent danger, as I see, would be the
3 critical sections: some sections say along Peak Road, to
4 give you an example. A cliff of 20 to 30 metres high,
5 and we have so many buses going to The Peak nowadays,
6 and also coaches, school buses, minibuses.

7 I mentioned yesterday that certainly we need to have
8 a safety barrier. But we also understand that many of
9 these roads are historic roads, and there needs to be
10 funding, adequate investment. The immediate measures
11 would be to raise the awareness of drivers and to set up
12 the controls we mentioned.

13 The second issue I would like to point out, as I did
14 already, is to reduce the risk of rear-front collisions
15 on highways.

16 That can also be done immediately, by raising the
17 awareness of drivers. And especially to identify those
18 drivers who have a habit to follow the vehicle in front
19 too closely, especially if their bus route is on
20 a high-speed road, including expressway or other rural
21 roads.

22 And I think that can help to reduce the risk.
23 Because we know that these would be the accidents
24 usually resulting in multiple casualties.

25 Other measures, other type of accidents, let me have
26

1 a quick look.

2 CHAIRMAN: Take your time.

3 MR JULIAN KWONG: Yes. Okay.

4 Can I refer to my submission which is in bundle
5 MISC-2. It is actually my submission report on bus
6 safety, page 784, because this would remind me of the
7 accidents I am trying to refer to.

8 Okay, the first one, passenger losing balance, is
9 most frequent.

10 Raising the awareness of drivers, that could be
11 implemented fairly quickly, I would suppose. We cannot
12 reduce all the risk, but at least we can reduce it
13 reasonably.

14 The second one, collision with pedestrians.

15 So again, we have talked about regulating the speed
16 of buses in urban areas, particularly targeting drivers
17 who are habitually going at grossly inappropriate speed.

18 The last one, I think the Committee would be
19 particularly interested is, in rollover. I would like
20 to point out that there are many scenarios of rollovers.
21 And I would like to draw your attention, in the same
22 document but to page 796. So these are all rollovers.

23 Rollovers can be due to a number of causes: driving
24 the bus too fast around a bend is only one of the
25 causes. Another cause, of course, is dropping off

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1 a cliff, that is clear enough. But there is another
2 situation that a bus rises up the sloping end terminal
3 of a safety barrier, and that already accounted for
4 a number of bus rollover accidents in the past.

5 According to this table, the accident happening on
6 14 January 2017, the Citybus rolled over on Lei Yue Mun
7 Road at Lam Tin, the casualty, yes, it's correct, one
8 fatal and 19 casualties, and the bus actually was
9 launched by the sloping end of the safety barrier.

10 You can see that there is another situation, similar
11 accident, in 2003, 17 October. On West Kowloon Highway.
12 Again, that is related to the sloping end terminal.

13 And again, you can see on 12 June 2015, yes, this
14 one again launched by the end terminal of the safety
15 barrier, but there was no passenger, nobody injured, and
16 few people realised this.

17 So end terminals, we need to look at this issue.
18 And especially on a highway. Because sometimes a bus
19 driver driving too close to the roadside, and
20 accidentally the bus went up these terminals, and it can
21 lead to rollover. So this is another issue which we
22 need to pay attention to fairly quickly. Thank you.

23 CHAIRMAN: Mr Kwong, if there are any other final matters
24 that you want to address, please do so now, otherwise we
25 will thank you for your evidence.

26

1 MR JULIAN KWONG: Thank you, Chairman.

2 Actually, in the past two days I think what I need
3 to express has been expressed.

4 I would just like to clarify some of my opinions in
5 order that the concept and the idea is clear.

6 The first one relates to what I mean by highway, and
7 what I mean by the urban road network.

8 Also in terms of Chinese, highway is (Chinese
9 spoken), and urban street network, I would call it
10 (Chinese spoken). We talk about having lower speed
11 limit, and mostly we have been talking about the urban
12 street network, or urban road networks, because we are
13 talking about 30 kilometre per hour or 40 kilometre per
14 hour speed limit.

15 I want to make it clear that yesterday I did not
16 imply that highways should be subjected to such speed
17 limit normally. Highways are roads linking urban areas,
18 so usually there is a higher expectation.

19 The second point I would like to raise is that speed
20 limits have to be reasonable and be consistent with what
21 drivers expect, and what they perceive the environment.

22 So it is a very sensitive issue. And I do not wish
23 to give the impression that whenever we find a problem
24 then immediately we turn down the speed limit to a value
25 which may become not quite reasonable.

26

1 CHAIRMAN: Perhaps in that context you might like to explain
2 the 85th percentile approach to a speed limit.

3 MR JULIAN KWONG: Chairman, thank you.

4 We have a number of concepts in traffic engineering
5 pertaining to speed. The main idea is that the speed of
6 vehicles is not a single value. Usually we have to
7 determine the speed profiles. That means, say, we look
8 at 100 vehicles, and we would obtain the value we call
9 it 85th percentile speed. For example, if the value is
10 48 kilometres per hour, the meaning is that 85 per cent
11 of the vehicles are going at or below 48 kilometres per
12 hour. And at the same time, 15 per cent of the vehicles
13 go at a speed higher than 48 kilometres per hour.

14 But I would also like to say that 85th percentile
15 speed is not the only value we are looking at.
16 According to the document which the chairman quoted
17 yesterday, the document entitled "Setting Local Speed
18 Limit, 2013", issued by the Department for Transport of
19 the United Kingdom.

20 In this document actually they are advocating the
21 use of average speed. Average speed is clear, meaning
22 that, say, we have all the 100 vehicles counted, and we
23 have the average of the speed. So they are not using
24 85th percentile speed anymore to determine speed. They
25 are now actually using average speed.

26

1 The idea is the average speed probably reflects what
2 the majority of sensible drivers wish to travel at, the
3 speed which they want to travel at.

4 The significance is that if we use 85th percentile
5 speed, then it may not be in favour of, say,
6 pedestrians. If we use average speed, that can be
7 a better solution.

8 Up to now I presume that in Hong Kong we have not
9 been discussing this very important point enough. It
10 will have a major implication of how we should set speed
11 limits.

12 CHAIRMAN: Can you give us the reference to where average
13 speed is addressed in this document?

14 MR JULIAN KWONG: Thank you, Chairman. Can I first get the
15 bundle.

16 CHAIRMAN: Can you help us which document you are looking
17 at?

18 MS MAGGIE WONG: I think it is SEC-3, page 1003.

19 MR JULIAN KWONG: Chairman, may I draw your attention to
20 page 1014.

21 CHAIRMAN: Yes.

22 MR JULIAN KWONG: Clause 35.

23 CHAIRMAN: Perhaps you would be kind enough to read out the
24 relevant part.

25 MR JULIAN KWONG: Yes, Chairman. It states that:

26

1 "Mean speed and 85th percentile speed ... are the
2 most commonly used measures of actual traffic speed.
3 Traffic authorities should continue to routinely collect
4 and assess both, but mean speeds should be used as the
5 basis for determining local speed limits."

6 CHAIRMAN: Perhaps you would read on at 36.

7 MR JULIAN KWONG: Yes:

8 "For the majority of roads there is a consistent
9 relationship between mean speed and 85th percentile
10 speed. Where this is not the case, it will usually
11 indicate that drivers have difficulty in deciding the
12 appropriate speed for the road, suggesting that a better
13 match between road design and speed limit is required.
14 It may be necessary to consider additional measures to
15 reduce the larger than normal difference between mean
16 and 85th percentile speeds or to bring the speed
17 distribution more in line with typical distributions.
18 The aim for local speed limits should be to align the
19 speed limit to the conditions of the road and road
20 environment."

21 CHAIRMAN: Thank you.

22 MR JULIAN KWONG: Chairman, should I continue?

23 CHAIRMAN: Yes, please do.

24 MR JULIAN KWONG: Thank you. As you can see, speed limits,
25 it has a lot of considerations based on sound traffic
26

1 engineering considerations. I do not wish to go into
2 too much into this, but just to point out that this
3 document would be a particular reference if we want to
4 explore this subject in more detail.

5 And after that, I would just like to clarify a few
6 other points.

7 The first one refers to speed humps. I would like
8 to quote the Chinese name. I would consider speed humps
9 to be (Chinese spoken).

10 Another name is (Chinese spoken). The meaning of
11 this is that speed hump is a physical measure, that it
12 protrudes above the ground. And we have other concepts,
13 like rumble strips, or transverse markings. And these
14 would be more or less visual -- for the markings, they
15 are more or less visual measures. That means the
16 drivers will not actually experience the uncomfortable
17 feeling if they go at too high a speed over a speed
18 hump.

19 I note that in some of the reporting that the speed
20 hump was translated as (Chinese spoken). So that is in
21 relation to my answer to the counsel yesterday, whether
22 there should be a speed hump on Tai Po Road, and I was
23 more on the conservative side yesterday, because
24 I sensed that you were referring to having a physical
25 measure above the ground, which can be 12 centimetres

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1 high. That would be a (Chinese spoken), or a (Chinese
2 spoken), in Chinese. A speed hump.

3 But of course I am open to any ideas. I would like
4 to clarify that according to my experience on main
5 highways, usually we do not provide a speed hump as
6 a physical, as such. Because if a vehicle approaches it
7 too fast, then there is safety concern.

8 But sometimes we do provide speed humps on a main
9 road, subject to certain conditions. Usually we would
10 first convert the main road, the main highway into
11 a special section. Because the main road is passing
12 through a village or residential district. So I only
13 want to clarify that I do not want to dismiss
14 a proposal, say, by a district councillor, in
15 a simplified way in this meeting. I'm open to any
16 ideas. But just that there needs to be study in detail.

17 Just two more points.

18 Red light speed cameras can be a possibility in
19 future to enhance road safety in Hong Kong.

20 In Hong Kong in the urban areas we have a lot of red
21 light cameras. These cameras can only determine if
22 a car jumps a red light. But imagine if the car passes
23 through the signalled junction on Nathan Road, passes
24 through a green light at 80 kilometres per hour. These
25 cameras cannot enforce the law, because they only catch

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1 the drivers who jump the red light.

2 In countries like Australia, they have combined the
3 function of the red light camera with the speed camera.
4 So the same camera will catch drivers who either jump
5 a red light, or who is adopting excessive speeds.

6 If the driver jumps a red light and at the same time
7 the excessive speeds, he will get two tickets. In
8 Australia this technology is called red light speed
9 camera.

10 And I understand that the supplier of these red
11 light cameras in Hong Kong, they already can have the
12 speed enforcement function incorporated into the same
13 cameras. Of course subject to further study, I think
14 that would be a very good solution, in addition to any
15 lower speed limit we propose, to enhance the safety of
16 urban streets in Hong Kong.

17 The last point I would like to clarify refers to the
18 bundle MISC-2. Page 808.

19 Referring to this photograph, Chairman was very
20 interested in this, because we have always been
21 discussing about the possibility of vehicles or a bus
22 falling off the cliff. And yesterday, I have expressed
23 the point. We have been raising these questions for
24 a long time, sometimes letters, but sometimes we just
25 post it on our website without notifying anybody. And
26

1 I also raised it through the district council.

2 I believe that government has paid attention to this
3 issue and over the years, there are many similar issues
4 on our roads with safety problems. Some have higher
5 priorities, and some have lower priorities, and I would
6 like to acknowledge that government has been paying
7 attention to many of these issue, especially on bridges.
8 Because after the accident on Tuen Mun Road, many of our
9 bridges have been --

10 CHAIRMAN: You are referring to 2003?

11 MR JULIAN KWONG: Yes, Chairman.

12 That is the continuous programme. I would just like
13 to acknowledge that since then, and over a long time,
14 our bridges, which is also another source of potential
15 catastrophe, have been equipped with safety barriers of
16 adequate protection.

17 And also we discussed that there is a new
18 consultancy by government on road safety hazard. And
19 our organisation is aware of this consultancy, and it
20 appears it is exactly this consultancy which is going to
21 address this particular problem.

22 The last point I would like to make is that probably
23 many of these problems are on existing historic roads,
24 and certainly that needs adequate funding for
25 improvements, rather than using the funding for regular
26

1 maintenance or small-scale works.

2 Certainly, I think we would be in a position to
3 continue addressing these issues and to draw the
4 attention to stakeholders and government.

5 Thank you very much.

6 CHAIRMAN: If I may say so, Mr Kwong, you have timed your
7 conclusion perfectly. But we thank you for your
8 evidence, we will now adjourn these proceedings, and
9 resume at 2.30, when we will receive the evidence of
10 Mr Alok Jain.

11 MS MAGGIE WONG: Yes, thank you.

12 CHAIRMAN: Thank you very much for all the time you spent
13 assisting the Committee in providing your evidence.

14 Thank you.

15 MR JULIAN KWONG: Chairman, thank you very much, it is
16 a pleasure, and also thank you to the counsel and all
17 the supporting staff and the members. Thank you.

18 CHAIRMAN: Thank you. 2.30 pm.

19 (1.00 pm)

20 (The luncheon adjournment)

21 (2.30 pm)

22 EVIDENCE FROM FORMER KMB EMPLOYEE: MR ALOK JAIN

23 CHAIRMAN: Good afternoon.

24 MR JAIN: Very good afternoon.

25 CHAIRMAN: Thank you, Mr Jain, for accepting our invitation

26

1 to attend to give evidence to assist this Committee in
2 its considerations of the factors relevant to our making
3 recommendations to enhance bus safety.

4 I'm going to ask Ms Wong to begin asking you
5 questions.

6 MR JAIN: Thank you, Mr Chairman.

7 Examination by MS WONG

8 MS MAGGIE WONG: Good afternoon, Mr Jain. Thank you for
9 coming. I'm counsel acting on behalf of the Committee,
10 I'll be asking some questions in relation to the safety
11 features of franchised buses.

12 May we start off with some introduction.

13 Mr Jain, you have made two submissions in response
14 to the letters from the Committee to you. The first
15 submission you made is dated 25 May 2018. That is in
16 bundle FE-1, page 39.

17 The second submission, we can find that also in the
18 same bundle, at page 44, dated 18 June 2018. I'll be
19 asking questions based on the two submissions that you
20 have made.

21 If I may set out your background, first, Mr Jain,
22 you have provided us with a curriculum vitae, and the
23 curriculum, or the CV, can be found at page 46-1, bundle
24 FE-1.

25 Mr Jain, you are currently the managing director of
26

1 Trans-consult Asia, a management consulting firm,
2 specialising in traffic and transport advisory, new
3 technology, data analytics and clean fuel technologies.

4 Is that correct?

5 MR JAIN: That's correct, counsel.

6 MS MAGGIE WONG: I believe you have worked in the MTR
7 Corporation in Hong Kong, or the KCR Corporation for
8 12 years.

9 MR JAIN: That's correct, counsel.

10 CHAIRMAN: Can we have the time period, please.

11 MR JAIN: I joined them in 1997 and I left them in 2008.

12 MS MAGGIE WONG: If I may take you to your CV at page 46-5,
13 it set out, I believe, the period and the work -- and
14 your position at the time you worked for MTRC and the
15 Kowloon Canton Railway Corporation. It is stated there
16 as 2006 to 2008, as general manager, marketing,
17 transport division, correct?

18 MR JAIN: That's correct.

19 MS MAGGIE WONG: Over the page, 46-6, you mentioned
20 something about the development of a real-time passenger
21 information display system.

22 CHAIRMAN: Before we get to that, can we establish Mr Jain's
23 academic qualifications.

24 MS MAGGIE WONG: Yes.

25 Mr Jain, can we go to your academic qualifications
26

1 at page 46-8.

2 MR JAIN: Should be in the back, actually.

3 MS MAGGIE WONG: 46-8. It is right in the middle. Academic
4 qualifications and professional training.

5 Mr Jain, I believe you obtained a bachelor of
6 engineering, civil engineering, from Indian Institute of
7 Technology in India.

8 MR JAIN: That's correct.

9 MS MAGGIE WONG: Then in 1994, I believe you obtained
10 a master's programme, also on transportation engineering
11 from Asian Institute of Technology, Thailand.

12 MR JAIN: That's correct.

13 MS MAGGIE WONG: In 2005 you have taken an integrated
14 management course for senior executives, in the Richard
15 Ivey School of Business.

16 MR JAIN: Correct.

17 MS MAGGIE WONG: Those are the academic qualifications you
18 have done. I believe you are also a member of the UITP.

19 MR JAIN: That's correct.

20 MS MAGGIE WONG: Can you explain a little bit about this
21 organisation?

22 MR JAIN: Sir, UITP is actually a French acronym for
23 International Association of Public Transport. It is
24 based out of Brussels and it has close to 1,000 members,
25 over 100 countries, and in Hong Kong MTRC, and KMB --

26

1 KMB used to be a member, I'm not aware if they are still
2 a member, but MTR is a member of UITP.

3 MS MAGGIE WONG: If we may go back to the page where we
4 talked about the MTR Corporation, where you referred to
5 the development of a real-time passenger information
6 display system. 46-6. Right above the year 2004 to
7 2006, there is a paragraph stating that you led the
8 conceptualisation to the implementation of a real-time
9 broadcasting system which was winner in best networking
10 category and best lifestyle category.

11 That section. Is it in relation to the development
12 of that system for the MTRC?

13 MR JAIN: This was KCRC at that time, yes. And this was
14 known as Newslane Express.

15 CHAIRMAN: What information did the system deliver?

16 MR JAIN: Sir, this was basically in-train on-board
17 television screens which provided infotainment which
18 included programming, news, as well as passenger
19 information.

20 CHAIRMAN: What kind of passenger information did it
21 provide?

22 MR JAIN: On a normal operational day it would provide what
23 is the next station, and some educational messages
24 about, you know, watch for the platform gaps, stay away
25 from the doors, and things like that. During non-normal
26

1 operations days, when we had an incident, this means was
2 also utilised for directing passengers in the right
3 direction.

4 MS MAGGIE WONG: That was in 2006 to 2008?

5 MR JAIN: That was when I was heading the marketing
6 department.

7 MS MAGGIE WONG: And then if we go to page 46-3 you were
8 the --

9 CHAIRMAN: 46-3? Thank you.

10 MS MAGGIE WONG: You were employed as --

11 CHAIRMAN: Ms Wong, I'm not sure if it is your microphone or
12 the angle you are at the microphone, but the sound is
13 muffled when it comes from your direction.

14 Can it be moved around? Is it volume sensitive?

15 MS MAGGIE WONG: Maybe I'll raise my voice. Is that better?

16 CHAIRMAN: Yes.

17 MS MAGGIE WONG: Mr Jain, if you look at page 46-3, it
18 relates to your employment at Kowloon Motor Bus, and you
19 were employed as the head of planning and development
20 between June 2013 to December 2015.

21 MR JAIN: That's correct.

22 MS MAGGIE WONG: Then you were promoted to be the deputy
23 operations director between January 2016 and
24 December 2016.

25 MR JAIN: That's correct.

26

1 MS MAGGIE WONG: In your CV I believe you also stated that
2 you spearheaded research and development work on
3 implementation of technology, data analysis, and SMART
4 mobility.

5 CHAIRMAN: Where do we see that?

6 MS MAGGIE WONG: I think it is --

7 MR JAIN: Those are the areas I'm working on -- I mean,
8 I these days work on.

9 MS MAGGIE WONG: Maybe I'll find the reference in due
10 course.

11 But you were also Associate Professor in
12 institutions in Hong Kong.

13 MR JAIN: Assistant Professor, yes.

14 CHAIRMAN: Professor of what?

15 MR JAIN: I have been teaching in Urban Planning Department
16 in Hong Kong University.

17 CHAIRMAN: Over what period?

18 MR JAIN: I started teaching in 2004, and I still do some
19 part-time subjects. Guest lectureship.

20 CHAIRMAN: What is the ambit of what you teach?

21 MR JAIN: Public transport operations and planning,
22 primarily.

23 MS MAGGIE WONG: You set out your academic engagements at
24 page 46-8 at the bottom, stating that you are part-time
25 Assistant Professor, Department of Urban Planning, Hong
26

1 Kong University, from January 2007, to present.

2 MR JAIN: That's what I just mentioned.

3 MS MAGGIE WONG: The earlier reference, Mr Chairman, is at
4 page 46-1. At paragraph 2. The last line:

5 "He spearheaded the R&D work on the implementation
6 of new technology, data analytics and SMART mobility."

7 CHAIRMAN: Before you move on, what is "SMART mobility"?

8 MR JAIN: Primarily use of technology in transport
9 operations.

10 CHAIRMAN: Is this in the period 2013 to 2016?

11 MR JAIN: That's correct. Primarily up to 2015. Yes.

12 MS MAGGIE WONG: Can you explain a little bit more on the
13 use of technology in transport operations? What does it
14 cover?

15 MR JAIN: So I was involved in the early discussions for
16 real-time operation management system, the telematics,
17 I also led a contract, which never completed, which was
18 about putting this data analytics platform within KMB.
19 SAP was our consultant at that time, and we were putting
20 the whole data into one platform, creating a data
21 warehouse and data extraction system.

22 MS MAGGIE WONG: Yes. I believe you are currently
23 a consultant for the Land Transport Authority or
24 undertaking consultancy studies for the Singapore Land
25 Transport Authority; is that correct?

26

1 MR JAIN: I have not been directly engaged by Land Transport
2 Authority but I'm working with a consulting firm
3 advising LTA.

4 MS MAGGIE WONG: Yes, and what is the scope of the advice?

5 MR JAIN: I'm bound by confidentiality rules there,
6 unfortunately. But it relates to public transport
7 operation and management.

8 MS MAGGIE WONG: It relates to public transport operation?

9 MR JAIN: Yes.

10 MS MAGGIE WONG: And Mr Jain, may I now go to your
11 submissions. Your first submission dated in May 2018,
12 dated 25 May 2018, in FE-1, page 39.

13 Mr Jain, in your first submission at paragraph 2 --
14 you started at page 39 explaining your involvement in
15 KMB as head of planning and development department, and
16 the scope of your work. I can see that it includes
17 "technological applications in relation to our
18 activities and data management".

19 That would include the telematics and real-time
20 monitoring system you referred to.

21 MR JAIN: Not precisely. Telematics and real-time
22 operations management system had two aspects, one was
23 the hardware part of the services -- three aspects,
24 hardware part, software part and the data handling part.
25 And I was primarily involved from the data handling

26

1 perspective.

2 CHAIRMAN: What was the hardware? What was that?

3 MR JAIN: The hardware was supplied by Openmatics. This was
4 a telematics device which was being installed on the
5 buses. And then at the back end, the ROM system, which
6 was the software aspects of data extraction from this
7 telematics device, and putting that into a real-time
8 operations management system, and the third part was how
9 to analyse this data and then extract intelligence and
10 knowledge out of it.

11 CHAIRMAN: Let's deal with them one at a time.

12 Hardware, Openmatics, what was the equipment? Take
13 it slowly.

14 MR JAIN: Well, it is commonly referred to as a black box in
15 common parlance. This is --

16 CHAIRMAN: What was its technical name?

17 MR JAIN: It is a CAN bus system which is something, as far
18 as I understand, which sits on the engine, connects to
19 the engine, collects all the operational information
20 about the bus, vehicle performance.

21 CHAIRMAN: What kind of data?

22 MR JAIN: It has speed-related information, acceleration,
23 deceleration, braking, tilting, fuel consumption,
24 location.

25 CHAIRMAN: What was the name of the model?

26

1 MR JAIN: I can't recall the name of the model.

2 CHAIRMAN: Software. What was the software?

3 MR JAIN: The software at that time, the intent was to
4 develop it in house and it was termed as real-time
5 operations management system. ROM for short.

6 CHAIRMAN: How was it to work?

7 MR JAIN: So telematics device was supposed to transmit data
8 on a near real-time basis to back end OCC, operation
9 control centre, and this ROM system was supposed to
10 translate this data into understandable or
11 comprehensible format, and then there was a platform for
12 data analytics which will then allow us to analyse all
13 this data and create, put it into our planning
14 parameters when we were doing the bus route planning,
15 scheduling, rostering, and all those things.

16 CHAIRMAN: Where was the operation control centre?

17 MR JAIN: The intent was to incorporate it into Lai Chi Kok
18 Centre.

19 CHAIRMAN: How was the data to be transferred from the
20 telematics to the operation control centre?

21 MR JAIN: It was over a GSM network using the mobile
22 technology basically, 3G technology.

23 CHAIRMAN: That's the system that mobile telephones used?

24 MR JAIN: That's correct, yes.

25 CHAIRMAN: So that is the software side of things. And then
26

1 finally, what was to be the data analysis?

2 MR JAIN: So until then, a lot of data in KMB was residing
3 in silos in individual departments. They were
4 collecting -- for example, engineering information was
5 available in engineering, operational information was
6 available in the operations department, and they were
7 all in different systems. The plan was to put this all
8 into a single data warehouse and create a single version
9 of truth.

10 CHAIRMAN: What use was to be made of the data contained in
11 this single data warehouse?

12 MR JAIN: So there were three stages. The first stage was
13 to establish the static, what is real, what is happening
14 on ground. The second stage was to put into some level
15 of modeling, where we could use it for planning
16 purposes, in short term. And the third objective,
17 eventually, was to take it into a predictive level,
18 where we could apply statistical tools and do some
19 forward projections.

20 CHAIRMAN: What use was to be made of the first step, the
21 real time?

22 MR JAIN: That was primarily for management information
23 purposes, as well as for any investigations, reporting,
24 so on and so forth.

25 CHAIRMAN: Investigations into what?

26

1 MR JAIN: For example we used to receive a lot of passenger
2 complaints about services, we could go back and look
3 into the data and verify that information.

4 CHAIRMAN: So if the complaint had been made that the bus
5 had been driven at an excessive speed and braked
6 harshly, could that be investigated by analysing the
7 data that had been put into this single data warehouse?

8 MR JAIN: Potentially, yes.

9 CHAIRMAN: That's a response to a complaint. Was there any
10 plan to use the data proactively?

11 MR JAIN: So the second stage was where we went into
12 real-time operations management system, because once we
13 built the data models on the historic data we could
14 translate the similar level of information and analyse
15 on a real-time basis, and the idea was of course to
16 monitor the whole operation on a real-time basis using
17 what we normally call an exception management, where
18 anything that goes beyond the threshold of normal
19 operation you start to actively manage it.

20 CHAIRMAN: How was it envisaged, if it was, that this
21 approach could address the manner in which a bus was
22 doing driven?

23 MR JAIN: For example, if any bus that was being driven
24 beyond the parameters that were set as normal operation,
25 then it would raise an alert, and normally the
26

1 companies, or examples that I have seen around the
2 world, they use this green, amber, red approach. So
3 green is normal operation, anything that goes on the
4 outlines of threshold boundaries it starts to raise the
5 alert as an amber, and then of course once it crosses,
6 it is a red alert. So at that time some intervention is
7 necessary.

8 CHAIRMAN: Was it envisaged that this alert raised by
9 a parameter being breached would occur real-time?

10 MR JAIN: The intent certainly at that time was that.

11 CHAIRMAN: When did discussions about the use of telematics
12 in this way first begin in which you were involved?

13 MR JAIN: The discussion regarding this started most likely
14 before I joined. But when I joined the company in 2013
15 in my early part of the involvement we were already
16 discussing this. So I can't remember the exact date
17 when it started.

18 CHAIRMAN: Who was involved in such discussions?

19 MR JAIN: At that time -- the senior management was
20 involved, my immediate superior was the transport
21 development director, he was involved. IT department
22 was involved, operation department was involved.

23 It was done across the company, multiple departments
24 were involved into that discussion.

25 CHAIRMAN: Thank you, Ms Wong.

26

1 MS MAGGIE WONG: You said a lot of people were involved.

2 Can you give us an estimate of how many people?

3 MR JAIN: I think every different meeting had different
4 number of people. It is not like a constant, but as
5 I said, the departmental representations were -- these
6 were the key departments who were involved in these
7 discussions. There were quite a few, sizeable amount.
8 Sometimes it used to be, depending on the issue, it
9 could have been three or four people, or it could have
10 been 20 people.

11 MS MAGGIE WONG: In any event, as you said in evidence, it
12 was intended that the Lai Chi Kok Centre to put in all
13 this data to be analysed by different departments'
14 personnel; is that the idea?

15 MR JAIN: The idea was Lai Chi Kok would be the real-time
16 operation management centre, the operation control
17 centre, the data analysis was not necessarily at Lai Chi
18 Kok Centre, it would be company wide.

19 MS MAGGIE WONG: So it is simply a centre to keep the
20 information, or do you mean the real-time monitoring
21 would be carried out in the Lai Chi Kok Centre?

22 MR JAIN: Yes, real-time to be carried out at Lai Chi Kok --
23 so this was more of screens and visualisations of where
24 the buses are on a real-time basis, and of course data
25 is processed through different servers and different

26

1 processes within the organisations so data was meant to
2 be available to a lot more people within the company.

3 MS MAGGIE WONG: If I can go to page 40, FE-1 bundle,
4 paragraph 2. You mentioned in paragraph 2(a) about this
5 real-time operational management system. And in (a) you
6 mentioned you were:

7 "... involved in many meetings and discussions about
8 the technical specifications, features, technology
9 selection and so on in relation to ROM right after I
10 joined the company."

11 But you were not involved in discussions related to
12 funding, tendering and project management.

13 MR JAIN: Correct.

14 MS MAGGIE WONG: Is it the case that throughout the time you
15 joined the company until the time you left, you were
16 involved in this ROM project?

17 MR JAIN: I wouldn't say until the time I left, but during
18 that period when it was being discussed as a part of
19 implementation process, yes, I was involved in the
20 project very actively.

21 MS MAGGIE WONG: And I notice in (i) of that paragraph (a)
22 you stated that the primary reasons to implement the
23 project were to improve safety through real-time alerts
24 and feedbacks to bus captains.

25 The feedbacks to bus captains, can you tell us
26

1 whether it is intended to be real-time feedback or a
2 reactive feedback to bus captains after the complaint
3 has been received.

4 MR JAIN: There were two things that happened. The idea was
5 to develop a two-way communication system between the
6 bus itself and the operation control centre, and the bus
7 drivers were supposed to have what we call a DDU, driver
8 display unit, and through this DDU there are two ways to
9 intervene with a driver. One is done at the bus level
10 where the bus, you can pre-programme the parameters that
11 bus -- any time transcends, it creates an alert for the
12 driver.

13 The second level of alert could be triggered by
14 somebody sitting in the operation control centre. Let's
15 say, for example, if a bus is running too fast, but
16 still within the speed limit, and the on-board device
17 does not detect any anomaly. However, at the OCC,
18 a supervisor detects that on a particular section the
19 bus driver, probably because of weather conditions or
20 because of any accident or road conditions, they should
21 be driving slower, then a supervisor can technically
22 intervene and alert the driver or remind the driver to
23 go slow in that section.

24 So there are two levels of interventions that can be
25 done.

26

1 CHAIRMAN: On the second intervention, that is the
2 supervisor in the OCC, how would he communicate his
3 intervention to the driver?

4 MR JAIN: So we had many options being discussed at the
5 time. We were talking about just a display system. The
6 second was we were also talking about an audio system.

7 CHAIRMAN: So there were two possibilities. One was through
8 the display system or otherwise by audio?

9 MR JAIN: Well, display was almost there, and audio was
10 considered as an additional possibility.

11 CHAIRMAN: Was audio going to be by radio or by some other
12 means?

13 MR JAIN: Primarily by radio, or even 3G communication. We
14 had not gone that far, I think, at that time.

15 MS MAGGIE WONG: You mentioned there were many meetings or
16 discussions about this ROM features. Can you recall if
17 there are minutes or documents recording what was
18 discussed?

19 MR JAIN: There were a lot of presentations, if I recall,
20 and there were e-mails post meeting summarising what was
21 discussed, the key agenda, or key tasks to be done by
22 respective people. But as formal minutes, as we know
23 them, I cannot recall if they were prepared.

24 MS MAGGIE WONG: Yes.

25 CHAIRMAN: These presentations of which you say there were
26

1 lots, were they in writing?

2 MR JAIN: These were PowerPoint presentations.

3 CHAIRMAN: On computers?

4 MR JAIN: Yes.

5 CHAIRMAN: Not on paper.

6 MR JAIN: Primarily on computer, PowerPoint presentations.

7 CHAIRMAN: Who made the presentations?

8 MR JAIN: Sometimes IT department, sometimes operations
9 department.

10 MS MAGGIE WONG: Can you tell us who in the operations
11 department would be responsible for compiling these
12 presentations or materials?

13 MR JAIN: Who in the operations?

14 MS MAGGIE WONG: Or --

15 CHAIRMAN: If you can't remember say so, but if you do, tell
16 us.

17 MR JAIN: There was a dedicated team of people in operations
18 who were working on this. They left the company.
19 I can't recall the name immediately. But there was
20 a central team in the operations department, traffic
21 department, which was looking at it.

22 MS MAGGIE WONG: It is called the traffic department?

23 MR JAIN: It was called the traffic section.

24 MS MAGGIE WONG: Traffic section in the operations
25 department?

26

1 MR JAIN: Yes.

2 MS MAGGIE WONG: You mentioned in paragraph (b) in line 3:

3 " ... the telematics data was still available even
4 after the scrapping of the project, there was some level
5 of monitoring but the real value of ROM system was
6 'real-time' and that capability was sacrificed."

7 Now I would like to ask you this. What do you mean
8 by "some level of monitoring" here?

9 CHAIRMAN: Before we get to it not being implemented, can
10 you tell us how it came about that all this planning
11 stopped? What happened?

12 MR JAIN: I was not involved in those discussions about
13 scrapping this. But I do understand that ROM, because
14 it was being developed in-house, it was running behind
15 schedule.

16 CHAIRMAN: Yes.

17 MR JAIN: And that had caused some level of -- I'm looking
18 for the right word -- some level of frustration within
19 the company why we are not keeping up to the schedule,
20 and then it was later announced that we are not going
21 ahead with it anymore.

22 CHAIRMAN: Was this technology in any way linked to anything
23 else that was being developed or used on the buses at
24 that time?

25 MR JAIN: We were talking about a number of things that
26

1 could happen on the buses. We were talking about having
2 real-time transmission of fare collection information.
3 We were talking about automatic people counters on board
4 the buses, we ran some trials with some university
5 professors on WiFi detection. Ultimately the idea was
6 we could detect how many people were on board the bus,
7 where they were on the bus, and then we could provide
8 this information in advance to the passengers, so they
9 knew whether they could get on the bus, or whether they
10 can get a seat on the bus or not.

11 CHAIRMAN: Was there a system developed perhaps prior to
12 when you arrived, of giving estimated time of arrival of
13 buses?

14 MR JAIN: That capability was developed during my time.
15 Actually the trial was launched in, if I recall
16 correctly, 2014, last quarter, and then eventually it
17 was rolled out in early 2015.

18 CHAIRMAN: And the equipment that was necessary to develop
19 that system, was it in any way relevant to the ROM
20 system?

21 MR JAIN: It is actually the same equipment.

22 CHAIRMAN: Yes. So it was another use of the data that was
23 obtained?

24 MR JAIN: Correct.

25 MS MAGGIE WONG: Can you recall who announced or who
26

1 conveyed the decision that the project would be
2 scrapped?

3 MR JAIN: Nobody announced, as such. But when we knew, as
4 I said in my letter, when Lai Chi Kok, the OCC, the
5 facility was converted into office space, then it was
6 kind of -- the message was clear. There was no formal
7 announcement as such.

8 MS MAGGIE WONG: Okay.

9 MR JAIN: I cannot recall any formal announcement.

10 MS MAGGIE WONG: Thank you. About this real-time system,
11 was it part of the function to monitor the driver's
12 behaviour in their performance?

13 MR JAIN: Among other things, yes.

14 MS MAGGIE WONG: The reason I mentioned this is you
15 mentioned GreenRoad, about different scorecard system.
16 When you were thinking about this ROM system, or in your
17 discussions, was this one of the ideas that your company
18 at that time initially wanted to implement?

19 MR JAIN: That was certainly one of the intents.

20 Sir, in fact, when I mentioned improved fuel
21 efficiency, this was directly linked to what we call
22 eco-driving, green driving. There were a number of
23 names you could call it, it is the same thing.

24 The idea was you could somehow nudge the drivers to
25 drive in a better way on the road by creating some kind

26

1 of a system where we could give them the feedback about
2 how they are driving and whether they are outliers or
3 whether they are falling within the normal pattern, or
4 whether it's good behaviour or bad behaviour, and you
5 could nudge their behaviour in a specific way without
6 penalising them, and that would eventually yield some
7 kind of fuel efficiency, because fuel efficiency is
8 directly linked to acceleration and deceleration.

9 MS MAGGIE WONG: Yes. You mentioned about penalising them.
10 What about rewarding them?

11 MR JAIN: At that time we didn't really go into details of
12 this. The idea was not to penalise, that was certainly
13 clear. And that was the kind of conversations we were
14 having, but we were trying to generate the data how we
15 were going to reward or whether we want to monitor.
16 Those mechanisms we had not gotten around to.

17 MS MAGGIE WONG: Yes, but that idea was certainly conveyed
18 during one of the meetings?

19 MR JAIN: Yes, we discussed those ideas, we discussed
20 actually many possibilities at that time.

21 MS MAGGIE WONG: Yes --

22 CHAIRMAN: Did you discuss what parameters to stipulate?

23 MR JAIN: Basically we were looking at London as one of the
24 examples at that time, and the way London does it is
25 they basically look at all the -- they call it
26

1 incidents, and anything that goes into the outliers of
2 those thresholds, which is behavioural response such as
3 acceleration, deceleration, braking, tilting, then the
4 driver would get an incident on their record. And the
5 less incidents they had, the better performance it would
6 be considered for the driver.

7 CHAIRMAN: But did you consider stipulating excessive speeds
8 at a certain level, or excessive braking or acceleration
9 at certain levels? Did you condescend to that detail?

10 MR JAIN: We didn't put in the numbers, but we were trying
11 to do a bit of statistical analysis, and at that time it
12 was still being debated what kind of threshold or
13 parameters or standard deviations we needed to look at.

14 Some discussions that did happen was about whether
15 we should have a general blanket rule around the whole
16 network, or whether we should define them on
17 a route-specific, road-specific manner. Again, we were
18 having those kinds of discussions.

19 MS MAGGIE WONG: You mentioned about route-specific manner.
20 How do you pick the routes?

21 MR JAIN: Every route has different characteristics, whether
22 they pass through traffic junctions, whether they pass
23 through TST urban area, whether they are on highways, so
24 the behavioural responses are different on different
25 type of routes. So there are more chances for a driver
26

1 to brake hard on a stop-and-go kind of environment where
2 they are pulling in and out of lay-bys quite often and
3 they have to watch out for other traffic, whereas on
4 a highway those incidents are much less.

5 We were discussing at that time what is the best
6 equitable way to define these parameters which could
7 meet the expectations of the management as well as
8 deliver real value in the end without upsetting the
9 drivers.

10 MS MAGGIE WONG: May I go back to your paragraph (b) about
11 there being some level of monitoring even after
12 scrapping the project. What level of monitoring are we
13 referring to?

14 MR JAIN: As I understand, telematics data are still being
15 used but they are being used most as a post-event, or T
16 plus 1, on the next day, or after the event has
17 occurred.

18 MS MAGGIE WONG: So reactive rather than proactive?

19 MR JAIN: You can say that.

20 MS MAGGIE WONG: It also mentioned that the real value of
21 the system is real time but that capability was
22 sacrificed. So is what you are talking about reactive
23 to the complaint rather than proactive --

24 MR JAIN: Yes.

25 MS MAGGIE WONG: -- in that sense?

26

1 MR JAIN: So data is available real time, but nobody is
2 analysing this data in real time or reacting to this
3 data in real time or quasi real time.

4 MS MAGGIE WONG: Yes.

5 MR JAIN: It is the kind of -- whether you can have
6 a 20-second response or a 24-hour response.

7 MS MAGGIE WONG: In paragraph 3, starting from line 2, you
8 refer to:

9 "Even at the time when KMB was drawing up the plans,
10 we were drawing heavily on the experiences from Seoul,
11 Singapore, London ..."

12 And just on this, what experiences are you drawing
13 from these countries?

14 MR JAIN: So just before I joined, I understand that KMB
15 senior management went on a study tour and they visited
16 all these cities, they looked at the systems, and when
17 we were designing -- we were having these meetings, we
18 were extensively talking about what Seoul is doing, what
19 London is doing, the best practices, and how we can
20 adopt this best practices to bring to Hong Kong.

21 MS MAGGIE WONG: Can you quote an example? Like what
22 experience are you deriving from Seoul or Singapore?

23 MR JAIN: For example, Seoul had done this central traffic
24 management centre, TMC, and that was something that
25 was -- our idea of doing at the OCC level, operation
26

1 control centre level. Transport for London were
2 actively managing their drivers' behaviour using
3 telematics advice. That was something we wanted to
4 bring over. So we were looking at different examples
5 and how they could translate for our environment.

6 MS MAGGIE WONG: Yes. And when you discussed or when you
7 had all these meetings, can you recall if it involved
8 any participation of the Transport Department? Or did
9 you relay the message that you are planning to do this
10 with the Transport Department?

11 MR JAIN: I cannot recall exactly whether Transport
12 Department was involved in any of this discussions, but
13 I do feel that they were aware of what we were planning
14 to do, because we made in those days a lot of public
15 presentations to various chambers of commerces and all
16 that, and we were talking about the future direction of
17 KMB on how technology is going to transform the company.

18 MS MAGGIE WONG: You made a lot of public presentations?

19 MR JAIN: Me as well as other senior management of the
20 company made on lot of presentations and we talked about
21 these things.

22 MS MAGGIE WONG: "These things" is the ROM system?

23 MR JAIN: ROM was one of them. Estimated time of arrival,
24 we were talking about, which was all centred around
25 telematics device.

26

1 MS MAGGIE WONG: So in all these public presentations, you
2 are saying some Transport Department people were
3 present?

4 MR JAIN: I can't answer that authoritatively, but I would
5 say this was public knowledge in a way, because we were
6 not really trying to keep it under closed doors, so we
7 were making public presentations.

8 CHAIRMAN: What you are saying was this was being
9 disseminated widely and you would expect Transport
10 Department might have heard about it?

11 MR JAIN: Correct.

12 MS MAGGIE WONG: Before I move on, because you made some
13 references to this centralised management system, can
14 I take to you a document. It is SEC-2 bundle. It is
15 page 822.

16 CHAIRMAN: Ms Wong, I'm going to ask that we take a short
17 adjournment, I would like to see if we can address the
18 sound system, because we are getting a very muffled
19 sound from Ms Wong, I see Mr Jain has the same
20 difficulty. It may be the location of the speaker or we
21 may need to swap the microphone.

22 May I ask that we address it and take five minutes.
23 Feel free to leave the room if you want to, Mr Jain, but
24 we will take five minutes. Thank you.

25 (3.15 pm)

26

1 (A short break)

2 (3.22 pm)

3 MS MAGGIE WONG: Mr Jain, I'm going to refer you to the
4 Information Note by the LegCo. It is "Franchised Bus
5 Services in Seoul and Singapore", and it is in the SEC-2
6 bundle at page 822. It starts at page 822.

7 If we go to page 823, that's the start of the Seoul
8 system. And over the page at page 825, paragraph 2.8 --

9 CHAIRMAN: Before we get there, what is the date of this
10 document?

11 MS MAGGIE WONG: This document was made between 2014 and
12 2015, although it does not actually bear a date. It is
13 a research paper done by the LegCo Secretariat. But you
14 can see the IN05/14-15.

15 MR JAIN: At the back it is dated 3 February 2015.

16 CHAIRMAN: Thank you very much.

17 Yes.

18 MS MAGGIE WONG: If we look at page 825 it talks about the
19 establishment of the bus management system at 2.8:

20 "To coordinate bus services on a comprehensive and
21 system-wide basis, the Seoul Metropolitan Government has
22 established a new bus management system ... using
23 advanced intelligent transport system technology ... GPS
24 terminals installed in every bus allow a central bus
25 control centre to monitor all bus locations and speeds,

26

1 adjust the number of buses travelling on any given
2 route, communicate with bus drivers, and provide
3 real-time information to passengers waiting at bus stops
4 or checking bus schedules on the Internet."

5 Mr Jain, is this the system that you were referring
6 to earlier on?

7 MR JAIN: It was a similar system, but if I may correct some
8 of the things here. GPS terminals can't on their own
9 allow all those things that are mentioned here.

10 GPS is just a location-based system.

11 MS MAGGIE WONG: Yes.

12 MR JAIN: So it has to be more than GPS, which usually is
13 telematics. So I'm not sure whether they are referring
14 to telematics there, but ...

15 CHAIRMAN: So GPS tells you where you are?

16 MR JAIN: Just the location.

17 CHAIRMAN: Then you need telematics to tell you speed or
18 deceleration, acceleration?

19 MR JAIN: That's correct. The actual vehicle-related
20 performance comes from an on-board device which is
21 usually a telematics system. And telematics systems
22 range from very simple type of devices to complex
23 devices. Openmatics, the one that we are referring to
24 here is quite a sophisticated one. But you can get
25 a much simpler cheaper version of that device which can

26

1 just give you basic information about the vehicles.

2 There are a lot of those available in the market too.

3 CHAIRMAN: Does the Openmatics model Mozart mean anything to

4 you? Openmatics model, telematics, called Mozart?

5 MR JAIN: The only Mozart I know relates to music. I have

6 not heard of that, Chairman.

7 CHAIRMAN: What about Bach? He is also a musician. Does

8 that mean anything to you in terms of Openmatics?

9 MR JAIN: No. At that time we only referred to as

10 Openmatics or telematics.

11 CHAIRMAN: Have you been invited to read the evidence that

12 we received from the ZF engineer?

13 MR JAIN: I received it, Chairman, but that was late at

14 night yesterday, and I didn't get much time to go

15 through that.

16 CHAIRMAN: We have been told about two models that they

17 produce, in the wrong chronological order. The first

18 one was called Mozart, and then the second one was

19 called Bach. In musical terms that is the wrong way

20 around, isn't it?

21 MR JAIN: I can think of quite analogy to those things. The

22 data they produced looked a lot like musical notes!

23 CHAIRMAN: Yes, Ms Wong.

24 MS MAGGIE WONG: Mr Jain, since we are on this Mozart and

25 Bach business, can we go to BM-1, page 64.

26

1 This is a letter by a law firm acting for ZF, and
2 Openmatics, to this Committee. It is a submission. The
3 submission starts --

4 CHAIRMAN: Just give Mr Jain a moment so that the document
5 can be put before him in paper form.

6 MS MAGGIE WONG: Mr Jain, if you would turn to page 65.

7 This is a reply by Openmatics to the questions raised by
8 this Committee, and black is the question, the answers
9 in blue are the answers provided by ZF and Openmatics.

10 If you look at the second paragraph it made
11 reference to the fact that:

12 "Openmatics entered into a supply contract to
13 deliver telematics systems, dated 16th of April 2013
14 with Kowloon Bus Company ... and Long Win Bus ..."

15 So we can see the date there is April 2013.

16 I believe that's prior to the time you arrived.

17 MR JAIN: That's right. I joined in June 2013.

18 MS MAGGIE WONG: Yes, and they continue by stating that:

19 "Openmatics starting offering telematics services by
20 using the first black box system called the 'Mozart
21 Box'. Later on ... replaced ... by a successor platform
22 black box called the 'Bach Box'. However, clients can
23 use both systems in parallel as KMB does."

24 Mr Jain, I know you don't know much about the name
25 of the black box system, but have you seen, during the
26

1 time in one of your discussions, one of the black boxes?

2 Was that shown to you? The actual physical black box?

3 Was that shown to you?

4 MR JAIN: I can't recall, no.

5 MS MAGGIE WONG: Yes. So would it help if I showed you the
6 photo? Would it remind you --

7 MR JAIN: But having said, I have seen black boxes. I have
8 seen the device.

9 MS MAGGIE WONG: Yes.

10 MR JAIN: Not exactly by Openmatics in KMB context, but I've
11 seen the device.

12 MS MAGGIE WONG: You have seen one, yes. And if we go to
13 the next page at 66, it made reference to a driver
14 feedback system, and the thresholds set by KMB for that
15 vehicle, and it set out certain acceleration rates,
16 deceleration rates and tilting angle and certain
17 configuration of speed and speeding areas.

18 Do you know much about thresholds in this telematics
19 system, Mr Jain, or setting up of thresholds?

20 MR JAIN: Well, one thing that stands out to me is tilting
21 angle here.

22 MS MAGGIE WONG: Yes, why?

23 MR JAIN: That it is an outlier.

24 CHAIRMAN: The bus is already falling down, isn't it?

25 MR JAIN: That's right. 44 degrees is beyond control.

26

1 CHAIRMAN: So it is intended not to give any alarm?

2 MR JAIN: Possibly.

3 CHAIRMAN: You set a position that is beyond purpose.

4 MR JAIN: That's correct, yes.

5 MS MAGGIE WONG: What about the deceleration rates?

6 MR JAIN: Is this a global parameter or is this route
7 specific?

8 CHAIRMAN: I think we are to assume it is global.

9 MR JAIN: I would assume that 2.3 in a sloping situation
10 would be considered acceptable because that is sometimes
11 needed in Hong Kong. On a flat road possibly this would
12 be too much.

13 MS MAGGIE WONG: Thank you. And if we go to page 68, right
14 above paragraph 4, there is a reference to the
15 Openmatics -- what the Openmatics system installed at
16 KMB can identify. It states that it can identify
17 records of speeding recorded every second and stored
18 together with the related GPS data. Malpractice of
19 harsh braking --

20 MR JAIN: I'm sorry, I cannot locate where you are reading.

21 MS MAGGIE WONG: Page 68 -- I'm sorry about that, Mr Jain,
22 the blue section, if you see the third paragraph:

23 "The Openmatics telematics system installed at
24 KMB ..."

25 Do you see that?

26

1 MR JAIN: Yes, I have read it.

2 MS MAGGIE WONG: Thank you. It says:

3 " ... can identify:

4 Records of speeding; recorded every second and
5 stored together with the related GPS data;

6 'malpractice' of harsh braking;

7 Abrupt acceleration;

8 The corresponding bus registration numbers with the
9 assistance of other systems

10 The Openmatics telematics system installed at KMB
11 cannot identify:

12 Route numbers of certain buses.

13 The data are collected as defined by the system.

14 Every second, the system collects the defined data and
15 sends that data every 30 seconds -- if connected to
16 Wi-Fi or to ... the defined FDP server. The information
17 is also stored locally on the telemetry unit (black box)
18 for 30 days."

19 I would like to ask a few questions about this
20 system installed at KMB being able to identify the four
21 matters.

22 Are these the four matters that in one of your
23 discussions that you have explored as part of your
24 real-time monitoring of the drivers' behaviour?

25 MR JAIN: As far as I understand, the telematics device

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1 gives you the speeding -- not speeding data, but the
2 speed data.

3 Also it gives you the braking performance, which you
4 can define as harsh or non-harsh. But what you define
5 them as are configurable parameters, whereas the data
6 generated are the exact data from the device that are
7 performance-related data.

8 Similarly, acceleration is given by them, but what
9 is abrupt or what is non-abrupt are configurable
10 parameters.

11 This is my understanding of their device.

12 CHAIRMAN: Yes, and we have seen that illustrated on
13 a previous page where we see the data parameters that
14 have been put into the machine, including that
15 non-performing tilt angle.

16 MS MAGGIE WONG: So the clients can choose the parameters?

17 MR JAIN: So technically, these parameters can be
18 route-specific, can be location-specific, and also you
19 can design your thresholds based on specificity of
20 a particular route or a particular road section, rather
21 than having a global parameter.

22 MS MAGGIE WONG: Yes.

23 CHAIRMAN: Yes, so you could define your threshold depending
24 on where the bus is?

25 MR JAIN: Correct.

26

1 CHAIRMAN: In other words, you know where its latitude and
2 longitude is, you know that puts it in a 50-kilometre
3 per hour zone, and you put a threshold at whatever you
4 might decide, perhaps 55, but when it goes into a 70
5 zone, you put another value, 75, perhaps.

6 MR JAIN: Absolutely, Chairman.

7 MS MAGGIE WONG: So in all these meetings you were
8 discussing about these parameters and the capability of
9 what the black box can do?

10 MR JAIN: That's correct, yes. What we were discussing at
11 that time is how best to utilise this information to
12 improve safety and improve the operation the
13 performance.

14 CHAIRMAN: As you said, this had a monetary incentive
15 because if you drive in a better fashion, you don't
16 indulge in unnecessary acceleration, you don't brake,
17 you come to a stop gently, then you use less fuel.

18 MR JAIN: Absolutely, Chairman.

19 MS MAGGIE WONG: And the second matter I would like to ask
20 is this 30 seconds. According to this information, the
21 data can be collected every second, but in here, the
22 system only collects data every 30 seconds.

23 So this is also --

24 CHAIRMAN: No, it transmits data every 30 seconds.

25 MR JAIN: But that is also a configurable parameter. You
26

1 can have a constant stream of data, or you can do every
2 10 seconds, every 30 seconds, or you can even not have
3 that transmitted.

4 CHAIRMAN: Yes, that was the effect of Mr Kulis' evidence,
5 which you have yet to read. But that was what he said,
6 that you can configure this as you can the other things.

7 MS MAGGIE WONG: That's what you earlier said, that's the
8 benefit of the real-time capability that was sacrificed.

9 If I may go back to your submissions at FE-1,
10 page 40. And we were on to these countries that your
11 company at that time was deriving experiences from.

12 You also made reference to New Zealand, the
13 GreenRoad.com where reference was made to bus companies
14 having the advantages or benefit of the system and, in
15 particular, halving of incidents of poor driving
16 behaviour. And it also states that the accidents from
17 collisions fell by half, while accidents caused by bus
18 drivers plunged by 70 per cent.

19 At that time was this matter or this GreenRoad
20 system discussed in one of the group meetings?

21 MR JAIN: Not exactly. This information is something that
22 came to my knowledge only I think last year.

23 MS MAGGIE WONG: Last year?

24 MR JAIN: And I have quoted it here.

25 MS MAGGIE WONG: If I may show you an article about
26

1 GreenRoad.

2 It is the article dated 12 July 2012, making
3 reference to GreenRoad as "a leader in driver
4 performance and safety management".

5 And in the second paragraph it states that:

6 "GreenRoad has already --"

7 CHAIRMAN: What is the date of this document?

8 MS MAGGIE WONG: 12 July 2012.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: In the second paragraph it states:

11 "GreenRoad has already reduced driving risk
12 60 per cent for the 70 buses in London where it has been
13 in use by 110 drivers since 2010."

14 And then jump to the next paragraph:

15 "Using mobile and cloud technology, GreenRoad helps
16 drivers self-improve. It provides drivers with instant
17 feedback about their manoeuvres using the traffic light
18 LEDs on the dashboard as well as detailed analysis and
19 recommendations for drivers and depot managers."

20 This system was set out in your paper, but at that
21 time was this -- because I see the article is dated 2012
22 but wasn't explored, was it, in one of your meetings?

23 MR JAIN: Not exactly this company, but I think the concept
24 that is mentioned in this article, we are certainly
25 aligned with these concepts.

26

1 MS MAGGIE WONG: If we go back to your submission, FE-1,
2 page 40, paragraph 4. It made reference to the
3 scrapping of the project. And you also stated that:

4 "One of the fundamental changes in management after
5 2015 was that instructions and decisions were seldom
6 documented and often reversed arbitrarily without
7 discussion or consultation with other internal
8 stakeholders."

9 Internal stakeholders, who do you mean?

10 MR JAIN: I mean people working in various other
11 departments.

12 MS MAGGIE WONG: Yes. Over the page, page 41. You
13 mentioned at paragraph 2:

14 "Due to the specific nature of questions ... are
15 specific to KMB, but a lot of what is happening in the
16 franchised bus industry in Hong Kong is also a direct
17 result of systematic problems such as outdated
18 regulatory framework, lack of open competition, lack of
19 adoption of technology, lack of transparency, and a ...
20 [the] relationship between the regulator and the
21 franchisee."

22 So you have identified five problems here.

23 CHAIRMAN: Before you get involved in the details, you used
24 the word "systematic ", but in fact do you mean
25 "systemic"?

26

1 MR JAIN: Yes, that's correct. Thank you, Chairman.

2 MS MAGGIE WONG: The first one is the outdated regulatory
3 framework. Can you elaborate on why you consider the
4 current regulatory framework outdated?

5 MR JAIN: The regulatory framework that is prevalent in Hong
6 Kong at the moment, I think that was adopted decades
7 ago. At that time, the technology for monitoring
8 various things didn't exist. Now, we have obviously
9 gone to a much different level of data that is available
10 from operations. We are talking about artificial
11 intelligence, autonomous buses and all those things.
12 The current regulatory framework in Hong Kong does not
13 really allow for anything that is something that fits
14 into the norm of 20/30 years ago.

15 For example, autonomous vehicles is a classic
16 example. If any bus company in Hong Kong would like to
17 introduce autonomous buses, the regulatory framework or
18 the legal framework does not even exist, whereas other
19 cities have gone ahead and adopted or they have modified
20 their systems or regulatory frameworks, to allow for
21 these innovative new ideas or innovative practices.
22 Hong Kong still lacks those things.

23 MS MAGGIE WONG: Which cities are we talking about?

24 MR JAIN: We are talking about China, Singapore, Dubai, Abu
25 Dhabi, a lot of cities around the world have adopted or

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1 reformed their regulatory systems to adopt open data
2 framework, they have reformed to allow for autonomous
3 test trials, e-bus, electric bus, solar buses --

4 CHAIRMAN: Just dealing with autonomous vehicles, is the
5 point you are making this, that in Hong Kong you are
6 required to have a person in a vehicle, and it can't be
7 driven by a computer; is that the point?

8 MR JAIN: That's one. Second is if you want to put any kind
9 of vehicle on road in Hong Kong it has to go through
10 a type approval process, and the type approval process
11 itself does not allow anything beyond, I would say,
12 post-war specifications.

13 MS MAGGIE WONG: It is more concerned about the nature of
14 the bus. In terms of regulatory framework, what about
15 the black box system? Do you know much about how one or
16 whether one knows anything about what can be installed
17 in the black box system for buses? I think in Hong Kong
18 it is completely lacking. What about, in your
19 experience, in other countries?

20 MR JAIN: I think it is more of a norm these days, rather
21 than exception. If we go to any of the developed
22 cities, they are very widely adopting a telematics
23 system, places like even Turkey, I was there and Turkey
24 has these things in place. European cities, they all
25 have telematics devices on board. Again, going back to
26

1 Singapore, Dubai, Seoul, Tokyo, all these cities which
2 are very comparable to Hong Kong, high public transport
3 usage, they are adopting telematics devices and it has
4 yielded significant benefits in terms of operational
5 performance and efficiency.

6 MS MAGGIE WONG: Yes, and we have touched on regulatory
7 framework.

8 The second complaint is about lack of open
9 competition.

10 Can you elaborate on that?

11 MR JAIN: For example I would look at Singapore, and quote
12 that example. In Singapore they were running their bus
13 system almost in an identical manner to the way we do in
14 Hong Kong until 2012, 2013, when they started looking at
15 reforming the bus operation in Singapore based on the
16 changing environment of public transport.

17 And at that time they looked at it and they realised
18 the bus operation in its present form in Singapore was
19 unsustainable, and they completely changed the model and
20 adopted a new regulatory framework, which has now
21 brought in much better services, much better
22 performance, a lot of innovation, and they have, I would
23 say, assumed leadership in bus operation at least in
24 this region at the moment.

25 That is the kind of thing that has happened because
26

1 they have opened the market for international players to
2 come in, and participate in the process, and bring in
3 best practices from around the world.

4 Once you have no competition in Hong Kong, we have
5 been working with the same operators all throughout
6 without any risk of them being -- there is nobody
7 upsetting the apple cart here, which means that those
8 incentives to bring innovation, incentives to bring
9 efficiency, don't exist. And that is what I mean here
10 with the open competition.

11 CHAIRMAN: By that, do you mean that Singapore invited
12 tenders to run bus routes, and that produced
13 competition, and new international players, as it were,
14 came in to run buses in Singapore?

15 MR JAIN: That's correct. I'll give you one example of
16 a company called Tower Transit there. Prior to Tower
17 Transit coming into the market, in Singapore they always
18 complained about driver shortage -- because of the same
19 reasons as we quote in Hong Kong.

20 Today, Tower Transit has surplus application of
21 people who want to drive their buses.

22 CHAIRMAN: How has it achieved that?

23 MR JAIN: Because they have adopted a completely new type of
24 HR engagement, human resource engagement with the
25 drivers, and I have visited their depot, and it is
26

1 a very pleasant experience, where literally everybody
2 greets everybody, it is a flat management structure, and
3 drivers consider themselves to be really part of the
4 whole delivery process.

5 CHAIRMAN: That is Singapore?

6 By contrast how would you describe Hong Kong?

7 MR JAIN: In Hong Kong, I would say that it is a very "us
8 and them" mentality. The management thinks the drivers
9 are an entity which is troublemaker, which is always
10 asking for this, and asking for unreasonable things,
11 whereas if you ask the drivers -- and I'm a qualified
12 licensed bus driver, and I can tell you the drivers
13 think that the management people who sit in this
14 air-conditioned office know nothing about bus operation,
15 they are the ones running the whole show.

16 You can see there is a lack of mutual trust there,
17 and this is what I mean, we need to reform this
18 industry, make sure this industry is attractive, for
19 people to come and join as an employee, and of course
20 also need to understand that this is something which
21 becomes the fabric of the city. Bus operation is
22 moving -- KMB moves 3 million people in Hong Kong, total
23 bus operation is about 4.5 million people.

24 And if we can't address these issues, this is, if
25 you ask me, we can buy the best buses, but if we can't

26

1 have the proper good drivers to run these buses, the
2 whole exercise is futile.

3 MS MAGGIE WONG: Thank you.

4 CHAIRMAN: Since you have touched on it, what is your
5 opinion or assessment of the quality of the buses and
6 the way in which they are maintained, generally, in Hong
7 Kong?

8 MR JAIN: I would rate it quite highly. I think the Hong
9 Kong buses are very well engineered, they run for 17,
10 18 years, and even at the end of their life they are in
11 a very good condition.

12 CHAIRMAN: Because they have been maintained properly?

13 MR JAIN: That's correct, yes.

14 MS MAGGIE WONG: What about training? The drivers'
15 training?

16 MR JAIN: There are two aspects of training. One is the
17 classroom training. The second is the motivational
18 aspect of training. And I do feel that, and I have
19 looked at documents that have been submitted in the
20 first lot, which were sent to me last Friday, and it is
21 a fact at that there is a lot of effort people are
22 putting, ticking a lot of boxes in terms of number of
23 hours, this and that, there are enough manuals there,
24 but the motivational aspects of training where people
25 feel part of the company -- one fundamental aspect of

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1 service quality is where the employee considers it's not
2 just his job to deliver a service, but it is his duty to
3 deliver a service. And I think that is the kind of
4 level that one needs to transcend in terms of training,
5 which personally I feel is lacking at the moment.

6 CHAIRMAN: You spoke of the contrast with Singapore with
7 competitive tendering. What is the position in Hong
8 Kong?

9 MR JAIN: In terms of?

10 CHAIRMAN: For tendering for the renewal of franchises.
11 What happens in Hong Kong, compared with Singapore?

12 MR JAIN: In Hong Kong, there is -- first of all, I have not
13 seen any tendering in last 20 years. And two, whenever
14 there is a renewal, usually the approach that our
15 regulator has taken here is to say: this company has
16 been performing well, hence we should renew their
17 franchise. Whereas they have not really looked at
18 benchmarking the companies on what is happening
19 internationally. Are we up to the speed to the
20 international level of innovation, international level
21 of efficiencies, and can we push or nudge the existing
22 operators into that direction, or bring new players into
23 the market which will eventually uplift the whole game?

24 MS MAGGIE WONG: And the next complaint you said is lack of
25 adoption of technology.

26

1 We have heard one example about telematics. Apart
2 from that, what other comments can you make about this?

3 MR JAIN: In terms of technology, we are now talking
4 about -- I'm currently involved in a study of artificial
5 intelligence, use of artificial intelligence in public
6 transport, I'm doing that on behalf of UITP, and I can
7 tell you the kind of things people are doing in bus
8 industry are superb. In Singapore SMRT has developed
9 a system called Prolearn. What they do is they have
10 installed cameras in the buses and they collect all the
11 real data points of individual driver behaviour on the
12 road and they predict which driver is going to have an
13 accident.

14 And then they customise that learning process for
15 that driver, so the driver is retrained and avoids that
16 accident.

17 So it is an intervention and prevention process in
18 the safety management that has drastically reduced --
19 now I have the figures with me. If you want I will be
20 happy to provide those, but they have significantly
21 reduced the incidents that the driver would otherwise
22 have on the road because of this training system.

23 It is just a simple data collection and training
24 system for the driver.

25 CHAIRMAN: Are these figures compiled by Singapore's Land
26

1 Transport Authority?

2 MR JAIN: This figure was -- I have -- I came to know of
3 these figures in Germany when SMRT CEO was making
4 a presentation.

5 CHAIRMAN: Perhaps you would be kind enough to provide them
6 to the Secretariat.

7 MR JAIN: Absolutely.

8 MS MAGGIE WONG: When was this study carried out?

9 MR JAIN: The study is ongoing at the moment, as we speak.

10 MS MAGGIE WONG: And can I understand correctly, is it
11 a system that you have collected all the data, and then
12 making analysis and prediction that certain drivers are
13 prone to accidents, and then that driver will be picked
14 out for retraining?

15 MR JAIN: Yes. Before they have an accident.

16 MS MAGGIE WONG: Yes.

17 MR JAIN: So this is just one example. The second example
18 is predictive maintenance, automation in the depots, so
19 a lot of hazardous processes in the depot could be
20 automated.

21 So a lot of companies are doing a lot of things
22 around the world to uplift these technological aspects
23 of operations.

24 MS MAGGIE WONG: Since we are on technology, may I ask you
25 about a few other equipment or technological devices.

26

1 One is called electronic stability programme. Have you
2 heard about that?

3 MR JAIN: Yes, I have.

4 MS MAGGIE WONG: How do you find that programme?

5 MR JAIN: I mean, it is something which certainly enhances
6 the vehicle performance, especially on roads where it
7 would have a higher tilting and those things, so it is
8 basically an electronic device which will change the
9 centre of gravity of the bus, or adjust the centre of
10 gravity of the bus. So yeah, it certainly enhances the
11 vehicle performance, no doubt about it.

12 CHAIRMAN: Perhaps a short way of dealing with this would be
13 to take Mr Jain to the working group paper on this. The
14 Transport Department have told us that in March of this
15 year they convened a group made up of franchised bus
16 operators and bus manufacturers, to consider a range of
17 technological advances. And this is being done at some
18 haste because it is apparently going to be able to
19 report this month. And they set out the various matters
20 being looked at.

21 MS MAGGIE WONG: That is in TD-1, page 98. That's the
22 Transport Department paper.

23 Mr Jain, if we look at page 98, it sets out from (a)
24 to (f) certain technology, or safety devices that the
25 working group has been exploring.

26

1 CHAIRMAN: If you have the paper version in front of you, if
2 you go to page 94 and have a look, you will see how this
3 is explained by the Transport Department. As you can
4 see, the paper is entitled "Application of New Devices
5 or Technology on Franchised Buses".

6 Then we get a history of what they have been looking
7 at.

8 But this working group was set up in the middle
9 of March, I think it was, of this year, to examine these
10 matters, and as I have told you already, they are doing
11 so in some haste.

12 MR JAIN: Chairman, I think it is a good initiative by
13 Transport Department, but I think what triggered was
14 something that should not have triggered this. They
15 should have done this nevertheless. This is what I mean
16 about being a bit outdated on these aspects, where we
17 are reacting to things instead of acting in advance and
18 being proactive about this.

19 CHAIRMAN: Thank you.

20 MS MAGGIE WONG: Thank you.

21 Paragraph 10 refers to a number of on-vehicle safety
22 devices that have been explored. The first one is the
23 electronic stability control and roll stability control.

24 At paragraph 12, this particular device is
25 elaborated on. And we can see how the braking system

26

1 helps steer the vehicle on its intended track. But in
2 terms of the use of this device, is it widely used in
3 the world so far as your experience is concerned, or at
4 least in Singapore?

5 MR JAIN: I think in the new buses that they are purchasing,
6 this is certainly there. I'm not very sure whether they
7 have retrofitted the older fleet of that.

8 MS MAGGIE WONG: If we look at the second suggestion at
9 page 98, it is "Capping the maximum speed at
10 [70 kilometres per hour] on downhill by the speed
11 limiter".

12 It was elaborated on at page 101 that this is also
13 reactive to the 2003 Tuen Mun accident. And it states
14 at paragraph 17 that:

15 " ... the speed limiters are in-built systems of
16 modern buses geared to the electronic engine management
17 system. The setting or activation of the speed
18 limitation function is controlled by a software ..."

19 Then in the last line:

20 "In a free rolling situation, the vehicle speed is
21 not determined by engine revolutions or gearing but
22 rather by the force of gravity acting against the
23 rolling assistance of the vehicle."

24 Then:

25 "The three bus manufacturers have initially advised
26

1 that it is technically feasible to engage retarder to
2 slow down a bus when the speed limit is over
3 70 [kilometres per hour] under the downhill situation."

4 So my question is this, Mr Jain. Hong Kong's
5 geographical condition is quite unique because we do
6 have a lot of steep downhill roads, and if one is
7 setting, for example, the telematics to 70, configuring
8 the speed limit to 75km per hour, it would mean that
9 when the bus is driving downhill it would be much faster
10 than 75. And this suggested solution by using speed
11 limiter, how would you consider this suggestion, or what
12 is your comment on this?

13 CHAIRMAN: Before you answer that question, isn't the speed
14 limiter set at 70 kilometres per hour?

15 MR JAIN: It can be set at any speed --

16 CHAIRMAN: In Hong Kong, isn't that what is required?

17 MR JAIN: That is right, yes. 70 is the maximum that is
18 allowed under the Road Traffic Ordinance.

19 CHAIRMAN: I think the question is this. If you are going
20 down a steep hill the vehicle can go more than 70.
21 Because all that is happening under the current system
22 is your fuel is being starved.

23 MR JAIN: That's correct. If you asked my opinion this is
24 a device that is of course needed in Hong Kong.
25 Retarders, if I recall correctly, retarder was almost

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1 evented in Hong Kong 20 years ago because of this
2 downhill issue where a double-decker bus was coming down
3 the hill and, if I recall, there was an incident on Hong
4 Kong Island because a bus could not stop in time and it
5 just went into the junction.

6 Having said that, in these modern times, again,
7 there are systems which can go beyond this, as in not
8 just 70 kilometres an hour, they can be dynamic
9 limiters. Basically you can geofence the areas where
10 the bus speeds can be regulated to the road speeds.

11 So in a 50-kilometre zone the speed limiter can set
12 itself to 50, whereas in a 70-kilometre zone it would
13 limit itself to 70. So you will not have a situation
14 where a bus can still drive at 70 in a 50-kilometre
15 zone.

16 MS MAGGIE WONG: I think that's the next proposal suggested
17 by the Transport Department about speed control by GPS,
18 or geofencing.

19 MR JAIN: Yes, that's what -- yes.

20 MS MAGGIE WONG: But we know there are certain problems
21 about geofencing or GPS in high rise buildings.

22 CHAIRMAN: In roads surrounded by high rise buildings.

23 MS MAGGIE WONG: On roads surrounded by high rise buildings.

24 Do you know if there is any recent technology where
25 this problem can be solved or rectified or ameliorated?

26

1 MR JAIN: Some of these are addressed by having multiple
2 data sources to capture the same information.

3 GPS is one source. And sometimes in bus operation,
4 because we are running fixed-route operation, you know
5 exactly where the bus is going, and you know the number
6 of turns that the vehicles are making, you can do
7 a process called dead reckoning.

8 CHAIRMAN: By that you mean the number of revolutions of the
9 wheel?

10 MR JAIN: Yes, of the wheel. So you know the exact distance
11 of the wheel, you know the exact route, so even if you
12 don't have a GPS position, you can literally work out
13 where the bus is.

14 CHAIRMAN: By dead reckoning?

15 MR JAIN: By dead reckoning. That's one way of doing it.
16 The second way is -- because all the buses, because of
17 the telematics device, they already have a 3G device on
18 board, you can also use the GSM network and using your
19 telecom towers to locate the bus.

20 So GPS is only one point of reference, the second
21 point of reference comes from the GSM device.

22 And, as I said, dead reckoning could be your third
23 points.

24 Once you have three data points you can triangulate
25 and you can with a high degree of confidence tell where
26

1 the bus is.

2 MS MAGGIE WONG: You raise a point that with this technology
3 you can actually adjust the speed in the telematics
4 programme. If you have a digital map, if the -- we know
5 that the Transport Department has a digital map of the
6 speed limits of the whole territory in Hong Kong. Can
7 you combine the system of the digital map with the
8 telematics system so that the system itself can
9 automatically adjust the speed limit without the
10 operators configuring it, but automatically it would
11 adjust its speed limit based on the location where the
12 bus is?

13 MR JAIN: Theoretically the answer is yes. But you will
14 need to built that infrastructure of communication
15 between TD and the bus operators, whereby any changes by
16 the Transport Department on the speed of a particular
17 road would be automatically transmitted and goes into
18 the system.

19 I would say the possibility goes even beyond that,
20 because bus operation is not always directly correlating
21 to the traffic restrictions imposed, speed restrictions
22 imposed by the Transport Department. There are sections
23 in the bus operation, and I can tell you, where the
24 drivers are trained to slow down because it is a black
25 spot, because the visibility or sight lines are poor.

26

1 Even in those sections you can limit the speed of the
2 buses without affecting the rest of the traffic.

3 CHAIRMAN: So you could fit in variable thresholds depending
4 on where the bus is, depending on, one, the legal speed
5 limit, but two, the exceptional limit that you, the bus
6 company wants the bus to have as a maximum going around
7 a particular bend, or whatever it is?

8 MR JAIN: If it is a sharp, 90-degree turn, you can actually
9 limit the speed to 20kph or 30kph for those turns.

10 CHAIRMAN: Then you could generate an exceptional report if
11 there was an infraction of any of those various
12 thresholds?

13 MR JAIN: That's correct.

14 There are two ways of doing it, one is you can limit
15 the bus not to even cross it. So even when the driver
16 tries, it just does in the work.

17 The second is you can allow the driver to drive at a
18 higher speed but you would generate an exception report
19 and then take a post-event action.

20 CHAIRMAN: Are you aware of this digital map that sets out
21 the speed limits that are imposed in Hong Kong?

22 MR JAIN: I do understand that that is available in the
23 public domain, yes.

24 MS MAGGIE WONG: Even before I asked you, you already knew
25 about this digital map?

26

1 MR JAIN: Yes, I think it is public knowledge, as far as
2 I know.

3 MS MAGGIE WONG: Thank you.

4 The next device they suggested is the collision
5 prevention device, which is at page 103, and Mr Jain,
6 may I refer you to the comments made by the franchised
7 bus operators at paragraph 26, which is at page 105.

8 The last line:

9 "In sum, the FB operators do not consider that the
10 installation of collision prevention and lane-keeping
11 devices are effective for enhancing the safe operation
12 of FB services."

13 And the first question I would like to ask is,
14 Mr Jain, do you know whether it is common to use this
15 collision prevention device in the world?

16 MR JAIN: The answer is yes, it is common, I think it is
17 a very relative term. But it is used in many places.
18 But I would also say that I would disagree with this
19 statement here.

20 We are tending -- I mean, what I'm hearing right
21 now, are we are looking at this technology as something
22 which is very static, which means it is
23 a one-size-fits-all, whereas I completely agree, you
24 know, I just had a quick glance at paragraph 26, and
25 I agree that in certain situations in Hong Kong, because
26

1 Hong Kong lanes are very narrow, the traffic is very
2 close to each other, these devices would become
3 a nuisance in a way. But today, the technology allows
4 us to customise this device, make them even
5 self-learning devices. If you know how artificial
6 intelligence or machine learning systems work, every
7 road, section by section, you can define parameters and
8 road conditions and you can set the alert levels
9 accordingly.

10 So you don't have to apply exactly the same alert
11 levels on the highway when a vehicle is travelling at
12 70 kilometres an hour, to a vehicle when it is running
13 at 30 kilometres an hour in Nathan Road in a stop-and-go
14 situation. So, you can apply different parameters of
15 proximity. Or you can even deactivate at 30 kilometres
16 an hour because you know the type of accidents it
17 would -- even if it has, it won't be fatal, but at 70,
18 the fatalities could be very high.

19 There are different things you can set, which could
20 be completely dynamic based on the section of the road,
21 the route, the type of the bus, a lot of things you can
22 do, even the number of passengers on board the bus.

23 CHAIRMAN: We have been referred to a paper produced by
24 Citybus in 2014 after they had a trial of, I think, they
25 called it Mobileye.

26

1 MR JAIN: Yes.

2 CHAIRMAN: Have there been developments since 2014 to date
3 in this kind of technology?

4 MR JAIN: Chairman, if I can resort to some rhetoric, the
5 world has changed since 2014.

6 MS MAGGIE WONG: And the last device that was mentioned --

7 CHAIRMAN: Perhaps we could -- have you been referred to
8 this paper before, the Citybus paper?

9 MR JAIN: In fact, during my KMB period I -- I have not
10 referred to this paper, but I met Mobileye people at
11 that time. We have had meetings with them. And I have
12 seen at that time -- I think they also did a trial with
13 KMB, but that was prior to when I joined, if I recall
14 correctly.

15 CHAIRMAN: It might help if you just glance at the report,
16 because -- we take what you say, that the world has
17 changed since 2014, but perhaps we can refer you to
18 where it is.

19 MS MAGGIE WONG: CTB-3, page 601.

20 CHAIRMAN: Perhaps the question really I'm inviting you to
21 answer is this. Having seen what the concerns are in
22 that report, are these concerns that are now addressed
23 by the developments in technology?

24 MR JAIN: I had, again, a quick look at one of the numbers
25 which I would consider the most relevant here. It is

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1 the accuracy of Mobileye. When I look at that table,
2 even the unions say that the accuracy was 69 per cent.

3 Anything which is 69 per cent accuracy and can save
4 lives, I would look at adopting that system and
5 fine-tuning it instead of abandoning the system.

6 CHAIRMAN: So your answer really is, as with other devices,
7 you can now configure variable thresholds which would
8 make the technology of use; is that how you would
9 put it.

10 MR JAIN: Precisely. Because there are two things we look
11 at in these aspects, one is the severity of the
12 collision and the frequency of collision. So, severity
13 at high speed is much higher, the frequency may be
14 lower. Whereas in urban areas, you can have more
15 frequency, because the proximity is higher, but the
16 severity is much less.

17 This is part of the risk management exercise that
18 a bus company should adopt. So every time you introduce
19 a new route -- and this is the part of safety culture,
20 safety management systems, that the bus companies need
21 to adopt, where they can look at the data which is
22 coming from various devices, as well as the traffic
23 conditions. So it is a part of the risk management in
24 advance.

25 If it is a more stop-and-go, the number of traffic
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1 lights are more, the speed is less, the risk profiles
2 are different from when the bus is running on a highway,
3 unhindered at 70 kilometres an hour.

4 So in operating terms these are two different buses,
5 two completely different types of things.

6 MS MAGGIE WONG: And as you said, the technology has moved
7 on since this report. So now, as far as you understand,
8 this technology has been moved on so that you can
9 customise the fittings to configure it to make sure it
10 is less of an annoyance in busy streets. Is that what
11 you are telling us in terms of this device?

12 MR JAIN: That's correct. And if you look at the kind of
13 trials that are happening in the autonomous device
14 world -- so in fact there is a journey to autonomous
15 driving, which is called level 1 to level 5. If you
16 look at levels 3 and 4 of autonomy, these are really not
17 autonomous vehicles, these are still driver-on-board,
18 but there are so much assistive technologies to the
19 driver that the driver is really there to do manual
20 overdrive. So he only intervenes in exceptions.

21 At level 4 the driver is literally basically
22 watching out. He is not driving/driving, the bus drives
23 itself. At level 3, the driver drives, but there is so
24 much assistive technology he has in terms of proximity
25 detection, in terms of any hazards, a lot of

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1 pedestrians, for example. So all these cameras and
2 sensors they are actually providing you the information
3 to adapt to a particular environment.

4 MS MAGGIE WONG: Yes, and the next device is the driver
5 monitoring device. It appears to be quite a new device
6 in terms of detecting unsafe behaviour. That is at
7 page 105, and it states:

8 "... unsafe behaviour like dozing, drowsiness, bad
9 posture".

10 Then we see at page 105, that at least two operators
11 advised that they would install a similar system and do
12 a trial from early May 2008.

13 Mr Jain, my question is this. We know in Hong Kong
14 that drivers drive a long period of driving hours. This
15 device is intended to detect drivers who are fatigued.

16 Is this device commonly used in the world? And how
17 effective is this device throughout the world?

18 MR JAIN: I have not seen a very widespread use of this
19 device yet. But I am aware of a number of trials that
20 are happening.

21 In my opinion, this technology is still at the
22 evolutionary phase. It will eventually come, certainly,
23 it is not perfected yet. Because there are a lot of
24 false positives that it is generating, which makes,
25 I would say, a situation -- it has the potential to make
26

1 a situation worse than making it better. Because it
2 alerts the driver at the wrong time, sometimes, and it
3 distracts them from focusing on driving, because too
4 many false positives can distract you.

5 Having said that, there are three technologies that
6 are working here. One is a camera-based technology,
7 which is looking at the driver's face and detecting the
8 micro-expressions on his face. The second is one that
9 comes into the category of variables. There are
10 variables which are like glasses, like Google Glass,
11 which look at their cornea, the dilation, and movement
12 of the eyes. And the third is you can wear it like
13 a watch.

14 So there are multiple types of technologies being
15 tested. I'm pretty sure in a year or two, we would see
16 some convergence, we will see some success there.
17 However, at this moment, I have not seen very widespread
18 operational deployment of this.

19 MS MAGGIE WONG: Apart from these devices mentioned, do you
20 have any other suggestions --

21 CHAIRMAN: Before you move on. You will be aware, no doubt,
22 of the tram accident in Croyden in 2016, where the
23 findings were that the driver had fallen asleep having
24 started work early in the morning. Are you aware that
25 Transport for London recommended that one of these
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1 anti-drowsiness cameras be deployed. I think Guardian.

2 Are you aware of that?

3 MR JAIN: Yes, I know.

4 CHAIRMAN: So that is one of the deployments of the
5 technology, but there are not very many, is that what
6 you are saying?

7 MR JAIN: I know this was deployed, but I'm not sure of the
8 success in terms of data that is coming, whether this is
9 really a success story or not. Because if you are
10 dealing with 40 or 50 per cent of false positives, that
11 gives you technology fatigue, so you tend to ignore the
12 technological interventions, which is what I meant, yes,
13 the technology is there, but it has not yet come to
14 a convergence where we can have the confidence of 95,
15 97 per cent on this.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: In terms of the technological devices
18 mentioned in this paper, do you have any other
19 suggestions from your experience that may be useful in
20 terms of ensuring safety of bus driving in Hong Kong?

21 MR JAIN: There are N number of good examples around the
22 world which are being deployed at the moment, people are
23 testing, trying. Artificial intelligence which is, to
24 me, a progression of good data analytics system. You
25 take it to the next level, machine learning, and then

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1 you take it to the next level, where you bring it to an
2 AI-based system, more predictive.

3 So basically, what it does, let's say hypothetically
4 in this Tai Po incident, if the bus was tilting -- even
5 before it starts to tilt, driving behaviour, it would
6 detect a very minute level of data and it would create
7 that intervention framework. It would even tell the
8 supervisor what kind of prescriptions, it would provide
9 the prescriptive information to the supervisor on what
10 kind of intervention is necessary.

11 So what we are doing now is we are removing a lot of
12 human factors from these things. Because many times
13 what happens is supervisors are making split-second
14 decisions and sometimes it is affected by their
15 emotions, personal state, psychological state. Once you
16 have these AI-based systems -- I wouldn't say they are
17 very intelligent systems, but they are very rational
18 systems. So they give you very rational advice and that
19 allows you to act in a much accurate manner, in a way.

20 This is the new frontier that has opened, and a lot
21 of companies are working in these areas, they are going
22 towards operations, customer interface, engineering,
23 safety, security, all these areas you see very
24 widespread adoption of these technologies now.

25 CHAIRMAN: So this use of technology would enable

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1 a supervisor to pick up, or rather the data would be
2 presented to him, in exceptional reports, excessive
3 braking, excessive acceleration, speeding, more
4 excessive braking, a pattern would be emerging, and the
5 supervisor could intervene real time.

6 MR JAIN: Yes, I would go a level ahead of this. Because
7 currently the supervisor in a normal ROM system
8 I described, he sees whether a bus is an outlier, what
9 it does, what the AI kind of system does -- I mean, our
10 human brain can process only a few variables, and
11 mankind has also evolved in a way that we can learn,
12 unlearn and relearn, whereas an AI-based system never
13 forgets anything. We tend to forget, they never do.

14 So what it can do is it can look at the conditions
15 of the vehicle, the conditions of the road, at that time
16 what kind of weather conditions, prevailing weather
17 conditions are, what kind of traffic conditions are in
18 the surrounding, and what kind of driver characteristics
19 are, and it can bring all these parameters into one
20 framework and customise a response for that situation.

21 So we are talking about not just bus speeding, we
22 are talking about before a bus even speeds it can do
23 a risk assessment based on all these parameters and
24 create an intervention framework.

25 MS MAGGIE WONG: Intervention framework in a sense that the
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1 system takes over, or it would simply inform the
2 supervisor?

3 MR JAIN: It can even tell the driver: be careful today, it
4 rainy, there is a lot of traffic, a water pipe has burst
5 at this particular section, so don't drive above
6 30 kilometres an hour. You know.

7 MS MAGGIE WONG: Okay. Got it.

8 So it is informing you in advance how to drive?

9 MR JAIN: Correct.

10 MS MAGGIE WONG: And the next complaint you made is the lack
11 of transparency, and a hand-in-glove relationship
12 between the regulator and the franchisee. That's at
13 FE-1, page 41.

14 The lack of transparency and the relationship
15 between the regulator and the franchisee, can you
16 explain a little bit on the transparency?

17 MR JAIN: Lack of transparency, when I wrote that, I meant
18 a lot of data not being in the public domain. I can
19 relate to a personal example. I was standing at a bus
20 stop near my house, it's a reliable bus service, and
21 I had a bus coming on my app in two minutes' time, and
22 the bus came and went on my app, and I never saw the
23 bus.

24 And there is no way I can go back and check and no
25 way I can verify this kind of information so I can write
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1 a complaint -- and I have written quite a few complaints
2 about bus services in my area, and usually what
3 I receive, and I classify them as cookie cutter
4 responses, they are very standard responses "We are
5 looking into it", "We constantly review it", but nothing
6 is changing, and that is what I mean, that because there
7 is a lack of transparency, what is actually happening is
8 something that as a customer, I am at the receiving end
9 most of the time.

10 MS MAGGIE WONG: Compared to Singapore, can I ask this:
11 about all these technological devices that were
12 suggested to be put into buses, would the government in
13 Singapore give any subsidy directly or indirectly
14 towards the improvement in adding this new technology to
15 buses?

16 MR JAIN: So in Singapore the current model is that
17 government buys all the buses. So the asset belongs to
18 the government and it is given to the operator to
19 operate. The operator is held accountable to very
20 stringent KPI, key performance indicators, and if they
21 exceed those indicators there is a mechanism for
22 incentives. So that perpetuates itself into an
23 investment in innovation.

24 MS MAGGIE WONG: By keeping the asset of the buses, they
25 control the technology or the standards of the buses by

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1 doing that, or are there any reasons behind the
2 Singapore government having all these buses purchased?

3 MR JAIN: So the reason for them to purchase buses is
4 actually not relevant to technology or anything. They
5 wanted to create a different kind of model and their
6 objective was to at that time run buses more from
7 a social perspective rather than commercial perspective.

8 I'm not sure whether you want to cover that aspect
9 of their reform. But as far as the technology is
10 concerned, the government defines the baseline
11 technology, which means these are a requirement as
12 a part of the franchise, but then they also offer
13 incentives to the bidders to exceed these parameters,
14 and that's where the innovation comes.

15 So base line is there. So on-board devices, giving
16 data streams directly to their OCC or central control
17 centre, those things are defined in the contract, those
18 are requirement.

19 CHAIRMAN: In the franchise agreement?

20 MR JAIN: Yes.

21 CHAIRMAN: Is that the case in Hong Kong?

22 MR JAIN: In Hong Kong the definitions of these are very
23 loose, I must say. We call that a light touch
24 regulation, but which means that the parameters are so
25 wide that there could be a high degree of manipulation,
26

1 which is what I mentioned in my letter as well.

2 MS MAGGIE WONG: At page 41, you mentioned about lost trips,
3 reporting system has gaping holes which allow a very
4 high degree of manipulation. So my question is: how
5 would this lost trips reporting system affect the safety
6 aspect of the operation of buses in Hong Kong?

7 MR JAIN: This is not related to the safety, I must say.

8 MS MAGGIE WONG: Okay.

9 If we go now to your second submission dated
10 18 June 2018, page 44.

11 You made reference in the first black bullet about
12 Hong Kong lacking a central traffic command centre --

13 MR JAIN: Correct.

14 MS MAGGIE WONG: -- which can monitor the real-time
15 operations of all transport operators. So what you are
16 suggesting is the government itself should have
17 a central traffic command centre. But in what way could
18 it monitor the real-time operations of all transport in
19 Hong Kong given the volume of buses in Hong Kong and the
20 number of operators? How would you suggest it operate?

21 MR JAIN: Counsel, actually, I would make reference to the
22 paper you have shown earlier about Seoul and Singapore.
23 If you refer to that, there are two levels. One is
24 a bus management system, and then there is a central
25 traffic management centre, they call it GMS or

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1 something, I can't remember.

2 CHAIRMAN: Yes, perhaps we could refer Mr Jain to that.

3 MR JAIN: That's exactly what I'm talking about. At the bus
4 operator level you have a bus management system which is
5 looking at the bus assets, whereas at the central
6 traffic control centre you are looking at bus as an
7 asset, but also its interactions with the rest of the
8 transport system, rest of the traffic, traffic lights,
9 the road infrastructure, all kinds of things which is
10 really in the public domain.

11 MS MAGGIE WONG: If I may refer you to the SEC-2 bundle,
12 page 825, paragraph 2.8 makes reference to a new bus
13 management system, but in this case, it is a central
14 traffic command centre. So what you are suggesting is
15 apart from the -- there are two levels, the first is the
16 bus management system, which is managed by whom, if
17 I may ask?

18 MR JAIN: By the bus operator.

19 MS MAGGIE WONG: By the bus operators.

20 MR JAIN: If you refer to paragraph 2.10 on the same paper,
21 that is a central traffic command centre.

22 MS MAGGIE WONG: Ah. So it would require the connection
23 between the bus management system and the transport
24 operation and information service system in order to get
25 the data from the bus management system to monitor. Is

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1 that the case?

2 MR JAIN: That's correct, yes. But it looks at it from
3 a city perspective, looks at the entire transport assets
4 on the road, whether it is a moving asset or a fixed
5 asset.

6 MS MAGGIE WONG: And is that also the system in Singapore?

7 MR JAIN: They have a similar system. I'm not exactly sure
8 the extent of it that it entails, but they have
9 a significant number of these functionalities in that
10 system.

11 As far as I know, one thing that I have recently
12 gathered as a part of my study on artificial
13 intelligence, they are even deploying drones on traffic
14 situations to collect real-time traffic data and then
15 adjusting traffic lights or creating response systems or
16 variable messaging systems to direct traffic and balance
17 the traffic flow on the network.

18 So there is a very wide-scale application and
19 adoption of these things. Especially -- this is normal
20 operation but if you look at those one in a million
21 eventualities where you have an emergency situation,
22 this is the kind of system which can save a lot of
23 lives.

24 MS MAGGIE WONG: And I can see in that paragraph, this
25 system appears to be instead of the bus operator giving
26

1 information to the public about the real-time
2 information, it would be this central traffic command
3 centre releasing the information from the government
4 source to the public. It appears it works like that.
5 Do I understand that correctly?

6 MR JAIN: They work hand in hand, they are not discrete
7 entities, they have a relationship between them. If you
8 really want to know which bus has how many people in it,
9 I think it is the BMS which would look at these things,
10 whereas at the higher level, getting the traffic
11 information, getting information about junctions,
12 incidents that have happened, which is beyond the remit
13 of the bus operator, that information would be available
14 from this traffic command centre, which would be then
15 used by the bus companies to verify their information.

16 So there has to be a two-way flow of information to
17 create a better response in the end.

18 MS MAGGIE WONG: Yes. Understand.

19 At page 45 at the first bullet you make reference to
20 the:

21 "Current regulatory model in Hong Kong where there
22 is a cap on profit without a cap on losses is designed
23 to suit continuity of incumbent operators."

24 Can you explain that as to what it meant?

25 MR JAIN: So in the past this regulatory framework when it
26

1 was created, the bus companies used to have a guaranteed
2 profit model, in those times. And it was, I think, in
3 the '90s sometime, this was changed to a profit cap
4 model.

5 I put myself in a bus operator shoes, and this is
6 what happened in KMB up to 2012. Because of the railway
7 expansion, the KMB ridership started to go down and KMB
8 started to lose money. The only way to come out of
9 this, from losing money is either you give up the
10 franchise when it doesn't work, or you start raising
11 fares, which is not the right way.

12 Because the government controls the topside,
13 regulatory framework controls the ceiling of the
14 pricing, and then it should also give some kind of
15 a floor for pricing. Otherwise for commercial operators
16 around the world it would be of no significance.

17 So, for example, imagine a scenario where the bus
18 operator cannot make profit in Hong Kong, what will they
19 do? Being a commercial operator, mostly part of listed
20 companies, they would have to terminate the franchises.
21 What are we going to do as a city? Because if the bus
22 operation is not making profit you can't even attract
23 international players to come into the market. So there
24 has to be, I would say, a reasonable degree of
25 commercial framework which covers both the upside and
26

1 low side.

2 Why I'm saying it only favours the incumbent
3 operators is because the incumbent operators they have
4 already incurred a lot of expenses and fixed costs, so
5 they can make the system work for them, whereas a new
6 operator cannot enter this market and have the same
7 level field to operate.

8 But if you have a sustainable commercial model
9 there, then you can attract international entities
10 because then they will look at the longer-term play of
11 the bus operation.

12 MS MAGGIE WONG: And the bullet from the bottom at page 45,
13 you refer to:

14 "Current reporting and monitoring system is archaic
15 and was designed in an era when technology to monitor
16 buses and drivers did not exist."

17 Can you explain a little bit on this statement.

18 MR JAIN: This goes back to the regulatory framework. So,
19 for example, now it is increasingly around the world,
20 the bus regulators are managing the bus operation based
21 on what I mentioned. EWT, schedule adherence, and all
22 these things. In Hong Kong we are only looking at when
23 the bus leaves the terminus, and after that we are not
24 monitoring its performance along the journey, so the
25 bunching happens a lot in Hong Kong. There are a lot of

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1 problems because of traffic and stuff and we are not
2 able to address it. As a customer, if you are standing
3 in a stop, intermediate stop somewhere, you may have
4 three buses coming at one time and then for the next
5 20 minutes or 25 minutes you may have no buses coming.

6 So what others have adopted, they are using
7 technology to create space between these buses, so if
8 you go to London, the bus may stop at a particular stop
9 for a little while, just to create that separation, and
10 even services to customers. So when you are at a bus
11 stop you are getting continuous even services. So every
12 three minutes, it does not mean zero minutes and then
13 six minutes, it means maybe 3.3, 3.5 minutes. So the
14 variance of those things is reduced. And this is the
15 kind of monitoring that regulatory agencies are doing
16 around the world now.

17 So Singapore, when I mentioned the KPIs, they are
18 directly related to these kind of parameters, which are
19 exact data points along the journey on a bus route
20 rather than you just start from the depot and that's it,
21 and after that you forget about it.

22 MS MAGGIE WONG: You mentioned here about excess waiting
23 time, EWT, at stop-by-stop level, and monitor
24 punctuality of each trip end to end with telematics and
25 real-time operation management system making this

26

1 possible.

2 So you have got to have telematics and real-time
3 operations together in order to achieve this excess
4 waiting time. Is that the case?

5 MR JAIN: Telematics is already there. Real-time operations
6 is a software layer over this hardware. So it is not
7 a very difficult exercise on top of that.

8 I normally would not -- I would marry these two
9 because most of the people I have seen who have invested
10 in telematics have also invested in real-time operation.
11 So it is a natural progression to telematics. As far as
12 I know, even Openmatics, they supply you a real-time
13 operation management system as a part of their offering.

14 So most of the system providers they are putting it
15 as a package. At KMB we decided to do it on our own for
16 other reasons.

17 This is one package, once you have these kind of
18 systems, which in Hong Kong we already have, it allows
19 us to have -- those data points are available, but we
20 are not monitoring or regulating that. We don't have
21 the regulatory framework for those data points.

22 MS MAGGIE WONG: Yes, understand. Another thing I would
23 like to ask you is the five-year forward planning
24 programme. And you mentioned, if I could go back to
25 your submission at page 39, FE-1. At the bottom, you

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1 said that:

2 "As the person responsible for coordinating,
3 preparing and submitting 5-year forward planning
4 programme including the route development plan ... to
5 Commissioner of Transport, one of my roles was to vet
6 the coherence of our safety-related plans with the rest
7 of the operational plans."

8 I would like to ask, were you involved in any way
9 with the forward planning programme for the years 2018
10 to 2023?

11 MR JAIN: The one that was submitted recently?

12 MS MAGGIE WONG: No. Previously.

13 MR JAIN: So I made the submissions in 2013, 2014, 2015 and
14 2016.

15 MS MAGGIE WONG: Okay. But not --

16 MR JAIN: So 2016 submission theoretically included plans
17 for 2018 and 2019 in a way, but they were not firmed up.
18 They were notional in that sense.

19 MS MAGGIE WONG: Thank you.

20 If I may just show you the forward planning
21 programme to see if you have seen or whether you have
22 any input on some of the matters there.

23 If you go to TD-1, page 180 -- the reason I'm asking
24 is, first is the new KMB licence was discussed in 2016,
25 in the course of 2016, but in fact the actually granting
26

1 of the licence was in March 2017. Of course when you
2 planned this forward planning programme you have to look
3 into the accident rates and everything two years before.

4 So if I can ask you to take a look at this report,
5 in particular -- this was the KMB forward planning
6 programme.

7 CHAIRMAN: For what date? When was it prepared?

8 MS MAGGIE WONG: This report was prepared in June 2017, at
9 page 1035. In bundle TD-4.

10 And may I first of all ask whether you have made any
11 input whatsoever to this report?

12 MR JAIN: I have not, counsel.

13 MS MAGGIE WONG: Then I don't need to ask you --

14 CHAIRMAN: But presumably the topics came up year after
15 year? The same sort of topic?

16 MR JAIN: That's correct, Chairman. So after 2016
17 submission I was involved, and I left KMB in December
18 2016 --

19 CHAIRMAN: So you were not involved in June 2017.

20 MR JAIN: That's correct.

21 CHAIRMAN: But perhaps the point can still be made by
22 reference to a particular topic?

23 MS MAGGIE WONG: If I can take you to page 187, I am
24 interested particularly on the bus captain training and
25 the monitoring, planning programme.

26

1 Perhaps I can do my question this way. If you look
2 at this paragraph, or this particular section, it made
3 certain references to the:

4 "... KMB dedication to provide safe, reliable and
5 comfortable services ..."

6 And then they mentioned something about elements of
7 defensive driving, good driving attitude. And then:

8 "Driving performance monitoring is carried out with
9 systematic checking by driving instructors and followed
10 up with disciplinary actions if required. Moreover,
11 real-time driving indicators ... will also help to
12 identify those bus captains who have a higher incidence
13 of 'harsh braking' on a given route than is normal.
14 This information can be used to ensure that appropriate
15 proactive feedback is given to a bus captain with aim of
16 promoting improved driving behaviour that will in turn
17 serve to prevent/reduce 'loss of balance' cases ... "

18 It made reference here to real-time driving
19 indicators to help to identify those bus captains that
20 have bad driving habits in a way. And then they
21 emphasise the proactive way or proactive feedback. But
22 without -- when I discussed with you about the lacking
23 of this real-time indicator, or real-time information
24 back to the Lai Chi Kok Centre, is it achievable?

25 MR JAIN: It is achievable, but I think what it means here

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1 is that they use data generated real time at a later
2 date using in a proactive manner, but using reactive
3 data, to then train the driver.

4 So this is something that is happening, as I said,
5 it is a T plus 1 response.

6 CHAIRMAN: This is historic review of real-time data?

7 MR JAIN: Correct.

8 CHAIRMAN: But it is historic.

9 MR JAIN: It is historic, so it is using data generated real
10 time, and then somebody analyses it and then tells the
11 driver, "Last month you have not been driving very
12 nicely", so it is a proactive feedback, yes, but it is
13 based on reactive data.

14 However, what I referred to is that you can generate
15 it on a real-time basis and real-time response.

16 MS MAGGIE WONG: And they also mentioned something in 8.3.2
17 above the first bullet:

18 "The electronic tachographs are being used to
19 monitor bus captain performance, especially with regard
20 to speeding."

21 And then the second bullet:

22 "Real-time driving indicators are installed in all
23 buses which can help bus captains to utilise the driving
24 skills learnt in the Eco-safe Driving Training ... "

25 And then:

26

1 "As denoted above, the benefits of such Eco-safe
2 driving to the bus captains are:

- 3 1. Reduce the risk of accidents ...
- 4 2. Reduce stress levels ...
- 5 3. Increase confidence in vehicle control ... "

6 Again, this of course is also reactive to the
7 historical data, but not --

8 MR JAIN: And this eco-driving is actually exactly analogous
9 to green driving, or GreenRoad, what you were referring
10 to. It is just a terminology.

11 CHAIRMAN: Eco-driving means don't accelerate sharply, don't
12 brake sharply, use the fuel you have already put into
13 the engine to glide you to a stop.

14 MR JAIN: A lot more coasting, yes, so you burn less fuel.

15 MS MAGGIE WONG: The next section I am interested in is the
16 8.3 --

17 CHAIRMAN: Before you move on, whilst you were with KMB,
18 were there any parameters inputted into creating
19 thresholds for automatic reports of driver misbehaviour,
20 for example speeding?

21 MR JAIN: Okay. Automatic reports, to --

22 CHAIRMAN: Were there automatic reports?

23 MR JAIN: No, as far as I know, there were no automatic
24 reports, but their people were analysing driver data
25 based on their performance. So it was more of
26

1 a statistical analysis. People were analysing it.

2 CHAIRMAN: But the equipment was capable of generating, if
3 you put in the input, an automatic report?

4 MR JAIN: It could, yes.

5 CHAIRMAN: But it was not being used to do that?

6 MR JAIN: It was not being done that way.

7 CHAIRMAN: Why not?

8 MR JAIN: I think there are people who are better suited to
9 answer that question.

10 This "why not" is one question that even I have in
11 my mind why we abandoned that system, which is something
12 that would have benefited immensely to the bus operation
13 in Hong Kong.

14 CHAIRMAN: Thank you.

15 MS MAGGIE WONG: I would like to take you to another
16 document. Sorry, there is one more question. In
17 paragraph 8.3.7, where it mentioned:

18 "As a safety enhancement measure, the company has
19 appointed a professional counseling service provider ...
20 for staff and ... immediate family ... to raise ...
21 problems or difficulties they ... encounter in their
22 daily lives."

23 I have a question about this.

24 Is there a system, in perhaps Singapore, for
25 example, to detect drivers that have behavioural

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1 problems or that have psychological problems that are
2 not suitable for driving? Do you have similar system,
3 or do you have a system?

4 MR JAIN: Psychological state of a driver is one of the
5 biggest challenges in bus operation around the world at
6 the moment. People are trying for different things,
7 again I will resort to artificial intelligence, where
8 people are looking at your biological data, which is
9 micro-expression analysis, your eye dilation, your eye
10 movement analysis, to generate some kind of intelligence
11 on what state of mind you are in. This is still a work
12 in progress, I must say.

13 So this Prolearn system in Singapore tends to go in
14 exactly that direction. It looks at a driver's response
15 to real-time traffic situations, and predicts the
16 propensity of this driver to cause an accident. And
17 hence it goes into an intervention mode and retrains the
18 driver.

19 So it is, in a way, a psychological response where
20 either you became too complacent whilst on the road, or
21 you are going through a certain situation.

22 But if you had, let's say, an argument with your
23 spouse and you turn up for work, I doubt if there is any
24 system at this moment in the market which can detect
25 your state of mind.

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1 MS MAGGIE WONG: There is another document that I would like
2 to refer you to. It is in MISC-1 bundle at page 127-5.
3 It is the letter from the Road Safety Council to this
4 Committee dated 31 May 2018.

5 MR JAIN: May I know the page number?

6 MS MAGGIE WONG: Yes, page 127-5. That's the first page of
7 the letter. 127-5. MISC-1.

8 MR JAIN: I'm on that page.

9 MS MAGGIE WONG: If I may refer you to one paragraph. It is
10 127-6. They mentioned about:

11 "The second system is known as a type of
12 'telematics' and was installed in vehicles under a pilot
13 scheme to assess the technological interface."

14 They mentioned RIBAS, which is basically about
15 speeding, idling, harsh braking and harsh acceleration.
16 And the parameters are set for various features, which
17 are considered normal operating limits, and then
18 whatever occurs outside the parameters is flagged
19 automatically by the computer to a supervisor. And
20 then:

21 "Follow-up action depends very much on management
22 policy but can range from advice, through counseling to
23 retraining and even discipline measures."

24 So it appears the Road Safety Council is stating
25 that the police is starting to do the system.

26

1 Is this a system similar to what you have in
2 Singapore in terms of the use of telematics?

3 MR JAIN: As I said, most of the telematics systems do these
4 things. There are many suppliers around the world. The
5 functionalities differ a little bit in each of the
6 models and each of the supplier, but fundamentally they
7 are all trying to do the same thing, they are trying to
8 give you the vehicle health and vehicle performance data
9 on a regular, real-time basis at the back end. That
10 allows you to monitor the performance of the vehicle,
11 the location of the vehicle, and basically, as I say,
12 asset performance in general terms.

13 CHAIRMAN: Now, LKW Parts and Services Limited is a Hong
14 Kong company, is it not? Are you familiar with it?

15 MR JAIN: No, never had any dealings with them.

16 CHAIRMAN: We have.

17 MS MAGGIE WONG: Another topic I would like to ask you is
18 about black box.

19 If I may take you to the bundle TD-1, page 393.

20 This is a letter setting out certain responses to
21 issues raised by this committee. This letter is dated
22 13 July 2018.

23 If I may invite you to page 394. The question was
24 this. Inviting the Transport Department to:

25 "Identify the occasions of such communications in
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1 respect of the better management of bus drivers, rather
2 than bus operations. In such communications, has TD
3 given any directions to [franchised bus] operators to
4 explore using any specific new applications? If those
5 communications were in writing, please provide copies of
6 the communications to and from the [Transport
7 Department] and [franchised bus] operators. If the
8 communications were made orally, please describe when,
9 by and to whom the communications were made ... [and]
10 the nature of those communications."

11 CHAIRMAN: I think it would help Mr Jain if you were to take
12 him to the statement in the Transport Department paper
13 which gives rise to this question. Then he would
14 understand the context.

15 MS MAGGIE WONG: I think it is annex 2. The TD paper is in
16 TD-5 bundle, page 1688.

17 Mr Jain, this is a paper prepared by the Transport
18 Department, and the heading is "Application of new
19 technologies in franchised bus operation".

20 And this note set out the:

21 "...actions taken by the Transport Department in
22 enhancing safety of franchised bus ... operation in
23 recent years by working with the FB operators in
24 applying new technologies."

25 And in one of the paragraphs, one of the sections,
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1 if you look at page 1689, it makes reference to black
2 box electronic tachographs. You can see in paragraph 5
3 it states that:

4 "Since 1 July 2004, electronic tachographs (commonly
5 known as 'black box ') have been installed on all new
6 [franchised buses] in compliance with the requirements
7 imposed by the [Transport Department] in October 2003.
8 Currently all [franchised buses] are equipped with black
9 boxes."

10 If you go to paragraph 7 it states:

11 "While there has been no further formal and written
12 enhanced requirement on the specifications of black
13 boxes from the TD since 2003, during the TD's ongoing
14 contacts with the bus manufacturers and the FB
15 operators, both the TD and the FB operators have been
16 keeping in view the new technological advancement to
17 enhance their existing devices on the buses."

18 Then they stated at paragraph 8:

19 "The FB operators have actually started widening the
20 scope of information kept by the black box as early as
21 2006 such that apart from the basic functions for
22 monitoring the driver behaviour, the black box can also
23 record the operation of braking, opening of doors, the
24 sounding of bells ... to assist the FB operators in
25 managing their fleet."

26

1 Then in paragraph 9, it makes reference to:

2 "Over the years, the TD has been communicating with
3 the FB operators, requesting them to study and
4 investigate the feasibility of applying new technologies
5 and the information kept by the black box to better
6 manage their bus operation and drivers. For example
7 utilising the global positioning system signal received
8 by the black box, coupled with the enhanced capacity for
9 data transfer, the TD has required the FB operators, as
10 a new franchise commitment, to provide real-time bus
11 arrival information through mobile platform ... to
12 better serve the travelling public in the 2015 franchise
13 negotiation exercises ... and subsequently the 2017
14 franchise negotiation with the Kowloon Motor Bus ..."

15 It was in context, given their statement about the
16 ongoing negotiations with the franchised bus operators
17 that there was this follow-up question --

18 CHAIRMAN: No, it is ongoing communication. That's what was
19 claimed.

20 MS MAGGIE WONG: Yes, ongoing --

21 CHAIRMAN: The context is this. In 2003 in November the
22 Transport Department stipulated what had to be in
23 a tachograph, and that had to be on new buses from
24 1 July onwards. The question is, well, what have you
25 done since then in the ensuing 15 years to update the
26

1 requirements for tachographs or telematic equipment?

2 That is what led to this response.

3 You were working in KMB were you not, responsible
4 for this equipment generally?

5 MR JAIN: But if I can just add something here. What
6 happened in 2003 is not what we are referring to what is
7 happening today.

8 CHAIRMAN: No, we understand that. We are trying to fill in
9 the dots. 2003 is the last bit we have in writing. So
10 that was the purpose of the questions from the
11 Committee: What have you been doing since then?

12 MR JAIN: So the biggest change that happened since 2003 --
13 so tachograph, having bus generate data about vehicle
14 performance, that existed in early 2000, because buses
15 were generating -- using electronic chips to control the
16 bus systems.

17 So the moment that happened, the data was available.
18 What was not available in 2003 is a reliable means to
19 bring this data backwards, real time. So the
20 communication system was not available.

21 CHAIRMAN: Mr Jain, what we are trying to find out is what
22 the Transport Department did to mandate the use of this
23 kind of equipment. That's the purpose of these
24 questions.

25 MR JAIN: Okay.

26

1 CHAIRMAN: And these are the answers that you are now being
2 taken to at TD-1 at page 394.

3 MS MAGGIE WONG: I think maybe, Mr Jain, should I put it
4 this way, the Transport Department only issued one
5 guideline, it is in 2003. They have not revised the
6 guideline in any written form between 2003 until to
7 date.

8 And what they are saying is there are ongoing
9 communications between the operators and the Transport
10 Department about adding more functions and technology in
11 relation to this black box.

12 So we are asking has this happened throughout the
13 years, or is this by your own initiative that the bus
14 operators on their own initiative do this upgrading of
15 the black box?

16 MR JAIN: I can only speak for KMB what we were doing at
17 that time. A lot of this that was being done at KMB was
18 on its own initiative and it was primarily driven by the
19 commercial reasons. Because if you see KMB's profit and
20 loss accounts in 2012, KMB made a loss, somewhere in the
21 region of \$120 million, and the ridership was constantly
22 declining for last 10 or 15 years, since the opening of
23 West Rail line, really, 2002/2003, all the way up to
24 2012, the ridership was in a constant decline, the
25 company's financial performance was in a constant

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1 decline.

2 So in 2012, the objective at that time was to either
3 turn around the business or do something drastic with
4 it. Any shareholder's commercial response has to be
5 like that.

6 So basically, at that time, we started looking at
7 all kinds of parameters, technology, any possible means
8 that could improve performance of the bus operation,
9 performance of the systems, and which can reduce the
10 cost of operation and improve the delivery of
11 operations.

12 So if you see the data from 2012 to 2015 -- and
13 I think they are available in Traffic and Transport
14 Digest, the bus miles of KMB, I think we managed to
15 reduce something like 22 million miles of bus operation
16 in these two years and we increased the ridership by
17 3 per cent, so we cut out a lot of unproductive mileage
18 and converted that into productive mileage.

19 This is the kind of thing that we were doing,
20 telematics was a part and parcel of this whole global
21 initiative we were doing. Because we were not just
22 looking at the bus device, we were looking at route
23 planning, we were looking at driver deployment,
24 scheduling, rostering, all aspects of the bus operation
25 and trying to optimise the bus operation and generate

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1 efficiencies, which did yield results if you look at
2 KMB's performance from 2013, 2014, 2015. From
3 a loss-making company it slowly changed into
4 a profit-making company.

5 MS MAGGIE WONG: I would like to ask you a particular answer
6 made here in the TD's response at page 394.

7 MR JAIN: Yes.

8 MS MAGGIE WONG: If you look at the last line, it makes
9 reference to the fact that the TD also discussed the
10 same, meaning to step up regular checks on the data
11 recorded by the black box to monitor bus driving, bus
12 captain's driving manner and behaviour with KMB at the
13 regular meeting held on 27 June 2016.

14 Do you recall there was such a meeting?

15 MR JAIN: I cannot recall to that extent, exact date, but
16 I can only say by this date KMB's entire fleet was
17 already equipped by telematics devices.

18 CHAIRMAN: The real question is this. Was the Transport
19 Department involved in urging you, KMB, to use your
20 telematic equipment to step up regular checks on data
21 recorded by the black box to monitor bus captains'
22 driving manner and behaviour?

23 MR JAIN: They possibly could have, but it was already an
24 intent within KMB to do so.

25 CHAIRMAN: Right.

26

1 MR JAIN: I mean --

2 CHAIRMAN: I think to help you --

3 MR JAIN: I'm afraid I can't go back and recall every
4 statement from the meetings.

5 CHAIRMAN: I understand that. But to help you, I think it
6 would help if you were shown the documents that show
7 this was in part, perhaps, related to the renewal of the
8 franchise, because there were papers I think from this
9 month that are part of that; am I right, Ms Wong?

10 MS MAGGIE WONG: I think there was a paper on this.

11 MR JAIN: There was a whole slew of measures that were being
12 discussed at that time, and I know this part, fairly
13 confidently, that for the first time this requirement of
14 having a real-time reporting device, and estimated time
15 of arrival, was inserted into franchise documents for
16 KMB for the first time in 2016.

17 CHAIRMAN: The ETA --

18 MR JAIN: Appeared before that.

19 CHAIRMAN: Yes. That was a requirement, but we are trying
20 to find some requirement that bus companies should use
21 the data in the black box to monitor driver behaviour,
22 and we can't find that.

23 MS MAGGIE WONG: If I may take you to the renewal of licence
24 document as to this matter.

25 First of all, may I take you to SEC-2 bundle,
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1 page 735. This is a LegCo paper dated 11 January 2016.

2 It relates to the background brief on the franchise
3 for the bus network of Kowloon Motor Bus.

4 And if you go to paragraph 11, "Enhancing standard
5 of bus service":

6 "... members raised concern over the performance of
7 franchised bus service at the panel meetings, special
8 financing committee meetings as well as the council
9 meetings. They urged the Administration to take the
10 opportunity of franchise renewal to require service
11 improvement by bus companies, including provision of
12 real-time bus service information to passengers,
13 provision of priority seats and barrier-free facilities,
14 improvements in bus lost trips as well as bus service
15 frequencies during peak periods."

16 And then we have the whole section on the provision
17 of real-time bus service information to passengers.
18 That's paragraphs 12 and 13. But none of them relates
19 to the improvements on the black box or any reference to
20 black box.

21 CHAIRMAN: Well, to the use of black box to monitor drivers.

22 MS MAGGIE WONG: Yes.

23 CHAIRMAN: That's the point.

24 MS MAGGIE WONG: I wouldn't trouble you with the things in
25 the middle. By the time we got to June 2016, that's in
26

1 the same bundle, SEC-2 bundle, page 799. That's
2 in June 2016.

3 It made reference to the public consultation, and
4 the views it received. And one of the issues they
5 raised at page 803 is the bus safety, section 4, bus
6 safety, 4(a):

7 "To monitor bus captains' driving behaviour more
8 closely ..."

9 So this is the view, if you look at the previous
10 page, 802, it was the major comments received during
11 public consultation, and in section 4 it summarised
12 their views in terms of bus safety. It is to monitor
13 bus captains' driving behaviour more closely.

14 So that's what we have reached.

15 And by the time of the March 2017 licence,
16 I wouldn't take you to the terms, but I will take you to
17 the document that the TD asked the KMB to undertake to
18 perform. If I may take you to the TD-5.

19 That would be KMB-9 bundle. Pages 3997.

20 MR JAIN: Yes.

21 MS MAGGIE WONG: The only reference here to this franchise
22 operation is in relation to enhanced safety feature in
23 subparagraph 3. That is the electronic data processing
24 device.

25 Not a single word about using it to monitor bus
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1 drivers' behaviour more closely.

2 So it is very loose term saying, oh, there is this
3 enhance safety feature, but how is it going to be used,
4 it is not specific, or not even spelt out.

5 So by stating that, it appears that the TD's
6 suggestion that there are ongoing communications about
7 having this to specifically monitor drivers' behaviour,
8 doesn't appear to be reflected in all these documents.

9 Do you agree with that statement?

10 MR JAIN: On the face of it, when I look at these documents,
11 you are absolutely right, and it goes back to my
12 assertion that the franchise document in Hong Kong is
13 a very loosely written document in the sense that it is
14 a very wide range of things that you can do within that,
15 which makes it subject to manipulation to some extent.

16 But having said that, in all my interactions with
17 Transport Department, I mean, I can say that the intent
18 was right. Sometimes the knowledge was not available,
19 sometimes the drive was not there. So that is different
20 from intent. I think the intent was not wrong from
21 Transport Department, in any of the meetings that I have
22 attended.

23 I have never seen them -- they have asked the right
24 questions, they want to improve things, but it may not
25 have been that specific, it may not have been -- or

26

1 that -- I would say prescriptive to bus companies.

2 MS MAGGIE WONG: Yes.

3 CHAIRMAN: So not prescriptive and not documented?

4 MR JAIN: Correct.

5 CHAIRMAN: Loose?

6 MR JAIN: Yes. But this is not just this parameter, I can
7 go on, in the whole franchise document, there are a lot
8 of things here which are very loose in that sense.

9 CHAIRMAN: Just a moment.

10 But overall you characterise it as not prescriptive,
11 and you acknowledge from what you have been shown, not
12 documented.

13 MR JAIN: That's correct, yes.

14 CHAIRMAN: Thank you.

15 MS MAGGIE WONG: If one considers bus safety is of paramount
16 importance, it would be usual and normal to include it
17 at least in the franchise agreement, would you agree
18 with that statement?

19 MR JAIN: I think I'll just go back to your statement, if
20 one considers, that should not be part of that
21 conversation. Bus safety is of paramount importance and
22 it should be the top priority both from a regulator
23 perspective as well as operator perspective, because we
24 are here talking about public safety, people's safety,
25 are staff safety, and to me that is uncompromisable.

26

1 CHAIRMAN: And the context in Hong Kong is this, that
2 unfortunately over the years, we have had a series of
3 catastrophic bus accidents. That's the context in which
4 the regulator operates.

5 MR JAIN: It is extremely unfortunate, but yes, that is the
6 reality, and I think the intent of the entire transport
7 system, we run a very good transport system in Hong
8 Kong, and this is one area which needs to be addressed
9 sooner than later.

10 MS MAGGIE WONG: Thank you.

11 That leads me to one specific question I would like
12 me to ask you, the annual report.

13 I wanted to do certain comparison between two
14 particular years of annual report as to why certain
15 things are missing, or appears in 2016 annual report but
16 missing in 2017. If you look first in KMB-5 bundle,
17 page 1719.

18 MR JAIN: Counsel, may I know the page you are referring to?

19 MS MAGGIE WONG: 1719.

20 CHAIRMAN: This is the annual report for which year?

21 MS MAGGIE WONG: This is the annual report for 2016.

22 CHAIRMAN: So published in March 2017?

23 MS MAGGIE WONG: Should be the end of 2016.

24 CHAIRMAN: I think you will find that if you find the
25 chairman's letter --

26

1 MR JAIN: Published in March, I think.

2 MS MAGGIE WONG: In March, yes, I apologise for that.

3 If we look at this annual report, page 1719, on the
4 right part, it made reference to two features. One is
5 the bus on-board monitoring system, and the second is
6 the operations communication management system:

7 "BOM records the driving performance of bus captains
8 for analysis by depot and department with the aim of
9 raising driving standards with a particular focus on
10 safety and passenger comfort."

11 And second:

12 "The operations communications management system.

13 OCM streamlines the handling of real-time
14 information on operational incident such as traffic
15 accidents, road congestion as logged by our radio
16 control section, thus improving the speed and accuracy
17 of message dissemination to the depot and departments."

18 On this page, it also made reference to
19 a personalised Octopus card introduction of
20 a personalised Octopus card for bus drivers as they
21 report for duty.

22 That's the terminus management system.

23 My question is this: if you look at 2017, annual
24 report, at page 1926. If you look at both those pages,
25 perhaps, 1925 and 1926, we cannot find similar

26

1 information in the 2017 annual report.

2 Maybe if you can comment on, first of all, the 2016
3 annual report, the BOM system. Is this one of the
4 systems that your company at that time was considering
5 implementing as the real-time alerts to drivers, or is
6 this something else?

7 MR JAIN: In my opinion, this is not referring to any
8 real-time system. This is something -- it is part of
9 this bus operation management which was collecting the
10 data and then using for driver feedback. That is BOM.

11 MS MAGGIE WONG: But we can't find similar reference in the
12 2017 annual report. Even though they have a more
13 generalised statement at page 1940, for completeness,
14 1940.

15 MR JAIN: It does mention on-board monitoring system, BOM,
16 but of course the level of detail is much less.

17 MS MAGGIE WONG: Yes.

18 CHAIRMAN: This was after you left KMB, was it not?

19 MR JAIN: That's correct.

20 CHAIRMAN: Both of these reports?

21 MR JAIN: Both of the reports were published after I left
22 KMB. 2017 annual report, as a general observation,
23 I would say the level of detail with respect to KMB and
24 Long Win were much less than compared to previous years
25 in annual report.

26

1 As an external party, I look at annual reports and
2 try to analyse data and performance for my own
3 satisfaction. And 2017, I did find that a lot of
4 information was not available that was available in
5 previous years. That is a general observation.

6 MS MAGGIE WONG: Thank you.

7 Mr Chairman, I have concluded my questions.

8 QUESTIONS FROM THE COMMITTEE

9 MEMBER AUYEUNG: Thank you, Chairman.

10 I have one quick question for you, Mr Jain. First
11 of all, thank you very much for coming to share your
12 views.

13 We spent a lot of time this afternoon talking about
14 all the technology and all the advances which can
15 improve or enhance bus safety. But one topic I would
16 like to hear your views is on resources.

17 From your experience, with all this technology and
18 everything we are talking about, from a resource
19 perspective, whether it is monetary or human resources,
20 what is your view? Can we get your sort of assessment
21 on how expensive it is? Do we have the right people in
22 Hong Kong to implement all those technologies that we
23 discussed earlier?

24 Thank you.

25 MR JAIN: It is a very interesting question.

26

1 This is something that I always talk about. You
2 know, the first time I went to KMB, Long Service Award
3 Dinner, there were roughly 300 people who were getting
4 an award for serving the company for more than 30 years.
5 I had never seen anything like that in my life.

6 So there was a significant number of people who gave
7 their entire lives to this company.

8 I'm sure there was something in the company that
9 fostered that loyalty in these people.

10 So to me that was a fantastic part of the cultural
11 learning for me.

12 Why now people don't want to join KMB? Now that is
13 the question.

14 Has it tarnished its image? Is it not providing the
15 same level of family welfare that it used to provide?
16 There could be many factors there which needs to be
17 addressed.

18 That's the human aspect of it which I think is
19 addressable, if -- I mean, KMB I'm using because I'm
20 familiar with KMB, but when I say KMB it goes all across
21 the bus industry in Hong Kong. And I think there are
22 means and mechanisms whereby you can generate enough
23 conduciveness and attractiveness in the driving, bus
24 driving. I have met a great number of people who are
25 fans of buses, who are dedicated to the bus industry,

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1 they really feel for it from their heart. But they go
2 out and they are criticising the bus companies, if you
3 look at the mood and sentiments, these are die-hard fans
4 and they are still criticising. We need to ask how we
5 can bring them on board and make them part of the
6 process.

7 That's the human side.

8 On the technological side we are still stuck with
9 very old style of technological management where we give
10 a key to the driver in the morning and he drives the bus
11 the whole day, literally on the same route up and down,
12 and kind of does not more than that.

13 There are some bits of interlining and intertiming
14 is being done, but nothing beyond that at the moment.

15 If you think about it, a driver needs a rest,
16 a vehicle does not need a rest.

17 If we can optimise in such a way -- if we can
18 separate three layers of resources. So your human
19 resource, vehicle resource and infrastructure resource,
20 and if we can optimise across these three levels, which
21 we are not doing at the moment, or we are doing very
22 little in Hong Kong, but if we can optimise at three
23 levels through modern tools, I personally feel we can do
24 more with less.

25 My back-of-the-envelope calculation, I think KMB

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1 system can be delivered, the whole system, the existing
2 routes, exactly the same way, can be delivered with
3 about 2 to 3 per cent less buses and less drivers, which
4 would completely solve the manpower problem.

5 MEMBER AUYEUNG: Thank you.

6 MEMBER LO: I just have one question. Thank you for sharing
7 your thoughts on technology especially.

8 I'm just thinking about how come Hong Kong is so
9 slow in adopting new technology for improving safety.
10 Perhaps our technology readiness is something that could
11 sound good on paper but doesn't deliver in practice?
12 Maybe incentive for companies to invest, they don't see
13 value? Maybe regulations not requiring them? I just
14 want to get your thought on what are the major barriers,
15 and how should we go about making Hong Kong more
16 receptive to adopting new technology for safety
17 improvement in our public transport system, as an
18 insider, you worked for KMB and MTR for a long time.

19 MR JAIN: It is a basket of reasons. I think the biggest
20 reason is the environment we are operating on. I think
21 one way innovation is encouraged in most of the world is
22 where you are allowed to fail. You have to accept
23 failure, and our tolerance in Hong Kong has become
24 extremely low for failure. Innovation only thrives when
25 you allow that kind of environment.

26

1 So that is a big environmental issue, it could be
2 a cultural issue, can whatever you want to call it.
3 That is a major reason.

4 And proven technology that was our mantra until a
5 decade or so, which we very successfully adopted in our
6 public transport systems, unfortunately that worked
7 really well when technology was working slow. Now the
8 technological innovation and adoption is moving at such
9 a rapid pace that by the time you wait for proven
10 technology it is outdated.

11 So you are always waiting for something new because
12 the proven one has really something that has become
13 historical reference, in a way.

14 So there is a cost of adoption which then as
15 a company you would say if there is new coming why don't
16 I wait for something new. And that also hinders
17 innovation.

18 If you look at what China has done, they have taken
19 this leap of faith, they have gone ahead, they have
20 implemented a lot of stuff, they have allowed their
21 companies to fail, if you look at electric bus adoption,
22 every possible configuration of battery and the battery
23 charging that is possible around the world has been
24 experimented.

25 Now they know what works and what does not, and they
26

1 have become global leaders in electric bus manufacturing
2 and operations. This is the kind of environment we need
3 in Hong Kong.

4 We have been, I think, if you ask me, I would rate
5 the technological know-how for Hong Kong engineers, Hong
6 Kong operators, at really at the top end of the curve.
7 We have been extremely good. So our operational
8 performance within those parameters has been exemplary
9 to the world. But our technological adoption has been
10 pathetic, for want of a better word. It has just been
11 so slow. We have been left behind in many aspects, the
12 data availability that I see is happening in third world
13 countries, is not happening in Hong Kong.

14 So what can be done? I think we need to create an
15 environment where we have to allow -- we need to
16 incentivise people to innovate and apply these
17 technologies. There are a lot of partnership and
18 collaborate models. There are a lot of Hong Kong
19 start-ups who are doing experimentation in China,
20 Taiwan, in other countries, we should allow these people
21 to come and do experiment and create that partnership
22 model with local companies.

23 We do hackathons here and all these, I have been
24 part of multiple hackathons as a judge, as an observer,
25 as just an audience, and I see there is no dearth of
26

1 knowledge in Hong Kong, there is no dearth of zeal, the
2 entrepreneurship in Hong Kong. What is lacking is an
3 environment to foster them. And that is where these big
4 operators need to create an environment, adopt some of
5 these, create some incubation units, incubation labs,
6 where they come in and they work in their depots, MTR
7 depots, KMB depots, and create new kind of systems
8 altogether. That's where I think we would have
9 something to offer to the rest of the world.

10 CHAIRMAN: A little while ago you mentioned the need for bus
11 drivers to rest.

12 Now you worked with KMB for about four years, did
13 you not?

14 MR JAIN: Yes, I did.

15 CHAIRMAN: Are you in a position to help us understand
16 better the facilities made available by KMB to allow its
17 drivers to rest, in particular we have in mind the
18 drivers who are doing special shifts and working
19 14 hours, and allowed to have three hours break in the
20 middle. Are you in a position to help us as to how
21 adequate or otherwise the rest facilities are?

22 MR JAIN: One is a physical facility for rest, which to me
23 is very easy, you can do lot of driver surveys and ask
24 them whether they are adequate, comfortable, whether
25 they see any improvement areas.

26

1 But then there is a second area for resting, and
2 this is one area which I in fact see completely lacking
3 in Hong Kong.

4 It is that every person is not the same, their
5 fatigue levels, their response to things, their
6 psychological level is not exactly the same. So instead
7 of saying 14 hours is too much, we should reduce it to
8 10 hours, we need to create statistical framework and
9 look at the reality indicators where what point the
10 driver fatigue becomes an issue, we can use a lot of
11 data points.

12 In fact if you do an accident analysis, look at the
13 data, look at the drivers, you can create a reasonably
14 good history for each driver and create a parameter that
15 this driver is usually very good for three-hour duty,
16 short routes, not good for long routes, not good for
17 long duties, not good for night duties, and you can then
18 customise your duties that you allocate to the driver,
19 which would then make the duties more palatable to the
20 driver because they think this is something they will
21 do.

22 Today what happens, you put them in a morning shift
23 this month, next month they go to the evening shift,
24 next month they go to the night shift, and it is an
25 irregular pattern in the name of creating an equitable
26

1 framework.

2 But it is completely ignoring an individual's
3 capability to do something, or their personal
4 performance levels. If we do enough analysis we can
5 create this environment. If you look at a management
6 scenario in a business, we do a performance assessment,
7 we say this guy has a bright analytical capability,
8 hence he should be the analyst. This guy is very good
9 with physical work so maybe he should be doing this.
10 That is the same thing we need to do within the driving
11 work force, we need to customise and personalise those
12 mechanisms.

13 CHAIRMAN: Would you suggest that the data necessary to make
14 that analysis, for example with a driver, be collated
15 from the driver's performance as recorded in real-time
16 automated reports?

17 MR JAIN: That is one point of reference.

18 We could also look at a driver's education level, we
19 can look at their physical performance, their medical
20 visits, there are a number of data points.

21 So this is -- to me, what we are collecting as
22 a part of real-time operation management from this
23 telematics device is one point of reference, which is
24 their actual driving performance, but this can be then
25 correlated to their personal parameters, and you can

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1 actually create a reasonably decent model for an
2 individual.

3 And this is a Singapore model, Prolearn that
4 I talked about. They are doing exactly that. The
5 training they give to the driver is not identical to
6 everybody. They customise to that person, because they
7 see his individual performance on certain situations and
8 they customise the training.

9 This is what needs to be done. The cookie cutter
10 approach is no longer working.

11 CHAIRMAN: Forgive me if I come back to my question. During
12 the time you were working with KMB can you help us with
13 how adequate or otherwise the facilities were, given
14 that there perhaps was not this analysis that you have
15 described that could happen, how adequate or otherwise
16 the rest facilities were for drivers, particularly those
17 doing split shifts.

18 Are you in a position to help us?

19 MR JAIN: Yes, when I joined KMB, I would say these were
20 deplorable facilities at that time.

21 CHAIRMAN: So 2013?

22 MR JAIN: At 2013. The facilities were very substandard to
23 any modern work force.

24 Having said that, there was a concerted effort after
25 that to improve those facilities in many places,

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1 wherever possible. In fact, I remember we submitted
2 a lot of suggestions to Transport Department on creating
3 kiosks, creating facilities for drivers, but Hong Kong
4 has, again, a very unique framework where land is one of
5 our most expensive resources. And many of these public
6 transport interchanges, they are, although available for
7 operating buses, they are owned by private developers,
8 private entities, or Link Reit, or whatever, and they
9 are not willing to provide that space where a driver's
10 resting facility can be created.

11 I'm sure KMB would probably be in a better position
12 to give you this, but they receive complaints even for
13 drivers using toilets in shopping malls. To me that is
14 a basic human need, how can anybody complain about use
15 of toilet, a public toilet for that matter?

16 CHAIRMAN: If the facilities were deplorable in 2013, how
17 would you categorise them in December 2016 when you left
18 KMB?

19 MR JAIN: There was a significant improvement from that
20 baseline. I won't say that they were impressive in any
21 way. But I think there was a significant improvement
22 that was made. There was a management intent to address
23 that issue.

24 CHAIRMAN: What is the worst facility as of December 2016?

25 MR JAIN: There are quite a few.

26

1 I don't know what happened after that, but 2016
2 there were many places where the drivers were actually
3 resting inside the buses, they were eating inside the
4 buses because they didn't have any place to sit outside.

5 I think there was one housing estate near Kowloon
6 City, where it is in a private development, and they
7 refused to provide even a kiosk facility.

8 CHAIRMAN: Is that the Lok Wah Estate?

9 MR JAIN: Yes. And there are many examples scattered all
10 around the city.

11 CHAIRMAN: That's the place where KMB built their own
12 structure and were required to remove it?

13 MR JAIN: Correct.

14 CHAIRMAN: So problems encountered because of the inability
15 to require those that had power in places where bus
16 termini were located to provide facilities; would that
17 be one way of putting it?

18 MR JAIN: Correct. And it could be part of the development
19 rights, it could be part of the land leases, I'm not
20 sure what is the right way to do it.

21 CHAIRMAN: I'm sure there are multiple reasons why it came
22 about, but for one reason or another the facilities
23 could not be provided, were not provided.

24 MR JAIN: That's correct. Yes. There are many examples
25 like that where there are no adequate facilities for the
26

1 drivers.

2 CHAIRMAN: Thank you very much for your assistance and your
3 evidence, Mr Jain. We are most grateful to you.

4 We are also grateful to all those who have been
5 working a long day in transcribing our words, and for
6 those that have been interpreting them. But our hearing
7 is concluded now. We thank you for your attendance, we
8 will have other hearings in due course, and we will give
9 notice in advance of those hearings.

10 Thank you very much.

11 MR JAIN: Thank you, Chairman, and my thanks to the whole
12 committee, all the staff, counsel, I think you are up to
13 a great challenge, and I really hope to see something
14 nice coming out of it in the end, and something that
15 transforms our public transport industry.

16 CHAIRMAN: Thank you.

17 MR JAIN: Thank you very much.

18 (5.46 pm)

19 (The hearing adjourned to a date to be fixed)

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1 2018年7月17日

2 上午9時59分恢復聆訊

3 出席人士： 鄺子憲先生，道路安全研究小組主席

4

5 主席：（經傳譯員）各位早晨。鄺先生，我係想請黃大律師繼續代表我哋委員會向你
6 提問嘅。

7 黃女士：（經傳譯員）係，鄺先生，感謝你今日繼續上嚟作證，琴日我哋就係講及一
8 啲文件，嗰啲文件就係九巴個專營權續約嘅文件嘅，我今日會繼續係探討呢一
9 方面嘅事宜。想請你睇番雜項文件嘅第2個文件夾770頁，呢個係你自己嘅陳
10 述書，你就係回應當時嘅諮詢，2016年6月16號，琴日我哋就喺773頁嘅，
11 喺嗰個建議嘅一欄嗰度，第一點，嗰度就話喺嗰個專營權嘅協議裏面應該係有
12 一個比較全面嘅標準嘅要求同埋係有一啲司機嘅監察系統係使用黑盒嘅，我就
13 想問下你，點解你就建議係要包括呢一個裝置落去嗰個專營權協議嗰度呢？

14 鄺子憲先生：（經傳譯員）主席先生，當時我認為將專營權續期其實係一個大好機會
15 讓我哋可以探討一啲新嘅構思，所以我哋當時係盡力希望係提供越多嘅意見越
16 好，當然我哋都係提一啲係合理嘅建議同埋一啲係合理可行嘅建議嘅，唔該。

17 黃女士：（經傳譯員）係咪話如果落咗嗰個專營權協議嗰度就會有一個機制去睇下係
18 是否獲得遵從，嗰個邏輯係咪咁呢？

19 鄺子憲先生：（經傳譯員）主席，係呀，我諗係呀，呢個亦都對我嚟講，我覺得會係
20 一個提升嚟嘅，政府嗰方面係希望令到巴士更加安全，我哋都好感恩嘅，不過
21 我哋就覺得如果一日都仲係有人受傷，特別係因為意外而嚴重受傷嘅話，都仲
22 未係理想嘅，所以我哋希望大力推動，希望喺呢方面有更大嘅改進。唔該。

23 黃女士：（經傳譯員）你喺第二段嗰度亦都講及一啲主要嘅監察管控嘅措施，你嘅建
24 議係應該係由邊個去進行呢啲監察呢？

25 鄺子憲先生：（經傳譯員）類似嘅營運嘅話，我相信應該會係由巴士公司自己係主動
26 提出，而政府當局就作為一個規管當局。

27 黃女士：（經傳譯員）其實呢度有唔少嘅建議嘅，譬如話喺呢個高風險嘅山路嗰度嘅
28 車速限制等等，我哋琴日亦都探討過，你亦都有講過話如果係山路高風險嘅
29 話，你曾經有建議過嗰個時速應該係幾多嘅，你意思係咪話呢一個咁嘅建議應
30 該加入嗰個專營權協議嗰度，定抑或你純粹係一個建議就係話政府總言之就係
31 應該係要係規管呢一啲咁嘅道路呢？

32 鄺子憲先生：（經傳譯員）主席先生，我都話具體嘅建議，其實我強調嘅就係嗰個原
33 則，個原則就係如果我哋搵出有某一啲路段佢係特別高風險嘅，我會話呢啲係

1 關鍵嘅路段，合理嘅做法就係應該係講明應該嗰個車速係定幾多，25 咩，30
2 咩，40 咩咁，我哋就希望可以喺呢啲關鍵嘅路段施加控制，令到司機安全駕
3 駛。喺呢度，我有講明係邊一個路段應該係幾多公里嘅，但係我希望有一個咁
4 嘅概念，希望佢哋唔好淨係單單係睇嗰個法律規定嘅時速限制，因為我哋講緊
5 一啲關鍵嘅路段。

6 黃女士：（經傳譯員）邊個係去負責搵出邊啲係關鍵嘅路段呢？

7 鄭子憲先生：（經傳譯員）主席先生，我相信應該係政府同巴士公司係一齊去做，當
8 然亦都係要靠專家去幫手，唔該。

9 主席：（經傳譯員）對唔住，跟住政府又如何去監管呢？如果巴士公司係搵出某一啲
10 路段，話畀政府聽，政府又同意，之後又如何去監管呢？因為呢樣先至係更重
11 要㗎嘛。

12 鄭子憲先生：（經傳譯員）主席先生，我諗我哋而家唔會講一啲好複雜嘅監管系統或
13 者制度，譬如講番個基礎，講番啲基本，首先應該發出一個通知，係通知啲司
14 機，如果佢係揸某一條路線，而嗰度就係有一啲咁緊要嘅路段嘅話，佢哋要特
15 別留心同埋要知道自己揸幾多、揸得有幾快；另外佢哋係有巡查嘅人員，有稽
16 查去查核司機嘅表現，佢哋時不時會咁做。當然我哋亦都希望引入一啲更加先
17 進嘅監察系統，呢一個應該係以黑盒搜集嘅數據為本，我諗最好就係同呢個全
18 球定位系統結合，就係如果啲司機過份咁樣係超出嗰個車速嘅話，我哋就可以
19 係自動同埋實時、即時咁樣樣可以搵出個情況。

20 主席：（經傳譯員）舊時古老嘅方法就係用稽查，你就話與其係咁，就不如要一個自
21 動化嘅、實時嘅報告系統，係咪呀？

22 鄭子憲先生：（經傳譯員）係呀，主席先生，係呀，我哋會有咁嘅建議嘅，只要嗰個
23 科技上做得到，我哋係咁嘅建議嘅。

24 主席：（經傳譯員）其實你作呢啲建議嘅時候，心目中就係有咁嘅概念，係咪呀？

25 鄭子憲先生：（經傳譯員）喎，主席先生。

26 黃女士：（經傳譯員）嗰度嘅第三點，你嘅建議就係話係透過有系統同埋聚焦嘅安全
27 培訓，應該將啲司機訓練到係明白究竟典型嘅意外情景係點樣樣同埋有邊一啲
28 具體嘅風險，你諗住係邊個會做呢啲嘢呢？

29 鄭子憲先生：（經傳譯員）主席先生，呢個係一個一般嘅建議，當然係需要政府主動
30 去做，相信亦都要搵專家去幫手，有一啲團體，譬如我哋呢一類嘅組織亦都樂
31 意隨時係幫手嘅。講番呢一點，我原本嗰個構思就咁嘅，司機其實未必係真係
32 好清楚係會出現一啲乜嘢嘅意外，正如我琴日所講，喺呢一個階段，如果話司
33 機知道埋安全防撞欄嗰個防撞能力係幾多，又或者係以咩嘢嘅車速，一個老人
34 家過馬路，如果真係畀車撞又唔會引致嚴重傷亡，佢哋係唔知道嘅，但係呢一
35 啲嘅資訊、呢一啲嘅知識其實可以將佢轉化為一個簡單嘅教材，讓司機更加容

1 易知道--讓佢哋知道點解同埋佢哋可以點樣樣係揸得更好。唔該。

2 黃女士：（經傳譯員）喺 4.4 個段，你就講及車輛嘅表現，你就用咗加拿大公交嘅
3 手冊，嗰度係有指引同埋有一啲界限嘅，可唔可以話畀我哋聽點解你係引用咗
4 加拿大嘅公共交通手冊嚟到提及究竟如果係標準嘅巴士或者係一啲掛接式嘅巴
5 士佢哋應該跟從乜嘢嘅指引？

6 鄭子憲先生：（經傳譯員）主席先生，呢一份手冊，我就係有好多嘅文件，呢一份係
7 其中一份我覺得我係好感興趣嘅，講到加速同埋減速，加速同減速往往都係乘
8 客失去平衡，喺車廂裏面失去平衡嘅主因嚟嘅，我哋亦都知道地鐵嘅設計係點
9 呢？就佢哋有啲係關乎加速同減速嘅參數，好讓乘客唔會係因此而容易失去平
10 衡嘅，我覺得巴士亦都係應該一樣。

11 我哋見到佢呢度嘅參數都相當之合理嘅，或者係睇一睇就係如果係緊急情況
12 之下減速，呢度就講咗就係 2.7 米嘅，即係每方秒 2.7 米嘅，其實我琴日就講
13 過，就係如果係一部私家車佢緊急嘅情況之下去剎車係 2.7 米，即係每方秒，
14 個問題就係話如果巴士司機喺緊急情況之下要剎車以免撞到一名行人，佢需要
15 反應好迅速，佢要諗下究竟就係令到車上乘客係失去平衡定抑或係要保障出面
16 嗰位行人，唔好讓佢就係被車撞到。我諗全世界嚟講，加速率同埋減速率大家
17 都接納係一個巴士營運嘅一個重要嘅安全參數。

18 主席：（經傳譯員）究竟係地鐵喺加速、減速嗰方面佢哋定咗一啲咩嘢嘅參數呀？

19 鄭子憲先生：（經傳譯員）主席先生，應該係每方秒 1.15 米，不過當然有啲情況之
20 下有啲出入嘅。

21 主席：（經傳譯員）係，好，唔該。

22 黃女士：（經傳譯員）我亦都想請你睇一睇，因為你剛才講過加速同埋減速，可唔可
23 以請你睇番 BM-1 嗰個文件夾第 66 頁？

24 主席：（經傳譯員）我哋係睇緊乜嘢呀？

25 黃女士：（經傳譯員）呢個係黑盒製造商 ZF 嘅陳述書，嗰度就係有一個截圖，講及
26 加速率同埋減速率嘅。我想問一問，鄭先生，你可唔可以就係講一講呢度嗰個
27 減速率佢就係 2.3，呢度嗰個截圖，你見到係 2.3 嘅，你可唔可以講一講你嘅
28 睇法呢？因為剛才你亦都提過喺加拿大嗰度就係 2.7 米嘅。

29 鄭子憲先生：（經傳譯員）主席先生，喺呢方面，我有詳細咁研究過，不過你亦都睇
30 到，呢度 2.3 呢個值就係高於 1.1，呢個就係加拿大嘅公共交通手冊，嗰個就
31 係一般嘅普通嘅減速嘅。至於應該係定喺邊一度呢，我諗係要決定於、取決於
32 喺香港嗰個實際嘅操作環境嘅。喺香港，基於某一啲原因，我諗我哋都會接納
33 一個稍高嘅減速率嘅，我有詳細研究過，不過我要指出嘅就係話一般嚟講喺市
34 區嘅道路，如果巴士行走嘅速度唔係好高，即係話巴士行走嘅速度係中等嘅
35 話，就會少啲時候係需要個司機好快速咁樣樣去減低個車速嘅。

1 主席：（經傳譯員）運輸署 2003 年有啲要求--係技術方面嘅要求，嗰個係即係要個
2 記速嘅--黑盒嘅記錄速，係咪 0.2G 呀？

3 鄭子憲先生：（經傳譯員）0.2G 即係等如 1.96 米每平秒。

4 主席：（經傳譯員）點解佢要求嗰個黑盒係記錄呢方面咁樣嘅減速嘅水平呢？

5 鄭子憲先生：（經傳譯員）主席，你嘅意思係運輸署係有一個要求嗰個巴士上面嗰個
6 紀錄要係要--準確度要 0.2...

7 主席：（經傳譯員）或者請黃小姐--1993 年就要求有一個速度嘅記錄儀嘅，即係可
8 以能夠記錄，去到 2004 年 7 月 1 號開始就要生效。

9 黃女士：（經傳譯員）係 1598 頁，1598 頁，3 段 (a)，「呢個嘅軟件應該係記錄一
10 啲--响嗰個意外報告係可以係响一秒之間--三秒期間裏面嘅一秒可以察覺一個
11 0.2G 嘅減速嘅。」

12 鄭子憲先生：（經傳譯員）如果巴士係响減速係 0.2G，即係話每平秒 1.96 米嘅，
13 呢個就已經係一個事件，呢個係一個應該要交意外報告嘅事件嚟嘅。

14 主席：（經傳譯員）係咪即係好緊急咁剎車呀？

15 鄭子憲先生：（經傳譯員）我都認為係嘅。

16 主席：（經傳譯員）你頭先 2.3 米，即係每平秒 2.3，就比呢個要求係即係再多過
17 百分之十㗎嗎？

18 鄭子憲先生：（經傳譯員）主席，從文件睇，係，的確係咁。如果我哋有啲證據，係
19 基於涉及乘客失去平衡嗰啲事件，得到一啲資料、證據，我哋可以比較一下當
20 時嘅減速率，跟住同將來可以微調有關嘅數值嘅，就係一個根據證據嚟到進行
21 調查呢個參數應該係點樣制定或者調整。

22 主席：（經傳譯員）但係我哋都有一個概略嘅睇法，地鐵係 1.15，2.3 就高過
23 1.15 好多，係咪？

24 鄭子憲先生：（經傳譯員）我諗係嘅，主席，不過我哋又要了解到巴士嘅營運有咁可
25 預測試嘅，我同意需要制定一個減速率嘅數據係比較接近地鐵嘅，雖然現實上
26 唔可能响緊急嘅情況之下係應用。

27 黃女士：（經傳譯員）另一件事當然就係巴士安全，响下面 773 去到 774 頁嗰度，
28 我哋睇一睇，你有一個建議，特別係第一個建議，774 個頁頂嘅，「上層嘅前
29 排座位，因為你有任何一個配置咗合理嘅嗰個陷塌嘅區域，前排嘅巴士乘客可
30 能雖然有用到安全帶，都可能比較擠壓嘅，呢個特別係九巴嗰啲使用高速公路
31 嘅巴士都係咁樣嘅。」你就有一個建議，要求將呢個要求擺番去個專營權嘅
32 協議，跟住有一個時間表嚟到係進行改善嘅，你覺得邊個應該採取主動將呢個
33 建議納入嗰個專營權協議呢？

1 鄭子憲先生：（經傳譯員）主席，同樣我哋都係假設响專營權協議裏面政府會係指定
2 或者係規定，政府亦都係可以進行研究呢個課題，然之後就係要求巴士公司畀
3 一個時間表嚟到改善，當然呢個亦都係巴士公司有個責任嘅，係進行有關嘅研
4 究，即係佢哋應該可以同巴士嘅製造商聯合進行嘅，我哋建議就應該係要比較-
5 -政府同埋巴士公司都應該更加主動進行呢啲研究嘅，我認為佢哋有責任係研究
6 呢啲課題，積極主動咁樣尋求改善。

7 主席：（經傳譯員）我而家預計你稍後可能會問呢個問題嘅，你就想達到嘅就係運輸
8 署同埋巴士公司就係好積極咁樣做事嘅，佢哋過去有冇咁做呢？

9 鄭子憲先生：（經傳譯員）主席，要公平起見，佢哋响某一啲課題上面係好積極嘅，
10 但係我哋覺得好重要某一啲課題，我可以話佢哋並不積極主動嘅，主席，响某
11 啲情況下，佢哋都係回應式嘅，我哋唔想有啲課題佢哋只係回應，特別係涉及
12 嚴重傷亡嘅情況。

13 主席：（經傳譯員）佢哋即係回應譬如一個慘劇，之後佢哋就唔會再係主動，佢淨係
14 回應式嘅，佢哋嘅動作淨係回應式嘅，係咪咁講呀？

15 鄭子憲先生：（經傳譯員）係。我想補充一點，呢個並非不尋常嘅，即係話唔係淨係
16 香港嘅，我哋要取得進步，好多時候都係有個大嘅意外，先至可以取得嘅。用
17 我哋嘅角度睇，如果嗰個慘劇或者大嘅意外，事情係冇法子預計嘅，可能咁樣
18 做都係合理嘅，但係如果係之前已經有好大數量咁樣嘅意外或者係有歷史數據
19 或者係嗰個理論上嗰個風險程度係高嘅，就應該唔好一個回應事件嚟到做事，
20 係應該要好積極嘅、主動嘅。

21 黃女士：（經傳譯員）基本呢個報告你就係強調咗呢度有好多好多證據嘅，你做出呢
22 個建議係基於大量嘅證據嘅，你係咁樣講，係咪呀？

23 鄭子憲先生：（經傳譯員）主席，我假設呢個--頭先我哋提及嗰個事項，我會話係
24 嘅，我哋的確係咁樣嘅，我哋個小組提出，或者有好多證據係睇得到嘅。但係
25 證據有唔同嘅層次嘅，有啲係表面證據，有啲係根據我哋嘅知識，或者從嗰個
26 意外嘅數據，或者係新聞報告所得，有啲就當然更高一層，就係學界、學術
27 界向一啲係學術期刊進行研究得到嘅結論，我呢度講嘅證據係個層次就係根據
28 我哋嘅知識，根據我哋從新聞報告同埋一啲係意外嘅數據同埋從一個理論出
29 發，嗰個證據都係好清楚明確嘅。

30 黃女士：（經傳譯員）我想講講最後一個建議，你提及巴士站嘅安全，你話等候巴士
31 嘅乘客喺某啲路段係要暴露啲風險之下，即係有啲重型就行得好快嘅車輛嘅，
32 你就覺得應該响嗰個專營協議要求巴士公司同政府合作減低呢個等候巴士嘅乘
33 客所面對嘅風險嘅，你點樣建議呢？你建議巴士公司可以點樣同政府合作嚟到
34 減低呢方面嘅針對等候巴士乘客嘅風險嘅呢？

35 鄭子憲先生：（經傳譯員）巴士站嘅安全係全球問題，即係並非只係限於香港嘅，但
36 係我哋要承認好多國家，包括先進國家，都有足夠咁樣重視呢個問題嘅，我哋

1 有啲巴士站係喺啲好高速路嘅旁邊嘅，大型嘅路，譬如話呢張相，係龍翔道，
2 嗰個限速係每小時 70 公里嘅，告士打道亦都有，其他嘅主要道路都有，理論上
3 如果有一大群等緊巴士嘅乘客，跟住隔離就係好多啲好高速嘅車輛，有一架
4 車如果係撞咗上路面，佢哋就會畀嗰個巴士站同埋個車中間夾住，就會係受傷
5 嘅情況好嚴重嘅。只係得幾個國家係重視呢個問題，亦都係採取行動嘅，其中
6 一個就係星加坡，佢哋引入咗一啲新嘅措施，呢個措施係唔係有效或者係有好
7 好嘅效能，都仲要進一步證實嘅。

8 不過理論上嚟講，我哋應該要保障等車嘅乘客嘅，巴士公司佢哋係起呢啲巴
9 士站嘅，佢哋係從嗰個廣告度係得到收入嘅，即係佢哋從呢方面攞到收入去起
10 呢啲巴士站嘅，而政府係負責個道路嘅，所以好自然我就覺得巴士公司應該同
11 政府合作，嚟到係審視一下巴士站嘅設計同埋係咪需要啲附屬嘅一啲設備、
12 設施嚟到更好咁樣保障巴士乘客。我承認呢樣嘢唔容易做嘅，因為同一時間我
13 哋都要讓巴士乘客上車、落車嘅，但係我哋需要啲措施保障乘客嘅。

14 主席：（經傳譯員）即係嗰面唔可以有一個圍欄咁樣圍住嘅，即係話我哋係咪應該嗰
15 啲圍欄中間係有空隙嘅，等人可以上車、落車，係咪咁嘅意思呢？

16 鄭子憲先生：（經傳譯員）主席，係，我係咁嘅意思，即係話雖然我哋唔能夠有個安
17 全圍欄係冇空隙嘅，但係有可能係建設一啲有某個角度嘅安全護欄嘅，亦都有
18 可能安裝即係一個圓柱型嘅啲保護裝置嘅，星加坡就係佢哋有啲咁樣嘅護柱，
19 就有幾千個巴士站都有嘅。

20 我要指出一般嚟講，係公路嘅設計，我哋都要保障嗰個車--即係撞車撞得
21 唔妥當個車上嘅人嘅--失控車輛上面嘅人嘅，即係唔可以令到响嗰個失控車輛
22 上面嘅人受到係嚴重傷害嘅，如果我哋有一個安全嘅圍欄，嗰個尾端可能會對
23 嗰啲車輛上面嘅人造成危害嘅，呢啲護柱應該係吸收能量嘅，如果淨係一個鋼
24 柱，一個鋼嘅護柱或者係三合土嘅護柱，當然對等候嘅巴士乘客係好嘅，因為
25 會停到架車，唔可以向前，但係嗰個失控車輛上面嘅人就可能會係嚴重受傷。

26 呢個總結嚟講，我相信一定係有一啲解決嘅辦法嘅，最終嚟講，我哋都應
27 該可以搵出一個解決嘅方案，可以係喺兩者之間，喺呢一個矛盾裏面得出一個
28 平衡。

29 主席：（經傳譯員）大埔公路意外現場嗰度有道路工程，見唔見到係有呢個安全防撞
30 欄起咗喺巴士站嗰度係保護啲乘客避免佢哋被撞到呀？

31 鄭子憲先生：（經傳譯員）對唔住，主席先生，你意思係咪指嗰度嘅補救工程呀？

32 主席：（經傳譯員）係呀，就想問下，嗰度有冇起一個安全防撞欄嚟到保護嗰啲候車
33 乘客？

34 鄭子憲先生：（經傳譯員）主席先生，我明白你嘅意思，我哋有一個解決方案，所謂
35 保護性嘅巴士站，換句話講，個巴士站就會係遠離嗰個馬路嘅，主要嘅道路就

1 係會有一個交通安全島隔開嗰啲巴士站嘅，呢個其實喺龍翔道嘅相反方向嗰度
2 係有咁樣嘅設計嘅，另外屯門公路嗰個巴士轉乘站嗰度都有咁嘅設計，不過咁
3 係用上好多嘅空間，好多地方嘅，所以最終嚟講，嗰個出發點就應該係研究一
4 下不同巴士站嘅設計，亦都係要睇下唔同類型嘅道路所需要配設嘅唔同嘅車
5 速，然後就係諗出不同嘅解決方案，可以包括一啲工程方案同埋非工程嘅解決
6 方案。唔該。

7 黃女士：（經傳譯員）你剛才提及嗰啲護柱，你講係星加坡嘅經驗，你知唔知道係邊
8 個負責做呢啲樹立呢啲護柱呢，就政府定抑或巴士呢？

9 鄭子憲先生：（經傳譯員）喺星加坡，就係陸上交通當局，我研究過佢哋部分嘅設
10 計，佢哋講過就喺 1998 年佢哋曾經發生嚴重交通意外，係有車輛係剷上行人路
11 嘅巴士站，之後亦都有類似嘅意外，之後佢哋就開始引入呢一類嘅護柱。其實
12 我好有興趣，我好想得到進一步嘅資料嘅，希望佢哋可以話畀我哋聽究竟嗰個
13 護柱嗰個設計係點樣嘅。

14 另一方面，喺奧大利亞，佢哋有一啲吸收能量嘅護柱，個設計就係要可以
15 造到行緊時速 60 公里嘅車輛撞埋去都可以停到嗰部車，當然就唔係一啲重型車
16 或者係巴士，係一啲普通嘅客車嘅，我哋就希望車上嘅乘客或者司機亦都唔會
17 因而係受到嚴重傷害。呢個產品都相當獨特嘅，我係做緊一啲搜查嘅工作嘅，
18 之前就只係見市場上只係有呢一個產品嘅。

19 我亦都係想指出喺新南威爾斯大學佢哋其中一位教授亦都係有同樣嘅意
20 見，佢就覺得應該係做多啲研究，去睇下係咪可以喺巴士站嗰度用多啲呢啲護
21 柱，同埋喺市區嗰度如果我哋無法係有一個連續不斷嘅防撞欄嘅時候，係咪可
22 以用下呢啲護柱呢？因為嗰人要係行出去個馬路嗰度。

23 我就仲未係同呢一位教授討論過，不過我相信佢同我嘅意見係相同嘅，佢
24 亦都認為應該係朝住呢個方向去做研究。

25 黃女士：（經傳譯員）鄭先生，你呢一份陳述書寫嘅時候就係回應係 2016 年 6 月係
26 關乎九巴嘅諮詢文件，之後立法會曾經進行過一個討論嘅，我想請你睇番立法
27 會嘅文件嘅，第一份就係喺 2016 年嘅 6 月 17 號，你可以睇 SEC 嗰個文件夾嘅
28 784 頁，呢個就係關乎九巴巴士網絡專營權嘅一個更新嘅背景資料嘅，或者
29 我講一講，就呢份文件就有關嗰個專營權係提供一啲背景資料嘅，佢嗰度亦都
30 係總結咗立法會議員喺過往討論嘅時候所提出嘅關注。

31 我想請你睇第 12 段，嗰個標題就係話提升巴士服務嘅水準，呢度佢哋係
32 提及係「第五屆嘅立法會嘅會期，嗰陣時議員就關注專營巴士服務嘅表現，喺
33 佢哋嘅委員會嘅會議，特別財委會嘅會議同埋立法會嘅大會嘅會議都有提及
34 嘅，佢哋促請政府就係借呢一個專營權續期嘅機會去要求巴士公司改善佢哋嘅
35 服務嘅，包括就係向乘客提供巴士服務資訊，係實時咁提供，亦都就係有一啲
36 優先座，以及呢個無障礙嘅設施，亦都唔好有咁多脫班，以及係嗰個繁忙時間
37 更頻密嘅巴士服務嘅。」

1 講到嗰個實時巴士服務嘅資訊，我諗係仲未有嘅，不過我想問下，究竟呢
2 個係乜嘢嘅概念呢？

3 鄭子憲先生：（經傳譯員）主席，我相信係指下一架到站車輛嘅資訊係顯示出嚟，即
4 係話仲有幾多分鐘下一班車就會嚟到或者再下一班車係幾多分鐘之後嚟到，呢
5 個亦都係涉及使用知能手機嚟到去獲取呢一個係下一班車到站嘅時間，我諗個
6 概念就係咁喇。

7 主席：（經傳譯員）有兩個方法嘅，一個就係一個係喺巴士站或者總站嗰度有個顯示
8 板，另一個就係喺你嗰個智能電話手機嗰度係靠呢個 app 嚟到去攞嗰個資料
9 嘅，呢個已經幾年前已經陸續咁樣推出，係咪呀？

10 鄭子憲先生：（經傳譯員）我諗係嘅。

11 主席：（經傳譯員）九巴做嘅，係咪呀？

12 鄭子憲先生：（經傳譯員）主席先生，係，不過其他公司都有。

13 黃女士：（經傳譯員）我哋落去第 17 段，嗰度就話「此外，就係喺嗰三個專營權嗰
14 度有加咗個額外嘅條款，係城巴、大嶼山巴士同埋新巴嘅，就喺 2013 年中開始
15 嘅，就係授權畀運輸署就要求巴士公司去加強佢哋嘅安全設施同埋設計嘅。」
16 係包括一啲要求嘅，睇唔睇到呢？

17 主席：（經傳譯員）唔該，不如你將個例子讀出嚟。

18 黃女士：（經傳譯員）我諗佢哋講就係下面嗰句所講，買新巴士嘅時候係要有無障礙
19 嘅設施同埋就係長者友善嘅設計，喺最耐嗰句就係話政府係會係喺其他嘅三家
20 巴士公司嘅專營權嗰度亦都要求係無障礙設施嘅，鄭先生，縱使喺呢個專營權
21 嗰度有一個咁嘅條款，都係唔見就係喺嗰個黑盒嘅設計或者黑盒嘅要求嗰方面
22 有改善嘅，...

23 主席：（經傳譯員）你未落去嗰度之前，講到話冇障礙嘅車門等等其實唔係一個安全
24 --同安全無關嘅，係咪呢？

25 鄭子憲先生：（經傳譯員）主席先生，呢個無障礙嘅設施，呢個係方便，亦都係安
26 全，車上任何嘅嘢都可以係一個不安全嘅物件嘅，所以我希望佢哋會清楚咁樣
27 係講出其他嘅安全設施嘅。

28 主席：（經傳譯員）我想問，你話無障礙嘅上落車門係同安全有咩嘢關係呢？

29 鄭子憲先生：（經傳譯員）我會咁樣睇嘅，譬如有啲人係需要個門口闊啲先上落到
30 車，如果係無障礙嘅設施，就換句話講，就係喺門口嗰度唔會中間有個扶手
31 處，就讓佢個門口夠闊係讓輪椅或者係其他人士佢有特別需要，佢就有個闊啲
32 嘅門口係上車，所以呢度就唔係話好清楚咁講到出嚟嘅，不過我諗假設佢哋一
33 個就係方便乘客，另一個就係安全起見嘅。我就希望佢哋就係有一個比較專門
34 針對安全方面嘅要求，不過呢度就有寫到。

1 黃女士：（經傳譯員）我想請你睇另一份文件，嗰度就係講及究竟係要求嘅新嘅專營
2 權嗰度加啲乜嘢嘅條款，呢個關乎九巴嘅，...

3 主席：（經傳譯員）或者未落去之前，我就想睇番呢份文件嘅第 10 段，嗰度就提及
4 嘅 1 月份，2016 年 1 月 15 號曾經係進行討論，呢個係討論巴士公司巴士網絡
5 嘅專營權，睇到嘛？廣生，睇到嘛？

6 鄭子憲先生：（經傳譯員）係，睇到嘅，主席先生，我而家睇緊。

7 主席：（經傳譯員）黃大律師，我哋有冇嗰次會議嘅會議紀錄呢？

8 黃女士：（經傳譯員）我哋只係有一封信，就係嚟自係運房局，就講及 1 月 15 號會
9 議嘅跟進事項，但係我哋冇嗰次會議紀錄。

10 主席：（經傳譯員）我諗 8 月 26 號係有嗰份會議紀錄，就講及 1 月 15 號嘅事宜
11 嘅。

12 黃女士：（經傳譯員）或者睇番 SEC-2，990 頁，呢份文件係嚟自運房局嘅，2016
13 年 3 月 9 號，寫畀立法會，就係講及就係 2016 年 1 月 15 號係討論咗咩嘢事
14 情。

15 主席：（經傳譯員）我而家手頭上有一份會議紀錄嘅，可唔可以係將佢交界你呢？有
16 人話畀我聽呢個可以响嗰個螢幕度將嗰個文本顯示出嚟嘅。

17 黃女士：（經傳譯員）應該係 SEC-2 嗰套文件夾 960 頁，SEC-2，967。

18 主席：（經傳譯員）係呀，呢個就係我頭先講緊嗰份。

19 黃女士：（經傳譯員）呢個係 1 月 15 號開會嘅紀錄，佢裏面嘅第 5 頁，大家可以揭
20 去呢一份會議紀錄嘅第 5 頁。

21 主席：（經傳譯員）如果係第 13 段，你可以睇到呢個嗰個實時嘅巴士資訊系統係咩
22 嘢用途嘅，呢個係一個服務提供嘅一個設施嚟嘅，即係可以等乘客知道究竟要
23 等幾耐先至有一架巴士會到，呢個似乎係背後佢哋點解有咁嘅動機要做呢個實
24 時嘅巴士資訊系統嘅，鄭先生，你可以睇一睇呢度。

25 鄭子憲先生：（經傳譯員）係，主席，我睇咗喇，你係咪想我係畀個意見呢？

26 主席：（經傳譯員）係嘅。

27 鄭子憲先生：（經傳譯員）對我嚟講，呢個下一班車幾時到嘅實時嘅資訊都係可取
28 嘅，因為會減少乘客嗰個不滿、沮喪，當然亦都係一個提供良好服務嘅一個方
29 法嚟嘅，乘客可以決定等唔等，同埋佢哋夠唔夠時間、等唔等。呢個都同安全
30 有關嘅，不過唔係直接有關，我歡迎有咁樣嘅服務嘅，就有再其他嘅特別嘅評
31 論。

32 主席：（經傳譯員）如果知道幾時下一班會到係咪同安全有關嘅呢？

1 鄭子憲先生：（經傳譯員）如果個乘客知道架巴士會幾時到，我諗佢咁壓力係會低一
2 啲，如果佢唔知道巴士幾時到，冇咁放鬆嘅，可能就有啲感到沮喪嘅感覺，可
3 能會想儘量企近個行人路嘅邊緣睇睇架巴士會唔會幾時到、望下。整體嚟
4 講，呢個唔係直接嘅一個促進安全嘅措施，可能有好處，對於安全有好處，當
5 然我冇任何嘅參考資料可以作為證實呢一點嘅。

6 主席：（經傳譯員）其中一個提供呢個資訊嘅一個後果就係話巴士公司會知道架巴士
7 喺邊度，同埋佢去緊邊度或者幾時到，係咪都有一個成果嘅？

8 鄭子憲先生：（經傳譯員）呢個系統可以同一啲其他嘢一齊用嘅，即係等你可以知道
9 巴士位置嘅系統或者係監察速度嘅系統一齊用嘅？

10 主席：（經傳譯員）譬如話你知道幾時到，大概幾時到，你又知道佢喺邊度，亦都會
11 知道巴士嘅速度，係咪？

12 鄭子憲先生：（經傳譯員）係嘅，係嘅。

13 主席：（經傳譯員）呢個係一個附加嘅好處就係佢會知道呢個資料，當然係為另一啲
14 目的而設喇？

15 鄭子憲先生：（經傳譯員）係嘅。好多時候，我哋應該係儘量善用有關嘅數據嚟到為
16 唔同嘅目的運用，包括安全同埋服務水平嘅。

17 主席：（經傳譯員）我相信黃小姐一定會同你探討呢個多種用途嘅呢個目的，佢哋有
18 冇實施或者冇嘗試去實行呢？

19 黃女士：（經傳譯員）呢個關於呢個實時系統，我就想請大家睇睇大家要求嗰個專營
20 權嘅協議裏面加啲咩嘢落去，政府係點樣跟進，我想請睇一睇 TD-3 文件夾。

21 主席：（經傳譯員）我哋會睇乜嘢呀？

22 黃女士：（經傳譯員）呢個係一個立法會嘅文件嚟嘅，496 頁，不過我想請大家睇嘅
23 係 542，呢個係立法會嘅資料文件，係關於九巴嘅，係 2017 年 3 月 28 號嘅，
24 呢度有講嗰個有關嘅條文同埋新嘅嗰個專營權裏面嘅一啲新嘅要求嘅，呢個係
25 嗰份文件嘅附件 c，呢個係立法會文件，講番有關嘅協議嘅條文，係根據一個最
26 新嘅專營權加入嘅條文，就係交咗畀立法會。

27 呢度係咁講，「九巴會全面實施有關嘅條文同埋個承諾嘅，响最近兩份嘅
28 專營權，係 2015 年發出嘅，即係話係城巴同埋大嶼山巴士公司嘅專營權協議，
29 以下就係個詳細情況，第一就係巴士服務，個強調嘅地方係巴士服務，第一，
30 話新嘅專營權會授權署長要求九巴提供促進巴士安全嘅設施同埋裝置嘅，亦都
31 要提供一個無障礙同埋對老人友善嘅環境嘅，下面有啲措施嘅：

32 第(i) 係服務水準--服務質素，呢個係關於服務質素嘅問題，嗰個係無
33 障礙同埋友善嘅設計，呢個係第一個分段。跟住就有一個係巴士
34 站嘅一個資訊嘅系統。

1 第(ii) 個部分就係加強安全嘅，包括設備、設施、裝置，可以減少巴士
2 上面嘅起火嘅危險，呢個係關於防火嘅。

3 第(iii) 就係容許啲啲可以摺疊嘅單車上車嘅，即係話呢啲單車就唔會造
4 成對其他乘客嘅危害，可以上車。

5 第(iv) 就係有個座位嘅，即係話巴士站要提供一啲座位嘅。」

6 下一段，關於提供畀乘客嘅資訊嘅。

7 「呢個新嘅專營權就會係增加署長所享有嘅規管嘅權力嚟到指定九巴為乘
8 客提供嘅資訊同埋佢個形式，以確保乘客得到適當嘅服務嘅資訊，透過一啲更
9 加好嘅方法得到呢啲資訊。

10 第(ii) 就係提供一個實時嘅巴士到站資訊嘅，透過網站同埋啲個智能電
11 話嘅應用程式，亦都會喺巴士站係分期裝一啲指示嘅屏幕嘅。呢
12 個服務係關於提供資訊畀乘客。

13 講緊資訊，署長都係得到加強嘅規管嘅權力，即係話講明、指明乜嘢資訊
14 要提供畀乘客，從啲個協議方面，呢個唔係關於安全嘅，而係啲個提供服務嘅
15 時候，要向乘客提供資訊。」

16 下一個題目就係加強政府嘅規管：

17 「第一，係要公布佢啲嘅服務承諾同埋回應投訴嘅合理嘅時間，同埋啲個
18 係要承諾嘅達到嘅成功率。

19 亦都有加強規管九巴嘅財務同埋會計安排。

20 第三項，就係要公開投標，即係九巴响採購啲重要嘅物料嘅時候係要公開
21 投標。

22 最後一個係個環境表現方面嘅改善、空氣質素、低排放巴士等等。」

23 喺呢啲新嘅協議嘅條文--冇任何條文係關於加強或者係黑盒嘅能力，呢啲
24 條文都唔涉及呢個巴士黑盒嘅性能嘅，你同唔同意呀？

25 鄭子憲先生：（經傳譯員）我同意嘅。

26 主席：（經傳譯員）有提過安全係關於防火嘅？

27 鄭子憲先生：（經傳譯員）主席，冇錯，即係話會唔會引起火災嘅危害，新嘅協議就
28 係容許署長可以要求九巴提供設施裝置一啲嘢，嚟到改善巴士安全，不過呢個
29 條文就有解釋呢啲咁嘅設施究竟係啲咩設施。

30 主席：（經傳譯員）佢有提述防火或者火災嘅，係咪要將個引擎隔離、停閉嘅啲個，
31 係咪呀？頭先話城巴啲度，因為之前引擎起過火嘅，呢個係咪為左防止啲個引

1 擊起火帶嚟嘅火災呀？

2 鄭子憲先生：（經傳譯員）我有研究過呢個課題，可能係咁樣嘅，我嘅理解，我詮釋
3 呢度，我哋講緊巴士上面嘅火災亦都要考慮疏散乘客嘅快慢、速度，當然有其他
4 嘅火災嘅成因嘅，不過又可能比較有咁大嘅可能性，譬如話巴士同另一個載
5 運易燃物品嘅車輛相撞，咁起火，所以火災嘅危害可以係一個好多--涉及好多
6 嘢嘅，亦都係另一個專門嘅課題嚟嘅，呢個係一個潛在嘅安全嘅隱患嚟嘅。

7 黃女士：（經傳譯員）鄭先生，我而家可能就唔係咁順序，因為我係請你睇番政府向
8 九巴建議嘅專營權嘅條文或者要求佢加入嘅條文，我想你睇一睇呢個文件，就
9 係究竟政府點樣回應公眾嘅關注，同埋係咪响條文裏面反映到佢哋嘅做法，我
10 想你睇 SEC-2，799 頁，呢個文件係畀立法會嘅，係講緊九巴嘅新專營權，日
11 期係 2016 年 6 月，799 頁，第一頁嘅第一段就講及文件嘅目的，政府就邀請
12 公眾人士就九巴巴士網絡新專營權嘅要求提供意見，呢份文件就係向議員報告
13 係接收咗啲乜嘢意見嘅。

14 第 4 段嗰度就話一共係收到一百三十五份嘅陳述書，呢個就係公眾諮詢期
15 裏面收到嘅，其中二十七份嚟自區議會不同嘅政團以及係立法會，係 799 頁嘅
16 第 4 段，對唔住。

17 主席：（經傳譯員）791？

18 黃女士：（經傳譯員）799。

19 主席：（經傳譯員）799？

20 黃女士：（經傳譯員）係，799 頁，第 4 段。

21 主席：（經傳譯員）唔該晒。

22 黃女士：（經傳譯員）一共係係公眾諮詢期收到一百三十五份嘅陳述書，其中二十七
23 份係嚟自區議會不同嘅政黨、立法會，以及係區議會嘅個別嘅成員，以及係不
24 同嘅團體，餘下嘅一百零八份嘅陳述書係嚟自公眾嘅人士嘅，下面就分咗五大
25 大類，就係話收到啲咩嘢意見，亦都係係附件嗰度就係羅列咗出嚟。

26 802 頁就係個附件，我就想請你去睇一睇嘅，係跟住嗰版，係第 4 段，嗰
27 度有一項就係叫做「巴士安全」，嗰度有兩個建議嘅，一個就係話要監察巴士
28 車長嘅駕駛行為，要更加緊密咁去監察；第二，就係話要提升巴士車長嘅安全
29 嘅設施，譬如話係呢個係落車門嗰度係有一條橫杆，同埋巴士車身應該更加堅
30 固。

31 呢度就係睇嚟，係專營權協議嘅文件裏面，呢兩項都有反映到出嚟，我哋剛
32 剛提過㗎嘛。

33 鄭子憲先生：（經傳譯員）主席先生，呢個 4 段，係呀，我當時都有睇過，我認為呢
34 兩點係太過空泛，亦都反映唔到我哋嘅關注，我覺得我哋所表達嘅意見，我哋

1 嘅關注就係更為係具體嘅。

2 黃女士：（經傳譯員）我諗我哋睇完九巴，讓我就講番呢個城巴，講番佢哋嘅係專營
3 權一同埋專營權二，我相信就城巴嗰方面就只係涉及佢哋嘅專營權一你哋表達
4 咗意見，因為喺你哋所提供嘅文件裏面，我就只係搵到一份嘅意見書，2014年
5 嘅9月16號，係咪呀？喺呢個雜項文件夾嘅775頁。

6 鄺子憲先生：（經傳譯員）主席先生，係嘅，呢份文件我哋就係喺14年嘅時候所呈
7 交嘅，嗰次就係首次我哋嘗試就係向政府係提供意見，我哋希望借呢一個專營
8 權續期嘅機會嚟到提供我哋嘅睇法。

9 主席：（經傳譯員）畀少少時間我搵番嗰份文件出嚟。

10 黃女士：（經傳譯員）775。

11 主席：（經傳譯員）係。

12 黃女士：（經傳譯員）呢個就係回應一份政府所發表嘅公眾諮詢文件嘅，我哋睇番第
13 二段，「政府嘅諮詢文件就指出『政府喺睇下係批唔批出或者係咪為一個巴士
14 專營續期嘅一個主要嘅考量就係究竟嗰個專營權公司係咪有能力提供一個適當
15 而有效率嘅巴士服務。』我哋感到關注嘅就係其他嘅重要嘅因素，特別係道路
16 安全、服務嘅質素、係咪環保以及企業責任、社會責任，都有提到嘅。」我想
17 問，係咪你第一次向政府進言呢？第二，你就話喺文件嗰度係道路安全同埋其
18 他事宜都有清楚咁樣樣係講出嘅，你係咪因此就覺得政府係唔夠重視呢啲因素
19 呀？

20 鄺子憲先生：（經傳譯員）係，主席先生，啱，我哋嘅詮釋就係政府文件嘅文本，我
21 哋就睇番佢所寫嘅文字，嗰度係有提及係安全，所以我哋就要提出嚟，當然政
22 府自己可以去解釋一下嘅，如果佢哋認為係適當，已經包括咗安全，我諗政府
23 係可以解釋嘅，我哋亦都係樂意接受嘅，如果佢係咁嘅睇法。

24 黃女士：（經傳譯員）睇番同一頁第五段，你嗰度就講「有一點係可以理解嘅，就係
25 巴士公司未必有足夠嘅誘因嚟到做咁多重要嘅措施嘅，正如第17款嗰度講咗，
26 呢個可能係由於營運成本高同埋就競爭，不過就係咁樣樣係去容忍嗰啲問題繼
27 續存在，特別係安全事宜，係不可接受嘅，喺呢一方面，政府係提供更多嘅誘
28 因，譬如話透過資助或者係夥伴計劃嘅。」我想同你係探討一下呢段文字，你
29 呢度好具體咁講咗，就係話巴士嘅安全事宜，你就話似乎巴士公司就有嗰個誘
30 因，你亦都建議或者係透過資助或者係夥伴計劃嚟到提供嗰個誘因，其實你心
31 目中係有啲乜嘢嘢嘅建議呢？

32 鄺子憲先生：（經傳譯員）主席先生，喺呢度我指出安全係至為重要嘅，不可係因為
33 財政嘅原因而作出妥協嘅，我見到巴士公司都係商業營運嚟嘅，佢哋係有得到
34 任何財政上嘅資助，除咗就係長者嘅乘車優惠計劃，呢個係近年推出嘅。正如
35 我講，政府係唔應該排除呢一個可能性嘅，我未去到講話政府係應該做啲乜嘢

1 嘢或者應該係提供邊一類嘅資助，不過一般嚟講，我都係心目中係諗緊一啲財
2 政上嘅資助嘅，當然我哋嘅意思就係話要探討嘅，我哋自己就未有再進一步好
3 詳細咁去研究嘅。

4 主席：（經傳譯員）你心目中係有邊一啲誘因呢？如果講到安全嘅話，係邊啲誘因
5 呢？

6 鄭子憲先生：（經傳譯員）主席先生，其實可能性好多嘅，譬如話我哋要理解一下有
7 啲乜嘢係安全措施、一啲乜嘢安全嘅策略係要引入，我哋首先係要有呢一個研
8 究，亦都係要有啲係量嘅方面嘅--對唔住，質量方面嘅數據嘅，譬如話睇番過
9 往嘅意外嘅數字、啲人係點樣會受傷，亦都係要同巴士製造商講，就係話我哋
10 喺香港呢度有啲乜嘢嘅安全嘅問題。巴士製造商佢哋製造巴士嘅時候都係跟一
11 啲標準去做嘅，譬如話跟番歐洲嘅標準同埋聯合國嘅標準，但係佢哋未必知道
12 我哋香港本地係遭遇啲咩嘢問題嘅，所以要改巴士嘅設計，我哋首先要有研
13 究。架巴士可能因而需要成本更高，所以譬如話喺呢方面係咪就可以睇下政府
14 係咪可以幫手係資助一下呢？我哋未必係講緊就係全面嘅資助嘅，可能政府係
15 資助部分，或者係政府亦都作為分擔一部分，一個夥伴計劃咁。

16 主席：（經傳譯員）咁邊一啲嘅安全要求呢？

17 鄭子憲先生：（經傳譯員）主席先生，我哋要睇下譬如話巴士車頭，要研究呢，我哋
18 講過㗎喇，巴士車頭的而且確就係符合到歐洲嘅標準或者聯合國嘅標準，或者
19 根本係冇標準，但係我講過，其實嗰個係一個問題嘅，因此如果我哋自己希望
20 推動就話改良車頭嗰個設計，又同巴士製造商攜手嘅話，究竟呢方面嘅成本邊
21 個去負擔呢？因為巴士因而就會更貴，咁做研究亦都係有成本嘅，呢個就係其
22 中一個例子。

23 主席：（經傳譯員）香港嘅巴士佢哋全部都係歐洲嘅巴士製造商造嘅，係咪呀？

24 鄭子憲先生：（經傳譯員）係呀，主席先生。

25 主席：（經傳譯員）我講專營巴士。

26 鄭子憲先生：（經傳譯員）係呀，我嘅理解就係大概係有兩大主要嘅巴士製造商，係
27 歐洲嘅，就係喺英國為本嘅，就係亞歷山大丹尼斯。

28 主席：（經傳譯員）巴士嘅設計都係跟歐盟嘅標準嘅，係咪呀？

29 鄭子憲先生：（經傳譯員）主席先生，我嘅理解係嘅，同埋就係聯合國嘅 UNECE 嘅
30 標準。

31 主席：（經傳譯員）有冇其他嘅安全誘因你又認為可以係用得到嘅，會唔會係諗下係
32 都係政府可以資助嘅呢？

33 鄭子憲先生：（經傳譯員）主席先生，譬如話巴士站，巴士站我提過，目前係有資
34 助，當然巴士公司就係靠廣告收入就可以有呢個資助，另外就係巴士內部，車

1 廂裏面嘅情況都可以改動嘅。暫時未諗到其他，不過最終嚟講，我哋唔想巴士
2 公司係受到不合理嘅財政壓力，因為我哋都想佢哋係賺到錢、佢哋開心，呢個
3 就係嗰個概念。除此之外，喺呢一刻，我有其他嘅資料。

4 主席：（經傳譯員）或者有一方面亦都可以請問下你嘅，城巴嗰方面就有個咁嘅建議
5 嘅，就係話每個座位都係有安全帶好唔好呢，佢哋就話係唔會個個都用嘅，如
6 果要裝嘅話，就應該政府去資助嘅，你嘅睇法又點呢？

7 鄭子憲先生：（經傳譯員）主席先生，我唔想講及個細節，不過我有睇過城巴嘅回
8 應，我琴日有講過，就話我哋要好科學化咁樣樣去睇每一項嘅安全嘅措施嘅，
9 究竟係咪佢哋都係可以係解決我哋所面對嘅安全問題，安全帶的而且確係其中
10 一項，城巴話乘客未必用--未必啱嘅--唔啱嘅，如果乘客唔用，當然唔令人滿
11 意，我哋琴日都有討論過其他措施，譬如電子嘅穩定系統同埋其他嘅措施嘅，
12 但係如果你要响巴士度採納有關呢啲設施或者設備，係有成本嘅。我哋要採納
13 嘅就係特別要針對嗰啲會引起嚴重傷亡意外嘅一啲安全措施，安全帶係一個可
14 行、可以採納嘅，因為我就唔係好清楚嗰個財務方面嘅影響係幾大，所以我就
15 畀唔到我嘅睇法、評論，係咪應該將所有資源集中响提供安全帶呢？我會認為
16 我哋應該要整體咁睇所有有關嘅安全措施嘅，要好小心比較唔同措施嘅好處、
17 唔好處同埋有冇成效。

18 黃女士：（經傳譯員）喺呢個文件，即係 775 頁，呢度有一個標題就係道路安全至
19 關重要嘅，你就提過一啲嗰個關於意外率嘅，第 6(c) 條，你有一個咁樣嘅觀察
20 所得，政府「似乎好快就想就話呢個意外率嘅原因，即係成因，就係話『城巴大
21 部分嘅路線都係响市區裏面嘅繁忙道路度行走嘅，就所以意外容易發生嘅，但
22 係大部分嘅意外係溫和性質嘅，譬如話响車裏面失去平衡、受傷，或者响個樓
23 梯度失去平衡，而唔係同其他車輛相撞造成意外嘅。』」

24 你話你哋「唔同意呢個咁樣嘅段落嘅，因為巴士嘅安全至關重要嘅。佢諮詢
25 文件有講過嗰啲巴士壞或者分析個意外嘅成因、趨勢嚟到係支持呢個講法嘅，
26 我哋覺得一定要首先提供一啲涉及巴士死亡、嚴重意外嘅數目，同埋嗰個行人
27 受傷嘅數目，跟住先至可以再討論一下究竟响個新嘅專營權有啲新嘅建議、可
28 行嘅安全措施改善嘅。」

29 你嘅意思，我哋唔可以淨係睇一個參數，而嗰個諮詢文件應該其實係提供更
30 加多嘅資訊或者更加多嘅數據，同埋睇下點樣計算嗰個意外率背後有啲咩嘢數
31 據，係咪你嘅意思呢，呢個？

32 鄭子憲先生：（經傳譯員）係呀，主席，係。因為係諮詢文件，你睇諮詢文件太過簡
33 單，我嘅工作方式係需要睇番歷史上數據--意外嘅數據，從中汲取教訓，亦都
34 要睇風險，如果係重大嘅風險，譬如話巴士响懸崖度跌落去，呢啲咁嘅意外唔
35 會經常發生嘅，不過一旦發生，個後果係會災難性嘅，所以我哋要評估風險，
36 亦都睇歷史意外嘅數據嘅。諮詢文件就遠遠達唔到我响呢方面嘅預期。

37 黃女士：（經傳譯員）你有一個建議嘅，响 776 頁，關於建議嗰一個部分，你有話

1 「我哋建議過去嘅意外嘅數據同埋巴士營運嘅潛在安全嘅風險係要係得到核實
2 同埋仔細研究嘅，然後就搵啲機會响個新嘅專營權係改善嘅，政府應該係考
3 慮下獎勵巴士公司，如果佢哋達到某啲預定嘅目標嘅，譬如話每年減少某啲種
4 類嘅意外係百分之二十。」我想請你係闡述一下你心目中諗嘅呢個獎勵計劃係
5 點樣嘍？

6 鄭子憲先生：（經傳譯員）主席，我諗我哋琴日都有討論呢個問題，呢個係好初步、
7 粗略嘅建議，不過個概念就係我哋唔好成日話點樣罰人，亦都係要畀啲動力、
8 鼓勵巴士公司同埋司機合作嚟到達成更高水平嘅安全，譬如話某一啲意外率嘅
9 種類，減少某一個百分率，呢個都同嗰個 ISO30091 嘅呢個背後嘅理念一致
10 嘅，關於道路安全嘅討論似乎社會或者政府好似都好滿意，只要嗰個巴士意外
11 率係平穩，我就覺得唔足夠嘅，我哋要尋求持續嘅改善，呢個要符合嗰個安全
12 系統嘅一個理念，同埋世界嘅趨勢，聯合國、世衛，我哋應該係希望達到係冇
13 意外、冇傷亡嘅，就唔係淨係話一個平穩嘅意外率。

14 黃女士：（經傳譯員）呢度你或者有一個總結嘅，係 777 同埋 778 頁，你都有一個
15 類似嘅建議嘅，即係同嗰個--講關於九巴嘅意見書都係類似嘅，呢個係關於巴
16 士安全系統，個巴士車輛嘅安全同埋嗰個巴士站，同埋 ISO39001 標準嘅，可
17 唔可以證實呢個係你嘅睇法？

18 首先 777 頁，响頂嘅，建議，呢個關於 ISO39001 標準，巴士安全，中間
19 亦都有建議，有啲類似即係話全面嘅標準同埋司機嘅監察系統，運用現代嘅科
20 技，包括全球定位系統同埋黑盒，呢啲咁嘅要求都應該係納入作為專營權協議
21 嘅一部分。

22 另外就 778 頁，嗰個巴士車隊有啲建議，都係類似頭先我哋睇九巴嘅情
23 況，係有啲類似嘅建議。

24 鄭子憲先生：（經傳譯員）你係咪委員會係想我證實呢幾點呀？主席。

25 黃女士：（經傳譯員）係嘅。

26 鄭子憲先生：（經傳譯員）呢啲建議而家都仲係有效嘅，至於話 ISO39001，琴日我
27 講過，係比較新嘅一套標準嚟嘅。對我嚟講，我哋值得探究嘅，我嘅睇法就係
28 話我哋唔可以堅持或者係施加某一種嘅要求，就係堅持一定要咁做，我就會建
29 議有關嘅各方，巴士公司同埋政府探索一下係咪可能採納 ISO 呢個標準，對佢
30 嚟講，睇睇究竟可唔可以接受、可唔可以實施，定係佢哋可唔可以提出一啲有
31 相同嘅標準，類似或者係可以差唔多嘅標準。

32 我哋建議就係我哋要重視或者係小心睇一睇安全系統，要追求就係持續改
33 善，又要循住一個嚴重意外零死亡率嘅目標進發，亦都可以睇下有冇其他嘅
34 ISO 標準可以同時研究，當然公司有好多符合唔同嘅認證嘅標準嘅，佢哋要遵
35 守唔同嘅認證嘅標準。我都明白有啲企業會認為要有咁多認證嘅工作，要用好
36 多人手，但係我哋最終都係建議採納呢個標準，因為我哋覺得响道路嘅安全係

1 達到好嘅成果嘅。我哋唔係想建議一啲會增加佢哋嘅工作量或者係冇乜嘢實證
2 支持嘅一啲標準嘅。

3 總結嚟講，呢啲全部都係我哋嘅建議，但係最終是否可行，我就想請有關
4 當局同埋有關嘅巴士公司仔細睇一睇逐項嘅建議都仔細研究睇一睇。

5 黃女士：（經傳譯員）我哋見到呢個就住嗰個係公開諮詢嘅回應，我而家就想你再睇
6 SEC-2...

7 主席：（經傳譯員）喺未開始之前，我想你睇番 776 頁，你嘅建議，就考慮獎勵巴
8 士公司嘅，如果佢哋係達到一啲事先定落嚟嘅目標，你跟住又講，都可以理解
9 嘅，亦都需要獎勵嘅，唔係淨係巴士公司，都要包括埋巴士司機嘅，我哋就收
10 到啲證供，即係話九巴、城巴，今年 3 月 1 號開始佢哋同工會有啲協議嘅，佢
11 哋嘅獎金係會係包括達到--即係佢哋响安全方面得到嘅獎金就會係納入嗰個基
12 本薪金嗰度，即係獎金就變咗做底薪，如果係咁樣，即係話巴士再有就住安全
13 得到獎勵，你喺呢方面有咩嘢意見呀？

14 鄺子憲先生：（經傳譯員）我諗我有辦法評論呢個問題，講到底，呢個係一個好明確
15 嘅一種--究竟係獎勵咩，獎金咩，定係一種懲罰呢？我哋希望車長自願好樂意
16 咁樣接納佢哋有一個責任係用安全嘅方法駕駛嘅，亦都係符合我哋主張嘅安全
17 嘅標準，呢個問題就呢個係比較複雜，就係同究竟點樣係畀一啲獎勵佢哋係比
18 較係更加複雜嘅，我就會話應該要有一啲研究，睇下我哋可唔可以取得我哋想
19 要成果嘅。

20 主席：（經傳譯員）據我理解，應該係提供一啲誘因畀巴士公司，你都建議應該獎勵
21 到車長嘅，而家嗰個獎金冇咗，究竟係好事咩，定係唔好事呢？呢個好簡單嘅
22 問題啫，係咪呀？

23 鄺子憲先生：（經傳譯員）主席，呢個第一次我知道有件咁嘅事，等我諗一諗。

24 主席：（經傳譯員）我即係建議下或者上晝我哋都小休一陣。返嚟，二十分鐘之後，
25 得唔得呢？可唔可以話畀我聽究竟係好事定唔好事呢，即係取消咗呢個獎金，
26 即係安全駕駛嘅獎金？我哋停一停，我哋有二十分鐘。

27

28 上午 11 時 29 分押聆訊押後

29

30 上午 11 時 49 分恢復聆訊

31 出席人士如前。

32

1 主席：（經傳譯員）鄭先生，即係提供獎勵畀巴士司機，咁樣做係咪好定唔好呀？

2 鄭子憲先生：（經傳譯員）主席，我覺得就提供獎勵係好嘅諗法嚟嘅；第二，我就想
3 指出個獎勵係應該用其他形式嘅，譬如話佢享有嘅地位，應該要令到車長嘅地
4 位提高，因為佢哋做嘅工作、提供嘅服務係為我哋全社會每年每日咁樣付出
5 嘅；最後一點，任何嘅獎勵計劃要小心設計，舉例，如果話淨係畀車長話過去
6 一個月、一年冇意外就獎勵，係咪一個好嘅方法呢？冇意外可能係幸運，可能
7 只係運氣啫，或者冇意外都唔係一定佢錯嘅，可能係其他人錯。所以獎勵係咪
8 應該基於大部分時間揸車嘅時候係符合公司嘅安全嘅要求--安全水準達到公司
9 要求呀，呢個就係一個可能考慮嘅方向。

10 主席：（經傳譯員）黃小姐，我哋可唔可以睇到呢個所謂綠色嘅道路呢個咁樣嘅項目
11 嘅資料呀？

12 黃女士：（經傳譯員）係，我哋可以响螢幕顯示出嚟嘅。鄭先生，呢個係一個《海峽
13 時報》嘅一篇文章嚟嘅，我哋就而家抽出嚟畀大家睇，你睇一睇，呢個係追蹤
14 器，協助巴士車長改善服務，呢個係星加坡嘅一個系統嚟嘅，我哋就下載咗，
15 呢個係一個車長就係話顯示究竟佢嘅駕駛係點樣可以追蹤，而且係响個智能電
16 話度係收集嘅系統嘅。如果佢有一個會閃紅色、黃色、綠色嘅一個顯示屏，就
17 視乎佢嗰個駕駛嘅行為嘅模式係點樣樣，呢個系統就係你可以用一個應用程式，
18 就知道佢嘅駕駛行為，你可以知道某一個車長嘅駕駛行為，呢個係一個基
19 於嗰個黑盒得到嘅數據，亦都可以進行數據嘅分析嘅。

20 睇番個呢篇報道本身，英澳嘅一個巴士營運商，叫做 Tower Transit，
21 佢係話有一啲係會容易有一個問題嘅，譬如話嗰個車站會--同埋個車座位邊會
22 踎落嚟，就係佢個安全嘅績分就係上年 10 月就 165，就係話多過呢個建議嘅
23 20 嘅八倍嘅，即係話佢哋可以用智能電話嚟到追蹤呢個駕駛行為嘅。

24 主席：（經傳譯員）呢個係一個好好嘅參考資料嚟嘅。點樣做呢，當然係要進一步睇
25 一睇，呢個系統就係話應該係想鼓勵車長，等佢哋覺得佢哋係專業人士，係一
26 個好嘅專業人士，如果佢哋駕駛嘅行為好，佢係會受到尊重，亦都係有一個响
27 專業上得到回報嘅，我對呢個好正面嘅，我就覺得我哋應該再進一步仔細點樣
28 探索一下。

29 黃女士：（經傳譯員）為紀錄起見，我哋睇一睇中間呢個 Tower Transit 公司係
30 有一個綠色道路嘅電子數據系統嘅，就令到佢哋司機揸車比較順暢、更安全
31 嘅，响舊年 7 月到今年 5 月，佢哋就會可以利用系統嚟到實時透過全球定位系
32 統同埋個探測器嚟到係追蹤個車輛嘅駕駛嘅情況嘅，就跟住就改善嗰個安全嘅
33 得分嘅，我就想你睇睇呢度，等你知道，嗰間公司有請咗七百五十個車長嘅，
34 呢個為我哋保存紀錄起見，我就提一提。

35 我哋係睇番你嗰個關於城巴嘅意見書，雜項 2 嘅文件夾 779 頁，我哋睇過
36 㗎喇，不過我想你睇一睇呢個之前嘅意見書，就係為提供乘客嘅資訊呢一個段
37 落，你關於城巴嗰度，你話「如果係好多大部分嘅乘客知道個時間表，佢哋就

1 已經滿意。」但係下一段，「雖然有咁樣嘅進步，响巴士站，唔係經常都提供
2 資訊畀乘客嘅，應該係佢哋要承諾就發展一個比較現代嘅綜合系統，而家有一
3 個現代嘅實時嘅資訊系統，特別係主要嘅巴士設施方面嘅資訊系統，係不符香
4 港作為國際城市大家嘅期望嘅。」你就覺得「政府應該同嗰個有關嘅營運商係
5 商討一下可唔可以有一啲係試驗計劃，發展一個現代嘅巴士乘客資訊系統。」
6 呢個就係關於你係倡議有一個實時嘅資訊系統，呢個當時係關於城巴，當時佢
7 哋有全面實施。

8 自從你交咗呢個陳述書之後，我哋睇一睇政府嘅取態係點樣樣，對於公眾
9 嘅意見，佢响呢方面有咩嘢取態，我想你睇 SEC-2 呢個文件夾 655 頁，SEC-2
10 文件夾 655 頁，呢個係一份文件嚟嘅，係公眾諮詢文件嘅，係關於新嘅專營權
11 協議有咩嘢要求，呢份文件係 2014 年 12 月發出嘅，就係列出公共諮詢嘅結果
12 嘅，即係呢個關於新嘅營運權嘅協議，係關於城巴第一個專營權嘅。

13 第 3 段，你睇到，嗰個公眾諮詢就係喺 2014 年 6 月 25 號至到 9 月 16 號
14 期間係進行嘅，運輸署就係邀請十八個區議會以及就係十八個區議會嘅交運會
15 係提供意見，其中五個區議會就係有喺佢哋會上討論過嘅。

16 去番第 4 段，嗰度就話總共係有四十七份意見書就喺公眾諮詢期間係收
17 到，十八份係嚟自政黨，其他就係嚟自個別人士，佢哋就係三方面表達意見：
18 服務質素、票價優惠同埋政府嘅規管。另外喺附件嗰度就係列出嗰個主要嘅意
19 見嘅。

20 我哋睇番呢個 657 頁第 3 段，嗰度就講及巴士嘅安全，其中一個建議就係
21 話要引入一啲監察嘅機制嚟到加強就係監察巴士車長嘅駕駛態度，呢一個就係
22 改善車上嘅安全設施，另外就係話要改善嗰個管理，特別係安全裝置嘅管理，
23 嗰個就係公眾諮詢嘅結果。

24 又睇番嗰次會議嘅會議紀錄，SEC 嗰個文件夾--對唔住，未去之前，其實
25 有另一份嘅立法會嘅文件嘅，喺第 700 頁嗰度，呢份文件亦都係一個背景摘
26 要，總結咗過往嘅睇法同埋關注地方，或者你可以睇番一個 703 頁嘅第 16 同埋
27 17 段，個標題就係話巴士嘅駕駛安全，呢個就係新大嶼山巴士公司。

28 喺第 15 段嗰度，可以先睇一睇嗰度，就話喺立法會會議一位議員提問，
29 當時係 2015 年 4 月 29 號，關乎就新大嶼山巴士公司嘅巴士駕駛安全，係因為
30 2015 年 4 月初曾經發生咗意外，所以就係提問嘅，嗰個就係附註嗰度就係有講
31 嘅，就係話有一部係新大嶼山巴士公司嘅巴士喺東涌去大澳途中差唔多係跌落
32 山嘅，當時就落緊斜，就係懷疑就係剎掣系統就係失靈嘅。當時運房局局長就
33 話所有係新大嶼山嘅新招聘嘅車長都會係接受三至五天嘅培訓，呢個係新大嶼
34 山巴士公司提供畀佢哋嘅。

35 跟住嗰段就係運房局嘅局長就指出話新大嶼山巴士公司已經係安裝咗一個
36 電子行車記錄儀，呢個係俗稱叫做「黑盒」，係整個車隊都已經裝置咗，嚟到
37 去記錄低車輛營運嘅數據，以助係佢哋監察車長嘅行為同埋係調查意外。

1 好，呢份文件亦都有提及呢個黑盒嘅，提及呢個要求，相信你剛才睇到呢
2 個局長嘅回應，或者我哋睇番個會議紀錄，呢個就係 2015 年嘅 7 月 17 號嘅，
3 SEC-2 嘅 937 頁，呢個係會議紀錄，就係 7 月 17 號 2015 年開會嘅紀錄嘅，
4 我哋去番呢個 943 頁，你由第 11 段嗰度開始睇，一路去到第 16 段。

5 個焦點就係在於提供實時巴士到站嘅資訊，個重點喺呢度，就唔係話巴士
6 安全或者其他事宜嘅，呢度就係講公眾提嘅意見就係頭先所講嘅結果呢方面
7 嘅，睇到未呢？或者你可以用一啲時間去閱讀一下嘅。

8 鄭子憲先生：Okay。

9 黃女士：（經傳譯員）你可唔可以確認一下呢個都係關乎就係提供一個實時嘅資訊，
10 就為乘客提供呢啲資訊，就唔係話監察就係巴士車長嘅表現，雖然公眾人士嘅
11 一個意見就係關乎嗰方面嘅？

12 主席：（經傳譯員）我而家喺螢光幕上面睇緊。

13 黃女士：（經傳譯員）請問你睇完未呢？

14 鄭子憲先生：（經傳譯員）係，睇完，唔該。

15 黃女士：（經傳譯員）可唔可以確認我剛才所講嘅，即係話佢哋呢度講嘅全部都係關
16 乎就提供實時嘅資訊，就有講及就係巴士安全或者係巴士車長嘅駕駛表現。

17 鄭子憲先生：（經傳譯員）主席先生，係，我剛才所睇嘅呢啲文字大部分都係關乎呢
18 個實時嘅資訊系統。

19 黃女士：（經傳譯員）係。

20 主席：（經傳譯員）呢個就係同監察司機嘅行為表現就無關嘅？

21 鄭子憲先生：（經傳譯員）冇嘅，我睇唔到。

22 黃女士：（經傳譯員）最後，或者我哋可以睇番呢一份立法會嘅文件，嗰度就係列出
23 新嘅專營權嘅條款，呢個係城巴嘅，就係 TD-3，570 頁，呢份係立法會嘅摘
24 要，裏面講及係新嘅專營權條款，係城巴同埋新大嶼山巴士公司嘅，我哋可以
25 去 572 頁，...

26 主席：（經傳譯員）想問下呢份文件係幾多號嘅呢，邊日嘅呢？

27 黃女士：（經傳譯員）2015 年嘅 9 月 22 號。

28 主席：（經傳譯員）好，唔該。

29 黃女士：（經傳譯員）唔該你。或者我哋去呢個 572 頁，第 5 段，首先呢度就講及
30 呢個城巴嘅表現，跟住嗰版就講及係新大嶼山巴士公司。

31 喺 574 頁就講及係公眾對巴士服務嘅睇法，下面第 8 段，嗰度就係講嘅新

1 嘅專營權嘅條件同埋係佢嘅承諾，呢個 574 頁嘅第 8 段，首先，呢度就係話將
2 新近批出嘅專營權嘅專營權條款同埋承諾係加入去，呢度係政府就係得到城巴
3 同埋大嶼山巴士公司就全部係接納，就係話將最新近批出嘅專營權嘅條款係加
4 入嘅。

5 喺第 9 段，跟住嗰段，嗰度就講及新嘅專營權條款同埋嗰個承諾嘅，嗰度
6 總共有三項嘅，首先就係提供實時巴士到站資訊，第二，就係提供票價優惠，
7 第三，就係提升巴士服務嘅規管。

8 喺第 10 段，就講及係提供實時巴士到站嘅資訊，不過嗰度完全係冇提及
9 巴士安全嘅，呢個講緊第 10 段，請你花啲時間去睇一睇。

10 鄺子憲先生：（經傳譯員）係，主席先生，係呀，我睇唔到有任何地方係提及巴士安
11 全嘅。

12 黃女士：（經傳譯員）第三個要求就係要求就係提升巴士服務嘅規管嘅。第 15 段，
13 577 頁，再次，呢度有任何地方提及巴士嘅安全又或者去監察係駕駛嘅表現。

14 鄺子憲先生：（經傳譯員）係，主席，啱嘅，講得啱嘅呢度。

15 黃女士：（經傳譯員）鄺先生，呢個我要想請你討論嘅最後一個課題，2014 年 12
16 月 12 號嘅，喺雜項文件 2 嘅 780 頁，780，呢度係一封信，係你寫畀局長嘅，
17 運輸及房屋局局長，你就提出你嘅睇法，就話關乎呢個係公共交通策略研究嘅
18 研究範圍，係 780 頁，喺底下嗰度，你就話，首先你就講及嗰個安全嘅表現同
19 埋公共交通嘅風險，你就話根據係已發表嘅意外統計數字係有咩睇法。

20 跟住你呢度就話呢一個公共交通策略研究應該就係再展示所有嘅機會重新
21 檢視嚟到去係提升安全同埋服務嘅質素，有啲例子就話黑盒同埋係全球定位系
22 統、司機監察系統，你就話應該就係有系統咁樣樣去監察一啲駕駛嘅參數，譬
23 如話就係車速、加速、剎車，嚟到係去減低各類意外嘅風險，呢啲咁樣嘅系統
24 應該係用一啲新嘅規矩，譬如話限速，高速公路嘅限速、市區裏面街道裏面嘅
25 限速，同埋應該係溫和咁樣加速、減速嘅一啲數值等等。

26 你就倡議，即係有一系列嘅倡議，你要求改善嗰個係利用黑盒同埋全球定
27 位系統實施嘅監察系統呀？

28 鄺子憲先生：（經傳譯員）係，呢個同我哋一路建議都係一致嘅，响好多文件、我哋
29 提交畀政府嘅意見書我哋都係有咁講。

30 黃女士：（經傳譯員）係，多謝你。主席，我已經完成咗我提出嘅詢問，睇一睇我有
31 冇咩其他嘢可以協助委員會。

32 主席：（經傳譯員）有一個城巴交界我哋嘅信件嘅，我哋要求佢哋確定關於呢個協議
33 裏面佢哋一啲承諾嘅，你可唔可以响個螢幕係顯示畀我哋睇呀？

34 黃女士：（經傳譯員）我相信係 CTB-3，即係第 3 個文件夾，CTB-3 號，即係城巴

1 3 號。

2 主席：Thank you.

3 黃女士：（經傳譯員）582 到 585 頁。

4 主席：（經傳譯員）係呀，我就心目中就係想睇呢封信。

5 黃女士：（經傳譯員）呢個係一封信嚟嘅，係由運輸署寄畀城巴嘅，呢個就係話係咪
6 叫佢哋確定係咪承諾提供實時嘅巴士到站系統嘅呢個承諾嘅，583 頁可以見
7 到。

8 鄭子憲先生：（經傳譯員）係，我睇到。

9 黃女士：（經傳譯員）呢封信亦都完全冇提述話監察車長嘅駕駛態度或者係改善嗰個
10 黑盒科技或者係利用全球定位系統嚟到係監察車長嘅駕駛嘅表現，即係有任何
11 嘢關於你八個月之前提出嘅建議嘅。

12 鄭子憲先生：（經傳譯員）主席，譬如話 (b) (1) 呢一段，佢用嘅用字，增進安全嘅
13 一啲特別嘅設施...

14 主席：（經傳譯員）係邊一段話？

15 鄭子憲先生：（經傳譯員）(b) (1)，你响呢度讀嘅，而家响個螢幕上第一段。

16 主席：（經傳譯員）係第 7 條？

17 鄭子憲先生：（經傳譯員）係，第 7 個條文，新嘅專營權協議第 7 條條文嘅第 (1)
18 點，嗰度有講過安全--或者係增加安全嘅一個設施嘅，...

19 主席：（經傳譯員）呢個係話佢响附件 2 就列出嚟嘅，有冇附件 2 可以睇到呀？

20 黃女士：（經傳譯員）唔响呢個文件夾嘅，但係我哋可以參照之前一啲文件嘅，係响
21 TD-3 文件夾裏面第 614 頁，TD-3，614 頁，呢個係第 7 條嘅條文，提供有關
22 嘅設施嘅。

23 主席：（經傳譯員）我哋有冇附件 3？

24 黃女士：（經傳譯員）唔响呢個文件夾，即係話冇提供到附件 2 同附件 3 畀我哋，淨
25 係得嗰封信，同埋 586 就係城巴有嘅承諾嗰封信，但係我哋可以參照另一份文
26 件，响嗰個運輸署嘅文件夾裏面，我哋係可以睇到有關嗰個條文嘅，如果你參
27 照番 TD-3 嘅 614 頁，我哋就可以睇到㗎喇，同埋 652 頁一齊睇。第 7 條係關
28 於提供設施等。

29 652 頁係第 7 條，佢有一個新嘅分段 (1)，就係授權署長可以要求個營運
30 商係可以加裝一啲新嘅設施、設備，嚟到係改善安全同服務，包括提供無障礙
31 設施，即係為老人家同埋傷殘人士提供無障礙設施，呢個就係個 583 頁裏面所

1 提述嘅有關嘅條文。

2 基於我哋所見到，鄭生，呢個係同嗰個監察嗰個駕駛表現、行為無關嘅
3 呵？

4 鄭子憲先生：（經傳譯員）主席，我想講呢啲咁嘅條文唔夠準確嘅，即係唔係完全咁
5 樣係回應番--或者係同我哋嘅期望係唔一致嘅，我哋覺得一般嚟講咁樣嘅公眾
6 嘅諮詢就係好多意見書嘅，我哋只係其中嘅一份。

7 主席：（經傳譯員）有冇另一封類似嘅信件，係九巴發出嘅呢？我哋可以睇一睇佢有
8 咩嘢承諾，嗰份文件--因為專營權協議就唔係公眾可以睇到嘅文件，呢個係巴
9 士公司同當局之間嘅一份協議。係，而家响嗰個投影嗰度見到，下面可唔可以
10 睇一睇「改善安全設施」，羅馬數字第(iii)點，呢度咁講，係咪响九巴第 9
11 份？

12 黃女士：（經傳譯員）呢個係運輸署寫畀九巴嘅，2017年3月10號，關於呢個文
13 件，我哋見到九巴就係响呢個加強安全設施方面，佢係指明响羅馬數字第(iii)
14 點，電子數據處理嘅裝置同埋嗰個限速器等等。所以呢個所謂電子數據處理嘅
15 裝置其實即係黑盒，佢哋係會裝置呢樣嘢，就有講究竟個裝置裏面會係收集嘅
16 乜嘢嘅數據嚟到係監察車長嘅駕駛表現嘅。

17 鄭子憲先生：（經傳譯員）主席，講得啱嘅，呢度文件所講嘅裝置，當然我係想有
18 嘅，我都覺得好嘅，...

19 主席：（經傳譯員）不過係咩嘢都得嘅，因為佢有講清楚呢啲嘅加強嘅安全嘅設備其
20 實係咩嘢嚟。

21 鄭子憲先生：（經傳譯員）呢樣樣嘢都係關於安全嘅，不過有啲重要啲，有啲比其
22 他重要嘅，我恐怕我哋比較重大嘅關注係得唔到回應嘅。

23 主席：（經傳譯員）你要求係實時自動嘅監察車長駕駛表現嘅一個系統，呢度所講佢
24 係一個加強嘅安全嘅設備，呢個公司所講嘅，巴士公司，就係一個電子數據嘅
25 處理嘅裝置，就有講任何嘅裏面所講嘅配置或者係標準嘅。

26 鄭子憲先生：（經傳譯員）係嘅，佢就唔係回應話「我哋有一個監察系統，同埋亦都
27 要發展一啲安全駕駛嘅準則嘅。」佢有講呢樣。

28 黃女士：（經傳譯員）主席，係。

29 主席：（經傳譯員）你已經完成咗你嘅提問？

30 黃女士：（經傳譯員）係，我已經問完。

31 歐陽先生：（經傳譯員）多謝你，主席，多謝你，鄭生，多謝你琴日同今朝嚟到提供
32 意見畀我哋。我有兩個問題，睇一睇你有咩睇法，第一，香港有唔同類嘅道
33 路，你可以諗到，响新界揸車同响九龍或者係港島揸車係唔同嘅，所以我問你

1 嘅問題，你支唔支持進一步或者係比較一啲清楚嘅準則去決定使用乜嘢嘅巴
2 士，响唔同嘅道路嘅狀況應該使用唔同嘅巴士係咪應該有啲明確嘅規定？

3 鄭子憲先生：（經傳譯員）多謝你歐陽先生嘅問題。唔同道路會帶嚟嘅安全嘅問題係
4 唔同嘅，對於揸巴士，而家都已經有考慮究竟使用邊一個種類巴士嘅準則嘍
5 喇，譬如話個尺寸大細同埋佢哋嗰個設備有啲唔同嘅，即係唔同嘅道路可能有
6 啲唔同嘅。

7 新嘅巴士，我試過，我理解响香港島嘅道路行駛嘅新巴士，譬如話有機會
8 會撞到樹嘅，造成損毀或者係有人受傷，佢哋就有一個好似樹木嘅防護圍欄，
9 即係一條橫杆，响某一啲路度，高速公路，佢哋會用一啲大一啲嘅巴士，一百
10 四十八個乘客嗰啲大巴士。你嘅問題就係話呢個係一個方向或者應該係進一步
11 仔細研究嘅，唔係淨係睇使用邊一種嘅巴士，即係唔係淨係講大細或者係乘客
12 量或者係長度，我哋都要睇一睇其他啲仔細啲嘅嘢嘅。

13 我亦都有提過，頭尾碰撞都係我哋十分關注嘅，特別喺高速公路上面係頭
14 尾相撞，因為上層前排嘅乘客就係只係有安全帶，都唔能夠係保障到佢哋嘅，
15 譬如話巴士同一部貨櫃車相撞，呢啲乘客都係保障唔到嘅。所以睇嚟，我哋應
16 該要更加慎密咁去考慮，究竟應該喺某一啲路段、某一啲路線派邊啲巴士去行
17 駛，呢個當然就係要配合番我哋所搵到出嚟嘅潛在風險，無論就係理論上嘅一
18 啲潛在風險定抑或係過往已經發生咗意外所鑑別出嚟嘅風險。

19 我唔知答唔答到你嘅問題呢？

20 歐陽先生：（經傳譯員）鄭先生，我就係問第二個問題，就係講及，你講過，就係比
21 較窄嘅山路，你就提議將嗰個駕車速度係降低同埋應該係有更多嘅安全防撞
22 欄，我想問安裝鏡頭攝影機，你覺得係咪都可以達致同樣嘅果效呢？

23 鄭子憲先生：（經傳譯員）你意思係咪指鏡頭攝影機...

24 歐陽先生：（經傳譯員）去防止司機係超速或者係甚至乎可以有證據捉到邊個人就係
25 超速嘅。

26 鄭子憲先生：（經傳譯員）理論上，呢個係可以做嘅，我哋其實個目標好簡單，我哋
27 就係想巴士司機小心駕駛，如果佢哋係駛過一啲比較關鍵嘅路段，佢哋係要特
28 別小心，因為我哋唔可以容許有巴士係喺山坡碌落去、喺懸崖嗰度跌落去。有
29 攝影機都係一個恰當嘅裝置，不過目前嗰個科技，我哋其實可以更有效率咁去
30 做嘅，就我嘅回答就係咁。

31 歐陽先生：（經傳譯員）好，唔該。唔該你，主席先生。

32 羅先生：（經傳譯員）好，唔該晒鄭先生，呢兩日我哋喺你嗰度就係聽咗好多意見，
33 設計、道路設計、各類嘅安全嘅設施，我哋就值得係繼續去鑽研嘅。我就想
34 問，你認為有邊一、兩項嘅事情係比較容易做得到，即係好似話係嗰個證據比
35 較清楚嘅，亦都係適合香港去做，有邊一、兩項係可以好快、儘快去做嘅呢？

1 鄭子憲先生：（經傳譯員）唔該晒你，羅教授。有幾樣嘢嘅，我諗我都喺呢啲文件裏
2 面好清晰咁表達咗出嚟嘅，我諗我所見到佢即時嘅危機就係嗰啲關鍵、重要嘅
3 路段，譬如話山頂道有啲路段，呢個係一個例子，我哋有二、三十米高嘅懸
4 崖，但係今時今日有咁多巴士，有咁多旅遊車、校巴、小巴喺山頂嘅馬路行
5 駛，我琴日講過，其實的而且確係需要有個安全防撞欄，但係我哋都知道呢啲
6 馬路都係好耐歷史嘅，而我哋亦都需要係有資金，有足夠嘅投資，我諗首先係
7 就係要提升司機嘅意識，亦都係要引入剛才所提及嘅嗰啲管控嘅措施。

8 第二點想提嘅，我亦都已經講過，就係將嗰個頭尾碰撞嘅風險減低，特別
9 係喺高速公路上面，呢個亦都可以即時做到嘅，就係透過就係提升司機嘅意
10 識，特別係搵出邊一啲司機係有咁嘅習慣，好鍾意係同前車跟車係太貼嘅，特
11 別係如果佢哋嗰條巴士路線係行駛經過一啲高速公路同埋其他嘅鄉村路嘅。我
12 諗呢一度亦都可以減低嗰個風險，因為我哋知道往往如果係發生交通意外嘅
13 話，都會引致多人傷亡嘅。

14 其他嘅措施，其他嘅交通意外嘅類別，或者畀我睇一睇。

15 主席：（經傳譯員）唔需要急。

16 鄭子憲先生：（經傳譯員）係，我會慢慢睇。請大家睇一睇我嘅陳述書，雜項文件夾
17 2，實質上係我嘅陳述書，嗰一個報告係關於巴士安全嘅，784 頁，因為呢個就
18 係讓我想起我想提及嘅嗰宗意外，第一，就係乘客失去平衡，呢個就最常見
19 嘅。提高司機嘅意識，呢個可以好快咁樣做到嘅，我哋唔能夠排除晒所有嘅
20 風險，但係起碼都可以喺一個合理嘅範圍將佢減低嘅。

21 第二點就係話同行人相撞或者撞到啲行人，我都講過，就係話巴士喺市區
22 馬路行走嘅時候將佢個車速係降低，特別係有啲司機往往係駛過呢啲地方嘅時
23 候嗰個車速都係唔適當嘅。

24 最後一點，我諗你哋會特別係關注嘅，就係巴士翻側，我想指出，其實有
25 好多不同嘅巴士翻側嘅情景嘅。或者大家可以睇番我同一份文件 796 頁，都係
26 翻側，翻側可能係源自不同嘅原因嘅，譬如話入彎位嘅時候車速過高係其中一
27 個成因；另外就可能喺懸崖碌落懸崖，呢個好清楚；另外亦都有其他嘅情況
28 嘅，可能衝咗上嗰個安全防撞欄嗰個末端嗰個斜坡，其實亦都喺過往有多次巴
29 士翻側都係因為咁樣樣而係發生嘅。

30 你睇番呢一個圖表，你可以睇到 2017 年 1 月 14 號，當時就係城巴喺藍田
31 鯉魚門道就係翻側嘅，係一人死亡、十九人受傷，當時架巴士就係因為去到嗰
32 個安全防撞欄嗰個斜嘅末端嗰度就係上咗去之後就翻側嘅。另外係 2003 年 10
33 月 17 號，當時就係西九龍高速公路嘅，亦都因為呢一個安全防撞欄嗰個斜嘅尾
34 端嗰度就係巴士喺嗰度係翻側嘅。另外就 2015 年嘅 6 月 12 號都係喺嗰個安全
35 防撞欄嗰個斜尾端嗰度就係巴士就因而翻側，不過嗰度就係冇人受傷嘅，冇乘
36 客嘅。

1 所以呢啲安全防撞欄嗰個斜嘅末端我哋要係關注，特別係喺高速公路嗰
2 度，因為有時一架巴士可能佢會係駛得太貼嗰個路邊，咁佢剷咗上去呢個安全
3 防撞欄嘅尾端呢度就會翻側㗎喇。

4 我諗呢一啲都可以係好快可以做到嘢嘅。唔該。

5 主席：（經傳譯員）鄭生，有冇其他嘅事宜你想講呢？請你而家講，否則嘅話，我哋
6 就感謝你今日同埋琴日上嚟作證。

7 鄭子憲先生：（經傳譯員）多謝你，主席先生。實質上，呢兩日我想表達嘅都已經一
8 一講咗，我只不過係想澄清一下我嘅意見，好讓嗰個概念更加清晰嘅。

9 首先，我講嘅高速公路同埋呢個市區道路網絡係咩嘢意思，同埋以中文嚟
10 講，“highway”就係公路，“urban street network”係市區街道。我
11 哋講到話係要嗰個時速限制係降低，大部時候我哋係講緊市區嘅街道網絡，因
12 為我哋講緊話每小時 30 或者 40 公里咁樣嘅時速限制。我想係講清楚，我琴
13 日並冇咁嘅意思話公路都係一般嚟講要降到咁低嘅車速嘅，呢啲公路都係將不
14 同嘅市區分區係連結一齊嘅，所以嗰個期望會高啲嘅。

15 另外，我就想講嗰啲車速限制係要合理嘅，係要同佢哋嘅期望同埋同周圍
16 嗰個環境係要配合嘅，呢個係一個好敏感嘅一個課題，我唔想讓人係有一個咁
17 樣嘅印象，就話一見到有問題，我哋就立即就係將嗰個時速限制係降低嘅，嚟
18 到係降到去低到係唔合理嘅。

19 主席：（經傳譯員）或者喺呢方面，你係咪都想講一講嗰個話係第 85 個百分比嗰個
20 概念呢？

21 鄭子憲先生：（經傳譯員）其實我哋係交通工程嗰度關乎車速有幾個概念嘅，首先，
22 我哋車輛嘅車速唔係一個單一個值嚟嘅，我哋睇番嗰個車速嘅情況，譬如話我
23 哋睇咗一百輛車，我哋會睇呢一個第 85 份，呢個其實話佢嗰個車速就係 48，
24 換句話講，有百分之八十五嘅車輛都係喺呢個數值或者以下嚟到係行駛嘅，另
25 一方面，有百分之十五佢哋係當時個車速係高於每小時 48 公里嘅。

26 另外，我亦都想講呢個 85 並唔係我哋所睇嘅唯一個值嘅，而根據琴日主
27 席你所提及嘅嗰份文件，即係話 2013 年制定車輛時速限制英國當局所發出嘅嗰
28 份文件。喺呢份文件，佢哋提倡一個係清楚嘅速度限制嘅，係平均嘅速度，佢
29 哋唔係話用第 85 個百分位嘅嚟到決定嗰個速度限制嘅。呢個佢哋覺得要係反映
30 大部分合理駕駛嘅駕駛者希望有嘅速度，佢哋想用咩嘢速度嚟到係駕駛，個重
31 要嘅地方就係話如果用 85 百分位呢個數值可能對行人未必有利，如果係用一個
32 平均值可能更好。香港就有乜點樣討論呢個重要嘅事項嘅，呢個會有重大影響
33 嘅，就係點樣設立一個速度嘅限制。

34 主席：（經傳譯員）可唔可以畀一個參考？邊度地方會係講到話要睇平均速度--平均
35 值㗎？

1 鄭子憲先生：（經傳譯員）我先擺番個套文件夾出嚟。

2 主席：（經傳譯員）可唔可以講一講你係睇緊邊個文件夾？

3 黃女士：（經傳譯員）我諗 SEC-3，第3套文件夾，1003頁。

4 鄭子憲先生：（經傳譯員）主席，我想請你睇一睇1014頁第34條嘅條文。

5 主席：（經傳譯員）或者可唔可以請你讀番呢一段？

6 鄭子憲先生：（經傳譯員）佢話中位數嘅速度同埋85個百分位嘅速度係一個通常使
7 用嚟到係量度嗰個交通速度嘅，當局應該繼續係作為常規係收集呢個數據，但
8 係呢個中位數嘅速度應該係作為一個決定本地或者當地嘅局部嗰個速度限制嘅
9 基礎。

10 主席：（經傳譯員）可唔可以讀一讀36段出嚟？

11 鄭子憲先生：（經傳譯員）係，好嘅，主席。36段，「大部分嘅路嚟講，就係話嗰
12 個中位數同埋第85百位數係一個一致嘅關係嘅，但係如果當呢個唔成立嘅時
13 候，最好就話係佢有個決定究竟係用咩嘢速度嘅，我哋覺得應該係用個道路嘅
14 設計同埋個限速係要做一個更好嘅配對嘅，有時需要額外嘅措施嚟到係減低
15 嗰個差別嘅，即係話中位數同埋85個百位數嘅差別嘅，令到嗰個更加能夠係一
16 個正常嘅分佈嘅狀況嘅，個限速應該係同嗰個道路嘅環境同埋嗰個路況係相匹
17 配嘅。」我係咪應該繼續呢？

18 主席：（經傳譯員）係。

19 鄭子憲先生：（經傳譯員）大家見到我哋要考慮好多嘢決定嗰個速度限制嘅，要基於
20 一個穩健嘅、合理嘅工程嘅考慮，我淨係覺得呢份文件係好好嘅參考，如果我
21 哋想詳細嚟到係研究呢啲課題。

22 最後，我就係想澄清幾點嘅，第一個就係關於嗰個路上嗰個減速嗰個壘，
23 我用中文就會叫做「減速壘」，有另一個名叫做「減速台」，個意思係減速壘
24 係一個响個地上凸出嚟嘅一個壘，一個起出嚟。我哋亦都有啲標記嘅，呢個係
25 一個視覺上嘅一啲標誌嚟嘅，即係話司機如果係揸得太快，唔會話好似經過減
26 速壘咁樣感覺唔到唔舒服嘅。

27 我見到有時減速壘佢哋譯咗做「減速帶」，呢個係關於我琴日回答委員會
28 嘅問題，就係話响大埔道應該有啲減速壘嘅，我就比較保守一啲喇琴日，因為
29 我就意識到你係講緊一啲真係起咗出嚟嘅，响地下嘅，譬如話12厘米高嘅一個
30 壘，你可以叫「減速台」或者係「減速壘」，即係英文叫做“speed hump”，
31 不過我當然我係開放態度嘅，即係話响主要嘅公路，我哋係唔會有一個減速壘
32 嘅作為一啲真係喺路度嘅一個實體嘅設施嚟嘅，因為如果真係揸得太快，會引
33 起交通嘅問題。

34 我哋有時响响大路度有減速壘，當然要符合一啲條件嘅，首先要分開唔同

1 嘅路段，即係主要嘅道路可能有唔同嘅路段，有一部分可能經過一啲村或者係
2 主要嘅鄉村，我就唔想話咁簡單就話某個建議係唔可行，我其實係願意有開放
3 態度考慮，不過需要進一步詳細研究。

4 講多兩點。捉紅燈嗰啲攝影機係咪用嚟改善香港交通嘅安全呢？响香港，
5 市區有好多捉衝紅燈嘅攝影機嘅，佢只可以決定究竟架車係咪衝咗紅燈，不過
6 你可以想像下如果架車經過嗰個燈號，譬如話彌敦道嘅路口有燈嘅，佢係綠燈
7 或者係 80 公里嘅速度經過，呢啲攝影機係唔能夠捉到佢或者係要嚟做執法嘅，
8 因為佢就唔係衝紅燈。

9 响澳洲，佢哋已經係同衝紅燈同埋捉快車係合而為一嘅，嗰個攝影機就會
10 捉嗰啲衝紅燈或者速度太高嘅車輛都可以影到嘅，如果係同時衝紅燈又再超
11 速，就會收到兩張告票嘅，佢哋叫做「捉衝紅燈及超速嘅鏡頭」。我知道香港
12 呢啲攝影機嘅供應商係可以提供或者係一個攝影機可以同時做兩樣執法工作
13 嘅，呢個如果係做到，係一個好好嘅解決方案嚟嘅，亦都可以配合我哋話減速-
14 -即係減低嗰個限速嚟到係改善香港市區環境嘅交通安全。

15 最後一點我想澄清嘅係關於雜項 2 呢個文件夾裏面嘅第 808 頁，係講緊呢
16 幅圖，主席好有興趣研究呢個，因為我哋就討論嘅時候，係咪可能啲車或者係
17 巴士响嗰個懸崖跌咗落懸崖度，尋日我話我哋已經係提出呢個問題都提咗好
18 耐，有時係用信件，有時只係喺我哋網頁度就發布，又有通知人，我係有向區
19 議會提出嘅。

20 我相信呢個政府咁多年佢哋都有留意嘅，咁多年有一啲道路都有相類似嘅
21 問題，有啲有高啲嘅優次，我想--即係話我係認知到政府係特別係有留意呢一
22 啲咁樣嘅問題，特別响個關於橋嘅問題，因為自從屯門嗰個意外，...

23 主席：（經傳譯員）你講緊 2003 年，係咪呀？

24 鄭子憲先生：（經傳譯員）係呀，主席。係呀，呢個係一個持續嘅一個問題嚟嘅，自
25 從嗰個時候，到我哋啲橋其實係另一種潛在會製造災難嘅問題嘅，因為佢哋嗰
26 個--而家嗰啲路就已經有足夠嘅安全圍欄嚟到係提供保障嘅。我哋知道政府有
27 一個新嘅顧問報告係關於道路安全嘅危害嘅，我哋知道有呢個咁嘅顧問嘅研究
28 嘅，我哋亦都明白呢個研究係為咗針對呢個問題嘅。

29 最後一點，就係好多呢啲咁樣嘅問題都係响啲舊、起咗好耐嘅路，我哋需
30 要改善嘅係需要資金、撥款嘅，就唔係撥款做一啲小型嘅改善工程。

31 我相信我哋係有能力不斷係考慮呢個問題，透過提醒各方面嘅持份者同政
32 府留意嘅。

33 主席：（經傳譯員）多謝你嘅時間，你已經做咗總結，多謝你提供嘅證供。我而家就
34 暫時休會，去到兩點半再開始。我哋會有位叫做 Alok Jain 嘅先生提供證供
35 嘅。多謝你係用咗咁多時間協助委員會嘅工作，提供你嘅證供，多謝晒。

1 鄭子憲先生：（經傳譯員）多謝你，主席，我好樂意咁做，亦都多謝委員會同埋其他
2 嗰啲提供支援同埋委員嘅努力。

3 主席：（經傳譯員）好，兩點半。

4

5 下午 12 時 59 分聆訊押後

6

7 下午 2 時 30 分恢復聆訊

8 出席人士：程艾樂先生，九龍巴士（一九三三）有限公司前僱員

9

10 主席：（經傳譯員）各位下午好。

11 程艾樂先生：Very good afternoon.

12 主席：（經傳譯員）唔該晒程先生接受我哋邀請出席呢次嘅聽證會，畀口述證供協助
13 我哋考慮有關事項。我哋要做就係要作出一啲建議，改善巴士安全，咁黃律師
14 會開始問你問題，唔該晒。

15 程艾樂先生：Thank you, Mr Chairman.

16 黃女士：（經傳譯員）程生，你好，多謝你嚟到，我係代表委員會嘅律師，我會問一
17 啲問題係關於專營巴士嘅安全設備。首先，我會作一個引言，程生，你係寫咗
18 兩份意見書，係回應委員會向你提出嘅問題。第一份，日期係5月25號2018
19 年。係前僱員文件夾1，第35頁開始。第二份呢，就係由44頁開始，日期就
20 係6月18號，都係2018年，我會就呢兩份你寫嘅意見書問問題。

21 我先想講你嘅背景，程生，你向我哋提供咗你嘅履歷一份，呢份嘅履歷可以
22 喺呢一個46-1，亦都係前僱員1號文件。程生，目前你係Trans-consult亞
23 洲公司嘅總監，呢間公司就係一個顧問公司，負責有關於運輸方面，一啲新嘅技
24 術、數據分析，同埋清潔能源科技。

25 程艾樂先生：（經傳譯員）係。

26 黃女士：（經傳譯員）我相信你曾經為香港九巴工作過，同埋就係呢一個港鐵，總共
27 就12年。

28 程艾樂先生：（經傳譯員）係。

29 主席：（經傳譯員）可唔可以講埋邊段時間呀？

30 程艾樂先生：（經傳譯員）我係97年加入，離開嘅時候就係08年。

1 黃女士：（經傳譯員）想請你睇番你嘅履歷，係 46-5，上面就講咗嗰段時間同埋你
2 嘅職位，就係呢一個嘅地鐵，九廣鐵路，咁就係呢一個嘅 06 年至到 08 年，就係呢
3 一個總經理，係市場推廣部。

4 程艾樂先生：（經傳譯員）係。

5 黃女士：（經傳譯員）跟住揭一頁，一橫 6，你就提及過有關於發展一個實時車務資
6 訊系統。

7 主席：（經傳譯員）未講呢個之前，可唔可講一講佢嘅學歷呀？

8 黃女士：（經傳譯員）係，程生，想請你講一講就係一橫 8 有關於你學歷方面。

9 程艾樂先生：（經傳譯員）應該喺最耐嗰頁。

10 黃女士：（經傳譯員）一橫 8，咁喺中間嗰度可以見到，學歷同埋專業訓練。程生，
11 你係一個學士，係工程系，土木工程，咁就喺印度讀番嚟嘅。

12 程艾樂先生：（經傳譯員）係。

13 黃女士：（經傳譯員）喺 94 年嘅時候，你就係相信係一個嘅碩士課程，都係有關於
14 為運輸方面，運輸工程方面，咁就喺泰國嘅一間 Asian Institute of
15 Technology。

16 程艾樂先生：（經傳譯員）冇錯。

17 黃女士：（經傳譯員）05 年時候，你就係讀咗一個綜合管理課程，係高級管理人
18 員，咁就喺呢一個 Richard Ivey School of Business。

19 程艾樂先生：（經傳譯員）係。

20 黃女士：（經傳譯員）呢啲就係你嘅學歷，你亦都係 UITP 嘅會員。

21 程艾樂先生： That's correct.

22 黃女士：（經傳譯員）呢個係一個國際公共運輸組織，你可唔可以解釋一下係咩嘢嚟
23 㗎？

24 程艾樂先生：（經傳譯員）呢個其實係一個法文，咁就係英文翻譯為
25 International Association of Public Transport，就係呢一個國際
26 公共交通國際組織，咁就係包含好多好多國家，係亞洲等等。我知道其實呢一
27 個港鐵係呢個組織嘅一員，九巴我就唔知係唔係。

28 黃女士：（經傳譯員）咁想請你睇有關於係鐵路嗰個，係實時車務管理系統，咁係呢
29 一個一橫 6 頁嗰度，有關嘅發展。係喺 2004 至 2006 年上面，嗰度有一段，就
30 話你係帶領執行一個實時廣播系統，係將佢係概念化，呢個係贏咗一個獎，咁
31 就係屬於呢一個最佳生活獎，咁呢個係咪地鐵呀？

- 1 程艾樂先生：（經傳譯員）當時係九廣鐵路，呢個我哋叫做 Newsline Express。
- 2 主席：（經傳譯員）咁呢一個系統可以發布咩嘢資料？
- 3 程艾樂先生：（經傳譯員）基本上嚟講係車上一啲廣播系統，係一個顯示器，有新
4 聞，有啲節目，同埋係乘客資訊。
- 5 主席：（經傳譯員）咁係乜嘢類型嘅乘客資訊呀？
- 6 程艾樂先生：（經傳譯員）一個正常日子嚟講，就話下一站係乜嘢，同埋一啲教育嘅
7 資料，譬如話係小心空隙，遠離車門。咁喺一啲非正常日子，譬如話有事發
8 生，咁樣你就係可以呢係指導乘客去一個正確方向行。
- 9 黃女士：（經傳譯員）呢個係 06 年至 08 年嘅，係嗎？
- 10 程艾樂先生：（經傳譯員）係，當時我係呢個市場推廣部主管。
- 11 黃女士：（經傳譯員）請你跟住睇番 46-3 頁。
- 12 主席：（經傳譯員）一橫咩嘢 3？
- 13 黃女士：（經傳譯員）係。
- 14 主席：（經傳譯員）黃律師，我唔知道係你個角度問題定係個咪問題，但係由你講嘅
15 話呢，就好似矇矇地啲聲，可能需要人去搞一搞，可唔可以擰下佢呢？係咪個
16 個聲量嘅問題呢？
- 17 黃女士：（經傳譯員）或者我大聲啲，大聲啲得唔得呀？
- 18 主席： Yes.
- 19 黃女士：（經傳譯員）程生，請你睇番 46-3，呢度係有關於九巴，受僱九巴嘅時
20 候，當時就係策劃同埋發展部，咁就係呢一個 2013 至到 2015 年。
- 21 程艾樂先生： That's correct.
- 22 黃女士：（經傳譯員）跟住升咗職，變成呢一個副車務總監，就係 16 年 1 月至到
23 16 年 12 月。
- 24 程艾樂先生：（經傳譯員）冇錯。
- 25 黃女士：（經傳譯員）喺你嘅履歷裏面，你亦都講過話帶領研究發展嘅工作，即係就
26 於使用科技，數碼分析同埋呢一個智能系統，智能流動系統。
- 27 主席：（經傳譯員）喺邊度可以見到呢個資料呀？
- 28 程艾樂先生：（經傳譯員）呢啲其實就係，我係喺某一段時間裏面有做。
- 29 黃女士：（經傳譯員）一陣我再畀資料，咁你亦都曾經一段時間喺香港嘅一間教育學

- 1 院嘅教授。
- 2 程艾樂先生：（經傳譯員）係助理教授。
- 3 主席：（經傳譯員）係教乜嘢？
- 4 程艾樂先生：（經傳譯員）我係香港大學嘅城市規劃學院嗰度呢，就係教㗎。
- 5 主席：（經傳譯員）喺邊段時間呀？
- 6 程艾樂先生：（經傳譯員）開始嘅時候，就係 04 年，我仍然係會做一啲兼職嘅工作
7 去教某啲科。
- 8 主席：（經傳譯員）咁你教係邊個範圍，係乜嘢？
- 9 程艾樂先生：（經傳譯員）主要都係有關於公共交通同埋規劃。
- 10 黃女士：（經傳譯員）你就講咗話你呢啲係學術方面嘅參與，咁係呢一個一橫 8 頁，
11 咁就話係香港大學嘅城市規劃學院兼職助理教授，係由 07 年 1 月到而家？
- 12 程艾樂先生：（經傳譯員）係，頭先都係咁講。
- 13 黃女士：（經傳譯員）我頭先講過嗰個就係 46-1，第 2 段，最靚嗰行，咁就話佢係
14 帶領研發有關於使用新技術，數據分析同埋智能流動系統。
- 15 主席：（經傳譯員）係代表乜嘢呀？
- 16 程艾樂先生：（經傳譯員）即係喺關於公共交通上面使用一啲智能系統。
- 17 主席：（經傳譯員）呢個係咪 2013 至到 2016 年呀？
- 18 程艾樂先生：（經傳譯員）冇錯，主要係 2015 年嘅事。
- 19 黃女士：（經傳譯員）可唔可以解釋多一啲係交通運作方面使用技術，包括啲乜嘢
20 呢？
- 21 程艾樂先生：（經傳譯員）譬如喺早期嘅時候，就係講一啲遠程資料通訊系統，咁同
22 埋有一個合約就有完成。咁就係關於呢一個九巴數據分析，咁當時呢就係我其
23 中一間受僱嘅公司係有份參與，咁就係關於係存取數據，分析等等。
- 24 黃女士：（經傳譯員）你目前係一個顧問，係一個陸上交通部，係星加坡一個政府組
25 織，係咪？
- 26 程艾樂先生：（經傳譯員）我唔係直接受僱於佢哋，咁但係我係一間顧問公司嗰度工
27 作，咁呢間顧問公司係畀意見佢哋。
- 28 黃女士：（經傳譯員）咁有關於你要畀意見個範圍係乜嘢？
- 29 程艾樂先生：（經傳譯員）因為有呢一個保密，所以我唔可以講。

1 黃女士：（經傳譯員）咁但係同公共交通嘅運作有關？

2 程艾樂先生： Yes.

3 黃女士：（經傳譯員）我而家相睇番你嘅意見書，第一份意見書，日期係 5 月 25 號
4 18 年，就係呢一個前僱員文件裏面第 39 頁。程先生，喺你第一份嘅陳述書第 2
5 段嗰度，你就咁講，其實你由 39 頁開始解釋，當時你係呢一個策劃及發展部主
6 管，九巴嘅時候，同埋你嘅工作範圍，就包括科技引用，特別係喺你哋運作同
7 埋呢個資料管理方面，其實呢個包括係咪實時車務管理系統，同埋遠程通訊系
8 統？

9 程艾樂先生：（經傳譯員）唔係，遠程通訊系統同埋實時車務管理系統呢有兩個部
10 分，一個就係硬件部分，其實而家講三個部分，軟件、硬件同埋就處理啲資
11 料，咁我基本上我就係喺處理資料嗰方面呢我有參與。

12 主席：（經傳譯員）咁啲啲硬件係指係乜嘢呢？

13 程艾樂先生：（經傳譯員）就係由 Openmatics 呢間公司去提供，呢個係一個遠程
14 通訊系統，咁就喺巴士上面安裝，咁喺我哋公司嚟講呢，我哋就會開發一啲軟
15 件，咁就希望能夠裝遠程通訊系統啲啲資料就擺落實時車務管理系統，咁然後
16 處理資料時候，就係點樣處理啲資料。

17 主席：（經傳譯員）首先，慢慢嚟，我哋首先係硬件，telematics 係大概係牽涉啲
18 咩嘢設備呢？

19 程艾樂先生：（經傳譯員）我哋通常做黑盒。

20 主席：（經傳譯員）佢嗰個技術個名係叫乜嘢？

21 程艾樂先生：（經傳譯員）呢個係一個系統嚟，就係喺嗰個引擎裏面，亦都係連接喺
22 引擎同埋其他部分，特別係睇番嗰個巴士嗰個表現係點。

23 主席：（經傳譯員）咁大致上係點邊數據可以搜集嘅呢？

24 程艾樂先生：（經傳譯員）例如關於車速、加速、減速、煞車，或者係使用燃料，傾
25 側，同埋位置等等。

26 主席：（經傳譯員）咁佢嗰個型號叫做乜嘢名？

27 程艾樂先生：（經傳譯員）我唔記得嘞。

28 主席：（經傳譯員）咁軟件方面，係個軟件係啲乜嘢呢？

29 程艾樂先生：（經傳譯員）喺當時呢，就係喺我哋自己公司開發，咁就係可以提供做
30 實時車務管理系統，ROM 英文簡稱就係。

31 主席：（經傳譯員）咁點樣去運作㗎？

1 程艾樂先生：（經傳譯員）咁 telematics 呢，就係遠程訊息系統呢，就係可以實
2 時將呢啲數據就分番送番去營運控制中心嗰度，而嗰個實時車務管理系統呢，
3 就將呢啲數據係變成一啲可以明白嘅數據，咁然後我哋亦都有個平台，就係可
4 以處理啲數據，分析啲數據，擺落我哋啲規畫嘅參數之中，令到我哋可以編
5 更，編時間表，編路線等等。

6 主席：（經傳譯員）咁嗰個營運控制中心喺邊度嘍？

7 程艾樂先生：（經傳譯員）本來就原意就係喺荔枝角車廠嗰度設立。

8 主席：（經傳譯員）咁啲數據係點樣呢，就係由遠程訊息設備系統嗰度傳送去營運
9 控制心？

10 程艾樂先生：（經傳譯員）係經過一個 GSM 嘅網絡，就用一啲流動通訊 3G，3G 科技
11 就去做㗎。

12 主席：（經傳譯員）就係基本上係嗰啲流動電話用嘅系統，係咪？

13 程艾樂先生：（經傳譯員）正確。

14 主席：（經傳譯員）呢個係關於軟件嗰方面，咁關於處理或者分析數據係點樣嘅呢？

15 程艾樂先生：（經傳譯員）咁好多數據喺九巴嚟講，都係獨立處理，譬如關於工程
16 部，就有工程部嘅資料，或者車務部，就有車務部嘅資料。咁佢哋就喺唔同嘅
17 系統裏面存儲，咁嗰陣時有計劃，就係將所有呢啲擺落同一個數據庫嗰度，亦
18 都係大家可以一齊共用。

19 主席：（經傳譯員）咁如果呢個數據庫，你啲資料會點樣用嘅呢？

20 程艾樂先生：（經傳譯員）有三個部分，三個階段，第一個呢，就係首先，係睇下實
21 時發生緊啲乜嘢。第二個階段，就係希望係擺落一個模型嗰度，我哋至少係幫
22 助我哋可以規畫。第三個目標，就係希望能夠用一啲數據工具，就係做一啲未
23 來預測。

24 主席：（經傳譯員）咁關於實時嗰方面第一點？

25 程艾樂先生：（經傳譯員）呢個就係會愛嚟管理啲數據，同埋可能去調查，紀錄等
26 等。

27 主席：（經傳譯員）咁調查啲乜嘢？

28 程艾樂先生：（經傳譯員）譬如話有好多啲乘客投訴某一啲情況，然後我哋就會睇
29 番啲數據，確認係咪有類似嘅情況。

30 主席：（經傳譯員）如果嗰啲投訴，譬如話就係突然之間煞車，或者係超速，咁擺咗
31 呢啲數據，係咪真係可以分析到就係講緊呢個特別嘅呢個數據庫？

1 程艾樂先生：（經傳譯員）係，可以。

2 主席：（經傳譯員）如果關於點樣去處理嘅投訴，會唔會主動去用呢啲嘅數據呢？

3 程艾樂先生：（經傳譯員）咁第二個階段呢，就係會係有實時系統，咁我哋就攞咗啲
4 過往數據，咁我哋就會係可以係實時去分析，咁個諗法就係話可以監管成個啲
5 啲車務係用實時嘅方法，我哋就可以講叫做一啲例外嘅情況嘅管理，如果譬如
6 話一啲界限值已經係超越咗嘅時候，我哋就會主動去管理相關嘅情況。

7 主席：（經傳譯員）如果真係成立咗嘅說話，咁你睇到呢個咁樣嘅系統，點樣可以去
8 幫到啲啲司機去揸車？

9 程艾樂先生：（經傳譯員）譬如話我哋參數，我哋又定咗啲參數，如果係超越咗個參
10 數，咁就會有警示，咁有啲嘅公司，世界各地嘅公司，佢哋就會用一啲係綠色
11 同埋紅色嘅警號，如果綠色呢就代表係正常，紅色就已經係超越咗警戒線，咁
12 如果佢係已經超越咗界限時候，咁我哋就需要積極去干預。

13 主席：（經傳譯員）你有冇預測到就係呢個警示系統，咁如係參數已經係超越咗嘅時
14 候，會唔會係實時可以去做到警示？

15 程艾樂先生：（經傳譯員）當其時啲個諗法確實係咁。

16 主席：（經傳譯員）咁關於遠程訊息系統話要咁樣用嘅時候，係幾時開始有相關嘅討
17 論？

18 程艾樂先生：（經傳譯員）呢個討論就係我加入九巴之前，咁我係 2013 年加入，咁
19 係我初初開始啲個度做嘅時候，咁我哋就已經係傾緊，咁所以我唔知道正確嚟
20 講係幾開始有相關嘅討論。

21 主席：（經傳譯員）咁當其時有邊個參與相關嘅討論？

22 程艾樂先生：（經傳譯員）呢個高級管理層，我個老細，佢係呢一個交通發展主管，
23 科技部門等等，咁其實成間公司唔同部門都有參與。

24 主席：（經傳譯員）唔該晒，黃大律師。

25 黃女士：（經傳譯員）咁你覺得話有好多人有參與，大概係幾多人呢？

26 程艾樂先生：（經傳譯員）對唔住，我聽唔清楚。

27 黃女士：（經傳譯員）你話有好多人都有參與，你可唔可以話畀我聽，大概係有幾多
28 人參與？

29 程艾樂先生：（經傳譯員）唔同嘅會可能有唔同人數，其實有一個定嘅數字，咁每一
30 個部門都有佢哋嘅代表參與，咁呢個就係剛才我講啲啲關鍵嘅部門。咁都幾多
31 人㗎，咁睇下傾緊啲乜嘢，可能係有 3、4 人，有可能係 20 個人。

1 黃女士：（經傳譯員）你喺呢個陳述書嗰度講呢，就係話嗰個有一個荔枝角嘅營運控
2 制中心呢，就會將呢啲嘅所有嘅據擺喺嗰度，就係有唔同嘅部門可以用嗰啲資
3 料嚟就係分析。

4 程艾樂先生：（經傳譯員）咁你其實呢個荔枝角就會係一個營運控制中心，就係實
5 時車務管理系統。

6 黃女士：（經傳譯員）咁其實呢佢係會係服務成個公司嘅，咁呢度基本上呢都係有一
7 個去存儲呢啲數據嘅，又或者呢其實嗰個實時嘅監管，都會喺荔枝角中心嗰度
8 進行嘅。

9 程艾樂先生：（經傳譯員）冇錯，喺荔枝角中心嗰度。嗰啲我哋知道巴士喺邊度實時
10 嚟講，咁而呢個有唔同嘅伺服器會分析，處理器會分析，咁然後呢就係呢啲數
11 據就會係提供畀好多公司裏面其他唔同嘅人士。

12 黃女士：（經傳譯員）我哋去睇第 42，就係前僱員文件夾 1，第 2 段。你提到喺第
13 2 段 A，就關於呢個實時車務管理系統。喺 A 你就話參與好多嘅討論同埋會議，
14 關於係技術規格，功能，選擇相關科技同埋等等等等，就你嗱嗱加入公司嘅時
15 候就係做呢啲嘢，咁但係你就冇參與關於呢一個招標、款項或者係呢個項目管
16 理嗰度。

17 程艾樂先生： Correct.

18 黃女士：（經傳譯員）係咪就係話你加入公司至到你走嗰段時間，你都係有參與呢個
19 系統㗎？

20 程艾樂先生：（經傳譯員）喺嗰時期，當我哋大家討論點樣去實施嘅時候呢，其實我
21 都有參與。

22 黃女士：（經傳譯員）咁我亦都留意到喺羅馬數字 (I)，喺 A 段，但係你就話其實主
23 要嘅原因，點解去實施呢一個項目呢，就係改善安全，通過實時預警同埋反饋
24 畀一啲車長，咁關於車長方面嘅反饋嗰度，其實呢度會唔會都係實時進行嘅呢
25 還是係之後先至話番，或者反饋畀嗰啲車長，特別係話呢一個嘅收到投訴之
26 後？

27 程艾樂先生：（經傳譯員）咁其實有兩樣嘢嘅，咁呢個就係一個兩方面嘅雙向嘅一個
28 嘅系統，咁個車長呢就係有呢個叫做司機嘅顯示系統，咁就可以有一個雙向方
29 法，一個就係一個巴士層面，咁我哋就係可以--如果一架巴士就係已經超越咗
30 某個界限嘅時候，佢就要警告個車長。咁另外一個方法呢，就係話又喺個控制
31 中心嗰度有人睇到呢架巴士，或者已經係超速，但係仍然都係喺個車速限制之
32 內，咁呢個如果喺架車上面嘅時候，冇發現有異常嘅情況，但係喺個營運控制
33 中心嗰度嘅時候，個督導睇到，見到可能係因為個天氣問題，或者其他呢一個
34 意外或者係路面嘅情況，佢哋應該係揸得慢啲，咁嗰個嘅督導就係可以喺介
35 入，就係提醒呢一個車長可以揸得慢啲，咁所以呢喺兩個層面嘅一個嘅干預。

1 主席：（經傳譯員）咁如果係第二層面干預嘅話呢，就係透過營運控制中心，咁係點
2 樣向車長溝通呢個訊息呀？

3 程艾樂先生：（經傳譯員）我哋有好多唔同嘅選項嘅當時傾過，咁譬如話一個顯示系
4 統，第二就係一個聲音嘅系統。

5 主席：（經傳譯員）咁即係有兩個可能性，一個就係透過顯示系統，或者呢就係透過
6 聲音？

7 程艾樂先生：（經傳譯員）係，視像已經有喺度㗎嘞，當時其實就係有考慮埋呢個聲
8 音。

9 主席：（經傳譯員）咁係用咩嘢方法，係呢個無線電？

10 程艾樂先生：（經傳譯員）係，主要都有無線電，或者有其他 3G 通訊系統，但係我
11 哋未傾到嗰度。

12 黃女士：（經傳譯員）你提及過有好多唔同嘅會議，或者係討論關於呢個實時車務管
13 理系統，可唔可以講下？記唔記得有冇任何文件，有冇會議紀錄係講--傾過啲
14 乜嘢呢？

15 程艾樂先生：（經傳譯員）有好多唔同嘅講法，有電郵，有傾，有寫低咗究竟係當時
16 講過啲乜嘢，總結講過啲乜嘢，主要嘅議題，職責等等，咁但係正式嘅會議紀
17 錄，我就唔記得有冇嘞。

18 黃女士： Yes.

19 主席：（經傳譯員）咁呢啲嘅陳述，你就話有好多，係咪書面㗎？

20 程艾樂先生：（經傳譯員）呢啲全部都係投影片。

21 主席：（經傳譯員）係電腦呀？

22 程艾樂先生：（經傳譯員）係，電腦上面。

23 主席：（經傳譯員）唔係書面嘅？

24 程艾樂先生：（經傳譯員）主要都係電腦囉，呢一個係投影片㗎。

25 主席：（經傳譯員）邊個整㗎呢啲資料？

26 程艾樂先生：（經傳譯員）有時係資訊管理部，有時就係車務部。

27 黃女士：（經傳譯員）可唔可以講下喺車務部裏面，邊個負責整呢啲資料，陳述咁
28 㗎？

29 程艾樂先生：（經傳譯員）車務部入面邊個呀？

1 主席：（經傳譯員）如果你唔記得話唔記得，如果記得就講係邊個？

2 程艾樂先生：（經傳譯員）有一組人專門負責係做呢樣嘢，係務部入面嘅人，不過佢
3 哋離開咗，我唔記得佢哋嘅名，有一個中央嘅組別嚟㗎，係嘞，咁就負責係交
4 通。

5 黃女士：（經傳譯員）係屬於車務部，係負責呢一個交通，佢係交通部。

6 程艾樂先生： Yes.

7 黃女士：（經傳譯員）你係 B 段嗰度呢就提及過話呢個遠程訊息系統，喺第三行，遠
8 程訊息系統嘅資料，仍然係有，就算係放棄咗呢一個項目之後，都仍然有，咁
9 所以仍然喺某程度上有監察，咁但係呢一個實務--呢一個就系統嗰個真正嘅價
10 值呢，其實係要實時，咁但係呢方面呢就已經犧牲咗。

11 主席：（經傳譯員）我想講話某程度上嘅監察意思係咩嘢，未講呢嘢之前？你就話有
12 執行到，冇用到，點解係會停止策劃呢？

13 程艾樂先生：（經傳譯員）呢方面嘅討論我有參與，即係話關於話係放棄呢一個系
14 統，但係我理解呢一個嘅管理系統係公司內部，亦都係遲過訂定嘅時間。

15 主席： Yes.

16 程艾樂先生：（經傳譯員）咁所以引致某程度--我搵一個正確嘅講法，公司裏面即係
17 覺得即係失望，因為追唔到個時間，唔可以準時做到，咁亦都唔會再繼續進
18 行。

19 主席：（經傳譯員）呢個技術會唔會係同其他即係喺巴士上面，當時有應用嘅技術
20 呀？

21 程艾樂先生：（經傳譯員）可能有幾樣，就係巴士上應用嘅，有傾過一啲實時通訊，
22 溝通，即係發收咗幾多嘅車資，亦都係一啲自動數人，亦都係呢可能係選擇一
23 啲嘅大學教授同我哋講關於話呢一個無線上網嗰方面資料，咁但係最後其實，
24 我哋就係會睇下究竟幾多人喺巴士上面，然後呢事先畀個資料畀佢哋，等佢
25 哋知道我哋幾時應該呢係上車，幾時應該落，即係幾時係可以係有位坐。

26 主席：（經傳譯員）呢個系統，咁喺你加入公司之前，咁係咪已經有發展到一個系
27 統，就係話畀你聽預計車幾時到？

28 程艾樂先生：（經傳譯員）呢方面嘅功能，其實喺我加入咗嘅之後做，咁其實就喺呢
29 一個 2014 年最後一季，其實係有試用過，咁但係 2015 年嘅時候，就已經正
30 式啟用。

31 主席：（經傳譯員）需要用到嘅技術方面，即係發展呢個技術，係同實時車務系統係
32 咪有關嘅呢？

- 1 程艾樂先生：（經傳譯員）其實都係用番同一樣嘅嘢。
- 2 主席：（經傳譯員）咁即係話收到嘅數據可以有其他用法？
- 3 程艾樂先生：（經傳譯員）係。
- 4 黃女士：（經傳譯員）可唔可以講番呢？記唔記得係邊個宣布或者決定，係唔再進行
5 呢個項目㗎？
- 6 程艾樂先生：（經傳譯員）冇人真係去公布，不過即係正如我喺信上面講，喺荔枝角
7 嘅係營運控制中心已經變成寫字樓，咁嘅訊息都好清楚，冇正式宣布。
- 8 黃女士：（經傳譯員）唔該。
- 9 程艾樂先生：（經傳譯員）我唔記得有正式宣布。
- 10 黃女士：（經傳譯員）有關於呢個實時車務管理系統，係咪佢其中一個功能係咪監察
11 車長嘅行為呢？
- 12 程艾樂先生：（經傳譯員）仲有其他嘢。
- 13 黃女士：（經傳譯員）我咁樣提呢，因為你講過話係綠色道路，同埋一啲嘅記分卡，
14 咁當你講緊呢個實時車務管理系統嘅時候，其中一個諗法，係咪即係你公司諗
15 嘅用法呢，就係想做嘢呢樣嘢㗎？
- 16 程艾樂先生：（經傳譯員）係呀，其中一樣囉。咁我係提過過話即係關於呢一個油耗
17 效率方面，咁其實就係一啲綠色駕駛，咁你可以講係同一樣嘢㗎。其實理想嚟
18 講，就可以話畀司機聽，叫佢揸得好啲，譬如係整一個系統出嚟，講番畀佢聽
19 個反應係點，佢哋揸成點，咁佢哋係咪跟番正常嘅模式，定係唔同㗎，咁咪可
20 以即係提一提佢哋，等佢哋揸得好啲，但係唔係罰佢哋。呢樣最終係可以令到
21 慳到油，因為其實慳到油就係同呢一個加速、減速有關。
- 22 黃女士：（經傳譯員）你話就唔需要罰佢哋嘅，咁獎勵呢。
- 23 程艾樂先生：（經傳譯員）當時我哋其實就有講詳情嘅，不過呢就係唔係懲罰佢，呢
24 個好清楚，我哋當時傾嘅就係咁。其實我哋就想睇下點樣去搵呢啲嘅資料，去
25 點樣去獎勵或者去監察嘅，咁但係其實就有講到詳情。咁其實我哋傾過好多唔
26 同嘅嘢，好多唔同嘅可能性。
- 27 黃女士： Yes.
- 28 主席：（經傳譯員）咁你有冇傾過一啲參數，係定咗啲咩嘢參數呢？
- 29 程艾樂先生：（經傳譯員）基本上嚟講呢，譬如話講倫敦，當時我哋有睇過呢個作為
30 參考，咁基本上就係睇一啲嘅事件，即係話如果係喺呢一個嘅門檻，超過咗我
31 哋訂定個嘅門檻，就會係有啲乜嘢情況出現，譬如話加速、減速、傾側、煞
32 車等等。咁如果少啲事件發生，咁即係話佢哋駕駛態度咪好啲，佢哋表現亦都

1 好啲。

2 主席：（經傳譯員）咁有冇特登講明，有冇考慮到呢而係講明話，如果超速去到一個
3 某個程度，加速到咩嘢程度，呢一個過份嘅煞車咩嘢程度呢？

4 程艾樂先生：（經傳譯員）我哋冇講明個數字，但係我哋想做嘅就係，做一個統計嘅
5 分析，當時呢仍然係拗緊話究竟我哋擺啲乜嘢嘅即係門檻呢，有啲咩嘢參數
6 呢，同埋一個嘅係即係偏離嘅標準，咁我哋有諗過話係咪要一個一般個個規
7 則，定係話要講明喺某情況發生啲咩嘢事呢，咁其實我哋大部分嚟講都係傾
8 緊。

9 黃女士：（經傳譯員）頭先你就講過話呢，係針對某一個路線，咁你點揀呀？

10 程艾樂先生：（經傳譯員）每條路線都有唔同嘅特徵，譬如話會唔會係去尖沙咀，去
11 市區公路，咁所以係巴士司機個個嘅行為反應都會唔同，咁所以巴士司機呢，
12 譬如話即係某一個情況，可能煞車大力啲，譬如話佢係抽番架車出嚟，入番架
13 車去巴士站嘅時候，咁我哋當時呢就係傾過點樣可以最好，用一個公平個方法
14 去符合到管理層嘅期望，咁同埋同時間係唔會令到司機覺得難受。

15 黃女士：（經傳譯員）想請你講番 B 段，有關有某程度嘅監察，即係喺放棄咗呢個項
16 目之後，都有某程度嘅監察，你嘅意思係指乜嘢呀？

17 程艾樂先生：（經傳譯員）以我所理解，遠程訊息系統其實仍然有用，不過使用個個
18 嘅個用法呢，就係 T+1 嘅，即係話發生咗事之後。

19 黃女士：（經傳譯員）即係其實係變咗係反應，唔係預示嘞。

20 程艾樂先生：（經傳譯員）冇錯。

21 黃女士：（經傳譯員）同時你亦都提及過話呢一個系統嘅真實價值，咁其實仍然喺
22 度，不過呢實時呢一個功能已經就係犧牲咗，其實你講緊就係話係變成係對
23 事，發生咗事件反應，而唔係預先？

24 程艾樂先生：（經傳譯員）其實即係講緊係實事嘅資訊，咁但係呢有人係實時分析當
25 時嘅資料，而係係事後先至反應，咁其實可以話係 20 秒就反應到，定係話 20
26 個鐘頭之後先反應到？

27 黃女士：（經傳譯員）第 3 段，由第 2 行開始，你就提及過話，就算喺當時九巴係策
28 劃緊呢個計劃嘅時候，其實我哋好大量依賴韓國、星加坡、倫敦同埋慕尼黑嘅
29 經驗。咁其實講緊你係乜嘢經驗呀？呢啲國家嘅經驗。

30 程艾樂先生：（經傳譯員）喺我加入之前呢，以我所理解九巴高層，其實就係出國考
31 察過呢啲城市，睇佢哋嘅系統，咁我哋設計嘅時候，就開會係大量討論過話係
32 韓國做過乜嘢，倫敦做過乜嘢，佢哋個個嘅良好做法係乜嘢呢，點可以應用喺
33 我哋度。

1 黃女士：（經傳譯員）可唔可以畀一個例子？譬如話係喺呢個首爾，或者星加坡。

2 程艾樂先生：（經傳譯員）首爾有一個中央交通管理中心，我哋其實都係想營運控制
3 中心可以做到呢樣嘢，倫敦嘅運輸局亦都係積極去管理司機行為，使用嘅係遠
4 程訊息設施，呢個亦都我哋想係用到，所以睇番唔同例子，同埋點樣可以轉化
5 為我哋用到嘅方式。

6 黃女士：（經傳譯員）當你傾緊呢啲嘢嘅時候，同埋開咁多會喇，你記唔得有冇牽涉
7 到運輸署？你有冇將你哋計劃做嘅嘢係講畀運輸署聽呀？

8 程艾樂先生：（經傳譯員）我唔記得實際運輸署有冇參與我哋討論，不過我覺得佢哋
9 知道我哋計劃做啲乜嘢，因為當時我哋係做咗好多公開陳述，就係亦都同商會
10 呀等等有講，有講話即係九巴將來係點使用技術去改變。

11 黃女士：（經傳譯員）即係你喺公開場合做咗好多陳述？

12 程艾樂先生：（經傳譯員）係呀，我自己，仲有其他公司嘅高層喺公開場合就做咗好
13 多陳述講呢啲嘢。

14 黃女士：（經傳譯員）呢啲嘢就係呢個實時資訊系統？

15 程艾樂先生：（經傳譯員）呢個係其中一樣嘢，仲有係預計到車時間等等，主要都係
16 關於遠程訊息嘅設備。

17 黃女士：（經傳譯員）你公開場有講過呢啲嘢喇，即係可能係有啲運輸署嘅人員出席
18 呀？

19 程艾樂先生：（經傳譯員）我答唔到你，咁但係其實我可以話呢係公眾都知，因為我
20 哋唔係想唔畀人知，我哋所以都公開都有講。

21 主席：（經傳譯員）咁你嘅意思係咪就係話，其實訊息係有分發去畀好多唔同嘅人
22 聽，咁運輸署可能都知。

23 程艾樂先生：（經傳譯員）正確。

24 黃女士：（經傳譯員）咁我再繼續之前呢，你就講到關於呢一個中央交通指揮中心，
25 咁我可唔可以睇一睇 SEC-2 文件冊嗰度，第 822 頁。

26 主席：（經傳譯員）黃大律師，可唔可以休息一陣先，因為我想搞一搞嗰個系統，因
27 為黃大律師嗰個聲音就好矇，咁可能或者要轉一轉個咪都未定，咁我哋可唔可
28 以呢就係休息五分鐘，咁如果程先生你想離開間房，都係可以。

29

30 下午 3 時 15 分聆訊押後

31

1 下午 3 時 22 分恢復聆訊

2 出席人士如前。

3

4 黃女士：（經傳譯員）程艾樂先生，就係呢個係關於呢個係立法會嘅一個文件嚟嘅，
5 咁呢個係首爾同埋新加坡嘅專營巴士，呢個係 SEC 嘅第 2 號文件，就係第 822
6 頁開始嘅。

7 第 823 頁，呢個就係首爾嗰個系統嘞，呢個開始。咁喺 825 頁喇，2.8
8 段...

9 主席：（經傳譯員）可唔可以講呢個文件係幾多--咩嘢日期嘍？

10 黃女士：（經傳譯員）2014-2015 年嘅撰寫嘅，呢度冇一個正確嘅日期，呢個係一
11 個嘅研究部嘅報告嚟嘅，就係由立法會秘書處去編制嘅。呢個可以睇到
12 IO05/14-15 年咁樣嘍。

13 程艾樂先生：（經傳譯員）呢度最後嗰度寫就係「2015 年 2 月 3 號」嘍，寫咗個日
14 子。

15 主席： Thank you very much.

16 Yes.

17 黃女士：（經傳譯員）我哋睇 825 頁吖，呢個其實講關於呢個巴士管理系統嘅成
18 立，第 2.8 段嘞就係：

19 「去能夠統籌呢個巴士嘅服務，能夠全面嘅方法喇，咁呢一個首爾嘅城市政
20 府就係設立咗個新嘅巴士管理系統，用一啲最新嘅智慧嘅交通系統喇，咁我哋有
21 最球定位嘅系統喇，就令到呢一個嘅中央嘅控制中心就係可以完全監察所有巴士
22 嘅地點喇，佢嘅速度喇，同埋就可以同呢一個巴士司機係溝通喇，同埋即係改變
23 個巴士嘅數字，同埋就係讓呢一個嘅乘客係可以有一啲實時嘅資訊，知道究竟嗰
24 個班次係點樣樣。」

25 程艾樂先生：（經傳譯員）係其實類似嘍，咁呢個關於呢個全球定位嘅系統，呢個係
26 一個以地點為本嘅系統。

27 黃女士： Yes.

28 程艾樂先生：（經傳譯員）所以一定係唔係淨係指係呢個嘅系統為--遠程通訊式系統
29 都係需要嘍，咁我唔敢肯定佢哋係咪會做遠程訊息系統。

30 主席：（經傳譯員）呢個全球定位話畀你聽嗰個地點？

31 程艾樂先生： Just the location.

1 主席：（經傳譯員）然後你就遠程訊息系統就話畀你聽，究竟加速、減速等等？

2 程艾樂先生：（經傳譯員）咁關於呢個巴士實際個表現，就應該喺個巴士上面有一啲
3 嘅裝置，咁呢個通常就係遠程訊息系統喇。咁佢可能係好簡單，亦都係可以係好
4 複雜㗎。

5 Openmatics 嗰個系統就係一個好先進嘅系統㗎，但係你同樣喇，其實呢
6 啲嘅裝置都係會比較簡單，亦都係可以好--比較平啲，有啲好基本嘅資料，咁呢
7 啲都係喺個市場上面有㗎。

8 主席：（經傳譯員）咁 Openmatics 嗰個係冇--喺 2015 年嘅時候係莫札特盒，係
9 咪嗰個，係咪叫莫札特盒呢？

10 程艾樂先生：（經傳譯員）我淨係識到莫札特係同音樂有關嘅啫，我唔係好...

11 主席：（經傳譯員）呢個巴赫吖？巴赫都係一個嘅音樂家㗎。咁 Openmatics 都
12 有用呢個型號嘅，咁你有冇--識唔識呢？

13 程艾樂先生：（經傳譯員）咁當其時我哋淨係講 Openmatics 同埋遠程訊息系統
14 喇。

15 主席：（經傳譯員）咁其實就我哋係 ZF 嘅陳述書㗎，咁你有冇睇過呢？

16 程艾樂先生：（經傳譯員）我有尋晚好夜我先至收到，所以我有七時間睇。

17 主席：（經傳譯員）咁我哋其實就--佢哋話佢有兩個型號嘅，咁就第一個代就叫做莫
18 札特，第二代叫做巴赫嘅。咁呢個其實如果喺即係音樂史上面，其實係調番轉
19 嘅，嗰個歷史就係。

20 程艾樂先生：（經傳譯員）咁但係佢哋嗰啲數據睇落嚟都好似好有音樂感咁嘅。

21 主席： Yes, Ms Wong.

22 黃女士：（經傳譯員）程先生，有關於呢個莫札特同埋呢個巴赫嘅人，我哋去到 BM-
23 1 文件冊第 64 頁吖。

24 呢個係一封嘅函件，就係一個律師事務所喇，佢哋代表 ZF 嘅，同埋
25 Openmatics 嘅。佢哋呢個係提交陳述書畀我哋嘅委員會，咁呢個嘅陳述書...

26 主席：（經傳譯員）唔好意思，等等，等程先生可以就將個文件帶到佢面前嘅。

27 黃女士：（經傳譯員）程先生，請你揭去第 65 頁。呢個係 Openmatics 嘅回應㗎
28 嘅，就我哋--向我哋嘅委員會嘅回應嘅。嗰個黑色部分就係問題㗎，而呢一
29 個藍色嘅部分就係 ZF 同埋 Openmatics 嘅回應。

30 如果你睇下第二段，呢度講到：

31 「Openmatics 就係同呢一個九巴就係有個供應嘅合約喇，就係喺 2013 年

1 4月16號嘅，就係提供呢一個遠程訊息系統，就係畀呢個九巴同埋龍運嘅。」

2 咁呢個係2013年4月16號，咁呢個係你加入之前嘅。

3 程艾樂先生：（經傳譯員）我係2013年6月加入嘅。

4 黃女士：（經傳譯員）咁你--呢度繼續講就話：

5 「Openmatics 就係開始提供遠程訊息服務㗎，咁就使用第一個嘅黑盒系
6 統，就叫做莫札特盒㗎，之後 Openmatics 就係用一個叫巴赫盒嘅較後--較新
7 嘅型號係代替咗莫札特盒㗎，咁但係係即係好多嘅顧客好似九巴咁，都兩樣亦都
8 有用嘅。」

9 程生，我知道你就對於黑盒嘅名稱唔係咁熟悉，但係你有冇喺你哋傾嘅時
10 候，即係講黑盒嘅時候，有冇真係將個黑盒擺畀你哋睇呀？

11 程艾樂先生：（經傳譯員）我唔記得。

12 黃女士：（經傳譯員）如果我畀相你睇，會唔會幫到你喇？會唔會令你記得起呢？

13 程艾樂先生：（經傳譯員）雖然咁講，其實我有見過嗰個儀器㗎，有見過個黑盒㗎，
14 不過就唔係即係呢一個有關於九巴或者 Openmatics，但係其實我係有見過嘅。

15 黃女士：（經傳譯員）我哋睇番之後嘞，66頁之後嗰頁。呢度提及一個司機嘅反饋
16 系統呀，就有個界限喇，就係由九巴就於嗰架車係訂定㗎，咁就有關於加速率、
17 減速率同埋係傾側角度，同埋有關於車速，一啲其他參數。

18 咁對於界限方面，即係有關於呢一個遠程訊息系統設定界限呢方面，你有咩
19 嘢嘅認識呢？

20 程艾樂先生：（經傳譯員）有一樣嘢就係我好記得嘅，就係個傾側角度。

21 黃女士：（經傳譯員）點解？

22 程艾樂先生：（經傳譯員）因為--係，因為係其實對我嚟講，就係已經係好危險㗎
23 嘞，因為架車已經係傾側緊喇。

24 主席：（經傳譯員）會跌㗎嘞？

25 程艾樂先生：（經傳譯員）已經成44度，已經係唔可以再控制到㗎嘞。

26 主席：（經傳譯員）所以就其實就唔係話係要畀出一個警號嘅，咁簡單嘅？

27 程艾樂先生： Possibly.

28 主席： You set a position that is beyond purpose.

29 程艾樂先生： That's correct, yes.

1 黃女士：（經傳譯員）咁喺減速率方面呢？

2 程艾樂先生：（經傳譯員）呢個係一個全球嘅參數定係同路線有關呀？

3 主席：（經傳譯員）應該係講緊全球。

4 程艾樂先生：（經傳譯員）2.3 係上落斜的話，其實可以接受㗎，因為有時係--喺
5 香港係有咁嘅需要。如果平路，就太多嘞。

6 黃女士：（經傳譯員）唔該。想請睇 68 頁呀，第四段對上，有提及過 Openmatics
7 喺九巴嗰個嘅--設置嘅系統可以搵到啲咩嘢，就話可以係搵到速度嘅紀錄喇，
8 就係每秒㗎，亦都係連同嗰個全球定位系統嘅資料一齊儲存㗎。

9 程艾樂先生：（經傳譯員）我搵唔到你講邊度呀。

10 黃女士：（經傳譯員）68 頁呀，唔好意思，程生，藍色嗰部分，第三段，藍色嗰部
11 分，就係關於呢一個係：

12 「Openmatics 嘅遠程訊息系統安裝喺九巴嗰度嘅。」

13 見到嗎？

14 程艾樂先生：（經傳譯員）見到。

15 黃女士：（經傳譯員）就話：

16 「可以認出到一個速度嘅紀錄喇，係每秒㗎；

17 亦都係連同呢個全球定位系統嘅資料一齊儲存喇；

18 突然間剎車嘅不良做法喇；

19 突然加速；

20 同埋呢一樣嘢會連同巴士嘅車牌喇同其他輔助系統。

21 喺九巴嗰個嘅系統就唔可以認到某啲巴士嘅路線㗎，呢一啲其實就係每秒去
22 認到，亦都就係將呢一啲嘅訂定嘅數據喇，每隔三十秒就會透過呢一個無線傳送
23 或者係透過呢一個網絡傳送喇，咁係傳送去有關嘅伺服器嗰度㗎，即係呢個流動
24 系統。

25 所以想問，咁就話九巴係可以認到四樣嘅項目㗎，咁你傾嘅時候，係咪有傾
26 過呢四樣就係關於實時監察司機嘅行為呢？

27 程艾樂先生：（經傳譯員）以我所知，遠程訊息系統嘅設備就唔係話佢超速或者係講
28 緊車速嘅資料，亦都係有關於佢剎車嘅表現，可以知道究竟係咪大力剎車。

29 但係其實你要係睇下有啲乜嘢嘅--你要界定究竟係一啲乜嘢嘅參數，所以加

1 速--佢咁話畀你聽喇，咁但係乜嘢叫做突然加速，乜嘢唔係突然加速，就要你
2 自己去界定嘞。

3 呢個係我嘅理解。

4 主席：（經傳譯員）係，我喺之前嗰頁已經睇到佢咁嘅解釋，就話呢啲嘅數據參數係
5 要輸入去個機嗰度嘅，但係呢個就係關於嗰個數--關於--關埋個傾側角度嘍。

6 黃女士：（經傳譯員）咁即係話可以揀㗎？

7 程艾樂先生：（經傳譯員）係，呢啲係技術方面嘅參數喇，可以係適用於某一個路
8 線，或者唔係即係路線專用喇，位置專用喇，你都可以係界定嗰個嘅一啲嘅界
9 限，就係譬如話係一段路段咁樣嘅，就唔係用全球嗰個。

10 黃女士： Yes.

11 主席：（經傳譯員）咁即係話你可以自己去界定嗰個界限喇，即係取決於嗰架車喺邊
12 度喇？

13 程艾樂先生： Yes.

14 主席：（經傳譯員）譬如話喺咩嘢嘅經緯度喇，你就係喺咩嘢嘅區域裏面喇，譬如話
15 係咪時速 50 公里喇，或者就係你可以決定--可以自己譬如自己訂定譬如 55 公
16 里就係一個 70 公里嘅區域裏面，就入 55（原文照錄）公里。

17 程艾樂先生： Absolutely, Chairman.

18 黃女士：（經傳譯員）咁當你咁傾緊喇，係可以--啲啲參數同埋係黑盒可以點用？

19 程艾樂先生：（經傳譯員）當時我咁傾緊嘅就係點可以最佳使用到呢啲嘅訊息喇，去
20 改善運作喇，改善嗰個表現喇，同埋安全。

21 主席：（經傳譯員）你講喇，就係話如果揸車揸得好，就唔會唔適當咁樣加速，唔會
22 突然間剎車，唔會突然間停車，咁個油耗就會好好多嘞。

23 程艾樂先生：（經傳譯員）冇錯。

24 黃女士：（經傳譯員）我想問嘅第二樣就係呢個三十秒呢樣嘢。根據呢一方面嘅資
25 料，係可以收集資料，每秒就收--逐秒收集，但係呢一度就話系統只係每三十
26 秒收集資料。

27 主席：（經傳譯員）唔係，係話每三十秒發送。

28 程艾樂先生：（經傳譯員）呢個其實都係可以自己去改㗎，你可以不斷咁傳輸喇，或
29 者每十秒、每三十秒，甚至唔輸出都得㗎，唔發出都得㗎。

30 主席：（經傳譯員）呢個其實就係 Kulis 先生所講嘅，係可以自己選擇去唔去訂定
31 呀。

1 黃女士：（經傳譯員）係，你之前都講過話係實時功能喇，就係有咁樣嘅好處，但係
2 呢一個好處，呢一個功能就犧牲咗嘞。

3 想睇番，前僱員文件夾 1，你嘅意見書，第 40 頁。我哋講緊係一啲嘅國
4 家，即係你公司嘅當時就希望係從中可以得到一啲嘅經驗㗎。

5 你亦都提及過紐西蘭，喺嗰個 GreenRoad.com，綠色道路，呢啲就係關於
6 巴士公司使用呢個系統得到嘅好處，尤其就係可以將不良嘅駕駛表現減半，同埋
7 呢一個嘅相撞嘅意外係減半喇，而係巴士司機就係即係架車係撞人嘅話，就減
8 少咗係七成㗎。

9 咁呢個係咪其中有傾過呢？

10 程艾樂先生：（經傳譯員）唔係呀，呢個資料其實係上年我先知道嘅。

11 黃女士：Last year?

12 程艾樂先生：（經傳譯員）咁我亦都有引用㗎。

13 黃女士：（經傳譯員）我想畀一份關於綠色道路 GreenRoad 嘅文件你睇。

14 呢個就係 12 年 7 月 12 號嘅文件㗎，提及到：

15 「綠色道路其實係喺安全管理同埋司機嗰個嘅表現方面喇，係個領先者㗎
16 㗎。」

17 主席：（經傳譯員）日期係幾時呀？

18 黃女士：（經傳譯員）12 年嘅 7 月 12 號。

19 主席：（經傳譯員）唔該。

20 黃女士：（經傳譯員）第二段嘞，嗰度就話嘞：

21 「綠色道路其實已經係可以喺倫敦將嗰個駕駛嘅風險，就於七十架巴士減低
22 六成㗎，係由 2010 年係已經有一百一十位嘅司機用過㗎。」

23 跟住嗰段嘞：

24 「利用流動同埋雲端嘅技術喇，綠色道路可以幫助駕駛者自己去改善㗎。因
25 為會即時係將佢哋駕駛嘅表現，就係透過一個二極管嘅表板上面嘅顯示，同埋一
26 啲詳細嘅分析，建議去畀--即時去話番畀司機，同埋係車廠嘅經理聽。」

27 當時，因為我睇到呢份文件喇，係 12 年嘅 7 月 12 號，但係喺你哋會議嘅時
28 候，係有傾過㗎，係咪呀？

29 程艾樂先生：（經傳譯員）唔係呢間公司喇，咁但係個概念，喺呢份文件裏面所提出
30 嘅概念，其實係同呢啲嘅概念係一致嘅。

1 黃女士：（經傳譯員）我哋講番你嘅係意見書，就係呢一個 40 頁嘅第四段，提及到
2 將呢個項目係放棄。咁你亦都提過嘞：

3 「其中一個主要嘅改變，喺 2015 年係管理層嘅改變就係話，呢一啲決定同
4 埋指示喇，係好少用文件記低㗎，有時就係冇乜特別嘅理由，就會將佢係調轉
5 㗎，亦都有係同一啲內部嘅持份者傾過或者諮詢過。」

6 「內部持份者」，你指咩嘢呀？

7 程艾樂先生：（經傳譯員）即係唔同部門工作嘅人囉。

8 黃女士：（經傳譯員）咁跟住個頁嘞，第 41 頁。你提及喺第二段就話：

9 「由於問題個個嘅特定性質，即係指係關於九巴，同埋喺專營權界別方面，
10 其實已經發生咗好多事㗎嘞，咁呢個其實都係由於過時嘅監管框架喇，冇公開競
11 爭喇，冇使用科技喇，低透明度喇，同埋監管者同埋專營者佢哋嘅關係係有一個
12 直接嘅系統性影響。」

13 主席：（經傳譯員）你講話呢個字係用咗「系統性」，其實你指嘅係一個根本，你用
14 錯咗字，係應該「systemic，根本」，係咪呀？

15 程艾樂先生：（經傳譯員）係。

16 黃女士：（經傳譯員）第一個就係話過時嘅監管框架，可唔可以進一步解釋，你覺得
17 而家個個嘅監管架構有咩嘢嘅過時地方？

18 程艾樂先生：（經傳譯員）而家我哋嘅規管架構，喺香港，就係好耐之前嘅。當其
19 時，我哋冇相關嘅科技可以監管，監察一啲唔同嘅操作喇。但係而家，我哋有好
20 多嘅數據可以搜集到，譬如我哋講緊人工智能，或者自動駕駛等等。所以喺香港
21 目前嘅規管架構，就有--就其實同即係二十、三十年嘅時候已經好唔同嘞，個
22 情況。

23 例如如果香港嘅巴士嘅公司，如果佢話佢哋係有自動駕駛咁樣，而家我哋個
24 個規管架構就有一個咁嘅相關嘅規管架構，但係其他嘅城市其實佢哋已經係進步
25 㗎，佢哋亦都係已經係改革咗佢哋規管架構，致使到有啲創新嘅概念可以得以實
26 施，但係香港就有。

27 黃女士：（經傳譯員）你講緊係邊個城市？

28 程艾樂先生：（經傳譯員）例如中國大陸、新加坡、杜拜、阿布扎比等等，咁佢哋好
29 多嘅城市都已經係改革咗佢哋嘅規管架構，譬如有開放數據，框架，咁同埋做咗
30 好多嘅改革，譬如好似可以有自動駕駛，譬如話電動巴士，呢一個嘅太陽能巴士
31 等等。

32 主席：（經傳譯員）關於呢一個自動駕駛嘅方面，你係--仍然我哋需要一個人喺架車
33 度㗎，即使係自動駕駛，就唔係純粹係只可以係電腦操作。

1 程艾樂先生：（經傳譯員）係，冇錯，呢個係第一點。如果譬如你話--有好多時候，
2 我哋又係需要冇審批同埋批准，而嗰個批准嗰個過程，就係比較困難㗎。

3 黃女士：（經傳譯員）關於嗰個巴士嘅性質，你就比較關注，但係關於嗰個總嘅規管
4 架構，關於嗰個黑盒，你知唔知其實嗰個黑盒嘅巴士--巴士黑盒佢裏面，其
5 實有啲咩嘢資料呢咁樣？咁香港就係缺乏呢方面，咁但係其他嘅城市係點？

6 程艾樂先生：（經傳譯員）呢個係一個正常嘅情況，譬如你去到一個發展嘅城市，其
7 實好多呢個遠程系統已經係採用，譬如甚至乎係土耳其喇，我就前排去過，譬如
8 其他嘅歐洲嘅城市，全部都係有呢個遠程訊息系統。

9 譬如話首爾、新加坡、土耳其等等，呢啲城市同香港都係差唔多，咁佢哋都
10 係有好多用交通工具，咁佢哋有遠程訊息系統，令到佢哋成個嘅表現係即係進
11 步咗好多，改善咗好多。

12 黃女士：（經傳譯員）我哋就已經講過規管架構，第二個嘅問題，就係話缺乏公開競
13 爭呀。你可唔可以仔細講講？

14 程艾樂先生：（經傳譯員）譬如我睇番新加坡，新加坡係一個例子，嗰新加坡，佢哋
15 就同香港嗰個巴士嘅 2012、13 年嘅時候，同香港差唔多。

16 咁但係當其實佢哋開始改革嘞，佢哋開始睇番個唔同嘅環境嘅改變，當其時
17 佢哋睇番個情況，佢知道而家嗰個其實繼續嗰個巴士嘅模式就係唔可以持續，咁
18 佢就有一個新嘅規管架構，而家佢哋嘅服務已經改善咗，佢哋嘅表現改善咗，好
19 多嘅創新，亦都佢哋而家已經成為一個嗰呢個區裏面嘅領導者嘞，嗰巴士營運方
20 面。

21 點解會發生咁嘅事，因為佢哋係已經開放咗個市場，有好多嘅國際嘅人士亦
22 都入咗佢哋嘅市場度。

23 如果喺香港，就有乜嘅競爭，其實我哋一直都係呢一批嘅營運者，其實基本
24 上有其他嘅新嘅加入者，其實因此佢哋就缺乏一啲嘅誘因，係創新呀，同埋改善
25 嗰個營運嘅效率等等。

26 咁呢個就係我所謂嘅缺乏公開競爭嘞。

27 主席：（經傳譯員）你嘅意思就話新加坡其實係邀請一啲有做招標去營運巴士，咁亦
28 都令到有個競爭，而呢一個國際嘅公司亦都係入到嚟新加坡嗰度，係營運嗰啲巴
29 士㗎，係咪呢？

30 程艾樂先生：（經傳譯員）係，我--呢個係有個叫易塔通公司喇，嗰新加坡。咁佢
31 哋入嚟之前，嗰啲人就成日話就係唔夠司機㗎，成日都投訴，咁同香港差唔多情
32 況。

33 但係今日，呢一個易塔通巴士公司喺新加坡，其實已經有多過佢哋所需要嘅
34 巴士司機嘞。

1 主席：（經傳譯員）佢哋點樣做到嘅呢？

2 程艾樂先生：（經傳譯員）因為佢哋用咗一個好嶄新嘅人事管理嘅方法。我嗰日就去
3 探訪過佢哋嘅車廠㗎，非常之舒服，非常之好，呢個係一個好平等嘅一個管理模
4 式，嗰啲司機就覺得佢哋自己係成個嘅系統嘅服務之中嘅一員，重要一員㗎㗎。

5 主席：（經傳譯員）呢個係新加坡喇。咁相比香港，你會點樣形容呢？

6 程艾樂先生：（經傳譯員）但係香港，我就會話，就係一個--個管理層就覺得司機成
7 日都係啲好麻煩嘅人，成日都係要求一啲好唔合理嘅要求喇。我自己都係一個持
8 牌嘅司機㗎㗎，咁嗰啲司機就認為，嗰啲管理層坐喺個 office 度喇，佢哋完全
9 都唔知道發生緊啲咩嘢事。

10 咁佢哋大家係缺乏互信㗎，所以我就話，我哋係要改革呢一個嘅行業，以確
11 保呢個嘅行業啲人可以吸引到新血。

12 我哋亦都要明白，呢個巴士服務係我哋嘅城市嘅其中一員，重要嘅成員㗎
13 㗎，每一日就係九巴載三百萬嘅乘客㗎，如果我哋唔能夠解決呢啲問題，就--
14 我哋可以買最好嘅巴士，但係如果我哋冇好嘅司機，咁就冇用㗎，成件事係做唔
15 到㗎。

16 黃女士： Thank you.

17 主席：（經傳譯員）好，咁既然你提到呢樣嘢嘅時候，咁你覺得我哋香港嘅巴士嘅質
18 素，同埋佢哋嗰個維修嘅情況，你點樣睇？

19 程艾樂先生：（經傳譯員）我會--我對佢哋有好高嘅評價㗎，香港嘅巴士就係嗰啲工
20 程方面係好好喇，佢哋會十七、十八年喺個路上面喇，即使佢哋就嚟要退休，其
21 實仍然個狀況都好好。

22 主席：（經傳譯員）因為佢哋嗰個維修做得唔錯？

23 程艾樂先生： That's correct, yes.

24 黃女士：（經傳譯員）咁培訓方面呢，司機培訓方面又點呀？

25 程艾樂先生：（經傳譯員）呢度係有兩方面嘅，一個就係課室嘅培訓喇，另外就係實
26 際路上喇。我哋睇過啲文件，就係委員會送畀委員嘅，咁好多人就用咗好多嘅時
27 間去做培訓，咁佢哋剔呢個盒呀，有好多嘅守則等等，但係究竟啲人有冇有個動
28 力去接受培訓，有個問題。

29 一個好基本嘅野就係話，關於呢個服務質素，個僱員就唔係睇下呢個就係一
30 個份工，而係佢哋睇到呢個係一個責任㗎㗎，呢個就希望我哋啲培訓能夠達到呢
31 一點。咁目前嚟講，我哋係缺乏呢一點嘅。

32 主席：（經傳譯員）你提到關於香港同埋新加坡嘅分別喇，咁香港，關於呢個招標嘅

1 方面，香港嘅情況係點嘍？

2 程艾樂先生： In terms of?

3 主席：（經傳譯員）招標，譬如話好似續牌，續呢個專營權續期，咁香港嘅情況同新
4 加坡係點樣對比呢？

5 程艾樂先生：（經傳譯員）喺香港，其實喺過去二十年都冇任何招標嘞。第二，通常
6 如果佢續經營權嘅時候，咁個規管就係，就會話呢個嘅公司已經做得唔錯嘞，
7 咁所以我哋就應該係續佢哋嘅經營權。

8 咁但係其實冇睇番有啲嘅基準嘅研究，即係譬如話國際係點樣樣，其實佢哋
9 係咪真係達得能夠國際標準，喺譬如創新方面，喺呢個效率方面呀。其實佢哋可
10 唔可以再叫呢啲目前嘅營運者做得更加好嘅呢？又或者佢哋應該諗下，可以將一
11 啲新嘅人加--新嘅公司加入嚟，就將成個行業嘅水平可以提升㗎。

12 黃女士：（經傳譯員）你下一個嘅投訴就係話，冇引進一啲技術㗎。你就提過一個例
13 子，關於遠程訊息系統，咁除咗此之外，你仲--喺呢一點上面，你仲可以講啲
14 咩嘢嘢呢？

15 程艾樂先生：（經傳譯員）關於科技嗰方面，我而家就做緊個研究，關於人工智能
16 㗎，就使用人工智能喺公共交通嗰方面，咁我就係代呢個公共交通國際聯會去做
17 㗎。咁其實而家喺巴士行業裏面都做緊呢啲嘢㗎，譬如新加坡喇，就係發展咗一
18 個系統，叫做 SMRD (SMRT?) 㗎。

19 佢哋就係攞呢一個--收集好多嘅資料喇，譬如話嗰啲司機嘅行為，咁佢哋就
20 會係預測邊一個司機可能會有出意外，然後佢哋就將佢哋呢個司機嘅培訓就係度
21 身訂造，咁個司機就會係再接受再培訓，就唔會有意外㗎嘞，所以其實係加入同
22 埋就係再培訓，咁就係大大咁減低個意外率㗎。

23 而家我有啲數字嘅，佢哋就已經係大大減低個意外率喇，或者個事故喇，可
24 能出現嘅事故，就因為嗰個培訓--接受咗培訓嘅。

25 主席：（經傳譯員）係咪由呢一個嘅新加坡嘅陸路交通管理局去制訂--去收集呢啲資
26 料嘅呢--呢啲數據？

27 程艾樂先生：（經傳譯員）咁就因為 SMRDC (SMART CEO?) 喺德國有一個嘅陳述
28 嘅，所以我就攞咗呢啲嘅數據。

29 主席：（經傳譯員）你可能就畀--將啲數據交界秘書處，好嗎？

30 程艾樂先生：（經傳譯員）可以。

31 黃女士：（經傳譯員）呢個嘅研究係幾時進行㗎？

32 程艾樂先生：（經傳譯員）而家都進行中㗎，進行中㗎。

1 黃女士：（經傳譯員）我可唔可以問，嗰個系統你就收集所有嘅數據，然後分析數
2 據，同埋去預測就有一啲嘅司機特別有可能出意外㗎，咁然後嗰個司機，你就會
3 搵佢出嚟，然後就係再培訓嘅？

4 程艾樂先生：（經傳譯員）係呀，佢哋發生--出意外之前。

5 黃女士： Yes.

6 程艾樂先生：（經傳譯員）咁呢個係第一個例子，第二個就係話關於預測性嘅維修，
7 咁好多車廠裏面嘅程序其實都可以自動化㗎，其實好多世界各地好多嘅營運者做
8 緊好多嘢去提供--引入科技，去提高嗰個服務質素。

9 黃女士：（經傳譯員）你係講過關於個科技，一個你係講緊就係電子穩定系統㗎，你
10 有冇聽過呢？

11 程艾樂先生： Yes, I have.

12 黃女士：（經傳譯員）你覺得呢個電子穩定嘅系統點樣樣呢？

13 程艾樂先生：（經傳譯員）呢個係肯定就係令到嗰個車嘅表現更加好嘅，特別係一啲
14 道路特別傾側嘅說話，呢個係好有幫助嘅。呢個係一個電子嘅裝置，就會令到嗰
15 個巴士嗰個中心點喇，或者個重心係可以改變嘅。

16 主席：（經傳譯員）或者我哋去睇番嗰個運輸署嗰個陳述書，佢哋話畀我哋聽，3月
17 嘅時候話畀我聽，佢哋就係成立咗個特別嘅小組，就係裏面嘅成員包括營運者，
18 同埋製造廠商喇，咁佢就係去睇唔同嘅科技嘅。咁樣又好似好趕忙係去做呢個工
19 作嘅，咁佢哋就睇緊一啲唔同嘅課題嘅。

20 黃女士：（經傳譯員）係運輸署嘅文件冊嘅第1號，就係第98頁㗎，呢個係運輸署
21 嘅陳述書㗎。

22 程生，想請你睇一睇就98頁喇，(a)至到(f)，就係一啲嘅係安全設備同埋
23 係使用技術方面嘅，佢哋有探討過。

24 主席：（經傳譯員）咁睇番94頁呀，你就會見到運輸署係點樣解釋。你就見到喇，
25 呢一個文件個頂頭喇就係題目就係叫做喺專營巴士使用技術或者一啲--新技術
26 或者新設備㗎。

27 咁我哋就講番--睇番--睇到佢哋之前係睇過啲咩嘢，考慮過啲乜嘢喇。

28 但係呢個工作小組係3月中成立㗎，今年嘅，係要睇番呢啲嘅事項喇，咁我
29 就知道，其實佢哋都幾匆忙。

30 程艾樂先生：（經傳譯員）呢個係一個好嘅措施㗎，係運輸署好嘅措施，但係唔應
31 該係因為有意外先至做，應該無論如何都要做。因為呢幾方面，其實我哋已經係
32 好落後嘞，係只係反應，而唔係話事前去做預防，去預視。

1 主席： Thank you.

2 黃女士：（經傳譯員）唔該。第十段提及到一系列嘅車上安全設備，係工作小組睇過
3 嘍。第一個就係電子穩定控制系統，同埋傾側穩定控制系統。

4 第十二段就有呢個特別嘅設備喇，有進一步解釋。可以睇到喇，嗰個剎車系
5 統點樣可以控制到架車，行番佢嗰個既定嘅路線。使用呢個設備方面，係咪廣泛
6 使用嘍喇，全球，即係以你嘅經驗所知，定係話至少係新加坡有用呢？

7 程艾樂先生：（經傳譯員）佢哋新買嘅巴士其實係有嘍，但係我就唔知道舊車佢哋有
8 冇加裝番。

9 黃女士：（經傳譯員）睇番第二個建議，98頁，就係：

10 「將嗰個嘅最高速度限嘍每小時 70 公里嘍，就適用於係呢一個落山嘅時
11 候，就使用呢一個車速限制器，將佢限制住。」

12 睇番 101 頁，呢個亦都係就係話呢一個 2013 年--2003 年屯門公路嘅意外
13 之後係考慮嘍。咁就話：

14 「其實呢啲就係嘍--內部已經係有嘍嘍，就利用嗰個波檔，就用軟件去控制
15 呢一個限速器嘍。」

16 跟住最後嘍，話：

17 「如果佢係架車流動嘅時候，咁車速就唔係因為嗰個引擎轉動或者波檔
18 係去控--去決定嘍，而係地心吸力，咁所以係車廠，即係製造商咁就建
19 議話，其實如果話即係安裝呢個嘅減慢--裝呢個減慢器喇，其實係可以
20 係技術上可行嘍。」

21 但係香港係好獨特嘅情況，因為有好多落山嘅非常斜嘅斜坡嘍，譬如話訂定
22 咗係車速 75 公里的話喇，其實如果架巴士落緊山，佢嘅速度係快過 75 公里
23 嘍。

24 咁最好，如果話建議嗰個解決方法係用慢速器嘅話，你有咩嘢意見呀？

25 主席：（經傳譯員）你未講之前嘍，其實你講嗰個減速器--個減速器係咪定嘍呢個
26 70 公里呀？

27 程艾樂先生： It can be set at any speed--

28 主席：（經傳譯員）嘍香港係咪有咁嘅要求呀？

29 程艾樂先生：（經傳譯員）係，根據呢個道路交通條例，70 係最高嘍嘍。

30 主席：（經傳譯員）但係如果你落緊山嘅話，架車一定就會快過 70 公里嘍喇，因為
31 其實係根據而家嗰個系統，已經有注油嘍嘍。

1 程艾樂先生：（經傳譯員）其實呢個係有需要用呢個設備，喺香港，因為減速器其實
2 好似喺香港幾年前--廿年前嘅發明嘍，因為當時就發生咗一件嘅意外喇，就係
3 雙層巴士落山發生意外，咁喺香港島嘍，因為巴士唔可以係及時停低，所以就係
4 撞咗埋去嗰個嘅交通交界嗰度嘍。

5 如果講緊話時速 70 係一個動力嘅--即係講番，即係嗰個係地理圍欄等等，
6 同理道路限制，如果譬如話時速限制 50，可以將佢係定咗喺 50，如果喺 70 公
7 里喇，咁將佢限為 70，唔會有--嗰個情況就唔會話巴士喺 50 係行緊--50 公里
8 限速，但係時速係行緊 70。

9 黃女士：（經傳譯員）跟住運輸署下一步--下一個嘅建議就係利用地理圍欄去限制速
10 度嘍，使用呢一個嘅全球定位系統。

11 程艾樂先生： Yes, that's what -- yes.

12 黃女士：（經傳譯員）但係如果嗰個地方好多高樓大廈，其實用高--用呢一個嘅全球
13 定位系統係比較困難。

14 主席：（經傳譯員）係呀，嗰路係畀高樓大廈包住。

15 黃女士：（經傳譯員）其實你知唔知嘞，有冇一啲最近嘅技術係可以即係將呢個--解
16 決到呢個問題，或者減緩呢，至少？

17 程艾樂先生：（經傳譯員）可以從唔同嘅源頭去攞同一樣嘅數據喇。

18 全球定位系統係其中一種喇，但係其實如果講緊一啲嘅既定嘅路線嘅話喇，
19 咁其實你都知架車會係去邊度嘍喇，同埋轉緊邊度嘍喇，所以你可以係計到嘍。

20 主席：（經傳譯員）你話係計番嗰個車轆呀？

21 程艾樂先生：（經傳譯員）係呀，你可以知道嗰個車轆轉動喇，佢嗰個距離喇，其實
22 你可以計到架車去到邊度。

23 主席：（經傳譯員）咁即係話就咁一路係就咁計算？

24 程艾樂先生：（經傳譯員）係呀，因為遠程訊息系統已經有 3G，所以我亦都可以用
25 呢一個嘅 GSM 同埋呢一個手機嘅發送系統，所以全球定位系統其實只不過係其
26 中一個知道位置嘅來源嘍嘍。

27 但係如果你一知道佢究竟喺邊--架車喺邊，你就可以幾肯定，可以計到架車
28 究竟係發生緊咩嘢事。

29 黃女士：（經傳譯員）咁即係話你係可以透過遠程訊息系統去調校嘍，如果你有一個
30 數碼地圖，我哋知道運輸署係有數碼地圖嘅，咁佢哋會知道成個香港唔同地區有
31 啲乜嘢嘅車速限制。

32 你可唔可以將數碼地圖同遠程訊息系統，將佢就係結合，等系統可以自動調

1 校車速限制，而唔使人手去輸入，咁即係話架車會就於佢當時嘅位置，而有個限
2 速？

3 程艾樂先生：（經傳譯員）理論上可以做到㗎，但係你要將運輸署同埋巴士公司有一
4 個嘅溝通嘅基建，等佢哋可以知道當時嗰個嘅係車速可以自動輸入去系統。

5 但係其實仲可以做多啲，因為巴士營運唔係直接同交通嘅限制，車速限制係
6 有關㗎，有啲嘅路段喇，我可以話畀你聽，巴士司機係受到訓練，知道當時係要
7 減速，因為可能譬如話視線受阻，係交通黑點。咁所以，其實可以係唔需要喺影
8 響其他嘅交通情況底下，去限制車速㗎。

9 主席：（經傳譯員）咁你即係話，其實係可以知道架車喺邊度，當時嘅法定限速，同
10 埋就係如果係巴士公司係想喺某一個地點有一個特別嘅地方，有一個特別嘅係限
11 速可以做到，係咪呀？

12 程艾樂先生：（經傳譯員）譬如話可能係即係 90 度嘅彎位喇，咁你亦都可以將佢設
13 為呢個 20 嘅。

14 主席：（經傳譯員）咁如果喺呢啲嘅界限係有超越嘅話，你亦都可以做一個嘅特殊報
15 告？

16 程艾樂先生：（經傳譯員）係，到時係可以做到話巴士唔可以過呢一個界限㗎。第二
17 就係話，容許巴士司機係真係超過呢個嘅界限，不過會即刻會係發出一個特殊報
18 告。

19 主席：（經傳譯員）咁你知唔知有個咁嘅數碼地圖㗎，係適用於全香港㗎？

20 程艾樂先生：（經傳譯員）我知，我知道係公眾可以擺到嘅。

21 黃女士：（經傳譯員）即係喺我未問你之前，你已經知道有呢個數碼地圖嘞？

22 程艾樂先生：（經傳譯員）係呀，應該公眾都知㗎喇。

23 黃女士：（經傳譯員）唔該晒。跟住嗰個嘅設備就係防撞設施，即係 103 頁。程
24 生，我想請你睇巴士公司嘅意見呀，咁喺二十六段，你可以睇得到㗎，105 頁第
25 二十六段。最耐嗰段，話：

26 「總括嚟講，係專營巴士經營者不認為安裝防撞同埋係保持行車線嘅設
27 備，對於提升佢哋嘅服務安全係有任何嘅提升。」

28 我想問你，程生，你知唔知道，使用防撞設備喺全球上係咪常見嘅呢？

29 程艾樂先生：（經傳譯員）係，常見，「常見」其實都係即係比較嘅詞語嚟㗎喇，有
30 好多地方都有用嘅，但係我就唔會唔同--我就係--即係我會唔同意你所講嘅呢
31 啲嘢。

32 其實即係以我所知道，我哋睇緊嘅技術就係非常之固定㗎，靜止嘅，即係話

1 一個就套用晒所有地方㗎嘞。但係睇番香港，香港道路好狹窄喇，車亦都係好-
2 -行車距離亦都係好近，咁所以其實呢啲嘅設施可能會造成滋擾。但係技術係可
3 以容許你去調校，令到佢哋可以識得自己學識應該點樣做㗎，就係人工智能喇。

4 每一個路段，你可以講佢嘅參數應該係乜嘢，設定界限，亦都可以訂定嗰個
5 即係警示嘅水平㗎。咁譬如話公路行緊 70，咁喺彌敦道成日行下停下，行緊 30
6 都可以有唔同嘅參數，可以定唔同嘅參數。譬如定--咁你亦都可以話嘞，去到
7 如果架車行到 30，就唔需要有任何嘅--唔需要啟動嘞，因為行得 30 嘅話，出
8 事嘅機會係好低。

9 所以其實係睇番嗰個路段喇、路線喇、巴士嘅種類喇，同埋你係好多嘢可以
10 做，甚至連乘客數量都可以係加埋落去。

11 主席：（經傳譯員）咁譬話喺 2014 年，城巴佢哋有用過一個--有一個嘅係試用神
12 眼。

13 程艾樂先生： Yes.

14 主席：（經傳譯員）咁 2014 到而家，你知唔知道喺呢一方面有冇任何嘅發展呀？

15 程艾樂先生：（經傳譯員）其實嗰個數字已經改咗㗎嘞，喺呢個 2014 之後，即係世
16 界已經唔同咗喇嘛。

17 黃女士： And the last device that was mentioned--

18 主席：（經傳譯員）或者可以--有冇人畀你睇過呢個文件㗎，即係關於城巴嘅文件？

19 程艾樂先生：（經傳譯員）喺九巴工作嘅時間，我有睇過呢個文件，但係當時我同神
20 眼嘅人員係有傾談過㗎，咁同佢哋係開過會喇，當時係知道係可以係即係做一個
21 嘅測試嘅。

22 主席：（經傳譯員）咁我哋都信你所講喇，世界自從 2014 年已經唔同咗嘞。又或者
23 我哋可以睇一睇呢個報告。

24 黃女士：（經傳譯員）呢個係 CTB 第 3 號文件冊，係第 601 頁。

25 主席：（經傳譯員）其實個問題就係咁嘅，你睇到嗰個報告嘅關注係點樣，咁而家就
26 因為科技已經進步咗嘞，咁呢啲嘅關注其實係咪已經係--問題已經係解決咗
27 呢？

28 程艾樂先生：（經傳譯員）我就好快睇咗一睇，就關於呢個神眼嗰個準確性㗎，個問
29 題。咁嗰啲公會就係講個準確性就係百分之六十九，但係都可以去救人命㗎嘛，
30 我就話唔會應該係擱置呢個計劃，反而應該係改良佢就真。

31 黃女士：（經傳譯員）唔該晒。

32 主席：（經傳譯員）所以你嘅答案就係話，就正如其他嘅裝置一樣，你就可以--就會

1 係設計一啲唔同嘅界限值，令到呢個科技係可以得以善用嘅，係咪咁呢？

2 程艾樂先生：（經傳譯員）係，正確嘅。我哋睇兩方面喇，就係關於嗰個撞嗰個嚴重
3 嘅程度同埋嗰個頻密程度嘞。

4 個嚴重程度就係，如果你嗰個好高速嘅時候，就會係比較嚴重，但係如果喺
5 一啲城市嘅區域裏面，可能嗰個數目係會多嘅，但係嗰個嚴重性係冇咁大嘍。

6 所以每一間巴士公司都要睇呢一方面嘅，佢哋睇番呢一個嘅安全管理系統嘅
7 時候，佢哋就應該睇呢啲嘅數字，就係唔同裝置畀佢哋嘅收集到嘅數據喇，咁同
8 埋睇番當時嘅交通嘅情況呀等等。

9 其實如果有好多嘅交通燈嘅時候，就可能成日要停下、揩下，咁嘅情況，從
10 一啲嘅高速公路係你 70--行緊 70 公里係好唔同嘅。所以其實係講緊兩種唔同
11 嘅巴士嘍，如果我哋講緊嗰個營運嗰個角度嚟睇。

12 黃女士：（經傳譯員）正如你所講喇，嗰個--呢個報告發表之後，科技又再進一步
13 嘞。咁就你所知，呢個嘅科技已經係進步到，其實已經可以係度身訂造一啲嘅
14 個參數，令到其實如果喺即使係好繁忙嘅街道裏面，都唔會造成好大嘅滋擾嘍，
15 係咪咁呢？

16 程艾樂先生：（經傳譯員）正確嘍。如果你睇番佢哋做試驗計劃，特別係嗰啲自動駕
17 駛嗰方面喇，其實係一個--我哋曾經經歷咗一個嘅歷程嘍，就係關於自動駕
18 駛，係呢一個第一至到第五層級喇。

19 如果第一級喇，其實都唔係咁自動嘅，咁仍然有個人喺度，咁嗰個人仍然都
20 係揸緊架車。但係喺第四級嘅時候，個司機基本上係就係睇緊嗰個嘅機器點樣去
21 開車，咁其實--所以其實越高嘅級嘅時候，佢就有好多嘅輔助嘅駕駛幫佢嘍。

22 咁仲有好多呢啲嘅感應器呀，啲相機，咁亦都係畀好多嘅資訊你，致使到你
23 更加清楚周圍嘅環境。

24 黃女士：（經傳譯員）就下一個，就係關於監察司機嘅裝置。呢個似乎係一個幾新嘅
25 裝置嘍，特別係喺監察司機一啲不安全嘅駕駛。喺第 105 頁嘍，譬如話：

26 「佢恰眼瞓呀，或者係一啲唔好嘅姿勢等等咁樣。」

27 喺第 105 頁，兩個營運者就話畀我哋聽，佢哋會係喺 5 月，2015（原文照
28 錄）年開始就會係裝置呢啲系統，就係做實驗嘍，做試驗嘍。

29 我哋知道香港嘅司機，佢哋通常就開車開好長時間嘍。咁呢個裝置就係希望
30 能夠去搵出呢個疲勞、勞損嘅司機。

31 咁呢個咁嘅裝置喺世界各地，係咪都好常用嘅呢？同埋佢係有幾有效呢，喺
32 世界各地嚟講？

1 程艾樂先生：（經傳譯員）其實我就睇唔到呢度係有好廣泛嘅應用㗎，但係我知道其
2 實都有啲試驗計劃嘅。

3 我認為呢個科技仍然都係喺度演變緊，最終都係會出現嘅，但係而家暫時嚟
4 講，都未係好完善，咁可能有好多嘅誤差等等。

5 其實有可能會令到個情況更加糟糕，而唔係改善相關嘅情況，可能有時候喺
6 個唔適當嘅時間，就係警示個司機咁樣，咁就更加危險嘞，咁可能有啲咁嘅誤
7 差。

8 而家呢度就係有個攝錄機喇，睇緊個司機個面容，個表情喇。第二個嘅科技
9 就係--就會睇下佢咗嘅--譬如話睇下佢咗隻眼睛呀，佢咗嘅瞳孔等等。咁亦都
10 係可以好似隻錶咁樣帶上去手上㗎。

11 我覺得喺一、兩年間，我哋會見到其實兩種科技都會融合理一齊，但係我喺
12 呢一刻，我就話其實都未係好廣泛應用㗎。

13 黃女士：（經傳譯員）除咗呢個嘅裝置，你仲有冇其他嘅建議呀？

14 主席：（經傳譯員）喺繼續之前喇，我諗相信你都知道，有個纜車嘅--2016年，有
15 個電車嘅有個意外，就發現嗰個電車司機就係一早返工，所以佢就係恰眼瞓㗎，
16 咁喺倫敦㗎，呢啲咁樣嘅防恰眼瞓嘅裝置就有人提議應該係使用㗎。

17 程艾樂先生：Yes, I know.

18 主席：（經傳譯員）咁呢個係講緊科技都係應用--呢個科技應用，但係就唔係好廣泛
19 使用，係咪呢？

20 程艾樂先生：（經傳譯員）我知道就有呢一個--有擺呢一個裝置，但係我就唔係好知
21 道其實係咪成功。如果你係百分之四十至五十嘅誤差嘅時候，咁就會令到我哋都
22 好厭倦啲科技，咁我哋就傾向於就唔理佢嘞。我哋就話呢個科技喺度嘅，但係
23 我哋仲未係有信心佢係譬如百分之九十五、九十七係準確㗎。

24 主席：Thank you.

25 黃女士：（經傳譯員）關於呢一個嘅科技嘅裝置，喺呢一個嘅文件提到，咁你仲有冇
26 其他嘅意見呢，就你自己個經驗，可能係幫到去確保呢一個巴士司機開車嘅時候
27 係安全呢，特別係香港？

28 程艾樂先生：（經傳譯員）咁其實有--其實世界各地都有好多好好嘅成功嘅例子，譬
29 如話人工智能方面喇，呢個都係進步緊，就有一啲嘅數據分析呀，然後我哋就等
30 啲嘅機械可以自己去自學，同埋有其他嘅人工智能嘅科技呀等等。

31 如果係大埔呢件事件嚟講，其實如果佢未傾側嘅時候，而係我哋知道啲數
32 據，咁我哋就會有幫手--可以幫助係防止呢個意外，咁個督導亦都係可以知道
33 有關嘅數據嘅時候，就可以即時去介入嘞。

1 其實我哋好多人為嘅因素，其實都係可以去剔除嘅。其實好多時候，個督導
2 喺嗰刻，電光火石之間，佢哋就可以做一個嘅決定㗎。好多時候都會有啲人嘅行
3 為會因為佢哋當時情緒所影響，咁人工智能會係一個方法喇，咁就有一個好--
4 有一啲好理性嘅一個嘅意見畀到你哋嘅，亦都係好準確㗎。

5 呢個係一個新嘅地帶，我哋可以去探討，咁而好多公司其實都係睇緊，譬如
6 話工程呀，同呢一個--同顧客之間嗰種嘅聯繫等等，咁其實呢啲都係人工智能
7 可以做到㗎。

8 主席：（經傳譯員）就我哋希望就係話，個督導就係話其實睇到嗰啲嘅異常情況嘅報
9 告，然後或者係劇烈嘅剎車、加速、減速等等，然後佢睇到呢啲嘅資料嘅時候，
10 數據嘅時候，佢就可以喺實時嘅時候即時去介入嘞，係咪咁嘅意思呢？

11 程艾樂先生：（經傳譯員）咁我就會更加--去得更加遠一點。而家嘅督導如果佢實時
12 車務管理系統嘅時候，佢擺咗啲嘅--睇到一啲嘅數據喇，咁但係人工智能喇--
13 人嘅腦其實只係可以處理一定嘅數據嘅啫，我哋係可以學習，但係呢個嘅人工智
14 能永遠都唔會忘記一啲嘢嘅，所以佢可以做嘅就係話，佢睇下嗰個車嘅情況、道
15 路嘅情況、天氣情況，同埋個道--附近嘅交通情況等等，佢係將所有呢啲嘅參
16 數擺落同一個框架嗰度，然後就係有一啲度身訂造嘅一個方案，提供畀當時嘅情
17 況。

18 我唔係淨係講緊超速，就係個車尾開始超速嘅時候，就已經係可以做到個風
19 險嘅評審，咁亦都係可以有個即時嘅介入嘅框架。

20 黃女士：（經傳譯員）係咪意思係話由個系統接咗嚟做，還是係話畀個督導聽呢？

21 程艾樂先生：（經傳譯員）咁可能就係--就話你就可以就勸喻嗰個司機就話「因為今
22 日落雨呀。」或者「有好多嘅單車呀，小心啲呀。」等等，佢可以做呢啲嘅勸喻
23 㗎。

24 黃女士：（經傳譯員）係，明白。就係喺之前係話畀你聽，你應該點樣去開車？

25 程艾樂先生： Correct.

26 黃女士：（經傳譯員）你下一個嘅投訴就係話缺乏透明度，同埋規管者同埋專營權持
27 有人有啲親密嘅關係嘅，呢個就係第 41 頁，就係 FE-1 嘅文件冊嘞，就缺乏透
28 明度同埋規管者同埋專營權持有人嘅親密關係。咁你可唔可以講講，關於「欠缺
29 透明度」係咩嘢意思？

30 程艾樂先生：（經傳譯員）就係好多嘅數據都唔係公開資料㗎，譬如話我自己有個
31 個人嘅例子喇，其實我就係喺我屋企門口就等架巴士，然後就我個程式話畀我
32 聽，就話兩分鐘架巴士就會嚟到，但係我就從來就有見到個巴士㗎，雖然喺我個
33 應用程式嗰度，佢就已經嚟咗，同埋走咗嘞，但係我就唔知道佢點樣去核實呢啲
34 資料。

1 我當然可以係投訴喇，但係--呢個係即係佢哋通常佢哋就--我寫畀佢哋，咁
2 佢哋有啲好標準嘅答案畀我，佢話「我哋會檢討呀。」等等，但係冇改變到啲。
3 所以就呢個就係欠缺透明度嘞。我就係冇足夠嘅資料㗎，我作為一個嘅顧客。

4 黃女士：（經傳譯員）相比新加坡，我可唔可以問呢個，就係話所有呢啲科技嘅裝
5 置，咁呢啲會擺上個巴士上面喇，咁新加坡政府會唔會資助--直接或者間接資
6 助呢啲嘅改善嘅措施，去加裝一啲新嘅科技嘅裝置㗎去巴士上面呢？

7 程艾樂先生：（經傳譯員）喺新加坡現有嘅做法就係，政府買晒所有巴士，所以資產
8 屬於政府，咁係畀經營者去經營㗎。

9 經營者係有一個非常之嚴謹嘅係主要表現指標去規管佢哋㗎，所以其實即係
10 佢哋唔可以超越咗呢一啲嘅指標，呢個係一個即係方法去鼓勵佢哋咁樣做嘅。

11 黃女士：（經傳譯員）咁即係話，如果係保留住巴士嘅資產呀，控制技術或者標準嘅
12 話，其實係咪呢啲原因，所以新加坡政府買咗巴士呢？

13 程艾樂先生：（經傳譯員）佢哋買政府其實同技術或者咩嘢係無關㗎，只不過佢哋想
14 製造另外一個嘅模式，比較--佢哋嘅目標當時就係從一個社會嘅角度，而唔係
15 一個商業嘅角度去經營巴士。

16 我唔知你想唔想講呢一部分，但係有關於技術嚟講，政府就係定咗基本嘅技
17 術，即係話呢啲係要求嚟嘅，係專營嘅要求一部分，同時亦都有一啲嘅誘因，令
18 到巴士經營者可以去做得更好，等佢哋去創新同埋投資，譬如話車上一啲嘅設
19 施，直接將交通資訊係畀佢哋嘅控制中心，呢啲都係要求，喺合約上面寫咗㗎。

20 主席：（經傳譯員）喺專營合約上面呀？

21 程艾樂先生：（經傳譯員）係。

22 主席：（經傳譯員）香港係咪咁呀？

23 程艾樂先生：（經傳譯員）香港其實嗰個嘅定義非常之寬鬆㗎，因為個規管係好寬鬆
24 喇，即係話呢啲參數係非常之廣闊㗎，所以係有好多唔同程度嘅變異㗎，即係一
25 個好高程度嘅即係人為嘅操作。

26 黃女士：（經傳譯員）咁喺 41 頁裏面喇，你就曾經講過話喇，係一啲唔同嘅系統，
27 有好大嘅差異呀。喺呢個脫班嘅情況又係，即係所以好大嘅即係關於脫班有好嚴
28 重嘅情況㗎。咁係呢個同--會唔會影響到香港嘅安全環境呀？

29 程艾樂先生：（經傳譯員）冇關係㗎。

30 黃女士：（經傳譯員）咁而家我想睇番，就係呢一個 18 年 6 月 18 號嗰份嘅意見
31 書，44 頁。

32 你就提及過嘞，第一個黑點就話香港缺乏一個中央嘅交通控制中心...

1 程艾樂先生： Correct.

2 黃女士：（經傳譯員）...呢個中心就可以監管到所有嘅公共交通經營者嘅實時運
3 作嘍。你係咪認為政府其實應該要有一個中央交通控制中心？咁但係點樣可以
4 監察到所有公共交通嘅實時狀況呀？因為睇番喇，香港嘅巴士量係好多嘍，所以
5 你嘅建議係點做呀？

6 程艾樂先生：（經傳譯員）其實之前你同我講話關於新加坡同埋首爾我有講過，其實
7 有兩個層面嘅，一就係一個中央嘅控制系統喇，另外一個就係巴士管理系統。

8 主席：（經傳譯員）可以昇程生睇。

9 程艾樂先生：（經傳譯員）呢個就係我所講嘅嘞，喺經營者方面，就有個巴士管理系
10 統喇，就係睇番呢個巴士嘅資產，但係另外一個層面，就係中央嘅交通控制中
11 心，就睇番就係呢一個嘅整個交通系統喇，交通喇，交通燈喇，道路基建喇，呢
12 啲就係公開嘅資料嚟嘅。

13 黃女士：（經傳譯員）咁我想請你睇嘞，SEC-2 號文件，825 頁，825 頁，第 2.8
14 段嘞，裏面就提及過一個新嘅巴士管理系統，呢度其實就係一個嘅中央控--交
15 通控制中心，你建議嘅就係除--即係有兩個層面喇，第一就係巴士管理系統，
16 由邊個負責呀？

17 程艾樂先生： By the bus operator.

18 黃女士：（經傳譯員） 巴士公司。

19 程艾樂先生：（經傳譯員）如果你睇番 2.10 段，同一份嘅文件，一個中央嘅係交通
20 控制中心。

21 黃女士：（經傳譯員）即係需要連接喺巴士管理系統同埋一個係巴士資訊--車務資訊
22 系統，等嗰個中央控制中心可以監察到，係唔係？

23 程艾樂先生：（經傳譯員）咁但係從一個城市嘅角度嚟睇，睇晒成個交通運輸嘅資產
24 嘍，無論係有固定資產又好，一啲移動嘅資產都好。

25 黃女士：（經傳譯員）新加坡係咪有呢個咁樣嘅系統呢？

26 程艾樂先生：（經傳譯員）有一個類似嘅系統，但我就唔係好肯定嗰個嘅範圍係有幾
27 大，佢嘅有大量功能喺系統入面嘍，我最近知道，即係我係研究人工智能方面嘅
28 時候知道，其實佢係甚至用一啲無人機去收集實時交通資訊，然後就可以做一
29 個反應系統，去調較交通燈，所以係一個整體嚟睇，係等佢可以達到平衡，所以
30 佢適用範圍係好大。如果睇番，即係譬如話係百萬分之一機會會發生嘅情況，其
31 實呢一類型嘅系統可以救到好多人命。

32 黃女士：（經傳譯員）呢一段就話呢一個系統似乎就唔係巴士公司畀實時資訊，而係
33 呢個中央交通控制中心發放呢啲嘅資料，又即係話由政府係發布畀公眾，操作方

1 法係咁，係嘛？

2 程艾樂先生：（經傳譯員）其實係攜手進行，即係佢哋唔係一啲話秘密機構，其實佢
3 哋之間都有一個嘅關係。如果你想知道譬如話嗰架巴士有幾多人，就係巴士管理
4 系統。如果係一啲高層次啲嘅，譬如話一啲交通資料、交匯處嘅資料、事件，就
5 係巴士公司以外嘅資料，就會來自中央控制中心，佢就會將呢啲資料交番畀巴士
6 公司，等佢哋去確認㗎，所以係雙向，等嗰個嘅係溝通會好啲，唔該。

7 黃女士：Yes, understand。（經傳譯員）45 頁，喺第一點，呢一頁嘅第一個黑
8 點，你就提及到目前香港嘅監管制度呀。你就話，就係有限呢一個嘅利潤，但係
9 就即係有限到佢個嘅虧損，你意思係指咩嘢呀？

10 程艾樂先生：（經傳譯員）其實關於巴士方面，喺制訂呢一個嘅規管架構嘅時候，當
11 時係話有呢一個嘅保證利潤，當時可能係 90 年代嘅時候，但係就有改變嘅。喺
12 呢一個 2012 年嘅時候，因為鐵路擴展，所以九巴當時就開始蝕錢。一路蝕錢，
13 一係就唔再做，一係就會加車費，但係呢個唔係一個正確嘅方向。因為政府係控
14 制到呢一個控制監管，亦都係控制車資嘅。如果唔係嘅話，喺世界各地嘅巴士嘅
15 經營者--譬如話，如果香港嘅巴士公司係一個嘅商業機構，佢賺到錢，佢要做
16 咩嘢呢？佢就唔再經營專營。所以就係如果巴士經營係冇錢賺嘅話，其實你係就
17 唔可以話邀請世界各地嘅經營者嚟你嘅城市嗰度經營。

18 其實所以如果你講嘅就係現有嘅經營者，其實係有佢呢個嘅好處，因為佢哋
19 已經投資咗一大量嘅成本。但係新加入嘅經營者，其實就唔係咁公平，因為佢
20 哋乜嘢都要由頭嚟過。如果有一個可持續經營嘅商業模式嘅話，其實你就可以
21 吸引到世界各城嘅企業嚟經營，因為佢哋睇係睇得好長遠。

22 黃女士：（經傳譯員）尾個一點，45 頁，你又提及過，而家嘅報告系統同埋監察系
23 統就係好古舊，而當時就係設計嘅時候係有任何嘅技術去監察巴士同埋司機，你
24 可唔可以解釋一下？

25 程艾樂先生：（經傳譯員）我想講就係話，而家世界各地，巴士嘅規管者其實都係會
26 睇番即係用唔同嘅系統去管理。但係其實香港就要睇番話巴士幾時離開總站，同
27 埋之後就有理到佢哋嘅表現，所以就發生好多問題。

28 作為顧客，如果我企喺度等緊巴士，其實即係你可能走咗架巴士，你可能就
29 要等二十分鐘、二十五分鐘都未有下一架嚟嘅。我想講嘅就係話，佢哋其他地
30 方係使用技術去令到巴士之間有間距。譬如話如果你去到倫敦，譬如話你即係
31 嗰架可能去到某一個地方停一停，等佢可以同之前個巴士嘅距離遠啲，所以對
32 於乘客嚟講，嗰個服務就比較平均。就唔會話譬如話即係一架巴士嚟咗，一分
33 鐘之後又嚟一架，跟住廿分鐘之後先嚟另外一架。其實呢個方法，就係而家規
34 管者係做㗎，所以有啲係主要係表現指標。譬如話喺新加坡嚟講，喺巴士路線
35 上面係一路睇住佢，而唔係話淨係睇佢幾時離開個站，跟住就唔理。

36 黃女士：（經傳譯員）你就呢度提過呢一個過長嘅等候時間，同埋就要監察番即係使

1 用到呢一個實時訊息，同埋遠程訊息，係佢呢個站與站之間都可以睇到，同埋即
2 係前端、後端都會可以控制到、監察到。其實呢個係咪即係話可以減少到呢個過
3 長嘅等候時間？

4 程艾樂先生：（經傳譯員）遠程訊息其實已經喺度，實時運作其實即係呢一個硬件上
5 面嘅一個軟件嚟嘅啫，所以其實唔係好難做。我會將呢兩個結合，因為大部分嘅
6 人都係講，就話其實投資嚟遠程訊息嘅，都有投資落去實時操作系統。因為係當
7 啲遠程訊息系統，譬如 Openmatics 嚟講，佢哋係會畀埋呢一個實時管理系統
8 你嘅。所以其實你係可以將佢結合理一齊變成一樣嘢，就係九巴就決定自己去
9 做。其實我哋有咁樣嘅技術，不過就有監察，亦都係有監管，但係個監管係唔關
10 於呢啲數據事。

11 黃女士：（經傳譯員）最後我想同你講就係呢個嘅五年發展計劃，請你就睇呢個嘅
12 39 頁底部，係呢一個嘅五年遠期計劃，前僱員 1 號文件夾。你就話係負責統
13 籌、準備同埋呈交呢個嘅五年遠期計劃，包括埋路線發展計劃去畀運輸署長。其
14 實你其中一個嘅角色，就係要睇番呢一啲同安全有關嘅計劃，同其他嘅車務或者
15 營運計劃係咪一致。你有冇參與 2018 至 2023 年嘅五年遠期計劃嘅制作？

16 程艾樂先生：（經傳譯員）最近提交嗰個？

17 黃女士：Previously.

18 程艾樂先生：（經傳譯員）我喺 2013、14、15 年呢幾年，我都係有提交嗰個計
19 劃。2016 年就係有 2017、18 年規劃嘅，但係都係有個框架嘅啫。

20 黃女士：（經傳譯員）唔該晒。我睇睇嗰個嘅遠期計劃，其實你有冇睇過，或者你有
21 冇參與過畀意見？

22 去到運輸署嘅 1 號文件冊 180 頁。點解我會問呢個問題呢？首先就係九巴
23 個經營權，就係 2016 年去討論嘅。嗰個經營權，就係 2017 年 3 月批出。當然
24 你係制作呢個遠期計劃嘅時候，我哋都係要睇下個意外率，同埋之前嗰兩年嘅
25 意外率係點樣樣。我哋睇一睇呢個嘅規劃，呢個係九巴嘅遠期計劃。

26 主席：（經傳譯員）係邊個日子，幾時去寫嘅呢？

27 黃女士：（經傳譯員）喺 2017 年 6 月嘅時候，1035 頁有寫到，係呢一個運輸署第
28 4 號文件冊嗰度寫明。

29 首先我想問一問，你有冇提供呢個意見，就住呢個報告？

30 程艾樂先生：（經傳譯員）No，冇。

31 黃女士：（經傳譯員）如果係咁，我就唔需要去問。

32 主席：（經傳譯員）但係其實呢啲嘅課題，其實每一年都會係擺落去個報告度。

1 程艾樂先生：（經傳譯員）2016年嗰個報告，我就都有畀意見，我就喺2016年9
2 月離開九巴。

3 主席：（經傳譯員）或者我哋可以就住某個課題去傾一傾。

4 黃女士：（經傳譯員）我哋去睇番187頁，我就特別有興趣有關於呢個車長嘅培訓
5 同埋監察計劃。我或者咁樣提我嘅提問，如果你睇睇呢個嘅呢一段，呢度有提到
6 就係九巴係好致力係提供安全、可靠同埋舒適嘅服務，呢度係講緊就話嘅好嘅駕
7 駛嘅態度，同埋防衛性嘅駕駛。亦都有啲駕車師傅，亦都會去監察呢啲學院，亦
8 都有需要嘅時候，有啲嘅罰則咁樣。我哋都會特別睇一睇喺某一個嘅路線，睇下
9 佢會唔會嗰個司機特別多突然之間煞車。如果係有需要嘅時候，亦都係會將有關
10 嘅建議提番畀個車長，希望能夠減低事故嘅情況。呢個係有實時嘅駕駛提示器，
11 就係特別對於一啲車長佢個駕駛態度唔係咁好，就有幫助。你就話，亦都會有一
12 啲主動去提示咁樣。

13 但係而家係有一啲實時嘅駕駛提示器，或者係--嘅時候，可唔可以係有一
14 啲實時嘅數據可以提番畀荔枝角嘅車廠？

15 程艾樂先生：（經傳譯員）唔可以實時嘅，但係可能係之後幾日。但係佢哋會好主動
16 去提示嗰啲司機，但係就用緊一啲已經落後嘅數據。

17 主席：（經傳譯員）即係話，其實係有啲實時嘅數據收集咗，只不過係之後先至睇
18 番？

19 程艾樂先生：（經傳譯員）冇錯，係，嗰啲數據可以實時去收集，有啲人就可以分
20 析。然後之後有人講，就話「喂，呢位司機，你上個星期揸得唔係咁好」，我係會
21 主動提出呢一啲嘅提示，但係就係根據係一啲已經過去嘅數據。我提議就係應該
22 係有實時嘅數據收集，同埋實時嘅反映先至係最好。

23 黃女士：（經傳譯員）喺8.3.2段，第一點嗰度，就係話嗰啲電子嘅行車記錄儀，
24 就係我哋使用會係去監察車長嘅表現，特別係超速。第二點就係駕駛提示器，就
25 係喺所有嘅巴士上面有裝置，就幫助車長可以喺佢哋個學習課堂之中嘅技能可以
26 使用。呢啲嘅好處，就係可以減低意外嘅風險，減低嗰個壓力，同埋係增加車長
27 對於控制車輛嘅信心嘅。呢個純粹都係睇番之前收集嘅數據，係咪呀？

28 程艾樂先生：（經傳譯員）呢個環保安全駕駛，其實唔等如真係環保嘅駕駛...

29 主席：（經傳譯員）其實呢個嘅意思，即係話唔好話突然之間煞車，唔好突然之間加
30 速或者減速。

31 程艾樂先生：其實就係話慳油嗰方面嘅啫，所謂個環保。

32 黃女士：（經傳譯員）第二個部分，我係有興趣...

33 主席：（經傳譯員）當你喺九巴工作嘅時候，有冇喺個參數裏面，包括譬如超速嘅，
34 有啲自動係會發一啲報告出嚟？

1 程艾樂先生：（經傳譯員）就有一啲嘅報告自動發出嚟，但係有啲人就會去分析呢啲
2 嘅數據，睇番嗰個司機嘅表現，呢個係一啲數據嘅分析嘅，有人係做。

3 主席：（經傳譯員）但係嗰啲裝置，其實就話如果你擺啲數據落去嘅時候，其實係會
4 有一啲自動嘅報告可以發出，但係有咁樣做唔。點解有咁做？

5 程艾樂先生：（經傳譯員）其實有其他人更加適合去回答呢個問題，其實我自己都有
6 個疑問，點解我哋擱置咗嗰個計劃？其實對於香港嘅巴士營運嚟講，係會帶嚟莫
7 大嘅利益，唔該。

8 主席：Thank you.

9 黃女士：（經傳譯員）我哋去睇另外一個文件--仲有一個問題，第 8.3.7 段呢度有
10 一個嘅安全嘅措施，其實係有一個輔導服務，就係去幫一啲嘅司機同埋佢哋嘅家
11 庭成員，如果佢哋日常生活有啲咩嘢問題。我想問，呢個喺譬如新加坡嚟講，有
12 冇一個嘅制度或者系統，就係搵出、去識別一啲司機，其實佢哋有心理嘅問題，
13 佢哋唔適合揸車？有冇一個咁樣嘅制度或者系統？

14 程艾樂先生：（經傳譯員）呢個司機個心理質素，其實對我哋嚟講，或者係呢個世界
15 各個嚟講，都係最主要嘅挑戰嚟。有啲人而家都係用緊呢一個人工智能去解決呢
16 個問題，譬如去睇下你嗰個生物嘅指數，或者你嗰個表情係點樣，就係瞳孔擴大
17 嘅情況等等。呢啲都會話咗畀我哋聽，究竟嗰個司機個心理狀態係點。而家呢個
18 科技都係發展中，喺新加坡有呢一個嘅類似嘅系統，其實係喺呢個方向，睇下呢
19 個司機對於一啲實時發生嘅情況有乜嘢嘅反應，然後就去預測呢一個嘅司機會唔
20 會冇意外，然後就去介入，同埋就係去幫呢個司機。呢個呢，一係其實你就太過
21 自在，又或者你係太過大壓力，譬如話你啱啱同你嘅配偶拗咗交，然後你就返
22 工。其實喺而家市場上面，其實都未有一個系統係可以完全偵察到你當其時個心
23 理狀態。

24 黃女士：（經傳譯員）另外有一個嘅 Miscellaneous 1，就係呢個道路安全議會嘅
25 一個信件，就係日子係 2018 年 5 月 31 號。

26 程艾樂先生：（經傳譯員）可唔可以話畀我聽係邊一頁？

27 黃女士：（經傳譯員）呢個係呢封信件嘅第一頁，第 127-5 頁，係呢個
28 Miscellaneous 嘅第 1 號文件冊。

29 程艾樂先生：（經傳譯員）係，我睇到。

30 黃女士：（經傳譯員）我講你睇睇第 127-6 嘅其中一段，佢哋講呢個就係關於一個
31 遠程訊息系統，就係睇下嗰個介面係點樣樣。佢就話佢會監察以下嘅，R、I、B
32 同埋 A，呢個就係空轉、急劇嘅煞車，同埋加速，同埋超速等等咁樣。呢度其實
33 又有一啲唔同嘅參數，就係喺一個正常嘅參數嘅價值。而佢如果唔係呢啲參數嘅
34 數據以內，就會係自動就會喺個電腦嗰度展示出嚟，然後呢一個督導就會知，然
35 後就會採取呢一個跟進嘅行動，可能係勸喻，或者輔導，或者甚至係再培訓，呢

1 個似乎係警方係做緊。呢個會唔會同新加坡嗰個遠程訊息系統差唔多？

2 程艾樂先生：（經傳譯員）佢哋係有關於--有好多唔同嘅供應商，每一個供應商提出
3 嘅產品都有少少唔同，但係佢哋希望所做嘅嘢都係一樣嘅啫，希望知道呢一個嘅
4 車輛嘅情況、表現，同埋就係希望提供實時嘅資訊，讓你可以監察呢個嘅車輛嘅
5 表現，同埋佢個地點係點樣。

6 主席：（經傳譯員）LKW Parts and Services Limited 係咪一間香港公司？你
7 識唔識呢間公司？

8 程艾樂先生：（經傳譯員）冇，從來冇同過佢哋有過任何嘅來往。

9 黃女士：（經傳譯員）另外一個題目，就關於黑盒。去到呢一個運輸署文件冊嘅第 1
10 號，第 393 頁。呢一封信係寫出咗委員會提出嘅事項一啲嘅回應嚟，呢個係
11 2018 年 7 月 13 號，請你就係睇番呢個第 394 頁。

12 問題就係問，即係邀請運輸署去搵出一啲時候，就係關於通訊方面，就係話
13 同巴士司機更佳嘅管理，而唔係巴士經營。喺呢一啲嘅信件來往裏面，運輸署
14 有冇畀任何嘅指示畀巴士公司去講話使用一啲嘅新嘅應用程式？如果呢一啲嘅通
15 訊係書面嘅話，請你將呢啲書面就係交出嚟。如果係口頭講嘅話，亦都要講清
16 楚，就係邊個講、個個性質，同埋幾時？

17 主席：（經傳譯員）或者可以先請佢講呢一個運輸署文件，即係點解會問呢啲問題，
18 你畀咗嗰個背景資料佢先，可能佢就會更加易去理解個內容。

19 黃女士：（經傳譯員）應該係附件 2，就係運輸署文件夾 5，1688 頁。程生，呢份
20 文件就係運輸署嘅文件。呢度講就係話，喺經營巴士營運上面，使用新嘅技術。
21 呢個就係運輸署嘅文件，就於最近提升專營巴士營運安全方面，呢個就係同專營
22 巴士公司係一齊合作做嘅，關於使用新嘅技術方面。

23 1689 頁就提及到黑盒，即係一啲嘅電子行車記錄儀。喺你第 5 段可以見到
24 話，由 2004 年 7 月 1 號開始，電子行車記錄儀，通稱「黑盒」，喺所有嘅新
25 專營巴士已經係符合運輸署喺 2003 年 10 月所施加嘅要求，應呢個要求係安裝
26 咗，所以而家所有專營巴士都有黑盒。如果睇番第 7 段，就話雖然係有任何正
27 式同埋書面嘅提升嘅要求，即係關於黑盒嘅規格方面，即係自從 2003 年。但係
28 運輸署就係不時同巴士製造商，同埋專營巴士經營者，就係一路去傾關於一啲
29 新嘅技術去提升巴士上面現有嘅設備。第 8 段就話專營巴士經營商，其實就係
30 喺呢一個早於 2006 年嘅時候，就係已經開始擴大黑盒裏面儲存嘅資訊，所以除
31 咗話一啲基本上嘅功能之外，仲會睇下個巴士司機個表現，同埋記錄低就係有
32 關於佢煞車、開門、鐘聲等等，去幫助佢哋管理嘅。第 9 段話喺呢幾年間，運
33 輸署同巴士經營商有溝通，要求佢哋去研究，同埋去睇下使用新嘅技術嗰個嘅
34 可行性，同埋就係關於黑盒儲存嘅資料去更佳管理佢哋嘅巴士運作，同埋巴士
35 司機。譬如話使用全球定位系統，連同埋一啲嘅數據轉移。運輸署就要求巴士
36 公司就係提供一個嘅巴士實時到站資訊，呢個就透過一個流動嘅平台去提供，

1 係可以更佳服務公眾人士，呢個就係 2015 年佢哋同巴士公司傾新嘅專營權--
2 續經營權嘅時候，佢哋所講。

3 主席：（經傳譯員）呢個就係個背景，喺 2003 年 11 月嘅時候就講過話，巴士係要
4 月 1 號開始，全部都要有黑盒，所以講就係話之後同埋之後嘅十五年，有冇提升
5 黑盒嘅功能，同埋呢一啲嘅訊息功能。你就喺呢段時間，就係喺九巴度工作，負
6 責呢方面嘅。

7 程艾樂先生：（經傳譯員）我可唔可以講講？喺 2003 年發生嘅事，其實就唔係你所
8 講今日發生嘅事，冇關個啲。

9 主席：（經傳譯員）不過我哋就想睇番，2003 年係最後一次知道有書面紀錄，所以
10 我哋就想知道，而喺 03 年之後，究竟做過啲乜嘢？

11 程艾樂先生：（經傳譯員）其實最大喺 2003 年之後嘅改變，就係話行車記錄儀就係
12 一個巴士發出嘅一啲資料，關於巴士嘅表現，其實就喺呢個 2000 年嘅時候已經
13 有，主要都係使用一啲電子化嘅晶片去控制巴士系統。2003 年嘅時候有嘅紀
14 錄，就係話將呢啲資料變成實時，一係話係有一個咁樣嘅溝通系統。

15 主席：（經傳譯員）我哋想知道嘅，就係運輸署做過啲乜嘢，要求係使用呢一個嘅設
16 備。其實個答案就係畀你睇嘅，喺呢一個嘅 TD-1 號文件，即係運輸署嘅 1 號文
17 件 394 頁。

18 黃女士：（經傳譯員）或者我咁樣講，程生。運輸署只係發出咗一份嘅指引，就係
19 03 年，冇修訂過，之後，03 年至到今時今日都有修訂過嘅，得一份嘅啫。其實
20 佢哋話，其實就不斷有同專營商去傾係加多啲功能，加多啲嘅技術，即係就於黑
21 盒方面。我哋要問嘅，就係係咪真係喺咁多年間有做到呢，定係你哋自己主動，
22 即係話巴士公司自己主動去將黑盒升級？

23 程艾樂先生：（經傳譯員）我淨係可以講關於九巴當時做過啲乜嘢。好多呢啲都係自
24 己主動做，主要係因為商業嘅原因做嘅。因為睇番九巴喺 2012 年嘅損益表，你
25 可以見到佢哋係虧損大約呢一個嘅 1 億 2 千萬嘅。乘客數量喺過去十至十五
26 年，不斷下跌，即係自從西鐵開始之後，即係 2002、2003 年至到 2012 年，乘
27 客量不斷下跌，所以喺 2012 年嘅時候，當時嘅目標就係要將佢轉虧為盈。其實
28 正常公司股東都要要求做呢樣嘢，所以我哋當時就睇下有啲乜嘢嘅參數技術，有
29 冇任何嘅可行方法，可以改善巴士運作嘅表現、系統嘅表現，可以降低成本，同
30 埋提升服務。所以喺 2012 至到 2015 年嘅數據，其實可以喺有關嘅公司文件可
31 以睇到，應該略略就係有呢一個 2200 萬公里嘅行車旅程，就係即係嗰兩年。當
32 時乘客數量亦都有加咗大約係百分之三嘅。

33 當時呢個嘅遠程訊息，其實就係我哋整體上面做嘅措施其中一項，即係唔係
34 淨係睇呢啲巴士嘅設備，睇番係好多唔同嘅嘢，路線、規劃、巴士司機編更等
35 等，所以係整個嘅營運同埋效率一齊睇。即係 2013、14、15 年嘅時候，我哋
36 就慢慢轉虧為盈。

1 黃女士：（經傳譯員）我想問你關於運輸署嘅一個特定嘅答案，就係呢個 394 頁。
2 請你睇番最後一行，提及到運輸署亦都有提過同一樣嘅嘢，即係話黑盒儲存資訊
3 係要提升，以監察車長個個駕駛表現。喺 2016 年 6 月 27 號嘅例行會議係同九
4 巴傾過，你記唔記得有個咁樣會議？

5 程艾樂先生：（經傳譯員）我唔記得咁詳細，即係日期等等。我可以講嘅就係話，到
6 呢一日，九巴整個車隊都已經有呢啲設施。

7 主席：（經傳譯員）其實個問題就係問，運輸署就係促請九巴使用遠程資訊系統定期
8 監察車長個個行為，你用到黑盒嘅資訊。

9 程艾樂先生：（經傳譯員）可能有，但係其實九巴都有意咁做。我諗唔返當時講過啲
10 乜嘢。

11 主席：（經傳譯員）係，我明白。不過為咗幫你記，或者可以畀你睇番個文件，呢個
12 可能係同續專營權有關。因為呢個都係當個月發生嘅事嚟㗎，係咪呀，黃律師，
13 係咪呀？

14 黃女士：（經傳譯員）呢方面其實真係有一份文件。

15 程艾樂先生：（經傳譯員）當時係有好多一系列嘅措施傾過，我都幾有信心咁講，我
16 哋第一次即係要求一個實時嘅記錄儀器，同埋擬定到車時間，其實係呢一個嘅
17 2016 年嘅時候係加入去專營文件。

18 主席：（經傳譯員）我哋其實就係想搵番一啲要求，啲要求就係話，巴士公司係需要
19 使用黑盒裏面嘅資料去監察司機嘅行為嘅，但係我哋就搵唔到。

20 黃女士：（經傳譯員）我想請你睇番關於續專營權嘅文件，即係關於呢方面嘅。首先
21 想請你睇下 SEC-2 號文件，735 頁。呢份係立法會文件嚟，日期係 16 年嘅 1
22 月 15 號。呢個係有關於專營權嘅背景資料簡介，係九巴嘅。如果睇番第 11
23 段，提升巴士服務水平。議員提及關於專營巴士服務水平，就促請政府利用呢次
24 機會要求佢哋提升服務水平，包括就係使用一啲實時嘅資料、巴士嘅服務資料畀
25 乘客，同埋有呢個嘅優先座位，同埋係一啲嘅無障礙設施，改善脫班情況，同埋
26 改善巴士嘅繁忙時間嘅班次。另外一段就係講關於實時嘅資訊提供畀乘客，呢個
27 係第 12 同埋第 13 段。呢度就係冇講到關於係黑盒嘅改善，或者冇提過黑盒。

28 主席：（經傳譯員）或者用黑盒嘅資料去監察司機，呢個係個重點㗎。

29 黃女士：（經傳譯員）中間我就唔再多講，去到 2016 年 6 月，SEC 第 2 號文件嘅第
30 799 頁。呢個係 2016 年 6 月，呢度就係講到有一個公眾諮詢，同埋收集到啲咩
31 嘢意見。其中一個佢哋提到嘅問題，就喺 803 頁有見到，就係關於第 4 段係巴
32 士安全，A。就係更加緊密、密切去監察車長嘅駕駛行為，然後再睇番 802，其
33 實喺個公眾諮詢最主要嘅其中一個意見，就喺第 4 段就講到，就係話關於巴士
34 安全，就話更加密切去監察車長嘅駕駛行為。

1 喺 2017 年 3 月嘅時候，我哋去續專營權嘅時候，運輸署就叫九巴係承諾某
2 一啲嘅東西。我哋就去到運輸署第 5 號嘅文件冊--應該係九巴第 9 號文件夾，
3 九巴第 9 號文件夾，第 3997 頁。呢個唯一有提到嘅，關於呢個新嘅經營權，就
4 喺第 3 段嗰度，關於改善安全功能。呢個就係講到關於電子數據處理裝置，但
5 係冇提到就係點樣用一啲黑盒嘅資料去監察司機嘅行為，呢度係講得好唔仔
6 細。似乎運輸署就話佢哋一直都同你哋有溝通，就係話希望黑盒嘅資料可以愛
7 嚟監察司機嘅行為，其實呢啲就完全冇喺我頭先所講出嘅文件出現。其實你同
8 唔同意？

9 程艾樂先生：（經傳譯員）係呀，喺開頭我講就係話，喺香港嘅經營權嘅文件，其實
10 都係寫得好寬鬆，係寫得好闊。你就可能喺呢一個經營權底下，你可以做好多
11 嘢。因此雖然係咁講，我同運輸署嘅交往之中，我感覺佢哋嘅意圖係好，但係有
12 時候，佢哋唔夠有足夠嘅知識，亦都有啲個動力。所以同佢哋啲個意圖，其實就
13 唔同嘅。我有同佢哋開過會，運輸署，佢哋問好多問題，佢哋希望改善，但係可
14 能唔係好具體，佢哋嘅意見，亦都唔係話好指令地呢個嘅公司界線應該做啲乜、
15 做啲乜。

16 主席：（經傳譯員）應該有啲嘢記錄，所以好寬鬆，係咪呀？

17 程艾樂先生：（經傳譯員）係。其實我都可以講下關於呢個專營權嘅文件裏面嘅其他
18 部分，其實好多都寫得太寬鬆。

19 主席：（經傳譯員）唔好意思，等等。但係你可以總的嚟講，其實佢唔係話真係好有
20 指令式，或者規範性係好強，係咪？

21 程艾樂先生：（經傳譯員）係。

22 主席：（經傳譯員）唔該。

23 黃女士：（經傳譯員）如果我哋覺得巴士嘅安全係非常之重要，其實就好正常就係
24 話，就會係一個嘅清單喺呢方面，喺啲個專營權嘅文件。你會唔會同意我呢個講
25 法？

26 程艾樂先生：（經傳譯員）我就會講番，就如果呢個巴士安全，其實當然係十分重
27 要，係首要嘅考慮。無論係個規管者嘅角度，或者係公司嚟講。我哋講緊係公眾
28 嘅安全、乘客嘅安全，同埋呢一個員工嘅安全，就我哋一定唔可以係有任何嘅妥
29 協。

30 主席：（經傳譯員）其實我哋喺過去好多年，我哋都有好多嚴重嘅巴士意外，呢個係
31 真係好不幸，係咪？

32 程艾樂先生：（經傳譯員）係非常之不幸，我哋喺香港有一個好好嘅公共交通系統，
33 所以我哋係對於呢啲問題，我哋應該及時去處理。

34 黃女士：（經傳譯員）唔該晒。我跟住就會有一個好具體嘅問題，關於啲個年報，我

1 就係想做一啲比較，係兩年嘅比較。點解某一年某啲嘢就係漏咗，喺 2016 年出
2 現，但係 2017 年就唔見咗？你如果睇番九巴第 5 號嘅文件冊 1719 頁。

3 程艾樂先生：（經傳譯員）你可唔可以講係邊一頁？

4 黃女士：（經傳譯員）就係九巴第 5 號文件冊，1719 頁。

5 主席：（經傳譯員）呢個係邊一年嘅年報？

6 黃女士：（經傳譯員）呢個係 2016 年嘅年報。

7 主席：（經傳譯員）就喺 2017 年嘅 3 月去印製好嘅，係咪？

8 黃女士：（經傳譯員）呢個係去到 2016 年年尾。

9 主席：（經傳譯員）要喺呢個主席來函嗰度講應該係 2017 年 3 月印好。

10 黃女士：（經傳譯員）如果我哋睇下呢個年報，1719 頁，喺右面，呢度就有講到有
11 兩個嘅功能，一個係巴士車上嘅監察系統，第二個就係車務溝通管理系統，上面
12 嗰個就係講緊車長記錄佢哋嘅駕駛表現，就係由車廠同埋部門去進行記錄，就希
13 望能夠可以提高駕駛嘅水準，同埋安全水平，同埋乘客嘅舒服速度。下面嗰個就
14 係話令到一啲嘅事故，有一啲實時嘅資訊，特別係喺一啲嘅道路車擠塞嘅情況、
15 天氣唔好嘅情況，然後我哋有相當嘅控制中心，就係可以收集資料，就係能夠改
16 善有關嘅措施。關於呢個，亦都有一個八達通嘅個人卡，就係呢一個巴士司機如
17 果佢哋係當值嘅時候，佢哋就會可以用呢個八達通。呢個就係一個總站管理系
18 統。

19 如果我哋睇番 2017 年嘅年報，係 1926 頁。我哋睇番 1926 同埋 1925
20 頁，我哋就搵唔到一啲類似嘅資訊，喺呢個 2017 年嘅年報就有。你可唔可以就
21 講一講 2016 年嘅時候個年報，即係關於個巴士車上嘅管理系統，係咪嗰陣時候
22 個公司諗住會推出呢個系統，就係實時去警示一啲司機，還是係另外一啲嘅系
23 統？

24 程艾樂先生：（經傳譯員）呢個都唔係一啲實時系統嚟，呢個係我哋純粹係想搜集資
25 料，然後係希望反饋畀啲司機。

26 黃女士：（經傳譯員）但係喺 2017 年嘅年報嘅時候，我哋就睇唔到有一啲類似嘅提
27 述㗎。雖然佢嗰度就有--喺 1940 頁，其實都係有啲類似嘅...

28 程艾樂先生：（經傳譯員）呢度有講到話車上嘅管理系統，但係就有咁多細節喺度寫
29 咗出嚟。

30 主席：（經傳譯員）其實當其時你已經離開咗九巴，係咪？兩個年報。

31 程艾樂先生：（經傳譯員）冇錯，我係離開咗之後，呢兩個報告先至出嚟。2016 年
32 個年報，係龍運同埋九巴嘅，就嗰個細節係比較少啲，2017 年嗰個年報。我睇

1 啲年報，我就會睇下，去做下啲分析，同埋佢咁個表現。2017年，我就發現有
2 好多嘅資訊都有出現，其實喺之前啲年度就反而有出嚟，有寫出嚟，呢個係我
3 嘅觀察。

4 黃女士：（經傳譯員）主席，我已經係完成我嘅提問。

5 歐陽先生：（經傳譯員）多謝主席。我就係一個好快--有一個好嘅問題。多謝程先生
6 你就嚟到我咁呢度。我哋今日下晝用咗好多時間關於呢個科技，就可以幫助我哋
7 可以改善、提升巴士安全嘅。我想聽一聽關於你對於資源問題嘅睇法。我哋講緊
8 好多科技，但係從一個資源嘅角度，無論係錢嘅方面，或者係人力資源方面，你
9 係點睇呢？你有冇點樣去評估其實呢啲嘅科技係幾咁貴？我哋香港有冇一啲足夠
10 嘅人才係可以推動呢啲嘅科技，你剛才提到嘅科技？唔該晒。

11 程艾樂先生：（經傳譯員）呢個係一個好有趣嘅問題，其實我都成日去傾呢啲嘢。首
12 先我就去咗呢個九巴嘅長期服務獎嘅晚宴，大概有二百人就係已經服務咗三十年。
13 其實我呢一生人都未見過咁嘅場面，有好大量嘅人，其實佢哋係讓佢哋一生
14 貢獻咗畀呢間公司。我相信其實喺公司裏面係有啲嘢令到佢哋咁忠心，所以對我
15 嚟講，呢個即係文化上，對我嚟講係非常之有意義。而家啲人點解唔想加入九
16 巴，其實呢個就係一個好重要嘅問題，係咪因為佢哋嘅形象已經受損？係咪佢哋
17 提供家庭友善嘅政策係已經冇咗？呢啲我哋需要去睇，呢個就係人方面嘅問題，
18 其實係可以處理到，即係如果係九巴。因為我熟悉九巴，但係我所講話「九
19 巴」，其實都適用於其他巴士公司嘅。

20 其實係有一啲嘅方法，有一啲嘅機制可以令到駕駛呢方面，係可以令得佢更
21 加吸引。我有好多朋友，佢哋都係投身去呢個巴士界，佢哋真係好真心，係有
22 熱誠。其實如果你去睇番，有好多都係一啲嘅巴士迷嚟嘅。其實可以點樣即係
23 將佢哋包含埋一齊，令佢哋有份參與。

24 另外一方面，技術方面，其實仍然係用一啲好舊嘅問題，我哋只不過將條鎖
25 匙交界巴士司機，跟住巴士司機全日都係揸個架巴士工作。所以其實呢方面有
26 做到更多--係有好多可以做，而但係冇做到。其實巴士司機係需要休息，但係
27 車就唔使休息。如果可以做得更好，譬如話有三層嘅資源，人力資源、巴士資
28 源，同埋基建資源，如果可以三個層面都可以善用嘅話，就會做得更好。但係
29 而家就係做唔到，可以就利用一啲科技做得到。其實我覺得可以用更少做得更
30 多。如果成日話乜嘢都係要減成本，乜都減，其實可以就係即係巴士司機同埋
31 車少百分之二都可以做到同一樣嘅服務水平出嚟，呢個就可以解決到人力資源
32 嘅問題。

33 歐陽先生：Thank you.

34 羅先生：（經傳譯員）我有一個問題，唔該晒，你為我哋分享咗咁多關於技術嘅資
35 料。我諗就話點解香港咁落後呢，喺採納提升安全嘅技術方面，係咪一個嘅意識
36 嘅問題？可唔可以改善得到？譬如話公司，係咪因為公司有誘因去投資，佢哋睇
37 唔到有任何嘅價值，或者係根本冇法例要求佢哋咁樣做？呢個係一啲好主要嘅障

1 礙嚟，其實喺呢方面，我哋可以做啲咩嘢更多嘅事，令到整個界別係會更加願意
2 使用多啲嘅技術去提升安全？因為你都係幫九巴同埋港鐵工作過。

3 程艾樂先生：（經傳譯員）其實係好多唔同嘅原因，我覺得最大嘅就係嗰個環境。其
4 實如果你係容許你失敗嘅話，你就好願意去創新。但係香港嘅情況，就係唔係好
5 鼓勵你去嘗試失敗咁樣，呢個係一個環境嘅問題，一個文化嘅問題。其實主要嘅
6 原因，喺過去嘅十年嘅，其實都有啲嘢證實係用到，但係技術採納方面就用得好
7 慢。但係其實科技發展一日千里，但係你一路等緊用嘅技術就係已經過咗時，所
8 以你永遠都係等緊一啲新嘢。其實採用呢啲嘅技術，其實係有成本，但係公司就
9 覺得「嘩，如果不斷有新嘢，點解我唔等新嘢啫？」

10 喺中國內地，其實佢哋就真係去勇於嘗試去試一啲新嘢，容許公司失敗，譬
11 如話係用呢一個電動車，你睇番係電池方面，充電方面有好多唔同嘅方法，你
12 試過先至有啲咩嘢得，咩嘢唔得。而家中國大陸就成為呢一個電動車嘅經營同
13 埋製造商嘅主要經營者。香港係需要咁樣嘅環境，即係我睇番香港嗰個嘅技術
14 嘅知識方面，其實香港係非常之行得好前，但係採納技術方面，即係覺得退步
15 得可憐。其實譬如話數據方面，我見到就算喺第三世界國家發生緊嘅，香港都
16 未採納。可以做到啲咩嘢呢？要製造一個環境，即係會提供誘因，等佢哋創
17 新，使用新嘅技術。譬如一啲合作模式，香港好多嘅初創企業都喺台灣，喺世
18 界各地，喺中國內地不停咁樣去嘗試，所以你要容許人去嘗試，去大家合作。

19 我其實都係擔當過好多唔同嘅角色，觀察者、決定者，同埋係聆聽者。其實
20 香港係需要有一啲企業家精神，即係香港唔係缺乏企業家，只不過就係缺乏一
21 個好嘅環境。譬如可能有一啲嘅孵化、實驗室等等，即係喺裏面工作嘅人可能
22 係九巴嘅人、港鐵嘅人，可以係創造好多嘢出嚟係畀世界各地使用。

23 主席：（經傳譯員）不久之前，你就提過話巴士司機需要休息。你就喺九巴做咗四
24 年。

25 程艾樂先生：（經傳譯員）係。

26 主席：（經傳譯員）你可唔可以講到令我哋更加容易理解，九巴提供畀巴士司機休息
27 嘅設施，我哋講緊嘅就係特別更嘅司機做緊係十四個鐘嘅啲啲，只不過係中間可
28 以休息三個鐘，你可唔可以講一講即係九巴休息嘅設施係夠唔夠？

29 程艾樂先生：（經傳譯員）即係呢啲係實際嘅硬件，其實好容易，可以做一啲嘅調
30 查，話佢哋覺得舒唔舒適，有冇地方需要改善，休息足唔足夠。但係你休息，其
31 實仲有另外一個方面。

32 我見到有一方面香港係嚴重不足，每個人都唔同，佢哋疲勞程度，佢哋嘅心
33 理反應不盡相同。好，十四個鐘係咪太長，要減到十個鐘？其實我哋需要先做
34 一個統計，睇下一啲主要嘅參數、主要嘅指標。係到邊一個程度，巴士司機疲
35 勞係一個問題。如果譬如話你只不過就係睇番個意外分析等等，你睇番即係每
36 一個司機，佢嗰個過去係點樣，你要有一個參數，譬如話三個鐘好唔好，呢個

1 司機三個鐘就最好，短程就最好，夜晚做唔啱佢咁。你可以將嗰個職責就係度
2 身訂造，令佢更加適合，更加願意做。如果今個月你要去早更，下個月你要做
3 夜晚更，跟住嗰個要做下晝更，你咁不穩定嘅話，其實就好難--你個理由就係
4 話要公平，但係其實係唔適合。如果做足夠嘅分析，其實可以做到呢個環境出
5 嚟。如果你當係一個企業，其實我哋都會睇下佢嘅表現，譬如佢話即係呢個分
6 析能力好好，所以佢就要做分析員；呢個人佢就係手工藝好好，佢又可以適合
7 做呢樣嘢，所以呢樣同揸車都係一樣。

8 主席：（經傳譯員）你所講就係話需要有數據，譬如話一個巴士司機，其實就係同佢
9 個表現就要記錄低，可以係一個實時記錄，同埋一個自動報告。

10 程艾樂先生：（經傳譯員）呢個其中一個，譬如我哋可以睇番佢嘅教育程度，佢嘅醫
11 療情況，係好多地方可以攞到唔同嘅資料，所以睇番就係話其實我哋收集嘅資
12 料，其實只係一方面，譬如話佢嘅駕駛表現，但係其實可能呢個就係同佢哋其他
13 啲個人參數有關。如果你將所有資料收集晒，其實就可以砌到成個人出嚟。新加
14 坡嘅模式係一個即係支援學習，就係咁。每一位嘅司機接受嘅訓練都唔同，因為
15 佢哋睇下個司機係點樣，然後就係訂造一個適合佢哋嘅訓練課程。

16 主席：（經傳譯員）唔好意思，我要再問番。你係喺九巴做嘅時候，你可唔可以講下
17 佢哋嘅休息設施係夠唔夠？因為對於呢一方面嘅分析，你提過，但係就有做過。
18 所以譬如話對於車長嘅休息設計，尤其係做一啲特別嘅分開更嘅。

19 程艾樂先生：（經傳譯員）我覺得係非常之差。

20 主席：（經傳譯員）喺 2013 年嘅時候？

21 程艾樂先生：（經傳譯員）係 2013 年嘅時候，啲設施係低於標準，即係完全唔適合
22 一個現代化嘅車隊。但係佢哋之後就係有合作去改善，即係好多唔同嘅方面，即
23 係盡力改善。我記得係向運輸署提供過好多嘅建議，譬如話係多啲嘅休息室，但
24 係香港係一個好特別情況，因為土地非常之珍貴，好多嘅公共交通交匯處，雖然
25 巴士公司可以用，但係其實屬於私人發展商，譬如話領展等等，佢哋係唔願意提
26 供地方，即係可以整一個休息設施畀司機，但係我相信九巴回答會更佳。但係有
27 時可能佢哋就係話，即係司機用商場嘅洗手間都會畀人投訴，但係呢個係一個人
28 嘅基本需要嚟嘅。

29 主席：（經傳譯員）你就話，2013 年嘅時候，呢啲設施係非常之令人失望。當你走
30 嘅時候，2016 年嘅時候，12 月，情況係點？

31 程艾樂先生：（經傳譯員）其實如果用番呢一個基準，之後係有大幅改善。但係呢啲
32 改善都唔係太過令人滿意，不過真係有一個大幅嘅改善，管理層真係有心去改善
33 呢樣嘢。

34 主席：（經傳譯員）最差嘅設施係咩嘢？即係喺呢一個 2016 年 12 月嘅時候。

35 程艾樂先生：（經傳譯員）都有幾個，即係 2016 年嘅時候，有時就可能巴士車長其

1 實要喺巴士上面休息同埋食嘢，因為根本冇地方畀佢喺外面坐。應該大坑道有個
2 公共屋邨--唔係，九龍城附近，係一個私人嘅住宅嚟，佢哋係唔願意畀空間去
3 做一個設施。

4 主席：（經傳譯員）係咪樂華邨？

5 程艾樂先生：（經傳譯員）係。仲有好多其他嘅例子，成個香港都係。

6 主席：（經傳譯員）呢個係九巴自己起咗，跟住就要求佢哋整番走，移除。遇到呢啲
7 問題係因為唔能夠要求有權嘅人士提供呢啲嘅設施咁樣講，啱唔啱？

8 程艾樂先生：（經傳譯員）係，可能就係嗰個發展權或者地契，佢有好多唔同嘅原因
9 嘅。

10 主席：（經傳譯員）乜嘢原因都好，呢啲設施係冇提供。

11 程艾樂先生：（經傳譯員）冇錯，好多嘅例子就係唔足夠嘅設施。

12 主席：（經傳譯員）好，多謝你協助我哋，程先生。我哋亦都好多謝嗰啲人，佢哋係
13 有做膽本嗰啲，同埋嗰啲做傳譯。我哋今日個聽證會到呢一刻為止，多謝大家出
14 席。我哋會安排另外唔同節數嘅聽證會，我哋就住呢啲嘅聽證會，我哋會有公
15 告。

16 程艾樂先生：（經傳譯員）多謝主席，多謝委員會，多謝律師，我覺得你有一個好挑
17 戰性嘅工作，我希望到最後畀你哋會有一啲好嘅有建設性嘅建議，亦都會為我哋
18 嘅巴士行業帶嚟益處。

19

20 2018年7月17日

21 下午5時46分聆訊押後

22

1 Monday, 30 July 2018

2 (10.00 am)

3 REPRESENTATIVES FROM MOTOR TRANSPORT WORKERS GENERAL UNION.

4 MR CHAN KWONG NUNG, MR LAI SIU CHUNG, MR LAM TIN FU,

5 MR CHEUNG TSZ KEI, MR LAU SIN TAT, MR LAM PO KEUNG

6 (Evidence given in Cantonese; transcription of the
7 simultaneous interpretation)

8 CHAIRMAN: Good morning.

9 We thank the Motor Transport Workers General Union
10 for sending their representatives to assist us with
11 their evidence today.

12 We thank you, Mr Cheung, as the principal
13 vice-chairman, and the other representatives.

14 The method by which we would take your evidence is
15 to have questions posed of you by Ms Wong, Senior
16 Counsel, who is one of the counsel assisting this
17 Committee.

18 If at any stage you, Mr Cheung, wish one of your
19 fellow representatives to deal with the question, please
20 defer to him, and we will hear from whoever it is that
21 you wish us to hear from.

22 I'll ask Ms Wong to start asking questions now.

23 EXAMINATION BY MS WONG

24 MS MAGGIE WONG: Yes. Good morning, gentlemen.

25 I would like to introduce a few remarks first, about
26

1 your organisation.

2 Was Motor Transport Workers General Union
3 established in 1920?

4 MR CHEUNG TSZ KEI: Yes.

5 MS MAGGIE WONG: And we can see at TU bundle 1C at
6 page 289-15 showing the membership of your trade union,
7 and -- it is not translated, but I'll read out the
8 actual numbers.

9 Your organisation currently has membership of 29,670
10 people, in which 11,868 people are members coming from
11 franchised bus trade union, and 10,436 people are
12 members of bus captains of franchised bus operators.

13 Is that correct?

14 MR CHEUNG TSZ KEI: That's right.

15 MS MAGGIE WONG: And your organisation has five sub-unions.

16 It contains Kowloon Motor Bus, Citybus, New World Bus,
17 Long Win Bus and New Lantao Bus.

18 MR CHEUNG TSZ KEI: Right.

19 MS MAGGIE WONG: Before I start questions, may I take you to
20 the terms of reference for this Committee. It is in TU
21 bundle 1C at page 263 in Chinese; and the English can be
22 found at TD-1 bundle at page 3.

23 In essence, this committee's task is to look at the
24 evidence from the point of view of safety in the light
25 of the fatal accident on 10 February; and it is tasked

26

1 to examine the operation and management of bus
2 franchises under the current legislative franchise and
3 other contractual requirements; and to examine the
4 present regulatory and monitoring system for franchised
5 buses; and lastly, to make recommendation to the Chief
6 Executive on safety-related measures with a view to
7 sustaining a safe and reliable franchised bus service in
8 Hong Kong.

9 So this committee's task is to look at the safety
10 aspects of bus operation, franchised bus operations.

11 The why I raise this is, I understand that your
12 submission raised a lot of issues concerning work, but
13 this Committee is only tasked to look at safety-related
14 measures in relation to the operation of franchised bus
15 operation.

16 So I hope you understand that the questions will be
17 focused along that area.

18 Your organisation previously made a number of
19 submissions to the Committee. The first submission is
20 dated 23 April 2018. The Chinese is at TU-1C page 277
21 to 289. English at 289-1 to 289-12.

22 This submission, the first submission, is made in
23 response to the committee's letter to your organisation,
24 to your union, dated 28 March 2018; is that correct?

25 MR CHEUNG TSZ KEI: Right.

26

1 MS MAGGIE WONG: And your submission raised a number of
2 issues. May I first take you to the broad areas first.

3 CHAIRMAN: Before you move on, Ms Wong, might I say this,
4 Mr Cheung, if it helps you.

5 There are available to you hard copies of your
6 submissions in the files. They are being brought up on
7 the screen, but if ever you want to have a look at the
8 hard copy, so perhaps you can look at other parts of the
9 document, then just ask to be provided with the hard
10 copy.

11 Do you understand?

12 MR CHEUNG TSZ KEI: I understand.

13 CHAIRMAN: Yes, Ms Wong, what is the reference?

14 MS MAGGIE WONG: The reference first is 289-14-7, and I'm
15 making reference to the first 10 paragraphs which made
16 reference to abuse of bus captains.

17 Your submission raised a few experiences, or actual
18 experiences of many members showing that there were
19 uncivilised passengers that ignore the laws and assault
20 the bus captains by physical violence or abusive
21 behaviour. That's the first topic that your submission
22 raised.

23 And then in your second point that you made, it is
24 about improvements to operational safety of franchised
25 buses, and that's at paragraph 11 at page 289-14-9 in
26

1 English. The Chinese is at page 285.

2 And the improvements you made are in essence three
3 essential improvements.

4 First, you asked that the traffic lights be improved
5 by having count down timers or flashing device. Second,
6 you asked that there be more yellow squares in bus stops
7 to allow the buses to park into the bus zone. And
8 third, the entry and exit of bus stops.

9 The third topic you raised in your submission is the
10 working condition, and that is at paragraph 15 in the
11 bundle TU-1C bundle at page 289-14-10, paragraph 15.

12 In Chinese, it's page 287; in English page 289-10.

13 And you raised three particular matters, if I may
14 broadly summarise. That's the resting time facilities
15 and training.

16 So those are the three topics that I'm going to
17 explore with you in this session.

18 The second submission you made to the Committee is
19 in response to letters from the Committee to you dated 8
20 and 13 June 2018. And your submission is dated
21 10 July 2018. The Chinese is at page 289-16 to
22 page 289-23. That's the second submission.

23 And the English is also in 1C bundle, page 289-23-1
24 to page 289-23-10.

25 In this submission you expressed in the second
26

1 paragraph that you have gathered the responsible persons
2 of the five branches of franchised buses to convene
3 a taskforce and extensively collected the views of the
4 managers, office, and members, and workers. You will
5 see that at page 289-16 in Chinese, and page 289-23-1 in
6 English. And in this submission you also extensively
7 made submission on the assault or abuse of bus captain
8 by passengers. You cited a number of incidents in the
9 second submission.

10 You also made the third submission, but before I go
11 to the third submission I would deal with the assault,
12 abuse of bus captain by passengers first. That is the
13 first topic which has been extensively covered in both
14 your first and second submissions.

15 Mr Cheung, I believe in both of your submissions you
16 mentioned that this complaint about assault has been
17 raised by trade union and bus companies for a number of
18 years.

19 You quoted a number of incidents in 2016 and 2017
20 and 2018. If I may go through this with you. Because
21 you have identified nine assault incidents between
22 3 January 2016 to 29 April 2018. That's Chinese at
23 page 289-16 to page 289-17. And English at 289-23-2.

24 This assault incidents took place at different
25 places in Tuen Mun town centre, Tai Wai Mei Lam Estate
26

1 bus terminus, Eastern Hospital, South Horizons, Airport
2 Ground Transportation Centre bus terminus, Castle Peak
3 Road cafeteria bus terminus, Yat Tung Estate, Mong Kok
4 railway station and Lantau toll plaza.

5 And you identify in each case that all the bus
6 drivers that you mentioned have suffered injuries and
7 have to take sick leave. Can you confirm those nine
8 incidents were reported to your union and seek your help
9 in liaising with the police or the relevant bus
10 companies?

11 MR LAM TIN FU: Chairman, we quoted these nine cases, and in
12 our submission we made it clear that these nine members
13 sought help from our staff and then they sought
14 financial assistance from the Occupational Safety And
15 Health Association of the General Trade Union, but we
16 have made it clear in our submission that some members
17 were assaulted and they were widely reported in the
18 media, and they did not seek help from our union.

19 We couldn't confirm whether they were our members
20 and didn't know where they happened. So none of our
21 staff provided assistance to them. So for the nine
22 cases we have here, because they were seriously injured,
23 and they had to take prolonged sick leave, they had
24 financial difficulties. These were members who we got
25 information from the occupational safety and health of
26

1 the union, and in our latest submissions, we
2 supplemented cases reported by the media.

3 We wanted to talk about a case at number 9 bus of
4 Shek O. A captain was assaulted by a passenger for
5 about three to five minutes, it was widely reported in
6 the media but he did not come to us for help so we could
7 not tell his actual situation. That's what I have to
8 add.

9 MR LAI SIU CHUNG: May I add too.

10 Yes, we do have some statistics, but this is just
11 the tip of the iceberg, these nine cases. However,
12 assault against captains have become more serious, on
13 average there are nine cases a day, and we do have some
14 information, the number of cases are increasing. So we
15 have just suggested to bus companies that protective
16 devices be provided. There should be a membrane, or
17 a panel to help us.

18 So this has always been happening. It is not
19 confined to these nine cases, things have got more and
20 more serious, and the passengers are very uncivilised.
21 They use mobile phones to provoke and assault captains.
22 There is a 230A regulation to protect captains but they
23 have never been enforced.

24 CHAIRMAN: Ms Wong, before you go on, it might assist you if
25 we were to inform you that we have received on Friday,
26

1 I think it was, some information from Kowloon Motor Bus
2 about statistics of complaints that they have received
3 from their bus captains, from the period 2015 through to
4 2018, and I think I'm right in remembering that there
5 are about 40 complaints that have been made so far this
6 year.

7 Are you aware of that information? It is on our
8 website.

9 MR LAI SIU CHUNG: Chairman, if I may tell you that in the
10 past two years, things have been more serious so there
11 should be more than 40 complaints. And it is only very
12 recently that a legal division has been set up in the
13 company to support bus captains.

14 For cases that came to us for help, we provided
15 assistance, but 40 complaints is not an accurate figure.
16 We should at least have eight or ten per month. So two
17 years, there should at least be 200 cases.

18 CHAIRMAN: I think you might have misunderstood me.

19 40 cases in the six months so far this year, seven
20 months this year -- from one bus company.

21 MR LAI SIU CHUNG: I don't dispute that. But I don't think
22 the figure is reliable.

23 CHAIRMAN: Well, no doubt you can provide us with reliable
24 figures, but before you do that, the nine cases you
25 described here cover the period from beginning of 2016
26

1 until April 2018; is that correct?

2 MR LAI SIU CHUNG: Yes.

3 CHAIRMAN: Can you help us as to the bus companies where
4 these nine victims worked?

5 MR LAM TIN FU: We have to check our information, but most
6 of them were working for KMB.

7 For most of the cases known, they were from KMB.

8 But for the specifics, we have to check the records.

9 And some bus captains did not tell us the company
10 they worked for. Because in our form, we only required
11 them to tell us the trade union he is from; we don't
12 require them to tell us which bus company he is working
13 for.

14 CHAIRMAN: Thank you. Thank you, Ms Wong.

15 MS MAGGIE WONG: Yes. The chairman earlier referred to
16 a list compiled by the KMB showing assaults on bus
17 captains from January 2015 to 22 July 2018. Can I show
18 you the list. It is at KMB1 bundle, at page 212.

19 MR CHEUNG TSZ KEI: I'm sorry, Ms Wong.

20 Chairman, can I have a copy? Can I have a Chinese
21 copy of this?

22 CHAIRMAN: Yes, that can be provided now.

23 MS MAGGIE WONG: Yes.

24 CHAIRMAN: It may be that it was only provided in English.

25 MR LAI SIU CHUNG: Because we cannot see anything in front
26

1 of us.

2 CHAIRMAN: Of course we will provide it to you.

3 MR LAI SIU CHUNG: (In English) Thank you.

4 CHAIRMAN: It may be easier if you look at the hard copy.

5 Take your time to digest the format. That's
6 probably what you need. Are we able to show the whole
7 page? Yes.

8 Would you be kind enough to go forward to 2018?

9 MS MAGGIE WONG: Yes. That would be at page 216.

10 It should be KMB-1 bundle, page 216.

11 CHAIRMAN: Gentlemen, are you ready now for questions to be
12 asked?

13 MR CHEUNG TSZ KEI: Yes.

14 MS MAGGIE WONG: If you look at the KMB-1 bundle at
15 page 216, item 148 onwards to 188 are the cases that
16 were compiled by the KMB from January 2018 to
17 22 July 2018. That's just for KMB only.

18 MR LAI SIU CHUNG: Well, that was reported to you by KMB,
19 but information was received from us that some minor
20 pushing were not reported to KMB. These figures might
21 be true, but we understand that some cases were not
22 reported to the bus company, and that's why we say that
23 these statistics are not very accurate. Some staff did
24 not report to the company, but they told the trade
25 unions.

26

1 CHAIRMAN: No doubt you can provide us with the complaints
2 that you have received, that were not provided to the
3 bus company.

4 MR LAI SIU CHUNG: Chairman, for example, just last week we
5 had a station master who was newly employed. He was
6 punched once by a Pakistani, and he fell to the floor.
7 He reported the case to me and I reported it to the
8 company. And then a report was compiled.

9 Now, because this is such a big company, if I have
10 to tell each and every time, then you will find it
11 troublesome, Chairman.

12 CHAIRMAN: We are trying to act on evidence, and unless we
13 are provided with evidence, mere assertions, sweeping
14 assertions don't assist us.

15 If you can give us complaints that you have received
16 that were not reported to the bus company, please do.

17 MR LAI SIU CHUNG: Okay, thank you.

18 MS MAGGIE WONG: If you look at the list we can see, on my
19 count, there were about 41 incidents. But we can see
20 that very few cases result in any prosecution or
21 meaningful result. And only two cases -- we can see at
22 items 162 and 164 -- result in the defendant pleading
23 guilty and fined for a sum. Out of 41, most of them are
24 settled, or with verbal warning, or not pursued by the
25 police.

26

1 If I may take this list and cross-reference to some
2 of the cases that were mentioned in your nine assault
3 incidents, I can find five of them.

4 The first case in your submission is case 2. At
5 page 289-16. It relates to an incident of a Mr Ho on
6 3 January 2016 the at Tai Wai Mei Lam Estate. And we
7 can see that would be case number 62 in the list
8 compiled by KMB at page 214, case number 62.

9 MR LAI SIU CHUNG: Yes.

10 MS MAGGIE WONG: Thank you.

11 Before I move on, there is in fact another incident
12 which is not recorded in this table, but there was
13 a notice of an incident on 16 May 2016 about an assault.
14 And that's at page 289-114, and the English is at
15 289-23-2.

16 We can see there was another incident on 16 May 2016
17 that was not reported, or cannot be found in the table,
18 but which was issued or a notification issued by your
19 organisation or union, and if I may go back to the list,
20 this is just quoted as one of the examples that would
21 not be in KMB list, nor in your list that we can find.

22 MR LAI SIU CHUNG: It is the same one as the one with the
23 victim's surname Ho.

24 MS MAGGIE WONG: Oh. Same as. Thank you.

25 And the second case is case 5 on your list, at
26

1 page 289-17, and that's case 5 on your list, in relation
2 to a Mr Yiu, who was attacked on 8 August 2016. And we
3 can see this incident was also found in the KMB list at
4 page 214 as case number 82.

5 We can see BC, bus captain, Mr Yiu, the date on
6 8 August, Long Win Bus, the location at the airport
7 terminus, and the injury he suffered.

8 And the third incident in your submission is case 8
9 at page 289-17, concerning a Mr Lee injured on
10 9 January 2017, at Mong Kok station, where he was
11 injured on the eye and the forehead. This case can also
12 be found in KMB's list at page 215 as case number 113.

13 Do you confirm that?

14 MR LAI SIU CHUNG: Yes.

15 MS MAGGIE WONG: And another example that was found on the
16 list but not in your list, but in the KMB list, is the
17 number 122 incident on 4 June 2017 in Tsuen Wan bus
18 terminus, in which the case was settled. And that's in
19 the KMB list at page 215.

20 Another case on your submission is case number 9 at
21 page 289-17, in relation to a Mr Yeung, injured on
22 29 April 2018 at the Tsing Ma toll. And this incident
23 was reported, or compiled in the KMB list as case number
24 170, at page 217.

25 Can you confirm that? 170.

26

1 MR CHEUNG TSZ KEI: Yes. Yes. The injured bus captain
2 sought assistance from me. At that time he asked
3 questions. He asked why the security officers at Tsing
4 Ma toll plaza let the culprit go, because the culprit
5 forced the door open, alight the bus, walked to take
6 another transportation to leave. The control officers
7 at the toll plaza did not do anything.

8 MS MAGGIE WONG: Now we can see these incidents, these 41
9 incidents in the list were reported to the police, and
10 on the most right column we can see some of the remarks
11 stating that the police either requested them to settle,
12 or not pursued by the police, and that was a point made
13 in your submission at page 289-17, English at 289-23-3,
14 at the bottom.

15 MR LAI SIU CHUNG: I would like to say something, Chairman.
16 There are many incidents. It is impossible that
17 they were all settled voluntarily. You can see that
18 there were only a handful of cases where the law was
19 enforced. There are so many cases, it is ridiculous
20 that so many of them are settled. We have received
21 a lot of complaints that the police did not enforce the
22 law. Bus captains will not provoke passengers. There
23 so many cases. Out of the 40 cases only a handful of
24 cases resulted in prosecution. That obviously is
25 a problem. You can see that from the table. There are
26

1 a number of injuries sustained in a lot of these cases,
2 and a lot of them resulted in the case being settled,
3 only a handful of cases resulted in prosecution. Bus
4 captains have been assaulted, and they are asked to
5 settle. That is to show that there is a failure on law
6 enforcement.

7 MS MAGGIE WONG: Thank you, Mr Lai.

8 You raised that this matter has been raised a number
9 of times. And one of the examples we can see is in one
10 of the minutes of meeting you had with the Transport
11 Department. That's dated 22 March 2017. We can see it
12 in Chinese at page 289-61, paragraph 2 at the bottom; in
13 English, at page 289-182.

14 In paragraph 2 you mentioned the attacks on bus
15 drivers, and the verbal abuse and how it affected the
16 driving, the work of the bus captains, and requested the
17 Transport Department to execute the laws in accordance
18 with the regulation.

19 This is just one of the examples.

20 If I may refer back to your submission. You made
21 clear the point that the information of other attacks
22 and injuries not reflected to the staff of your union is
23 not collected in your submission. And you made that
24 clear at page 289-18 in Chinese, second paragraph; in
25 English, page 289-23-3.

26

1 In paragraph 2 you mentioned about -- in the
2 previous occasion some of the members would come out to
3 assist the bus captains, but because of the incidents
4 that there may be certain implication about public
5 fighting, or fighting in public place. So a lot of
6 people are worried about their own condition, and not
7 willing to offer assistance to bus captains.

8 And you mentioned an incident on 10 July 2015 about
9 the typhoon incident leading to a number of violent
10 behaviour of passengers. Can you explain a little bit
11 as to how you would assist the bus captains and why you
12 feel inhibited in assisting the bus captains in those
13 circumstances?

14 MR LAI SIU CHUNG: I remember this case very clearly. At
15 about 8.30, because of the typhoon, bus service ceased.
16 And at that time perhaps passengers were quite anxious,
17 as a result, they assaulted the bus captain. At the
18 end, the passenger was arrested.

19 MR LAM TIN FU: Well, this is the view of the union. If
20 other union members stepped in to help the bus captain,
21 to stop the perpetrator from assaulting the bus captain,
22 the police would book all parties involved.

23 That means all these people would be charged with
24 fighting in a public place.

25 As a result, when union members see that someone is
26

1 assaulted, they would not go to help, and that becomes
2 the trend now.

3 MR CHEUNG TSZ KEI: And I would like to supplement. Verbal
4 abuse, taking videos of bus captains, these all affect
5 the emotions of the bus captain, which in turn affects
6 driving safety, and this will have an implication on
7 public safety. As a result, we do think that these
8 kinds of assaults should be stopped.

9 CHAIRMAN: Could you just help the committee with the detail
10 of this particular assault? Where did the assault take
11 place? Was it in the bus? Or was it in the bus depot?

12 MR LAI SIU CHUNG: It is at the bus stop, before the bus
13 pulled off. Perhaps because passengers were quite
14 anxious that typhoon No. 8 would be hoisted. We
15 received an announcement that at 8.30 bus service would
16 cease. My understanding was that passengers saw a bus
17 captain, but the bus captain was about to knock off
18 work. Passengers assaulted the bus captain. Some
19 people helped the bus captain. However, all the people,
20 even those who stepped in to help, were charged.

21 CHAIRMAN: Was the assault on the bus, or outside the bus?

22 MR LAI SIU CHUNG: At a bus terminal, outside a rest kiosk
23 of the bus regulator. Do you understand, Chairman?

24 CHAIRMAN: I do, now. Thank you.

25 MS MAGGIE WONG: In your further submission dated
26

1 10 July 2018, Chinese is at page 289-18, English at
2 page 289-23-3 to 289-23-4, in paragraph 1 you
3 highlighted the problems that you mentioned earlier, and
4 that you have collected from the Internet, other
5 information concerning bus drivers being harassed by
6 passengers, and being unreasonably treated. And you
7 also exhibited the relevant articles or website
8 information on bus captains being abused by passengers.

9 The articles can be found in Chinese at page 289-24
10 to 289-30, and there is photographic evidence. And in
11 English, at page 289-141 to 289-146.

12 And you identified the problem at paragraph 2 of
13 your submission. And you went on to complain at
14 paragraph 3 that you have not heard of law enforcement
15 officers bringing charges against a relevant person
16 under the Public Bus Services Regulations, chapter 230A.
17 We can see that in English, 289-23-4, and in Chinese at
18 289-19.

19 MR LAI SIU CHUNG: Can you please respond. Cap 230A is for
20 protecting bus captains, but in most cases it is used to
21 protect passengers and our companies have not asked that
22 protection be given to us. Now, we should enhance the
23 penalty. Because I have not seen any charging of
24 perpetrators under cap 230A.

25 MS MAGGIE WONG: For convenience, if I may take you to the
26

1 regulation to see the penalty. And that's in THB-2,
2 page 131.

3 Do you have that? I'm sorry that there is only an
4 English version. But we can see in regulation 13, power
5 to remove passengers from a bus, where that person whom
6 he has reasonable cause to believe has contravened these
7 regulations.

8 And also 13A, at page 13. Regulation 13A states
9 that:

10 "... no passenger or intending passenger shall:

11 (a) wilfully ... impede or distract the driver of
12 the bus or any authorised person;

13 (b) wilfully obstruct the driver's view of the road
14 or traffic;

15 (c) wilfully do or cause to be done with respect to
16 any part of the bus ... anything which ..."

17 And then subparagraph (ii):

18 "causes injury, discomfort, annoyance or
19 inconvenience to any other person ..."

20 and at (i):

21 "obstructs or interferes with the workings of the
22 bus or causes damage."

23 And if we may go to regulation 25(3):

24 "Any person who without reasonable excuse
25 contravenes any of the provisions of regulation ...
26

1 13A(1)" [that's the provision we have just looked at]
2 "commits an offence and is liable to a fine of \$3,000
3 and to imprisonment for six months."

4 So that's the section you are referring to that was
5 not prosecuted throughout the years. Is that the case?

6 MR CHEUNG TSZ KEI: Correct.

7 MS MAGGIE WONG: And if I may invite you to look at
8 paragraph 3 of your submission, further submission. In
9 English it is at page 289-23-5; Chinese is at page
10 289-19. Do you see that?

11 Reference was made to civil claims that bus
12 companies have initiated on the bus captains' behalf,
13 but they have not published the results of the claim.
14 So you requested to obtain information on bus captains
15 in which civil claims were lodged. Is that the
16 position? That you would like to recommend the
17 Committee to seek information from the franchised bus
18 companies in relation to this civil claims?

19 MR LAI SIU CHUNG: A few months ago a female bus captain was
20 assaulted. There was assistance by the bus company,
21 there was a compensation of \$5,000 in cash, and also
22 bail, and he was bound over.

23 Yes, there was assistance, and there was requests
24 for compensation.

25 MR LAM TIN FU: But as far as we know, bus companies would
26

1 only provide personal assistance, because these cases
2 would affect all employees of bus companies and there
3 was no announcement to all staff, the outcome of the
4 assistance.

5 Some KMB colleagues told us that in their monthly
6 newsletter the case was mentioned, but we haven't seen
7 that. It was in the newsletter for KMB staff.

8 MS MAGGIE WONG: Would you be able to provide us with the
9 monthly newsletter?

10 MR LAI SIU CHUNG: We have to find it out from our staff
11 website. Perhaps you can ask KMB on our behalf. In
12 their monthly newsletters for staff, and all the cases
13 are reported, it is not that we cannot find it, but we
14 may not be able to do it very quickly. Perhaps it would
15 be faster if you ask the management of KMB.

16 MS MAGGIE WONG: We have seen the complaints. Can we look
17 at how KMB responded to some of these complaints in
18 their submission.

19 If I may take you to KMB-1, page 61 to 62.

20 It referred to 61 to 62. It referred at page 62 at
21 the top that:

22 "[Following] the increasing number of assaults ...
23 we have taken the following measures ..."

24 And they have identified four. First, surveillance
25 cameras, included forward-looking cameras, and a camera

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1 covering the driver seat, have become standard features
2 on all new buses since 2015. Up to February 2018,
3 surveillance cameras were installed in 2,319 KMB buses
4 and 146 LWB buses. The remaining buses will be equipped
5 with surveillance cameras phase by phase. Surveillance
6 cameras capture the behaviour (with audio recording) of
7 difficult passengers. It will protect the interest of
8 [bus captain] in subsequent investigation by the police
9 or legal proceedings."

10 That's the first measure.

11 The second is:

12 "We will install a protective shield near the driver
13 seat [or cockpit] starting from June 2018."

14 Third:

15 " ... more on-board announcements to advise
16 passengers not to do ... acts that will affect the [bus
17 captains] and other passengers."

18 And the fourth:

19 " ... offer legal support to [bus captains] after
20 they have been assaulted."

21 Now I would like to ask about these surveillance
22 cameras. We have seen some examples in one of the site
23 visits that these surveillance cameras were installed
24 above the position or above where the driver was seated.
25 And it would capture the driver's behaviour as well, and
26

1 it appears some of the drivers previously raised some
2 concerns, as a result of these surveillance cameras.

3 What is your comment on this matter?

4 MR CHEUNG TSZ KEI: Yes. Recently, KMB has made these
5 improvements when it comes to assaults against bus
6 captains. The company has helped bus companies -- I
7 mean captains, to provide legal assistance.

8 MR LAI SIU CHUNG: If I may supplement. Our frontline
9 captains and trade unions have reflected the view that
10 sometimes surveillance cameras can help bus captains,
11 but for minor issues, they will only say that the cases
12 would be handed over to the police. Sometimes
13 surveillance cameras cannot help bus captains. Now, we
14 want to have our own cameras but KMB -- bus companies
15 claim that there would be privacy issues, and when there
16 are minor hiccups, we asked for the footage but we may
17 not be able to have the footage covering the whole
18 incident.

19 So the surveillance camera may capture minor
20 incidents, but the footage would only be passed to law
21 enforcement departments, but not to frontline captains
22 for support. So we are saying that when we need
23 support, the surveillance cameras may not be able to
24 support us. And according to the company, they hope to
25 complete the installation by the second quarter of next

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1 year. Two thirds of our buses are not yet installed
2 with these cameras. There are over 3,700 or 3,800 buses
3 in KMB's fleet and two thirds of them do not have the
4 surveillance cameras yet.

5 MR CHEUNG TSZ KEI: Let me supplement, Chairman.

6 CHAIRMAN: Before you go on. The figure that we are given
7 here is: 2,319 buses as of February 2018 had
8 surveillance cameras. So if there are 3,700 buses, two
9 thirds do not, as you say, have surveillance cameras,
10 that's not right.

11 MR LAI SIU CHUNG: Chairman, because the company has got
12 buses that will only be used for two more years, and
13 they will not be installed, they will be phased out very
14 soon, and the company has indicated that surveillance
15 cameras will not be installed for them, and the number
16 is quite considerable. Because these vehicles are old,
17 and the company has decided not to install cameras, and
18 some frontline bus captains installed our own cameras,
19 but the bus company use administrative measures to not
20 allow us to do that. We want to protect ourselves.

21 CHAIRMAN: Can you provide the Committee with information as
22 to that latter matter? The prevention of bus captains
23 using, I take it, their own cameras?

24 MR LAI SIU CHUNG: Yes, we can provide this. For BCs to
25 install their own cameras they have received written

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1 warnings, and there are announcements to tell BCs that
2 they cannot install their own cameras. We are helpless,
3 because there are many traffic accidents. When the
4 police arrive at the scene they will ask you whether
5 there is any camera. So we accepted these warnings,
6 reluctantly, but we have always hoped that the
7 management would accept the proposal from trade unions,
8 because these cameras can protect BCs. For vehicles
9 with the prefix H and J, they do not have any cameras,
10 because they are over 13 years old and the company will
11 not install cameras for vehicles with the prefix H and
12 J, they are old models, we are told that they will not
13 waste resources to install cameras in these vehicles.

14 CHAIRMAN: Will you provide documents that allow the
15 Committee to understand how this has been dealt with by
16 the company? You call it "administrative measures".
17 Can you give us those documents?

18 MR LAI SIU CHUNG: I will try. We have had meetings with
19 the company. They said that we are not allowed to
20 install cameras because of previous issues.

21 Well, release of footage will have to be done with
22 the consent of all the parties captured. We have had
23 meetings with the company. They said that it involved
24 privacy issues. Release of footage without the consent
25 of all parties captured in the footage is a violation of
26

1 privacy. If you ask for documents or letters, or
2 warning letters, I can give them to you afterwards.

3 CHAIRMAN: That's what we are asking for.

4 MR LAI SIU CHUNG: Yes, I will submit them to you
5 afterwards.

6 CHAIRMAN: Thank you.

7 Moving to another issue, do you support the
8 installation of these surveillance cameras, that capture
9 on audio and video what happens in and around where the
10 bus captain's seat is?

11 MR CHEUNG TSZ KEI: If it improves the working condition of
12 bus captains without affecting their performance, trade
13 unions will support that.

14 CHAIRMAN: Can you answer that "yes" or "no"? Do you
15 support it?

16 MR LAM TIN FU: Chairman, the installation of a device that
17 does audio or video recording may be conducive to
18 evidence collection. However, some bus captains are of
19 the view that if there is a surveillance camera they are
20 being monitored all the time and it will create mental
21 pressure. I have heard cases that for some bus captains
22 with the camera sitting right above their heads, it
23 distracts them and it will not be good for road safety.
24 So there are concerns.

25 The installation of surveillance camera may be done
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1 with good intentions but you have to take into account
2 the actual conditions of bus captains. If all buses are
3 fitted with such installations, some bus captains may
4 find it difficult to adjust.

5 So I just say that it may be considered, but not all
6 bus captains can adjust to having a surveillance camera
7 monitoring them all the time.

8 Bus captains drive or work for about eight hours.
9 If they are under mental pressure it will not be good.

10 There may be times where bus captains just holding
11 steering wheel with one hand because they want to take
12 a sip of water, and it will be captured on camera, so
13 you will have to be very cautious before considering the
14 installation of a video or audio recording devices.

15 CHAIRMAN: So do we understand it that the union takes the
16 position that there is no consensus about this? You
17 don't have a view?

18 MR LAM TIN FU: We think that it should be considered with
19 caution.

20 Yes, it may help, but trade unions think that you
21 will have to ask our members.

22 MR LAI SIU CHUNG: I would like to say that seven or eight
23 years ago, at the start of installation of surveillance
24 cameras, we have lodged complaints with the Privacy
25 Commissioner, because we have received a lot of
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1 complaints at our complaints divisions saying that it
2 posed tremendous mental pressure on bus captains.

3 So, to a certain extent, some of our members oppose
4 any devices that would make audio recording.

5 About six or seven years ago we went to the Privacy
6 Commissioner to lodge a complaint and to protest. That
7 was done by the General Union.

8 CHAIRMAN: What is the position now in 2018? Is this
9 supported or not supported?

10 MR CHEUNG TSZ KEI: Perhaps I will answer.

11 The installation of a camera, I have at one point
12 discussed it with the senior management of the KMB.
13 Yes, with a camera, bus captains are protected in
14 relation to what happens on the road. However, some
15 administrative officers focus rather on some minor
16 points, say for example a bus captain holding the
17 steering wheel with one hand while trying to take a sip
18 of water. That bus captain would be asked to go to see
19 the management.

20 With things like that, it would affect the
21 psychological state of bus captains. We have talked to
22 the management of the company, we asked the company to
23 give undertakings that there will not be unreasonable
24 disciplinary proceedings, say, for example, minor
25 incidents like holding the steering wheel with one hand

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1 while trying to take a sip of water.

2 Of course, on the one hand we would very much like
3 to have a camera to protect us, but if the management
4 uses it to penalise bus captains for minor incidents
5 then we would not like it.

6 CHAIRMAN: So are we to understand that your position is
7 this: so long as the camera is used for the benefit of
8 the bus captain you are in favour of it, but if it is
9 used against him you are not? Is that it?

10 MR CHEUNG TSZ KEI: Right. Right. It is about unreasonable
11 Draconian measures taken against us, or just
12 unreasonable requirements.

13 CHAIRMAN: Thank you.

14 Ms Wong.

15 MS MAGGIE WONG: Yes. Mr Cheung, you mentioned about the
16 management would sometimes look at this camera or
17 surveillance footage to check on the behaviour of the
18 bus captains.

19 In what circumstances would they do that?

20 CHAIRMAN: I think Mr Cheung provided us with the answer
21 several times. The graphic example of the one-handed
22 steering wheel and the sipping of the water. It is that
23 kind of interference with minor things, as you would
24 categorise them, that you are concerned about?

25 MR LAI SIU CHUNG: Sorry, Chairman. I would like to say
26

1 something about holding the steering wheel with one
2 hand.

3 Well, that's only done when it is perfectly safe.

4 Say, for example in a very safe situation.

5 MS MAGGIE WONG: So it is just a random checking, or is it
6 to react to complaints and as a result they look at
7 surveillance footage?

8 MR CHEUNG TSZ KEI: What we ask for is that the footage
9 would only be viewed where there are incidents or
10 traffic accidents. However, a number of years ago, some
11 officers took the initiative to view the footage and
12 found some bus captains eating biscuits or drinking
13 water, and the bus captains were being chastised by
14 officers. We do think that is unreasonable.

15 It happens quite often. As a result, bus captains
16 feel that they are offended.

17 CHAIRMAN: Ms Wong, allow for the translation. Perhaps bear
18 that in mind in future.

19 I think Ms Wong's question really is this.

20 When, as you call them, administrators get involved
21 in looking at the surveillance camera in these
22 circumstances, is that because a complaint has been made
23 by a passenger? The bus driver was eating biscuits or
24 drinking water? Is it a response a complaint?

25 MR CHEUNG TSZ KEI: Chairman, not necessarily. There is one
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1 case, the bus captain has finished his duties driving
2 the bus back to the depot. There were no passengers on
3 board, and that bus captain was being penalised by an
4 administrative officer.

5 CHAIRMAN: So you infer from that that, on this occasion at
6 least, use was made of the surveillance camera without
7 there being a complaint -- spying on the bus captain, is
8 that it?

9 MR CHEUNG TSZ KEI: That's correct.

10 CHAIRMAN: Thank you.

11 MS MAGGIE WONG: How often was this being conducted by the
12 management? How often, do you know?

13 MR CHEUNG TSZ KEI: In recent times, such incidents has
14 dropped in number, that's a result of trade unions
15 complaining to the company a number of times, saying
16 that such unreasonable measure would dampen morale even
17 further. As a result, the number of such incidents has
18 dropped.

19 CHAIRMAN: So has this problem resolved itself, did the bus
20 company listen to you?

21 MR CHEUNG TSZ KEI: Chairman, well, there can be two
22 interpretations. First of all, there is a shortage of
23 manpower. Two, you can say that they have listened to
24 us, but we don't know what will happen in the future.

25 CHAIRMAN: What was the last occasion when this kind of
26

1 spying took place without a complaint from a passenger?

2 How long ago?

3 MR LAI SIU CHUNG: I believe that there will be complaints
4 every day. Where there are cameras, the footage would
5 be viewed, and there is also a black box on board. Say,
6 for example, there is -- well, you can view the footage
7 to see if doors have indeed been opened to let
8 passengers on and off, or the bus captain has stopped at
9 the bus stop. There is a black box on board. I believe
10 that there are complaints every single day.

11 CHAIRMAN: But the question was, can you point to an example
12 where spying took place without complaints? The most
13 recent one, or has it solved itself?

14 MR CHEUNG TSZ KEI: I believe it was half a year ago since
15 I last heard about something like this.

16 CHAIRMAN: Thank you.

17 Yes, Ms Wong.

18 MS MAGGIE WONG: Yes. The second measure mentioned in
19 page 62 is the installation of a protective shield. Can
20 you tell us how many protective shields have been
21 installed since June 2018? That's in KMB-1 submission,
22 page 62, the second measure, about installing
23 a protective shield near the driver seat, starting
24 from June 2018. How many were installed?

25 MR LAI SIU CHUNG: I believe one-third of the fleet has been
26

1 covered, because there are many demerits. It may look
2 to be some protection, but the opening of the shield is
3 very big, it is not easy for you to switch it on and
4 off, and it is very reflective and then there is
5 a magnet at the very tip, and while the bus is moving
6 there may be noise. And that would affect the bus
7 captain. We have asked the management to improve that,
8 and some bus captains would like that removed, because
9 at night it is very reflective. But we are told that
10 this is a political issue and it could not be removed.

11 Just last week we took this up with the management.

12 The protective shield is very problematic. The
13 switching on and off of the shield, and it's reflective,
14 it affects driving safety, and if it is not tightly
15 fastened, then it would affect our driving.

16 CHAIRMAN: So the short answer, is about one-third of the
17 KMB fleet have had these not very good shields deployed?

18 MR LAI SIU CHUNG: The protective shield has got a lot of
19 problems. From bus captains it is not that they don't
20 support having a protective shield, but they have
21 reflected the demerits of the protective shield to the
22 trade unions, we have also reflected them to the
23 management. But so far there seems to be no
24 improvement.

25 We are told it was political issue, the protective
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1 shield could not be removed. Bus captains are under
2 great pressure. This morning I checked with a BC and
3 was told that if the magnet is not tightly attached it
4 would be noisy and your fingers can get caught, and some
5 passengers might knock on the protective shield
6 inadvertently. It is not easy to open the door.

7 And the protective shield may affect the sight line
8 of bus captains. They cannot see clearly the getting on
9 and off of passengers. At night the shield is
10 reflective.

11 So if vehicles on the other lane have lights, then
12 it may be reflected. We have reflected that to the
13 management and the answer was it could not be removed.
14 By April next year all vehicles will be installed with
15 a protect he have shield.

16 I don't know whether Chairman has seen the
17 protective shield himself.

18 CHAIRMAN: Yes, I have. I have also seen them deployed over
19 the years in New York taxis and elsewhere in the world.
20 There seems to be no simple solution.

21 MS MAGGIE WONG: And since when did you make these
22 complaints, or since when the bus captains make these
23 complaints?

24 MR LAI SIU CHUNG: In the past few months, many bus captains
25 have reflected that to trade unions, the last time I met
26

1 with Mr Leung of the management I relayed the complaints
2 to them. They are saying that the protective shield was
3 too reflective, and the switching on and off device, and
4 also the shield has distracted bus captains. We have
5 talked about the material, and then the switching on and
6 off device is too tight, and some bus captains may not
7 be strong enough to move it, but they told us that there
8 is a trick you just push the door and it can be opened.
9 But we see more problems.

10 CHAIRMAN: Ms Wong, I think we have to try a make progress
11 in other areas, because we have spent a lot of time on
12 this area.

13 MS MAGGIE WONG: Yes.

14 If I may move on to the second topic on traffic
15 signal.

16 You mentioned in your submission at page 289-23-5,
17 paragraph 12, Chinese at 289-19, you refer to a proposal
18 about inviting the Transport Department to have flashing
19 signal by numbers be added when a traffic signal changed
20 from yellow to green, so that the driver knows what to
21 anticipate, and to avoid the danger caused by sudden
22 breaking.

23 And you made that submission a number of times, and
24 if I just make the reference to you, but there is no
25 need to go to those documents.

26

1 The first document is a letter submitted to the
2 Transport Department in 1996, at page 289-31,
3 paragraph 4.

4 The Transport Department did reply on
5 6 February 1996, and that's at page 289-38. The
6 Transport Department responded at second paragraph that
7 adding a flashing amber may confuse the motorist even
8 more.

9 And then you made this submission or this proposal
10 again on 15 March 2005. We can see that in Chinese at
11 page 289-47; in English at 289-166.

12 If you look at page 289-50 to 51, in Chinese; and
13 English at page 289-170.

14 So having heard the Transport Department's
15 suggestion or proposal, or feedback, what is your view
16 on having, or whether you still insist on having traffic
17 signal counting by numbers?

18 CHAIRMAN: It is not a question of insisting, it is
19 a question of requesting, is it not?

20 MS MAGGIE WONG: Requesting. Yes.

21 Do you still request, or are you satisfied with the
22 reply by the Transport Department, or do you still wish
23 to request the Transport Department to have this system
24 of flashing signals added by numbers?

25 MR CHEUNG TSZ KEI: Yes, Chairman. With regard to Transport
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1 Department's reply I am not satisfied. Because the
2 department fails to understand the time required for
3 a bus to be stopped. From the green to the red phase,
4 currently takes about three seconds, but if a bus is
5 running at 50 kilometres per hour, to stop the bus
6 stably, steadily within three seconds is very difficult.
7 Therefore, some buses may rush through a green light,
8 and this gives people the impression that bus captains
9 like to do that.

10 In fact, at an awkward situation, if a bus captain
11 has to stop a bus smoothly, then he may have to stop at
12 a road junction. If he wants to pass the junction, that
13 will be rushing through the green light, and if he has
14 to stop and it would be very abrupt, that may cause
15 injuries to passengers. These are difficulties
16 associated with bus driving, but many motorists may not
17 understand that. For a private vehicle it may be
18 stopped within three seconds; for heavy duty vehicles it
19 can be stopped abruptly and the goods inside might be
20 disturbed. But we are talking about passengers on
21 buses. So we want a countdown signal. Or at least
22 there should be three to four flashes before the green
23 phase turns to the amber phase to give us preparation.
24 It is just like for passenger signal, there would be
25 flashes when the green phase is going to turn to the
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1 amber phase. This will enhance the quality of service
2 and safety, it will benefit the public. But the
3 Transport Department has time and time again ignored our
4 aspirations.

5 CHAIRMAN: You are describing the flashing green man at
6 a pedestrian crosses so the pedestrian knows that the
7 green is going to become red soon; is that what you
8 mean?

9 MR CHEUNG TSZ KEI: Correct, Chairman. We want an extra
10 three to four seconds, so that before turning to the red
11 phase, we can -- amber phase, we can have some
12 preparation to allow sufficient time for bus captains to
13 stop their buses smoothly.

14 CHAIRMAN: And are there other places in the world that
15 deploy this system that you can point to?

16 MR CHEUNG TSZ KEI: I saw it in Singapore. They have
17 a flashing of a green arrows. And more common in the
18 mainland. They have countdown figures.

19 CHAIRMAN: That's the numerical countdown for the change of
20 the phase?

21 MR CHEUNG TSZ KEI: Yes.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: And we have received submissions from the
24 Transport Department about the statistics of all
25 accidents involving franchised buses, that are
26

1 non-collision type. If I may take you to the Transport
2 Department's submission at TD-9, filed in April 2018.
3 At TD-1, page 111. Paragraph 6.

4 And we can see the statistics provided in
5 paragraph 6. And at paragraph 5 and 6. Paragraph 5
6 states that:

7 "About 59 to 65 per cent of all the accidents
8 involving FB during 2012 [to] 2017 are non-collision
9 type accidents. These included accidents which
10 typically involved passengers losing balance inside the
11 bus compartment due to various reasons ..."

12 And if we see the forward planning programme of
13 Kowloon Motor Bus for 2018 to 2022, in the same TD
14 bundle at page 183, paragraph 8.2.7 stated that:

15 "The majority of the accidents, (51.5 per cent) were
16 due to passengers losing balance while on the bus. More
17 than half of these cases were caused by the bus braking
18 in traffic."

19 Now, I would like to ask you this. It appears from
20 these statistics, that more than 50 per cent of the
21 injuries to people on or near bus are caused by losing
22 balance.

23 So if you work back from losing balance, the most
24 perhaps obvious reason given here is due to sharp
25 braking. Would your union be agreeable to installing
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1 a deceleration device, first, a deceleration device,
2 which would retard the car at a certain rate when it
3 reaches, for example, 50km per hour or 70km per hour.

4 Would your union be agreeable to that kind of device?

5 MR LAI SIU CHUNG: I don't think you are very familiar with
6 mechanics. Well, I don't think you are very familiar
7 with the parts -- yes, there are device with
8 deceleration, well, yes, there is a kind of decelerator,
9 there has always been this device, but if the vehicle is
10 travelling at 70kmp, and the vehicle will stop abruptly,
11 that is impossible. But it can stop steadily, and that
12 device has always been installed on buses.

13 MR CHEUNG TSZ KEI: Chairman, let me supplement.

14 More often than not passengers suffer injury on
15 board a bus. It is because, like I said, at a traffic
16 junction, signal traffic junction, bus captains might
17 have to come to a sudden stop, and sometimes there are
18 circumstances on the road forcing the bus captain to
19 stop abruptly. On top of that, there are many
20 passengers who are too busy looking at their phones
21 without holding on to handrails, and some of them might
22 even be thrown off the seat, because they don't sit
23 properly.

24 MR LAM PO KEUNG: May I supplement.

25 For Lantau buses, there is this retarder function,
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1 it is supplementary to deceleration. When we travel on
2 hilly roads we use this device to help us go downhill.
3 There are two segments of braking. The first one is
4 deceleration. When we feel that the brake disc is
5 secured and the bus can come to a halt steadily, well,
6 this function has already been installed on buses.

7 MR LAI SIU CHUNG: Let me supplement, that for Lantau buses
8 they may be single-deck bus, so the device may be
9 different. We have a retarder, they have different
10 device, so it is near the steering wheel, if they turn
11 on that device, then there will be some air being
12 released with that function, the speed of the bus will
13 be reduced.

14 CHAIRMAN: Mr Lam, is there anything more you wish to say?

15 MR LAM PO KEUNG: I think that's it, thank you.

16 CHAIRMAN: Very well. Ms Wong, if that's not inconvenient
17 we will take a morning break now.

18 How are we with making progress this morning?

19 MS MAGGIE WONG: We are slightly behind. But I'll pick up
20 the speed after the break.

21 CHAIRMAN: Very well.

22 Gentlemen, we are going to take a break, give you an
23 opportunity to have a rest, as well as the Committee.

24 Take a break for 20 minutes. Thank you.

25 (11.35 am)

26

1 (A short break)

2 (11.55 am)

3 CHAIRMAN: Ms Wong.

4 MS MAGGIE WONG: Yes.

5 Gentlemen, I'm going to refer to the next topic,
6 resting facilities.

7 In your submissions, this issue has been raised.
8 Based on the documents provided to us, to the Committee,
9 this issue appears to have been raised as early as 2010.
10 But if I may refer to you the submission relating to the
11 public transport strategy study, dated 9 February 2015,
12 submitted by your union, that's page 289-76 to
13 page 289-80.

14 CHAIRMAN: Of which bundle?

15 MS MAGGIE WONG: In the TU bundle.

16 The English is at page 289-200. It highlights two
17 problems, since we are on this page. It highlights two
18 problems, first is the illegal parking at bus terminus
19 at paragraph 3. That's page 289-79 in Chinese, and
20 English at 289-203.

21 And then the second problem you raised in this
22 paragraph is paragraph 7, insufficient resting
23 facilities. Chinese is at 289-79; English at 289-203.

24 Do you see that?

25 And if I may also take you to a letter of request
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1 from the Committee dated 23 July 2018 at pages 289-331
2 to 335. It is only in Chinese. It sets out the request
3 for information on insufficient facilities.

4 And if you look at page 289-333, paragraphs 28 to
5 29, as to the Transport Department's response on the
6 toilet and resting facilities.

7 And in your reply, I believe you made a general
8 remark that throughout these years the resting
9 facilities are not sufficient, and you provided a number
10 of documents since 2010.

11 The first is the notification dated 21 June 2010,
12 Chinese at page 289-90. The second to the third
13 paragraphs.

14 The English is at pages 289-221 to 289-222.

15 That's the second to third paragraphs, about the
16 union collecting 139 bus stations, and about
17 56.5 per cent of the bus stops did not have toilet
18 facilities. And on average, if the bus captain has to
19 go to the washroom it would take about four minutes.
20 And bus captain in fact have to take five minutes. And
21 some even to have take up to 10 minutes or above before
22 they could attend the washroom.

23 CHAIRMAN: These are observations made in 2010?

24 MS MAGGIE WONG: Yes, these are observations made in 2010.

25 And my question is this. Since you have raised this
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1 submission, by providing this documentation to the
2 committee, is this problem still a serious problem, that
3 your union considers it has to attend to? Or has the
4 condition improved?

5 MR CHEUNG TSZ KEI: Chairman, there has been some
6 improvement, but it is not completely resolved. For
7 a lot of termini, there are still no toilets or rest
8 kiosks available, especially for those in public housing
9 estates. We ask for a rest kiosk and staff toilet.
10 That is very difficult. We have been talking to the
11 Transport Department, saying that for existing termini
12 they have to be retrofitted, and for new ones, it must
13 come with toilets and rest kiosk.

14 With these facilities, then they are considered to
15 be a complete set of facilities at a terminus. Without
16 such facilities, we would not be able to provide the
17 services we are supposed to.

18 There has been some improvement in that previously
19 at Lok Wah there was an industrial action, because the
20 Housing Authority removed a rest kiosk from us. We need
21 sufficient rest for us to provide good services. As
22 a result of that incident, we staged an industrial
23 action. There has been some improvement since.
24 However, a lot of district councillors opposed the
25 installation of a septic tank or rest kiosk. They made

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1 things difficult for us. So this problem is not
2 completely resolved.

3 CHAIRMAN: The Lok Wah kiosk, is that a KMB kiosk?

4 MR CHEUNG TSZ KEI: That's right, KMB.

5 MR LAI SIU CHUNG: Chairman, at that time, I was responsible
6 for dealing with the Lok Wah incident. We have received
7 complaints from members that the Housing Authority
8 require the rest kiosk to be removed completely, and
9 they said that it will not be reprovisioned.

10 So we staged an industrial action by closing down
11 the terminus for half an hour. We have spoken to
12 district councillors and the Housing Authority. We have
13 been subject to opposition from community members.

14 We are not provided with sufficient facilities. As
15 a result, staff members will have to sit down, rest, eat
16 wherever they can find a space.

17 We know that some problems can be resolved, however
18 I know that from Citybus and New World First Bus this
19 problem is rather serious.

20 Well, when it comes to Chi Fu Fa Yuen, I will defer
21 to the representative from Citybus.

22 MR LAU SIN TAT: For Citybus and New World First Bus at Chi
23 Fu Fa Yuen we have been raising this issue for over
24 a decade. We ask for rest kiosk or toilet facilities.
25 However, owners of Chi Fu Fa Yuen opposed that.

26

1 As a result, we still don't have toilets or rest
2 kiosks for our staff.

3 MR CHEUNG TSZ KEI: Chairman, let's hear from Long Win Bus.

4 MR CHAN KWONG NUNG: For E34B, from Yuen Long, in 2013,
5 there was the bus route rationalisation. Originally,
6 the route plied between Tin Shui Wai and Yuen Long.
7 After rationalisation it start from Yuen Long to go to
8 the airport.

9 After the rationalisation, we found that there were
10 no rest facilities provided. We were told by the
11 company that there were opposition from the community.
12 Over a number of years, our staff members were subject
13 to appalling conditions, say, for example, they couldn't
14 find space to eat. In 2016, a female staff member ate
15 some steamed rice rolls on board a bus. Some people
16 took a picture of her, posted the pictures on Facebook,
17 and there was bullying.

18 The female staff member was subject to tremendous
19 pressure. She was crying her eyes out when relating the
20 incident to us.

21 Our staff members don't have anywhere to go when
22 they have their meals, and they had to walk a long
23 distance to go to the toilets.

24 In the evenings or at night, they would have to walk
25 past a very dark path, so there are security concerns

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1 for female staff. And in August 2018, a rest kiosk was
2 eventually provided. It was after a very long time that
3 it was provided.

4 We have been asking for provision of rest facilities
5 when there is a new bus stop or new terminus so that
6 services can be provided with good quality.

7 CHAIRMAN: When were the rest kiosk provided? When?

8 MR CHAN KWONG NUNG: For E43B Yuen Long to airport, it
9 was August 2017. In 2013 this route started. So for
10 about four years, bus captains did not have toilets or
11 rest facilities to use.

12 CHAIRMAN: Thank you.

13 MS MAGGIE WONG: In your submission relating to New Lantao
14 Bus, dated 3 January 2018, that's at page 289-140 in
15 Chinese, and English at page 289-317, paragraph 3 refers
16 to the facility in the Sun Yuen Long Centre, Tin Shui
17 Wai Estate. Has the condition still improved or is it
18 still the same. In paragraph 3(i).

19 MR LAM PO KEUNG: I think several weeks ago a rest kiosk was
20 provided, but I have not visited that place, so I cannot
21 confirm.

22 MS MAGGIE WONG: Can you provide the information to us
23 later?

24 MR LAM PO KEUNG: Yes. I can.

25 CHAIRMAN: Mr Lam, you are the representative of New Lantao
26

1 Bus company, are you not? Has this been provided?

2 MR LAM PO KEUNG: In what respect are you referring to?

3 MS MAGGIE WONG: The resting facilities.

4 MR LAM PO KEUNG: For the rest kiosk of Tin Tsz Estate,
5 I will have to go to confirm, because this is Yuen Long
6 area, not the catchment of Lantau. So I did not have
7 a chance to go to have a visit to look.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: In your submission you also quoted another
10 example at page 226-25, TU bundle 1A, internal page 24.
11 The Chinese is at page 171.

12 The location is at Quarry Bay, Yau Man Street, and
13 in that paragraph you stated that there were nearly
14 10 years' effort, but a small resting place is still not
15 provided.

16 So has the condition improved?

17 MR LAM TIN FU: Sorry, it is not a submission from our trade
18 union.

19 MS MAGGIE WONG: That's the staff rights of KMB Association
20 document.

21 MR LAM TIN FU: No, not from branches.

22 MS MAGGIE WONG: Then I won't ask you about this.

23 So apart from the Lok Wah Estate in Kwun Tong, and
24 the example that you provided, can you give us some
25 other locations that you consider are places where bus
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1 captains are unable to find a suitable resting place?

2 MR LAI SIU CHUNG: For example, for KMB, they have been
3 putting in some facilities. However, because of space
4 constraint or management issues at some locations, some
5 of the facilities have to be improved. Say, for
6 example, there is a single rest kiosk and there are some
7 double kiosks. For double kiosks, the space available
8 may be bigger, but still not enough. I know that the
9 KMB is striving to improve the facilities. I think
10 that, well, for about 70 per cent of the termini, there
11 are toilets with septic tank and rest facilities.
12 However, there are still 30 per cent of termini that are
13 awaiting for provision of these facilities, subject to
14 negotiations of various parties.

15 We have been given undertakings that these
16 facilities would be provided, but there are oppositions
17 from the community. Say, for example, for Chuk Yuen
18 Estate, we have been fighting for over 10 years for
19 a rest kiosk to be provided.

20 MR CHAN KWONG NUNG: I'm from Long Win Bus, let me
21 supplement.

22 For E33P in 2016, the route runs around the clock,
23 there are about 60 trips. The terminus is at Siu Hong
24 station south. There are no rest facilities nor
25 toilets.

26

1 Originally, this route was already in operation, in
2 2016 it became a full day route. Colleagues had to eat
3 at the bus terminus, and to rest, at special space,
4 location, we had to rest, but there was no rest kiosk.

5 After repeated efforts, to have one, the result was
6 the local community and the Transport Department had not
7 approved it. So it has been close to two years we have
8 been asking for a kiosk, but still, to no avail.

9 We have not any notification as to when that can be
10 done.

11 MS MAGGIE WONG: And about this E33P, was this request made
12 in writing, about the rest kiosk?

13 MR CHAN KWONG NUNG: Yes.

14 MS MAGGIE WONG: When was that?

15 MR CHAN KWONG NUNG: The trade union at our meeting with the
16 company raised that in 2015. The company has been
17 telling us that it is making applications with the
18 relevant authorities, and then in 2016 the district
19 council approved that the route should be a whole-day
20 route to serve the residents of Tuen Mun, and we were
21 saying that without a rest kiosk how can we improve the
22 quality of service? Our views were relayed to the
23 district council and the Transport Department. Even
24 today, we have not heard anything from the parties.

25 MS MAGGIE WONG: Could you provide us with the documentation
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1 as to the written request?

2 MR CHAN KWONG NUNG: I can do so later. Today I have not
3 got the document with me.

4 CHAIRMAN: Thank you, please provide it when you can
5 obtain it.

6 MS MAGGIE WONG: Is it the case that up until now, the
7 location is still not provided with any toilet or rest
8 facilities?

9 CHAIRMAN: I think that is the evidence.

10 MS MAGGIE WONG: Yes.

11 Can you give us some photographic evidence about the
12 location, if possible?

13 MR CHAN KWONG NUNG: I can do so later.

14 MS MAGGIE WONG: Thank you.

15 May I go to the next topic, illegal parking.

16 CHAIRMAN: Before you do that, Mr Lai, can you help the
17 Committee in this respect.

18 KMB operates split shifts, do they not?

19 MR LAI SIU CHUNG: Chairman, yes. Split shifting. We have
20 three shifts. Morning, and also evening, and special
21 and L shift, and there is also an overnight shift.
22 Morning, evening, special, L, and overnight, there are
23 different shifts.

24 CHAIRMAN: Split shifts have been operated by KMB for many
25 years, have they not?

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1 MR LAI SIU CHUNG: It has always been the case. Since 1933.
2 KMB has this arrangement. Right from the beginning.
3 Back then there might not be overnight shift or special
4 vehicles, but then in the past few decades it has always
5 been the case.

6 CHAIRMAN: The revised guidelines that were promulgated as
7 to working hours, meal breaks, rests, and so on, on
8 23 February 2018, made changes to the existing system,
9 did it not?

10 MR LAI SIU CHUNG: The system in place has always been the
11 same.

12 Regarding the new arrangements starting from
13 February of 2018, I don't quite get you. Are you
14 talking about a change in the system? In the past two
15 or three or four decades, it is just the same: morning,
16 evening shift, special shift, and overnight shift.

17 There have been no changes.

18 For L vehicles, yes, it was introduced in the last
19 five years.

20 So it was introduced in the middle, so that there is
21 no need for the bus captain to drive the vehicle back to
22 the depot or to collect it from the depot.

23 MR LAM TIN FU: I think the Transport Department announced
24 new guidelines, and I don't think there is any change in
25 the shifting arrangement of KMB since.

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1 CHAIRMAN: Ms Wong, could you put up the new guidelines?

2 What I have in mind is the provision to be implemented
3 over a period of time that if a 14-hour duty day was
4 permitted, three hours of continuous break is required.

5 MS MAGGIE WONG: Yes. That's at CTB-2 bundle, page 2.

6 MR LAI SIU CHUNG: Now I get it, Chairman.

7 The guidelines were published in February 2018.

8 Transport Department allowed time for bus companies to
9 implement the guidelines, in the second quarter of 2019.
10 Now I got you, Chairman.

11 Let me add. For the special duties and L shift,
12 they are for captains to take their meals.

13 CHAIRMAN: The provision that I would like your help on is
14 the requirement that is to be implemented of providing
15 a rest break of no less than three consecutive hours for
16 a special shift.

17 MR LAI SIU CHUNG: For no less than three consecutive hours
18 in a special shift duty has always been in place. This
19 is most basic, and the company has followed strictly
20 this guideline from the Transport Department. For
21 a special shift duty there should be a rest break of no
22 less than three consecutive hours. This has always been
23 practised.

24 CHAIRMAN: Is that a KMB policy? Or is it a Transport
25 Department requirement?

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1 MR LAI SIU CHUNG: This is a policy unique to KMB, may even
2 be to Long Win Bus. But not for Citybus and New World
3 Bus.

4 This has been in place for a number of times to
5 allow bus captains to take meals and for the morning
6 peak, so there will be a break together with meal, there
7 will be a rest of three hours, and then the bus captain
8 will continue with the second part of the shift.

9 This is arrangement for special shift duty and has
10 always been in place, the case in the past few years.

11 CHAIRMAN: Ms Wong, may we see guideline 4, I think it is,
12 at the bottom of the page?

13 MS MAGGIE WONG: Yes.

14 CHAIRMAN: Is there not a definition of what a special shift
15 is? That it only can provide for morning and afternoon
16 peaks? That's it. Guideline (1) (b).

17 Do you see guideline (1) (b), Mr Lai?

18 MR LAI SIU CHUNG: Yes.

19 CHAIRMAN: The provision that permits for a 14-hour working
20 day during which you can drive 10 hours is restricted to
21 demand created by morning and evening peaks; the morning
22 rush hour and the afternoon/evening rush hour. Is that
23 a new provision? A new restriction? Or not?

24 MR LAI SIU CHUNG: Chairman, in the revised edition in
25 October 2010, guideline (b) said that it should be no
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1 more than 14 hours.

2 And in 2018, there was a revision, may exceed
3 12 hours, but maximum duty hours should not exceed
4 14 hours, and there should be a rest break of no less
5 than three consecutive hours, that was a revision.

6 But we have a fleet of over 3,000-odd vehicles, so
7 there aren't too many vehicles that require more than
8 12 hours of operation -- maybe 10 per cent of them. But
9 this duty of 14 hours, for two to three decades this has
10 been the case, and bus captains have got used to it.
11 The rest time in between may not necessarily be three.
12 It can be four, or five hours.

13 So is that what you want to ask, about this 14-hour
14 shift?

15 CHAIRMAN: No. What I want to ask you is about the places
16 at which these bus drivers working 14 hours' duties come
17 off their buses in order to start their not less than
18 three consecutive hours' break. And I would like you to
19 tell us about the facilities that are provided for
20 resting at those places.

21 MR LAI SIU CHUNG: That depends on whether there are
22 sufficient facilities at the bus terminus or bus stop.
23 Bus captains may choose routes that are close to homes
24 so they can rest at home, but some may not be the case.
25 For instance, when it comes to the Kowloon Bay bus
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1 terminus, the bus driver may live in Tuen Mun so he has
2 to find a rest kiosk or a rest on the bus or go back to
3 the depot. He will have to choose the location.

4 Whether the facilities are sufficient, well, maybe
5 around 70 per cent of them. But most bus captains would
6 choose routes near their homes and they might have been
7 driving that route for many years, they have got used to
8 it, they might choose not to be deployed away from these
9 routes, whether there are sufficient rest facilities,
10 not always the case, the rest kiosk may be very noisy,
11 they may go to 7/11, McDonald's to take a rest. We have
12 received such cases from time to time.

13 Whether there are sufficient rest facilities I will
14 say half/half. It depends on whether the bus captain
15 can make arrangements for him to take a rest.

16 But because he has chosen to travel on this route,
17 that will depend on whether he can find the right
18 location to ensure he has sufficient time to rest.

19 CHAIRMAN: Can you suggest a place that the Committee could
20 go to this week to look at facilities that are
21 inadequate for bus drivers who are taking their not less
22 than three hours consecutive break?

23 MR LAI SIU CHUNG: For example, Chairman, in the past there
24 was no rest kiosks in a bus depot, but there may be
25 a sleeping area, and there may be a rest kiosk at bus
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1 stops or bus terminus, or they may rest at home which is
2 close by. There should be 1,500 such duties.

3 Now, you are talking about special shift duties, so
4 this is the rough figure I can tell you. For special
5 shift duties there are two sections, and for L vehicles
6 there are also a morning and evening L vehicles. L
7 vehicles serve the same purpose, that is to stand in for
8 bus captains who have gone for meal breaks.

9 MR CHAN KWONG NUNG: I would like to supplement, for E33P
10 from Siu Hong station south there are no rest facilities
11 at that terminus.

12 For this route, there is one bus captain who needs
13 to take their rest there. If you would like to visit
14 this terminus, we can make arrangements to go together.

15 CHAIRMAN: Just a moment, Mr Lai, wait for the translation.

16 So you suggest that we might go there to examine the
17 fact that there are no rest facilities?

18 MR CHAN KWONG NUNG: That's right.

19 CHAIRMAN: Is this a place where drivers taking the not less
20 than three consecutive hours break in a special shift
21 come off their buses?

22 MR CHAN KWONG NUNG: That's right.

23 CHAIRMAN: Thank you.

24 Now, Mr Lai, back to you.

25 Can you give us an example? Where should we go?

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1 Just try and concentrate on the question. Where should
2 we go to look at inadequate facilities for bus drivers
3 driving 14 hours of duty, taking a not less than
4 three-hour break?

5 MR LAI SIU CHUNG: It is a depot, well, it is in Mei Foo,
6 some bus captains would take their rests there,
7 sometimes they would have to sleep inside the bus or
8 just find any location suitable for them. I would
9 supplement you with further details later.

10 CHAIRMAN: Yes, just give us three or four places that we
11 can go and examine. And what we are looking for, if it
12 exists, is to find that there are 10 bus captains having
13 this three-hour break, and there are only three seats.
14 Do you understand what we are looking for?

15 MR CHAN KWONG NUNG: Let me supplement.

16 For Long Win Bus, A43, from Luen Wo Hui, Fan Ling,
17 there are rest facilities provided there. However, in
18 that facility only three bus captains will have space to
19 rest there. During a split shift, constantly, there are
20 at least six bus captains during their break time to use
21 the rest facilities. As a result, there is
22 insufficiency.

23 Chairman --

24 CHAIRMAN: Repeat the place if you would?

25 MR CHAN KWONG NUNG: Long Win Bus, A43, the bus terminus at
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1 Luen Wo Hui, Fan Ling.

2 MR LAM TIN FU: Chairman, we are reminded that there are
3 representatives of bus companies here. So I would like
4 that, Chairman, you can see the actual situation at the
5 location we have suggested.

6 MR LAI SIU CHUNG: May I suggest you some other locations?

7 One is the Tsing Yi terminus, one at Tsing Yi
8 station, one at Kwun Tong pier, where there are no
9 facilities provided to us, rest facilities. These are
10 four locations.

11 Our trade union has been talking to the company,
12 asking for more facilities.

13 CHAIRMAN: Thank you.

14 Ms Wong.

15 MS MAGGIE WONG: About this split shift, you mentioned
16 earlier about KMB always have this special shift
17 arrangement. Can you tell since when you have this
18 special shift?

19 The reason why I'm asking is, I would like to show
20 you a table in the miscellaneous bundle at pages 897 to
21 898. Comparison table.

22 If you look at this table, the guidelines have been
23 revised four times: 2004, 2007, 2010 and the last time
24 is 2018, February.

25 And this special shift arrangement, if you look over
26

1 the page, at page 898, was only introduced
2 in February 2018. If you see the last column, "Special
3 Shift Duty", and the footnote stated that it was
4 arranged specifically to cater for service demand in
5 morning and evening peaks. And this new special shift
6 duty was only introduced in February 2018.

7 But your earlier answer seems to suggest that this
8 split shift has been introduced a while back ago. Is
9 that correct?

10 CHAIRMAN: By that you mean the guideline in relation to it?

11 MS MAGGIE WONG: The guideline in relation to it.

12 MR LAI SIU CHUNG: I would like to correct what you have
13 said.

14 It is not the case that there are special shift
15 duties in February, February, 2018. That has been there
16 for a long time. The measures introduced in
17 February 2018 are to be implemented in the second
18 quarter of 2019. It takes time to make preparations and
19 to make arrangements for the three hours of rest. But
20 such arrangement has been in place for a very long time.

21 MR CHEUNG TSZ KEI: Chairman, may I supplement.

22 14-hour duty. Under the guidelines of the Transport
23 Department, well, it is always there. Since the traffic
24 accident, some people say that the 14-hour duty creates
25 fatigue, causing the accident. However, there is no

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1 distinction between 14-hour duty and special duty.

2 Because for KMB, this has been taken up by special duty,
3 and there is one-hour meal break and three-hour rest, so
4 there are altogether four hours.

5 However, the 14-hour duty is not put in one single
6 shift.

7 So in relation to the latest revision done in 2018,
8 the 14-hour shift has been redefined as a special shift
9 instead of one single shift.

10 The special shift has been in place for a very long
11 time, mainly used for the morning peak and the evening
12 peak. It usually takes place between 6 am and 6 pm.

13 For the special shift to cover the two peak periods,
14 then it would be 14 hours, because at 6 o'clock when the
15 bus captain starts the service, the bus captain will
16 have to drive the bus back to the depot. So altogether,
17 it will take about 14 hours to finish all the duties.

18 According to bus captains who are engaged in this
19 shift, they said that although it is as long as
20 14 hours, it doesn't cause any fatigue, because it is
21 easier than other shifts. That's what bus captains of
22 special shift said.

23 There are two of us here who are engaged in special
24 shift. One is from Long Win Bus. May we hear from him?

25 CHAIRMAN: We can in a moment, but please answer this

26

1 question first of all.

2 Following the accident on 22 September of 2017, the
3 Transport Department initiated a review of the working
4 guidelines, or the guidelines for working times, did it
5 not?

6 MR CHEUNG TSZ KEI: That's right.

7 CHAIRMAN: Some trade unions suggested that the working
8 limit for duty hours be limited to 12 hours; correct?

9 MR CHEUNG TSZ KEI: Duty hours, yes, that is the case.

10 CHAIRMAN: What was your union's representation to the
11 Transport Department on that issue?

12 MR CHEUNG TSZ KEI: We keep an open mind. We want
13 improvement on the duty hours of our members, because it
14 will affect their performance. Safety is very important
15 to us.

16 MR LAM TIN FU: Chairman, when we met Frank Chan, the
17 Secretary for Transport And Housing, we made it very
18 clear that 14 hours is the maximum duty hours. It
19 doesn't mean that all bus captains should have 14-hour
20 duties.

21 The second point is that for the 14-hour duty to be
22 reduced to 12 hours, it will have a huge impact on
23 income. If there is a reduction by two hours per day,
24 it will translate to a reduction of salary by \$5,000
25 a month. If 14 hours is to be reduced to 12 hours that

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1 means bus companies will have to give those reduced
2 hours to some other staff members with shorter duty
3 hours. Say there are 2,000 staff members with KMB, that
4 means they will need another 2,000 staff members, and
5 they will have to employ another 400 people, which
6 cannot be done within a short time.

7 If they can't employ additional staff, that means
8 the reduced hours will go to staff members with shorter
9 duty hours.

10 We think that rest time, rest facilities are more
11 important. This will provide a better working
12 environment for bus captains.

13 So we should not just look at a 14-hour shift. This
14 should not be demonised. We need flexibility. Bus
15 captains will have to apply to work special shift. They
16 are not just being assigned these duties.

17 You have to take all factors into account. If you
18 single out the figure and look at it in vacuum, I think
19 this will be a departure of the operation of bus
20 companies.

21 CHAIRMAN: The meeting that you spoke about with the
22 Secretary for Transport And Housing, was that on
23 17 October of last year?

24 MR LAM TIN FU: Yes. It is mentioned by the Transport
25 Department as well.

26

1 CHAIRMAN: Yes, you provided us with what you describe as
2 a notice issued by the union, in which your position is
3 stated. Perhaps we could have that on the screen.

4 In English it is at 289-274. Perhaps you could have
5 the Chinese brought up on the screen.

6 MR LAM TIN FU: It is wrong, it should be in the latest
7 submission, towards the very end.

8 MS MAGGIE WONG: 289- 337. Is that the submission dated
9 26 July 2018?

10 And if you go to page 289-336, the second-last
11 paragraph. In English it's at 289-337-2.

12 CHAIRMAN: What I have asked to be put on the screen is the
13 notice that is dated 17 October of 2017 issued by the
14 union in respect of this meeting.

15 Just the notice. That's all I have asked for.

16 MR LAM TIN FU: 289-129 and 289-119.

17 CHAIRMAN: The document, so that we are looking at the same
18 thing, begins:

19 "On October 17, 2017, the union led five bus
20 branches to meet with Chan Fan ..."

21 Is that the document?

22 MR LAM TIN FU: Yes.

23 CHAIRMAN: The first bullet point is in these terms, is it
24 not:

25 "It is not advisable to lower the upper limit of the
26

1 working hours in the work guidelines within a short
2 period without considering the specific situations.
3 Instead, the problem should be addressed by adopting
4 transitional or interim measures ..."

5 MR LAM TIN FU: Well, you may say so.

6 Because Frank Chan, the Secretary -- right.

7 CHAIRMAN: What I'm trying to find out is this. Was this
8 the union's position? Is this what you advanced?

9 MR LAM TIN FU: Yes.

10 CHAIRMAN: So whereas there might have been unions saying
11 12 hours of duty should be the new limit, you were not
12 supporting that position. You are supporting
13 a continuation of 14 hours of duty.

14 MR LAM TIN FU: You may say so.

15 CHAIRMAN: But as you say said, that was to be accompanied
16 by better rest facilities and other measures. Was that
17 your position?

18 MR LAM TIN FU: Yes, and rest time in between.

19 CHAIRMAN: And the other matter that you articulated is at
20 the bottom of the English translation, bullet point in
21 these terms:

22 "If planning to reduce working hours, they should
23 avoid significantly lowering the income level of
24 frontline employees ..."

25 MR LAM TIN FU: Yes. As I said, if the duty hours are to be
26

1 cut from 14 to 12, that may mean around \$5,000 drop in
2 monthly salary.

3 CHAIRMAN: Was this position that you took in 2017 as to
4 changes in the guidelines for maximum duty hours the
5 same position that you had taken in 2015 when the
6 Transport Department asked trade unions about a possible
7 change of the guidelines?

8 MR LAM TIN FU: Yes.

9 CHAIRMAN: Were you aware that there was the same, if you
10 like, division between the trade unions in 2015 on this
11 issue -- some advocating 12 hours maximum duty, and the
12 position that you took, 14 hours continuing?

13 MR LAM TIN FU: We were aware of that only in 2017/18.

14 Previously we rarely heard of such views.

15 CHAIRMAN: Just help me at least generally. When you met
16 with the Transport Department or the Secretary for
17 Transport And Housing, were there occasions when all of
18 the various unions met in one session? Or were you
19 always in different groups when you met with the
20 Transport Department or the Secretary?

21 MR LAM TIN FU: We met them in batches. We never met with
22 them together.

23 CHAIRMAN: Do you know of any reason why that was the case?

24 MR LAM TIN FU: Because we have irregular meetings, we have
25 been having irregular meetings with the Transport
26

1 Department all along. This is our approach. And to
2 reflect problems faced by captains of franchised buses,
3 our general union is the one with trade unions from all
4 five bus companies. And for some trade unions, they
5 have been hostile and confrontational with our general
6 union, so there is no room for cooperation with them.

7 And thirdly or fourthly, when discussing problems
8 faced by employees of franchised buses, we have
9 different views and positions. So we meet with
10 officials separately, and whenever we meet with
11 officials of Transport Department, we always consult our
12 office bearers, and we also consult members on what to
13 talk about.

14 And we have employees working in five different bus
15 companies, so we believe we can grasp the situation of
16 employees better.

17 Our general union has never criticised other trade
18 unions in public, and we don't want this to continue to
19 happen with the Transport Department.

20 CHAIRMAN: Thank you.

21 Ms Wong.

22 MS MAGGIE WONG: Can I take you to an Apple Daily document,
23 which shows the date as to when this matter was
24 canvassed. That is at page 260 of TU-1B. Chinese at
25 260-257; English at page 260-258-2.

26

1 If you look at the highlighted part at the bottom,
2 bold and underlined, it made reference to the Transport
3 Department's current guidelines. But right before that
4 bold paragraph it states that:

5 "Since 2013, the [Federation of Bus Industry Trade
6 Union] has been requesting the Transport Department to
7 revise the 'guidelines' for reducing the working hours
8 and improving the meal break. However, the Transport
9 Department replied that all bus companies had indicated
10 that revision of the 'guidelines' would affect the
11 existing roster system, and they would also need to
12 employ extra more bus captains, leading to an increase
13 in the long-term operating expenses. A consensus could
14 not be reached."

15 And at the bottom, the Transport Department
16 indicated that:

17 "... it was the Motor Transport Workers General
18 Union ... a sub-union of HKFTU ... claimed the
19 'possibility of reducing the bus captains income' as the
20 ground for refusing the reduction of working hours."

21 And:

22 "The Department has quoted and used the reasoning
23 from MTWGU as an excuse, but has been avoiding the issue
24 of the low basic salary of bus captains who have to
25 incessantly work overtime for earning extra income. The
26

1 Department considers that the bus captains' salary is
2 a matter for discussion between the bus company and
3 staff, and to be adjusted by the market."

4 So it appears that the report quoted your union as
5 the one that lead to the non-reduction of the guidelines
6 to 12 hours.

7 CHAIRMAN: I'm not sure that is an accurate way of putting
8 it, because the article says that all the franchised bus
9 operators were against it as well.

10 MS MAGGIE WONG: Yes.

11 CHAIRMAN: But at all events, this simply confirms what you
12 have told us, that this was your position, was it not?

13 MS MAGGIE WONG: Can you confirm that's the position
14 recorded in the Apple Daily, that's your union's
15 position, that it is accurately reported?

16 MR LAM TIN FU: First, Apple Daily, I think is biased in
17 reporting. Secondly, our general union submitted
18 proposals to the TD in a package. You cannot single out
19 one or two points so. What is reported here is not
20 fair.

21 And thirdly, in devising the guidelines the TD has
22 consulted us and met with us and the final position is
23 to balance different parties. It will not simply listen
24 to the views of the general union. So it is inaccurate
25 to say that our proposal has been fully accepted by the
26

1 department.

2 CHAIRMAN: Thank you.

3 MS MAGGIE WONG: Thank you. For completeness, there is
4 another article by Oriental Daily --

5 CHAIRMAN: I think we have had the position articulated by
6 the representatives. We don't need to go to newspapers.

7 MS MAGGIE WONG: Yes, and if I may go to your submission to
8 the Committee dated 26 July 2018, at page 289-337-2 in
9 English; and 289-336 in Chinese, of the TU bundle.

10 CHAIRMAN: What topic are we going to now?

11 MS MAGGIE WONG: I'm just confirming one point is that in
12 your submission, you stated that the Transport
13 Department had not consulted union in launching the
14 revised guidelines between the meetings on 6 and
15 17 October and before the announcement of the revised
16 guideline on 23 February 2018. So it was --

17 CHAIRMAN: I think the point can be put like this, very
18 simply. They talked to you, on 6, and 17 October 2017,
19 but they didn't talk to you again until the result was
20 announced on 23 February 2018, when the new guidelines
21 were announced. That's your position, is it not?

22 MR LAM TIN FU: The paper is very clear. On 6 and
23 17 October we met with them. We expressed our views on
24 the revised guidelines, and then they were announced on
25 23 February 2018. There was no communication with us in

26

1 between. And that's set out in the paper.

2 MS MAGGIE WONG: Mr Chairman, I see the time.

3 CHAIRMAN: Gentlemen, I know you were asked to attend this
4 morning, but obviously we have overrun. Are you able to
5 come back this afternoon to help us for a little while
6 before we move on to other trade unions?

7 MR LAI SIU CHUNG: Chairman, there is an event that I have
8 promised to attend. I would have to find someone else
9 to replace me in that event. That's my position.

10 I don't know about the others.

11 MR LAM TIN FU: Yes, I can. Thank you.

12 MR CHEUNG TSZ KEI: Yes.

13 CHAIRMAN: You are able to attend as well.

14 Are you happy to deal with it in that way, Mr Lai?
15 perhaps not happy, are you prepared to do it that way?

16 MR LAI SIU CHUNG: Chairman, well, we have a lot of duties
17 as members of trade union. There is an event. It is a
18 junk trip with over 50 people attending. I occupy
19 a leadership position in the union. I can stay a bit
20 longer, and I will try to answer your questions as far
21 as possible.

22 CHAIRMAN: We don't want to hold you up from a junk trip.

23 But what we are going to do then, would you prefer
24 it if we continue for a little while now, Mr Lai?

25 MR LAI SIU CHUNG: Yes. If there is an actual point that
26

1 you can get at without beating about the bush, that
2 would be good. I will be able to get straight to the
3 point for another 10 or 15 minutes.

4 CHAIRMAN: As long as beating around the bush stops on both
5 sides then perhaps we will proceed quicker. Yes?

6 Ms Wong, let's proceed.

7 MS MAGGIE WONG: Yes. Can I refer you to a document
8 submitted by the Transport Department on 20 July 2018.

9 CHAIRMAN: What is the document?

10 MS MAGGIE WONG: It is a document in reply to the
11 Committee's further question dated --

12 CHAIRMAN: What does it deal with?

13 MS MAGGIE WONG: It deals with the practice note of the
14 training of bus captains.

15 CHAIRMAN: Thank you.

16 MS MAGGIE WONG: If I may take you to page TD-1 page 427.
17 That's the first page.

18 And the part concerning training of bus captain is
19 at page 435. In the second box it states that:

20 "The Transport Department has recently issued
21 a practice note to FB operators in respect of the
22 training ..."

23 And it mentions a practice note.

24 So my question is, has your --

25 CHAIRMAN: Since it is in English, perhaps you ought to read
26

1 it out so there can be a translation at least.

2 MS MAGGIE WONG: Yes:

3 "The TD has recently issued a practice note to FB
4 operators in respect of the training for bus captains to
5 align the training arrangements of different FB
6 operators and to lay down a common framework of the
7 training system for their bus captains for phased
8 implementation from October 2018. Although no similar
9 document was issued on monitoring of bus captains'
10 driving behaviour ..."

11 CHAIRMAN: I think that's another matter, is it not?

12 MS MAGGIE WONG: Yes, that's another matter.

13 And my question is this.

14 Was this practice note ever issued to your union for
15 comment?

16 CHAIRMAN: Never mind for comment. Have you been given
17 a copy of the practice note?

18 MR LAI SIU CHUNG: You mean the training guideline? I don't
19 think we have received anything. At least in relation
20 to KMB, I have not received anything new guidelines.

21 MR CHEUNG TSZ KEI: Not for the five branches.

22 CHAIRMAN: Were you consulted as to changes in the way in
23 which training would be delivered to bus captains, how
24 it was going to be monitored, and the other matters that
25 relate to that? Were you consulted?

26

1 MR LAI SIU CHUNG: Sorry, I see that it says a 2018 October.

2 But it is now July. Is there a typo? It says that the
3 implementation time is October.

4 So that means it has not been issued yet?

5 CHAIRMAN: No, I think the practice note has been issued,
6 past tense; the implementation of the practice note lies
7 ahead, future tense. October.

8 And the question is: have you been consulted about
9 a revision of training, what is to be training? The
10 modules? How it is to be monitored? How it is to be
11 regulated? Has anyone come and asked you for your
12 views?

13 MR LAU SIN TAT: For Citybus, yes, there has been
14 consultation.

15 CHAIRMAN: Perhaps you could give us details of that?

16 MR LAU SIN TAT: They told us about the method of training,
17 that is bus captains, after training will have to drive
18 the route once by himself. Without training, without
19 anything similar, the captain should not drive this
20 route.

21 MR LAI SIU CHUNG: From KMB I would like to add.

22 Previously, there was a practice where supervisor will
23 accompany the bus captain. However, there has been some
24 change. If it is Cross-Harbour, there will be three
25 people watching the instructor. For other routes, six
26

1 people will be on board the bus watching.

2 CHAIRMAN: Mr Lau, can I ask you to clarify this. You say

3 that you were consulted. And you said "they told us".

4 Who is "they"? "They told us about the changes".

5 MR LAU SIN TAT: Management of the company.

6 CHAIRMAN: That's from Citybus?

7 MR LAU SIN TAT: Citybus, yes.

8 CHAIRMAN: But were you consulted by the Transport

9 Department?

10 MR LAU SIN TAT: No.

11 CHAIRMAN: Yes, Mr Cheung.

12 MR CHEUNG TSZ KEI: No. So we don't know whether these

13 measures are from the Transport Department. However,

14 after the traffic accident, a few of the bus companies

15 have introduced some revisions. But we don't know

16 whether these revisions actually came from the Transport

17 Department, because we were not clearly told.

18 CHAIRMAN: When you say "the traffic accident", are you

19 referring to the 10 February 2018 Tai Po Road accident?

20 MR CHEUNG TSZ KEI: That's right.

21 CHAIRMAN: Yes, Ms Wong.

22 MS MAGGIE WONG: If I may move on to another topic, relating

23 to the speed display unit.

24 We have heard evidence in this Committee that

25 franchised bus operators are concerned that speed

26

1 display units would create conflicts and arguments
2 between bus captain and passengers, and impose
3 additional pressure on bus captain, in turn affecting
4 safety bus driving.

5 We would like to know whether that view was shared
6 by your union?

7 MR LAU SIN TAT: Yes, we share this view.

8 MR LAM TIN FU: We have not discussed about this point. We
9 think, however, that bus captains of franchised bus
10 operators will take into account the limitations and
11 restrictions of each route to drive their -- it is
12 a possibility that there will be disputes and conflicts.

13 MR LAI SIU CHUNG: I would like to add that when it comes to
14 speed displayed on a minibus, that will just be
15 conflicts between about a dozen passengers, but if it is
16 installed on a bus, there will be over 100 passengers.
17 The bus would not be able to be driven properly as
18 a result. And I do think that experienced bus captains
19 will know how to handle the situation.

20 MR CHEUNG TSZ KEI: Let me supplement, that on board of
21 buses there are some alerts, alerting device, if it
22 reaches 70kph it would sound, and for some buses the
23 speed is limited to 70kph. So whether it is a straight
24 road or just a flat stretch of road we would not drive
25 above 70kph.

26

1 As to whether installation of a speed display,
2 whether it will cause incidents, conflicts, when there
3 is a slight exceedance, we can't tell what will happen.

4 CHAIRMAN: Alerts at 70 kilometres an hour, are not much use
5 in a 50-kilometre-an-hour speed limit, are they?

6 MR CHEUNG TSZ KEI: Well, for our buses there is a GPS
7 monitoring whether you are speeding at different
8 sections. So most bus captains would not speed,
9 otherwise they would be reprimanded at the office.

10 Is it worthwhile to devote the resources on this
11 device? We have doubts. Would it be better spent on
12 other areas? We think so.

13 CHAIRMAN: Thank you for your views.

14 I think we are going to have to take the break now.

15 If you are able to join us, do, Mr Lai, if not,
16 thank you for your attendance.

17 Gentlemen, may I ask you to come back at 2.30 and we
18 will resume our hearing then. Thank you.

19 (1.13 pm)

20 (The luncheon adjournment)

21 (2.31 pm)

22 CHAIRMAN: Good afternoon.

23 Yes, Ms Wong.

24 MS MAGGIE WONG: Good afternoon. The next topic is about
25 illegal parking.

26

1 We have heard evidence that there has been some
2 illegal parking at the bus termini, or bus terminus,
3 which affect the driving of the bus back to the bus
4 terminus, and as a result it caused problems, or safety
5 issues arising from illegal parking.

6 In relation to your union, do you find illegal
7 parking an issue that has to be raised with the police
8 and the Transport Department?

9 MR CHEUNG TSZ KEI: Yes, we did. For many times we have
10 reflected to the Transport Department that at the bus
11 terminus some outside cars are stopping, obstructing the
12 boarding and alighting of passengers on buses.

13 And safety is a concern.

14 Up to now, the Transport Department has not come up
15 with any solution to address the problem, and our union
16 has made a number of suggestions to the Transport
17 Department.

18 Number 1, within the bus terminus there should be
19 double yellow markings on the road; number 2, within the
20 bus terminus, there should be installation of CCTVs, to
21 capture images of illegal parking; 3, at bus terminus
22 all the yellow boxes, should be marked, so that buses
23 can go in and out freely. This is all for the public
24 interest.

25 And we have made reference to Singapore, which has
26

1 adopted similar practices. But in Hong Kong the
2 Transport Department has said that the UK does not have
3 any such practice, so they will not consider it here in
4 Hong Kong.

5 Thank you, Chairman.

6 CHAIRMAN: This suggestion in relation to Singapore, is this
7 related to bus stops that are in the highway, where --

8 MR CHEUNG TSZ KEI: Chairman, yes. Bus stops at highways.
9 And there is usually a yellow line, and as long as the
10 buses give the lights, the vehicles behind will stop
11 immediately so that the buses can go out of the bus
12 stops immediately, but in Hong Kong there is no such
13 arrangement. Even if the bus gives the light, the
14 vehicles behind will only accelerate to get past the
15 buses. So it is made buses difficult to get out of the
16 bus stops, and very often accidents occur as a result
17 causing even further congestion on the roads.

18 There are places where the problem is serious, at
19 Queen Elizabeth Hospital, Princess Margaret Hospital,
20 Mayfair Garden, Yen Chow Street, Un Chau Street, Austin
21 Road, Reclamation Street, Star Ferry, Tin Shing Road
22 South, Chatham Road South, Mody Road, and Mok Cheong
23 Street.

24 These are places where there is serious illegal
25 parking. And also Hennessy Road, King's Road.

26

1 CHAIRMAN: Are you describing illegal parking in bus stops
2 or and/or in the approaches to bus stops?

3 MR CHEUNG TSZ KEI: Within the bus stop area. Very often
4 vehicles are occupying the bus stops and these are also
5 stopping behind and in front of the bus stop area, and
6 there is only space left for just one bus to park or go
7 into that. So with that kind of limited space it is
8 difficult for the bus captains to go into the bus stop
9 itself. So there can only be double parking. And
10 passengers' safety is at stake.

11 CHAIRMAN: How do you suggest this be enforced, that is to
12 say to prevent people from feeling free to park in bus
13 stops and in the immediate approach to a bus stop?

14 MR CHEUNG TSZ KEI: Chairman, in accordance with overseas
15 practices, say, for example, in the US, if you just park
16 near bus stops the penalty is particularly heavy, the
17 fine is particularly heavy. But in Hong Kong the fine
18 is particularly light and the law enforcement has been
19 particularly lax, and there are no double yellow
20 markings on the road near the bus stops, and the drivers
21 feel that they can be allowed to park at the approaches
22 of the bus stops. I think installation of CCTVs will
23 serve as a deterrent. This can be of reference to us.

24 Thank you, Chairman.

25 MS MAGGIE WONG: Have you made some footage in relation to
26

1 some of the illegal parking problem?

2 MR CHEUNG TSZ KEI: Yes. Our footage has been submitted to
3 the Secretariat. Let's take a look then.

4 MS MAGGIE WONG: Now, we are playing footage at the moment.
5 Can you tell us, first of all, can we pause a little
6 bit -- can you tell us first of all where is this, or
7 where the location is this?

8 MR CHEUNG TSZ KEI: It is northern Lantau near Yung Tung
9 Estate.

10 MS MAGGIE WONG: So we can now see there are buses in the
11 opposite lane?

12 MR CHEUNG TSZ KEI: There are double yellow markings, no
13 police officer to manage the situation at all.

14 CHAIRMAN: When was this video taken?

15 MR LAM PO KEUNG: That was taken afternoon yesterday. To
16 the left is 37M and 37H, and to the right is another bus
17 stop and taxi stand. And the buffer area is very
18 limited. And as a result, the vehicles cannot get into
19 the Ying Tung Estate car park, and there is another
20 footage showing clearly how the buses cannot stop
21 there --

22 Now, this bus stops here. It cannot get into the
23 round about. To the right of the bus is a car park.
24 And you can see the private cars at the right, they are
25 preparing to go into the car parks but they cannot get

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1 in, and they have to get -- the bus coming in the
2 opposite direction is actually going in the reverse
3 direction, beyond the refuge island, the safe island
4 there, so it is actually driving in the opposite lane.
5 This problem is serious.

6 Now, if the artificial island is going to be
7 completed in the future, then more congestion will be
8 caused in the vicinity of this area.

9 MS MAGGIE WONG: Is this the same location as we have seen
10 earlier, in the earlier footage, or is this a different
11 location?

12 MR LAM PO KEUNG: The same location. I can also show you
13 a few photos as well.

14 CHAIRMAN: Please do.

15 MR LAM PO KEUNG: That's from the Google map, the photo
16 taken from the Google map.

17 MS MAGGIE WONG: And this photo shown on the left side is
18 the bus stop, is that a bus stop?

19 MR LAM PO KEUNG: Correct.

20 MS MAGGIE WONG: Yes.

21 CHAIRMAN: If we go back to the previous photograph? That
22 one. Is the grey vehicle on the left-hand side parked
23 in a bus stop or immediately outside a bus stop? We can
24 see it is in a bus stop.

25 MR CHEUNG TSZ KEI: Correct. The lorry opposite it, it is
26

1 also within the bus stop area.

2 MS MAGGIE WONG: And these photographs were taken yesterday
3 as well?

4 MR LAM PO KEUNG: This is from Google.

5 MS MAGGIE WONG: This came from Google.

6 Those two footages, did you take them yourself or
7 who took them?

8 MR LAM PO KEUNG: Yes, myself. I took it yesterday.

9 MS MAGGIE WONG: Inside the bus?

10 MR LAM PO KEUNG: Well, one was taken while I was in
11 a private car, the other was taken while I was on the
12 ground.

13 CHAIRMAN: I think we can see that from the movement of the
14 camera.

15 MR CHEUNG TSZ KEI: Chairman, what I want to say is that in
16 Hong Kong, well, this situation is rampant, it is seen
17 everywhere in Hong Kong, and it is because the law
18 enforcers have not been strictly enforcing the law.

19 MR LAM PO KEUNG: Can I supplement. Because for this
20 particular location, at Ying Tung Estate, outside of it
21 there would be reclamation, and before that is done, the
22 roads have been opened up and built, and the Ying Tung
23 Estate car park has insufficient car parking spaces. As
24 a result, the private cars are lining up outside the car
25 park and causing congestion, and you can see also behind

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1 this photo there is a lorry unloading the goods.
2 Because they can't get into the car park, they are
3 unloading the goods outside the car park on the roads.

4 MR CHEUNG TSZ KEI: Chairman, may I add here. For any
5 obstruction of the bus stop for whatever reason is
6 unreasonable and illegal.

7 CHAIRMAN: Do you have any views about the use of
8 forward-looking cameras that are deployed on such bus
9 stops in order to capture illegal parking of this kind?

10 MR CHEUNG TSZ KEI: Feasible. But the question is when that
11 is being done, will the employer's side hand over the
12 information to the police?

13 Number 2, and for the law breakers, if they don't
14 think the information will be given over to the police,
15 they will continue breaking the law.

16 But then, if there is the, say, a CCTV capturing the
17 footage installed on the bus, then that would serve as
18 a deterrent.

19 Thank you, Chairman.

20 CHAIRMAN: Can I ask a supplementary question. If in order
21 to mark the time of such an event, it was necessary for
22 a bus captain to press a button, activate something that
23 marks this event, do you have any view about bus
24 captains doing that?

25 MR CHEUNG TSZ KEI: It is feasible.

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1 CHAIRMAN: It is feasible, clearly, but do you have any
2 objection to it, or would you support it?

3 MR CHEUNG TSZ KEI: Yes, I support it.

4 CHAIRMAN: Thank you.

5 MS MAGGIE WONG: Related to this issue is priority bus lane.

6 Your submission raised the point that the drivers are
7 getting frustrated and irritated as a result of people
8 making their job more difficult, and one of them is
9 illegal parking.

10 And others, like passenger abuse, all add up to
11 safety issues.

12 There are certain suggestions, in Singapore, to have
13 priority bus lane; would you support that idea?

14 MR CHEUNG TSZ KEI: Chairman, I support -- I agree with

15 that. But over the past 10 years or so, regarding the
16 government's attitude towards bus lanes, the government
17 is trying to cut the bus lanes. Instead of having more
18 bus lanes, we are given some very difficult paths to
19 manoeuvre, for example Texaco Road flyover, at 6 in the
20 morning, that is between midnight to 6 in the morning,
21 franchised buses are not allowed to use that flyover.

22 On the other hand, heavy vehicles are allowed to use the
23 flyover, and also non-franchised buses, whereas for
24 franchised buses they are disallowed from using the
25 flyover, such that passengers would need to walk under

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1 the flyover to cross the road.

2 It shows that the Transport Department is playing
3 favouritism, and I reckon it could be because of noise
4 complaints, and too many heavy vehicles are using the
5 flyover, so they take the right away from franchised
6 buses so that we need to use the road under the flyover.

7 Thank you.

8 CHAIRMAN: Is this flyover a bus priority lane?

9 MR CHEUNG TSZ KEI: Chairman, this flyover isn't a bus lane:
10 it used to be the case that any vehicle could use the
11 flyover, instead of having buses go through the road
12 under the flyover with traffic lights, but the Transport
13 Department is adopting this attitude now. Instead of
14 sticking to the old way, they are asking buses to use
15 the inconvenient road under the flyover instead. Heavy
16 vehicles and non-franchised buses are allowed to use the
17 flyover, so they are putting the cart before the horse.
18 I don't understand their intention.

19 CHAIRMAN: But concentrating on bus priority lanes, the
20 existing ones, what is your perception of the Transport
21 Department or the government attitude to their
22 development?

23 MR CHEUNG TSZ KEI: Chairman, I absolutely support the idea.
24 I agree that there should be bus lanes for buses for
25 public interest so that more people would opt for public
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1 transport instead of driving their own cars, because we
2 have too many private cars causing traffic congestion.

3 If we have smooth lanes for buses, there won't be
4 traffic congestion and then more passengers would opt
5 for public transport. So I hope that the Transport
6 Department would face the issue squarely, and that is
7 about public interest instead of stifling the room for
8 operation of franchised bus companies.

9 Thank you.

10 CHAIRMAN: The question is specific. What is your view of
11 how government approaches bus lanes at the moment? Do
12 they stifle them? Is that what you are saying?

13 MR CHEUNG TSZ KEI: I don't see new bus lanes being added
14 for buses, and I'm not just talking about bus lanes --
15 and perhaps let me digress a bit. At the moment, for
16 bus termini at housing estates they are poorly designed
17 so that it is difficult for buses to park, and it is
18 really difficult for buses to survive.

19 CHAIRMAN: Yes, Ms Wong.

20 MS MAGGIE WONG: The last topic is salary.

21 We have heard evidence from Citybus operators that
22 they have merged bonus into salary or reclassified it
23 into basic salaries with effect from 1 March 2018, and
24 I would like to explore with you on this system.

25 The downside from that recommendation appears to be
26

1 that there is currently no system of rewards. Can your
2 union confirm that this is the case, as of to date,
3 after the reclassification to basic salaries
4 in March 2018?

5 CHAIRMAN: By a no system of reward, you mean for safe
6 driving?

7 MS MAGGIE WONG: For safe driving.

8 MR CHEUNG TSZ KEI: Chairman, regarding the pay, since 1999
9 the management has been cutting our pay and our
10 benefits, and in 2004 there was a substantial cut.
11 Between 1999 and 2004, a three-tier system was
12 introduced, and recently, we requested the management to
13 restructure the system of salaries and benefits because
14 otherwise it would deal a great blow on the staff moral.

15 For new recruits, just earlier, they earn merely
16 12,000 or less than 12,000. Later on, we requested the
17 company to include the safety award, the service award,
18 to the basic salary, such that the total pay would be
19 \$15,360, but the pay is still far lower than the average
20 median wage in the transportation sector.

21 But regarding the workload of bus captains and their
22 responsibilities, everything falls on their shoulders.
23 We have a bus full of passengers and their lives are in
24 the hands of the bus captains, and such low pay would
25 directly affect recruitment and work attitude of bus
26

1 captains.

2 Very often drivers would come in and hone their
3 skills, get a driving licence for heavy vehicles and
4 then they will move on to driving other heavy vehicles
5 in the sector. And this undermines service quality as
6 a whole, because we have new recruits all the time.

7 And the pay is too low, so that they don't even care
8 about the job. And this is the attitude they have at
9 work. Very easily traffic accidents happen.

10 Coming back to the daily wages before 1998, the
11 majority of bus captains care about the job a lot,
12 because they knew that they wouldn't get another job
13 with this pay outside, and they had increments, and with
14 more years of service they would tend to stay in the
15 position instead of moving to another company. They had
16 a sense of belonging.

17 But since 1999, because of the change in the salary
18 system, their pays were substantially lowered, so the
19 quality of the bus captains deteriorated, which in turn
20 affected public interest.

21 Thank you.

22 CHAIRMAN: You say that the union requested a restructuring
23 of the salary structure. When did you request that in
24 relation to the fact that it was changed beginning on
25 1 March 2018?

26

1 MR CHEUNG TSZ KEI: Chairman, we made this request. We have
2 been making this request for 10 years, but our request
3 was never acceded to, because of the circumstances. At
4 the time in Hong Kong we experienced SARS, and the
5 financial tsunami. The management, therefore, had not
6 been willing to make any improvement until the recent
7 two or three years. The management finally agreed to
8 make progressive improvements, but they came in dribs
9 and drabs.

10 Many employees, therefore, remain unhappy, and some
11 industrial actions also took place. We understand that.

12 So we urge the management once again that they
13 should substantially improve pay and benefits, and it
14 should be on a par with the level in 1998 for daily paid
15 workers.

16 This year in the upcoming meeting for pay hikes, the
17 management already verbally promised us that there would
18 be a substantial increase in terms of benefits.

19 However, for salary, it is still below the median wage.
20 New recruits earn \$15,360. At the moment the management
21 only agreed to increase the pay by \$1,000. That means
22 \$16,360 -- still far below the earnings of drivers of
23 heavy vehicles.

24 And yet we are not just driving heavy vehicles. We
25 are driving buses with passengers. Our pay should not

26

1 be lower than other drivers, whereas the reality is our
2 pay is extremely low and it is very unreasonable.

3 That is why we are still striving for it. We doing
4 our best to strive for more rights for the sector.

5 MR CHAN KWONG NUNG: Let me also supplement. Long Win.

6 In January 2018, Long Win union conducted a survey
7 regarding the number of recruits leaving and joining in
8 2017. 100 recruits joined in 2017 whereas for employees
9 leaving in 2017, there were 120.

10 So according to our survey, among the 120,
11 60 per cent of employees left because of low pay.

12 CHAIRMAN: Mr Cheung, can I just ask you this.

13 In respect of the merger of the safety bonus and the
14 other allowance into the basic salary beginning on
15 1 March 2018, was there any event that you attribute to
16 that change by the bus operators?

17 MR CHEUNG TSZ KEI: Chairman, I can tell you, categorically,
18 that it has nothing to do with any event that happened,
19 or any major accident triggering this pay rise.

20 Well, last year in May we had a round of
21 negotiations on pay rise. It was in May 2017, and it
22 was then confirmed that there would be a pay hike this
23 year, meaning there would be an adjustment, and that the
24 safety award would be added to the basic salary. The
25 management, however, did not want to discuss it at that
26

1 meeting regarding pay hike.

2 They would only confirm with us about this new
3 arrangement after the pay hike meeting had ended. And
4 in fact, after that meeting, we did pursue it with the
5 management, and the management said they would do it as
6 soon as possible.

7 As I understand, in December the board of directors
8 already approved an increase of the basic salary and
9 addition of the safety award, and we have been striving
10 for that for a long time.

11 That's also part of our plan, and that is we should
12 increase the salary or the remuneration package. For
13 the safety bonus and the service bonus, that has to be
14 included in the basic salary, totalling \$15,366, and
15 that is the first step. And the second step, we would
16 strive for double pay calculated based on the basic
17 salary.

18 So this is what we want to achieve.

19 Well, they have already acceded to our request for
20 double pay, and that is calculated on the basis of this
21 amount, 15,366. If we don't add in the safety and
22 service bonus, we can only get 11,000. So in other
23 words, we have an additional \$3,000 for the double pay.
24 So that's our second step.

25 That has nothing to do with any event or any traffic
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1 accident.

2 Thank you, Chairman.

3 CHAIRMAN: So to summarise, this was agreed in May 2017, and
4 as you understand it, the board of directors, as you put
5 it, approved this change in December 2017?

6 MR CHEUNG TSZ KEI: Correct, Chairman.

7 In December 2017 the approval was granted.

8 However, the company didn't tell us then, it didn't
9 give us a Christmas present. It was still putting this
10 on hold yet, and inappropriately they just floated the
11 idea after the accident, so there was a misunderstanding
12 in the community that it is just because of this major
13 traffic accident that this adjustment was made.

14 CHAIRMAN: Which board of directors approved this change?

15 MR CHEUNG TSZ KEI: To my understanding, Chairman, it is the
16 KMB board of directors, Mr Leung Nai Pang who actually
17 approved it himself.

18 CHAIRMAN: No other company?

19 MR CHEUNG TSZ KEI: Chairman, I don't know.

20 CHAIRMAN: Mr Lam, New Lantao Bus company didn't effect this
21 change, did it, of merging safety bonuses into basic
22 salary?

23 MR LAM PO KEUNG: No.

24 CHAIRMAN: Instead, as we understand from their evidence,
25 there was a bonus payment, a singular payment; do we
26

1 understand that correctly?

2 MR LAM PO KEUNG: Yes, correct, there was. Our basic salary
3 was \$6,400. And every day there was a daily allowance.
4 \$230. So if you drive for nine hours a day every month
5 and you also work on the Saturdays and Sundays, so we
6 will end up with \$16,200.

7 So compared to KMB, New World First Bus and Long Win
8 we are lower, so our pay at the New Lantao Bus is on the
9 low side compared to the others.

10 CHAIRMAN: Mr Cheung, can I ask you this, which I think is
11 what Ms Wong was asking you: what is your view of the
12 fact that this restructuring has resulted in there being
13 no incentive payment for bus drivers to drive safely?

14 MR CHEUNG TSZ KEI: Chairman, I don't agree.

15 A reasonable salary will serve as an incentive to
16 the colleagues, they can have a stronger sense of
17 belonging, and they will not just use their job as
18 a springboard to find another better job. If they do
19 have that kind of mindset then their working attitude
20 would be very different.

21 CHAIRMAN: Thank you.

22 Yes, Ms Wong.

23 MS MAGGIE WONG: If one were to recommend a system of
24 monitoring drivers' behaviour, similar to perhaps
25 Singapore's system, which has a system of red, amber and
26

1 green, based on the driver's driving pattern, and --

2 CHAIRMAN: I think that's one bus company in Singapore.

3 MS MAGGIE WONG: That's one bus company. May we pull up the
4 article of Tower Transit. The article is the Straits
5 Times, 29 June 2017.

6 CHAIRMAN: Do we have a reference for this?

7 MS MAGGIE WONG: We don't have a reference. Because it is
8 not in our bundle.

9 We can see on page 2 of the article, the fourth
10 paragraph, it made reference to the driver:

11 "... who previously worked at SBS Transit, improved
12 his score to 72. By December he managed to hit 20
13 points, qualifying him for a bonus of \$130 for that
14 month."

15 And there would be a monitoring system like
16 a GreenRoad telematics system. And there will be
17 a reward based on the driving behaviour.

18 And if one were to recommend such a system, would
19 your union consider that would make sense, or would you
20 support it, or worth pursuing it?

21 MR LAI SIU CHUNG: Chairman, I would like to add. I am
22 a representative of the KMB branch. I would like to
23 tell the chairman, for our company, the company has
24 never attached importance to the pay and welfare
25 benefits, and only until after the IRC has been

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1 established that the company considered giving us more.

2 I've worked in this company for 18 years. I do not
3 feel happy working here.

4 There is no employee-friendly policies. They have
5 not put in the proper remuneration package to boost our
6 sense of belonging. I've worked in this company for
7 18 years, I have been signing contract after contract.

8 How come that the trade unions have been striving
9 for the safety and the service bonus to be incorporated
10 into the basic salary? I have insisted on this. I've
11 told the management many times, for the safety and
12 service bonus.

13 For new drivers, if they don't have enough
14 experience, their bonus may be deducted. The entire
15 safety bonus of 1,200 can be deducted altogether, so
16 there have been many problems with this safety bonus,
17 but then the company has been telling us that the safety
18 and service bonus are in huge amounts. So, before the
19 accident happened, they would like to accede to the
20 trade union's request, and that safety and service bonus
21 be merged with the basic salary.

22 But, it doesn't mean that after the merging of the
23 amounts our safety will still be upheld. Because we are
24 a professional bus captain. We have to be accountable
25 for what we do, and the safety bonus and service bonus

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1 have been in place for many years, but then the
2 arrangement has not been fair.

3 And especially to the new drivers, say, in the first
4 half year to one year, they don't have enough
5 experience. Their bonus in safety and service will be
6 cut by the company and their income will not be stable.

7 So the trade union has considered this as a problem
8 for many years, and we hope that the bonus will not be
9 deducted. Maybe this month you are lucky, you are not
10 involved in a traffic accident, but then in some other
11 months you will be involved in a couple of traffic
12 accidents and your safety bonus will be deducted.

13 MS MAGGIE WONG: Mr Lai, we are not talking about deduction.

14 It is addition. What I'm suggesting here is not about
15 deduction. It is on top of your basic salary. If you
16 drive well you would receive an extra bonus. That's the
17 system. It's not about deduction.

18 MR LAI SIU CHUNG: Well, KMB doesn't have such a system.

19 MS MAGGIE WONG: Not about whether you have the system. If
20 one were to recommend such a system, would you support
21 that?

22 MR LAI SIU CHUNG: Chairman, we support any type of reward
23 system or incentive system. Right now we are talking to
24 the KMB on another kind of bonus system: there would be
25 a 20-point increment system. So in other words, if you
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1 achieve certain requirements then you will get an
2 increment, an extra point. And that is beyond the
3 annual salary increase. The KMB has verbally promised
4 that there will be a 20-point system, it's calculated
5 based on the performance, safety performance,
6 attendance, discipline. If the bus captain does not
7 achieve the standards then he will not get an extra
8 point.

9 So that's a kind of bonus system.

10 Of course, if there are other reward systems we
11 welcome them.

12 MR LAM PO KEUNG: Can I add?

13 An appropriate monitor of drivers' performance would
14 not be by way of a penalty, we think. I think if a bus
15 captain falls short of standard we should train him up
16 more so he can drive safely, and that is more important.

17 If you have a bonus, and the bus captain will try to
18 strive for it, and say, if he is involved in an
19 accident, he would get frustrated. For NLB, there is
20 a safety bonus. Well, if the safety bonus is deducted,
21 we are talking about several thousand dollars. And that
22 affects the livelihood of the family of the bus captain.

23 Thank you, Chairman.

24 MS MAGGIE WONG: Chairman, I have completed my questioning.

25 CHAIRMAN: Thank you.

26

1 MS MAGGIE WONG: Thank you.

2 QUESTIONS FROM THE COMMITTEE

3 MEMBER AUYEUNG: Thank you, Chairman. I just have a quick
4 question regarding the protective shield that we
5 discussed this morning.

6 I hear from you gentlemen that you are not very much
7 supporting this idea.

8 I just want to clarify. The reason why you are not
9 supporting is because the material is not good enough
10 because of creating reflection or squeaking sound, or
11 you are against the concept of having a protective
12 shield?

13 Thank you.

14 MR LAI SIU CHUNG: I am not saying that it is not good, but
15 that if you have a protective shield, according to bus
16 captains, when it is installed, well, bus captains say
17 that they do have an independent driving compartment, so
18 to speak, but there is something wrong with the
19 transparent plate of the protective shield, and the
20 management hasn't addressed the issue. And it is
21 distracting for bus captains.

22 And there are other also issues stemming from it
23 which get more serious. We would like them to improve
24 the plastic plate as soon as possible. As I mentioned
25 this morning, there is glaring, and then at the tip,

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1 there is a magnet which gives off some squeaking sound,
2 and according to the union, although there is
3 a protective shield in a convex shape, if one is to
4 attack the bus captain then one can still do so.

5 We have reflected the problems to the management
6 many times. They just said that they cannot be taken
7 down. But many drivers would like to have it taken down
8 because you have safety problems, and it also produces
9 glare. And because of the curve there would be
10 a distortion of vision, and not to mention that the
11 shield gives off some noise.

12 And these are the problems they have not resolved.

13 MEMBER AUYEUNG: But would you support it if management can
14 come up with a protective shield that would not create
15 any driving hazards?

16 MR LAI SIU CHUNG: Yes, I would. Previously we submitted
17 some drawings to them. For example, in Korea they have
18 an independent door with two tiny windows that could be
19 opened and closed. We gave them drawings for reference.

20 But I think that for this kind of protective shield
21 that they have come up with, there are problems.

22 Perhaps they didn't think that there would be so many
23 problems, but then they have to address the issues.

24 MEMBER AUYEUNG: Thank you.

25 CHAIRMAN: Mr Lam, at New Lantao Bus do you operate special
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1 shifts, 14-hour shifts?

2 MR LAM PO KEUNG: Yes.

3 CHAIRMAN: And are you afforded, or are drivers afforded
4 a minimum rest period during such a duty of three hours
5 or more?

6 MR LAM PO KEUNG: Yes.

7 CHAIRMAN: And on the occasions when a driver comes to that
8 time of the day where he has that break, what are the
9 facilities like that are provided at the place where the
10 driver takes his break?

11 MR LAM PO KEUNG: Nothing so far. They would at most take
12 a break on the bus. They could rest inside the bus.

13 CHAIRMAN: No facilities?

14 MR LAM PO KEUNG: Not for the time being.

15 CHAIRMAN: And where are these places, bus terminus depot,
16 where are they? How many are there where people take
17 these breaks?

18 MR LAM PO KEUNG: Usually in the street, shopping malls,
19 they would take a rest. If it is close to their home
20 they would go home.

21 CHAIRMAN: What proportion, if you are able to answer this,
22 of bus captains are in a position to go home when such
23 a break occurs?

24 MR LAM PO KEUNG: I don't know. A half, I guess. Half of
25 those who are on this kind of special shift, around
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1 half.

2 CHAIRMAN: Do you do these special shifts yourself?

3 MR LAM PO KEUNG: Previously I did. But I would go home.

4 CHAIRMAN: Thank you. You anticipated my other question.

5 Ms Wong, the material that the Transport Department
6 provided us in the form of a briefing paper to the LegCo
7 transport panel. Could you give me the reference for
8 that and could that be put up on the screen?

9 MS MAGGIE WONG: Yes. That would be page TD-1, page 403.

10 CHAIRMAN: Where is the LegCo briefing paper?

11 MS MAGGIE WONG: The briefing paper should be at page 403,
12 TD-1, page 403.

13 CHAIRMAN: In English -- the briefing paper is in English,
14 is it not?

15 MS MAGGIE WONG: Yes, it is in English.

16 CHAIRMAN: Thank you.

17 Mr Cheung, this is a paper that was discussed on
18 25 July in the LegCo council by the Panel on Transport,
19 and it deals with three matters, really: one is
20 training, another is seat belts and another is
21 technological safety advances.

22 And it is the product of a working group which was
23 constituted by the Transport Department and comprised
24 the franchised bus operators and three bus
25 manufacturers, and they were convened in the middle

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1 of March, and this is the product of their work.

2 Were your views sought on any of these three
3 matters?

4 MR CHEUNG TSZ KEI: No. No, Chairman.

5 CHAIRMAN: Have you had a chance to read the document to see
6 what it is that they propose to do?

7 MR CHEUNG TSZ KEI: Chairman, I haven't read this paper
8 before. This is the first time I'm reading it.

9 CHAIRMAN: Mr Cheung, given your answer, it seems to me that
10 perhaps it would only be fair before I ask you any more
11 questions if I suggested that you ought to read the
12 document, and then you can give us your considered
13 responses to some of the questions that I have.

14 What I would suggest is this: we have other trade
15 union representatives who have been waiting patiently to
16 give their evidence. May I suggest that we interpose
17 them, and then at a later stage when you indicate to us
18 that you are in a position to answer the questions, we
19 will bring you back. Is that a proposal that meets with
20 your agreement?

21 MR CHEUNG TSZ KEI: No problem.

22 CHAIRMAN: Very well, in which case, may I ask you to vacate
23 your seats. We will take a short break whilst there is
24 a swap over of personnel, and then we will deal with the
25 federation.

26

1 We will take a short break.

2 (3.25 pm)

3 (A short break)

4 (3.35 pm)

5 REPRESENTATIVES OF THE FEDERATION OF BUS INDUSTRY TRADE

6 UNIONS: MR HO YUI CHEONG, MR CHUNG CHUNG FAI, MR LAM KAM

7 PIU, MR LAU KAI HIM, MR HUI HON KIT, MR KWOK WAI KWONG

8 (Evidence given in Cantonese; transcription of the

9 simultaneous interpretation)

10 CHAIRMAN: Mr Chung and gentlemen, we thank the Federation

11 of Bus Industry Trade Unions for accepting our

12 invitation to give evidence to the Committee, and I'll

13 ask Ms Wong to ask questions of you.

14 Let me just explain this, that if at any stage you,

15 Mr Chung, wish one of your fellow representatives to

16 answer a question, please defer to him and we will hear

17 from him. So it is a matter for you who it is that puts

18 forward your view.

19 Thank you.

20 EXAMINATION BY MS WONG

21 MS MAGGIE WONG: Thank you, Mr Chung, and gentlemen, for

22 coming. And we have your written submissions.

23 The Committee's primary concern, as set out in the

24 terms of reference, is to make recommendations which go

25 to the issue of safety of franchised buses.

26

1 So my questions will be focused on safety aspects
2 rather than the wider aspect of employment issues.

3 My first question is to go through the background
4 with you about your union.

5 Mr Chung, I understand that Federation of Bus
6 Industry Trade Unions represents three trade union
7 members; is that correct?

8 MR LAM KAM PIU: Correct.

9 MS MAGGIE WONG: That would be Kowloon Motor Bus, New World
10 First Bus and Citybus.

11 MR LAM KAM PIU: Correct.

12 MS MAGGIE WONG: And your union currently has 1,660 members.

13 MR LAM KAM PIU: Correct.

14 MS MAGGIE WONG: Are these members all bus drivers?

15 MR LAM KAM PIU: No. Some of them are the regulators and
16 supervisors, mechanics in the depot. They are working
17 as frontline staff.

18 CHAIRMAN: How many are bus captains?

19 MR LAM KAM PIU: Over 90 per cent.

20 MS MAGGIE WONG: Mr Chung, your union has submitted two
21 submissions. The first one is dated 24 April 2018. And
22 that can be found in TU bundle 1A, pages 147 to 226, in
23 Chinese. In English, it is at pages 226-1 to
24 page 226-80.

25 And you have made a second submission in response to

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1 the letter from the Committee. The supplemental
2 submission is at TU bundle 1B pages 260-28 to 260-67.

3 And you can see it on the screen. And the English
4 is at TU1B bundle at pages 260-68 to 103.

5 And Mr Chung, I will just go through the issues
6 raised in your submission by topic.

7 The first topic is illegal parking.

8 And we can find that issue was raised in your
9 submission at pages 260-234 to 236.

10 This is annex 2, and it set out e-mail exchanges
11 that you had about illegal parking problem, which you
12 have provided to the Committee. And you have addressed
13 a problem in particular in relation to Nam Cheong Street
14 and a number of other streets, in your recent
15 submission.

16 MR LAM TIN FU: Sorry, Ms Wong, are you asking Mr Chung to
17 make a reply or Mr Lam to make a reply?

18 MS MAGGIE WONG: I apologise. I'm sorry, maybe Mr Chung,
19 you would assign the person that is most suitable to
20 answer the questions raised in this area: illegal
21 parking.

22 MR LAM KAM PIU: Ms Wong, I am the acting president.

23 Mr Chung is my department. And on behalf of the
24 federation, I'll ask Mr Lau to take the question.

25 MS MAGGIE WONG: Thank you.

26

1 Mr Lau, you provided the Committee with an annex 2,
2 which sets out the correspondence that you had with the
3 Transport Department complaining about the illegal
4 parking problem, and we can see at page 235 that you
5 have annexed photographs, your union has annexed
6 photographs showing the extent of the illegal parking.

7 And at the bottom we can see the e-mail showing the
8 Transport Department received the photo stating that the
9 colleagues of regional office will follow up.

10 So my question is: has there been follow-up or has
11 there been improvement on this Nam Cheong Street in
12 terms of illegal parking.

13 MR LAU KAI HIM: Starting from May 2015 we started
14 discussing with the TD on the illegal parking at Nam
15 Cheong Street, and a couple of months ago we received
16 the final reply from the TD, saying that the situation
17 has improved, and one more marking for bus stop has been
18 added to prevent illegal parking on the bus stop area.

19 But it took us a very long time to communicate with
20 the police.

21 And also because of the illegal parking issue a bus
22 captain was attacked at this particular location, and
23 after that, we wrote immediately to the Permanent
24 Secretary for Housing Mr Lai, and the letter was
25 included or appended to our supplementary submission,

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1 and at the same time we have been chasing up the TD on
2 the improvement works at this location. But the TD has
3 been acting slowly, and they really, don't want to deal
4 with it, it seems to us.

5 MS MAGGIE WONG: Yes, and maybe if we should first look at
6 your submission on illegal parking, your first
7 submission in relation to this issue. It is page 176 in
8 Chinese, and the English is at page 226(30).

9 On this page we can see your suggestions, or rather
10 your summary of what you have done for this illegal
11 parking.

12 And we can see in the English version that:

13 "... the federation wrote to the Transport
14 Department in May 2017 and required arrangements of more
15 policemen to strengthen the enforcement and other
16 feasible measures to prevent the bus stop from being
17 blocked by vehicles illegally parked there. It is
18 suggested that a 24-hour restricted area to be set up,
19 the 'bus stop' road sign should be extended and iron
20 railings should be added to reduce the number of
21 vehicles illegally parked there and prevent the bus stop
22 from being hindered ... after several rounds of
23 [discussions] or communications, the Transport
24 Department finally agreed to set up iron railings only
25 on the grounds of the need for loading and unloading

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1 goods ... however, because the Transport Department paid
2 no immediate attention to this problem, a bus captain
3 was attacked at this bus stop in August 2017, because he
4 was passing the private vehicles illegally parked there
5 and was misunderstood as 'skipping the stop'. This
6 incident was exactly caused by blocking of bus stop by
7 illegal parking vehicles."

8 And you stated that:

9 "If the Transport Department had taken the
10 suggestion of the federation seriously and promptly
11 arranged to set up road signs, this incident could have
12 been avoided."

13 In your recent submission at page -- or second
14 submission at pages 260-89 to 90, that's in English, and
15 the Chinese is at page 260-53.

16 And your further reply stated at paragraph (d) that:

17 "The main reply of the Transport Department is to
18 refer the matter to the transport officer of the
19 relevant district for follow up, and to the police to
20 take appropriate actions. Meanwhile, for certain
21 districts, such as Nam Cheung Street as mentioned by the
22 Federation, no only made oral questions, but also
23 maintained communication ... In addition, concerning
24 illegal parking, the Federation also expressed its
25 concern and demanded enforcement at various black spots
26

1 in the meeting with Hong Kong police."

2 And it is stated there that:

3 " ... the police has in different meetings made
4 verbal commitments to enhance its enforcement efforts,
5 and ... the prosecution figures ... has increased [and]
6 some illegal parking black spots, such as the
7 Reclamation Street in Mong Kok, King's Road, Yee Wo
8 Street and Wang Lung Street Tsuen Wan have not seen much
9 improvement."

10 And you have also annexed a list of black spots to
11 the police in one of your annexures, showing that there
12 were a number of locations that you have asked the
13 police to follow up -- and I believe that's in
14 annex 14 -- in your letters dated 6 and 27 March 2017.
15 That's at page 260-462, in Chinese, and page 260-468-1.

16 If we look at the letter, it was addressed to the
17 Commissioner of Police at page 260-468-2 in English.

18 You have highlighted a number of black spots at
19 page 260-468-5, for Hong Kong Island, New Territories
20 and Kowloon.

21 So my question is: has there been any follow-up
22 after these two letters?

23 MR LAU KAI HIM: After these two letters, in our regular
24 meetings with the police and the Transport Department,
25 on every occasion we reflected the problem of illegal
26

1 parking with them and regarding what we told the
2 Transport Department, it can be seen in the minutes of
3 the meeting.

4 As for follow-up action on illegal parking, it
5 should not be done as a one-off exercise. It should be
6 sustainable effort. There should not be follow-up
7 action, just right after we mentioned one black spot.
8 We will continue to follow up with the Transport
9 Department on the black spot list and see if there have
10 been new additions or improvements, but since March 2017
11 until now, we have not seen a lot of improvements
12 regarding these black spots. But we have been taking
13 follow-up action.

14 CHAIRMAN: What do you suggest is the way forward to deal
15 with the illegal parking that causes problems for
16 franchised buses?

17 MR LAU KAI HIM: First of all, the police should take
18 enforcement action. Very often the problem we encounter
19 is illegal parking and the bus captain would call the
20 police for handling and very often the police on many
21 occasions would say that they are unable to handle the
22 situation because of lack of manpower, and previously,
23 we did suggest increasing the number of traffic wardens,
24 as we understand in busy districts such as Yau Tsim Mong
25 district the number of traffic wardens tend to be on the
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1 low side, but the police could engage more traffic
2 wardens to take enforcement action against illegal
3 parking, because it is a traffic offence and the most
4 effective enforcement is to prosecute the offending
5 drivers, and there should also be signage at bus stops,
6 because the signage will have binding effect on
7 offending drivers.

8 And we also requested that there should be double
9 yellow line. Apart from Nam Cheong Street the problem
10 is also very serious in Fo Tan, et cetera, and there is
11 a need to have yellow lines there. At the moment there
12 is some room for improvement as far as our laws and
13 regulations are concerned to take enforcement action.

14 CHAIRMAN: There are double yellow lines all over Central,
15 and it does not stop illegal parking, does it?

16 MR LAU KAI HIM: That's true. Because according to the
17 police they do not have sufficient manpower to take
18 enforcement and it is difficult. We are very passive,
19 we rely on the government to deploy officers to take
20 enforcement action. But since 2017, what we have seen
21 is that although the police figures suggest that they
22 have stepped up enforcement, we don't see a significant
23 improvement.

24 CHAIRMAN: What about enforcement by the use of CCTV?

25 MR LAU KAI HIM: We agree. We agree that police manpower is
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1 limited, and it is difficult to deploy substantial
2 manpower to tackle just one issue. We agree that
3 technology can help, and in recent years we understand
4 that the police has been deploying technology such as
5 CCTV to take enforcement.

6 We support it because police manpower is limited,
7 but police officers do give deterrents. I think
8 deterrent is more important than punishment. If you
9 have deterrents it will be more effective in stopping
10 the problem, because drivers may also know that police
11 officers would not patrol a certain area regularly to
12 take prosecution, whereas CCTV and other similar
13 technology could be deployed for enforcement purpose so
14 that it can serve as deterrent and it would be much more
15 effective.

16 CHAIRMAN: What about the use of forward looking CCTV
17 cameras on buses in order to capture the fact of illegal
18 parking?

19 MR LAU KAI HIM: As we mentioned in the supplementary paper,
20 for cameras installed on buses, there are different
21 kinds. For the latest model there are eight cameras
22 showing bus compartments, as well as outside of the
23 buses, and the video clips would be used for the
24 investigation into accidents.

25 Of course if we are to use the video clips for law
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1 enforcement purpose, the police has the power to
2 retrieve the clips. But we should bear in mind the
3 legal requirements, because there is privacy concern,
4 and because the bus compartment cameras would capture
5 what happens inside, so there is a privacy concern that
6 we need to deal with carefully.

7 But on the whole, we agree it can be used for
8 enforcement.

9 CHAIRMAN: I'm not asking you about CCTV inside the bus
10 looking inside. It is forward looking CCTV that
11 captures the problem the bus driver has as he approaches
12 a bus stop and vehicles are parked illegally in it.

13 MR LAU KAI HIM: Agree.

14 CHAIRMAN: What, if any, view do you have about bus drivers
15 assisting in enforcement by for example noting, perhaps
16 electronically, the time at which they have captured
17 a particular infringement, so that when the bus returns
18 to the bus depot, someone can view that CCTV, because
19 the time has been noted?

20 MR CHUNG CHUNG FAI: I am Chung, and I would like to
21 supplement.

22 About using bus cameras for law enforcement, after
23 the bus returns to the depot, well, the company itself
24 doesn't know. We need to write up a report, telling
25 about the data and time of the incident, the relevant
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1 time period, before somebody would retrieve the card or
2 trip, but it would take two or three days, because of
3 documentation. So it may not be very effective.

4 And when a bus approaches a bus stop, it is in
5 motion, and even if you capture a vehicle, you have no
6 idea whether that vehicle is in motion or whether it is
7 stationary. So I do think it is difficult.

8 CHAIRMAN: Do you not think that in Asia's World City we
9 could come up with a technological device where the bus
10 captain simply presses a button which then alerts
11 somebody who views the CCTV to go to a particular time,
12 and then, of course, it is up to that person to
13 determine whether or not the camera captures the
14 stationary vehicle?

15 MR CHUNG CHUNG FAI: Well, I agree. But -- if it is
16 technically feasible I agree, but I want to add that our
17 federation is very concerned about illegal parking at
18 bus stops. Because we have low floor buses introduced
19 in the past 10 or eight years to serve the
20 wheelchair-bound passengers, and if there is illegal
21 parking at bus stops we can't stop at the bus stop to
22 help passengers in wheelchairs, so there is a safety
23 hazard, and that is why we are rather concerned about
24 illegal parking particularly at bus stops. Because at
25 any moment we can have passengers coming in wheelchairs

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1 and if we can't reach bus stop there will be hazard.

2 CHAIRMAN: The question is simply this: that if possible, is
3 it the union's view that bus drivers, bus captains could
4 be deployed to assist in enforcement to alleviate those
5 kinds of problems? Pressing a button to capture the
6 time of the infringement?

7 MR LAU KAI HIM: If this technology is introduced, of course
8 we will be happy to accept. Because bus captains are
9 also affected by illegal parking, so if technology
10 allows us to take enforcement action we will support it.

11 Bus captains, well, under cap 230A, are sufficiently
12 empowered, that is Public Bus Services Regulations, but
13 it may have to do with the regulations, the bus
14 companies' views as well as the Transport Department's
15 views.

16 So I think this is something that the Transport
17 Department and the company can consider.

18 As for bus captains, using technology to assist the
19 police in enforcement actions, of course we welcome
20 that, because by pressing a button we will be able to
21 capture the time but it has to do with technology if it
22 is feasible, and second, whether the franchised bus
23 companies would agree, and whether it is technically
24 feasible.

25 CHAIRMAN: Ms Wong.

26

1 MS MAGGIE WONG: I believe this is a matter that has been
2 raised by the letter from the Democratic Alliance, using
3 the Singapore's practice.

4 The letter was dated 30 April 2018 in miscellaneous
5 bundle 2, page 644, and in English at 644-2.

6 If we see the first suggestion about this Singapore
7 practice of installing cameras next to the driver's seat
8 since 2008, and all the bus captain needs to do is press
9 the button, and hand the footage to the police, and the
10 police will send a ticket to the owner who breached the
11 regulation with a fine, or extra fine.

12 So this is one of the suggestions made by the
13 Democratic Alliance using Singapore's practice. Would
14 you support this idea of enforcing the law in that way?

15 MR LAM KAM PIU: We support it.

16 MS MAGGIE WONG: The second topic I wish to explore with you
17 is the special shift, the special shift problem. If
18 I may take you first, to your submission at page 167, in
19 Chinese, and in English at page 226-21.

20 And you highlighted the new guidelines requires the
21 special shift, for special shift bus captains, they need
22 to have a continuous resting period of three hours, and
23 you stated at page 167 in Chinese, and page 226-20, at
24 the bottom, that:

25 "... not all bus captains are resident near the
26

1 working places. Even if there is a resting period of
2 three hours, they cannot find suitable resting place,
3 finally resulting in fatigued driving in the long run
4 working environment, which may definitely affect the
5 security [I believe that is safety]."

6 And on the next page at page 226-21, the bottom
7 paragraph, and that's 167 still, at the bottom, you
8 stated that:

9 "... Kowloon Bus has set up the 'special shift' at
10 present and no pay is provided for the rest time of the
11 'special shift'. The bus company uses the so-called
12 allowance to substitute remuneration, which is extremely
13 unfair for bus captains of the 'special shift' ... the
14 Transport Department has not made any stance or given
15 any comments in this respect ... the Principal Transport
16 Officer mentioned in a meeting that the Transport
17 Department did not have the power to supervise the ...
18 company to set up the 'special shift'."

19 And based on your submissions, I believe your
20 submission is against this idea of having long working
21 hours. Throughout your submissions, I believe you have
22 been advocating reducing the working hours from 14 to
23 12. Is that the position?

24 MR LAM KAM PIU: Yes, that's our position.

25 MS MAGGIE WONG: Can you tell us why you would advocate this
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1 position?

2 MR LAM KAM PIU: Can I ask Mr Lau to answer?

3 MR LAU KAI HIM: First, we have taken reference from
4 practices of work hours in common law jurisdiction, in
5 EU, US, Singapore, and South Korea, there would not be
6 any special shifts lasting 14 hours. We have given the
7 relevant information for reference, to the IRC, and it
8 is annex 9 in the supplementary paper, and annex 10 also
9 contains the relevant information.

10 Now, 14 hours are very long. And in between the bus
11 captains get only 10 hours for rest, and you can
12 imagine. Now, the bus captain gets off work, has to go,
13 travel back home, and has to take a shower, et cetera,
14 so we wonder whether the bus captain can sleep for six
15 to seven hours. So it is grossly inadequate.

16 Bus captains need to have great concentration, and
17 bus captains have to look after the passengers, road
18 conditions, et cetera. Compared to driving an ordinary
19 car, it is much more demanding.

20 So 10 hours in rest time is not enough.

21 If you look at common law areas, and also
22 neighbouring cities of Hong Kong they don't have
23 14 hours. Compared to EU and Singapore, our work hours
24 are long.

25 I'll see if Mr Chung has anything to add.

26

1 MR CHUNG CHUNG FAI: Yes, I would like to say something
2 more.

3 Why are we against 14 hours, this special shift?
4 First, so far, for the guidelines promulgated by the TD,
5 there has never been any special shift, but this time,
6 in order to accommodate the bus companies' request they
7 told us that the ordinary trips will be cut to 12 hours,
8 but then they have added in this special shift lasting
9 14 hours.

10 And they also emphasised that -- the guidelines also
11 say categorically there should be no less than three
12 hours and three consecutive hours in rest breaks should
13 be provided in the special shift. But then the TD will
14 not decide whether this three hours will come with pay
15 or not.

16 Now the guidelines is that there should be no less
17 than three consecutive hours in rest break. So in an
18 extreme break they can give you six consecutive hours as
19 a rest break. So they are paying you just, say, eight
20 hours pay and 6 hours come without any pay, but then you
21 are still spending 14 hours in that special shift. So
22 that's an extreme scenario.

23 In other words, on this guideline, issued by the
24 Transport Department, this is something that the bus
25 companies can do, and they are exploiting the frontline
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1 workers here.

2 And as our submission said, there is no proper
3 facility or rest facility for us to take a proper rest.
4 And the bus captains have to sort of roam around during
5 the rest break, so how can they replenish during the
6 rest break?

7 That's number 1.

8 Number 2. We can make some calculation, 14 hours,
9 the bus captains, if they live further away, they will
10 need to spend, say, some time in travelling to and from
11 work, so maybe one hour, two hours, so they maybe spend
12 2.5 hours in travelling to and from work.

13 So they get up in the morning, they have to brush
14 their teeth and so on, that takes half an hour, and then
15 when they get off work to home, and they have to take
16 a shower and have meals, so they have only five hours
17 left. Does it mean that they will fall asleep
18 immediately after they get in bed? Not necessarily. So
19 you can imagine whether the drivers get enough rest
20 time.

21 So we are all against this special shift.

22 CHAIRMAN: Ms Wong, have we not received evidence from
23 Citybus, who do not, but propose to use split shifts in
24 the future, that they propose paying bus captains at the
25 hourly rate, not an allowance, not a reduced amount, but

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1 at the hourly rate?

2 MS MAGGIE WONG: Yes.

3 CHAIRMAN: And secondly, what is the position that KMB have
4 taken for the future on this issue?

5 MS MAGGIE WONG: KMB's position at the moment, as
6 I understand it, is given the number of people that
7 raise objection, I believe their submission stated that
8 they will explore that -- I'll find the reference --
9 that they will explore this special shift.

10 CHAIRMAN: The issue is simply this. Are they going to pay
11 the hourly rate, or are they going to pay this reduced
12 allowance that they have paid in the past?

13 MS MAGGIE WONG: I will find the reference before I answer
14 that question.

15 CHAIRMAN: Thank you.

16 MS MAGGIE WONG: Perhaps Mr Chung, if you could assist, we
17 have heard evidence from another trade union called
18 Federation of Bus Industry --

19 CHAIRMAN: No, that's the current representatives.

20 MS MAGGIE WONG: I apologise.

21 We have heard evidence from the Motor Transport
22 Workers General Union, who also comprise five branches
23 of trade union and bus captains, that they support the
24 special shift. That's the first point.

25 The second point they said is there are not many
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1 people who are taking special shifts.

2 And third is if there is a reduction in special
3 shifts, you would need to hire a lot more workers, and
4 it would lead to a reduction of about 5,000-odd income
5 for bus drivers.

6 So they have voiced out three reasons opposing -- or
7 rather supporting this 14-hour special shift.

8 What is your reply to those submissions?

9 MR CHUNG CHUNG FAI: My stance is this: we are now exploring
10 safety of buses. That's most important.

11 I said going by common sense you would know that the
12 driver in a special shift would not have sufficient time
13 to rest, and that leads easily to driver fatigue. So
14 that's number 1.

15 So if we are focusing on safety there should not be
16 a 14-hour special shift. That's point 1.

17 Number 2, so if we cancel special shift, the income
18 will go down, that's very much a cycle. Why a reduction
19 in pay, why do we have to work extra -- a few hours to
20 get a higher income, and that's mainly because our pay
21 is too low? So that's why we have to work several extra
22 hours.

23 If the pay is sort of linked to the median wage of
24 the government survey, then bus drivers would not like
25 to work that long.

26

1 If I remember correctly, the median is already
2 \$18,000. But for new drivers they are getting \$15,000
3 only.

4 That's because of low salaries, our colleagues have
5 a really heavy burden and they need to work extra hours,
6 and in the same vein, does it mean that they need to
7 work 16 hours to earn more? It is impossible to gauge
8 it by working hours.

9 We can't simply work more hours to earn a bigger
10 pay. Instead we should raise the pay to prevent
11 fatigued driving.

12 And about breaks, allowance would be given, but this
13 is not the problem with the bus companies. It is the
14 Transport Department. The Transport Department has
15 issued this guideline for bus captains, and the
16 Transport Department therefore is responsible for
17 protecting our pay. The department should not pass the
18 buck onto both of us, otherwise the TD should not have
19 issued the guidelines in the first place.

20 So I think the Transport Department is being
21 irresponsible.

22 MS MAGGIE WONG: May I go back to the question that the
23 Chairman raised earlier as to whether the Kowloon Motor
24 Bus are going to pay the hourly rate or are they going
25 to pay this reduced allowance as they have done or paid

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1 in the past for special shifts? And if I may take you
2 to the bundle KMB-1, first is page 111.

3 If we look at the old daily rate, for (H), special
4 shift duty allowance, we can see the rate, before 1
5 March 2018, the old daily rate is \$21.90, and if we see
6 the new daily rate, it is still no change.

7 And if we look at table 2 for the monthly rate, at
8 page 109, we can see at (E), split shift duty allowance,
9 the old monthly rate is employed before or after, is the
10 rate of \$1,951.50, and there is still no change from
11 1 March 2018.

12 May I ask, perhaps you may address this, is the
13 split shift duty allowance per hour still the same for
14 KMB after 1 March 2018?

15 MR CHUNG CHUNG FAI: Let me invite the KMB representative to
16 take your question.

17 MR KWOK WAI KWONG: To answer you, in short, \$21.90, that's
18 the rate per hour, but the normal rate should be \$116
19 per hour.

20 CHAIRMAN: So the hourly rate, if that was what was paid,
21 would be much greater, five times greater?

22 MR KWOK WAI KWONG: Agree.

23 MS MAGGIE WONG: And that is why in your submission at
24 page 226-21 in English, and Chinese at page 166, of the
25 TU bundle, 1A, you stated that this special shift
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1 allowance is extremely unfair for bus captains of
2 special shifts; is that the reason?

3 MR CHUNG CHUNG FAI: Agree.

4 MS MAGGIE WONG: And the next topic is the -- related to
5 this topic on cost, you mentioned in your submission
6 that the bus companies are cutting costs by cutting
7 remuneration and employee welfare benefits. If I may
8 take you to your submission, page 158 in Chinese and
9 pages 226-10 to 226-11 in English.

10 It refers to the bus company cutting costs by
11 cutting the remuneration and employee welfare. Can you
12 explain how, and in what way?

13 MR LAM KAM PIU: Mr Lau can take this question.

14 MR LAU KAI HIM: First of all, regarding remuneration, we
15 have the unfair situation regarding special shift, and
16 bus companies would deploy bus captains to work for long
17 hours to suppress the manpower need, and different
18 companies would have different welfare systems, for
19 example they have employees recruited before a certain
20 time, and after a certain time receiving different
21 benefits. Although the bus companies would like to
22 improve employee welfare as a whole, because of the
23 differential treatment for different employees they have
24 different welfare benefits.

25 New recruits receive fewer benefits than old
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1 employees.

2 MR LAM KAM PIU: I'll let Mr Lau supplement.

3 MR CHUNG CHUNG FAI: For remuneration and welfare benefits
4 for new recruits they earn 15,000 plus; for old
5 employees they earn 18,000, whereas for benefits, for
6 employees under the old system, we have a year end bonus
7 equivalent to one month of pay; new recruits also have
8 a year end bonus, but they are required to meet certain
9 requirements.

10 Medical benefits, for example, for old employees,
11 they can visit the clinic 20 times for free, whereas for
12 employees under the new system only 10 visits free.

13 So you see, there is differential treatment. The
14 bus companies try to suppress costs by cutting
15 remuneration and benefits because they always talk about
16 the meagre profit they are making. I don't understand
17 how meagre they mean. They earn \$100 million or \$200
18 million of profit. I don't know when they would say it
19 is profitable.

20 MS MAGGIE WONG: Thank you.

21 The next topic is about lost trip.

22 Your submissions, both your first and your
23 supplemental submission made a lot of references about
24 phantom bus, or lost trips, and if I may refer you to
25 the English submission at page 226-22 in TU-1A bundle,

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1 in Chinese, page 168.

2 In the second paragraph, it made reference to:

3 "Lost trip is caused by various reasons, such as
4 shortage of bus captains, traffic jam, vehicle
5 malfunction, and so on."

6 And then you mentioned that:

7 "... lost trip mainly involves the three problems of
8 manpower, bus and road. The former two problems should
9 be faced squarely and dealt with by bus companies.
10 However, for these problems [you question whether] the
11 Transport Department ... perform its role as
12 a supervisor?"

13 And you refer to:

14 " ... the 'Phantom Bus' is a short-distance bus
15 created based on the grey area of the definition of the
16 Transport Department, which travels for several stops to
17 fill up the trips not duly made due to various reasons,
18 and to lower the rate of the 'lost trip'."

19 Can I ask you something about this lost trip, first
20 of all. Are there a lot of lost trips in Kowloon Motor
21 Bus?

22 MR LAU KAI HIM: KMB at the moment, the target of lost trips
23 has dropped by 3 per cent. I mean, it is at 3 per cent,
24 because of manpower problem. So it is a long standing
25 problem, but it doesn't just happen to KMB. For Citybus

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1 and New World First Bus, for various reasons they also
2 have the problem of lost trips.

3 So this is not a problem facing KMB alone. Many bus
4 companies face the same problem.

5 MS MAGGIE WONG: You make reference here to phantom bus.

6 Can you explain more, what is this phantom bus?

7 MR LAU KAI HIM: For each bus route, the FB operator signed
8 a schedule of service with the TD, which regulates the
9 journey distance, the fleet number, and the frequency.
10 Basically bus should go from terminal A to terminal B to
11 be regarded as a departure. But sometimes there would
12 be special departure only apply in a few stops. So this
13 would be used to make up for lost trips for various
14 reasons.

15 And back then, after Oriental Daily, the newspaper,
16 revealed the problem it was termed "phantom buses". In
17 fact, it is making use of the grey area in the TD's
18 definition.

19 Let me supplement. In terms of deployment of buses,
20 manpower, bus routes, et cetera, the TD should have full
21 knowledge in the schedule of service, and according to
22 the Public Bus Services Regulations, the companies are
23 required to provide the schedule of service so the
24 schedules should be in the hands of the TD, and the TD
25 should have full knowledge of the operation of these
26

1 companies.

2 MS MAGGIE WONG: The reason I ask this is, in your
3 supplemental submission you mentioned how this lost trip
4 would lead to safety issues at page 260-81 in English.

5 In Chinese, it is at page 260-43 to 44.

6 If I may read this paragraph at page 260-81. You
7 stated that:

8 "'Lost trips' or scheduled travelling time set by
9 franchised bus companies being too short to accommodate
10 variations in road conditions always lead to bus
11 captains have insufficient rest during duty or driving
12 hours. Different from 30 minutes break or 60 minutes
13 meal time, bus companies will not issue special
14 directions for the 12 minutes rest time. Therefore bus
15 captains may not be able to fully understand the 12
16 minutes rest time. Since there are lots of variations
17 on the roads ... travelling time will increase depending
18 on the situation on the road. But the duty of setting
19 travelling time rests on the bus companies."

20 And then:

21 "The union has not prepared statistics in terms of
22 the bus captains' shifts where there is insufficient
23 travelling time, but the relevant information can be
24 found in Annex 8."

25 Can I ask you to elaborate as to why this lost trip

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1 problem would lead to insufficient rest during duty or
2 driving hours?

3 CHAIRMAN: If I understand it, what you are saying is
4 journey times are set at too short to do the actual
5 journey, and that leads to the bus captain arriving at
6 the destination with insufficient time to have a proper
7 break, is that the point? And lost trips is
8 a consequential device used to deal with the fact that
9 not enough trips have been made; is that it? So that
10 the real issue, for safety, is that journey times are
11 too short. Do we understand you correctly?

12 MR LAU KAI HIM: That is correct. Let me answer your
13 question in several parts.

14 First, in the paper, the 12-minute rest time, that
15 is in condition (a), and that is for every four hours of
16 driving there should be a rest break of 12 minutes. But
17 then the bus companies usually do not let the bus
18 captains know about this. As said in our appendix 8, we
19 suspect that there will be only three minutes. So there
20 isn't sufficient time for bus captains to take a rest.
21 And because of the busy road situation, bus captains
22 usually arrive at the bus terminus late, and the
23 passengers are waiting, so they would drive immediately,
24 and they don't have sufficient time to rest.

25 For the journey time, can I ask Mr Chung to
26

1 elaborate more.

2 MR CHUNG CHUNG FAI: About the driving time or the journey
3 time, we have asked bus companies, New World First Bus
4 and Citybus and also TD how do they come up, or set the
5 travelling time for buses. They come up with the
6 schedule of service not based on scientific data. What
7 they do is they have a bus trying out the new routes,
8 and see how long will it take for the bus to operate.

9 So that's not a scientific approach.

10 So we suggest to the TD and Citybus and New World
11 First Bus that in coming up with a travelling time we
12 must allow sufficient rest time for the bus captains,
13 and we should make sure that the bus captains would not
14 speed. Very often, because of insufficient travelling
15 time the bus captains will tend to speed, and that's
16 also very natural, as human behaviour.

17 We must come up with a scientific approach in
18 determining the journey time. Say, for example, say if
19 a bus travels at 40km per hour, then you come up with
20 the expected journey time.

21 Now, in the urban areas the speed limit is 50km per
22 hour, so if you set it as 40km or 30km really you should
23 come up with figures like those. That I would call
24 a scientific approach, and then also you have to be
25 mindful about the number of bus stops, so how many

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1 seconds you are allowing the bus captains to have
2 passengers alighting and boarding the bus up.

3 Third, you have to be mindful about the rest time
4 you would give the bus captains. That's also
5 accountable.

6 And also in Hong Kong roads the journey time may
7 differ depending on the period of the day. Say, in peak
8 hours, it would take longer, non-peak hours, the journey
9 time would be shorter.

10 I believe that the bus companies will be able to get
11 information on the situation at peak and non-peak hours
12 from the black box, and then factoring into the
13 congestion situation, then come up with a journey time
14 estimate. I think that's a more specific approach. I
15 wonder whether TD will heed our views.

16 MR LAM KAM PIU: Mr Lau.

17 MR LAU KAI HIM: In the earlier hearing, Mr Jain Alok has
18 already said the black box is there to capture the
19 journey information and journey time. And bus companies
20 can be in full grasp of the relevant data, but then the
21 bus companies, because it involves manpower, and the bus
22 fleet, the bus companies would like to use less manpower
23 and less number of buses to meet with the TD's
24 requirements. So as a result, the rest time of the bus
25 captains is reduced. And because there are many

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1 passengers waiting, then very often the bus drivers do
2 not have any rest at all even.

3 I believe that the bus companies do have sufficient
4 information to help them come up with a more reasonable
5 schedule. But that involves resources, buses and
6 manpower, and in the August 2017 meeting with the TD we
7 have asked the TD to monitor the journey time of bus
8 companies. But then the TD said that they would only
9 just scrutinise and look at the schedule of service, but
10 I have also outlined the details in the schedule of
11 service just now. I won't go into them.

12 But then information such as journey time is not
13 included in the schedule of service. And very often the
14 TD has not been doing -- its gatekeeping role properly,
15 And the schedule is always so tight, and the bus
16 companies -- I mean, the bus captains are under a lot of
17 pressure so.

18 Can I ask Mr Hui to elaborate.

19 MR HUI HOU KIT: Citybus. For some routes of Citybus, N8X
20 which has run for over a decade is an overnight route
21 starting from 12 midnight to 6 am the next morning.

22 For this route, it runs from Siu Sai Wan in Chai
23 Wan, to the Central ferry pier in Central. So the one
24 hour is the journey time.

25 Let me give you my background. I used to be an
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1 overnight bus captain. I have been working for over
2 10 years, and I have been driving N8X for over 10 years,
3 and for the past 10 years the journey time has been set
4 at one hour, so a return trip means two hours.

5 It is impracticable to finish the journey in one
6 hour. It would definitely go over time. Why? Because
7 for N8X, there are altogether 110 bus stops. Well, in
8 the return trip. So for one way, 50 to 60 stops. So
9 within one hour, it is to finish its trip, it goes
10 through Chai Wan Road, Shau Kei Wan Road, King's Road,
11 Hennessy Road, Admiralty Road, and Des Voeux Road, and
12 then the Central Ferry Pier or the Macau Ferry Pier, so
13 it is from Eastern District to Central District. It
14 goes through all the signallised junctions so it would
15 be quite impossible to finish the journey in one hour.
16 Well, if you have to finish it in one hour, you have to
17 go at great speed. And you even have to speed, in order
18 to finish the journey in one hour. I have not worked on
19 that route for quite some time, so I can't finish it in
20 one hour.

21 And for the N8X bus captains now, because they have
22 been working on the journey for a long time, and they
23 know the operation of the traffic lights, so they try to
24 manoeuvre a bit so that the journey can be completed in
25 one hour. This is the best example. I'm

26

1 a representative of the CTB employees union and I've
2 talked to the management, and I've told them one hour is
3 definitely not sufficient for N8X. I have taken part in
4 union activities for over 10 years.

5 This is an extreme example that I'm citing. Thank
6 you.

7 MS MAGGIE WONG: Thank you --

8 CHAIRMAN: Are you saying that the one-hour journey time was
9 never practical?

10 MR HUI HOU KIT: Correct.

11 CHAIRMAN: Thank you.

12 MS MAGGIE WONG: And if you cannot finish the journey within
13 one hour scheduled time, what would be the consequence?

14 MR HUI HOU KIT: The colleague will have to continue
15 driving, well, for N8X, the headway is half an hour, so
16 if he arrives at the terminus late, then he still has to
17 depart from the bus terminus 30 minutes later.

18 Or if there is a traffic accident, causing a delay
19 of 15 minutes or more, then upon the company's
20 instructions, he can try to -- I mean, depart later.
21 But if it is just a delay for five to six minutes he has
22 to continue with the next journey.

23 And there would not be some sort of interim
24 journeys, in between.

25 MS MAGGIE WONG: This journey, would there be penalty in
26

1 terms of the income if you cannot meet the schedule
2 time?

3 MR HUI HOU KIT: No.

4 CHAIRMAN: Only the rest time would be reduced?

5 MR LAU KAI HIM: (In English) Yes.

6 MR HUI HOU KIT: Yes. Yes. For N8X, well, sometimes there
7 may even not be any rest break at all.

8 MS MAGGIE WONG: We have heard --

9 CHAIRMAN: Just a moment, Ms Wong.

10 Prof Lo has a question.

11 MEMBER LO: I am just curious, then how does the company
12 enforce 12 minutes of rest time for the first four
13 hours, if the bus is over run, over time every trip, so
14 in four hours there will be no rest time at all, so how
15 does the company ensure there would be 12 minutes of
16 rest time as stipulated in the guideline?

17 MR LAU KAI HIM: Let me put it this way. There are several
18 conditions in the guideline. Half an hour rest for six
19 driving hours and one meal break, and in the schedule
20 that is categorically written down, but in the 12
21 minutes for the first four hours, that is not specified.

22 Because of the tight schedule or the busy traffic,
23 maybe the 12 minutes would already be cancelled because
24 of the heavy traffic congestion, but the bus captains
25 don't know that there is a 12-minute break within the

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1 first four hours of duty.

2 But for the other requirements, the bus captains are
3 in the know.

4 But the busy schedule is also very tight, and the
5 bus captains very often don't know that they have lost
6 this 12 minutes in rest break.

7 But we have been reflecting our view that there
8 should at least be five minutes' break when the bus gets
9 to the terminus, the bus captains can relax a bit and
10 can go to the washroom. But the bus companies are not
11 taking a humane approach in dealing with the issue.

12 MEMBER LO: One other question.

13 So on paper, this 12 minutes does not exist, not to
14 talk about in practice?

15 MR LAU KAI HIM: And they must implement it. Because there
16 would be random check on the part of the TD, that's what
17 the TD told us.

18 The TD has been reminding individual bus companies
19 from time to time, and in appendix 8, submitted to the
20 Committee, there is no 12 minutes. But this is
21 a guideline from the TD, but then in the bus captains
22 handbook, there is no specification to the like.

23 MS MAGGIE WONG: Yes. Related to this topic is the resting
24 facilities. We can see in your submission at
25 page 226-25, in English, that you raised the topic about
26

1 insufficient area of lounge room or resting facilities.

2 In Chinese it's at page 171.

3 You raised a specific problem, at the bottom of page
4 226-25:

5 "For many years, the Transport Department has not
6 taken over charge of the lounge room issue, but pushed
7 the responsibility to the Lands Department and the Home
8 Affairs Department. In addition, some government
9 departments have not supported the establishment of
10 lounge rooms, such as the Housing Authority, so that
11 this issue cannot be solved successfully."

12 And, of course, based on your example that you have
13 given earlier, about this one-hour journey time, can
14 I raise, before I ask, about this one-hour journey time,
15 is there sufficient facility when you reach point B,
16 leaving aside the journey time, from A to B, in relation
17 to the bus route that you mentioned earlier on?

18 MR HUI HOU KIT: Yes. In Siu Sai Wan, Chai Wan, and for
19 Hong Kong Macau terminal, there are resting facilities,
20 but on the whole, for Citybus, resting facilities are
21 insufficient. Let me give you some examples.

22 The rest lounge may be very small, and there may
23 only be a temporary toilet, and sometimes there isn't
24 any toilet at all.

25 Our union strived for a toilet, and then they began
26

1 to have toilets.

2 MR LAU KAI HIM: Well, in the supplementary submission we
3 have provided a list of resting facilities, where
4 facilities are sufficient, where sufficient facilities
5 are not, and you can refer to the list.

6 MS MAGGIE WONG: I'm going to take you to that document.

7 I believe that is in annexure 7 of your submission
8 at pages 260-342 to 346, in which you produce
9 documentation showing the follow-up progress report for
10 individual bus terminus. In English, it is in TU
11 bundle, page 260-346-1.

12 And you produced a table not only showing the
13 progress of application by KMB, Citybus, and NWFB, New
14 World First Bus. You also produced a letter dated
15 28 June 2017 in which you highlighted the problems in
16 relation to Chai Wan East bus terminal and Sham Shui Po
17 So Uk Estate bus terminal.

18 Can I ask about this.

19 I note in particular that some of the applications
20 have been dated back for a number of years. Perhaps if
21 I can quote an example, it is 30 May 2016 at Lai Kok at
22 page 260-346-4. At Lai Kok:

23 "TD received KMB's application at 30 May 2016 and
24 has conducted site visit with KMB at the said location
25 on 23 June 2016. As the pavement near the relevant bus
26

1 stop is relatively narrow, hence TD's engineer has
2 requested KMB to revise the design of the rest room.
3 KMB has not submitted the revised design to TD up till
4 now."

5 Is that the most up-to-date progress, or rather has
6 no progress been made since June 2016?

7 MR LAU KAI HIM: As we understand, on setting up of rest
8 lounges, the KMB has been very active in the past two
9 years. At a lot of terminals they have been installed.
10 They may not be of sufficient size, but at least there
11 is a space for bus captains to take a rest.

12 For the example you mentioned, we are not sure about
13 the progress, but there are some other examples such as
14 Tsing Yi pier, a rest lounge has been installed, and it
15 is now in use. So in terms of this, KMB is fairing
16 better than Citybus or New World First Bus. At least
17 there is a small rest lounge. The space may not be
18 sufficient but there is a lounge for bus captains.

19 MS MAGGIE WONG: Yes.

20 Can you give us an example, or, if we have to do
21 a site visit off some of the locations in which the
22 resting facilities are grossly inadequate, which
23 location would you suggest?

24 MR LAM KAM PIU: I suggest Quarry Bay terminus of New World
25 First Bus. There is no resting facility at all for
26

1 drivers. And we have been striving for one for over
2 10 years.

3 All along, the Transport Department has been telling
4 us that there is opposition from the local community and
5 there is also dawdling by the Lands Department. So far,
6 we still haven't got any resting facility. Well, the
7 company has in fact given us an update -- it has been
8 10 years. We proposed the location for the resting
9 lounge, and then we went back and forth, and ultimately
10 they reverted to the original proposal floated by the
11 union regarding location. It took us 10 years. And we
12 have made a little progress so far, and it is said that
13 the proposal will be discussed by the district council,
14 and various government departments will also be
15 consulted.

16 But we have no idea how much longer we should wait.

17 Mr Lau would also like to supplement.

18 MR LAU KAI HIM: The question with rest lounge is that the
19 bus company will have to apply with the TD, the TD will
20 need to approve the application, a lot of government
21 departments will be involved, such as the Lands
22 Department, the FEHD, Police, and Home Affairs
23 Department, they will all have to be consulted.

24 So a resting lounge would have to go through years
25 of application and vetting procedures.

26

1 And there may be divergent comments from different
2 government departments.

3 For the Quarry Bay example, it has taken us more
4 than 10 years with little progress because of divergent
5 views from different government departments. Some
6 government departments might reject the application.

7 So this is a clear example that we are in such a bad
8 situation.

9 MS MAGGIE WONG: Did the company do anything about this,
10 like extending the rest time so that the bus drivers can
11 go to the washroom, or go to all these resting
12 facilities, by making certain adjustments on the time,
13 did the bus company do something like that?

14 MR LAM KAM PIU: On this issue we reflected that to the bus
15 companies because of the long journey time, there is not
16 enough time for bus drivers to rest, and the bus
17 companies said that they would look into the matter, but
18 so far we haven't heard from them whether actually when
19 we arrive at the destination there would be sufficient
20 time for us to rest.

21 Because of the road condition, and traffic, by the
22 time the driver reaches the destination he would need to
23 drive again. So the first thing a bus captain does is
24 to go to toilet, to answer nature's call, even if the
25 next departure is a bit late. We have reflected this to
26

1 the company. So far we have not heard that there is any
2 action.

3 Mr Hui would like to supplement.

4 MR HUI HOU KIT: I want to supplement that for facilities at
5 the terminus there are two examples regarding Citybus
6 that I would like to highlight. One is Chi Fu Fa Yuen
7 in Southern district. Ever since Citybus started its
8 operation there has never been any rest lounge, because
9 the Owners' Corporation refuses to allow bus company to
10 install a rest lounge.

11 We asked the TD to discuss with the Owners'
12 Corporation. But the OC's position remains.

13 The second example is the bus terminus at Asia World
14 Expo, near the airport.

15 The airport has been commissioned for so many years.
16 For Asia World Expo it is temporary. Everything is
17 temporary, including the toilet, and the facility has
18 remained temporary for over 10 years.

19 I don't understand what kind of coordination this
20 government has regarding facilities at a bus terminus.
21 And there is no coordination to speak of among
22 government departments.

23 When a bus company runs a route we need facilities.
24 There is no coordination. A few years ago, we talked to
25 the Transport Department, if there is a site, if there
26

1 is development, and if the TD is going to set up a PTI,
2 public transport interchange, then the TD should inform
3 us in advance how many routes would use the PTI, so that
4 we can give them comments on the facilities to be
5 provided. We mentioned it several years ago, but
6 according to the Transport Department planning matters
7 are not under their purview.

8 It is actually under other departments such as the
9 Planning Department, the Lands Department, or the LCSD.

10 So we can see the total lack of coordination among
11 government departments to facilitate the setting up of
12 any facility.

13 CHAIRMAN: Mr Kwok, I have a question for you, because you
14 are the representative from the branch involving KMB.

15 KMB runs special or split shifts and have done so
16 for many years, do they not?

17 MR KWOK WAI KWONG: That's true.

18 CHAIRMAN: Ms Wong was asking for examples of termini where
19 the resting facilities are grossly inadequate. Are
20 there such facilities that you can identify now, today,
21 such that this Committee might go and visit the
22 facilities, where drivers on these special shifts begin
23 their three or more hours break but the facilities are
24 inadequate. Can you give us places to visit?

25 MR KWOK WAI KWONG: On the part of KMB, for special shift,
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1 they will drive the buses back to the depot for the
2 first -- after the first half of the shift. And then
3 they will go out to have a meal, and to go to some other
4 places to take a rest. So that's how the operation is
5 like.

6 It is very seldom that the buses stay at the bus
7 terminus after the first half of the shift. Maybe a few
8 of the bus drivers will end the first half of their
9 shift at the bus terminus, and then they will go back to
10 the bus terminus to begin the second half of their
11 shift.

12 There are a few people doing that. Well, there
13 would be even less break time for these bus captains.
14 They may travel to some of the places to take a rest,
15 and take a meal, and then they have to travel back to
16 the bus terminus to take on the second half of the
17 shift. They lack rest time more than the others.

18 CHAIRMAN: So the facilities that I was asking you about, if
19 a bus captain comes to the end of the first half of the
20 shift, and he now has a three-hour break, and he is at
21 a bus terminus, are there places where there are simply
22 insufficient facilities to have a rest at that bus
23 terminus? Has he got to go somewhere else?

24 MR KWOK WAI KWONG: That's correct. Say, for example, in
25 Tsuen Wan, the Allway Garden. In Tsuen Wan, you can

26

1 take a look at the facility in that garden.

2 CHAIRMAN: Do you recommend that as a place we could look at

3 to see to find inadequate facilities for bus drivers who

4 are finishing the first half of their split shift?

5 MR KWOK WAI KWONG: Correct.

6 CHAIRMAN: Anywhere else?

7 MR KWOK WAI KWONG: No further supplement.

8 CHAIRMAN: Gentlemen, you would have been present when we

9 asked the Motor Transport Workers General Union to read
10 a document. I see they are now sitting at the back of
11 the hall. They have been here all day, so I'm going to
12 ask if you would permit us to interrupt the proceedings,
13 where we are asking you questions, so they can finish
14 their business.

15 So we will take a short break and they will swap
16 places with you, if that's agreeable to you.

17 Thank you.

18 (5.04 pm)

19 (A short break)

20 (5.12 pm)

21 REPRESENTATIVES FROM MOTOR TRANSPORT WORKERS GENERAL
22 UNION. MR CHAN KWONG NUNG, MR LAI SIU CHUNG, MR LAM TIN
23 FU, MR CHEUNG TSZ KEI, MR LAU SIN TAT, MR LAM PO KEUNG
24 (Evidence given in Cantonese; transcription of the
25 simultaneous interpretation) (continued)

26

1 CHAIRMAN: Ms Wong, can you remind me of the reference to
2 the LegCo briefing paper.

3 MS MAGGIE WONG: That's at TD-1 bundle at page 403.

4 The Chinese is at 416.

5 CHAIRMAN: Gentlemen, have you had an opportunity to read
6 this LegCo briefing document for the transport panel of
7 LegCo?

8 MR CHEUNG TSZ KEI: Chairman, we have just read through the
9 paper. We have some initial views here.

10 For paragraph 4(a), the electronic stability system,
11 we don't suggest that it be installed. It is the
12 electronic stability control system. We have query on
13 the system, and we are worried that when there is
14 a harsh braking there will be the blocking of the
15 steering wheel and as a result the bus will get out of
16 control.

17 And for 4(b) --

18 CHAIRMAN: Before we move on. Let's just establish some
19 basic material.

20 Were your views ever sought by the working group
21 that dealt with this matter?

22 MR CHEUNG TSZ KEI: Chairman, the transport panel of the
23 LegCo has not consulted us, and we have asked many times
24 that our representatives be appointed to the working
25 group. And then the TD has not consulted us on this.

26

1 We can only speak based on our working experience.

2 Thank you, Chairman.

3 CHAIRMAN: Well, please proceed to address the items you
4 wish to address in this briefing paper where the
5 recommendations are made.

6 You query the use of the electronic stability
7 control. What about the other matters?

8 MR CHEUNG TSZ KEI: Thank you, Chairman.

9 4(b). On paper, as we see it, it is feasible,
10 because it will limit the speed at 70 kilometres,
11 whether uphill or downhill, and this will help us in our
12 work, because for bus captains driving along Tuen Mun
13 Highway, very often because of the unlevel terrain, they
14 would exceed the speed limit, and sometimes be subject
15 to disciplinary sanction.

16 So if there is a speed delimiter, we find this
17 feasible as it would prevent the bus from travelling at
18 speed downhill.

19 6(a), bus monitoring and control system.

20 We don't support it, because this is equivalent to
21 the bus being controlled by the central system. For the
22 speed limit on the road, if it suddenly changes to, say,
23 50 kilometres, then the bus will change the speed
24 likewise, and for the vehicles that follow the bus, they
25 won't understand why all of a sudden the speed of the
26

1 bus will change, and accidents would easily occur, and
2 we do have some concerns that it may be prone to
3 accidents. So we don't recommend this.

4 CHAIRMAN: Just to interrupt you there. One reason they
5 might understand why the bus has slowed down is because
6 the speed limit has changed, and the bus is obeying the
7 speed limit. Why should that puzzle the driver behind?

8 MR CHEUNG TSZ KEI: Well, I think it is a matter of driving
9 habit. Say, if we are travelling at 70, and if we reach
10 a 50 kilometres speed limit zone, we will gradually
11 decelerate by slowly lifting the gas pedal.

12 But according to the system, it is going to
13 decelerate quite rapidly so that vehicles coming from
14 behind may not understand, because of the normal driving
15 habit of buses, and that the vehicle that follows may
16 ram into the bus. That's our concern.

17 CHAIRMAN: Where do you discern the fact that the
18 deceleration is going to happen rapidly, or quite
19 rapidly? Where do you see that?

20 MR CHEUNG TSZ KEI: Let's say if we are to decelerate, we
21 would say, step on the brake and there would be a brake
22 light informing the vehicle that follows. But now, we
23 make use of this system with GPS, and once a bus reaches
24 the location, deceleration would take place
25 automatically. If there is no preceding vehicle, the
26

1 vehicle that follows may not expect the bus to lower the
2 speed rapidly from 70 to 50. And we are concerned that
3 this may bring a safety hazard.

4 CHAIRMAN: Very well.

5 MR CHEUNG TSZ KEI: 6(b), we don't recommend this.

6 Because the collision alert system and lane keeping
7 device, I mean for drivers who have driven vehicles with
8 these devices, it is really a nuisance, whenever there
9 is an obstacle, the device would beep. Hong Kong is
10 a small place with narrow roads, very often you may have
11 objects on the road, on the side, that may not really
12 affect the vehicle but the vehicle will -- the alert
13 system will still go off causing a great nuisance to bus
14 captains. So we don't recommend this.

15 CHAIRMAN: All that was being recommended was that there be
16 a trial.

17 MR CHEUNG TSZ KEI: I think the bus captain of Citybus who
18 drove the bus before can answer this.

19 MR LAU SIN TAT: I don't remember, two or three years ago,
20 the Citybus put this system to trial. This so-called
21 magic eye system, and during the trial it was all right
22 when the bus was travelling on a highway, but in city
23 traffic the device kept beeping whenever there were
24 people or objects around, and it was a great nuisance.

25 CHAIRMAN: We received evidence from Mr Alok Jain, a former
26

1 employee of KMB, and also from Julian Kwong, to this
2 effect, that one should be alert to the fact that
3 technology that doesn't work very well at one time
4 period may have improved in a few years time, and
5 perhaps this is all that is being addressed; in other
6 words, there have been refinements to the technology.

7 MR CHEUNG TSZ KEI: Chairman, well, currently, for drivers
8 who used this system before, they found it to be not
9 really appropriate, the system is flawed. So in future,
10 if there is improvement to the system, we will consider
11 afresh making recommendations for installing these
12 devices.

13 We are practitioners, so we can only give you
14 feedback on practical problems we encountered at work.
15 Thank you.

16 CHAIRMAN: We are asking you for feedback. You have not
17 been asked before, have you?

18 MR CHEUNG TSZ KEI: That's true, Chairman.

19 CHAIRMAN: Please carry on with the other devices.

20 MR CHEUNG TSZ KEI: 6(c), driver monitoring device. We
21 believe it is feasible because this directly detects
22 whether the bus captain is dozing off. And I can say
23 quite boldly that dozing off is really the enemy of bus
24 captains.

25 Sometimes a bus captain may close his eyes for just
26

1 two or three seconds and he may lose his life. So with
2 this device the bus captain can stay alert and it would
3 be good for drivers on the road, for the bus captain
4 himself as well as passengers. It is a safety measure.
5 So we find this feasible.

6 However, some colleagues tried this device as well,
7 and agreed that improvement is needed. Say, if the bus
8 captain wears a pair of reflective sunglasses, then the
9 device will not function properly. The device will
10 believe that the driver is dozing off.

11 CHAIRMAN: Thank you.

12 MR CHEUNG TSZ KEI: Thank you, Chairman.

13 Regarding installation of seat belts on passenger
14 seats, we don't recommend the installation, because
15 first of all, we have standing passengers, not all of
16 them are seated. We are not a coach. For
17 double-deckers, after installing seat belts, during an
18 accident, I believe it would be quite chaotic. Let's
19 say if a fire breaks out, it would be difficult for
20 passengers to escape. It would be very difficult for
21 somebody to take off the seat belt during an emergency.

22 We don't find this very feasible. Unless we are
23 talking about certain front row seats or the middle seat
24 of the back row, more hazardous seats, where seat belts
25 should be installed. Otherwise, we don't recommend

26

1 installing seat belts for all.

2 Training for franchised bus captains. We believe
3 that training should be enhanced. We should revert to
4 the 1998 level. It took about a month to train a bus
5 captain back then. There should be more on-the-road
6 training, so that the bus captain would feel confident
7 when he starts to drive on the road, instead of just
8 having behind-the-wheel road training. We don't really
9 recommend this, we don't think it is feasible, we think
10 that there should be an academy for training bus
11 captains.

12 CHAIRMAN: And who should operate this academy?

13 MR CHEUNG TSZ KEI: Thank you, Chairman.

14 An academy, well, it should be operated by a school,
15 a bus company, with the assistance of the Transport
16 Department.

17 Thank you, Chairman.

18 CHAIRMAN: Ms Wong, are there any questions that you wish to
19 put arising from that evidence?

20 MS MAGGIE WONG: No, Mr Chairman.

21 CHAIRMAN: Well, gentlemen, thank you very much for the long
22 day that you have spent here assisting us with your
23 evidence. And we thank you for attending.

24 You are now free to go. We have the other gentlemen
25 from the other union to return now, so we will take
26

1 another short break, couple of minutes, and invite you
2 to withdraw. Thank you very much.

3 (5.28 pm)

4 (A short break)

5 (5.35 pm)

6 REPRESENTATIVES OF THE FEDERATION OF BUS INDUSTRY TRADE
7 UNIONS: MR HO YUI CHEONG, MR CHUNG CHUNG FAI, MR LAM KAM
8 PIU, MR LAU KAI HIM, MR HUI HON KIT, MR KWOK WAI KWONG
9 (Evidence given in Cantonese; transcription of the
10 simultaneous interpretation) (continued)

11 CHAIRMAN: Gentlemen, thank you for your patience.

12 We have been able to deal with your colleagues in
13 the other union, and we can resume now with some of the
14 material left to be dealt with by your union.

15 But as I understand it, the Secretariat have spoken
16 to you about adjourning these proceedings for you to
17 come back on Wednesday, 1 August, in the afternoon. In
18 those circumstances, I will ask Ms Wong to deal with
19 some of the matters in relation to the LegCo briefing
20 paper, which is what she was dealing with, before we
21 adjourn, and then the remaining questions we would ask
22 her to pose to you Wednesday, if that is agreeable to
23 you?

24 MR LAM KAM PIU: Agree.

25 MS MAGGIE WONG: Thank you, gentlemen.

26

1 Before you is a briefing paper by the LegCo prepared
2 for the LegCo discussion, and it was a briefing paper
3 prepared by the Transport Department for the enhancement
4 of safety of franchised buses recently discussed in the
5 LegCo on 25 July 2018.

6 The paper starts in English at page 403 and in
7 Chinese, 416.

8 It provides a number of topics. The first topic is
9 on retrofitting seat belts. The second topic is on the
10 training of bus captains, which is at paragraphs 18 to
11 22. The third topic is on the safety technological
12 device, the new technology device in relation to the
13 franchised buses.

14 Was a copy of this paper ever given to your union to
15 consider and comment on?

16 MR LAM KAM PIU: No.

17 MS MAGGIE WONG: We understand this paper is discussed
18 amongst three franchised bus companies, and the
19 Transport Department, and it was to investigate the
20 training and all the safety equipment that they proposed
21 in this paper.

22 Have you --

23 CHAIRMAN: Before you go on, I think it more accurate to say
24 this, that this paper appears to be the end result of
25 discussions that took place between the Transport
26

1 Department, the three bus manufacturers, and the
2 franchised bus operators. And this was a group that was
3 convened in the middle of March, and reached these
4 recommendations in this paper in late July.

5 Yes, Ms Wong.

6 MS MAGGIE WONG: Have you had a chance to read and digest
7 this paper during the break?

8 MR LAM KAM PIU: We have read through the paper. And we
9 have an initial understanding of the issues discussed in
10 the paper.

11 MS MAGGIE WONG: Yes. Maybe we deal with the first topic on
12 the safety devices at paragraph 4(a). It relates to the
13 electronic stability control system.

14 Would your union support the use of this device?

15 MR LAM KAM PIU: We support.

16 MS MAGGIE WONG: And what about the second one on retarder
17 for capping the maximum speed of the speed limiters on
18 downhill?

19 MR LAM KAM PIU: We also support.

20 MS MAGGIE WONG: If we go to 6(a), in relation to the bus
21 monitoring and control system, giving or maximising the
22 black box capability to provide real-time fleet
23 supervision, bus speed recording and GPS location
24 recording, et cetera.

25 MR LAM KAM PIU: We also support it. It is already being
26

1 used now.

2 CHAIRMAN: Who is using it? Which company is using it?

3 MR LAM KAM PIU: New World First Bus and Citybus are already
4 using this system.

5 MR KWOK WAI KWONG: The same for KMB.

6 MS MAGGIE WONG: What about 6(b), collision alert and lane
7 keeping devices?

8 MR LAM KAM PIU: This issue, we support installation.

9 During the trial the colleagues resented it, because
10 whenever a minor problem surfaced and there would be the
11 beeping sound, and bus captains are under certain
12 pressure emotionally. This device is good, but we hope
13 that it can be improved.

14 MS MAGGIE WONG: Yes. Is that the test conducted by
15 Mobileye --

16 CHAIRMAN: I think the test was conducted by Citybus and the
17 device is Mobileye?

18 MS MAGGIE WONG: A device by Mobileye?

19 MR CHUNG CHUNG FAI: Well, the Citybus and the New World
20 First Bus conducted the trial, but in fact it was not
21 that good.

22 To our understanding, the company said it will
23 improve on the device. So we will see how the
24 improvement goes, and whether there will be an
25 improvement in the effect.

26

1 MS MAGGIE WONG: Because I believe the test was conducted
2 back in 2014, so the technology would have moved on.

3 And what about 6(c), the driver monitoring device to
4 detect drowsiness?

5 MR CHUNG CHUNG FAI: In principle, we agree to this; but the
6 question is if the devices are used to monitor the
7 drivers, whether they are dozing off, and they are
8 showing fatigue, I think you are putting the cart before
9 the horse here. Rather we should give more rest time to
10 the bus captains. That should be the best way.

11 There should not be any driving fatigue -- that
12 matters most. But then the device can be installed.

13 MR LAM KAM PIU: Mr Lau has something to add.

14 MR LAU KAI HIM: We should avoid driving fatigue, giving
15 rise to accidents. We should not have devices
16 monitoring the bus captains to make sure that they do
17 not doze off. Well, the drivers should work in
18 a healthy environment, and they should not work for long
19 hours leading to driving fatigue.

20 We would like to put forward recommendations to
21 prevent accidents. We should not be making proposals
22 only after accidents have happened. I think you are
23 putting the cart before the horse by installing such
24 a device. You are trying to shy away from the problem
25 of driving fatigue. Like air pilots, the airline

26

1 operators would be allowing sufficient rest hours for
2 the pilots. Well, air flight is different from bus
3 trip, but I think the consequences of bad driving will
4 be the same.

5 So I think you are putting the cart before the horse
6 by having this device to monitor the driver's
7 performance making sure that they are not dozing off.

8 CHAIRMAN: But you agree in principle that there should be
9 trials of this device?

10 MR LAM KAM PIU: Agree.

11 MS MAGGIE WONG: What about retrofitting seat belts for all
12 seats in future on buses?

13 MR LAM KAM PIU: We support the retrofitting of seat belts.
14 I think it is the responsibility of the Transport
15 Department. It should not be the responsibility of the
16 bus companies. It should be the full responsibility of
17 the Transport Department, because the Transport
18 Department knows best.

19 CHAIRMAN: When you say responsibility, do you mean that
20 they should pay for it?

21 MR LAM KAM PIU: Well, it is about the law.

22 CHAIRMAN: I see. So it is their responsibility to arrange
23 with government that the legislation be changed and then
24 also arrange that it should be enforced? They should be
25 fitted, people should be required to wear them, and that
26

1 law should be enforced; is that what you mean by
2 responsibility?

3 MR LAM KAM PIU: That's right.

4 Mr Lau would like to supplement.

5 MR LAU KAI HIM: About installing seat belts, of course the
6 purpose is to ensure passenger safety. I think this is
7 beyond any dispute. But we may have installed seat
8 belts and the passengers may not wear them.

9 So you need enact legislation to require passengers
10 to wear a seat belt. This is the most important point.

11 For minibuses we see this example. Years ago seat
12 belts have been installed and the legislation was
13 changed to require passengers to wear seat belts, but
14 then for passengers not wearing seat belts no
15 prosecution was taken out. So we need to require
16 passengers to wear seat belts to minimise the injuries
17 when there is an accident.

18 More importantly, we need to remind passengers to
19 wear seat belts, otherwise it will be close to no
20 protection for passengers. Even if seat belts are
21 installed, very often during bus accidents passengers
22 got thrown out of the bus compartment because passengers
23 sitting on the front row didn't wear a seat belt.

24 CHAIRMAN: And that resulted in changes. The metal bar on
25 the upper deck at the front and seat belts in those

26

1 exposed seats?

2 MR LAU KAI HIM: That's right.

3 MS MAGGIE WONG: What about training for franchised bus
4 captains in paragraphs 18 to 22?

5 MR LAM KAM PIU: Mr Hui can take this question.

6 MR HUI HOU KIT: Chairman, regarding training, two days ago
7 I attended a two-day class and my company, Citybus, has
8 included the element of emotional management.

9 For other companies, they all along have this
10 element. But for this part, the company has engaged a
11 non-professional to teach this course, and to my
12 knowledge I don't think this is professional, and
13 I think there is room for improvement.

14 MR LAM KAM PIU: Mr Lau would like to supplement.

15 MR LAU KAI HIM: In our supplementary submission we quoted
16 the Singapore example. In November 2016, Singapore set
17 up an academy for training bus captains and they have
18 really comprehensive courses, including maintenance,
19 repair service, quality, et cetera. And they also
20 mandate bus captains to undertake this course before
21 they get a licence.

22 So in our neighbouring city we have the training
23 courses for bus captains, and there is a need to have
24 emotional management and other elements. I think we are
25 lagging behind, but it is better than nothing.

26

1 CHAIRMAN: Mr Hui, you spoke about the course not being
2 conducted by a professional. What kind of professional
3 did you have in mind for an emotional management course?

4 MR HUI HOU KIT: To my knowledge, he should be somebody from
5 the social worker profession or a psychologist.

6 CHAIRMAN: Thank you.

7 Well, Ms Wong, if that's not inconvenient, that's
8 probably enough for today.

9 MS MAGGIE WONG: Yes. Thank you.

10 CHAIRMAN: Gentlemen, thank you for attending today, and
11 thank you for agreeing to return on Wednesday.

12 We look forward to receiving your evidence on
13 Wednesday afternoon. But the proceedings are now
14 adjourned. Thank you.

15 (5.52 pm)

16 (The hearing adjourned to 10.00 am
17 on Tuesday, 31 July 2018)

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I N D E X

P A G E

1

2

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4 WORKERS GENERAL UNION.

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6 SIU CHUNG, MR LAM TIN FU,

7 MR CHEUNG TSZ KEI, MR LAU SIN

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(continued)

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1 2018年7月30日

2 上午10時01分恢復聆訊

3 出席人士：張子琦先生，汽車交通運輸業總工會第一副主席（汽車交通運輸業總工
4 會（包括各分會，即城巴分會、九龍巴士分會、龍運巴士分會、新大嶼
5 山巴士分會及新世界巴士分會）代表）

6 林天賦先生，汽車交通運輸業總工會第二副主席（汽車交通運輸業總工
7 會（包括各分會，即城巴分會、九龍巴士分會、龍運巴士分會、新大嶼
8 山巴士分會及新世界巴士分會）代表）

9 劉善達先生，城巴分會主任（汽車交通運輸業總工會（包括各分會，即
10 城巴分會、九龍巴士分會、龍運巴士分會、新大嶼山巴士分會及新世界
11 巴士分會）代表）

12 黎兆聰先生，九龍巴士分會主任（汽車交通運輸業總工會（包括各分
13 會，即城巴分會、九龍巴士分會、龍運巴士分會、新大嶼山巴士分會及
14 新世界巴士分會）代表）

15 陳廣能先生，龍運巴士分會主任（汽車交通運輸業總工會（包括各分
16 會，即城巴分會、九龍巴士分會、龍運巴士分會、新大嶼山巴士分會及
17 新世界巴士分會）代表）

18 林寶強先生，新大嶼山巴士分會主任（汽車交通運輸業總工會（包括各
19 分會，即城巴分會、九龍巴士分會、龍運巴士分會、新大嶼山巴士分會
20 及新世界巴士分會）代表）

21 鍾松輝先生，巴職聯會務顧問，新世界第一巴士公司職工會會長（巴士
22 業職工會聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公
23 司職工會及城巴有限公司職工會）代表）

24 劉啟謙先生，巴職聯會務幹事（巴士業職工會聯盟（包括各會員工會，
25 即九巴員工協會、新世界第一巴士公司職工會及城巴有限公司職工會）
26 代表）

27 林錦標先生，巴職聯副主席，新世界第一巴士公司職工會理事長（巴士
28 業職工會聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公
29 司職工會及城巴有限公司職工會）代表）

30 許漢傑先生，巴職聯司庫，城巴有限公司職工會理事長（巴士業職工會
31 聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公司職工會
32 及城巴有限公司職工會）代表）

33 郭偉光先生，巴職聯秘書，九巴員工協會副理事長（巴士業職工會聯盟
34 （包括各會員工會，即九巴員工協會、新世界第一巴士公司職工會及城

1 巴有限公司職工會)代表)

2 何銳昌先生,巴職聯會員,新世界第一巴士公司職工會司庫(巴士業職
3 工會聯盟(包括各會員工會,即九巴員工協會、新世界第一巴士公司職
4 工會及城巴有限公司職工會)代表)

5

6 主席:(經傳譯員)早晨,我哋多謝汽車交通運輸業總工會派出代表嚟到幫助我哋今
7 日係提供口述證供,咁我又多謝呢一個嘅張先生,佢係第一副主席,同埋各位代
8 表。我哋就會由黃律師問你哋問題,黃律師係其中一位協助檢討委員會嘅律師。

9 如果張先生或者你其中一位代表想回答問嘅回題,咁可以就係出聲,我哋就
10 會話畀你聽係可以回答,黃律師就會可以開始問問題㗎嘞。

11 黃女士:(經傳譯員)唔該晒各位,我想先做一個嘅介紹,關於係你哋嘅組織,汽車
12 交通運輸業總工會係喺呢一個嘅1920年成立㗎,係咪呀?

13 林天賦先生:啱嘅。

14 黃女士:(經傳譯員)咁我哋可以見到,喺一個工會文件1C,289-15顯示㗎,你
15 哋工會嘅人數--呢個係冇翻譯為英文㗎,不過我就讀出個數目字。

16 你哋嘅會而家人數係有29,670人,其中11,868人係專營巴士分會會員,
17 有10,436人係任職專營巴士司機嘅,係嗎?

18 張子琦先生:冇錯。

19 黃女士:(經傳譯員)你哋嘅總會有五個分會,九龍巴士分會、新世界巴士分會、城
20 巴分會、龍運巴士分會同埋新大嶼山巴士分會,係嗎?

21 張子琦先生:正確。

22 黃女士:(經傳譯員)我未開始問問題之前,想先請你睇一睇,你哋嘅職權範圍,咁
23 就係呢一個嘅係文件夾263頁,咁就係專營巴士嘅職權範圍㗎,咁係翻譯本
24 可以喺運輸署文件夾1號第3頁。其實就話--呢度寫檢討委員會嘅職權範圍:

25 第一,就係要檢視呢一個--咁就係從安全角度而言,鑑於發生喺呢一個2月
26 10號嘅致命意外,同埋近期嚴重事故,審視巴士專營權喺現行法例專營權同其
27 他合約規定下嘅運作同埋管理模式,同埋檢視現行對專營巴士嘅監管同埋監察制
28 度。

29 最後,就係就上述事宜向行政長官提出同安全有關嘅建議,維持香港嘅專營
30 巴士服務安全可靠。呢個委員會嘅職權範圍,就係要睇安全方面,即係巴士專營
31 權運作安全角度嘅。

32 我咁樣講,因為我知道,係你嘅意見書裏面講咗好多關於係工作方面㗎,但

1 係呢一個委員會佢要睇嘅就係，睇番巴士專營權運作管理方面，安全角度嘅事
2 宜，所以希望你明白，我哋問嘅問題都會集中於呢一點嘅。

3 你哋嘅工會之前係畀咗幾份嘅意見書畀檢討委員會，第一份就係 18 年嘅 4
4 月 23 號，中文就係文件 1C，277 頁至到就係 289 頁，英文版就係 289-1 至到
5 289-12。呢一份即係第一份嘅意見書，係就於檢討委員會發畀你哋工會嗰封信
6 嚟，嗰封信日期係 18 年 3 月 28 號，係嗎？

7 張子琦先生：正確。

8 黃女士：（經傳譯員）你哋嘅意見書就提出咗幾個課題嚟，我就想請你先睇一睇啲大
9 部分。

10 主席：（經傳譯員）未講呢樣嘢之前，張生，如果可以幫助你，其實有一啲係打印
11 本，咁可以喺螢幕上面睇得到。同時，如果你想，亦都可以揭番呢一個嘅文件版
12 本，如果你係需要睇其他部分協助自己嘅話，你就可以問我哋擺個打印本，明
13 白嗎？

14 張子琦先生：係，明白。

15 主席：（經傳譯員）黃律師，係，想講一講個頁碼？

16 黃女士：（經傳譯員）頁碼係 289-14-7。其實我所講嘅就係首十段，就係講關於係
17 即係對呢一個巴士車長一啲不好嘅--一啲唔好嘅對待。

18 你講過一啲即係話會員裏面親身經歷過好多唔好嘅事嚟，顯示到其實乘客不
19 文明嘅行為，佢哋唔理法例嘅規管，就會係打車長或者鬧車長，呢個就係你意見
20 書第一項有講嘅事宜。

21 跟住喺你第二點，就係關於改善運作安全，有關於專營巴士方面，係第十一
22 段，頁數就係英文 289-14-9，中文就係 285 頁嘅。

23 呢啲嘅改善建議基本上就係分三方面：

24 首先，你就要求交通燈應該要有呢一個嘅倒計器或者閃動裝置；

25 第二，你就要求增劃黃格，同埋就係希望呢一個巴士可以停喺巴士區，
26 同埋有關於呢一個巴士站方面嘅；

27 第三方面，你嘅建議書就講話工作環境，第十五段，係工會文件 1C 號，
28 第十五段，289-14-0（原文照錄），中文就係 287 頁，英文就係 289-
29 10。

30 你個度就其實就講咗係三方面：

31 第一，就係休息時間，設施同埋訓練，呢三樣嘢我會進一步再問你
32 問題嘅；

1 第二份嘅意見書就係回應委員會寄畀你嘅信，係18年6月--8月8
2 號同埋17號（原文照錄）寄畀你，你回應嘅文件嘅意見書日期係18年
3 7月10號，英文版就係289-16至到23頁嘅，呢個係第二份嘅意見
4 書。

5 英文都係喺1C號嘅文件，289-23-1至到289-23-10，喺呢份意
6 見書裏面，你喺第二段就話，你搜集咗五間專營巴士分會嘅負責人，成
7 立專責工作小組，廣泛收集幹事、工作人員同埋會員工友嘅意見，你可
8 以喺289-16見到，另外就英文289-23-1。喺呢份意見書裏面，你亦
9 都大量講咗有關於係巴士車長被乘客暴力襲擊嘅問題，列出咗一系列嘅
10 個案，呢個就係第二份意見書嘅；

11 同時，你亦都做咗第三份嘅意見書，但係未講之前，我就先講咗話巴士車長
12 被乘客襲擊嘅問題，呢一部分喺你第一同第二份意見書已經有深入講過。

13 張生，我相信喺兩份嘅意見書裏面，你提及過投訴被襲擊係工會、巴士公司
14 已經係多年投訴嘅問題嘞，你亦都列出咗幾個嘅事項，幾個個案係2016年、
15 2017年同埋2018年發生嘅。

16 我就想同你再講，因為你就列出咗九個襲擊個案，就係呢一個2016年1月
17 3號至到18年4月29號發生嘅，中文就係289-16至到係17頁，英文版就係
18 289-26-2（原文照錄）。

19 呢個--呢次嘅襲擊事--呢啲嘅襲擊事件係喺唔同地方發生，屯門市、大圍美
20 林邨巴士總站、東區醫院、海怡半島、機場地面運作中心、青山公路巴--咖啡灣
21 巴士站、逸東巴士站、旺角鐵路站同埋呢一個嘅係青馬收費廣場。

22 每一個個案你都講咗話，係每一位巴士車長都係受傷同埋要放病假。你可唔
23 可以確認呢啲嘅個案係有向你哋工會報告，係要求你哋協助嘅，就係幫你哋同警
24 方同埋係相關嘅巴士公司嚟到係聯絡嘅？

25 張子琦先生：我哋係--我哋列舉呢九個個案，其實喺個意見書入面都清楚寫咗，呢
26 九個會員佢哋係透過我哋嘅--向我哋工作人員求助，然後向工聯嘅職安健協
27 會申請經濟援助，所以我哋掌握佢嘅情況。

28 但係喺意見書入面，我哋講得好清楚，因為有啲會員工友畀人打咗，其實報
29 紙上面都好多，佢哋就有工會求助，因為事後我哋唔知道究竟呢啲係咪我哋會
30 員；

31 第二，我哋唔知道係邊度發生，所以我哋冇工作人員向佢哋提出幫手，所以
32 我哋所掌握個九個個案係因為佢哋嚴重受傷，要放比較長嘅病假，而經濟上面又
33 出現困難嘅人嘅會員，佢先至--我先至向工聯嘅職安健協會攞番啲資料先知道嘅
34 啫。其他其實我哋喺之後嘅文件入面都補充咗好多啲報紙傳媒報道嘅個案，大家
35 都可以睇到。

1 其實我哋可--想可以講一個個案，就喺石澳九號巴士，有一個司機畀個乘
2 客打咗好似三分鐘定五分鐘，報紙都賣晒，但係呢個人冇向我哋求助，所以我哋
3 都唔可能知道佢實際嘅情況。

4 我補充咁多。

5 黎兆聰先生：我想補充下，我哋掌握嘅數字係有嘅，我哋有我哋李講師（？）。不過
6 呢個係冰山一角九個，但係被打嘅車長係日益嚴重。就係近呢兩年來，我相信平
7 均一個月起碼有幾單呢啲畀人打嘅車長嘅事件發生，我哋係有掌握嘅，不過只係
8 暴力係開始日益增多。所以巴士--我哋有建議過巴士公司設立一啲保護嘅裝
9 置，個個保護嘅膜可以保護到我哋嘅前線車長，但係有待改善，呢個係一路都有
10 發生，唔係淨係九個，係呢兩年來日益嚴重。

11 同埋我可以同主席講，而家乘客係橫蠻無理，用手機挑釁啲車長，打啲車
12 長，同埋有一個 230A 嘅運輸署一個條例保護車長嘅，從來冇執行過，亦都冇一
13 個成功個案告一個打車長嘅乘客。我係講到咁多。

14 主席：（經傳譯員）黃律師，你繼續之前，如果話畀你聽，我哋收到一啲嘅資料，就
15 係呢個九龍巴士工會，就係話佢哋所收到嘅資料，2015 年至到 2018，即係巴
16 士車長受襲嘅一啲資料，大概係有四十個嘅投訴嘅，你知唔知呢啲資料喺我哋嘅
17 網頁上係搵到嘅呢？

18 黎兆聰先生：我可以講畀你聽，呢兩年來係日益嚴重，四十單係唔止嘅，每個月都發
19 生，同埋公司一年來先至開始有個法務部，有啲律師去支援下我哋車長，之前啲
20 啲向我哋求助啲啲，我哋係有協助，嘎，但係四十單，主席，呢個數字唔正確
21 㗎，每個月起碼閒閒地都十單、八單，咁你同我計兩年來，起碼都二、三百單
22 喇，主席。

23 主席：（經傳譯員）多謝，可能你誤解咗我嘅意思，四十宗嘅投訴喺今年啲六、七個
24 月裏面係四十宗，係嚟自一間巴士公司嘅啫。

25 黎兆聰先生：但係我覺得呢個數字唔可靠。

26 主席：（經傳譯員）咁或者你可以畀我一啲可靠嘅數字，但係咁之前，呢度正話所講
27 過九個個案就係 2016 年年頭開始至 2018 年 4 月，係咪呀？

28 黎兆聰：可以。

29 主席：（經傳譯員）可唔可以幫我哋講下，巴士公司，即係涉及呢九宗嘅受害人，佢
30 哋係同--服務喺七嘢巴士公司㗎？

31 林天賦先生：呢個我哋法規可以搵番啲資料，但係大部分所知道係九巴為多，九巴公
32 司為多。

33 我補充到呢度，大部分嘅我哋所知嘅資料都係九巴公司為多，但係具體嘅情
34 況，真係要睇番佢哋嘅紀錄，但係有部分嘅司機就喺個紀錄入面就有寫自己巴士

1 公司嘅，因為我哋實際嘅嗰個表格入面，只係填佢嚟自邊間工會為多，冇填到佢
2 係任職邊間巴士公司。

3 主席：（經傳譯員）唔該，黃女士。

4 黃女士：（經傳譯員）主席之前就講到一張嘅清單，係由呢一個九巴講嘅，就係佢哋
5 一啲嘅車長，由 2015 年 1 月至到 2018 年係 7 月 22 號嘅一啲個案，喺九巴
6 一，就係第 212 頁嘅，呢啲資料。

7 張子琦先生：黃律師，主席，可唔可以我要一份你嗰個中文嘅提案？因為我哋有啲提
8 上嚟嗰啲議題...

9 主席：（經傳譯員）可以嘅，而家可以畀你嘅。

10 黃女士：Yes.

11 主席：（經傳譯員）可能淨係得英文版本。

12 黎兆聰先生：Because we cannot see anything in front of us.

13 主席：（經傳譯員）可以畀你嘅。

14 黎兆聰先生：（經傳譯員）唔該。

15 主席：（經傳譯員）可能你有一個打印出嚟嘅版本會好--容易啲。慢慢喇，你慢慢用
16 啲時間消化下呢一個嘅表達方式。第幾頁？係嘞，可能將佢咁樣嚟到係投影出嚟
17 好啲。可唔可以去睇一睇 2018 年？

18 黃女士：（經傳譯員）係 216 頁，就係喺呢個九巴一第 216 頁嗰一份文件。

19 主席：（經傳譯員）你而家準備好未，準備好回答問題未？

20 張子琦先生：Yes.

21 黃女士：（經傳譯員）你睇下 KMB-1 嗰份文件，喺 216 頁，148 開始，第 148 項開
22 始到到 188，就係九巴嚟到係製備嘅資料，2018 年 1 月開始，去到 2018 年嘅
23 7 月 22 號，呢個淨係九巴畀--提供嘅數字。

24 黎兆聰先生：我哋收到有啲資料，有啲同事畀人哋推撞，或者打咗，係有報畀公司聽
25 嘅，呢個數字佢報畀你，可能係如實報畀你，但係我哋收到有啲個案，啲同事怕
26 事，係有報嚟，係有報畀公司啲--所以我就講話，佢個數字可能唔準確，因為
27 有時啲同事係怕事，會同工會啲工作人員講，我哋之後會同公司講，咁佢有一個
28 紀錄係好正常，好嗎？

29 主席：（經傳譯員）係，咁如果你有收到咩嘢投訴，你可以交界我哋，即係如果巴士
30 公司係有收到，而你收到，可以提供番畀我哋。

31 黎兆聰先生：主席，舉例，早上個星期，我哋有個站長新入職冇幾耐，畀個印巴籍嘅

1 人士打咗一拳，跟住掙咗佢落地下，佢冇報嘍，佢同我講咗嘅，但係我都有--
2 我都係了解咗，同公司講咗嘅，咁可能都係寫份報告番去，唔知會唔會--如果
3 我咁大間公司，成日要同主席講，主席你都幾麻煩，係咪呀？

4 主席：（經傳譯員）黎先生，我哋係要有證據先至可以行事，除非你提供證據畀我
5 哋，如果淨係一啲嘅指稱，就幫唔到我哋嘅，如果你可以畀一啲投訴係冇報畀公
6 司知，你知嘅請你畀我哋。

7 黎兆聰先生： Okay, thank you.

8 黃女士：（經傳譯員）如果你睇下呢張清單，我自己數過，大概有四十一次嘅事件。
9 但係我哋睇到，好少嘅個案係最終係有檢控嘅，或者啲比較有意思嘅一啲結果、
10 後果。162、164 呢兩個個案，就係最後就係被告認罪，被罰款。有四十宗嘅
11 個案，大部分都係和解，或者只係口頭警告，或者警方係唔追究。

12 如果我將呢張嘅清單就對比一下正話所提到嘅一啲嘅個案，即係你講到有九
13 宗嘅襲擊個案，我就係嗰度搵到五宗：

14 第一宗，係你嘅個案第二，第 289-16 頁，呢個係關乎一位何（譯音）先生
15 喺 2016 年 3 月 26 號，喺大圍美林邨，呢個就係喺呢一張清單嘅第 62 號嘅個
16 案，就係九巴所提供嘅，喺第 214 頁，第 62 號嘅個案。

17 張子琦先生：係。

18 黃女士：（經傳譯員）唔該，我未講第二樣之前，其實仲有另外一宗，就喺呢個表上
19 面冇列出嚟嘅，不過有個通知，話發生咗事故，就係 16 年嘅 5 月 16 號，關於
20 一次襲擊，喺 289-114 頁，英文版就係 289-23-2。

21 可以見到有另外一次嘅事件嘅，就係呢個 16 年嘅 5 月 16 號，喺呢個表上面
22 搵唔到，但係就我哋知道你哋嘅工會發出咗一個通告。請睇番嗰個表，呢個就話
23 係即係其中一個個案，係冇喺九巴嘅清單上面，但係喺你自己嗰個嗰度，我哋都
24 搵唔到嘞。

25 黎兆聰先生：姓何嗰個 case 一樣嘅。

26 黃女士：（經傳譯員）哦，同姓何嗰個一樣，唔該。

27 第二宗，就係第五宗，喺你嘅清單上面嘅，就係 289-17，第五個個案，呢
28 個係你清單上面嘅第五宗個案，有關於一名姚（譯音）生，係喺 8 月 8 號 2016
29 年嘅時候被襲。

30 我哋可以見到，呢一宗嘅個案喺九巴清單上面 214 頁就搵得到嘍，呢個係--
31 呢個個案嘅宗數係 82 號。可以見到，一位姚生佢係車長，係巴士司機嚟嘍，8
32 月 8 號，龍運公司就喺機場總站，同理佢受咗咩嘢傷。

33 第三宗，喺你嘅清單上面就係第 8 號，289-17，有關於一位李（譯音）先

1 生喺 2017 年嘅 1 月 9 號被襲，旺角鐵路站，佢就係隻眼受傷，額頭亦都受傷，
2 呢件嘅個案喺九巴清單上面都可以搵到，215 頁就係第 113 宗，可唔可以確認
3 一下係咪呀？

4 黎兆聰先生：係。

5 黃女士：（經傳譯員）另外一個例子就喺清單上面，但係就唔係你嘅清單，但係喺九
6 巴嘅清單上面可以搵到㗎，係 122 宗，日期就係呢一個嘅係 2017 年嘅 6 月 4
7 號，喺長宏總站，呢宗個案就係和解㗎，喺呢一個九巴清單上面，215 頁可以搵
8 到。

9 另外一宗，喺你嘅意見書裏面，就係第九宗嘅個案，就係 289-17，一位楊
10 （譯音）生，就喺 2018 年 4 月 29 號被襲，喺青馬收費廣場，呢件嘅個案可以
11 喺九巴清單搵到，就係第 170 宗，就 217 頁。可唔可以確認一下係咪呀？二百
12 一十一--係呢個第 170 宗？

13 張子琦先生：係㗎，呢單個案受傷嘅車長係向我求助嘅，亦都當時佢都提出㗎問題，
14 點解青馬收費嗰啲管理人員放走咗呢個襲擊者，因為當時呢個襲擊者係強行自己
15 落咗車之後，係自己步去--步入去嗰個轉車站，乘車而去嘅，而嗰啲青馬管理
16 人員係完全冇幫助過呢個車長，協助過呢個車長。

17 黃女士：（經傳譯員）我哋可以睇番，呢四十一宗就係有向警方報案嘅，呢個由最右
18 手邊可以見到一啲嘅備註，有時就話警方係即係叫佢哋和解，有啲就話警方冇再
19 係跟進，你嘅意見者 289-17 頁上面有講過，英文版就係 289-23-3，係喺底
20 部。

21 黎兆聰先生：主席，可以睇到咁多個個案，冇可能我哋車長自願和解，你畀人打，會
22 唔會自願和解？你睇下個執法嗰個不力，咁多單都係得幾宗執法，冇有可能一個
23 車長畀人打，唔執法㗎？和解真係啼笑皆非，好唔好？

24 呢樣嘢我希望--我哋工會收到好多個案，我哋啲前線車長成日就講警方唔執
25 法，冇可能我哋畀人打咗會和解嘅，我哋啲專業車長亦都唔會挑釁乘客，冇可
26 能，你睇下我--我一睇到咁多單，都係--可能四十單，可能幾單先至會畀人哋
27 可以告得入，冇有可能呢個問題衍生到出嚟，希望主席你可以--一睇個表就已經
28 睇到，咁多單都有受傷，表面傷痕，點會和解呢？係咪？

29 冇去--即係冇去執法，個 230A 冇執法，咁多單都係幾單先至話成功告入，
30 我哋嘅車長同我哋工會反映過無數次，畀人打咗就要和解，呢個係執法不力，好
31 唔好？

32 黃女士：（經傳譯員）你話呢啲嘅事項已經係提出過好多次嘞，其中一個例子可以係
33 同--係喺同運輸署會面嘅時候，其中一次嘅會議紀錄上面可以見到，係 17 年嘅
34 3 月 22 號，頁數係中文 289-61 頁，就係呢個底部第二段，英文版就係 289-
35 182。

1 喺第二段裏面，你提及過話襲擊車長同埋呢一個嘅係言語去鬧車長，同埋影
2 車長--拍攝車長，你就要求署方執法，要跟番有關嘅法例係執法，呢個係其中一
3 個例子。

4 講番你嘅意見書，你係好清楚指出其他受傷或者襲擊嘅個案係冇向你哋工會
5 係反映到，喺呢一個嘅意見書上面冇收集到嘅，係，可以喺中文版 289-18 頁第
6 二段見到，英文就係 289-23-3。

7 喺第二段裏面，你提及喺以前，有啲人見到發生事件，會出嚟幫助車長，但
8 係有時可能因為會對涉及嘅人士被控公共地方打鬥，所以令到好多人係唔肯向遇
9 事司機伸出援手。

10 你提及一個 15 年 7 月 10 號發生嘅一件事，就係一個同颱風有關嘅，令到係
11 即係有啲乘客有暴力行為。你可唔可以講下，你可以點樣幫車長？而點解你會係
12 覺得即係有啲--某啲原因，令到你唔可以幫車長手？

13 黎兆聰先生：我呢個個案我好有印象，就係因為可能呢個颱風去到八點半冇車，即係
14 會收車嚟嘞，咁可能乘客焦急，言語之間就對呢個車長暴力襲擊，咁亦都之後都
15 捉到呢個人嘅。

16 林天賦先生：呢件事，我哋工會嘅睇法係咁樣，警察對於呢啲襲擊者，如果係因為所
17 有涉及嘅人士，即係如果我哋嘅會員工友幫呢啲同事，即係佢其他車長阻止呢啲
18 乘客襲擊呢啲車長嘅話，我哋工會--因為我呢度冇資料，但係我哋好多嘅會員工
19 友都話，因為警察將所有涉及呢件個案嘅人都會落案，如果係真係要追究嘅
20 話，變咗係所有人都變咗係喺公眾地方打鬥，即係幫手啲會員工友都係要去到
21 警署，都係畀人落案，畀人告嘅。

22 所以好多人慢慢地就變咗佢哋唔知道--即係見到其他嘅同事畀人打，其他車
23 長畀人打嗰時，佢哋就唔敢出手去幫手。呢個風氣其實呢幾年都比較嚴重。

24 張子琦先生：同埋我想補充一下，嗰個言語、嗰個攝影，對住個車長，係一啲用嘅暴
25 力嘅言語都係影響到個車長嘅情緒，係會直接影響到嗰個駕駛嘅安全，所以呢個
26 係對公眾嗰個利益係直接受影響，所以應該係要制止呢啲行為。

27 主席：（經傳譯員）可唔可以講一講，呢一次襲擊事件嘅詳情喺邊度發生，喺巴士上
28 面定係喺巴士嘅即係總站、車廠嗰度發生㗎？

29 黎兆聰先生：喺個巴士站，未開車嗰度，開始襲擊車長，因為當其時可能大家焦急，
30 當八號風球正式懸掛，我哋公司有個慣例會通知乘客八點半冇車，當其時以我了
31 解，應該係乘客睇到車長上車，但係個車長要收工嚟嘞，咁就襲擊佢咁嘅情況，
32 就喺巴士站嘅外圍襲擊佢。

33 當其時有啲車長唔夠膽幫手，就係因為之前有啲暴力事件，係幫手啲都告
34 埋公共場所行為不檢，所以呢個問題係喺呢件事衍生出嚟。

1 主席：（經傳譯員）嗰次襲擊係發生喺巴士上面定係巴士嘅外面？

2 黎兆聰：巴士站休--站長室外面。明唔明白呀，主席？

3 主席：（經傳譯員）我而家明白嘞，唔該晒。

4 黃女士：（經傳譯員）你進一步嘅意見書，呢個 18 年嘅 7 月 10 號，中文就係 289-
5 18，英文就係 289-23-3 至到 289-23-4。

6 喺第一段嗰度，你就強調話之前提及過一個問題，就係話你從網上收集到一
7 啲資料，就係其他嘅資料，係關於車長被滋擾，即係被乘客滋擾，同埋不合理嘅
8 對待，你亦都係將有關嘅報道，即係從網上擺嚟嘅資料就係話乘客點樣滋擾巴士
9 司機，你係提供㗎。

10 呢啲嘅文件喺第 289-24 至到 289-30 呢啲嘅中文嘅文件度搵到，亦都有一
11 啲照片，喺英文就係 289-141 至到 289-146 呢幾頁。

12 你就係喺第二段你嘅文件第二段就係提出呢個問題，跟住第三段就係話有啲
13 嘅投訴，就話冇聽個執法人員對呢啲相關嘅人士，根據公共巴士服務規例嚟到起
14 訴佢哋，呢個就係第 230A 章，喺英文就係第 289-23-4 頁，中文就係 289-19
15 頁，第 289-19 頁。

16 黎兆聰先生：回應下，佢 230A 章係保護我哋嘅前線車長，多數警員都係勸和解，公
17 司亦都有表明及支援我哋嘅，所以要求加強檢控呢啲施襲者，同埋加強個罰則，
18 因為 230A 章，我相信有一個個案成立過話告呢啲施襲者。

19 黃女士：（經傳譯員）係嘞，或者我係引述一下嗰啲嘅規例，等你知道個罰則，喺
20 THB-2 第 131 頁，文件 THB 第 131 頁。

21 搵唔搵到？對唔住，淨係得英文版本。但係我哋睇到，喺規例第 13，就係移
22 走--將乘客移走巴士，即係如果係有合理嘅理由相信佢違反咗呢啲嘅規例，就可
23 以將呢個乘客係趕落車。

24 仲有第 38 條就係話，唔可以有一個嘅--第 132 頁，一個嘅乘客或者係準乘
25 客，就唔可以係有意--故意咁樣嚟到係去遮住呢一個車長嗰個嘅視線，唔可以
26 有意嚟到係喺巴士上面做任何嘢，第二段嗰度，就係引致呢一個嘅受傷，不適，
27 或者係引致任何人嘅不便，第一嗰度，就係唔可以嚟到去影響呢一個巴士司機嗰
28 個嘅工作。

29 第 25--規例 25(3)，任何人士如果有合理嘅辯解，係違反呢啲 32A(1)
30 (原文照錄)嘅規例，就係我哋正話啱啱睇過嘅，就係即屬犯法，係有可能被判
31 三千元，同埋係入獄六個月。

32 呢個就係你所指導嘅情況，就係話冇--喺咁多年嚟，都係冇根據呢啲嘅規例
33 係有檢控，係咪呀？

1 張子琦先生：正確。

2 黃女士：（經傳譯員）我想請你睇下第三段，你哋文件嘅第三段，即係進一步提交嘅
3 文件第三段，喺英文就係第 289-23-5 頁，第三段，中文就係第 289-19 頁。
4 睇唔睇到？

5 呢度講到一啲嘅民事索償，就係巴士公司就係代表車長提出民事索償，但係
6 嗰啲嘅結果就係冇公布，所以你就要求得到呢方面嘅資訊，就係關於一啲巴士車
7 長嚟到係提出民事索償嘅資料，咁就係想委員會係向專營巴士公司索取呢方面嘅
8 資料，係咪呀，民事索償嘅資料？

9 黎兆聰先生：簡單回應，早幾個月，有位女車長畀人施襲，公司係有協助，得到對方
10 賠償五千釵湯藥費同埋自簽守行為，係最近半年前嘅事嘅，應該，係喺藍田地鐵
11 站畀個女乘客施襲，有協助過，要對方賠償。

12 林天賦先生：但係據我哋所知，巴士公司可能都係個人個協助，對於呢啲個案嘅影--
13 因為影響所有嘅巴士員工，佢又有喺個公開場合度向員工講述佢哋嘅對於協助呢
14 位車長嘅結果。

15 而家我哋都睇到，而家，即係有啲九巴同事就講出，有喺嗰個月刊度有提出
16 呢件事，因為我哋可能有睇到呢個文件，但係都係近年先有嘅啫，即係喺九巴員
17 工嗰個月刊入面有提過呢件事。

18 黃女士：（經傳譯員）你可唔可以畀嗰個月刊我哋睇？

19 黎兆聰先生：要喺員工網慢慢啲，不如你同我問一問九巴嘅管理層，佢有呢啲成功爭
20 取個案，喺晒每一個月嘅員工嗰個月刊，畀我哋睇點樣幫啲夥記，點樣追討，係
21 有嘅，如果我哋啲唔係啲唔到，不過可能未必咁快搵到，我諗搵九巴管理層擺可
22 能會快啲。

23 黃女士：（經傳譯員）我哋睇到呢啲嘅投訴，我哋不如睇下九巴點樣回應，對呢啲嘅
24 投訴，我請你哋睇 KMB-1 第 61 至到 62 頁，九巴文件。

25 第 61 至到 62 頁，喺 62 頁，喺最頂嗰度，就話因為越嚟越多嘅襲擊，我哋
26 就係採取咗以下嘅措施，我哋就係睇到有四樣。

27 第一，就係監察嘅呢一個相機，嗰啲係前置，同埋有一個係可以睇到車長座
28 位，就自從 2015 年，所有嘅新巴士都有呢啲嘅設施，係直至 2018 年 2 月，我
29 哋已經喺 2,319 個九巴嘅巴士同埋 146 架嘅龍運巴士就係裝咗呢啲監察嘅影相
30 機嘅，我哋就係有埋一啲嘅加埋聲音嘅錄影，就係一啲比較麻煩嘅乘客，呢個就
31 係保障到我哋嘅車長，如果警察後來有任何嘅調查，或者係法律程序；

32 另外我哋會喺呢一個車長座位附近，有一個保護罩，就會由 2018 年 6 月開
33 始安裝；

34 我哋會有多啲係車上嘅廣播，就係提醒乘客唔好去做任何嘢會影響到車長同

1 埋其他乘客嘅；

2 另外我哋第四樣，就係如果巴士車長係受到呢一個襲擊，我哋會有法律支
3 援。

4 講到呢一個監察嘅攝錄機，我哋喺一次嘅實地考察嘅時候，睇到一啲嘅例
5 子，就係喺嗰個車長座位上面左近，就裝咗呢啲攝錄機，就會係影到車長嗰個行
6 為一樣嘅，有一啲嘅車長就係因為裝咗呢啲監察嘅攝錄機，佢哋都係有一啲嘅意
7 見，你覺得係點？

8 張子琦先生：近年嚟，九巴公司的而且確係改善咗呢啲嘢，對於乘--襲擊車長，佢哋
9 都有去替個車長去討回公道，都會有律師去跟進。

10 黎兆聰先生：我想補充，我哋前線車長同埋工會有反映過意見，嗰啲攝錄機係有時幫
11 到車長，但係當有時好輕微嘅嘢，佢只係會話交界警方，咁嗰個攝錄嘅情況就係
12 我哋前線嘅車長有時係幫唔到我哋，有啲問題我哋希望自己裝，但係公司話因
13 為用個人私隱問題。

14 嗰啲鏡頭係好全面，但係有時我哋前線當有啲輕微交通意外，有時要同公
15 司攞，亦都未必攞到呢啲整個發生意外嘅攝錄過程，所以佢啲鏡頭係可以睇到個
16 意外發生，但係可能有時有啲輕微，佢只會交界執法部門去處理，但係唔會攞
17 畀我哋前線可以提供一個支援。

18 所以我哋經常同管理層講，嗰啲攝錄鏡頭，有時我哋需要嗰時，未必支援到
19 我哋。

20 但係公司話嗰啲攝錄嗰啲鏡頭，希望嚟出年第二季會裝晒，因為始終三分二
21 嘅車都仲未有呢啲攝錄功能嘅車，同埋唔係全面--全部嘅車都有，因為九巴嘅車
22 隊相信有超過 3,700 至 3,800 嘅車，相信三分二嘅車都仲未有攝錄功能。

23 張子琦先生：我想補充下，主席，個...

24 主席：（經傳譯員）但係你未補充之前，我哋呢度個數字就係話有 2,319 直至到
25 2018 年 2 月，就已經係裝咗喇，如果只係三千幾，咁你話有三分二嘅巴士仲未
26 有呢啲嘅攝錄機，好似唔係幾夾嘞，啲數字。

27 黎兆聰先生：公司有啲車，車齡剩番兩年嗰啲，佢唔裝，嗰度有一批數目嘍，即係佢
28 認為嗰啲就嚟割喇嘞，即係唔愛，淘汰嘅車，佢表明係唔會裝呢啲裝置落去嘅，
29 所以係有一定嘅數目嘍，嗰度係唔少嘍，為數，即係佢覺得嗰啲車齡佢認為唔想
30 畀啲設置落去，係表明係唔裝嘍，所以我哋前線嗰啲工友就自己裝個鏡頭保護
31 自己，但係公司都用好多行政手段，唔准我哋前線車長裝，都係想保護自己嘅嘢。

32 主席：（經傳譯員）你可唔可以為我哋提供一啲嘅資料，就係關於呢一點，就係話唔
33 畀車長自己裝自己嘅攝影機呢個問題？

34 黎兆聰先生：可以提出，主席，我哋嘅車長，前線車長自己裝 cam，係受到警告嘍，

1 有書面警告，亦都有通告告知過嘞車長唔准自行裝呢啲 cam，不過我哋嘞車長係
2 無奈，因為而家好多交通意外，警方第一時間到現場就問你有冇 cam，所以我哋
3 嘞前線車長就無奈接受呢啲警告信，但係我哋向管理層多次--呢咁多年來都希望
4 佢接納我哋工會嘅方案，因為呢啲 cam 係必切性去可以保護到車長。

5 同埋主席，喺 J 字頭同埋 H 字頭打後嗰啲年歲嘅車嘅英文字母嘅車牌，多數
6 都有 cam，嗰啲比較係已經係可能係十三、四年嘅車齡，公司係回應我哋係唔裝
7 呢啲 cam 嘍，喺 H 字頭或者 J 字頭都有，係舊款嘅車係唔會裝 cam 嘅，呢個係
8 同我哋講咗係唔會嗰啲資源去裝。

9 主席：（經傳譯員）咁你會唔會提供文件，等我哋理解公司係點樣處理？你就話一啲
10 嘅行政手段，可唔可以畀呢啲文件我哋？

11 黎兆聰先生：儘量配合，主席，因為我哋同公司開過會，因為佢話點解唔畀我哋裝呢
12 啲鏡頭，因為涉及第三者私隱，因為你攝錄佢，你係要經過呢啲人同意，先可以
13 發放呢啲嘅影像。所以我係同啲工友講過，亦都知道，同私隱公署亦都開過會，
14 佢都回應過，係呢啲係涉及私隱問題，因為攝錄未經第三者同意，你發放出去，
15 係可以犯咗呢個私隱條例。咁呢個受--你話要嗰啲警告書，我可以稍後呈交。

16 主席：（經傳譯員）係，我哋就係要呢啲嘍。

17 黎兆聰先生：有呀，主席。

18 主席：（經傳譯員）唔該晒。咁我哋而家講另外一個事項，你支唔支持安裝監察鏡
19 頭，就係錄音同埋錄影，就裝喺巴士車長坐嘅地方附近，你支唔支持呢個做法？

20 張子琦先生：對於改善車長嘅工作環境，而唔影響到個車長嘅，我哋工會都係支持
21 嘅。

22 主席：（經傳譯員）咁可唔可以答支持定唔支持呀？

23 林天賦先生：主席，因為裝一個具有錄音、錄像嘅功能嘅攝錄機，冇錯，喺某程度
24 上面，係對搜集證據係有幫助，但係喺揸巴士嗰陣時，有部分嘅車長覺得長期畀人
25 一路監視、監察住佢，會造成佢嘅精神壓力，所以唔係個個車長可以接受到呢樣
26 嘢。

27 我哋都聽過有啲工友因為嗰個攝錄機對正喺佢頭上面，佢覺得對佢揸車會令
28 到佢分神，所以唔一定話即係會對交通安全會有幫助，所以我覺得呢個可能另外
29 一個角度睇，係一種隱憂。

30 所以呢個裝攝錄機，可能佢個出發點係好事，但係要顧及每一個車長實際嘅
31 情況，所以如果一刀切，所有車都裝晒呢啲 cam 嘅話，可能部分車長適應唔到，
32 所以我覺得委員會提交政府部門建議嗰陣時，應該清楚諗下--諗一諗，唔係所有
33 人都適應到有個 cam 對住你，當你揸車嗰陣時有個 cam 對住你。因為一日揸車
34 嘅時間係可能有--工作時間可能八至十個小時，所以不斷對住你嘅話，可能佢哋

1 覺得有心理壓力就比較大，尤其喺某程度下面，但未必係揸緊車，譬如可能飲
2 水，又單手揸車，呢啲全部可能發生嘅，係咪？但係可以畀公司--畀有其他行政
3 上面嘅壓力。

4 所以我哋覺得，應該係審慎考慮喺裝呢個--所有車上面裝呢個具有錄音同埋
5 錄像嘅設施。我補充咁多。

6 主席：（經傳譯員）咁我哋嘅理解咁，咁理解啱唔啱喇，工會嘅立場就係話對於呢方
7 面冇共識嘅？

8 林天賦先生：我哋覺得應該係會審慎去考慮呢件事，唔好淨係覺得可以--喺心理上
9 覺得係可以幫助到佢，但係我哋工會覺得，係要--真係要問一問啲會員工友接
10 唔接受，係咪？

11 黎兆聰先生：唔好意思，主席，我補充，我哋喺七、八年前嗰陣時，開始有 cam 嗰
12 陣時，佢係有 cam 對住我哋，有咪嘅，我哋去過私隱公署投訴嘅，因為我哋受
13 到廣泛嘅工友反對，當其時我哋係有申訴過嘅，我哋有個立場係收到好多廣泛嘅
14 會員工友提出反對，令到佢哋心理有--心理壓力好大，所以我哋某程度上，我
15 哋嘅會員係反對有鏡頭同埋有個收咪嘅功能，咁就呢個係我哋係--應該係早
16 六、七年前去過私隱公署同埋議員去過抗議嘅，我哋做過嘅，總工會有做過嘅。

17 主席：（經傳譯員）咁而家嘅立場係點，即係 2018 年嘅立場，你哋係支持定唔支
18 持？

19 張子琦先生：我或者喺度再回應下，主席，呢個裝鏡頭嘅問題，就我曾經同九巴嘅高
20 層都商討過，有鏡頭的而且確對住出面街外嗰啲路面嘅情況係保障到車長，但係
21 有啲行政上有啲主任，或者就將一啲好細微嘅嘢，譬如正話第二副主席講過，佢
22 單手扶軚，飲水，咁就可能要被召見，呢啲咁嘅問題會直接影響到嗰個車長嘅駕
23 駛情--嗰個情緒。

24 呢方面我哋已經同公司管理層反映過，希望公司要喺呢一方面作出一啲承
25 諾，唔好對車長一啲無理採取嘅紀律嘅處分，因為個鏡頭見到佢單手飲水、單手
26 扶住個軚等等呢啲好小節嘅嘢。

27 呢啲係的而且確我哋係有矛盾，第一，我哋係好希望有個鏡頭，保障到自
28 己，但係如果係一啲管理層擺啲好小節嘅嘢嚟懲罰啲車長，我哋的而且確喺呢度
29 有啲矛盾。

30 主席：（經傳譯員）我嘅理解啱唔啱？你哋嘅立場就係話，如果鏡頭就係幫助到你哋
31 嘅，就係支持，但係如果對你哋不利，就唔支持喇，係咪咁呀？

32 張子琦先生：係一啲係無理嘅，對我哋嘅過份落刻個要求就係不合理。

33 主席：（經傳譯員）唔該。黃律師。

34 黃女士：（經傳譯員）張生，你提及過管理層，話有時就會睇番影片去睇車長嘅行為

1 嘅，係咩嘢情況之下會咁做？

2 張子琦先生：我--主席，我哋要求...

3 主席：（經傳譯員）張生已經講咗個答案，講咗幾次嚟嘞，佢即係係詳細咁提話，就
4 係一係單手揸軚，另外個隻手就飲啖水，呢個就係呢一啲咁小嘅事，佢哋就去干
5 擾，所以令到工會好關心。

6 黎兆聰先生：回應，佢單手揸軚，單手飲水，係安全情況下，有時個燈位轉紅燈嗰陣
7 時先會做，唔會話揸緊車嗰陣時去做，好唔好？我回應呢一樣嘢。

8 黃女士：（經傳譯員）係隨意去檢查定係話有人投訴，所以先至就睇番嗰個鏡頭嘅影
9 片？

10 張子琦先生：我哋要求就係有投訴或者有交通意外先至去睇番鏡嘅，但係好早幾年
11 前，有啲主任佢哋就主動去睇，發現咗有啲人擺住件餅乾食，就已經係要佢上嚟
12 見。

13 當然呢啲主任都係畀一啲高層人員都斥責佢嘅，係苛刻咗啲，但係呢啲係好
14 普遍嘅現象，而令到我哋車長真係有啲困境。

15 主席：（經傳譯員）等等，你要--黃律師，你要等人譯完先可以開始問嘍，要記住呢
16 樣嘢。

17 黃律師嘅問題其實--呢啲你話係行政手法介入睇影片嚟，喺呢啲情況底下，
18 係咪因為有人投訴--有乘客投訴話車長飲水或者食餅乾，係咪因為有人投訴，
19 所以先睇番影片？

20 張子琦先生：唔一定，有一個已經係收工，冇載客，只不過係私牌，即係由巴士總站
21 完咗佢個工作之後，揸番部車返廠途中，而被一個主任去檢控佢嘅。

22 主席：（經傳譯員）即係你從而推斷，喺呢一次，至少呢一次，係有人利用--有人就
23 係冇--唔係因為有投訴，就睇番嗰個影片，即係好似係去監視嗰個車長咁樣，
24 係咪呀？

25 張子琦先生：正確。

26 主席：（經傳譯員）唔該。

27 黃女士：（經傳譯員）通常係管理層係會隔幾耐做一次呢樣咁嘅嘢，你知唔知？

28 張子琦先生：近期呢啲個案就少咗，因為經過工會多次向公司嘅投訴，呢啲苛刻嘅處
29 理方式只會令到車長嗰個工作嘅情緒更加低落，近期係少咗呢啲情況嘅。

30 主席：（經傳譯員）咁呢個問題係咪自行解決咗嘞？即係公司聽你哋嘅講法？

31 張子琦先生：有兩種解讀，一就係佢唔夠人手，二或者係聽到我哋嘅訴求，但係未來
32 係點，我哋唔清楚。

1 主席：（經傳譯員）對上一次發生呢啲咁嘅監視嘅情況，即係有乘客投訴監視車長，
2 對上一次發生係幾時嘅事？

3 黎兆聰先生：相信每一日都有人投訴，有投訴有 cam 就睇下係咪事實。同埋車上有
4 個黑盒嘅，譬如例如講舉例講飛站，佢有黑盒會證明到佢有冇埋站，有顯示個頭
5 尾閘有冇開過，係咪事實，有 cam 就配合睇 cam，有 cam 就睇黑盒，而家嘅黑
6 盒基本上佢會喺辦公室都睇到㗎嘞，每一日都發生嘅，所以個數字我相信每一日
7 都發生。

8 主席：（經傳譯員）個問題其實係問，可唔可以畀個例子，就話乘客有投訴，但係管
9 理層就走去睇嗰個影片㗎，就監視個車長，即係最近一次係幾時呢？定係話已經
10 解決㗎嘞，呢個問題？

11 張子琦先生：相信有半年前嘅事㗎嘞，都未曾聽到有呢種情況發生。

12 主席：（經傳譯員）唔該。黃律師。

13 黃女士：（經傳譯員）第二樣嘢嘞，就係呢個第 62 頁，就話安裝一個保護罩，可唔
14 可以講下，係安裝咗幾多塊呢啲嘅保護罩，即係自從係 2018 年 6 月？因為講緊
15 係九巴文件夾一號第 62 頁第二個措施就係安裝一啲喺車長座位附近，2018 年 6
16 月開始安裝保護罩嘅，安裝咗幾多個？

17 黎兆聰先生：相信個車隊，我諗裝咗三分一嘅嘢咋，因為好多弊處，亦都睇落好似好
18 保護，但係衍生嗰個保護罩開關一個問題，個窿好大，傘落去未必搵到個開關
19 掣；第二，反光太緊要；第三，就係佢最頂層嗰個尖尖嗰個位有個傘石，會行車
20 嗰陣時行--傘得唔實會乒乒嘖嘖，個車長亦都好大壓力，因為有雜聲，令到佢
21 唔可以專心揸車。

22 所以我哋提議過管理層叫佢改善呢個情況，亦都我哋好多前線希望佢拆咗
23 佢，因為喺夜晚嗰陣時，反光好嚴重㗎，嗰塊保護膜，我哋同管理層提過，但係
24 佢話呢個係政治事件，唔可以拆呢塊板，咁我哋都好無奈。

25 我喺上個星期都向管理層提出呢個問題，呢塊膠係真係有啲好大概問題係衍
26 生咗出嚟嘅，幾樣嘅問題，第一，就係開關問題；第二，就係反光，令到行車安
27 全嘅問題；第三，就係佢呢個裝置係有啲傘得唔實會發出聲響，呢個問題。

28 主席：（經傳譯員）即係簡單嚟講，就係九巴嘅車隊有三分一就安咗，但係就唔係幾
29 好嘅，呢啲保護罩，係咪呀？

30 黎兆聰先生：呢個保護罩好多問題衍生咗，我哋啲前線車長唔係唔支持，起碼有個保
31 護膜，但係個好多弊處係反映咗畀工會同埋我哋啲理幹事聽，個弊處係有幾樣，
32 個重點係同管理層回應過嘅，不過好似就有乜改善過，就同我哋講就係話政治事
33 件，所以就呢塊板唔拆得。

34 我哋個前線承受好大壓力，因為我今朝早嚟嗰陣時都坐嗰架車，都問個車

1 長，佢話嗰個員工位上面個位置個稜石稜唔實，會發出聲響，同埋會夾到手指
2 嘅，咁都比較危險，因為有時個車長會擰左邊，去問啲乘客嘅問題，有時唔察覺
3 會撞落塊板度，同埋嗰個開關掣都好難去開嗰度門，同埋嗰個弧拱位嘅裝置，如
4 果車長高同埋低，都會不停咁去阻擋視線，有把刀喺自己嘅前面，阻到睇到個乘
5 客上落嘅問題，尤其是夜間反光，啲車長話嗰塊膠膜如果有一啲對面行車線開大
6 燈，直接會映射到嗰塊板，睇落去會反光嘅。

7 咁我哋有反映過，但係管理層就係話唔拆得，同埋話會出年四月或者五月會
8 裝晒全部嘅呢啲保護裝置，唔知主席有冇睇過呢啲裝置？

9 主席：（經傳譯員）我見過。喺紐約、德薩斯州同埋其他地方咁多年都有裝過呢啲
10 嘢，但係好似係有一個簡單嘅答案嘅。

11 黃女士：（經傳譯員）你幾時係提出呢啲投訴？或者係車長係幾時提出呢啲投訴嘍？

12 黎兆聰先生：幾個月內都好多車長喺我哋工會反映，我最後接觸管理層都係上個星期
13 接觸嗰個係我哋嘅車務總監梁生，我同佢反映過呢個問題，因為一路反映，都係
14 嗰塊膠膜嘅反光程度同埋個開關程度，同埋呢啲裝置反而令到個車長分神，我哋
15 有反映過，物料上改良嘅設計上，都有反映過，亦都可能佢一個開關一個裝置好
16 實，如果譬如隻手短得滯啲車長可能唔夠力去搵呢個開關掣，但係佢哋話有竅
17 妙，就話叫我哋掙度門就可以開關，但係我睇到個問題多過幫到嘅問題。

18 主席：（經傳譯員）黃女士，我諗我哋都要講其他嘅問題，因為呢一點我哋都用咗好
19 多時間嘍嘍。

20 黃女士：（經傳譯員）咁第二個嘅問題，就係嗰啲交通標誌嘅問題，交通信號嘅問
21 題。

22 你喺 289-23-5 呢一頁第十二段嗰度，有提過呢個問題，中文版就係第
23 289-19 頁。

24 你就提到有一個嘅建議，就係請運輸署有一啲係閃動次數嘅信號，即係話由
25 黃燈轉去綠燈嘅時候，就有呢啲閃動次數嘅信號，等司機有所準備，避免因為突
26 然剎車而造成危險。

27 你亦都係提出呢一個嘅建議幾次，我可以講呢啲嘅頁數，但係唔需要搬去嗰
28 啲嘅文件，第一份文件就係向運輸署喺 1996 年提交嘅一份嘅信件，喺 289-31
29 頁第四段。

30 運輸署嘅回應，喺 1996 年 2 月 6 號，喺 289-38 頁，運輸署嘅回應喺第二
31 段就係話，如果加咗一個會閃亮嘅黃燈，可能就係會令到駕駛人士更加混淆。

32 喺 2005 年 3 月 15 號，你就再次有呢個提出，喺第 289-47 頁，英文就係
33 289-166 頁。

34 如果你睇 289-50 至 51 頁，係中文版，英文就係 289-170 頁。

1 聽完運輸署嘅回應之後，你嘅睇法係點？你係咪仍然覺得應該係有--關於堅
2 持...

3 主席：（經傳譯員）其實唔係話堅持，即係要求嗰個問題。

4 黃女士：（經傳譯員）係，你係咪仍然認為你哋嘅建議係合適？抑或你對於運輸署個
5 回應係滿意？你仍然係想要求運輸署有呢一個係閃動嘅，有埋呢一個即係次數個
6 個嘅信號？

7 張子琦先生：我對運輸署嗰個回應係不滿嘅，因為佢完全唔理解巴士要平穩剎停一架
8 巴士需要幾多嘅時間。

9 現時由綠燈轉紅燈大約係三秒時間，但係當一架巴士如果行走 50 公里，要
10 三秒時間穩定咁樣樣停定一架巴士係非常之困難，所以造成好多巴士要衝燈尾，
11 而令社會人士都覺得巴士司機係喜歡衝燈。

12 但係實質上，我哋巴士司機如果喺嗰個尷尬位要剎停一架巴士嘅話，唔衝燈
13 尾嘅話，又要平穩剎停嘅話，佢可能就係擺喺十字路口。如果佢要過埋，就變咗
14 係一個衝燈，如果佢要喺燈位前剎停嘅話，就變咗係急剎，就會造成乘客有機會
15 會受傷，呢啲就係揸巴士嘅困難，但係好多駕駛人士都未必明白。

16 私家車可以三秒剎停一架車，重型車可以急剎，啲貨物最多都係西歪東倒，
17 冇問題，但係我哋載緊嘅係乘客。

18 所以我哋一再要求有倒數燈，如果佢唔裝倒數燈嘅話，綠燈轉黃燈前都要眨
19 三至四下，畀多三秒時間我哋，作出剎車嘅準備，亦等同一啲公仔燈行人過路
20 嘅，都會眨下，就通知啲行人即將會轉紅燈。

21 呢個係對成個服務嘅質素係有提高，對安全有提高，對公眾人士係有益嘅，
22 但係運輸署一再漠視本會提出嘅訴求。

23 主席：（經傳譯員）你就講到嗰啲行人過路嗰啲綠公仔喺度眨，提醒嗰啲行人好快綠
24 燈轉紅燈嘞，係咪呀？

25 張子琦先生：冇錯，主席，我都想需要多三至四秒時間綠燈轉黃燈前眨幾下，咁樣提
26 示一啲揸巴士嘅司機即將轉燈，咁令到佢有足夠嘅時間穩定咁停定一架巴士。

27 主席：（經傳譯員）喺世界其他嘅地方有冇咁樣嘅做法㗎，可唔可以畀啲例子我哋？

28 張子琦先生：我見新加坡有過，佢都係有啲綠燈箭咀眨。大陸更加多，佢全部都係直
29 情倒數數字。

30 主席：（經傳譯員）係一啲數字，係咪呀？轉燈嘅時候直頭有數字喺度眨？

31 張子琦先生：冇錯。

32 主席：（經傳譯員）唔該。

1 黃女士：（經傳譯員）我哋收到運輸署嘅文件，係關乎一啲專營巴士意外嘅數字，就
2 係唔關乎撞車嘅事件，我想你睇下運輸署嘅文件係 TD-9，就係 2018 年 4 月，
3 喺 TD-1 第 111 頁第六段。

4 我哋睇到運輸署提供嘅數字，喺第六段，第五段、第六段，第五段就話：

5 「大概有百分之五十九至到六十五嘅所有意外，係涉及 2016（原文照
6 錄）年至到 2017 年關乎專營巴士，都唔係撞車類型嘅意外，佢哋一般
7 嚟講，就係譬如乘客喺巴士裏面，基於好多原因就失咗平衡。」

8 如果你睇下佢九巴 2018 至到 2022，喺同一份嘅文件，佢哋嘅展望嘅計
9 劃，遠期計劃，8.2.7 段就係話：

10 「大部分嘅意外，有百分之五十一點五係因為乘客喺巴士上面失平衡，
11 而呢啲嘅個案超過一半係因為係行車嘅時候，巴士剎掣。」

12 我想問你，從數字睇到，有超過百分之五十嘅乘客喺巴士上面嘅受傷係因為
13 失咗平衡，所以我哋計番，即係最明顯畀出嘅理由就係突然剎車，引致有意外。
14 你哋工會同唔同意安裝一個減速器，呢個儀器就會幫助架車就會係以某一個速
15 度，就係減慢。譬如話去到呢個每小時 50 公里或者每小時 70 公里，你哋工會
16 會唔會同意呢一類型嘅設備？

17 黎兆聰先生：我估你對車唔熟悉，車一路以來都有減速，有吹疏，我相信你哋唔熟悉
18 車嘅機件性能，減速係有嘅，一個預期，我哋掂一掂架車，有個吹疏，有個減速
19 器嘅，一路以來，我哋而家嘅車係好先進，一路以來都有減速。但你話要 70 突
20 然之間剎停架車係有可能，要預期要輕輕掂架車，吹疏，跟住架車會慢慢減速，
21 唔係急剎，呢個減速係一路以來架車都有呢個裝置，好唔好呀？

22 張子琦先生：主席，我補充一下。啲乘客喺車上好多時受傷，第一，我正話已經講咗
23 嗰個過燈位嘅問題，令到個司機可能要急剎；第二，就係而家好多人嘅揸車嗰種
24 態度都唔係咁好，周時喺啲巴士--cut 咗去啲巴士度，巴士要被逼要急剎；第
25 三，而家亦好多人成日手上攞住部手提電話，係冇把持好扶手，甚至佢坐喺度都
26 有機會跌咗落地下，都仲有，咁就所以就受傷嘅機會係大咗嘅，啲問題。

27 林天賦先生：黃律師，我補充少少。我哋大嶼山巴士都會有嗰個叫做遲剎嗰個功能，
28 或者叫逆剎，嗰個功能係輔助減速，已經係有咗嘅。咁我哋喺個山路裏面，都會
29 用個叫做遲剎，即係統稱，咁係輔助佢落斜嘅，會係好穩定去停部車。

30 Brake 裏面有兩段，頭段係減速，第二段就係如果我哋踩 brake 嘅感覺係
31 好實淨，brake 皮同隻碟係夾住咗嚟嘞，咁當刻係可以停車嘅，呢個係已經有
32 嘍。

33 黎兆聰先生：補充，因為佢哋大嶼山有啲係單層旅遊巴，同巴士可能有啲裝置唔一
34 樣，佢哋簡稱嗰個係叫排氣剎車，佢嗰個一個裝置同我哋可能雙層巴士嗰個裝置
35 又唔一樣嘅，我哋有個減速，有個吹疏，佢哋有個排氣嘅裝置，佢可以喺個手嘅

1 軟盤嗰度，一撻起嗰個裝置，就會排風、減速，嗰個係旅遊巴個裝置，好唔好？

2 主席：（經傳譯員）林生，仲有冇其他嘢想補充？

3 林天賦先生：得，唔該晒。

4 主席：（經傳譯員）黃律師，如果可以的話，不如我哋而家即係做小休先喇。今朝進
5 度如何？

6 黃女士：（經傳譯員）我哋遲咗，不過我會小休之後加快番。

7 主席：（經傳譯員）我哋而家會小休，等你哋啱一啱，委員會都要啱一下嘞，休息二
8 十分鐘，唔該晒。

9

10 上午 11 時 35 分聆訊押後

11

12 上午 11 時 55 分恢復聆訊

13 出席人士如前。

14

15 主席：（經傳譯員）黃律師。

16 黃女士：（經傳譯員）各位，我想去到下一個嘅題目，就係休息嘅設施。喺你嘅文件
17 就係提過呢一個點嘅，就係基於我哋委員會所收到嘅文件，就似乎喺早於 2010
18 年大家已經係提出呢一個問題，但係請睇一睇呢一個交通運輸策略研究，係
19 2015 年 2 月 9 號貴會界委員會嘅，咁係文件 289-76 至到 289-80 頁。

20 主席：（經傳譯員）邊一查呀？

21 黃女士：（經傳譯員）係 TU 文件，英文就係第 289-200 頁。喺呢一頁就有兩點係
22 提出嘅，第一就係非法泊車，喺第 3 段講到喺一啲嘅巴士總站非法泊車，第
23 289-78 頁，同埋英文就係 289-203 頁，第 3 段。

24 而喺呢一份文件第二點，你要指出嘅就係第 7 段，就係話休息嘅設施係不足
25 夠嘅，中文係第 289-79 頁，英文係 289-203 頁，睇唔睇到？我亦都係想你睇
26 一睇委員會嘅一封信，就係 7 月 23 號 2018 年，文件 289-331 頁至到 335
27 頁，淨係得中文嘅啫，就係提出呢一個嘅要求，要求提供進一步資料，就係話設
28 施不足嘅問題。

29 如果睇 289-333 頁，28 至到 29 段，睇一睇運輸署嘅回應，講到洗手間同
30 埋休息設施。喺你嘅回應係你有--咁多年嚟，你都話休息嘅設施係唔足夠嘅，你
31 亦都提供咗幾份嘅文件。自從 2010 年，首先就係 2010 年 6 月 21 號，咁文件

1 中文就係 289-90 第 3 段，英文嘅文件係 289-221 至到 289-222 頁，呢個就
2 係第 2、第 3 段所講嘅，就係講到公會收集咗一百三十八個巴士車站嘅情況，有
3 大概百分之五十六點五嘅車站都有洗手間嘅設施，平均車長往返洗手間嘅時間係
4 如果需要嘅話，係需要大概四分鐘嘅。巴士車長事實係上要五分鐘嘅時間，部分
5 車站更加需要十分鐘以上先至可以係夠時間去廁所。

6 主席：（經傳譯員）呢啲係 2010 年做嘅觀察，係嘛？

7 黃女士：（經傳譯員）冇錯。我個問題係問你提出咗呢方面嘅意見，咁就係將呢個文
8 件交畀委員會嘅，呢個問題係咪仍然一個嚴重嘅問題，即係所以你哋公會覺得係
9 需要解決，需要處理呀？定係話情況已經改善咗？

10 張子琦先生：主席，係有啲改善，但係未曾完全改善，好多而家有啲總站係仍然都係
11 未有洗手間同埋一啲休息室嘅。尤其有一啲喺屋邨入面想要求安置一個員工嘅休
12 息室同埋洗手間係非常之困難嘅，所以我哋一再向運輸署反映，舊嘅就一定要同
13 我哋儘快爭取番嚟，新嘅--以後逢係新設嘅巴士總站必須要有洗手間同埋員工
14 休息室，呢個先係一個完整配套嘅巴士總站。如果有嘅話，我哋係拒絕呢一種提
15 供嘅服務嘅。

16 咁有所改善都係基於早前樂華嗰個--我哋發起一個事件，嗰個工業行動，因
17 為就係房屋署強行咁樣要我哋吊走個休息室，莫視我哋嗰個休息員工嗰個服務嘅
18 質素，因為有充足嘅休息時間先至可以有一個良好嘅服務。於是我哋工會係喺嗰
19 一次嘅事件係發起一次工業行動員嘅。自此之後，有所改善，但係好多去到區議
20 會度，啲區議員都會反對設立一個化糞池或者係休息室，咁就被諸多刁難，令到
21 呢啲事情未曾完全去解決嘅。

22 主席：（經傳譯員）樂華嗰次嘅事件係咪九巴嘅休息室嚟㗎？

23 張子琦先生：冇錯，由九巴主任回應一下。

24 黎兆聰先生：主席，當陣時我係負責呢個樂華事件嘅，因為我哋收到啲工友，公司就
25 攞咗個休息室入去，跟住房屋署要求廿四小時之內搬走呢個休息室。如果唔係，
26 我哋嗰啲工友反映就話以後都唔准擺，所以我哋第二日即刻就馬上做咗一個行
27 動，就封咗個站半個鐘頭，亦都同啲房屋署嘅官員同埋一啲當區嘅區議員話反映
28 過。但係唔係話今日講今日做，係反映咗好多年，係受到地區人士反對一個設
29 施，係令到我哋啲車長周圍坐，周圍食，周圍瞓。呢啲配套冇畀到我哋，我哋係
30 有一個充足或者一個真正畀我哋休息嘅配套。所以經過嗰次之後，有啲問題可以
31 解決，但係我知道新巴、城巴頗為嚴重，佢哋可能啲地方配置可能亦都有。而家
32 講咗十幾年，可能置富花園，我或者畀城巴嗰個主任講下。

33 劉善達先生：主席，我哋城巴或者新巴，置富花園講咗十幾年，但係因為佢哋嗰邊嘅
34 屋邨嗰啲主席嗰啲就唔畀--反對我哋擺一個休息室或者廁所嗰啲咁嘅設施响
35 度，所以到而家十幾年，我哋都仲係未擺過嗰啲設施响度，等我哋啲員工可以响
36 度休息。

1 張子琦先生：主席，龍運巴士主任都有啲嘢補充。

2 陳廣能先生：係，或者我都講下就係龍運巴士呢一度嘅情況。咁喺我哋 E34B，元朗
3 山水樓開出嘅呢一個路線就喺 2013 年係進行咗一個路線重組。當其時呢條路線
4 原本就係由呢個天水圍往機場嘅，咁拆咗線之後，就由元朗直至去機場。喺拆咗
5 線之後，咁喺元朗山水樓設立呢一個總站，就沒有設立員工休息室同埋呢個洗手
6 間嘅設備。喺我哋多番爭取之下，就公司係同我哋講番，原來就係話受到地區嘅
7 人士去反對。

8 咁變咗就係話喺整個過程之中，我哋同事喺嗰幾年就係受盡呢一個委屈，例
9 如佢哋冇地方食飯，佢哋要喺車上面例如食一啲嘅小食。我亦都記得就係話喺
10 2016 年，我哋有位女同事喺巴士上面食腸粉而係被地區一啲嘅居民影相，將張
11 相片 post 上去呢個嘅 Facebook，係進行一個嘅公審，讓我哋--令到我哋嘅女
12 同事係非常受到呢個情緒嘅困擾，佢曾經係喊住對我哋講出呢一件事。

13 喺整個過程之中，我哋嘅同事平時食飯、休息係冇地方，日曬雨淋，去廁所
14 亦都要去好遠，或者去一個比較唔係咁理想嘅設備嘅廁所，一個廁所嘅設備就係
15 要經過一個嘅屋苑先行去入去嘅。當中，例如喺夜晚就會比較漆黑一片，咁變咗
16 就係話佢哋係會有一個安全，即係女同事會有一個安全性嘅困擾。終於就喺
17 2017 年嘅 8 月先至能夠設立咗呢個休息室，其實當中呢四年其實呢個過程係非
18 常之長遠，我哋一路以嚟都希望就話喺一條新嘅巴士線設立嘅時候，係必須要
19 有一個巴士站車長使用設施嘅配套，而係從而令到我哋服務質素能夠係延續同埋
20 提升。

21 主席：（經傳譯員）呢個休息室係幾時安裝番畀你哋，係幾時嘅事呀？

22 陳廣能先生：如果講番 E34B，元朗山水樓呢一個休息室，係喺 2017 年嘅 8 月安裝
23 畀我哋嘅，但係佢喺 2013 年呢條線就已經係開始行，運行緊，當中係--期間係
24 接近四年時間，我哋車長係沒有休息室，沒有呢個嘅洗手間設備係提供畀我哋使
25 用。

26 主席：（經傳譯員）唔該。

27 黃女士：（經傳譯員）喺你關於新大嶼巴士 2018 年 1 月 3 號交嚟嘅文件，即係話
28 289-140 頁第 3 段，呢個係中文，英文就係 289-317 頁，就提及到喺新元朗中
29 心、天水圍天慈邨嘅休息設施。咁嗰個嘅情況有冇改善呀，定係話仍然一樣呀，
30 天慈邨？即係講緊呢個第 3 段嘅第 (i) 分段嘅度。

31 林寶強先生：應該就好似早幾個禮拜話擺咗個休息室落去，但係我未過過去，就未肯
32 定佢擺咗落去嘅。

33 黃女士：（經傳譯員）可唔可以之後將個資料交番畀我哋呀？

34 林寶強先生：好，好，可以嘅。

1 主席：（經傳譯員）林生，你係代表新大嶼山巴士，咁你可唔可以講下，有冇提供到
2 呀？

3 林寶強先生：你指邊一方面呀？

4 黃女士：（經傳譯員）係休息室。

5 林寶強先生：休息室呢個天慈邨要--我返去睇睇先，因為我係喺大嶼山，呢個喺元朗
6 區，唔屬大嶼山區，所以我有時間去睇過呢個位置。

7 主席：（經傳譯員）唔該。

8 黃女士：（經傳譯員）喺你交嚟嘅文件裏面，你亦都提過另外一個例子，就係呢一個
9 工會文件 226-25 頁，即係呢一個嘅頁數係 24，中文係 171 頁，呢個就係話呢
10 一個鯪魚涌嘅祐民街，你就話已經係經過十年嘅努力，至今一個細小嘅休息空間
11 都未有提供，情況有冇改善到呀？

12 林天賦先生：唔好意思，呢個係咪我哋工會嘅文件嚟？

13 黃女士：（經傳譯員）呢個係九巴員工嘅文件嚟嘅。

14 林天賦先生：呢個唔係我哋工會下面嘅分會嘅文件。

15 黃女士：Yes, then I won't ask you about this. （經傳譯員）除咗觀塘樂華
16 邨，即係呢一個係你哋提供嘅一個例子，除此之外，可唔可以畀其他嘅地點作為
17 例子，你哋覺得巴士車長喺嗰啲地方係搵唔到一個適合嘅休息設施嘅？

18 黎兆聰先生：主席，舉例，九巴其實佢而家已經陸續安裝好多裝置，但係有啲裝置係
19 受到嗰個面積同埋一個管理嘅規限，所以有待去改善呢啲設施。佢係有嘅，例如
20 舉例，佢嗰個係單亭，個站長室嘅單亭。雙亭喇，個雙亭即係面積可能大少少，
21 但係係唔能夠供給個車長休息嘅，呢啲例子係有嘅，但係一路係咁改善中，九巴
22 就。

23 就如果我--嗰啲站頭，咁多個站頭，我相信已經差唔多陸陸續續已經有改善
24 呢啲配套，我諗七、三之比，即係七成已經有呢啲休息室同埋呢啲化糞池廁所。
25 可能有三成仲係要經地區或者經區議員，經工會、公司交涉先至喺度等緊呢啲配
26 置。我哋曾經同公司溝通過，公司承諾係畀嘅，不過只係我哋明白到係真係受到
27 地區人士阻撓，係擺唔到落去，即係淨係竹園邨一個位置，為咗一個廁所，作為
28 籌碼，足足講咗十幾年先可以擺一個休息室，即係我舉例講一個例子畀你哋聽，
29 好唔好呀？

30 陳廣能先生：就我龍運巴士嘅，咁我都補充少少。我哋龍運巴士嘅 E33P 就喺 2016
31 已經係全日服務，咁每一日來回班次係接近六十個班次。喺呢六十個班次，我哋
32 嘅總站係呢個屯門兆康鐵路站南，係並沒有休息室，亦都並沒有呢個嘅廁所設
33 施。呢條路線原本佢早年就已經係行緊車，咁喺 2016 年就係全日。咁我哋嘅同
34 事，車長同事會喺呢一個嘅總站，呢個巴士總站嗰度係會食飯，會係休息，同埋

1 佢哋係會喺嗰個地方--例如係我哋有啲叫做我哋特別車位嗰度，我哋所謂嘅終
2 點休息嘅，但係嗰個地方係竟然冇休息室，咁就我哋係多番爭取，得番--得到
3 嘅結果，回覆嘅結果就係話地區同埋喺嗰個嘅運輸署方面係仲未通過。其實呢一
4 個嘅爭取已經係到到今日已經係接近兩年㗎嘞，但係我哋仍然都仲未係見到有一
5 啲嘅成果係睇得到，亦都未有一啲預見嘅通知係落實畀到我哋。

6 黃女士：（經傳譯員）關於呢個 E33P 呢一個嘅要求係咪用書面提出㗎，即係要嗰度
7 有個休息室？

8 陳廣能先生：冇錯。

9 黃女士：（經傳譯員）幾時提出呢？

10 陳廣能先生：工會喺 2015 年其實已經係喺我哋工會同公司嘅會議上面係提出，而公
11 司就一路都係話佢同有關方面去申請呢一個嘅設施。咁問題就只係喺呢個嘅
12 2016 年區議會喺落實咗話要呢條路線全日服務屯門區嘅居民，但係我哋就話如
13 果沒有呢一個嘅休息室，其實我哋嘅服務質素會係能夠可以提升到咩嘢層次呢咁
14 樣，咁公司亦都係將我哋嘅意見係反映番喺區議會，反映番喺運輸署上面，咁到
15 今日，我哋都--我都講多次，係仍然未有一啲絲毫嘅消息係畀到我哋。

16 黃女士：（經傳譯員）可唔可以畀啲資料我哋，即係你哋書面提出要呢個休息室嘅文
17 件，有冇？

18 陳廣能先生：我可以稍後提供，遲啲提供畀你哋，今天我未有帶出嚟。

19 主席：（經傳譯員）好，唔該你，當你有嗰份文件，請向我哋提供。

20 黃女士：（經傳譯員）係咪話直至到而家，嗰個嘅位置仲係冇洗手間同埋休息嘅設
21 施？

22 主席：（經傳譯員）佢咁樣嘅證供。

23 黃女士：（經傳譯員）係。可唔可以有一啲照片畀我哋睇到嗰個位置呢？如果可能嘅
24 話。

25 陳廣能先生：我都係稍後提供。

26 黃女士：（經傳譯員）唔該。我想去下一個問題，就係非法泊車。未講之前，黎先
27 生，你可唔可以幫委員會喺呢一方面，九巴就係有一啲分更嘅安排嘅，係咪呀？

28 黎兆聰先生：分更係有嘅，三更制，早更、夜更、特別更，同埋一個 L 車嘅更份，四
29 個嘅崗位，同埋一個通宵更。早更、夜更、特別車，一個 L 車，一個通宵車，有
30 呢幾個崗位。

31 主席：（經傳譯員）分更，九巴已經係實行咗好多年㗎嘞，係咪呀？

32 黎兆聰先生：呢個一路以來，九龍公司 1933 以來都係有咁樣呢個安排嘅更份，呢啲

1 設置嘅配套，一開始已經係可能--嗰陣時可能未有通宵，可能未有特別車，但
2 係而家呢幾十年來都係用呢種管理模式。

3 主席：（經傳譯員）嗰啲經過修訂嘅指引就係關於譬如工作時間、食飯嘅時間等等，
4 喺 2018 年 2 月 23 號就係通告咗，就係改變而家嘅制度，係咪呀？有冇呀？

5 黎兆聰先生：一路以來嘅制度都有嘅，行之已久嘅。你話 2018 年 2 月開始，我唔明
6 你指出，係咪改變咗呢個制度？照我所知，呢三十幾、四十年來都嗰個制度冇轉
7 變，係分早更、夜更、特別車、L 車、通宵車，呢幾個崗位呢幾十年來都係冇轉
8 變過。轉變係有嘅，L 車可能係呢幾--我諗呢五年內係會有呢個 L 車。呢個 L
9 車設置就係喺中段插落去個字軌嗰度，佢係喺個站頭接更，喺個站頭收工，係唔
10 使揸架車返廠入油嘅，呢個...

11 林天賦先生：主席，我聽我哋黎主任咁講，應該就係運輸署公布咗呢個新嘅工作指引
12 之後，九巴嗰個編更嘅制度應該仲係冇改變嘅。

13 主席：（經傳譯員）黃女士，可唔可以將嗰啲新嘅指引擺出嚟呢？我心目中諗嘅，就
14 係嗰啲嘅情況係會安排，就係一個十四個鐘嘅當更，中間係會有三小時嘅休息。

15 黃女士：（經傳譯員）係 CTB，即係城巴嘅 2 號文件第 2 頁。

16 黎兆聰先生：我明白主席想講乜嘢，嗰個指引喺 2018 年 2 月推出嚟，運輸署係畀時
17 間巴士公司喺 2019 年嘅第二季度實行佢呢啲指引嘅，我明白你嘅意思，主席。
18 我想再補充，嗰啲特別車同埋嗰啲 L 車係愛嚟榨嗰啲車長食飯，呢啲字軌，咁可
19 能--唔知呢個補充 o 唔 okay？

20 主席：（經傳譯員）我想你幫下手嘅，就係話要求提供一段不少於連續三小時嘅休息
21 時間，即係有一啲特別更次呢一點。

22 黎兆聰先生：呢一點，特別車三小時休息係一路以來都有實行嘅，呢個係最基本嘅，
23 就算係之前運輸署嘅指引，公司係有跟足嘅，特別車嘅更分必須要有三小時休
24 息，呢個係一路以來都有行緊嘅措施嚟嘅。

25 主席：（經傳譯員）呢個係咪九巴嘅政策嚟㗎，抑或係運輸署嘅要求嚟㗎？

26 黎兆聰先生：呢個政策，九巴相信係暫時獨有嘅，龍運都可能一樣，我諗新巴、城巴
27 冇呢啲嘅。我哋特別車係呢個崗位係行咗一段時間，佢嘅功能就係愛嚟榨我哋
28 車長食飯，同埋行一個繁忙時間，上面一個--朝頭早一個繁忙時間，跟住畀一
29 個 break 佢，連埋食飯三小時，或者係一個休息畀佢，跟住下一段佢就再去做
30 番下一段嘅時間，呢個係特別車嗰個安排，係咁多年來都係咁樣做。

31 主席：（經傳譯員）黃女士，可唔可以睇下指引四？喺下面嗰度。

32 黃女士：Yes.

33 主席：（經傳譯員）呢度係咪有一個特別更嘅一個解釋，呢個就係要喺朝早嘅時候

1 嘅，係咪呀？1(b)，睇唔睇到？1(b)個度，黎先生，你睇唔睇到1(b)？

2 黎兆聰先生：我睇到。

3 主席：（經傳譯員）即係幾時係准許有十四小時嘅當值呢？就話要係揸十個小時嘅
4 車，只係限於喺因應上、下午繁忙時間嘅服務需要，即係朝早同埋下晝嘅繁忙時
5 間，呢個係咪一個新嘅規例呢？一個新嘅規定，定唔係新嘅呢？

6 黎兆聰先生：主席，喺2010年嘅10月修訂版個度，指引(b)個度有寫話不應超過
7 十四小時嘅。跟住18年，我了解到就話亦都有個修訂，講緊十二小時至十四小
8 時之間，係不應--即係呢個問題三小時休息個度係有修改嘅。不過我可以反映
9 嚟，主席，我哋有個車隊涉及三千七百幾部車，其實呢啲十四小時係唔多嘅，真
10 係唔多嘅，我諗一成都可能差唔多會有呢個問題。但係佢哋呢個崗位十四小時，
11 佢哋係可能作息係做咗幾十年，可能有二、三十年呢啲車長係適應咗呢個崗位，
12 佢個生活作息同埋佢中間可能唔只三小時，可能有五小時或者四小時，因應個
13 條路線時間去配合嘅，所以你想問呢個十四小時呢個問題係咪想問呢一點嘅，主
14 席？

15 主席：（經傳譯員）唔係，我想問嘅係關於呢啲嘅車長如果佢哋要揸十四個小時車嘅
16 話，佢哋落咗車嚟到去休息個個不少於三個小時，我想問佢哋呢啲嘅車長喺休息
17 嘅時候有啲咩設施呢？喺邊度搵到呢啲休息設施呢？

18 黎兆聰先生：都要睇下個站頭設施足唔足夠，可能佢揀一啲路線會迎合番佢自己所住
19 嘅區，等自己可以返到屋企。都有啲例外，有啲係唔係住佢自己個區，例如有啲
20 九龍灣廠，佢住屯門，佢都有呢啲問題出現嘅，佢可能唯有喺休息處搵地方休
21 息，或者搵個架車休息，或者返廠休息，咁呢個可能佢要自己去選擇一個休息地
22 方。

23 個設置夠唔夠呢？可能七成夠，可能有三成唔夠，但係大多數啲車長都係
24 用番佢自己所近嘅路線，近自己屋企。同埋或者佢做咗咁多年啲路線，可能佢
25 習慣咗，佢唔想周圍走，佢都會揀個條路線，選擇喺個條路線，唔會離開個條路
26 線。但係你話有休息室配唔配置到，迎唔迎合到佢呢？咁我相信有啲未必迎合到
27 佢嘅，可能有時啲休息室有人飯飯，會嘈呀，咁可能會選擇一啲連鎖店或者麥當
28 勞、大快活，搵啲地方去休息，咁呢啲我哋經常會收到呢啲個案嘅，但係你話佢
29 足唔足夠一個休息嘅設置呢？我可以答你一半一半喇，要睇個車長適唔適合到
30 佢，佢自己安唔安排到呢個時間自己去休息。但係我相信，佢揀得呢個崗位，佢
31 會利用呢啲時間分配好佢自己休息，喺搵邊個地方同埋點樣去令到自己有充足嘅
32 時間休息。

33 主席：（經傳譯員）你可唔可以係建議一個地點畀我哋委員會呢個禮拜去參觀一下，
34 即係個度係唔夠休息嘅設施畀呢啲嘅車長去休息個個不少於三個小時嘅時間嘅？

35 黎兆聰先生：我補充，主席，例如舊陣時，廠係有休息室嘅，咁佢都整咗啲睡眠區。
36 第二，就有站車嘅休息室。第三，就係佢鄰近佢自己屋企，返屋企休息。咁特別

1 車崗位應該有一千五百個字軌，涉及可能有千八人嘍喇，呢個特別車，即係你針
2 對十四小時，呢啲係特別更嘅車長，我約莫講呢個數字畀你聽，主席，好唔好
3 呀？咁特別車佢分兩段，我都啱啱重複，同埋 L 車佢都有分早 L 同夜 L 嘅，中
4 間係冇得休息嘅，佢係直落嘅。咁 L 車都係，個功能都係一樣，都係食飯。

5 陳廣能先生：主席，我想補充一下，就係我剛才都講咗，E33P 兆康鐵路站南呢一個
6 嘅巴士總站係並沒有休息室。喺呢一條路線，佢哋亦都係有一個嘅同事需要係喺
7 嗰度休息嘅。如果主席係想睇一睇呢個嘅總站，可以安排時間一齊去睇。

8 黎兆聰先生：唔好意思，主席...

9 主席：（經傳譯員）等等，黎生，你要等一等，要翻譯完先。你建議話我哋可以去睇
10 下，就話嗰度係冇休息設施，係咪呀？

11 陳廣能先生：冇錯。

12 主席：（經傳譯員）呢一個地點係咪巴士車長係會因為要返特別更，中間落場嘅時
13 候，喺嗰度要休息不超過--係呢一個不少於三個連續小時嘅地點嚟㗎？

14 陳廣能先生：冇錯。

15 主席：（經傳譯員）唔該。黎生，好，到你，你可唔可以畀個例子我哋，可以去邊度
16 去睇呢？集中番個問題，就係話我哋可以去邊度，邊個地點去睇一啲係個設施不
17 足以讓一個返特別更嘅車長喺嗰度休息不少於三個連續小時嘅地點？

18 黎兆聰先生：一個月輪廠不足休息室嘅設施，月輪廠，嗰度可能有啲車長會泊嗰啲車
19 喺嗰度中段休息嘅，喺美孚嘅。佢如果真係冇呢個休息室，佢可能會喺架車度
20 馴，或者搵一啲地方適合到自己喺嗰度馴，呢個係舉例一個例子。如果我有，我
21 或者稍後補充，好唔好呀？

22 主席：（經傳譯員）係，畀三、四個呢啲地點，等我哋去睇下。我哋想睇嘅，就係譬
23 如話有十個車長就係要中間落場休息三個鐘，但係原來嗰度得三個位嘅啫，你知
24 道我哋想睇啲咩嘢未呀？

25 陳廣能先生：都補充一下，我哋龍運巴士 A43 喺粉嶺嘅聯和墟係有設立到車長休息
26 室，但係呢個車長休息室只能夠係容納三位嘅車長去休息。我哋喺休息嘅時間，
27 落場嘅時間，即係俗語講落場嘅時間，我哋經常性地係有六位或以上嘅車長需要
28 使用呢一個嘅車長休息室，咁就形成咗有不足設施嘅情況出現。

29 林天賦先生：主席，我想...

30 主席：（經傳譯員）你可唔可以再重複一次個地點？

31 陳廣能先生：龍運巴士 A43，粉嶺聯和墟總站。

32 主席：（經傳譯員）唔該。

1 林天賦先生：我哋嘅工作人員提醒我哋，都有巴士公司代表在場，所以我希望主席你
2 睇嗰幾個場地係真實嘅情況，唔係巴士公司安排之下嘅情況。

3 黎兆聰先生：我想提供多三個畀你睇睇，好唔好呀？主席。一個青衣廠，一個青衣鐵
4 路站，一個觀塘碼頭係有嗰啲配置畀到我哋嘅，即係嗰啲休息室。咁你睇睇呢四
5 個，或者搵我哋公司有代表，你可以問佢，佢都掌握嘅，應該知道嘅。因為我哋
6 工會一路有同佢溝通嘅，唔係今日講今日做嘅，一路有溝通爭取嘅。

7 主席：Thank you.

8 黎兆聰先生：Welcome.

9 主席：（經傳譯員）唔該。黃律師。

10 黃女士：（經傳譯員）呢個即係兩味更，要落場嘅，你就話即係呢一種嘅特別更，九
11 巴一直都有咁樣嘅安排，可唔可以講下，係幾時開始你哋會有呢個特別更嘍？我
12 想問，因為我會畀你睇一個表嘅，就係雜項文件 897 至到 898，係一個比較嘅
13 表格嚟嘅，比較嘅表。如果睇番呢個表，呢一個嘅指引其實已經嚟四次修訂過
14 嘅，04年、07年、10年，最後一次就係2018年嘅2月，咁係有關於特別更
15 嘅安排。請你睇898頁，呢個其實係嚟呢一個2018年2月先至引入嘅，睇番
16 最耐嗰一欄就話係特別更，備註就話係特登為咗朝頭早同埋放工繁忙時間而定
17 嘅，所以嚟2018年嘅2月先至引入特別更。但係頭先你所講嘅答案似乎就係話
18 呢個咁樣特別更，要分開嘅，即係拆開兩個嚟返嘅，就係一早已經有嘞，你所講
19 嘅係話有關--你提過呢個表係有關於呢一個安排嘅指引？

20 主席：By that you mean the guideline in relation to it?

21 黃女士：The guideline in relation to it.

22 黎兆聰先生：我想更正你嗰個講法，唔係2018年先有呢啲特別車嘅崗位，係呢三十
23 年以上都有呢啲特別車嘅崗位。你講2018年2月實施呢啲措施，運輸署係有畀
24 巴士公司於2019年第二個季度執行佢呢樣嘢，你要畀時間佢嘅，佢要跟你呢個
25 制度可能要一啲時間，一啲人手，同埋呢三小時休息係一路以來都有嘅，好唔好
26 呀？

27 黃女士：Yes.

28 張子琦先生：主席，等我補充一下，十四小時嘅工作嚟運輸署嘅指引底下，就一直都
29 有沿用嘅。咁就自從發生交通意外之後，好多人都指責十四小時駕駛係導致疲勞
30 駕駛，但係就有清楚劃分開一更車同埋特別車呢個區別。因為十四小時嚟九巴嚟
31 講，一向都係畀一啲特別車做嘅，中段佢有三小時休息，再加埋一小時食飯，大
32 約四個小時休息嘅，但係就一直都唔會將十四小時擺嚟一更車度做。一更車即係
33 話中段有休息，基本上係直落嘅。所以最新嘅指引嚟18年呢個修訂案，就將呢
34 個十四小時界定為係特別車，就並非一更車。

1 呢個「特別車」歷史悠久，主要係用於兩段嘅繁忙時間，一個係返工，一個
2 係放工，亦因為呢兩個時間都係大多數出現嘅早上 6 點至晚上嘅 6 點，所以呢個
3 特別更車如果做晒呢兩個繁忙時間，就係會有跨幅個度要去到十四小時。因為佢
4 六點鐘上完車，車完嘞客去到總站，佢仲要揸番部車返廠，所以連出廠，連入廠
5 大約係要有成十三、四個鐘頭嘅工作時間嘅。但係根據做呢啲更份嘅車長反映，
6 佢哋認為做呢啲更份並不導致疲勞駕駛，雖然係十四小時，但係佢哋畀做一更車
7 更加舒服，呢啲係特別更啲車長嘅反映嘍嘅。

8 或者我哋度都有兩個做呢個特別更嘅，一個就係龍運嘅主任，你可以補充
9 下。

10 主席：（經傳譯員）你一陣可以嘅，不過請你先答咗呢個問題先，即係喺呢一個嘅
11 17 年 9 月 22 號發生意外之後，運輸署就做咗一個檢討，整咗一個係工作休息
12 用膳時間指引嘅修訂嘅，係嘛？

13 張子琦先生：係，冇錯。

14 主席：（經傳譯員）有啲工會就建議個工作嘅時間係應該限嘍十二小時，係嘛？

15 張子琦先生：嘅，係嘅。

16 主席：（經傳譯員）你哋工會向運輸署喺呢一個課題上面，你哋嘅立場係乜嘢呀？

17 張子琦先生：我哋個工會個立場係持開放態度，最主要就係要改善員工個作息係擺
18 喺首位，從而令到服務質素提高，尤其安全問題係擺喺首位嘅。

19 林天賦先生：主席，我哋喺見運輸及房屋局局長陳帆個陣時都講得比較清楚。第一，
20 呢個十四小時係工作嘅時間上限，唔代表所有嘅司機都係要做十二小時工作，因
21 為入面都規定咗揸車時間唔准超過十小時，呢個第一點。

22 第二點，就喺呢個十四小時，因為如果減到十二小時嘅話，對員工個收入會
23 有比較大嘅影響。因為我哋有啲會員都講，如果十四小時減落嚟嘅話，每日減兩
24 小時嘅話，佢哋嘅收入每個月會減大約 5,000 釐，5,000 釐左右，即係佢佔咗
25 家庭收入嘅一大部分。

26 第三個，如果要十四小時減到十二小時，即係巴士公司需要將呢啲時間畀咗
27 其他人，其他本來工時相對短嘅員工去做呢個負擔，負起呢個駕駛任務。因為呢
28 十四小時如果係簡單--九巴有二千個員工嘅話，佢即係每日要有四千個小時嘅工
29 作時間，起碼要請四百人以上。要聘請一個，訓練好一個專業嘅車長，時間唔係
30 短時間可以得到嘅，所以呢個見到就話如果呢啲工作時間喺短期入面有可能達成
31 嘅話，呢個變咗--工作時間應該係變咗而家啲工時比較短嘅人要變咗兼負咗。

32 呢個所以我哋講嘅，所以整體要巴士安全唔係喺個工時個度著眼點，反而係
33 休息時間更加重要，休息嘅設施更加重要，比巴士司機，巴士車長有好嘅工作條
34 件，好嘅工作環境，咁呢個就係唔可以單純去睇，將呢個十四小時將佢醜化佢，

1 因為巴士公司又好，巴士車長又好，佢需要彈性。

2 頭先黎兆聰提到一點嘅，其實巴士嗰個車長要開特別更嘅，佢哋要申請嘅，
3 唔係話巴士公司安排嘅，即係佢自願，佢考慮自己實際情況去申請嘅，所以呢個
4 結合理巴士個車長佢實際嘅處境。如果將所有嘢抽離嘅話，單純睇數字，或者單
5 純睇呢個文件嘅話，可能對巴士行業嘅實際操作，我哋覺係有啲脫離呢個巴士行
6 業嘅運作。

7 主席：（經傳譯員）你頭先提及過係見局長嘅，嗰次係咪舊年 10 月 17 號嘅會面嚟
8 㗎？

9 林天賦先生：係，運輸署都有見，都有提到嘅。

10 主席：（經傳譯員）係。你就話係一個通知嚟嘅，通知--係工會發出通告。或者可以
11 將呢一份文件帶出嚟，英文係 289-274 頁，或者你將呢個中文版本打出螢幕。

12 林天賦先生：錯咗，應該喺最近陳詞，最冠嗰一份最底嗰度。

13 黃女士：（經傳譯員）289-337 就係 2018 年 7 月 26 日，係咪呀？咁去到 336，
14 289-336 頁，畀二個一段。英文就係 289-337-2。

15 主席：（經傳譯員）而家就係 10 月 17 號 2017 年，總工會關於呢一個會議，我其
16 實就係想睇下嗰一份會議嘅通告啫。

17 林天賦先生：同埋 289-119。

18 主席：（經傳譯員）文件就係講喺 2017 年 10 月 17 號，就係總會就同五間巴士分
19 會同局長見面，係咪呢一份文件呀？

20 林天賦先生：係，yes。

21 主席：（經傳譯員）第一點，係咪呀？「不能在短期內一刀切地下調工作指引中嘅工
22 時上限，而應制度過渡或階段性措施嚟處理呢個問題」，即係應該要係有一啲過
23 渡或者係階段性嘅措施嚟到去處理嘅，係咪呀？

24 林天賦先生：可以咁樣理解，因為陳帆局長--okay，係，啱呀。

25 主席：（經傳譯員）我而家就係想問，呢個係咪工會嘅立場呢？係咪你哋咁樣嘅建議
26 呢？

27 林天賦先生：冇錯。

28 主席：（經傳譯員）咁有啲嘅職工就係話十二個鐘頭應該係上限，但係你就話唔係
29 嗰，你覺得係應該要繼續十四個小時嘅呢一個當值，係咪呀？

30 林天賦先生：可以咁理解。

31 主席：（經傳譯員）但係正如你咁講，呢個要有好啲嘅休息設施同埋其他嘅措施，係

1 咪呀？呢個係咪你哋嘅立場呀？

2 林天賦先生：仲有休息時間。

3 主席：（經傳譯員）另外，喺英文個翻譯最低嗰度就話如果係打算縮減呢個嘅工作時
4 數，就要確保係前線員工嗰個嘅薪酬唔會係大大咁受影響嘅。

5 林天賦先生：都講咗嗰十四小時減到十二小時，一個員工每一個月大概可能就減少
6 5,000 釐左右嘅收入。

7 主席：（經傳譯員）你講嘅呢個立場，呢個立場，2017 年係咪咁嘅立場？即係關乎
8 嗰個最高當值時間嘅指引，你 2015 年當運輸署問工會，話可能係更改或者修訂
9 呢啲指引，當時你哋係咪同一個立場？

10 林天賦先生：冇錯。

11 主席：（經傳譯員）咁你係知道其實 2015 年，其實工會之間係有一啲嘅分歧，有啲
12 就話要最多當值時間係十二小時，而你哋就係話連續當值十四時，你知唔知有咁
13 嘅分歧嘅呢？

14 林天賦先生：2017 年我哋就知，係 2017 年，應該 18 年我哋先知，以前我哋比較少
15 聽到有人咁樣講。

16 主席：（經傳譯員）起碼幫下我，一般嚟講，當你同運輸署或者係局長見面嘅時候，
17 有冇呢啲嘅情況，係所有嘅工會喺同一個嘅場合會見，抑或你哋係分批同運輸署
18 或者係局長見面嘅呢？

19 林天賦先生：我哋係分批見面嘅，我哋冇一齊見面。

20 主席：（經傳譯員）咁你知唔知點解係咁嘅安排嘅呢？

21 林天賦先生：因為我哋同運輸署長期都係有一個不定期嘅會面，呢啲係雙方嘅共識。

22 第二，如果真係要反映專營巴士員工所面對嘅問題，只係得我哋一間工會有
23 五間巴士分會，有齊巴士分會。

24 第三，有部分工會或者好大部分工會一開始對住我哋工會採取咗敵對，甚至
25 係攻擊嘅態度，呢個令到大家嘅合作空間係冇嘅。

26 第四，喺大家討論關於專營巴士員工面對嘅問題，大家嘅觀點立場都不一
27 致，所以上到去同官員講，一個一個講。

28 第五，我哋嘅每一次去到見運輸署官員嗰陣時，我哋都徵詢過我哋嘅幹
29 事，或者係開專題會議去討論究竟係討論乜嘢話題。

30 第六，我哋嘅工會工作人員覆蓋面，即係喺所有嘅五間巴士公司入面，都有
31 唔同嘅工作人員喺各個唔同嘅區工作，所以我哋覺得我哋掌握嘅情況會準確反映
32 到大部分員工嘅意見。

1 第七，我哋工會從來冇喺即係大庭廣眾去批評其他工會，所以我哋唔希望呢
2 啲事情繼續喺運輸署嘅會議入面發生。

3 主席：（經傳譯員）唔該。黃律師。

4 黃女士：（經傳譯員）可唔可以睇下《蘋果》呢一份報紙嘅報道？《蘋果日報》，就
5 係 260...

6 主席：（經傳譯員）咩嘢，邊一份？

7 黃女士：（經傳譯員）工會文件 1B，中文就喺 260-257、258。至於英文就係
8 260-258-2。如果你睇下喺最底嗰度間住嘅，用深色字寫嘅文字，嗰度係提到
9 運輸署現有嘅指引。但係喺呢一段嘅上一段，就係話自從一三年開始，巴職盟向
10 運輸署要求修改指引，減工時同埋改善用膳時間，但係運輸署答覆話所有巴士公
11 司都表示修訂指引會影響現有編更，佢哋需要額外增聘車長，長期營運開支將會
12 增加，於是乎唔能夠係有共識嘅。

13 下面就寫運輸署日前表示，現時嘅指引係經諮詢專營巴士公司及工會後而制
14 定，就佢哋認為如果而家係去要--運輸署就係用呢個理據，但係一直未正視巴士
15 車長底薪過低，不斷加班增加外快嘅現象，因為署方認為車長薪金由巴士公司同
16 員工商討，並同由市場調節嘅。咁就睇嚟呢，呢一度嘅報道係引述你哋嘅總工會
17 就係其中一個原因引致個指引冇將嗰個嘅當值時間減到十二個鐘。我諗呢個未必
18 係一個正確嘅表達，因為嗰度講所有嘅專營巴士公司都係反對呢一點嘅，呢個只
19 不過係--即係你可唔可以同我哋確認呢個係咪你哋嘅立場呢？可唔可以講《蘋果
20 日報》裏面所表達嘅係你哋總工會嘅立場呢，係咪呢？

21 林天賦先生：《蘋果日報》對於新聞報道，我哋覺得係有啲偏頗嘅。第二，講我哋工
22 會，我哋係一套方案話畀運輸署聽嘅，唔可以咁樣抽離嚟睇，因為我要考慮巴士
23 安全，就係淨係講工時，呢個係有欠公允嘅。第三，運輸署其實喺嗰個制訂指引
24 嗰陣時，同我哋工會開過會嘅，有徵詢我哋意見嘅。咁佢最後嘅講法都係咩嘢
25 呢？平衡各方，唔係淨係聽晒我哋工會一方面嘅意見，所以淨係講我哋工會提出
26 嘅意見，運輸署全盤接受，呢個係唔準確嘅。

27 主席：（經傳譯員）唔該。

28 黃女士：（經傳譯員）唔該。為完整，另外，《東方日報》有另外一張嘅報道。

29 主席：（經傳譯員）我諗代表已經將佢哋嘅立場講得好清楚，我哋唔需要再去講報紙
30 嘅報道。

31 黃女士：（經傳譯員）咁好，去番你哋向委員會係 7 月 26 號 2018 年嗰個嘅文件，
32 第 289-337-2 咁嘅文件；另外中文就係 289-336，喺工會文件。

33 主席：（經傳譯員）我哋而家係會講咩嘢嘅話題。

34 黃女士：（經傳譯員）我想同佢哋確認一點，就係運輸署--喺你哋嘅文件就話運輸署

1 冇諮詢過總工會，然後就係喺 10 月 6 號同埋 17 號之間係冇諮詢過你嘞，然後
2 就已經係發出 2018 年 2 月嘅指引。咁即係話佢哋喺 10 月 6 號同埋 17 號 2017
3 年同你哋會面，但係佢哋係等到 2018 年 2 月 23 號公布咗新嘅指引先再同你哋
4 總工會嚟到會面，係咪呀？呢個係咪你哋嘅立場？

5 林天賦先生：其實文件寫得清楚，2017 年嘅 10 月 6 號見面，然後就關於呢個修
6 改--修訂工作指引，就我哋表達意見。然後喺 2018 年嘅 2 月 23 號，佢就公
7 布，中間就有同我哋再次溝通，咁呢個就係運輸署同我哋工會嚟處理呢件事嘅個
8 個內容。

9 黃女士：（經傳譯員）係，我睇到個時間。

10 主席：（經傳譯員）係。各位，我知道淨係請你哋今朝嚟嘅啫，不過而家我哋係要嘅
11 時間要多啲，你願唔願意食完飯返嚟再講埋其餘嘅部分，我哋先至再聽其他工
12 會代表嘅證供？食完飯再返嚟。

13 黎兆聰先生：我有個活動應承咗幾十人一個活動，我甩咗底，我要去返西貢會合番啲
14 人，我或者搵番個九巴分會嘅代表替番我其餘啲，我唔知得唔得？

15 林天賦先生：可以嘅，多謝主席。

16 主席：（經傳譯員）張生呢？你下晝可唔可以出席呀？

17 張子琦先生：Yes，可以。

18 主席：（經傳譯員）黎生咁樣處理，好唔好呢？你願唔願意咁做呢，或者咁樣講？

19 黎兆聰先生：主席，我哋做工會係有一個好責任性嘅團隊，我今日兼負呢個責任，我
20 一個船河嘅 party 有五十幾人，我唔參與，佢哋幾乎都要取消。作為工會係負
21 責任嘅，一個活動，一個領導，呢啲活動就必須要去參與。如果我可以應承你，
22 或者我逗留多一陣，你所想講嘅嘢，我盡量解答你，好唔好呀？

23 主席：（經傳譯員）但係我哋都唔想話因為即係留住你，等你去唔到呢一個船河嘅活
24 動，但係我哋會做嘅。如果我哋而家繼續做多一陣，係咪會好啲呢？黎生。

25 黎兆聰先生：唔好兜咁多個圈，重點講啲，我相信可以解答到你。如果可能呢，半
26 個鐘或者三個字，你所提出嘅重點，我解釋到畀你聽，我願意留低嘅。

27 主席：（經傳譯員）咁即係有時講周邊嘅嘢就係會即係妨礙到我哋，令到我哋唔可以
28 準時完成，兩邊都係要咁做。黃律師，繼續。

29 黃女士：（經傳譯員）可唔可以請你睇一份文件，係運輸署嘅文件嚟嘅，就係呢個
30 18 年嘅 7 月 20 號。

31 主席：（經傳譯員）咩嘢文件嚟嘅？

32 黃女士：（經傳譯員）呢份文件係回應番委員會嘅文件。

- 1 主席：（經傳譯員）處理咩嘢課題㗎？
- 2 黃女士：（經傳譯員）就係有關於訓練巴士車長嘅一個作業守則嚟嘅，作業備考。或
3 者請你睇下運輸署文件 1 號 427 頁，就係第一頁嚟嘅，有關於訓練車長嘅部分
4 就係 435 頁可以搵到。第二格，上面就話運輸署最近向專營巴士公司--435，
5 係運輸署文件嚟嘅，435 頁。
- 6 主席：（經傳譯員）繼續。
- 7 黃女士：（經傳譯員）呢度提及話運輸署最近就發出咗一個作業備考畀專營巴士公司
8 嘅營運者嘅，有關於係訓練巴士車長，我想問...
- 9 主席：（經傳譯員）英文嚟㗎嘛，所以你需要讀出嚟，可以翻譯畀佢聽。
- 10 黃女士：（經傳譯員）運輸署最近發出咗作業備考畀經營者，係有關於訓練巴士車
11 長，咁就要將唔同專營巴士公司佢哋訓練嘅安排變得一致。同時係就於巴士車長
12 訓練系統要釐定一個係相同嘅框架，咁分時段就係 2018 年 10 月開始執行嘅。
13 雖然咁--跟住落去嘅就係講另外一樣嘢，我想問嘅問題就係呢份嘅作業備考有
14 冇發出畀你哋工會呀？即係等你哋去評論一下，唔會話係咪評論喇，咁有冇將呢
15 一份嘅作業備考係畀一份你哋呀？
- 16 黎兆聰先生：你講嗰個訓練指引，我哋唔知係咩嘢嚟，應該有收到，即係我講緊九巴
17 吓，我有收到呢個新指引。
- 18 張子琦先生：所有巴士都有，五間巴士都有，主席。
- 19 主席：（經傳譯員）咁有冇就於呢個嘅改變，即係培訓改變，即係會點樣監察同埋其
20 他嘅事項，有冇諮詢過你哋呀？
- 21 黎兆聰先生：唔好意思，主席，我睇到 2018 年 10 月，而家先 7 月，會唔會有啲日
22 子打錯咗呢？佢寫實施日期嘅，我哋未收到呢個訊息，咁你打 2018 年 10 月，
23 即係而家現在應該未有呢個通知。
- 24 主席：（經傳譯員）唔係，嗰份嘅實務說明已經係發出咗，不過係呢一個實施時段就
25 係將來 10 月，但係已經發出咗實務說明。問題就係問有冇就於培訓嘅修訂，安
26 排包括乜嘢，點樣監察，點樣去規範，有冇人去諮詢過你哋呀？
- 27 劉善達先生：城巴方面係有諮詢過嘅。
- 28 主席：（經傳譯員）可唔可以畀詳情呀？
- 29 劉善達先生：佢同我哋講過嗰個訓練個方法，即係個車長佢跟完線之後，就要去自己
30 揸過一轉，有問題先至畀佢行嗰條路線嘅。如果係有訓練過，或者有跟過嘅話，
31 就唔准許行嗰條路線嘅。
- 32 黎兆聰先生：九巴呢度有補充。之前有啲路線可以用跟車住嘅，經工會反映咗之後，
33 意外之後，公司係唔准跟車，要操車，一架車如果普通一個路線就六個人，如果

- 1 操過海線就三個人。不過係佢單方面修改，係冇通知過工會嘅，即係講九巴呢
2 度，好唔好呀？
- 3 張子琦先生：大嶼山...
- 4 主席：（經傳譯員）唔好意思，等等。劉生，我想再進一步問，你頭先講黎生話有諮
5 詢過你哋個嗰，佢哋話，佢哋係指乜嘢呀？
- 6 劉善達先生：管理層。
- 7 主席：（經傳譯員）係城巴呀？
- 8 劉善達先生：城巴，係。
- 9 主席：（經傳譯員）運輸署有冇諮詢過你哋呀？
- 10 劉善達先生：冇。
- 11 主席：（經傳譯員）係，張生。
- 12 張子琦先生：冇嘅，所以呢啲措施到底係咪運輸署嘅指引，我哋係唔清楚，只不過係
13 自從發生交通意外之後，幾間巴士公司都作出一啲修訂，就唔清楚呢啲修訂、呢
14 啲指引係咪嚟自運輸署，佢冇同我哋清楚交代呢樣嘢。
- 15 主席：（經傳譯員）你話交通意外，你係咪指呢一個嘅 18 年 2 月 10 號大埔公路嗰
16 次嘅意外呀？
- 17 張子琦先生：冇錯，係。
- 18 主席：（經傳譯員）黃律師。
- 19 黃女士：（經傳譯員）我想講另外一個課題，就係有關於嗰個車速顯示器嘅。我哋曾
20 經聽過一啲嘅證供，就話專營巴士營運商就關注車速顯示器，話會引起車長同埋
21 乘客之間嘅爭執，因而會令到巴士車長係受到額外嘅壓力，咁就可能引起呢一
22 個交通安全嘅問題，所以我就想問下，呢個咁嘅觀點，你哋工會係咪同意咁樣嘅
23 講法㗎？
- 24 劉善達先生：係。
- 25 林天賦先生：呢個問題我哋未討論過，但係我哋覺得專營巴士車長佢會因應住每一條
26 道路實際嘅交通限制，佢會駕駛巴士，但係乘客唔係，所以呢個可能真係會引起
27 誤會，甚至磨擦。
- 28 黎兆聰先生：我可以補充，如果你講呢啲車速嗰個顯示器喺小巴，亦都係可能十零個
29 人嘅磨擦。如果你話裝喺巴士嗰度，如果起哄，百幾人起哄，嗰班車唔使行㗎
30 嘞。因為我相信我哋一個專業嘅車長，車速調控係適當嘅，係一個資深或者一個
31 有經驗嘅駕駛者，好唔好呀？

1 張子琦先生：主席，我補充下，其實而家好多巴士，我哋因為係有一個提示器，佢只
2 要一到七十公里就會響嘅。而且我哋啲巴士完全係鎖死咗七十嘅，喺基本上係
3 直路、平路都係唔會超過七十嘅，所以裝一啲顯示器出嚟，會唔會有時或者
4 落斜啲十秒、八秒過少少，七十一、七十二，又會有乘客出嚟投訴，會產生一啲
5 磨擦呢？我哋真係難以推斷會發生咩嘢事。

6 主席：（經傳譯員）你講話一啲顯示就話係即係七十，如果其實嗰段道路係限速五十
7 公里嘅話，呢個顯示器都有乜用㗎喇，係咪呀？

8 張子琦先生：仲有，我哋啲巴士係而家有 GPS，係睇到嚟每一段路會唔會超速嘅，
9 所以我哋絕大多數嘅車長都係唔會超速駕駛。如果唔係，佢就要返公司見，所以
10 呢個資源攞落去係咪值得呢？我哋有個疑問，會唔會擺喺第二啲度仲好啲呢？

11 主席：（經傳譯員）唔該晒你嘅意見，我哋而家真係要停。如果係黎生你食完飯可以
12 返嚟就即係更好。我想請大家喺兩點半再返嚟繼續提供呢個口述證供，唔該
13 晒。

14

15 下午 1 時 12 分聆訊押後

16

17 下午 2 時 31 分恢復聆訊

18 出席人士如前。

19

20 主席：（經傳譯員）午安，黃大律師。

21 黃女士：（經傳譯員）第二個我哋想問嘅問題就係關於非法泊車嘅。我哋要聽取你哋
22 嘅證供，就係話係喺呢個總站嗰度有違例泊車嘅，咁就係令到嗰啲嘅巴士返番
23 去總站比較難，亦都有問題嘅，咁亦都有安全嘅問題，因為違例泊車嘅原因。
24 你哋個工會有發現到違例泊車係一個問題，你係需要同運輸署同埋警方係提出
25 呢一個嘅違例泊車嘅問題？

26 張子琦先生：有嘅，主席，我哋多次向運輸署反映，喺巴士站裏面經常被外來嘅車輛
27 喺度停泊，阻塞巴士嘅上落客，從而令到係會有機會產生嗰個安全問題。但係
28 至今，運輸署係仍然冇想過任何方法去解決嘅。本會亦都向運輸署提出過多項
29 建議，第一，喺巴士站裏面要畫雙黃線；第二，要喺巴士站裏面裝一啲閉路電
30 視，可以錄低違例嘅車輛；第三，喺巴士站畫黃格，令到巴士出入方便，呢啲
31 完全都係為咗公眾嘅利益，亦都參考咗星加坡都係咁樣做法，但係我哋本港嘅
32 運輸署就以佢哋英國有咁嘅例子而不作考慮。多謝，主席。

33 主席：（經傳譯員）關於嗰個提議就係星加坡嗰方面，係關於巴士站喺公路上面嘅巴

1 士站吖...

2 張子琦先生：係喺--主席，係喺公路上面嘅巴士站，我見到佢哋出面係有條黃線，主
3 要巴士打燈出，後面嘅車輛就主動咁停低，讓巴士出站。咁但係香港就有咁嘅
4 情況出現喇，你打燈出，後面嘅車只會加油嚟頂住你，令到巴士出站都好有困
5 難，周時就係為咗咁樣樣而發生咗一啲交通意外，令到道路上更加擠塞。呢啲
6 情況嚴重嘅地點係有伊利沙伯醫院喇、瑪嘉烈醫院喇、美景花園喇、欽州街、
7 元州街、柯士甸道、新填地街、漆咸道南、麼地道同埋木廠街，違例--呢啲係
8 違例泊車好嚴重嘅地點，仲有軒尼詩道、英皇道。

9 主席：（經傳譯員）你係咪講緊喺巴士站嘅違例泊車，又或者喺巴士站附近嗰啲道
10 路？係巴士站本身，定係附近嘅道路？

11 張子琦先生：係。喺巴士站入面，周時都係被一啲外來車輛佔用或者前後停咗車，中
12 間留番個約莫有一個巴士位，但係喺呢啲情況，巴士係有可能可以入到呢個巴
13 士站上落嘅，係只能夠可以--只能夠 double park，咁呢個完全係令到乘客會
14 有危險嘅。

15 主席：（經傳譯員）咁你會建議--咁點樣可以令到啲人就係阻嚇佢哋，就唔好喺巴士
16 站附近之前之後嗰啲道路去泊車？有咩嘢建議？

17 張子琦先生：主席，根據外國嘅慣例，譬如美國，如果你係隨意喺巴士站度上落，嗰
18 何罰款特別重嘅，香港嗰個罰款就特別輕，執法者特別鬆，亦喺巴士站裏面有
19 畫雙黃線，冇規定佢哋唔畀喺度泊咁樣，佢哋真係以為巴士站可以隨便上落、
20 隨便停泊，而且如果裝閉路電視錄低佢哋，錄低啲違法嘅車輛係會有阻嚇作
21 用，呢啲都係可以參考㗎。多謝，主席。

22 黃女士：（經傳譯員）你自己有冇拍到一啲嘅帶？就關於違例泊車，有冇攝錄過？

23 張子琦先生：有片段已經係交咗畀秘書處，而家你可以睇睇。

24 黃女士：（經傳譯員）我哋而家就係播緊條片嘅。我哋而家停一停先，停一停先，你
25 首先你話畀我聽呢一個地點喺邊度嚟㗎，呢個地點喺邊度嚟㗎？

26 張子琦先生：呢度係北大嶼山迎東邨。

27 黃女士：（經傳譯員）我哋而家睇到就有巴士...

28 張子琦先生：係喇，地下係雙黃線，完全係冇差人去管理。

29 主席：（經傳譯員）呢個係大概幾時拍㗎，呢段片？

30 林寶強先生：我講講，就琴日下晝拍嘅，咁而家我哋左手邊就係 37M 同 37H 嘅，咁
31 右手邊--呢條片右手邊都係巴士站同的士站嚟嘅，咁嗰個緩衝區係好少嘅，導
32 致啲車入唔到前面個迎東邨個停車場，我哋仲有一條片睇嘅，係阻礙巴士上
33 落，會睇得好啲嘅。呢架巴士點解停响度？就入唔到去迴旋處㗎呢架巴士，佢

- 1 右手邊係一個停車場嚟嘅，咁啲車--喺右手邊見到啲私家車就係準備入停車
2 場，係入唔到嘅，咁要讓一架嘅巴士出番嚟，喺個安全島逆線行車嘅呢個。
- 3 張子琦先生：呢架巴士係跨過對面嘅安全島，係逆線行車，現時係。
- 4 林寶強先生：嗰個情況係比較嚴重嘅，如果日後呢個人工島開咗之後更加多車喺附
5 近，會導致更加擠塞嘅，呢啲位置都係。
- 6 黃女士：（經傳譯員）呢個係咪--呢條片嗰個地點同你哋頭先第一條片嗰個地點係咪
7 一樣㗎，還是係另外一個地點？
- 8 林寶強先生：同一樣，同一個位置，仲有幾張相睇到嘅。
- 9 主席：（經傳譯員）好，唔該晒。
- 10 林寶強先生：呢個喺 Google Map 睇相嘅呢個係，可以喺 Google Map 嗰度睇到
11 嘅，呢啲。
- 12 黃女士：（經傳譯員）呢個係左邊嘅圖片喇，就係個巴士站嚟㗎，係咪巴士站嚟㗎？
- 13 林寶強先生：係，正確。
- 14 主席：（經傳譯員）我哋可唔可以返番去前一張相？呢一張，係。嗰個灰色嗰架車，
15 其實佢係咪巴士站裏面停，還是係喺巴士站嘅隔離？哦，原來--我睇到喇，喺
16 巴士站個範圍裏面㗎。
- 17 張子琦先生：冇錯，佢對面嗰架貨車都係巴士站㗎。
- 18 黃女士：（經傳譯員）呢個係咪琴日拍嘅相？琴日影嘅相嚟㗎？
- 19 林寶強先生：呢個 Google 嗰啲相嚟嘅，呢張係。
- 20 黃女士：（經傳譯員）係 Google 嚟㗎。呢兩條片係咪你自己拍㗎，還是...
- 21 林寶強先生：係，琴日拍嘅，琴日下午拍。
- 22 黃女士：（經傳譯員）你係咪喺巴士裏面望出嚟咁樣拍㗎？
- 23 林寶強先生：有啲落地拍，有條片係坐住啲私家車拍嘅，坐喺架工程車拍嘅，有一
24 條。
- 25 主席：（經傳譯員）其實我哋睇番嗰個錄像機佢嗰個擺動嗰個角度，我哋就知道其實
26 你係點樣拍嘅。
- 27 張子琦先生：主席，我想講嘅係呢啲情況喺香港好多處都係咁樣嘅情形，主要就係
28 執法者不嚴。
- 29 林寶強先生：我補充少少㗎，因為嗰個位置，迎東邨嗰邊，出邊將會填海，但係佢未
30 完善之中就開咗呢條路，擺咗好多巴士，加上個停車場--嗰個迎東邨嘅停車場

1 車位不足，導致佢塞住咗個路口，私家車入唔到去，所以排隊入去嗰個停車
2 場。另外貨車就後面--見到呢張圖嘅後面落緊貨嘅，因為入唔到停車場，導致
3 喺外圍落貨。

4 張子琦先生：主席，我喺度想補充，任何理由阻塞巴士站都係唔合理、唔合法嘅。

5 主席：（經傳譯員）咁你就喺巴士上面就可以其實有一個向前睇嘅鏡頭，你就可以睇
6 番或者係擺低--就攝錄咗啲影像，有啲嘅違例泊車，你覺得呢個建議點樣樣？

7 張子琦先生：可行嘅，主席，但係呢啲拍低咗之後，我哋嘅資方會唔會將呢啲資料會
8 畀警方呢？第一。第二，違例者如果佢冇想到你係會畀警方，佢繼續違例，但
9 係如果喺個巴士站度裝一條攝錄鏡頭，佢就會有阻嚇作用。多謝，主席。

10 主席：（經傳譯員）我可唔可以問一個補充嘅問題？如果我哋想清楚呢啲咁嘅情況嘅
11 時間，咁可能車長就要可能要揸一個掣，咁然後就係--就嗰個影--個相機就
12 係可以知道正確係咩嘢時間呢啲事情發生，咁你覺得呢個咁嘅安排又點樣樣？

13 張子琦先生：可行嘅。

14 主席：（經傳譯員）係可行嘅，當然，但係咁你反唔反對？你會唔會支持咁做？

15 張子琦先生：支持。

16 主席：（經傳譯員）唔該。

17 黃女士：（經傳譯員）再講番呢一方面嘅議題喇，我哋講番就係話巴士專線，即係巴
18 士線嘅，咁你嘅書面嘅意見入面就係話即係巴士司機都係因為其他人違泊，咁
19 令到佢哋工作更難喇，其中一個問題就係違泊嘅問題喇，令到啲司機都會沮喪
20 嘅，咁所有呢啲問題都帶嚟一啲安全嘅問題，你會唔會支持呢一個講法？都有
21 啲建議嘅，喺星加坡就譬如話係有巴士專用嘅線，你會唔會支持？

22 張子琦先生：主席，我係支持同埋認同嘅，但係睇番呢十零年，香港政府對巴士專線
23 cut 得嘅 cut，不但只唔會畀條專線佢行，仲要畀條好難行嘅路佢行，例如德
24 士古道天橋，佢朝早 6 點，即係話夜晚 12 點至到 6 點，凌晨 6 點，佢係唔畀巴
25 士--專營巴士行嘅，反而佢係畀一啲重型車行，係畀一啲非專營嘅巴士行，偏
26 偏就唔畀專營巴士行，令到車上嘅乘客係要行天橋底下過，咁樣反映出運輸署
27 處事係避重就輕，我估計應該係有人投訴太多重型車經過嗰條天橋，但係佢就
28 選擇係專營巴士行底下，行天橋底下。多謝，主席。

29 主席：（經傳譯員）呢條天橋係咪巴士線嚟㗎？

30 張子琦先生：主席，呢條天橋唔係巴士線，以前係任何車輛都可以喺上面行，但係就
31 唔使喺下面經過幾個燈位，但係而家運輸署嘅處事作風就偏偏就唔係咁樣樣處
32 事嘅--處理嘅，係要啲巴士行一啲唔方便、唔直接嘅路面，要佢哋行橋底過，
33 反而上面就畀重型車、畀非專利過，本末倒置，唔明白佢哋用意何在。

1 主席：（經傳譯員）但係集中講番--即係而家講緊巴士專用嗰啲路線喇，現有嘅巴士
2 線喇，你嘅睇法係點？幾於政府或者運輸署佢嘅態度，對於發展巴士專用嘅線
3 道你點睇？

4 張子琦先生：主席，我絕對認同、贊成係開啲巴士專線畀佢哋行，呢個係為咗公眾嘅
5 利益，使多啲人選用交通工具，好過揸私家車出嚟，而家因為私家車太多喇，
6 會堵塞交通，如果你巴士暢順嘅話，唔會塞車嘅話，佢哋會多啲人會選擇公共
7 嘅交通工具嘅，希望運輸署正視呢個公眾嘅利益，唔好去扼殺巴士嘅經營，令
8 我哋產生困難。多謝，主席。

9 主席：（經傳譯員）個問題就問得好清楚，問你對於政府個睇法係有咩嘢睇法，即係
10 係咪你意思話政府而家減晒啲巴士線，令到你哋經營唔到，定點？巴士專用
11 線。

12 張子琦先生：我見唔到而家有新開嘅專營巴士路線畀巴士行，不但只係巴士路線，我
13 喺度扯遠少少，就係現今嘅屋邨嘅巴士總站個設計都非常之有問題，令到佢哋
14 泊位難，根本又好似有難以生存嘅空間，令到啲巴士。

15 黃女士：（經傳譯員）最耐一個問題講薪酬，我哋聽到城巴嘅營運商嘅證供就話佢哋
16 係有薪金同埋--即係其實佢哋改革咗嚟喇，2018年3月開始有個底薪再加埋獎
17 金嘅，咁我就想問下呢個制度，呢個建議有個弊處嘅，就似乎係話而家係有一
18 個獎勵嘅制度，你可唔可以代理工會確認係咁嘅情況？即係係再將個薪--3
19 月，2018年，將個發薪個度...

20 主席：（經傳譯員）你話之前係咪講話如果安全駕駛有獎？

21 黃女士：（經傳譯員）係喇，安全駕駛有獎賞嘅。

22 張子琦先生：主席，講起呢個薪酬，自從1999年開始，資方不斷咁將佢哋嘅薪酬削
23 減、福利削減，去到04年更加又大幅削減，淨係呢個99年到04年都分開三
24 級制。喺近期，我哋要求資方要重整呢個薪酬同福利，如果唔係，對個員工個
25 士氣打擊好大。而家我哋攞緊嘅薪酬，新入職嘅，早前都係\$12,000都唔夠，
26 後嚟我哋要求公司將嗰個安全獎、服務獎擺番落去個底薪度，先至係到
27 \$15,366，呢個薪酬係遠比運輸署界嘅行業嘅中位數為低，但係呢個車長嘅工
28 作，負嘅責任係非常之重，佢車上嘅全部都係生命，係人。佢咁嘅薪酬偏低，
29 係令到直接影響到聘請，甚至係佢工作嘅態度。好多人入到嚟，都係考咗個
30 牌，操熟嗰個重型車，佢就會出去考其他重型車牌，就會出去其他運輸嘅行業
31 度做。咁係令到成個服務嘅質素就會降低，因為成日都係新人。

32 仲有，佢哋嗰個薪酬太低，變咗佢哋不在乎呢份工作，帶住咁嘅心情去工
33 作嘅話，就好容易產生交通意外。如果我講番98年之前嘅日薪，佢哋每一個車
34 長絕大多數都係好珍惜呢份工作，因為佢哋知道佢哋出到去搵唔到呢份工，佢
35 哋每年都有個增薪點，佢哋越做得耐，更加唔會跳槽或者離開呢個崗位，對公
36 司有歸屬感。無奈99年之後，嗰個薪酬嘅制度大幅調低，令到呢啲車長嘅質素

1 顯然係下降，同時影響到公眾嘅利益。

2 多謝，主席。

3 主席：（經傳譯員）你話係工會要求嗰個薪酬方面個架構要調整嘅，你係幾時提出呢
4 個要求？即係而喺 18 年 3 月嘅時候係的確已經改咗，咁你幾時提出嘍？

5 張子琦先生：主席，我哋呢個要求已經係有十多年嘍喇，但係一直未被認同，因為當
6 時個環境，香港個環境或者唔係咁好，經歷過 SARS、金融風暴，所以資方唔肯
7 願意去改善。直至到呢兩、三年，資方先至肯願意逐步逐步去改善，但係係一
8 啲嘍牙膏式嘅，所以令到好多工友都不滿意，甚至產生一啲工業嘅行動。呢啲
9 我哋係理解嘅，所以再次敦促資方要大幅咁樣樣去改善番嗰個薪酬嘅福利，同
10 以前嘅 98 年嘅日薪要睇齊，佢哋有嘅嘢，月薪都要有。咁喺而家嚟緊嘅今年度
11 嘅加薪會議，資方而家口頭上應承我哋係大幅係加番畀我哋嗰個福利，但係嗰
12 個薪酬仍然係未曾追得上現時嗰個中位數，因為而家我哋新入職嘅係
13 \$15,366，暫時資方只係應承加 1,000 釐，加咗 1,000 釐都係\$16,366，遠
14 比揸重型嘅貨車嘅司機為低。但係我哋揸緊嘅唔係重型--唔係貨車，係重型
15 車，而家載緊乘客，我哋個薪酬唔應該低於任何嘅駕駛者，但係偏偏我哋攞嘅
16 薪酬係非常之低，呢個係非常之不合理。所以我哋仍然係努力之中，儘量為業
17 界爭取更大嘅權益。多謝，主席。龍運巴士有補充。

18 陳廣能先生：係，sorry，或者我補充少少，係。我哋龍運巴士分會喺 2018 年嘅 1
19 月做咗一個統計，就係統計我哋喺 2017 年呢個年度我哋離職同埋入職嘅人數，
20 我哋喺--龍運巴士喺 2017 年入職嘅人數係一百人，2017 年呢個年度離職嘅人
21 數係一百二十人，我哋喺 1 月份嘅統計就當中呢一百二十人係有--即係呢一百
22 二十人喇，當中係有百分之六十係因為薪酬嘅問題--嘅低薪呢個問題而係離職
23 嘅。

24 主席：（經傳譯員）鄭生，可唔可以問你呢一樣嘢--陳生。關於安全獎金、其他獎金
25 喺 2018 年 3 月係加入去個底薪嗰度，係咪有發生過咩嘢事係令到巴士嘅營運商
26 去有呢個改變？有冇發生咩嘢事？

27 張子琦先生：主席，我可以好明確咁同你講，係唔關任何發生嘅事情或者某一啲特別
28 嘅大嘅意外先至係會產生呢一個加幅嘅。因為呢個加幅喺上年嘅加薪談判，我
29 哋上年 5 月，17 年嘅 5 月已經係已經確定咗今年佢會加嘍喇，會調整，將個安
30 全獎、服務獎擺落去個底薪度，只不過資方話佢唔希望喺加薪會議嘅時間傾呢
31 樣嘢，等加薪會議完結咗之後，先至同我哋確實呢樣嘢嘅落實。咁加薪會議完
32 成咗之後，我哋都追過資方「喂，你要找數喇嗎」，資方都話儘快嘍喇，據聞
33 佢哋 12 月董事局已經批准咗將嗰個底薪調高，將安全獎、服務獎擺落個底薪
34 度。呢個我哋係爭取好耐，亦係我哋嗰個計劃嚟，成個將嗰個人工調升一個計
35 劃，點解呢？我首先要將安全獎、服務獎擺咗落個底薪度，令到有\$15,366，
36 第一步。

37 第二步，我就爭取雙糧，雙糧係以嗰個底薪計，咁我哋先至會爭取更大嘅

1 成績。雙糧佢已經畀咗我哋喇又，係以嗰個\$15,366，未計今年嘅加薪。咁嚟
2 講，如果我唔將嗰個安全獎、服務獎擺落個底薪度，我只能夠擺一萬一千幾。
3 即係換句說話，呢個雙糧我係多咗三千幾釐，呢個係我第二步。所以係與發生
4 任何嘅事情、嘅交通意外係無關嘅。

5 多謝，主席。

6 主席：（經傳譯員）所以2017年5月你哋已經同意咗喇，咁個董事局已經之前--
7 就喺2017年12月嘅時候同意咗呢個做法，係咪咁樣樣？

8 張子琦先生：冇錯嘅，主席，喺17年嘅12月已經批咗，但係公司有即刻拎出嚟，
9 亦都有講畀我哋知派個聖誕禮物畀我哋，仍然係擺住唔放出嚟，佢好不恰當咁
10 樣樣就係喺意外之後先至擺出嚟，所以畀外界誤會咗，以為係因為有宗大交通
11 意外，先至會畀呢個福利或者調整呢個薪酬畀我哋。

12 主席：（經傳譯員）你講緊係邊一個嘅董事局係核准呢一個嘅改變，邊一個董事局？
13 邊間公司嘅董事局？

14 張子琦先生：根據我所知，主席，係九巴董事局梁乃鵬主席親自批嘅。

15 主席：（經傳譯員）有冇其他公司嘅董事局？

16 張子琦先生：主席，呢個唔清楚。

17 主席：（經傳譯員）林先生，呢個大嶼山巴士公司有冇作出一個咁嘅改變，就係話將
18 安全獎金係將佢加埋入底薪嗰度？

19 林寶強先生：冇嘅。

20 主席：（經傳譯員）佢哋畀嘅證供話畀我哋聽，就係有一個額外嘅獎金一次過嘅，咁
21 係咪咁樣樣？

22 林寶強先生：係，有嘅，呢個有嘅。我哋嘅底薪係6,400釐底薪，咁每日有個津
23 貼，就係230釐嘅，一個月開足工，返九個鐘，禮拜六、日要開工，四個禮拜
24 六、日，加埋\$16,200，比係九巴、新巴、城巴、龍運少咗錢嘅，人工係偏低
25 嘅，大嶼山係偏低嘅。

26 主席：（經傳譯員）陳先生，剛才黃大律師都問過--問呢個問題，因為咁樣嘅調整，
27 其實對呢個嘅巴士嘅車長嚟講，佢哋冇任何嘅誘因或者鼓勵佢哋特別注重安全
28 嘅，你覺得呢個調整係咪冇呢個效果？

29 張子琦先生：主席，唔認同嘅。薪酬--合理嘅薪酬係絕對鼓勵到一個同事對公司嘅認
30 同、歸屬感，而唔係一個過渡式，而唔係一個騎牛搵馬，工作態度就自然不
31 同。

32 主席：（經傳譯員）唔該晒。黃律師。

1 黃女士：（經傳譯員）如果你係要提出一啲嘅建議點樣去監察車長嘅表現，譬如話好
2 似星加坡有個系統喇，佢哋係有個紅色、黃色同埋綠色嘅制度㗎，就係話睇番
3 嗰個司機嘅情況，...

4 主席：（經傳譯員）咁呢個係講緊其中一間公司啫？

5 黃女士：（經傳譯員）或者我哋睇一睇相關嘅星加坡呢間嘅公司喇，佢就係 Strait
6 Times，海峽兩岸嘅，2017年呢一個6月嘅報導㗎。

7 主席：（經傳譯員）我哋有冇個頁碼，個頁數？

8 黃女士：（經傳譯員）其實就唔喺我哋嘅呢一個嘅文件夾嗰度，呢間公司叫做「易塔
9 通」，咁呢個喺文章嘅第2版我哋睇到喇，第4段喇，就係講到嗰啲嘅司機
10 喇，咁佢哋以前喺--咁佢就將佢嗰--咁佢喺12月就係去到二十點喇，咁所以
11 佢就特別喺嗰個月就係可以有一個獎金，130 釐嘅星加坡紙嘅。咁其實有可能
12 有遠程嘅訊息系統去監察嗰啲司機，咁亦都係根據個司機個表現就係有一個獎
13 金㗎，咁如果我哋建議有一個咁嘅制度，咁你覺得你個工會會唔會去支持或者
14 值得我哋去參考，或者去研究下有一個咁樣嘅獎勵計劃？

15 黎兆聰先生：我想補充，主席，我係九巴分會嘅代表。我想講畀主席聽，我哋呢間公
16 司一路以來冇重視我哋呢個崗位嘅薪酬福利，直至到呢個意外，早幾日先至開
17 始皇恩浩蕩，開始醒覺，先至畀咗十樣嘢畀我哋。我由開始喺呢間公司做咗十
18 八年，整個過程係好唔愉快嘅，係又有一個友善或者係一個重視呢個員工一個
19 薪酬方案令佢對呢間公司有歸屬感，第一。

20 我喺呢間公司做咗十八年，頭八年都要簽約嘅，我只係投閒置散，一個好
21 虛銜嘅工作，而誘因點解工會一路以來要爭取安全獎、服務獎要撥落個底薪？
22 呢個係我個人堅持，我同管理層講過好多次，因為呢個安全獎、服務獎嘅基--
23 嗰個獎金係會扣除我哋嘅，因為我哋有啲新入職嘅車長，佢哋如果經驗唔夠，
24 佢一扣--舉例講，嗰陣時係得1,200 釐呢個安全獎，係會扣晒我哋嘅。所以呢
25 個獎金係導致好多問題，工會一路以來都有爭取，不過公司就同我哋講，安全
26 獎、服務獎呢個基數好大，一講緊係數以千計，所以直至到呢個意外發生之
27 前，佢可能亦都想--某一啲人亦都想回應工會嘅訴求，安全獎、服務獎先至撥
28 落個底薪。

29 但係我要強調，希望主席明白，唔好察覺到話有咗安全獎、服務獎，就會
30 令致到我哋啲車長亂咁㗎，我哋一個專業車長，相信作為一個駕駛者，佢對自
31 己如果犯錯，係要負上刑責，但係安全獎、服務獎呢個制度恆之以久，佢已經
32 用咗好多年，亦都好唔平等。因為我工會收納好多新人，尤其是未揸過巴士，
33 可能頭半年至一年可能佢會唔夠經驗，賠錢畀對方，又會畀公司扣呢啲獎金，
34 從而冇個穩定收入。工會睇到呢個方法咁多年來都存在問題，希望唔好佢令
35 一個獎金而扣取咗我哋，係影響到我哋一個月嘅收入，哪怕今日呢個月好好彩，
36 冇發生交通意外，可能下個月兩、三單交通意外，扣嘅錢可能扣咗成個月，可
37 能令到佢嘅收入真係會大減。

1 黃女士：（經傳譯員）呢個唔係講緊扣減嘢，講緊就係加畀你，而家就係話一個獎
2 勵，就話喺你個底薪之外，如果你係揸車揸得好，你就會係有一個額外嘅獎
3 金，呢個就係我嘅提議，唔係話...

4 黎兆聰先生：哦，你呢個係講緊 bonus 咁嘛，九巴，冇，冇呢個制度。

5 黃女士：（經傳譯員）我唔係話你而家有冇，如果我哋話建議有一個類似咁嘅獎金嘅
6 制度，你會唔會支持？

7 張子琦先生：主席，任何有獎勵嘅制度我哋都會支持，但係而家九巴--我哋同九巴已經
8 傾緊一個另外一個獎勵嘅制度，就係有二十個 point，每年加一個 point 畀
9 佢，即係話如果佢達到公司嘅要求，佢就每年都會有錢再加畀佢，就另外嘅，
10 就唔係一個加薪個幅度，咁以前呢個係冇嘍，月薪係冇，日薪就有。咁佢口
11 頭上已經應承咗嘍喇，可以有二十個，咁呢個係根據佢嘅表現喇、佢嘅安全駕
12 駛喇、佢嘅出勤紀錄喇、佢嘅紀律喇，如果佢達唔到，佢個年就冇得升。呢個
13 已經係一個--形式上差唔多係一個獎勵嘅制度嚟喇喇。咁希望--當然喇，如果
14 有其他嘅獎勵，我哋係歡迎嘍。

15 林寶強先生：我想補充少少，咁懲罰性係一個唔係恰當去監察司機嘅嘢，如果個司機
16 嘅車長有乜嘢做得唔好，用個培訓制度令佢去走番一個好嘅駕駛良好嘅態度、
17 安全嘅服務，係一個重要性嘍。如果你話畀個獎金落去係幫助佢--點講呢？即
18 係會扣減之中，令到佢壓力仲更加大，如果你話特定咗有個獎金嘅度，我要爭
19 取呢個獎金，一有個意外嘅度，令佢都冇心機去繼續去駕駛嘅。好似正如我哋
20 大嶼山都係，安全獎，佢扣一扣，扣兩期嘍，好多時扣兩期，扣兩期就幾千
21 釐，已經對於個家庭生活影響嘅，係。唔該，主席。

22 黃女士：（經傳譯員）主席，我已經係完成咗我個提問嘍喇。

23 主席：（經傳譯員）唔該晒。

24 歐陽先生：（經傳譯員）多謝主席，我有一個問題，關於我哋有個保護罩嘍，今朝早
25 有提到，似乎呢度嘅幾位就唔係都好--唔多支持呢個保護罩嘅呢個嘅睇法嘅，
26 你唔支持係因為可能個材料唔好，或者有啲聲響，或者有反光，或者你根本
27 其實係有一個保護罩呢個咁嘅建議你都覺得唔好嘅？唔該晒。

28 黎兆聰先生：唔係話唔好，而係個保護罩出咗嘍，係的而且確車長反映，佢係有個感
29 覺到獨立咗呢個駕駛呢個工作環境，但係衍生嘅問題，嗰個保護嗰個--嗰塊膠
30 同埋衍生有啲問題，而家管理層係冇解決到，從而令到我哋駕駛分咗心同埋有
31 衍生到有啲問題會可能嚴重咗，我哋係希望佢改善呢塊膠板。呢塊膠板係衍生-
32 --第一，我都講咗，今朝講咗喇，有反光嘅情況同埋佢最尖頭嗰個位個攝石攝得
33 唔實會發出聲響，同埋開關一個問題，同埋我哋有啲工友質疑，就係話就算呢
34 塊膠膜雖然係弧拱形嘅膠膜，但係要襲擊，一樣襲擊到嘅。但係車長係反映話
35 係感覺到就有一個保護罩嘅工作環境，但係對呢塊板就不敢恭維喇。

36 因為反映過好多次，管理層只係話唔拆得呢塊政治板，但係我哋傾向性好

1 多工友都希望拆咗佢，因為呢塊板衍生好多問題。第一，就係安全問題，夜晚
2 會反光，同埋一個高度--個車長一個高度唔--可能--而視覺上佢彎，佢睇落個
3 視線會畀個彎度遮咗追車上嚟嘅情況係好嚴重；第二，就係呢個板會發出聲
4 響，咁亦都係一個問題，到而家都未解決得到。

5 歐陽先生：（經傳譯員）咁你支唔支持如果管理層係用一種保護罩係唔會有任何駕駛
6 嘅危險嘅，你會唔會支持？

7 黎兆聰先生：支持嘅，我哋之前有畀過啲圖，有譬如韓國，佢都有一啲完全係一個獨
8 立嘅門，係玻璃窗，兩個可以--好細嘅，可以開關嘅，我哋畀過啲圖佢睇過
9 嘅，有參考外國嘅圖畀佢嘅，不過我覺得佢自己諗呢個方法，半月彎嘅保護裝
10 置，可能衍生嘅問題佢真係可能有諗過咁細緻，衍生咁多問題出嚟，而係淨係
11 答我哋話「呢個係政治板，唔拆得」。

12 主席：（經傳譯員）林生，大嶼山巴士係咪都有十四個鐘嗰種特別更？

13 林寶強先生：有嘅。

14 主席：（經傳譯員）咁司機喺返呢啲更嘅時候，有冇畀三個鐘以上嘅休息時間佢哋
15 㗎？

16 林寶強先生：有。

17 主席：（經傳譯員）咁如果司機去到嗰日嗰個鐘數要休息喇，會有咩嘢設施提供畀司
18 機喺當地--即係嗰處都休息？

19 林寶強先生：暫時都有，最多喺架巴士度--有啲巴士可以畀佢哋啱啱咋。

20 主席：（經傳譯員）即係有設施嘅？

21 林寶強先生：暫時未有。

22 主席：（經傳譯員）係即係會喺邊度？係咪喺巴士總站嗰度㗎，喺番個廠嗰度㗎，有
23 幾多地方大家可以去休息嘅？

24 林寶強先生：佢哋會喺街或者商場去啱嘅，如果近屋企就會返屋企嘅。

25 主席：（經傳譯員）你答唔答到即係有幾多巴士車長到休息嘅時間，有幾多可以返到
26 屋企？

27 林寶強先生：冇知道嘅呢個，唔--有一半嘅，應該係，即係要做呢啲更嘅，一半都有
28 嘅，約莫一半喇。

29 主席：（經傳譯員）你自己有冇返特別更？

30 林寶強先生：之前有，之前有，但係我都係返屋企嘅。

31 主席：（經傳譯員）唔該。你已經估計到我跟住問你咩嘢喇。黃大律師，運輸署提供

1 畀我哋嘅資料就係運輸署之前提交畀立法會嘅交通事務委員會嘅一個資料文件
2 喇，可唔可以放上去呢一個嘅螢幕嗰度？

3 黃女士：（經傳譯員）就係 TD1-403 頁嘅。

4 主席：（經傳譯員）咁立法會嗰個嘅資料文件？

5 黃女士：（經傳譯員）403 頁，TD1-403 頁。

6 主席：（經傳譯員）英文？呢個資料文件係咪英文嘅？

7 黃女士：（經傳譯員）係。

8 主席：（經傳譯員）陳先生（張先生？），呢份文件就係 7 月 25 號喺立法會曾經討
9 論過嘅，就係交通事務委員會討論過，處理兩個問題喇，其中一個--其中三個
10 問題，一個就培訓喇，同埋安全帶喇，同埋係有啲乜--即係用科技去提高安全
11 嘅。咁就有一個工作小組，係由運輸署成立嘅，成員就有專營巴士公司同埋有
12 三間巴士廠，喺 3 月中嘅時候就開過會，咁呢份文件就係講番工作小組嘅成
13 果。就呢三個問題有冇問過你意見？

14 張子琦先生：冇嘅，主席。

15 主席：（經傳譯員）你有冇機會睇過呢份文件，睇下佢哋提議點樣做，你有冇提過
16 㗎？

17 張子琦先生：主席，我未睇過呢份文件，今日先係第一次。

18 主席：（經傳譯員）陳先生（張先生？），你頭先咁答喇，咁我就諗喇，喺我再問你
19 問題之前，應該咁樣公道啲，應該畀你睇咗呢份文份文件先，咁然後你可以考
20 慮下再回答番我問嘅問題。我而家建議--因為我哋仲有其他嘅工會嘅代表都好
21 耐心等候嚟畀證供，我就建議而家先中途就請佢哋畀證供，到你表示你可以睇
22 完喇，回答到問題喇，再請番你過番嚟，好唔好？你會唔會同？

23 張子琦先生：冇問題嘅。

24 主席：（經傳譯員）好，咁而家請你離席，我哋而家就休息一陣，我哋換人，先處理
25 職工盟嗰個代表，而家休息一陣。

26

27 下午 3 時 25 分聆訊押後

28

29 下午 3 時 35 分恢復聆訊

30 出席人士如前。

1

2 主席：（經傳譯員）鍾先生同埋其他各位，我哋多謝巴士業職工會聯盟就係接受我哋
3 嘅邀請，今日就係嚟到我哋委員會嗰度作供嘅，我就會請黃大律師就會去提問
4 嘅。我哋解釋一下，如果--鍾先生，或者想你哋其中一個嘅成員去作答嘅時
5 候，就可以咁樣指出，你哋可以隨便去提交你意見。

6 黃女士：（經傳譯員）多謝你鍾先生同埋咁多位今日出席嘅。我哋就已經係有你哋嘅
7 陳述書，委員會就主要嗰個職責就係寫落去職能範圍嗰度就係提意見關於專營
8 巴士嘅安全方面嘅，所以我嗰個問題就係同安全有關嘅，而唔係同其他嘅譬如
9 話嗰個受聘、招職等等有關嘅問題嘅。我第一個問題就係睇一睇嗰個背景，關
10 於你個聯盟嘅背景。鍾先生，我知道巴士業職工會聯盟就係有三個嘅成員嘅，
11 啱唔啱㗎？

12 林錦標先生：啱。

13 黃女士：（經傳譯員）首先就係九巴、新世界第一巴士公司同埋成巴有限公司嘅，啱
14 唔啱呀？

15 林錦標先生：係，啱。

16 黃女士：（經傳譯員）你哋個聯盟而家有一千六百六十個會員嘅，啱唔啱呀？

17 林錦標先生：啱。

18 黃女士：（經傳譯員）呢啲嘅所有嘅會員係咪全部都係巴士司機㗎？

19 林錦標先生：唔係，有前線車長、站長、車房嘅員工，都係响前線工作嘅伙記㗎嘅。

20 主席：（經傳譯員）係，有幾多個係車長呢？

21 林錦標先生：超過九成。

22 主席：（經傳譯員）唔該晒。

23 黃女士：（經傳譯員）鍾先生，你哋嘅聯盟就係有提交過兩份陳述書嘅，第一份就係
24 2018年4月24號，就喺TU文件夾就147至到226頁嘅，中文版本，英文版
25 226-1就係至226-80嘅。你有第二份陳述書嘅，就係就番委員會嘅一封信
26 件，呢個補充嘅文件就係TU-1B 260-28就去到260-67嘅，喺呢個畫面上面
27 你睇到㗎喇，英文版本就係TU-1B文件夾260-68去到103嘅。

28 鍾先生，我就想睇一睇你個陳情書裏面提出嗰啲課題，我哋逐個逐個睇，
29 第一個嘅就係關於違泊方面嘅，違例泊車，喺234至236頁嗰度就係有關呢一
30 方面嘅，呢個係附件二，上高係有一啲電郵，就係關於違泊嗰方面嘅，就係一
31 啲來來回回嘅電郵，你提供畀委員會嘅，你就特別提到就南昌街嘅情況同埋其
32 他一啲街道嘅情況，喺你哋最近嘅陳述書...

1 林錦標先生：律師，唔好意思，我想問一問，你係叫鍾生答定係林生答呢？因為鍾生
2 係...

3 黃女士：（經傳譯員）鍾先生，或者你話畀我聽邊一位你哋嘅代表係最適合去答呢一
4 方面嘅問題，特別係違泊嗰方面，邊位最合適呢？

5 林錦標先生：律師，因為我係代主席嚟嘅，就因為你講鍾生就係我嘅副手嚟嘅，而家
6 我就代表聯盟就搵劉先生解答你呢個問題。劉生。

7 劉啟謙先生：係。

8 黃女士：（經傳譯員）唔該晒。劉生，就附件二你提交畀委員會，呢度就係裏面係同
9 運輸署之間嘅一啲電郵來往，係特別係投訴關於違例泊車嘅，喺第 235 頁，你
10 就附上咗一啲相片嘅，就展示到嗰個違泊嘅問題嘅情況嘅。我哋睇到最後嗰度
11 下低嗰度就係話運輸署就係收到呢啲電郵，你就話「我哋嘅分區嘅辦事處嘅同
12 事就會係跟進嘅」，我個問題就係話運輸署有冇跟進到呢？同埋有冇喺南昌街
13 呢個違泊嘅情況改善到呢？

14 劉啟謙先生：我哋一直由 2017 年嘅 5 月開始同運輸署就南昌街嗰個違例泊車就進行
15 投訴，直到去到 2018 年大約係上兩個月嘅，我哋先收到運輸署最終嘅回覆，就
16 話嗰度已經改善咗同埋加多咗一個巴士站嘅 marking 喺上面，就防止啲車輛喺
17 上面違泊，但係其實成個過程我哋係用咗好長嘅時間同警方溝通，亦都因為呢
18 個違泊嘅問題，喺上址係發生咗一個車長畀人襲擊嘅事件，我哋喺呢個事件之
19 後，我哋即時去信畀運房局嘅常務秘書長黎先生，相關去信嘅喺我哋
20 supplementary paper 嘅附件係有附件呢封信件嘅。同時其實我哋一直以
21 嚟都係有追運輸署喺上址進行改善嘅工作，但係其實運輸署都係好緩慢同埋都
22 係用一個唔想處理嘅態度去進行呢個 case 嘅處理。

23 黃女士：（經傳譯員）係，唔該。所以我哋睇一睇第一個陳述書關於違泊嘅，喺中文
24 就係 176 頁嘅，喺英文係 226-30，括弧--括號嘅。喺呢一頁，我哋見到你嘅
25 建議，又或者咁講，你係簡述番就住違泊嘅問題你哋做咗啲乜嘢嘅，我哋見到
26 喺英文版本就係咁講嘅，就話你哋寫過畀運輸署嘅，「喺 2017 年 5 月嘅時候去
27 信運輸署要求安排警員加強執法工作之外，可以嘗試透過其他可行措施去防止
28 巴士站被違例泊車阻礙。當中建議喺上址設立二十四小時禁區、延長巴士站路
29 面標誌，以及加設鐵欄杆去減少車輛喺上址違泊同埋防止巴士站受到其他車輛
30 阻礙。經過多次嘅溝通之後，運輸署以附近有上、落貨嘅需要為由，最終只係
31 安排加設欄杆，但係由於運輸署對於上址嘅問題未有正視，最終喺 2017 年 8 月
32 喺上址巴士站發生車長被襲嘅事件，被襲嘅原因係車長正係駛過一架違例泊車
33 嘅私家車，而畀人誤會『飛站』而被襲嘅。呢件事正係因為巴士站畀違例泊
34 車阻礙而引起嘅。」你就話「如果運輸署重視本聯盟嘅建議，及早安排相關嘅
35 道路標誌設置工作，相信呢次事件係可以避免。」

36 你最近嘅第二份嘅書面嘅陳詞，即係第 260-89 至 90 頁，呢一個就係英文
37 版嚟嘅，中文版就係 260-53 頁，你進一步回應係咁講嘅，就係(d)段，就話

1 「運輸署主要回覆係轉交所屬地區嘅運輸主任作出跟進，同時轉交警方採取相
2 應行動。同時，就個別地區，如本聯盟所指嘅南昌街等不但作出口頭質詢，同
3 時亦有透過同運輸署保持溝通以跟進嘅。」「就住違泊問題，本聯盟同警方會
4 議亦都有表達關注同埋要求喺各個黑點加強執法。」跟住就話「雖然警方喺唔
5 同嘅會議亦都有口頭承諾表示會加強執法，亦都有指違泊嘅檢控數字有所增
6 加，但係有啲違泊嘅黑點，譬如係旺角嘅新填地街、英皇道、怡和街同埋荃灣
7 橫龍街就未見有太大改善。」

8 你跟住有一個附件，就係一張黑點嘅清單，係交咗畀警方嘅，就顯示你哋
9 曾經叫過警方去跟進各個黑點，我相信呢個就係叫做附件十四個度嘅，喺你封
10 信，係 2017 年嘅 3 月 26 同埋 27 日，呢個就係喺 260-462 又或者係 260-
11 468-1 頁。如果睇番呢封信，呢封信係寫畀運輸署長嘅，喺 260-468-2 頁，
12 你呢度喺 260-468-5，就關於港島區、新界同埋九龍嘅黑點嘅名單，我個問題
13 係自此，呢兩封信之後有冇跟進過呢？

14 劉啟謙先生：我哋兩--呢兩封信之後，我哋喺恆常同運輸署同埋警方嘅跨部門會議裏
15 面，每一次都有就違例泊車嘅問題反映嘅，而其實相關我哋同運輸署反映嘅內
16 容其實係可以從我哋提交嘅會議紀錄裏面係見得到嘅，而跟進違例泊車嘅問
17 題，我哋唔係話單一次去做，而係一個叫做可持續性嘅工作嚟嘅，即係我哋唔
18 會可能係話就一個地點講完就唔會有任何跟進行動，而我哋同運輸署一直係跟
19 進住每一個黑點嘅問題，或者呢啲黑點可能係自交呢個黑名單之後可能後面有
20 增加或者有啲地方係改善嘅，但係喺我哋過去由呢個 17 年嘅 3 月直到今日我哋
21 唔見得太多嘅地點係有改善，而呢啲嘅跟進其實都係一直以嚟係有做嘅。

22 主席：（經傳譯員）你覺得要處理違泊問題，因為引起專營巴士嘅問題，你覺得應該
23 點樣處理？

24 劉啟謙先生：第一，最重要係警方執法，我哋好多時遇到嘅問題係見到違例泊車係阻
25 礙，我哋嘗試--車長會報警去處理，但係警方其實多次都係有用警區人手不足
26 呢個理由就話佢哋處理唔到。其實喺過往我哋嘅抗議行動裏面，我哋有建議過
27 增加交通督導員嗰個嘅數量嘅，因為其實我哋了解到有啲繁忙嘅區域，好似油
28 尖旺區，交通督導員嗰個比例係異常地少嘅，其實警方有能力去請到交通督導
29 員去進行呢啲交通嘅執法行動，其實我哋最認為係違例泊車係佢真係違例，而
30 最有效嘅方法其實就係檢控呢個違例泊車，同埋運輸署係應承咗我哋會喺某
31 啲地區係劃番嗰個巴士站嗰個標誌，因為巴士站標誌喺法律上係有嗰個效力喺
32 度嘅，私家車係唔可以阻礙我哋埋站。

33 其次，我哋亦都有就唔同嘅地點係要求佢畫雙黃線，除咗南昌街之外，我
34 哋沙田火炭區亦都留意嗰個情況好嚴重，都有去信去要求佢去畫雙黃線嘅，我
35 哋其實覺得現行嘅法例係有足夠嘅空間去保障我哋巴士車長係唔受違泊嘅阻
36 礙，但係何奈我哋覺得執法係有疏忽同埋粗疏嘅地方。多謝。

37 主席：（經傳譯員）雙黃線喺中環都周圍有，但係都阻礙唔到違例泊車嗎？

1 劉啟謙先生：係，冇錯，因為警方執法上面同我哋講話人手唔夠，佢哋好困難去執
2 法，其實我哋嘅角色係非常之被動嘅，其實好倚賴政府去派人去執法，但係其
3 實咁耐以嚟，由 17 年去到而家，其實我哋見到嗰個執法，雖然警方話嗰個數字
4 係有上升，但係我哋見唔到有好大概改善。

5 主席：（經傳譯員）用視像鏡頭去執法呢？即係閉路電視。

6 劉啟謙先生：我哋同意，我哋相信差人嘅人手始終係有限，冇可能派大量嘅警察淨係
7 專注做違泊呢一項工作，呢一樣嘢亦都係唔合理嘅。我哋相信其實科技係有助
8 去執法，我哋其實留意到警方其實近年都開始嘗試去用一啲科技，例如 CCTV 呢
9 啲方式去執法，其實我哋係支持嘅，因為警方未必有足夠人手，但係 CCTV 執法
10 的確係有嗰個阻嚇性嘅度，即係 between 呢個懲罰，其實阻嚇性係比懲罰係更
11 重要，你有罰佢，但係如果你阻嚇咗佢，其實比起懲罰係更加好嘅。

12 其實違例泊車嘅人士其實都知警方都未必會長時間喺某一個地點嗰度巡邏
13 同埋進行檢控，換句話說，其實佢哋違例泊車個成本其實唔高嘅，但係當然引
14 入咗閉路電視或者相類似嘅科技去執法嘅時候，佢哋變相就會知道有一個警剔
15 性同埋阻嚇性嘅度，對比起懲罰係更加有效嘅。

16 主席：（經傳譯員）喺車前，即係巴士前安裝視像鏡頭去拍攝違泊嘅問題，你點睇
17 呀？

18 劉啟謙先生：正如我哋補充文件嗰度亦都有提過，現時巴士嘅裏面嘅鏡頭其實有分幾
19 種嘅，以最新型嘅巴士為例係有八個嘅鏡頭，分別係拍到車廂入面嘅位置同埋
20 車外面嘅位置，而巴士公司亦都指出呢個鏡頭嘅片段係用作事故調查之用嘅。
21 當然我哋明白改用呢個嘅片段去執法呢係--警方如果要取嗰個片段去執法，其
22 實係可以嘅。亦都要留意番嗰個法例上面嘅要求同相關係咪可以咁樣做，因為
23 有機會係牽涉亦都涉及呢個《私隱條例》，因為部分嘅鏡頭係拍到車廂裏面嘅
24 情況。當然如果用於執法，係法例係有保障，但係呢個問題，我覺得要小心處
25 理。但係前設係我哋係同意係用呢個方法去進行呢個執法嘅。

26 主席：（經傳譯員）我唔係問緊你嗰個巴士入面嘅閉路電視，我係講緊影出去，向前
27 方嘅鏡頭，係可以影到巴士嘅車長佢哋揸埋去巴士站嘅時候，如果有違泊車輛
28 嘅時候，係可以影到，你點睇？

29 劉啟謙先生：同意。

30 主席：（經傳譯員）如果巴士司機協助執法，你又點睇呢？譬如話--譬如用電子方
31 式，佢哋可以捕捉到某一個犯法嘅情況，違泊嘅情況，佢捕捉個畫面，返到個
32 車廠嘅時候，有人可以睇番呢個閉路電視，因為嗰度係記錄咗個時間，就可以
33 執法，咁樣你點睇呀？

34 鍾松輝先生：唔好意思，我姓鍾，我想補充喺呢個問題。

35 黃女士：Thank you.

1 鍾松輝先生：因為如果你話巴士嗰個鏡頭去執法，因為架車返到廠，公司唔知嘍嘛，
2 一定要我哋寫報告，寫報告畀公司，時段、日期，佢先去搵人去擺嗰個晶片，
3 但係問題起碼隔兩、三日嘍喇，因為一來一回嗰啲文件，可能嗰個效果就未必
4 咁好嘅，即係未必做得到喺呢一方面。同埋你巴士，因為你係--就算你埋站都
5 好，因為你係行緊嘍嘛，咁你影--就算你影到架車，嗰架車究竟係行緊定係停
6 喺度喺嗰個鏡頭嗰度係反映唔到出嚟嘅，所以我覺得係有困難，喺呢一方面。

7 主席：（經傳譯員）你覺得我哋作為亞洲嘅先進嘅城市，其實可唔可以安裝喺架巴士
8 度有個鏡頭，就咁揸粒掣就可以記錄番嗰個時間，然後就等嗰個人決定--睇番
9 嗰個人去決定到底嗰架車係咪靜止嘅呢？即係同唔同意咁樣有粒掣去記錄個時
10 間？

11 鍾松輝先生：我同意嘅，但係如果嗰個技術可行嘅，我哋係同意嘅。我亦都想補充點
12 解我哋個聯盟咁重視嗰個巴士站違例泊車呢？最主要即係話而家近呢十年、八
13 年，即係有啲低地台嘅巴士，因為低地台巴士就係要服務嗰啲輪椅嘅乘客，如
14 果你個巴士站違例泊車，變咗就會導致我哋埋唔到站去服務嗰啲坐輪椅嘅乘
15 客，亦都導致到嗰個安全問題，所以我哋比較重視--點解我哋重視巴士站違
16 泊，主要嘅原因就係隨時都有輪椅客嘅，變咗我哋埋唔到站，就會構成危險。

17 主席：（經傳譯員）個問題係咁嘅，巴士嘅車長可唔可以被指派去幫手執法，去減輕
18 呢個問題呢？即係話揸一粒掣，就可以捕捉到嗰個違泊嗰個情況係幾點鐘發生
19 嘅，利用巴士車長協助執法。

20 劉啟謙先生：如果有呢個技術係引入到，我哋當然係非常之樂意，因為其實我哋巴士
21 車長本身都係受違例泊車影響嘅一群，如果係有呢一個科技係可以協助到執法
22 嘅，我哋當然係支持。其實本身巴士車長喺 230A 呢個《公共服務巴士條例》底
23 下，其實可以賦予嘅權力係有足夠嘅權力嘅。如果要用呢個方法去執法，其實
24 裏面又牽涉到可能法例同埋巴士公司以至運輸署嗰個睇法嘅，我覺得呢樣嘢係
25 可以值得去畀番巴士公司同埋運輸署去考慮同研究嘅，作為車長，當然我哋--
26 如果係有呢個科技去協助警察執法，我哋當然係支持，有粒掣揸到佢捕捉到佢
27 嗰個動態，但係我哋相信話牽涉第一就科技嘅問題，第二就係可能其他政府部
28 門以至巴士公司佢哋同唔同意同埋涉及嘅技術層面，我覺得係可以值得去研究
29 嘅。

30 主席：（經傳譯員）黃大律師。

31 黃女士：（經傳譯員）呢個係一個課題係就係一個聯盟係提出嘅，就用--參考新加坡
32 嘅情況，2018年4月30號就係 Miscellaneous 第2個文件夾 644 中文，
33 係英文就係 644-2 版嘅，如果睇番建議一，新加坡嘅情況，係安裝鏡頭就係喺
34 司機位嘅側邊，呢個 2008 年已經開始咗嘍喇。司機要做嘅嘢就係揸個掣，就將
35 個影片交界警方，而警方就會係畀個罰款畀嗰個違例者嘅，又要罰款或者特別
36 嘅罰款等等，呢個係其中一個聯盟提議嘅建議，就係參考新加坡嘅做法。你會
37 唔會支持呢個建議呢，就係咁樣去執法呢？

1 林錦標先生：支持嘅。

2 黃女士：（經傳譯員）另外一個我想討論嘅問題就係特別更次，特別更次嘅問題，首
3 先我哋睇番你嘅陳述書第 167 頁，呢個係中文版，喺英文版 226-21，你特別
4 提到特別更，就新嘅指引就係話有特別更，佢哋需要有三個小時嘅連續嘅休息
5 時間，你就話--第 167 頁中文版，呢個英文版 226-20，呢度就講，就唔係所
6 有嘅巴士嘅車長都係佢哋喺屋企附近嘅，佢即使有三個鐘嘅休息時間，就好難
7 去搵到一個適合嘅休息嘅地點，令到佢工作疲勞嗰樣嘢，亦都會肯定會影響個
8 駕駛安全嘅，對安全嘅影響不言而喻。

9 喺 226-21 嗰度，英文版，係下底嗰一段，係中文版仍然都係 167 頁嘅，
10 喺下面，你就話「九巴設有特別更嘅，而特別更嘅休息時間係無薪嘅，巴士公
11 司以所謂嘅津貼代替薪金，此舉對特別更嘅車長係十分之不公平嘅，而運輸署
12 對呢一方面就冇任何嘅立場或者意見，首席運輸主任更喺會面上稱運輸署冇能
13 力監察巴士公司設立特別更。」

14 你嘅陳述書，我相信就係話唔同意就係一個好長嘅--有長嘅工作時間，你
15 嘅陳述書裏面，你一直都喺度講緊就係將呢一個工作時間係由十四個小時減到
16 十二個小時，呢個係咪你哋立場呀？

17 林錦標先生：呢個係我哋嘅立場嚟嘅。

18 黃女士：（經傳譯員）點解你會建議有一個咁樣嘅立場或者點解會有咁嘅立場呢？

19 林錦標先生：我搵劉生答你呢個問題。

20 黃女士：Thank you.

21 劉啟謙先生：其實第一，我哋參考咗類近普通法地區嘅工時嘅情況，我哋發現英國、
22 歐盟、南韓同埋呢個新加坡嗰個工時都唔會話有特別更去到十四小時，其實相
23 關嘅資料我哋已經交咗畀委員會參考，係喺我哋 supplementary paper 嘅附
24 件九嗰度，同埋呢個附件十都有相關嘅資料交咗上嚟。當然十四個鐘其實嗰個
25 工時講緊係好長，車長喺兩個更次之間講緊係得十個小時嘅休息，顯然大家可
26 以試想像一下，車長落咗班，仲要來回返屋企，沖涼作息，其實實際作息嘅時
27 間究竟有冇六至七個鐘，我哋根本睇到係唔夠。

28 駕駛一架巴士其實需要好大嘅專注能力，其次就係巴士司機兼顧嘅嘢係乘
29 客、路面情況、種種都要兼顧住，其實比起駕駛一架普通嘅車係傷神嘅，顯然
30 十四個鐘裏面，一個更次其實個休息時間係唔夠，嗰十個鐘，你睇咗其他普通
31 法地區同埋香港相類近嘅城市，都係有十四個鐘呢一個情況出現，對比起歐
32 盟，甚至乎新加坡，嗰個工時其實係長嘅。餘下我哋睇下鍾生有冇補充。

33 鍾松輝先生：好呀，我補充少少，我哋點解會反對十四小時嘅特別更呢？第一，運輸
34 署咁耐以嚟，嗰個巴士車長指引從來冇特別更嘅，係今次佢為咗遷就巴士公
35 司，所以佢就同我哋講正常嘅班次就縮減到十二小時，但係佢又加咗一個所謂

1 特別更就十四小時，十四小時，佢仲好強調個指引講到明中段有唔少於三小時
2 休息，但係呢唔少於三小時休息，但係佢就--即係運輸署佢就唔會負責呢三個
3 小時究竟有冇薪酬，如果照運輸署呢個指引，唔少於三小時休息，其實一個極
4 端嘅例子，佢可以畀六小時你休息，係咪呀？咪畀八個鐘頭人工你囉，畀六小
5 時你休息，冇人工囉，但係你嘅時間就用咗十四小時，呢個係極端例子嚟嘅。
6 即係意思話巴士公司就住呢個運輸署呢一個所謂車長指引，佢可以做到呢一
7 點。

8 其實，第一，就係剝削緊我哋啲前線員工；第二，就更加令到嗰個車長疲
9 勞，正如我哋個建議書有講，我哋冇時間--即係冇地方畀我哋休息。即係好似
10 過街老鼠咁，你叫啲車長何來會可以喺嗰個所謂休息時間可以補充到體力呢？
11 所以呢個第一點。

12 第二點，大家可以計一計個時間，十四小時，其實個車長得番十小時，十
13 小時，如果佢住嘅地點稍為遠啲嘅，佢來回嗰個返工、放工時間，我哋保守估
14 計，你去--譬如你返新界盛，個零鐘頭閒閒地，我當佢用咗兩個半鐘頭嗰個返
15 工、放工用嘅時間，好喇，朝頭起身佢洗面刷牙起碼要半個鐘頭，返到屋企
16 食飯、沖涼，其實佢得五個幾鐘頭嘅咋，五個幾鐘頭，佢係咪一瞓落床即刻瞓
17 得著呢？其實大家可以計得到究竟個車長夠唔夠時間充分去休息。所以我哋係
18 非常之反對呢個特別更嘅班次。

19 主席：（經傳譯員）黃大律師，我哋有冇--城巴有冇畀我哋嘅陳述書？就話佢哋話就
20 係以時鐘去計呢一個嘅巴士車長嘅工資，就唔係話用嗰啲獎金、津貼等等，呢
21 個係城巴。

22 黃女士：Yes.

23 主席：（經傳譯員）九巴喺呢方面嘅立場又係點樣樣呢？

24 黃女士：（經傳譯員）九巴嘅立場，就我所知，就因為有罷工同埋有好多入反對，佢
25 哋就會--就諗下關於呢個特別更次嘅情況。

26 主席：（經傳譯員）但係而家個問題就係其實佢哋會唔會用--就係用時鐘去計，即係
27 用每小時去計還是就係減低佢哋嗰個津貼呢？

28 黃女士：（經傳譯員）我諗我要睇一睇，我要再搵啲資料先得。

29 主席：Thank you.

30 黃女士：（經傳譯員）鍾先生，我哋就有另外一個協會，就巴士業職工會聯盟...

31 主席：（經傳譯員）對唔住，呢個就係佢哋喇。

32 黃女士：（經傳譯員）我哋另外一個工會話畀我哋聽--汽車交通運輸業總工會話畀我
33 哋聽，佢哋嘅陳述書同埋口頭證供我哋就聽取咗，佢哋都係有五個分會嘅，同
34 埋有車長嘅成員嘅，佢哋支持特別更次；第二點，其實就唔係好多人係做呢個

1 特別更嘅啫；而第三，如果減低咗特別更次嘅說話，就係需要聘用更多嘅車
2 長，就會令到佢哋嘅車長嘅工資係減低咗 5,000 釐嘅。所以佢哋就提出咗三個
3 理由支持呢個十四小時嘅特別更嘅。你對佢哋嘅講法有咩嘢嘅--點樣睇呢？

4 鍾松輝先生：我嘅睇法就係咁嘅，而家我哋係講緊--探討緊巴士嘅安全問題，呢個係
5 最重要嘅，正話我所提出如果特別更十四小時，即係普通常識，你識計數，都
6 知道嗰個車長根本就係唔夠時間休息嘅，好容易導致呢個疲勞駕駛，呢個第一
7 點。所以如果根據呢個安全--以安全著想，就唔應該有十四小時嘅特別更，呢
8 個係第一點。

9 第二點，你話至於話因為少咗呢個特別更，假如取消個特別更，個收入又
10 會少咗，呢個就係一個循環嚟嘅，點解會少咗收入，點解要多幾個鐘頭去爭
11 取多啲收入呢？主要就係因為我哋薪酬低，薪酬低，我哋先要多幾個鐘，有
12 啲同事要多幾個鐘，如果你薪酬能夠以運輸業即係政府統計嗰個，即係新入
13 職嗰啲，有個中位數畀佢，就我相信啲同事唔想做咁多嘅，如果佢薪酬係夠的
14 話。

15 而家中嗰個--據我了解，如果我有記錯，而家個中位數已經係一萬八千幾
16 嘅，但係而家巴士公司新入職嗰啲同事都係一萬五千幾，其實我哋因為薪酬偏
17 低，所以啲同事因為負擔重，所以先會做多幾個鐘，如果以呢個邏輯，咪返十
18 六個鐘咪仲賺多啲囉，係咪？有可能嘅事嚟嘅，唔可以用時間--即係唔可以話
19 揸多啲時間就去賺取微薄嘅薪酬，係應該提高個薪酬，令到減少嗰個疲勞駕
20 駛，呢個第一點。

21 第二點，正話講咗特別更嗰個中間--中段嗰個休息時間，即係用呢個所謂
22 津貼，呢個唔係巴士公司嘅問題，呢個係運輸署嘅問題，運輸署既然提供得--
23 出得呢一個巴士車長呢個工作指引，佢就有責任去保障我哋嘅薪酬，就唔應該
24 將個責任就推落去勞資關係嗰度嘅。如果係咁，你運輸署就唔應該出呢個特別
25 更，即係我覺得運輸署係非常之不負責任。

26 黃女士：（經傳譯員）我想講番之前主席問嘅一個問題，就係九巴係咪會畀一個時
27 薪，即係斷時計嘅津貼，就譬如喺特別更過往都有畀過津貼嘅，而家請你睇番
28 有關呢個文件冊，就係九巴嘅 KMB-1 第 111 頁，如果你睇番舊嘅每日嘅計法，
29 就係(H)嗰項嘅，就係特別更嘅津貼，我哋可以見到喺 2018 年 3 月 1 號之前舊
30 嘅津貼就係\$21.90，新嘅就寫住話冇改變嘅。如果睇番表 2，每月嘅金額，喺
31 109 頁，我哋可以見到喺(E)嗰一項，就係特別更嘅津貼或者係分更嘅津貼，就
32 係\$1,951.50 嘅，無論喺 2004 年之前入職或者之後入職。喺 2018 年 3 月 1
33 號開始計，嗰個金額都係冇改變嘅，所以問下你，呢一個分更嘅津貼，斷時計
34 嘅，對九巴嚟講，係咪維持不變呀，喺 2018 年 3 月 1 號之後？

35 林錦標先生：我搵番九巴嗰個代表答你。

36 黃女士：Thank you.

1 郭偉光先生：好簡單咁答，\$21.90 嗰個係每個鐘頭嘅，但係如果正常嘅工資應該係
2 116 釐一個鐘嘅，佢嗰個相距嘅工資係好誇張嘅。

3 主席：（經傳譯員）即係時薪計嘅話，應該係五倍以上，如果係當人工計？

4 郭偉光先生：同意。

5 黃女士：（經傳譯員）所以喺你第 226-21 嘅意見書，呢個英文版，中文版就係 166
6 頁，呢個係 TU 文件冊 1A，你入面就話呢個特別更嘅津貼對於巴士車長嚟講係
7 十分之唔公道嘅，係咪就係咁嘅原因呀？

8 郭偉光先生：同意。

9 黃女士：（經傳譯員）跟住講番個相關嘅議題，你喺意見書就話巴士公司就要減低成
10 本，做法就係要減低員工嘅薪酬同埋福利，我而家請你睇番第 158 頁中文版，
11 你嘅意見書，同埋係 226-10 至 226-11 頁嘅部分，中文版 158。你提到就係
12 巴士公司削減薪酬、削減員工福利去壓縮成本，可唔可以解釋下點樣--即係咩
13 嘢意思呢？

14 林錦標先生：劉生代答。

15 劉啟謙先生：第一，嗰個薪酬問題正如頭先所講，特別更嗰個唔公平嘅情況，其實我
16 哋係留意到巴士公司利用一啲長嘅工時嘅 duty 去壓縮嗰個人手嘅需求嘅；第
17 二，就係員工福利，其實我哋見到巴士公司利用唔同嘅福利制度，分咗新制同
18 舊制嘅員工，新制同舊制嘅員工嗰個福利其實本身係有差別嘅。縱使有部分巴
19 士公司而家希望係改善嗰個福利，但係我哋見到其實新制同舊制嘅兩個制度員
20 工底下，嗰個福利係有唔同嘅，尤其是新制嘅員工--新入職嘅員工有嗰個員工
21 福利其實係比舊制員工少嘅，呢度可能請鍾生有冇補充？

22 鍾松輝先生：新制同舊制不論係薪酬，甚至連福利都係新制係比舊制少嘅，如果講話
23 新制員工，而家新入職嗰啲一萬五千幾，舊制就係萬八釐嘅，至於你話福利，
24 例如我哋舊制就有一個月嘅年終雙糧，新制佢就都有，但係佢嗰個所謂年終獎
25 金，佢要符合佢相關嘅條件，先有嘅。同埋不論睇醫生，我哋舊制嘅員工就每
26 年可以有睇二十次嘅公司醫生，新制得十次嘅啫，即係諸如此類。所以新制同
27 舊制係有個差距嘅，呢個就係睇到巴士公司喺度壓縮緊佢嘅成本，公司成日同
28 我哋講營運困難、賺得好微薄，我唔知佢點為之微薄，我哋覺得佢賺一、兩億
29 佢都話微薄，我唔知佢要賺幾多先為之豐厚咁樣。

30 黃女士：（經傳譯員）唔該。下一個問題講脫班，你第一封嘅意見書同埋補充嘅意見
31 書都提到「鬼巴士」或者係脫班嘅問題，我而家想請你睇番意見嘅英文頁就係
32 226-22，就係喺 TU 文件冊，即係中文版嘅 168 頁，第二段，就講到話「脫班
33 原因有好多嘅，譬如係欠缺車長開車、交通阻塞、車輛故障等。脫班嘅問題主
34 要涉及人手、車輛同埋道路三個原因，前兩者係巴士公司需要正視及處理嘅，
35 但係喺呢啲問題上，你就問運輸署有冇做個監管者嘅角色呢？『鬼巴士』實際
36 係基於運輸署嘅定義上有灰色地帶，安排車輛行走幾個站嘅短途班次以填補因

1 為唔同原因而有正常開出嘅班次，從而令脫班嘅比率下降。」可唔可以問下你
2 呢一個脫班嘅問題，首先係咪有好多脫班呀，喺九巴嘅情況？

3 劉啟謙先生：九巴現時脫班嘅 target 係低於 3%，其實有主要係脫班係因為人手唔
4 夠，大致上因為人手嘅問題，所以脫班一定係存在，當然唔係淨止九巴，新巴
5 同埋城巴都係會因為唔同嘅原因而存在脫班呢個問題，就唔係話單獨九巴係面
6 對呢個問題，其實每間巴士公司都係有面對緊呢一個問題嘅。

7 黃女士：（經傳譯員）你亦都有提到「鬼巴士」嘅呢度，可唔可以再解釋一下「鬼巴
8 士」呀？

9 劉啟謙先生：現時巴士公司就每一條巴士路線係同呢個運輸署簽訂一個服務詳情表
10 嘅，而服務詳情表係規定咗巴士行車嗰個里數、用車嘅數目同埋嗰個班次嘅，
11 所謂嘅「鬼巴士」，其實巴士理論上應該係由總站 A 直接開到總站 B 為之一個
12 班次，但係可能有部分我哋叫做短途班次，可能去某幾個站，中途開始載，都
13 叫做一個計算一個班次嘅，所以「鬼巴士」可能係臨近總站前某幾站開始載，
14 就當一個班次，咁樣出現去填補一啲係因為唔原因嘅失班嘅，畀傳媒發現之後-
15 -當然係畀《東方日報》發現之後，就冠以呢個「鬼巴士」呢個暱稱，其實實際
16 上「鬼巴士」係鑽進咗現時運輸署對班次所定義嘅灰色地帶。

17 我補充一樣嘢，其實運輸署對巴士公司用車、人手以至嗰個班次，其實從
18 每一條路線嘅服務詳情表裏面係有充分嘅掌握嘅，而呢個服務詳情表都係法例-
19 -所以巴士條例規定咗要提交嘅。呢啲文件其實喺運輸署手上係存在住嘅，所以
20 其實運輸署對於每一間巴士公司嘅服務係有充分嘅掌握嘅手嘅。

21 黃女士：（經傳譯員）我問呢個問題就係因為喺你嘅補充意見書入面就提到呢一個脫
22 班係點樣帶嚟安全問題，就呢個係第 260-81，呢個英文版，中文 260-43 至
23 44 頁，請畀我讀出，喺 260 橫畫--即係英文版 81 頁呢一段，即係 43 頁，就
24 係話「因為係巴士車長就喺工作時間或者駕駛時間休息不足嘅，因為巴士脫班
25 或者專營巴士公司編排行車時間太短，無法應對路面不同車輛狀況，不同於三
26 十分鐘嘅小休或者六十分鐘用膳，巴士公司唔會對十二分鐘嘅休息時間作出特
27 別標示，因此車長未必可以完完全全了解十二分鐘嘅休息時間」，要睇下車輛-
28 -「行車時間往往因為路面唔同嘅情況有所增加。而編更嘅時間責任係喺巴士公
29 司身上」，「而本聯盟未有就有關行車時間不足嘅巴士車長更分資料作出統
30 計，但係有關詳情可參考附件八嘅資料。」可唔可以請你解釋一下點解脫班問
31 題會令到車長喺工作或者駕駛時間休息不足呢？

32 主席：（經傳譯員）據我理解，就係話因為行車時間都係好短，令到巴士車長好快已
33 經去到總站，亦都有乜足夠時間去休息嘅，而脫班就係--個問題就係--即係意
34 思就係話因為個班次不足嘅問題，所以安全方面最終個問題就係話嗰個行車時
35 間本身太短，咁樣理解啱唔啱呀？

36 劉啟謙先生：冇錯。第一，我諗分幾個部分去答，黃律師，第一，睇番文件，其實十
37 二分鐘休息時間講緊巴士工作指引(a)項嗰度，規定咗巴士車長每四個小時嘅駕

1 駛其實係有十二分鐘嘅休息時間，但係呢個十二分鐘嘅時間往往係巴士公司安
2 排上面係唔會畀車長知嘅，而由於嗰個行車時間不足，正如我哋提交附件八嘅
3 更分資料裏面，其中一個更分其實係預計車長係得三分--到站同開車距離得三
4 分鐘嘅啫，根本就冇足夠嘅時間畀車長去休息。由於香港嘅路面繁忙，車長往
5 往可能遲咗到站，遲咗到站，又有乘客候車，佢哋自然就要繼續去行車，第
6 一，嗰個精神就會繃緊，尤其繁忙時間，就有咗時間休息。而行車時間上面，
7 呢個等鍾生作答。

8 鍾松輝先生：有關行車時間，我哋都問過巴士公司，新巴同城巴，亦都問過運輸署，
9 究竟巴士嗰個行車時間係如何制定嘅，原來佢哋就有一個科學嗰個數據去制定
10 呢個行車時間表嘅，純粹只不過係佢哋話搵架車就去試路，即係去行一次嗰啲
11 新路線，睇下用幾多時間，呢個就係非常之唔科學嘅一個制定呢個行車時間表
12 嘅情況。

13 我哋就建議畀咗運輸署聽，亦都建議咗畀新巴同城巴聽，我哋覺得制定行
14 車時間表，第一，你要有足夠時間畀啲車長休息；第二，你要有足夠時間畀啲
15 車長喺呢一個道路嗰度唔好超速。往往因為時間唔夠，人就好得意嘅，當你趕
16 嘅時間，你自自然然就會揸快啲嘅，呢個係好自然嘅。

17 我哋覺得應該有個科學嗰個制定呢個行車時間表，例如，我舉例，你每小
18 時究竟嗰架車每小時係行 40 公里咁平均，係咪呀？你先有個數據咁嘛，因為你
19 市區就 50 公里，法律規定，係咪？如果你個平均嗰個時速，每小時究竟係你係
20 制定 40 公里係咁咁，定係 30 公里咁呢，我覺得呢個第一，就係科學數據；第
21 二點就係話嗰個巴士站嘅數量，你巴士公司每一條路線嘅巴士站，你畀幾多秒
22 鐘啲車長去上、落客，呢個亦都需要時間嘅；第三，你畀幾多時間畀車長休
23 息，亦都可以計算到嘅；第四，就係香港嘅馬路就不同時段都唔同嘅，即係個
24 行車時間，因為有繁忙時間就塞啲，非繁忙時間就有咁塞，我相信巴士公司係
25 有能力喺呢個黑盒嗰度係攞到呢啲繁唔繁忙時間嗰個情況嘅，加埋呢個所謂塞
26 車時間落去，去制定一個行車時間表，我覺得就起碼有個科學數據。但係我唔
27 知道運輸署會唔會聽我哋意見。

28 林錦標先生：劉生有個補充。

29 劉啟謙先生：其實較早前嘅聽證會，程艾樂先生都有提到，巴士公司已經有黑盒 係
30 有實時數據去記錄其實巴士行車嘅相關嘅資料嘅，即係其實巴士公司喺技術上
31 已經係可以完全同埋充分掌握行車嘅時間，但係往往巴士公司安排嗰個行車時
32 間緊張，因為牽涉到用車同埋用人嗰個情況，當然巴士公司希望可以用少一架
33 車、用少一個人，而又可以做到運輸署嘅要求去服務乘客，其實往往變相就巴
34 士車長喺每程車次之間嘅休息時間就被剝削，甚至乎因為行車時間不足，去到
35 有大量乘客候車，而緊接下一個車程，呢啲情況其實都常見嘅。其實我哋覺得
36 有呢啲數據，巴士公司本身手上係有足夠嘅數據去幫助佢制定嗰個時間，亦都
37 可以防止車長--車次之間係過於繃緊嘅，但係牽涉就係因為資源、車、人手。

1 其次，其實我哋都有問過運輸署嘅，喺17年8月嘅會議上面，我哋都要求
2 咗運輸署就住巴士公司安排行車時間呢啲數據上面要作出監管，但係運輸署表
3 示其實佢哋只係會對嗰個服務詳情表作出審批嘅啫，而服務詳情表嘅內容頭先
4 我已經閒述咗，我呢度唔再多講。

5 但係基於呢啲資料，其實唔可以從嗰個服務詳情表上面係去睇得出嘅，往
6 往運輸署就做唔好把關嗰個工作，巴士公司就不停咁樣安排呢啲繃緊嘅班次，
7 車長就會非常之辛苦，而呢啲情況，我請許生可以補充，因為許生都經常面對
8 呢啲情況。

9 許漢傑先生：各位好。城巴，城巴有啲路線我講一個十幾年--操作咗十幾年嘅路線就
10 係N8X，N8X就係通宵車，通宵行走，係由凌晨12點去到第二朝嘅06，朝頭
11 早嘅6點，呢條路線係由柴灣嘅小西灣去到中環嘅港澳碼頭，佢畀嘅時間就係
12 一個鐘。

13 我先講講我個背景，我個背景係之前我都係做通宵嘅車長，我做咗十幾
14 年，而且我對住N8X呢條路線對咗十幾年，亦都係一樣嘢，就話呢條路線十幾
15 年都係維持一個鐘頭一個車程，如果來回計就兩個鐘，但係一個鐘頭嘅車程裏
16 面，我都有做過呢個N8X，但係一個鐘頭，如果實際嚟講，係做唔到，係超時
17 嘅，係點都會超時，點解超時呢？就係N8X來回嘅站係百一個站，大概，來回
18 計，百一個站。

19 如果一個車程五十幾、六十個站，一個鐘頭，市民--佢嘅行嘅道路就係
20 行，由柴灣行柴灣道、筲箕灣道、英皇道、軒尼軒道、金鐘道、德輔道中去到
21 港澳碼頭，呢條路線係由東區去到中區，全程係行晒所有繁忙--一啲有交通燈
22 嘅路段，一個鐘頭，我自己做過，係好趕嘅時間，係咪真係做到，得，架車要
23 行得快，仲要一樣嘢，係要--咁講，係要超速，先至做到一個鐘頭嘅行車車
24 程。

25 而家我有做咁耐，我絕對一個鐘頭我做唔到，而家喺N8X嘅同事因為佢做
26 得耐，知道啲交通燈嘅操作，可以喺嗰度偷一啲時間，而令到呢個車程可以縮
27 短，所以呢個例子係最好嘅例子。而且我作為工會代表，城巴職工會有限公司
28 嘅代表，我喺交流會同公司講N8X呢個行車時間係絕對唔夠，係講咗--我參與
29 工會十幾年，係講咗十幾年。變咗呢個係一個好極端嘅例子，就係咁，唔該。

30 主席：（經傳譯員）你係咪講緊就係一個小時係永遠都唔可以實現嘅呢？係落實唔到
31 嘅呢？

32 許漢傑先生：係。

33 黃女士：（經傳譯員）如果喺一個小時裏面唔能夠係完成，有咩嘢後果㗎？

34 許漢傑先生：嗰位同事只有繼續嗰個車程，事關點解呢？N8X一個班次係半個鐘頭一
35 班車，所以遲咗，佢遲咗返去總站，都係要開車嘅，遲幾多都要開，除非中間
36 發生交通意外，佢嘅時間係譬如有十五分鐘以上嘅阻延，就佢經由公司指派，

1 就可以喺半途做番去對站，如果唔係，如果係五、六分鐘，係冇嘅，繼續做，
2 繼續做嗰個--另一個車程，而有一個我哋叫做所謂中途載嘅做法。

3 黃女士：（經傳譯員）呢個嘅車程，如果你唔能夠係準時到達嘅時候，會唔會係有懲
4 罰㗎？

5 許漢傑先生：冇嘅

6 黃女士：（經傳譯員）只係話你休息時間係縮短咗咁解啫？

7 許漢傑先生：係，係，點講？N8X 如果過鐘係直情冇，冇休息時間。

8 主席：（經傳譯員）羅教授有個問題嘅。

9 羅先生：（經傳譯員）我就想知道，公司點可以落實咗走四個鐘頭有十二分鐘嘅休息
10 時間？個公司點樣可以落實呢？就肯定係譬如話頭四個鐘有十二分鐘嘅休息時
11 間？因為呢個喺嗰個指引裏面有規定㗎喎。

12 劉啟謙先生：應該咁樣講，指引裏面有幾項嘢，六個鐘有半個鐘休息，同埋一個鐘頭
13 用膳，呢兩樣嘢喺車長嗰個時間表同埋嗰個行程表裏面係明確咁樣寫住嘅，但
14 係呢四個鐘嘅十二分鐘其實係冇清楚咁表示，有機會係巴士公司安排咗，但係
15 可能因為車次嘅繃緊同埋交通擠塞嘅原因，嗰四個鐘頭有十二分鐘可能已經喺
16 塞車嗰度已經令到佢冇咗，但係其實巴士車長本身係睇唔到嘅，四個鐘頭十二
17 分鐘，可能淨係見到可能嗰程車次係特別長，可能多十零分鐘，但係佢哋係唔
18 知道四個鐘係有十二分鐘休息嘅，但係其實(a)項呢一樣喺巴士公司編排嗰個時
19 間表係知道佢係有呢一樣嘢，但係往往安排嗰個 trip 中間係好緊張，往往冇
20 咗，其實車長本身都唔知道係冇咗嗰十二分鐘休息。

21 但係其實我哋一直都有反映，係希望可以每程車次中間係有五分鐘嘅到站
22 嘅時候係有休息嘅，即係起碼去下廁所、停一停、啣一啣，個人都可以放一放
23 鬆，但係現時暫時我哋見唔到巴士公司係會用一個人性化嘅方向去處理呢個問
24 題。

25 羅先生：（經傳譯員）好，有一個跟進嘅問題，所以話喺文件上面，根本呢十二分鐘
26 都有寫到出嚟嘅，唔好講話實際有冇落實，係咪咁呀？

27 劉啟謙先生：落實就一定要落實嘅，因為運輸署同我哋講係有抽查嘅，而過往我哋知
28 道的而且確係有因為(a)項冇咗嗰個十二分鐘，而運輸署有對個別巴士公司係有
29 作出提醒嘅，但係實際上其實喺我哋交上嚟嘅附件八嘅資料裏面，其實根本睇
30 唔到有所講嗰十二分鐘嘅。當然其實巴士公司係清楚呢十二分鐘，因為呢十二
31 分鐘係運輸署個指引嚟嘅，但係你話白紙黑字喺巴士車長嗰度見到呢，係冇
32 嘅，就正如而家個 mon. 打出嚟，我哋見到。

33 黃女士：（經傳譯員）講番一個類似嘅題目，就係休息嘅設施，我哋可以見到喺你嘅
34 意見書，即係 226-25，呢個係英文版，你就提到就話休息室或者係休息設施不

1 足嘅，中文頁數就係 171 頁，你就提出一個特別嘅問題，我而家睇緊係 226-
2 25，英文版，你話「多年來喺休息室嘅問題上，運輸署缺乏承擔，將責任推向
3 地政總署同埋民政事務總署身上，加上，有啲政府部門對設立休息室更加持有
4 敵對嘅態度，例如房屋署，令到休息室嘅問題難以解決。」據你頭先講嘅例
5 子，關於呢個一小時嘅行車時間，我喺繼續問問之前，先問你呢樣嘢，一小時
6 嘅行車時間有冇足夠嘅設施呢？即係當你去到目的地嘅時候，就算唔計嗰個行
7 車時間，由 A 至 B，好似你頭先提到嗰條巴士線。

8 許漢傑先生：係有嘅，柴灣嘅小西灣同埋中環嘅港澳碼頭係有休息設施嘅，但係總
9 體，城巴，城巴嘅休息設施係唔足夠嘅，可能係有啲例子就係個休息室唔夠
10 大，仲有，有啲情況係得個化廁，冇正統嘅洗手間。亦都之前有啲例子就係直
11 情係冇洗手間，係經過我哋工會去爭取，先至由政府部門去--由運輸署帶頭，
12 先至有一個化廁，就係咁。由劉生補充。

13 劉啟謙先生：黃律師，其實我哋交番嚟補充文件裏面都有一個表係講咗休息室邊啲係
14 齊備、邊啲係唔齊備，甚至乎有啲地方係冇休息室嘅，我哋畀咗個表委員會去
15 參考嘅，你可以望一望。

16 黃女士：（經傳譯員）我而家會同你睇嗰份文件，我諗應該係喺附件七，你嘅意見書
17 嘅附件七，第 260-342 至到 346，你提到一個跟進嘅進度報告，關於巴士總站
18 嘅情況，喺 TU 文件冊嘅英文版就係 260-346-1 嘅，呢度有個表，你交界我哋
19 唔單只係申請進度，即係九巴嘅申請進度，城巴同埋係新巴，仲有一封信，日
20 期係 2017 年 4 月 28 號，跟住就 6 月 28 號，你就有講到喺深水埗蘇屋嘅巴士
21 總站嗰個問題嘅，可唔可以問下呢封信，我就留意到有啲申請已經係幾年前嘅
22 喇，可以舉個例畀你聽，2016 年 5 月 30 號麗閣，呢個係 260-346-4 頁，
23 「運輸署就喺 2016 年 5 月 30 號收到九巴嘅申請，並且同九巴喺 2016 年 6 月
24 23 號到上址進行實地視察，由於有關嘅巴士站附近行人路比較狹窄，因此運輸
25 署工程師要求九巴修改休息室設計，九巴現時尚未向運輸署遞交修訂嘅設
26 計。」呢個係最新近嘅進度呢？即係話係咪喺 2016 年之後其實有進度？

27 劉啟謙先生：就我哋了解，其實九巴喺設置休息室嘅問題上面喺呢一、兩年係非常之
28 積極嘅，其實表列裏面大部分嘅地方都已經加設咗休息室，縱使休息室可能未
29 必係好大，但係起碼有一個空間可以畀車長係休息嘅。例如麗閣邨嘅進度，我
30 哋就暫時唔清楚，但係其實表列裏面其他嘅位置，例如青衣碼頭已經係加咗休
31 息室係使用中嘅。所以你話九巴個情況係比新巴同城巴係好嘅，起碼都儘可能
32 都係申請可能放到一個細嘅休息室落去，甚至空間可能未必完全足夠，但係起
33 碼有一個地方係畀車長去休息嘅。

34 黃女士：（經傳譯員）你可唔可以舉個例子，如果我哋係要去某一啲地點實地視察嘅
35 話，要睇下休息設施嚴重不足嘅，你會提議去邊度睇呢？

36 林錦標先生：我提議喺新巴嘅鯪魚涌站，即係祐民街，呢個成個就係有一個休息室畀
37 同事去休息嘅，呢度我哋係爭取咗有超過十年嘅喇，一路都係運輸署就話有地

1 區人士反對，亦都有啲地政各樣嘅話拖延，到到今時今日仲未有休息室。最新
2 嘅消息，即係由我哋公司提供畀我嘅，兜兜轉轉用咗十年時間，嗰個休息室嘅
3 位置由我哋提出响嗰個位置，卒之係返番嚟，要去番同一嘅位置申請，係足足
4 用咗十年時間，係返番去我哋建議嘅--工會提出嘅建議嗰箇地方去申請，用咗
5 十年嘅時間，到而家先話有少少眉目話會擺上去區議會，同各政府部門去諮
6 詢，但係佢而家都唔知道佢等到幾時先有嘅。劉生就有少少嘢補充，唔該。

7 劉啟謙先生：其實休息室嗰個問題主要就係第一，巴士公司申請，運輸署要審批，其
8 實個途中係牽涉咗大量嘅政府部門，要每一個政府部門批准，包括地政總署、
9 食物環境衛生署、地政總署、警方，連埋呢個民政事務總署進行諮詢，往往一
10 個休息室可能講緊係用上係幾年嘅時間進行呢個申請同埋呢個審批嘅，往往每
11 個政府部門中間又有唔同嘅意見，好似鯽魚涌咁樣兜兜轉轉，其實超過咗十年
12 嘅時間都係做唔到一個休息室出嚟。每一個政府部門都互相係有唔同嘅意見，
13 甚至乎可能有部門覺得唔係咁妥當，就 reject 咗個申請都有。呢啲情況其實
14 係鯽魚涌呢個例子就係最清楚可以話到畀各位聽個情況就係咁惡劣嘅。

15 黃女士：（經傳譯員）巴士公司有冇做過啲咩嘢措施呢，譬如話延長休息時間，等巴
16 士司機可以去洗手間或者去一啲休息嘅設施嗰度呢？即係有冇調整過嗰啲休
17 息、行車時間，巴士公司有冇咁做？

18 林錦標先生：就呢個問題，我哋有反映過，向巴士公司反映個行車時間令到啲車長唔
19 夠時間休息，但係公司就話會去研究，但係研究到今時，我都睇唔到佢--我哋
20 返到站頭有冇足夠時間去廁所，基本上係因為個路面嗰個情況令到我哋啲車長
21 返到站頭，根本就已經下一轉車就要開出嘅，我哋通常都會--司機就响情況
22 下，都會去咗廁所先，第一件事去咗洗手間先去開車，遲就要遲，遲都要開，
23 但係個生理一定需要嘅，所以其實我哋一路都反映嘅，但係公司方面就仲未見
24 到佢有實質嘅行動。許生有少少嘢補充。

25 許漢傑先生：我想補充一樣嘢，個站頭設施，城巴，城巴有兩個例子係比較突出，第
26 一，就係南區，個置富花園嗰個總站，由城巴開線到而家都有一個休息室，問
27 題係乜嘢呢？就係當地嘅業主立案法團係唔畀巴士公司設置休息室，呢個第
28 一；我哋同運輸署--叫運輸署去同業主立案法團傾過，但係業主立案法團都係
29 唔畀設置休息室。

30 第二個例子就係機場博覽館嗰個總站，機場都開咗咁多年，呢個博覽館總
31 站係臨時嘅，臨時，咩嘢都係臨時，連個洗手間都係臨時，臨時咗十幾年，我
32 唔明運輸署同埋其他政府部門點樣去協調呢啲站頭設施嘅嗰個建設。同埋一樣
33 嘢就係政府部門之間係完全係冇協調去--因為我哋巴士公司要開一條線，要設
34 置休息室、廁所，完全係冇協調。

35 我想講多一樣嘢，就係喺幾年前，我哋有同運輸署講，如果有箇地方要起
36 樓，而下面運輸署係會準備有一個巴士總站，我哋會同--我哋同運輸署講咗，
37 就係話如果有總站嘅，要預早通知我哋聯盟，話畀我哋聽呢個總站準備嘅路線

1 有幾多，我哋畀一啲意見畀佢嚟令到嗰個設施更加完善，但係呢個都係幾年前
2 講緊，但係運輸署嘅回答就係話因為呢個規劃唔係佢哋嘅部門所控制，係由其
3 他部門去--譬如政府規劃署或者係地政署咁樣，或者係康文署咁，由此可以睇
4 到運輸署同其他政府部門真係有一個協調嘅做法去做而令到呢啲設施能夠儘快
5 咁設立。唔該。

6 主席：（經傳譯員）郭先生，我有一條問題問你，因為你係代表呢一個九巴員工協會
7 嘅。有分更，好多年嚟都係有特別更分更嚟喇，係咪呀？

8 郭偉光先生：係嘅。

9 主席：（經傳譯員）黃大律師頭先問緊你一啲問題，譬如話巴士總站，係有一啲巴士
10 總站設施嚴重不足嘅話，你而家可唔可以今日講得出有咩嘢設施、喺邊度，等
11 委員會可以去睇下呢？視察一下喺呢啲行特別更嘅車長佢哋係需要休息超過三
12 個鐘嘅，但係啲設計就嚴重不足嘅，你可唔可以舉一啲地點畀我哋聽呀？

13 郭偉光先生：九巴方面係咁樣嘅，就因為特別更如果佢哋上面收車--收工嘅時候，
14 佢哋係會將架車揸番去巴士廠嘅，由個巴士廠再--離開個巴士廠出去用膳或者
15 係去其他地方休息嘅，大部分都係咁樣運作，而好少話喺站頭嗰度完咗上段而
16 進行一個中段休息嘅。

17 如果其他有一啲更次就係話有啲特別嘅嘅，就係喺個站頭度收上段，而自
18 己離開，而之後再返番去站頭嗰度接下段嘅亦都有，呢啲咁嘅更次係個員工嘅
19 休息嘅機會更加少，因為佢搭車去第二啲地方食飯，跟住再搭番車返番去個巴
20 士站嗰度開下段，中間嗰個一來一回所花費嘅時間更加多嘅，所以佢哋更加缺
21 乏休息嘅時間。

22 主席：（經傳譯員）我就問緊你關於嗰啲設施，如果站長就係話佢上更完咗，佢就有
23 三個小時嘅休息時間，佢就--佢係泊咗架車喺總站，就係咪個休息設施唔夠，
24 而佢需要去其他地方去休息呢？

25 郭偉光先生：冇錯，例如喺荃灣嘅荃威花園，你哋可以去睇下呢個地方嗰個設施。

26 主席：（經傳譯員）你係咪建議就係話呢個地方我哋可以睇下嗰度嘅設施，休息設施
27 好唔足夠嘅，特別係就話嗰啲分更，佢第一更完咗嘅時候，佢去嗰度休息，嗰
28 度休息設施係唔足夠，係咪你嘅建議可以去嗰度睇呢？

29 郭偉光先生：冇錯。

30 主席：（經傳譯員）除此之外，仲有冇其他建議？

31 郭偉光先生：暫時冇補充。

32 主席：（經傳譯員）如果我哋汽車交通運輸業總工會，其實佢哋今朝早已經嚟，佢哋
33 就請--我哋請佢哋就睇一啲嘅文件嘅，我哋就頭先就話佢哋用一啲時間睇一啲
34 文件，然後我哋就可以向你哋提問。而家就我哋就有一個小休嘅時間先，然後

1 就我哋再繼續。

2

3 下午 5 時 04 分押聆訊押後

4

5 下午 5 時 12 分恢復聆訊

6 出席人士如前。

7

8 主席：（經傳譯員）黃大律師，你可唔可以提一提我就係立法會嘅資料文件？

9 黃女士：（經傳譯員）TD-1 文件夾第 403 頁，中文版 416 頁。

10 主席：（經傳譯員）各位，你哋有冇時間係閱讀呢一個嘅立法會交通事務委員會嘅資
11 料文件呢？

12 張子琦先生：主席，我哋係剛才啱啱睇過呢份報告嘅，呢份文件嘅咁樣樣。都初步我
13 哋都畀一啲意見，認為嗰個 4(a)「電子穩定控制系統」係唔建議裝嘅，因為我
14 哋對呢套系統係有存疑，驚剎車嘅時候會突然間掙死堂軚，仲會令車輛會失
15 控；第 4 項(b)控制...

16 主席：（經傳譯員）你繼續之前，我哋想問一問你相關嘅工作小組有冇曾經諮詢過你
17 關於呢方面呀？

18 張子琦先生：主席，呢個立法會交通事務委員會係有諮詢過我哋嘅，我哋都曾經多次
19 要求派工會入去做一個--喺委員入面，運輸署亦有諮詢過我哋關於呢一樣嘢，
20 我哋只能夠用我哋個個工作嘅經驗嚟睇呢份報告。多謝主席。

21 主席：（經傳譯員）請你繼續講番喺呢份資料文件你想講番邊部分，同埋有咩嘢建
22 議。你頭先講到話你懷疑呢個電子穩定控制系統嘅成效，咁其他嘅事項呢，你
23 可以繼續講。

24 張子琦先生：多謝主席。4(b)，我哋喺文字上睇，係認為可行嘅，因為佢係鎖定咗
25 70 公里，不論落斜都係鎖死 70 公里，呢個對我哋係有幫助嘅，因為我哋好多
26 車長行屯門公路嘅時候，因為又起又落、又起又落，好多時都會超速--都不知
27 不覺會超速，而令到受到一啲紀律嘅處分，所以如果有咁嘅系統能夠限定咗
28 70，落斜嘅時候都唔使驚超速，係對我哋有幫助，所以我哋認為可行嘅。

29 喺第 6 項嘅(a)「巴士監察及控制系統」，呢個我哋係唔認同嘅，因為呢
30 個等同架巴士係畀一個控制器控制住，一到到嗰個路段係 50 嘅，70 轉 50，佢
31 突然間會改番去 50，個時間後面嘅車輛會唔會預計你前面突然間有車嘅，都唔
32 係預計你突然間咁急速剎去到 50，會唔會產生交通意外呢？呢個我哋係睇到係

- 1 有疑慮嘅，係有啲擔心會發生交通意外，所以係唔認同嘅，唔建議裝呢個嘅。
- 2 主席：（經傳譯員）先打斷你一下，其中一個原因點解嗰個巴士會減速，係因為嗰個
3 速度限制減速，即係亦都減咗，然後個巴士於是減速，點解後面個司機會覺得
4 唔明白呢？
- 5 張子琦先生：係，係咁樣嘅一個駕駛習慣，如果當我哋行緊 70 嘅時間去到一個 50
6 嘅區域，我哋會慢慢收油，等佢減速，但係如果你呢個系統係比較急速咁樣
7 減，就會令到後面啲車輛就會對一向嘅常態，「巴士唔係咁樣揸車㗎嗰」，就
8 會發生交通意外，佢會突然間會撞埋嚟，呢個係有擔心嘅我哋。
- 9 主席：（經傳譯員）你點樣分辨減速會唔會係突然間發生？你點樣可以知道系統係咁
10 呢，你喺邊度睇到呢？
- 11 張子琦先生：因為我哋如果減速，我哋會打 brake，會有 brake 燈會通知到後面，
12 但係你而家呢個就係有一個控制系統，有一個定位，一去到嗰度，佢就自然同
13 你急速咁減，而又我前面係冇車嘅，後面嗰架車就會預計你唔會突然間咁快去
14 減速減到去由 70 變速到 50，所以我哋係擔心呢樣嘢會引致到安全問題。
- 15 主席：（經傳譯員）好。
- 16 張子琦先生：6 嘅(b)，呢個同樣我哋都係唔建議裝嘅，因為呢個碰撞嘅警報裝置及
17 保持行車線嘅裝置，曾經有揸過呢一類型嘅車就覺得佢好煩擾，佢一遇到一啲
18 小小嘅障礙物，就會發出響聲，尤其我哋香港都係人多車多、馬路窄，好多時
19 如果你喺條彌敦道度，周時你附近都會出現一啲障礙物，但係呢啲實質上可能
20 唔會對架車會受影響，但係架車就仍然都會發出響聲，嗶嗶聲，咁會令到個車
21 長好大概嘅干擾受到，所以唔建議裝。
- 22 主席：（經傳譯員）佢建議嘅就係話試行，試驗下。
- 23 張子琦先生：我畀城巴揸過呢架車嘅車長講下。
- 24 劉善達先生：主席，唔好意思。城巴就响我唔記得三年定兩年前就試過呢個系統，有
25 個叫做類似叫做神眼系統嘅系統，就係我哋試驗嗰陣時，响高速公路係冇問
26 題，但係一到市區，即係有少少人或者車，佢就會不停咁響，就會造成一個滋
27 擾。
- 28 主席：（經傳譯員）我哋聽到係前員工，即係九巴前員工程艾樂嘅證供同埋鄺子憲先
29 生嘅證供，就係話大家要留意科技喺呢段時間可能唔係咁唔用，可能喺過兩年
30 有改進，就會唔用㗎喇，即係可能個科技本身都係有改進到嘅。
- 31 張子琦先生：主席，真係我哋而家見到揸過、駕駛過嗰啲嘅系統就係有毛病，覺得唔
32 係咁適合，所以日後如果真係有啲系統係改善咗嘅，我哋再作考慮建議裝呢啲
33 系統，因為的而且確我哋係一個從業員，我哋只能夠反映我哋嘅工作直接遇到
34 嘅問題出嚟畀主席。多謝主席。

1 主席：（經傳譯員）而家問你就係反映，你之前有人問你畀意見咩嘢？

2 張子琦先生：係呀，主席。

3 主席：（經傳譯員）請繼續講其他啲啲儀器裝置。

4 張子琦先生：呢個 6(c)「監察司機裝置」，呢個我哋認為係可行嘅，因為呢個係直
5 接監察個司機有冇瞓眼瞓，我可以大膽講句，瞓眼瞓係我哋職業司機嘅天敵，
6 佢有時真係自己瞓一瞓個兩、三秒就可能自己條命都有咗，如果有一個咁嘅裝
7 置提醒個司機「小心啲囉嗶，你有啲睡意嗶。」不論係對個司機、對乘客、對
8 路面嘅交通使用者，都係一個--提供一個安全一個措施嚟嘅，所以我哋認為可
9 行嘅呢個。不過都呢套系統，我哋都有同事揸過，希望都仍然有啲要改進嘅地
10 方，譬如佢戴一個墨鏡，係有水銀嘅，佢就呢套系統就失效，一路長響，以為
11 你瞓眼瞓喇喇。

12 主席：（經傳譯員）唔該。

13 張子琦先生：好，多謝主席。至於呢個係安全帶，喺乘客座位度設置安全帶，我哋係
14 唔建議安裝嘅。第一，因為我哋都有企位，唔係全部座位，唔係旅遊巴；第
15 二，如果係雙層巴士上層裝咗之後，一下如果有咩嘢事發生，相信都幾混亂，
16 譬如如果突然間發生火警，佢哋會逃生更加困難，人喺危急嘅時間佢要除條安
17 全帶，我相信係非常之困難嘅。所以我哋就認為唔係咁可行，除咗有啲適當嘅
18 位置，譬如係最前排嘅或者係最後座嘅中間位，一啲比較危險啲啲安裝之外，
19 其他我哋就唔係咁建議安裝安全帶。

20 去到「專營巴士車長訓練」，我哋覺得係需要加強嘅，要回復番 98 年我哋
21 培訓一個車長出嚟，要用差唔多一個月嘅時間，仲要多啲喺路面度實質嘅操
22 作，咁先至今到一個巴士車長佢出到嚟路面有啲信心，唔係而家成日要靠一啲
23 車長去帶一啲新嘅車長，其實呢個我哋認為唔係可行，亦唔推薦咁做嘅。最好
24 都係由番學校去培訓一個車長。多謝主席。

25 主席：（經傳譯員）呢個學院應該邊個運作呀？

26 張子琦先生：多謝主席，學院都係由番學校、巴士公司同學校，同埋運輸署應該要協
27 助嘅。多謝主席。

28 主席：（經傳譯員）黃大律師，由佢哋畀嘅證供，你仲有冇其他跟進問題？

29 黃女士：（經傳譯員）冇喇，主席。

30 主席：（經傳譯員）各位，多謝你哋今日留咗喺度一整日畀證供，我哋感謝你哋出
31 席，而家你哋可以離開，如果其他嘅--另外一個工會嘅其他代表而家可以過
32 嚟，我哋而家稍休幾分鐘，你哋幾位可以離開，唔該。

33

1 下午 5 時 28 分押聆訊押後

2

3 下午 5 時 33 分恢復聆訊

4 出席人士：鍾松輝先生，巴職聯會務顧問，新世界第一巴士公司職工會會長（巴士
5 業職工會聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公
6 司職工會及城巴有限公司職工會）代表）

7 劉啟謙先生，巴職聯會務幹事（巴士業職工會聯盟（包括各會員工會，
8 即九巴員工協會、新世界第一巴士公司職工會及城巴有限公司職工會）
9 代表）

10 林錦標先生，巴職聯副主席，新世界第一巴士公司職工會理事長（巴士
11 業職工會聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公
12 司職工會及城巴有限公司職工會）代表）

13 許漢傑先生，巴職聯司庫，城巴有限公司職工會理事長（巴士業職工會
14 聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公司職工會
15 及城巴有限公司職工會）代表）

16 郭偉光先生，巴職聯秘書，九巴員工協會副理事長（巴士業職工會聯盟
17 （包括各會員工會，即九巴員工協會、新世界第一巴士公司職工會及城
18 巴有限公司職工會）代表）

19 何銳昌先生，巴職聯會員，新世界第一巴士公司職工會司庫（巴士業職
20 工會聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公司職
21 工會及城巴有限公司職工會）代表）

22

23 主席：（經傳譯員）各位，多謝你哋咁有耐性，我哋就啱啱同另外嗰個職工會去傾
24 完，我哋而家可以繼續我哋未完成嘅一啲討論。但係我明白秘書處已經同你傾
25 過，就可能休會，就喺 8 月 1 號星期三下晝先至返嚟，所以我就會請黃律師就
26 去討論關於立法會嘅資料文件，我哋先至休會，然後我哋剩番就 8 月 1 號星期
27 三下晝先再討論，同唔同意呢？

28 林錦標先生：好嘅。

29 主席：Thank you.

30 林錦標先生：同意嘅。

31 黃女士：（經傳譯員）多謝你咁多位。呢個就係立法會交通事務委員會嘅一個討論文
32 件嚟嘅，呢個討論文件就係由運輸署所準備嘅，就係為咗加強專營巴士安全
33 嘅，最近係 7 月 25 號喺立法會討論嘅，就係英文嚟講，就係 403 頁就開始，

1 喺中文版就 416 頁嘅。裏面討論咗幾個課題嘅，第一個課題係關於增加加設安
2 全帶；第二個話題就係關於巴士車長嘅培訓，就係第 18 第 22 段嘅；第三個問
3 題就係關於一啲新嘅科技嘅裝置，就係專營巴士上面點樣可以採用一啲新科
4 技。呢個嘅文件有冇從來交過畀你哋嘅聯盟嘅呢？有冇畀你哋係徵詢你哋嘅意
5 見呢，呢個嘅文件？

6 林錦標先生：冇嘅。

7 黃女士：（經傳譯員）我哋知道呢一個文件就三個專營巴士公司都有討論，同埋運輸
8 署都有討論嘅，就係想睇一睇就巴士嘅裝置同埋呢一個嘅巴士培訓方面嘅，...

9 主席：（經傳譯員）你就繼續之前，呢一個嘅文件就係應該話係運輸署同埋三個巴士
10 製造商同埋巴士專營公司佢哋討論之後所得出嚟嘅成果嘅，佢哋 3 月中就有討
11 論，然後佢哋將佢哋嘅建議就係提交畀立法會，嗰個提交嘅時間就係呢一個 7
12 月尾嘅。

13 黃女士：（經傳譯員）你有冇機會係睇過呢個文件同埋係消化呢個文件，特別喺我哋
14 頭先小休時間嘅時候？

15 林錦標先生：我哋有睇過呢個文件，亦都初步了解過，就知道裏面嘅內容係講啲乜
16 嘢。

17 黃女士：（經傳譯員）係，首先我哋講第一個問題，關於安全裝置，第 4(a)段嘅，
18 呢個係關於電子穩定控制系統嘅，你哋個聯盟會唔會支持去採用一個咁樣嘅系
19 統呢？

20 林錦標先生：係支持嘅。

21 黃女士：（經傳譯員）關於呢個控制下坡時最高速度嘅車速限制減速器，你又是否支
22 持去裝置一個咁樣嘅減速器呢？

23 林錦標先生：支持嘅。

24 黃女士：（經傳譯員）我哋去到第 6(a)段，關於巴士監察同埋控系統，就話希望能
25 夠盡用黑盒嘅功能，可以有實時嘅可以監察巴士嘅速度同埋有呢一個全位定位
26 嘅系統等等咁樣。

27 林錦標先生：呢個係支持，而家已經係用緊啲喇。

28 主席：（經傳譯員）邊間公司用緊呢個系統喇？

29 林錦標先生：新巴、城巴都已經係用緊呢個系統嘅。

30 郭偉光先生：九巴一樣。

31 黃女士：（經傳譯員）6(b)就關於碰撞警報裝置同埋保持行車線裝置。

32 林錦標先生：响呢個問題上，我哋係支持，但係個實質嘅數據，初初嗰陣時試驗嗰陣

1 時就啲伙記有個反感嘅，因為一有小小問題，佢就會響，係令到個司機個精神
2 啲啲嘢就有個困擾响度嘅，所以就呢個裝置就係好，但係希望有改良。

3 黃女士：（經傳譯員）係咪呢一個神眼啲個嘅...

4 主席：（經傳譯員）呢個係--啲個裝置叫做神眼，就由城巴去測試嘅，係咪呀？

5 鍾松輝先生：法官閣下，唔好意思，之前公司，新巴、城巴都曾經嘗試過嘅，測試
6 嘅，但係就效果唔係咁好。唔好意思，據了解，公司就話會再去改良呢一個裝
7 置，睇下遲啲改良咗之後，睇下個效果好唔好。

8 黃女士：（經傳譯員）我知係 2014 年去試驗嘅，科技已經都發展咗嘅。但係第 6(c)
9 段呢，「監察司機裝置」，就係去睇下車長會唔會瞓眼瞓咁樣。

10 鍾松輝先生：當然，呢個裝置我哋原則上係同意嘅，但係問題如果你要用呢啲裝置去
11 監察個司機究竟係咪疲勞或者瞓眼瞓，其實本末倒置嘅我哋覺得，我哋應該係
12 覺得就係畀多啲時間畀啲車長休息，呢個先係正式嘅做法，唔好有--個制度唔
13 好有一個疲勞駕駛，呢個先係重要嘅。當然呢一個未嘗不可嘅，我哋覺得都。

14 林錦標先生：劉生有少少補充，唔該。

15 劉啟謙先生：其實啲個問題就係話我哋係要預防車長因為疲勞駕駛而出意外，而唔係
16 話搵啲嘢去監察住佢，等佢唔會瞓眼瞓，呢樣嘢其實係調番轉，我哋工會嘅角
17 色就係希望車長喺一個安全同埋一個健康嘅環境下工作，而唔係一個長時間嘅
18 情況下工作，跟住就疲勞駕駛而發生意外，我哋最終嘅目標係要喺意外之前提
19 出一啲建議去防止意外發生，而唔係等意外發生咗之後先至去諗如何去改善一
20 樣嘢。呢一樣嘢本身啲個出發點係好，但係如果話安裝喺呢個情況下，有點兒
21 係本末倒置，根本就係逃避咗疲勞駕駛呢一個問題，即係正如民航機機師，民
22 航監管當局都係希望機司係啲個休息時間係更加長，而唔係話不停咁樣去搵
23 個飛機。雖然民航駕駛同巴士係兩樣唔同嘅嘢，但係其實大家嘅啲個性質都係
24 接載乘客，出意外啲個後果一樣都要嚴重，咁點解我哋仲要縱容呢個長時間疲
25 勞駕駛，跟住就搵個嘢去 monitor 住個車長唔好瞓眼瞓，會唔會真係有點兒本
26 末倒置咗呢？

27 主席：（經傳譯員）但係你係咪同意原則上同意就都可以試驗下嘅，呢個裝置？

28 林錦標先生：同意嘅。

29 黃女士：（經傳譯員）安全帶呢，所有嘅座位都增加安全帶，你哋又覺得點樣樣呢？

30 林錦標先生：安全帶我哋都認同嘅，但係就應該係運輸署嘅責任，就唔係畀巴士公司
31 嘅責任，但係運輸署完全應該由佢負責需唔需要，因為最清楚就係運輸署。

32 主席：（經傳譯員）你話責任即係話佢哋要畀錢，係佢哋畀費用？

33 林錦標先生：係講法例。

1 主席：（經傳譯員）明白，即係佢哋有責任去安排--即係同政府安排改變個法律，就
2 然後去執行嘅，係要安裝之後，要乘客去戴，呢個就係要執法，你講個責任係
3 咪呢樣嘢呀？

4 林錦標先生：係呀，劉生有少少補充。

5 劉啟謙先生：巴士上面裝安全帶係當然係保障乘客個安全，呢個我諗係毋庸去爭拗
6 嘅，但係重點係乘客如果有安全帶而唔去配帶，其實即係等如裝咗等如有裝，
7 其實個情況一樣，所以立例去令到乘客去戴個安全帶其實係最重要嘅。而且
8 我哋留意到小巴本身嘅情況就係喺好多年前已經係裝安全帶，都係立例要乘客
9 去戴安全帶，而警方都有對冇安全帶嘅乘客係有檢控嘅，而個效果係理想嘅，
10 因為乘客係記得要戴安全帶，係保障咗佢喺意外嘅時候減低佢可能嚴重受傷嘅
11 機會。如果你話巴士裝安全帶當然係可以保障乘客，但係最重要係立例令到乘
12 客係記得要戴番個安全帶，即使如果話唔記得戴，因為唔同嘅理由冇戴，裝咗
13 對佢哋保障即係冇保障。

14 其實係有啲巴士嘅交通意外，好多年前有單喺將軍澳嘅意外，就係因為頭
15 排--成頭排嘅乘客冇戴個安全帶，而係拋出車外嘅，係有啲咁嘅情況。所以
16 如果你話戴咗安全帶而唔戴，其實對佢個保障係等如有保障。

17 主席：（經傳譯員）就所以係有啲改變，喺上層係有個金屬欄杆同埋係啲危險嘅位
18 就裝安全帶，係咪呀？

19 劉啟謙先生：係，冇錯。

20 黃女士：（經傳譯員）培訓，第18段至22段提到畀巴士車長嘅培訓。

21 林錦標先生：許生作答。

22 許漢傑先生：主席，至於呢個培訓，我前兩日啱啱上完兩日嘅堂，公司城巴，城巴已
23 經加咗個情緒管理，其他啲就一路以嚟都有啲喇，情緒管理個度就係公司係
24 用一個非專業嘅人士去處理呢個課堂，喺我嘅見解嚟講，我覺得係唔夠，唔夠
25 專業，所以就我覺得係有一個改進嘅必要嘅。劉生有嘢補充。

26 劉啟謙先生：其實喺我哋交番嚟補充文件個度，我哋參考過新加坡一個例子，新加坡
27 喺16年10月成立咗一個專門嘅巴士培訓學院，個個課程係非常之全面，除咗
28 係駕駛課程之外，亦都有一啲勞法、車隊管理系統，以至服務水準類似嘅訓
29 練，亦都係安排咗就係車長必須要上呢啲課堂先至可以攞巴士個執照嘅，其
30 實我哋留意到喺其他地區都係有相類似嘅課程提供畀巴士車長去報讀嘅。我當
31 然認為有啲關於情緒管理，以至係法例嘅支援係有需要嘅。呢啲課程其實應該
32 係由專業嘅人士去提供嘅，而家起步其實已經係有點兒遲喇，但係遲好過
33 冇。

34 主席：（經傳譯員）許先生，你講到就話唔係一個專業人士去教呢一個課程，你認為
35 應該係情緒管理嘅課程由係乜嘢專業人士教？

1 許漢傑先生：喺我嘅認知嚟講，應該係社工或者係心理學家。

2 主席：（經傳譯員）唔該。

3 許漢傑先生：好，唔該。

4 主席：（經傳譯員）黃大律師，或者今日都差唔多，各位，多謝你哋今日出席，亦都
5 多謝你哋同意星期三再返嚟，我哋都期待喺星期三下晝繼續，而家就休息。

6

7 2018年7月30日

8 下午5時50分聆訊押後

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12

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14

1 Tuesday, 31 July 2018

2 (10.02 am)

3 REPRESENTATIVES OF KMB EMPLOYEES UNION: MR KWOK CHI SHING,

4 MR LEE KIN KEI, IVAN, AND MR WONG KIN WAI

5 (Evidence given in Cantonese, transcription of the
6 simultaneous interpretation)

7 CHAIRMAN: Good morning, Mr Kwok, and your colleagues.

8 We thank you and the other representatives of the
9 Kowloon Motor Bus Employees Union for accepting our
10 invitation, and attending today to give evidence.

11 In the course of evidence, Ms Wong, Senior Counsel,
12 counsel assisting the Committee, will ask you questions,
13 and it is a matter for you which one of the three of you
14 answers any particular question. But perhaps we could
15 ask you, Mr Kwok, to defer to the others if you want the
16 others to respond, identifying who it is you wish to
17 respond.

18 But at the outset I understand that you wish to make
19 an opening statement, and we are ready to hear that now.

20 Please begin with your opening statement.

21 OPENING STATEMENT BY MR KWOK CHI SHING

22 MR KWOK CHI SHING: Thank you, Committee. Thank you,
23 Chairman. I thank the two members.

24 We are glad that finally after a long time waiting
25 we have the opportunity to come here to speak to you

26

1 about our voices from practitioners as well as bus
2 captains.

3 I would like to say that I would ask the Committee
4 to give us ample time to reflect our views.

5 I have been attending all the hearings. Most of the
6 hearings are devoted on monitoring of bus captains as
7 well as safety issues. I am aware of the statement.
8 I don't expect to find the party to be blamed or to be
9 responsible, and I do know that there will be
10 discussions about safety, about training, I hope that
11 you will take my views into account.

12 I wonder if we can ask questions of the Chairman, or
13 the Committee. Would you allow us to ask questions?

14 CHAIRMAN: Well, you are here to give evidence. We are not
15 here to give evidence. We are hear to listen, and we
16 are more than happy to listen to what it is you have to
17 say.

18 What we are trying to find out are the circumstances
19 that obtain in the operation of the franchised bus
20 system, in order that we can make recommendations to the
21 Chief Executive to enhance safety.

22 So it is your evidence. We are not involved in the
23 bus industry. We want to hear from you.

24 MR KWOK CHI SHING: Well, yes, we are in the industry.

25 Every day there are 4 million passengers using bus
26

1 services. This accounts for about 31 per cent of the
2 total population using transportation. This is very
3 important to our industry.

4 I understand that the time given for unions to speak
5 is quite short. We are important stakeholders. We are
6 important parts in the industry. We play a very vital
7 role in safety.

8 There are a lot of issues we would like to cover.
9 I have given one submission, and two supplementary
10 submissions as per your request, covering a lot of
11 different topics. However, these topics are only
12 briefly touched in these submissions and supplementary
13 statements. If we have ample time to discuss these
14 issues, it will be conducive to the Committee reaching
15 a conclusion. And the public would get a better
16 understanding as well.

17 I found that the hearing yesterday could only cover
18 a few simple issues without going into details: on
19 training, and understanding of the mechanics by bus
20 captains, the teachings or lectures, whether bus
21 captains are conversant with the functions and mechanics
22 as well as control of the buses they drive. I think our
23 views are neglected.

24 You just ask us for a simple answer, whether to
25 agree certain people's views, and to state our views.

26

1 I don't think that is in depth enough.

2 The Committee will not be able to reach
3 a comprehensive conclusion. I don't want to repeat what
4 other people have said. Time is precious. We just want
5 to talk about what we are concerned with, issues that
6 are pertinent to public safety.

7 CHAIRMAN: No doubt you have identified those issues in your
8 written submissions. And that's the purpose of asking
9 counsel to now ask you questions on the matters that you
10 have identified.

11 If there are supplements that you wish to make, as
12 the questioning goes on, then please make them. But the
13 whole purpose of inviting you to make written
14 submissions was to give you the opportunity to tell us
15 what it is you wanted to say. And the purpose of this
16 oral evidence hearing is so that we can explore the
17 matters that occur to us as relevant.

18 MR KWOK CHI SHING: We have some questions -- we have
19 prepared for some topics covering black box as well as
20 safety operation of buses, but we have not submitted the
21 information to the Committee yet.

22 We have just finished compiling the information and
23 we would like to give the same to you.

24 So I ask for your indulgence for us to give you the
25 information.

26

1 CHAIRMAN: Is there any reason why this was not submitted at
2 an earlier stage? We have been asking you, have we not,
3 since 28 March -- am I right, Ms Wong?

4 MS MAGGIE WONG: Yes.

5 CHAIRMAN: 28 March. It is 31 July now.

6 MR KWOK CHI SHING: We have to make preparations, we are not
7 experts. We realise that the Committee has asked
8 questions of the black box company. We have reviewed
9 the information given. We think that based on the
10 replies you have received we should give you our views,
11 I mean us as operators of buses. Is it the case that
12 you give us a black box and we know how to use it?

13 We have to show or teach our members how to handle
14 a lot of issues, say, for example, when they have been
15 assaulted, how they are going to deal with this
16 situation. Also, verbal exchange after an incident has
17 occurred.

18 CHAIRMAN: Mr Kwok. I think we are going to make more
19 progress if we begin by allowing Ms Wong to ask you
20 questions rather than receiving a lengthy oral
21 dissertation on matters that change, as you have just
22 done, from black boxes, to assaults.

23 Let's see what Ms Wong can make by way of progress,
24 and then we will hear from you in due course; do you
25 understand?

26

1 MR KWOK CHI SHING: Yes, thank you. Chairman.

2 I hope that, well, you will allow me to make
3 supplementary information afterwards.

4 EXAMINATION BY MS WONG

5 MS MAGGIE WONG: Thank you, Mr Kwok, and gentlemen, for
6 coming.

7 May I make a brief remark. We have received your
8 written submissions, all three of them. The Committee's
9 primary concern is set out in the terms of reference,
10 and that is to make recommendation which go to the issue
11 of safety-related matters of franchised buses.

12 So my questions will be focused on safety aspects
13 rather than other areas, or employment issues.

14 I hope you understand, those questions will be
15 focused on safety aspects.

16 May I start with your union, the composition of your
17 union.

18 Mr Kwok, your union was established, if I may invite
19 you to go to TU bundle, at page 112-9. It is only in
20 Chinese, but I will explain the composition.

21 Your union was established on 14 July 2015, correct?

22 MR KWOK CHI SHING: Yes.

23 MS MAGGIE WONG: And as of 15 June, 2018, the membership of
24 your union comprised of 1,400 people.

25 MR KWOK CHI SHING: That's right.

26

1 MS MAGGIE WONG: And they include full-time staff and
2 retired bus captains who continued to stay on to work as
3 bus captains.

4 MR KWOK CHI SHING: Yes, that's right.

5 MS MAGGIE WONG: And those 1,300 are all full-time staff?

6 MR KWOK CHI SHING: That's right.

7 MS MAGGIE WONG: And your submissions raised a few areas,
8 and I will be focusing on different areas at different
9 times. And the first topic I would like to ask you is
10 concerning about the facilities or the safety aspect
11 which you mentioned with a lot of emphasis in your
12 submission.

13 If I may take you to TU-1A, Chinese at page 84.

14 English at page 90-3.

15 CHAIRMAN: What is the document?

16 MS MAGGIE WONG: This is the first submission --

17 CHAIRMAN: Thank you.

18 MS MAGGIE WONG: -- dated 23 April 2018.

19 Page 93 in English, and page 84 in Chinese.

20 Under 1, you stated that:

21 "In order to save repair cost, KMB has, since 2015,
22 inappropriately removed all defog heater installation
23 causing the front window panel to have serious fogging
24 issues under cold and wet weather ..."

25 And you provided photographs in annex 1, and we can
26

1 see that at page 91 in Chinese, and page 91-1 in
2 English.

3 And you stated in your submission that:

4 "It is especially dangerous when a bus is driving at
5 a fast speed if the bus captain cannot see the road
6 condition clearly. It affects the safety of driving and
7 the passengers."

8 Now, my first question is this: did you reflect, or
9 did your union reflect this to the bus company, KMB?

10 MR KWOK CHI SHING: We did.

11 MS MAGGIE WONG: When?

12 MR KWOK CHI SHING: We talked to the management of the
13 company.

14 MS MAGGIE WONG: When was this?

15 MR KWOK CHI SHING: I can't recollect the time. Because
16 there was no record. Verbally.

17 MS MAGGIE WONG: These photographs, can you tell us
18 approximately when did you take those photographs?

19 MR KWOK CHI SHING: At the middle of last year. WhatsApp
20 photographs taken by colleagues. And this problem has
21 persisted for a long time, and last year it was
22 particularly serious. Our members hoped that our union
23 would speak out for them, and so they sent us a lot of
24 photographs.

25 MS MAGGIE WONG: When you say you verbally reflected this to
26

1 the bus company, did the company reply anything on this
2 issue?

3 MR KWOK CHI SHING: There was none. They tried to reject
4 our union as far as possible. If I speak to them in the
5 capacity of the chairman of the union, they would ask me
6 to speak to them in my capacity as an employee, the
7 general manager of the Kowloon Bay depot --

8 MS MAGGIE WONG: And did you reflect or --

9 CHAIRMAN: I'm sorry, had you finished your sentence there?
10 What about the general manager of the Kowloon Bay depot?

11 MR KWOK CHI SHING: He frequently stressed that I could only
12 speak in my personal capacity out of political
13 considerations.

14 CHAIRMAN: And what is the name --

15 MR KWOK CHI SHING: And I -- it is not convenient for me to
16 speak in my capacity as chairman.

17 CHAIRMAN: What is the name of the gentleman who is the
18 general manager of the Kowloon Bay depot?

19 MR KWOK CHI SHING: Yeung Kwok Hung, general manager of the
20 Kowloon Bay depot.

21 CHAIRMAN: Thank you.

22 MS MAGGIE WONG: Did the bus captains reflect this to the
23 maintenance staff of the company?

24 MR KWOK CHI SHING: They did. The maintenance staff had
25 a lot of views, but they dare not speak out. Usually
26

1 I was the one who reflected these views. The
2 maintenance staff were unhappy too, but they could not
3 speak out because the company doesn't like that.

4 CHAIRMAN: What is the present position as far as these
5 defogging devices are concerned?

6 MR KWOK CHI SHING: With the establishment of this
7 Committee, we submitted a lot of documents and we were
8 interviewed by the press. The company told the public
9 and us that for new vehicles they would be installed
10 with this device. When we reflected this problem, we
11 were interviewed by independent media, and also
12 a professor was interviewed, as I mentioned in my
13 submission. The professor confirmed that defog heater
14 installation is most effective, and then the reply from
15 the Transport Department was it was not a necessary
16 installation. Only 90 per cent of the buses were fitted
17 with this device, that is KMB is the only exception.

18 KMB did not have this installation for us, hinders
19 the safety of passengers. It did away with this
20 installation to save maintenance cost. The bus company
21 is of the view that there aren't too many days with this
22 problem, and so bus captains are asked to wipe it
23 themselves. How can they do it when they are on
24 a highway? They can only do so when the bus stops in
25 front of a traffic signal. So the reply is

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1 unacceptable.

2 CHAIRMAN: Do new vehicles have this device fitted?

3 MR KWOK CHI SHING: As at today, no. All new vehicle, not
4 fitted with this device. Because it was decided back
5 then that it would not be installed. And new vehicles
6 have yet to arrive, and it is promised that the device
7 would be fitted in new vehicles. But this is very
8 undesirable. What about the 9,900-odd buses? Some were
9 commissioned only last year or this year. So do we have
10 to wait until 17, 18 years?

11 So I think they are just trying to tell the public
12 that they are going to do it. Even if it is not
13 immediately, I think every year at the annual vehicle
14 examination the TD should ask them to retrofit that
15 device regardless of the cost. They should not wait for
16 these 17 years to pass.

17 Because originally there was such a device, it was
18 only removed by the company. It is about public safety,
19 and --

20 CHAIRMAN: We have your point.

21 Yes, Ms Wong.

22 MS MAGGIE WONG: At page 90-5, in English, and at page 85 in
23 Chinese --

24 CHAIRMAN: What is the point we are moving to now?

25 MS MAGGIE WONG: It is the Transport Department's reply to
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1 this defog device.

2 CHAIRMAN: Yes.

3 MS MAGGIE WONG: You stated in your first submission that:

4 "The Transport Department shall not approve KMB to
5 remove defog heater which affects the safety of driving,
6 and it is possible to adversely affect other road users.
7 (The Union) received complaints from many bus captains
8 and confirmed this is true. It is strongly recommended
9 that the Transport Department directs the bus company to
10 re-install the defog heater."

11 So my question is: was the Transport Department
12 aware of the removal of the defog heater?

13 CHAIRMAN: Before you answer that question, you told us
14 a moment ago that Transport Department said that this
15 was not a necessary device. Is that the Transport
16 Department's position?

17 MR KWOK CHI SHING: Because independent media was concerned
18 about this, and it saw interviews of me, and then to be
19 fair it interviewed a professor.

20 CHAIRMAN: You told us about that.

21 Did the Transport Department make a decision that it
22 was not necessary to install this device? That's what
23 you told us. Is that correct?

24 MR KWOK CHI SHING: Yes. Yes.

25 CHAIRMAN: Thank you.

26

1 MS MAGGIE WONG: And did you write to the Transport
2 Department to complain about this defogging device? Did
3 your union write to the Transport Department,
4 complaining about this absence.

5 MR KWOK CHI SHING: We didn't. We didn't.

6 MS MAGGIE WONG: If I may go to the next issue which relates
7 to the gear button installation.

8 At page 84 of your submission, and English at
9 page 90-3, also under section 1, you stated that:

10 "... the company altered the gear buttons installing
11 for safety driving, cancelled the O/D gear button and
12 manual retarder installations and relies only on
13 computer-controlled singular automatic D-gear to control
14 vehicle speed ... Under [emergency] situation it is very
15 dangerous for there to be no saving devices for the bus
16 captain to use."

17 You have shown this in your annexure at page 92, and
18 in Chinese at page 92-1.

19 To complete this point, you further stated at
20 page 90-5 that the hot weather:

21 "... the temperature within the bus machinery, is
22 even higher), has affected the computer-controlled
23 mechanism or system, and therefore immediate commands to
24 activate the brake system cannot be made (deviated from
25 the bus captain's judgments). Therefore the bus
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1 captains felt that the bus has no brake system to stop
2 the bus, and told the police that if the bus has no
3 brake, it should be inspected (it actually cannot be
4 detected!) because after the bus is cooled down the next
5 day, the computer system will return to normal."

6 Can I ask you this. From your review, or from your
7 union members' review, how does the removal of manual
8 retarder installation affect bus safety?

9 MR KWOK CHI SHING: In that regard, I would like to defer to
10 Mr Lee who is more familiar with it.

11 CHAIRMAN: Yes, Mr Lee.

12 MR IVAN LEE: Thank you. First, let me introduce myself.

13 Just my brief CV. I have been driving large vehicles
14 for about 20 years, and tractor/trailer vehicles,
15 single-decker buses, double-decker buses, automatic
16 transmission, manual transmission, coaches, modern
17 vehicles. Currently I am an employee of KMB. I have
18 been driving double-decker buses for six years.

19 Well, when it comes to training, the instructors
20 would only train the trainees on requirements of one of
21 their respective bus companies. And I don't think that
22 training on safety is sufficient.

23 CHAIRMAN: No. Mr Lee, you have been asked to deal with
24 a specific question, not to make a speech.

25 The specific question was: how does the removal of
26

1 the manual retarder affect bus safety? Could you
2 address that question.

3 MR IVAN LEE: In the system, there is a device that allows
4 you to select. It includes a manual selection,
5 automatic selection, and a third one is a combination of
6 manual and automatic control.

7 First, the retarder. There is this function. There
8 are four segments and a lever to control this system.
9 You don't have to use a pedal, you don't have to use the
10 brake system.

11 Mr Lai explained yesterday, said that when you
12 stepped on the pedal, it is automatic.

13 And here it says that when it is affected by high
14 temperature it is about the brake system. Well, when
15 there is friction it generates heat and the temperature
16 will rise. If there is a manual control that means the
17 bus captain can control the retarder from 1 to 4, from
18 mild control to a heavier control. This will control
19 the gear box to secure the torque, thereby securing safe
20 control of the brake system.

21 However, for single or double-decker buses, I don't
22 see many of them with this function. Very few for
23 double-decker buses. There are no selection buttons;
24 only a pedal that is used to activate the retarder.

25 If there is a stick or a lever, as an additional
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1 device, well, I'm sure that drivers are very familiar
2 with it. However, when it comes to public bus training,
3 instructors don't give trainees this kind of training.
4 They only teach them to use the brake by applying
5 different level of forces, what is a mild force, what is
6 a heavier force.

7 So when bus captains want to stop the bus, they
8 would just step on the pedal and use the brake pad to
9 stop the bus.

10 So the system will not be fully utilised to halt the
11 bus. You step on the pedal to activate the brake system
12 to stop the bus. I think the force you use is about
13 a level 3 or 4, but if you use the same level on the
14 manual system it is rather heavy. If you can use the
15 manual system you use level 1 or 2 force, then it is
16 very mild and the bus will come to a steady stop.

17 So if there is a space of half a bus or even
18 shorter, you can't just step on the pedal to bring the
19 vehicle to a halt. All you can do is just watch the bus
20 ram into the car in front of you. I do think there is
21 inadequacy when it comes to this system on public buses,
22 and the Transport Department is aware of that.

23 When it comes to vehicle examination and licensing,
24 it covers coaches. You drive the coach in for the
25 examination, so they are fully aware of this system.

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1 You must know that public bus carry a lot of
2 passengers. However, it seems that --

3 CHAIRMAN: Before you go on. Does it come to this, that the
4 absence of a manual retarder removes from the bus driver
5 a choice of how to retard the vehicle, and therefore it
6 would be better to have it? Is that what it comes to?

7 MR IVAN LEE: You can put it this way.

8 I will defer to Mr Kwok.

9 MR KWOK CHI SHING: Let me answer. Manual retarder is very
10 important, especially when it comes to going downhill.

11 The Tai Po District Council and Ms Wong said that
12 she has heard from coach drivers saying that they drive
13 the coach at 70km/ph to the top of the hill and then go
14 downhill from there, it is difficult for them to slow
15 the car down to 50km/ph.

16 I believe the reason is that perhaps the vehicle is
17 rather old, so they rely only on the exhaust retarder
18 which is not as effective. If you reach 70km/ph at the
19 top of the hill, if there is manual retarder and you use
20 it, three to four seconds later then the speed will be
21 reduced to 30 to 40 without using the brake.

22 This is very effective to reduce speed when you are
23 travelling downhill.

24 In the past, the KMB will offer once every two or
25 three years advanced driving courses. Bus captains will

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1 have to practise on uphill and downhill sections of
2 Tai Po Road. It was an old model of buses, and there
3 was -- those without air conditioning, and it came with
4 just certain gear, say, gear 1, gear 2, and drive.

5 Without manual retarders we would use this system by
6 controlling the gear instead of relying solely on the
7 brake. Because if you use the brake and you want to
8 reduce speed, then there is serious friction on the
9 brake pad. There will be heat generated. I think in
10 the most dangerous situation the braking system will be
11 reduced in effectiveness by about 20 to 30 per cent.

12 CHAIRMAN: Mr Kwok, forgive me for interrupting. But your
13 point is very simple. This is a method of reducing the
14 speed of a vehicle, particularly going downhill, without
15 having to use the brakes, or having to use the brakes in
16 a harsh way. That's the point, isn't it?

17 MR KWOK CHI SHING: Yes. You only have to touch slightly on
18 the brake pedal. So it is safe for everyone.

19 CHAIRMAN: Thank you. We have your point.

20 Ms Wong.

21 MS MAGGIE WONG: And if I may move on to the second
22 submission that you made.

23 You make reference to --

24 CHAIRMAN: What is the date of that?

25 MS MAGGIE WONG: The second submission is dated

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1 15 June 2018.

2 CHAIRMAN: Yes.

3 MS MAGGIE WONG: And the Chinese is at page 112-19, in
4 English, 112-97. It is the third submission. If I may
5 go to --

6 CHAIRMAN: So it is not the 15 June one. It is 25 July.

7 MS MAGGIE WONG: 25 July 2018. It is page 112-97 in Chinese
8 and --

9 CHAIRMAN: Yes.

10 MS MAGGIE WONG: -- 112-99 in English.

11 There are two matters I would like to raise with
12 you. It is the use of surveillance cameras at
13 page 112-97 at the top.

14 You made the point that -- under point 3, you made
15 the point that you support use of surveillance camera to
16 detect illegal parking.

17 Do I take it from your submission that in terms of
18 surveillance cameras you supported the idea of
19 installation of CCTV or surveillance camera within the
20 driver's seat?

21 CHAIRMAN: To monitor illegal parking or to --

22 MS MAGGIE WONG: To monitor, first of all, to monitor
23 illegal parking.

24 MR KWOK CHI SHING: Do we answer? Well, to monitor illegal
25 parking, yes, that is feasible. I hope that it would be

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1 installed at the front of the vehicle. That I support.
2 Because we need to collect evidence, for everything. So
3 that has to be done.

4 CHAIRMAN: Before you move on. Is this kind of camera not
5 installed in many KMB buses already?

6 MR KWOK CHI SHING: Still half of the buses don't have it.

7 CHAIRMAN: But half do?

8 MR KWOK CHI SHING: Yes. And sometimes for some reasons the
9 company said that footage is not captured, so there
10 needed to be some enhancements. The effectiveness of
11 the device should be enhanced.

12 CHAIRMAN: As far as the involvement of the bus captains is
13 concerned with this issue, do you support their
14 involvement in perhaps pressing a button which would
15 flag the fact that this point in time is the one to
16 examine the CCTV to find evidence of the illegal
17 parking?

18 MR KWOK CHI SHING: Yes, it is a very good idea. I support
19 that.

20 CHAIRMAN: Thank you.

21 Yes, Ms Wong.

22 MS MAGGIE WONG: At page 112-97, paragraph (4.1), and in
23 English, page 112-100, you stated there that:

24 "It is necessary to pass the relevant regulations by
25 legislation. Otherwise, no one will abide by the rules.

26

1 Even in the past, some employee of KMB ... requested in
2 a report a video clip recorded by a bus camera for the
3 purpose of complaining another driver's careless
4 driving, which, however, was rejected by the then
5 general manager of Kowloon Bay depot ... and if the
6 employee really wanted to get it, he had to pay
7 administrative fee of \$5,000 (only \$600 required by New
8 World Bus and Citybus). It was obvious that the general
9 manager was deliberately refusing the reasonable
10 request ..."

11 I wanted to ask you this. What do you mean by it is
12 necessary to pass a relevant regulation by legislation?
13 To do what?

14 CHAIRMAN: Sorry, I don't understand why we are getting
15 involved in this.

16 MS MAGGIE WONG: Yes --

17 CHAIRMAN: Because it is perfectly simple to ask for
18 a subpoena to require KMB to come to court to produce
19 the video tape.

20 This is not relevant.

21 MS MAGGIE WONG: Yes. Then why would the employee be
22 required to pay a fee in order to get the footage.

23 CHAIRMAN: I thought I just indicated what the proper route
24 is. The laws of Hong Kong permit someone who is
25 a defendant in a criminal trial to require this kind of
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1 evidence to be produced.

2 MS MAGGIE WONG: Then I'll move on.

3 In relation to the black box, you mentioned at the
4 bottom, second last paragraph, at page 112-97, and at
5 page 112-101, that the installation of black box has
6 been installed for many years, but you stated that the
7 black box functions have not been properly used.

8 Can you elaborate on this?

9 MR KWOK CHI SHING: First, the Committee asked the German
10 contractor of the black box, there can be a lot of data
11 inside the black box. It has been many years. The
12 Transport Department was not insincere in requiring the
13 installation of black box, because after the accident in
14 2013 in Tuen Mun, it was under pressure, and the bus
15 company was required to install the black box. For
16 whatever reasons, perhaps to protect itself legally, the
17 company would not want any of the data.

18 At the Committee hearing -- now, the speed limit is
19 75, and the acceleration and deceleration mean is 2.3
20 plus a negative 2.3, and the gradient 44, or the tilting
21 angle 44 degrees.

22 Can I supplement on this point, Chairman?

23 Now, the mean, well, the company has been forcing
24 bus captains to speed. If the speed limit is
25 70 kilometres per hour, to prevent the bus captain from
26

1 speeding, perhaps there should be a reminder or an alert
2 at 68. Why should it be that?

3 So after February and March, a staff member was
4 disciplined for driving at 83 kilometres per hour. So
5 the threshold for asking the bus captain to stop is
6 a problem.

7 And earlier this year there was a case of a tram
8 overturning. According to press reports, the tram
9 company asked their drivers to drive fast, or quickly.
10 So this threshold of 75 allows a bus to speed.
11 Actually, it is all for buses to speed and at Tuen Mun
12 Highway, for instance, it can reach 100 kilometres per
13 hour. This is irresponsible. And when there is an
14 incident the bus captain is held accountable. And he
15 has to shoulder all legal responsibility.

16 Now, a bus captain only earns \$10,000-odd; for the
17 management, tens of thousands of dollars. So in fact
18 there should be an earlier warning. And how come the
19 speed has reached 83/85, and there is no alert? The
20 threshold required by the company is very low.

21 I have heard many hearings of this Committee, and
22 some was 1.3 and 2.3, and the tilting angle 44 degrees.
23 By that the bus can roll over. So it is impossible that
24 the thresholds be set at those levels.

25 CHAIRMAN: Mr Kwok, it is perfectly obvious, is it not, that
26

1 in setting the tilt angle at 44 degrees, all that was
2 being done was it was being disabled? It was not
3 intended to operate as an alert, was it, because the bus
4 was falling over?

5 MR KWOK CHI SHING: Well, if it is disabled, then it will
6 roll over. Take motor cycles as an example, if the
7 torque is sufficient, then the motor cycle can be
8 upright again. But it can also roll over when it is
9 disabled. Because there is no force to upright it
10 again.

11 So for people who don't know how to drive, may think
12 that it is correct. But when it is disabled it will
13 roll over. When there is a torque, then it will be
14 upright again.

15 MS MAGGIE WONG: Mr Kwok, sorry to interrupt again.

16 So can I summarise, the point that the black box has
17 not maximised its capability, is: first, speed, second,
18 the braking system, and the third, stability control; is
19 that it?

20 Can you first of all answer whether I have
21 summarised correctly?

22 MR KWOK CHI SHING: Well, the black box should store certain
23 data, so that when there is an incident, the driving
24 attitude of the bus captain, should there be any
25 breaking of rules, we can rectify it as soon as

26

1 possible, and it can be of use in investigation. We
2 have listed out all the data that should be included in
3 the black box and the thresholds. For instance, the
4 voltage of electronic devices and anti-slip device of
5 the wheels, of the tyres, and also the pressure, and
6 also the sections of the deceleration.

7 And the fourth is the figures of the gear, that is
8 the gear being used, and also the revolution, the speed.
9 And the sixth is electronic hanging system, and that is
10 the suspension system. In the past, it was the use of
11 steel plates for shock absorber. Now it is by means of
12 a suspension system.

13 The pressure of the suspension system and the tilt
14 angle of the vehicle, whether the pressure was
15 sufficient, if it isn't, then the vehicle will tilt.
16 And whether, after tilting, the figure will
17 automatically make the vehicle upright again, and the
18 independent gas compressor, the figure of the pump, and
19 also the figures for, data for acceleration and
20 deceleration.

21 And nine, the total weight of the vehicle. If the
22 black box is functioning normally, all this data can be
23 found, and it is not expensive to require such
24 functions, it is just that the company doesn't want such
25 data to be available. Because if such data are

26

1 available people may be able to tell that maintenance is
2 not done properly.

3 And because the Transport Department hasn't asked
4 for it the company will not do so. They don't want to
5 be caught.

6 MS MAGGIE WONG: Yes, Mr Kwok, about this black box, you
7 earlier mentioned the driving attitude, it can detect
8 the driving attitude of bus captains.

9 Does your union support the real-time monitoring of
10 the driving behaviour of bus captains? Real-time
11 monitoring.

12 MR KWOK CHI SHING: In principle it is good. We use
13 technology to assist the bus companies, and to assist
14 safety, but are the data correct, or accurate? There is
15 ISO 39001, GPS, and lots of functions, but is the
16 technology mature enough to be used in Hong Kong? As
17 far as I know, it is not very accurate. Take satellite
18 GPS, as an example. When we are in Mong Kok it cannot
19 be accurate, or detected. Because there are too many
20 high rises in Hong Kong, satellite signals are not well
21 received.

22 The Committee or members of the public may say that
23 a certain kind of technology is good, but is it mature
24 enough? I am of the view that more experimentation
25 should be carried out.

26

1 CHAIRMAN: Mr Kwok. You heard the evidence from the Czech
2 Republic of the electronics engineer about how GPS is
3 merely one of a number of systems that allows the
4 position of the bus to be calculated at any one time.

5 MR KWOK CHI SHING: Yes. That's what is said. But I think
6 it is not possible in Hong Kong. Maybe in the rural
7 areas, but in the urban areas I don't think it can be
8 accurate.

9 CHAIRMAN: Mr Kwok, with all due respect, you are not an
10 electronics engineer, are you? We will hear from you
11 about buses and driving of buses, but we will listen to
12 our engineers when it comes to that issue.

13 Ms Wong, yes.

14 MS MAGGIE WONG: If I may go to the TD-1 bundle, at
15 page 403.

16 It is the briefing paper of the LegCo on transport,
17 on enhancement of safety of franchised buses
18 in July 2018.

19 TD-1, page 403, and in Chinese at page 416.

20 May I ask your views about whether your union
21 supports the use of some of these devices.

22 CHAIRMAN: Before we get to that -- do you understand,
23 Mr Kwok, how this paper came about?

24 MR KWOK CHI SHING: I have not heard of this paper.

25 CHAIRMAN: Let me explain to you the evidence that we have
26

1 received.

2 The Transport Department in the middle of March
3 convened a group made up of the franchised bus
4 operators, three bus manufacturers, and the Transport
5 Department, and they addressed a number of issues.

6 One was the issue of the training of bus captains,
7 the other was the deployment or installation of
8 technological safety devices on bus, and the third was
9 the issue of seat belts.

10 That committee met a number of times, and at the end
11 of July, 20 July, it published recommendations which
12 were encapsulated in this briefing paper to LegCo. Do
13 you understand?

14 MR KWOK CHI SHING: I understand.

15 CHAIRMAN: Are we to understand this as well, that at no
16 stage was your union asked to make any representations
17 to this working group?

18 MR KWOK CHI SHING: (Chinese channel playing to the floor).

19 CHAIRMAN: Yes, Ms Wong.

20 MS MAGGIE WONG: May I ask in that context whether you
21 support the use of some of this in-vehicle --

22 MR KWOK CHI SHING: Well, Chairman, what you said, the
23 answer is yes, that's correct.

24 CHAIRMAN: So no representations, never asked to make any
25 representations? That's correct?

26

1 MR KWOK CHI SHING: They perhaps don't have much confidence
2 of our union.

3 CHAIRMAN: Whether they had confidence in you or not, they
4 didn't ask you for your help. Can you confirm that?

5 MR KWOK CHI SHING: That is correct. If we send them
6 letters they won't reply to us.

7 CHAIRMAN: Ms Wong.

8 MS MAGGIE WONG: Yes, and the first device I'm going to ask
9 is the electronic stability control in 4(a). Have you
10 heard about this device before?

11 MR KWOK CHI SHING: Well, we only noticed this device after
12 the hearing started.

13 MS MAGGIE WONG: Does your union support the use of this
14 device?

15 MR KWOK CHI SHING: Yes, we do. We can't avoid using
16 technology. If there are problems in its use we would
17 reflect our views to ask for improvement, and we will
18 continue to do that.

19 MS MAGGIE WONG: Can we go to 4(b). The retarder, the speed
20 limiting regard. It is a retarder to cap the maximum
21 speed of the speed limiters on downhill, and it is meant
22 to enhance the speed limiter with a retarder to slow
23 down a bus when the speed is over 70km per hour under the
24 downhill situation. Do you support this device? Does
25 your union support the use of this device?

26

1 MR KWOK CHI SHING: I haven't looked into this device, but
2 I would like to say that, well, for the speed to be
3 reduced that means you do not accelerate, and you are
4 running to neutral, and that is quite dangerous, if you
5 are travelling on neutral gear. That's why we emphasise
6 that there needs to be a manual system as an assistance,
7 because you only stop the injection of fuel, and for
8 a few seconds you may be running on neutral, and you
9 will lose momentum, and that is dangerous, because
10 without further injection of fuel there won't be any
11 torque, and you can't -- well, by injecting -- allowing
12 injection of fuel to control the vehicle. So you are
13 running on neutral gear, you can't effectively slow the
14 car down. When it comes to manual retarder, it is not
15 something new.

16 It has always been there for heavy duty vehicles,
17 say, for example, coaches, they are all installed with
18 this. It is just because the Transport Department,
19 tailor made this requirement for bus operators, because
20 it would dispense with maintenance. They thought --

21 CHAIRMAN: Mr Kwok, you obviously find it difficult to
22 accept this, but we understand your view about the
23 manual retarder. We have got that point, and there is
24 no need to keep repeating it.

25 Yes, Ms Wong.

26

1 MS MAGGIE WONG: Yes, can we go to 6(a), the bus monitoring
2 and control system. In brief, it is -- they rely on the
3 use of the GPS system, or positioning technologies. And
4 the system will --

5 CHAIRMAN: I think that doesn't represent the position
6 accurately.

7 MS MAGGIE WONG: Yes --

8 CHAIRMAN: It says "GPS or" -- and perhaps it ought to say
9 "and other positioning technologies".

10 MS MAGGIE WONG: Yes. And other positioning technologies,
11 and I'm reading from the document. Under 6(a), and the
12 system will match the legal speed limit at the actual
13 bus location. The real-time speed limit information can
14 then be used to control the enhanced speed limiter, ie
15 speed limiter with two speed ratings, in other words,
16 the bus speed could be controlled or limited within the
17 applicable speed limits depending on the road section.

18 So Mr Kwok, does your union support the use of this
19 device?

20 MR KWOK CHI SHING: Yes, I do.

21 MS MAGGIE WONG: What about 6(b), collision alert and lane
22 keeping device?

23 MR KWOK CHI SHING: In this regard, well, I think the
24 technology is not matured enough. If they are
25 installed, and when buses pull into bus stops one by
26

1 one, as you see the design is that they will be very
2 close together. With this device, that means the alert
3 will go off all the time. And for the lane keeping
4 device, well buses are large in size. We travel in
5 urban areas or when we pull in a bus stop, there may be
6 some obstructions, say for example a cart, or another
7 car parked there. So we would be straddling on two
8 lanes. Sometimes we would be turning, and we would go
9 into the next lane.

10 Very often, we can't just travel within the space of
11 the lane, sometimes we would be going slightly over the
12 other one.

13 For the Mobileye, it is only forward looking.
14 Unless the technology evolves to the extent that it will
15 have a 360 degrees view, I don't consider that to be
16 suitable.

17 MS MAGGIE WONG: 6(c), driver monitoring device to monitor
18 the driver --

19 CHAIRMAN: I'm sorry, you were talking over the translation,
20 so could you begin again with your question.

21 MS MAGGIE WONG: Yes.

22 What about the driver monitoring device? 6(c).

23 CHAIRMAN: You are talking about the drowsiness technology?

24 MS MAGGIE WONG: Yes, the drowsiness technology.

25 MR KWOK CHI SHING: Four buses of the KMB have had this
26

1 installed. Bus captains don't support it. Because the
2 camera would be pointing to their faces all the time,
3 and it would put pressure on them.

4 Another thing is that if you install this, you will
5 have to reduce the working hours of drivers, otherwise
6 I can tell you that 90 per cent of bus drivers, might
7 just doze off from time to time, because they work very
8 long hours.

9 So don't fool yourself by thinking that with this
10 device installed everything would be well and good. If
11 the company wants to penalise you --

12 CHAIRMAN: I don't understand this, Mr Kwok. You are saying
13 that 90 per cent of drivers doze off -- is that what you
14 are saying? Because of long working hours?

15 MR KWOK CHI SHING: Yes.

16 CHAIRMAN: Wouldn't it be a good idea, then, to have
17 a camera --

18 MR KWOK CHI SHING: Well, that means they just may be close
19 their eyes for a bit. I won't try to fool you. Because
20 that is a fact.

21 We have raised this issue a lot, it is because of
22 poor management. We have put forward an idea of taking
23 into account where you live. Say, for example, well,
24 you live in Tuen Mun and you work in Lai Chi Kok, and
25 there is only one company car, so you have to wake up
26

1 really earlier --

2 CHAIRMAN: Mr Kwok, thank you.

3 Yes, Ms Wong.

4 MS MAGGIE WONG: And the next one is the installation of
5 seat belts on all buses on all seats.

6 Does your union support this?

7 MR KWOK CHI SHING: In order to reduce casualties and
8 fatalities in accidents, yes. Well, it would be like
9 coaches, where it is a 2-point safety belt, not 3-point
10 safety system.

11 Yes, there will be inconvenience, because it will
12 take longer for passengers to alight because some
13 passengers might struggle a bit to take the seat belt
14 off.

15 But so far, well, with so many risk factors, without
16 proper or perfect measures we support the 2-point safety
17 belt system.

18 MS MAGGIE WONG: Thank you. The last topic in this paper is
19 the training for franchised bus captain.

20 If you go to paragraph 18, it states that:

21 "The working group has agreed that the Transport
22 Department should promulgate a practice note on training
23 framework for franchised bus captain."

24 Has your union been given a copy --

25 CHAIRMAN: There are two steps to that. That is what is
26

1 said here. We have received a submission from the
2 Transport Department where we have been told that the
3 practice note has been issued.

4 The question for you, Mr Kwok, has your union been
5 provided with a copy of this practice note?

6 MR KWOK CHI SHING: No, we have not.

7 CHAIRMAN: Were you consulted at all in the review of how
8 training might be provided, monitored, and regulated?

9 MR KWOK CHI SHING: No. Well, we have a lot of views.

10 MS MAGGIE WONG: And if you look at paragraph 19, it sets
11 out the structure of the training arrangement for bus
12 captain under the practice note, irrespective of whether
13 they are full-time or part-time bus captain.

14 It includes regular training, and special purpose
15 training. First of all, do you support this?

16 MR KWOK CHI SHING: Yes, we do.

17 MS MAGGIE WONG: And paragraph 20, it provides that the
18 regular training for the bus captains should also
19 include the following modules with relative weightings
20 to be covered -- set out in (a) to (e) -- including safe
21 driving and road safety, cognition of in-vehicle device,
22 handling of incident, customer service and knowledge of
23 company rules, traffic regulations, occupational health
24 and safety.

25 Do you have any comments on the respective weighting
26

1 of these modules?

2 MR KWOK CHI SHING: I have some knowledge of the programme,
3 but you have to bear in mind that if you just tell bus
4 captains, they may not be able to grasp or understand
5 the information. In the past, when we were trained,
6 instructors told us the answers, so we all scored 100.

7 And the information would be passed on to the
8 Transport Department, or senior management, and I think
9 the Committee can take a look. Everyone scored 100. So
10 it is not desirable.

11 In fact, the training programme should provide
12 quantifying, quantitative figures, for instance our
13 speed is usually 50, at most 70, and you should tell
14 them how is it calculated.

15 So one kilometre is 1,000 metres, so 70 kilometres
16 you multiply it by 1,000, it is 70,000, and you multiply
17 it by 60, and that is the speed per minute, and then you
18 divide by 60, and it is 19.5 metres per second. So you
19 can quantify.

20 And they will understand the speed, because they
21 have an actual figure of -- by 70km/ph that means you
22 can travel 19.5 metres per second.

23 If 60km/ph, that is 16.6 metres per second, and 50
24 is 13 metres per second, 40 metres, 11.1 metres per
25 second, so on and so forth.

26

1 It will be easier for them to understand if you give
2 them figures. And you ask them to leave more room, then
3 in Hong Kong there should be a space of three to four
4 seconds between two vehicles.

5 But you have to let them understand what is meant by
6 travelling speed. And in the past we were taught this
7 way. When you reach the first arrow, you have to remove
8 all fuel, and by the second arrow, well, if the phase is
9 not changed you can add a little fuel, and go through
10 the traffic signal.

11 And even if the front wheel has exceeded the line to
12 stop, because we are buses, we have some room, we should
13 go ahead. But nowadays they are not taught this at
14 training.

15 Passengers and the public do not understand. They
16 accuse buses of jumping the amber phase. In fact, it
17 was taught in the past, and you have a flash lights.

18 Sometimes you have this habit.

19 CHAIRMAN: Mr Kwok, thank you.

20 Yes, Ms Wong.

21 MS MAGGIE WONG: The next topic is working hours.

22 Mr Kwok, in your submission, the first submission,
23 Chinese at page 88, TU-1A, and English at page 90-7, in
24 paragraph 5 you stated there that:

25 "... the reasonable maximum working hours per day
26

1 shall be 12 hours, the maximum driving time shall be
2 10 hours."

3 May I ask you your view, or your union's view about
4 split shift, with maximum of working hours, maximum 14
5 working hours?

6 MR KWOK CHI SHING: You want me to comment on this issue?

7 CHAIRMAN: We want you to give us your opinion, that is the
8 union's opinion on the split shift guidelines. 14 hours
9 maximum duty, 10 hours maximum driving, three hours'
10 continuous break. What is your view?

11 MR KWOK CHI SHING: According to the current guidelines the
12 maximum driving hours is 11. So the committee has been
13 talking about three hours of rest, and 10 hours of
14 driving. It will only happen in the second quarter of
15 next year. In 2010, the guideline was 14 hours maximum
16 and maximum working hours 11, and there is no guideline
17 on the minimum hours of rest in between.

18 And the new guideline will only be implemented in
19 the second quarter of next year.

20 CHAIRMAN: That's why --

21 MR KWOK CHI SHING: And many of us will only have two hours
22 or so of rest including meals, and then in the second
23 quarter of next year there is a window.

24 CHAIRMAN: Mr Kwok, the second quarter of next year is when
25 these guidelines will be fully implemented. That's the
26

1 provision, is it not?

2 MR KWOK CHI SHING: It is said so.

3 CHAIRMAN: Let me ask you these questions.

4 Is the guideline, with a requirement of three hours
5 of a continuous break, implemented at all in KMB now?

6 MR KWOK CHI SHING: There is no hard and fast rule. It
7 depends on the route. And for some you only have one
8 hour of meal.

9 So 11 hours, driving hours, is maximised, sometimes
10 even over that. Because there is no hard and fast rule
11 according to TD.

12 CHAIRMAN: Please concentrate on the question. Has KMB
13 begun to implement the reduced, or rather the
14 requirement for a continuous break of three hours in
15 special shifts where 14 hours on duty is permitted, but
16 there is a maximum of 10 hours driving. Has it begun to
17 implement that at all?

18 MR KWOK CHI SHING: No. No, they don't have enough
19 manpower. It is 11 hours of driving. 10 hours of
20 driving is our suggestion.

21 The maximum duty hours are 14 driving hours, and 11.
22 Then in between, 30 minutes.

23 Next year, in the second quarter, after continuous
24 driving of six hours, there must be 40 minutes of rest.
25 Right now it is only 30 minutes.

26

1 KMB has not implemented this rest of three hours in
2 between. For some, maybe two hours or so. We have
3 a colleague here, driving special shift duties, and he
4 has sent e-mail to the Committee. Perhaps he has sent
5 it to the wrong address. It was not received by the
6 Committee. He talked to us yesterday.

7 And he is on monthly salary. He is just sitting
8 next to me, and if the Committee permits, he will spend
9 some time to tell you his views.

10 CHAIRMAN: Is that Mr Wong?

11 Yes, Mr Wong, did you drive a special shift this
12 week?

13 MR WONG KIN WAI: I am on sick leave after injury at work.

14 I have been driving there for one year.

15 CHAIRMAN: When did you last drive a special shift?

16 MR WONG KIN WAI: 26 June.

17 CHAIRMAN: And can you recall, if you are able to, what your
18 day was that day? What time you left home, what time
19 you started duty, what time you took your break, where
20 you took your break?

21 MR WONG KIN WAI: I woke up at 6.15. I left home at 6.30,
22 and I travelled to work at Mei Foo. I took two company
23 cars. At 7.35 I clocked in.

24 I drove -- I started at 11.40 to Olympic, and there
25 was one hour for a meal, and then the break in between
26

1 two hours 47-minutes. I drove again at 15.50.

2 CHAIRMAN: Mr Wong, we are not in a hurry. Take your time
3 to describe this.

4 Where do you live?

5 MR WONG KIN WAI: Kwai Shing West Estate.

6 CHAIRMAN: And you left Kwai Shing West Estate at 6.30 that
7 morning?

8 MR WONG KIN WAI: Yes.

9 CHAIRMAN: And you went to Mei Foo?

10 MR WONG KIN WAI: Yes.

11 CHAIRMAN: How did you travel?

12 MR WONG KIN WAI: Bus number 37.

13 CHAIRMAN: As a passenger?

14 MR WONG KIN WAI: Yes.

15 CHAIRMAN: And when you got to Mei Foo what did you do?

16 MR WONG KIN WAI: I boarded an engineering car to arrive at
17 Stonecutters Island bus depot.

18 CHAIRMAN: So this is a KMB car, is it?

19 MR WONG KIN WAI: Yes.

20 CHAIRMAN: Car, not bus?

21 MR WONG KIN WAI: A coach. A coach of 60 seats.

22 CHAIRMAN: With fellow bus captains?

23 MR WONG KIN WAI: Yes.

24 CHAIRMAN: So from Mei Foo, with your fellow bus captains
25 you went to Stonecutters Island?

26

1 MR WONG KIN WAI: Yes.

2 CHAIRMAN: What time did you get there?

3 MR WONG KIN WAI: Around 7.20 am.

4 CHAIRMAN: And what facilities are there, at Stonecutters?

5 MR WONG KIN WAI: It is a KMB bus depot.

6 CHAIRMAN: And having arrived there, did you clock in, as
7 you called it?

8 MR WONG KIN WAI: Yes.

9 CHAIRMAN: How do you clock in?

10 MR WONG KIN WAI: Use an Octopus card on a computer system,
11 and then I will have a roster for the day. I have a job
12 sheet for the day.

13 CHAIRMAN: You use your Octopus card, so you are
14 electronically clocked in at 7.35 in the morning?

15 MR WONG KIN WAI: Yes.

16 CHAIRMAN: What happens next?

17 MR WONG KIN WAI: I had the licence number of the bus I was
18 supposed to drive, I went to the car park to find it,
19 and then I drove it to the bus terminus.

20 CHAIRMAN: What time did you leave Stonecutters bus depot.

21 MR WONG KIN WAI: 8.35.

22 CHAIRMAN: Between clocking in at 7.35 and leaving the bus
23 depot at 8.35, what duties did you perform?

24 MR WONG KIN WAI: I left Stonecutters Island depot at 7.35,
25 I drove to the bus terminus of Kwai Shing East Estate
26

1 and then the first departure was at 8 am.

2 CHAIRMAN: So you had to take the bus from the bus depot to
3 Kwai Shing East, and what is the status of that place,
4 is that a terminus?

5 MR WONG KIN WAI: Yes, it is a bus terminus at Kwai Shing
6 West Estate.

7 CHAIRMAN: West?

8 MR WONG KIN WAI: Yes.

9 CHAIRMAN: Thank you. And you began driving a route on that
10 bus at around 8 o'clock that morning?

11 MR WONG KIN WAI: Yes. 8 am is the first departure.

12 CHAIRMAN: What was the route number?

13 MR WONG KIN WAI: 37.

14 CHAIRMAN: What is the destination, the ultimate destination
15 that that route goes to?

16 MR WONG KIN WAI: Olympic MTR station.

17 CHAIRMAN: Carry on. Describe your day.

18 MR WONG KIN WAI: Since I work for the special shift on peak
19 licence, then I would put on the C licence, that is no
20 passenger to go to Kwai Shing West, until 9.31, all the
21 way until 11.40, which is the last trip, driving to
22 Olympic station, then I would finish my morning session,
23 that would be about 12.45.

24 CHAIRMAN: Where were you when you finished the morning
25 session?

26

1 MR WONG KIN WAI: The vehicle will have to be put on a stop
2 service sign, have to drive it to Kwai Shing East Estate
3 to leave it there.

4 CHAIRMAN: Is that a bus terminus?

5 MR WONG KIN WAI: Well, it is kind of. It is for bus
6 captains to take their meal break, and before the next
7 driver comes to take the bus, we can leave the bus
8 there.

9 CHAIRMAN: So what time did you arrive at Kwai Shing East
10 Estate?

11 MR WONG KIN WAI: About 12.45.

12 CHAIRMAN: So what time had you finished driving the route
13 37 route?

14 MR WONG KIN WAI: Normally it will be 12.40, driving for one
15 hour, which is the journey time, and then I have to add
16 one hour, which is my meal break. So normally, it will
17 take me to eight minutes past 2, including the meal
18 break.

19 CHAIRMAN: Where did you have the meal break that day?

20 MR WONG KIN WAI: Kwai Shing East Estate.

21 CHAIRMAN: And are there rest facilities there? KMB bus
22 rest facilities?

23 MR WONG KIN WAI: Previously yes. Because of the Housing
24 Authority problems they are removed. Recently I walked
25 past, I see another facility installed. I think it was
26

1 some time last week or so.

2 CHAIRMAN: On 28 June, were there any rest facilities at
3 Kwai Shing East Estate?

4 MR WONG KIN WAI: I don't really know.

5 CHAIRMAN: Well, where did you have your meal?

6 MR WONG KIN WAI: Shopping mall in Kwai Shing East Estate.

7 CHAIRMAN: What did you do with the rest of the break time?

8 MR WONG KIN WAI: I would take transportation to Kwai Shing
9 West Estate to the terminus and rest at the rest
10 facilities there.

11 CHAIRMAN: What transport did you take to do that?

12 MR WONG KIN WAI: Many modes. 47X, 37M, and 37. They are
13 all buses.

14 CHAIRMAN: So you took a bus?

15 MR WONG KIN WAI: That's right.

16 CHAIRMAN: As a passenger?

17 MR WONG KIN WAI: That's right.

18 CHAIRMAN: A regular bus route, not a special bus driving
19 bus captains?

20 MR WONG KIN WAI: I was a bus captain working for a special
21 shift for a regular route.

22 CHAIRMAN: I understand that. This is your meal break. And
23 you moved from Kwai Shing East to Kwai Shing West. And
24 you did so as a passenger; is that right?

25 MR WONG KIN WAI: That's right. Because there were no rest
26

1 facilities at Kwai Shing East, and there are only rest
2 facilities for staff at Kwai Shing West.

3 CHAIRMAN: And you rested at Kwai Shing West?

4 MR WONG KIN WAI: That's right.

5 CHAIRMAN: What are the rest facilities there? Are there
6 seats? Are there benches?

7 MR WONG KIN WAI: There are three benches and some tables.

8 CHAIRMAN: Are you able to lie down?

9 MR WONG KIN WAI: There are something like sofa, so I could
10 lean back. But if you are talking about something like
11 a bed, no.

12 CHAIRMAN: You are able to recline, is that it?

13 MR WONG KIN WAI: That is right.

14 CHAIRMAN: When did your break come to an end?

15 MR WONG KIN WAI: That would be 15.55.

16 CHAIRMAN: So what was the length of your break that day?
17 When did you start?

18 MR WONG KIN WAI: Including taking a meal, it is about two
19 hours 47 minutes.

20 CHAIRMAN: When did it start?

21 MR WONG KIN WAI: I think my roster started, according to
22 the schedule, is eight minutes past 2, and then until
23 15.55.

24 CHAIRMAN: Thank you, and then you resumed your bus driving?

25 MR WONG KIN WAI: That is right.

26

1 CHAIRMAN: Were you on route 37 again, or another route?

2 MR WONG KIN WAI: Also 37.

3 CHAIRMAN: And for how long did you ply that route?

4 MR WONG KIN WAI: About one year.

5 CHAIRMAN: No, when did you finish driving that route that
6 day?

7 MR WONG KIN WAI: 20.43. That's the time when I knocked off
8 work. Including going to Stonecutters Island to leave
9 the bus there.

10 CHAIRMAN: So you clocked out, as it were? Is that right?

11 MR WONG KIN WAI: That's right.

12 CHAIRMAN: So you clocked in at 7.35, is that it?

13 MR WONG KIN WAI: Before 7.35. Before 7.35.

14 CHAIRMAN: What time did you clock in?

15 MR WONG KIN WAI: It was about 7.20, when I clocked in after
16 taking the company bus to go to Stonecutters Island.

17 CHAIRMAN: And that day, having finished and clocked out,
18 clocked off, did you return home straight away, or did
19 you do other things?

20 MR WONG KIN WAI: I went home straight away.

21 CHAIRMAN: Can you help us as to what time you arrived at
22 home?

23 MR WONG KIN WAI: It was around 9.20.

24 CHAIRMAN: The following day, 29 June, were you on duty?

25 MR WONG KIN WAI: My last day was 26 June. Because in my
26

1 last trip to Kwai Shing West Estate there was a traffic
2 accident.

3 CHAIRMAN: I beg your pardon, the 26th. Were you involved
4 in that traffic accident?

5 MR WONG KIN WAI: That is right.

6 CHAIRMAN: What time was the traffic accident?

7 MR WONG KIN WAI: 7.20.

8 CHAIRMAN: What was the nature of the traffic accident?

9 MR WONG KIN WAI: A taxi travelling on a third lane cut
10 across to the first lane to a smaller road, Beech
11 Street. I was travelling on the first lane, I could not
12 stop in time, and rammed into the taxi.

13 CHAIRMAN: Were you injured?

14 MR WONG KIN WAI: Yes.

15 CHAIRMAN: And is that when your sick leave began?

16 MR WONG KIN WAI: That is right.

17 MEMBER AUYEUNG: Thank you, Chairman.

18 I just want to follow up. When you are talking
19 about the resting places, you had three chairs.
20 Usually, how many drivers are in that location together?

21 MR WONG KIN WAI: I think about three or four. Because,
22 well, they would not be there for a prolonged period of
23 time. There would be five to six minutes of rest time,
24 they would go in to take a seat.

25 MEMBER AUYEUNG: So is there enough room for all the drivers
26

1 MR KWOK CHI SHING: That is correct, it is a fixed time.

2 CHAIRMAN: If it be necessary, do you consent to KMB
3 releasing to us the data they might have obtained about
4 your work on 26 June when you clocked in, when you
5 arrived at a bus terminus, when your break began, when
6 you clocked off, all of the data that day, do you
7 consent to that being provided to the Committee?

8 MR KWOK CHI SHING: Yes.

9 CHAIRMAN: You told us about the rest facilities that were
10 available at Kwai Shing West Estate; were there
11 occasions when you took your rest in this split shift
12 arrangement at other places?

13 MR KWOK CHI SHING: Sometimes, I would, if it were too
14 noisy, too many people going in and out, I would choose
15 to go home.

16 CHAIRMAN: The question really is this. Were there other
17 places where you took this break, other than Kwai Shing
18 West Estate?

19 MR WONG KIN WAI: No. Because there was only rest
20 facilities at Kwai Shing West Estate. When I went to
21 work, there was still no rest facilities at Kwai Shing
22 East Estate.

23 MR KWOK CHI SHING: I would like to add.

24 CHAIRMAN: Just a moment, Mr Kwok, your turn will come.

25 MEMBER AUYEUNG: Thank you, Chairman.

26

1 I just want to clarify what you said earlier,
2 Mr Wong.

3 You did mention about your break is about two hours
4 and 47 minutes, right? That's including meal time.
5 This is the break time, two hours and 47 minutes; is
6 that correct?

7 MR WONG KIN WAI: That is right.

8 MEMBER AUYEUNG: You also mentioned that if it is a bit too
9 noisy, you will go home. If you actually have to go
10 home, can you make a guess on actually during that two
11 hours and 47 minutes, really, what kind of rest you can
12 have before you carry on with your work of the day?

13 MR WONG KIN WAI: Well, there wasn't enough time for a rest,
14 I just closed my eyes, rest my eyes and tried to relax,
15 to keep my shape up.

16 CHAIRMAN: Mr Kwok, you wanted to say something.

17 MR KWOK CHI SHING: Yes. For Kwai Shing East, it seems that
18 a rest kiosk has been put in just a few days ago with
19 the help of a trade union, Mr Chow Wai Hung, within a
20 short time, the work was completed. I mentioned that
21 the trade union intervened. We are not affiliated with
22 any political parties. If we want something done we
23 would go to the community to lobby. I think the main
24 objection comes from district councillors. If there are
25 no objections coming from the community, it would be the

26

1 problem of the government department.

2 MS MAGGIE WONG: Mr Wong, may I clarify a few matters.

3 You said that you clocked in before 7.35, and then
4 you take the meal break at 2.08. On my calculation, it
5 is around six hours 50 minutes before you take the meal
6 break. So, I was trying to find out, do you have breaks
7 or rest time during that six hours and 50 minutes?

8 MR WONG KIN WAI: The last driving time of mine during the
9 morning was 11.40 for a journey time of one hour.

10 I could drive the bus to Kwai Shing East Estate to
11 leave it there, and it was earlier than expected because
12 of little traffic. So I arrived there early. My
13 actual -- well, there was no break time at that time.

14 Perhaps I can give you my timetable or roster for
15 your reference.

16 MS MAGGIE WONG: Thank you, yes. Because I would like to
17 know how the rest time was arranged during that shift.

18 I would like to know, during that six hours and 50
19 minutes, how that rest time was arranged, so it would be
20 great if we could get your timetable.

21 You referred to the meal break, one hour, included
22 within the three successive hours of break; is that
23 correct?

24 CHAIRMAN: I don't think it has been acknowledged that the
25 three hour continuous break system is being implemented.

26

1 Am I right, Mr Kwok, that it is not being
2 implemented?

3 MR KWOK CHI SHING: As I said, that it would be implemented
4 in the second quarter of 2019. Well, now the company
5 will have full flexibility. If there is 14-hour duty
6 hours then there won't be more than 11 hours of driving.
7 So strictly speaking, there is little rest time. It is
8 just because of the manpower shortage. Everyone will be
9 used to the fullest. In the past they said that it was
10 about 6 am or 11 am, and then in the afternoon it would
11 be 3 pm or 4 pm. That would be the arrangement.

12 Now, because of the manpower shortage, well, 3 pm
13 would be late. Some of us would be asked to work on
14 a different route.

15 CHAIRMAN: The question is very simple, Mr Kwok.

16 Thank you, Ms Wong.

17 MS MAGGIE WONG: I think I wanted to ask Mr Wong this
18 question about the allowance in special shift. Is
19 Kowloon Motor Bus paying you the reduced allowance?

20 CHAIRMAN: Well, it is a number, \$21.90.

21 Is that what you get paid when you have your break
22 in a special shift?

23 MR WONG KIN WAI: Could you please wait. I think the
24 special shift allowance per day is \$69.70.

25 CHAIRMAN: That's the total allowance, not a hourly rate?

26

1 MR WONG KIN WAI: That is the total. That is the total,
2 \$69.70 is the total.

3 CHAIRMAN: For how many hours of break?

4 MR WONG KIN WAI: Two hours and 47 minutes.

5 CHAIRMAN: Yes, Ms Wong.

6 MS MAGGIE WONG: Can you help me with this, about this shift
7 allowance. If you go to KMB bundle 1, Mr Wong, this
8 question is directed at you. If you go to KMB bundle 1,
9 page 109. There is a table showing the allowance.

10 MR WONG KIN WAI: I would like to add something. The \$21.90
11 is the calculation of a staff on a daily rate. \$69.70
12 is the calculation for someone on a monthly salary.

13 MS MAGGIE WONG: Do you have that document in front of you
14 at page 109?

15 MR WONG KIN WAI: Yes.

16 MS MAGGIE WONG: If I may ask you to look at the left
17 column. "Employed after 2004", the old monthly rate.
18 The basic salary. Are they paying you 11,810, or are
19 they paying you 15,366? Which is applicable in your
20 case?

21 MR WONG KIN WAI: 15,366.

22 MS MAGGIE WONG: And then you would be paid the split shift
23 allowance of \$1,951.50; is that for the whole month, the
24 monthly rate?

25 MR WONG KIN WAI: Well, it depends on the number of days.

26

1 If you cannot complete 15 days, then you cannot get the
2 full rate of allowance. So it is on a pro rata basis.

3 MS MAGGIE WONG: So can you tell us what allowance you would
4 receive from (B) to (G).

5 CHAIRMAN: I think we are being bogged down in a minor
6 detail here. Either way, the figures speak for
7 themselves.

8 MS MAGGIE WONG: Yes. So maybe I will move on to another
9 topic.

10 Mr Kwok, I would like to raise another topic with
11 you. It is about the issue you raised in your
12 submission about having a priority bus lane.

13 And your submission in English is at page 90-7, and
14 it should be in Chinese, page 88.

15 It states that:

16 "... where a bus has made a direction signal
17 preparing to exit a station, other vehicles that see it
18 must stop or let the bus exit the station. A safety
19 distance of two seconds is used as the termination
20 distance by which the bus must be allowed to exit the
21 station first ... vehicles are prohibited from cutting
22 in front of buses within 10 metres of their front to
23 prevent the buses from suddenly having to decelerate."

24 In your submission you provided some examples as to
25 the problems about cutting lanes -- and that is in the
26

1 TU bundle at pages 104 to 108 -- at the Hung Hom
2 station.

3 So are you suggesting by this suggestion that you
4 would like to have the priority bus lane system similar
5 to what they have in Singapore?

6 MR KWOK CHI SHING: Yes.

7 MS MAGGIE WONG: Regarding your point about the bus that
8 must be allowed to exit the station first, do you have
9 any view as to how --

10 CHAIRMAN: By that you mean the bus stop?

11 MS MAGGIE WONG: The bus stop.

12 Do you have any view --

13 MR KWOK CHI SHING: Yes, yes, correct. Bus stop.

14 MS MAGGIE WONG: Do you have any view as to how it can be
15 enforced?

16 MR KWOK CHI SHING: Well, we use cameras, for new vehicles
17 they have got cameras, so when the signal is issued for
18 two seconds, if the vehicles at the back do not stop
19 then it can be enforced.

20 CHAIRMAN: So that would require a camera at the rear of the
21 vehicle?

22 MR KWOK CHI SHING: Right now, for new vehicles, the rear
23 mirrors on the left and the right there are cameras.

24 Why did I say two seconds? Because we understand
25 that there should be a distance of two seconds, as

26

1 promoted by the government, so that there would be
2 a safe distance, so no emergency halting of the vehicle
3 is required.

4 In Singapore they draw a line, and that may lead to
5 misunderstanding.

6 If I have just passed that line and reached that
7 line and you give me a signal, then there may be some
8 misunderstanding.

9 So two seconds is to quantify the distance.
10 I propose two seconds, you may suggest three. It is
11 just to quantify the distance. It doesn't really have
12 to be two seconds. Because in Hong Kong space is
13 limited and bus stops are numerous, people would not
14 know what the line is about.

15 In Hong Kong, to have road markings, you have to
16 guess at it, and you have to set up a sign, it is
17 complicated, and the markings may be removed as time
18 goes on. So it is best to use time as a reference. It
19 is safer.

20 MS MAGGIE WONG: The next topic is on training safety. You
21 mentioned in your first submission at page 84 in
22 Chinese, English at page 90-4 -- you raised the issue
23 about training safety. You stated there that:

24 "During that time, even when road traffic was
25 relatively simple, and I was familiar with the roads,
26

1 I also need to be trained for one month. Within that
2 one month, majority of the time was spent in bus-driving
3 training ..."

4 And you commented that the training nowadays of 18
5 days is insufficient.

6 So did I summarise it correctly, that your union's
7 view is that the current training to newly recruited bus
8 drivers is insufficient?

9 MR KWOK CHI SHING: You are correct. You are correct.

10 MS MAGGIE WONG: What is your proposed duration of training
11 to new recruits?

12 MR KWOK CHI SHING: It is about the operation of the bus
13 company. One month is about right, unless the new
14 recruit has a bus licence. Now, for those who have to
15 take a licence examination, one month is the minimum.
16 In particular, the recruiting requirements are lower.
17 And it was said at the hearing that a person with one
18 year private car licence can then learn to drive, and
19 after 18 days he can start driving a bus. That is very
20 dangerous, and I think that consideration is immature.

21 MS MAGGIE WONG: And you commented in your submission, or
22 reply, on 25 July 2018, as to the Transport Department's
23 role in training. If I may take you to the submission.

24 CHAIRMAN: Perhaps you can just summarise the point.

25 MS MAGGIE WONG: Yes. The point was that you commented that
26

1 the Transport Department should take a more active role
2 on training and supervision of bus captains courses. Is
3 that the point you are trying to make in your later
4 submission on 25 July?

5 MR KWOK CHI SHING: Yes. Yes, there should be monitoring by
6 the Transport Department, because the training course
7 made by the bus company would only suit its needs
8 without other considerations. The TD should monitor.

9 And there should be consultation with trade unions,
10 because we are in service, we know the qualifications
11 for professional bus captains, they should be more open
12 in discussing with us. That would be much better.

13 MS MAGGIE WONG: I have completed my questioning. Thank
14 you.

15 CHAIRMAN: Thank you, Ms Wong.

16 Mr Kwok, those are the questions that we have for
17 you. You indicated at the start that there was some
18 other material that you wanted to make available to us.
19 And if you wish us to receive that material, please
20 provide it in writing, and we will consider it.

21 Is that what you wish to do?

22 MR KWOK CHI SHING: We will, if we can.

23 Since the Committee still takes time to complete the
24 whole consultation, and if we can make it we will submit
25 the material as soon as possible for the Committee's
26

1 reference.

2 CHAIRMAN: Well, we look forward to receiving whatever it is
3 that you choose to give us.

4 But for the moment, we thank for coming to give
5 evidence. Thank you, Mr Wong, for giving us an insight
6 into a day in a life of a bus captain working a special
7 shift. That was most helpful to us.

8 But we have others from another union who are going
9 to give evidence. So what we will do is take a short
10 break now and invite you to withdraw from the table, and
11 the other representatives can come forward and occupy
12 the table.

13 We will take a 2-minute break. Thank you.

14 (12.27 pm)

15 (A short break)

16 (12.30 pm)

17 REPRESENTATIVES FROM STAFF RIGHTS ASSOCIATION OF KMB:

18 MR CHAN WING HO, MR TAN SHIN HING, MR YIU KWONG CHUN, AND

19 MR LI KWOK WAH

20 (Evidence given in Cantonese, transcription of the
21 simultaneous interpretation).

22 CHAIRMAN: We thank you, Mr Li, and your colleagues,
23 representatives of the Staff Rights Association of KMB,
24 for accepting our invitation to come and give evidence
25 today.

26

1 I'm going to ask Ms Wong in a moment to begin asking
2 you questions on behalf of the Committee.

3 Mr Li, if you wish one of your colleagues to answer
4 any particular question, just indicate who it is, and
5 defer to him, and then we will hear from whoever it is
6 that you wish us to hear from, answering a particular
7 question.

8 MR LI KWOK WAH: I understand.

9 CHAIRMAN: Thank you.

10 Ms Wong.

11 EXAMINATION BY MS WONG

12 MS MAGGIE WONG: Thank you, Mr Li. This Committee is tasked
13 to review the safety aspects of the franchised bus
14 operations, so my questions will be focusing on that
15 area.

16 Before I ask a few questions I would like to
17 ascertain some basic facts about your association.

18 Your association was established in January 2017,
19 correct?

20 MR LI KWOK WAH: Yes.

21 MS MAGGIE WONG: And there are approximately 200 members in
22 your association as of 18 June 2018.

23 MR LI KWOK WAH: That's right.

24 MS MAGGIE WONG: And your members, 200 members, are all
25 full-time and part-time staff of Kowloon Motor Bus?
26

1 MR LI KWOK WAH: That's right.

2 MS MAGGIE WONG: In what percentage?

3 MR LI KWOK WAH: There are about 8,600 bus captains. We
4 have 200 members?

5 MS MAGGIE WONG: What percentage is full-time staff and what
6 percentage is part-time staff?

7 MR LI KWOK WAH: There is only one part-time member. The
8 others are all full-time.

9 CHAIRMAN: And they are all bus captains?

10 MR LI KWOK WAH: There are also some bus regulators, three
11 bus regulators.

12 CHAIRMAN: And the rest are bus captains?

13 MR LI KWOK WAH: That's right.

14 MS MAGGIE WONG: Mr Li, I would like to go to a specific
15 topic on scheduled trips and loss of time.

16 If we could go to your submission at page 129-4 in
17 English. You have only made one submission dated
18 23 April 2018. In Chinese it starts at page 117.

19 And the passage is at page 120.

20 I think in the bottom paragraph, you stated that:

21 "... with the continued loss of bus captains, and
22 the need maintain the scheduled trips and avoid
23 cancelling scheduled trips, causing bus captains'
24 entitled rest time during work subject to the situation
25 of lost trips and the road traffic circumstances that

26

1 day. For many bus captains who would need to drive
2 various bus routes, in order to have more time for rest
3 during work, will try to complete the bus routes as soon
4 as possible depending on road traffic condition and
5 return to the bus terminals for rest."

6 Can you tell us or elaborate how the need to
7 maintain scheduled trips would affect bus captains'
8 entitled rest time?

9 MR LI KWOK WAH: The bus company, say, for example, there is
10 one hour of journey time, it would be compressed to 55
11 to 58 minutes. Bus captains have little rest time. If
12 you compress journey time even by a few minutes, that
13 means a loss of a few minutes of rest time.

14 MS MAGGIE WONG: So can you confirm that as to whether, when
15 trying to complete the bus routes with a less scheduled
16 time, would that increase the likelihood of speeding by
17 bus captains?

18 MR LI KWOK WAH: That is right. Because you have to catch
19 up in order to get more rest time. Yes, buses travel at
20 70km/ph, in some sections where there is a speed limit
21 of 50, we may be travelling at a higher speed, and there
22 will be pressure, because we would need to make up for
23 the time. As a result they will have to speed, say, for
24 example, travelling at 70km/ph at a section of 50km/ph
25 speed limit.

26

1 MS MAGGIE WONG: And we have heard about the system that
2 there is a monitoring system of drivers, and a certain
3 threshold was set in the black box that you cannot
4 exceed a certain speed limit, for example 50km per hour
5 would be set at 55km per hour. In those circumstances,
6 if you are speeding --

7 CHAIRMAN: Whose evidence you are quoting there?

8 MS MAGGIE WONG: I'm quoting evidence perhaps from Citybus.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: I'm just enquiring, is there a similar
11 system in the KMB buses for road sections that have 50km
12 per hour?

13 MR LI KWOK WAH: Yes, for KMB there is the black box. It is
14 a tachograph. It records the operations of the bus.
15 You can retrieve the data. Regularly the company would
16 check the black box, say, for example, on a certain
17 date, a particular bus captain sped during a certain
18 section. There is this system with the KMB.

19 MS MAGGIE WONG: Do you know what threshold has been set for
20 the 50km per hour road section?

21 CHAIRMAN: By KMB on their tachomatic devices?

22 MS MAGGIE WONG: By KMB on their tachograph devices.

23 MR LI KWOK WAH: I don't understand your question.

24 MS MAGGIE WONG: We have heard evidence -- perhaps I will
25 explain more. We have heard evidence from another bus
26

1 operator, Citybus, that for a road section that has
2 a fixed speed limit of 50km per hour they would set at
3 55km per hour within that black box. And once the bus
4 driver exceeded 55km per hour for a continuous period of
5 time, say, 10 consecutive seconds, it would be
6 automatically recorded in the form of an automatic
7 generation exception report, and certain punishment
8 would be accorded to different bus captains for
9 exceeding certain speed limit.

10 And we have that particular page there.

11 A speed of over 55km per hour for 10 consecutive
12 seconds on road sections with speed limit of 50km per
13 hour, and speed of over 75km per hour for 10 consecutive
14 seconds on road sections with speed limit of 70km per
15 hour.

16 So, as far as you know, as bus captain, do you have
17 a similar system for bus captains in Kowloon Motor Bus?

18 MR LI KWOK WAH: Yes, there is one. Our understanding is
19 that for KMB black boxes, they would record your speed,
20 say, for example, if you are travelling at 78km/ph, an
21 excess of 8 kilometres per hour, if you do not
22 accelerate within 10 seconds, there won't be any record.
23 But if it is over 10 seconds there would be a record.
24 That's the same for 70km/ph, and 50km/ph. It depends on
25 the duration. 10 seconds. If within that time you do
26

1 not accelerate it will not be recorded. Otherwise,
2 there will be a warning letter or reduction of your
3 bonus.

4 CHAIRMAN: So that I can understand that, are you saying
5 that the vehicle can carry on at 78 kilometres an hour,
6 as long as it doesn't accelerate to a greater speed? Or
7 does it have to come back to 70 within the 10 seconds?

8 MR LI KWOK WAH: Yes, within 10 seconds it will have to be
9 brought back to 70km/ph.

10 MS MAGGIE WONG: You mentioned there will be deduction of
11 allowance. In what circumstances --

12 MR LI KWOK WAH: Bonus. Bonus.

13 MS MAGGIE WONG: So that would be bonus? In what
14 circumstances would the bonus be reduced, and by how
15 much?

16 MR LI KWOK WAH: KMB has merged the bonus into our basic
17 salary. Before that there were two types of bonus. One
18 for service another for safety. Each had the value of
19 1,178.

20 Now, if it is a serious incident, such as a traffic
21 accident, then the whole month's bonus will be deducted.
22 Usually it will be half a month's bonus should there be
23 an incident. The same applies to good service bonus.
24 If you receive too many complaints, half or one month of
25 good service bonus will be deducted.

26

1 CHAIRMAN: But that's all history now, is it not? There is
2 no bonus, there is no deduction.

3 MR LI KWOK WAH: That's true.

4 MS MAGGIE WONG: So if a bus driver speeds, or if there is
5 a speed exception report generated, would he receive any
6 penalty?

7 MR LI KWOK WAH: It depends on the number of violations --
8 the company will look at that -- and also the gap
9 between two violations. If it is every month, there
10 will be deduction. If there is one month or seven
11 months in between then a warning letter will be issued
12 to remind the bus captain.

13 MS MAGGIE WONG: So under the current system, there is still
14 a deduction regime depending on how frequent the
15 violation is; is that what you are saying?

16 MR LI KWOK WAH: Yes.

17 CHAIRMAN: From what is the deduction made?

18 MR LI KWOK WAH: Now, there can be no bonus to deduct.
19 Because the bonuses are merged into our monthly salary,
20 there can be no deduction. So every time you have one
21 violation you receive a warning letter. Three warning
22 letters result in dismissal.

23 MS MAGGIE WONG: So it is not a deduction from salary --

24 CHAIRMAN: Just a moment, Ms Wong. Please.

25 Three warning letters result in what, Mr Li?

26

1 MR LI KWOK WAH: Dismissal.

2 MS MAGGIE WONG: So there is not a system of deduction from
3 the salary, but it is simply dismissal following three
4 warning letters; is that the case?

5 MR LI KWOK WAH: Yes.

6 MS MAGGIE WONG: The next topic I would like to ask is the
7 training.

8 If you look at page 129-6 in English, Chinese at
9 page 122. And you mentioned about the 18 day-training
10 and the four-week training.

11 Can you tell us what is the difference in terms of
12 the modules between the four-week training and the
13 18-day training provided by Kowloon Motor Bus?

14 MR LI KWOK WAH: Right now KMB has this system. Those
15 without a bus driving licence, 18 days will cover the
16 training to get a licence, so the module is very similar
17 to the four-week training, but much compressed.

18 For the 18-day course, we believe the quality of
19 training will drop, because for new bus captains we
20 don't know what vehicles they have driven in the past,
21 or even if any. So they might be goods vehicles
22 drivers, or taxi drivers in the main.

23 We are heavy duty buses, as a type of mass transport
24 mode. So if training isn't sufficient, will this
25 increase the likelihood of traffic accidents? And I'm
26

1 of the view that the training time is insufficient.
2 I have served for 27 years. When I joined, I received
3 four-week training. Although I already had a licence,
4 I had to be trained for four weeks, but for KMB, if
5 a new recruit has a licence then the training is only
6 for seven days, to train them on the basics and also
7 knowledge about the routes, and then he can become
8 a professional bus captain.

9 There are so many traffic accidents involving buses.
10 Many of them involve buses.

11 To train a bus captain, there should at least be
12 four weeks covering the lessons and also practical
13 training on the road. Our suggestion is for every
14 driving instructor he can only take two trainees. In
15 the past it was three. We want that to be changed to
16 two, two trainees per instructor.

17 MS MAGGIE WONG: Yes. Thank you.

18 May I take you to a document in the TD-1 bundle, at
19 page 403. The Chinese is at page 416.

20 Mr Li, this is a briefing paper produced by the
21 Transport Department in consultation with five
22 franchised bus operators and three major bus
23 manufacturers. And this is the product of their
24 recommendation.

25 CHAIRMAN: This was a special working group set up by the
26

1 Transport Department in the middle of March, and it was
2 required to report within three months and did so on
3 20 July, with this, what is now this briefing paper for
4 the transport panel of the Legislative Council.

5 MS MAGGIE WONG: And this paper covers three aspects: first,
6 the in-vehicle safety devices; second, seat belts; and
7 third, training of bus captains.

8 My first question is, have the Transport Department
9 or Kowloon Motor Bus consulted your views on any of the
10 topics between March and June 2018?

11 MR LI KWOK WAH: No, this is the first time I have seen this
12 paper. The company has not consulted my trade union.

13 MS MAGGIE WONG: And we have been informed recently that the
14 Transport Department has recently issued a practice note
15 to franchised bus operators in respect of the training
16 for bus captains to align the training arrangements of
17 different operators to be implemented from October 2018.

18 Have you been provided or has your union been
19 provided with a copy of the practice note?

20 MR LI KWOK WAH: No.

21 CHAIRMAN: Ms Wong, before you move on.

22 Last week, did the Committee not ask the Transport
23 Department to be provided with a copy of the practice
24 note?

25 MS MAGGIE WONG: Yes.

26

1 CHAIRMAN: Have we been provided with one?

2 MS MAGGIE WONG: We have not.

3 CHAIRMAN: Thank you.

4 MS MAGGIE WONG: And the last topic, Mr Li, I would like to
5 ask you is this.

6 Amongst your 200 members -- I know some of them are
7 not actual bus drivers, but most of them are -- how many
8 of them are on special shifts or split shifts, to your
9 knowledge?

10 MR LI KWOK WAH: Myself, is a special shift duty driver.

11 I have not done formal statistics, but I know about 20
12 to 30 members who are special shift bus captains.

13 MS MAGGIE WONG: We have heard evidence that the recent
14 February 2018 guidelines are not strictly enforced or
15 implemented in terms of the rest hours, and the three
16 consecutive hours.

17 CHAIRMAN: I don't think, Ms Wong, with respect, it is
18 a question of strictly enforced. The agreement was full
19 implementation would not take place until the second
20 quarter of 2019, and the issue is whether any
21 implementation has taken place as of now.

22 MS MAGGIE WONG: Yes.

23 MR LI KWOK WAH: Not in KMB. No such arrangement. Many
24 many special shift vehicles don't even provide three
25 hours in between for meals and rest. We have collected
26

1 information, many special shift do not provide three
2 hours. According to KMB they have three hours, but
3 according to our survey, no, less than three hours.

4 CHAIRMAN: When was this survey conducted?

5 MR LI KWOK WAH: About two weeks ago, we have been asking
6 our members, and many routes had less than three hours.

7 For some routes, like 258P, 5S, 60X, 256B, many
8 routes do not provide three hours for meals and rest.

9 CHAIRMAN: Do you have copies of the survey, the results of
10 the survey?

11 MR LI KWOK WAH: We have printed -- now, here are two.

12 Because the information is in my mobile phone, and for
13 some of the information it is not appropriate for me to
14 pass it to you because it is a document I have taken
15 photo of. They are company documents.

16 CHAIRMAN: Well, is there some material that you can provide
17 us, redacting it as you feel appropriate so that we can
18 see the extent of your survey and how many bus captains
19 indicated that they were not being given a three-hour
20 break.?

21 MR LI KWOK WAH: I have a dozen or so routes, and there are
22 special duty routes, and some were given to us.

23 Now, there is a roster done by the company, and even
24 then, there wasn't three hours for meal and break.

25 CHAIRMAN: Is there anything you can provide to us to
26

1 substantiate what you are saying?

2 MR LI KWOK WAH: We have printed two timetables. Chairman,
3 if you would like to have a look I can show it to you.

4 CHAIRMAN: Very well. Perhaps what we will do is this. We
5 have reached the lunch break. If you provide that to us
6 now, we can have it copied and perhaps translated so
7 that we can resume by asking you questions at 2.30 this
8 afternoon on this material.

9 If there are other matters where you have statements
10 to make to us, we always look for evidence to support
11 the assertion. So if there are things that support you,
12 please provide them to us.

13 But we will take the lunch adjournment now, and we
14 will resume at 2.30 this afternoon. Thank you.

15 (1.03 pm)

16 (The luncheon adjournment)

17 (2.30 pm)

18 CHAIRMAN: Good afternoon.

19 We have a copy of the document that you wanted to
20 hand to us, and we have a translation of part of it.

21 I'll ask Ms Wong to deal with the matter.

22 Ms Wong.

23 MS MAGGIE WONG: Yes. Thank you for providing us with the
24 document. We have extracted an enlarged the part that
25 concerns special shifts.

26

1 We see an example of the duty hours of a bus captain
2 currently driving a special shift for route number 258D,
3 and we can see it starts at 6.50 and it ends at 13.43.
4 Then restarts again at 4 pm to 8.15 pm. There was only
5 a rest break of 2 hours and 15 minutes, instead of three
6 hours in between.

7 Can you tell us when was this -- when was this
8 happened? Or is this a recent --

9 CHAIRMAN: Do we not see the date on the -- if it is
10 a roster, in the coloured photograph? Isn't that
11 28 April?

12 MS MAGGIE WONG: I can't see.

13 MR LI KWOK WAH: Now, this schedule, or roster was amended
14 on 9 July, 9 July.

15 CHAIRMAN: Of this year?

16 MR LI KWOK WAH: Yes. This year. 9 July this year.

17 Because the company made major changes to the schedule,
18 so the date of commencement of the schedule is 9 July.

19 CHAIRMAN: Is this a photograph that we see in colour on the
20 left-hand side, of something that the company posted?

21 MR LI KWOK WAH: No. That's taken from the computer screen.
22 It is on the company's computer screen, and a picture
23 was taken of that.

24 CHAIRMAN: Yes, and when was that picture taken?

25 MR LI KWOK WAH: I'm not sure. Because it was provided by
26

1 some staff members.

2 CHAIRMAN: The computer screen picture seems to depict
3 a date. 28/04/2018. Do you see that?

4 Top of the printout.

5 MR LI KWOK WAH: It is actually provided by staff members,
6 I didn't actually read the small fonts here, up there.

7 So here it says 23 April 2018.

8 Now recently, the company has revised substantially
9 the schedules for many routes, since 9 July, but this
10 photo was WhatsApped to me the day before yesterday.
11 Just to point out the problems there. So this was the
12 photo, and that's why I used it as an example.

13 CHAIRMAN: Yes. Ms Wong.

14 MS MAGGIE WONG: Was this duty hours applied across the
15 board for special shifts, or specific routes?

16 MR LI KWOK WAH: Well, these are individual routes, and
17 so-called running number trips, or -- for example this
18 is route 258D, trip number 5 is this schedule, but trip
19 number 6 for instance would be a different schedule.

20 MS MAGGIE WONG: This schedule was provided by the company,
21 Kowloon Motor Bus?

22 MR LI KWOK WAH: Yes.

23 MS MAGGIE WONG: Can you find more examples of this?

24 MR LI KWOK WAH: For instance, this one. 52X schedule 7.

25 Or S7, in short. The early shift, 7.57, logged in, and
26

1 then the early shift finished at 12.07. But then the
2 next shift started at 14.19, and had to go back to
3 Po Tin to collect the vehicle. So in between there were
4 just over two hours. So there are several more such
5 examples.

6 CHAIRMAN: And the point that you are illustrating is that
7 for maximum duties of, I think the first one is 13 hours
8 and 25 minutes, the rest time was less than 3 hours.
9 Considerably less than 3 hours?

10 MR LI KWOK WAH: Yes, correct.

11 MS MAGGIE WONG: Mr Li, you told us earlier on that you are
12 a special shift driver as well.

13 MR LI KWOK WAH: Yes.

14 MS MAGGIE WONG: Can you tell us, from your personal
15 experience, a day's work? From your -- from the time
16 you start your duty.

17 CHAIRMAN: When did you last drive a special shift?

18 MR LI KWOK WAH: 14 January, because 15 January -- because
19 of a traffic accident I was injured and I have not
20 started work again.

21 So before 14 January I was driving special shifts.

22 CHAIRMAN: Are you able to help us with the times that you
23 worked on that last day?

24 MR LI KWOK WAH: I have to look up the schedule first.

25 CHAIRMAN: Please do.

26

1 MS MAGGIE WONG: How long have you been driving --

2 CHAIRMAN: Well, he is looking up the schedule, Ms Wong.

3 MR LI KWOK WAH: On 14 January, I took a special shift in
4 the morning. 7.30 I logged in. And for the morning
5 shift I finished around 11 am. I had one hour for meal
6 and in the afternoon shift I started at 16.11, and
7 finished at 20.29 -- 21.29.

8 MS MAGGIE WONG: In your example you have given, do you have
9 three hours consecutive hours break?

10 MR LI KWOK WAH: More than that. More than three hours.

11 There is four hours 40 plus minutes of break in
12 between for this particular special shift.

13 MS MAGGIE WONG: Prior to 14 January 2018, how long have you
14 been working as special shift driver?

15 MR LI KWOK WAH: Around three years.

16 MS MAGGIE WONG: Is it the occasion that on -- it is -- was
17 14 January 2018 shift where you have been given over
18 four hours break, frequent occurrence, or can you tell
19 us how you describe four hours break.

20 MR LI KWOK WAH: I would just like to supplement.

21 For the design of every route, you know, the timing
22 is different. For this particular route, or the route
23 I drove on, there were six scheduled trips, or -- and
24 there is only one day in the week, on Monday. There is
25 just one scheduled trip with less than three hours of
26

1 break. But for all the other scheduled trips there
2 would be at least 3.5 hours of break. But the point I'm
3 trying to make is that for the design of other routes,
4 with less than three hours of break, and there are such
5 cases, and that causes fatigue to the bus captains,
6 because they do not get enough rest in between.

7 For my route there is sufficient time for a break,
8 but if all routes are designed like the route I took,
9 then I would totally accept it.

10 But in other routes they don't have such a break.
11 And we have quoted a few examples. Examples is that
12 there are not three hours, but for my route there is
13 enough three hours of break. So the route is different
14 for -- given the different circumstances. And we are
15 just quoting examples of cases where there are not more
16 than three hours of break.

17 CHAIRMAN: Which route was this?

18 MR LI KWOK WAH: KMB has many routes. I cannot really
19 provide all the routes, because there are several
20 hundreds of routes of the KMB, I can't give examples of
21 all routes.

22 CHAIRMAN: The route you drove on 14 January. Which route
23 was that?

24 MR LI KWOK WAH: 269D.

25 CHAIRMAN: Thank you.

26

1 MS MAGGIE WONG: Can we look at the screen capture at the
2 moment. It referred to the route 258, (Chinese spoken)
3 5. What is meant by (Chinese spoken), first of all?
4 MR LI KWOK WAH: Now we use "S", that's called special
5 shift. "S" stands for special shift.
6 MS MAGGIE WONG: This 258D, can you tell us where this route
7 starts and where it ends?
8 MR LI KWOK WAH: 258D from Long Mun Oasis to Yau Tong.
9 MS MAGGIE WONG: Do you mean Po Tin?
10 MR LI KWOK WAH: No, Po Tin in Tuen Mun to Yau Tong.
11 MS MAGGIE WONG: Do you know if there are as if facilities
12 for this particular route from --
13 MR LI KWOK WAH: I'm not certain. But for the Po Tin staff
14 room, it is small. We know that we have already brought
15 this up to the Tuen Mun depot, we have asked for an
16 expansion of the room, but that case is still under
17 application.
18 MS MAGGIE WONG: You said that you have brought this up to
19 the Tuen Mun depot. In what way? Orally or in writing?
20 MR LI KWOK WAH: Verbally. Verbally to the depot manager.
21 CHAIRMAN: Who is the depot manager?
22 MR LI KWOK WAH: Wan Wai Yin in Chinese.
23 CHAIRMAN: Is that Ms Debbie Wong?
24 MR LI KWOK WAH: No, Wan Wai Yin is a male.
25 MS MAGGIE WONG: Mr Lee, you have, if I understand you
26

1 correctly, worked in the Kowloon Motor Bus as bus
2 captain for about 27 years?

3 MR LI KWOK WAH: Correct.

4 MS MAGGIE WONG: Do you know a person called Raymond Cheng,
5 or Gary Wong? Raymond Cheng used to be --

6 MR LI KWOK WAH: No, I don't know them.

7 MS MAGGIE WONG: And do you know, given your experience in
8 Kowloon Motor Bus, do you know there is a safety quality
9 department in Kowloon Motor Bus, some time in 2010?

10 MR LI KWOK WAH: Yes. There was. Yes, there was we call
11 this -- I can't remember the full name. There was
12 a department dedicated to safety issues. Safety
13 training of bus captains. That's my understanding.

14 MS MAGGIE WONG: Were there meetings from time to time for
15 this safety and quality department, with bus captains?

16 MR LI KWOK WAH: I have never heard they would hold meetings
17 with bus captains. I have never heard that. I have not
18 been invited to such meetings, if any at all.

19 MS MAGGIE WONG: Then how do you know the existence of this
20 safety and quality department?

21 MR LI KWOK WAH: When we talked to the managers of depots we
22 heard about that.

23 MS MAGGIE WONG: Did you know there was a study conducted in
24 around that time in 2010 in relation to the
25 identification of 29 sharp bends with certain criteria
26

1 for consideration, or implementation by bus captains.

2 Do you know about this?

3 MR LI KWOK WAH: No. Never heard of it.

4 CHAIRMAN: I think to make the point clear, a study the
5 purpose of which was to give advice to bus captains, how
6 they might negotiate certain bends. But you have never
7 heard of that?

8 MR LI KWOK WAH: No, no, no.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: You earlier said that you have talked to
11 the manager of depot and heard about the safety and
12 quality department. Do you know if there are any
13 measures suggested by this safety and quality department
14 around the time in 2010?

15 MR LI KWOK WAH: I have not even heard about this
16 department. They have not consulted us, and for our
17 association, we have not been invited. But I don't know
18 whether others have been invited. I'm clueless about
19 this matter.

20 MS MAGGIE WONG: So what have you talked about, about this
21 department, this safety and quality department when you
22 were talking to the depot managers. What topic were you
23 discussing, or talking about?

24 MR LI KWOK WAH: I didn't know about this department, so we
25 didn't talk about matters related to this department,

26

1 the discussions were rather on the daily operations of
2 the depot. No, we have not talked to the manager about
3 safety issues.

4 MS MAGGIE WONG: I would like to ask the final topic, which
5 is on the training. Can I take you to the KMB bundle 1
6 at page 120. I'll just briefly explain what this is
7 about. This is a response by the Kowloon Motor Bus to
8 the Commissioner for Transport's letter dated
9 12 February 2018 regarding certain issues on recruitment
10 and training for full-time bus captain.

11 This follows from the tragic incident on
12 10 February 2018.

13 I would like to ask you about the general training
14 for full-time bus captain candidates.

15 Mr Li, are you also a full-time bus captain prior to
16 the sick leave, or 14 January 2018?

17 MR LI KWOK WAH: Right.

18 MS MAGGIE WONG: And if I may ask you, first of all, the
19 training, before we look at this. Was all full-time bus
20 captain candidates obliged to undergo an 18-day training
21 for 9.5 hours a day?

22 MR LI KWOK WAH: Correct.

23 MS MAGGIE WONG: Would there be refresher training once you
24 became a full-time bus captain?

25 MR LI KWOK WAH: Yes, but in the past decade or so there was
26

1 no refresher training. Because previously, once every
2 year -- once every two years there was ancillary driving
3 training. We had to go to the Sha Tin school to receive
4 a one-day training to have some refresher training on
5 training attitude, enhancing our training skills,
6 et cetera. But now, there is no longer such
7 arrangement.

8 In the past 10 years, there is not this refresher
9 training once every two years.

10 Now, if you are a captain, and then you are involved
11 in some sort of an accident, then you have to go back to
12 receive training, but if no accident happens then you
13 don't need to have retraining again.

14 MS MAGGIE WONG: Do you have route-specific training for
15 full-time bus captain?

16 MR LI KWOK WAH: To my understanding, for some routes there
17 is dedicated training. For example, cross-harbour
18 routes, routes plying through Mong Kok, special training
19 is required. And there is another route, 64K, going
20 through Tai Po Road, and Fan Ling, Fan Kam Road, and Tai
21 Lam Chung, and a three-day training is required.

22 MS MAGGIE WONG: So this is apart from the general training,
23 the 18-day general training. For specific routes you
24 have to undergo another, or extra three days training?

25 MR LI KWOK WAH: Correct. On the issue of training can
26

1 I defer to Mr Chan to help?

2 CHAIRMAN: Mr Chan?

3 MR CHAN WING HO: Mr Chairman, at the transport panel of the
4 LegCo held on 25 July 2018 there was a background brief
5 paper, and on page 4 point number 15 in the Chinese
6 version, there was this quote:

7 "The KMB said that whether it is the part-time or
8 full-time bus captains, if they have not run on a route
9 for over one month, they need extra training for driving
10 that particular route."

11 So the KMB made this statement. But that has never
12 been implemented among the bus captains.

13 CHAIRMAN: Ms Wong, can you help me locate this passage?

14 This is the LegCo briefing paper TD-1, page 403,
15 paragraph 15.

16 MS MAGGIE WONG: 15.

17 CHAIRMAN: Paragraph 15 is dealing with seat belts.

18 MS MAGGIE WONG: I believe this is a separate document,
19 Mr Chairman. It is a background paper.

20 CHAIRMAN: Is that prepared by the Secretariat?

21 MS MAGGIE WONG: Yes, the LegCo Secretariat.

22 CHAIRMAN: What is the reference for that paper?

23 MS MAGGIE WONG: We are locating it from online.

24 CHAIRMAN: Is that not in the bundle?

25 I have certainly read the document. We are just
26

1 trying to find it.

2 Is this in the bundle, does it have a reference,
3 Ms Wong?

4 May I ask that the document be scrolled up so we can
5 see the context? This appears to be a report of what
6 happened earlier. Perhaps if we go to paragraph 13/14.

7 So it appears to be a reference to a meeting held on
8 15 February, and then if we scroll down to paragraph 15,
9 yes, we have the context now, Mr Chan.

10 Could you repeat your point?

11 MR CHAN WING HO: Mr Chairman, the point I want to make is
12 that the KMB said that whether it be full-time or
13 part-time drivers, if they have not driven a route for
14 a month or more they would have to practise driving on
15 this route again. On this particular arrangement, since
16 I joined the company, it has never been done.

17 CHAIRMAN: When did you join the company?

18 MR CHAN WING HO: March 2015.

19 CHAIRMAN: This is a Secretariat paper gathering together
20 materials to brief LegCo panel members about what has
21 happened in the past. And this is a reference to
22 a meeting on 15 February. Do we have the minutes of
23 that meeting?

24 MS MAGGIE WONG: I don't think so.

25 CHAIRMAN: The minutes will exist, will they not, of that
26

1 meeting, so we are in a position to check the accuracy
2 of what is the assertion by the Secretariat of what KMB
3 are supposed to have said?

4 But perhaps a matter that can be looked into later.

5 We have your point, Mr Chan. That assertion is one
6 that you challenge on your personal experience.

7 MR CHAN WING HO: Yes.

8 CHAIRMAN: Yes, Ms Wong.

9 MS MAGGIE WONG: Yes. If I may take you to the KMB
10 submission. Page, volume 1, KMB-1, page 120.

11 CHAIRMAN: What are we being taken to?

12 MS MAGGIE WONG: We are taken to the response from the
13 Kowloon Motor Bus to the Commissioner for Transport's
14 letter dated 12 February 2018 in response to the request
15 for investigation report, following the tragic incident
16 on 10 February 2018.

17 CHAIRMAN: Thank you.

18 MS MAGGIE WONG: Mr Chan, this is KMB's response to
19 the Commissioner's letter setting out the recruitment
20 and training for both full-time and part-time bus
21 captains.

22 I would like to ask you a few questions about
23 full-time bus captain in terms of general training, and
24 specific training. We can see at page 120 it sets out
25 the full-time bus captain training and details of the
26

1 18-day training.

2 Over the page it states:

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

7 Can you confirm if that's the case?

8 CHAIRMAN: If you are unable to do so, please say -- if you
9 simply don't know.

10 MR CHAN WING HO: Now for this particular response, what is
11 mentioned there is a bit different from the training
12 I received.

13 MS MAGGIE WONG: Can you tell us what training did you have
14 in your days?

15 MR CHAN WING HO: Let's say phase 2, four to five bus types,
16 training on four to five bus types. Now, my own
17 training, I was only trained on two to three bus types.

18 MS MAGGIE WONG: What about route training? It is stated
19 there "route training for 2 routes".

20 MR CHAN WING HO: Yes, I also was trained on two routes.

21 MS MAGGIE WONG: And we have heard some evidence previously
22 from Mr Li about route-specific training for full-time
23 bus captain candidates. We see at page 122 (v), it sets
24 out the:

25 "Route training for 2 routes with on-the-wheel
26

1 driving under the supervision of instructors ..."

2 And:

3 "[Bus captain] candidate must attend route training
4 before he/she will be assigned with driving duties."

5 We heard there would be three days training. Do you
6 know if there has been any change since your days, when
7 you joined the company?

8 MR CHAN WING HO: Basically there has been no change.

9 MS MAGGIE WONG: If I may take you to page 123, it specified
10 there is a route-specific training for employed bus
11 captain both full-time and part-time, and there would be
12 additional route familiarisation to be provided for
13 assigning the bus captain after working three to six
14 months, to drive another route.

15 Has that happened?

16 MR CHAN WING HO: Yes.

17 MS MAGGIE WONG: Would that be additional training?

18 MR CHAN WING HO: From my personal experience, there was
19 a department, duty dispatch department of the company.

20 Now, this unit would call us up, and then say for
21 a particular route, for example 111, then at the
22 terminus of route 111 I should ask the regulation
23 officer for a schedule, and then I will go on that bus
24 route for two trips, and then once I have learned that
25 trip, the route, then I will tell the department again,
26

1 and then there may be a record, the route record here,
2 for route 111 for me.

3 MS MAGGIE WONG: On page 127, we can see there are some
4 remedial training where there are four liable incidents
5 within one year, new bus captain within two liable
6 incidents within first three months of work. Careless
7 driving or failing to ensure passenger safety, and
8 second careless driving will be termination.

9 It talks about remedial training for duration of one
10 to 3 days, usually one day, subject to the
11 recommendation of instructors.

12 Has that happened?

13 CHAIRMAN: Are you asking whether Mr Chan has had remedial
14 training?

15 MS MAGGIE WONG: Yes. Has there been remedial training in
16 those situations?

17 CHAIRMAN: "Have you received remedial training?" Is that
18 the question?

19 MS MAGGIE WONG: Yes.

20 MR CHAN WING HO: No, I have never received remedial
21 training.

22 MS MAGGIE WONG: In your experience with other bus captains,
23 do you know if there are remedial training in those
24 circumstances set out on this page?

25 MR CHAN WING HO: As far as I know, I have never heard
26

1 of it.

2 MS MAGGIE WONG: Chairman, I believe I have completed my
3 questioning.

4 CHAIRMAN: Thank you.

5 QUESTIONS FROM THE COMMITTEE

6 MEMBER LO: Just a short question. Based on your experience
7 with other special shift drivers, do you get to choose
8 a route close to your home, or would they consider your
9 home location in assigning a route to you?

10 MR CHAN WING HO: From my experience, if there is a vacancy
11 in a particular route, then we may try to apply -- we
12 submit a report to the scheduling division, and then
13 there will be internal rating for bus captains and then
14 we will see if we are assigned that route. For example,
15 myself, I belong to the Sha Tin depot, I work in the
16 Sha Tin district but I live in Tai Po.

17 MEMBER LO: So that means you don't get to choose a route.
18 Only if there is a vacancy of that route you can apply
19 for the same?

20 MR CHAN WING HO: Correct.

21 CHAIRMAN: Mr Li, you testified that you were a bus captain
22 driving special shifts for three years; is that correct?

23 MR LI KWOK WAH: Yes.

24 CHAIRMAN: And during those three years, did you drive
25 different routes?

26

1 MR LI KWOK WAH: No. It is the same route, 269D.

2 That means -- because I, you know, have been
3 assigned to that route, fixed route, sort of, and maybe
4 because of occasional need for redeployment I will be
5 taken away from that route, but it doesn't happen often.

6 CHAIRMAN: And when you took your break, the long break in
7 the middle of that shift, where did you take it?

8 MR LI KWOK WAH: Home. Because where the vehicle is parked
9 is close to my home, so I could get home.

10 CHAIRMAN: And where is that?

11 MR LI KWOK WAH: Tin Shui Wai. Because in Tin Shui Wai
12 there is a depot. So buses could be parked there in
13 between. So we could just leave the bus there, at the
14 depot, and I can ride a bicycle to get home more
15 quickly. If I walk it will take me 15 minutes to get
16 home.

17 CHAIRMAN: This was Tin Shui Wai depot that you would park
18 at during these shifts?

19 MR LI KWOK WAH: Yes, the company arrange for the bus to be
20 parked there.

21 CHAIRMAN: Were there facilities at Tin Shui Wai depot for
22 people to rest if they didn't live nearby?

23 MR LI KWOK WAH: Yes, there are some. But bus captains will
24 usually take a meal there. But there is no space for
25 taking a nap. But then you can still take a meal

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1 there -- well, for some bus captains who live far away
2 they can't get home and then they would rest on the bus
3 itself. But for those who can really return home, if we
4 have a rest break of three to four hours we would go
5 back home and take a rest and have a meal there as well.

6 CHAIRMAN: So were you aware that there were work colleagues
7 that would, as you say, take a nap in the bus because
8 they could not get home?

9 MR LI KWOK WAH: Yes, that's correct. Because they live too
10 far away. Some of them live in Kam Tin, and, well, it
11 can take them easily two hours to get back and forth.

12 So the rest break is only three hours and you spend
13 two hours in travelling. So how can you rest? So they
14 then might as well take a rest within the bus, and then
15 within the rest room there is only a space for you to
16 take a meal, and so normally the bus captains will opt
17 to take a rest within the bus.

18 CHAIRMAN: Yes. Thank you.

19 Is there any matter that you would like to raise
20 with us in closing? Because we have finished the
21 questions we have for you.

22 MR LI KWOK WAH: Yes, we would like to raise some
23 suggestions.

24 On -- that is on work hours. We say that for the
25 morning shift, in the special shift, it should not be

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1 beyond 2100. The starting hours for the morning shift
2 should not be before 0330, because it is -- if we start
3 too early, then when people are having breakfast we are
4 already having lunch. For the latter shift it should
5 not start before 1300.

6 For many routes the starting hours for the night
7 shift is 11. So how can you call that a night shift?
8 And for newly recruited bus captains, please don't
9 assign them to special shift, because they are not yet
10 familiar with the operation of the company.

11 CHAIRMAN: When you say 11 o'clock, do you mean 11 pm?
12 2300 hours?

13 MR LI KWOK WAH: I'm referring to the 11 am. I mean the
14 night shift should start -- should not start before
15 11 am.

16 CHAIRMAN: 11 am. Thank you.

17 MR LI KWOK WAH: Yes.

18 CHAIRMAN: You have used terms about naming these shifts.
19 Can you just help me at least: morning, afternoon,
20 night. What do you call the shift?

21 MR LI KWOK WAH: Well, there is only morning shift and night
22 shift for the KMB. There is no middle shift, so to
23 speak. There is only morning shift and night shift, and
24 then overnight shift. So this is the system in place in
25 KMB. The association is raising this. Because if the

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1 special shift ends after 2100, then people don't have
2 enough time to rest. Because the road conditions are
3 changing all the time, so if the night shift ends at
4 2100, and maybe because of road congestion, and traffic
5 accidents, the shift may well go beyond 2100. So it is
6 difficult for them to come into the morning shift the
7 next day. So we need at least 10 hours of rest in
8 between.

9 CHAIRMAN: Please take it step by step.

10 What are the parameters to commence work for the
11 morning shift? What are the range of times at which you
12 commence work in the morning shift?

13 MR LI KWOK WAH: What I meant was that when we start the
14 morning shift, the first departure, usually starts at
15 5 am. And for some routes -- some bus captains have to
16 report duty at 3.30 am, and that may be the last trip of
17 the overnight shift, so that is why it starts so early.

18 Now, the bus captains if they start too early, well,
19 they may not be ending at 1 or 2, so they are working
20 for at least 11 hours. So if people get up too early,
21 then they become tired easily.

22 CHAIRMAN: What range of times does the morning shift
23 finish?

24 MR LI KWOK WAH: It depends on the routes. The earliest is
25 around 12 or so, and for some other routes, 3 to 4 pm,

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1 and then they have to report duty at 5 am. And if you
2 are talking about long-haul buses, then it may end up at
3 3 to 4 pm, but for short-haul trips the ending hours may
4 be different.

5 CHAIRMAN: What is the range of time during which the night
6 shift begins?

7 MR LI KWOK WAH: Let's look at it this way. Well, the
8 timing of the different routes varies. So our
9 suggestion is that the night shift should not start
10 before 1 pm.

11 So if we are talking about many departures, then the
12 schedule may be different, some start at, say, 11, some
13 start at 1 pm. Some start even later, so it is
14 different for the bus captains.

15 So if you start at 1 pm, the bus captains don't even
16 have breakfast, they have lunch and then they start
17 work.

18 And then if the night shift starts too early, then
19 you may have to take your meals earlier, and some night
20 shifts end at around 1 to 2 am. So the bus captains
21 work 12 hours, and they become fatigued easily, tired
22 easily.

23 CHAIRMAN: What is the range of time when the overnight
24 shifts begin?

25 MR LI KWOK WAH: Before 7.30 pm.

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1 CHAIRMAN: And what is the range of time when the overnight
2 shifts end?

3 MR LI KWOK WAH: 7.30 am in the morning. So in other words
4 from 7.30 pm to 7.30 am.

5 CHAIRMAN: Thank you. That's your point on work hours and
6 your recommendation. Is there anything else you wish to
7 say?

8 MR LI KWOK WAH: I have two issues to raise. They are about
9 road conditions.

10 Well, there are skips being placed all the time
11 along bus routes obstructing buses to get into the bus
12 stops, and other road users as well.

13 So skips, is there a dedicated department to remove
14 them, because the skips are jeopardising the safety of
15 the road users. I don't know whether the law specifies
16 locations where they can be placed, say for example now
17 in Nathan Road some skips are placed and they are
18 obstructing the traffic.

19 So my suggestion is that if there is a dedicated
20 department responsible for this they should remove such
21 skips, because we are talking about busy roads, and
22 skips will cause traffic congestion. For bus captains,
23 if there is traffic congestion then we may be stuck and
24 passengers are made to wait longer.

25 So can skips be placed somewhere else? Can we
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1 complain against them, and then the police will follow
2 up?

3 CHAIRMAN: I'm sure there is an authority or an approval
4 that is required before you can drop a skip off the
5 lorry onto the road. But we will ask the Transport
6 Department about that, and perhaps the police.

7 MR LI KWOK WAH: Thank you.

8 CHAIRMAN: Do you have any photographs that you wish to
9 provide the Committee with, to illustrate the difficulty
10 caused by skips in the road? Particularly if they are
11 near bus stops, then please provide them to us.

12 MR LI KWOK WAH: Understand.

13 And there is another point on bus stops.

14 Earlier, we had a meeting with the Transport
15 Department, some vehicles are parked at the bus stops,
16 making it difficult for buses to get into the bus stops.

17 So our suggestion is that if there is illegally --
18 illegal parking around bus stops can a point deduction
19 system be introduced to serve as a deterrent, so that
20 vehicles other than buses will not be parked within the
21 bus stop area? Because so many vehicles are parked at
22 the bus stop, and buses have to double park to let
23 passengers alight on board.

24 And if we go back to the bus terminus and report it
25 to the police, the vehicles would already have gone

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1 away.

2 So, can we have a point deduction system or demerit
3 point system for vehicles parked illegally within the
4 bus stop?

5 So that's our suggestion.

6 CHAIRMAN: On your KMB buses you have forward-pointing
7 cameras, do you not? At least on many of the buses.

8 MR LI KWOK WAH: Yes, yes.

9 CHAIRMAN: Now, those cameras would capture vehicles parked
10 illegally in that way, would they not?

11 MR LI KWOK WAH: Yes, that can be done. But not the
12 majority of the buses are retrofitted with these
13 cameras. Only 1,800 buses are retrofitted with such
14 forward-looking cameras.

15 Well, instead, why don't we install some cameras on
16 the bus stops themselves. There may be surveillance
17 cameras installed at the bus stops to detect illegal
18 parking. It is better to do that than using the cameras
19 on the buses.

20 CHAIRMAN: Why not use what we have now? Why not use both?

21 MR LI KWOK WAH: Because some of the buses are not
22 retrofitted with such cameras, especially some of the
23 old models of the buses. And most of the old buses have
24 not been replaced yet, or phased out yet. So 1,000 or
25 so new models of buses are retrofitted with cameras.

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1 CHAIRMAN: Well, those that have got cameras, would you
2 support bus captains operating a button, perhaps, that
3 flagged on the CCTV the time for someone to look at the
4 CCTV film to be able to see the illegal parking? Would
5 you support bus captains doing that?

6 MR LI KWOK WAH: Yes. We support it. Well, if buses can
7 get into the bus stops then that would make it easier
8 for the bus captains. Because we are talking about
9 illegal parking here. And passenger safety can be
10 enhanced if the buses really can get into the bus stops.

11 And passengers --

12 CHAIRMAN: Mr Li, we understand your point. It is a point
13 that is well made. All we are trying to do is find
14 methods to assist you this achieving that aim.

15 MR LI KWOK WAH: I understand.

16 CHAIRMAN: Is there anything else?

17 MR LI KWOK WAH: Mr Chan would like to say something.

18 MR CHAN WING HO: Mr Chairman, on our bus roster schedules,
19 we would like the Transport Department to make
20 a guideline. Every day, for every bus captain on the
21 same shift there should be just one main route plus
22 a supplementary route. So one plus one. Because for
23 many routes in the same roster, there is a range of one
24 plus two. In other words total of three routes we may
25 have to work on. So we would like the Transport

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1 Department to come up with a guideline, so drivers won't
2 mix up routes and then take the wrong route or make the
3 wrong stops.

4 CHAIRMAN: So at the moment you might be asked to drive
5 three routes, and you are suggesting it be limited to
6 two?

7 MR CHAN WING HO: Yes. Correct.

8 CHAIRMAN: Thank you.

9 Gentlemen, thank you for attending to give your
10 evidence. We have other representatives of other unions
11 waiting their turn. So we are going to take a short
12 adjournment now so there can be a swap around. Thank
13 you for attending. We will take 2 minutes.

14 (3.32 pm)

15 (A short break)

16 (3.45 pm)

17 REPRESENTATIVES OF MONTHLY-RATED DRIVERS UNION: MR CHENG
18 HOI YIU, MR SZETO KUEN, MR CHAN HON WA, MS YIP WAI LAM AND
19 MR CHAN CHI FAI, MR YAN KIN MING

20 (Evidence given in Cantonese, transcription of the
21 simultaneous interpretation)

22 CHAIRMAN: We would like to thank you, Ms Yip, and your
23 representatives of the Monthly-rated Drivers Union for
24 accepting our invitation to give evidence, and let me
25 explain, if you have not observed already, how matters
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1 will proceed. Ms Wong, who is Senior Counsel assisting
2 the Committee, will pose questions that in part are
3 based on the submissions that you have made, but also on
4 other matters that have arisen.

5 For your part, if you wish somebody else, other than
6 yourself, to answer questions, would you simply defer to
7 them and tell us who it is who is going to answer the
8 question on behalf of the union.

9 Is there something you wish to say at the outset?

10 MS YIP WAI LAM: Yes. Thank you.

11 Thank you, Mr Chairman.

12 First, I would like to thank the SAR government for
13 appointing this Independent Review Committee to look
14 into franchised bus services. I would particularly like
15 to thank the Committee members, including Mr Peter
16 Duncan, Justice Duncan, Justice Michael Lunn, Mr Auyeung
17 and Professor Lo, and I know you have worked very hard
18 to look into the issue, and I would like to express my
19 special thanks to the Committee.

20 We have made a submission. On the first part of our
21 submission, engineering department, which has everything
22 to do with safety, and a very experienced colleague in
23 the engineering department will talk about the
24 difficulties he faces in his daily work.

25 CHAIRMAN: He won't do that just now, because I'm going to
26

1 ask Ms Wong to pose questions first of all, and then if
2 there are areas that Ms Wong has not touched on, and you
3 wish to amplify, we'll come back to you.

4 So if I can invite you to be patient, we will ask
5 Ms Wong to start first of all.

6 Ms Wong.

7 MS MAGGIE WONG: Thank you, Ms Yip, and gentlemen.

8 MS YIP WAI LAM: Yes, understand.

9 EXAMINATION BY MS WONG

10 MS MAGGIE WONG: Ms Yip, this Committee is tasked to make
11 recommendations in relation to the safety-related
12 measures for the operation and management of franchised
13 buses. So my questions will only be focused on this
14 aspect, rather than the wider aspects of employment
15 issues.

16 So I hope you understand.

17 For your union, I believe your union was registered
18 in the Labour Department on 28 March 2018; is that
19 correct?

20 MS YIP WAI LAM: Yes.

21 MS MAGGIE WONG: And currently, it has 150, 150, full-time
22 staff as of 18 June 2018?

23 CHAIRMAN: By that you mean members who are full-time
24 employees?

25 MS MAGGIE WONG: Yes. Members who are full-time employees.

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1 MS YIP WAI LAM: Correct.

2 MS MAGGIE WONG: And you have set out in your letter in
3 Chinese, dated 18 June 2018, at TU bundle, page 75-3 the
4 composition of the members of your union.

5 And in that letter you stated that your union have
6 earlier done a consultation and about 800 full-time
7 employees would like to join.

8 MS YIP WAI LAM: Correct.

9 MS MAGGIE WONG: May I first of all ask, about the current
10 membership of about 150 full-time employees, from which
11 franchise buses do they come?

12 MS YIP WAI LAM: Most of them are from KMB. They are the
13 bus captains. Some from New World First Bus, others
14 from Citybus. But the latter two take up a minor
15 portion.

16 MS MAGGIE WONG: And can you give us an estimate, out of 150
17 people, how many came from KMB.

18 MS YIP WAI LAM: And we asked the secretary to deal with the
19 registration of members. And we all go to work, and we
20 have to prepare for our submission to the Committee. So
21 we don't have an exact proportion here. But from other
22 companies, about five. The remaining are all KMB
23 workers.

24 MS MAGGIE WONG: Thank you. Your submission raised a number
25 of issues, or topics. I'll go to the training of bus
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1 captains first.

2 Your submission in Chinese at page 68, in English
3 page 72, paragraph 3, you mentioned about a trainee bus
4 captain who passed the competency test for being a bus
5 captain, and he became a bus captain, and later he was
6 involved in a traffic accident, and sustained serious
7 injuries, in less than a week after he worked as a bus
8 captain.

9 Can you first of all tell us, is he a part-time or
10 full-time bus captain?

11 MS YIP WAI LAM: He or she is from the same class as mine,
12 same training class, and then we got the licence to
13 drive the bus. Why did I raise this particular
14 incident? At the time, well, each instructor will train
15 one to three trainees on a bus. And based on this
16 instructor's experience, the instructor believed that
17 this trainee should not -- is not suited to join the
18 trade and become a professional driver, and he advised
19 this trainee to find some other jobs. But then this
20 trainee came from Malaysia, and he was in dire need to
21 find a job, so the instructor had done his best, and
22 asked that the trainee should not be allowed to continue
23 with the training. But then because of the acute
24 manpower shortage, and there was heavy traffic
25 congestion on the road, and the company, the instructor,

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1 was under great pressure to train enough bus captains.

2 So under great pressure -- yesterday, I met with an
3 experienced instructor, and he talked to me about this
4 particular issue. He said that he was unhappy, and they
5 set aside their own conscience, and just to fend for
6 their living --

7 CHAIRMAN: Before you go on -- forgive me for interrupting
8 you. This particular trainee is someone who passed the
9 Transport Department exam, is that right?

10 MS YIP WAI LAM: Yes, correct.

11 CHAIRMAN: When was this class when you were trained? What
12 year is your class?

13 MS YIP WAI LAM: 2013. 22 April, I joined the trade.

14 CHAIRMAN: Thank you. The simple point is this, that this
15 trainee having passed the Transport Department exam was
16 employed as a bus captain, and he had an accident. We
17 have that point.

18 Ms Wong.

19 MS MAGGIE WONG: Ms Yip, have you been working for the
20 Kowloon Motor Bus since your training in 2013, for five
21 years? Correct? Yes?

22 CHAIRMAN: Can I ask you to use words, because the
23 stenographer can't write down "head is nodded".

24 Thank you.

25 MS YIP WAI LAM: Thank you. Understood. Yes. I have
26

1 worked for five years.

2 MS MAGGIE WONG: We got the point about the trainee. The
3 point I wish to ask you is in your submission you
4 mentioned that the instructor did make certain comments
5 about the character of the trainee, but the company
6 neglects relevant comments under the existing system.

7 My first question is, how did the company neglect
8 those comments, and what comments were they?

9 MS YIP WAI LAM: The instructor had reflected the situation
10 to the group leader, and the trainee was asked to go up
11 to the rooftop to try out -- to practise training, to
12 parking, to do some parking. So once he has done that,
13 then we will let him continue with the training.

14 MS MAGGIE WONG: Was it your view that the training to bus
15 captains provided by the Kowloon Motor Bus is
16 insufficient, even though the trainee has passed the
17 test?

18 MS YIP WAI LAM: We talked about bus safety all the time.
19 I think that involves a number of factors, including the
20 Transport Department having a role to play. And because
21 when the exam is taken, the Transport Department may
22 believe there would be further training by the company.
23 So maybe the exam standard is relatively lenient. But
24 then if an experienced instructor knows this person is
25 not suited to driving, and he has tried his best to

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1 reflect that, and then he is under pressure that he
2 should train up as many bus captains as possible, and he
3 is not really giving proper regard to safety here.

4 If I may add, instructors also do assessment.

5 Now, I recall that vividly on the day that we took
6 the test, the exam, each instructor was rather nervous,
7 as if he is the one taking the test. Because for the
8 trainees, they trained, if there is a high pass rate,
9 then it may be good for the assessment of the
10 instructors. So that's our guess.

11 That's why the instructors were rather nervous too.
12 They did mention before that it is also about their
13 performance, assessment is one of the criteria.

14 CHAIRMAN: Their performance assessment is not one of the
15 criteria for passing the Transport Department exam, is
16 it? The Transport Department exam is completely
17 separate.

18 MS YIP WAI LAM: Yes, yes.

19 CHAIRMAN: They might -- from what you say, do -- make an
20 assessment for the company. But that's a matter for the
21 company. Transport Department determines that the
22 person, the candidate, has passed the exam and was
23 granted a licence.

24 So Ms Wong, what is the point of this?

25 MS YIP WAI LAM: Yes.

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1 MS MAGGIE WONG: And if I may move on to your
2 recommendation. One of your recommendations is that
3 everyday driving enhancement course to be included in
4 the training for bus captains, in paragraph 6, and
5 focusing on accelerator and brake control, turn
6 negotiation, and smooth driving.

7 Why you see a need to have this extra three days'
8 driving enhancement course?

9 MS YIP WAI LAM: Yes. Because before we take the bus
10 driving licence exam, we need to have three years of
11 private vehicle licence. So why do we need to
12 strengthen training? Because buses are different from
13 private vehicles in terms of weight. So when it comes
14 to controlling the brake or the accelerator, it is
15 a different kind of skill. So we need to have a better
16 understanding of that.

17 And for new bus captains, in most cases, where they
18 have involved in accident it is because of emergency
19 braking leading to injuries of passengers or leading to
20 car from behind crashing into the bus. So this is
21 a more common scenario, where new bus captains are
22 involved in accidents.

23 So the biggest cause is because they don't brake
24 properly, and so passengers are injured as a result.
25 For turning corners, buses of course are different than
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1 private vehicle, so it needs different skills in turning
2 corners, or manoeuvring corners, so if we have three
3 days of additional training, it is for the instructors
4 to assess the performance. If it is not good enough,
5 there could be further training. It is to make sure
6 that the trainee has completely mastered the driving
7 skills before the trainee is allowed to drive a bus on
8 the road and take passengers.

9 CHAIRMAN: Have you made this recommendation to KMB?

10 MS YIP WAI LAM: Never had the chance.

11 CHAIRMAN: In five years of employment, you never had the
12 chance? Five years?

13 MS YIP WAI LAM: Employees rarely make suggestions. There
14 is not the platform really for us, me, to share the
15 information in such detail.

16 MS MAGGIE WONG: And you also stated that there should be
17 simulated traffic lights to be installed at driving
18 school with a view to strengthening the bus captain's
19 skill in applying the brake in response to traffic
20 lights.

21 And my question is this. I understand that there
22 would be an 18-day training for 9.5 hours a day for
23 full-time bus captain candidate. Would that not be
24 sufficient? Because it is based on the real life road
25 condition.

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1 MS YIP WAI LAM: For someone with driving experience, if
2 someone has already got a private vehicle licence for
3 three years, but for many young people they don't even
4 own a private car. So they don't have road experience,
5 and we always say road experience is the most important.
6 Why? Because there are a lot of unforeseen situations
7 on the road.

8 For an experienced bus captain this is fine. But
9 for someone without any driving experience, then 18 days
10 of training alone is not sufficient, definitely.

11 MS MAGGIE WONG: Would you suggest to widen the scope of
12 training, by including emotional control, or emotional
13 training on how to handle passengers, behaviour of
14 passengers?

15 MS YIP WAI LAM: In this respect, when we joined the KMB, if
16 I recall correctly, there was a questionnaire. There
17 would be brief mention of your EQ, or they try to check
18 your EQ. But would there be actual training? Well,
19 there is also training on how we should handle emotions,
20 yes, KMB did do that. But then the problems arose
21 because when you are in an actual duty, and you are
22 humiliated or shouted at by others, that means there is
23 need for more promotion so we can do better.

24 The KMB has always been doing, that but all I could
25 say, yes, in form, they have done everything, but when
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1 we actually face the pressure, perhaps there could be
2 some more training. It would be fine too.

3 Because we are always talking about starting afresh.
4 So we need to use some special words to respond. But it
5 is really out of touch with reality.

6 MS MAGGIE WONG: Can we move on to driving while sick?

7 CHAIRMAN: Before you do so -- have you experienced verbal
8 abuse yourself from passengers?

9 MS YIP WAI LAM: Yes. Verbal abuse. Even assault, physical
10 assault.

11 CHAIRMAN: Did you report these incidents?

12 MS YIP WAI LAM: Yes. I reported to the police at the time,
13 but because there was not a camera on board, and then
14 the passenger hired a lawyer, and then that passenger
15 was acquitted.

16 CHAIRMAN: So you report -- this is the assault, is it? You
17 reported an assault --

18 MS YIP WAI LAM: Yes, I did call the police.

19 CHAIRMAN: That led to an arrest, and it led to a charge,
20 and it led to a trial, and it led to an acquittal; is
21 that right, what you have just said?

22 MS YIP WAI LAM: Yes, yes.

23 CHAIRMAN: And when was this?

24 MS YIP WAI LAM: It should be two years ago, if I recall
25 correctly.

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1 CHAIRMAN: No doubt you remember the date, having been
2 assaulted on duty? Bus driver? What was the date?

3 MS YIP WAI LAM: I honestly don't remember. Maybe I can
4 provide the date later.

5 CHAIRMAN: Yes, if you would be kind enough. Which court
6 was this matter tried in?

7 MS YIP WAI LAM: Kwun Tong.

8 CHAIRMAN: And hopefully that was the only occasion when you
9 were assaulted; is that right?

10 MS YIP WAI LAM: Yes.

11 CHAIRMAN: What about verbal abuse? On how many occasions
12 have you been verbally abused by passengers?

13 MS YIP WAI LAM: Before the establishment of the
14 Monthly-rated Drivers Union, it happened often. After
15 the establishment of the union there was not a single
16 occasion.

17 CHAIRMAN: And how often had it occurred before?

18 MS YIP WAI LAM: All the time. Every day. As long as there
19 is some traffic congestion, or because there were not
20 enough bus drivers, bus captains on duty, so there were
21 fewer trips, maybe instead of 20 minutes it became 30
22 minutes frequency, and then passengers became really
23 impatient and angry. And very often they would vent
24 their frustration on us.

25 CHAIRMAN: Did you report these occasions of verbal abuse to
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1 KMB?

2 MS YIP WAI LAM: It has actually really become part of our
3 work, so very rarely would we report that to our
4 supervisors. You know, other colleagues just take it as
5 it is.

6 CHAIRMAN: Could you try a direct answer. Did you report it
7 or not?

8 MS YIP WAI LAM: No.

9 CHAIRMAN: Thank you.

10 Yes, Ms Wong.

11 MS MAGGIE WONG: Can you tell us on which location this
12 assault took place?

13 MS YIP WAI LAM: The Cheung Sha Wan playground stop.

14 MS MAGGIE WONG: This assault was in the bus or around the
15 bus station?

16 MS YIP WAI LAM: I was driving at the time. So I was in my
17 driver seat, and I was assaulted.

18 MS MAGGIE WONG: So the bus was in progress at that time?

19 MS YIP WAI LAM: No, it was stopped. It stopped for alight
20 at the time.

21 MS MAGGIE WONG: May I assist, if you would look at KMB-1
22 bundle. It should be case 97.

23 CHAIRMAN: Do we have a page?

24 MS MAGGIE WONG: Page 214.

25 Case 97, it is stated Ms Yip driving 238X, the
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1 incident on 29 September 2016, and you injured on your
2 right arm. Is that the incident?

3 MS YIP WAI LAM: Yes, yes, correct.

4 MS MAGGIE WONG: Thank you.

5 The next topic I wish to ask is driving while sick.

6 And you mentioned in your submission, your union
7 submission, that a lot of drivers -- I should state
8 correctly by citing what you have said.

9 You said that because of the number of hours
10 working, the accumulative effect begins to take its toll
11 on their body, but they are reluctant to take sick leave
12 with the appraisal bonus in mind.

13 I just want to ask you this. We know that the
14 Kowloon Motor Bus has included or merged the good
15 service bonus and the safety bonus into the monthly
16 salary. About this appraisal bonus point, I just want
17 to explore.

18 Would this be a point that is not that relevant,
19 because the safety bonus and the good service bonus have
20 already been included in the salary, or merged into the
21 salary? Is it still a valid point?

22 MS YIP WAI LAM: Well, those are two separate parts. You
23 mentioned the safety bonus and the other -- the service
24 bonus being included in the base salary right? But this
25 assessment bonus is a different one. It is not the same

26

1 thing.

2 And in any case KMB has now resolved the matter.
3 Soon this assessment will be abolished and then you
4 won't lose these bonuses because you don't come into
5 work.

6 And that money has been paid to us. So actually it
7 is more than what they paid before, so this has been
8 dealt with.

9 MS MAGGIE WONG: And Ms Yip, you earlier mentioned about
10 a very experienced colleague in the engineering
11 department has raised difficulties he faced in daily
12 work.

13 Are they related to safety issues?

14 MS YIP WAI LAM: Yes. Directly related. Definitely.

15 MS MAGGIE WONG: Can I invite your colleague to express his
16 views on how it related to safety aspect?

17 CHAIRMAN: First of all, do they find a place in your
18 written submissions?

19 MS YIP WAI LAM: Are we talking about problems in the
20 engineering department?

21 MS MAGGIE WONG: The point is your very experienced
22 colleague in the engineering department, the problems or
23 difficulties he faced. Are they reflected in your
24 submissions, or have they been written in your
25 submission? Have they been included in your submission?

26

1 MS YIP WAI LAM: (Answer not translated).

2 MS MAGGIE WONG: Is that paragraph 2, about not using the
3 original components of the original bus franchise -- of
4 the original bus? Is that the point?

5 MR CHAN CHI FAI: Correct.

6 MS MAGGIE WONG: Thank you. Please explain the problem.

7 CHAIRMAN: Is it not explained in writing?

8 MS MAGGIE WONG: Yes. Apart from what is written there, is
9 there anything you wish to add?

10 MR CHAN CHI FAI: The shortage of components is a major
11 problem. Well, we used not to have a shortage of
12 components, but we don't know what happened to the
13 procurement department. Right now we are running short
14 of many components and what is required is lacking.

15 Every year there was a period where the braking
16 component was lacking. And then for each depot they
17 have a working capital cash flow and then the depot
18 would try to find a factory in the next industrial
19 building to buy some components for us. Thank you.

20 CHAIRMAN: Are you describing a shortage of inventory? Is
21 that the problem, that whereas in the past inventory was
22 carried, but now it is not; is that it?

23 MR CHAN CHI FAI: In the past, we didn't have a shortage, we
24 could make available components whenever needed. And
25 usually we would check on the components, and we found
26

1 that if there is a problem, then we will issue an order,
2 and then when the order gets to the store, the component
3 will be given to us.

4 And for the past two years, we asked for a certain
5 component which could not be provided to us by the
6 stores.

7 And there was this incident involving the braking
8 component that I mentioned.

9 CHAIRMAN: When you say "the stores", you mean the stores
10 department of KMB?

11 MR CHAN CHI FAI: Correct. Yes, within the KMB.

12 CHAIRMAN: Do you know where the problem lies? Does it lie
13 with KMB not carrying sufficient inventory now, or does
14 it lie in supplier not being able to supply an order?

15 MR CHAN CHI FAI: We used to have a procurement department.
16 And they press the button of a computer, and they saw
17 that there was a lack of the component in the inventory,
18 then they will order for them. I don't know what
19 happened to them. And then the components got fewer and
20 fewer, and we think that there is a problem. And when
21 we raised the issue it is already too late. And the
22 component that we are asking are lacking.

23 CHAIRMAN: Thank you.

24 MS MAGGIE WONG: Yes. Ms Yip, we have heard evidence
25 previously that the Kowloon Motor Bus has, in one of the
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1 papers -- it was stated in one of the background brief
2 papers, issued to the LegCo, in relation to
3 the February 2018 incident, providing background
4 information on safety of franchised bus operation for
5 the panel meeting on 25 July 2018, and if we go to
6 paragraph 15, it stated there that --

7 CHAIRMAN: Is this in our bundles or not?

8 MS MAGGIE WONG: No, that's the bundle referred to by the
9 previous --

10 CHAIRMAN: Can we have it added to the bundles?

11 MS MAGGIE WONG: Yes. I think it is now put up on the
12 screen.

13 The English reads this:

14 "The KMB advised that if bus captains, regardless of
15 full-time or part-time, had not driven a route for
16 a month or more, they would have to practise driving on
17 that route again."

18 Ms Yip, and the gentlemen present perhaps, can you
19 advise us whether this has happened, where, if a bus
20 captain had not driven a route for a month or more, they
21 would have to practise driving on that route again?

22 MS YIP WAI LAM: To be frank, if for two years we have not
23 driven a route, a particular route, then we will have to
24 undergo training by the instructor again. So my
25 understanding, two years, but if you talk about one
26

1 month, retraining after one month, I have never heard of
2 that.

3 MR CHENG HOI YIU: Let me supplement.

4 Now, if you have been driving a certain route within
5 two years, then you can still drive that route, but for
6 two years, if you don't -- haven't driven that route,
7 then your record on the computer has -- will be deleted.

8 I have driven 496, and given another route, 47X.
9 Now, after I have driven -- I have not driven 47X for
10 one year, maybe all of a sudden you will be asked to
11 drive that route again, and maybe there will be changes
12 in the alignment of the route and the bus stop. You
13 would still be asked to drive that route. So there is
14 a hazard there. Because we never know what changes have
15 happened to the route.

16 CHAIRMAN: Are you saying that the computer deletes your
17 qualification, if you like, to drive a route, if you
18 have not driven it for two years?

19 MR CHENG HOI YIU: Correct.

20 MS MAGGIE WONG: Ms Yip, you talked about "previously".

21 I think it has not been translated on the screen. You
22 said this two years, if you have not driven the route
23 for two years you would be asked to retrain again, but
24 previously there was not such a requirement. What do
25 you mean by "previously"?

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1 MS YIP WAI LAM: Well, I have never heard that you will have
2 to be retrained after one month.

3 MS MAGGIE WONG: Since when was this requirement in place?

4 That required bus captains --

5 MS YIP WAI LAM: That's been the requirement all along.

6 From the day I joined the company, I learned that, say,
7 if you have not driven a route for two years, after
8 being trained on that route, that, your eligibility to
9 drive that route will be got rid of.

10 MS MAGGIE WONG: Ms Yip, do you drive special shift? Or
11 normal shift?

12 MS YIP WAI LAM: I am on normal shift.

13 MS MAGGIE WONG: Is anyone present here driving on a special
14 shift?

15 MR YAN KIN MING: Yes.

16 MS MAGGIE WONG: Thank you, Mr Yan.

17 May I ask your experience in driving special shift
18 in terms of we have heard evidence that some of the bus
19 captains who are driving special shifts for Kowloon
20 Motor Bus were not given three hours consecutive --
21 three consecutive hours of resting. Is this an
22 experience that you have as well?

23 MR YAN KIN MING: Yes.

24 MS MAGGIE WONG: May I know which route you are driving?

25 MR YAN KIN MING: I drive around 10 routes. And we will,
26

1 say, follow the orders, and usually on a day we will
2 drive three routes.

3 MS MAGGIE WONG: For how long did you take up this special
4 shift, in KMB?

5 MR YAN KIN MING: Around three years.

6 MS MAGGIE WONG: Can you tell us, did you take the morning
7 shift or the night shift?

8 MR YAN KIN MING: There is only one shift in special shift,
9 just the morning shift.

10 MS MAGGIE WONG: Can you tell us since when, perhaps since
11 when did you start work? For a particular day?

12 MR YAN KIN MING: Around 6 to 7. Am.

13 MS MAGGIE WONG: So 6 am to 7 pm?

14 MR YAN KIN MING: (Answer not interpreted).

15 CHAIRMAN: When did you last drive a special shift?
16 Yesterday?

17 MR YAN KIN MING: Correct.

18 CHAIRMAN: Where do you live?

19 MR YAN KIN MING: Mong Kok.

20 CHAIRMAN: What time did you get up?

21 MR YAN KIN MING: (In English) 5 o'clock.

22 CHAIRMAN: Where did you go then?

23 MR YAN KIN MING: After I get up, and I will do something,
24 and then I will go to work.

25 CHAIRMAN: What time did you leave home? The actual fact,
26

1 yesterday. What time did you leave home?

2 MR YAN KIN MING: 6 am.

3 CHAIRMAN: And where did you go?

4 MR YAN KIN MING: The bus depot.

5 CHAIRMAN: Which is where?

6 MR YAN KIN MING: On Tsing Yi Island, the bus depot there.

7 CHAIRMAN: How did you get there?

8 MR YAN KIN MING: I will take the company bus, the first
9 departure, and then I get to somewhere in Tsing Yi, and
10 then change for what we call a works bus or vehicle
11 which will take us to the bus depot.

12 CHAIRMAN: Which bus depot did you arrive at yesterday?

13 MR YAN KIN MING: Also Tsing Yi.

14 CHAIRMAN: What time did you clock on for work?

15 MR YAN KIN MING: 7.00.

16 CHAIRMAN: And after you clocked on, what did you do?

17 MR YAN KIN MING: Then I will find the bus that I have to
18 drive on that day.

19 CHAIRMAN: Presumably you have to check the bus?

20 MR YAN KIN MING: (In English) Yes, sir.

21 CHAIRMAN: And then did you drive the bus somewhere?

22 MR YAN KIN MING: And then I drove the bus to the Cheung
23 Hong bus terminus.

24 CHAIRMAN: What time did you leave Tsing Yi on that journey?

25 MR YAN KIN MING: 7.20.

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1 CHAIRMAN: What time did you arrive at your destination?

2 MR YAN KIN MING: 7.30.

3 CHAIRMAN: What time did you begin driving the route?

4 MR YAN KIN MING: 7.45.

5 CHAIRMAN: What route were you driving?

6 MR YAN KIN MING: X42C.

7 CHAIRMAN: Where does that route take you?

8 MR YAN KIN MING: To Yau Tong bus terminus.

9 CHAIRMAN: Did you drive to and from Yau Tong in the
10 morning?

11 MR YAN KIN MING: No.

12 CHAIRMAN: Tell us what you did do.

13 MR YAN KIN MING: I got to the Yau Tong bus terminus, and
14 then I will use my private -- use the private plate.
15 That means a bus without passengers, and then I went to
16 Tsuen Wan, Discovery Park estate, and then I took a 40M.
17 The bus, I drove that route.

18 CHAIRMAN: So you went from Yau Tong to Tsuen Wan, and then
19 you drove a route; is that it?

20 MR YAN KIN MING: Yes.

21 CHAIRMAN: What was that route?

22 MR YAN KIN MING: 42M.

23 CHAIRMAN: Where did you go?

24 MR YAN KIN MING: To Cheung Wang bus terminus.

25 CHAIRMAN: And then?

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1 MR YAN KIN MING: I did two rounds on this route, so back
2 and forth twice.

3 CHAIRMAN: Between Tsuen Wan and Cheung Wang bus terminus?

4 MR YAN KIN MING: Yes.

5 CHAIRMAN: And then did you have a break?

6 MR YAN KIN MING: Yes.

7 CHAIRMAN: What time was the break?

8 MR YAN KIN MING: Should be 12.30 or so.

9 CHAIRMAN: And how long was the break?

10 MR YAN KIN MING: To 3.20 pm.

11 CHAIRMAN: And where did the break begin?

12 MR YAN KIN MING: Well, it doesn't matter where I took the
13 break, but rather I would be given a designated parking
14 space, I left my bus there and then the break started
15 counting.

16 CHAIRMAN: Where did you leave the bus?

17 MR YAN KIN MING: Tsing Yi airport station.

18 CHAIRMAN: What did you do in that break time? Two hours 50
19 minutes?

20 MR YAN KIN MING: Lunch and an afternoon nap.

21 CHAIRMAN: Where did you take the nap?

22 MR YAN KIN MING: At the Tsuen Wan bus terminus there is
23 room for us to take a rest.

24 CHAIRMAN: What facilities are there for you to take a nap?

25 MR YAN KIN MING: There are four sofas, and so I could take
26

1 a short nap.

2 CHAIRMAN: You had a sofa?

3 MR YAN KIN MING: Yes. Sofa.

4 CHAIRMAN: How many other bus captains were sharing the
5 facilities at the time?

6 MR YAN KIN MING: Two.

7 CHAIRMAN: Once you resumed driving at 15.20, or 3.20, where
8 did you travel to and from?

9 MR YAN KIN MING: It was at 3.35 that I started driving,
10 because at 3.30 I had to get the bus and went to the bus
11 terminus. So at 3.35 I started driving, route 41A from
12 Cheung On bus terminus to Tsim Sha Tsui East.

13 CHAIRMAN: And then?

14 MR YAN KIN MING: Then I went back to Cheung On bus
15 terminus.

16 CHAIRMAN: Yes.

17 MR YAN KIN MING: And then I did the same trip again. One
18 round.

19 CHAIRMAN: Does that bring you to the end of your driving or
20 not?

21 MR YAN KIN MING: Yes.

22 CHAIRMAN: What time is that?

23 MR YAN KIN MING: 8.50 pm.

24 CHAIRMAN: Where were you when your driving duties came to
25 an end?

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1 MR YAN KIN MING: When I finished my duty, I had to take the
2 car back to the bus depot to fill up the gas tank and
3 then I left the car there and finished the day's work.

4 CHAIRMAN: When you say "car", I take it you mean the bus?

5 MR YAN KIN MING: Yes, the bus.

6 CHAIRMAN: What time had you finished doing all of that,
7 refueling the bus?

8 MR YAN KIN MING: 9 pm.

9 CHAIRMAN: What did you do after that?

10 MR YAN KIN MING: After that I took the works vehicle to go
11 to the urban area and then I took another bus to go
12 home.

13 CHAIRMAN: What time did you get home?

14 MR YAN KIN MING: 9.40 or so.

15 CHAIRMAN: So your day had begun at 6 am, when you left
16 home, and it was complete at 9.40 pm; is that it?

17 MR YAN KIN MING: Yes.

18 CHAIRMAN: That was yesterday?

19 MR YAN KIN MING: Yes.

20 CHAIRMAN: Today is your day off, is it?

21 MR YAN KIN MING: Yes.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: Thank you.

24 Mr Yan, you said you were on split shift duty for
25 three years, correct? Or special shift yes.

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1 MR YAN KIN MING: Yes.

2 MS MAGGIE WONG: Have you been driving those three routes
3 for those three years, or there are different routes?

4 MR YAN KIN MING: Yes, there are other routes as well.

5 MS MAGGIE WONG: Is it a frequent occurrence that you have
6 to drive three difference routes on the same day?

7 MR YAN KIN MING: Yes.

8 MS MAGGIE WONG: How long have you been working for Kowloon
9 Motor Bus?

10 MR YAN KIN MING: I have been working for about 3.5 years at
11 KMB.

12 MS MAGGIE WONG: Throughout this period you have been
13 driving special shift?

14 MR YAN KIN MING: Yes.

15 MS MAGGIE WONG: Have you been involved in accidents, road
16 accidents?

17 MR YAN KIN MING: So far, no.

18 CHAIRMAN: Well done.

19 MR YAN KIN MING: (In English) Thank you.

20 MS MAGGIE WONG: Have you come across any assault incidents
21 or verbal abuse?

22 MR YAN KIN MING: Every day there is verbal abuse.

23 MS MAGGIE WONG: Assault incidents?

24 MR YAN KIN MING: No. No assault.

25 CHAIRMAN: Have you ever reported verbal abuse to the
26

1 company?

2 MR YAN KIN MING: No.

3 CHAIRMAN: Why not?

4 MR YAN KIN MING: Because the company knows, all along.

5 CHAIRMAN: Have steps been taken to help you deal with
6 verbal abuse, as bus captains?

7 MR YAN KIN MING: You mean the company, helping?

8 CHAIRMAN: Yes.

9 MR YAN KIN MING: No. No.

10 CHAIRMAN: But on the buses you drive, are there now cameras
11 that focus on the bus captain's seat area.

12 MR YAN KIN MING: Yes. Sometimes, yes, there is the camera,
13 sometimes not, because every day I drive a different bus
14 and a different route. So for the older models there
15 are no cameras. For the new models there are cameras.

16 CHAIRMAN: These ones with cameras, do they not have an
17 audio track as well, not just video?

18 MR YAN KIN MING: As far as I know, yes, some have audio
19 recording, because I see some camera has a microphone.

20 MS YIP WAI LAM: If I may add, the judge asked what could be
21 done to help us.

22 Well, actually we mentioned in our submission, we
23 asked that bus captains be allowed to install cameras
24 themselves. Why? Because some buses have cameras, but
25 some don't. And if something happens, or if the police
26

1 try to obtain the video recording from the company,
2 company will say, "No, we don't have it". We don't know
3 why. But we want to protect our own personal safety,
4 and actually, if a camera is installed, it sort of
5 alerts passengers that they can be seen, and usually
6 they are really smart, when there is a camera they will
7 be a lot more restrained.

8 So we are not even asking the company to install the
9 cameras, we are just asking the company to allow bus
10 captains to install the cameras, so before the company
11 installs cameras on all buses, we hope they will allow
12 us to install cameras ourselves. And it is important
13 that --

14 CHAIRMAN: Just a moment, Ms Yip. You are racing ahead.

15 Slow down. Like your buses.

16 MS YIP WAI LAM: Yes. Got it.

17 CHAIRMAN: What was the response to the company, to your
18 request that you be allowed to install your own cameras?

19 MS YIP WAI LAM: If bus captains are found to have installed
20 cameras we would be disciplined.

21 CHAIRMAN: Have you ever made this request in writing, to
22 the company?

23 MS YIP WAI LAM: No.

24 CHAIRMAN: Why not?

25 MS YIP WAI LAM: Do you think that if we tell them -- we
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1 think if we tell them and it is going to lead to
2 nowhere, then we won't do it. You know, there is no
3 trust.

4 They won't even let us install the cameras. They
5 would actually discipline us for installing cameras, so
6 you would think they won't install the cameras.

7 CHAIRMAN: Well --

8 MS YIP WAI LAM: Now, if you are the senior manager of
9 course we would be happy. If you were the senior
10 management, we would be happy because we can reason with
11 you.

12 CHAIRMAN: Do you know, and if you don't know say so, do you
13 know why bus captains are disciplined if they install
14 their own cameras? Has the company ever explained?

15 MS YIP WAI LAM: It is about privacy, they said. It is
16 about privacy.

17 CHAIRMAN: Is this something they articulated in writing?

18 MR CHENG HOI YIU: I think at the induction training the
19 instructors would briefly mention that they would ask us
20 not to install the cameras, and there is a circular too,
21 through various channels they would ask all frontline
22 bus captains not to install captains because of privacy
23 issues.

24 MS YIP WAI LAM: Also, they said, this is illegal
25 retrofitting, that is if we install camera it would be

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1 regarded as illegal retrofitting.

2 MR CHAN WING HO: Because this is not a part in the schedule
3 of the parts, and so if it is found it is there, then it
4 is considered illegal.

5 MS MAGGIE WONG: When was this circular issued?

6 CHAIRMAN: Let's not get ahead of ourselves.

7 You said that they issued a circular, Mr Cheng. Can
8 we have a copy of the circular?

9 MS YIP WAI LAM: Well, usually after we read the circular we
10 won't keep it.

11 MR CHAN WING HO: And it is not -- it's an internal
12 document; we can't make it public.

13 CHAIRMAN: We are going to have KMB giving evidence in due
14 course. We will ask them the same questions. So why
15 can't you provide a document to us that explains what
16 this position is?

17 MS YIP WAI LAM: (Answer not interpreted).

18 CHAIRMAN: There may be a very good reason why they don't
19 allow you to do this, and we are just trying to find out
20 the facts.

21 MS YIP WAI LAM: Say, for example, for the travelling time
22 the company considers that confidential information
23 too --

24 CHAIRMAN: Very well, we don't need to trouble you. We will
25 ask KMB.

26

1 Yes, Ms Wong.

2 MS MAGGIE WONG: Can you tell us approximately when this
3 circular was issued?

4 MS YIP WAI LAM: A year ago.

5 MS MAGGIE WONG: And you earlier said that if you install
6 these cameras, you would be disciplined. Who said that?
7 Can you tell us, identify the person who said, "If you
8 install this we will discipline you"?

9 MS YIP WAI LAM: Usually, if a bus captain breached
10 a certain code, you will be given a piece of paper, a
11 memo, telling you why you are really summonsed to meet
12 with the senior management. So previously, the members
13 have sent us such memo so we know that this is the case.

14 MS MAGGIE WONG: Would you be kind enough to provide us with
15 those documents? I assume they are not KMB documents.
16 It is a request from your members to the company.

17 MS YIP WAI LAM: It is a company -- it is a document issued
18 by the company.

19 MS MAGGIE WONG: It is the KMB issuing the notice to
20 members -- to bus captains.

21 And did they spell out in the letter that "If you
22 install cameras, we will discipline you"? Did they
23 spell in those terms, very specific about those terms?

24 MS YIP WAI LAM: It is stated in the circular.

25 MS MAGGIE WONG: Can I take it that your union would support
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1 the use of surveillance cameras to be installed for the
2 purpose of recording verbally or orally and visually
3 events happened in the bus?

4 MS YIP WAI LAM: Yes, support.

5 The last topic, Ms Yip, is we have heard evidence,
6 or the Transport Department provided us with a briefing
7 paper, and informed us as a result of a working group
8 study carried out in mid-March 2018 consisting of five
9 franchised buses, and three bus manufacturers, the
10 working group made a recommendation report which set out
11 three areas of concern: the first is the seat belt;
12 second is the technological device; and the third,
13 training of bus captain.

14 And the Transport Department informed us that
15 recently they have issued a practice note in relation to
16 the training of bus captains.

17 MS MAGGIE WONG: So my question is: has Kowloon Motor Bus
18 consulted your union's views in relation to the practice
19 note?

20 MS YIP WAI LAM: No.

21 MS MAGGIE WONG: Have you been given a copy of the practice
22 note issued by the Transport Department?

23 MS YIP WAI LAM: We have never received it.

24 MS MAGGIE WONG: May I ask your view on some of the
25 technological devices, your union's view on some of the
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1 technological devices.

2 The first, it is at TD-1, page 403. If we look at
3 4(a), it is the electronic stability control system.

4 Would your union support the use of this system?

5 MS YIP WAI LAM: On the safety devices, (a), (b), and 5 and
6 6, and also the other systems on the third page, after
7 our deliberations, we think these are very good devices.

8 MS MAGGIE WONG: Thank you.

9 What about seat belts to be installed on all seats
10 in buses?

11 MS YIP WAI LAM: Well, it is of course a good thing to have
12 seat belts, but there is a problem arising from this.

13 If the seat belts are damaged, should buses continue
14 to operate, or do the bus captains have the
15 responsibility to ensure that passengers have their seat
16 belts on? And some elderly persons might need
17 assistance in wearing their seat belt. So these are the
18 problems that we envisage and we are worried about that.
19 But, of course, having an extra safety device is always
20 good. And there are so many passengers patronising bus
21 services, we have to make sure the seat belt is not
22 damaged and once it is damaged then passengers' safety
23 will be jeopardised.

24 I think the overall direction is good. But in terms
25 of actual implementation we see some difficulties.

26

1 MS MAGGIE WONG: Have you had a chance to read the section
2 on training of bus captains, from paragraphs 18 to 22?

3 MS YIP WAI LAM: Yes, we have briefly read through it.

4 The training mentioned here -- I mean, not many
5 details are given, but of course the more training the
6 better. But we don't see what bus captains should pay
7 attention in our daily work, that nothing is mentioned
8 in that regard is regrettable.

9 MS MAGGIE WONG: I have completed my questioning,
10 Mr Chairman. Thank you.

11 CHAIRMAN: Mr Auyeung.

12 MEMBER AUYEUNG: I want to follow up on the comment that
13 Ms Yip and Mr Yan made earlier about the abuse that you
14 are experiencing on a daily basis, and yet both of you
15 mentioned that there was no point to report to your
16 management.

17 Can I hear a bit more about the logic behind that?
18 You refuse to report it because you don't think
19 management is going to do anything, or whatever they do
20 is not going to help? I just want to understand
21 a little bit more. Thank you.

22 MR CHENG HOI YIU: Well, honestly, we face verbal abuse
23 every day. It is something so common.

24 Why does this happen? You know, Hong Kong people
25 are under a lot of pressure, and people are fast-paced,

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1 and in view of the manpower shortage in the sector,
2 because of road congestion, which is very common, and
3 passengers may have to wait longer than they expect. So
4 they will vent their anger on the frontline staff.

5 The management in all companies in the sector is
6 well aware of the situation.

7 Well, for every route, for every bus captain, that
8 happens. And the management will not do too much,
9 because they can't solve the problem.

10 MR CHAN HON WA: Let me cite an example. Earlier some
11 members have been physically -- I mean verbally abused
12 by the passengers, and they have reflected the problem
13 to the management. And the bus stops in the middle of
14 the road, the passenger hurling the verbal abuse was
15 waiting on the bus, waiting for the police's handling,
16 and the company's handling, and the company tried to
17 water down the matter, and asked the bus captain to
18 continue with the trip.

19 CHAIRMAN: Just a moment.

20 MEMBER AU YEUNG: Please.

21 MS YIP WAI LAM: Every day we encounter this, and there is
22 this performance management group in the company, maybe
23 there are complaints by the passengers, and we tell the
24 management our side of story, but the company always
25 says, well, just be more careful, and they are not of

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1 much actual help.

2 I was assaulted, and I was injured, and nobody would
3 be able to help us. And we treat all this as part of
4 our job.

5 MEMBER AUYEUNG: Thank you.

6 CHAIRMAN: The police helped you, did they not? Because
7 someone was arrested, someone was charged, someone was
8 prosecuted.

9 The Department of Justice Helped you, because
10 someone turned up to prosecute the case?

11 MS YIP WAI LAM: That's correct.

12 But for the legal section of the company, if they
13 can render some help, that would be better.

14 Well, the police then were very angry too. Because
15 going by the doctor's report, and other documents, the
16 case seems to be established. But whenever a case gets
17 to the court, the witnesses are not willing to come
18 forth. So a camera will help very much.

19 So that's why we have been advocating for a camera
20 on board all the time. That can also protect the
21 passengers as well. If, say, we do anything bad then
22 the passengers can also monitor us as well.

23 CHAIRMAN: Yes, thank you.

24 MEMBER LO: I just have a follow-up question.

25 In your 18-day training session, have they trained
26

1 you about how to handle verbal abuse? Would they advise
2 you to say nothing? Would they advise you to report?
3 What is the procedure to handle verbal abuse during the
4 training section?

5 MS YIP WAI LAM: They always say that you should use some
6 skills, deploy some skills in your language to deal with
7 the matter.

8 Now, at a time when you don't even have time to go
9 to the toilet, and then when you get on board the bus
10 people hurl verbal abuse against you, and they will even
11 make comment about "Have all the bus captains died? We
12 were made to wait so long", and so on.

13 So if we were able to have a longer rest time we
14 would be better able to deal with own emotions.

15 The problems arise from many factors. If we do have
16 a sufficient rest break we would have a higher EQ, we
17 would deal with such situations better. We hope that
18 improvement can be made gradually so that the
19 relationship between the two parties can be improved.

20 The company has done that, but in actual fact,
21 I mean, it is not very effective.

22 CHAIRMAN: How are bus drivers particularly selected for
23 this kind of abuse, or do you see tram drivers, and the
24 Star Ferry coxswains being abused in the same way? Or
25 is it bus drivers that are particularly selected?

26

1 MS YIP WAI LAM: For tram drivers, well, usually there is
2 not much congestion on the road for them.

3 And for members of the public, when they have
4 conflicts with us, they get agitated, because the
5 schedule is not adhered to.

6 So that's a problem besetting the KMB for a long
7 time, and I don't know why there has not been a solution
8 so far.

9 We set up this union, we want to safeguard
10 passengers' safety, but we are seeing so many
11 confrontations of conflicts with the passengers, and
12 after discussing with the passengers we know that the
13 main cause of the problem is lost trips.

14 Well, you can imagine if a passenger waits for half
15 an hour before he can get on the bus, and he would say
16 something like, "Have all the bus captains died or
17 what?" And then maybe the bus captain is stuck in a
18 traffic jam for an hour and he gets only a few minutes
19 break, and he has to get back to work after going to the
20 toilet, and the bus captains will not be in a good mood
21 either. So we can't blame, put all the blame on the
22 passengers.

23 As what the Chairman said, why are bus captains
24 seeing the worst problem? Because for MTR driver there
25 will not be any lost trips, it happens only two to three
26

1 times every year.

2 I can give you some preliminary figures, for every
3 day, in every depot, some several dozen buses are not
4 being in operation.

5 So the turnover, the wastage of staff is so very
6 serious, and we are seeing more serious conflicts
7 between the passengers and bus captains.

8 It has a lot to do with the bus trips, some
9 passengers are nice, and we are under pressure.

10 Thank you.

11 CHAIRMAN: Thank you. That gives us a flavour of what we
12 had in mind.

13 We do have one more union to hear evidence from, so
14 we will thank you for attending. Thank you for your
15 evidence, and for assisting us. If you would provide
16 whatever documentation it is that you have undertaken to
17 give us, we would be grateful.

18 We will take a two-minute adjournment now and see if
19 we can't resume with the final union, the Part-time
20 Drivers Union shortly. Thank you.

21 (5.02 pm)

22 (A short break)

23 (5.11 pm)

24

25

26

1 REPRESENTATIVES OF PART-TIME DRIVERS UNION: MR KENNETH MA,
2 MR LEO CHA, MR GARY CHENG, MR KENNETH CHEUNG, MR JASON NG,
3 AND MR ALEX LEUNG.

4 (Evidence given in Cantonese and English,
5 transcription of the simultaneous interpretation and/or
6 English)

7 CHAIRMAN: Mr Cheng, and representatives of the Part-time
8 Drivers, we thank you for accepting the Committee's
9 invitation to give evidence to the Committee to assist
10 us with gathering information about how buses are
11 operated so that we are better able to make
12 recommendations to ensure safety in the future.

13 Ms Wong will ask you questions in a moment, designed
14 to draw out from the written submissions that you have
15 made points that need amplification.

16 If you, Mr Cheng, wish one of the other members to
17 answer a particular question, please defer to that
18 member, and we will happily hear from that other person.

19 Ms Wong.

20 MR ALEX LEUNG: (In English) Thank you, before the
21 questioning starts, can we have two minutes to express
22 a certain view for the part-time bus drivers.

23 CHAIRMAN: Certainly if you wish to make an opening
24 statement, do so.

25 MR ALEX LEUNG: (In English) We do indeed.

26

1 CHAIRMAN: Bear in mind it is being translated. So if you
2 speak at a speed that allows the simultaneous translator
3 a reasonable chance.

4 OPENING STATEMENT BY MR ALEX LEUNG

5 MR ALEX LEUNG: (In English) I'll try to keep it slow.

6 Thank you for everybody's time today. After the --
7 well, first of all, the Part-time Bus union as we sit
8 here, we are not a registered union under the union
9 Ordinance. We are a group of part-time bus drivers who
10 got together after the tragic incident on 10 February.

11 Shortly after that, KMB have stopped duty allocation
12 to us, and we were very upset about this. Because the
13 immediate reaction after the accident was the driver was
14 a part-time bus driver, and as a result, we as a group
15 of part-time bus drivers were under immense unjust,
16 unfounded and untrue attacks from other trade unions,
17 other members of the public, which has led to
18 a suspension of duty allocation to us.

19 And that's why we have got together as a group.

20 We think the part-time bus drivers are as
21 professional and as competent as many full-time bus
22 drivers, if not more.

23 I personally have experience of 15 years as
24 a part-time bus driver. I think we all here are very
25 experienced and professional. We drive with pride, we
26

1 serve customers also with pride, and so we are quite
2 upset, even until now still some sort of prejudice
3 exists against us.

4 When you look at the report by KMB about the
5 accident to the Transport Department --

6 CHAIRMAN: You are talking about the one that is on our
7 website?

8 MR ALEX LEUNG: (In English) Yes, which I think was issued
9 one month after the accident. When the Transport
10 Department asked Kowloon Motor Bus if they have
11 identified any kind of deficiency in the recruitment of
12 drivers, the response of KMB is, "We have stopped
13 recruitment of part-time bus drivers immediately".

14 This is in fact implying that part-time bus captains
15 are inferior, and unprofessional. We are strongly
16 denying that, and we were very, very upset by this kind
17 of reference.

18 So that concludes our opening remark. And I will
19 pass the floor to Ms Wong.

20 CHAIRMAN: Thank you.

21 Before we proceed, it would help us if you could
22 identify which of the various bus companies you work
23 for? Can I invite you to just tell us? Who is KMB?

24 (Indicating).

25 That's four of you are KMB.

26

1 MR LEO CHA: (In English) I am Long Win Bus.

2 MR KENNETH MA: I was fired by KMB because of this accident.

3 CHAIRMAN: So you are no longer employed.

4 MR KENNETH MA: (In English) Yeah.

5 CHAIRMAN: Because of this accident?

6 MR KENNETH MA: (In English) Yes, because KMB raised some
7 criteria, for part-time bus driver. I don't accept
8 their criteria, KMB raised -- issued, sent a letter to
9 me. I replied them through e-mail. One copy I cc this
10 IRC Committee.

11 And after that, I heard from my friend who worked in
12 KMB, I was know that I was fired by KMB because I have
13 not replied them.

14 But actually I have replied them through e-mail.

15 CHAIRMAN: Right.

16 MR KENNETH MA: And I now work for New World First Bus as a
17 part-time bus driver.

18 CHAIRMAN: So the upshot, Long Win, one of you, you, New
19 World First Bus, you, the other four KMB.

20 Thank you, Ms Wong.

21 EXAMINATION BY MS WONG

22 MS MAGGIE WONG: Thank you, Mr Leung and gentlemen for
23 coming.

24 As you know, the terms of reference for this
25 Committee is focused on safety aspects or safety related
26

1 measures for operation and management of franchised
2 buses. So my question will be focused on those areas.
3 I hope you can understand.

4 About your union, I believe it is a Facebook group
5 which comprised of over 600 members. Is that correct?

6 MR LEO CHA: (In English) Yes, correct.

7 MS MAGGIE WONG: And I believe Mr Cheng was authorised by
8 100 part-time bus drivers as representative in this
9 union to express views on behalf of them?

10 MR JASON NG: (In English) That is correct as well.

11 MS MAGGIE WONG: Do you know which company, or which
12 franchised buses these 100 part-time bus drivers work
13 for?

14 MR JASON NG: (In English) All these drivers are under KMB
15 but it is affected by the suspension of duty deployment.

16 MS MAGGIE WONG: And may I know how long you have worked as
17 part-time bus captains for KMB?

18 MR JASON NG: To whom?

19 MS MAGGIE WONG: For all of you.

20 MR ALEX LEUNG: (In English) For KMB, I joined in 2014.

21 CHAIRMAN: But you have 15 years as a part-time bus captain?

22 MR ALEX LEUNG: (In English) I previously worked also for
23 other bus companies.

24 CHAIRMAN: In Hong Kong?

25 MR ALEX LEUNG: (In English) In Hong Kong, that's right.

26

1 MR JASON NG: (In English) Me as well, I started with KMB
2 in 2014 as a part time driver. I personally have driven
3 buses over 10 years, that included driving oversees.

4 MS MAGGIE WONG: Mr Cheng?

5 MR GARY CHENG: (Interpreted) I worked in KMB for three
6 years, and I worked in some other bus companies before
7 that.

8 CHAIRMAN: Franchised bus companies in Hong Kong?

9 MR KENNETH CHEUNG: (Interpreted) Franchised and
10 non-franchised.

11 CHAIRMAN: For how many years?

12 MR KENNETH CHEUNG: (Interpreted) I started driving buses in
13 2011. I served as a full-timer for three years and
14 after that I served as a part timer.

15 MR GARY CHENG: (Answer not interpreted).

16 CHAIRMAN: Is there a problem with the transcription?

17 INTERPRETER: Sorry, the interpreter forgot to switch the
18 button over to English.

19 CHAIRMAN: Could I ask Mr Gary Cheng to repeat what he said.

20 MR GARY CHENG: (Interpreted) My first job was with the New
21 Lantao Bus Company as a part-time bus captain and then
22 thereafter I worked for KMB for four years as
23 a full-timer, and then thereafter Citybus part-time bus
24 captain, and then I returned to KMB and have worked as
25 a part-time bus captain for one year, so I have in total
26

1 14 years experience in driving buses.

2 MR LEO CHA: (In English) I've been working for KMB starting
3 from 2016 at early 2016, and changed to Long Win Bus
4 starting from this April.

5 MR KENNETH MA: (In English) I've worked for New World
6 First Bus as part-time bus driver for about 5.5 years,
7 and worked for KMB as part-time bus driver for about
8 three years.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: Thank you.

11 Thank you for your submission, I believe you made
12 one submission that is dated 22 April 2018, and that
13 could be found in TU bundle 1C, at page 293 to 294,
14 translation 294-1 and 294-2.

15 There are two matters I wish to raise arising from
16 this submission.

17 The first, on page 294-1 at the bottom. You stated
18 at the bottom that:

19 "Since formation, our union has been emphasising
20 that part-time (or hourly-paid) and full-time bus
21 captains should be given the same treatment."

22 The "same treatment", are you referring to the pay
23 treatment or the training treatment? In what sense are
24 you referring here?

25 MR JASON NG: (In English) I am a little -- can you repeat
26

1 your question? I'm a little unsure what you are asking
2 about.

3 MS MAGGIE WONG: Because at the bottom you mentioned that
4 your union has been emphasising part-time and full-time
5 bus captains should be given the same treatment. So
6 "same treatment" of what?

7 CHAIRMAN: Perhaps you could read out more of what is
8 asserted.

9 MS MAGGIE WONG: You further stated:

10 "Regardless of training, supplementary training,
11 remedial training, appointment and requirements for
12 dismissal, the same standards should be adopted by bus
13 companies. During recruitment by franchised bus
14 companies, examiners and driving training instructors
15 perform their gate-keeping role by selecting suitable
16 candidates stringently."

17 So by referring to "same treatment", are you
18 referring to the fact that you should be given the same
19 treatment in terms of training and appointment and
20 dismissal requirements?

21 MR ALEX LEUNG: (In English) Ms Wong, I don't want to blame
22 this as a loss in translation, but I think what we were
23 trying to say is it is part-timers and full-timers are
24 already under the same training treatment.

25 And we would recommend, if possible, for all new
26

1 joiners to go through a psychiatric test, or psychology
2 test to make sure they are able to handle the stress of
3 driving and rogue passengers.

4 MR JASON NG: (In English) I would like to add on. Like
5 what Alex is saying, is, what we are stating is that the
6 company has been providing the same kind of training
7 between the full-timers and the part-timers, from our
8 standpoint we don't see any differences in there, in any
9 kind of training.

10 Because from what we hear from the public there has
11 been different opinions and voices and, you know,
12 justice regarding the part-time drivers, which, like
13 what we stated, we thought was unjust.

14 So what we are saying is any kind of training,
15 safety measures, or whatever kind of suggestion, should
16 have been -- sorry, should have been provided or
17 requiring both full-timers and part-timers.

18 So what we are talking about here should not be
19 focusing -- or there should not be any differentiation
20 between full-timers and part-timers, so to speak.

21 CHAIRMAN: We have your point.

22 MS MAGGIE WONG: Yes, and about this same treatment for bus
23 captains, I'm going to take you to a document from the
24 KMB. It appears there is a difference in terms of
25 training for full-time and part-time bus captain. In
26

1 short, for full-time bus captain they have to undergo
2 an 18-day training for 9.5 hours a day.

3 And we can see that in KMB-1 bundle at page 120.

4 MR ALEX LEUNG: (In English) Ms Wong, I believe those are
5 for drivers who only have class 1 licence before
6 joining, whereas in our cases, we already have class 10
7 licence before joining KMB.

8 So inherently they are two different groups of
9 people.

10 MS MAGGIE WONG: Yes.

11 That's what I'm trying to drive at. Because
12 technically they do differentiate training between
13 full-time and part-time bus captains.

14 I understand what you are trying to say, but they do
15 have a difference in terms of training.

16 And may I just take you to that document, because
17 I just want to see what you say, if certain suggestions
18 are made.

19 Page 120. We can see, the three requirements for
20 full-time bus captain candidate, and the second one also
21 requires the full-time bus captain to pass a driving
22 test which is a class 17. And class 17 is a public bus
23 franchise driving licence.

24 So you have to go through the Transport Department
25 to get that licence, quite apart from undergoing

26

1 an 18-day training and the driving test administered by
2 instructors.

3 But for part-time bus captain, if you look at
4 page 121, all that requires, it appears, is that
5 a part-time bus captain with class 10 or class 17
6 driving licence, and then you can undergo a 2.5-day
7 training for 9 hours a day and pass the driving test.

8 So it appears the prerequisite is to have a class 10
9 or class 17 driving licence.

10 But once you get that, all you need to do is to
11 undergo a 2.5-day training for nine hours, and then
12 a driving test.

13 MR JASON NG: (In English) Ma'am, if you look at it, it says
14 "pass the driving test administered by instructors".

15 Now, the instructors, that is an internal exam
16 carried by KMB. So, if you do not pass that, they will
17 not hire us even though we have a class 17 or class 10
18 licence.

19 Now, that is very much a -- in fact, it is a higher
20 standard than hiring a full-time driver.

21 I was sitting here listening to Ms Yip when she was
22 testifying. She said 18 days was not enough. But when
23 we pass the driving test by KMB, we are actually taking
24 the bus on the road. It is a road test, which is even
25 more extensive than the drive test given by the TD.

26

1 So the prerequisites, you are right, it is
2 different. In fact, our prerequisite is higher than the
3 full-time drivers.

4 So you are correct, they are different. But we are
5 higher.

6 MS MAGGIE WONG: I think your union is the one that
7 suggested to have psychological assessment to be carried
8 out by the government or third party as part of the
9 assessment to be a bus driver, if I understand
10 correctly. Is that your submission, or proposal?

11 MR ALEX LEUNG: (In English) Yes, that's right.

12 CHAIRMAN: Where do we find that? 294-1.

13 MS MAGGIE WONG: Line 4, from the bottom.

14 Why would you make that suggestion?

15 MR ALEX LEUNG: (In English) I think when we made that
16 discussion, we were referring to obviously the tragic
17 accident on 10 February. There were news reports which
18 said the driver had some complications with the
19 passengers waiting at the racecourse at the time which
20 have sort of affected his emotion. And -- well, before
21 the conviction, I could not speculate. But it was
22 reported that as a result --

23 CHAIRMAN: I think you perhaps mean before the trial.

24 MR ALEX LEUNG: (In English) Well, yes, thank you.

25 So that's why we make that suggestion, that may be
26

1 you never know, there is something in your brain that is
2 just waiting to explode.

3 MR JASON NG: (In English) May I add on again? In fact,
4 I did some study about bus accidents.

5 Now, if you recall in 1997 or 1998 there was a bus
6 flipped over in Wan Chai, okay? When you looked at that
7 case, actually, the determine of the route cause was an
8 emotional breakdown or some psychological problem of the
9 bus drivers that was undetectable.

10 CHAIRMAN: Was this a crash that occurred on an elevated --

11 MR JASON NG: (In English) Correct, on the flyover, yes.

12 MR LEO CHA: (In English) Fleming Road incident. Tonnochy
13 Road, I'm sorry.

14 MR JASON NG: (In English) So anyway, that accident.

15 So we looked at some documents and reports, and
16 that's what the route cause was for that particular
17 accident, which, similarly, flipped the bus over.

18 So applying that case to here, that could be one of
19 the cases or one of the reasons or that could -- having
20 a psychological test or some kind of emotional training
21 could help detect that.

22 So we don't know. Like, what Your Majesty just said
23 or Justice just said, the trial hasn't been carried on.
24 We don't know what was the cause, but you were asking
25 for our suggestion, and when we looked at the past data,

26

1 that's what we got.

2 MS MAGGIE WONG: Yes.

3 And the second proposal, I believe is in your first
4 paragraph. Your union also supported the use of or
5 installation of video cameras by bus companies on all
6 buses to protect safety of bus captain passengers, and
7 other road users. And so you supported the idea of
8 having surveillance cameras in the bus?

9 MR JASON NG: (In English) Yeah, we do, 100 per cent yes.

10 MS MAGGIE WONG: And may I ask another topic.

11 We have heard evidence from some of the franchised
12 bus operators stating that for part-time bus captains
13 they don't require the bus captains or rather the
14 current regulations or current guidelines don't appear
15 to require the part-time bus captains to declare the
16 working hours prior to their work as part-time bus
17 captain.

18 So in other words, one of their worries or concerns
19 is that they don't know how many hours part-time bus
20 captains have been working prior to becoming part-time
21 bus captain.

22 CHAIRMAN: I'm not sure that has been expressed as a worry
23 or a concern of them.

24 MS MAGGIE WONG: It is not them.

25 CHAIRMAN: It is a matter that engages our interest.

26

1 MR JASON NG: (In English) It don't matter. I do want to
2 answer that. Because let me ask you a question? How do
3 you regulate a full-time driver having enough rest
4 between shifts? You can't.

5 You see, when I look at it, it is like drunk
6 driving. We expect all drunk drivers when you sit
7 behind a wheel to be completely sober. So we expect all
8 drivers, when they sit behind a wheel, to be completely
9 rested, alert, when they go on a shift.

10 So I don't understand why we are so hung up on this
11 topic.

12 CHAIRMAN: We don't require all drivers to be completely
13 sober. We set a threshold, and it is the same thing --

14 MR JASON NG: (In English) Well, for bus drivers we do.

15 CHAIRMAN: It is the same approach for looking at part-time
16 captains, or, for that matter, anyone else, to try and
17 do the best one can to -- practically, to better achieve
18 safety, and the real question is this: at the moment it
19 appears prior to this accident in February no
20 information was gathered as to what part-time bus
21 captains did in their other job.

22 And that is the issue that engages our interest.

23 MR JASON NG: (In English) Well, I don't know about other
24 bus companies, but at KMB, when we report to a shift or
25 duty, we have to sign -- or in the past, we had to sign

26

1 a document or declaration saying we are in good state to
2 operate a bus.

3 Now, is there something that -- is there something
4 you are looking for? I don't know. Now, is that
5 enough, I don't know --

6 CHAIRMAN: That's a bland statement with no possibility of
7 an audit check.

8 MR ALEX LEUNG: (In English) Maybe I can add on it.

9 Back in 2014, when I first joined KMB as
10 a part-timer, I was required to declare my full-time
11 jobs, and, well, external dealings, and I understand
12 that even for Citybus and New World First Bus they
13 required a part-time bus driver to declare annually the
14 full-time jobs, or other jobs, the hours required,
15 whether they are on shifts for the other --

16 CHAIRMAN: Citybus have introduced that as a new form, not
17 that they did it in the past.

18 MR ALEX LEUNG: (In English) Well, I think they did it in
19 the past.

20 CHAIRMAN: They have given us a form that which is very
21 comprehensive --

22 MR ALEX LEUNG: (In English) There was a new form.

23 I understand that there was an old form in which
24 part-time drivers were required to declare their
25 full-time jobs.

26

1 Of course they have extended the list to cover
2 whether it is shift work, how many hours they work.

3 So we do -- we did have to declare, it is not
4 something new, but I think we also we are grown up
5 people, we take responsibility of our act, you know, if
6 we are not fit for reporting a duty we just call in sick
7 like the full-time bus drivers do all the time.

8 CHAIRMAN: Let me ask you gentlemen. You don't have to
9 answer if you don't wish. Let me ask you one by one.

10 Do you have other work, and if so, is it a driving
11 job?

12 MR ALEX LEUNG: (In English) Well, I do have other work.

13 CHAIRMAN: Is it a driving job?

14 MR ALEX LEUNG: (In English) I work in an office, I have
15 multiple jobs, put it this way.

16 CHAIRMAN: Is any one of them a driving job?

17 MR ALEX LEUNG: (In English) Yes, there is one.

18 CHAIRMAN: Thank you. Mr. Ng.

19 MR JASON NG: (In English) No.

20 CHAIRMAN: No other job?

21 MR JASON NG: (In English) Yes other job, but not driving
22 job.

23 CHAIRMAN: Thank you. Mr Cheung.

24 MR KENNETH CHEUNG: (Interpreted) Yes, I have other work,
25 and there is a chance of me having to drive, even when
26

1 I go to work myself I drive.

2 CHAIRMAN: Yeah.

3 MR GARY CHENG: (Interpreted) Yes, I have other full-time
4 work. I also have a chance to drive.

5 MR LEO CHA: (In English) I also have another job, and I'm
6 a civil servant in Lands Department.

7 CHAIRMAN: You are driven to distraction rather than
8 driving!

9 MR LEO CHA: (In English) Yes.

10 MR KENNETH MA: (In English) I have other full-time job but
11 no need to drive.

12 CHAIRMAN: Thank you. That's a useful snapshot for us.

13 Yes, Ms Wong.

14 MS MAGGIE WONG: One of the changes made by the Citybus in
15 the new form is to require part-timers to make
16 a declaration as to the number of hours they have worked
17 previously, or prior to becoming part-time or taking up
18 part-time bus captain.

19 Would you support that idea?

20 MR KENNETH MA: (In English) I support that idea. The new
21 form used by Citybus and New World First Bus is more
22 comprehensive than in the past.

23 MS MAGGIE WONG: And would that be a view shared by the
24 entire union or your Facebook members?

25 MR ALEX LEUNG: (In English) I think we would support
26

1 transparency, let's put it this way.

2 MR JASON NG: (In English) I personally would support it
3 only if they will require the full-time driver to do the
4 same. By that I mean if I need to declare what I've
5 been doing outside of my driving time, wouldn't you
6 worry about if the full-time driver went party overnight
7 before they report to work? I would.

8 MS MAGGIE WONG: We have seen a table that has been kindly
9 pulled up, showing the requirements that are required to
10 be filled in. If we can scroll it up, because you will
11 see at the top of the form.

12 CHAIRMAN: Can you give me the reference in the files?

13 MS MAGGIE WONG: That would be in CTB-571.

14 CHAIRMAN: CTB1?

15 MS MAGGIE WONG: CTB-3.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: And the translation can be found at
18 page 571-1 and 571-2.

19 It requires part-time bus captain to sign
20 a declaration form setting out the hours of work in
21 a column, need to work in shift, and with a declaration
22 showing that the information filled in is correct.
23 Otherwise there would be disciplinary consequences.

24 So by that I mean it requires part-time captain
25 nowadays to declare that.

26

1 And similar has been done for, I believe, Kowloon
2 Motor Bus; is that the case?

3 MR ALEX LEUNG: (In English) Correct.

4 CHAIRMAN: Do we have a Kowloon Motor Bus form in the same
5 terms?

6 MS MAGGIE WONG: Yes.

7 CHAIRMAN: Just give me the reference, if you would. There
8 is no need to turn it up.

9 MR ALEX LEUNG: (In English) I want to add that this form is
10 an annual declaration, but not every time you start
11 a duty.

12 CHAIRMAN: Obviously not that.

13 Ms Wong, is there anything on the form that requires
14 the information to be updated?

15 MS MAGGIE WONG: No.

16 That would be at page 128 to 129 of KMB-1 bundle.

17 And the translation at 129-1 to 129-2.

18 CHAIRMAN: Thank you.

19 MS MAGGIE WONG: The topic I would like to ask is, I believe
20 Mr Kenneth Ma earlier mentioned that the Kowloon Motor
21 Bus set up a new requirement for part-time bus captains,
22 and it required them to -- it set up a few requirements
23 for part-time bus captain to accept before they can
24 continue.

25 If I may take you to KMB bundle 1: page 140 to 141.

26

1 And that is a submission submitted by the Kowloon
2 Motor Bus to the Commissioner for Transport in response
3 to the incident in February 2018.

4 And at the bottom it states this:

5 "In late March 2018 most of those 209 part-time [bus
6 captains] have accepted our requirements. We have
7 assigned driving duty to them after they have met the
8 following requirements:

9 1. Having made a written declaration that being
10 a part-time [bus captain] does not breach the employment
11 contract of his/her full-time job;

12 2. Having made a written declaration of illness;

13 3. Having made a written declaration of criminal
14 record;

15 4. Having passed traffic conviction record check;
16 and

17 5. Having attended a full day remedial training if
18 the [bus captain] involved has not been driving a bus
19 for one month or more."

20 And it set up the latest status of the 209 part-time
21 bus captains.

22 My first question may be for Mr Ma first. Are those
23 the requirements you mentioned first that you refused to
24 agree to, or are they different?

25 MR KENNETH MA: (Interpreted) I don't accept point number 1.

26

1 (In English) Written declaration that being
2 a part-time bus captain does not breach the employment
3 contract of his or her full-time job.

4 (Interpreted) I don't accept that.

5 The KMB had a second meeting with our union that
6 took place in the Kowloon Bay depot, and they first
7 raised this. In the first meeting, the KMB had never
8 mentioned about this point.

9 So for myself I don't accept that.

10 As for second requirement, declaration of illness,
11 during my service as part-time bus captain, every time
12 when I try to get a bus from the depot I have to sign
13 a declaration stating that I am fit to drive on that
14 day.

15 And also we have an Octopus card which enables --
16 well, as long as we tap the Octopus card into the
17 Octopus card reader at the depot, that means we have
18 made that declaration.

19 Now, for item 3 and 4, these are reasonable
20 requirements, we don't have a lot of driving points
21 deducted, then we can drive safely.

22 And that has to do with safety and we think it is
23 reasonable.

24 And the fifth point about driving a bus for one
25 month or more, we have never heard that before. We have

26

1 never heard the saying that if we have not driven a bus
2 for more than one month or more, then we have to attend
3 this training. No, I have never heard about that
4 before.

5 MR JASON NG: (In English) I know there was a little
6 confusion for item 5. So I think there is a little
7 confusion between route training and driving training.

8 Now, as far as I know, which has been a practice at
9 KMB for a long time, is that if you have not been
10 reporting -- or if you have not been sitting behind
11 a wheel driving the bus for over 30 days, you are
12 required to attend a driving training and get cleared by
13 the instructor before you can go back on your driving
14 duties.

15 Now, I think that's what point 5 is referring to.
16 But, the wording in point 5 said if you have not been
17 driving a route, one particular route for 30 days, then
18 you have to retrain for that route. Now, that's
19 something we have not heard of.

20 MS MAGGIE WONG: Thank you.

21 That's what I am trying to ask you, because we have
22 received a background paper from the LegCo. We are
23 going to pull that up for you.

24 I'm sorry we don't have hard copies.

25 MR ALEX LEUNG: (In English) I think we are aware of the
26

1 point you are trying to make. We picked up when Ms Yip
2 was doing her testimony.

3 Well, the current practice is, if you have not, as
4 Jason has just mentioned, if you have not driven a bus
5 for one month you have to go back to training, and then
6 for a particular route, if you have not driven on that
7 route for two years, then your training record of that
8 route will be erased. That means you will have to go on
9 training again before you can drive on that particular
10 route.

11 Take an example. If I have done route 2 in 2014 and
12 have not done it since, then I would not be able to
13 drive on route 2 today.

14 MR JASON NG: (In English) On top of that, in the route
15 training session, if there is certain deviation that it
16 made on the route, for example a route extension,
17 a deviation of route, you will have to be retrained, or
18 your training record will be erased as well. So you
19 will not be -- for example, like, if I have been
20 doing -- if I have gone through training for route 2,
21 and if they have -- for example, one year went by, and
22 they have extended the route, and I have not been
23 retrained again, then I will not be able to drive on
24 that route again.

25 MS MAGGIE WONG: On this aspect, since we are on this KMB
26

1 bundle, can I take you to KMB bundle 1, page 104.

2 CHAIRMAN: What are we going to?

3 MS MAGGIE WONG: This is a report of the investigation
4 report filed by the KMB to the Commissioner for
5 Transport following the request by the Commissioner for
6 Transport on 12 February 2018.

7 This report is dated 12 March 2018. If we may go to
8 page 104 setting out the recommendation of Kowloon Motor
9 Bus, and at paragraph 13 with the heading
10 "Discontinuance of Employment of Part Time [bus
11 captains]

12 Paragraph 13 states:

13 "KMB has discontinued the employment of all part
14 time [bus captains] whose working hours fall below
15 18 hours per week. However, in order to meet the demand
16 for bus services during peak hours, KMB has already
17 offered the previous part-time [bus captains] the option
18 to convert to contract hourly rated [bus captains] or to
19 take up alternative duties in the company."

20 So my question is, has this happened?

21 MR ALEX LEUNG: (In English) Yes, it has.

22 MS MAGGIE WONG: And in what aspect?

23 MR ALEX LEUNG: (In English) For instance for the six of us
24 sitting here, Mr Ma has not accepted this offer,
25 I personally have opted for a 10 hours week duty, and
26

1 I think other members have opted for 18 hours -- more
2 than 18 hours per week arrangement.

3 CHAIRMAN: So what KMB did was discontinue hiring bus
4 captains who worked less than 18 hours a week, but they
5 permitted you to sign up to 10 hours a week?

6 MR ALEX LEUNG: (In English) Absolutely.

7 I think let me -- I can understand your feeling
8 about, because it is counterintuitive. We were working
9 as casual drivers. They are weekends -- I usually work
10 on weekends, usually Saturdays.

11 It was a time when if I am engaged, I would just
12 call in and say I'm not working this particular weekend,
13 but with this new arrangement, there is some kind of
14 a pressure for us --

15 CHAIRMAN: You have to 10 hours a week.

16 MR ALEX LEUNG: (In English) To do 10 hours a week, despite
17 the fact that I really cannot make it most of the time.

18 CHAIRMAN: Yes.

19 MS MAGGIE WONG: So if we go to page 141, we can see the
20 numbers of part-time bus captains that have agreed to
21 this arrangement in that table in the first and second
22 row.

23 "Agreed to work more than 18 hours a week", that
24 would be 78.

25 And "Agreed to work over 10 hours a week; declare
26

1 doing part-time [bus captain] at KMB will not breach the
2 employment contract with their employer ..."

3 Being 123. So, Mr Leung, you would be in the second
4 category.

5 MR ALEX LEUNG: (In English) Absolutely.

6 MS MAGGIE WONG: About this arrangement, do they require you
7 to separately sign a declaration form as to how many
8 hours you have worked, for example on that day, prior to
9 taking up duties as part-time bus captains?

10 MR ALEX LEUNG: (In English) I'm not aware of that.

11 MS MAGGIE WONG: About this 10 hours a week, can you utilise
12 it in one go, like you can drive --

13 MR ALEX LEUNG: (In English) I can do five hours a day for
14 two days, I can do one shift of 10 hours. That's not
15 a problem. It is quite flexible.

16 MS MAGGIE WONG: As long as you do it within the week.

17 MR ALEX LEUNG: (In English) As long as I do 10 hours.

18 MS MAGGIE WONG: If I may ask you to look at page 124 of the
19 KMB submission. It sets out the KMB's policy on
20 part-time bus captains in (i).

21 Can you look at that and confirm, or rather let us
22 know whether it reflects the KMB's treatment of
23 part-time bus captains before February 2018?

24 MR JASON NG: (In English) Ms Wong, just glancing through,
25 as I stated earlier, I think the first two bullets, as
26

1 I told you, I think our entry requirements are higher
2 than the full-time bus drivers, because we have to have
3 undergone a driving test that was carried out by the
4 instructor at KMB.

5 And --

6 CHAIRMAN: So they are not the same, they are higher?

7 MR JASON NG: (In English) In my opinion they are higher.

8 And I think all six of us can comment on that as well.

9 As far as the other bullet points below, I would have to
10 agree to that.

11 MS MAGGIE WONG: Thank you.

12 If one were to suggest that there be a requirement
13 for KMB to require all part-time bus captains to fill in
14 a declaration form declaring the number of hours they
15 have worked before taking up duty as part-time bus
16 captain, would your union be agreeable to this
17 arrangement?

18 MR JASON NG: (In English) See, I still don't understand why
19 we are still asking these questions. I think it is by
20 law you cannot drive more than 14 hours a day.

21 Now, if you drive over that, I think that's
22 breaching the law; am I correct?

23 CHAIRMAN: It is not a question of the law. It is
24 a question of enforcing the law. And you can only
25 enforce the law if you have knowledge of what the person
26

1 has done.

2 MR JASON NG: (In English) And like what Kenneth just said,
3 when we tap card to report to duty we already declare
4 that.

5 CHAIRMAN: I am sorry, could you repeat that.

6 MR JASON NG: (In English) When we report to duty with our
7 Octopus card, that is already confirming and affirming
8 that we are complying all the laws and we are capable
9 and suitable of driving the bus that day.

10 CHAIRMAN: The issue that is outstanding is this: what if
11 you have been driving a coach all night, and you turn up
12 to drive in the morning. How is the bus company to know
13 that you cannot comply with the guidelines? How is it
14 to get that information to enforce the law that you
15 advert to?

16 There may not be an immediate answer to that. But
17 that's the question.

18 MR JASON NG: (In English) Well --

19 MR ALEX LEUNG: (In English) I would just repeat that we are
20 fully aware of the consequences, the particular criminal
21 consequences of fatigued driving. We are all grown up
22 people. We are not here to -- well, there is a popular
23 saying amongst bus drivers, you have one foot in the
24 prison cell, and you have one foot in the mortuary. So
25 we are fully aware of the consequences.

26

1 CHAIRMAN: Well balanced drivers?

2 MR ALEX LEUNG: (In English) Yes, thank you.

3 MR JASON NG: (In English) Well, let me add on that. I gave
4 some thoughts to that.

5 So you would rather us to sign a paper saying that
6 I have not been driving for, say, nine hours, on other
7 circumstances, on top of tapping the -- when we report
8 to duty, tapping our card saying "We are going to drive
9 the bus"?

10 So --

11 CHAIRMAN: Tapping your card provides no information at all
12 about what you have been doing prior to that.

13 MR JASON NG: (In English) Well, tapping the card means you
14 are accepting the duty which means you are understanding
15 the consequences that you are not -- if you are not
16 complying to the law.

17 That also included -- if you say, for example, like
18 what I said earlier, if you have consumed alcohol, by
19 tapping the card I -- my understanding is you are
20 implying you have not been consuming, and you are in
21 good state on driving the bus.

22 CHAIRMAN: That's why for enforcing alcohol laws we have
23 breathalysers.

24 MR JASON NG: (In English) Right, but you don't --

25 CHAIRMAN: You can get in the car, thereby declaring you are
26

1 fit to drive.

2 MR JASON NG: (In English) Right, but the thing is, you
3 don't have to do a breathalyser test every time when we
4 get behind a wheel, or you don't do that on all 3,000
5 drivers at KMB every day.

6 CHAIRMAN: Ms Wong.

7 MS MAGGIE WONG: Yes. Mr Chairman, I've finished my
8 questioning. Thank you.

9 CHAIRMAN: Gentlemen, those are the questions we have for
10 you. If there is any closing statement that you wish to
11 make, don't feel that you have to, but if there is
12 anything you wish to say, we will give you the
13 opportunity.

14 MR ALEX LEUNG: (In English) Thank you, Justice Lunn.

15 I think what we are trying to reiterate is there has
16 been a very unjust perception formed about the
17 professionalism of our part-time bus drivers. I hope
18 today's testimony has changed that perception, and
19 I cannot care more about the public, but I think the
20 three gentlemen in front of me would have a much better
21 understanding of what a typical part-time bus driver
22 would be.

23 Again, I want to repeat that we take pride in
24 driving, we enjoy driving, we like serving passengers
25 from different areas, all walks of life, and we just
26

1 like doing this. And it will be devastating for us if
2 we are barred from working as part-time bus drivers.
3 That will be the most undesirable outcome for us here.
4 And we will be very unhappy about that.

5 CHAIRMAN: May I ask you this.

6 How typical are you six gentlemen of part-time bus
7 captains? What I have in mind is, in particular, the
8 New Lantao Bus Company, where I think one-third of the
9 bus drivers are part time? Are you typical of them or
10 are they quite different from you?

11 MR ALEX LEUNG: (In English) I personally have never worked
12 with New Lantao Bus Company.

13 It may be for Mr Cheng to give elaboration.

14 CHAIRMAN: Thank you.

15 MR GARY CHENG: (Interpreted) Actually, as part-time bus
16 captains, maybe we all do it differently. But I think
17 the primary reason is because there is more flexibility
18 in the working hours. For many part-time drivers, they
19 want to take two days off in the week. That's why they
20 choose to become part-time drivers. Of course, at the
21 expense of certain benefits that full-time drivers
22 enjoy. But then they want freedom, more flexibility.
23 So that's why some people choose to become part-time
24 drivers. That's really the issue.

25 As for the New Lantao Bus Company, how come
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1 one-third of the bus captains are on a part time basis?

2 I think it is because it is only on weekends they have
3 huge patronage because people will go to Lantau Island
4 on weekends for sightseeing and that's why they need
5 more bus drivers on weekends. So that's why there is
6 a bigger demand for part-time drivers, probably.

7 So it is all about flexibility.

8 And, say, when I'm free then I will come and work
9 part time. For me, anyway, it is because it fits in
10 with my schedule, that's why I take up the part-time
11 job.

12 MR LEO CHA: (Interpreted) Perhaps let me supplement in
13 Cantonese, and I'm free to say what I want to say.

14 Now, before this tragic accident, for Long Win there
15 is a serious problem of lost trips. I think between
16 2016 and 2017 because of the expansion of the service
17 for the A series of routes, so that's why for North
18 Lantao Island there is a higher lost trip rate.

19 So there are relatively more serious problems with
20 some of the routes, and that's when the part-time bus
21 drivers can come in to help remedy the situation.

22 Going back to the question raised by the counsel
23 earlier, for KMB and Long Win Bus, bundle 1, page 124,
24 it is whether KMB treats part-time bus captains equally,
25 (i). The answer is yes. For both full-time and

26

1 part-time bus drivers they are treated equally. Every
2 day, before we start work, we have to tap the Octopus
3 card as a few of my colleagues mentioned already.

4 We have to tap our Octopus card on the reader in the
5 regulator's office, and that is equivalent to
6 a declaration of our health status, enough rest, that we
7 are fit to serve as a part-time driver on the day.

8 That's something that the KMB has been doing all
9 along. Anyway, since I joined KMB in 2016 and then
10 I switched to Long Win, all along this has been the
11 practice.

12 MR GARY CHENG: (Interpreted) Finally, I would like to make
13 this suggestion to the Committee.

14 All along, we are talking about bus drivers. But
15 what about passengers? Have we considered any measures
16 that could target the behaviour of passengers? You
17 know, Hong Kong people start complaining when they have
18 to wait a long time, and as long as they are not happy
19 they will make a formal complaint, they like to do that.
20 So it is not about monitoring the speed of buses, don't
21 worry, the bus passengers will call and complain.

22 So there are plenty of channels for passengers to
23 make complaints but there is no channel for bus drivers
24 to complain against passengers. Even if the passenger
25 is in the wrong we can't complain against them because
26

1 there is no channel for us to do so.

2 CHAIRMAN: We are very much alive to this issue, which is
3 why we have been asking so many questions about the use
4 of CCTV with both video and audio function. And why we
5 are interested in forward-looking CCTV on buses so that
6 illegal parking could be picked up, not just picked up,
7 but then enforced, the law enforced. Without being
8 enforced, the law is meaningless.

9 MR JASON NG: (In English) I completely agree to that.

10 I think our question, or our point is, if that's the
11 case, we actually already have the ordinance to regulate
12 the behaviour of passengers. Has that been enforced?
13 Has that been enforced? If so, can we put a bigger
14 magnitude on being enforced.

15 Like what Ms Yip was talking about, or her
16 colleagues, they are all have been verbally insulted.
17 They said they get verbally insult almost on a daily
18 basis --

19 CHAIRMAN: As I have said. That is why we are looking at
20 how the law can be enforced. Because passengers do not
21 have a God given right to abuse bus captains.

22 MR JASON NG: (In English) Correct, so what we saw is if we
23 can look at MTR, actually some of the MTR staff are
24 empowered to enforce and fine the passenger that has
25 obsessive behaviour --

26

1 CHAIRMAN: I don't want to lengthen the proceedings, but it
2 has been pointed out to us and is obvious really,
3 railway stations are much easier places to enforce
4 things. A bus captain is one man on a bus out in the
5 open. The train driver can bring his train into
6 a station which he has alerted there is a problem to.
7 And people are waiting to help him. That's the big
8 difference. That's been pointed out to us.

9 MR JASON NG: (In English) Well, it might have been because
10 manpower issue, like there are supervisors that are on
11 the road, if we can increase that number, maybe that can
12 help relieve that, or increasing the patrol on buses?
13 Would that be something we can consider?

14 CHAIRMAN: Well, gentlemen, thank you very much, for the
15 evidence that you have given us. It has been most
16 informative. As you can tell, we have various factors
17 we have to balance in making these enquiries. What we
18 are trying to do is seek information, and you have been
19 most helpful.

20 So these proceedings are adjourned, and I would like
21 to thank the long suffering stenographers and the
22 simultaneous interpreters for working such a long day.

23 We will adjourn then until 10 o'clock tomorrow.

24 Thank you.

25 (6.15 pm)

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(The hearing adjourned to 10.00 am on
Wednesday, 1 August 2018)

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1 2018年7月31日

2 上午10時02分恢復聆訊

3 出席人士： 郭志誠先生，主席（九巴僱員工會代表）

4 李建基先生，幹事（九巴僱員工會代表）

5 黃健威先生，會員（九巴僱員工會代表）

6 李國華先生，發言人（九巴職員權益工會代表）

7 姚廣俊先生，理事長（九巴職員權益工會代表）

8 鄧善慶先生，總幹事（九巴職員權益工會代表）

9 陳詠豪先生，秘書（九巴職員權益工會代表）

10 葉蔚琳女士，主席（月薪車長大聯盟代表）

11 司徒權先生，理事（月薪車長大聯盟代表）

12 甄建明先生，理事（月薪車長大聯盟代表）

13 陳智輝先生，理事（月薪車長大聯盟代表）

14 鄭凱耀先生，理事（月薪車長大聯盟代表）

15 陳漢華先生，司庫（月薪車長大聯盟代表）

16 鄭啟祥先生，召集人（兼職車長苦主大聯盟代表）

17 車啟冬先生，兼職車長（兼職車長苦主大聯盟代表）

18 張沛棋先生，兼職車長（兼職車長苦主大聯盟代表）

19 梁景裕先生，兼職車長（兼職車長苦主大聯盟代表）

20 馬健德先生，兼職車長（兼職車長苦主大聯盟代表）

21 吳振宇先生，兼職車長（兼職車長苦主大聯盟代表）

22

23 主席：（經傳譯員）早晨，郭生，早晨，仲有你嘅同事，我哋感謝你同九巴僱員工會
24 代表接受我哋嘅邀請，出席今日嘅聆訊，畀證供。咁就係黃律師會代表委員會問
25 你哋問題，你哋就決定三位之中邊一位去作答。郭生，我就邀請你，如果你想其
26 他人回答，你就要話係想邊一位回答。開始嘅時候，我知道你係想先作一個嘅—
27 —即係講幾句說話，而家可以講。

1 郭志誠先生：多謝委員會，多謝主席，多謝兩位委員，我哋好高興，等咗好耐，就今
2 次有機會上嚟講兩句說話，發表下我哋工會同埋行業車長嘅聲音，就好難得嘅。

3 其實我想希望委員會就畀充分嘅時間我哋反映，我哋咁多堂嗰個聽證會我都
4 有出席，咁樣嘅意見大多數都係集中喺監管司機嗰個問題嗰度嘅，嗰個安全嘅。

5 我亦都有留意到主席嗰個聲明嘅，我哋唔係話要結論有一個咩嘢嘅結果，邊
6 個需要負責，我哋只係提供嗰個安全培訓同埋其他應有嘅討論嘅。希望就委員、
7 主席就聽到我嘅意見，就可以參考。

8 我哋就希望就--唔知我哋可唔可以有問題提問委員會嘅，或者主席嘅？即係
9 會唔會畀我哋有提問嘅？

10 主席：（經傳譯員）你今日出席就係嚟作證，咁係我哋就唔係回答，不過就係會聽你
11 哋講嘢。我哋想做就係搵出專營巴士運作嘅情況，等我哋可以向特首作出建議，
12 提升安全，所以我哋想聽嘅就係你哋嘅意見，因為我哋唔係從業員。

13 郭志誠先生：咁就係因為呢個問題，因為我哋就係在職場從業員，呢個巴士行業就每
14 日有 400 萬嘅乘客，佔香港每天嗰個乘客比例就 31%嘅，其實都係--我哋行業
15 都係好重要嘅。

16 我發覺就委員會就比我哋所屬嘅工會團體嗰個發言就比較短嘅，其實就我哋
17 係重要嘅持份者嚟嘅，亦都係重要嘅一員嘅，亦都係喺個安全問題嗰個主要掌控
18 者嚟嘅。其實就我哋就好多問題要講嘅，即係我有三份嗰個陳--一份陳述書，兩
19 份--三份補充資料，委員會要求，我哋好多個項目都喺裏面嘅。喺陳述書裏面都
20 係好簡短，即係提幾句大概性嘅，如果係得到充分討論，應該就對委員會日後嗰
21 個結論，或者市民大眾亦都會比較清楚嘅。

22 係嘞，咁我哋就呢個問題，因為就我發覺琴日嗰個委員會只係問咗幾條比較
23 簡單嘅問題，唔得深入。喺個培訓方面，嗰個車長嘅機械認識方面，嗰個教導方
24 面，即係車長嗰個認識，能唔能夠清楚知道佢揸嗰架車嗰個性能，嗰個操控係點
25 樣嘅，咁完全就忽略咗，忽略咗我哋呢方面嘅意見嘅。即係簡單啲嘅要求，我哋
26 畀一個答案委員會，係贊唔贊成、認唔認同某啲人嘅觀點，或者我哋有咩睇
27 法，我係認為唔夠深入嘅，咁委員會係唔可能得出一個好嘅結論嘅。

28 我哋喺呢方面，希望--我就唔想重複答番人哋嗰個問題，就唔好即係--因為
29 時間好寶貴，我哋希望盡量想講我哋關注嘅嘢，影響大眾嘅嘢。好多情況之下，
30 就係市民或者委員會係唔清楚嘅。

31 主席：（經傳譯員）冇錯，你都係指出咗呢啲嘅事項嘅嘞，喺你嘅陳述書裏面，所以
32 我哋而家就會係你講咗嘅一啲事項，就於呢啲，我哋會問你問題，如果你想補
33 充，你可以補充嘅。但係請你畀陳述書我哋，係畀機會你哋同我哋講一次你想講
34 啲乜嘢，而口述證供嘅聆訊就係等我哋可以去探討一啲我哋認為有--係有關嘅
35 事項。

1 郭志誠先生：今日因為我哋準備咗一個黑盒嘅問題嘅，就未--啲啲資料或者汽車嘅操
2 作嘅安全性問題就未呈交上委員會嘅，我哋係準備到即係臨時啱啱寫好，想喺呢
3 度講畀大家聽嘅，希望委員會就酌情批准，因為未呈交上嚟嘅。

4 主席：（經傳譯員）有冇咩嘢原因係之前冇交界我哋？因為我哋由呢個係3月--4月
5 嘅28號（原文照錄）嘅，已經開始叫你畀資料我哋囉嗎。

6 黃女士：Yes.

7 主席：（經傳譯員）即係呢一個係3月28號，今日已經係7月31號囉嗎。

8 郭志誠先生：咁係我哋因為要準備，因為我哋唔係專家，我哋要--因為發覺就委員會
9 裏面，即係問過黑盒公司，我哋睇番佢啲個資料，我認為需要因應佢哋嘅答覆，
10 而我哋再提供我哋在職嘅意見，我哋車長認識呢方面嘅機械，即係直接係操作。
11 其實佢係咪話畀個黑盒我哋，咁我哋車長就識呢？就知呢？

12 咁樣即係我哋成立個會之後，好多嘢要教導啲會員嘅，譬如好似話襲擊車
13 長，點解會唔能夠檢控，因為車長唔識搜證。同埋就喺事發之前，通常就會大家
14 你一言我一語，變咗--其實我哋車長就根據...

15 主席：（經傳譯員）郭生，其實如果我哋而家開始，等黃律師問你問題，可能進度會
16 比較好，即係比起一路聽你喺度講話由黑盒到畀人--即係發生事，畀人打，可
17 能係黃律師問你問題，個進度會更好，等佢問，跟住我哋先至有機會再聽你講，
18 好唔好？

19 郭志誠先生：好嘅，多謝主席。希望結論嘅時候可以畀我補充。

20 黃女士：（經傳譯員）唔該晒郭生、各位人士今日出席。我想簡單講幾句，我哋收到
21 你嘅書面陳述同埋文件，即係三份都收到。委員會主要嘅要做嘅工作，其實喺個
22 個工作範圍裏面都已經係寫咗嚟嘞，只要係有關於同安全--即係專營巴士營運
23 安全有關，我嘅問題係會集中於安全呢方面，而唔係其他譬如即係僱員工作方面
24 嘅問--嘅範圍。所以我希望你都要集中番，係回答關於安全嘅問題。

25 我想--我先開始問一問關於你個會嘅組成。郭生，你個會--我想請你睇番工
26 會文件112-9，淨係得中文嘅，不過我會解釋一下，係112-9呢一頁。

27 你個會就係喺2015年7月14號成立，係嘛？

28 郭志誠先生：係，對。

29 黃女士：（經傳譯員）去到--直至呢一個嘅係2018年6月15號，你哋會員人數係
30 有1,400人，係嘛？

31 郭志誠先生：正確。

32 黃女士：（經傳譯員）其中包括全職嘅僱員，退休咗嘅車長但係跟住續任嘅人員，但

1 咁都係繼續做車長嘅，係嘛？

2 郭志誠先生：係，正確。

3 黃女士：（經傳譯員）另外仲--其實有 1,300 位都係全職車長嚟㗎，係嘛？

4 郭志誠先生：正確。

5 黃女士：（經傳譯員）你嘅陳述書就提及過幾方面，我都係唔同時集中唔同嘅問
6 題。

7 第一個想問你嘅問題就係關於設施或者係安全方面嘅，就係你提過，其實你
8 嘅文件都係好強調呢幾點嘅，或者去到工會文件 1A，84 頁，英文就係第 90-3
9 頁。

10 主席：（經傳譯員）咩嘢文件話？

11 黃女士：（經傳譯員）呢個係工會嘅 4 月 23 號第一份嘅文件，2018 年，90-3，英
12 文嘅，而中文就係第 84 頁。

13 喺第一啲段，你話為咗嚟到係節省維修嘅開支，自從 2015 年，九巴都係不
14 合適地咁樣，係擺走晒啲嘅熱風除霞裝置，令巴士喺濕凍天氣嘅情況下，車輛
15 外溫差太大，你亦提供咗一啲照片喺第--附件一啲度，就係第 91 頁，中文就係
16 91 頁，英文就係 90-1。你喺個文件度話，當啲個巴士係高速行駛，又睇唔清楚
17 路面情況，係非常危險，就會影響咗行車安全同埋乘客嘅安全。

18 我第一個問題就係，你嘅工會有冇將呢一點向巴士公司反映，九巴啲度？

19 郭志誠先生：有嘅。

20 黃女士：（經傳譯員）幾時？

21 郭志誠先生：我哋係透過同公司啲啲管理層講過嘅。

22 黃女士：（經傳譯員）幾時？

23 郭志誠先生：時間就唔記得，因為冇記錄，即係口頭嘅。

24 黃女士：（經傳譯員）呢啲嘅照片，可唔可以話畀我哋聽，大概係幾時拍嘅呢，呢啲
25 照片？

26 郭志誠先生：係上年年中嘅，透過啲啲同事喺 WhatsApp 啲度轉發嘅。其實呢個問
27 題維持咗好耐㗎，因為舊年特別嚴重，咁我哋啲會員車長好期待我哋嘅工會同佢
28 哋爭取發聲嘅，所以特別踴躍，就掙好多相畀我哋，幾間廠都係。

29 黃女士：（經傳譯員）公司--當你口頭反映畀公司聽嘅時候，公司有冇咩嘢回應，關
30 於呢一點？

1 郭志誠先生：冇回應嘅，佢哋即係儘量係想排斥我哋，即係排斥我哋工會，咁樣大多
2 數都係嘞，即係如果我用工會主席身分同佢哋講，佢哋話唔鍾意嘅，一定要我係
3 以僱員車長嘅身分同佢哋反映嘅，咁係當時嘅九龍灣廠總經理，楊國豪先生。

4 黃女士： And did you reflect or --

5 主席：（經傳譯員）唔好意思，你講完未㗎？嗰個九龍灣車廠嗰個總經理做咩嘢呀，
6 佢？

7 郭志誠先生：即係佢經常都係強調，即係我只可以用個人身分，因為政治嘅考慮，佢
8 --係嘞，因為政治嘅考慮，佢就--係嘞...

9 主席： And what is the name --

10 郭志誠先生：...即係唔方便我用嗰個主席身分同佢講。

11 主席：（經傳譯員）佢嘅名係咩嘢，嗰位先生，叫咩嘢名，嗰位總經理？

12 郭志誠先生：楊國豪，楊國豪，九龍灣廠總經理。

13 主席：（經傳譯員）好，唔該。

14 黃女士：（經傳譯員）車長有冇反映畀啲維修嘅員工，公司嘅維修員工？

15 郭志誠先生：有嘅，咁佢哋--係嘞，其實佢哋都--維修員工都好多意見，但係唔夠
16 膽講嘅，通常都係向我反映下。佢哋其實維修員工都好多不滿，但係就--係
17 嘞，就有辦法出到聲，因為公司唔鍾意。

18 主席：（經傳譯員）咁而家嘅情況點，關乎呢啲嘅除霞裝置，而家嘅狀況係點？

19 郭志誠先生：就呢個委員會成立咗之後，我哋就掙咗好多文件，亦都係有記者訪問
20 過。佢而家就公司對外界，或者對外講係，之後嘅新車會裝番，之後嘅新車會裝
21 番，當時我哋反映嘅時候，佢係--運輸署係唔成--即係獨立媒體訪問過嘅，亦
22 都訪問過一位教授嘅，即係我都有提，喺文件裏面都有提過嘅。即係得呢個教授
23 證實係熱風除霞先係最有效嘅。

24 當時獨立媒體訪問，運輸署嘅答覆就係話，呢一樣裝置就唔係必須嘅，現時
25 香港嘅巴士只係九成係有裝嘅啫，即係反映淨係九巴冇喇。即係九巴就唔顧乘客
26 同埋車長嘅安全，本身係有嘅，佢都取消，即係慳番啲維修費，佢認為咁嘅情況
27 之下，一年裏面唔會太多日，所以佢要求車長自己抹。咁喺高速公路，點抹呢？
28 咁喺市區停低燈位嘅時候可以抹咋嘛，咁你高速公路點抹呢？咁佢啲答覆真係好
29 難令人接受。

30 主席：（經傳譯員）新車有冇呢一個裝置？

31 郭志誠先生：到目前為止，都係未有嘅，所有新車冇嘅，因為佢之前已經決定咗話以
32 後都唔裝咩嘛，就之後--未嚟㗎，應該啲新車未嚟嘅，就話應承咗話之後會

1 加裝番，但係呢個係好唔理想嘅，咁其實嗰三千九百幾部巴士點樣呢？咁咪仲-
2 -有啲都係舊年或者今年先至投入服務嘅，咁佢哋係咪需要十七年、十八年後，
3 都仲係咁嘅情況呢？咁係咪代表咁樣敷衍咗大家「欸，我做番嘞。」咁樣？

4 我認為就應該--即使唔係即時，應該運輸署喺每年驗車嗰度，要求佢加裝番
5 嘅，無論幾多錢都好，就唔能夠話呢個潛在危險，由佢喇，十幾年後先慢慢換咁
6 樣。本身個設計係有嘍嘛，你係自己取消咗佢咋嘛。呢一個係關乎大眾嘅安全
7 嘅，亦都係符合委員會嗰個安全嗰個要求。

8 主席：（經傳譯員）好嘞，我哋明嘞。黃女士。

9 黃女士：（經傳譯員）90-5，英文嘅，中文就係 85 頁。

10 主席：（經傳譯員）我哋而家會講邊點？

11 黃女士：（經傳譯員）就係運輸署嘅回應，就係關於呢一個除震裝置。

12 主席： Yes.

13 黃女士：（經傳譯員）你喺你嘅第一份嘅意見書度話，運輸署就唔會批准呢一個嘅九
14 巴去取消呢一個除震裝置，因為會係影響公司嘅安全。咁你係咪--係收到好多
15 嘅車長嘅反映，就係話強烈要求--運輸署要求九巴係再裝番呢啲嘅除震裝置。

16 我想問，運輸署係咪知道係呢啲除震裝置係除咗落嚟？

17 主席：（經傳譯員）你未答呢個問題，你正話話畀佢聽運輸署話呢個唔係一個必須嘅
18 裝置，呢個係咪運輸署嗰個立場？

19 郭志誠先生：嗰個--佢因為個獨立媒體係關心呢件事，咁喺網上可以睇到，有啲訪問
20 我嘅，跟住佢即係持平，搵一個教授訪問，同埋要求運輸署...

21 主席：（經傳譯員）你已經講咗嘞，我想問，運輸署有冇話表達呢一個嘅--你話畀我
22 哋聽，運輸署話呢個裝置唔係一個必須嘅裝置，係咪呢？

23 郭志誠先生：係，係，係，喺報道裏面，佢係咁講。

24 主席：（經傳譯員）好。黃律師。

25 黃女士：（經傳譯員）你有冇寫信畀運輸署，去投訴關於呢個除塵裝置？你個工會有
26 冇寫信畀運輸署投訴呢件事，關於冇咗呢個裝置？

27 郭志誠先生：有嘅。

28 黃女士：（經傳譯員）咁我去下一個嘅問題嘞，關乎嗰個嘅波段裝置，第 84 頁，英
29 文--中文，而英文版本就係 90-3 頁，都係喺第一段之下，你就話公司係改裝咗
30 安全行車波段裝置，取消限波掣裝置，及手動減速器裝置，只係以電腦控制單一
31 自動 D 波控制車速，喺突發危險情況下，車長係有任何挽救裝置可用，係非常危

1 險。

2 你就係你嘅附件嘅 92 頁，呢個就係中文，跟住 92-1 就係英文，你係畀啲相
3 我睇睇嘅。你亦都係進一步講，喺 90-5 嘅英文版本嗰度話，就話因為喺熱天嘅
4 時候，喺巴士裏面嗰個嘅機器嘅溫度係更高，就係更加會影響呢一個嘅問題，所
5 以就係唔能夠係即時嚟到係改變呢一個嘅狀況，就會影響咗嗰個車長嘅判斷，佢
6 就會覺得好似有辦法刹到掣，就話畀警方聽，就話畀警方聽，呢架巴士係有腳
7 掣，其實當架巴士係冷卻，第二日嗰個嘅電腦控制又會返番去正常。

8 從你自己嗰個嘅檢討，到底取消咗呢一個限波掣裝置係點樣影響交通安全或
9 者巴士安全嘅呢？

10 郭志誠先生：呢方面我想請阿李建基先生，佢比較熟悉啲，我想請李建基先生回答呢
11 個問題。

12 主席：（經傳譯員）李生，請回答。

13 李建基先生：多謝主席，其實可能--首先我介紹我自己，介紹我個人嘅簡短嘅履歷。
14 我揸咗約二十年多，嗰個大型車輛，包括馬鐵車輛、中港兩地車輛，包括單雙層
15 嘅巴士，有波嘅及冇波嘅自動波嘅，包括比較係先進少少嘅旅遊巴我都揸過嘅。
16 現階段嚟講，我就係九巴員工，受僱咗六年，揸咗六年巴士，公共雙層巴士揸咗
17 六年。喺呢方面到我入職，或者喺學校嚟講，包括導師都好，佢所介紹嘅只係單
18 一公司要求佢咁樣向學員培訓，整體仲有好多嘅安全嘅裝置，包括駕駛嘅技術
19 係未夠嘅，我係覺得未夠嘅。簡單啲嚟講，睇番而家嘅附件，其實...

20 主席：（經傳譯員）咪住，咪住，李生，而家問你，其實係講一啲好具體嘅事，唔係
21 叫你畀一個嘅演講嘅。而家就係話，移除咗呢個手動嘅減速器，點樣影響到巴士
22 安全？你只係需要集中答呢方面啫。

23 李建基先生：喺呢個系統裏面，有一個裝置控制選擇器，包括單一嘅手動、自動，基
24 本係有兩樣，第三樣就係包括手動、自動同一同步去運作。呢個首先我講減速
25 器，減速器都係有呢種情況，有呢個掣喺度。咁我--喺控制呢個減速系統裏
26 面，有四段，亦都有控制桿，係司機可以控制嘅，亦都唔使經過腳踏板呢個剎車
27 器。琴日都有個黎主席都講，話一腳踩落去就有嘅，自動嘅。

28 而喺個附表度講到話，受到高溫，就係講個剎車系統，剎車系統經常受到
29 brake 嘅摩擦，就會受到高溫，但係如果有咗呢套手動嘅裝置，係隨司機個手同
30 個段速去畀減速嘅力度，由一至四，輕至重，唔需要加強 brake 嘅負荷，喺呢
31 個位置嚟講，可以帶動到波箱嘅軸心，而可以穩固佢個扭力，咁再落剎車系統，
32 其實係好穩固嘅。但係現階段，我見唔到公共巴士，單雙層都好，唔多嘅，雙層
33 簡直係唔會有嘅，手動控制桿，甚至乎係呢個選擇掣，選擇掣係冇嘅，就只得腳
34 踏板去控制，開啟所謂佢咁而家嘅油壓減速器。

35 如果喺個呢方面，有個加強個控制桿，現階段，職業嘅旅遊巴士司機喺呢一方

1 面係非常之熟練嘅，但係喺公共巴士裏面嘅車長，係導師都冇任何呢方面會介紹
2 佢哋點樣採用呢套系統，只係教佢用隻腳踩個 brake，咩嘢叫輕少少，咩嘢叫重
3 少少，喺而家咁多公共--我哋嘅專業車長裏面，係冇嘍，受到任何要收車，就一
4 腳就到 brake 皮嚟嘞，咁呀摩擦到個 brake 碟嚟嘞，咁喺--其實個剎車系統一
5 定有損耗，一定亦都唔會有正常可以發揮到停車或者減車嘅效果，就只有帶來每
6 一腳 brake。而加上電腦可以 set 死咗嘅力度，可能就係三級至四級，如果手
7 桿控制，三級、四級嘅力度係好重嘅，但係如果我由一級至四級慢慢發揮，架車
8 係好穩固，而嗰個掙晃力、割前割後、減少嘅力度係冇嘅，係好穩固。所以而家
9 好多司機遇到比較係有半架巴士位，或者再短啲，根本唔可以一腳剎停架車，就
10 只有睇住架車向前撞嘅啫。

11 所以現階段，我覺得公共巴士呢套系統裏面有疏忽，運輸署係應該知道呢一
12 點嘅，因為喺香港運輸驗車牌照部裏面，包括佢都要做埋旅遊巴，會原架係--原
13 架巴士駛入，咁呢套嘢裏面一定有嘅，佢哋應該知嘅，有可能一架公共巴士載咁
14 多人，連呢個最簡單嘅系統裏面，都係隨心所願，有呀得嚟嘞，唔需要...

15 主席：（經傳譯員）未繼續講之前，會唔會係變成咁，即係有一個手動嘅減速器，其
16 實就係剎奪咗巴士車長選擇，減速嘅選擇，係咪咁嘅意思？即係有咗自動--有
17 咗個手動系統，就令個巴士車長少咗選擇，喺減速方面，係嘛？

18 李建基先生：可以咁講，交番畀郭生講。

19 郭志誠先生：呢方面我回答，其實就手動減速器係好重要嘅，尤其是落斜路，我記得
20 就係話就大埔區議會嗰個黃女士就話有--即係喺個斜--佢哋收到嗰啲旅遊巴司
21 機所講，喺個斜路衝--70 公里嘅時候衝到上頂，再衝落去嘅時候，好難會減到
22 車速去到 50，因為而家改咗 50 公里咁嘛。其實係點解就係，我相信佢哋架車就
23 可能係比較舊啲，只有一個廢氣剎車，廢氣剎車個效果就有咁好，如果你去到上
24 頂 70 上到頂，咁你有手動減速器，你拍落去，三至四秒之後就好快減到 50 至
25 40 嚟嘞，咁唔使落 brake，咁會減--好有助嗰個落斜嗰個減速個安全性嘅。

26 其實就係我哋--即係我曾經就係--以前九巴就兩至三年就會有個叫高級駕
27 駛，或者優質駕駛，咁我就係--嗰啲車長指明要操呢段大埔公路，大埔公路上落
28 斜，我哋嗰陣時仲係熱狗，嗰陣時嗰啲熱狗有個限波掣，限一--限波，二波、三
29 波，即係好似圖--附件二最左手邊嗰個，有限一波、二波、D 波咁樣。嗰陣時如
30 果有啲車係冇手動減速器，我哋用個限波掣嘅，即係拖住個波，就即係比較穩
31 定，唔使靠個 brake。你咁靠個 brake 係咁衝落去，你想佢減速，你係要磨住
32 個 brake 皮嚟嘛，你磨得多，咁去到佢發熱嘅時候，去到最危急嘅時候，嗰個
33 效果會減低，可能減低三成嘅，嗰個剎掣系統會減低三成。

34 主席：（經傳譯員）郭生，唔好意思，我要打斷你，你個--其實個要點好簡單，即係
35 話減速，尤其係落斜嘅時候，係唔使用剎車系統，唔使係即係好大力咁剎嚟，你
36 其實個意思都係想咁講啫，係咪呀？

37 郭志誠先生：係嘞，少少掂一掂就得嚟嘞，係嘞，咁各方面都會好，乘客都會安全

- 1 嘅，咁樣就話...
- 2 主席：（經傳譯員）嘎，我哋知道嘞，我哋聽到嘞。黃律師。
- 3 黃女士：（經傳譯員）想請你睇第二份嘅陳述書，你提及過...
- 4 主席：（經傳譯員）係日期係幾多號？
- 5 黃女士：（經傳譯員）第二份就係6月15號，2018年。
- 6 主席：Yes.
- 7 黃女士：（經傳譯員）中文版係112頁，112-19，英文係112-97，其實係第三份
8 嚟。
- 9 主席：（經傳譯員）即係唔係15號嘅份，係呢個7月25號嘅份，係咪呀？
- 10 黃女士：（經傳譯員）係，18年嘅7月25號嘅一份，係112-97，呢個係中文。
- 11 主席：Yes.
- 12 黃女士：（經傳譯員）英文就係112-99。有兩方面我想同你哋講一講，就係話首先
13 使用監察鏡頭，就係呢一個嘅112-97頂部嗰度講。你提及一點--頂部，喺第
14 三底下，你就話，你係支持使用呢一個嘅閉路電視去記錄呢啲違例泊車。從你嘅
15 陳述書，意思係咪話，有關於呢一個係閉路電視，你係支持安裝閉路電視，即係
16 係呢一個嘅駕駛座位嗰度？
- 17 主席：（經傳譯員）做咩嘢呀？係監察違例泊車定係？
- 18 黃女士：（經傳譯員）去監察首先就係違例泊車。
- 19 郭志誠先生：係咪？監察違例泊車係可行嘅，我希望係喺車嘅前方裝嘅，我係贊成呢
20 一點嘅，因為需要舉證，所有嘢都需要舉證，一定要做呢樣嘢。
- 21 黃女士：（經傳譯員）呢樣我明白。
- 22 主席：（經傳譯員）未講第二樣嘢之前，呢啲咁樣嘅鏡頭，唔係已經喺九巴好多嘅車
23 上面都已經安裝咗嘞咩，呢類型鏡頭？
- 24 郭志誠先生：仲有超過一半係冇嘅。
- 25 主席：（經傳譯員）但係有一半有，係咪呀？
- 26 郭志誠先生：係嘞。同埋佢就有時唔知點解，公司又係影唔到，又話咩嘢，即係要加
27 強少少，即係比較專門少少，可能係--係嘞，即係嗰個安裝要求設備嗰度個效
28 率要提高啲。
- 29 主席：（經傳譯員）有關於巴士--牽涉巴士車長方面，如果即係牽涉到巴士車長，你

1 支唔支持譬如話揸個掣，咁就係顯示到係呢一段就係記錄違例泊車，咁可以愛嚟
2 收集作為證據咁嘅做法？

3 郭志誠先生：非常之好，我贊成。

4 主席：（經傳譯員）唔該。黃律師。

5 黃女士：（經傳譯員）喺 112-97，第 4.1 段，英文版就係 112-100，你就話：

6 「有需要係通過法例，如果唔係冇人會遵守規則，即使係過往，九巴有
7 員工都係要求--有報告要求索取巴士錄影片段作為投訴其他駕駛者不小
8 心駕駛，但係就畀當時嘅九龍灣廠總經理係拒絕。而如果員工真係好想要，
9 佢就要畀行政費 5,000 元。而據知，新巴同埋城巴只需要畀 600
10 元，好明顯係故意阻撓員工合理要求，所以本會認為必須要立法通過相
11 關嘅財政規例先至有效。」

12 我想問嘅問題就係，咩嘢叫做「必須要係立法通過相關規定」，到底係想規
13 定啲咩嘢？

14 主席：（經傳譯員）我唔明點解我哋會問呢一個問題。

15 黃女士：Yes.

16 主席：（經傳譯員）因為我覺得好簡單，我哋只要傳召傳票要九巴提供有關片段就得
17 喇，我覺得呢點係唔相關嘅。

18 黃女士：（經傳譯員）咁點解員工係需要畀一個嘅費用，先攞到呢啲嘅錄影？

19 主席：（經傳譯員）因為呢一個就係香港嘅法例其係--容許喺一個刑事嘅訴訟裏，辯
20 分係可以要求提出呢啲嘅證據㗎嘛。

21 黃女士：（經傳譯員）咁我繼續落去問。講到嗰個黑盒，你喺二嗰段，喺 112-97
22 頁嗰度，二嗰段話，英文就係 112-101 頁，就係話嗰個黑盒已經係裝咗好多
23 年，已經指定安裝多年，但係你就話，個黑盒功能冇正確使用，你可唔可以再詳
24 細解釋呢點？

25 郭志誠先生：第一，嗰個委員會都問過德國黑盒承辦商，其實黑盒裏面可以有好多數
26 據嘅，其實係已經係好多年㗎喇，其實運輸署要求要裝呢個黑盒，就唔係話敷衍
27 大家，因為有 2003 年嗰個屯門意外之後，咁受壓力而裝。佢係畀咗--要求巴士
28 公司裝，巴士公司裝咗，咁唔知佢咩嘢原因，可能係保障自己嗰個法律嗰方面問
29 題保障自己，咁佢乜嘢數據都唔愛嘅，乜嘢數據都唔愛。

30 好簡單咁就係嗰日委員會嗰度，就嗰個車速限制 75，同埋嗰個加減速嗰個值
31 就係--界限值就係 2.3，同埋傾斜度係 44 度。就呢一點，我都想補充下，可以
32 嗎，主席？其實嗰個界限值就過往公司成日逼車長係超速，譬如一段路係 70 公
33 里，咁你如果係想個車長唔超速嘅，係有一個提示嘅，咁你嗰個值係咪應該係

1 68 或者 69 呢？「喂，超速囉嗎，你收囉嗎。」咁佢點解要去到 75 呢，係咪
2 呀？之後我哋提供咗畀委員會，2 月、3 月之後，有幾樣--公司紀律員工 83 公
3 里，訓練嗰陣時都去到 80 公里，好明顯就係嗰個界限值嗰個截油嗰度係失效，
4 冇用，完全係冇用。

5 今年初或者咩嘢，好似有一單就係電車反車，咁睇報道，報紙報道就係話，
6 電車公司係有要求車長要快嘅。所以就畀我睇到，佢呢個 75 嗰個界限值其實係
7 可以容許巴士超速，係好贊成巴士超速。快啲喇咁樣，屯門公路，高速公路，快
8 啲喇，人哋 80、100。咁係嘞，容許佢有限度超速嘅，咁呢個係不負責任嘅。
9 好嘞，有事嘅時候，就叫個司機去死，去負責，負責晒所有法律責任。咁司機就
10 萬幾釵，咁佢哋月薪係幾十萬，乜嘢責任都唔使。嗰個車長，你有--你話咗畀大
11 家聽係 70，就會截油，會警報你㗎嘛，點解去到 70、83，佢都好似收唔到呢個
12 警報？收唔到呢個警報嘅，咁佢嗰個界限值裏面，公司嗰個要求係非常之低。喺
13 委員會，因為我八場、九場都有聽過，有啲去到一點幾咋，好似係，咁佢就去到
14 2.3，個傾斜度 44 度，44 度已經反喇，警乜鬼嘢告咗？係咪呀？咁你冇可能呢
15 個界限值係設喺呢啲咁嘅地方裏面。

16 主席：（經傳譯員）郭先生，喺定嗰個嘅傾斜度 44 或者 43 度，就係為咗係令到佢
17 係嗰個巴士係唔能夠再運作㗎嘛，因為佢唔係為咗要去提醒佢，因為嗰架巴士就
18 會反個囉嗎？

19 郭志誠先生：呢一方面，即係唔可以運作，唔可以運作咪反囉。即係好似電單車咁
20 樣，你馴彎嘅，你嗰個動力夠嘅，扭力夠嘅，就可以企番起身；如果你嗰陣時係
21 收嘅，或者係耷落去就反嘅，一定嘅，咁你有咗個動力㗎嘛，點帶番起架車呢？
22 佢呢啲咁嘅帶波，係普通市民未揸過車，或者係冇--對車嘅唔夠認識嘅時候，
23 「好似係嗰，係嗰。」你嗰下停，你嗰下停咪反囉，你應該係有個扭力嘅時候，
24 咪帶番起架車囉。

25 黃女士：（經傳譯員）唔好意思，我又再打岔，你正話就係話，嗰個黑盒係有儘量發
26 揮佢嘅功能，首先就係嗰個嘅速度，嗰個剎掣，同埋嗰個穩定方面嘅控制，係咪
27 呀？我正話嘅總結合唔合適呢？

28 郭志誠先生：我哋可以提供嘅，其實個黑盒係應該係有咩嘢可以儲存或者記錄，令到
29 有咩嘢事起上嚟，或者係個車長駕駛態度，或者係平時有咩嘢犯規，我哋可以及
30 早糾正佢，或者係喺個調查方面，係有好大幫助嘅。咁我哋都列咗黑盒裏面應該
31 有嘅數值，或者係界限值：

32 第一樣，就係所有電力輸出嘅電子儀器，嗰個電壓嗰個數值；

33 第二樣，輪軸嘅獨立防滑裝置，系統個數值，佢嗰個獨立剎車氣壓，嗰個壓
34 力數值；

35 第三，就係減速器嗰個系統嗰個段數值，即係一段段，你減咗速嗰個，應該
36 黑盒裏面有；

1 第四，就係電子波檔掣嗰個波檔位嗰個數值，即係當時係用緊咩嘢波；

2 第五，就係嗰個轉數錶，即係轉數嗰個扭力，同埋嗰個速度嗰個數值；

3 第六個樣就係，電力懸掛系統嗰個氣壓，氣壓嗰個數值，即係個氣袋而家就
4 係嗰個氣袋平衡嘅，以前就係鋼片嘅避震嘅，而家係氣袋，氣袋嘅，咁個數
5 --當時嗰個數值係咩嘢嘞，咁第四個懸掛系統嗰個氣壓令到嗰個車身嗰個傾
6 斜度，即係當時嗰個氣壓係咪夠，唔夠佢咪傾斜，即係佢嗰個能唔能夠正常
7 發揮，嗰個回彈，即係佢傾斜咗嘅時候，嗰個數值係會自動撐番起佢嘅；

8 第七，就嗰個獨立壓縮氣缸，嗰個氣缸嗰個數嘞，係壓縮器又嗰個氣泵嗰個
9 數值；

10 同埋第八，嗰個剎車系統，每次使用，即係所謂嘅加減速嗰個數據；

11 第九，嗰個係應該有個車輛當時嗰個總重量，咁呀計算到當時嗰個情...

12 應該就如果黑盒正常功能，運輸署叫佢裝，應該有齊呢啲咁嘅數值，就原廠
13 嚟已經--如果加埋落去唔會貴嘅，只係公司可能嗰個責任問題，就唔想有啲咁嘅
14 數值存在，認為如果有，可能佢話「哦，即係你嗰個維修做得唔好嘞。」即係唔
15 達佢嗰個數值，我相信係呢方面嘅考慮，「運輸署冇要求，我咪唔做囉，冇理由
16 畀咁多嘢畀人捉㗎嘛。」係咪呀？

17 黃女士：（經傳譯員）郭先生講到呢個黑盒，你早前提過嗰個嘅--可以係去偵測到嗰
18 個駕駛態度，你哋工會係咪支持呢個實時監察車長嗰個嘅駕駛態度，實時監察？

19 郭志誠先生：原則上係好嘅，我哋利用科技係幫助到大家，同埋巴士公司會好安全，
20 但係咁佢嘅數值係咪準呢？

21 大家都提出過，嗰個 ISO 39001，即係衛星定位，佢好多功能，係咪啱--
22 好成熟，可以係香港嗰度用到呢？據我所知就應該就唔太準嘅。就以現時嗰個衛
23 星定位，我哋揸車去到旺角，佢好多已經報唔到嘞，停咗或者報錯，即係因為香
24 港高樓大廈多，可能亦都嗰個衛星信號收到唔好。雖然大家委員會或者市民，
25 「好呀，加咩嘢科技，加咩嘢科技。」咁但係嗰個科技係咪成熟呢？其實就我係
26 贊同嘅，但係要多啲實驗嘅。

27 主席：（經傳譯員）郭先生，你係聽到係捷克嗰度，就係佢哋就係容許喺任何時間，
28 嗰個巴士嘅位置可以計算得到嘅。

29 郭志誠先生：佢係咁講，但係我覺得喺香港應該喺市區係做唔到，郊區可以，郊區可
30 以嘅，市區可能做唔到嗰個準確嗰個嘅...

31 主席：（經傳譯員）郭先生，你就唔係一個嘅電子工程師，而家係你都係講緊係巴士
32 嘅駕駛者，我哋都係聽過，我哋會聽一啲電子工程師嘅睇法。黃律師。

33 黃女士：（經傳譯員）運輸署嘅文件 403 頁，呢個係立法會嘅文件，係畀呢一個交

1 通事務委員會嘅，喺 2018 年 7 月，143（原文照錄）頁，中文版係 416 頁。

2 我想問下你，你哋工會同唔同意係使用某啲嘅安全裝置？

3 主席：（經傳譯員）郭先生，你明唔明白點解會有呢份文件？

4 郭志誠先生：我未聽過呢個文件。

5 主席：（經傳譯員）咁我解釋，我哋所收到嘅資料，就係運輸署喺 3 月中嘅時候，就
6 係召開一個會議，就係包括巴士嘅營運商，有三個嘅巴士製造商，同埋運輸署同
7 埋處理一啲嘅問題。其中一個就係車長嘅訓練，另一個就係要係使用或者係裝置
8 一啲安全嘅裝置喺巴士度，第三就係關於安全帶嘅問題。呢個委員會就開咗幾次
9 會，喺 7 月尾，喺 7 月 20 號就係公布咗一啲嘅建議，就喺呢一份界立法會文件
10 裏面寫咗出嚟嘅。你明白嗎？

11 郭志誠先生：明白，明白。

12 主席： Are we to understand this as well, that at no stage was
13 your union asked to make any representations to this
14 working group?

15 郭志誠先生：未有傳譯。

16 主席：（經傳譯員）咁就係喺任何時候，你同你嘅工會都係冇收到任何嘅邀請話要向
17 佢哋去表達意見，係嘛？

18 黃女士： May I ask in that context whether you support the use
19 of some of this in-vehicle --

20 郭志誠先生：啱嘅，係對嘅，係。

21 講者（不能辨別）：翻譯有啲問題。

22 主席：（經傳譯員）即係冇要求過你哋去向工作小組界任何嘅意見，咁樣講係正確
23 嘅？

24 郭志誠先生：佢哋唔知係喺邊度聽，即係好--對我哋個會就唔係咁放心，即係我哋好
25 難...

26 主席：（經傳譯員）咁係咪--放唔放心都好，佢都冇即係向你哋要求協助，係咪呀？

27 郭志誠先生：完全冇嘅，係呀，寄信都未必會覆你嘅。

28 主席：（經傳譯員）黃律師。

29 黃女士：（經傳譯員）首先我想問嘅就係有關於一個嘅電子穩定系統，喺 (a) 呢一
30 段，有冇--之前有冇聽過呢一個咁樣嘅系統？

1 郭志誠先生：呢次委員會聽證會我哋先會--先有留意呢樣嘢。

2 黃女士：（經傳譯員）你支唔支持使用呢一個嘅設備，即係你哋個工會支唔支持㗎？

3 郭志誠先生：支持嘅，科技我哋唔能夠逃避，即使用咗有咩嘢問題，我哋咪盡量反
4 映，改善，我哋呢方面係持久咁會做多啲反映。

5 黃女士：（經傳譯員）我哋請睇 4 (b)，即係嗰個減速器，車速限制減速器，4 (b) 呢
6 個就係話，將係--落斜嘅時候，將嗰個時速係限制咗喺某一個速度，目的就係
7 使用減速品係超過 70 公里落斜嘅時候，就會用減速器去將個車速減慢，咁你支
8 唔支持使用呢一個嘅設備？

9 郭志誠先生：我就未有好認識呢個設備，但係我想講一樣嘢，即係你減速即係截咗
10 油，意思，截咗油即係空波，空波其實仲危險嘅，即係有一段時間空波，你截咗
11 佢油，佢空波係咁衝嘅啫，所以我哋點解會強調一樣嘢，就係要有個手動減速
12 器，要配合。你嗰個就咁截油，截咗油喺嗰個電腦控制嗰度，佢截咗佢油嗰段時
13 間，有幾秒時間可能係空波，仲危險嘅，仲失去動力。截咗油又失去動力，即係
14 架車係冇扭力，即係你帶--即係你唔能夠--有咩嘢情況之下，你唔能夠畀油帶
15 動番佢，即係個車長控制番架車，你截咗佢油就空波，空波咪由佢衝囉，咁你
16 brake 奄到咪奄，奄唔到咪由佢囉。

17 所以就其實手動減速器或者咩嘢係唔係而家嘅嘢嚟，係不嬲都係嘢，你而家
18 所有重型車、旅遊巴，全部都係有嘅，你係運輸署去就住巴士公司個要求，而乜
19 嘢都唔使，唔使維修咁嘛。點解唔使維修，因為佢哋覺得巴士冇用--車長冇用，
20 因為佢冇訓練過。

21 主席：（經傳譯員）郭生，你可能你覺得比較難接受，但係我哋明白你關於手動減速
22 器嘅意見，我哋明白，所以唔需要再重複呢一點。

23 黃律師，請繼續。

24 黃女士：（經傳譯員）我哋而家再睇 6 (a)，係巴士監察及控制系統。簡單嚟講，就
25 係使用一個嘅係全球定位系統...

26 主席：（經傳譯員）但係頭先講咗話呢個係唔會真係確實即係可以講到嗰個汽車喺邊
27 度，即係譬如話係--應該話係其他嘅定位嘅技術。

28 黃女士：（經傳譯員）係，仲有其他嘅定位技術，我只不過係睇緊文件啫。即係話可
29 以利用呢啲定位嘅系統科技，然之後就去加埋嗰個車速限--當段嘅車速限制，
30 然之後就可以提升到嗰個限速器嘅功能，即係話可以限制喺某一個路段，佢嗰個
31 車速，去制訂應該限到幾時，限到咩嘢嘅速度嘅，你支唔支持使用呢一個儀器？

32 郭志誠先生：支持嘅。

33 黃女士：（經傳譯員）咁 6 (b) 就係一個防撞嘅警--碰撞警報裝置，同埋保持行車線
34 嘅裝置？

1 郭志誠先生：呢方面就係暫時就唔係好成熟。如果你裝落去，因為我哋啲巴士站，一
2 架竊一架，就埋站嗰陣時大家都睇到，任何地方嘅巴士站，佢嘅設計嘅擺位都係
3 一架貼一架，因為兩架同時上都係貼到好埋嘅，咁你如果有嗰個裝置嘅，就成日
4 會響嘅。同埋你話過線，提示過線，我哋巴士好大型嘅，喺市區或者其他路段
5 行，或者埋站嘅時候，我哋好多時或者有其他阻礙，或者有架車--紙皮車仔，
6 或者有咩，或者有架車泊喺度，咁我哋都係騎住線嘅，咁咪成日響囉。同埋我哋
7 一扭，扭出去，好多時都兩、三條線嘅，或者轉彎嘅時候，所以係好多時候係唔
8 可以喺一個好完整嘅路線，嗰個火位嗰度由頭行到尾嘅，好多時會騎少少位嘅，
9 咁係咪係咁響、係咁響呢？

10 即係呢方面，所謂神眼，就係佢只係向前嘅，除非就日後嗰個技術係前後左
11 右佢都兼顧到嘅，咁就會好啲。如果而家咁樣，就係暫時唔係好適合。

12 黃女士：（經傳譯員）跟住 6(c)，監察司機裝置，監察...

13 主席：（經傳譯員）唔好意思，頭--可唔可以再問一次？因為頭先重疊咗聲。

14 黃女士：（經傳譯員）關於呢個監察司機裝置，6(c)。

15 主席：（經傳譯員）即係講緊嗰個係話恰眼瞓嗰個，係咪呀？

16 黃女士：（經傳譯員）呢一個呢。

17 郭志誠先生：呢個而家九巴裝咗四架，喺度實驗緊，有啲車長反應就係唔贊成，佢嘅
18 原因就係話，因為個鏡頭係對住佢嘅樣嘅，咁廿四小時，佢好大壓力，好大壓
19 力。同埋有一樣嘢，你裝呢樣嘢嘅時候，你一定係同時係減停車長嘅工作時數，
20 否則的話，可以話畀大家聽，九成司機都有恰眼瞓嘅情況，好短暫嘅，時間太長
21 嘞，咁呢個係無可避免嘅。即係我哋唔好自欺欺人，裝咗就提醒你，咁即係你如
22 果話要裝嘅，如果公司愛嚟懲罰你，即係對工--對車長係...

23 主席：（經傳譯員）唔好意思，我唔明白你嘅意思，你就話九成嘅司機都會恰眼瞓，
24 你頭先係咪咁講？即係因為工作時數長？

25 郭志誠先生：係嘞，好多時都--即係唔係話瞓著，即係恰一恰囉，即係...

26 主席：（經傳譯員）咁即係唔好喇，係咪呀？

27 郭志誠先生：即係眼簾會垂低囉，呢個係我唔會呃大家嘅，咁你「嘩，你啲司」--即
28 係我哋啲車長咁樣㗎？咁事實係囉。咁係嘞，即係我哋好多其他後面我哋都有提
29 出嘅，其實係巴士公司個管理唔好嘅，即係我哋都有提出嗰個叫做居住為本，咁
30 你而家九巴五、六間廠，佢就屯門廠喺--要你喺九龍灣返，屯門廠出嚟荔枝角
31 廠得一班工程車嘅啫，個個都兩、三點要起身，係咪呀？咁巴士工作嗰個時數你
32 又計佢開工嗰刻，咁呢啲時間--係嘞，即係咁。

33 主席：（經傳譯員）郭生，唔該晒。

1 黃律師。

2 黃女士：（經傳譯員）跟住就係關於安裝係安全帶，喺所有座椅都係安裝安全帶，你
3 哋工會支唔支持呢樣嘢？

4 郭志誠先生：為咗減低意外嗰個傷亡，我哋係贊成。但係就希望就好似其他旅遊巴或
5 者咩嘢咁，淨係喺打橫嗰度拉埋嚟，就唔係話箍住膊嗰啲，因為嗰啲有好多人唔
6 識纜，好多乘客或者小朋友唔識纜。其實就係會有啲唔方便嘅，落車嘅時間就會
7 慢咗，可能有啲人除唔甩，唔識除。但係為咗安全，就係目前嚟講，未有其他，
8 因為咁多危險因素裏面，未有其他保障乘客方面，我哋係贊成嘅，所有--係
9 嚟，落安全帶希望係用打橫方式嗰個。

10 黃女士：（經傳譯員）最後就係專營巴士車長訓練方面，請你睇第十八段，呢度話工
11 作小組同意運輸署應該係發出一份實務守則，係關於訓練專營巴士車長嘅，
12 你...

13 主席：（經傳譯員）呢度其實有兩部分，呢度就話，即係我哋亦都收到運輸署嘅陳述
14 書話畀我哋聽，實務守則已經發出。而郭生，我哋想問你嘅就係，你哋工會有冇
15 收到一份呢啲嘅實務守則？

16 郭志誠先生：係冇。

17 主席：（經傳譯員）咁有冇係問過你哋意見，關於檢視訓練車長安排，點樣去監察，
18 同埋係點樣去規管訓練方面？

19 郭志誠先生：係冇嘅，其實我哋可以有好多意見。

20 黃女士：（經傳譯員）請睇第 19 段，上面就寫咗訓練安排嗰個嘅架構，喺呢一個實
21 務守則方面，即係佢哋係無論係全職、兼職都好，都係有一啲嘅定期訓練，同埋
22 為特別目的而設嘅訓練。首先，你支唔支持呢樣嘢？

23 郭志誠先生：支持嘅。

24 黃女士：（經傳譯員）第 20 段，呢度就話，定期巴士車長嘅訓練應該包括呢啲單
25 元，仲有係比呢啲嘅--同埋比重，咁係由(a)至到(e)，包括安全駕駛同道路安
26 全、認識車內裝置設施、處理事故、顧客服務、認識公司規則、交通規例、職業
27 安全及健康。你對於呢啲嘅係比重--單元嘅比重，有冇任何嘅意見？

28 郭志誠先生：其實佢呢啲課程，我可能都有--會有啲認識嘅。但係你要記住，啲車長
29 就係，你就咁講，即係你好似讀書咁講畀佢聽，佢好多嘢係掌握唔到嘅，即係唔
30 係好明嘅。即係過往我哋喺訓練學校裏面，就係導師講埋答案畀你聽，咁個個一
31 百分嘅。咁交番運輸署，或者 check 番啲資料，畀高層、管理層、董事監或者
32 係可能委員會去睇下，睇下啲數據，個個都一百分，咁呢方面就唔係好理想嘅。

33 其實就喺個訓練裏面，我哋啲車長就--嗰個課程裏面，其實我哋應該係用嗰
34 啲數字量化畀佢聽，譬如嗰個距離係點計，譬如我哋車同我哋巴士係 50，最高

1 去到 70，咁我哋點樣計出嚟嘅，1 公里就 1,000 米，70 公里就係乘番 70，就
2 係等於 70,000 米，再除番 60，咁就等於每分鐘係行咗幾多，再除多 60，等於
3 每秒鐘，咁每秒鐘就係 19.5 米。咁你如果你行緊 70 嘅時候，你要停低架車嘅
4 時候，你就量化到嘞，量化到，佢就認識「我哋去到嗰度，要行幾多。」因為佢
5 有個量，有個數量畀佢知道，70 原來一秒鐘可以行到 19.5 米嘅；60 行到
6 16.6 米；50 行到 13.8 米；40 公里就每秒鐘行到 11.1 米；30 公里就佢就每
7 秒鐘行到 8.3。因為你量化，咁佢哋容易明啲。你哋成日話兩秒距離，兩秒距離
8 係幾多？你當時行緊幾多？佢成日話遠啲喇，遠啲喇，三秒、四秒，咁喺香港好
9 多環境嘅時候，點會大家個距離係隔到三至四秒呢？但係你要畀佢認識到，知道
10 車速係乜嘢，車速係乜嘢，嗰盞燈我哋應唔應該去衝佢。

11 其實以前係有教嘅，咁以前係點教，就係去到第一個箭咀嘅時候，我哋就收
12 晒油；去到第二個箭咀嘅時候，如果未轉燈，我哋可以畀少少油，加啲動力過埋
13 佢。即使去到個頭轉過咗第一條停車線，因為我哋係巴士，有企位，嗰個情況
14 之下，我哋係應該係去埋嘅。但係而家嘅訓練就有講呢樣嘢，「總之你喺條線停
15 喇。」咁好多時嗰啲乘客或者街外人唔明白，「巴士衝黃燈，衝黃燈。」其實以
16 前就都有同交通部或者係訓練學校有教過嘅，我哋點樣會--即係而家又話咩嘢閃
17 燈啲，其實嗰啲閃燈都好，有時啲人你閃咗幾多秒，有啲人會博衝嘅，但係你
18 如果有一個習慣...

19 主席：（經傳譯員）郭生，唔該。

20 黃女士：（經傳譯員）另外一個問題就係工作時數，喺你嘅第一份嘅文件，中文就係
21 第 88 頁，係工會 1A 嘅文件，而英文文件就係第 90-7 頁，中文就 88 頁。第五
22 段，你話「車長安全合理工時應該最高都係每日十二小時，而駕駛時數最高就係
23 十小時。」我想問下你嘅意見或者你工會嘅意見，對於呢一個係兩味更，就係話
24 最高嗰個工作時數去到十四小時？

25 郭志誠先生：即係你想講呢個問題？

26 主席：（經傳譯員）我哋想你畀我哋嘅意見，或者你公司--或者你嘅工會對於呢個兩
27 味更嗰個指引，話最高就係工作時數十四小時，最多係揸車十小時，最起碼有三
28 個小時嘅休息，你嘅睇法係點？

29 郭志誠先生：其實而家嘅指引係最高駕駛時數係十一小時嘅，如果根據呢幾日大家個
30 委員會成日提議就話三小時休息，十四小時，係出年第二季先開始嘅，而家就喺
31 2010 年嗰個指引，就係十四個鐘，最高工時十一個鐘，就有指定中段休息係要
32 幾多時間，係有指定。咁係出年第二季先開始實行嘅，其實而家係好多係休
33 息...

34 主席：That's why --

35 郭志誠先生：...個零、兩個鐘頭，兩個零鐘頭，包埋食飯，咁佢--點解運輸署會就
36 佢，咁佢而家到到出年第二季，有個空窗期嘅，有個空窗期，佢就盡量用盡...

1 主席：（經傳譯員）郭先生，唔該。第二年嘅第二季就係話呢啲嘅指引係會全面實施
2 嘅，係咪呀？係咪咁呀？

3 郭志誠先生：講就係嘞。

4 主席：（經傳譯員）咁我就問下你，呢啲嘅指引話要起碼連續三小時嘅休息，九巴而
5 家係有冇實行？

6 郭志誠先生：冇硬性規定，條條路線唔同，咁佢有啲加走直頭冇嘞，畀番個鐘頭你食
7 飯，用盡佢十一個駕駛嘅時數，有時超咗少少嘅，即係過鐘咁樣。即你而家就運
8 輸署冇硬性規定，佢咪走呢啲罇囉。

9 主席：（經傳譯員）你集中呢個問--回答呢個問題，九巴有冇開始實施減低，或者係
10 實施話要連續休息三小時，喺呢啲兩味更嘅安排，即係話當值時數係十四個小
11 時，但係最多只可以駕駛十個小時，九巴有冇喺某啲嘅路線開始呢一個嘅安排？

12 郭志誠先生：目前唔會，佢而家唔夠人手，係十一鐘頭駕駛，唔係十個，十個鐘頭係
13 我哋建議。目前嚟講，係十四--最高十四小時，就駕駛時間係十一小時，中段
14 而家就係三十分鐘，即係日後，出年嗰個第二季就係，如果一段時間係有連續駕
15 駛六個鐘頭，有四十分鐘，一定要有四十分鐘休息，目前就係三十分鐘嘅啫。九
16 巴就係目前嚟講，係冇執行呢樣嘢，即係中段休息三個鐘，有啲係冇嘅，兩個幾
17 鐘又去唔到邊度。

18 咁我哋呢度有個同事係特別車，佢其實係有個電郵畀過--發表過意見畀委員
19 會，但係佢可能電郵錯咗，咁委員會收唔到，咁琴日佢同我哋講嘅。我希望如果
20 委員會可以--佢係特別車嘅，月薪嘅，佢如果--佢喺我哋隔離，如果委員會可
21 以畀少少時間佢講下，等佢發揮--發表下自己特別車嘅心聲，希望委員會...

22 主席：（經傳譯員）呢個係咪黃先生？好呀，黃先生，你講下，你係咪揸兩味更？呢
23 個星期有冇揸兩味更？

24 黃健威先生：而家係工傷嘅，唔好意思。我本人就揸咗特別更一年，其實中段嘅休息
25 係...

26 主席：（經傳譯員）你最後一次揸兩味更係幾時？

27 黃健威先生：6月26號。

28 主席：（經傳譯員）咁你可唔可以--你記唔記得你嗰日嗰個工作安排係點？幾多點鐘
29 離開屋企？幾時係當更？幾時休息？喺邊度休息？

30 黃健威先生：6點15分起身，六點半出門口，跟住返工，搭車，去到美孚之後轉兩
31 程工程車，去到7點35分拍卡，然後開始開車。直至到上段嘅時間，係開
32 11:40，開落去奧運站，一個鐘頭嘅食飯，至到中段休息係兩個鐘頭四十七分
33 鐘，下段嘅開始車時間係15點55分。

- 1 主席：（經傳譯員）我哋唔趕嘍，黃先生，或者你慢慢形容。你喺邊度住？
- 2 黃健威先生：葵盛西邨。
- 3 主席：（經傳譯員）咁你六點半離開葵盛西邨，嗰朝早，係咪呀？
- 4 黃健威先生：係。
- 5 主席：（經傳譯員）跟住你去美孚，係咪？
- 6 黃健威先生：係。
- 7 主席：（經傳譯員）你搭咩車去？
- 8 黃健威先生：坐 37 號巴士。
- 9 主席：（經傳譯員）係乘客，係咪呀？
- 10 黃健威先生：係。
- 11 主席：（經傳譯員）你去到美孚，你點呀？
- 12 黃健威先生：跟住轉工程車，去昂船洲嘅九巴車廠。
- 13 主席：（經傳譯員）呢個係咪九巴嘅公司車？
- 14 黃健威先生：係。
- 15 主席：（經傳譯員）係車--係巴士定係一架私家車？
- 16 黃健威先生：一架旅遊巴，六十座嘅旅遊巴。
- 17 主席：（經傳譯員）仲有其他嘅車長一齊，係咪呀？
- 18 黃健威先生：係，冇錯。
- 19 主席：（經傳譯員）由美孚，你同其他嘅車長去到昂船洲，係咪？
- 20 黃健威先生：係。
- 21 主席：（經傳譯員）你幾多點去到昂船洲？
- 22 黃健威先生：大概係 7 點 20 分。
- 23 主席：（經傳譯員）嗰度有啲咩嘢設施，昂船洲嗰度？
- 24 黃健威先生：係一間九巴士嘅車廠。
- 25 主席：（經傳譯員）去到嗰度之後，你係咪打卡？
- 26 黃健威先生：係，冇錯。

- 1 主席：（經傳譯員）點樣打卡㗎？
- 2 黃健威先生：用八達通喺電腦嗰度拍卡，之後會有張當日嘅行車單。
- 3 主席：（經傳譯員）你用你嘅八達通就電子咁樣 7 點 35 分朝早打卡，係咪？
- 4 黃健威先生：係。
- 5 主席：（經傳譯員）跟住會點呢？跟住點呀？
- 6 黃健威先生：之後會出咗個當日需要揸嗰部車嗰個車牌出嚟，然後就要上去上面停車
- 7 場嗰度搵嗰部車，然後再開去站頭。
- 8 主席：（經傳譯員）幾多點鐘離開昂船洲？
- 9 黃健威先生：7 點 35。
- 10 主席：（經傳譯員）打卡番去，7 點 35，跟住就 8 點 35 分離開，咁之間做咗啲咩
- 11 嘢？
- 12 黃健威先生：唔係，7 點 35 分係離開昂船洲九巴車廠，由昂船洲嘅九巴車廠揸車去
- 13 葵盛西邨嘅巴士總站，開第一班車 8 點鐘。
- 14 主席：（經傳譯員）咁即係你喺巴士總站嗰度，就要揸架車去到葵盛西。咁嗰個係咩
- 15 嘢嚟，係巴士總站定係咩嘢地方？
- 16 黃健威先生：葵盛西邨係個巴士總站。
- 17 主席：（經傳譯員）係西？
- 18 黃健威先生：係。
- 19 主席：（經傳譯員）咁跟住你就揸嗰條路線，係嗰朝早 8 點開始，係咪？
- 20 黃健威先生：係，8 點係第一個單。
- 21 主席：（經傳譯員）嗰個路線係幾多號？
- 22 黃健威先生：37 號。
- 23 主席：（經傳譯員）個終點站係邊度，嗰條路線？
- 24 黃健威先生：奧運鐵路站。
- 25 主席：（經傳譯員）咁你繼續講畀我哋聽嗰日嘅事情㗎。
- 26 黃健威先生：之後--因為係我係做特別更，繁忙時間，之後就會私牌，即係暫停載
- 27 客，就再私返去葵盛西邨，開 9 點 31 分，咁就一直做到去 11 點 40 分，係最後
- 28 一轉，咁開落去奧運站，就上段係完成咗，咁大概個時間係 12 點 45 分左右。

- 1 跟住...
- 2 主席：（經傳譯員）你完咗早上嗰更，你係喺邊度㗎？
- 3 黃健威先生：部車要私牌，即係暫停服務，去揸番去葵盛東邨嗰度，擺低部巴士。
- 4 主席：（經傳譯員）呢個係咪總站㗎？
- 5 黃健威先生：都可以算係總站，係畀巴士食飯，又或者係畀下一個司機去接更，可以
- 6 暫時停泊嘅位置。
- 7 主席：（經傳譯員）你去到葵盛東邨係幾多點？
- 8 黃健威先生：約 12 點 45 分左右。
- 9 主席：（經傳譯員）咁你完咗 37 號路線嘅工作，係幾多點嘅事？
- 10 黃健威先生：正常個工時應該係 12 點 40 分，係一個鐘頭嘅行車時間，但係個時間
- 11 就另外再加多一個鐘係食飯嘅。咁正常個時間係應該係兩點零八分，計埋食飯時
- 12 間。
- 13 主席：（經傳譯員）咁你喺邊度--當日你喺邊度食飯？
- 14 黃健威先生：喺葵盛東邨食飯。
- 15 主席：（經傳譯員）嗰度有冇休息設施㗎？即係九巴嘅巴士嘅休息設施？
- 16 黃健威先生：之前係有，但係因為房署嘅問題拆咗，咁最近就好似我行過嗰陣時，係
- 17 已經裝咗一個休息室，應該係一個禮拜嘅事情嘅啫。
- 18 主席：（經傳譯員）喺 6 月 28 號嘅時候，喺葵盛東邨有冇任何嘅休息設施？
- 19 黃健威先生：呢個我唔清楚。
- 20 主席：（經傳譯員）咁你喺邊度食飯㗎，嗰陣時？
- 21 黃健威先生：喺葵盛東邨嘅商場嗰度。
- 22 主席：（經傳譯員）咁食完飯，食飯時間仲未完，咁你點樣過剩餘嘅時間？
- 23 黃健威先生：再坐番車去葵盛西邨個站嗰度，然後喺嗰度嘅休息室嗰度休息。
- 24 主席：（經傳譯員）咁你係搭咩嘢車去嗰度？
- 25 黃健威先生：有好多架車嘅，嗰度，有 47X、37M 同 37，都係搭巴士嘅。
- 26 主席：（經傳譯員）所以你搭巴士，係咪呀？
- 27 黃健威先生：係，冇錯。

- 1 主席：（經傳譯員）係乘客，以乘客身分？
- 2 黃健威先生：冇錯。
- 3 主席：（經傳譯員）一個係固定嘅路線嚟嘅，唔係話揸特別更嘅車長揸㗎？
- 4 黃健威先生：我係特別更嘅車長，固定嘅路線，因為已經係掛牌嘅車長㗎。
- 5 主席：（經傳譯員）呢樣我明，但係而家但係講緊你食緊飯嘅時間，就搭車由係東邨
- 6 去西邨，你頭先就話，你話你係搭車，以乘客嘅身分，由東邨去西邨嘅，係嘛？
- 7 黃健威先生：係，冇錯，因為東邨嗰度係冇休息室可以畀我休息，只有西邨嘅巴士總
- 8 站嗰度先有員工嘅休息室。
- 9 主席：（經傳譯員）你就喺葵盛西邨休息，係嘛？
- 10 黃健威先生：係，冇錯。
- 11 主席：（經傳譯員）嗰度嘅休息設施係點樣㗎？有冇座位，有冇長凳？
- 12 黃健威先生：有三張嘅長凳，同埋有幾張檯。
- 13 主席：（經傳譯員）咁可唔可以馴低㗎？
- 14 黃健威先生：淨係好似梳化咁樣，可以挨住。如果你話要完全好似張床咁馴低，係冇
- 15 嘅。
- 16 主席：（經傳譯員）但你可以挨後挨低嘅，係嘛？
- 17 黃健威先生：係，冇錯。
- 18 主席：（經傳譯員）咁幾時係完咗你嘅休息時間？
- 19 黃健威先生：去到 15 點 55 分。
- 20 主席：（經傳譯員）咁你呢一個當日嘅休息時間係幾長？幾時開始呢個休息時間？
- 21 黃健威先生：連埋食飯嘅時間，約係兩個鐘頭四十七分鐘左右。
- 22 主席：（經傳譯員）幾點開始㗎？
- 23 黃健威先生：個行車個時間表就應該係計埋食飯，就應該係兩點零八分開始，至到
- 24 15 點 55 分。
- 25 主席：（經傳譯員）唔該。跟住你就繼續做呢一個駕駛嘅工作嘞，係嘛？
- 26 黃健威先生：係，冇錯。
- 27 主席：（經傳譯員）係咪再揸 37 號車定係另外一條路線？

- 1 黃健威先生：都係 37 號車。
- 2 主席：（經傳譯員）你搵呢條路線係幾耐？
- 3 黃健威先生：一年。
- 4 主席：（經傳譯員）唔係，係嗰日，即係嗰日搵呢條路線係搵到幾多點？
- 5 黃健威先生：哦，搵到係 20 點 43 分，呢個係收工嘅時間，包埋去番昂船洲放低架
- 6 巴士。
- 7 主席：（經傳譯員）所以即係話，即係打--即係嘟卡走嘞，嘟卡離開，係咪呀？
- 8 黃健威先生：冇錯。
- 9 主席：（經傳譯員）你嘟卡入就係朝頭早嘅 7 點 35 分，係嘛？
- 10 黃健威先生：7 點 35 分前。
- 11 主席：（經傳譯員）咁幾點嘟卡即係返工入去嘍？
- 12 黃健威先生：工程車返到昂船洲就係 7 點 20 分左右去拍卡嘅。
- 13 主席：（經傳譯員）當日，即係完咗嘞，嘟卡走，你係咪直接返屋企定係有做其他
- 14 嘢？
- 15 黃健威先生：直接返屋企。
- 16 主席：（經傳譯員）可唔可以講下，返到屋企係幾點？
- 17 黃健威先生：大概係九點四個字左右。
- 18 主席：（經傳譯員）之後嗰日，即係 6 月 29 號，要唔要返工？
- 19 黃健威先生：我最後係工作到 6 月 26 號，因為我當日最後嗰一轉車返去葵盛西邨嘅
- 20 時候，發生咗交通意外。
- 21 主席：（經傳譯員）唔好意思，26 號，你係咪即係都有牽涉喺呢個交通意外裏面
- 22 嘍？
- 23 黃健威先生：冇錯。
- 24 主席：（經傳譯員）交通意外幾多點？
- 25 黃健威先生：7 點 20 分。
- 26 主席：（經傳譯員）嗰次交通意外嘅性質係咩嘢？
- 27 黃健威先生：係有一架的士喺三線嗰度，打橫切入嚟一線，入去小路櫟樹街，而我架
- 28 車因為我係喺一線直行嘅，咁收唔切，咁撞咗落架的士嗰度。

1 主席：（經傳譯員）有冇受傷呀，你？

2 黃健威先生：有。

3 主席：（經傳譯員）係咪由嗰陣時開始就放病假？

4 黃健威先生：係，冇錯。

5 歐陽先生：（經傳譯員）唔該晒，我想跟進一下，你就講話休息嘅地方有三張凳嘅，
6 通常就係同時有幾多位嘅巴士司機會喺嗰度？

7 黃健威先生：應該有三至四位。因為每--即係佢哋其實係唔會係長時間，就可能係架
8 巴士嚟到，有五、六分鐘咁嘅時--即係休息時間，咁入嚟坐下咁樣。

9 歐陽先生：（經傳譯員）咁夠唔夠位畀所有嘅司機，即係喺嗰個地方，夠唔夠畀位所
10 有嘅司機同時間去休息？

11 黃健威先生：係足--應該係可以足夠容納到七至八個人嘅。

12 歐陽先生：（經傳譯員）唔該，唔該主席。

13 主席：（經傳譯員）郭生，我哋而家就會休息一陣，跟住 12 點係會繼續，即係跟番
14 呢個鐘，唔該晒。

15

16 上午 11 時 43 分聆訊押後

17

18 上午 11 時 59 分恢復聆訊

19 出席人士如前。

20

21 主席：（經傳譯員）黃生，你同我哋講話你駕駛呢條路線就係即係揸咗呢係一年嘍，
22 係咪呀？

23 黃健威先生：係，冇錯。

24 主席：（經傳譯員）可唔可以，即係如果你記得的話呢，就係描述一下咁呢係 6 月
25 26 號倒數之前嗰個禮拜，咁你呢就係即係冇休息，連續駕駛呢一個嘅特別更係
26 做咗幾多日呀？

27 黃健威先生：基本上我係一至六，咁係有陣時係休星期日嘅，即係連續五日到六日。

28 主席：（經傳譯員）咁係五定係六日呀？定係你其實係可以改變呢個嘅模式嘍？

- 1 黃健威先生：係輪班輪休，所以正常係五日或者六日係放一日假。
- 2 主席：（經傳譯員）咁你嘅係工作嗰個嘅時間模式，係咪大致都係一樣呢，即係話幾
3 點嘢卡返，幾點嘢卡放？
- 4 黃健威先生：係，冇錯，係固定嘅時間。
- 5 主席：（經傳譯員）如果有需要，你會唔會同意九巴將佢哋有啲呢一個 6 月 26 號嘢
6 卡返工去到巴士總站，你呢就係休息，跟住呢就係嘢卡離開，如果九巴有呢一
7 啲嘅資料，你同唔同意我哋問九巴擺呢個資料呀？
- 8 黃健威先生：同意。
- 9 主席：（經傳譯員）你同我哋講過休息設施，即係葵盛西邨嗰度嘅休息設施，有冇試
10 過你休息嘅時候，即係嗰呢個特別更休息嘅時候呢，要去第二度休息呀？
- 11 黃健威先生：有陣時會，因為太嘈嘅話係，太多人進出入，咁可能有陣時我會選擇返
12 屋企嘅。
- 13 主席：（經傳譯員）個問題其實係問呀，有冇其他地方你係--即係除咗葵盛西邨呀，
14 有冇其他地方你係真係有去過休息嘅呢？
- 15 黃健威先生：冇，因為淨係得葵盛西邨嗰度有休息室，咁葵盛東邨係我之前返工係仲
16 未裝個員工休息室嗰個度嘅。
- 17 郭志誠先生：咁呢度我想補充下呢就好--啲呢一...
- 18 主席：（經傳譯員）等等，等等，等等。等等，一陣間會到你。歐陽先生。
- 19 歐陽先生：（經傳譯員）係，唔該晒。我想澄清你頭先黃生講嘅說話，你提過話你嘅
20 休息就係兩小時四十七分鐘，包埋食飯嘅時間，即係加埋之後就兩小時四十七
21 分鐘，係嘛？
- 22 黃健威先生：係，冇錯。
- 23 歐陽先生：（經傳譯員）你亦都提及，如果太嘈，你就會返屋企，所以如果你要返屋
24 企的話呢，可唔可以估下嗰個兩小時四十七分鐘裏面呢，你可以即係休息到咩
25 嘢程度先至繼續返工呢？
- 26 黃健威先生：其實休息個時間係真係唔夠，只係瞓埋隻眼，係養神嘅方式去儘量將自
27 己個狀態去保持到最好。
- 28 歐陽先生：（經傳譯員）唔該晒。
- 29 主席：（經傳譯員）郭生你想講嘢㗎，係咪呀？
- 30 郭志誠先生：係，就係嘞，咁葵盛東邨度就好似呢幾日已經裝番個休息室嘅，咁呀我
31 哋工會協助嘅，搵過周偉雄議員協助，咁呀好短時間佢哋就完成咗，即係我哋

1 都有提及過，我哋工會係主動介入嘅，因為我哋工會係有政治背景，所以呢就
2 想促成啲啲事情呢，我哋會親身落區遊說當地啲啲，主要其實反對係區議員，
3 咁如果地方有反對呢，就係政府部門嘅問題。

4 黃女士：（經傳譯員）可唔可以呢澄清幾樣嘢呀，黃生，你話呢你就喺呢一個嘅七點
5 三十五分之前呢啲卡返工，跟住呢就兩點零八分就係食飯，咁即係中間有大約
6 呢個六個鐘頭五十分鐘先至放食飯，咁所以我就想知嘞，你中段時間會唔會有
7 啲小休，即係喺啲六個鐘頭五十分鐘裏面，會唔會有啲小休㗎？

8 黃健威先生：因為我最後上段嘅開車係時間係十一點四十分，咁行車時間係一個小
9 時，咁我一個小時，如果我係揸--因為當時個路面其實係暢通嘅，咁我係可以
10 揸埋架車返去葵盛東邨嗰度放低架車。即係比原定個時間係早，因為個交通流
11 量有咁大，所以係完全暢通嘅，咁可能係提早就返去，咁但係我實質個工作係
12 有 break time 嘅，當時。或者係我可以提供個時間表去畀大家參考下，咁可
13 能會大家清楚啲。

14 黃女士：（經傳譯員）好呀，我哋想知道你哋嗰個嘅休息時間係點樣安排，即係喺第
15 一更嘅時候。因為我呢想知喺啲六個鐘頭五十分鐘裏面，係想知道點樣安排啲
16 啲嘅小休時間呀，所以如果你畀到時間表我哋就最好嘞。就於你提及過嘅食飯
17 時間一個鐘頭，咁係咪包埋啲喺啲三個鐘頭連續嘅休息時間，係嘛？

18 主席：（經傳譯員）佢有承認話係呢個係有執行呢個連續三小時嘅休息時間，係咪呀
19 郭生？有執行到呢樣嘢，有推行㗎，係嘛？

20 郭志誠先生：我都講咗係，2019年第二季先實行嘅，而家係完全畀公司一個彈性，
21 總之你當日十四個鐘，就唔能夠超過十一個鐘係駕駛時間，其他就係任佢，咁
22 呀其實係嚴格嚟講有七個休息時間，因為佢而家因為唔夠人，佢用盡你，以前呢
23 就係四點--三點、四點，即係我哋報告嗰度都有寫，最初嗰個時候就係上晝六
24 點就至到十一點幾，跟住下晝三、四點先出嚟，咁樣嘅，以前嘅安排就係，咁
25 佢而家就唔夠人嘞，咁變咗佢呢啲已經三點已經係晏㗎嘞，有啲就叫你直頭做
26 第二條線，提早...

27 主席：（經傳譯員）唔該晒，郭生，問題好簡單。唔該晒，黃律師繼續。

28 黃女士：（經傳譯員）我想問黃生問題關於特別更嘅津貼呀，咁九巴係咪會畀一個減
29 咗嘅，係咪即係\$21.9呀？

30 主席：（經傳譯員）係咪如果你--即係你做呢個特別更嘅時候呢，就會有呢個每小時
31 \$21.9？

32 黃健威先生：麻煩你等一等。因為正確佢個特別更津貼，每一日係\$69.7。

33 主席：（經傳譯員）呢個係總數，唔係每小時計？

34 黃健威先生：呢個係總數嚟嘅，\$69.7，係。

- 1 主席：（經傳譯員）咁係嗰個嘅休息時間有幾個小時呀？
- 2 黃健威先生：兩個鐘頭四十七分鐘。
- 3 主席：（經傳譯員）黃律師請繼續。
- 4 黃女士：（經傳譯員）可唔可以再講一講關於呢一個係更嘅津貼，九巴嘅 1 號文件，
5 呢個係問黃生嘅，請你揭去九巴文件 1 號，呢一個嘅 109 頁，有一個表，個表
6 呢就寫咗嗰個津貼嘅。
- 7 黃健威先生：主席，有少少嘢想補充，\$21.9 係日薪員工嘅計法，而我\$69.7 係月
8 薪員工嘅計法。
- 9 黃女士：（經傳譯員）你前面有冇呢份文件呀？109 頁。
- 10 黃健威先生：有。
- 11 黃女士：（經傳譯員）想請你睇一睇左手邊嗰直欄，就係呢一個嘅 2004 年之前入職
12 嘅底薪，係咪即係話佢哋畀你嘅係\$11,810 定係 15,366 釐呀，邊個係適用於
13 你呢？
- 14 黃健威先生：\$15,366。
- 15 黃女士：（經傳譯員）咁跟住你就有一個特別更津貼，就係\$1,951.5，係咪成個月
16 嘍？即係畀一啲月薪嘅車長？
- 17 黃健威先生：係要計日數嘅，咁如果係返唔足十五日嘅話，係擺唔夠嘅。簡單啲嚟講
18 就係按比例。
- 19 黃女士：（經傳譯員）咁你可唔可以話畀我聽，由 (b) 一路去到 (g)，你會收到幾多
20 嘅額外津貼？
- 21 主席：（經傳譯員）我諗我哋太過細節嘞，其實睇呢啲數字，我哋都知㗎喇。
- 22 黃女士：（經傳譯員）咁或者我去另外一個嘅話題嘞。郭先生，我想同你講另外一個
23 嘅議題，就係你嘅文件度有提到嘅，就係有一條巴士專線嘅問題。第 90-7 頁就
24 係英文，中文呢就係第 88 頁。
- 25 呢度就話，當一個嘅巴士呢係畀咗一個信息係要離站呢，咁其他嘅車輛應該
26 係停咗佢，就畀咗巴士出咗先，咁呢就要有一個呢兩秒，鄰線嘅車輛就係畀巴
27 士切入，咁係禁止巴士喺前方不足十米外切入前方巴士，尾巴士係需要突然間
28 減速而令車輛乘客受傷，喺你嘅文件裏面，你係畀一啲嘅例子嘅，就係講到切
29 線嘅問題。喺工會文件 104 頁去到 108 頁。喺紅磡站嗰個嘅問題。你係咪建議
30 呢你希望有一個巴士優先嘅系統，好似類似星加坡嘅咁，係咪呀？
- 31 郭志誠先生：係，係。

1 黃女士：（經傳譯員）關於話必須要係畀巴士駛出站先...

2 主席：（經傳譯員）你係咪講係巴士站嗰度係...

3 郭志誠先生：係，係呀，係呀，正確，巴士站。

4 黃女士：（經傳譯員）你有冇咩嘢嘅睇法係點可以執行得到呢？

5 郭志誠先生：頭先講咗係用一啲鏡頭，即係而家新車嗰啲側邊都有鏡頭嘅，咁我哋發
6 出咗信號，或者兩秒，咁後面架車唔停嘅，我哋呢咁就可以執法。

7 主席：（經傳譯員）需要喺車嘅後面裝鏡頭，係咪呀？

8 郭志誠先生：而家係有左右兩邊，新車嗰啲左右兩邊喺個倒後鏡後面有嗰個側鏡鏡頭
9 嘅，影住後面，咁點解話係兩秒呢，大家都清楚兩秒距離，咁呀政府都宣傳，
10 點解要兩秒呢，就畀佢有個安全嘅情況，即係唔使佢突然間緊急停車，咁呀如
11 果好似新加坡嘅做法呢就畫條線呢，咁好可能就大家會有啲誤會嘞，我啱啱過
12 咗條線，或者啱啱到嗰條線你打燈，咁呀會有個誤差喺度，咁兩秒呢大家有個
13 量化，量化兩秒，即係我建議兩秒，你可能可以建議三秒，咁呀即係我係量化
14 畀大家參考，唔係話兩秒就--我話兩秒就兩秒，就有呢個問題。

15 香港地方小，你話同埋巴士站多，你個個巴士站畫條線，人哋都唔知係做
16 乜，因為你煩係香港嗰啲道路交通標記呢，你要畫一條線或者係乜嘢呢，你要
17 喺之前要畀牌嘅，同埋要刊憲嘅，每一個咁變咗係好繁複。嗰啲線行行下咁可
18 能用咗，咁你變咗實行起上嚟就唔係咁好，咁呀用時間嚟做，比較安全。

19 黃女士：（經傳譯員）另外一個嘅問題呢就係關於安全嘅訓練，喺你第一份嘅文件，
20 中文 84 頁，英文就係 90-4。你係講到安全嘅訓練，你就話當時呢，當以前
21 呢，嗰個嘅交通都係比較簡單，而我亦都係對於路面熟習喇，我哋都需要訓練
22 一個月，而喺呢個月嘅訓練期，大部分嘅時間都係訓練駕駛巴士嘅，你係評論
23 而家嘅訓練呢係十八日係唔夠㗎。我嘅摘要係咪正確呢？你工會嘅意見就係話
24 而家對於新聘嘅巴士車長嘅訓練係唔夠㗎，係咪呀？

25 郭志誠先生：正確，正確嘅。

26 黃女士：（經傳譯員）咁你建議訓練要幾長呢，對於一啲新入職嘅車長？

27 郭志誠先生：其實就都關乎一個經營問題，咁呀一個月係適中，除非佢本身有巴士
28 牌，如果要入嚟巴士公司考牌嘅呢，一個月係唔可以少嘅，尤其是佢而家嗰個
29 聘請個條件愈嚟愈低，咁呀上次聽證會，運輸署就話同巴士公司研究，有一年
30 私家車牌就可以畀佢入去巴士學習駕駛，跟住十八日咁又話畀佢出嚟營業嘞，
31 係非常危險嘅。係即係唔成熟嘅考慮嚟嘅。

32 黃女士：（經傳譯員）咁你呢度就係評論喇，喺你嘅回應嗰度嘅評論，係 7 月 25 號
33 2018 年呢就係講到運輸署嘅啲訓練嘅角色...

1 主席：（經傳譯員）或者你就咁樣摘要個論點喇。

2 黃女士：（經傳譯員）嗰一個論點就係話，你評論呢運輸署應該係有更積極嘅角色
3 嘅，喺車長課程嘅訓練同埋監察方面，你喺 7 月 25 號嘅意見書係咪咁嘅意思
4 呀？

5 郭志誠先生：係，係需要運輸署嘅監管嘅，因為你就咁巴士公司整個訓練課程出嚟，
6 佢係就晒佢自己吖嘛，就晒佢自己嘅需要，咁就唔會考慮其他人，咁運輸署係
7 應該係要有監管，咁呀最好同嗰啲工會商討下，因為我哋係在職，知道專業巴
8 士車長係需要咩嘢條件，咁就應該開放啲大家傾下，咁呀會好好多。

9 黃女士：（經傳譯員）好，我嘅問題問完嘞。

10 主席：（經傳譯員）唔該。郭先生，我哋今朝畀你嘅問題已經係完成嘞，咁你一
11 嘅時候話你呢仲有其他嘅材料呢係想畀我哋嘅，如果你想我哋收到呢啲材料
12 呢，就係請書面畀我哋，跟住我哋就會考慮嘅，你係咪打算向我哋提交多啲嘅
13 材料呢？

14 郭志誠先生：做得到就會嘅，如果即係委員會仲有啲時間先會完善成個諮詢，咁如果
15 我哋得到，趕到又會儘快提交，咁呀係嘞，等委員會參考下。

16 主席：（經傳譯員）咁我哋希望收到呢你打算畀我哋嘅資料。目前為止呢我哋多謝你
17 今朝呢嚟到係提供意見，亦都多謝黃先生畀我哋知道呢一個揸特別更嘅車長一
18 日嘅日程係點樣，係對我哋好有幫助㗎。咁我哋而家仲有另外嘅一啲嘅工會嚟
19 到係作供，咁我哋而家呢就係會短暫休息，咁請貴工會呢就係離席，咁我哋就
20 會有其他工會代表係就座，我哋而家會係小休兩分鐘，唔該。

21

22 下午 12 時 27 分聆訊押後

23

24 下午 12 時 31 分恢復聆訊

25 出席人士如前。

26

27 主席：（經傳譯員）李生同埋你嘅同事，歡迎你哋嚟到，多謝你哋就代表九巴職員權
28 益工會接受我哋嘅邀請，嚟到今日畀口述證供，一陣我會叫黃律師開始問你哋
29 問題，佢哋係代表檢討委員會嘅。李生，如果你想由其中一位同事答的話呢，
30 你就向我哋講係邊一位，咁跟住呢就可以由嗰位同事去答㗎。

31 李國華先生：明白。

32 主席：（經傳譯員）唔該。黃律師。

1 黃女士：（經傳譯員）李生，呢個委員會呢工作係要檢--從呢一個安全角度檢討專營
2 巴士嘅運作，所以我會集中呢方面，喺我未問問題之前呢，我就想先確定咗一
3 啲基本嘅資料，係有關於你嘅工會先。你嘅工會呢係喺 2017 年嘅 1 月成立㗎，
4 係嘛？

5 李國華先生：係。

6 黃女士：（經傳譯員）大約有二百位嘅會員，即係截至到 2018 年 6 月 18 號。

7 李國華先生：冇錯。

8 黃女士：（經傳譯員）你哋嘅二百位會員呢，全部都係全職或者兼職嘅員工，受聘於
9 九巴？

10 李國華先生：冇錯，冇錯。

11 黃女士：（經傳譯員）嗰個比例係幾多呀？即係個百分比？

12 李國華先生：全九巴有八千六百幾個車長，我哋有二百會員。

13 黃女士：（經傳譯員）唔係呀，我想講嘅就係話幾多個百分比係兼職，幾多個百分比
14 係全職呀，即係你哋嘅會員嚟計？

15 李國華先生：我哋得一個兼職嘅會員，其他全部都係全職。

16 主席：（經傳譯員）全部都係巴士車長，係咪呀？

17 李國華先生：有站長，有三位站長。

18 主席：（經傳譯員）其餘都係巴士車長，係嘛？

19 李國華先生：冇錯，冇錯。

20 主席：（經傳譯員）唔該。

21 黃女士：（經傳譯員）李生，喺你嘅陳述書裏面呢，我就想睇一睇有關於係呢啲嘅喪
22 失嘅時間同埋一啲訂定咗嘅班次呀，想請你睇呢 129-4 頁，你哋只係呢畀咗一
23 份嘅陳述書我哋，日期就係 18 年嘅 4 月 23 號，咁中文版就係 117 頁。咁有關
24 嗰段呢就係 120 頁。

25 喺嗰段呢，你就話車長不斷流失，咁仍然要係維持同埋呢係減少脫班嘅情
26 況，所以呢車長就係原有嘅休息時間呢，咁呢就會係因為要兼任其他路線喇，
27 係即係喺呢個期間呢，希望有多啲休息機會呢，會視乎當時路線嘅情況呢，嘗
28 試儘快完成該路線回到總站，爭取時間休息。可唔可以講一講，或者再解釋，
29 或者解釋一下，點解要維持呢一個嘅係即係嗰個巴士嘅程--即係個巴士嘅規劃
30 路線呢會影響到休息嘅時間呀？即係為咗維持班次，影響到休息時間。

31 李國華先生：係，巴士公司係將嗰個嘅時間表，嗰個--打個譬如，本身一條路線有一

1 個鐘頭時間行車嘅，咁佢縮到五十八分鐘，或者五十五分鐘畀你行車，咁嗰啲
2 車長咪本身嘅休息時間已經少，但係如果你將嗰個班次嗰個時間更加縮短，縮
3 短幾分鐘，咁佢哋已經係少咗幾分鐘嘅休息時間。

4 黃女士：（經傳譯員）可唔可以確認一下，要完成路線，但係時間就少咗，會唔會呢
5 引致巴士車長即係更加有機會會超速呀？

6 李國華先生：會嘅，因為要趕住--趕番啲時間去爭取自己嘅休息時間，咁係咪要將嗰
7 個車速會--雖然架巴士 70 公里啫，但係喺其他路段可能會行 50，佢都可能會
8 行 70，咁呢啲咪導致嗰個車長嗰個壓力嚟囉。佢要追番啲時間咁嘛，追唔到佢
9 咪要喺嗰段路度咪要超速行駛，嗰個路段行 50 佢都可以分分鐘要行 70，或
10 者先追得番啲時間。

11 黃女士：（經傳譯員）我哋聽過一個系統，一個監察嘅系統嚟㗎，係監察車長，就有
12 啲嘅係界限係定咗喺黑盒裏面，就唔可以超過時速限制嘅，譬如可能呢就係呢
13 一個車速限制 50 呢，就會將個界限定咗喺呢一個 55 嘅...

14 主席：（經傳譯員）你其實係講緊邊個人嘅證供呀？

15 黃女士：（經傳譯員）我引用嘅證供就係城巴嘅，我就想問嘞，會唔會有一個類似嘅
16 系統應用喺九巴嗰度，即係一啲路段係時速限制 50，會有咁樣嘅設定呢？

17 李國華先生：有嘅，九巴都有個叫我哋俗稱叫「黑盒」，咁佢哋每一個行車嘅紀錄，
18 我哋叫行車紀錄儀，記錄晒所有架巴士日常嘅運作，都可以喺個黑盒度搵得番
19 嘅。咁公司會定期 check 呢個黑盒呢，就係話某些車長，你當時邊年邊月邊
20 日，嗰日你行嗰個路段，你曾經超速幾多，咁九巴有呢個系統嘅。

21 黃女士：（經傳譯員）你知唔知道係定咗咩嘢界限呀，即係有關於路段如果時速限制
22 係 50 嘅話...

23 主席：（經傳譯員）係九巴喺黑盒，即係行車紀錄儀裏面定咗嗰個嘅界限。

24 李國華先生：我唔係好明你問乜嘢。

25 黃女士：（經傳譯員）我哋聽過證供，或者我解釋一下，我哋聽過另外一個--即係另
26 外一間公司城巴嘅證供，就係話如果嗰段路定咗時速限制係 50 公里的話，佢
27 哋就會喺黑盒裏面定一個嘅界限，就係 55 公里，如果巴士車長超過 55 公里的
28 話呢，即係話如果係喺一段時間，譬如話係十秒，連續十秒超過時速 55 公里的
29 話呢，就會自動記錄呢一個嘅資料，然後會自動發出一個特殊報告，跟住呢
30 就會相應咁係懲罰呢一個車長，因為佢超過咗呢一個限制。

31 而家螢光幕會見到，咁呢就係話超過咗係時速 55 公里，連續十秒，而嗰段
32 路段呢時速限制係 50 公里，另外如果佢哋係行車超過 75 公里，為時超過十--
33 連續十秒，而該段路個時速限制係 70 公里，咁你知唔知道呢，即係你--即係
34 作為車長，喺九巴對於九巴嘅車長，有冇一個類似嘅系統呀？

1 李國華先生：有嘅，有嘅。因為九巴嗰個，我哋理解呢就話佢嗰個黑盒呢，就係記錄
2 你當時嘅車速，你平均嘅你--打個譬如，係行 78 公里，即係架車超咗 8 公里，
3 佢就睇你嗰個時間，如果你喺十秒之內，你收油呢，就係冇紀錄嘅，但係你超
4 過十秒都唔收油呢，就係冇紀錄嘅。即係 50 公里嗰度係一樣，70 公里嗰度都
5 係一樣，係睇你行幾多，超咗幾多公里，你有到嗰個時間先會有，用個時間去
6 計，十秒就係你收油就係冇事嘅。如果你唔識收油呢，繼續都係咁樣行呢，就
7 會有警告信，或者會扣獎金呀嗰啲嘢嘞。

8 主席：（經傳譯員）等我理解下，你嘅意思係咪指即係架車係可以一路行 78，只要
9 係唔再--即係唔再加快行快啲，即係話要返--收番去，落番去呢個--喺十秒之
10 內落番去 70？

11 李國華先生：係，十秒之內要收油返到去 70 公里。

12 黃女士：（經傳譯員）你提及會扣津貼...

13 李國華先生：獎金，獎金。

14 黃女士：（經傳譯員）係呢個獎金。喺咩嘢嘅情況之下會扣獎金，同埋扣幾多呀？

15 李國華先生：我哋而家九巴將嗰兩份獎金合成咗，叫做我哋嘅底薪，咁以前未合成嘅
16 時候，分咗兩個獎金制度，一個就係服務獎，一個叫安全獎，咁呀每一個有一
17 千七百幾釐一個月嘅，咁呀我哋日薪，一千七百幾釐一個月呢，咁佢哋呢就嚴
18 重嘅會扣一個月，即係你有交通意外，嚴重嘅，佢就會扣你一個月，如果通常
19 都會扣半個月嘅嘞，即係如果有問題發生嘅時候，服務獎都係一樣，你畀人投
20 訴得多，亦都喺嗰度會畀公司扣錢嘅，都係半個月或者一個月。

21 主席：（經傳譯員）但係嗰啲都係歷史嘞，係咪呀？而家再有獎金呀，唔會再有扣獎
22 金嘅問題嘞？

23 李國華先生：冇錯。

24 黃女士：（經傳譯員）如果個車長超速，或者呢係有一個嘅報告，就係話佢超速嘞，
25 咁佢會唔會受罰嘍？

26 李國華先生：睇嗰個佢犯嘅次數喇，公司會睇佢犯嘅次數，同埋嗰個相隔幾久，你個
27 個月都有嘅，一定會扣你錢，如果咁樣我隔咗一年，或者隔咗七、八個月，你
28 先再犯呢，就都係會出警告信提你，提番嘅啫。

29 黃女士：（經傳譯員）根據而家嘅制度，仲係會有一個嘅扣嘅機制，就係視乎你違例
30 呢係有幾頻密，係咪咁嘅意思呀？

31 李國華先生：係，冇錯。

32 主席：（經傳譯員）咁喺邊度扣呀？

1 李國華先生：而家冇得扣，而家嗰啲獎金喺個底薪，加埋落底薪度，九巴已經有嗰個
2 扣獎金嘅制度嘞，只係話每犯一次呢，就會警--就會出封信畀你，如果你收咗
3 三封信之後呢，你就會被解僱。

4 黃女士： So it is not a deduction from salary --

5 主席：（經傳譯員）黃女士，請等等。三封警告信就係會結果係咩嘢話？

6 李國華先生：被解僱。

7 主席：（經傳譯員）唔該。

8 黃女士：（經傳譯員）所以而家再有話從人工度扣錢呢一個嘅制度，反而呢就係三封
9 警告之後就會解僱，係咪呀？

10 李國華先生：係，冇錯。

11 黃女士：（經傳譯員）下一個嘅問題呢就係關於訓練嘅。如果睇下第 129-6 英文版
12 本，中文呢就係第 122 頁。你就係講到十八日嘅訓練課程，中文係--呢一個四
13 個星期嘅駕駛訓練，你可唔可以話畀我哋聽兩者有咩嘢分別呢，喺四個星期同
14 埋十八日嗰個課程呢，裏面嗰個內容有咩嘢唔同嘅呢？

15 李國華先生：現時九巴就行緊一個叫做由冇牌嘅，就用十八日連考牌嘅一個課程，咁
16 課程入面係基本上同四星期嘅係差唔多，但係會濃縮咗好多，咁十八日嗰度就
17 我哋認為係話嗰個訓練嗰個質素呢會下降嘅，真係佢人嚟做新車長嗰啲呢，我
18 哋唔知佢係以前做--揸過咩嘢車呀，或者有冇揸過車嗰啲人，因為如果就算有
19 揸過車，都係揸貨車，或者運貨呀嗰啲，或者揸的士呀嗰啲人多嘅，咁我哋一
20 個大型巴士，咁呀係會一個叫做集體運輸嘅工具之一，咁佢哋訓練不足嘅時
21 候，係咪會容易有交通意外呢？

22 同埋佢嗰個訓練嗰個時間，真係我認為係唔夠嘞。如果我哋自己--我本身
23 入職，我做咗二十七年，入職嗰陣時係四個星期訓練，我本身已經有牌，有巴
24 士牌嘅，咁都要訓練四星期，但係而家佢哋有牌嗰啲，即係而家九巴請有牌嗰
25 啲，訓練咗七日咋，即係話係訓練路線呀，同埋嗰個--嗰啲叫做上嗰啲基本嗰
26 啲課程，就七日已經係可以出嚟做一個叫做巴士車長，專業嘅巴士車長。

27 咁我哋本會呢認為呢就佢而家九巴嗰個訓練嗰個，而家咁多交通意外，牽涉
28 有巴士嘅亦都好多，我哋即係我哋認為就係話，要訓練一個車長，起碼都要有
29 四星期嘅時間去訓練，連埋啲課程呀，連埋嗰啲操路線呀，訓練嗰個路面經驗
30 呀。亦都而家嗰個我哋建議呢就係話，嗰個每一個師傅，駕駛導師只可以帶兩
31 個學員，以前我哋係帶三個學員，而家我哋希望公司嗰度改到係帶兩個學員，
32 每一個駕駛導師。

33 黃女士：（經傳譯員）好，明白。去睇一睇下一份嘅文件，運輸署 1, 403 頁。中文
34 版本第 416 頁。李生，呢一份係由運輸署徵詢過五個嘅專營巴士營辦商，同埋

1 三間主要巴士製造商之後呢，就有呢啲嘅建議。

2 主席：（經傳譯員）呢個係一個特別嘅工作小組，由運輸署成立嘅，喺3月中，而呢
3 個工作小組係要三個月內呢，有一個嘅建議出嚟，咁佢哋就喺7月20號有呢啲
4 嘅建議，呢份文件係提交畀立法會交通事務委員會嘅。

5 黃女士：（經傳譯員）呢份文件係包括三方面，第一，就係喺車輛裏面安裝嘅安全裝
6 置，第二呢就係安全帶喇，第三呢就係車長嘅訓練。我第一個嘅問題就係運輸
7 署或者九巴，有冇提供或者諮詢過你哋就呢啲嘅項目嘅意見喇，喺今年3月至
8 到6月之間有冇諮詢過你哋呢？

9 李國華先生：冇嘅，我係第一次見呢份文件，係冇--公司有諮詢過工會嘅。

10 黃女士：（經傳譯員）咁我哋獲告知呢，最近就係運輸署係最近係向專營巴士營辦商
11 發出一啲嘅指引，就係關於車長嘅訓練，等到呢不同嘅巴士營辦商嘅訓練係一
12 致嘅，就係要由2018年10月開始實施。你有冇收到，或者你嘅工會有冇收到
13 一份呢一個指引呢？

14 李國華先生：冇嘅。

15 主席：（經傳譯員）黃律師，繼續之前呢，就係話上個星期，我哋唔係問過運輸署有
16 冇呢一份嘅作業守則畀我哋呢，我哋而家有冇呀？

17 黃女士：（經傳譯員）未有。最後一個問題，李先生我想問你嘅，你有二百幾個會員
18 喇，我知道有部分係--唔係車長，但係大部分都係車長，佢哋有幾多係揸呢個
19 特別更嘅呢？你知唔知？

20 李國華先生：我本人就係特別更車長，我本人都係。咁我知道，即係我有認真統計過
21 喇，但係我識嘅都有二、三十個都係特別更嘅車長，即係喺我哋嘅會員入面，
22 都有二、三十個都係特別更嘅車長。

23 黃女士：（經傳譯員）唔該。我哋聽到嘅證供就係話，嗰個嘅2018年2月嘅指引
24 呢，係冇嚴格咁樣遵守或者實施㗎，係關乎嗰個嘅休息同埋連續三小時...

25 主席：（經傳譯員）你嘅問題係咪嚴格遵守，其實嗰個嘅協議就係話，係要等到
26 2019年第二季先至全面實施㗎，所以個問題應該係問，而家有冇呢係開始實行
27 緊呢一啲嘅安排？

28 李國華先生：九巴嗰度未有，未有呢啲安排，就係而家嗰啲時間表呢，就都好多車，
29 好多特別更嘅車，連休息連食--即係中段休息食飯都唔夠三個鐘。呢啲我哋有
30 啲數字喺度嘅，因為我哋收集咗好多資料，關於呢啲特別更唔夠三個鐘頭，即
31 係佢九巴就話夠三個鐘頭嘅，但係我哋係用佢嘅時間去計呢，就唔夠三個鐘
32 頭。

33 主席：（經傳譯員）呢一個調查幾時做㗎？

1 李國華先生：兩個禮拜之前，我哋已經係陸陸續續係向嗰啲會員去詢問，咁呀得出嚟
2 嘅結果有成都好多條線，都係唔夠三個鐘頭，好多路線同埋某一條路線嘅一啲
3 我哋叫「字軌」，即係字軌嗰度呢，譬如咁講，258D 呀，嗰架 S5 呀，有啲係
4 60X 呀，有啲係 265B 呀嗰啲路線好多車都--好多字軌都係唔夠三個鐘頭休息
5 連食飯嘅。

6 主席：（經傳譯員）你有冇嗰啲調查結果嘅文本可以畀我哋睇下？

7 李國華先生：我哋而家係印咗，呢個係得兩個先喇，因為我哋印--因為嗰啲資料喺我
8 部手機度，有啲資料我又唔方便畀嘅，因為都係公司嗰個受控文件，我哋影番
9 嚟嘅啫，所以就呢啲我哋唔會傳閱，只有我哋睇到有呢啲咁嘅--部分伙計用呢
10 啲方式咁樣畀我哋。

11 主席：（經傳譯員）有冇一啲嘅資料你可以畀我哋嘅呢？有需要嘅你可以係油黑某啲
12 嘅資料，等我哋知道你嘅調查有幾廣泛，譬如話有幾多個車長表示佢哋係冇呢
13 個三個鐘頭嘅休息？

14 李國華先生：而家手頭上都係十幾個嘅路線同埋某一個--即係十幾條路線，中間有啲
15 特別車嘅時間，咁呀佢哋個別畀我嘅，即係駐明係話邊條路線，邊個我哋字軌
16 車，即係就係話呢條路線係寫咗出嚟呢，係公司自己做嘅時間表係寫咗出嚟，
17 係唔足夠三個小時連食飯連休息。

18 主席：（經傳譯員）有冇任何嘅資料可以畀我哋嚟到支持你嘅講法？

19 李國華先生：暫時我哋係呢度呢，我哋--呢度得番兩--我哋係印咗兩個時間嘅。如
20 果係想睇嘅，我可以呢度可以畀你望一望。

21 主席：（經傳譯員）好呀，我哋而家都係午飯嘅時間嘞，或者你而家提供畀我哋，咁
22 我哋可以將佢印咗喇，又將佢翻譯喇，我哋下晝兩點半呢就再復會嘅時候，我
23 哋就問你問題，係關於呢一啲資料嘅。如果仲有其他嘅事情，你係有口供嘅，
24 或者係我哋希望有證據嚟到係去支持，如果你有嗰啲嘅證據呢，請係向我哋提
25 供。咁我哋而家就會食飯，下晝兩點半會繼續開始，唔該晒。

26

27 下午 1 時 01 分聆訊押後

28

29 下午 2 時 30 分恢復聆訊

30 出席人士如前。

31

32 主席：（經傳譯員）午安。我哋有一份文件係你想交畀我哋嘅，我哋已經係做咗部分

1 嘅翻譯，或者我請黃女士處理，黃女士，黃律師。

2 黃女士：（經傳譯員）多謝，多議你提供呢份文件畀我哋，我哋摘錄咗同埋加大咗某
3 一部分就講咗啲特別更嘅，我哋睇到一個例子，就係現時車長揸特別更嘅例子
4 嚟㗎，呢條路線就係 258D。我哋可以睇到開始就係 6 點 50 分，收 13:43；然
5 後又再喺下晝 4 點開始到晚上 8 點 15 分收，中間個休息時間只得兩個鐘頭十五
6 分鐘，而唔係三個鐘頭。咁你可唔可以講畀我哋聽，呢個係幾時發生嘅呢？抑
7 或係最近嘅例子？

8 主席：（經傳譯員）我哋睇唔睇到個日期，呢度？係咪一個更表嚟㗎，即係顏色個部
9 分睇唔睇到？係咪話 4 月 28 號？嗰個有個日期。

10 黃女士：（經傳譯員）我睇唔到。

11 李國華先生：呢個時間表就係 7 月 9 號更改咗嘅，就係呢個時間表嚟嘅，係 7 月 9
12 號。

13 主席：（經傳譯員）今年？

14 李國華先生：係，係，今年，今年嘅 7 月 9 號，因為公司嗰度就係大改，就係呢啲我
15 哋叫做「時間表」就大改，呢個係實行嘅日期係 7 月 9 號嘅。

16 主席：（經傳譯員）呢度係咪一幅相嚟㗎，即係有顏色，左手邊個部分係咪一幅相嚟
17 㗎？係公司貼出嚟㗎？

18 李國華先生：唔係，唔係，呢啲係嗰個電腦--喺電腦嗰度影出嚟嘅，即係我哋公司嗰
19 個電腦影到嘅。

20 主席：（經傳譯員）好，咁係幾時影呢張相嘅呢？

21 李國華先生：唔清楚，因為係啲員工提供畀我哋。

22 主席：（經傳譯員）呢個電腦屏幕嗰度上面似乎有顯示一個日期，係 4 月--2018 年
23 4 月 28 日㗎，你睇唔睇到？喺頂嗰度，喺頂部。

24 李國華先生：哦，咁因為呢啲都係員工提供畀我哋嘅呢，我有咁細節睇上面啲啲細字，
25 咁呢個就應該係 2018 年 4 月 23 號嘅。咁因為我哋公司最近一次大嘅執嗰個我
26 哋叫做「更表」，就係 7 月 9 號好多路線都重新執過一次，但係呢幅相就係前
27 日嘅--有啲員工擺畀--WhatsApp 畀我，話有啲咁嘅問題，咁我就用咗呢個，
28 因為有一幅相，咁我就做咗嗰個例子。

29 主席：（經傳譯員）係，黃律師。

30 黃女士：（經傳譯員）嗰啲當更時間係咪所有特別更都適用，定係特殊情況？

31 李國華先生：呢啲係個別嘅路線同埋個別嘅每一條路線，嗰個我哋叫「字軌車」嘅適
32 用，適用呢個--即係話呢架車--打個譬喻，呢個係 258D 嘅蛇五，咁佢呢個時

- 1 間表就係咁樣，如果蛇六又唔同㗎嘞。
- 2 黃女士：（經傳譯員）呢個更表係公司提供㗎？即係九巴提供㗎，係咪？你可唔可以
3 再搵多啲例子畀我哋？
- 4 李國華先生：例如呢架 52x 嘅蛇七，咁佢哋嘅--喺早更嘅--睇下先，7 點 57 分拍
5 卡，上段就收 12:07，但係佢下段開工就係 14 點 19 分，再要返去寶田擺車，
6 咁中段時間得兩個幾鐘頭㗎咋，即係呢啲可以--呢啲例子都仲有幾個㗎。
- 7 主席：（經傳譯員）咁你想即係解釋啲點就係話，譬如擺番第一個例子喇，一三--兩
8 個鐘頭，13:25，即係嗰個休息時間少過三個鐘頭，你想講係呢一點，係咪？
- 9 黃女士：（經傳譯員）李先生，你話--較早時候話畀我哋聽你係特別更司機嚟嘅都
10 係？
- 11 李國華先生：係，冇錯，冇錯。
- 12 黃女士：（經傳譯員）咁從你個人經驗，你可唔可以講畀我哋聽你一日個工作係點嘅
13 呢？即係由你開始--工作開始計。
- 14 主席：（經傳譯員）你上一次係幾時開特別更嘅車？
- 15 李國華先生：1 月 14 號，因為 1 月 15 號我就因為交通意外整嘍到而家都未開過工
16 㗎，我 1 月 14 號嗰日都--之前都係返緊特別更。
- 17 主席：（經傳譯員）咁你可唔可以幫到我哋，就係喺你最後嗰日你返工嘅時間係點嘅
18 呢？
- 19 李國華先生：嗰日我哋--我要搵番嗰個時間表出嚟先。
- 20 主席：（經傳譯員）好，請你搵吓。
- 21 黃女士：（經傳譯員）你揸車揸緊幾耐時間？
- 22 主席：（經傳譯員）黃律師，佢搵緊個時間表。
- 23 黃女士：（經傳譯員）唔好意思。
- 24 李國華先生：我 1 月 14 號嗰陣時返緊嗰架特別車就上晝，即係 7 點 30 分簽到，咁
25 就上段收工就係 11 點鐘左右就收工㗎喇，咁跟住就有一個鐘頭食飯，咁下段就
26 開 16:11，跟住收工就係 21:29。
- 27 黃女士：（經傳譯員）咁喺你啱啱畀我哋嘅例子，你有冇三個鐘頭連續嘅休息時間？
- 28 李國華先生：哦，超過，超過三個--因為呢架車有四個鐘頭四十幾分叫做中段休息
29 嘅。
- 30 黃女士：（經傳譯員）喺 2018 年 1 月 14 號之前，你做特別更嘅司機做咗幾耐？

1 李國華先生：三年左右。

2 黃女士：（經傳譯員）2018年1月14號嗰更，你有超過四小時休息，呢啲係咪經
3 常發生嘅呢，抑或--或者你可以話畀我哋聽你會點樣形容呢四個鐘嘅休息？

4 李國華先生：我都想補充一樣嘢，就係話每一條路線嘅設計嘅時間都唔同，咁有好多
5 --我哋就住呢條--或者我自己本身嗰條路線就有六架蛇車，咁呢六架蛇車之
6 中，係唯一一日，星期日就有一架蛇車少過三個鐘頭休息嘅啫，其他架架一至
7 日都有足夠嘅--起碼超過三個半鐘頭嘅。咁我重點就係話有其他路線嘅設計嗰
8 啲時間就係話少過--低於三個小時嘅休息，即係呢啲係話製造咗嗰個車長嘅疲
9 勞駕駛嘅，佢因為得唔到足夠嘅時間，喺中段嗰度得唔到足夠嘅時間休息咁
10 嘛，咁我點解話唔會話自己條線唔夠，因為佢係夠嘅，係夠時間休息嘅。就如
11 果你個--條條路線都好似--呢個設計好似我哋自--我自己本身做緊嗰條路線嘅
12 時間，我係絕對係接受嘅，但係有啲路線係冇咁嘛。我哋好多--而家舉咗幾個
13 例子都係唔夠三個鐘頭咁嘛。但係我哋自己本身返--我自己做緊嗰架就足夠嘍
14 嘛，啱嘛？咁公司唔會話就條條路線--因為條條路線嘅設計嗰個環境都唔同，
15 咁我哋唔--只係提供就話嗰啲唔夠三個鐘頭嗰啲特別車嘅問題嘅啫。

16 主席：（經傳譯員）係邊啲路線？

17 李國華先生：九巴有好多條路線嘍嗎，我好難提供到咁多，因為有幾百條路線，咁我
18 都有辦法提供晒嘍嘛。

19 主席：（經傳譯員）你喺1月14號揸嗰條路線係咩嘢路線？

20 李國華先生：269D。

21 主席：（經傳譯員）唔該。

22 黃女士：（經傳譯員）你可唔可以睇番而家呢幅圖，你睇番 258D 蛇五，「蛇」點
23 解，首先？

24 李國華先生：我哋嘅用個“S”字嗰啲車就係叫做「特別更」，即係代表特別更嘅意
25 意啫。

26 黃女士：（經傳譯員）咁呢個 258D，你可唔可以講畀我哋聽呢條路線喺邊度開始，
27 邊度係終站？

28 李國華先生：258D 係龍門居去油塘，去油塘嘅。

29 黃女士：（經傳譯員）係咪梅田？

30 李國華先生：寶田，寶田，即係屯門嘅寶田去油塘。

31 黃女士：（經傳譯員）咁你知唔知道呢度係咪有足夠嘅設施嘍，呢條路線？

32 李國華先生：我唔係好清楚，但係寶田嗰個休息室就都好細，我哋知道就係已經--我

- 1 咁係喺屯門廠嗰度反映過，叫佢加大嘅，但係而家仲係申請緊，即係加大咗休
2 息室。
- 3 黃女士：（經傳譯員）你話你有同屯門車廠提出，係用咩嘢方式？係口頭定係書面？
- 4 李國華先生：全部口頭嘅。
- 5 黃女士：（經傳譯員）同邊個講？
- 6 李國華先生：口頭，口頭嘅，屬廠嘅經理。
- 7 主席：（經傳譯員）咁嗰位車廠經理係邊位？
- 8 李國華先生：溫惠賢（譯音）。
- 9 主席：（經傳譯員）係咪 Debbie Wong 女士？
- 10 李國華先生：唔係，呢個溫惠賢先生嚟㗎。
- 11 主席：（經傳譯員）唔該晒。
- 12 黃女士：（經傳譯員）李先生，如果我冇理解錯誤，你喺九巴嘅時候就係二十七年做
13 車長㗎喇？
- 14 李國華先生：係。
- 15 黃女士：（經傳譯員）你識唔識得一個人叫做鄭桂興先生同埋或者 Gary Wong 先
16 生？鄭桂興先生...
- 17 李國華先生：唔識。
- 18 黃女士： You don't know?
- 19 李國華先生： I don't know.
- 20 黃女士：（經傳譯員）你個--喺九巴嘅工作經驗嚟講，你知唔知道係有冇個安全同埋
21 品質控制嘅部門呢，喺九巴，喺 2010 年嘅時候？
- 22 李國華先生：有嘅，2010 年應--有嘅，我哋叫做安全--全名我唔係好記得喇，因為
23 有個部門係叫做專係搞嗰個安全嘅，即係車長嗰啲安全訓練嘅，我就理解就係
24 咁喇。
- 25 黃女士：（經傳譯員）你知唔知道呢個安全品質部門係會開會㗎？亦都會同車長開會
26 㗎，有冇㗎？
- 27 李國華先生：我未聽過會搵--即係去同車長開會㗎，我未聽過，亦都有接觸過，或者
28 冇被邀請過開呢啲會。
- 29 黃女士：（經傳譯員）咁你點樣知道就有呢個安全品質嘅部門？

1 李國華先生：都係我哋平時喺同屬廠嗰啲主任、經理開會聽過。

2 黃女士：（經傳譯員）你知唔知道有一個研究，就係 2010 年咁上下進行嘅，就係關
3 於二十九個急彎嘅，咁就係基於某一啲嘅準則就係去辨認出呢啲嘅二十九個急
4 彎，然後就係有一啲嘅措施就係站長係應該係跟隨，你知唔知道有個咁樣嘅研
5 究？

6 李國華先生：唔知嘅，係未聽過添。

7 主席：（經傳譯員）或者我哋清楚少少講喇，咁呢個研究嘅目的就係希望建議車長係
8 點樣可以係揸呢啲急彎嘅時候揸得更加好，咁但係你就冇聽過，係咪呀？

9 李國華先生：冇，冇。

10 主席：（經傳譯員）唔該晒。

11 黃女士：（經傳譯員）你之前講過，就係話你話你曾經就同嗰啲車長經理傾過，你就
12 聽過關於呢個安全品質嘅部門，你知唔知道呢個部門有冇建議到一啲嘅措施，
13 大概係 2010 年喇，就係一啲嘅措施去提議嘅呢，有冇聽過？

14 李國華先生：連有呢個部門我哋都未--即係未聽過呢個部門，會研究呀，研究急彎，
15 佢哋係同我--諮詢過我哋--我都--即係我哋本會就未被邀請，但係有冇人邀請
16 其他人，我就唔係好清楚喇，即係完全有--即係呢件事我係完全--應該講係全
17 不知情。

18 黃女士：（經傳譯員）咁關於呢個部門，其實你哋傾嘅時候個內容係啲咩嘢，講緊乜
19 嘢嘍？即係當你同個車廠經理去傾嘅時候，咁究竟係關--圍繞呢一個部門嘅時
20 候，你係講緊啲咩嘢話題？

21 李國華先生：因為我哋好--即係我哋--呢個部門我係唔知，所以我哋冇就呢個部門
22 去圍繞--即係傾內部嘅嘢，咁我哋同屬廠經理傾嗰啲就係圍繞咗我哋車長日常
23 運作嗰啲問題嘅啫，咁關於安全嗰啲嘢就我哋同經理呢啲傾，就係冇傾過嘍。

24 黃女士：（經傳譯員）咁最後一個題目我想傾嘅就係關於培訓嘅。我哋可唔可以睇睇
25 KMB1，即係九巴嘅一號文件，咁就係第 120 頁嘍。我會簡單介紹下係關於乜嘢
26 嘅，就係九巴嘅一個回應嚟嘅，咁就係運輸署之前寫封信畀佢，就係 2 月 12 號
27 嘅--2018 年 2 月 12 號嘅一封信件，就係關於招聘同埋培訓呢啲全職車長嘅事
28 宜嘅，咁呢個就係喺 2018 年 2 月 10 號嗰個巴士慘劇之後發生嘅事。咁我就會
29 想問一問關於全職嘅車長佢個培訓係點樣嘢。李先生，你係--就係你個病
30 假之前，你都係一個全職車長嚟嘅，就係--即係 2018 年 1 月 14 號之前，係
31 咪？

32 李國華先生：係。

33 黃女士：（經傳譯員）咁我就想問你喇，首先就睇呢個之前我就問一問關於培訓方
34 面，係咪所有全職嘅車長佢哋--即係如果要申請嘅--考試嘅人，咁佢哋係咪都

1 係要係通過一個十八個鐘嘅培訓，咁每--十八日嘅培訓，咁每一日就係 9.5 小
2 時嘅呢？

3 李國華先生：係。

4 黃女士：（經傳譯員）咁之後會唔會有一啲嘅重溫培訓㗎？如果你係全職車長之後，
5 咁你入職之後會唔會有一啲重溫培訓？

6 李國華先生：有嘅，不過近呢十幾年就有喇，因為之前我哋係話每兩年就會返公司就
7 有一個叫做輔助駕駛嘅，咁就每兩年一次嘅，就要返去沙田學校嗰度就係接受
8 一日嘅訓練嘅，即係溫習下嗰啲即係駕駛嘅態度、提高駕駛嘅技術方面嘅。咁
9 而家就係有喇，即係近呢十年都有有呢個叫做嗰個每兩年一次嘅返學校嗰啲
10 喇，即係而家係一個叫做你本身做車長，嗰一年有交通意外，咁就先至要返去
11 嘅啫，如果你有任何交通意外，係唔需要返去再培訓嘅。

12 黃女士：（經傳譯員）你係有冇針對特別嘅路線係有一啲特別嘅培訓嘅呢，喺全職車
13 長方面？

14 李國華先生：以我所知就有啲路線係一定要接受訓練嘅，咁例如過海線喇、行旺角，
15 即係彌敦--旺角一帶嘅路線都要特別去訓練嘅，咁有一條就係--例如 64K 喇，
16 即係行大埔公路嗰啲--唔係，大埔道嗰啲，同埋粉錦公路、林村一帶喇、大帽
17 山嗰條 51 喇，嗰啲係要特登要訓練三日嘅。

18 黃女士：（經傳譯員）呢個同十八日嘅一般嘅訓練以外㗎，係咪呀？即係係一啲特別
19 嘅路線喇，咁你就會係需要另外三日嘅特別嘅培訓，係咪咁？

20 李國華先生：係，冇錯，或者關於訓練呢方面，我搵我哋陳生幫幫我手。

21 主席：（經傳譯員）陳先生。

22 陳詠豪先生：主席先生，我啱啱之前就喺交通事務委員會就 2018 年 7 月 25 號舉行
23 個會議，有另一份文件嘅，佢就係一個背景資料簡介，裏面嘅中文版本第 4 頁
24 第 15 點佢有一樣嘢就咁樣引述番嘅，「九巴表示不論全職或兼職，巴士車長若
25 果未有行駛某路線一個月或更長嘅時間，將需要再次練習行駛該路線」。咁我
26 想畀主席先生知道，其實呢一個嘅--即係九巴講嘅佢呢番說話，其實就從來都
27 冇喺我哋車長度實行過嘅。

28 主席：（經傳譯員）黃大律師，可唔可以就幫我手睇下，搵一搵呢一個相關嘅文件？

29 黃女士：（經傳譯員）就係 TD-1 第 403 頁第五...

30 主席：（經傳譯員）第 15 段係講關於安全帶㗎㗎。

31 黃女士：（經傳譯員）我相信係另一份文件㗎㗎。

32 主席：（經傳譯員）呢個係一個背景資料。

- 1 黃女士：（經傳譯員）係咪由--係立法會秘書署準備嘅呢？
- 2 主席：（經傳譯員）咁個編號係幾多？
- 3 黃女士：（經傳譯員）我哋嘗試而家喺網上搵緊喇。
- 4 主席：（經傳譯員）係咪喺嗰個文件夾嗰度冇嘍？好，我哋--我其實我已經睇過，但
- 5 係我哋而家嘗試想睇一睇。
- 6 陳詠豪先生：係，冇錯，係呢度喇。係，就係呢一度喇。
- 7 主席：（經傳譯員）黃大律師，係咪喺我哋嘅文件夾度？可唔可以將嗰個文件碌上
- 8 喇，等我哋睇到嗰個上文下理係到底幾時話報告過呢件事，或者我哋可以去第
- 9 13段、14段嗰度。咁呢度似乎有提及喺2月15號開嘅會議，咁跟住我哋而家
- 10 可以去到第15段。係喇，呢度就有嗰個背景喇。可唔可以請你重複你嗰個論
- 11 點，頭先，陳生？
- 12 陳詠豪先生：主席先生，我想提出嘅論點就係話九巴佢話係「無論全職或者兼職巴士
- 13 車長，未有行駛某路線一個月或者更長時間，將需要再次練習行駛該條路
- 14 線」，而呢一樣嘢由我入職到而家，公司都未有做過。
- 15 主席：（經傳譯員）你幾時入職嘍？
- 16 陳詠豪先生：15年3月。
- 17 主席：（經傳譯員）請等一等，唔該。呢份係秘書處嘅文件，就搜集咗各類資料，係
- 18 畀立法會議員嘅背景資料嚟嘍，就係講過去發生咩嘢事，咁呢個係指喺2月15
- 19 號嗰次會議講嘅，嗰次會議有冇個會議紀錄？嗰個會議紀錄--應該嗰次會係有
- 20 個會議紀錄嘍，係咪？存在嘍，係咪？咁等我哋可以係去再查一查，到底秘書
- 21 處呢度所講嘅係咪準確，同佢哋九巴實際講嘅係咪一樣。或者呢件事可以遲啲
- 22 再睇嘅，不過我哋聽到你嗰點喇，陳生。咁即係話你係質疑--根據你個人嘅經
- 23 驗，係質疑呢個講法？
- 24 陳詠豪先生：係，冇錯。
- 25 主席：（經傳譯員）係，黃女士。
- 26 黃女士：（經傳譯員）或者請你睇九巴嘅意見書第一冊，120頁。
- 27 主席：（經傳譯員）係帶我哋去邊度？
- 28 黃女士：（經傳譯員）就係去九巴畀運輸署署長，2月12號，2018年嗰封信嘅回應
- 29 嚟嘅，就話要--即係運輸署要求攞個調查報告，就係因為有2018年2月10號
- 30 嗰宗嘅巴士慘劇。
- 31 主席：（經傳譯員）係。

1 黃女士：（經傳譯員）陳生，呢度就係九巴界署長嘅回覆嚟㗎，咁就提到招聘同埋培
2 訓全職同兼職車長嘅情況。我想問你幾個問題，關於全職車長嘅，就我講一般
3 嗰個培訓同埋特別培訓。我哋可以喺 120 頁嗰度睇到喇，呢度列出全職車長個
4 培訓，個細字有提到話十八日嘅培訓喇，而喺下一頁就有提到話全職車長申請
5 人會有最少十八小時喺路面駕駛嘅培訓，就會由導師看管下去做呢個練習嘅，
6 你可唔可以證實係咪真係有咁嘅情況？最少六十八個鐘頭駕駛訓練。

7 主席：（經傳譯員）如果你唔可以答到就請你講，即係你如果唔知，就請你講喇，照
8 講。

9 陳詠豪先生：因為呢一封嘅內容同我當年上堂就有啲出入嘅。

10 黃女士：（經傳譯員）你可唔可以指出你接受嘅培訓係點樣？即係當時你接受嘅培
11 訓。

12 陳詠豪先生：就咁講佢第一--即係個 phase 2 嗰度，佢話四至五款巴士車型訓練，根
13 據我個人實際嘅訓練，只係得兩至三款嘅巴士啫。

14 黃女士：（經傳譯員）咁路線訓練呢？呢度有提到話路線訓練係訓練兩條路線。

15 陳詠豪先生：係嘅，我都--我當時都係訓練兩條路線嘅。

16 黃女士：（經傳譯員）咁我哋有之前聽過李先生一啲嘅供述，就關於話係復修訓練，
17 即係全職車長嗰度喇，咁喺另一頁有提到就話有兩條路線，喺導師嘅指導之下
18 做訓練嘅，咁而巴士車長嘅應聘人，首先一定要做過呢個訓練先至可以考試
19 嘅，咁我哋又聽過話有三日嘅培訓喇，你知唔知道自從你嗰陣時開始，有冇啲
20 咩嘢改變過？即係由你入職到而家有冇改變？

21 陳詠豪先生：基本上都係冇改變。

22 黃女士：（經傳譯員）或者請你睇 123 頁。呢度提及話聘任嘅車長無論係全職、兼
23 職，都會有路線訓練，咁另外仲會有啲路線等佢哋熟悉咗先至會編派佢哋去揸
24 㗎，可能話過咗三至六個月之後就會揸另一條路線咁樣，有冇發生過？

25 陳詠豪先生：有。

26 黃女士：（經傳譯員）咁係會唔會有額外界訓練？

27 陳詠豪先生：我當時個人嘅經驗就係我哋公司有個部門叫「派更部」，英文叫
28 "duty dispatch" 呢個 unit 嘅，咁佢就會打電話畀我哋，就叫我哋自己就
29 喺站長某一條線，例如叫--即係跟 111 咁計，咁喺 111 嘅站頭裏面就問站長攞
30 一張叫做「跟車紙」，咁然後就自己坐一啲其他車長揸嘅巴士，揸兩轉--即
31 係坐兩轉，咁坐咗兩轉，若果識嘅話就交番去派更部，咁就有一個 111 呢條路
32 線嘅 record。

33 黃女士：（經傳譯員）127 頁，我哋可以睇到就有啲嘅修正嘅訓練，即係一年內有四

1 宗要負責嘅事故，如果係新車長喺頭三個月有幾宗要負責嘅事故，或者係不小
2 心駕駛或者未能夠確保乘客安全，咁如果再有一次嘅不小心駕駛，就會終止服
3 務。咁呢度提到話有一至三日嘅修正訓練喇，通常就係一日喇，就要由導師嚟
4 去建議嘅，有冇發生過？

5 主席：（經傳譯員）你係咪問陳生有冇接受過修正嘅訓練？

6 黃女士：（經傳譯員）係，有冇接受過修正訓練吖，喺咁嘅情況之下？

7 主席：（經傳譯員）或者應該--你個問題係咪問佢有冇接受過修正訓練吖？

8 黃女士：（經傳譯員）係。

9 主席：（經傳譯員）係。

10 陳詠豪先生：我從來都冇接受過修正訓練。

11 黃女士：（經傳譯員）就你所知，或者其他嘅車長吖，你知唔知道佢哋有冇接受過修
12 正訓練？即係喺咁嘅情況之下，好似呢度所講嘅嗰啲情況，呢一版講嘅。

13 陳詠豪先生：以我所知，我就冇聽過。

14 黃女士：（經傳譯員）主席，我相信我已經問晒啲問題喇。

15 主席：（經傳譯員）好，唔該。

16 羅先生：（經傳譯員）一個簡短嘅問題，根據你嘅經驗，即係其他特別更嘅司機，你
17 可唔可以揀一條路線係近你屋企㗎？或者佢哋會唔會考慮你屋企喺邊度，然後
18 先至派一條路線畀你？

19 陳詠豪先生：根據我嘅經驗，只可以--若果嗰條路線有一個空缺，有一個吉位，我哋
20 可以嘗試就入一張我哋叫「簡便報告」就畀一個車務組，然後再交界編更
21 組，再根據我哋車長內部嘅評分去--即係畀我哋可唔可以分配到呢一啲嘅路
22 線，而舉例我講我自己就係隸屬於沙田廠，喺沙田區嘅工作，但係我住喺大埔
23 嘅。

24 羅先生：（經傳譯員）即係你冇得揀嘅？唔可以揀啲路線？即係除非係要有空缺，
25 即係嗰條路線有空缺，跟住你可以去申請？

26 陳詠豪先生：冇錯。

27 主席：（經傳譯員）李生，你提及係你揸特別更嘅車長，三年揸咗，啱唔啱？

28 李國華先生：啱。

29 主席：（經傳譯員）喺呢三年內，你係咪揸唔同嘅路線嘅呢？

30 李國華先生：唔係，都係喺原本嗰條路線，即係 269D，即係我哋俗稱叫做「掛咗

1 牌」，就喺嗰條路線，咁偶然因為調假或者其他問題，咁可能會調走其他路線
2 囉，就係唔多。

3 主席：（經傳譯員）當你休息嘅時候，即係呢個喺兩更--有分更--中間呢個長休息
4 時間，你會喺邊度去休息？

5 李國華先生：屋企，因為嗰個擺車嗰度好近我屋企，所以我可以返到屋企嘅。

6 主席：（經傳譯員）咁係喺邊度？

7 李國華先生：天水圍，因為天水圍本身有個車廠，咁可以擺到--中段時間啲巴士我哋
8 叫做俗稱「榻車」，就「榻」咗喺嗰間廠入面，咁我自己就係出入都係用架單車
9 車，咁樣可以快啲返到屋企，因為就算我行路都係十五分鐘已經返到屋企嘍
10 喇。

11 主席：（經傳譯員）即係天水圍車廠就喺你兩更之間，你就會泊架車喺嗰度，係咪？

12 李國華先生：公司安排泊喺嗰度嘅。

13 主席：（經傳譯員）咁天水圍車廠有冇一啲休息嘅設施嘅呢？

14 李國華先生：有嘅，但係就通常都係啲車長喺擺車嗰度食飯，就好似啲啲休息或者例
15 如可以訓覺啲啲地方就有喇，只可以食飯，咁訓覺通常都係喺架巴士度或者--
16 即係佢哋住得遠就返唔到屋企啲啲，同埋時間少啲啲就喺架巴士嗰度休息，就
17 返唔到屋企啲啲。就我哋呢啲返到屋企，如果冇三、四個鐘頭，我哋都係返屋
18 企休息囉，同埋喺屋企食飯。

19 主席：（經傳譯員）你知唔知道你嘅同事係會唔會--就因為佢哋返唔到屋企，咁所以
20 佢哋就喺個巴士上面就即係小休下，訓一陣咁樣？

21 李國華先生：冇錯嘅，因為佢哋住得太遠喇，有啲住到錦田，啲啲即係就算佢返去，
22 一來一回都要兩個鐘頭嘅，咁佢返屋企做咩嘢？佢休息都係三--即係公司時間
23 都係畀三個鐘頭你，但係你一來一回用咗兩個鐘頭囉，咁點樣休息呢？咁就索性
24 喺架巴士度休息囉，咁你車廠入面冇休息室嘅，就只有得個食飯嘅地方，就
25 冇休息嘅地方，咁所以啲車長通常都係選擇喺架巴士度休息囉。

26 主席：（經傳譯員）係，唔該晒。咁你喺最後呢個部分，你有冇啲特別嘅事項你想提
27 出嘅呢？因為我哋都差唔多要結束喇，呢個環節。

28 李國華先生：我哋都有啲意見想再提交嘅，因為我哋喺--即係就住嗰個工時啲啲問題
29 嘅。咁我哋提出就係話早更收工，即係特別更就唔可以超過 21 點，早更接更，
30 即係就係我哋開工嗰陣時候，早更嘅開工時間就唔好少過--即係唔好喺 03：30
31 嘅之前。因為太早開工，啲啲時間--即係人哋食緊早晨，我哋已經當係食緊午
32 飯喇。咁夜更我哋就唔可以早過 13 點開工，因為嗰個夜更我唔知佢收幾多
33 點，但係你喺 13 點之前--已經有好多巴士--即係路線係夜更開工係 11 點已經
34 開工喇，咁點為之夜更？咁新入職啲啲車長就唔好安排兩味車，因為佢哋都

1 未適應個公司嘅運作。咁仲有兩樣嘢，...

2 主席：（經傳譯員）你話 11 點鐘，你係講下晚上 11 點，定係早上 11 點？

3 李國華先生：早上 11 點，就夜更要開工喇。

4 主席：（經傳譯員）好，早上 11 點，唔該晒。

5 李國華先生：係。

6 主席：（經傳譯員）唔好意思，你呢啲嘅係點樣--呢啲咁嘅更係點樣叫呢？係早更、
7 午更，定係晚更？

8 李國華先生：九巴得早、夜更嘍咋，有早更同埋夜更，冇話中更啲嘅，只有早更、夜
9 更同埋通宵更，即係九巴而家啲更分。咁我哋會提出呢個問題，就係因為如果
10 你啲特別更收超過 21 點，第二日就唔夠十個小時休息嘅，因為路面情況千變萬
11 化，你如果設計一個時間表係收 21 點嘅，咁如果佢返到嚟，因為交通意外、道
12 路擠塞，超過呢個 21 點，就第二朝就返唔到工嘍喇。即係兩更之間就係話有個
13 十小時休息個問題嘍嘅。

14 主席：（經傳譯員）好，可唔可以逐點該點講？咁早更嚟講，基本上係幾多點鐘至幾
15 點鐘開始嘅呢？

16 李國華先生：我嘅意思係話早更開工嘅時間就係頭車通常都係 5 點鐘要簽到嘍喇，因
17 為有啲路線係簽 3 點--因為有條路線--因為啲啲調--公司要個架早更嘅車長要
18 兼通宵更收工個時段就要佢簽 3：30 簽到，早更，簽 3：30 要做 N 車，即係
19 做一轉 N 車，所以提早咗個出廠時間，咁就導致啲車長就因為太早開工，個
20 個人個個精神--因為佢收工未必係收 1 點，可能係收兩點，咁係有成十一個鐘
21 頭嘅工時，但係你太早起身，個人嘅精神會比較容易疲勞。

22 主席：（經傳譯員）咁喺早更嚟講，其實係大概幾多點至幾點鐘會完更嘅呢？

23 李國華先生：個別路線嘅時間唔同嘍，有啲--如果最早嘅收十二點幾都有，但係有
24 啲就會收到 3、4 點都有，同時係拍 5 點，即係拍卡係拍--即係頭車咁計，同時
25 間拍 5 點鐘，但係佢收工時間--如果長途車嘅，可能兩轉，如果你話比較平均
26 嘅工時，一個鐘頭一個單啲啲就可能收到 3、4 點。

27 主席：（經傳譯員）咁夜更就大概係幾多點鐘至幾點鐘開始嘅呢？

28 李國華先生：我哋咁樣睇喇，因為個個--條條路線個設計嘅時間都唔同嘍，咁如果我
29 哋--因為我哋建議公司就話夜更唔好喺 1 點之前開工，就係咁啫，就係話因為
30 每條路線嘅接更嘅時間都唔同，就即係話車數多嘅，接更嘅時間會拉長咗嘍，
31 咁所以夜更 6 點鐘又開工，有啲就 1 點鐘，有啲 11 點鐘就開工，係啲車長都難
32 適應啲囉，因為你 1 點鐘開工，我一瞓醒就早餐都未食，就已經食午飯喇，咁
33 就開工嘍喇。咁開工個個--太早開工個段時間就--即係話你夜更太早開工，咁
34 你用膳嘅時間又會提早咗，咁車長一收工就開始--即係有啲車收成點幾兩點

1 幾，咁就成十二個鐘頭工作嘅，咁啲車長容易疲勞，容易咩嘢嘅。

2 主席：（經傳譯員）通宵更通常係幾點鐘開始㗎？

3 李國華先生：七點半之前開工，通宵更。

4 主席：（經傳譯員）咁通宵更通常係幾點鐘至幾點鐘完嘅呢？

5 李國華先生：夜晚七點半，收朝頭早七點半。

6 主席：（經傳譯員）唔該晒。咁呢個就係關於你工時方面嗰個建議喇，咁你有冇其他
7 嘢你想提㗎？

8 李國華先生：我仲有兩個問題關於嗰個道路上嘅問題嘅。咁有啲而家喺街擺啲環保
9 斗，成日擺喺巴士嘅嗰啲路線，即係擺喺條馬路上面，阻礙巴士埋站，阻埋其
10 他道路使用者嘅，咁其實環保斗係咪有個專門部門去吊走佢嘅呢？因為你咁樣
11 妨礙咗嗰個路面嗰個道路使用者安全㗎。咁我想提議下就係佢哋有啲--我唔清
12 楚法例有冇規定佢哋擺邊度㗎，但係而家好多道路，例如彌敦道或者咩嘢--間
13 中都會擺啲環保斗喺度阻礙嗰個交通嘅。我想建議就係話你專門部門如果見到
14 呢啲情況，點解唔拖走佢呢，因係你影響好--即係嗰條繁忙道路嚟㗎嘛，你擺
15 環保斗，製造一個叫做交通擠塞。咁我哋巴士車長嘅，如果交通擠塞嘅，咁時
16 間，用咗我哋啲時間去塞車，咁啲乘客又等耐㗎，咁佢啲環保斗可唔可以擺去
17 第二度，去咩嘢呢？係咪我哋可以投訴佢，跟住就可以由警方去處理？

18 主席：（經傳譯員）我相信一定係有一有關嘅部門就係需要批准嘅，喺環保斗，咁我
19 哋就會同運輸署傾一傾，或者甚至同警方去傾一傾㗎。

20 李國華先生：Thank you。仲有一樣...

21 主席：（經傳譯員）如果你有一啲嘅相片，你就想提供畀我哋嘅，咁可以說明話即係
22 呢啲環保斗喺街道上面造成有啲咩嘢嘅困難、問題，特別係喺巴士站附近喇，
23 咁你可以提供呢啲相關照片畀我哋㗎。

24 李國華先生：明白。咁我仲有一樣係關於巴士站嘅，咁而家我哋--即係較早前我哋同
25 運輸署開會，即係啲巴士站擺咗啲其他車輛喺度，阻礙巴士埋站，咁我哋會建
26 議話如果--即係話喺巴士站範圍泊車，違例泊車，可唔可以引入一個扣分制度
27 呢？即係等有啲阻嚇性啲，其他外界車輛唔可以泊入巴士站。因為而家好多外
28 界車輛泊入巴士站，好似係合法咁泊咗入去嘅，我哋巴士埋站係需要 double
29 park 嚟落客、上客。咁警方我哋報--返到總站再報警嘅，佢哋都走晒喇，咁我
30 哋想話--即係話引入嗰啲叫做你泊喺巴士站入面嘅違例泊車就需要扣分，有個
31 阻嚇作用，就係咁喇。

32 主席：（經傳譯員）其實喺九巴嘅--有啲喺--向前方嘅攝錄機嘅，係嘛？有啲巴士
33 係有呢個裝置嘅，係嘛？

34 李國華先生：有嘅，有嘅。

1 主席：（經傳譯員）咁呢啲嘅攝錄機其實就可以話係影到一啲前面係非法泊車嘅影像
2 嘅，係咪？

3 李國華先生：係會影到嘅，但係唔係大部分巴士都有嘛，係得一千八百幾架有咋嘛，
4 即係向車頭前面影啲係得千零架有鏡頭㗎咋。咁我建議就喺巴士--如果你係
5 要鏡頭嘅，不如喺巴士站裝鏡頭囉。即係巴士站嗰度裝啲監控鏡頭咁樣，有冇
6 違例泊車咪--即係好過用巴士本身嗰個 cam. 去做囉。

7 主席：（經傳譯員）但係點解唔用我哋而家已經有嘅一啲裝置呢？又或者可以兩樣都
8 用嘅。

9 李國華先生：因為仲有啲巴士未裝到鏡頭㗎，因為好多舊式嘅巴士冇鏡頭，因為而家
10 仲存在啲巴士，都仲有--大部分都未淘汰，所以啲未裝--唔會裝鏡頭㗎喇
11 嘛，係嘛？而家新式嘅只有千零部係有鏡頭㗎咋。

12 主席：（經傳譯員）咁如果有啲嘅攝錄機嘅巴士，咁你會唔會就同意就話如果個車
13 長見到有一個咁嘅違例泊車喺前面，咁佢揸一個掣，咁就知道有個情況，咁就
14 將呢一個嘅閉路電視嘅影像就傳送番去相關嘅人士，咁就大家知道可以制止呢
15 個情況，咁你會唔會支持呢個咁樣嘅做法？

16 李國華先生：支持嘅，支持嘅，咁其實都係巴士埋到站嘅，咁啲巴士車長揸車比較舒
17 服啲囉，因為你唔使同其他道路使用者--根本你嗰個違例泊車㗎嘛，泊喺巴
18 士站，係嘛？咁啲客又安全，巴士又安全。如果你泊晒喺巴--啲違例泊車泊
19 晒喺巴士站嘅，咁我哋要上客，啲客要喺車與車之間去上客...

20 主席：（經傳譯員）李先生，我哋明白你嘅論點㗎喇，咁我哋而家希望所做嘅就係搵
21 一啲方法去幫你可以解決你嗰個問題嘅。

22 李國華先生：明白。

23 主席：（經傳譯員）仲有冇其他嘅論點你想提出㗎？

24 李國華先生：陳生有問題。

25 陳詠豪先生：主席先生，我想關於一個路線，即係而家工作個更表裏面，因為我哋希
26 望運輸署可以做一個指引，每一日一個車長同一個更次最多就係一條主線加一
27 條附加線，即係一加一。因為而家好多路線，即係喺同一個更表裏面需要一加
28 二，即係 total 係做三條線嘅，我哋希望呢個情況就可以--即係運輸署可以做
29 一個指引，就避免啲車長就混淆路線，就行錯路、停錯站。

30 主席：（經傳譯員）即係而家你可以係會要你哋揸三條線，你就建議話係減到兩條，
31 係嘛？

32 陳詠豪先生：係，係。

33 主席：（經傳譯員）好，唔該。好，多謝幾位出席嚟畀你哋嘅證供。我哋仲有其他工

1 會嘅代表等緊發言嘅，咁所以我哋而家休息少少時間，然後就會繼續嘅，好多
2 謝你哋出席。

3

4 下午 3 時 32 分聆訊押後

5

6 下午 3 時 45 分恢復聆訊

7 出席人士如前。

8

9 主席：（經傳譯員）請稍等等，請坐低，請就座，請就座。

10 葉蔚琳女士：（經傳譯員）唔該。

11 主席：（經傳譯員）首先我哋想多謝你葉女士同埋月薪車長大聯盟嘅代表就接受我哋
12 嘅邀請就嚟做呢個口頭嘅陳述嘅。我就解釋下我哋嘅程序係點樣樣，首先就係
13 黃大律師，佢就係資深大律師，佢係幫助我哋委員會嘅工作，佢哋就會問你哋
14 嘅問題，主要都係環繞你哋個陳述書嘅，但係都會係就其他嘅方面嘅事宜去問
15 你哋問題。喺你哋嗰方面，如果係你自己以外，希望其他嘅同事係幫你一齊答
16 問題嘅時候，你就可以話請邊個、邊個就代表呢個聯盟去回答，咁就得㗎喇。
17 你係咪起初，即係開始嘅時候，你會想有啲發言呢？

18 葉蔚琳女士：係，唔該法官大人。

19 主席： Very well.

20 葉蔚琳女士：首先感謝特區政府委派呢個專營巴士安全嘅獨立委員會，特別感謝倫明
21 高法官先生、歐陽伯權先生、羅康錦先生以及各位隊團。因為我都得知大家喺
22 呢段時間不斷咁樣日以繼夜，即係 7 點鐘都未收工咁去儘快去將我哋巴士嘅呢
23 個行業嘅問題儘快去解決，特此喺度係非常感謝大家嘅。

24 或者我哋唔好阻大家太多嘅時間，第一個部分，我哋首先--我哋之前提交
25 咗嘅，關於我哋安全把關嘅第一個重要嘅環素，就係話工程部，以下落嚟有一
26 位資深嘅工程部嘅員工，佢表述下佢日常生活中喺工作上有咩嘢嘅困難嘅，我
27 哋請...

28 主席：（經傳譯員）你就唔需要咁樣做，我首先會請黃大律師係問你哋問題，如果有
29 一啲嘅問題黃大律師問，又有一啲嘢係有涵蓋到你哋想講嘅說話，你之後你就
30 可以補充嘅。請黃大律師。

31 葉蔚琳女士：知道，明白。

1 黃女士：（經傳譯員）葉女士，我哋呢個嘅委員會就係有個責任係提議--建議有關呢
2 個安全嘅方面嘅建議，就係特別喺呢一啲嘅專營巴士服務方面嘅安全嘅，我嘅
3 問題主要都係集中喺安全，而唔係話聘用員工方面嘅問題，我希望你明白呢一
4 點。

5 葉蔚琳女士：知道。

6 黃女士：（經傳譯員）關於你嘅大聯盟，我相信就你哋喺勞工署登記嘅，2018年3
7 月28號登記嘅，係唔係？

8 葉蔚琳女士：係。

9 黃女士：（經傳譯員）目前就係一百五十個--2018年6月嘅一百五十個嘅成員，...

10 主席：（經傳譯員）係全部都係全職員工嚟嘅？

11 黃女士：（經傳譯員）係唔係？

12 葉蔚琳女士：係。

13 黃女士：（經傳譯員）喺你哋有一封信就係中文嘅信，係75-3頁嗰度有一封信，係
14 中文信嚟嘅，就有譯到英文嘅，睇到呵？你喺封中文信係咁講嘅，2018年6月
15 18號嘅呢封信，就係喺TU文件夾75-3嗰個頁，就係你講到你哋嘅成員嘅組
16 織係點樣樣，喺呢封信裏面，你個大聯盟就曾經進行過諮詢嘅，就有八百名嘅
17 全職員工係有意加入嘅。

18 葉蔚琳女士：係。

19 黃女士：（經傳譯員）我就想首先問一問關於你而家目前有一百五十位嘅會員，佢哋
20 全部都係全職員工，佢哋係嚟自邊一個嘅專營巴士公司嘅呢？

21 葉蔚琳女士：大部分都係九巴嘅車長嚟嘅，有一啲係新巴、城巴都有嘅，但係佔嘅部
22 分比率係好少嘅。

23 黃女士：（經傳譯員）你可唔可以話畀我聽一百五十個之中大概幾多個係九巴嘅呢？

24 葉蔚琳女士：因為我哋喺嗰個審核過程裏面，我哋係交由我哋嘅秘書去處理我哋嘅有
25 關嘅會員嘅，因為其實大家都要上班同埋之前要準備委員會嘅事同埋其他嘅事
26 項嘅時候，其實正確嘅資料，即係話幾多嘅比例就有，但係我所知道，其他巴
27 士公司大約有五位嘍，其餘都係我哋九巴嘅員工嚟嘅。

28 黃女士：（經傳譯員）唔該晒。你嘅陳述書就提到好多嘅題目嘅，首先我就會講一講
29 關於培訓--車長嘅培訓，第68頁，係中文嘅，係英文嘅第72頁第3段，你提
30 到關於就有一個嘅車長嘅學員，佢就係已經考核咗，就成為車長，但係後來就
31 係發生交通意外，嚴重受傷嘅，喺不足一星期，佢上班就係發生咗呢個意外，
32 你可唔可以話畀我聽佢係一個兼職還是係全職嘅車長呢？

1 葉蔚琳女士：佢係我一個同班嘅一個同學，即係一齊入嚟經過訓練之後考一個巴士牌
2 嘅。佢因為其實我都想順便講一講點解會帶出呢個問題出嚟呢？因為其實當時
3 佢嘅導師，因為每一個導師都會帶一至三個學員喺一架車度訓練，其實當呢個
4 導師見到呢個學員，以佢嘅多年經驗，認為呢個學生其實唔係好適宜去做一個
5 專業嘅司機，曾經佢勸喻呢個同學唔好再去繼續呢個學業，不如搵過第二份
6 工，但係當時因為呢個同學喺馬來西亞返嚟嘅，可能佢又急需搵一份工，冇辦
7 法底下，老師都盡最大嘅努力，同佢組長講，希望用公司個--即係可以令到呢
8 個學生即係話覺得佢唔適合，就唔好再畀佢再繼續呢個課程咁樣，但係當時因
9 為都係同而家嘅情況差唔多，因為人手實在太短缺，每日收車實在太嚴重，為
10 咗要交數，即係話佢哋每一個老師或者每一個上司，佢哋一路咁樣上去嘅時候
11 都有一個壓力，就係話每日希望儘量培訓多啲學生可以交數出嚟個呢個真正可
12 以去駕駛呢個巴士咁樣。

13 所以佢哋喺一層一層壓力底下，無奈就係話--我哋會見到一啲問題就係話
14 其實佢哋有時都會--因為其實我喺琴日裏面都撞到有一個--其中嘅一個駕駛嘅
15 老師，一個好資深，佢都有同我傾到一個問題，就係話其實佢哋有時內心都係
16 好痛苦，同理有時都要埋沒良心，就係我之前所講嘅，其實我哋香港人又好，
17 每一個行業都好，佢哋為咗自己嘅生活而去埋沒自己嘅良心，明知唔得嘅，但
18 係為咗唔想公司即係...

19 主席：（經傳譯員）葉女士，你繼續之前，我哋要打斷一下。呢個嘅學員，其實佢係
20 已經係通過咗考試，係咪呢？

21 葉蔚琳女士：係，係。

22 主席：（經傳譯員）呢個係邊一年佢係上呢個堂㗎？

23 葉蔚琳女士：2013年呢個4月22號，我開始入嚟--入職嘅，即係喺之前十八日之
24 前。

25 主席：（經傳譯員）唔該晒，唔該晒。有一個簡單嘅一點，呢個學員佢就已經係通過
26 咗運輸署嘅考試，佢就後來就有交通意外。

27 黃女士：（經傳譯員）葉女士，係咪即係你培訓完之後，2013年你就正式就即刻加
28 入咗九巴，就已經係做咗五年，係咪？

29 葉蔚琳女士：（沒有可聽到的回答）

30 主席：（經傳譯員）我希望你講出嚟，因為如果你就咁吸頭，我哋就有辦法係做紀錄
31 嘅，唔該晒。

32 葉蔚琳女士：明白，係，係做咗五年嘅。

33 黃女士：（經傳譯員）我哋講到關於學員嘅問題，喺你嘅陳述書裏面，你就話嗰個導
34 師就關於呢一個嘅學員嘅性格有一啲嘅睇法，但係公司就喺目前嘅制度底下就

1 冇理會到呢啲嘅評語嘅，我嘅問題就係話個公司點樣去唔理到嗰啲嘅評語，同
2 埋呢啲嘅評語係啲咩嘢評語嚟嘅呢？

3 葉蔚琳女士：例如呢個導師佢經過同組長反映之後，組長就叫佢去天台嗰度試行泊
4 車，即係我哋喺個訓練學校裏面，喺上面有泊車嗰個位置，就叫佢試咗，
5 「okay 喇，咁就得喇。」咁樣就繼續畀佢即係呢個課程咁樣。

6 黃女士：（經傳譯員）你覺得九巴提供畀車長嘅訓練係唔足夠，雖然嗰個學員佢已經
7 係通過咗個考試喇？

8 葉蔚琳女士：因為最主要嘅原因，即係其實我哋成日講巴士嘅安全或者個把關，其實
9 可能喺各方面都要去配合，包括運輸署喺幫我哋九巴考牌嘅時候，可能佢會覺
10 得我哋仲有一段時間會訓練，可能會比較寬鬆，呢個亦都可以商榷，但係問題
11 一樣嘢，就係話當一個有經驗嘅導師佢覺得呢個學員其實唔係好適合揸車嘅時
12 候，佢都盡佢最大嘅能力去表達嘅時候，因為我哋會睇到就係每一層嘅壓力令
13 到佢哋叫做寧願即係話即係多啲人，即係話有個數字喺度，幾多人入嚟做或者
14 可以經過訓練，而忽略咗嗰個真正嘅安全嗰個把關。

15 因為我都想補充下，其實佢哋導師都有評核嘅，佢哋評核嗰個標準喺邊度
16 呢？其實每一--其實因為佢哋喺評核當中，因為我哋--當時我好記得嗰個情
17 況，就係我哋當日考試嘅時候，每個師傅都好緊張，佢哋好似自己考牌咁，因
18 為其實點解呢？因為其實呢個佢哋訓練出嚟嗰個學生如果個合格率高嘅話，可
19 能會令到佢哋嗰個評核會高啲，呢個都係我哋見到現場去估計，因為佢哋都好
20 緊張話因為都要--有透露過其實都係因為對佢哋嚟講，係一個表現嘅一個標
21 準，喺駕駛學院，佢能夠--佢帶領學生...

22 主席：（經傳譯員）佢哋嘅表現評核就唔係通過運輸署考試嘅其中一個考慮因素嚟
23 嘅，係咪？

24 葉蔚琳女士：係，係，係。

25 主席：（經傳譯員）即係運輸署嘅考試係完全分開嘅，係咪？

26 葉蔚琳女士：係，係，係。

27 主席：（經傳譯員）即係從你所講，佢哋可能會係話成為公司評核佢哋嘅情況，但係
28 呢個係公司嘅事嚟嘅，係咪？運輸署就要決定呢一個嚟考試嘅人係咪通過到個
29 考試，然後發個牌畀佢，所以黃大律師你想問嘅係咩嘢呢？

30 葉蔚琳女士：係。

31 黃女士：（經傳譯員）或者我可以去到睇你嗰啲建議，你其中嘅建議就係話要有三日
32 嘅加強訓練嘅課程，就係車長嗰度要做嘅，就係第 6 段有提及，呢三日嘅增強
33 課程，就係重點教授油門、剎車控制、彎位控制同埋行車穩定性，點解你覺得
34 需要呢額外三日嘅駕駛增強課程呢？

1 葉蔚琳女士：因為其實我哋去考巴士牌之前都需要有三年嘅私家車嘅駕駛時間，先可
2 以考牌，點解要重點喺呢一個環節裏面要加強呢？因為巴士同一般私家車嗰個
3 重量唔同，所以導致我哋控制個油門同埋剎車系統嘅時候係需要另外一種技
4 巧，即係要去磨合，更加去明白呢樣嘢。同埋你會知道應該有一個數字，就係
5 其實新入職嘅車長，最多嘅交通意外嘅環節裏面，好多都係我哋俗稱「撒骰
6 仔」，就係話緊急剎掣，令到乘客撞傷，或者令到後車會突然之間撞咗埋嚟我
7 哋巴士度，呢個係較為多嘅呢一個情況，即係喺一個新人發生交通意外嘅比
8 率，就係話通常最大嘅意外就係話因為剎車嗰個控制得唔好，而令到乘客受
9 傷。

10 至於彎位嗰度，就係因為咁大架巴士，同我哋平時嘅私家車係有所唔同嘅
11 技巧，都希望要加強。同埋我後靚都有補充，就係話其實除咗三日之後，再由
12 老師去評核，如果唔 okay 嘅話，應該再 repeat 多一次一個課程，咁樣能夠確
13 保到呢個學生真正能夠可以駕駛呢個駕駛技術嘅時候，先可以畀佢可以喺道路
14 上行走同埋接載乘客。

15 主席：（經傳譯員）呢個建議有冇向九巴提出過呢？

16 葉蔚琳女士：冇機會。

17 主席：（經傳譯員）喺五年受僱嘅期間，你從來都有機會，五年裏面？

18 葉蔚琳女士：因為呢個範疇我哋一個職員就好少會去提議一啲問題，所以亦都有咁嘅
19 即係話一個門檻畀我可以去有機會真係好去細節咁去分析呢啲嘢。

20 主席：（經傳譯員）黃大律師。

21 黃女士：（經傳譯員）你亦都提及話應該喺駕駛學校都有模擬嘅交通燈號，就可以加
22 強車長應用嗰個剎車嘅時候個技巧，即係因為個交通燈號，所以佢剎車，嗰方
23 面可以多啲訓練。我嘅理解，其實已經有十八日嘅訓練，每一日係九點五小
24 時，呢啲係全職車長嘅--即係準車長要做嘅，你覺得係咪足夠呢，呢個訓練？
25 因為都係因應實際嘅路面情況做嘅訓練嚟嘅？

26 葉蔚琳女士：如果喺一個本身有一個駕駛經驗嘅，譬如--因為你三年牌，可能有啲人
27 根本--好多年青人根本唔--即係真正自己嘅私家車都未試過擁有嘅話，佢哋根
28 本有一個路面經驗，我哋成日講嗰個路面經驗係我哋一個最重要嘅環素，因為
29 點解呢？我哋好多時喺馬路要好多突發、好多問題，就係話如果對一個普通有
30 經驗嘅車長嚟講，okay 嘅，但係如果佢係冇駕駛經驗，而佢只係單單嗰十八日
31 嘅話，係一定唔夠嘅。

32 黃女士：（經傳譯員）你會唔會建議要擴大訓嘅範圍，包括埋情緒控制呢？或者係情
33 緒嘅訓練，譬如話點樣去處理乘客、行為咁呢？

34 葉蔚琳女士：喺呢方面，其實我哋喺九巴我哋去入職嘅時候，我記得曾經--如果我有
35 記錯嘅話，係一份問卷嘅，嗰度都會略略即係話去睇下你嘅 EQ、各方面係點

1 嘅，但係你話實質上有冇一個實質嘅培訓呢？就都會講下點樣去用咩嘢情緒去
2 處理呢啲嘅問題，呢個確實係九巴有做到嘅，但係當--即係我哋衍生番後邊嘅
3 問題，就係話因為當你真係喺嗰個工作環境裏面去畀人哋辱罵嘅時候，呢啲即
4 係話就靠我哋點樣去推廣，即係喺嗰個部分裏面做得好啲，令到嗰個問題產生
5 出嚟。呢個九巴一向都有做嘅，但係問題就係只可以咁講，喺一個模式上係做
6 晒嘢嘅，但係問題當你真係要去面對呢啲咁嘅壓力嘅時候，其實係可以再加一
7 啲培訓都 okay 嘅。即係成日都講從新出發，係咪？都用--叫我哋要用魔術嘅
8 語言去應對，但係好多時就係因為--即係其實都有啲離地，有時現實同埋...

9 黃女士：（經傳譯員）葉女士，我哋明白你嘅論點。或者而家講...

10 主席：（經傳譯員）或者你再講之前，你自己個人有冇畀乘客辱罵過呢？

11 葉蔚琳女士：辱罵又試過，打都試過。

12 主席：（經傳譯員）你有冇報告番呢啲事情呀？

13 葉蔚琳女士：都有嘅，因為當時都有報到警嘅，但係就因為架車冇鏡頭，所以後尾嗰
14 個客用咗律--即係請咗律師去打，後尾就嗰個客就無罪釋放。

15 主席：（經傳譯員）即係你講係話畀人打嗰個情況，係咪呀？即係你有報告你畀乘客
16 打？

17 葉蔚琳女士：有報警。

18 主席：（經傳譯員）然後導致有人被拘捕，跟住被檢控，跟住有審訊，跟住佢就係無
19 罪釋放，係咪呀？你頭先講，係咪咁嘅意思呀？

20 葉蔚琳女士：係，係。

21 主席：（經傳譯員）係幾時呢？

22 葉蔚琳女士：應該係兩年前，如果冇記錯。

23 主席：（經傳譯員）肯定你都會記得個日期，因為畀--喺返工時候，因為巴士司機返
24 工畀人打，應該都會記得個日期嘅，係咪呀？係幾時呀？

25 葉蔚琳女士：我唔係好記得，我或者後尾再補番畀你，好唔好？

26 主席：（經傳譯員）係，好呀，請你事後畀番我哋。係喺邊個法庭嗰度審嘍，呢單
27 案？

28 葉蔚琳女士：觀塘法庭。

29 主席：（經傳譯員）希望你只係有一次呢個被襲擊嘅情況，係咪？

30 葉蔚琳女士：係。

- 1 主席：（經傳譯員）畀辱罵，語言辱罵呢，有幾多次畀人係辱罵過呢，只係乘客辱罵
2 你呢？
- 3 葉蔚琳女士：喺未呢一次嘅--即係我哋月薪車長成立之前，係經常性，之後可以講，
4 一次都冇。
- 5 主席：（經傳譯員）之前係幾常發生呀？
- 6 葉蔚琳女士：時常發生，每日都會發生，只要譬如交通有啲擠塞，或者嗰日因為唔夠
7 車長而收車，個時間本應二十分鐘一班車，變咗三十分鐘，嗰啲客就會好躁，
8 就會變到，就會好嬲，佢哋就好多時會將嗰一啲怨氣就發泄喺我哋身上。
- 9 主席：（經傳譯員）呢啲被辱罵嘅情況，你有冇向九巴報告呀？
- 10 葉蔚琳女士：其實都成為我哋工作嘅一部分，我哋好少會因為咁樣而去報畀上司聽，
11 即係我哋其他嘅同事都係自己承受。
- 12 主席：（經傳譯員）你可唔可以嘗試直接答問題呢？你有冇報告呢？
- 13 葉蔚琳女士：冇。
- 14 主席：（經傳譯員）唔該。黃大律師。
- 15 黃女士：（經傳譯員）你可唔可以講畀我哋聽嗰次襲擊嘅事件喺邊個位置發生？
- 16 葉蔚琳女士：喺呢個長沙灣遊樂場嗰個站嗰度。
- 17 黃女士：（經傳譯員）係喺巴士上面打你咩，定係喺巴士站附近呢？
- 18 葉蔚琳女士：喺當時我駕駛緊，喺駕駛嗰個巴士位嗰度被--受襲嘅。
- 19 黃女士：（經傳譯員）即係巴士行緊嘅當時？
- 20 葉蔚琳女士：停緊燈。
- 21 黃女士：（經傳譯員）請你可唔可以睇九巴文件冊第1冊，應該係97號個案。
- 22 主席：（經傳譯員）有冇頁數呀？
- 23 黃女士：（經傳譯員）214頁，214頁。
- 24 葉蔚琳女士：係呀，呢度，九...
- 25 黃女士：（經傳譯員）97號個案，呢度就有提到葉女士揸緊238X，就係2016年9
26 月29號嘅事件，你右臂受傷，係咪講緊呢次事故呀？
- 27 葉蔚琳女士：係，係，冇錯嘅。
- 28 黃女士：（經傳譯員）下一個題目我想講嘅，就係喺你嘅文件--陳詞裏面，你提到好

1 多--即係話帶病駕駛嘅問題，就話好多司機--我係複述你講嘅喇，你話因為工
2 作時間好長，所以日積月累，漸漸令到佢哋身體健康都受到影響，但係佢哋就
3 唔敢貿然請病假，因為佢哋要考慮到嗰個評核獎金。我就想問，我哋知道九巴
4 將嗰個良好服務嘅獎金同埋安全獎金就合併咗入去個月薪嗰度嘅，關於話呢個
5 評核獎金呢一點，我就想探討一下，其實呢點可能係咪都唔係咁相關呢？因為
6 而家已經係將個安全嘅獎金同埋表現獎金都加咗入去嗰個--包括咗入去個月薪
7 裏面，所以呢點係咪仲係成立呢？係咪仲係？

8 葉蔚琳女士：其實呢個係兩個部分嘅嘍，你頭先嗰個安全獎同埋嗰個--另外一個評核
9 --即係嗰個另外嗰個服務獎同埋嗰個安全獎，擺落去底薪嗰度，係咪？之前嗰
10 度，其實呢個係--我哋講嗰個評核係第二個部分嘅嘍，係另外一個獎金嘅嘍，
11 係同呢個唔相關，但係呢個已經--九巴而家已經解決咗，就係話由今--將會嚟
12 緊就係話會將呢個評核取消，就可以唔需要因為你唔返工而有咗呢個獎金，而
13 家喺現階段嚟講，九巴即係講好明確咁樣已經表示會取消，嗰個錢亦都出咗畀
14 我哋，係多過之前嗰個錢添仲，呢個已經處理好咗嘅。

15 黃女士：（經傳譯員）葉女士，你之前講過因為一個好有經驗嘅同事喺呢個工程部方
16 面就面對咗一啲日常嘅困難嘅，呢啲嘅問題同安全有冇關係？

17 葉蔚琳女士：一定有直接關係喇，係呀。

18 黃女士：（經傳譯員）我可唔可以請你嗰個同事係表達呢一啲嘅問題點樣同安全有關
19 嘅？

20 主席：（經傳譯員）其實喺你個陳述書裏面有冇提到嘅呢，呢一點？

21 葉蔚琳女士：即係而家意思講話去表達工程部嘅問題，係咪咁嘅意思？

22 黃女士：（經傳譯員）你個好有經驗嘅工程部嘅同事，你話佢係面對一啲嘅問題，有
23 冇喺你個陳述書裏面有提到嘅呢？

24 葉蔚琳女士：關於--冇提到，係，呢個佢可以解說一下嗰個問題，好簡短嘅啫。

25 黃女士：（經傳譯員）呢個係咪第2點呢？

26 陳智輝先生：第2部分？

27 黃女士：（經傳譯員）就係話冇用原廠嘅零件嘅，係咪原廠零件呢個部分就係呢？

28 陳智輝先生：係，冇錯。

29 黃女士：（經傳譯員）你可唔可以簡單介紹下呢個問題係乜嘢？

30 主席：（經傳譯員）係咪喺陳述書有冇講？

31 黃女士：（經傳譯員）除咗喺呢度寫嘅嘢之外，你有冇補充呀？

1 陳智輝先生：大部分都係--零件缺貨呢個問題最嚴重，就之前採購部就未有問題之
2 前，啲零件就好少話缺貨嘅，但係唔清楚佢咁個部門發生咗咩嘢問題，到到而
3 家呢一刻都好多零件都仲係缺貨嘅，我哋想要嗰件零件都係冇嘅，試過曾經有
4 一段--即係每年都會有一段時間，佢就 brake 喉佢係冇貨嘅，就到冇貨，跟住
5 每間廠就會有流動資金，個流動資金用完之後，就開始搵管理層搵錢過去隔離
6 工廠大廈嗰度搵啲啤喉啲啲公司製--即係整--買啲零件返嚟。

7 主席：（經傳譯員）你其實係咪講緊一啲零件係唔夠或者缺乏，以前就係有存貨嘅，
8 而家就有存貨，係咪咁嘅意思呢？

9 陳智輝先生：唔會有短缺，佢係--即係我哋隨時要用嗰陣時都可以搵到嚟用，我哋係
10 正常 check 咗件零件，發現有問題，跟住就去開單，張單去到士多嗰度，跟住
11 就畀零件我哋嘅，就近排就開始應該有一、兩年就要嗰件零件，跟住士多供應
12 唔到畀我哋，就曾經有 brake 喉呢單嘢出現過。

13 主席：（經傳譯員）你講嗰啲士多係你係講緊係九巴裏面嘅士多？

14 陳智輝先生：係，係，九巴入面嘅士多。

15 主席：（經傳譯員）你知唔知個問題出喺邊？係咪因為九巴就係唔足夠嘅存貨呢？還
16 是係個供應商佢哋唔能夠去供應呢，即係接到單之後？

17 陳智輝先生：之前我哋有個採購部，佢揸個電腦就開始--見到有嗰件零件開始冇喇，
18 跟住就會提早落單，可能唔知佢嗰邊發生咗咩嘢問題，跟住零件開始少，跟
19 住我哋都開始覺得有啲問題，到到提出已經太遲，因為佢一批批車咁樣返嚟，
20 我哋要嗰件零件就有。

21 主席：（經傳譯員）唔該晒。

22 黃女士：（經傳譯員）葉女士，之前有人講過證供，就係話九巴喺其中一個文件就咁
23 講嘅，就係一啲背景資料文件，就係向立法會發出嘅，就同呢個 2018 年 2 月嘅
24 事件，就喺 7 月 25 號交通事務委員會嘅會議嘅背景資料文件，我哋睇番第 15
25 段，呢度就咁講，...

26 主席：（經傳譯員）呢個係咪喺我哋嘅文件夾度呢？

27 黃女士：No, that's the bundle referred to by the previous...

28 主席：（經傳譯員）我哋可唔可以加入個文件冊嗰度呢？

29 黃女士：（經傳譯員）係。

30 葉蔚琳女士：我有，我有，我有。

31 黃女士：（經傳譯員）睇到。而家喺個螢幕上面見到嘅，個英文就咁講嘅，中文就係
32 「九巴表示就係無論全職或者兼職嘅，巴士車長如果未有行駛某路線一個月或

1 者更長時間，就需要再次練習行駛該路線。」葉女士同埋其他幾位，你可唔可
2 以話畀我哋聽有冇咁樣做過呢？有冇呢個安排呢？如果就係話如果巴士車長佢
3 有揸過某個路線一個月或者更長時間，佢就會再次就住呢個路線就要再進行練
4 習行駛嘅？

5 葉蔚琳女士：坦白講，我所認知嘅嘢就係話基本上如果我哋兩年之內有揸過呢條路
6 線，即係譬如我未揸過，兩年都有嘅話，就需要重新再去--而家嘅制度就係話
7 要重新去師傅訓練，但係以往一路以來--即係我自己個人嘅認知，就係話兩
8 年，你話一個月唔揸就要再去培訓，就應該有聽過。

9 鄭凱耀先生：或者我補充一下，佢其實個制度就係你 train 咗一條線之後，你兩年
10 內 keep 住一路有運作呢，就佢就一路都會有機會畀你做番呢條線，如果你兩年
11 都有做過呢條線，佢哋就所謂會--嗰個電腦會有咗呢條線嘅 record 咁樣嘅，
12 但係我想 for example，舉一個例子，就係我假設做咗一條 49X 嘅線，做咗
13 一年，我如果手頭我自己個電腦有另外一條 47X 嘅線，我一路都係同一時間
14 train 嘅，但係我就冇做，我做咗一年 49X，之後可能一年後，佢突然有一日
15 就會叫你去咗做呢個 47X 嘅，其實可能你已經係成年有接觸過 47X 呢條線嘅，甚
16 至乎呢條 47X 有--即係中間可能啲站、啲路線有更改，其實你係完全唔知嘅，
17 但係佢可能就會即刻叫你去--第二日就去開工嘅，其實呢個係存在一個隱患嘅
18 問題，根本係完全唔知道條線有甚麼更改嘅。

19 主席：（經傳譯員）你係咪講就係話就個電腦嘅系統，如果話你兩年有揸到嘅時候，
20 你就係相關嘅電腦嘅紀錄會係刪除嘅，係咪咁樣呀？

21 鄭凱耀先生：係嘅。

22 黃女士：（經傳譯員）葉女士，你就講過就係屏幕上面就有翻譯到，如果你話有揸一
23 條線係兩年，你就係需要再培訓嘅，但係之前就有一個咁嘅要求，你嘅意思話
24 「之前」係咩嘢意思呢？

25 葉蔚琳女士：即係我未試過話你頭先所描述嘅，就係話如果你有揸一個月就要再培
26 訓，即係有聽過呢個事。

27 黃女士：（經傳譯員）講關於兩年，呢個要求係幾時開始嘍？

28 葉蔚琳女士：一路以嚟都係咁嘅制度嘅，係呀，即係我入嚟到而家都係--即係話如果
29 你兩年都有--即係我哋之前可以「跟薦」㗎嘛，係咪？唔係淨係訓練，都係一
30 樣嘅形式嘅，總言之你去「跟薦」或者你去訓練咗之後，而兩年，你中間有揸
31 過呢條路線嘅話，佢自動就會清洗咗，就等於有嘅。

32 黃女士：（經傳譯員）葉女士，你有冇開特別更或者普通更嘍？

33 葉蔚琳女士：我係一更車，普通更。

34 黃女士：（經傳譯員）有冇呢度出席嘅人士，你係揸特別更嘅呢？

- 1 甄建明先生：有嘅，係。
- 2 黃女士：（經傳譯員）甄先生，唔該。你可唔可以講一講關於呢個特別更嗰個經驗
3 呢？我哋聽過就係話有一啲嘅車長佢哋喺九巴底下去揸特別更嘅，佢哋就每三
4 個小時嘅連續嘅休息時間嘅，係冇嘅，你自己嘅經驗係咪咁呢？
- 5 甄建明先生：係。
- 6 黃女士：（經傳譯員）可唔可以話畀我聽你係揸邊條線㗎？
- 7 甄建明先生：其實我係揸大約十條線左右喇，但係佢每一條線都唔係淨係揸嗰條線
8 嘅，就會俗稱我哋所謂嘅「做 order」，通常都係揸三條線嘅一日。
- 9 黃女士：（經傳譯員）你揸咗呢個特別更幾耐呀，喺九巴？
- 10 甄建明先生：大約應該係三年左右喇。
- 11 黃女士：（經傳譯員）你係返早更定係晚更嘅呢？
- 12 甄建明先生：特別更就只有一個更嘅啫，就係早更。
- 13 黃女士：（經傳譯員）你可唔可以話畀我哋聽你幾時開始--即係幾--如果--每一日
14 特別更係通常係幾點鐘開工㗎？
- 15 甄建明先生：通常都係六點幾至到七點幾呢個時間嘅。
- 16 黃女士：（經傳譯員）即係 6 點至到 7 點--晚上 7 點？
- 17 甄建明先生：大約係呢個時間，六點...
- 18 主席：（經傳譯員）你上一次係--對上一次揸特別更係幾時呀？係咪琴日呢？
- 19 甄建明先生：係。
- 20 主席：（經傳譯員）你住喺邊㗎？
- 21 甄建明先生：我住喺旺角。
- 22 主席：（經傳譯員）你通常要幾點鐘起身嘅呢？
- 23 甄建明先生：（經傳譯員）5 點鐘。
- 24 主席：（經傳譯員）然後你去邊呀？
- 25 甄建明先生：跟住起身，即係做咗自己應該要做嘅嘢，就出門口返工。
- 26 主席：（經傳譯員）你幾點鐘出門口㗎？咁琴日呢？
- 27 甄建明先生：6 點鐘，6 點鐘出門口。

- 1 主席：（經傳譯員）你會去邊㗎？
- 2 甄建明先生：我會返去巴士廠。
- 3 主席：（經傳譯員）喺邊度㗎？
- 4 甄建明先生：青衣島嘅巴士廠。
- 5 主席：（經傳譯員）你通常點樣去嗰度㗎？
- 6 甄建明先生：我會搭街車，即係我哋公司嗰啲頭班車，然後再去到青衣某一個位，
- 7 再轉一架叫做工程車嘅，就會車我哋去巴士廠。
- 8 主席：（經傳譯員）你琴日就去到邊度嘅車廠呀？
- 9 甄建明先生：都係青衣廠。
- 10 主席：（經傳譯員）你係打卡嘅時候係幾點鐘㗎？
- 11 甄建明先生：7點鐘。
- 12 主席：（經傳譯員）你打完卡之後，你就做乜嘢呀？
- 13 甄建明先生：跟住就搵番自己當日要駕駛嗰架巴士。
- 14 主席：（經傳譯員）你係咪就會檢查下架車嘅呢？
- 15 甄建明先生：Yes, sir.
- 16 主席：（經傳譯員）係嘅，你然後係咪揸架車去邊度呀？
- 17 甄建明先生：然後我揸架車去長亨巴士總站。
- 18 主席：（經傳譯員）幾點鐘離開青衣呀？
- 19 甄建明先生：7點20分。
- 20 主席：（經傳譯員）你幾點去到你嘅目的地呀？
- 21 甄建明先生：7點30分。
- 22 主席：（經傳譯員）幾點鐘開始揸嗰條巴士線呀？
- 23 甄建明先生：7點45分。
- 24 主席：（經傳譯員）你嗰條係咩嘢路線呀？
- 25 甄建明先生：X42號C。
- 26 主席：（經傳譯員）嗰條路線會去邊㗎？

- 1 甄建明先生：去到油塘巴士總站。
- 2 主席：（經傳譯員）你係咪就係朝早就係去油塘，然後返嚟去油塘咁呢？
- 3 甄建明先生：唔係。
- 4 主席：（經傳譯員）話畀我聽你做咗啲乜，琴日？
- 5 甄建明先生：去到油塘巴士總站之後，跟住我就應該係用私家牌，就即係一架冇裝客
6 嘅車，就再去番荃灣嘅愉景新城就做 42 號 M。
- 7 主席：（經傳譯員）即係由油塘，你就去荃灣，然後就揸另一條路線，係咪？
- 8 甄建明先生：係。
- 9 主席：（經傳譯員）嗰條路線係咩嘢話？
- 10 甄建明先生：42 號 M。
- 11 主席：（經傳譯員）去邊呀？
- 12 甄建明先生：去長宏巴士總站。
- 13 主席：（經傳譯員）之後呢？
- 14 甄建明先生：我做一條線係做兩轉車，即係一來一回兩次嘅。
- 15 主席：（經傳譯員）即係荃灣同埋長宏之間，係咪？
- 16 甄建明先生：係。
- 17 主席：（經傳譯員）然後之後係咪休息呢？
- 18 甄建明先生：係。
- 19 主席：（經傳譯員）幾點呀休息？
- 20 甄建明先生：應該係十二點半嘅。
- 21 主席：（經傳譯員）個休息時間幾長呀？
- 22 甄建明先生：個休息時間去到下午 3 點 20 分。
- 23 主席：（經傳譯員）喺邊度開始休息呀？
- 24 甄建明先生：其實佢就有話邊度開始休息，而係佢會畀一個我指定嘅泊車地點，我就
25 擺低部車，就當我開始休息喇。
- 26 主席：（經傳譯員）你將架車擺喺邊度？
- 27 甄建明先生：青衣機鐵站。

- 1 主席：（經傳譯員）休息嗰段時間你做乜嘢呢？即係兩個鐘頭十五分鐘。
- 2 甄建明先生：Lunch 同埋一個午睡。
- 3 主席：（經傳譯員）喺邊度午睡呀？
- 4 甄建明先生：喺長安巴士總站入面有一個休息室。
- 5 主席：（經傳譯員）嗰度有啲咩嘢設施可以畀你午睡呀？
- 6 甄建明先生：嗰度有四張梳化，可以--其實可以瞓到一個短嘅午睡。
- 7 主席：（經傳譯員）有梳化，係咪呀？
- 8 甄建明先生：有。
- 9 主席：（經傳譯員）仲有幾多個車長當時同你一齊共用呢個設施呢？
- 10 甄建明先生：兩位。
- 11 主席：（經傳譯員）一旦你喺 3 點 20 分開始開車，又去邊度呢？揸邊條線呢？
- 12 甄建明先生：我係 3 點 35 分開始開車，因為我 3 點 20 分係要擺番部車落去站頭嗰
13 度嘅，我 3 點 35 分開車係做 41 號 A，就係由長安巴士總站就去尖沙咀東部
14 嘅。
- 15 主席：（經傳譯員）之後呢？
- 16 甄建明先生：之後再返轉頭，即係再去番長安巴士總站。
- 17 主席：（經傳譯員）係喇。
- 18 甄建明先生：然之後做多一轉同樣嘅路程。
- 19 主席：（經傳譯員）係咪跟住就到你收工呢？
- 20 甄建明先生：係喇，Yes。
- 21 主席：（經傳譯員）係幾點呀？
- 22 甄建明先生：8 點 50 分，晚上嘅 8 點 50 分。
- 23 主席：（經傳譯員）你喺完成你嘅工作時候喺邊度嘍，嗰陣時？
- 24 甄建明先生：我哋完成工作之後，要將架巴士揸番去巴士廠入油，然後擺低部車，
25 就完成當日嘅工作。
- 26 主席：（經傳譯員）你係指巴士，係咪呀？
- 27 甄建明先生：係。

- 1 主席：（經傳譯員）你做晒呢啲係幾點鐘呀？即係你入埋油咁做晒喇。
- 2 甄建明先生：9點鐘。
- 3 主席：（經傳譯員）之後你做乜嘢呢？
- 4 甄建明先生：之後跟住就搭工程車返番出去市區，再轉車返屋企。
- 5 主席：（經傳譯員）幾點鐘返到屋企呀？
- 6 甄建明先生：九點八左右。
- 7 主席：（經傳譯員）即係話你嗰日係6點鐘開始--朝早6點開始，你開始出門口，
8 然後就去到9點40分晚上就完成嗰日，啱唔啱呀？
- 9 甄建明先生：係。
- 10 主席：（經傳譯員）係講琴日，係咪？
- 11 甄建明先生：係。
- 12 主席：（經傳譯員）今日你休息，係咪？
- 13 甄建明先生：係。
- 14 主席：（經傳譯員）好，唔該。
- 15 黃女士：（經傳譯員）甄先生，你話你過去三年都係揸特別更，啱唔啱？或者分更喇
16 叫做。
- 17 甄建明先生：係。
- 18 黃女士：（經傳譯員）嗰三條路線係咪過去三年都係揸呢三條路線，抑或仲有其他唔
19 同嘅路線呢？
- 20 甄建明先生：有其他唔同嘅路線嘅。
- 21 黃女士：（經傳譯員）係咪經常都需要揸三條唔同嘅路線呢，同一日裏面？
- 22 甄建明先生：係。
- 23 黃女士：（經傳譯員）你喺九巴做咗幾耐呀？
- 24 甄建明先生：我喺九巴做咗三年半左右。
- 25 黃女士：（經傳譯員）即係喺呢段時間，你一路都係揸特別更？
- 26 甄建明先生：係。
- 27 黃女士：（經傳譯員）你有冇試過遇到交通意外呀？

- 1 甄建明先生：暫時冇。
- 2 主席：（經傳譯員）做得好。
- 3 甄建明先生：（經傳譯員）多謝。
- 4 黃女士：（經傳譯員）有冇試過畀人打或者係辱罵呢？
- 5 甄建明先生：日日都有畀人辱罵。
- 6 黃女士：（經傳譯員）畀人打呢？
- 7 甄建明先生：畀人打，冇。
- 8 主席：（經傳譯員）有冇向公司報告過有畀人辱罵？
- 9 甄建明先生：冇。
- 10 主席：（經傳譯員）點解唔報告呢？
- 11 甄建明先生：因為公司根本都知道。
- 12 主席：（經傳譯員）有冇採取啲咩嘢步驟去幫你哋面對呢啲辱罵呢，即係作為車長？
- 13 甄建明先生：你講公司，係咪？
- 14 主席：（經傳譯員）Yes. Yes.
- 15 甄建明先生：冇，冇。
- 16 主席：（經傳譯員）你揸個架巴士有冇--即係個攝錄機係影住個巴士司機個位嘅呢？
- 17 甄建明先生：有啲有--有時有，有時冇，因為我日日都係揸唔同嘅巴士，揸唔同嘅路
- 18 線，所以就有啲舊車就有，有啲新車就有。
- 19 主席：（經傳譯員）有攝影機啲啲係咪亦都唔係淨係影到個影像，仲有埋錄音嘅，係
- 20 咪？
- 21 甄建明先生：以我所知，有啲係有錄音，因為我見到有啲係有個咪收音嘅。
- 22 葉蔚琳女士：我想補充一下，就係法官頭先話可以有咩嘢幫到我哋呢個問題，就係話
- 23 其實我哋喺我哋嗰度已經提到一樣嘢，就係話因為我哋要求就係我哋本身自己
- 24 車長可以自行安裝 car cam.，因為點解有咁嘅元素喺度呢？因為公司其實有
- 25 好多車有啲部分有車 cam.，有啲冇，但係當我哋有事發生嘅時候，好多時或者
- 26 警方向公司擺個錄影嘅時候，「冇呀」咁樣，即係唔知點解冇。
- 27 但係為咗保障我哋自己人身嘅安全，亦都其實安裝鏡頭，其實令到乘客可
- 28 以有一個即係話警覺性，即係話「會可能畀人睇到」，通常佢哋就會好精嘅，
- 29 你有鏡頭，佢哋就會冇咁--會收斂好多，我哋所以都強烈要求，其實我哋都唔

1 係話希望公司去幫我哋安，而係希望可以畀我哋車長可以亦都喺未完成實施呢
2 個全面嘅安裝即係巴士裏面每一架都有嘅嘅情況。

3 同埋嗰個制度完善，即係話你最少有個鏡頭，但係真係錄到出嚟，可以擺
4 到出嚟舉證...

5 主席：（經傳譯員）請你等一等，葉女士，請你慢啲，慢慢，好似你揸巴士咁慢慢。

6 葉蔚琳女士：知道。

7 主席：（經傳譯員）公司對於你哋嘅要求嘅回應係點呢？即係話容許你哋自己安裝攝
8 影機呢點--攝錄機？

9 葉蔚琳女士：如果發現我哋車長安裝車 cam.呢，我哋係要受到呢個即係處分。

10 主席：（經傳譯員）你有冇試過書面寫呢個要求畀公司呀？

11 葉蔚琳女士：冇。

12 主席：（經傳譯員）點解冇呢？

13 葉蔚琳女士：你覺得你喺申訴或者你去講嘅時候，即係冇用，你就唔會去做，即係我
14 哋冇咗一種信任，覺得佢連安都唔畀你安，仲要罰你嘅，你諗下你叫佢畀你安
15 係咪都幾搞笑？如果你係九巴嘅高層，我哋咪好開心囉，即係可以有道理可以
16 講。

17 主席：（經傳譯員）你知唔知？或者如果你唔知，就請你咁講，你知唔知點解車長如
18 果裝咗自己嘅攝錄機會畀公司處分呢？公司有冇解釋過點解呢？

19 葉蔚琳女士：私隱問題，佢話。你可以講。

20 鄭凱耀先生：係，私隱問題囉，最主要係。

21 主席：（經傳譯員）佢哋係咪書面特別咁樣提到講畀你聽嘅呢？

22 鄭凱耀先生：其實佢喺嗰個培訓，我諗入職嗰陣時，佢導師都會略略同你有機會講過
23 呢樣嘢，就叫你唔好裝啲 cam.呀，因為公司...

24 葉蔚琳女士：有出通告。

25 鄭凱耀先生：係喇，或者佢各種渠道都會叫所有前線車長唔好裝呢啲，因為私隱問題
26 牽涉到。

27 葉蔚琳女士：同埋曾經就係話呢個係屬於非法改裝，如果我哋加車 cam.，佢會當我
28 哋係非法改裝。

29 陳智輝先生：即係架車原本批 approve 嗰度冇呢件零件，你再外加落去，佢就當你
30 非法改裝。

- 1 黃女士：When was this circular issued?
- 2 主席：（經傳譯員）唔好咁快住。你話有發過通告，係咪呀？可唔可以畀嗰份通告畀
3 我哋呀？
- 4 葉蔚琳女士：因為要--出咗，通常我哋睇完就好少會留底。
- 5 陳智輝先生：唔係，基於係內部文件，我哋係唔可以公布出嚟，公司係有啲受控文
6 件。
- 7 主席：（經傳譯員）我哋就好快就會九巴畀證供，我哋都會問佢同一個問題嘅，如果
8 係咁，點解你唔可以提供呢份文件畀我哋呢？等我哋知道嗰個情況，解釋畀我
9 哋聽？
- 10 葉蔚琳女士：因為一般即係...
- 11 主席：（經傳譯員）可能係有好好嘅理由點解佢哋唔容許你咁做嘅，我哋只不過係想
12 去搵出個事實啫。
- 13 葉蔚琳女士：因為我哋內部有啲文件，譬如我哋行車嘅時間，公司都視為一個機密
14 嘅，所以本應我--因為本身我哋今次原本想將我哋行車時間嘅困難或者個時間
15 唔夠都希望交界法官去...
- 16 主席：（經傳譯員）如果係咁，我哋會直接問九巴。好，黃大律師。
- 17 葉蔚琳女士：多謝。
- 18 黃女士：（經傳譯員）你可唔可以話畀我聽呢個嘅通告大概係幾時發出嘅呢？
- 19 葉蔚琳女士：一年前嘅。
- 20 黃女士：（經傳譯員）你就話如果你自己裝置呢個攝錄機，你就會係被處分嘅，邊個
21 咁樣講㗎？你可唔可以話畀我哋聽係邊個人去講話「如果我哋裝置呢個攝錄
22 機，我哋就被處分㗎喇」？
- 23 葉蔚琳女士：因為通常我哋車長，公司會召見我哋或者有啲我哋違咗規嘅事情嘅時
24 候，佢會畀一張--嗰張叫咩嘢紙？即係畀一張紙仔我哋，一張通告，即係一個
25 便條咁樣，即係話明畀你聽因為咩嘢事咁樣而去召你上去見高層咁樣，所以喺
26 個通裏面有時有啲會員即係之前就 send 過一啲咁嘅上嚟，所以我哋就會知道原
27 來係咁樣嘅。
- 28 黃女士：（經傳譯員）你可唔可以提供你頭先提過嗰啲嘅文件呢？嗰啲就唔係公司嘅
29 文件，呢個係你哋嘅...
- 30 葉蔚琳女士：公司，公司，公司發出畀我哋嘅一個文件。
- 31 黃女士：（經傳譯員）係呀，係呢一個嘅九巴公司係發畀啲車長嘅。

1 葉蔚琳女士：係。

2 黃女士：（經傳譯員）佢哋喺嗰啲信件之中，有冇講話如果你係裝置啲攝錄機，你就
3 會受到處分，會唔會好清楚咁講明呢？

4 葉蔚琳女士：通告裏面有寫嘅。

5 黃女士：（經傳譯員）我就可唔可以咁假設呢，就係話你哋嘅工會就會係贊成我哋係
6 裝置一啲嘅監察攝錄機，可以係有影像，有聲音可以記錄喺巴士上面發生嘅事
7 情，你哋會唔會支持呀？

8 葉蔚琳女士：好，支持。

9 黃女士：（經傳譯員）最後一個題目，葉女士，運輸署就畀過我哋一個嘅資料文件，
10 就係話因為工作小組佢哋進行咗--喺 2018 年 3 月中就進行咗研究嘅，嗰啲工
11 作小組就係有成員係包括呢五個嘅專營巴士公司同埋三個嘅巴士廠，佢哋就係
12 有一啲建議，就係有三個範疇嘅，首先就係安全帶，第二就係關於一啲科技嘅
13 裝置，第三就係關於車長嘅培訓。運輸署就最近話畀我哋聽佢哋最近就係有發
14 出關於係巴士車長嘅一啲嘅指引嘅，九巴有冇諮詢到你哋嘅聯盟呢，有關於呢
15 個嘅培訓指引呢？

16 葉蔚琳女士：冇。

17 黃女士：（經傳譯員）佢哋有冇畀一份你呀？就係由運輸署發出嘅實務守則，關於培
18 訓嘅。

19 葉蔚琳女士：從來冇收過。

20 黃女士：（經傳譯員）我想問一問你就你哋聯盟就對於一啲嘅科技嘅裝置有啲咩嘢嘅
21 意見，首先第一個就係 TD-1 第 1 號文件第 403 頁，我哋係第 4(a) 段，就係關
22 於電子穩定控制系統嘅，你哋嘅聯盟會唔會支持係使用呢一個咁樣嘅系統呢？

23 葉蔚琳女士：其實喺呢個車內安全裝置呢幾部分裏面，去到 (a)、(b)、5、6 嗰度，
24 以及第 3 頁嗰個 (a) 嗰個系統，我哋經過我哋理事嘅研究之後，都覺得呢個係非
25 常之好嘅。

26 黃女士：（經傳譯員）關於安全帶方面呢？喺所有嘅乘客座位，喺所有巴士上裝安全
27 帶。

28 葉蔚琳女士：其實有安全帶一定係一件好事嚟嘅，但係衍生有一個問題，就係話會唔
29 會如果安全帶損毀咗，其實巴士應唔應該繼續行車呢？或者我哋巴士司機有冇
30 一個責任去確保每一個乘客受到安全嘅保障，去睇住佢哋有冇去處理好？或者
31 有啲老人家佢哋需要幫助嘅時候，其實呢個衍生嘅問題我哋有少少擔心嘅。你
32 話總括嚟講，其實安全嘅嘢有就肯定好過冇嘅，但係衍生喺一個現實裏面，每
33 一日上落客咁多，或者我哋要確保嗰個安全就係話其實你確保每一個位，你一
34 定要唔好損壞先得，你有一個問題嘅時候，你就會令到人哋會有危險，呢個責

1 任上即係其實都好多嘢慢慢上嘅，但係方向係好嘅，但係嗰個現實可以推行嘅
2 係比較困難啲咁樣。

3 黃女士：（經傳譯員）你有冇機會睇過文件上面關於車長訓練嘅一部分呢？就係第
4 18段至到第22段嘅。

5 葉蔚琳女士：呢度我哋都有略略係已經睇過嘅，但係就係話佢呢度係一個比較全面
6 嘅，即係話唔係好細緻知道佢想要啲究竟咩嘢培訓，其實方向都係好嘅，總言
7 之多就梗係好過少啲喇，但係即係話佢呢度我有睇到佢有好實質有效地喺我哋
8 日常生活當中遇到嘅車長嘅問題，要培訓，我哋應該係盡量去留意啲乜嘢，呢
9 度就有提到，所以就比較遺憾啲咁樣。

10 黃女士：（經傳譯員）多謝葉女士，我已經係完成我嘅提問。

11 歐陽先生：（經傳譯員）我有一個跟進嘅問題，甄先生同埋葉女士，你頭先提過就關
12 於每一日你哋都係有遇到一啲辱罵嘅情況，你就兩個都講到就話「其實都有用
13 嘅，即係向呢一個管理層報告。」你可唔可以講清楚少少畀我哋聽有咩嘢邏輯
14 呢？你唔會報告係因為你覺得管理層係唔會做嘢，還是佢哋做乜嘢嘢都有幫助
15 嘅，可唔可以解多少少畀我哋聽呢？唔該晒。

16 鄭凱耀先生：不如咁喇，因為其實好老實講，每日遇到呢啲辱罵嘅情形，我會用四字
17 詞形容「司空見慣」，點解會咁呢？因為--點解會導致呢啲情形呢？就係因為--
18 --即係大家都知香港地生活壓力大，其實個個人都好焦急嘅，尤其是如果我哋現
19 行呢一行行業咁缺乏人手，基本上收車或者街道繁忙、塞車嘅情形已經係太常
20 見，變咗好多乘客都有陣時佢嘅預算嘅時間達到唔到嗰陣時，佢就會將頭先即
21 係之前都一路講緊，會將佢嘅怨氣發泄喺我哋前線嘅人員身上，所以其實根本
22 上所有呢一行嘅行業嘅公司，我諗所有嘅管理層都好清楚嗰個情形。

23 基本上太多太多，你每一條線、每一個人都有呢啲情形，講真，你個個去
24 complain，去同管理層反映，基本上佢都唔會理你，因為佢哋都解決唔到。

25 陳漢華先生：有多一個小小嘅事例可以提供番，早前有啲會員就都曾經畀乘客辱罵過
26 嘅，亦都當場向番我哋公司嘅管理組反映番個問題，部巴士就停喺當時嘅馬路
27 上面，乘客亦都會喺巴士--即係嗰個辱罵車長嗰位乘客都會喺車上面等候警方
28 嘅處理同埋公司嘅處理。公司嘅處理手法基本上都係大事化小，小事化無，叫
29 個車長息事寧人，繼續行車可以喇。

30 葉蔚琳女士：因為點解...

31 主席：（經傳譯員）好，請等一等。

32 葉蔚琳女士：因為點解，你頭先講「你唔試過，點解你會知道有用呢？」因為好多時
33 我哋每一日經歷嘅嘢，同埋有好多時公司會有一個表現管理組，因為有啲客佢
34 會投訴你，我哋就去講番事發嘅經過，可能佢企個位唔啱，即係誤會發生，通
35 常公司都係一句「你小心啲喇，你留神啲喇。」咁樣，其實即係實質嘅幫助係

1 幫助唔到，你諗下我連畀人打，受傷，到最後都因為種種嘅原因，所以你會睇
2 到就係話其實冇人幫到你，同埋我哋都已經係當咗係我哋嘅工作一部分。

3 主席：（經傳譯員）嗰個警察都有幫你，佢有逮捕一個人，佢哋有起訴佢等等咁樣，
4 亦都有檢控等等，都有人幫你㗎。

5 葉蔚琳女士：係呀，但係就如果公司法律部門或者各方可能都會支援一下，可能個事
6 情就會好好多，其實當時嗰啲警察都好嬾，即係舉證唔到，因為其實醫生嘅報
7 告、所有嘅嘢，但係就係因為冇嗰個實質嘅證供，因為通常香港人就係一話要
8 去法庭，就閃晒，啲證人就唔肯去舉證。如果有個 cam.嘅話，其實即係好多嘢
9 都可以解決到，所以點解我哋成日都講希望有 car cam.可以保障到我哋，或
10 者亦都可以令到乘客都可以有個保障，我哋就算有咩嘢鬧咗佢或者做得唔好
11 嘅，佢都可以就有一個反證，即係咁樣，同反監察我哋，係喇。

12 主席：（經傳譯員）好，唔該晒。

13 羅先生：（經傳譯員）仲有一個跟進嘅問題，就關於係嗰十八日嘅培訓，佢哋有冇訓
14 練你點樣去處理一啲辱罵嘅呢？就佢哋會唔會話叫你唔好出聲還是係叫你報
15 告，即係嗰個培訓嘅時候有冇提到呢啲，做呢啲嘅培訓嘅呢？

16 葉蔚琳女士：通常佢哋好流行一句說話，就係魔術語，即係叫你運用一個語言嘅技
17 巧，但係當你即係話每一日去行車嘅時候，連廁所都冇得去，你喺架車度其實
18 即係講真，心情已經好難受，跟住仲要一上嚟，即係等得車耐，就問候你娘
19 親，不由分說，又會可能會話「你啲車長係咪死晒呀？」咁樣，即係你因為其
20 實好多嘢係配合嘅，如果可能我哋嗰個休息時間多啲，可能我哋嗰個處理嗰個
21 情緒問題會好啲，因為其實係一路好多問題衍生出嚟，唔係話淨係話一點位
22 嘅。即係如果我哋有足夠嘅休息時間，個精神好啲，處理嗰個 EQ 可能又會高
23 啲，所以其實好多嘢我哋希望逐步去改善，令到大家嘅關係好啲咁樣。其實有
24 做到嘅公司，但係實質上喺個現實裏面唔係好有成效。

25 主席：（經傳譯員）你覺得係咪有啲--就係巴士車長係特別係有人辱罵，還是電車或
26 者係其他嘅交通工具嘅車長，佢哋有冇啲咁嘅情況，還是佢哋特別針對巴士嘅
27 車長呢？

28 葉蔚琳女士：因為電車就基本上喺佢嗰條路嗰度就基本上好少有塞車嘅情況嘅，即係
29 有失班嘅情況，其實我而家主要即係話市民通常同我哋產生一個磨擦或者佢哋
30 瘙癢都係因為班次不正常，呢個問題已經纏擾咗我哋九巴係好耐，但係唔知點
31 解解決唔到。

32 因為我哋就係講點解我哋--其實我哋喺嗰個出嚟呢一個--搞呢個工會就係
33 原本就係以生命行先，即係希望能夠保障乘客嘅安全，但係其實你衍生落嚟，
34 你會知道點解會有咁多嘅磨擦我哋同市民，我哋會經過好多大家商討嘅時候會
35 發覺原來好多時大部分都係因為脫班，佢哋等得瘙癢，講真心，你諗下，企喺
36 個巴士站度半個鐘頭都有車，跟住上到去，梗係問你「喂，你啲車而家死

1 晒？」咁樣，咁個司機又可能去到對站，佢塞咗成個幾、兩個鐘頭，佢只係
2 得幾分鐘休息，去完廁所就要上車，你諗下當時個司機嗰個情緒嗰個處理。

3 其實又唔可以怪晒啲客㗎，其實，我哋成日都講其實唔係話我哋去責怪啲
4 乘客唔啱，而係話點解會衍生於--好似頭先法官所提問嘅好好，就係話點解淨
5 係我哋巴士會咁，因為地鐵嘅脫班唔會好似我哋咁會冇車，只係可能一年先嗰
6 兩、三次，我哋係每日--我可以畀一個初步嘅統計，可能之後你可以同九巴嗰
7 度攞番個資料，係每日每一個廠基本上係有幾十部車係冇人揸，即係其實而家
8 我哋員工嘅流失已經係去到好嚴重嘅地步，所以點解會嗰個乘客與司機嗰個磨
9 擦會越嚟越大呢？其實好大嘅因素都係因為脫班。

10 其實講真心，嗰個乘客都唔係傻嘅，唔通無端端鬧你咩？都唔係咁嘅，其
11 實佢哋都好好，但係問題就係話即係人就係有情緒，每個人都有壓力嘅時候，
12 但係我覺得有時佢哋...

13 主席：（經傳譯員）多謝葉女士，我大概知道你、明白你嘅意思，我哋仲要聽多一個
14 工會嘅證供嘅，所以好多謝你今日出席，多謝你提嘅證供同埋你嘅協助。你頭
15 先承諾咗會提供一啲嘅文件嘅，請你就提供，我哋就而家會小休兩分鐘，然後
16 我哋就會聽取最後嘅呢一個嘅工會嘅證供，就係兼職車長苦主大聯盟嘅，唔該
17 晒。

18

19 下午 5 時 02 分押聆訊押後

20

21 下午 5 時 12 分恢復聆訊

22 出席人士如前。

23

24 主席：（經傳譯員）鄭先生同埋兼職車長苦主大聯盟嘅代表，我哋多謝你哋接受我哋
25 嘅邀請嚟呢度提供證供協助我哋搜集資料，知道巴士個運作係點樣樣，等我哋
26 可以作出一啲建議，確保日後巴士嘅安全。黃大律師等一陣就會問你哋問題，
27 目的就係根據你哋嘅陳述書裏面有一啲嘅論點可能佢需要澄清或者請你再進一
28 步解釋，如果鄭生或者你自己或者你想你其他嘅成員答問題，請你提出話請邊
29 一位答問題，我哋都好樂意聽佢回應嘅。好，而家請黃大律師開始。

30 梁景裕先生：（經傳譯員）多謝倫明高法官，或者開始之前可唔可以畀兩分鐘我哋表
31 達一下我哋嘅一啲嘅意見呢？

32 主席：（經傳譯員）係，當然可以，你可以作一個聲明先嘅。

33 梁景裕先生：（經傳譯員）多謝你時間。

1 主席：（經傳譯員）請記住我哋係有即時傳譯員嘅，所以你發言嘅速度請你都要講得
2 合理啲，畀機構傳譯員可以跟到。

3 梁景裕先生：（經傳譯員）好，多謝各位，多謝大家今日畀時間我哋，首先兼職車長
4 苦主大聯盟，我哋唔係一個註冊嘅工會，唔係根據工會條例註冊嘅，我哋係一
5 班嘅兼職車長，係因為2月10號嗰宗嘅慘劇之後就組織起嚟嘅，冇幾耐之後，
6 九巴都拒絕再同我哋聯絡，我哋都係覺得唔開心，因為嗰個意外牽涉嘅司機佢
7 話係兼職車長，而我哋作為一班嘅兼職司機，覺得就受到其他嘅工會不當、冇
8 基礎、失實嘅攻擊，仲有其他公眾人士都係咁攻擊我哋，就懷疑我哋嗰個工
9 作，所以點解我哋會組織起嚟。

10 我哋認為兼職司機同好多全職司機一樣咁專業、咁有能力，甚至可能比佢
11 更好。我個人就有十五年嘅兼職司機嘅經驗。我哋呢度嘅都係好有經驗、好專
12 業嘅司機，我哋係以我哋嘅職業為傲，我哋亦都係以服務乘客為傲，所以直到
13 而家，我哋都仲係好唔開心，因為似乎對於我哋都仲係有啲嘅偏見。

14 我哋睇番九巴嘅報告，就係關於話呢宗意外，佢哋向運輸署發...

15 主席：（經傳譯員）你係講係喺我哋網頁上面嗰個報告？

16 梁景裕先生：（經傳譯員）係。呢個報告就喺意外發生之後一個月發表嘅。運輸署問
17 九巴佢哋有冇覺得喺招聘司機方面有啲咩嘢不足嘅地方嘅時候，九巴個回應就
18 係話「我哋已經停止招聘兼職司機，係立即停止。」即係話似乎佢係暗示兼職
19 司機係不專業、能力不足，所以對於咁樣嘅講法，我哋係非常之唔高興嘅，呢
20 個就係我哋開場想講嘅說話。而家就交番畀黃大律師。

21 主席：（經傳譯員）我哋繼續之前，你可唔可以話畀我聽其實你哋係來自邊個嘅巴士
22 公司，邊個係九巴嘍？就四個，四位係九巴嘅。

23 車啟冬先生： I am Long Win Bus.

24 主席：（經傳譯員）你係龍運嘅？

25 車啟冬先生： Yes.

26 馬景德先生：（經傳譯員）就因為呢個意外，我哋就被辭卻嘅。

27 主席：（經傳譯員）就係因為咁嘅意外？

28 馬景德先生：（經傳譯員）係呀，因為九巴就係就於兼職嘅車長就有一啲嘅準則佢要
29 佢哋接受嘅，但係我就唔接受佢哋嗰啲嘅標準，九巴就寄咗一封信畀我，我就
30 用電郵係覆番佢，其中一個--我都有將副本係送交畀呢一個委員會嘅，之後就
31 我有一個喺九巴工作嘅朋友就話畀我聽我就係被九巴辭掉咗，因為佢話畀我聽
32 冇回覆，但係其實我就已經係通過電郵回覆咗，而家我就係新世界巴士公司嗰
33 度就做兼職車長嘅。

1 主席：（經傳譯員）龍運喇其中一個，你就係新世界第一巴士，另外四個就係九巴
2 嘅，係咪？係，唔該晒。黃大律師。

3 黃女士：（經傳譯員）係，唔該晒咁多位，多謝你哋出席。你知道我哋嘅職責，委員
4 會都係集中係安全方面嘅事宜嘅，特別係專營巴士嘅管理同埋營運嘅安全，所
5 以我哋問題就會集中呢啲範疇，我希望你哋能夠明白呢一點。關於你哋個聯
6 盟，呢個係一個面書嘅團體嚟嘅，Facebook 嘅一個團體，有超過六百個嘅成
7 員，啱唔啱呀？

8 車啟冬先生：（經傳譯員）係，啱。

9 黃女士：（經傳譯員）我相信鄭先生就係獲一百個嘅兼職車長授權就係代表呢個嘅聯
10 盟發言嘅，係咪？

11 吳振宇先生：（經傳譯員）係呀。

12 黃女士：（經傳譯員）呢一百個嘅兼職車長係邊幾個公司嗰度嘅車長嚟嘅呢？

13 吳振宇先生：（經傳譯員）有幾個公司嘅--全部都係九巴嘅。

14 黃女士：（經傳譯員）你係兼職車長，做咗幾耐呀，喺九巴？四個。

15 梁景裕先生：（經傳譯員）我係 2014 年加入嘅。

16 主席：（經傳譯員）但係你就做咗兼職司機十五年嗎？

17 梁景裕先生：（經傳譯員）我之前係同其他公司做嘅。

18 主席：（經傳譯員）喺香港，係咪？

19 梁景裕先生：（經傳譯員）喺香港。

20 吳振宇先生：（經傳譯員）我都係。我都係 2014 年就係兼職車長嚟嘅，我就自己就
21 係揸巴士就揸咗超過十年，包括喺海外都有揸過巴士。

22 黃女士：（經傳譯員）鄭先生。

23 張沛棋先生：我响九巴做咗三年，之前都做過其他巴士公司嘅。

24 主席：（經傳譯員）係咪都係香港嘅專營巴士公司呢？

25 張沛棋先生：專營同非專營都有。

26 主席：（經傳譯員）幾多年呀？

27 張沛棋先生：前後我 12 年開始揸巴士，之後做咗三年全職，之後做咗兼職。

28 鄭啟祥先生：我係 04 年响大嶼山巴第一份做兼職車長，之後就响九巴嗰度做咗四年
29 嘅全職車長，之後再响城巴嗰度做咗兼職車長，最近就一年嘅就返番九巴做兼

1 職車長，而...

2 主席：Is there a problem with the transcription?

3 傳譯員：Sorry, the interpreter forgot to switch the button over
4 to English.

5 主席：（經傳譯員）鄭先生，請你再重複你剛才所講嘅。

6 鄭啟祥先生：我第一份嘅巴士工作就係响大嶼山巴士做兼職車長，之後就去咗九龍巴
7 士嗰度做咗四年嘅全職車長，再之後就响城巴嗰度做咗兼職車長，再之後我响
8 九巴，而家返咗嚟九巴做兼職車長做咗一年，前前後後就十四年嘅駕駛經驗。

9 車啟冬先生：（經傳譯員）九巴呢，2016年開始，就係2016年頭，跟住就係喺今
10 年嘅4月我就轉咗去龍運巴士嗰度做。

11 馬景德先生：（經傳譯員）就新世界，我喺嗰度做咗五年半，就係兼職嘅，我喺九巴
12 就係兼職做咗大概三年嘅。

13 主席：（經傳譯員）唔該晒。

14 黃女士：（經傳譯員）多謝你哋嘅陳述書，你就係2018年4月22號所作出嘅陳述
15 書，呢個係TU嘅第1號文件，就係第293、294頁，翻譯就係喺294-1同埋
16 2嗰度嘅。我就想同大家討論兩個範疇嘅，就住陳述書裏面所講嘅，第一，喺
17 294-1下面嗰度講，你就話自從你哋成立之後，就兼職車長同埋全職車長應該
18 係一視同仁嘅。你講「一視同仁」嘅意思係講緊薪酬還是係培訓方面呢，你係
19 指緊乜嘢呢？

20 吳振宇先生：（經傳譯員）你可唔可以重複你嘅問題？因為我唔係太清楚。

21 黃女士：（經傳譯員）因為喺最底嘅部分，你就係話你哋個聯盟就一直都強調兼職同
22 埋全職車長應該係一視同仁，你所謂「一視同仁」係指邊啲範疇呢？

23 主席：Perhaps you could read out more of what is asserted.

24 黃女士：（經傳譯員）你亦都講就話「不論喺培訓、補充訓練、提供修正訓練、錄
25 用、要求革職嘅標準亦都係應該係一樣嘅。喺進行招聘嘅時候，專營巴士，有
26 關考官同埋駕駛訓練嘅導師亦都係嚴格把關，挑選合適嘅考生嘅。」所以你講
27 所謂嘅「一視同仁」係咪指喺培訓方面一視同仁，喺錄用同埋要求革職方面
28 呀？

29 梁景裕先生：（經傳譯員）我就唔想話呢個係同翻譯嘅問題有關，我哋想講嘅就係兼
30 職同埋全職嘅車長其實已經係有相同嘅培訓，我哋就提議--建議，如果可能嘅
31 說話，所以一啲新加入嘅車長就應該有一個心理評估嘅測試，要確保佢哋可以
32 處理一啲壓力，喺駕駛之中嘅壓力。

1 吳振宇先生：（經傳譯員）我亦都想補充，正如剛才我哋同工所講，我哋公司已經一
2 直係對於兼職同埋全職車長都係提供同樣嘅培訓，對我哋嚟講其實都有分別，
3 但係公眾人士就係有提出唔同嘅意見、見解，就對於兼職車長嚟講，特別係，
4 我哋覺得係好唔公平、好唔公道。所以無論係任何嘅培訓或者係一啲安全嘅措
5 施等等，都係應該適用於所有嘅兼職同埋全職嘅車長，所以佢哋兩者之間係唔
6 應該有任何嘅不同嘅區別嘅或者有啲區別嘅。

7 黃女士：（經傳譯員）關於車長，我就會睇一睇九巴嘅一個文件，就係培訓方面，其
8 實對於兼職或者全職車長係有啲唔同嘅，簡單嚟講，係全職車長嚟講，佢哋係
9 需要就接受十八日嘅培訓，每日九個半鐘，係 KMB 第 1 號文件第 102 頁嘅。

10 梁景裕先生：（經傳譯員）呢個就係佢哋只係有呢個第 1 級嘅牌照或者 1 號牌照，但
11 係對我哋嚟講，我哋已經係第 10 類牌照喇已經有，所以我哋講緊係兩群唔同
12 嘅人。

13 黃女士：（經傳譯員）所以係呀，我係想講呢一點。所以佢哋係兼職同埋全職車長方
14 面嘅培訓方面真係有區別嘅，係培訓方面係有啲區別嘅，我哋睇一睇呢個文
15 件，我就睇下你對於我哋有一啲建議嘅睇法，我哋第 120 頁，呢度係有全職嘅
16 車長嘅考生嘅一啲嘅要求，佢哋係需要係第 17 類嘅考試嘅測驗嘅，呢個第 17
17 類就係一個巴士嘅牌照嚟嘅，你係需要係通過運輸署嘅一個咁嘅測試，就同我
18 哋嚟導師嗰啲測試就唔同。

19 但係如果你係兼職嘅車長，如果我哋睇番 121 頁，需要嘅就係呢個兼職嘅
20 車長係有第 10 同埋第 17 類嘅駕駛牌照，你就係兩日半嘅訓練，係每日九個
21 鐘，你就係需要係通過個測試就得喇。

22 吳振宇先生：（經傳譯員）如果你有第 10 同埋第 17 類嘅牌照，你就係兩日半嘅訓
23 練，同埋就係通過個測試嘅，就係由導師去做嘅測試。係九巴，我哋係有一
24 個內部嘅測試嘅，如果你通過唔到，佢哋就唔會請你，即使你有第 10 同埋第
25 17 類嘅牌照。

26 其實呢個要求係對於呢個全職嘅車長嚟講，更加高嘅，葉女士就頭先講，
27 佢話十八日係唔夠嘅，但係我哋係通過個測試，其實我哋係一個道路上面測試
28 嘅，呢個相對於運輸署嗰個測試個要求更加高，所以對於我哋嚟講，兼職車長
29 個要求相對於全職車長嚟講，係更加高。

30 黃女士：（經傳譯員）我諗你哋嘅聯盟就係建議話要做心理測試，由政府或者第三方
31 去做，呢個就應該係對巴士司機評估嘅一部分，如果我理解正確嘅話，呢個係
32 你建議書裏面嘅提議嚟嘅？

33 梁景裕先生：（經傳譯員）係。

34 主席：（經傳譯員）係邊度搵到呀？294-1，係咪呀？

35 黃女士：（經傳譯員）係，294-1 底部，由底數上去第四行。點解你會提出呢個建

1 議呢？

2 梁景裕先生：（經傳譯員）我諗當我哋提呢個建議嘅時候，我哋指嘅係好明顯就係因
3 為2月10號嗰宗交通意外，有一個新聞報道就話個司機同喺馬場等巴士嘅乘客
4 有啲問題，因此就影響咗佢嘅情緒，但係喺定罪之前，當然我哋唔能夠揣測係
5 咪真係好似報道咁嘅...

6 主席：（經傳譯員）你係講應該話喺審訊之前。

7 梁景裕先生：（經傳譯員）係，係，啱嘅。咁所以點解我哋就提出呢個建議，就話係
8 或者--我哋都唔知嘅，因為可能我哋自己個腦裏面有啲咩嘢隨時會爆發嘅。

9 吳振宇先生：（經傳譯員）我想補充，其實我都有研究過巴士意外，喺1997年或者
10 98年，你都或者記得有一架巴士喺灣仔嗰度翻側咗嘅，如果睇番嗰個個案，一
11 個最主要嘅原因就係巴士司機突然間情緒崩潰定係點樣嘅。

12 主席：（經傳譯員）你係指係上天橋嗰度？

13 吳振宇先生：（經傳譯員）係呀，上緊天橋嘅時候反咗車。

14 車啟冬先生：（經傳譯員）喺杜老誌道。

15 吳振宇先生：（經傳譯員）係喇，總之係嗰一宗意外。我哋就睇番一啲文件，一啲報
16 道，就知道個主因，即係嗰宗意外嚟講，同今次都係個巴士反咗，所以可能--
17 呢個就可能係其中一個理由，或者譬如做一個心理嘅測試或者做一啲嘅情緒嘅
18 訓練都會幫到嘅，我哋唔知呀。好似頭先法官大人所講，因為嗰個審訊仲進行
19 緊，我哋都唔知嗰個成因係乜嘢，但係如果你講話係問我哋擺建議，我哋睇番
20 過去嘅數據，就因此提出呢個建議。

21 黃女士：（經傳譯員）你第二個建議，我知道就係你個第一段講，就係話大聯盟亦都
22 支持加裝攝錄機，即係巴士公司喺所有巴士都要裝攝錄機，係可以保障到車
23 長、乘客同埋其他道路使用者嘅安全嘅。喺巴士裏面裝呢啲嘅監察攝錄機，你
24 係咪指咁呀？

25 吳振宇先生：（經傳譯員）係。

26 黃女士：（經傳譯員）或者我可以講另一個題目，我哋聽到其他專營巴士公司嘅證供
27 提到，就話兼職車長，根據目前嘅規例或者指引，似乎係唔需要兼職車長申報
28 佢哋做兼職巴士嘅職務之前嗰個工作時數係幾多嘅，所以有啲就表示關注，就
29 話佢哋唔知到底嗰個兼職車長喺離開巴士之前到底做咗幾長時間個工作

30 主席：（經傳譯員）我唔知道當時係佢哋表達一個關注定係擔憂定係點。

31 吳振宇先生：（經傳譯員）不過唔緊要，不過我係想答呢個問題，因為等我問番你轉
32 頭，一個全職車長，你點可以確保佢喺返更之間都係有足夠休息呢？我諗其實
33 所有嘅司機，如果佢坐上架巴士，佢都係要確保自己係唔會係飲醉酒，即係全

1 部係頭腦清醒，所以我哋係咪要求所有巴士司機，當佢坐上巴士之後都已經係
2 休息得足夠，係好警覺好強，然後先開始工作，所以我就唔明點解需要講呢個
3 問題。

4 主席：（經傳譯員）我哋冇話要求所有巴士司機都要頭腦清醒嘅，而係要定一個規
5 定，定一個門檻，同樣嘅事情，...

6 吳振宇先生： Well, for bus drivers we do.

7 主席：（經傳譯員）...巴士司機又好，邊個都好，同一個做法，就係話任何人喺實
8 際可行嘅情況之下，都係要儘量確保安全，所以新政嘅問題就係話而家睇嚟，
9 似乎喺啲宗 2 月嘅意外之前就有搜集到資料，就話個兼職司機喺其他嘅工作係
10 做啲乜嘢、做咗幾耐，所以呢個都係我哋要研究嘅一點嚟嘅。

11 吳振宇先生：（經傳譯員）我唔知道其他巴士公司係點，但係如果講嚟九巴，當我哋
12 去返工嘅時候，過去我哋要簽一份文件嘅，或者一份申報，就話我哋狀況良
13 好，可以操作一架巴士，你想睇嘅係咪就係咁呢，我唔知，夠唔夠我又唔知。

14 主席：（經傳譯員）呢個係一個有力嘅聲明，因為係有辦法去查證。

15 梁景裕先生：（經傳譯員）或者我可以咁補充，喺 2014 年我啱啱加入九巴做兼職司
16 機，就要求我要申報我嘅全職工作係乜嘢、係做啲咩嘢嘅職務嘅，我知道城巴
17 同埋新巴都係要求兼職司機要申報，每一年都要做嘅，佢哋個全職工作係乜嘢
18 或者仲有啲咩嘢其他工作、佢哋做嘅工時係點同埋佢哋係咪返更嘅。

19 主席：（經傳譯員）城巴以前有咁做嘅，而家係新先有咁做。

20 梁景裕先生：（經傳譯員）唔係，我諗佢哋以前都有做。

21 主席：（經傳譯員）唔係，佢哋而家先提交一份新嘅表格。

22 梁景裕先生：（經傳譯員）係，呢個係一個新嘅表格，我知道，但係之前有一個舊嘅
23 表格嘅，就話兼職司機就要申報佢哋嘅全職工作。當然而家佢哋再加長啲，就
24 係問埋佢哋做幾多工時同埋係咪要返更定係點。所以我哋都係嘅，我哋都要申
25 報嘅，所以唔係話啲咩嘢新事物嚟嘅，因為我哋都係成年人，我哋當然要負責
26 任，為我哋嘅行為，如果我哋知道我哋嗰日唔適合係揸巴士，我哋就應該好似
27 全職司機一樣，就係擺病假。

28 主席：（經傳譯員）或者我逐一問你哋，各位，你哋仲有冇其他嘅工作？如果係嘅
29 話，係咪同揸車有關呢？

30 梁景裕先生：（經傳譯員）係，我有其他工作嘅。

31 主席：（經傳譯員）係咪揸車嘅？

32 梁景裕先生：（經傳譯員）我喺辦公室嗰度工作，其實我有好多份工作嘅。

- 1 主席：（經傳譯員）其中有冇邊一份係揸車㗎？
- 2 梁景裕先生：（經傳譯員）有。
- 3 主席：（經傳譯員）好喇，吳生呢？
- 4 吳振宇先生：（經傳譯員）冇。
- 5 主席：（經傳譯員）冇其他工作？
- 6 吳振宇先生：（經傳譯員）有其他工作，但係唔係揸車嘅工作。
- 7 主席：（經傳譯員）好，張先生？
- 8 張沛棋先生：有其他工作，都有機會要揸車嘅，就算平時我返工，我自己都係揸車返
9 工。
- 10 主席：Yeah.
- 11 鄭啟祥先生：都有全職工作，都係有機會揸車。
- 12 車啟冬先生：（經傳譯員）我都有其他工作，我係公務員嘅，喺地政署，地政總署。
- 13 主席：（經傳譯員）即係你更加係可能係被分心就多過話揸車。
- 14 車啟冬先生：（經傳譯員）Yes.
- 15 馬景德先生：（經傳譯員）我係都有其他工作嘅，唔需要揸車。
- 16 主席：（經傳譯員）好，黃大律師。
- 17 黃女士：（經傳譯員）好喇，城巴喺佢哋新嘅表格其中一個改動，就話要求兼職司機
18 要作一個申報，就話佢哋之前係做咗幾多個鐘頭嘅工作或者佢哋嚟返工做兼職
19 揸車嘅時候之前係做咗幾多個鐘頭工作咁嘅，你會唔會支持咁嘅做法呀？
- 20 馬景德先生：（經傳譯員）我支持嘅。城巴同埋新巴嗰個新嘅表格就比過去就係全面
21 好多。
- 22 黃女士：（經傳譯員）係咪成個大聯盟都同意呢個意見呢，就係你哋嗰個 Facebook
23 群組係咪都同意呢？
- 24 梁景裕先生：（經傳譯員）我哋係支持透明度嘅，或者可以咁講。
- 25 吳振宇先生：（經傳譯員）我個人會支持，但係就係佢哋亦都應該要求全職司機咁
26 做，我講嘅意思就係話如果你要我申報我喺揸車以外嘅時間做啲乜嘢，你又擔
27 唔擔心全職司機可能成晚喺度開派對，然後先至去返工呢？你擔唔擔心呢？我
28 就會喇。
- 29 黃女士：（經傳譯員）我哋而家睇到一個表格，就顯示有啲咩嘢要求，要填啲咩嘢資

- 1 料，你可以睇到呢個表格上個頂部。
- 2 主席：（經傳譯員）可唔可以畀個個參考編號我呀？
- 3 黃女士：（經傳譯員）就係 CTB 資料冊第 571 頁。
- 4 主席： CTB-1？
- 5 黃女士：（經傳譯員）CTB 第 3 冊。
- 6 主席：（經傳譯員）好，唔該。
- 7 黃女士：（經傳譯員）個翻譯就喺 571-1 同埋 571-2，呢度就係要求兼職車長簽署
8 一份申報表格，就講出要做幾多工時、係咪需要返更，要申報，同埋要申報佢
9 咁填寫嘅資料係正確，否則就會有處分行動。即係話意思係而家佢咁要求兼職
10 車長要做呢啲申報，而我相信九巴都係而家有類似嘅做法，啱唔啱呀？
- 11 梁景裕先生：（經傳譯員）係，正確。
- 12 主席：（經傳譯員）有冇九巴嗰個表格喺呢度呢？
- 13 黃女士： Yes.
- 14 主席：（經傳譯員）如果係，畀個參考編號我哋得喇，唔需要擺上嚟。
- 15 梁景裕先生：（經傳譯員）呢份表格係每一年申報一次嘅表格嚟嘅，唔係話每一次你
16 開始揸車之前要申報嘅。
- 17 主席：（經傳譯員）係，好明顯喇。黃大律師，有冇話要求嗰啲資料幾時係要更新
18 嘅？
- 19 黃女士：（經傳譯員）冇嘅。應該就係九巴資料冊第 1 冊 128 至 129 頁，翻譯就喺
20 129-1 同 129-2 嗰度。
- 21 主席：（經傳譯員）好，唔該。
- 22 黃女士：（經傳譯員）我想問嘅題目，我相信馬健德先生之前有提到，就話九巴就而
23 家加咗一個新嘅規定係畀兼職車長嘅，應該話係加咗幾個規定，要兼職車長接
24 受，先至畀佢咁繼續做。或者請你睇 KMB 資料冊第 1 冊 140 至 141 頁，呢個係
25 九巴交畀運輸署署長嘅文件，係回應 2018 年 2 月 10 號嘅事故嘅，喺底部就有
26 咁講，就話「喺 2018 年 3 月底，大部分嘅二百零九位嘅兼職車長都接受咗我哋
27 嘅規定，我哋喺佢咁符合咗以下嘅要求之後，我哋都有指派任何畀佢咁嘅：
- 28 第 1 就話佢咁要聲稱佢咁作為兼職車長，唔會違反佢咁全職工作嘅僱傭
29 合約；
- 30 第 2 就係已經有書面申報佢咁嘅疾病；

1 第3 就係有書面申報佢咁嘅刑事紀錄；

2 第4 係已經通過咗無交通罪行嘅紀錄；同理

3 第5 就係參加咗全日嘅矯正培訓，即係話如果係過去亦都有牽涉咗咩嘢
4 事故裏面。」

5 或者我第一個問題可以問馬生，就係如果呢啲，頭先你係提到話就係呢啲
6 規定你拒絕接受，抑或係講緊另一啲規定，唔係呢一拵？

7 馬景德先生：就住第一條，我係唔接受嘅，當初，即係話第1點，（經傳譯員）就係
8 話「書面申報咗，就話我作為一個兼職車長，就唔會違反咗我全職嘅另外嘅工
9 作嘅僱傭合約嘅」，（直接用本地話說）我係不接受九龍巴士提出呢一點嘅，
10 佢係--九龍巴士公司係喺第二處同我哋兼職車長苦主大聯盟第二次嘅會議係喺
11 佢哋嘅九龍灣車廠嗰度舉行嘅，當初係佢哋首先提出呢一點嘅。喺第一次會議
12 嘅時候，九龍巴士公司從冇提出過呢一點嘅，喺以我本人嚟講，我係唔接受呢
13 一點嘅。

14 至於你話第二點，declaration of illness 嘅，其實我哋--以我本
15 人，過往喺擔任九巴兼職車長嘅時間，每一次返廠攞車，都要簽一份聲明，聲
16 明你嗰日係適宜執行駕駛職務，而且我哋係有張八達通開機卡，亦都講到明拍
17 卡落去嗰一個站頭或者車廠嗰個八達通機嘅 sensor 已經代表你係有同樣嘅
18 declaration 嘅。

19 就住第3點，冇刑事紀錄，好合理。Pass traffic conviction
20 record check，冇問題，你自己清者自清，冇話扣我好多分嘅，好合理，呢
21 個係涉及安全問題，我本人覺得。

22 跟住第5點，話咩嘢 one month or more，我完全未聽過呢樣嘢，甚至
23 無喺我哋朋友或者其他咩嘢巴士迷嗰啲，從來冇人流出過講過話冇揸某一條線
24 一個月，我有聽過。

25 吳振宇先生：（經傳譯員）就有少少混亂嘅，特別係第5點，呢個講關於個即係究竟
26 係駕駛嘅訓練嘢，定係路線訓練有啲混淆嘅。就我所知，呢個九巴就一直有呢
27 個安排嘅，如果你冇揸過呢架車就係三十日或以上，你就係需要就係參加駕駛
28 訓練，然後由導師話認可，你先至可以再揸車嘅。我覺得呢個係第5點所談及
29 嘅。但係呢個第5點講到就係話如果你係喺呢一個嘅同一個路線冇揸車超過三
30 十日以上，你就再需要接受訓練，呢樣嘢我哋就有聽過。

31 黃女士：（經傳譯員）點解我要問呢個點呢？因為我哋曾經--我哋睇過立法會一個嘅
32 背景資料文件，我哋就會係喺呢度打出嚟嘅。對唔住，我哋有嗰份文件本身。

33 梁景裕先生：（經傳譯員）我哋明白你所講嘅，因為葉女士佢作供嘅時候，我哋都有
34 聽到關於呢一點。而家個目前嘅做法就係話，Jason 頭先提過，如果係你冇揸
35 車一個月，你就要再訓練，但係如果一個嘅路線，如果你冇揸過一條路線兩年

1 或者以上，你喺呢一個嘅訓練嘅紀錄就會被刪除，你就會需要再培訓先至可以
2 揸嗰條路線。譬如例子，如果我哋係已經係2014年我哋揸過第2號路線，但係
3 我哋家一直都有揸嘅時候，我就唔可以再揸呢個第2號路線。

4 吳振宇先生：（經傳譯員）除此之外，關於呢個路線培訓方面，譬如話路線改少少或
5 者申延咗，或者係改咗少少嗰個嘅走線，你哋係要再培訓嘅。同埋你嗰個嘅培
6 訓嘅紀錄都會係被刪除嘅。譬如話我已經係接受過第2號嘅路線培訓，就過咗
7 一年，佢哋就將個路線係加長咗，我又冇再接受培訓，我就唔可以就再係揸呢
8 一條線。

9 黃女士：（經傳譯員）就呢一點，我哋係睇緊九巴呢一個文件冊，就第1號文件冊第
10 104頁，呢個係一個報告，調查報告，就係由九巴提交畀運輸署署長嘅，之前
11 就運輸署署長要求嘅呢個報告，就係2018年2月12日。呢一個報告就係
12 2018年3月12號嘅，我哋去到第104頁，呢度就係九巴嘅建議嚟嘅。

13 第13段，就係講話兼職車長佢哋暫時停職，呢個第13段就其實話佢哋係
14 已經係就停職咗所有嘅兼職嘅車長，如果佢哋每一個星期嘅工作時數係少過十
15 八個鐘。「但係我哋為咗係滿足個需求，九巴就已經係提供畀呢一個嘅兼職嘅
16 巴士車長，就係話可以去到一個合約，然後時薪嘅車長，同埋或者係擔當其他
17 嘅職位嘅。」

18 (In English) So my question is, has this happened?

19 梁景裕先生：Yes, it has.

20 黃女士：And in what aspect?

21 梁景裕先生：（經傳譯員）馬先生就有接受過呢個咁樣嘅方案。我自己就係話就係選
22 擇咗每一個禮拜十個小時，而其他成員就係選擇咗每個星期工作超過十八個小
23 時呢個方案嘅。

24 主席：（經傳譯員）九巴就話嗰啲兼職車長佢就係每個禮拜工作少於十八個小時就係
25 停職，但係佢哋就容許你每個禮拜做十個小時？

26 梁景裕先生：（經傳譯員）其實我明白你嗰個諗法，其實好似似乎唔係好合理，其實
27 我哋係一個可以話係散工嘅車長，我通常就係周末或者係星期六就會工作嘅，
28 如果我係唔得嘅說話，我就會打電話就話「今個周末，我就係唔會嚟返工
29 嘅。」但係喺新嘅安排底下，我哋就有壓力嘅，...

30 主席：You have to do 10 hours a week.

31 梁景裕先生：（經傳譯員）...因為我每個禮拜都要做十個鐘，如果係--有時候，我
32 真係做唔到㗎嘛。

33 黃女士：（經傳譯員）我哋去141頁，就我哋睇到兼職車長有幾多個人係同意呢個
34 嘅安排，如果我哋睇番呢個表第一同埋第二行，就同意每一個禮拜多過十八個

1 小時就有七十八人，就係一個禮拜多過十個鐘，同埋就係申報就係做兼職嘅車
2 長就唔會違反佢哋同僱主寫嘅呢個僱傭合約就有一百二十三人，你就係呢一度
3 裏面，係咪呀？

4 梁景裕先生： Absolutely.

5 黃女士：（經傳譯員）如果係咁，佢哋係需唔需要係另外簽一個嘅申報，就係話「你
6 係啱啱返工之前，其實你係之前做咗幾多小時」呀？

7 梁景裕先生：（經傳譯員）冇，唔需要。

8 黃女士：（經傳譯員）關於呢個每個星期十個小時呢樣嘢呢？你可唔可以一次過就係
9 做晒十個鐘？

10 梁景裕先生：（經傳譯員）我可以係一日我係做五個鐘，另外一日五個鐘，或者第二
11 時我哋係一日裏面做晒十個鐘都得。

12 黃女士：（經傳譯員）都總言之一個禮拜做十個鐘就 okay 喇？

13 梁景裕先生：（經傳譯員）係，冇錯。

14 黃女士：（經傳譯員）我哋睇第 124 頁，就都係九巴嘅陳述書，呢度係講呢一個兼
15 職車長嘅九巴嘅政策，喺呢個羅馬數字第 (i)，你睇一睇，你可唔可以確認，又
16 或者話畀我哋聽係咪真係九巴真係咁樣去對待--喺 2018 年 2 月之前係咁樣對
17 待嘞兼職車長嘅呢？

18 吳振宇先生：（經傳譯員）黃大律師，我就咁攞一攞，正如我之前所講，第一同埋第
19 二點，正如我頭先所講，我哋嘅入職嘅要求其實仲高過全職嘅，因為我哋係需
20 要通過係九巴導師嘅測試嘅，...

21 主席： So they are not the same, they are higher?

22 吳振宇先生：（經傳譯員）佢哋唔係一樣嘅，我哋係仲高啲添，喺我認為，就真係高
23 啲喇，我哋呢度六位成員都可以畀意見，對於之下底啲幾點，我都會同意嘅。

24 黃女士：（經傳譯員）唔該晒。如果我哋話建議九巴要求所有兼職車長就係填一個申
25 報表，申報話其實佢哋兼職車長返工之前佢哋究竟已經係工作咗幾個小時，
26 你哋會唔會同意呢？

27 吳振宇先生：（經傳譯員）我都唔係好明點解你仍然都問呢個問題，其實喺法例上你
28 就每一日唔能夠超過揸車十四個小時，如果你係超越十四個小時，其實就已經
29 係犯法。

30 主席：（經傳譯員）其實而家唔係關於個法例嘅問題，而係話執法嘅問題，你係要知
31 道嗰個人做咗啲咩嘢，你先至可以執法㗎。

32 吳振宇先生： And like what Kenneth just said, when we tap card

1 to report to duty we already declare that.

2 主席：（經傳譯員）你可唔可以再重複呢？

3 吳振宇先生：（經傳譯員）我哋開始報到嘅時候，用我哋個八達通卡去拍一拍嘅時
4 候，其實我哋已經係話畀公司聽我哋係確認我哋係已經係遵守所有嘅法例，同
5 埋我哋都係適合去揸車嘅。

6 主席：（經傳譯員）個問題係如果你係你成晚就係揸旅遊車，然後早上就去巴士公司
7 返工，巴士公司點樣知道你係有遵守呢個實務守則，同埋你點樣可以去執法
8 呢？可能你唔可能即時提供到答案，但係呢個就係我個問題。

9 梁景裕先生：（經傳譯員）我要重複，我哋係完全明白會有啲咩嘢嘅刑事責任，尤其
10 是我哋係疲勞駕駛嘅情況底下。啲人就咁講嘅，即係嗰啲車長就一隻腳就喺個
11 監獄度，另一隻腳就喺個殮房嘅。

12 主席： Well balanced drivers?

13 梁景裕先生： Yes, thank you.

14 吳振宇先生：（經傳譯員）你係講緊就話我係要做一個嘅表格，要寫話我之前就係有
15 做好長時間，我哋會拍嗰個八達通卡，就話我哋係可以揸車。

16 主席：（經傳譯員）但係其實你就咁拍你嘅卡，其實就有資料話畀我哋聽你之前做過
17 啲乜。

18 吳振宇先生：（經傳譯員）我哋拍個卡就係話我哋接受呢個嘅職務，我哋亦都係接受
19 話個講法就係如果我哋唔遵守法例，我哋係要承受後果嘅，亦都包括就係話如
20 果話--就係頭先我講嘅例子，如果我已經飲咗酒，如果你拍咗個卡就表示就係
21 我就係有飲過酒，我就係可以係有好好嘅狀態去揸車嘅。

22 主席：（經傳譯員）所以點解要執行醉駕嘅法例就係要你用嗰個呼吸器咁嘅去。

23 吳振宇先生：（經傳譯員）係呀，但係唔係話每一次我揸車都係要用呢個呼吸器去測
24 試，亦都唔可以話每一日要求九巴咁多千個司機都要咁做嘍嘛。

25 主席：（經傳譯員）黃大律師。

26 黃女士：（經傳譯員）我已經完成我嘅提問，唔該。

27 主席：（經傳譯員）各位，我哋今日想向你提嘅問題就係咁多，請問你哋需唔需要話
28 仲有啲咩嘢想總結講一講呢？唔係一定要，但係有嘢想講，都請你可以講。

29 梁景裕先生：（經傳譯員）多謝，我哋想重申嘅，就係有啲好唔公道嘅睇法質疑兼職
30 司機嘅專業程度，我希望今日嘅證供就可以改變到嗰個睇法。我當然係好關心
31 公眾，但係幾位成員同埋主席今日應該係更加清楚知道兼職司機嘅工作係點。

1 我想重複，我哋以駕駛為傲，我哋鍾意揸車，我哋鍾意服務乘客、服務各
2 個階層嘅人士，我哋就係鍾意做呢個工作。如果我哋被禁止做兼職司機，對我
3 哋打擊真係好大，就會對我哋嚟講，係最唔想見到嘅結果，我哋會覺得好唔開
4 心。

5 主席：（經傳譯員）或者我可唔可以問你呢？六位先生，作為兼職司機嚟講，你哋算
6 唔算係好有代表性呢？特別我諗到嘅就係話新大嶼山巴士公司，因為我知道嗰
7 度三分一嘅司機都係兼職司機，你算唔算係同佢哋屬於係好典型嘅兼職司機抑
8 或好唔同呢？

9 梁景裕先生：（經傳譯員）我個人就有喺新大嶼山巴士公司做過，或者鄭生可以解釋
10 一下。

11 鄭啟祥先生：其實做兼職車長就個個人嘅做法都有可能有好大分別，但係最主要嘅原
12 因就係時間比較彈性，好有多兼職司機就係想一個禮拜放兩日假，就會選擇做
13 part-time 車長，就放棄佢有一啲福利，即係比全職車長嘅福利就少咗，但係
14 佢哋換取到佢哋啲時間自由啲，所以就會有--即係會多咗人會選擇去兼職呢
15 個職位，其實個問題就喺呢度。

16 你話至於大嶼山巴士點解會有三分一車長會係兼職呢？其實佢嗰度都係--
17 點講呢？旅遊，即係禮拜六、日嗰個人數就會多好多，佢突然之間有好多人放
18 假，就會入去大嶼山旅遊，佢需要嘅車長就會特別多咗，變咗需要兼職車長嘅
19 需求就會大咗。同埋都係嗰句，個彈性個問題，即係話我得聞，就我可以過嚟
20 兼職幫下手，個原因就會係咁樣，以我所了解，就係咁。同埋我做咁耐，都係
21 因為方便到我時間，我就可以去工作。

22 車啟冬先生：或者我用廣東話補充多少少，傳神啲。喺反車呢單意外之前，其實據我
23 所知，龍運巴士嗰邊嗰個收車情況都幾嚴峻下嘅，因為自從喺--我諗大約 2016
24 到 17 年期間，大量 A 線嘅擴充，即係直達機場客運大樓嗰啲路線嘅擴充，變咗
25 E 車，即係北大嶼山對外路線嘅收車率亦都係比較高，導致到一啲嘅個別嘅更分
26 收車情況係相對嚴重，喺呢啲情況底下，兼職車長就可以發揮到佢哋補班嘅作
27 用。

28 至於返番頭先大律師問過嘅問題，喺九巴嚟到講，即係喺番 KMB 同 Long
29 Win Bus bundle 1 124 頁所講九巴對嗰個 part-time 車長係咪一視同仁，
30 喺呢個羅馬數字 (i) 以下嘅要點嗰度，其實係嘅，係一視同仁嘅，全職又好，兼
31 職又好，一視同仁。係喇，我哋每日開工嗰陣時，將我哋個八達通卡--頭先我
32 哋幾位同事都講過，將我哋嘅八達通卡拍喺站長室嗰部機嗰度就已經係代表我
33 哋自行申報咗我哋嘅健康狀況、休息狀況、我哋係適合擔當當天嘅兼職車長工
34 作。九巴一直都有做過嘅，呢一樣嘢，即係自我 2016 年開始加入九巴，跟住轉
35 咗去龍運，一直都有。

36 鄭啟祥先生：最後我有少少意見想畀番委員會，就其實就講嚟講去咁耐，都係講司機
37 嘅問題，但係有冇向乘客嗰方面，你哋有冇研究下有啲咩嘢措施可以去針對番

1 乘客嘅行為呢？因而其實你見到好多--而家香港人等車等得耐又鬧，唔滿意又
2 投訴，投訴就最方便，其實你做咁多嘢，咩嘢車速監察，唔使嘅，佢哋識得打
3 電話去投訴嘅，根本就係佢哋要投訴嘅渠道係好多、好多，反而司機冇得去投
4 訴個乘客，如果係個乘客唔啱，我哋根本冇得講話個乘客唔啱，亦都有證據，
5 亦都有渠道去投訴佢。我就建議，平時點解--即係好簡單一個例子，...

6 主席：（經傳譯員）我哋係好清楚呢個問題嘅，所以點解我哋先至問咁多問題就關於
7 話嗰啲閉路電視或者係攝錄機，係咪需要有埋收音嘅功能等等嘅，我哋希望見
8 到巴士就有閉路電視，就話啲人非法泊車都係會影得到，唔單只係影到，而且
9 係會執法，因為如果執唔到法，就有法例都係完全冇意義嘅。

10 吳振宇先生：（經傳譯員）完全同意。我諗我哋想講嘅點就係話如果係咁，根本已經
11 係有咁嘅條例喺度可以處理乘客嘅行為，但係有冇執法呢？如果係有嘅話，係
12 咪應該更加大力度去執法呢？其實葉女士同佢其他同事都提到話佢哋係幾乎每
13 一日都係受到言語辱罵嘅。

14 主席：（經傳譯員）所以點解我係話過，個問題就係點樣可以執法，因為巴士乘客都
15 有權可以去辱罵巴士車長嘅。

16 吳振宇先生：（經傳譯員）啱嘅，譬如如果我哋睇番譬如地鐵，有啲地鐵嘅職員係有
17 權可以執法，然後--如果話乘客有啲咩嘢不當行為都可以罰款。

18 主席：（經傳譯員）我唔想再話延長呢一個環節太多，我要指出嘅其實就係根本好顯
19 而易見㗎喇，就係巴士就有一個巴士車長，得佢一個人喺度，而喺地鐵就有--
20 喺個站度有好多職員可以幫手嘅，佢哋等住喺度幫佢添，所以呢個就係最大嘅
21 分別，我就係想指出呢點，係有人指出過呢點，話畀我哋聽。

22 吳振宇先生：（經傳譯員）講番話人手問題，喺路上都係有啲嘅管工，即係有啲係站
23 長或者車站長嗰啲，係咪可以加多啲呢啲人手都幫到我哋呢？

24 主席：（經傳譯員）好，多謝各位，好多謝你哋今日嚟向我哋作供，係提供咗好多資
25 料畀我哋，但係你都可以睇到，我哋有好多嘅因素都需要平衡嘅。我哋嘗試想
26 做嘅就係首先係向你哋攞到啲資料先，係今日好有用，所以今日就我要喺呢度
27 完結，多謝各位，想特別多謝嗰啲我哋嘅謄寫員同埋即時傳譯員，今日工作咗
28 好長時間，我哋聽日 10 點鐘繼續，唔該。

29

30 2018年7月31日

31 下午6時12分聆訊押後

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Wednesday, 1 August 2018

(10.00 am)

EMPLOYEE OF KOWLOON MOTOR BUS COMPANY (1933) LIMITED:

MS DEBBY WONG

(Evidence given in Cantonese and English, transcription of
the simultaneous interpretation and/or English)

CHAIRMAN: Good morning, Ms Wong.

MS DEBBY WONG: (In English) Good morning.

CHAIRMAN: Thank you for accepting our invitation to give
evidence to the committee.

You are a current employee of the Kowloon Motor Bus
Company, are you not?

MS DEBBY WONG: (In English) Yes, I am.

CHAIRMAN: The way in which your evidence will be taken is
by Ms Wong, Senior Counsel, who is counsel assisting the
Committee posing questions to you. If there is anything
you wish to amplify, feel free to do so.

You will be referred to documents, you can look at
them on the screen, or you can ask for a hard copy, if
you want to look ahead or behind where the document
deals with things; do you understand?

MS DEBBY WONG: Yes.

CHAIRMAN: Thank you very much.

Ms Wong.

1 EXAMINATION BY MS WONG

2 MS MAGGIE WONG: Thank you, Ms Wong, for coming.

3 My questions will be focused on the resting
4 facilities set out in your submission or reply to the
5 letter of IRC dated 28 June 2018, and your letter of
6 reply was sent on 4 July 2018. That can be found at FE
7 bundle, page 199.

8 Ms Wong, before I start questioning on this topic,
9 may I know how long have you worked for Kowloon Motor
10 Bus?

11 MS DEBBY WONG: May I speak in Cantonese?

12 Yes, for 21 years. I have worked with the KMB for
13 21 years, and I've been involved in operations, and
14 I have had experience in two depots: Lai Chi Kok and
15 Tuen Mun respectively.

16 MS MAGGIE WONG: Since when did you take up the current post
17 as operator in charge of the Kowloon Motor Bus Tuen Mun
18 depot?

19 MS DEBBY WONG: (In English) Since 1997 I work at Tuen Mun
20 depot and then I transferred to Lai Chi Kok depot in
21 2016. And then I went back to Tuen Mun depot in 2018.

22 MS MAGGIE WONG: Your reply stated that there were 30 bus
23 stations under Tuen Mun depot. I notice in Mr Kelvin
24 Yeung's submission he stated there are 31 bus termini.
25 May I just ascertain which one is correct? 30 or 31?

26

1 MS DEBBY WONG: Well, for some stations, we may not have
2 somebody stationed there as a bus regulator, so when
3 counting the number of bus stations, there may be a
4 discrepancy. It should be between 30 and 31.

5 MS MAGGIE WONG: Thank you.

6 And how many bus stations did you manage?

7 MS DEBBY WONG: Almost 10, because I'm responsible for Tin
8 Shui Wai area. Let me, sort of count them.

9 CHAIRMAN: Take your time.

10 MS DEBBY WONG: Well, under me, at Tuen Mun depot I have got
11 four. As the assistant manager of Tuen Mun depot, four
12 for Tin Shui Wai area.

13 MS MAGGIE WONG: Yes. I understand that Tuen Mun depot is
14 responsible for bus operations of three districts, Tuen
15 Mun, Yuen Long and Tin Shui Wai, and you are responsible
16 for Tin Shui Wai.

17 MS DEBBY WONG: (In English) Yes.

18 MS MAGGIE WONG: Is that all bus stations in Tin Shui Wai?

19 MS DEBBY WONG: (In English) Yes.

20 MS MAGGIE WONG: So there are four bus stations in Tin Shui
21 Wai?

22 MS DEBBY WONG: (In English) Yes.

23 MS MAGGIE WONG: What about the rest? Are they all managed
24 by Kelvin?

25 MS DEBBY WONG: (In English) Kelvin manage only on Tuen Mun
26

1 zone. Yuen Long is under another AM.

2 MS MAGGIE WONG: Another AM, assistant manager.

3 MS DEBBY WONG: (In English) Assistant manager.

4 MS MAGGIE WONG: And who is that?

5 MS DEBBY WONG: (In English) Amanda Hung.

6 MS MAGGIE WONG: Thank you.

7 Now, Ms Wong, in your submission you stated there
8 are two types of rest kiosk. The first is type A, and
9 the second type B.

10 Now, I notice type B is bigger in size. Can you
11 tell us what is the difference -- apart from size, what
12 is the difference between the two?

13 MS DEBBY WONG: Other than the size, well, in fact the
14 internal partitioning is different. For the larger
15 kiosk we can place more electrical appliances, like
16 a microwave, as well as the drinks dispenser. For
17 smaller ones, that's mainly for the bus regulator, it is
18 more like their working station.

19 So the microwave and the drinking dispenser, so they
20 are the things that we kept there.

21 MS MAGGIE WONG: Would sort of a bench so that you can sleep
22 be provided for either type?

23 MS DEBBY WONG: Well, this is the working place. At
24 a larger bus station we may be able to provide a rest
25 room, what we call them, for bus captains to take
26

1 a rest. The size would be similar to the size of the
2 larger kiosk. The larger kiosk is for both the
3 regulator as well as the bus captains. The size is the
4 same, but then the design is such that we have tables
5 and chairs.

6 And then we have some offices which are concrete,
7 say, for example, at the PTI, it already provides
8 a concrete office. Then the space will be larger. As
9 I've mentioned, at some locations we have more space,
10 and we are able to provide more chairs. That's because
11 the office is a concrete one.

12 CHAIRMAN: What is a PTI?

13 MS DEBBY WONG: (In English) Public transport interchange.

14 CHAIRMAN: Are any of the four bus stations that you manage,
15 places at which there are rest facilities?

16 MS DEBBY WONG: (In English) Like Tin Shui Wai town centre
17 there is a concrete office and we provide a rest area
18 for bus captains and another room is for terminus
19 supervisor.

20 CHAIRMAN: Thank you.

21 MS DEBBY WONG: (In English) Also in -- what I manage is Tin
22 Yan, Tin Fu and Tin Tsz, they all have two bigger-size
23 kiosk, one is for terminus supervisor and the other one
24 is for bus captain.

25 Also what I manage, the four bus stations already
26

1 provided the rest room.

2 MS MAGGIE WONG: The four bus stations that you managed, are
3 these stations providing split shifts for bus captains?

4 MS DEBBY WONG: (In English) Yes.

5 MS MAGGIE WONG: How many of them provided split shifts?

6 MS DEBBY WONG: (In English) I don't have the number. But
7 at each bus station we have certain bus routes, and some
8 is long-haul routes and some is short-haul routes, and
9 we have a mix, bus captains, some is split shift that
10 you mentioned, and some is one duty. That means only am
11 shift or night shift.

12 MS MAGGIE WONG: So in all these bus stations, there are
13 split shifts and are they all provided with rest
14 facilities for all four bus stations?

15 CHAIRMAN: Are you referring to just the four?

16 MS MAGGIE WONG: Yes.

17 CHAIRMAN: Thank you.

18 MS DEBBY WONG: (In English) Yes, we provided the facility
19 in my managed bus terminus, and also we have a bus depot
20 in Tin Shui Wai, and bus captains can rest during the
21 break inside the depot, Tin Shui Wai depot. Or they can
22 -- if they live close to their home, they can go home,
23 rest, and then return to work. Because we will give
24 around three or more hours for them to rest during the
25 break.

26

1 CHAIRMAN: Is Tin Shui Wai a town centre a depot or bus
2 station?

3 MS DEBBY WONG: (In English) We have another depot, it is
4 Tin Shui Wai depot, it is also in Tin Shui Wai zone.

5 CHAIRMAN: Do you see on the screen we have a list of bus
6 stations, which one is the depot?

7 MS DEBBY WONG: (In English) Tin Shui Wai town centre is the
8 bus station and we have another location named Tin Shui
9 Wai depot. That is only bus parking only.

10 CHAIRMAN: So we don't have Tin Shui Wai depot listed here?

11 MS DEBBY WONG: (In English) Yes, that's right.

12 MS MAGGIE WONG: Just to clarify, on that page, page 207,
13 there are two Tin Shui Wai. One is Tin Shui Wai town
14 centre, one is Tin Shui Wai railway station. So they
15 are not the ones that are referred to by you as rest
16 facilities?

17 MS DEBBY WONG: (In English) Sorry, I missed this one. This
18 is under my management too. Tin Shui Wai station.

19 MS MAGGIE WONG: So both of them?

20 MS DEBBY WONG: (In English) This is another one. The
21 station, another bus terminus another bus station under
22 my manage.

23 CHAIRMAN: You told us earlier that Tin Shui Wai town centre
24 has a rest area; is that right?

25 MS DEBBY WONG: (In English) We provide rest area there.

26

1 MS MAGGIE WONG: And the rest areas, are they type A or
2 type B, or the bigger kiosk that you mentioned?

3 MS DEBBY WONG: (In English) Type B.

4 MS MAGGIE WONG: Type B. So in all the four bus stations,
5 are they type B?

6 MS DEBBY WONG: (In English) Except Tin Shui Wai town
7 centre, this is a concrete office, so we have concrete
8 office for bus captain rest room.

9 The other is a kiosk, Tin Yan, Tin Fu, Tin Shui Wai
10 station, they are all in kiosk B, type B.

11 MS MAGGIE WONG: So there would be benches provided for
12 them, for bus captains?

13 MS DEBBY WONG: (In English) Yes, there is a chair. Not
14 really a bench. It is a chair, and table, for them to
15 take meal and rest.

16 MS MAGGIE WONG: In your submission you mentioned that there
17 is a long lapse or long lead time to have a placement,
18 even for chemical toilets, during your management of Lai
19 Chi Kok depot, and that is at page 198, paragraph 3D of
20 your submission.

21 And you mentioned an example of Allway Garden. And
22 can you also refer to a minute, because it appears the
23 trade union have also reflected this to the Transport
24 Department. I just want to ascertain if you know about
25 this.

26

1 And that's at TU-260-192 in English. That's minutes
2 of the meeting between the Transport Department, and
3 Legislative Councillor and Mr Cheung Kwok Che, and
4 representatives of the Federation of Bus Industry Trade
5 Unions, and representative of franchised bus unions.

6 CHAIRMAN: And the date?

7 MS MAGGIE WONG: The date is 4 March 2015. Page 260-200.

8 It was under the topic of bus stop facilities, and
9 it is stated there that:

10 "The unions were discontent that ... most of the bus
11 termini did not have pre-existing fixed restrooms for
12 employees and toilets, and requested the Transport
13 Department to review the planning and management of bus
14 termini. The unions were also dissatisfied with the
15 present complicated procedure for bus companies to apply
16 for the installation of employee rest rooms, mobile
17 toilets and other bus stop facilities and the
18 consultation was very time-consuming. It was suggested
19 that the application and consultation procedure should
20 be simplified and speed up."

21 It mentioned a number of locations. And one of them
22 is "Allway Garden bus terminus (no toilets)", which is
23 one of the examples given in your submission.

24 Is that the location, or is Allway Garden bus
25 terminus the location you mentioned in your submission

26

1 at page 198?

2 MS DEBBY WONG: (In English) Correct.

3 MS MAGGIE WONG: So what is the status today? Has a toilet
4 or rest facility been given at Allway Garden?

5 MS DEBBY WONG: (Interpreted) The Allway Garden terminus is
6 uncovered and it is some way from a public toilet, and
7 opposite Allway Garden there is a shopping centre, but
8 the rest rooms there are always locked. We would have
9 to borrow keys from the management office if our staff
10 are to use their toilet.

11 The management office indicated that since we are
12 not tenants they are reluctant to lend us the keys.

13 As I know, for the Lai Chi Kok terminus or depot, we
14 have made submissions multiple times to the Transport
15 Department to apply for chemical toilets. In
16 January 2017, I submitted an application myself. It
17 was January 2016. Again, we submitted an application to
18 TD for a chemical toilet, and in the process TD rejected
19 our application citing rejection from the public
20 consultation.

21 It is an outdoor depot or terminus, so residents
22 would be somewhat affected, but we considered the need
23 for our staff to have a toilet, that's why we again
24 applied to the Transport Department for other viable
25 alternative locations, and in July last year we revised
26

1 our plan, and again made an application. And eventually
2 TD approved our application last October. The reason
3 was that our staff had no toilet they can use.

4 And we communicated with district councillors to
5 convince them of the need for our staff to have
6 a toilet. So we received an approval letter last
7 October.

8 MS MAGGIE WONG: This is only one of the examples. And the
9 examples you gave based on the minutes is from
10 March 2015, and you only managed to get the application
11 approved in last October, which took at least two years
12 to successfully apply for a toilet facility; is that
13 correct?

14 MS DEBBY WONG: (In English) Actually, more than two years.
15 Before they have some e-mail with our -- my other
16 colleague, but under my management from 2017 for the
17 whole year we have applied again, and again.

18 CHAIRMAN: How long has Allway Garden been a bus station?

19 MS DEBBY WONG: (In English) Over 20 years. I'm not quite
20 remember the history, but once the bus terminus was
21 here, the bus -- was there.

22 CHAIRMAN: How does it happen that a bus station is brought
23 into use and there is not a provision for a toilet?

24 MS DEBBY WONG: (In English) So --

25 CHAIRMAN: How does that happen?

26

1 MS DEBBY WONG: (In English) Our bus captain obtain need to
2 borrow the commercial centre, their office, with the
3 key, and they change the key if they know we borrowed,
4 and they change the key -- change the lock again.

5 CHAIRMAN: No, the question is more fundamental than that.
6 Why do you provide a bus service to a bus station if
7 there is not a toilet there? How does it happen that
8 that comes about?

9 MS DEBBY WONG: (In English) Yeah.

10 CHAIRMAN: Why do you do it?

11 MS DEBBY WONG: (In English) So when I manage, I see the
12 problem, so I try to communicate with the TD, Transport
13 Department, and DC -- actually, I know the background is
14 the DC members very unhappy of the chemical toilet
15 placed in the public PTI.

16 CHAIRMAN: Then perhaps they have a choice. They either
17 have a bus service or they have a toilet. But they --
18 so how is it that you provide a bus service and you
19 allow them to oppose putting a toilet in?

20 MS DEBBY WONG: (In English) So they asked us to borrow the
21 commercial centre's toilet. That's what the solution
22 they think it would be.

23 CHAIRMAN: That's not a solution, is it?

24 MS DEBBY WONG: (In English) Yeah, it is true.

25 MS MAGGIE WONG: And the second example you gave is the Lok
26

1 Wah issue in August 2017. That's at page 198. And in
2 your submission you stated that the Lok Wah issue was
3 only resolved in October 2017, after several lobbying
4 with the district council.

5 How long have you applied for a rest kiosk in Lok
6 Wah Estate, since when?

7 MS DEBBY WONG: (In English) I read from the news it is over
8 five years?. Sorry, this is not under my managed zone,
9 but I read from the newspaper it is over five years we
10 have applied. By KMB.

11 CHAIRMAN: Is Lok Wah in Kwun Tong?

12 MS DEBBY WONG: (In English) Yes.

13 CHAIRMAN: Is it a bus station?

14 MS DEBBY WONG: (In English) Yes.

15 MS MAGGIE WONG: And the third example you gave is also at
16 Tuen Mun depot, is the Yuen Long Park.

17 And you stated that you applied for the resting
18 facility in 2014, and only approved in 2016.

19 So why did it take so long to provide, or two years
20 to provide a resting facility?

21 MS DEBBY WONG: (In English) Actually, we don't know the
22 reason. But our procedure is submit our application to
23 Transport Department and they will circulate our
24 application to public, all relevant publics, like
25 police, or DC member, and the residents, near Yuen Long
26

1 Park, they will consult them, and I remember they
2 replied that the rejection party is police.

3 That's very rare from my understanding, it is not
4 their living area, that's police. So we asked police to
5 come out and discuss with them how can we solve this
6 issue. Because providing the kiosk, not only our
7 working station for terminus supervisor, also that was a
8 resting area for our bus captains. If there is really
9 a service providing in Yuen Long Park, we need
10 a station, we need a rest room for them.

11 So we asked the police to come out to solve the
12 issue, and try to make every party happy.

13 MS MAGGIE WONG: Do you have written correspondence
14 exchanged with the police about this matter?

15 MS DEBBY WONG: (In English) Yes. We resubmit the
16 application to Transport Department, and asked them
17 to -- for another round consultation in 2015.

18 MS MAGGIE WONG: Would you be able to provide us with the
19 documentation in relation to this particular incident
20 concerning Yuen Long Park --

21 MS DEBBY WONG: (In English) Yes.

22 MS MAGGIE WONG: -- with the Transport Department and with
23 the police?

24 MS DEBBY WONG: (In English) Yes, I can provide that.

25 MS MAGGIE WONG: Thank you.

26

1 And may I take you to the TU bundle, as well as.
2 This time it is in relation to -- this is a report
3 compiled by the Federation of Bus Industry Trade Unions.
4 Annex 7 of their submission dated 16 July.

5 And it listed out --

6 CHAIRMAN: Page?

7 MS MAGGIE WONG: Page 260-346-2. 260-346-2.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: It is a table setting out the bus terminus
10 and the location, and the progress of the application.
11 I would just like to ask you a few examples here to ask
12 you whether progress has been made, or whether there has
13 been further progress.

14 On that page, it is under the bus company KMB, and
15 the location is at Tuen Mun Po Tin Estate, and it was
16 stated there that it has been consulted for two years
17 and no reply has yet been received.

18 MS DEBBY WONG: (In English) I think that is Kelvin Yeung's
19 submission. Po Tin.

20 MS MAGGIE WONG: I believe that's not. Because that's the
21 document provided to us by Federation of Bus Industry
22 Trade Unions, annex 7. It is not a document by Kelvin
23 Yeung.

24 MS DEBBY WONG: (In English) Okay.

25 MS MAGGIE WONG: But in any event, I just want you to
26

1 confirm whether that's the position.

2 We see in the right column, it is stated there that:

3 "The relevant application has to be approved by the
4 Housing Department. [Transport Department] has already
5 written to the Housing Department requesting KMB's
6 application to be handled as soon as possible, it has
7 also made follow-up call to the Housing Department to
8 further follow up. The Housing Department replied and
9 said it is still handling the relevant matter."

10 And it was in relation to the Tuen Mun Po Tin
11 Estate.

12 So is that, first of all, an estate managed by you?

13 MS DEBBY WONG: (In English) No.

14 MS MAGGIE WONG: Or the bus station, is that managed by you?

15 MS DEBBY WONG: (In English) No, it is under Kelvin Yeung.

16 MS MAGGIE WONG: But you don't know about the status of this
17 application?

18 MS DEBBY WONG: (In English) Not so familiar.

19 MS MAGGIE WONG: And what about the rest of the facilities
20 from 260-346-2, if you look through to 260-346-6? Can
21 you look through them and see which one of them may be
22 applicable to you, or an estate managed by you, a bus
23 station managed by you?

24 MS DEBBY WONG: (In English) No. All is not under my
25 management.

26

1 MS MAGGIE WONG: Yes.

2 And Ms Wong, I'm going to ask you another topic.

3 You mentioned that you have been working for Kowloon

4 Motor Bus for over 20 years.

5 MS DEBBY WONG: (In English) Yes.

6 MS MAGGIE WONG: Do you know a person named Raymond Cheng?

7 MS DEBBY WONG: (In English) Raymond Cheng, yes.

8 MS MAGGIE WONG: He used to work for Kowloon Motor Bus

9 between 2010 and 2014 in the safety and service quality
10 department.

11 MS DEBBY WONG: (In English) Mm-hmm.

12 CHAIRMAN: Do you know that?

13 MS DEBBY WONG: (In English) Yes.

14 MS MAGGIE WONG: And in his submission he mentioned that
15 there was a study conducted during his time, following
16 the accident in Tseung Kwan O in 2009, that there was
17 a study about 29 sharp bends in Hong Kong, and to
18 discuss the possible speed limit that could be
19 applicable.

20 CHAIRMAN: Perhaps if we were to show the witness the
21 witness statement?

22 MS MAGGIE WONG: Yes. The witness statement is at page 96.

23 CHAIRMAN: Of which bundle?

24 MS MAGGIE WONG: FE bundle, page 96-4.

25 If you look at the section, buses can overturn

26

1 easily --

2 CHAIRMAN: Give Ms Wong a moment to have a look at the
3 document.

4 MS MAGGIE WONG: I apologise, yes.

5 Do you mind looking at the document at page 96-4?

6 If you look through to 96-6, so three pages.

7 CHAIRMAN: Take your time. There is no hurry.

8 Yes, Ms Wong.

9 MS MAGGIE WONG: Yes, Ms Wong, we can see from this

10 statement that Mr Raymond Cheng stated that he:

11 "... started the study of safe driving in the sharp
12 turns back in 2013. The Safety and Quality Service
13 Department invited the 4 depot managers, the
14 representatives from Bus Captain Training School and Bus
15 Maintenance Section of Service Department to form
16 a study group looking deeply into all the sharp turns
17 within [KMB] bus route network. The study collected
18 thousands of daily bus turning data and formulated
19 hundreds of potentially dangerous turns within the
20 network. We then narrowed it down to top 29 corner
21 turns that may cause serious overturning
22 [incidents] ..."

23 And he named a few in Chinese characters there.

24 May I ask you first, did you know about the study
25 carried out by Raymond Cheng.

26

1 MS DEBBY WONG: (Interpreted) Yes, I was aware of the 29
2 sharp bends. But then I was not within the group making
3 this.

4 CHAIRMAN: Do you know who was in the group?

5 MS DEBBY WONG: (In English) As mentioned by Raymond, maybe
6 it is the depot manager plus the training school
7 instructor.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: And this study group, it mentioned that --
10 if you look over the page at 96-6, it referred to the
11 study group carrying out tests of these 29 turns in
12 different road conditions, different speeds, different
13 passengers, load conditions, and they video-recorded the
14 whole study for future reference.

15 Did you know about this video-recorded study?

16 MS DEBBY WONG: (Interpreted) No.

17 MS MAGGIE WONG: If you look, if you follow on at the
18 bottom, it mentioned there was a safety booklet.
19 I believe subsequently it was clarified as a small
20 printed card, by Mr Raymond Cheng:

21 " ... for Bus Captains detailing each potentially
22 dangerous turns' exact location, direction, and road
23 nature, road condition, past record, related photos or
24 grimes from Transport Department's document or passenger
25 complaints ..."

26

1 Then they have made 31 is safety driving suggestions
2 from a study of over 1,500 studies.

3 Did you know about this?

4 MS DEBBY WONG: (In English) I know there is a safety
5 booklet, but I'm not sure of the study.

6 MS MAGGIE WONG: So there is a safety booklet of these 29
7 turns; is that correct?

8 MS DEBBY WONG: (In English) In general. The safety
9 booklet is in general for bus captains to be careful.

10 MS MAGGIE WONG: Did you know about the outcome of this
11 study?

12 MS DEBBY WONG: (In English) Not sure.

13 CHAIRMAN: Do you know if it was disseminated, passed out to
14 bus captains?

15 MS DEBBY WONG: (In English) Yes, we will pass this safety
16 handbook to bus captains, and we will have a very brief
17 instruction to them.

18 MS MAGGIE WONG: But in relation to this safety handbook to
19 bus captain, do you know if it contains anything about
20 these 29 sharp bends?

21 MS DEBBY WONG: (In English) Sorry, I'm not very quite read
22 the details from the booklet, so maybe I have no idea on
23 this subject.

24 MS MAGGIE WONG: Mmm. During your time in Kowloon Motor
25 Bus, did you at any time discuss with the management
26

1 about conducting a study or gathering views from bus
2 captains as to the dangerous road conditions in Hong
3 Kong?

4 MS DEBBY WONG: (In English) We will give -- I remember
5 during Mr Cheng's -- the period I was not assistant
6 manager, and I am one of the operations staff and we
7 will provide some location that may have potential to
8 have the hazard on the sharp bends. So during that time
9 we provide some location to SSQ session to have more
10 review on this.

11 CHAIRMAN: That's safety and service session, is it?

12 MS DEBBY WONG: (In English) Yes.

13 MS MAGGIE WONG: For which period?

14 MS DEBBY WONG: (In English) During Mr Cheng's -- 2010 to
15 2014.

16 MS MAGGIE WONG: What about after 2014?

17 MS DEBBY WONG: (In English) After --

18 MS MAGGIE WONG: After 2014, did you continue to provide
19 information about this?

20 MS DEBBY WONG: (In English) Yes, continuous.

21 MS MAGGIE WONG: Would you be able to provide us with some
22 of the documentation concerning your relaying of the
23 concerns about locations about the topic you mentioned
24 about the dangerous road condition that may pose risk?

25 MS DEBBY WONG: (In English) Maybe I will not have the
26

1 black and white, but we will have a focus group to
2 discuss this topic. I remember after the accident in
3 Tseung Kwan O they have a focus group to discuss this
4 topic.

5 CHAIRMAN: Were there minutes kept of these meetings? Was
6 it documented in any way?

7 MS DEBBY WONG: (In English) I'm not sure we have the
8 document.

9 MS MAGGIE WONG: You mentioned a focus group, is it
10 different from the study group?

11 MS DEBBY WONG: (In English) Similar. Similar, the study
12 group to study the sharp bend location.

13 MS MAGGIE WONG: But what about the membership in this focus
14 group?

15 MS DEBBY WONG: (In English) I think they all left KMB.
16 The department -- the depot manager did mention they are
17 all -- some is retired, some is resigned.

18 CHAIRMAN: So the group of people involved in studying sharp
19 bends either retired or resigned; is that what you are
20 saying?

21 MS DEBBY WONG: (In English) Mm-hmm.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: So when did they retire or resign?

24 MS DEBBY WONG: (In English) In these few years. I don't
25 exactly remember the date.

26

1 MS MAGGIE WONG: So after they retired or resigned what
2 happened to the focus group?

3 MS DEBBY WONG: (In English) We changed to each depot to
4 keep monitor the safety issue. Not by this section,
5 safety -- SSQ -- the ownership shifted to each depot,
6 operations.

7 CHAIRMAN: So rather than being centralised it became
8 dispersed to each depot?

9 MS DEBBY WONG: (In English) Individual. Mm-hmm.

10 MS MAGGIE WONG: When you mentioned each individual depot,
11 would you discuss with the bus captains that based on
12 their experience that certain road or bends are
13 dangerous, and then to warn the other bus captains that
14 they have to be careful? Would you do something like
15 that?

16 MS DEBBY WONG: (In English) We will analyse some, the
17 accident location, bus captain experience, in the
18 sharing group, the bus captain experience, and like
19 this. To analyse the -- any hazard in -- on the road,
20 and we need to maybe if that is necessary, we will
21 discuss with training school, the instructor, how to
22 train some bus captain to pay attention to the road.

23 MS MAGGIE WONG: This sharing group, is this only confined
24 to individual depot, or would there be discussions
25 amongst different depots?

26

1 MS DEBBY WONG: (In English) In -- because different
2 location -- it depends on each depot. They will
3 individually discuss with training school, or we have
4 some meeting, maybe with training school we will -- we
5 will provide to the -- any time actually, not specific,
6 not specific in any meeting.

7 MS MAGGIE WONG: How often you hold this sharing group?

8 MS DEBBY WONG: (In English) Like what I say. It is -- if
9 we analyse some traffic accident, so it is not time
10 limit to them. So another is bus captains sharing
11 experience, then if we find their location is a hazard,
12 we will talk to the instructor, or make some notice or
13 reminder to remind bus captain to pay attention on some
14 hazard location. So there is no specific meeting or any
15 time to make a promise in that meeting, or what.

16 MS MAGGIE WONG: You refer to making some notice, or
17 reminder to remind bus captains to pay attention on some
18 hazard location. Are they in writing, or orally?

19 MS DEBBY WONG: (In English) Both. Mostly it is in
20 writing.

21 MS MAGGIE WONG: Within each individual depot?

22 MS DEBBY WONG: (In English) Yes.

23 MS MAGGIE WONG: Can you provide us with some of these
24 notices or reminders?

25 MS DEBBY WONG: (In English) I can provide to you later.

26

1 I don't it have now.

2 MS MAGGIE WONG: Thank you.

3 So about these individual notices, are they reactive
4 to accidents? That's the first question. Are they
5 reactive to accidents? The notice was issued reactive
6 to accidents?

7 MS DEBBY WONG: (In English) For your first question, yes,
8 sometimes it is react to the accidents. Like
9 a reminder, for the bus captain.

10 MS MAGGIE WONG: And the second is, are they reactive to bus
11 captains' complaints, or if I put it correctly, is it
12 bus captains' views, initiative to inform you about
13 certain road condition?

14 MS DEBBY WONG: (In English) Yes, if there is road
15 condition will create some accident we will also issue
16 some reminder for bus captain.

17 MS MAGGIE WONG: My question is, sorry, are they reactive --
18 are they study -- is it a study carried out by your
19 company's initiative, or due to the bus captains'
20 voicing out their views about certain road conditions?
21 Which one is that?

22 MS DEBBY WONG: (In English) If the bus captain voice out
23 that, we will verify the cause, or something we can
24 protect, I mean, prevent any accident appear again, so
25 we will find out the root cause first. If there is

26

1 really can prevent, we can do something. Like, maybe,
2 remind them some road conditions have some -- like after
3 the raining, the tree branches always will create some
4 accident, we will remind them to be patient when they
5 drive near the roadside, so we will remind something
6 like "Be careful driving near that road section".

7 MS MAGGIE WONG: So that's reactive to the experience of the
8 bus captains' views?

9 MS DEBBY WONG: (In English) Yes.

10 MS MAGGIE WONG: And not something initiated by the bus
11 company; is that what you are saying?

12 CHAIRMAN: I think what you have told us is that you reacted
13 to accidents and you also listened to what bus captains
14 had to say?

15 MS DEBBY WONG: (In English) Yes.

16 CHAIRMAN: That's how you formulated these cautionary
17 advices?

18 MS DEBBY WONG: (In English) Mm-hmm. Right.

19 MS MAGGIE WONG: Thank you.

20 Can you give us a few examples during your time
21 perhaps in Tuen Mun, as to some of the road that you
22 have identified as dangerous or posed risk?

23 (Pause)

24 CHAIRMAN: If you can't, just say so.

25 MS DEBBY WONG: (In English) Okay. No.

26

1 MS MAGGIE WONG: So you can't identify at the moment? Okay.

2 MS DEBBY WONG: (In English) Yes.

3 MS MAGGIE WONG: Concerning the last topic, it is about lost
4 trip.

5 We have heard some evidence that there are a number
6 of lost trips due to the fact that -- they are due to
7 various reasons; sometimes due to road conditions and
8 sometimes due to the inaccurate estimation of the
9 journey time.

10 Can you confirm if that's what happened --

11 CHAIRMAN: Before you do that, can you tell us what a lost
12 trip is?

13 MS DEBBY WONG: (In English) Lost trip will be -- we have
14 a scheduling service that we have gazette -- like
15 gazetted trips that we promise to make a certain service
16 level, in a certain period there is a gazetted schedule.
17 And there is a -- if we cannot follow the scheduling of
18 service, that trip missing was named lost trip.

19 CHAIRMAN: So, inability to fulfil your gazetted schedule?

20 MS DEBBY WONG: (In English) Yes.

21 MS MAGGIE WONG: Does this happen in the Tuen Mun depot that
22 you managed?

23 MS DEBBY WONG: (In English) Yes, lost trip happened there.

24 MS MAGGIE WONG: Can you tell us the reasons why there were
25 lost trips?

26

1 MS DEBBY WONG: (In English) Basically we will have the
2 crew, the sufficient of crew. Second will be the
3 traffic condition will create -- the bus cannot arrive
4 on time. And the third will be the bus breakdown, we
5 don't have spare buses to replace shortly.

6 Fourth will be if there is an urgent -- sudden
7 demand happened in other area, we need to redeploy some
8 service from gazetted service to others to make the
9 demand solved.

10 CHAIRMAN: To meet the demand?

11 MS DEBBY WONG: (In English) Yes. So there is these
12 reasons will create lost trip. Some -- actually, we are
13 doing some -- actually, we always need to review the --
14 assess the scheduling of service time and time.
15 Actually, when we create the schedule of service we need
16 to review the -- every area, any changes, if there are
17 changes maybe my during the off peak, the service do not
18 need so frequent, so we will submit the application to
19 Transport Department to reduce some schedule of service,
20 some trips, so make use this time for bus captain for
21 more rest time or to let them have more time to rest.

22 So we, on and on going, we will apply this to
23 Transport Department and this can also reduce the trips,
24 so we can -- may have less lost trip rates.

25 CHAIRMAN: Do Transport Department measure your lost trips?

26

1 Is this something you have to report?

2 MS DEBBY WONG: (In English) Yes.

3 MS MAGGIE WONG: How do you assess the journey time when you
4 gazette all these scheduled trips?

5 MS DEBBY WONG: (In English) Okay, for the first time we
6 will use our patrol car. Maybe for the first time the
7 timetable issued we will use our patrol car to follow
8 the scheduled trips, scheduled routing to measure the --
9 estimate the journey time. After the timetable
10 implement, maybe after certain period the environment is
11 changed, we will analyse the previous days of regular
12 service to summarise the journey time to average the
13 journey time to estimate any changes after the timetable
14 implement.

15 So that is how to generate the journey time.

16 CHAIRMAN: So if you find that the journey time in fact is
17 taking longer than the scheduled time, what do you do
18 about it?

19 MS DEBBY WONG: (In English) We will apply to TD to make
20 the scheduling service -- to revise the scheduling of
21 service.

22 CHAIRMAN: Is that something that you do regularly?

23 MS DEBBY WONG: (In English) Yes.

24 CHAIRMAN: When did you last do that?

25 MS DEBBY WONG: (In English) Actually, last month we also
26

1 submit that -- not last month, in May.

2 CHAIRMAN: Thank you.

3 How long typically does it take to get a response
4 from the Transport Department?

5 MS DEBBY WONG: (In English) It will take long, because
6 Transport Department say they will arrange a survey.
7 Actually, not only we add the journey time, if we will,
8 that's necessary, we also review the non-peak hour, the
9 trip may be not that frequent, maybe reduce some trips,
10 and the Transport Department need to make a survey, and
11 then it will take a very long time for the process.

12 CHAIRMAN: Are you talking about years? How long are you
13 talking about?

14 MS DEBBY WONG: (In English) Some certain months, maybe
15 a year, Mr Chairman, yes.

16 MEMBER LO: Have you used the black box information to
17 ascertain that the trip time is actually longer?

18 MS DEBBY WONG: (In English) Actually, we don't use black
19 box for the journey time. We use -- we have a system,
20 our -- our KMB system, which is the bus captain use
21 their Octopus to report on the bus terminus, bus
22 station, when they reach any bus station they will need
23 to tap the Octopus card so that we can know that they
24 arrive, and if there is some uncertainty, we will use
25 its black box to see their arrival time. Actually, if

26

1 the bus arrive, bus captain reach to us report they
2 arrive. So we will actually use our internal system,
3 TER system. Instead of black box.

4 MEMBER LO: But TD does not look at that as sufficient
5 evidence to change a timetable?

6 MS DEBBY WONG: (In English) No. I don't know how they do
7 the analysis.

8 CHAIRMAN: But isn't the equipment that you have, we call it
9 a black box, if you like, isn't it capable of doing this
10 automatically? Or don't you know?

11 MS DEBBY WONG: (In English) You mean the black box data do
12 it automatically?

13 CHAIRMAN: Yes. Tell you the journey time.

14 MS DEBBY WONG: (In English) Actually, we will keep it in
15 a database. Once we need to retrieve the data, we will
16 recall that to see if the bus arrive on time, or
17 something, or the speed of the bus. So not actually we
18 rely on this to monitor journey time.

19 CHAIRMAN: The system you use is the fact that the bus
20 captain uses his Octopus card on arrival at a terminus,
21 is that it?

22 MS DEBBY WONG: (In English) Yes.

23 MS MAGGIE WONG: And what are the consequences for your
24 company if you have lost trips?

25 MS DEBBY WONG: (In English) It depends on -- "what are
26

1 your consequences"? Actually, we try to deploy
2 sufficient crew, bus captain to make a lost trip --
3 minimise the lost trip. That's what -- our solution.
4 And the other solution maybe what I mentioned, try to
5 reduce the off-peak trips to make less bus captain to
6 use on the road, and that's another solution.

7 MS MAGGIE WONG: Ms Wong, do you know a person call Alok
8 Jain?

9 MS DEBBY WONG: (In English) Yes, our planner, ex DOD.

10 CHAIRMAN: What does that stand for?

11 MS DEBBY WONG: (In English) Deputy operations director.

12 CHAIRMAN: Thank you.

13 MS MAGGIE WONG: During your time, have you been able to
14 have a discussion or meetings with Alok Jain in relation
15 to the safety aspects of franchised buses?

16 MS DEBBY WONG: (In English) In my understanding, I only --
17 the planning issue, I will discuss with him. Because he
18 have another --

19 (Interpreted) He had got another sort of capacity.

20 He was the planner, he was the head of planning.

21 MS MAGGIE WONG: You mentioned planning issues. What is
22 planning issue?

23 MS DEBBY WONG: (In English) Because we have a division
24 named "Planning", we will discuss with Planning
25 Department on some routes development, or the bus type

26

1 issue with the Planning Department.

2 MS MAGGIE WONG: In relation to the bus type issue, would
3 you discuss black box?

4 MS DEBBY WONG: (In English) Not with him.

5 MS MAGGIE WONG: But during your time did you have meetings
6 with this Planning Department concerning black box?

7 MS DEBBY WONG: (In English) No.

8 MS MAGGIE WONG: Mr Chairman, I have finished my
9 questioning.

10 CHAIRMAN: Thank you.

11 QUESTIONS FROM THE COMMITTEE

12 MEMBER AUYEUNG: I just want to follow up on the comment you
13 made earlier, that when a particular spot to be defined
14 as hazardous by yourself or a bus captain, do you also
15 have a procedure to report it to the head office, or the
16 training instructor?

17 MS DEBBY WONG: (In English) We will discuss with training
18 instructor for the -- any hazard. Something like maybe
19 a -- sharing from experience, maybe we have a terminus,
20 we see there always have accident when bus captain
21 turning into the bus bay, like there is a shelter, maybe
22 a shelter erected there which will create some hazard
23 there, we will discuss with training school how to make
24 more training on bus captain, or do some modification on
25 the shelter issue.

26

1 So this kind of review or something experienced from
2 bus captain, we will do, as what I said, we will verify
3 the final, the root cause, and then we will try to find
4 a way out, how to solve that.

5 MEMBER AUYEUNG: Is this communication in writing, or
6 verbal?

7 MS DEBBY WONG: (In English) Both. Both will have.
8 Sometimes e-mail, e-mail to training school.

9 MEMBER AUYEUNG: Thank you.

10 The other question is during your time working in
11 your particular responsibility, have you ever received
12 complaints from bus captain that the resting facilities
13 are not good enough?

14 MS DEBBY WONG: (In English) Mm-hmm, yes. We -- sometimes
15 we will receive some bus captain request, maybe a bigger
16 resting area, like the kiosk will be too small, they
17 want one more, or they want more facility. Like they
18 want distilled water, they want hot and cold water, so
19 we will try to use our force to make them happy.

20 MEMBER AUYEUNG: Thank you.

21 MEMBER LO: This is just a very open question. I know you
22 are a very experienced frontline manager.

23 Are there issues that you think the company can do,
24 maybe should do, but has not done, other than the
25 aspects we have already discussed, about safety, that
26

1 you observe over the years, that we should be aware of?

2 MS DEBBY WONG: (In English) I think for the safety issue,
3 not only our company can do everything. Like what
4 I say, some road conditions, and some -- road condition
5 is not -- maybe, the design of the road may have some
6 not -- not good for double-decker bus or something -- so
7 not the company can do, it is the design of the road, or
8 Transport Department maybe can do something on some road
9 design.

10 CHAIRMAN: Thank you, Ms Wong. Thank you for coming to
11 assist us by giving evidence. But your evidence is now
12 complete, and you can withdraw from the table. You can
13 stay and listen to your colleague if you wish, or you
14 are free to leave.

15 But we will take the evidence now from Mr Yeung.

16 EMPLOYEE OF KOWLOON MOTOR BUS COMPANY (1933) LIMITED:

17 MR KELVIN YEUNG

18 (Evidence given in Cantonese and English, transcription of
19 the simultaneous interpretation and/or English)

20 CHAIRMAN: Thank you, Mr Yeung for coming to assist us by
21 giving evidence for accepting our invitation to do so.
22 You have heard me explain to Ms Wong and you have seen
23 how we proceed.

24 So I'll move straight away and ask Ms Wong to ask
25 you questions.

26

1 MR KELVIN YEUNG: Good morning, Mr Chairman, and good
2 morning, members. Could I have your permission to make
3 some opening remarks, thank you.

4 Good morning, ladies and gentlemen. I would like to
5 thank the Committee for inviting me to today's hearing.
6 Just now, Ms Debby Wong spoke. Like her, I'm also an
7 assistant manager. Others would call us zone head, in
8 Chinese "(Chinese spoken)". I'm also responsible for
9 the operation of Tuen Mun depot. As has been pointed
10 out -- perhaps I should speak slower for the sake of the
11 interpreters.

12 Now, for Tuen Mun depot, we are responsible for Tuen
13 Mun, Yuen Long and Tin Shui Wai. For zone heads the
14 main duty is such that he or she will take care of the
15 operation of the bus service including bus routes and
16 frontline bus captains, terminus supervisors, as well as
17 other staff members, as well as facilities at the
18 terminus like the rest kiosk. They are within our
19 duties.

20 We have to closely liaise with the frontline
21 colleagues. Therefore, we have to know what the need,
22 and at the same time other than dealing with the
23 frontline colleagues regularly we have to meet with the
24 management. We have to communicate with them, having
25 meetings with them, telling them or relaying to them

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1 what frontline colleagues have said, and regularly
2 I have to talk about what happens to the individual
3 routes, like what difficulties we have encountered.

4 So we have to be aware of the directions of the
5 management.

6 So I can say that for zone heads, we are sort of
7 like a bridge, a very important one, between the
8 frontline colleagues as well as the management.

9 Allow me to say a few words about myself.

10 I have been with the KMB for almost 10 years.
11 I started at a junior level. 10 years ago I joined the
12 Sha Tin depot as an inspector, operations inspector. It
13 is an outdoor sort of a duty.

14 My main duty was to assist the passengers as well as
15 frontline bus captains.

16 If bus captains encounter any problems then we have
17 to arrive at the scene to provide assistance. I was
18 also responsible for the terminus facilities. So there
19 was a lot for me to take care of.

20 Two years later I was promoted and I became an
21 officer for operations. So it is an office duty. Not
22 outdoors, but of course I have to go out to pay such
23 visits as well.

24 For the first two years, as far as the safety and
25 service quality department is concerned, I would have a
26

1 close relationship because I was responsible for safety
2 matters.

3 Two years later, I was deployed to Tuen Mun, Yuen
4 Long, Tin Shui Wai responsible for the operations, and
5 then the company deployed me to take up a ROM project,
6 so that's the real-time operation management.

7 CHAIRMAN: Very sensibly you admonished yourself that you
8 would take this slowly, but you are not doing it. Can
9 I ask you to slow down.

10 MR KELVIN YEUNG: (In English) Slow down? Sure, let me slow
11 down. Would you like me to repeat it again --

12 CHAIRMAN: No --

13 MR KELVIN YEUNG: (In English) -- or just keep going?

14 CHAIRMAN: -- but do it slowly.

15 MR KELVIN YEUNG: (Interpreted) Two years later I was
16 responsible for operations at Tuen Mun Tin Shui Wai. At
17 that time the company deployed me to take up a project
18 called ROM. I gathered from previous hearing sessions
19 that's the real-time operation management. So for ROM
20 and for the SSQ department, I'm experienced.

21 So I am -- I welcome questions from you on those two
22 topics. This year, unfortunately, there was a very
23 serious bus accident in February and I found that KMB
24 has become the focus point of the media, political
25 parties, trade unions, and even some former colleagues
26

1 of the KMB have aired different views regarding the
2 company.

3 It is not just myself, but my colleagues have also
4 found that quite a lot of the view points or the
5 allegations were untrue. Together with the other six
6 zone heads we believe that such untrue allegations
7 regarding our bus captains' frontline officers, back
8 office colleagues and the management, such untrue
9 allegations are most unfair. Therefore, we have
10 co-signed a letter addressed to our board of directors.
11 We would like to tell them what we have seen, and what
12 actually happened.

13 So it was a brief one, but we told the board of
14 directors what we saw, and then we forwarded the letter
15 to the Committee for your reference. I know that a few
16 zone heads have had correspondence with you. Today only
17 Debby and myself can find time to attend your hearings.
18 What we want to do is that in the capacity of a zone
19 head we would like to tell you what actually happens.

20 From my point of view, before the accident, in other
21 words, before February, if you asked the public or
22 residents what they feel about KMB service in recent
23 years, they would say that service has improved, and
24 they are doing rather well in terms of the bus service,
25 and facilities, real-time arrival information,

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1 et cetera. There have been improvements.

2 Unfortunately, after the accident in February, if
3 you ask the residents again --

4 CHAIRMAN: Mr Yeung --

5 MR KELVIN YEUNG: (In English) Yes.

6 CHAIRMAN: Thank you for making the opening statement, but
7 you have occupied quite a lot of time already --

8 MR KELVIN YEUNG: (In English) I am nearly finished.

9 CHAIRMAN: You can make some closing remarks if you like,
10 but we are going to move now to questions.

11 EXAMINATION BY MS WONG

12 MS MAGGIE WONG: Mr Yeung, thank you for coming. You
13 mentioned that you joined KMB 10 years ago, that would
14 be around 2008?

15 MR KELVIN YEUNG: (In English) 2009.

16 MS MAGGIE WONG: Since when you became the operator in
17 charge of the Tuen Mun depot?

18 MR KELVIN YEUNG: (Interpreted) Around 2013.

19 MS MAGGIE WONG: And we can see that in your statement that
20 the -- or rather in your opening statement, Tuen Mun
21 depot is responsible for bus operation of Tuen Mun, Yuen
22 Long and Tin Shui Wai, and you are only responsible for
23 Tuen Mun, correct?

24 MR KELVIN YEUNG: (Interpreted) In 2013, I once managed the
25 stations in Yuen Long and Tin Shui Wai. I was

26

1 responsible for a little more than half a year, and
2 after that, I was responsible for Tuen Mun, and I was
3 the zone head of Tuen Mun. Until July this year --
4 well, after July I was rotated to Yuen Long and Tin Shui
5 Wai, so I'm very familiar with Yuen Long, Tuen Mun and
6 Tin Shui Wai.

7 MS MAGGIE WONG: And you mentioned in your submission there
8 are 31 bus terminus with full-day bus services under
9 Tuen Mun depot. So currently, how many bus termini are
10 you managing?

11 MR KELVIN YEUNG: (Interpreted) For Yuen Long, Tuen Mun and
12 Tin Shui Wai there are a total of 31. Ms Wong mentioned
13 30, because one terminus only started operation at the
14 end of June. So there might be a discrepancy.

15 For bus terminals with full day service --

16 CHAIRMAN: The question was very simple. How many bus
17 stations do you manage? Don't tell us your mental
18 process at arriving at the answer. Just give us the
19 answer.

20 MR KELVIN YEUNG: (Interpreted) But I must tell you how we
21 ascertain the number of 31.

22 CHAIRMAN: No, that's not necessary, Mr Yeung. Listen to
23 the question, and please respond directly to the
24 question.

25 MR KELVIN YEUNG: (Interpreted) There are 31 stations with
26

1 full-time service.

2 MS MAGGIE WONG: How many terminals do you manage?

3 MR KELVIN YEUNG: (Interpreted) In July I was responsible

4 for stations in Tuen Mun, Yuen Long and Tin Shui Wai.

5 CHAIRMAN: The question was: how many stations do you

6 manage?

7 MR KELVIN YEUNG: (Interpreted) 31 terminals with full-day

8 service.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: So you manage the station together with

11 Debby Wong for Tin Shui Wai as well, co-manage?

12 MR KELVIN YEUNG: (In English) Correct, and Yuen Long as

13 well.

14 MS MAGGIE WONG: But you are of the same rank as Debby Wong,

15 is that correct, or you are of a higher rank?

16 MR KELVIN YEUNG: (Interpreted) I'm mainly responsible for

17 Tuen Mun terminals, but the company wants me to look at

18 Yuen Long and Tin Shui Wai as well. But for Yuen Long

19 and Tin Shui Wai, Debby and Amanda are chiefly

20 responsible.

21 MS MAGGIE WONG: And in your opening statement you stated

22 that you take care of bus routes and front line of bus

23 captains, et cetera. Do you know how many bus stations

24 have special shifts?

25 MR KELVIN YEUNG: (Interpreted) Of the 31 stations, if you

26

1 don't mind, I will count them now.

2 From my recollection, all of them have bus captains
3 on special shifts.

4 MS MAGGIE WONG: And would resting facilities be provided to
5 all 31 bus stations or bus termini?

6 MR KELVIN YEUNG: (Interpreted) Yes, there are resting
7 facilities.

8 MS MAGGIE WONG: All 31?

9 MR KELVIN YEUNG: (Interpreted) If you need, I would like to
10 elaborate on this. Of the 31 bus stations, there are
11 special shifts, but the bus captains might not end their
12 working days at the same station, so at all 31 stations
13 there would be resting facilities for captains.

14 MS MAGGIE WONG: Mr Yeung, you mentioned there are two types
15 of rest kiosk. We have heard that, type A and type B,
16 and you stated that for type A, the kiosk is about the
17 size of 17 square feet, and for type B, 50 square feet.
18 And we heard from Debby Wong that there is a bigger
19 kiosk. Can you tell us how much bigger in comparison
20 with type A and type B?

21 MR KELVIN YEUNG: (Interpreted) For type A it can
22 accommodate a maximum of two staff. For type B, the
23 size is around double of type A. So in other words, if
24 you put two type A kiosks together, they would look
25 around the same size as one type B kiosk. However, if

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1 you place two type A kiosks there would be a wall in
2 between. So the space would be -- would not be able to
3 be used some fully.

4 CHAIRMAN: Is this designation A and B a KMB designation?

5 MR KELVIN YEUNG: (Interpreted) Yes. These are our two
6 standard kiosks: type A and type B.

7 MS MAGGIE WONG: The Transport Department has made no
8 guidelines on provision of rest facilities; is that
9 correct? No guidelines whatsoever.

10 MR KELVIN YEUNG: (Interpreted) Correct. As far as I know,
11 they do not have guidelines in place. So KMB would
12 decide what kind of facilities to install.

13 MS MAGGIE WONG: There is another type you mentioned. It is
14 tailor-made kiosk, to cater special need of individual
15 bus terminus. Can you tell us how many of these
16 tailor-made kiosks were under your management?

17 MR KELVIN YEUNG: (Interpreted) Let me count.

18 There are two to three. But I would have to verify
19 the exact number of tailored kiosks.

20 MS MAGGIE WONG: And what is meant by "tailor-made"?

21 MR KELVIN YEUNG: (Interpreted) Sometimes the applications
22 for certain kiosks were not approved by TD or the
23 Housing Department. For example, the sizes might be
24 inappropriate or they might stand in the way of other
25 facilities such as facilities for the blind. Then we
26

1 might have to tailor special sizes to fulfil the
2 department's requirements.

3 MS MAGGIE WONG: What is the approximate size of this
4 tailor-made kiosk?

5 MR KELVIN YEUNG: (Interpreted) The total area should be
6 similar to a type B kiosk. If the width is too much, we
7 might narrow it down, but then we might make the kiosk
8 longer. So that is the situation as I know.

9 MS MAGGIE WONG: Would sleeping sofa or benches be provided
10 in all or some of these resting facilities that you
11 manage?

12 MR KELVIN YEUNG: (Interpreted) In Yuen Long, there are
13 three locations with sleeping areas with benches for
14 captains.

15 MS MAGGIE WONG: You mentioned three locations with sleeping
16 areas. Can you tell us where?

17 MR KELVIN YEUNG: (Interpreted) Tuen Mun depot, Tuen Mun
18 town centre, and Tuen Mun south depot: at Tuen Mun south
19 depot there are no sleeping benches, but there is still
20 space for captains to sleep.

21 MS MAGGIE WONG: How many sleeping benches were there for
22 each of these locations?

23 MR KELVIN YEUNG: (Interpreted) I cannot give the exact
24 number now. But there are approximately five benches.

25 MS MAGGIE WONG: For each of them?

26

1 MR KELVIN YEUNG: (Interpreted) Yes, at each location.

2 MS MAGGIE WONG: And that location would be shared by how
3 many bus captains?

4 MR KELVIN YEUNG: (Interpreted) For all bus captains,
5 whether or not they are on special shifts, they can use
6 the facilities. I don't have the exact figure on hand.

7 MS MAGGIE WONG: Can you give us an estimate of the number
8 of bus captains that would use each of these locations?

9 CHAIRMAN: Are you talking about any one time, or what?

10 MS MAGGIE WONG: Any one time.

11 MR KELVIN YEUNG: (Interpreted) From what I see at the
12 stations, most of the time the five benches would not be
13 fully occupied by captains, so at any one time less than
14 five captains would be using the facilities.

15 MS MAGGIE WONG: At what time did you go down to these
16 locations?

17 MR KELVIN YEUNG: (Interpreted) Usually in the so-called
18 middle hours, in other words from 11 am to 3 or 4 pm.
19 When I visit in those hours, sometimes benches would be
20 occupied by captains.

21 MS MAGGIE WONG: How frequently did you go down for these
22 three locations?

23 MR KELVIN YEUNG: (Interpreted) Well, our duty is such that
24 for every week I have to visit different terminus. So
25 for the three places on a monthly basis I would go at
26

1 least one to two times. For Tuen Mun depot I would go
2 more frequently, because my office is right at Tuen Mun
3 depot.

4 MS MAGGIE WONG: And may I now go to some of the examples
5 that you mentioned in your submission that you stated
6 that there are difficulties in obtaining permission or
7 in obtaining successful application for resting
8 facilities.

9 It is at page 181-1 to 181-2.

10 CHAIRMAN: Of which bundle?

11 MS MAGGIE WONG: Of FE bundle.

12 And in your statement at the bottom you mentioned
13 three locations that require improvement, and the first
14 one is So Kwut Wat, newly introduced on 25 June 2018,
15 and you state there had that:

16 "... provision of a type A kiosk and chemical toilet
17 is needed. (application ... is pending since
18 13 June 2018)."

19 May I first ask you, how long this So Kwut Wat bus
20 terminus existed?

21 MR KELVIN YEUNG: (Interpreted) If you talk about full-day
22 operation, it was introduced on 25 June 2018.

23 MS MAGGIE WONG: So this was a bus stop newly placed,
24 instead of being there for years?

25 MR KELVIN YEUNG: (Interpreted) Correct.

26

1 MS MAGGIE WONG: When you introduced this new bus terminus,
2 with the Transport Department, did the Transport
3 Department require at any stage that your company do
4 provide resting facilities to bus captains?

5 MR KELVIN YEUNG: (Interpreted) The TD didn't require the
6 provision of such facilities for bus captains.

7 MS MAGGIE WONG: The Transport Department, when they
8 approved this bus terminus, were there requirements set
9 out in writing?

10 MR KELVIN YEUNG: (Interpreted) What do you mean? You mean
11 when we introduced the route, whether there is any
12 written correspondence? The answer is yes. We have to
13 formally submit papers to get a formal application, and
14 the TD will formally sort of reply to us, saying that it
15 is approved.

16 MS MAGGIE WONG: When the Transport Department approves a
17 certain route, would they, in your experience, normally
18 impose certain conditions?

19 MR KELVIN YEUNG: (Interpreted) What do you mean by
20 "conditions"?

21 MS MAGGIE WONG: For running that particular route.

22 MR KELVIN YEUNG: (Interpreted) Yes, the TD would ask for
23 the alignment and the bus stops along the route, and the
24 journey time, the journey distance, the frequency. All
25 such will be clearly stated in their approval letter.

26

1 MS MAGGIE WONG: In relation to this So Kwut Wat terminus,
2 would there be special shifts for this particular bus
3 terminus?

4 MR KELVIN YEUNG: (Interpreted) Yes.

5 MS MAGGIE WONG: So because you stated there that the
6 application was only made since 13 June 2018, so at the
7 moment there will be no resting facility, is that
8 correct, for that So Kwut Wat bus terminus?

9 MR KELVIN YEUNG: (Interpreted) Correct, for so Kwut Wat bus
10 terminus we have placed a type A kiosk and a chemical
11 toilet -- we would like to do so, but so far we have not
12 got the approval from the TD.

13 MS MAGGIE WONG: How many bus captains are working in that
14 So Kwut Wat bus terminus?

15 MR KELVIN YEUNG: (Interpreted) If you look at the number of
16 bus captains involved, if I remember correctly, I would
17 say three or four of them.

18 MS MAGGIE WONG: How many of them are on special shifts?

19 MR KELVIN YEUNG: (Interpreted) One.

20 MS MAGGIE WONG: Do I take it that the type A kiosk is
21 installed notwithstanding the fact that approval has not
22 been given?

23 MR KELVIN YEUNG: (Interpreted) This is a fact. We haven't
24 got the approval, but we have already installed it
25 there, because we have commissioned the route. If we
26

1 don't have it there, it means that the bus captains can
2 not take a rest there.

3 MS MAGGIE WONG: And the second example you gave is Po Tin
4 Estate, in which you state there that in order to cater
5 for more bus captains for resting, there is a need to
6 convert type A to type B kiosk, and you applied to the
7 Housing Authority since 24 November 2014.

8 Can you tell us what is the progress so far as
9 this -- because you are applying on 24 November 2014.
10 Is the current state still type A kiosk, or did you do
11 similar thing as in So Kwut Wat Estate, installing
12 type B nevertheless?

13 MR KELVIN YEUNG: (Interpreted) For Po Tin terminus, we used
14 to have three type A kiosks. As I have said, well, two
15 of them were merged together, but then the space was not
16 put to maximum use, we reviewed the situation, we found
17 that it wasn't adequate, so we applied to the Housing
18 Department hoping that the two merged type A kiosks can
19 be converted into a type B kiosk, and for the third
20 type A kiosk it should become a type B kiosk. As of
21 this moment, we have not got any approval from the HD,
22 but still, we have already replaced the two type A
23 kiosks by a type B kiosk. So the replacement has taken
24 place. We are yet to convert one more type A kiosk into
25 a type B kiosk.

26

1 MS MAGGIE WONG: Why do you see a need to convert type A to
2 type B for Po Tin Estate?

3 MR KELVIN YEUNG: (Interpreted) We went there, we saw the
4 bus captains were outside the kiosk eating their meal
5 box, because there was not sufficient space within the
6 kiosk. Bus captains have also told us that they didn't
7 have sufficient space, therefore we believe that two
8 type A kiosks would not be adequate.

9 MS MAGGIE WONG: Are there special shifts for this Po Tin
10 Estate?

11 MR KELVIN YEUNG: (Interpreted) Yes.

12 MS MAGGIE WONG: How many bus captains are using the two
13 type A kiosks?

14 MR KELVIN YEUNG: (Interpreted) I haven't got the detailed
15 figures as to how many bus captains doing special shifts
16 are using the facilities. My understanding is that many
17 of them go home to take a rest.

18 MS MAGGIE WONG: How many routes are running for this Po Tin
19 Estate?

20 MR KELVIN YEUNG: (Interpreted) For whole-day routes there
21 are two of them.

22 MS MAGGIE WONG: What about non-full day?

23 MR KELVIN YEUNG: (Interpreted) For non-full day service
24 another two bus routes. They have morning service only.

25 MS MAGGIE WONG: Mr Chairman, I see the time. May we take
26

1 a break?

2 CHAIRMAN: Certainly.

3 Mr Yeung, we are going to take a break until

4 12 o'clock by that clock on the wall behind you.

5 MR KELVIN YEUNG: (In English) Thank you.

6 (11.41 am)

7 (A short break)

8 (12.00 pm)

9 MS MAGGIE WONG: Mr Yeung, just to wrap this matter up, do
10 you mind providing us with some figures about Po Tin
11 Estate, in terms of how many bus captains are using the
12 kiosk in the Po Tin Estate, in terms of special shifts.

13 And you have also stated in your submission that it
14 normally requires a long lead time for about five years
15 before your application for resting facilities can be
16 approved, and you cited four examples at page 181-2; is
17 that correct?

18 MR KELVIN YEUNG: (Interpreted) Correct.

19 MS MAGGIE WONG: I'm going on to another topic, Mr Yeung.

20 In your opening statement you said you are
21 experienced in real-time monitoring, ROM device, and
22 also the SSQ, is that correct -- SSQ department, that is
23 safety and service quality department; is that correct?

24 MR KELVIN YEUNG: (Interpreted) Correct.

25 MS MAGGIE WONG: And you said that two years later, after
26

1 you were assigned to the Tuen Mun depot you were
2 assigned to take up the project concerning ROM. Can you
3 tell us when that was.

4 MR KELVIN YEUNG: (Interpreted) Regarding the ROM project,
5 I think it was around about 2013 that I started to take
6 part.

7 MS MAGGIE WONG: Since 2013?

8 MR KELVIN YEUNG: (In English) Yes.

9 CHAIRMAN: I am sorry, what was that question? Because you
10 talked over the interpretation.

11 MS MAGGIE WONG: I am so sorry, since 2013 Mr Yeung was
12 assigned --

13 CHAIRMAN: We got that one, then you asked another question
14 which produced an affirmative answer, but we didn't hear
15 the question.

16 Never mind. Move on then.

17 MS MAGGIE WONG: I think my question is whether it is since
18 2013, and then Mr Yeung said "Yes".

19 Do you know a person by the name of Raymond Cheng?

20 MR KELVIN YEUNG: (Interpreted) Yes.

21 MS MAGGIE WONG: Can I take you to his statement that he
22 mentioned, something about a study that he conducted for
23 safe driving in the sharp turns back in 2013. That's at
24 page 96-4 of FE bundle.

25 MR KELVIN YEUNG: (Interpreted) Yes.

26

1 MS MAGGIE WONG: Can you read three pages, 96-4 to 96-6.

2 CHAIRMAN: Yes?

3 MS MAGGIE WONG: There are a few questions I would like to
4 ask.

5 First, at page 96-4, Mr Cheng mentioned:

6 "The Safety and Quality Service Department invited 4
7 Depot Managers, the representatives from Bus Captain
8 Training School and bus maintenance section of Service
9 Department to form a study group to looking deeply into
10 all the sharp turns within [KMB] bus route network."

11 Are you part of this study group?

12 MR KELVIN YEUNG: (Interpreted) At that time I wasn't
13 a manager, so I wasn't on the study group. But then the
14 then manager did ask for my opinions.

15 CHAIRMAN: Who was that?

16 MR KELVIN YEUNG: (Interpreted) If you talk about depot
17 managers, at that time it was the general manager for
18 Tuen Mun depot, Mr Woo Kin Keung, who has already
19 retired.

20 CHAIRMAN: Thank you.

21 MS MAGGIE WONG: And according to this study they have
22 narrowed it down to the top 29 corner turns that may
23 cause serious overturning accidents. Did you know about
24 these 29 corner turns?

25 MR KELVIN YEUNG: (Interpreted) Yes.

26

1 MS MAGGIE WONG: And did you contribute to the narrowing
2 down to 29 corner turns?

3 MR KELVIN YEUNG: (Interpreted) As far as I can recall,
4 I think at that time there were more than that. I think
5 they identified certain sharp bends locations as
6 identified by Mr Raymond Cheng. I recall that there
7 were more than 20 plus.

8 MS MAGGIE WONG: You mentioned that according to Mr Cheng he
9 has identified more than 29 turns. How did you know
10 that?

11 MR KELVIN YEUNG: (Interpreted) I think from internal
12 communication, for our driving instructors, I did have
13 a discussion with them over such a topic. My
14 understanding was that from our driving instructors,
15 they said that for sharp bends, if it is 90-degrees or
16 almost 90 degrees, they would regard it as a sharp bend.
17 So I understand there were more than such a number of
18 locations.

19 MS MAGGIE WONG: If you turn over the page at 96-6, at the
20 top it mentioned that:

21 "The colleagues from the Safety and Service Quality
22 Department accompanied all the colleagues from the study
23 group to test all the 29 turns in different road
24 conditions, different speeds, different passenger load
25 conditions and video-recorded the whole study for future
26

1 reference."

2 Did you know about this video-recorded study?

3 MR KELVIN YEUNG: (Interpreted) At the time I heard that
4 they invited driving instructors to carry out test runs
5 at such locations. As to whether it was really done,
6 and what extent, and how many was covered I don't know.
7 But I did hear about such a matter, and I was also aware
8 that they had the idea of making a video recording.

9 MS MAGGIE WONG: You mentioned that you heard from the
10 driving instructors. Are those driving instructors
11 still employed by KMB?

12 MR KELVIN YEUNG: (Interpreted) My understanding is they are
13 still working with the company, I mean the driving
14 instructors.

15 MS MAGGIE WONG: Can you tell us who?

16 MR KELVIN YEUNG: (Interpreted) Well, I don't know who
17 actually had meetings on that day. There were dozens of
18 driving instructors, I can't give you the names of the
19 driving instructors.

20 MS MAGGIE WONG: And if we read on from that paragraph, it
21 appears that this video-recorded study was carried out.
22 Because it is stated there that important data was
23 collected from these experiments to come up with a set
24 of safety guidelines.

25 And if we follow on and read from that paragraph, he

26

1 further stated:

2 "From the study, we were able to produce a safety
3 booklet ..."

4 He subsequently clarified as small printed cards:

5 " ... for Bus Captains detailing each potentially
6 dangerous turns' exact location, direction, and road
7 nature, road condition, past record, related photos
8 [et cetera]."

9 And he suggested 31 safety driving suggestions from
10 a study of over 1,500 studies.

11 Did you know about these small printed cards for bus
12 captains?

13 MR KELVIN YEUNG: (Interpreted) Yes.

14 MS MAGGIE WONG: Have you seen one of them?

15 MR KELVIN YEUNG: (Interpreted) Yes.

16 MS MAGGIE WONG: Are they still in existence?

17 MR KELVIN YEUNG: (Interpreted) No longer in use.

18 MS MAGGIE WONG: Can you retrieve a copy?

19 MR KELVIN YEUNG: (Interpreted) I'm not sure whether we
20 still get them in our office. Some frontline bus
21 captains and some driving instructors have different
22 views for such cards, so they have not formed part of
23 our training.

24 MS MAGGIE WONG: So why are those cards no longer in use?

25 MR KELVIN YEUNG: (Interpreted) As I have said, some driving
26

1 instructors and some frontline bus captains think that
2 it is difficult to define what is a sharp bend. The
3 definition could be wide. If you are to set a speed for
4 each and every sharp bend, it may be beyond the
5 capability of the KMB. Probably the rationale behind
6 the study is to enable each bus captain know about the
7 maximum speed to be deployed at each bend. But then for
8 a bus captain, he will be going through different sharp
9 bends and then for the TD, the speed limit is 50, so
10 they believe that it is better to make a judgment on
11 each and every occasion rather than asking the bus
12 captain to remember the maximum speed for each and every
13 bend.

14 CHAIRMAN: How did you come to know about these different
15 views?

16 MR KELVIN YEUNG: (Interpreted) Well, the cards had been
17 issued by the bus captains, and they did reflect their
18 views to me. They said that if they didn't follow the
19 suggested speed limit, in fact they did not commit any
20 offence or speeding within the laws of Hong Kong, but
21 then the company would not say the same.

22 So if an accident didn't happen, is it a risk? We
23 didn't come to any conclusion.

24 At that time, we raised the point perhaps we should
25 talk to the TD to sort of install the arrows at the
26

1 sharp bends or we can put up some warning signs.

2 MS MAGGIE WONG: You referred to "at that time we raised the
3 point with the Transport Department to install the
4 arrows at sharp bends". When was that?

5 MR KELVIN YEUNG: (Interpreted) We suggested to the SSQ, but
6 I do not know whether the SSQ eventually applied to the
7 Transport Department.

8 MS MAGGIE WONG: When?

9 MR KELVIN YEUNG: (Interpreted) In 2013. I do not know
10 whether they eventually applied to the TD.

11 CHAIRMAN: When were the cards issued to the bus captains,
12 as you said?

13 MR KELVIN YEUNG: (Interpreted) I cannot remember the exact
14 dates, it was around 2013 or 2014.

15 CHAIRMAN: Is that throughout the bus captains in KMB?

16 MR KELVIN YEUNG: (Interpreted) Yes, we attempted to
17 distribute the cards but having heard the captains'
18 comments we stopped distributing the cards.

19 MS MAGGIE WONG: Mr Yeung, you also mentioned that you're
20 experienced in real-time ROM device, and can you tell us
21 how experienced are you in knowing the functions and
22 capabilities of black box?

23 MR KELVIN YEUNG: (Interpreted) Are you referring to ROM or
24 the black box?

25 MS MAGGIE WONG: Both.

26

1 MR KELVIN YEUNG: (Interpreted) For ROM I was one of the
2 staff representing operations in the design phase of
3 this system. I was involved throughout the development
4 of ROM.

5 For black box I'm not too familiar with the
6 technologies involved. Many of our computer programmes
7 would be supported by the black box, which would provide
8 the necessary data.

9 MS MAGGIE WONG: You -- ROM is -- stands for real-time
10 monitoring. So is your involvement limited to the
11 provision of real-time data for passengers to know the
12 schedule time of buses? Or is your involvement wider in
13 terms of the safety aspect?

14 MR KELVIN YEUNG: (Interpreted) As far as I know, the design
15 of ROM did not involve any safety considerations. We
16 relied on black box data in designing the system and we
17 wanted to make use of the data to determine our
18 frequencies, so safety was not among the considerations.

19 MS MAGGIE WONG: You mentioned that at that time, I don't
20 think it has been translated -- you mentioned that at
21 that time it was not mentioned at any of the meetings
22 about the issue of safety, in terms of the real-time
23 monitoring. I think you also mentioned "at the
24 meetings".

25 MR KELVIN YEUNG: (Interpreted) Correct.

26

1 MS MAGGIE WONG: What meetings?

2 MR KELVIN YEUNG: (Interpreted) ROM was a new project, and
3 we started from scratch. We made use of existing black
4 box data, so we would meet regularly and everyone would
5 provide input on how we should design the system.

6 MS MAGGIE WONG: Since when?

7 MR KELVIN YEUNG: (Interpreted) It should be 2013, I cannot
8 remember the exact month.

9 MS MAGGIE WONG: Who were present in these meetings?

10 MR KELVIN YEUNG: (Interpreted) We had representatives from
11 our IT department, representatives from the operations
12 unit of the four depots, and there was a central
13 department known as the traffic department. They were
14 the project managers who would coordinate these
15 meetings.

16 MS MAGGIE WONG: Was the planning and development
17 department, or were people from planning and development
18 department present in these meetings?

19 MR KELVIN YEUNG: (Interpreted) No, they were not involved.

20 MS MAGGIE WONG: Did you know about Alok Jain?

21 MR KELVIN YEUNG: (Interpreted) Yes, I know him.

22 MS MAGGIE WONG: Did you have dealings with him during the
23 time of 2013 to 2015?

24 MR KELVIN YEUNG: (Interpreted) We did have meetings on
25 certain planning issues.

26

1 MS MAGGIE WONG: What are the certain planning issues?

2 MR KELVIN YEUNG: (Interpreted) For example, we planned bus
3 routes for the coming year, they had to be submitted to
4 TD and the district councils, so he and I took part in
5 meetings with the TD and district councils on bus route
6 rationalisation or other changes.

7 MS MAGGIE WONG: We have heard evidence from Mr Alok Jain
8 that at that time there was an idea, to use Lai Chi Kok
9 as the real-time operation management centre, or
10 so-called, the operation control centre, in which the
11 data analysis would be done company-wide. Have you
12 heard about that?

13 MR KELVIN YEUNG: (Interpreted) Yes, I heard about it.

14 MS MAGGIE WONG: And we also heard evidence that ultimately
15 Lai Chi Kok office was not used in that way. It became
16 an office instead of a real-time operation management
17 centre; is that correct?

18 MR KELVIN YEUNG: (Interpreted) Incorrect.

19 MS MAGGIE WONG: So up until now is it still being used as
20 real-time monitoring centre?

21 MR KELVIN YEUNG: (Interpreted) We had a radio control
22 section. It is still exists today.

23 MS MAGGIE WONG: Can you tell us what is this radio control
24 section?

25 MR KELVIN YEUNG: (Interpreted) In Chinese we call it the
26

1 KMB radio. It operates around the clock. When captains
2 and other staff run into issues on the road they can
3 call this 24-hour number, and staff would be deployed
4 for support. The radio would have direct lines with the
5 police, and they would exchange intelligence with the
6 ETCC of the Transport Department, and police.

7 CHAIRMAN: What is ETCC?

8 MR KELVIN YEUNG: (Interpreted) I don't know what the full
9 name is in English. It is something like the Emergency
10 Transport Coordination Centre.

11 MS MAGGIE WONG: As you said, it sounds like a radio station
12 for emergency situation instead of real-time monitoring
13 using black box; is that correct?

14 MR KELVIN YEUNG: (Interpreted) Eventually, ROM transformed
15 into another kind of system, and this system is still in
16 use.

17 But the current system is a bit different from the
18 design of ROM back then.

19 MS MAGGIE WONG: You mentioned "a bit different". How
20 different?

21 MR KELVIN YEUNG: (Interpreted) Back then the idea of ROM
22 was to monitor the separation between buses, and if the
23 system realised that a certain bus is too close to the
24 bus in front, prompts might be given to the bus captain
25 so that they would set off later. So if they are going
26

1 too slow, again prompts might be given, or issued to bus
2 captains. The idea was to allow more even waiting times
3 for passengers.

4 So the idea was that ROM could share some work of
5 terminal regulators, and if the Lai Chi Kok depot was
6 turned into a control centre, then most regulators would
7 not be needed anymore. But now we have retained all the
8 terminal regulators and ROM became a system of
9 monitoring the locations and speed of buses and, if
10 necessary, we can use this database to retrieve the past
11 records of buses.

12 MS MAGGIE WONG: You mentioned that this system was
13 transformed, or rather a bit different from the original
14 design, or idea. Why would there be a transformation of
15 this idea?

16 MR KELVIN YEUNG: (Interpreted) I'm not sure about the
17 reason for the decision made by the management, but
18 myself and some staff from the project team felt that if
19 we are to use the system to replace the functions of
20 regulators, the idea was not very realistic, that's why
21 we offered comments to the management that there would
22 be certain risk if regulators are dismissed, but I do
23 not know whether this was the reason for the eventual
24 decision.

25 MS MAGGIE WONG: Can you tell us when this transformation
26

1 took place?

2 MR KELVIN YEUNG: (Interpreted) It took place in around 2014
3 or early 2015.

4 MS MAGGIE WONG: So after 2015?

5 MR KELVIN YEUNG: (Interpreted) Yes, in the subsequent
6 months.

7 MS MAGGIE WONG: We also heard from Mr Alok Jain that at the
8 time when this real-time monitoring system was
9 considered, one of the ideas was to nudge the driver to
10 drive in a better way on the road by creating some kind
11 of a system where they could give them feedback about
12 how they are driving and whether they are outliers or
13 whether they are falling within the normal pattern or
14 whether it is good behaviour or bad behaviour.

15 Have you heard about that?

16 MR KELVIN YEUNG: (Interpreted) Yes.

17 MS MAGGIE WONG: What happened to this idea?

18 MR KELVIN YEUNG: (Interpreted) It was implemented. Now on
19 every bus there is a small device with four lights, and
20 it would emit a low beep reminding bus captains of any
21 improper driving behaviour.

22 CHAIRMAN: Any improper driving behaviour?

23 MR KELVIN YEUNG: (Interpreted) Right. Say, for example
24 speeding, or sharp braking, or sudden acceleration, or
25 if the engine has been idling, we don't want the engine
26

1 to be on and yet the bus remains stationary. So there
2 will be a beeping sound and there will be light signals.

3 CHAIRMAN: So four areas?

4 MR KELVIN YEUNG: (Interpreted) Correct.

5 MS MAGGIE WONG: Since when do you have this system of
6 alerting drivers by using this alert system, or small
7 device, you call it?

8 MR KELVIN YEUNG: (Interpreted) Sorry? If you ask for an
9 exact date, I can't recall. But I would say that it
10 must have been there for a few years. If you wanted
11 information, I can go back to check it up for you.

12 MS MAGGIE WONG: And can you tell us more about the system
13 of black box in terms of monitoring drivers' behaviour?

14 CHAIRMAN: Before you move on, what thresholds are set to
15 cause this device to illuminate a light and to emit
16 a low sound. What is the threshold for speeding?

17 MR KELVIN YEUNG: (Interpreted) For the details, I don't
18 think I have got them with me. But there will be
19 a speed, and also the number of seconds taken to
20 accelerate or decelerate, or to brake, but I have not
21 got the figures with me now.

22 CHAIRMAN: None of them?

23 MR KELVIN YEUNG: (Interpreted) No.

24 CHAIRMAN: Does what is on the screen now help you? We have
25 received evidence that this information comes from the
26

1 black box that was on the Tai Po bus that had the
2 accident on 10 February of this year.

3 MS MAGGIE WONG: That is, for the record, BM-66.

4 MR KELVIN YEUNG: (Interpreted) I have come across such
5 figures. I understand that our management would tune
6 the figures so as to see whether there was a need to
7 enhance the warning. As to whether they are the current
8 set of figures, I'm not sure.

9 MS MAGGIE WONG: You mentioned the management would tune the
10 figures. Can you tell us who are those members in the
11 management that would tune the figures?

12 MR KELVIN YEUNG: (Interpreted) I think the management of
13 our engineering department, if they want to modify the
14 system, it will be such engineers who would do it. So
15 in my daily work I have not come across such figures.

16 MS MAGGIE WONG: If we may go to 67, page 67 of BM bundle.
17 Scroll it down.

18 In the blue section, blue paragraph, the third
19 paragraph, this is the black box, or telematics company,
20 in which your company has a contract to provide
21 telematics system.

22 It states there:

23 "Regarding the real-time operations management
24 system we are not aware about any plans by KMB to
25 introduce such a system. Hence, we are neither aware of
26

1 any plan by KMB to interface the technograph/telematics
2 system with the ROM system."

3 It appears --

4 CHAIRMAN: I think give Mr Yeung a chance to read this.

5 This is provided by Openmatics and ZF Friedrichschafen.

6 MS MAGGIE WONG: Have you finished, Mr Yeung?

7 MR KELVIN YEUNG: (In English) Finished.

8 MS MAGGIE WONG: Can you confirm that's the position of KMB?

9 Was this accurately recorded there?

10 MR KELVIN YEUNG: (Interpreted) As far as I know, yes, it is
11 correct.

12 MS MAGGIE WONG: Have KMB considered interfacing the
13 telematics system with the ROM system in future?

14 MR KELVIN YEUNG: (Interpreted) I don't know.

15 MS MAGGIE WONG: Do you know who would know?

16 MR KELVIN YEUNG: (Interpreted) I think colleagues from the
17 engineering department.

18 MS MAGGIE WONG: Can we go back to black box. Can you tell
19 us briefly how KMB would monitor the drivers' driving
20 behaviour by using black box?

21 MR KELVIN YEUNG: (Interpreted) Well, there are two areas
22 here. First of all, the most straightforward one is
23 about speeding. So for us, in the operations, in the
24 depot, as well as the TQD, they would monitor the
25 situation by using the program. The data would be fed
26

1 from the black box, so that's about speeding.

2 And then, we have got alerts from the small device
3 for driving behaviour, so we would also record the
4 number of times that the light was emitted, so it is an
5 area which falls within the responsibility of the TQD.

6 CHAIRMAN: Where do you get the information about the number
7 of times that the light is lit and the sound is emitted?

8 MR KELVIN YEUNG: (Interpreted) Our IT department will send
9 a report telling us how many times the light was
10 activated regarding a driver. For harsh braking, when
11 the light is activated it doesn't always mean that the
12 driver is wrong, because if the vehicle in front has
13 braked, then the driver has to do the same. So the
14 department would review to see whether a particular bus
15 captain has more times that the light is activated and
16 we may get a plain clothes assessor to ride with the bus
17 captain to check if there is anything wrong with the
18 driving behaviour.

19 MS MAGGIE WONG: You mentioned your IT department will send
20 a report telling you how many times the light was
21 activated regarding a driver. How frequent would that
22 be done?

23 MR KELVIN YEUNG: (Interpreted) A report for every week or
24 two.

25 MS MAGGIE WONG: So let's quote an example: if a driver had
26

1 a habit of harsh braking, and it is recorded in your
2 data, and that report would only be given to you a week
3 later; is that the position?

4 MR KELVIN YEUNG: (Interpreted) I would say yes, correct.
5 I can't recall how many days later we get the report.

6 MS MAGGIE WONG: And would the driver know about his harsh
7 braking habit instantly?

8 MR KELVIN YEUNG: (Interpreted) If he has harsh braking
9 while driving, the light will be emitted and then the
10 beeping would also be activated.

11 MS MAGGIE WONG: What would be the consequence of a driver
12 who has a habit of constantly having harsh braking
13 within that week?

14 MR KELVIN YEUNG: (Interpreted) As I've mentioned,
15 therefore, both departments would work on it.

16 Let me focus on my department. Well, if the light
17 comes up once, we can't, on that basis, say that there
18 is a problem. We would identify those who are
19 repeaters, we would call them by telephone, and give
20 them a gentle reminder, or as I have said, we will get
21 our inspectors to check if there is anything wrong, and
22 then for TQD, as I have mentioned, they would also get
23 someone who is in plain clothes to act as an assessor to
24 be with the bus captain to assess whether their bus
25 captain is jerky, and whether he has resorted to harsh

26

1 braking all the time so as to follow up on such bad
2 driving behaviour.

3 MS MAGGIE WONG: What is the TQD, sorry?

4 MR KELVIN YEUNG: (Interpreted) Training and quality
5 assurance department. And their responsibility is to
6 train our bus captains and to carry out assessment about
7 their driving skills, and if necessary, to take
8 follow-up action, say, for example, disciplinary action,
9 or issuing warnings. Such will be the responsibility of
10 this department.

11 MS MAGGIE WONG: You mentioned that you would identify
12 together with TQD those who are repeaters, and you would
13 first call them by telephone and give them a gentle
14 reminder.

15 How many of those repeaters were there? Perhaps
16 just quote an example for this year.

17 MR KELVIN YEUNG: (Interpreted) I think there would be one
18 or two every time. It may not be a repeater. If I see
19 that in a particular report the number of times is more
20 than other bus captains, then I will find out from the
21 list who they are, and I will give a reminder. For
22 others, who have had this once or two times only, we
23 will wait for the next time to see whether they have the
24 same again.

25 Take Tuen Mun as an example. If you ask for the
26

1 number, it would be a couple of them, less than 10.

2 CHAIRMAN: Per what?

3 MR KELVIN YEUNG: (Interpreted) 900 or so for the entirety
4 of Tuen Mun depot.

5 CHAIRMAN: So 900 bus captains but less than 10 would fall
6 into this category; is that what you are saying?

7 MR KELVIN YEUNG: (Interpreted) Correct.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: For those 10, how many times did they have
10 that harsh braking? How many times have they had this
11 problem of harsh braking before it triggers or activates
12 your concerns?

13 MR KELVIN YEUNG: (Interpreted) Usually it would be a single
14 digit, say five times, or six times. And if we think
15 that in this case he has relatively more such occasions,
16 then we will take the action I referred to.

17 MS MAGGIE WONG: You mentioned five or six times. Within
18 a day or within a week?

19 MR KELVIN YEUNG: (Interpreted) Within a week. As to the
20 exact figure I need to verify, I'm not sure.

21 MS MAGGIE WONG: Can you provide us with the information
22 later?

23 MR KELVIN YEUNG: (Interpreted) Yes.

24 MS MAGGIE WONG: Now if the person have this habit -- simply
25 referring to those 10, what would you do? If you
26

1 noticed that he had a habit of harsh braking, what would
2 you do apart from telephoning him? Would you talk to
3 him and find out the reasons?

4 MR KELVIN YEUNG: (Interpreted) Yes, I would call him or
5 a face-to-face interview. I may do that as well.

6 MS MAGGIE WONG: Have you done that to those 10?

7 MR KELVIN YEUNG: (Interpreted) Yes, either me or my
8 colleagues would make that move.

9 MS MAGGIE WONG: Have they improved?

10 MR KELVIN YEUNG: (Interpreted) Some of them did and some of
11 them would not have a relapse of such behaviour. From
12 my recollection, most would not repeat such behaviour.
13 So there has been improvement in most cases.

14 MS MAGGIE WONG: We have heard also from Mr Alok Jain's
15 evidence that during one of the meetings, they explored
16 the idea of having a scorecard system for drivers, and
17 one of the systems that was explored is the
18 GreenRoad.com system. And what it does is it gives an
19 analysis of the driver's driving behaviour, and it would
20 fall into three different categories, like red, amber
21 and green.

22 CHAIRMAN: Have you heard of such a system?

23 MR KELVIN YEUNG: (Interpreted) Yes.

24 MS MAGGIE WONG: Since when did you hear about this system?

25 MR KELVIN YEUNG: (Interpreted) The year was around 2013 or
26

1 2014. I cannot remember the exact time. It was quite
2 a few years ago.

3 MS MAGGIE WONG: Has this system been explored or discussed
4 in one of your meetings with other depot managers or
5 other management, or other members of the management?

6 MR KELVIN YEUNG: (Interpreted) This was not covered in ROM
7 meetings.

8 MS MAGGIE WONG: What about meetings other than ROM?

9 MR KELVIN YEUNG: (Interpreted) Yes, a meeting was convened
10 on this issue.

11 MS MAGGIE WONG: In 2013 and 2014?

12 MR KELVIN YEUNG: (Interpreted) Yes, around that time.

13 MS MAGGIE WONG: So who were present in the management?

14 MR KELVIN YEUNG: (Interpreted) I would have to check which
15 members were present, because we have many meetings with
16 many people in attendance, I was among the attendees.

17 For the others, quite a few have left KMB or retired
18 already.

19 CHAIRMAN: Were records made of this meeting?

20 MR KELVIN YEUNG: (Interpreted) Yes, I believe there are
21 records and there might be a brief e-mail, but I'm not
22 sure whether I still have it in my e-mail account.

23 CHAIRMAN: Can you look to see if you do?

24 MR KELVIN YEUNG: (Interpreted) Yes.

25 CHAIRMAN: Apart of e-mails, were no minutes kept of such
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1 meetings?

2 MR KELVIN YEUNG: (Interpreted) For many of our meetings we
3 would have e-mail recaps and they would serve as
4 minutes. I cannot really remember whether minutes were
5 taken for this meeting.

6 MS MAGGIE WONG: And this system was not used. Do you know
7 why?

8 MR KELVIN YEUNG: (Interpreted) This system should have been
9 deployed. I'm not very sure about the name mentioned by
10 Mr Alok, but from what you described, it is very similar
11 to one of our current systems.

12 CHAIRMAN: What is that system?

13 MR KELVIN YEUNG: (Interpreted) As I said, there would be
14 beeps and lights emitted, and lights of three colours
15 would be shown depending on driving behaviour. And
16 these lights would go on when the bus captain beeped the
17 Octopus card at the terminal, the time of the next bus
18 would be shown, and lights of three colours would be
19 shown to represent the performance of the captain.
20 Green is the best, yellow, and red means something to be
21 improved. And this system is still in use.

22 CHAIRMAN: So when the bus captain comes off duty and he
23 taps his Octopus card, where is this information
24 displayed for him?

25 MR KELVIN YEUNG: (Interpreted) It would only be displayed
26

1 the first time a bus captain beeps his Octopus card in
2 the morning. I'm not sure whether it would show the
3 records for the previous days, but what I'm sure is that
4 the records for the same day would not be shown. So no
5 information is displayed during sign-off.

6 CHAIRMAN: Are you saying the information is displayed at
7 the time of sign-on?

8 MR KELVIN YEUNG: (Interpreted) Yes, information is
9 displayed during sign-on.

10 CHAIRMAN: And the information relates to what with time
11 period?

12 MR KELVIN YEUNG: (Interpreted) I would have to check the
13 period concerned. But this is not same-day information.
14 It refers to a past period, but as for the range of that
15 period, I have no such information on hand.

16 CHAIRMAN: And where is the display? Where does the bus
17 captain see this?

18 MR KELVIN YEUNG: (Interpreted) At each bus terminal there
19 would be a computer. When a captain returns to the
20 terminal he would have to beep his staff card to obtain
21 such information. The computer would be located outside
22 the kiosk at each terminal facing the bus captains.

23 CHAIRMAN: And the computer screen depicts what?

24 MR KELVIN YEUNG: (Interpreted) One of three colours would
25 be displayed to the captain, red, amber and green.

26

1 CHAIRMAN: What do they signify?

2 MR KELVIN YEUNG: (Interpreted) For the detailed
3 definitions, I would have to look it up. Green means
4 very good performance, in other words, the captain has
5 performed very well. Amber means that there is room for
6 improvement in terms of driving behaviour, and this is
7 based on the reminding device on board I mentioned. And
8 red means very poor performance.

9 As I said, the IT department would generate a list
10 and very likely these captains would get a red light.

11 CHAIRMAN: Is the colour green displayed simply because no
12 alert was signaled in the previous driving period?

13 MR KELVIN YEUNG: (Interpreted) Yes, as far as I know.

14 CHAIRMAN: What triggers amber?

15 MR KELVIN YEUNG: (Interpreted) I would have to look up the
16 exact definition on what triggers amber or red. I don't
17 have the definitions to hand now.

18 CHAIRMAN: Would you do so and would you provide that
19 information?

20 MR KELVIN YEUNG: (Interpreted) Yes, it is possible.

21 CHAIRMAN: Is the information in hard copy?

22 MR KELVIN YEUNG: (Interpreted) If e-mails or minutes were
23 available the information would be listed. So if I can
24 locate that e-mail, I can disclose the information.

25 CHAIRMAN: Please do so.

26

1 MS MAGGIE WONG: Can you also take a photograph of what was
2 displayed on the screen, the kiosk that you mentioned,
3 about this signal?

4 MR KELVIN YEUNG: (Interpreted) Yes, it is possible.

5 MS MAGGIE WONG: Now, what would be the consequence if that
6 driver has a red signal.

7 MR KELVIN YEUNG: (Interpreted) It is actually a reminder.
8 As I said, if the IT department's list shows repeaters,
9 action would be taken, for example we would call them or
10 the TQD would follow up with them. But as for this
11 computer display, the nature is more of a reminder than
12 to take certain actions against a bus captain.

13 MS MAGGIE WONG: Have you explored the idea of having that
14 bus captain who has red signal to undertake a remedial
15 training? Have you explored that?

16 MR KELVIN YEUNG: (Interpreted) Yes. From my computer,
17 I cannot see the colour of the signal, because the
18 coloured lights are reminder to the bus captains
19 themselves.

20 For the report set out by IT department, if there
21 are repeaters, with a high frequency of relapse, then
22 the TQD would provide training.

23 MS MAGGIE WONG: What about those with green signal? Has
24 your company considered giving a reward for those who
25 consistently have green signal, good driving behaviour?

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1 MR KELVIN YEUNG: (Interpreted) We do not reward bus
2 captains with a green light because we would assume that
3 good driving is expected. So, as far as I know, we are
4 not doing any such thing.

5 MS MAGGIE WONG: This system, does it also apply to
6 part-time bus captains?

7 MR KELVIN YEUNG: (Interpreted) Yes, as far as I know.
8 Because the same devices would emit light and sound as
9 reminders if necessary.

10 MS MAGGIE WONG: Mr Yeung, I'm going to the next topic. It
11 is on the surveillance cameras.

12 We have heard evidence from a few trade unions about
13 assaults on bus captains, on frequent assaults on bus
14 captains. And --

15 CHAIRMAN: I think if you are moving to a new topic, given
16 the time, we will take the adjournment now.

17 Mr Yeung, we are going to adjourn, and we will
18 resume our hearing at 2.30 this afternoon. Thank you.

19 MR KELVIN YEUNG: (In English) Thank you.

20 (1.00 pm)

21 (The luncheon adjournment)

22 (2.30 pm)

23 CHAIRMAN: Good afternoon.

24 Yes, Ms Wong.

25 MS MAGGIE WONG: Yes. Thank you.

26

1 Mr Yeung, before the lunch break we were on the
2 black box. May I ask a few more questions about this
3 black box? I think you said that about the system of
4 having -- alerting bus captains that they have certain
5 driving, bad driving habits like harsh braking and
6 acceleration was in place a few years ago, but you can't
7 remember the year; is that correct?

8 MR KELVIN YEUNG: (Interpreted) Correct.

9 MS MAGGIE WONG: May I just refer you to a few documents
10 from your company's submission to see if it may assist
11 you. KMB-1, page 168.

12 We can see this is a submission from Kowloon Motor
13 Bus to the Committee dated 18 May 2018. If we look at
14 this page, it refers to what the black box will capture,
15 including records of speeding, harsh braking, and abrupt
16 acceleration.

17 If we go down and see the third bullet, it mentions
18 that:

19 "Identification of the [bus captain] of a particular
20 bus is done through our Terminus Management System ..."

21 This terminus management system, are you one of the
22 personnel involved in this terminus management system?

23 MR KELVIN YEUNG: (Interpreted) Yes, this is a system that
24 I will use in my work.

25 MS MAGGIE WONG: If we go back to page 148, this is an
26

1 action plan for implementation of the key
2 recommendations, as of 10 April 2018. This is in
3 response to the report on the Tai Po accident, dated
4 12 March 2018.

5 CHAIRMAN: This is a redacted version of that report?

6 MS MAGGIE WONG: Yes, this is the redacted version of that
7 report.

8 If we look at page 148, paragraph 10 on the
9 right-hand side, it provides that the KMB should -- the
10 topic is, if I read that out:

11 "KMB should monitor [bus captains'] performance by
12 analysing his driving record from the black box
13 installed on buses and improve the effectiveness and
14 timeliness of follow-up disciplinary actions on [bus
15 captains'] inappropriate driving behaviour and
16 attitude."

17 And on the right-hand side it appears to suggest
18 there was a system because BOP 207 function in the black
19 box system, and:

20 "This checking is done on a daily basis for the
21 driving record of the preceding 10 days. Any
22 abnormalities will be dealt with and reported promptly
23 to TQD, which will then commence disciplinary
24 procedures."

25 So it appears this report would only be generated
26

1 after 10 days, if I summarise it correctly; is that the
2 position?

3 MR KELVIN YEUNG: (Interpreted) To my understanding, for our
4 IT department, we will try to reduce the number of days,
5 bring it to lower than 10 days, but I'm not sure by how
6 many, but if I remember correctly, it would be less than
7 10 days.

8 MS MAGGIE WONG: If you look further --

9 CHAIRMAN: Before you move on, what is BOP 207?

10 MR KELVIN YEUNG: (Interpreted) BOP 207 is a function within
11 BOM, and BOM stands for bus on-board management,
12 something like that. And for this function, it will
13 capture the speeding records of every bus. And if a bus
14 speeds, exceeding the speed limit of the roads, we will
15 use the BOP 207 function to retrieve the speeding
16 records.

17 CHAIRMAN: What is the threshold set to determine whether
18 a bus is speeding?

19 MR KELVIN YEUNG: (Interpreted) For every location, we would
20 identify the statutory speed limit, either it is 50km
21 per hour or 70km per hour, so that's the two standards
22 for buses. So if a bus goes through a certain area,
23 then the system through the GPS location function will
24 match this bus against the speed limit, and if there is
25 an exceedance, then that will be shown on the report.

26

1 CHAIRMAN: What is the excess, to determine that there is
2 speeding?

3 MR KELVIN YEUNG: (Interpreted) To my understanding, there
4 should be some allowance. Because we are afraid that
5 the speeding measurement or the GPS may not be accurate
6 all the time, but as to the range, I don't have the
7 figures with me. And for me, whenever there is a record
8 generated we will verify that this is the right
9 location, then we will hand over the records to the TQD
10 for follow-up action.

11 CHAIRMAN: And against what do you verify the record?

12 MR KELVIN YEUNG: (Interpreted) Say if a bus is found to be
13 speeding, then we will check the departure record of the
14 bus, maybe whether there would be an error in the TER
15 system, but then if it is a correct record proving that
16 the bus captain drives the bus, then we would look at
17 the GPS coordinates, the X/Y coordinates, because
18 sometimes there might be interference, and the exact
19 location of the bus cannot be shown.

20 So if we identify that this is the right location,
21 and we see that, say, the speed limit doesn't match with
22 the actual speed, ie there is speeding, then we will
23 confirm that this is the location where speeding takes
24 place.

25 CHAIRMAN: Apart from reference to GPS coordinates of
26

1 latitude and longitude, do you have any other method of
2 determining location?

3 MR KELVIN YEUNG: (Interpreted) No, to my understanding we
4 just use X/Y coordinates of the GPS, no other method.

5 CHAIRMAN: By that you mean latitude and longitude?

6 MR KELVIN YEUNG: (Interpreted) I -- well, we mainly use X
7 and Y coordinates to confirm. I'm not aware of the
8 longitude and latitude. I press the coordinate button
9 and a map will show up, and the map will show the
10 current location of the bus and then we will look at the
11 location to see whether the bus has indeed driven
12 through that area and the speed it is being driven at.

13 MS MAGGIE WONG: Yes, and if we see in that box, we can see
14 a milestone as to the IT department. It is stated there
15 that:

16 "IT [department] is in the process of enhancing the
17 presentation of the Bus Performance Reports to
18 facilitate monitoring speeding, harsh braking and abrupt
19 acceleration. After the enhancement ... Operation
20 Sections will analyse the data of preceding 8 days twice
21 a week to provide driving records of [bus captains] with
22 irregularities. The reports will be passed to TQD twice
23 a week. Immediate actions will be taken to alert
24 respective [bus captains] to deter them from committing
25 the same faults."

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1 This is the submission filed to the Transport
2 Department which appears to suggest --

3 CHAIRMAN: This is an accident report, is it not?

4 MS MAGGIE WONG: Yes.

5 CHAIRMAN: Not a submission.

6 MS MAGGIE WONG: Yes, this is an accident report and this is
7 an action plan for implementation of key recommendations
8 as of 10 April 2018. It starts at page 145.

9 So Mr Yeung, according to this milestone, what is
10 improved is the generation of the report will be reduced
11 from 10 total days, correct?

12 MR KELVIN YEUNG: (Answer not interpreted).

13 CHAIRMAN: Before you move on, the existing system monitors
14 speed only; is that right?

15 MR KELVIN YEUNG: (Interpreted) BOP 207 function only
16 monitors the speed.

17 CHAIRMAN: And the change is to monitor not only speed but
18 also harsh braking and abrupt acceleration. So that's
19 one of the changes.

20 MR KELVIN YEUNG: (Interpreted) For BOP 207 function, that
21 does not cover harsh braking and a sudden acceleration.
22 It only focuses on speeding.

23 CHAIRMAN: So the supposed change is to monitor not only
24 speeding, but harsh braking and abrupt acceleration.
25 That's what is stated here, is it not?

26

1 MR KELVIN YEUNG: (Interpreted) Correct. We need to
2 generate another kind of report which was mentioned
3 before lunchtime, and that speeding, acceleration and
4 braking will be reviewed. That was covered previously.

5 CHAIRMAN: So what is meant when it says that there will be
6 an enhancing of presentation of the bus performance
7 report -- presumably that's what the acronym "BOP"
8 stands for -- to facilitate monitoring, speeding, harsh
9 braking and abrupt acceleration. Are you saying that
10 already exists?

11 MR KELVIN YEUNG: (Interpreted) I'm not sure whether the
12 action plan on improvement has been implemented. But as
13 of today, I'm still using BOP 207 to monitor speeding,
14 and as I said, the IT report will be monitoring
15 speeding, harsh braking and abrupt acceleration.

16 I'm not sure what I'm doing now matches with the
17 action mentioned in this milestone.

18 CHAIRMAN: Thank you.

19 MS MAGGIE WONG: Yes. About this report that you talked
20 about this morning about receiving reports about harsh
21 braking. Since when did you start to receive these
22 reports?

23 MR KELVIN YEUNG: (Interpreted) I started seeing such
24 a report in 2017. But I don't have the exact date now.
25 I can find it out for you if needed.

26

1 CHAIRMAN: Yes, please do.

2 MS MAGGIE WONG: Moving on to the next topic about
3 surveillance cameras, Mr Yeung, we have heard from
4 a number of unions, and particularly KMB, that there
5 were increasing assault incidents on bus captains by
6 passengers, and one of the measures that would help the
7 police to enforce the law is to use surveillance cameras
8 to capture both audio and visual images -- audio
9 recording and visual images of what happened.

10 And we have heard some evidence that -- or at least
11 from your KMB submission, that currently, there are only
12 2,319 KMB buses, and 146 Long Win Bus buses that have
13 these surveillance cameras. Can you tell us, to your
14 knowledge, what about the remaining buses?

15 MR KELVIN YEUNG: (Interpreted) Well, according to the
16 figures you mentioned, my knowledge is this. With the
17 procurement of new buses and replacement of old buses,
18 at the time of procurement CCTV systems are already
19 installed on new buses. So the actual figures should be
20 more than what you just quoted.

21 As for remaining buses, I understand that the
22 company plans, by the end of this year, to -- well, I'm
23 not sure about the exact figure, but to retrofit 600 to
24 700 buses with CCTVs. That's what I know about the
25 management's plan in 2018.

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1 MS MAGGIE WONG: And about this management's plan in 2018,
2 does that cover all buses, all KMB buses, even though
3 they are old models?

4 MR KELVIN YEUNG: (Interpreted) Judging from the figures,
5 I don't think they are all covered. I think there will
6 still be a minority of buses to be replaced, that will
7 not have the CCTV installed. It doesn't cover all.

8 But I'm not sure whether in 2019 this will still be
9 their plan. I'm not sure.

10 MS MAGGIE WONG: We have heard some suggestions from some of
11 the union members, that they wish to install some of
12 the -- they wish to install their own surveillance
13 camera, because some of the old model buses did not have
14 surveillance camera. So they consider it as a measure
15 to protect their own safety and also the passengers'
16 behaviour, but that was a measure vetoed by the KMB.

17 And a circular was issued. Does that happen, to
18 your knowledge?

19 MR KELVIN YEUNG: (Interpreted) To my knowledge, yes. We
20 don't allow bus captains to install their own
21 surveillance cameras.

22 MS MAGGIE WONG: Did you issue a circular --

23 CHAIRMAN: Why not?

24 MR KELVIN YEUNG: (Interpreted) Let me answer Chairman's
25 question.

26

1 As far as I know, it has to do with some limitations
2 under the PDPO as to how this video --

3 CHAIRMAN: What is that an acronym for?

4 MR KELVIN YEUNG: (Interpreted) Sorry, Personal Data Privacy
5 Ordinance. Exactly which clause, I'm not sure, but from
6 what I heard, this is to protect the bus captain,
7 because previously in some cases, the KMB bus captains
8 took some video clips and posted them onto the Internet,
9 and subsequently we received complaints about invasion
10 of privacy of the other persons.

11 So, to my understanding, the bus captains would be
12 told that because of the requirements under the Personal
13 Data Privacy Ordinance bus captains are not allowed to
14 install their own cameras. That's my knowledge.

15 CHAIRMAN: Thank you.

16 MS MAGGIE WONG: In your opening statement, you said that
17 you have a very important role in the sense that you are
18 the very important bridge between the frontline
19 colleagues as well as the management.

20 Did you express or voice out this bus captains'
21 concerns or requests to the management?

22 MR KELVIN YEUNG: (Interpreted) Yes, I did. Well, there
23 were some bus captains who reflected that they preferred
24 not to have cameras installed on board. And I once told
25 the management that if you install many cameras on buses

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1 some captains would like the protection, but some
2 captains would not prefer it, because they would be put
3 to great pressure since they would be under constant
4 surveillance, and I did tell the management that.

5 MS MAGGIE WONG: About these assault incidents, we see from
6 the KMB submission that they would provide some
7 psychological support --

8 CHAIRMAN: Before we leave this subject, Ms Wong began to
9 ask you about the issue of a circular and I interrupted
10 her. Was a circular issued telling bus captains that
11 they could not deploy their own CCTV cameras?

12 MR KELVIN YEUNG: (Interpreted) In my recollection --
13 I mean, I don't have any recollection of ever seeing
14 such a circular. I don't know whether I have forgotten,
15 but I myself have not seen this circular.

16 CHAIRMAN: How was the information passed to the bus
17 captains that they were not permitted to install their
18 own CCTV cameras?

19 MR KELVIN YEUNG: (Interpreted) Well, in fact, we understand
20 the bus captains' positions. If they wish to install
21 their own device we understand their position. Usually
22 we would very gently tell them that "If you install
23 cameras, of course you are protecting yourself but you
24 could be breaching certain laws", and I would recommend
25 that they take down the CCTV cameras they installed

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1 themselves, and if they are not willing to cooperate we
2 would refer the matter to the TQD, but we won't disallow
3 bus captains to drive simply because they are not
4 willing to take it down.

5 CHAIRMAN: So it is a recommendation, and not a prohibition?

6 MR KELVIN YEUNG: (Interpreted) Well, this is my role.

7 I give recommendations to frontline staff asking them
8 not to do it. As for the TQD, after the case had been
9 referred to the TQD, further action may be taken so that
10 an explanation be given to the bus captains as to the
11 pros and cons of installing their own cameras.

12 CHAIRMAN: But again, a recommendation and not
13 a prohibition?

14 MR KELVIN YEUNG: (Interpreted) Well, that's the role
15 I play. In front of frontline staff, that's what I do.
16 I give recommendations.

17 CHAIRMAN: And TQD as you call them, do they give
18 recommendations or do they issue prohibitions?

19 MR KELVIN YEUNG: (Interpreted) I'm not sure.

20 MS MAGGIE WONG: Can you find that out from TQD?

21 MR KELVIN YEUNG: (Interpreted) No problem.

22 MS MAGGIE WONG: For those frontline staff who wish to have
23 surveillance cameras installed, but didn't have one, did
24 you pass on their message to the management that those
25 who wish to have surveillance camera installed should

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1 have them? So they don't have -- in that sense, the bus
2 captains wouldn't have to violate the so-called Privacy
3 Data Protection Ordinance? Have you voiced that out?

4 MR KELVIN YEUNG: (Interpreted) Yes, I did on various
5 occasions. I would receive feedback from bus captains
6 during formal or informal visits, bus captains would
7 tell me and I would tell the management the wishes of
8 bus captains.

9 MS MAGGIE WONG: So what is the response from the
10 management?

11 MR KELVIN YEUNG: (Interpreted) The response I got from the
12 management is that they would like to do it as soon as
13 possible. That is, of course, new buses would come with
14 CCTVs; as for old bus they would also be retrofitted.
15 At the time I was told that the management also
16 understood the need of bus captains.

17 MS MAGGIE WONG: We have heard from union members that
18 because of these increasing assault incidents, they
19 treat it as part of their daily lives, and your KMB
20 submission mentions assistance, psychological assistance
21 or support to be given to these staff.

22 In your view, did the bus captains make any
23 discussions as to how this condition can be improved
24 from the company's perspective?

25 Can you see from that page, I believe that's

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1 page 149-113, which set out:

2 "The taskforce will engage a professional consultant
3 to provide a comprehensive view of the current practice
4 and make recommendations in areas including ...
5 recruitment on [bus captains'] emotional intelligence,
6 and stress tolerance, training, counseling and
7 performance management."

8 Did you participate in this process?

9 MR KELVIN YEUNG: (Interpreted) KMB engages a third party in
10 collaboration to set up a hot line for bus captains, and
11 it is an independently run hot line. As for
12 paragraph 38, on page 113, I understand this is what the
13 management is doing now.

14 At one of the meetings I also attended, and a
15 university in Hong Kong, was also invited to conduct
16 a review and make recommendations to KMB. One of the
17 meetings involved meeting the psychologists where
18 I would tell them the plight faced by bus captains.

19 MS MAGGIE WONG: And moving on to another topic, it is about
20 lost trips.

21 We have heard evidence from your colleague, Ms Debby
22 Wong, that lost trips appear to be a frequent
23 occurrence, and it affects driving behaviour because of
24 the inaccurate estimation of scheduled journey time.
25 And also it would, in turn, affect the rest time period.

26

1 What is your view on this matter?

2 MR KELVIN YEUNG: (Interpreted) From my perspective, lost
3 trip is due to various reasons.

4 First, we may lose a trip because of shortage of bus
5 captains, there may be traffic jam in Hong Kong, there
6 may be emergency situations, public events,
7 demonstrations, rallies, or special traffic
8 arrangements, inclement weather, and vehicles breaking
9 down on the road. All these contribute to the problem
10 of lost trips. But we try our best not to affect the
11 rest periods of bus captains, because we have a schedule
12 of journey time, we have provided that to the bus
13 captains, and about 96 per cent of these, or 90 per cent
14 of these trips allow bus captains to have sufficient
15 rest periods.

16 As for 90 per cent, well, it varies. But on the
17 whole, of 10 trips, bus captains could have sufficient
18 time for operating the bus for nine trips with
19 sufficient rest time. As for the remaining one trip, it
20 may be due to the reasons I mentioned.

21 But we would not deliberately shorten the journey
22 time to make up for the lost trips.

23 MS MAGGIE WONG: Can you quote an example? And you
24 mentioned in the morning about the Po Tin Estate having
25 split shifts; do you recall?

26

1 MR KELVIN YEUNG: (In English) Yes.

2 MS MAGGIE WONG: And in Po Tin Estate, I've checked your KMB
3 website, there are a number of routes, and one of them
4 is 258D. It is a route from Po Tin Estate to Lam Tin.
5 I believe the estimated journey time is about 1.5 hours;
6 is that correct?

7 MR KELVIN YEUNG: (Interpreted) Roughly. Yes. That's the
8 journey time. Roughly.

9 MS MAGGIE WONG: And we have heard some evidence about this
10 particular trip, 258D, that the scheduled trip does not
11 provide sufficient rest time, three hours rest time, for
12 bus captain on split shifts.

13 Can we pull up the supplementary information that we
14 received from the union yesterday.

15 We received information about this 258D (Chinese
16 spoken) which is split shift 5, and it specified the
17 start time as 0650 to 1343, and another period is 1600
18 to 2015. So the rest hours, the one in the middle, only
19 provides 2 hours and 15 minutes, and not the three hours
20 rest time.

21 And this appears to be a schedule devised by the
22 company, KMB.

23 What is your answer to this?

24 MR KELVIN YEUNG: (Interpreted) I don't have the schedule
25 with me now. I was involved in formulating the
26

1 timetable here. If my memory serves me right, for the
2 first section, the end time should be 12.43 and not
3 13.43. We have a meal break, we give our pay -- the pay
4 for the meal break for the bus captain. So on a normal
5 day without congestion, the bus captain should be able
6 to take a rest, starting 12.43, and then he will ask to
7 drive again at 4 pm.

8 So it would be longer than the guideline of the TD,
9 which will take effect in 2019.

10 CHAIRMAN: Are you able to confirm that this is a mistake,
11 1343, that in fact the break starts at 1243, by
12 reference to records?

13 MR KELVIN YEUNG: (Interpreted) Yes, I can.

14 CHAIRMAN: Please provide that information.

15 MS MAGGIE WONG: Moving on to another topic.

16 One of the union members expressed that you can
17 actually calculate the journey time by using black box
18 data, rather than having someone who drove the route and
19 without the actual scientific data.

20 And one of the suggestions is to get information on
21 peak or non-peak hours and then factor in the congestion
22 situation, then come up with a journey time estimate
23 which is a more scientific approach.

24 What is your view on this?

25 MR KELVIN YEUNG: (Interpreted) Well, we are already doing
26

1 that. We have a scheduling section which is responsible
2 for reviewing all timetables and bus captains' duties.
3 So this department is responsible for that. My role is
4 to provide input to them.

5 Now, if I receive any feedback I would tell this
6 section, say, bus captains would tell us that there is
7 not enough journey time, and on and off, they will use
8 a system to review the journey time. Maybe we can use
9 a bus to do the actual trial of the route. We don't do
10 that frequently. We will do that when a new route is
11 being put in operation. We don't have any historical
12 data, so we will ask a bus to conduct a trial and then
13 simulate the journey time.

14 And then when sufficient data are gathered for
15 a route then the scheduling section will use two ways to
16 review the journey time. One, is the departure and
17 arrival time of the bus captains, which is recorded in
18 the TER mentioned before, that whenever a bus captain
19 arrives at the terminus at the regulator's room he will
20 tap the staff card and his arrival time will be
21 recorded, and of course the regulator will also input
22 the departure time from that bus terminus. So, having
23 the departure and arrival time, we will know the exact
24 journey time.

25 The other method is using the GPS location function.

26

1 These two methods are valid, we believe, because
2 they can reflect when actually the bus will arrive at
3 the terminus.

4 So when will we review the journey time? Let me
5 cite an example. Po Tin is a very good example. We
6 talked about 258D. The other route is 260X, from Po Tin
7 to Hung Hom railway station. And it will go through
8 a very congested area, where the XRL is being built near
9 Jordan, and because of the construction of the XRL there
10 is major diversion of traffic there, and when the
11 construction work started then the journey time for 260X
12 was very insufficient. So in that kind of scenario, we
13 will review the journey time and we lengthen the journey
14 time substantially as a result.

15 And up to now, there is now an underpass built
16 already, so Jordan is not so congested and we found that
17 this journey time is excessive now, so much so that
18 there are not enough parking spaces at the terminus for
19 buses because they arrive too early. Also then we will
20 review the journey time based on the actual situation.

21 CHAIRMAN: And you do this by seeking the approval of the
22 Transport Department to alter the journey time; is that
23 it? The schedule.

24 MR KELVIN YEUNG: (Interpreted) Well, if we don't -- if we
25 don't have to alter the frequency, if we revise the

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1 timetable, we don't need to apply from the TD.

2 So if the schedule is a frequency of 10 minutes, and
3 then we have to increase the journey time, maybe we use
4 different methods, for example redeploying buses to run
5 this route or maybe we can add in a new bus, and based
6 on the actual situation we will see whether that can be
7 done.

8 So if, say, if that can be done, if there is talking
9 about drastic changes in journey time, and we can't cope
10 with it with our own existing resources maybe we have to
11 adjust the frequency then.

12 So if we have to adjust the frequency then we will
13 have to apply to the TD for doing so, and we need the
14 TD's approval before we can adjust the frequency.

15 CHAIRMAN: Thank you.

16 MS MAGGIE WONG: Thank you.

17 Going to another topic, we heard this morning from
18 your colleague Ms Debby Wong about having a focus group
19 to discuss some of the roads that may pose a dangerous
20 risk to bus captains or to passengers. So, as far as
21 Tuen Mun is concerned, do you have similar focus group
22 where you would discuss with bus captains about certain
23 road conditions that bus drivers have to pay more
24 attention or sharp bends, or -- along that line?

25 MR KELVIN YEUNG: (Interpreted) Yes. Yes, we do that.

26

1 We have some examples of that.

2 MS MAGGIE WONG: Can you provide us with some of the
3 examples?

4 MR KELVIN YEUNG: (Interpreted) Say, we resort to two
5 channels to solicit information on hazards. First is
6 from the bus captains themselves, because they have
7 first hand experience on potentially dangerous areas.
8 For example in July and August there may be heavy
9 downpour, and on some road sections maybe pot holes will
10 appear because of the downpour. Private cars may not
11 encounter problems, but it will be a bumpy ride for the
12 buses, and as a result maybe the passengers will lose
13 balance, and if bus captains tell us so, we will notify
14 the relevant department in the first instance, and if we
15 find that the problem is really serious we will tell the
16 regulator who should then tell all the bus captains who
17 will drive along that route maybe they should slow down,
18 or they should try to divert, or what. So this is the
19 first way that we collect information.

20 Second way, say, in during the rainy season, our
21 field staff will inspect regularly the road conditions.
22 In Tuen Mun and Yuen Long there would be a number of
23 rural routes, and trees, after heavy downpour they may
24 tilt, and it may be dangerous. So the trees may crash
25 into the glass windows of the buses, and if the problem

26

1 is identified to be serious we will notify the police
2 and we will seek the Fire Services people to cut the
3 trees or we will approach the TD to prune the trees, if
4 the problem is not serious.

5 MS MAGGIE WONG: You mentioned few staff will inspect
6 regularly. How regular?

7 MR KELVIN YEUNG: (Interpreted) In Tuen Mun depot we have
8 a list of black spots where there will be a lot of trees
9 actually branching out into the carriageway, so the
10 field staff will do that, especially during the rainy
11 season.

12 So the field staff will inspect all the black spots
13 in the area once a month, and if the rain fall is really
14 heavy, we will ask them to step up the frequency of
15 inspections. Say, if a period is a sunshine period
16 there might not be much of a problem with the trees,
17 then they will really inspect the road condition.

18 Their duty is to continuously observe and raise
19 safety concerns and report the same to us.

20 MS MAGGIE WONG: And the last topic is, we have been
21 informed recently by the Transport Department that they
22 have issued a practice note in relation to the training
23 of bus captains. Have you seen a copy of this practice
24 note?

25 MR KELVIN YEUNG: (Interpreted) I don't know which one you
26

1 are referring to. Can you refer me to exactly which one
2 you are talking about.

3 MS MAGGIE WONG: Yes, if I may refer you to TD-1 page 403.

4 If we go to paragraph 18 -- paragraphs 18 and 19
5 make reference to the practice note.

6 CHAIRMAN: If this helps you at all, this was something that
7 was issued apparently in the last 10 days or so.

8 MR KELVIN YEUNG: (Interpreted) Well, we have enhanced our
9 training several months ago. I don't know whether the
10 paper talks about is what I know of.

11 MS MAGGIE WONG: In what way did you enhance some training?

12 MR KELVIN YEUNG: (Interpreted) Well, there are two phases
13 of training, phase 1 and phase 2. And for phase 1, if
14 the bus captains have only class 1 and class 2 private
15 car licences then they will have to go through phase 1
16 training. They have to pass the TD's bus exam and
17 that's phase 1. After they pass the TD test --

18 CHAIRMAN: Did you enhance phase 1 in the last several
19 months? Can you answer that "yes" or "no".

20 MR KELVIN YEUNG: (Interpreted) I don't see an enhancement
21 for phase 1.

22 CHAIRMAN: Did you enhance phase 2?

23 MR KELVIN YEUNG: (Interpreted) Yes.

24 CHAIRMAN: How did you enhance it?

25 MR KELVIN YEUNG: (Interpreted) If need be -- that's the
26

1 instruction from the management. If need be, we won't
2 allow the bus captain to complete the course. Only when
3 the bus captain himself is confident or the mentor is
4 confident, then we will allow him to complete the
5 course. That means originally he may be required to
6 train a number of days, but if there is no confidence we
7 would extend the training before we allow the bus
8 captain to graduate.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: Thank you.

11 Mr Chairman, I have finished my questioning.

12 CHAIRMAN: Thank you.

13 Mr Yeung, thank you for coming here to assist us by
14 giving your evidence. That is now complete, and you are
15 free to leave, but equally you are free to stay. We
16 have other people to give evidence. Thank you.

17 MR KELVIN YEUNG: (In English) Thank you.

18 CHAIRMAN: We will take a short break while Mr Yeung leaves
19 the desk. Two minutes.

20 (3.16 pm)

21 (A short break)

22 (3.21 pm)

23 FORMER EMPLOYEE OF KOWLOON MOTOR BUS COMPANY (1933) LIMITED:

24 MR RAYMOND CHENG

25 (Evidence given in Cantonese and English, transcription of
26

1 the simultaneous interpretation and/or English)

2 CHAIRMAN: Mr Cheng.

3 MR RAYMOND CHENG: (In English) Yes.

4 CHAIRMAN: Thank you for responding affirmatively to our
5 invitation to give evidence, and thank you for waiting
6 patiently all day whilst the other evidence was adduced,
7 but now we come to you.

8 You will have seen the method by which we adduce
9 evidence. I'm going to ask Ms Wong to start asking you
10 questions.

11 Yes, Ms Wong.

12 MR RAYMOND CHENG: (In English) Yes, Chairman, corporate
13 members, you are all welcome. It is my pleasure to
14 attend this hearing. But first of all, before the Q&A,
15 I want to declare the interest. May I use Chinese?

16 CHAIRMAN: Of course you may.

17 MR RAYMOND CHENG: (Interpreted) In relation to the bus
18 accident occurred on 10 February, I have no relationship
19 or affiliation with any persons injured or died in the
20 bus accident.

21 In relation to the KMB directors, or the management,
22 I have no affiliation or no relationship with them.

23 Before 2015, I had a working relationship with the
24 managing director and the board of directors of KMB.

25 EXAMINATION BY MS WONG

26

1 MS MAGGIE WONG: Thank you, Mr Cheng, for coming.

2 And Mr Cheng, you were the senior manager in safety
3 and quality department --

4 MR RAYMOND CHENG: (In English) Yes.

5 MS MAGGIE WONG: -- for the period of 1 May 2010 and you
6 retired on 12 September 2014?

7 MR RAYMOND CHENG: (In English) Correct.

8 MS MAGGIE WONG: At that time, Mr Edmond Ho was the KMB
9 managing director?

10 MR RAYMOND CHENG: (In English) Yes.

11 MS MAGGIE WONG: Mr Gary Wong was your supervisor at that
12 time.

13 MR RAYMOND CHENG: (In English) Yes.

14 MS MAGGIE WONG: I'm going to focus on a few areas. The
15 first is the identification of 29 sharp bends for
16 internal analysis that you have explained and produced
17 documentation in your submission to the committee.

18 If I may invite to you look at FE bundle, page 96-4
19 to 96-6.

20 On this page, 96-4, if we go down the section "Buses
21 can overturn easily", the second paragraph, it referred
22 to you starting a study of safe driving in the sharp
23 turns back in 2013. And:

24 "The Safety and Quality Service Department invited
25 the 4 depot managers, the representatives from Bus
26

1 Captain Training School and Bus Maintenance Section of
2 Service Department to form a study group looking deeply
3 into all the sharp turns within [KMB] bus route network.

4 Can you tell us who the four depot managers were at
5 the time?

6 MR RAYMOND CHENG: (Interpreted) Those four managers were
7 respectively from Tuen Mun, Lai Chi Kok, Sha Tin -- and
8 Lai Chi Kok, Sha Tin, Tuen Mun and Sha Tin depot
9 managers. For these four depot managers, we formed
10 a taskforce, and apart from these four depot managers,
11 there were also representatives from bus captain
12 training school. And the representative was in the rank
13 of assistant manager, Richard Lee, and he was the school
14 principal of the training school, and we also had
15 representatives from the bus maintenance section, who
16 was an engineer, and had already left the post, and he
17 is called Henry So, and this study group looked into all
18 the sharp turns involved in the bus routes in Kowloon
19 and New Territories in particular proposed by the depot
20 managers.

21 As for the study method, the criteria, first of all,
22 were, a reduction of speed limit from 70 to 50; number
23 2, the curvature; and number 3, number of passengers for
24 these bus routes, plying the sharp turns, because if
25 these buses are usually fully loaded, the weight would

26

1 increase.

2 And next point, we also took into account the actual
3 situation at the sharp turns, and then we conducted an
4 assessment on over 1,000 sharp turns from all the data
5 collected in Hong Kong, Kowloon, New Territories, and we
6 narrowed them down to 29 sharp turns.

7 And we also used actual buses to ply these routes
8 and you can see we also made use of cameras on board to
9 record the situation of these buses manoeuvring the 29
10 sharp turns.

11 We conducted tests on all these 29 turns at
12 different speeds, 20, 30, 40, 45, 50 kilometres, and we
13 repeated the test a number of times.

14 We also made use of the black box you mentioned. It
15 is BOM, the acronym. That is bus-on-board monitoring
16 system to calculate the safe speed that buses should use
17 in manoeuvring the turns without affecting traffic flow.
18 We then put forward a recommendation to the senior
19 manager.

20 I would like to pause here.

21 Any further question from you?

22 MS MAGGIE WONG: Thank you, Mr Cheng.

23 May I ask who initiated this study?

24 MR RAYMOND CHENG: (Interpreted) Back then, the managing
25 director, Mr Edmond Ho instructed my then supervisor

26

1 Mr Gary Wong, and then Mr Gary Wong talked to me and my
2 team members.

3 CHAIRMAN: What position did Gary Wong hold?

4 MR RAYMOND CHENG: (Interpreted) Head of SSQ.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: Did you have meetings with the colleagues
7 you mentioned earlier on from time to time in relation
8 to this study?

9 MR RAYMOND CHENG: (Interpreted) Yes.

10 MS MAGGIE WONG: When was that?

11 MR RAYMOND CHENG: (Interpreted) Around end of 2013 and
12 early 2014.

13 MS MAGGIE WONG: Were there minutes of these meetings?

14 MR RAYMOND CHENG: (Interpreted) I believe there were.

15 There might not be formal minutes, but there may be
16 exchanges of e-mail, like what Mr Yeung said. We would
17 try to confirm everything through e-mails. Because we
18 had to put in a lot of arrangements later on, maybe we
19 needed a bus captain to drive the route, we needed to
20 arrange for engineers, and the instructors of training
21 school to fix the dates to do all these.

22 My e-mail account was closed so I couldn't retrieve
23 any information, but for other colleagues who were
24 involved in the work, they might be able to retrieve the
25 relevant e-mails.

26

1 MS MAGGIE WONG: Mr Cheng, do you know of any persons who
2 are currently working in KMB but were involved in this
3 study that we can ask?

4 MR RAYMOND CHENG: (Interpreted) Well, it has been four
5 years on. To my understanding, most of the colleagues
6 left.

7 MS MAGGIE WONG: About this video cam of those 29 sharp
8 bends you mentioned?

9 MR RAYMOND CHENG: (Interpreted) Before I retired, after
10 I finished with the project, I handed the footage in
11 person to the principal of the bus captain training
12 school, Mr Richard Lee. As to the whereabouts of the
13 footage, I don't know.

14 MS MAGGIE WONG: Who took the footage of these 29 sharp
15 bends? Or who drove the car so that the video cam could
16 record these images?

17 MR RAYMOND CHENG: (Interpreted) The car cam, who hand-held
18 the camera? It was fixed on the front part, the front,
19 or the handrail of the front seat in the upper deck, so
20 it did not need to be hand-held, all we needed to was to
21 turn it on, or turn it off. So this was done by myself.

22 As to the question of who stored the footage, it was
23 I who stored the footage. And then I handed the footage
24 to my then supervisor, Mr Gary Wong. We should first
25 take a look at the footage to make sure it is done in
26

1 the correct way.

2 And we took many footages. And the footage was
3 handed to the principal of the bus captain training
4 school who edited the video, and then he handed back the
5 footage to us. Well, some of the footage was useful,
6 others not. And after the editing we handed the footage
7 to the training school which stored it.

8 On one or two occasions, Mr Gary Wong showed it to
9 the then MD, Mr Edmond Ho for viewing. That was just
10 for viewing. We didn't study in depth as to say whether
11 a particular speed was right or not. We didn't discuss
12 this at the occasions I mentioned.

13 MS MAGGIE WONG: Yes. Mr Cheng, in your paper at page 96-6,
14 you stated that at the bottom that:

15 "From the study, we were able to produce a safety
16 booklet for ..."

17 I think you later clarified it as small reminding
18 cards:

19 " ... for Bus Captains detailing each potentially
20 dangerous turns' exact location, direction, and road
21 nature, road condition, past record, related photos or
22 diagrams from Transport Department's document or
23 passenger complaints. There were 31 safety driving
24 suggestions from a study of over 1,500 studies."

25 Are those 1,500 studies the test that you have
26

1 undertaken in short-listing those 29 sharp bends?

2 MR RAYMOND CHENG: (In English) Yes.

3 MS MAGGIE WONG: Can you recall what those 29 sharp bends
4 were? Are you able to still remember?

5 MR RAYMOND CHENG: (Interpreted) It has been five years on.
6 I forgot the majority of them.

7 I do remember individually some of them.

8 The four quoted in my paper were the ones
9 I remember. As I said, for the 29 sharp bends, they are
10 mostly in the rural areas. In urban areas there are so
11 many traffic lights and there is congestion, and bus
12 captains usually do not speed. But in rural areas when
13 bus captains ply through highways, they may speed, or
14 they may display incorrect driving behaviour, especially
15 when we talk about going down from highway to the
16 downtown area.

17 Well, for the four examples that I cited, it is
18 about a highway having a speed of 70km, and then
19 suddenly they have to reduce the speed to 50km in order
20 to go into the downtown area. So that's where the
21 danger lies.

22 For the 29 sharp bends, sorry, I don't have records
23 on hand what these bends are.

24 So I try to recollect what these are so I can
25 remember only four.

26

1 But I do remember the number is 29 in total. The
2 sharp bends.

3 MS MAGGIE WONG: Thank you, Mr Cheng.

4 In your paper you stated this study followed on from
5 the Tseung Kwan O bus accident in 2009. May I refer you
6 to a LegCo paper that mentions --

7 CHAIRMAN: Before you move on, if we are leaving the four
8 areas that Mr Cheng remembers, can you describe to us
9 what these four areas are, the four places that you do
10 remember?

11 MR RAYMOND CHENG: (Interpreted) Yes, I can. Say, for
12 example, from Kwun Tong Road near the Choi Hung PTI,
13 there are two highways with four lanes, and then all of
14 a sudden there are just two lanes going to To Kwa Wan,
15 and two lanes going to Sai Kung, and the curvature is
16 around 230 degrees. And if a bus goes at 70km in Kwun
17 Tong Road, and it has to go uphill through a ramp, and
18 the ramp has a curvature of 230 degrees, and it has to
19 make a certain turn to go to the Choi Hung roundabout,
20 and then it can choose to go to either San Po Kong or
21 Sai Kung.

22 But then this bend is only one lane, and there are
23 no trees, this is an elevated highway. But then
24 sometimes obstacles were left behind by lorries, and
25 there were oil stains left over by motorbikes and cars,

26

1 and there is this film of oil which would lead to
2 skidding. If you drive at 50km and the way ahead is
3 smooth, if you use 50km you would not be able to
4 negotiate the 230 degrees bend, because the road surface
5 may be slippery, and the curvature is so big, and
6 especially for double-deckers, it comes with a loading,
7 and if there is acceleration, and then if you go to the
8 apex of the bend, there will be a G force created.

9 The heavier the bus, the faster the bus, the greater
10 is the G force, and as a result, the chances of a bus
11 overturning will also increase.

12 CHAIRMAN: Is this an example of where a road, or a vehicle
13 on a road is moving from a 70 kilometre an hour limit to
14 a 50 kilometre an hour limit?

15 MR RAYMOND CHENG: (In English) Yes.

16 CHAIRMAN: Thank you.

17 That's one of them. What are the others?

18 MR RAYMOND CHENG: (Interpreted) To my recollection it is Ma
19 On Shan, from the Tate's Cairn Tunnel going in the
20 direction of Ma Liu Shui, and if you pass through Ma On
21 Shan around the housing estate Kam Ying Court, there is
22 a left turn bend and the curvature of that bend is above
23 180 degrees, and again it is from 70km switching to
24 50km, turning left down to the Ma On Shan town centre.

25 This bend is similar to the one that I mentioned
26

1 from Kwun Tong Road to Choi Hung Road. From Kwun Tong
2 Road to Choi Hung Road the bend is turning right, and
3 then there is a sharp bend of 230 degrees down to the
4 Choi Hung roundabout, and for Ma On Shan, from the
5 Tate's Cairn Tunnel Highway to Ma On Shan is a left
6 turn: the curvature and the carriageway, they were
7 similar to the previous example.

8 And there is also the noise barrier, and the view of
9 the bus captain was not that good compared to the
10 previous example. In other words, the view was worse
11 here in this latter example.

12 CHAIRMAN: Thank you.

13 MS MAGGIE WONG: That's the second example. Can you provide
14 the remaining two that you can recall?

15 CHAIRMAN: I think all you need to do is tell us where the
16 place is and what the curvature was, if that is the
17 relevant fact.

18 MR RAYMOND CHENG: (Interpreted) For the curvature --

19 CHAIRMAN: What is the place, first of all?

20 MR RAYMOND CHENG: (In English) Okay.

21 (Interpreted) The first one is Tseung Kwan O/Kwong
22 Ming Road roundabout. The second one is Cha Kwo Ling
23 Road northbound, left turn to Lei Yue Mun Road
24 westbound. The third one, as I described, Tate's Cairn
25 Tunnel Highway northbound down to Shek Mun, and then to
26

1 Ma On Shan. Number 4, Kwun Tong Road westbound, and
2 then turning to Clear Water Bay Road. I explained the
3 last one.

4 Let me first explain the one about Kwong Ming Road
5 in Tseung Kwan O.

6 In 2009, November, there was a bus accident
7 involving two fatalities and numerous injuries.

8 The MD then already gave me a mission when I took
9 office that I should look into this roundabout to see
10 whether there was room for improvement. So after
11 I assumed office, I visited the roundabout in Kwong Ming
12 Road in Tseung Kwan O to inspect the site, and there was
13 a highway that went to the roundabout with a left turn
14 to Kwong Ming Road/Kwong Ming Estate, I don't actually
15 remember the name. But the curvature of the bend, it
16 is -- I mean, it is a roundabout, so it is 360 degrees.
17 If you go the wrong way, you can just follow the
18 roundabout for another round to choose the exit you
19 want.

20 So for Kwong Ming Road, say if you are travelling at
21 50 kilometres, or below 50, there is not much problem.
22 But when it is raining, or at night, when the sight line
23 is poor, then you shouldn't exit the roundabout at
24 50 kilometres, which is the speed limit, because it
25 would be prone to accident.

26

1 The other one is Cha Kwo Ling Road northbound, left
2 turn to westbound of Lei Yue Mun Road. This is in Kwun
3 Tong, off the Kwun Tong post office, there is a bend.
4 Again, there is a highway, one takes a left turn
5 downhill to Kwun Tong and the speed limit also drops
6 from 70 to 50 kilometres.

7 This carries the same characteristic. It is single
8 lane traffic, and as I explained just now, if you travel
9 at 50, you could be speeding. Although the Transport
10 Department provides signage reminding drivers that there
11 is a bend ahead, sometimes drivers may not be very
12 attentive all the way. But we have professional
13 drivers, but in the lapse of moment, the driver may
14 forget, or that he may be pressing the gas pedal in
15 a way that he can exceed 50 kilometres and then at that
16 junction it would be dangerous.

17 CHAIRMAN: Thank you.

18 MS MAGGIE WONG: Mr Cheng, I would like to invite you to
19 look at a document following on the accident. It was
20 a LegCo paper --

21 CHAIRMAN: Which accident?

22 MS MAGGIE WONG: The accident, the traffic accident on Tuen
23 Mun Road in 2012.

24 This LegCo paper can be found at page 260-443-20.

25 CHAIRMAN: Of which bundle?

26

1 MS MAGGIE WONG: Of TU bundle.

2 CHAIRMAN: Which number?

3 MS MAGGIE WONG: TU-1B.

4 CHAIRMAN: Thank you.

5 MS MAGGIE WONG: 260-443-20.

6 It is a LegCo paper for the special meeting on
7 27 November 2012. It is stated as "Background brief on
8 safety of franchised bus operation and safety of long
9 downhill roads".

10 If you go to paragraph 6, it made reference to the
11 fatal traffic accident on New Hiram's Highway in
12 May 2008 resulting in a total of 18 fatalities and 44
13 injuries.

14 And drop a few lines, we see that:

15 " ... [Transport Department] had also conducted
16 a territory-wide review of long steep downhill roads and
17 had identified a total of 29 downhill road sections in
18 the territory."

19 The list can be found in appendix 1, which is also
20 in this bundle at page 260-443-29.

21 Mr Cheng, would you mind taking a look at these 29
22 sections or locations and see whether the four locations
23 you mentioned can be found in this list?

24 MR RAYMOND CHENG: (Interpreted) On the first page, that's
25 29, these road sections are in Hong Kong Island, and

26

1 then for 330, number 15, Clear Water Bay Road, Ngau Chi
2 Wan in Kowloon. That's the one that I personally
3 checked. But it is not the same as the one I studied.
4 Because one is upstream, the other is downstream, and
5 for New Territories, none. I can find none.

6 But I want to supplement. In 2008, I hadn't assumed
7 office as senior manager of SSQ.

8 MS MAGGIE WONG: I understand, Mr Cheng.

9 So the exercise you conducted is a valuable one?
10 Because you have undertaken a detailed task of looking
11 at how many roads -- how many roads have you looked at
12 in terms of New Territories?

13 MR RAYMOND CHENG: (Interpreted) A lot. But I can't tell
14 you how many now, because my responsibility relates to
15 safety and driving, and I would get on board a bus for
16 inspection at least once a month.

17 I mean, I would be in plain clothes, without any
18 advance notice, I would board a bus of my company. From
19 the very beginning, like I said, in rural areas, very
20 often drivers would neglect safety, so I would say it is
21 very frequent, at least once or twice a month I would
22 take these buses from Yuen Long, I would take 968 to Tin
23 Hau, and then in Tin Hau I would take another bus back
24 to Tuen Mun. It is a working trip. And I would record
25 details relating to the dangerous road sections, and

26

1 I would report back to the then supervisor, Mr Gary
2 Wong.

3 Therefore, in identifying the 29 sharp turns,
4 I provided a lot of comments which were accepted.

5 MS MAGGIE WONG: If I may invite you to look at page 96-6 of
6 the FE bundle, your submission, in that paragraph you
7 stated you made 31 safety driving instructions,
8 suggestions from that study.

9 Do you recall what those safety driving suggestions
10 were, or what it related to?

11 MR RAYMOND CHENG: (Interpreted) Most of these suggestions
12 related to driving demeanour. Some of them related to
13 driving speed.

14 CHAIRMAN: What do you mean by "driving demeanour"?

15 MR RAYMOND CHENG: (Interpreted) For driving demeanour
16 I mean whether the bus captain would be very attentive
17 in driving, or whether all of a sudden he would
18 accelerate or brake abruptly, or make a sharp turn
19 abruptly as mentioned by the previous witnesses.
20 Because if the driver makes a sharp turn all of
21 a sudden, it may affect the centre of gravity of the
22 bus. Let me give you one example.

23 When negotiating a bend of 30 degrees, if the driver
24 manoeuvres the bend, normally it may take one second or
25 one to five seconds. However, if the driver drives at
26

1 speed such that the bend of 30 degrees is manoeuvred
2 with just 0.1 seconds, then the bus would slide.
3 I don't know what it is called in Chinese, but it is
4 some kind of drifting of the tail of the bus, such that
5 passengers seated or even standing passengers would tend
6 to fall.

7 Do you get my meaning? That is to manoeuvre a bend
8 with 0.1 seconds, it is very different from manoeuvring
9 a bend in 1 second. That's about driving demeanour.

10 CHAIRMAN: Thank you.

11 MR RAYMOND CHENG: (In English) Welcome.

12 MS MAGGIE WONG: When you talked about some of them related
13 to driving speed, when you made that suggestion, did you
14 recommend to the bus captains for some of the sections
15 of the road that have 70km per hour, the driver should
16 drive below the speed limit permitted for that road
17 section? Did you suggest that in that handbook?

18 MR RAYMOND CHENG: (Interpreted) First of all, buses have
19 now been equipped with a device limiting the speed at
20 70. Even if he floors the pedal, when the bus reaches
21 70 kilometres it won't go faster.

22 However, if the bus is going downhill or perhaps --
23 well, coming back to driving demeanour, the bus could go
24 beyond 70 kilometres if he uses the neutral gear. And
25 my answer is, no, because my answer is about safety

26

1 driving, and the driver must not exceed the speed limit.

2 So if he drives below 70 or 68 kilometres, I would
3 appreciate that, but we also need to consider sight line
4 and driving demeanour. Maybe the driver is in a bad
5 mood, or he may have something on his mind, and then he
6 drives at 25 kilometres, then I won't recommend it.

7 MS MAGGIE WONG: And page 96-7, you mentioned small
8 reminding cards printed and readily available to be
9 issued to all bus captains -- all concerned routes' bus
10 captains.

11 Did you participate in drafting the small reminding
12 cards?

13 MR RAYMOND CHENG: (Interpreted) No, but I can supplement.

14 Mr Yeung said that the cards were printed in
15 2013/2014. That's not correct. The card's dimension is
16 2 inches by 3-inches and they give a summary of the
17 locations of the 29 sharp bends, the direction, the safe
18 driving speed, and all these are in the card. But
19 unfortunately, the cards were printed after I retired.

20 And I knew from Mr Gary Wong, my then supervisor --

21 CHAIRMAN: Just tell us what you know yourself, not what
22 others have told you that happened. Do you understand
23 the difference?

24 MR RAYMOND CHENG: (Interpreted) I got it.

25 CHAIRMAN: So did you ever see any printed cards?

26

1 MR KELVIN YEUNG: (Interpreted) No, no.

2 CHAIRMAN: Thank you.

3 MS MAGGIE WONG: And if I may go over to page 96-6.

4 In answer to question 7, you stated there that:

5 "I was very disappointed upon hearing that SSQ
6 study" --

7 CHAIRMAN: Ms Wong, I only want evidence to be led of what
8 this witness knows personally.

9 MS MAGGIE WONG: Then I won't pursue this.

10 Mr Cheng, do you know a person by the name of Alok
11 Jain?

12 MR RAYMOND CHENG: (Interpreted) Yes.

13 MS MAGGIE WONG: In your study, in relation to this 29
14 covered turns, did you have a chance to work with
15 Mr Jain?

16 MR KELVIN YEUNG: (Interpreted) No.

17 MS MAGGIE WONG: During the time when you were working with
18 KMB, did you have a chance to work with Mr Alok Jain in
19 relation to the safety aspects of franchised buses?

20 MR RAYMOND CHENG: (Interpreted) No.

21 MS MAGGIE WONG: Mr Chairman, I've finished my questioning.

22 CHAIRMAN: Mr Cheng, thank you very much for coming to
23 assist us, for agreeing to give evidence, and giving us
24 the evidence you have. We are grateful.

25 Your evidence is concluded, and we have more

26

1 evidence to receive, so we will take another short
2 adjournment and then I think we are ready to receive the
3 representatives of the Federation of Bus Industries.

4 So we will take a short break. Thank you.

5 MR KELVIN YEUNG: (In English) Thank you.

6 (4.05 pm)

7 (A short break)

8 (4.16 pm)

9 REPRESENTATIVES OF THE FEDERATION OF BUS INDUSTRY TRADE
10 UNIONS: MR LEUNG KAM KEUNG, MR CHUNG CHUNG FAI, MR LAM KAM
11 PIU, MR LAU KAI HIM, MR HUI HON KIT, MR KWOK WAI KWONG

12 (Evidence given in Cantonese; transcription of the
13 simultaneous interpretation) (continued)

14 CHAIRMAN: Gentlemen, good afternoon, apologies for the
15 delay in reaching you. As you will have seen, we have
16 been taking evidence from others but we are now ready to
17 resume with your evidence.

18 Ms Wong.

19 EXAMINATION BY MS WONG (continued)

20 MS MAGGIE WONG: Thank you so much, gentlemen, for coming.

21 Yesterday, I have asked some questions about the
22 resting facilities in relation to your submission dated
23 16 July, annex 7, in relation to Lai Kok Estate.
24 I understand that Mr Lau has dug up further information
25 about the progress of this Lai Kok Estate and would like

26

1 to supplement on this.

2 CHAIRMAN: Yes.

3 MR LAU KAI HIM: Thank you, Chairman.

4 Regarding the locations in annex 7, take Lai Kok as
5 an example as mentioned by Madam Wong, the resting
6 lounge has been installed.

7 I want to supplement that regarding resting
8 facilities, KMB has been more proactive than other bus
9 companies. At other locations KMB has striven to
10 install resting facilities and it is not only Lai Kok,
11 but Tsing Yi Pier, Kowloon City Pier, and also another
12 bus terminus in Cheung Wang, so you can see that KMB is
13 more proactive than Citybus and New World First Bus,
14 because for the other franchised bus companies, take
15 Quarry Bay as an example, over the years they have
16 failed to install the resting lounge.

17 This may be due to various reasons, but I can say,
18 on the whole, KMB is more proactive.

19 Of course, the facilities, or the size of the lounge
20 may not be perfect, but at least they are providing
21 resting facilities for use by staff of KMB.

22 I would also like to supplement that there is one
23 resting lounge that may be demolished soon, that is TST
24 terminus. We received a paper from the Harbourfront
25 Commission suggested that the bus terminus at Tsim Sha
26

1 Tsui ferry pier would be demolished. But this terminus
2 involves a lot of bus routes. The Harbourfront
3 Commission already discussed the topic and we also wrote
4 to Transport Department requesting the department to
5 explain a number of things: after demolition where will
6 the bus routes be accommodated and also, after taking
7 down the bus terminus, there would be no resting
8 facility for KMB drivers. And it is also very crowded,
9 and so far the Transport Department has not been able to
10 answer our questions.

11 Because for Tsim Sha Tsui ferry pier terminus the
12 facilities are very good. If the terminus is
13 demolished, as the proposal goes, it will turn into an
14 ordinary bus stop without resting facilities for KMB bus
15 captains.

16 I also have another paper for reference. And this
17 is from the Hong Kong Institute of Landscape Architects.

18 Thank you, Chairman.

19 CHAIRMAN: Is that a document you wish us to receive?

20 MR LAU KAI HIM: (In English) Yes.

21 CHAIRMAN: Do you have copies of it? We will have it
22 copied.

23 MR LAU KAI HIM: (In English) Here is my copy. (Handed).

24 CHAIRMAN: Very well, we will have it copied now.

25 MR LAU KAI HIM: No need to photocopy.

26

1 MS MAGGIE WONG: Thank you, Mr Lau.

2 In one of your annexures, annexure 18, can
3 I summarise one of the points you made in your
4 submission?

5 CHAIRMAN: What is the reference?

6 MS MAGGIE WONG: The reference, it is annex 18 of the
7 supplemental document filed by the union on
8 16 July 2018, and the document itself contains a minute,
9 a letter dated 28 June 2007. In Chinese it is at
10 page 260-522; in English page 260-523-22. It is
11 a letter --

12 CHAIRMAN: Which bundle?

13 MS MAGGIE WONG: In TU bundle, I apologise.

14 CHAIRMAN: Which one.

15 MS MAGGIE WONG: 1C.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: That is a letter dated 24 November 2016
18 from your union to the Transport Department. I'm only
19 interested in one topic. It is paragraphs 1.1 to 1.3.
20 In relation to this topic, your union requested, or
21 invited the Transport Department to consider having
22 three-party negotiation or meeting in relation to the
23 design and facilities of newly built bus terminus.

24 And at 1.3 you stated that you would like the
25 department to consider to arrange for regular meeting to

26

1 be attended by the government, bus company, and labour
2 union. That's at page 260-523-8. Regular meetings to
3 be attended by bus company and labour union so as to
4 facilitate discussion on matters including the design of
5 facilities in old and new bus terminus.

6 And we can see in one of the replies of the
7 Transport Department, at page 260-523-22, that they
8 appear to consider that this request should not be
9 three-party, but instead they invite you to go through
10 the bus company.

11 It would be at page 206-523-22, second paragraph:

12 "When designing a new bus terminus, in addition to
13 referring to the usual design standards, our Department
14 would also take into account the circumstances of the
15 terminus, including the number of expected routes,
16 number of passengers, direction of the flow of people,
17 environmental limitations, operational needs of the
18 buses, et cetera. We would also consult the relevant
19 bus companies for their opinion on the design in
20 concern. Therefore, if staffs have any suggestions on
21 the design and facilities of the bus terminus, the
22 staffs may reflect them to their company. Our
23 department believes that the current mechanism is
24 effective."

25 So the Transport Department appeared to reject your
26

1 request to have three-party negotiation. Is that the
2 position?

3 MR LAU KAI HIM: Correct.

4 MS MAGGIE WONG: May I now go to another topic, on year-end
5 attendance bonus.

6 May I invite you to your second submission, at
7 page 260-94 in English, and Chinese at page 260-57.

8 Now, have you got the document, Mr Lau?

9 MR LAU KAI HIM: (In English) Yes.

10 MS MAGGIE WONG: May I ask you this. You mentioned
11 something here about the year-end bonus. Is that on top
12 of the safety and good service bonus that the KMB is
13 currently offering to bus captains?

14 MR LAU KAI HIM: Let me put it this way. For safety award
15 and attendance bonus, these are incorporated into the
16 basic salaries of bus captains. For (a), on this page,
17 it refers to a year-end bonus, and in 2018 KMB already
18 undertook to scrap the year-end bonus, and that double
19 pay would be implemented. As for the year-end bonus, an
20 assessment would be conducted and staff would be graded
21 from 1 to 5, or not available. And then award would
22 be -- or bonuses would be given according to the
23 grading.

24 So these are two different things.

25 CHAIRMAN: When in 2018 did KMB agree to scrap the year-end
26

1 bonus?

2 MR LAU KAI HIM: Around May or June they undertook to scrap
3 the year-end bonus system, and a double pay system would
4 be implemented. And the actual announcement date was
5 in June.

6 CHAIRMAN: Do you have a copy of the announcement?

7 MR LAU KAI HIM: You mean a notice issued by the company?

8 We can get a copy from KMB. If the Committee would like
9 to have a copy I can provide a copy to the Committee.

10 CHAIRMAN: Thank you, please do so.

11 MR LAU KAI HIM: Mr Lam would also like to supplement about
12 the bonus system for New World First Bus.

13 MR LAM KAM PIU: For New World First Bus and Citybus they
14 share the management, and for safety bonus, attendance
15 award, since March this year they have been incorporated
16 into the basic salaries. But I want to supplement
17 regarding bonuses.

18 Many years ago we already reflected our view to the
19 company. For the bonuses, allowances, they should be
20 part of the salary and they should be incorporated into
21 the basic salaries as a remuneration package. But for
22 various reasons the company had all along rejected the
23 idea.

24 But ever since the tragedy happened, the company
25 claimed that in light of the market situation they would
26

1 include the bonuses and allowances in the remuneration.
2 So it is just a consolation prize. It is just better
3 than nothing. But over the years we have been striving
4 for this. We didn't just start after the tragedy
5 happened. Because we understand that this problem has
6 affected staff all along, because our staff all along
7 have been given very low basic salary.

8 So we have been reflecting this to the company.

9 MR LAU KAI HIM: Ms Wong, the New World First Bus staff
10 union has reflected to the management, and that was in
11 annex 17, and in 2017 our trade union has asked for the
12 attendance bonus to be incorporated into the basic
13 salary. We have been striving for it for a long time
14 already. But we have lost the older minutes of
15 meetings. But in appendix 17 it shows that they have
16 been talking to the management all along about this.

17 Mr Chung would like to supplement.

18 MR CHUNG CHUNG FAI: I would like to supplement.

19 Mr Lam talked about safety bonus, attendance bonus,
20 et cetera, being incorporated into the basic salary and
21 that started in November, and there were two bus
22 tragedies, and the company told us that because of the
23 pressure from the community and our salary is on the low
24 side, all these allowances would be incorporated into
25 the basic salary.

26

1 Mr Lau referred to the year-end bonus, and for us,
2 there are the new systems and the old systems. In the
3 old system it is in the form of a double pay without any
4 conditions attached. So an extra month of pay will be
5 disbursed. But for those under the new system, they
6 have to meet with certain conditions stipulated by the
7 company. Say, for example, if you take sick leave you
8 will be given less. So the number of sick leave days
9 you have in a year will be factored in. Maybe if you
10 are complained against, your year-end bonus will also be
11 deducted.

12 So for the frontline bus captains, especially the
13 new recruits, they are not willing to stay long. They
14 will just work for one year or half a year, and then
15 they quit.

16 MR LAM KAM PIU: Mr Hui would also like to supplement.

17 MR HUI HOU KIT: Citybus and New World First Bus, our
18 year-end bonus is different from the New World First
19 Bus. We have three systems under Citybus. The first
20 system covers the most experienced staff members, we
21 call that double pay, and for the second batch, for
22 myself I'm in that, we call that remuneration in
23 a sense, and that comprises three parts.

24 The first is the basic salary, the other, the second
25 is the -- your OT pay for the whole year divided by

26

1 one-third, and that is your bonus.

2 And the third batch is the contract bus captains.

3 So that means one month's basic salary for them.

4 And there is also a grading system.

5 If in one year you do not have full attendance, then
6 your bonus will be deducted. So your basic salary will
7 be divided by 365, say, if you are absent for one day of
8 work, then you would get your bonus deducted by that
9 amount, and then if it is sick leave and all that, then
10 it would be deducted in the same manner.

11 And if you receive warning letters, well, if it is
12 a final warning letter, then your bonus will also be
13 deducted. If you receive a final warning letter, then
14 you will only get 75 per cent of your basic salary as
15 the bonus.

16 So that's how it works in Citybus.

17 Starting 2005, Citybus has started hiring contract
18 bus captains. Initially, there was no year-end bonus,
19 but we have been striving for it all along. And now
20 that is being given.

21 But for new recruits, and the year-end bonus, there
22 is one thing we object strongly against. Say, if they
23 are on leave, and they do not have a full attendance,
24 then their year-end bonus will be deducted. We don't
25 think it is reasonable.

26

1 Maybe the person is taken ill or he suffers injury
2 at work, maybe he applies for leave because of marriage
3 or he has to attend a funeral or something like that.
4 This is something beyond his control.

5 So if the pay for the colleague is being deducted
6 for those reasons, that would be very unreasonable.

7 That's all I wanted to say as a supplement.

8 CHAIRMAN: Yes. Ms Wong.

9 MS MAGGIE WONG: And we have heard about a system that was
10 in place in Kowloon Motor Bus. Maybe Mr Kwok can
11 assist.

12 We heard about the bus having a small device with
13 four lights which would inform the driver immediately
14 when there are four conditions, speeding, harsh braking,
15 abrupt acceleration -- I think those are the three
16 conditions.

17 CHAIRMAN: And engine idling.

18 MS MAGGIE WONG: Yes. Engine idling.

19 Mr Kwok, do you remember when these lights were put
20 in place in buses?

21 CHAIRMAN: Could we bring a photograph of -- there it is.

22 Thank you.

23 MS MAGGIE WONG: That's, for record purpose, BM-65.

24 CHAIRMAN: This is a document provided by Openmatics
25 describing to us this alert system with the four LED

26

1 lights.

2 MS MAGGIE WONG: We have been informed by one of the depot
3 managers, Tuen Mun depot manager, that in fact there was
4 this LED light system that would signal the driver
5 immediately when one of these situations happened.

6 So my question is, do you recall when was this LED
7 light implemented in buses in Kowloon Motor Bus?

8 MR KWOK WAI KWONG: 2013. 2013.

9 MR LAU KAI HIM: We tried that out in 2013, and that was
10 installed.

11 MR KWOK WAI KWONG: 2013.

12 MS MAGGIE WONG: Thank you.

13 And they also talked about a system where whenever
14 you go to work you put the Octopus card on the kiosk,
15 there was an Octopus card where you can put on the
16 reader, and it will automatically show whether you are
17 a green driver, amber driver, or red driver.

18 Can you confirm if that was the system in place in
19 Kowloon Motor Bus?

20 MR KWOK WAI KWONG: Yes.

21 CHAIRMAN: How does this work? You put your Octopus card on
22 the reader and what display do you see?

23 MR KWOK WAI KWONG: When I go into work, and when I tap the
24 card, then there will be this display. Usually it is
25 a green light.

26

1 MR LAU KAI HIM: Chairman, I have something to supplement.

2 There are the red, amber and green lights, so that,
3 well, based on the information collected from this box,
4 then that shows the driver's driving behaviour, so if
5 you have a green light then you are okay. If you have
6 an amber light you need improvement. Red, of course, is
7 not good, and there is also an incentive programme
8 launched.

9 So if the drivers have the green light, then
10 a reward is given to the driver. But for some time
11 I don't see any information regarding this bonus or
12 reward scheme. But this Octopus reader is still in
13 operation at KMB, and the system pointed out by Ms Wong
14 still exists.

15 Now, bus drivers will tap the card and then the
16 relevant lights will come on. This system is connected
17 to the GPS to monitor the bus driver's performance, and
18 then information collected can then classify the bus
19 drivers into amber, red and green drivers.

20 CHAIRMAN: Do you know what period of driving is reflected
21 by this colour display, red, amber, green? To which
22 period of driving does it relate?

23 MR KWOK WAI KWONG: Well, it is from the start of work to
24 the end of your duty.

25 CHAIRMAN: So when you come on duty, you tap your card, and
26

1 this is displayed, is that right, Mr Kwok?

2 What does the display refer to? Yesterday's
3 driving, the month's driving, a week's driving?

4 MR LAU KAI HIM: It is a kind of sustainable performance on
5 your part, and every time when you tap the card you will
6 be reminded on your performance as indicated by the
7 colour. Well, we don't have a specific period, say, for
8 assessing your performance -- well, that's a reminder on
9 a sustainable basis. Every time when you tap your card,
10 the relevant colour will show up to tell you your actual
11 performance.

12 It doesn't cover a specific period. I wonder
13 whether Mr Kwok has anything to supplement.

14 CHAIRMAN: We have been told that it does. If you don't
15 know, please say so.

16 MR KWOK WAI KWONG: Well, as far as I can recollect, it is
17 usually about the performance in the previous week.

18 Yes, indeed there is a period.

19 CHAIRMAN: Thank you.

20 Now we can see on the screen that there are these
21 four thresholds that trigger some kind of alert. Do you
22 know whether triggering one of the alerts, for example
23 that the engine has been idling too long affects the
24 colour that you have given for your record? In other
25 words, if you left the engine idling at the bus station
26

1 do you get a red signal?

2 MR KWOK WAI KWONG: There will be also a beeping sound, and
3 the light will also come on.

4 CHAIRMAN: I understand that.

5 Does the fact that you left the engine running too
6 long, and the light flashed, and you got a beeping sound
7 as you sat waiting in the bus station, does that result
8 in a day or two, or a week's time later, you getting
9 a red indicator when you tap your Octopus card, or not?

10 MR KWOK WAI KWONG: They will take the average statistics.
11 We would not have that kind of consequence. Only if it
12 happens one or two times. If that happens frequently
13 then the reminder will come on.

14 CHAIRMAN: Have you ever been provided with details that
15 tell you exactly how it works, or not?

16 MR KWOK WAI KWONG: No. Well, no explanation has been
17 given.

18 CHAIRMAN: Do you know what the threshold values are for
19 triggering the audio and visual alert in the bus
20 captain's cockpit? Do you know what the thresholds are?
21 Speed, acceleration, deceleration?

22 MR KWOK WAI KWONG: I have driven many different buses, and
23 different buses have different devices that give
24 different effect. Some are very sensitive. Some would
25 be triggered very easily, say if you press on the gas

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1 pedal quite hard, or when you brake hard, or when you
2 take a turn too sharply, some devices are sensitive,
3 some are not.

4 So I have the impression that this system is not
5 very consistent among the buses.

6 CHAIRMAN: For example with speed, do you know what speed
7 the alert is triggered at?

8 MR KWOK WAI KWONG: It will beep if it goes above 70.

9 CHAIRMAN: So if you are in a 50 kilometre an hour speed
10 limit and you are doing 60, it doesn't beep?

11 MR KWOK WAI KWONG: If it is 50, well, I haven't heard any
12 beeping sound so far.

13 CHAIRMAN: In the five years that this system has been
14 working, no beep in a 50-kilometre zone?

15 MR KWOK WAI KWONG: That's right.

16 CHAIRMAN: Thank you, Mr Kwok.

17 MS MAGGIE WONG: About the Octopus card reader system
18 showing the green, amber, red colour of the drivers.
19 When was it implemented?

20 MR KWOK WAI KWONG: Five years ago -- 2013.

21 MS MAGGIE WONG: So the same time when you have this LED
22 illuminating light system?

23 MR KWOK WAI KWONG: I suppose so.

24 MS MAGGIE WONG: Thank you.

25 And since we are on this topic, may I ask your view
26

1 on this, Mr Lau earlier mentioned that you used to have
2 a reward system based on the driving performance, but
3 now it appears that the system did not exist. Is that
4 what Mr Lau is saying?

5 MR LAU KAI HIM: That's right, yes.

6 MS MAGGIE WONG: So what is the reward?

7 MR LAU KAI HIM: First of all, because of lapse of time,
8 I really cannot remember very clearly, but when it was
9 first implemented, there was a poster. Some sort of
10 a poster, which I had seen that there was this scheme
11 reminding drivers to drive in an environmentally
12 friendly manner in a safe manner, and if you reached the
13 target you would get a reward.

14 As for the actual details, I no longer remember.
15 But I do have the recollection that there was some sort
16 of reward coming from data of the box, but since then
17 I have not heard anything about the reward or its
18 details.

19 CHAIRMAN: Mr Kwok, have you ever received a reward?

20 MR KWOK WAI KWONG: Yes.

21 CHAIRMAN: Yes? And what was the reward? Money? Fruit?

22 Balloons? What was it?

23 MR KWOK WAI KWONG: Do you mean the red, amber, green
24 performance related one?

25 CHAIRMAN: Yes.

26

1 MR KWOK WAI KWONG: I think it related to a promotion, or
2 star bus captain.

3 CHAIRMAN: So not monetary, not immediately monetary?

4 MR KWOK WAI KWONG: No, no. Not monetary.

5 CHAIRMAN: Thank you, Mr Kwok.

6 Mr Auyeung, yes.

7 MEMBER AUYEUNG: Mr Kwok, I want to ask a question about --
8 as a bus captain, do you find this system helping your
9 work?

10 MR KWOK WAI KWONG: Do you mean this LED surveillance or
11 monitoring system? Yes.

12 MEMBER AUYEUNG: Thank you.

13 MS MAGGIE WONG: Mr Kwok and Mr Lau, do you remember when
14 this reward system was first implemented? Would it be
15 around the time when you have this red, amber, green
16 system?

17 MR LAU KAI HIM: First of all, regarding the LED system,
18 I remember very clearly that it was in 2013. When I was
19 at work I first got in touch with the LED system and
20 I was told by other bus drivers that they didn't get
21 used to the LED system because it kept beeping and the
22 lights kept going on, and it was in 2013. But I do not
23 remember whether the reward system was also implemented
24 around the same time.

25 I only have the recollection that I saw a poster
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1 about this incentive, if the performance was good, but
2 I no longer remember details.

3 I can tell you very clearly, however, that this
4 system was implemented in 2013 and the black box with
5 four LED lights are still being used at the moment.

6 MS MAGGIE WONG: If this system was re-implemented, that
7 there would be reward, or bonus --

8 CHAIRMAN: Well, what we have been told is that insofar as
9 there is a reward, it might have been promotion, but it
10 was not monetary.

11 MS MAGGIE WONG: Yes.

12 If one were to suggest that there be a reward in the
13 form of bonus payment, based on the colour of the
14 system, that is if you consistently have green colour,
15 being good driving behaviour, you would receive
16 a bonus --

17 CHAIRMAN: A monetary bonus?

18 MS MAGGIE WONG: A monetary bonus, would you find it
19 helpful, or useful in enhancing the safety awareness of
20 driving?

21 MR LAU KAI HIM: First of all, whenever there is an
22 incentive or reward system, I think psychologically
23 speaking it would be helpful. It would be positive.

24 But let's say if you are given a bonus if you have
25 green colour, then it serves as an incentive for bus
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1 captains to improve his performance. But I need to make
2 it clear, that the awareness of safety will not be
3 enhanced simply by having a bonus. If the driver's
4 safety awareness isn't high, then even if there is
5 a bonus I don't know whether certainly this will help
6 improve the safety aspect of driving.

7 These are two different concepts.

8 Of course, if you have a bonus, it will be helpful,
9 it will be an incentive, but about enhancing safety
10 awareness, I don't think the black box with four LED
11 lights would really substantially improve the safety
12 awareness of drivers. It only serves as a reminder, and
13 the bonus would be an incentive for them to improve
14 their performance, but their awareness will not be
15 enhanced simply by the black box with four LED lights
16 and bonuses.

17 MR KWOK WAI KWONG: Let me supplement.

18 As I mentioned just now, different buses have
19 different devices that give off different responses.
20 Some are responsive, some are not. So if this is used
21 to assess the work performance of bus captains, I think
22 this is substandard. I think we should assess the
23 performance with other means.

24 MS MAGGIE WONG: In your experience, have you come across
25 a driver who consistently has red signal, or red colour
26

1 in terms of this system, this Octopus card system?

2 MR KWOK WAI KWONG: I have not seen one.

3 MS MAGGIE WONG: We have heard evidence from KMB former
4 employee that there was a small reminding card that
5 informed bus captains about 29 sharp bends and providing
6 some safety driving tips.

7 Do you recall receiving a small printed card?

8 MR KWOK WAI KWONG: No.

9 MS MAGGIE WONG: Yes, Mr Lau.

10 MR LAU KAI HIM: Let me supplement.

11 For this small card, I have not received it, I never
12 saw it, but the company does provide information on the
13 intranet regarding these road sections, and previously
14 the company also reminded colleagues to read the notice
15 about dangerous road sections on the intranet. That
16 would remind them about the road sections and the
17 information came with pictures and text.

18 As for the small card, I have not seen it myself.

19 As for safety information about road sections, the
20 information is on the intranet as I can see on the
21 screen.

22 CHAIRMAN: When you say "the company", you mean KMB?

23 MR LAU KAI HIM: That's right.

24 MS MAGGIE WONG: Can you tell us when did you start to have
25 this intranet information about these road sections?

26

1 Since when?

2 MR LAU KAI HIM: The information, when I joined in 2013,
3 I could already access this information. So all along,
4 they are on the website, and about two or three years
5 ago they were still updating and collecting data about
6 potentially hazardous road sections, and they would
7 update information on the intranet.

8 MS MAGGIE WONG: You mentioned two or three years ago they
9 were still updating; what about now?

10 MR LAU KAI HIM: I don't know whether there has been any
11 update now.

12 MS MAGGIE WONG: May I go to the next topic, on assault of
13 bus captains.

14 Your union has made a lot of emphasis on this by
15 providing us with minutes of meeting, and also in your
16 submission. If I may take you to your submission only,
17 that's at page 260-93 in English; Chinese is at
18 page 260-56.

19 And it refers to your union:

20 "...always followed up with incidents where bus
21 captains were attacked."

22 And you also stated that your record would not be
23 complete because only those union members who informed
24 you would you have support them.

25 "However, in the past, the Federation has always
26

1 been communicating with the Police on bus captain
2 safety."

3 And you produced a Transport Department minutes of
4 meeting on 30 June 2017 in annexure 15. That's at
5 page 260-473 in English.

6 Now, is this a recent occurrence about assaults on
7 bus captains by passengers which led to you having these
8 meetings with the Transport Department and the police,
9 and the Department of Justice?

10 MR LAU KAI HIM: (In English) Correct.

11 MS MAGGIE WONG: Can I ask about your views on installation
12 of surveillance cameras? We have heard evidence from
13 different unions that most of them support the use of
14 surveillance cameras being installed in the driver's
15 cockpit in order to protect the bus captain as well as
16 to record in video form and in audio recording the
17 incident.

18 Does your union support this, the installation of
19 surveillance cameras?

20 MR CHUNG CHUNG FAI: We agree to the installation of CCTVs,
21 not just to protect the bus captains but also the
22 passengers as well. With CCTV, then the facts can be
23 known.

24 MR LAU KAI HIM: I have something to supplement.

25 In our meetings with the police, the police have
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1 emphasised the importance of producing evidence. In
2 assaults on bus captains, evidence is important. If we
3 have CCTV footage, then we will know how the incident
4 happened. It can protect bus captains, and passengers
5 alike. If we have footage serving as evidence of bus
6 captains being assaulted then that will help in
7 presenting the case in the court.

8 MS MAGGIE WONG: Yes, thank you.

9 Related to this topic is the installation of
10 protective --

11 CHAIRMAN: Before you move on -- do any of you gentlemen
12 have any experience of CCTV being used in this way in
13 the courts -- taken from a bus showing an assault on
14 a bus driver?

15 MR CHUNG CHUNG FAI: No.

16 CHAIRMAN: Yes, Mr Hui?

17 MR HUI HOU KIT: Yes, I have a case.

18 But that happened before we had the installation of
19 the CCTV. At that time there were human witnesses.
20 I mean, there were people who served as witnesses
21 telling the court that I was assaulted, I was beaten up,
22 and there was a fine imposed on the culprit.

23 But then if we had footages, then we don't have to
24 rely just on the witnesses. Because passengers are
25 worried, and they sometimes they don't want to be
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1 witnesses, so if we have such CCTV then it can help show
2 that passengers actually beat up the bus captains and
3 then there is a higher chance of a conviction. And that
4 will help the bus captains.

5 MR LAU KAI HIM: I would like to supplement.

6 The union has been emphasising to the DoJ and the
7 police that Hong Kong is a common law jurisdiction and
8 the burden of proof lies with the prosecution, and if we
9 have CCTV footages, the prosecution will be more
10 effective.

11 And we have expressed our worry about bus captains
12 being assaulted and at the court we must emphasise the
13 seriousness of such a problem, because it will have an
14 adverse impact on not just the bus captains, but other
15 road users and passengers.

16 We don't want to interfere with the ruling of the
17 court, but we notice that every time the penalty meted
18 out is not deterrent enough and the message for the
19 community seems to be that this is a sort of low court
20 criminal offence, I mean the passengers assaulting the
21 bus captains. I don't think bus captains should be
22 assaulted by passengers, and under cap 230A the
23 passengers should not be assaulting the bus captains.

24 And we haven't seen the DoJ emphasising to the
25 judiciary the seriousness of the problem and, as

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1 a result, people think that this is just something
2 common place, and how can the law protect the safety of
3 bus captains, if this is the case?

4 CHAIRMAN: You have made this submission to both the police
5 and the Department of Justice, have you not?

6 MR LAU KAI HIM: Yes, in the meeting on 30 June 2017, we
7 reflected our views, and we made two major points.

8 First, in the prosecution process the DoJ must tell
9 the court the seriousness of the problem of assault on
10 the bus captains, and the harm it does to this society.
11 And also because the sentencing is always very light,
12 and is not deterrent enough. And we have asked the DoJ
13 that after the prosecution they should also actively
14 follow up, maybe they should appeal against the
15 sentencing. So we have mentioned all these.

16 We have been talking to the DoJ, we said that we are
17 not interfering with the court's ruling, we respect such
18 a ruling, but we think the rule of law is the foundation
19 or the cornerstone of Hong Kong success, and this is
20 something that the DoJ is also proud of.

21 But then what the DoJ does does not really bring out
22 the seriousness of the problem, so the bus captains are
23 not adequately protected under the law.

24 If some of the sentencing can be harsher, then it
25 will be deterrent.

26

1 We also notice that in dealing with such cases the
2 police may not know too well about the actual situation,
3 and in some cases the police will ask the bus captains
4 to settle the case by conciliation, and we have
5 emphasised to the police that the power given to us
6 under cap 203A is very big, but then many frontline
7 police officers don't know about the content and how
8 203A operates.

9 MR HUI HOU KIT: At the hospital, my injury was examined,
10 and the police was not notified yet, but then the
11 witness has not come forth yet, and the police would
12 advise me to resort to conciliation. And then, after
13 I know that there was a witness I said to the police
14 that I would like to have prosecution.

15 I have served in a trade union for over 10 years,
16 and I have seen cases of colleagues whereby the police
17 have advised the bus captains to conciliate, "because
18 you don't have a witness, and even if there is a
19 conviction, well, only a fine will be imposed. So why
20 don't you just resort to conciliation?"

21 We had meeting with the police, and with the DoJ,
22 and we emphasised that the police's role is to protect
23 the rights of the underprivileged. The bus captains
24 have been beaten up, so there is no reason why you
25 should ask us to resort to conciliation.

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1 CHAIRMAN: Mr Hui, when were you attacked? What was the
2 date?

3 MR HUI HOU KIT: Over 10 years ago. When I was working as
4 an overnight bus captain.

5 CHAIRMAN: Very well. We have some statistics going back
6 three years, but -- we have particulars going back three
7 years, but we don't have anything going back that far.

8 Yes, Ms Wong.

9 MS MAGGIE WONG: Yes. Mr Chairman, for record purpose, the
10 minutes of meeting, 30 June 2017 mentioned by Mr Lau and
11 gentlemen is in TU bundle, at pages 260-474 to 477.

12 CHAIRMAN: Thank you.

13 MS MAGGIE WONG: Related to this topic, gentlemen, is about
14 the use of protective shield.

15 We have heard one union expressing that there are
16 problems relating to the use of protective shields. May
17 I enquire, Mr Kwok, perhaps, in relation to Kowloon
18 Motor Bus, because I believe that's the step taken by
19 KMB. Do you have any issues about the use of protective
20 shield installed near the cockpit, driver's cockpit?

21 MR KWOK WAI KWONG: There is no problem with the
22 installation of protective shield, but the way it is
23 installed is undesirable.

24 MS MAGGIE WONG: Can you tell us why?

25 MR KWOK WAI KWONG: Well, the protective shield covers too
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1 small an area. And the location is undesirable, and it
2 blocks the sight line and there is also a sound,
3 a noise.

4 There is a suggestion, that it should not be half
5 a panel, but the entire panel. Even if the passengers
6 want to beat us they can still do so. So it should go
7 all the way from the bottom to the top.

8 MR LAU KAI HIM: Mr Lam and Mr Chung would like to
9 supplement.

10 MR LAM KAM PIU: On the bus captains being assaulted, and
11 the installation of protective devices, we have made
12 a suggestion to the Transport Department. I went to the
13 UK myself, and I took some buses in the UK. Well, Hong
14 Kong bus models are similar to the UK's, but at the
15 driver's cabin, in the UK buses, well, a full enclosure
16 is being put in place made of plastic. It is like
17 a room, so to speak. And the passengers will not be
18 able to get in touch with the bus captains, whereas the
19 bus captains would be able to view the roads and the
20 external situation. I wonder whether this kind of
21 device is suited to Hong Kong.

22 But we have made the suggestion to the TD for their
23 consideration.

24 On the KMB's device, it is only a pilot programme,
25 and there is still room for improvement.

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1 Well, as users, we can make suggestions on
2 improvement to the bus company. The engineering staff
3 of the bus company do not know how it works. Only the
4 users will know how well it works so we should reflect
5 our views to the engineering staff of the company. And
6 improvement or enhancement can then be made.

7 This device can help bus captains, but Citybus and
8 New World First Bus are against the idea.

9 The management of these two companies said that if
10 the bus captains do not offend the bus captains then the
11 passengers won't beat you up.

12 So in other words, we are prepared to be beaten up.

13 So for Citybus, New World First Bus, our colleagues
14 have seen KMB's device and we have given our feedback to
15 our company, and they have given us a response.

16 CHAIRMAN: Where were you in the UK when you encountered
17 this full protective cover? Where were you? Which
18 place?

19 MR LAM KAM PIU: London. Even Birmingham.

20 CHAIRMAN: Do you know which bus company in London was using
21 this device?

22 MR LAM KAM PIU: I really don't know which company, but
23 I saw that a number of bus operators had this system
24 installed.

25 CHAIRMAN: Thank you.

26

1 MS MAGGIE WONG: Thank you.

2 Your union also expressed concerns about the use of
3 12.8 metre bus that have rear wheel steering function,
4 and the Transport Department has replied to your union
5 that they will review the suitability of each route and
6 require the bus company to conduct road testing to
7 ensure safety for driving.

8 And the letter of reply from Transport Department
9 was dated 11 September 2017.

10 That's TU bundle, page 260-2 to 260-4.

11 Does your union still have concerns about the use of
12 this particular kind of buses?

13 MR LAM KAM PIU: True. Because for 12.8 buses in light of
14 the road conditions in Hong Kong, because we have narrow
15 roads, and heavy pedestrian flow, and there is a hazard
16 using very long buses.

17 As for 12.8 bus with the rear axle steering
18 function, when manoeuvring a bend of course it would be
19 very good for the driver. But for other vehicles they
20 may not know that the bus comes with this rear wheel
21 steering function, and the Transport Department would
22 issue something to let the driver know that it has the
23 function, but other drivers may not know. So when the
24 rear axle steers during a bend, when another vehicle
25 approaches very closely the back of the bus, the wheel
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1 would actually go outside its own lane, causing danger
2 to the vehicle next to it.

3 We may not have the statistics at the moment, but at
4 certain locations such as bus termini, or different road
5 sections, we had instances of the rear wheels grazing
6 vehicles next to it. But, of course, we would be in
7 a disadvantageous position, because we grazed the other
8 vehicle, and at the moment, because of the width of the
9 lanes in Hong Kong, we have a width of 9 feet but for
10 buses it has a width of 8.5 feet. So the bus itself is
11 fully occupying the whole width.

12 Imagine if there is another large vehicle making
13 a turn at the same time, for the 12.8 bus, definitely
14 the rear would graze the other vehicle, and then once
15 you turn the vehicle, the tail of the bus would go into
16 the next lane.

17 KMB used a 12.8 bus for trial, and they set up
18 cones, to check how the 12.8 bus makes a turn, and in
19 fact, the tail went 3 feet off its own lane.

20 So we told the Transport Department that when the
21 12.8 bus is tested, there should be union
22 representatives attending the test, and, well, traffic
23 cones should be set up, so that when the bus negotiates
24 the bend of 90 degrees we could see whether the tail
25 would touch other vehicles.

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1 However, the Transport Department replied by saying
2 a test had been conducted and union representatives
3 would not be invited to another test.

4 We requested once again recently, that the union
5 should be invited to give comments as well, and we
6 proposed the location, Fleming Road flyover, turning
7 into Hennessy Road on Hong Kong Island, because at that
8 road junction vehicles can either turn left or right, so
9 we can test the 12.8 bus there, because Citybus and New
10 World First Bus both have 12.8 buses. So if two buses
11 turn at that junction, definitely there will be an
12 accident.

13 At the moment other motorists do not understand the
14 rear axle --

15 CHAIRMAN: Mr Lam, we do have a shortage of time. We have
16 your point. You still have concerns that these buses
17 are not safe in Hong Kong. We have that. Thank you.

18 MS MAGGIE WONG: Thank you. If you would not mind, can you
19 give us the request in writing that you wrote to the
20 Transport Department requesting for a retest for that
21 particular section. If you can supply it to the
22 Committee later.

23 Now --

24 MR LAU KAI HIM: Chairman. I'm sorry to say that the
25 Federation received a phone call from a top official of
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1 Transport Department expressing deep dissatisfaction
2 that we passed three documents to the Committee which
3 are minutes of meetings. But we do believe that these
4 documents would help the work of the Committee.

5 So we are going to provide the minutes of meetings
6 in the past, but for the August 2017 meetings onwards,
7 the Transport Department would not provide minutes to
8 us.

9 CHAIRMAN: Who was it that spoke to you on the telephone
10 expressing deep dissatisfaction that you had passed
11 documents to this Committee? Who was it?

12 MR LAM KAM PIU: Well, that day it was I who rang the
13 Transport Department with a view to asking them to
14 return documents to us, because we have been asking for
15 meeting minutes for a long time, and they have been
16 telling us that other departments have not forwarded
17 documents to them, et cetera. So I just asked them to
18 give us as soon as possible.

19 And the other side then told me that, "Well, we
20 didn't provide document even if the Committee asked us.
21 That's because we respect the privacy of the union."

22 And then I told -- and then I told them that if the
23 minutes of the meeting are passed on to others we
24 definitely would not do that.

25 But if this is for helping the enquiry, we
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1 definitely will submit the minutes, and that's our
2 position. Because the other official is in the
3 director grade, I don't want to disclose his
4 identity, I don't know whether there would be some
5 problem. I can just say that he is a director grade
6 officer.

7 MR LAU KAI HIM: We hope --

8 CHAIRMAN: When was this conversation? When?

9 MR LAM KAM PIU: In June, no --

10 CHAIRMAN: Take your time.

11 MR LAM KAM PIU: It was in July, mid July when I asked for
12 documents, as we knew we were awaiting the Commission's
13 invitation to attend the hearing.

14 MR LAU KAI HIM: I would like to apologise to you, Chairman,
15 on behalf of the Federation. We tried to look for
16 documents, but unfortunately we have not been able to
17 submit documents to the Committee, and we are sorry, and
18 we can't think whether there would be further minutes
19 received by the Federation.

20 CHAIRMAN: Thank you for the documents that you have
21 supplied us.

22 MS MAGGIE WONG: Thank you.

23 CHAIRMAN: Ms Wong.

24 MS MAGGIE WONG: Thank you, gentlemen. My last topic is
25 about practice note, a recent practice note issued by

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1 the Transport Department.

2 We have recently been informed that the Transport
3 Department has issued a practice note to franchised bus
4 operators in respect of the training for bus captains to
5 align the training arrangements of different operators,
6 and to lay down a common framework of the training
7 system for their bus captains. And this is supposed to
8 be implemented from October 2018.

9 This practice note was issued in the context of
10 a working group set up as a result of the February 2018
11 Tai Po accident.

12 This working group comprised five bus operators,
13 three bus manufacturers, and the Transport Department.
14 And recently, they have informed us that they have
15 issued a practice note.

16 So my question is, has your union been supplied with
17 a copy of the practice note?

18 MR LAM KAM PIU: No.

19 MR LAU KAI HIM: (In English) Excuse me.

20 (Interpreted) We received a reply from the Transport
21 Department and we read the reply. As to whether the
22 practice note -- I want to know whether it comes in
23 the form of a booklet or otherwise? We never received
24 any booklet. We did receive a letter from the Transport
25 Department regarding training of bus captains, but not

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1 other documents.

2 MS MAGGIE WONG: Thank you, Mr Lau. We have not received it
3 either.

4 So may I also ask, about this practice note. Have
5 you ever been consulted about this practice note in
6 terms of training of bus captains? Has Transport
7 Department or each of the bus operators consulted your
8 union about the topic of future training of bus
9 captains?

10 MR LAU KAI HIM: First of all, we only learned about that
11 from the Commission, that a working group had been set
12 up by the Transport Department comprising
13 representatives from the bus manufacturers and FB
14 operators.

15 We only learned about this working group through
16 the Commission, and in May during our meeting with the
17 Transport Department we requested the Transport
18 Department to allow a representative of the union to
19 join the working group because we are related. Of
20 course, the Transport Department did not agree. And for
21 the practice note, from its drafting to its issuance, we
22 had no participation. We only learned from the
23 Commission that there is this working group. So we have
24 never been consulted.

25 When we knew about the working group we were
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1 concerned. We said that we should be consulted, but we
2 were never consulted.

3 CHAIRMAN: When you made this request of the Transport
4 Department, did you do so in writing?

5 MR LAU KAI HIM: In May, we had an inter-departmental
6 meeting together with the Transport Department. That
7 was on the next day after the TD came to the hearing
8 here. And we had a meeting, and we asked to be included
9 in the working group.

10 The Administration's response is that, well, we have
11 certain members already, and they have not responded
12 directly as to whether we would be included. And they
13 have not mentioned anything about the practice note and
14 they have not consulted us.

15 And as to the minutes of that meeting, we don't have
16 the minutes, as I said.

17 CHAIRMAN: So the request was not made in writing, it was
18 made at a meeting and was made orally; is that the
19 position?

20 MR LAU KAI HIM: Yes. Correct.

21 CHAIRMAN: Do you not have your own minutes of the meeting?

22 MR LAU KAI HIM: Our colleagues had recorded the discussion,
23 but every time it is usually the Transport Department
24 who drafted the minutes. We have jotted down some notes
25 ourselves, but these are not formal meeting minutes.

26

1 But we have jotted down the salient points, and every
2 time the TD has special staff who worked on the minutes,
3 which would then be distributed to us.

4 CHAIRMAN: Perhaps you could provide us with what notes you
5 have got of the meeting.

6 MR LAU KAI HIM: Mr Chairman, I have to talk to the
7 colleagues and try to compile something, and then supply
8 it to the Chairman afterwards. Can that be done?

9 CHAIRMAN: If you would, that would help us. Thank you.

10 MR LAU KAI HIM: (In English) Thank you very much. Thank
11 you very much.

12 MS MAGGIE WONG: Mr Chairman, that will be all my
13 questioning.

14 CHAIRMAN: Well, gentlemen, that concludes the questions
15 that have been asked. Are there any concluding remarks
16 that you wish to make -- short remarks? You don't have
17 to, but if you wish to we will listen to them.

18 MR CHUNG CHUNG FAI: Chairman, the union would like to
19 emphasise this position. On the TD's guidelines on bus
20 captain working hours, the guidelines are not law, but
21 then they do sort of regulate or govern the bus
22 companies' operations. And they will also directly
23 affect our colleagues, because the stakeholders, our
24 colleagues are affected.

25 Now, on this special shift, so this special shift is
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1 still at 14 hours and driver fatigue is created. And
2 not only that, on the three consecutive hours of rest,
3 there is still no further guideline. I think we should
4 get paid for that as well. And the Transport Department
5 is being irresponsible by not specifying that. We spend
6 14 hours in our shift, but we don't get paid for
7 14 hours.

8 It says that a rest break of not less than three
9 consecutive hours. That means it can be more than three
10 hours, according to the guidelines.

11 Well, in accordance with the guidelines they can
12 give six consecutive hours of rest. So that means we
13 get paid only for eight hours.

14 Now, as we said, we get \$21.90 per hour. I think
15 the TD, Transport Department is very irresponsible.

16 (Chinese spoken) --

17 CHAIRMAN: Just a moment, Mr Chung.

18 Ms Wong, have we not been told by Citybus that they
19 propose paying, when they introduce the special shift,
20 they propose paying not this allowance rate, but the
21 normal rate for working hours?

22 MS MAGGIE WONG: Yes, they do, in their submission.

23 CHAIRMAN: It is Kowloon Motor Bus that apparently are
24 paying a different rate.

25 MR CHUNG CHUNG FAI: I would like to supplement. I am
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1 talking about the guidelines of the Transport
2 Department, and not on individual bus companies' way of
3 calculating the pay. According to the guidelines, the
4 bus companies can choose not to pay the bus captain
5 during the rest breaks.

6 CHAIRMAN: Mr Chung, the Transport Department's approach and
7 the guidelines don't address the issue of pay at all, do
8 they? Is that your complaint, that they should address
9 the issue of pay?

10 MR CHUNG CHUNG FAI: Yes, correct.

11 CHAIRMAN: So the Transport Department say, "Pay is a matter
12 between the bus companies and the bus drivers, not us."
13 That's their approach as we understand it.

14 MR CHUNG CHUNG FAI: Yes, correct. The guidelines are
15 compiled by the Transport Department. They should have
16 the responsibility. And also franchised bus services
17 are public services, and public interest is at stake.
18 If you don't handle the issues properly, all people of
19 Hong Kong would be affected.

20 Let me cite an example.

21 Back then, the government was launching
22 anti-corruption measures, so that public interest would
23 not be undermined. But then TD is being irresponsible,
24 it is trying to meet with the demands of the bus
25 companies, and it is disregarding our livelihood. And

26

1 14 hours, well, we don't have enough rest breaks for
2 a 14-hour shift.

3 CHAIRMAN: We have your point now.

4 Mr Lau, was there something you wished to say on
5 that point?

6 MR LAU KAI HIM: Thank you, Chairman.

7 CHAIRMAN: A concluding remark.

8 MR LAU KAI HIM: (In English) Two minutes. Two minutes,
9 okay?

10 (Interpreted) Well, electricity, water supply, bus
11 services are all public services and public interest is
12 involved, I understand the Chief Executive appointed the
13 three gentlemen to serve in this Committee because
14 public interest is at stake, but then the TD is not
15 bearing public interest in mind. It is condoning
16 fatigued driving, it is allowing excessively low pay.

17 The Transport and Housing Bureau know about the
18 accounts of the bus companies, and they are actively
19 involved in the income and laws of the bus companies,
20 and if they want to have a fair hike the CE in Council's
21 approval has to be obtained.

22 And the TD is coming up with guidelines only on the
23 working hours and they are not, they are disregarding
24 the pay, and we work long hours with low pay, and we
25 have made suggestions to the TD on pay rise based on

26

1 very good grounds, and we can only provide good service
2 if we have enough manpower, so everything is related.

3 If you just focus on working hours and you don't say
4 anything about pay, low pay, then that's no good.
5 Because it is all related to safety.

6 We can only provide good service if we have enough
7 bus captains, and if we get paid reasonably, then we
8 would not have driver fatigue and we can drive safely.

9 We regard it as a responsibility. This is not
10 a job, so to speak. But the bus companies regard it as
11 a kind of job, and don't see it as a trade coming with
12 great responsibility.

13 That's all I want to say. Thank you, Chairman.

14 CHAIRMAN: Thank you for your closing remarks, and thank you
15 for abiding by your promise that it would take two
16 minutes.

17 These proceedings are now adjourned, and we will
18 resume again -- I think it is on Tuesday, when we have
19 other evidence to receive.

20 Thank you, gentlemen, for attending, and we
21 apologise for the inconvenience and having to ask you to
22 come back. Thank you for being patient and waiting
23 until we could reach you. But we are now adjourned.

24 (5.40 pm)

25 (The hearing adjourned to Tuesday, 7 August 2018)

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I N D E X

P A G E

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3 EMPLOYEE OF KOWLOON MOTOR BUS1

 COMPANY (1933) LIMITED:

4 MS DEBBY WONG

5 EXAMINATION BY MS WONG2

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7 EMPLOYEE OF KOWLOON MOTOR BUS35

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8 MR KELVIN YEUNG

9 EXAMINATION BY MS WONG40

10 FORMER EMPLOYEE OF KOWLOON MOTOR BUS103

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11 MR RAYMOND CHENG

12 EXAMINATION BY MS WONG104

13 REPRESENTATIVES OF THE FEDERATION OF123

 BUS INDUSTRY TRADE UNIONS:

14 MR LEUNG KAM KEUNG, MR CHUNG

 CHUNG FAI, MR LAM KAM PIU,

15 MR LAU KAI HIM, MR HUI HON

 KIT, MR KWOK WAI KWONG

16

 EXAMINATION BY MS WONG (continued)123

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1 2018年8月1日

2 上午10時01恢復聆訊

3 出席人士：黃綺玲女士，助理經理（屯門車廠）（九龍巴士（一九三三）有限公司
4 僱員）

5 楊晉璋先生，助理經理（屯門車廠）（九龍巴士（一九三三）有限公司
6 僱員）

7 鄭桂興先生，（九龍巴士（一九三三）有限公司前僱員）（行業工會巴
8 士業職工會聯盟）

9 鍾松輝先生，鍾松輝先生，巴職聯會務顧問，新世界第一巴士公司職工
10 會會長（巴士業職工會聯盟（包括各會員工會，即九巴員工協會、新世
11 界第一巴士公司職工會及城巴有限公司職工會）代表）

12 劉啟謙先生，巴職聯會務幹事（巴士業職工會聯盟（包括各會員工會，
13 即九巴員工協會、新世界第一巴士公司職工會及城巴有限公司職工會）
14 代表）

15 林錦標先生，巴職聯副主席，新世界第一巴士公司職工會理事長（巴士
16 業職工會聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公
17 司職工會及城巴有限公司職工會）代表）

18 許漢傑先生，巴職聯司庫，城巴有限公司職工會理事長（巴士業職工會
19 聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士公司職工會
20 及城巴有限公司職工會）代表）

21 郭偉光先生，巴職聯秘書，九巴員工協會副理事長（巴士業職工會聯盟
22 （包括各會員工會，即九巴員工協會、新世界第一巴士公司職工會及城
23 巴有限公司職工會）代表）

24 梁錦強先生，巴職聯組織主任，新世界第一巴士公司職工會副理事長（巴
25 士業職工會聯盟（包括各會員工會，即九巴員工協會、新世界第一巴士
26 公司職工會及城巴有限公司職工會）代表）

27

28 主席：（經傳譯員）黃大律師，早晨。

29 黃女士：（經傳譯員）早晨。

30 主席：（經傳譯員）黃小姐，係，早晨。感謝你今日就係接納我哋嘅邀請上嚟作證，
31 你而家現時係九巴嘅現有職員，係嘛？

32 黃綺玲女士：（經傳譯員）係。

1 主席：（經傳譯員）我哋就會請黃大律師，佢就係協助我哋獨立檢討委員會嘅大律
2 師，佢會問問題。咁就係向你提問，就用咁嘅方式向你取證，咁你可以作補
3 充，你亦都可以就係睇番我哋嗰個投影器上面打出嚟嘅文件，又或者如果想嘅
4 話亦都可以擺番嗰個印冊本，明白嘛？

5 黃綺玲女士： Yes.

6 主席：（經傳譯員）好，唔該，黃律師。

7 黃女士：（經傳譯員）黃小姐，感謝你今日出席，我今日就想係先睇係嗰個休息嘅設
8 施。咁你曾經係回應咗我哋獨立檢討委員會嘅函件，咁嗰個日期就 2018 年 6 月
9 28 號嘅信，咁至於話你嗰個回應就係 2018 年 7 月 4 號就係畀我哋，大家可以
10 睇番呢個 FE 嗰個文件夾，199 頁。

11 黃小姐，我未向你問問題之前--未就呢個題目係問問題之前，先問下係你
12 嚟九巴度係工作咗幾耐呢？

13 黃綺玲女士：可以，我有廿一年嚟九巴工作，亦都係喺車務嗰方面嘅 operations
14 嗰方面，亦都係喺兩間唔同嘅車廠工作過，一間係荔枝角廠，另一間係屯門
15 廠。

16 黃女士：（經傳譯員）你係幾時係開始係擔任現時嘅職位呢？就話係九巴屯門車廠嘅
17 車務主管，係幾時開始呀？

18 黃綺玲女士：（經傳譯員）你問題係幾時呀？係幾時？自從 97 年我就喺屯門車廠嗰
19 度做，咁然後就轉咗去荔枝角廠，咁就係喺 2016 年嘅事，然後我又返番去屯門
20 車廠，2018 年嘅事。

21 黃女士：（經傳譯員）你喺你個回覆嗰度就講及就係有三十個車站，呢個就屯門嘅車
22 廠底下，有三十個係總站。我留意到就係喺楊晉璋先生嘅陳述書嗰度，佢就提
23 及有三十一個總站，想問下邊個先啱呢？係三十定三十一呢？

24 黃綺玲女士：總站我哋未必係有站長，即係有人 station 嘅，咁可能喺嗰個
25 counting 方面，可能 Kelvin Yeung 同我可能有少少出入，應該係都
26 between 30、31。

27 黃女士：（經傳譯員）好，唔該。我想問下，你係負責打理幾多個車站？

28 黃綺玲女士：有十個如果 under，因為我係負責天水圍區，咁差唔多有--我要數下
29 先。

30 主席：（經傳譯員）係，慢慢。

31 黃綺玲女士：如果而家 under 我屯門廠，而家喺呢個 as on assistant
32 manager，我係有四個總站係 under 天水圍區。

- 1 黃女士：（經傳譯員）係。我明白喺屯門車廠嚟講呢，佢就負責三個區嘅車，屯門、
2 元朗同埋天水圍，你就係負責天水圍？
- 3 黃綺玲女士：（經傳譯員）係。
- 4 黃女士：（經傳譯員）係咪天水圍所有嘅總站？
- 5 黃綺玲女士：（經傳譯員）係。
- 6 黃女士：（經傳譯員）總共有四個總站，係咪呀？
- 7 黃綺玲女士：（經傳譯員）係。
- 8 黃女士：（經傳譯員）咁其他呢？係咪都係由楊生負責？
- 9 黃綺玲女士：（經傳譯員）楊生就只係負責屯門區，元朗就係喺另一位係助理經理管
10 理嘅。
- 11 黃女士：（經傳譯員）係，助理經理邊位？
- 12 黃綺玲女士：（經傳譯員）佢係 Amanda Hung。
- 13 黃女士：（經傳譯員）黃小姐，喺你嘅陳述書嗰度，你講過你係有兩種嘅休息室，首
14 先第一種叫做係 A 類，第二種就叫 B 類或者 B 型。B 型我知道個大細嚟講就大
15 嘞，你可唔可以講出就除咗嗰個大細之外，兩者仲有咩嘢分別呀？
- 16 黃綺玲女士：除咗個 size 之外，其實裏面嘅間隔都有少少唔同，如果係大嘞 size
17 嘅 kiosk，我哋係可以放多啲 electrical，譬如微波爐、雪櫃、飲水機都可
18 以放埋喺個房裏面，如果係細啲嘞主要就係 for 我哋站長，佢哋 working
19 station 嚟嘅，咁另外一啲嘅 kiosk 就係 for 頭先所講嘅微波爐、雪櫃，淨
20 係 for 啲死物。
- 21 黃女士：（經傳譯員）會唔會係有個地方佢哋可以係馴喺度呢？即係兩者...
- 22 黃綺玲女士：呢啲係工作地方，另外仲有啲--如果有啲地方個總站 bus station
23 比較大，我哋可以提供一個我哋叫 rest room，就 for 車長一啲嘅休息，咁佢
24 個 size 等於我哋講嘅另外一個大嘞 kiosks，其實嗰隻大嘞嘅 kiosks 有 for
25 站長，或者係 for 車長休息，咁個 size 係一樣，但係裏面嘅設計係會有啲
26 枱，有啲凳嘅設備。咁另外我哋仲有一啲 concrete 嘅 office，可能係個
27 PTI 本身係 provide 嘅 concrete 嘅 office，咁就會嗰啲地方會大嘞。正如
28 我 mention 過，亦都有啲地方點解係可以有多啲空間，或者可以多啲凳，嗰啲
29 就係 concrete 嘅 office。
- 30 主席：（經傳譯員）你話 PTI 係咩嘢意思呢？
- 31 黃綺玲女士：（經傳譯員）公共運輸設備。

- 1 主席：（經傳譯員）你所打理嘅，有冇呢啲咁樣嘅地方就可以休息嘅設施呢？
- 2 黃綺玲女士：（經傳譯員）好似係天水圍市中心就有一個呢係石屎嘅地方，咁我哋就
3 可以提供到係車長休息嘅地方，咁另外一個房呢就係畀個係站長。
- 4 主席：（經傳譯員）唔該。
- 5 黃綺玲女士：（經傳譯員）對唔住，請你講。喺天恩、天富同埋天慈，佢哋都有兩個
6 大啲嘅房，一個就係畀站長，一個就係畀車長，同埋我所管理嘅嗰四個站，都
7 已經係有嗰個嘅休息。
- 8 黃女士：（經傳譯員）你所管理嘅四個站，我想問下呢四個站係咪有一個係安排，就
9 係車長係要係分開嗰更嚟到做？
- 10 黃綺玲女士：Yes.
- 11 黃女士：（經傳譯員）有幾多個係咁嘍？
- 12 黃綺玲女士：（經傳譯員）我有嗰個數字，但每一個站頭我哋都有唔同嘅路線，有啲
13 係長程車，有啲係短程。咁我哋即係會混合，咁我哋就會即係混合，咁有一啲
14 更就係混合更，有啲就係一氣呵成，即係話只係早更或者係夜更。
- 15 黃女士：（經傳譯員）好嘞，咁若果喺對方，就係車長要分開兩次嚟到做嘅話呢，佢
16 哋係咪都係有休息嘅設施？
- 17 主席：（經傳譯員）你係咪就係講嗰四個呀？
- 18 黃女士：（經傳譯員）係。
- 19 主席： Thank you.
- 20 黃綺玲女士：（經傳譯員）係，我哋有提供，我哋有提供啲設施，喺我管理嘅車站
21 嗰度係有嘍。咁同埋喺天水圍嘅車廠，車長呢都可以喺休息嘅時間，就係喺天
22 水圍車廠裏面休息。如果佢哋住得近自己屋企嘅話呢，亦都可以返屋企休息，
23 然後呢係再返嚟做嘢。因為我哋係畀兩、三個鐘頭呢畀佢係喺中間休息。
- 24 主席：（經傳譯員）想問下天水圍市中心係一個車廠定抑或係車站呢？
- 25 黃綺玲女士：（經傳譯員）我哋另外有一個車廠叫天水圍車廠，都係喺天水圍嗰個
26 區。
- 27 主席：（經傳譯員）你睇番呢個螢光幕，嗰度有好多站，咁邊個喺天水圍？
- 28 黃綺玲女士：（經傳譯員）天水圍市中心就係一個係站，咁另外我哋應該仲有一個叫
29 天水圍車廠，咁嗰個只係畀巴士停泊。
- 30 主席：（經傳譯員）即係話呢度冇列出天水圍車廠。

- 1 黃綺玲女士：（經傳譯員）喺，你講得啱。
- 2 黃女士：（經傳譯員）207 個度，你就係講到一個天水圍市中心，一個係天水圍鐵路
3 站。呢啲都唔係你所講嘅休息設施？
- 4 黃綺玲女士：（經傳譯員）對唔住，我漏咗，係呀，天水圍鐵路站都係。
- 5 黃女士：（經傳譯員）兩者都係？
- 6 黃綺玲女士：（經傳譯員）呢個係另一個站，天水圍鐵路站，另一個呢都係屬於我管
7 嘅係總站㗎。
- 8 主席：（經傳譯員）你較早時候講過，天水圍市中心個個站都有休息嘅設施？
- 9 黃綺玲女士：（經傳譯員）係呀，個度呢係提供個休息設施。
- 10 黃女士：（經傳譯員）呢啲休息嘅地方，係屬於 A 類，定係 B 類，係咪啲啲大啲嘅
11 呢？
- 12 黃綺玲女士：（經傳譯員）係 B，B 型，大啲個。
- 13 黃女士：（經傳譯員）咁喺啲四個車站嚟講，係咪都係 B 型呢？
- 14 黃綺玲女士：（經傳譯員）除咗天水圍係市中個個呢係石屎做，咁所以有一個係石屎
15 嘅地方。咁就係畀啲車長休息。另一個就係天富，天水圍鐵路站，佢哋都係 B
16 型嘅。
- 17 黃女士：（經傳譯員）咁即係話亦都會有啲長凳畀佢哋，係咪呀？係畀車長？
- 18 黃綺玲女士：（經傳譯員）係呀。唔係真係長凳，係椅同埋檯，讓佢哋食飯同埋休
19 息。
- 20 黃女士：（經傳譯員）咁喺你嘅陳述度，你就提到即係如果要安裝一啲即係用化學劑
21 嘅廁所呢，即係個需時係比較長嘅，即係當時你係管理緊荔枝角嘅巴士車廠，
22 咁呢個就係喺第 198 頁所講嘅，喺你嘅陳述，咁你就提到荃威花園。我想你睇
23 番呢一個會議紀錄，因為工會亦都係有向運輸署反映呢一點，咁我就係想確認
24 你係咪知道，咁呢個就係喺 TU 嘅文件夾，或者係 192 段，咁呢一個就係張國柱
25 當時立法會議員，同埋呢一個巴士業職工會聯盟，同埋其他工會發出嘅。
- 26 主席： And the date?
- 27 黃女士：（經傳譯員）日期係 2015 年 3 月 4 號。呢個就係第 260 頁，192 嘅編
28 號，咁呢就係喺上面呢一個部分，咁呢個即係講緊巴士站嘅設施。咁而上面就
29 話，工會係不滿，因為大部分嘅巴士總站都係冇一啲固定洗手間去畀員工去
30 用，同埋佢哋係要求運輸署係去檢討巴士總站嘅安排。
- 31 咁而現有嘅程序係非常之複雜，即係如果巴士公司係想安裝啲員工嘅廁

1 所，同埋其他嘅巴士站設施，咁諮詢過程呢亦都係非常之費時，咁而建議就係
2 申請同埋諮詢嘅過程呢，係應該簡化同埋加快，而工會亦都係要求以下嘅巴士
3 總站係應該加快去安裝設施，咁呢就係呢度提呢一個荃威花園嘅巴士總站，呢
4 個就係你喺 198 頁提到嘅荃威花園站，係咪呀？

5 黃綺玲女士：（經傳譯員）係。

6 黃女士：（經傳譯員）咁而家個情況係點呢？荃威花園嘅巴士站係咪有廁所呢？

7 黃綺玲女士：（經傳譯員）係。

8 黃女士：我用番中文，Allway Garden 嗰度其實係一個露天總站喇，咁嗰度其實個
9 廁所呢係要行得好遠先至有一個政府嘅公廁，咁另外喺呢個總站嘅對面呢有個
10 商場，係個商場有個廁所，但係鎖住嘅，咁所以長期我哋係要向嗰個管理處呢
11 係借鎖匙先可以去到嚟我哋嘅員工。咁嗰個管理處呢亦都曾經講過，因為我哋
12 唔係租客，所以就唔想借畀我哋，所以基於呢個原因，以我所知，荔廠喺舊年
13 亦都知道--我哋曾經申請過好幾次，已經都 submission 過畀 Transport
14 Department 去申請啲 chemical toilet，咁亦都喺舊年，我係喺--等我睇
15 下，2017年1月嘅時候，我亦都係入過一個 application，等我睇番先。

16 係 2016年1月嘅時候呢，我哋亦都再次向 TD submit 嗰個 chemical
17 toilet，咁亦都喺中間嘅過程呢，TD 亦都係 reject 咗我哋嘅
18 application，基於話 public 嘅 consultation 嘅 rejection，咁跟住我
19 哋亦都再探討個位置，因為其實一個露天嘅總站，其實附近一定會有少少係影
20 響居民，但係我哋都以一個角度，係員工都需要洗手間嘅角度去同運輸署，甚
21 至係當區嘅議員再去申請一啲比較可以接受嘅位置，咁喺再中間嘅過程再探
22 討，咁亦都終於喺舊年嘅 7 月我哋再次 revised 我哋嘅圖再去 submit，亦都
23 最後運輸署係喺 10 月嘅時候批，係基於因為我哋嘅員工真係冇得用，同埋中間
24 有個過程我哋係亦都係同嗰啲當區嘅議員，都係再同佢好多次嘅溝通，令到佢
25 理解我哋呢個員工嘅生理需要，係要擺一個 chemical toilet，所以終--終
26 於喺舊年嘅 10 月有一個 approval letter 返咗。

27 黃女士：（經傳譯員）呢個只係其中一個例子，咁根據會議紀錄，你畀嘅例子只係
28 15 年 3 月。咁你係等到去年嘅 10 月先至收到呢一個申請嘅批准，咁即係話係
29 用咗起碼兩年先可以成功申請到安裝呢個廁所，係咪呀？

30 黃綺玲女士：（經傳譯員）其實係超過兩年，咁因為再之前呢我係同其他嘅同事有其
31 他嘅電郵來往，咁但係喺我負責嘅期間，都係整整係用咗兩年。

32 主席：（經傳譯員）荃威花園嘅巴士站係有幾耐歷史？

33 黃綺玲女士：（經傳譯員）超過二十年，我唔係好記得嗰個歷史係點。

34 主席：（經傳譯員）咁即係一有呢個總站都係已經開始有巴士路線係行駛嚟嘞？咁點
35 解係係即係當時係有呢個總站而係冇廁所呢？

1 黃綺玲女士： So --

2 主席： How does that happen?

3 黃綺玲女士：（經傳譯員）我哋嘅車長呢係需要係從商場嘅管理處借廁所鎖匙。因為
4 佢知道我哋會借呢啲鎖匙，所以佢哋就換咗啲鎖。

5 主席：（經傳譯員）咁如果係冇安裝廁所呢，點解當年係可以興建呢一個總站嘅呢？
6 點解會咁樣做嘅呢？

7 黃綺玲女士：（經傳譯員）即係喺我負責嘅期間，我就見到呢個問題，所以我就嘗試
8 同運輸署同埋區議會去傾嘅，咁區議員呢據我所知，佢哋係唔想喺呢一個公共
9 交通交匯處係安裝一啲用化劑嘅廁所。

10 主席：（經傳譯員）咁佢哋有得揀嘅，即係究竟如果有一個廁所，點解釋會決定去興
11 建呢個巴士站呢？

12 黃綺玲女士：（經傳譯員）佢哋就即係要求我哋係去借用商場廁所，呢個就係個解決
13 嘅方法。

14 主席：（經傳譯員）呢個就唔算係一個方法嚟㗎，係咪？

15 黃綺玲女士： Yeah, it is true.

16 黃女士：（經傳譯員）你畀嘅第二個例子，就係樂華，咁就係 17 年 8 月就喺 198
17 頁，咁喺你嘅陳述度呢，你講到呢一個樂華嘅問題，係到咗 17 年 8 月先至係解
18 決嘅，即係你經過同區議會周旋之後。你喺樂華邨嗰度幾時已經係申請去興建
19 一個休息室呢？

20 黃綺玲女士：（經傳譯員）咁我睇番報導呢，係超過五年，咁但係呢個就唔係我負責
21 嘅範圍，咁但係我根據新聞報導，就係超過五年前呢九巴已經係作出申請。

22 主席：（經傳譯員）樂華邨係咪喺觀塘？

23 黃綺玲女士：（經傳譯員）係。

24 主席：（經傳譯員）係咪一個巴士站嚟？

25 黃綺玲女士：（經傳譯員）係。

26 黃女士：（經傳譯員）咁你畀嘅第三個例子呢，都係喺屯門嘅車廠，就係元朗公園。
27 咁你就指出你係 14 年係申請引入呢個休息設施，但係 16 年先去批准，咁點解
28 要足足兩年先可以引入呢個休息嘅設施呢？

29 黃綺玲女士：（經傳譯員）其實我哋唔知道係咩嘢原因，咁但係個程序呢就係我哋向
30 運輸署申處，然後佢哋就會向公眾呢係去分享一啲--同埋佢會同相關嘅人士，
31 包括係警方，區議員，元朗公園附近嘅居民等等，佢哋全部都有諮詢。我記得

1 佢哋答覆入面講，就係警方係否決呢個申請，咁但係我就覺得好奇怪，因為唔
2 係居反對，而係警方，咁我哋係要求警方--即係我哋希望呢同警方去傾下點樣
3 可以解決呢個問題。因為休息室唔單止係畀呢啲站長用嘅，亦都係可以畀我哋
4 嘅車長用，即係如果要喺元朗公園提供服務呢，我哋係要有間休息室嘅，所以
5 我哋係要求警方去解決呢個問題，同埋希望各方都係滿意。

6 黃女士：（經傳譯員）你同警方有冇書信來往呢，就住呢個問題？

7 黃綺玲女士：（經傳譯員）有。我哋係呈交咗資料畀運輸署，要求佢哋進行另一輪諮
8 詢，就係喺 2015 年。

9 黃女士：（經傳譯員）你可唔可以即係向我哋分享呢個事件嘅相關嘅書信來往呢，即
10 係喺元朗公園。

11 黃綺玲女士：（經傳譯員）係。

12 黃女士：（經傳譯員）就係你哋同運輸署同警方之間嘅書信？

13 黃綺玲女士：（經傳譯員）可以，可以提供。

14 黃女士：（經傳譯員）咁我就想你睇番 TU 文件冊，咁呢一份就係一份報告，就係巴
15 職聯呈交嘅，就係 17 年 7 月 16 號。

16 主席： Page?

17 黃女士：（經傳譯員）就係第 260 頁橫格 346-2。

18 主席： Thank you.

19 黃女士：（經傳譯員）呢個表呢就列出咗巴總站嘅位置，同埋申請嘅進度，咁我就想
20 同你講講幾個例子，同埋我想知道呢個佢哋相關嘅進度係點嘅。咁喺呢一頁呢
21 就係巴士公司係九巴，總站嘅位置呢就係屯門寶田邨。咁呢就話已經係諮詢咗
22 呢條邨兩年，但係就有收到回應。

23 黃綺玲女士：（經傳譯員）呢個應該係楊晉瑋先生呈交嘅資料嚟嘅。

24 黃女士：（經傳譯員）我相信唔係咁樣嘅，因為呢個係巴職聯向我哋呈交嘅文件嚟
25 嘅，喺附錄七，就並唔係楊晉瑋先生呈交嘅文件嚟。

26 黃綺玲女士： Okay.

27 黃女士：（經傳譯員）咁無論如何呢，我就想同你確認一下情況係咪咁樣，咁喺右面
28 嗰一欄，就話相關嘅申請呢係必須要得到房屋署嘅批准，運輸署呢係已經去信
29 畀房屋署係要求呢儘快處理九巴嘅申請。佢呢亦都係即係有打電話畀房屋署去
30 跟進，而房屋署呢就回應表示呢佢哋仍然係處理緊相關嘅事項嘅。咁呢個就係
31 即係關於屯門嘅寶田邨，首先呢個屋邨嘅範圍係咪你管轄嘍？

- 1 黃綺玲女士：（經傳譯員）唔係。
- 2 黃女士：（經傳譯員）即係嗰度嘅巴士站係咪你管轄㗎？
- 3 黃綺玲女士：（經傳譯員）係楊晉瑋先生負責。
- 4 黃女士：（經傳譯員）咁你係咪唔知道呢項申請嘅進度呀？
- 5 黃綺玲女士：（經傳譯員）係，我唔知道。
- 6 黃女士：（經傳譯員）咁其餘嘅設施呢？即係 260-346-2，咁如果你去番 260-
- 7 346-6 呢，你可唔可以睇一睇究竟邊一個項目係同你有關呀？或者係即係嗰度
- 8 嘅屋邨嘅巴士站係由你管理？
- 9 黃綺玲女士：（經傳譯員）冇，全部都唔係我管理嘅。
- 10 黃女士：（經傳譯員）黃小姐，我就想問你另一個課題，你提過呢就話你係為九巴工
- 11 作咗超過二十年嘅。
- 12 黃綺玲女士：（經傳譯員）係。
- 13 黃女士：（經傳譯員）我想問嘞，你認唔認識一位人士叫做 Raymond Cheng？
- 14 黃綺玲女士：（經傳譯員）係，我識。
- 15 黃女士：（經傳譯員）佢呢就係以前都係九巴嘅工。2010 至 2014 年期間呢就係九
- 16 巴度工作，就係呢一個安全及服務質量部，你知唔知呀？
- 17 黃綺玲女士：Yes.
- 18 黃女士：（經傳譯員）喺佢鄭桂興先生嗰個陳述書嗰度呢，佢就提過呢就係曾經呢研
- 19 究過，即係喺佢就職期間，就係喺將軍澳係巴士意外 09 年出咗意外之後，佢哋
- 20 進行過一個研究，咁呢就係研究過二十九個係香港嘅一啲急彎，咁呢亦都係係
- 21 有討論過，究竟應該呢嗰個係時速限制應該係定係邊一度。
- 22 主席：（經傳譯員）或者我哋係畀證人睇一睇相關嘅陳述書。
- 23 黃女士：（經傳譯員）係，相關嘅陳述書係 96 頁。
- 24 主席：（經傳譯員）喺邊一個文件夾呀？
- 25 黃女士：（經傳譯員）係 FE 嗰個文件夾嘅 96-4。如果你睇番嗰段就係嗰個標題就
- 26 話巴士容易係翻側。
- 27 主席：（經傳譯員）或者係畀少少時間佢睇睇。
- 28 黃女士：（經傳譯員）係，你介唔介意而家呢先係睇一睇呀？即係 96-4 嗰一頁嘅文
- 29 字。或者係請你一路睇到去 96-6，即係總共 3 版。

1 主席：（經傳譯員）你慢慢，唔需要急。

2 黃女士：（經傳譯員）係，黃女士，喺呢份陳述書嗰度呢，可以見到就係鄭桂興先生
3 呢佢呢就係話佢喺 2013 年嘅時候呢，就開始研究呢一啲係彎位嘅，咁佢就係搵
4 左係四個車廠經理，同埋係車長、訓練學校，同埋係維修部門嘅代表呢就成立
5 一個研究小組，係深入咁去睇下佢哋巴士網絡嗰度所有嘅急彎，咁就有收集左
6 係數以千計嘅係轉彎嘅數據，咁同埋呢就係睇番係數以百計嘅可能有危險風險
7 嘅係呢一個彎位，然後將佢係最後就係收集到頭嘅二十九個，咁就容易產生嚴
8 重因為係翻側車輛嘅意外，咁呢有一啲中文嘅例子喺度，咁你知唔知呢？

9 黃綺玲女士：Sharp bend，但係我唔係一個喺個 group 裏面嘅 for make 呢樣嘢
10 囉。

11 主席：（經傳譯員）你知唔知邊個係嗰個成員呀？

12 黃綺玲女士：（經傳譯員）正如鄭先生所講，係呢個車廠嘅經理可能，咁同埋呢就係
13 訓練學校嘅導師。

14 主席：（經傳譯員）好，唔該。

15 黃女士：（經傳譯員）呢一個研究小組，呢度提過嘅研究小組，或者你搵去跟住嗰
16 版，或者跟住嘅第 3 版，即係 96-6 嗰度，嗰個呢就提及呢就係一個係研究小
17 組，就進行左測試，測試晒所有二十九個係彎位，喺不同嘅道路情況，係不同
18 嘅車速，不同嘅係載客量嘅情況底下嘅情況，亦都將佢呢拍攝左錄影帶嚟到作
19 日後參考，你知唔知道係有咁樣樣係要拍左錄影帶去研究呢？

20 黃綺玲女士：No.

21 黃女士：（經傳譯員）或者繼續就睇落去，去到下面嗰度，呢度提及呢就係話有一份
22 呢係安全小冊子，我諗後嚟呢就係澄清左，就唔係小冊子，咁係鄭桂興先生就
23 講左，就話係一啲細細張嘅卡仔，咁就詳細咁話左每一個係危險彎位嘅正確嘅
24 位置、方向、道路嘅情況、道路性質、過往嘅紀錄，以及係運輸署嘅文件或者
25 係乘客投訴所得嘅最新嘅相片或者係圖，咁呢就總共有三十一個就係安全駕
26 駛嘅貼士，咁就總共做左一千五百個研究，你知唔知㗎？

27 黃綺玲女士：（經傳譯員）我知道有一個安全小冊子，咁但係對於嗰個研究我就唔係
28 太肯定。

29 黃女士：（經傳譯員）換句話講，就係就呢二十九個彎位，就有一本安全小冊子，係
30 咪呀？

31 黃綺玲女士：（經傳譯員）係，大體上係咁，咁就促請司機或者係車長係要小心。

32 黃女士：（經傳譯員）關於呢個研究結果，你知唔知悉呀？

33 黃綺玲女士：（經傳譯員）唔太肯定。

- 1 主席：（經傳譯員）你知唔知就即係將佢集中起嚟，咁同埋呢就係印發咗畀車長
2 呀？
- 3 黃綺玲女士：（經傳譯員）係呀，呢啲安全小冊子呢係會畀啲車長，我哋亦都係簡
4 單咁樣畀咗啲指示佢哋。
- 5 黃女士：（經傳譯員）關乎一個安全小冊子係畀車司，咁你知唔知裏面係有冇講及呢
6 二十九個急彎呢？
- 7 黃綺玲女士：（經傳譯員）對唔住，我有冇睇過嗰個手冊嘅細節，咁所以對於呢個課
8 題，我唔係太清楚。
- 9 黃女士：（經傳譯員）你喺九巴嘅時候，我想任何時候有冇同係管方呢就係討論過要
10 進行一項研究，又或者呢係收集車長嘅意見，就睇下佢哋對於呢一啲係香港係
11 危險嘅道路情況嘅睇法呀？
- 12 黃綺玲女士：（經傳譯員）我記得我當時就唔係嗰個助理經理，我當時就負責車務，
13 咁我都有提供係話邊一啲地方可能係有潛在嘅危險，即係講到嗰啲係急彎，喺
14 當時嚟講，我哋提供咗一啲地點，咁呢就係畀安全及服務質素部門，讓佢哋就
15 係進一步跟進。
- 16 主席：（經傳譯員）係嗰個安全及服務呀，係唔係？
- 17 黃綺玲女士：（經傳譯員）係。
- 18 黃女士：（經傳譯員）係邊段時間呀？
- 19 黃綺玲女士：（經傳譯員）係鄭先生嘅時間，係2010至到2014年。
- 20 黃女士：（經傳譯員）咁2014年之後又點呀？
- 21 黃綺玲女士：After --
- 22 黃女士：（經傳譯員）14年之後又點呢？你有冇繼續呢就係提供呢一方面嘅資料？
- 23 黃綺玲女士：（經傳譯員）係，繼續。
- 24 黃女士：（經傳譯員）可唔可以畀番一啲文件我哋呢？你話你呢就係提供咗一啲地點
25 嘅，即係你係顧慮嘅地點，就話有啲地方呢可能嗰個路面情況就係有潛在嘅風
26 險嘅。
- 27 黃綺玲女士：（經傳譯員）我未必須呢係有白紙黑字寫低咗，咁但係呢我記得就係將
28 軍澳意外發生之後呢，咁呢係有一個焦點小組嚟到係研究呢一個課題。
- 29 主席：（經傳譯員）有冇係開會嘅時候係做咗呢個會議紀錄或者其他嘅文件？
- 30 黃綺玲女士：（經傳譯員）我唔太肯定有冇咁嘅文件。

- 1 黃女士：（經傳譯員）你講嗰一個係焦點小組，係咪同嗰個係研究小組唔同㗎？
- 2 黃綺玲女士：（經傳譯員）類似，類似一個小組嚟到去睇下嗰啲急彎嘅地點。
- 3 黃女士：（經傳譯員）咁呢一個焦點小組嘅成員又係邊個呀？
- 4 黃綺玲女士：（經傳譯員）我諗佢哋全部都離開咗九巴，有關嘅車廠經理，有啲呢就
5 係退咗休，有啲就已經辭咗職。
- 6 主席：（經傳譯員）有關嗰個小組，即係睇嗰啲急彎小組嘅成員呢，一係呢就已經係
7 離職，一係呢就已經退休，你係咪咁嘅意思呀？
- 8 黃綺玲女士：（經傳譯員）係。
- 9 主席：（經傳譯員）好，唔該。
- 10 黃女士：（經傳譯員）佢哋係幾時退休或者係幾時離職嘅呢？
- 11 黃綺玲女士：（經傳譯員）最近呢幾年，但我記唔清楚嗰個日期。
- 12 黃女士：（經傳譯員）佢退休或者辭職之後，咁嗰個焦點小組又點呀？
- 13 黃綺玲女士：（經傳譯員）我哋就改變咗，就每一間車廠呢就會就係關注嗰個安全問
14 題，但係呢就唔啱呢一個安全及服務部門。
- 15 主席：（經傳譯員）個焦點就反為就係轉向每一個車廠個別去睇，就唔係中央，就係
16 分散咗係畀番個別車廠？
- 17 黃綺玲女士：（經傳譯員）係。
- 18 黃女士：（經傳譯員）你提過係個別車廠，你有冇同車長係傾下，就問下根據佢哋嘅
19 經驗，有冇邊啲路段或者邊啲彎位呢係危險，好讓你哋可以提醒其他車長，請
20 佢哋係要小心，有冇係做過咁嘅嘢呢？
- 21 黃綺玲女士：（經傳譯員）我哋會分析一啲嘅意外發生嘅位置，我哋會有一啲分享小
22 組去分享巴士車長嘅經驗等等，咁我哋係會分析道路嘅潛在危險，咁如果有需
23 要呢我哋係會同訓練學校嘅教師去傾，點樣可以提醒車長係去小心呢啲道路情
24 況嘅。
- 25 黃女士：（經傳譯員）咁呢個分享小組呢，係咪即係只係喺某啲嘅車廠度去做，定係
26 唔同車廠之間亦都係會討論呢？
- 27 黃綺玲女士：（經傳譯員）咁呢個係視乎個別嘅車廠而定嘅，佢哋可能係個別會同訓
28 練學校去傾。咁我哋有時係會同訓練學校去會面，其實我哋任何時候都可能會
29 同佢哋傾，就未必須一定係要等開會先傾。
- 30 黃女士：（經傳譯員）呢個分享小組嘅舉行頻率係幾多呢？

- 1 黃綺玲女士：（經傳譯員）即係正如我所講，如果我哋係要分析一啲交通意外呢，其
2 實係有一個特定嘅頻率嘅，咁如果係巴士車長之間分享經驗呢，如果佢哋覺得
3 某個位置係有危險，佢哋係會同呢個教師去講，同埋亦都係會發出一啲通告去
4 提醒車長去小心，咁就未必有一個特定嘅會議或者係時間。
- 5 黃女士：（經傳譯員）咁你提到係發出一啲通告去提醒車長去小心某一啲位置，呢啲
6 係咪書面發出嘅通知，定係口頭？
- 7 黃綺玲女士：（經傳譯員）兩種都有嘅，咁但係多數呢都係書面通知。
- 8 黃女士：（經傳譯員）係咪每個車廠都有？
- 9 黃綺玲女士：（經傳譯員）係。
- 10 黃女士：（經傳譯員）可唔可以畀一啲例子我，我哋睇下即係呢一啲通告係點樣？
- 11 黃綺玲女士：（經傳譯員）我而家冇帶，可以遲啲提供。
- 12 黃女士：（經傳譯員）好，唔該晒。至於呢啲個別嘅通知信，其實係咪就住個別嘅意
13 外而發出嘅呢？係咪有發生咗意外先至會係發出呢啲通告呢？
- 14 黃綺玲女士：（經傳譯員）你第一個問題，答案係，係嘅。有時如果出現意外，我哋
15 係會提醒車長某啲嘅事項。
- 16 黃女士：（經傳譯員）第二個問題呢，就係會唔會就住車長嘅投訴而發出通告呢？或
17 者應該咁講，係咪即係必須係要有車長去即係提出某啲道路嘅情況呢？
- 18 黃綺玲女士：（經傳譯員）如果某啲道路情況係會產生危險，我哋係會向車長發出提
19 醒或者通告。
- 20 黃女士：（經傳譯員）我嘅問題係，係咪你哋公司自發去進行一啲研究呢，定係因為
21 某啲嘅車長提出一啲意見，先至會去做嘢呢，係究竟邊一個描述係啱啲？
- 22 黃綺玲女士：（經傳譯員）如果車長係表達意見，我哋係會即係搵出呢個原因去避免
23 意外再次發生，咁所以我哋係先會搵出呢一個原因，咁去睇下我哋可唔可以做
24 一啲預防嘅措施，例如提醒佢哋道路嘅情況，譬如話落雨之後一啲樹枝呢，或
25 者樹木可能係會引起危險，咁我就會提醒佢哋係要有耐性地駕駛，即係我哋就
26 會提醒佢哋喺嗰個路段係要小心啲駕駛。
- 27 黃女士：（經傳譯員）咁換句話講，即係你會因應車長嘅意見係去作出反應嘅。
- 28 黃綺玲女士： Yes.
- 29 黃女士：（經傳譯員）而唔係由巴士公司去主動進行嘅，你入咪咁嘅意思？
- 30 主席：（經傳譯員）我諗佢所講呢就係佢係就住意外作出反應，而佢哋亦都係會聽車
31 長嘅意見。

- 1 黃綺玲女士： Yes.
- 2 黃女士：（經傳譯員）咁而佢就住呢啲情況呢，就會係發出一啲嘅通知嘅。
- 3 黃綺玲女士： Mm-hmm. Right.
- 4 黃女士：（經傳譯員）你可唔可以畀啲例子我哋，即係喺你負責屯門車廠嘅時候，即
5 係當時你係認為有邊啲嘅道路係可能引起危險嘅呢？
- 6 主席：（經傳譯員）如果你係畀唔到例子呢，你可以講嘅。
- 7 黃綺玲女士：（經傳譯員）冇嘅，我講唔到。
- 8 主席：（經傳譯員）黃大律師。
- 9 黃女士：（經傳譯員）即係你而家係講唔出例子，係唔係？
- 10 黃綺玲女士： Yes.
- 11 黃女士：（經傳譯員）咁呢就另一個問題，就係脫班嘅問題。咁我哋係聽取咗一啲證
12 供，就係出現咗一啲脫班嘅情況，就係有各種原因，包括係道路嘅情況，咁有
13 時係因為行車時間預測係唔準確，你可唔可以確認係咪即係發生咗呢啲情況？
- 14 主席：（經傳譯員）首先你可唔可以解下咩嘢為之脫班呀？
- 15 黃綺玲女士：（經傳譯員）咁我哋有一個行車嘅時間表，係一啲即係刊憲咗嘅班次，
16 係我哋承諾嘅服務嚟嘅，咁喺某啲嘅時間係有一啲刊憲嘅時間表，咁如果我哋
17 唔能夠係去履行呢個時間表呢，咁就係會視為脫班。
- 18 主席：（經傳譯員）咁即係話係為咗係即係履行呢個刊憲時間表，係唔係？
- 19 黃綺玲女士：（經傳譯員）冇錯。
- 20 黃女士：（經傳譯員）咁呢個情況喺你管理嘅屯門車廠有冇出現呢？
- 21 黃綺玲女士：（經傳譯員）係有嘅。
- 22 黃女士：（經傳譯員）可唔可以同我哋講講點解係出現咗脫班呢？
- 23 黃綺玲女士：（經傳譯員）基本上係我哋係有足夠員工，或者唔足夠員工；第二呢就
24 係交通情況可能會令到巴士唔能夠如常係到站；咁第三個原因呢就係可能係巴
25 士故障，而我哋係唔可以喺短時間內係搵一啲其他巴士去替代。另外就係如果
26 喺其他地區突然間有一個需求，我哋可能要重新去調配我哋嘅服務。
- 27 主席：（經傳譯員）即係去解決或者去滿足其他嘅需求？
- 28 黃綺玲女士：（經傳譯員）咁呢啲原因都係會引致脫班。其實我哋係要一直去久久
29 係檢討我哋嘅時間表，咁當我哋訂立呢一個服務時間表嘅時候，我哋係要檢討

1 每個地區睇下有冇出現變化，咁例如譬話喺非繁忙時間，即係服務需求唔高
2 呢，我哋係會向運輸署去申請，可能去即係減少呢個班次。咁呢個時間呢就可
3 以畀車長呢係休息下，即係畀佢哋有多啲嘅休息時間。咁所以我哋耐唔耐都會
4 向運輸署申請。咁呢個亦都可以係減少班次，咁可能就會令到脫班率係下降。

5 主席：（經傳譯員）運輸署有冇係去即係去檢視你有幾多脫班嘅班次，你係咪要匯報
6 㗎？

7 黃綺玲女士：（經傳譯員）要。

8 黃女士：（經傳譯員）你點樣去評估行車時間呢？即係當你將呢一個服務時間表刊憲
9 嘅時候？

10 黃綺玲女士：（經傳譯員）咁第一次呢我哋係會用一啲巡邏車，咁我哋第一次呢就會
11 用一啲巡邏車去行一次呢一個行車路線，去估計呢個行車時間。咁當我哋訂立
12 咗時間表之後，過咗一段時間，即係如果環境嘅情況有變，我哋係會分析一啲
13 即係之前行車嘅日子，然後就歸納出呢一個行時間，或者計算一個平均嘅行車
14 時間，咁我哋亦都係會預計喺訂立咗時間表之後，嗰個時間有冇嘅改變，咁
15 呢個就係我哋喺計算行車時間嘅方法。

16 主席：（經傳譯員）咁如果你發現行車時間比你預計嘅時間長呢，你會點做呢？

17 黃綺玲女士：（經傳譯員）我哋係會向運輸署申請去更新我哋嘅行車時間表。

18 主席：（經傳譯員）你係咪定期都會咁樣做？

19 黃綺玲女士：（經傳譯員）係。

20 主席：（經傳譯員）你上一次做係幾時呢？

21 黃綺玲女士：（經傳譯員）上個月呢我哋係有遞到申請嘅，都唔係上個月，係5月。

22 主席：（經傳譯員）通常運輸署會幾耐覆？

23 黃綺玲女士：（經傳譯員）好耐嘅。運輸署就會話佢哋係要做一個調查，我哋唔單只
24 係檢討呢個行車時間，我哋亦都係會檢討喺非繁忙時間班次可能唔需要咁頻
25 繁，我哋可能會減少班次，咁而運輸署就會係進行一個調查，咁就需要好長時
26 間。

27 主席：（經傳譯員）你講緊係咪以年計嘅呢，要幾耐呀？

28 黃綺玲女士：（經傳譯員）可能幾個月到上年計都有可能。

29 羅先生：（經傳譯員）你有冇用到黑盒嘅資料，去睇下究竟行車時間係咪有出入呢？

30 黃綺玲女士：（經傳譯員）我哋冇用黑盒，我哋有一個系統，就係九巴嘅系統，車長
31 就係會用八達卡去向總站匯報，即係當佢哋到咗一個巴士站嘅時候，佢哋係要

1 即係啲張八達通卡，咁我哋先知道佢係到咗。即係我哋可以用黑盒係去睇呢個
2 抵站時間，咁當長到嘅時候，我哋係要求佢哋匯報佢哋已經到站，咁我哋會用
3 我哋內部嘅系統，叫做 TER，就唔係用黑盒嘅。

4 羅先生：（經傳譯員）咁但係運輸署會唔會認為呢一個係足夠嘅理據，即係畀你去更
5 改呢個時間表呢？

6 黃綺玲女士：（經傳譯員）我唔知道佢哋係即係點樣分析。

7 主席：（經傳譯員）即係如果呢個所謂嘅黑盒唔係會自動去進行呢個工作嘅咩，你知
8 唔知道呀？

9 黃綺玲女士：（經傳譯員）你意思話黑盒嘅數據可以自動做到呢樣嘢？

10 主席：（經傳譯員）係呀，就話到畀你聽個車程係幾長。

11 黃綺玲女士：（經傳譯員）係，我哋都會將佢放喺個數據嗰度，如果我哋需要呢係搵
12 番啲資料出嚟，我哋就會將佢擺出嚟，咁去睇下巴士有冇準時到達，亦都可以
13 睇埋呢係個車速，所以呢我哋就唔係用呢個嚟到去監察嗰個係行車時間。

14 主席：（經傳譯員）所以你呢就係靠車長就係去到譬如總站呢，就啲嗰個八達卡，係
15 咪呀？

16 黃綺玲女士：（經傳譯員）係。

17 主席：（經傳譯員）唔該。

18 黃女士：（經傳譯員）我想問，如果你哋有脫班，咁對你哋公司嚟講有咩嘢後果嘅
19 呢？

20 黃綺玲女士：（經傳譯員）有咩嘢後果，我哋嘗試呢就係調派足夠嘅車長嚟到去儘量
21 減少嗰個係脫班情況，呢個就係我哋個解決方案，其他嘅解決方案呢就正如我
22 所講，譬如話非繁忙時間嘅班次係減少，咁呢就係少啲車長喺路上駕駛，呢個
23 都係解決方法之一。

24 黃女士：（經傳譯員）係，黃女士，你認唔認識一位叫做 Alok Jain 嘅人士呢？

25 黃綺玲女士：（經傳譯員）係，我哋嘅係以前嘅 DOD 嚟嘅。

26 主席：（經傳譯員）DOD 你即係咩嘢意思呀？

27 黃綺玲女士：（經傳譯員）係呢個車務總監。

28 主席： Thank you.

29 黃女士：（經傳譯員）喺你嘅時候呢，你有冇機會係同 Alok Jain 係同傾過一啲安
30 全方面嘅事宜呢？關於專營巴士嘅安全事宜，有冇同佢係傾過呀？

1 黃綺玲女士：（經傳譯員）我嘅理解就係，我只係就規劃嘅事宜係同佢傾，因為--係
2 planner 嘅 head，係囉，planning。

3 黃女士：（經傳譯員）你講及一啲規劃嘅事宜，呢啲係咩嘢嘅事情呢？

4 黃綺玲女士：（經傳譯員）我哋有一個部門，就係負責做計劃，我哋就係會同規劃部
5 門呢係傾，係講及呢個路線嘅發展，亦都會講及呢就係巴士嘅係車種，亦都會
6 同呢個規劃部門傾。

7 黃女士：（經傳譯員）講到係巴士嘅型號，你會唔係傾到係黑盒嘅事情呢？

8 黃綺玲女士：（經傳譯員）唔係同佢講。

9 黃女士：（經傳譯員）咁喺你工作期間，你有冇係同呢個規劃部門就開會有講及黑盒
10 嘅呢？

11 黃綺玲女士：（經傳譯員）冇。

12 黃女士：（經傳譯員）主席先生，我要問嘅係咁多。

13 主席：（經傳譯員）好，唔該，唔該晒。歐陽先生。

14 歐陽先生：（經傳譯員）唔該主席。黃女士，感謝你今日出席。我就係想跟進一下較
15 早時候你所講嘅，你就話如果有某一個地點，你要係將佢界定為係一個潛在風
16 險，或者係車長界定佢係有潛在風險，有冇一個程序就話要同總部係匯報番，
17 又或者係同一個係訓練嘅導師係匯報㗎？

18 黃綺玲女士：（經傳譯員）我哋係會同訓練導師就係討論，即係如果冇潛在風險嘅
19 話。譬如話講番我個經驗，譬如話當車長係入去總站，埋去條線嗰度嘅時候，
20 可能嗰度呢就係起咗個巴士站上蓋，嗰度呢可能有潛在風險，我哋就會同係訓
21 練學校導師係傾，就點樣可以減少嗰個風險，又或者係就嗰個巴士站上蓋就作
22 一個修訂，將佢係改動。呢啲嘅事情呢，我哋都會係會檢討，我哋亦都會睇車
23 長嘅經驗，正如我所講過，我哋會搵出嗰個問題嘅根由，然後就嘗試搵一個解
24 決嘅方案。

25 歐陽先生：（經傳譯員）你哋咁樣嘅溝通，就係書面定抑或口頭嘅呢？

26 黃綺玲女士：（經傳譯員）兩者都有，有時係用電郵，有時電郵畀呢個訓練學校。

27 歐陽先生：（經傳譯員）好，唔該。仲有一個問題，你喺工作期間，以你嘅職責嚟
28 講，我想問車長係有冇投訴過話佢哋嘅休息設施就唔夠好呀？

29 黃綺玲女士：（經傳譯員）係，有時我哋都會收到係車長有一啲要求，譬如話想要一
30 個大啲嘅休息地方，譬如話係 B 型太細嘅話，佢哋想要多個，佢哋想有多啲嘅
31 設施，譬如話蒸餾水，佢哋想有熱水、凍水，咁所以我哋就會盡量就係以我哋
32 所能夠做嘅事情呢，係讓佢哋係滿意。

1 歐陽先生： Thank you.

2 羅先生：（經傳譯員）仲有一個係問題，我知道你係一個好有經驗嘅前線嘅經理，我
3 想問下你，公司有啲咩嘢可以做或者係應該做，但係又有做到呢？即係除咗我
4 哋剛才已經係講過，呢個係指多年嚟係你留意到關乎巴士安全方面有啲咩嘢係
5 應該做又未做？

6 黃綺玲女士：（經傳譯員）講到安全嘅問題，我諗唔單單係我哋公司，我哋公司自己
7 做唔得晒所有嘅嘢，譬如話道路嘅情況。有啲道路嘅情況，譬如話道路設計，
8 可能係不利於係雙層巴士行駛，呢啲亦都唔係巴士公司可以做，或者運輸署可
9 以就道路嘅設計係做一啲嘢。

10 主席：（經傳譯員）好，黃女士，多謝你，感謝你呢今日係上嚟作證，協助我哋，我
11 哋而家就完成嘞，你可以呢係坐番落去下面嗰度聽你嘅同事作證，又或者你可
12 以選擇離開㗎。我哋而家想請楊晉瑋先生上嚟係作證。楊晉瑋先生，感謝你今
13 日接納我哋邀請，係今日上嚟作證，剛才你已經係聽到係黃女士作證，相信你
14 係理解我哋嗰個程序，咁而家直接就係問問題。

15 楊晉瑋先生：係，早晨，主席同埋兩位委員，或者可以畀我做一個開場白，可唔可以
16 呀？係，好，咁早晨喇咁多位。咁首先我好多謝委員會邀請我出席今日呢個嘅
17 聽證會，咁其實我就同剛才 Debby Wong 一樣呢，都係我嘅 assistant
18 manager，咁其實其他同事會叫我哋做 zone head，或者我哋中文叫做車務主
19 管。咁我同 Debby 都係負責屯門廠嘅一啲車務運作嘅，咁屯門廠頭先剛才講
20 過，我應該要講慢少少，係咪呀？佢個翻譯可能趕唔切，係。咁屯門廠主要負
21 責係屯門、元朗、天水圍三區嘅車務運作，咁而 zone head 呢佢主要個工作範
22 圍就係去管理巴士嘅營運，包括巴士路線，前線車長，站長或者其他同事，同
23 埋一啲站頭嘅設施，例如車長嘅休息設施等等，都係由我哋 zone head 去負
24 責。

25 咁我哋嘅工作呢其實就需要同前線嘅同事非常之緊密聯繫，咁所以呢我哋
26 一定要好需要知道所有前線同事佢哋嘅實際需要。咁同時間我哋除咗前線同事
27 之外呢，我哋亦都要定期同管理層去溝通，同佢哋開會話番畀佢哋聽，我哋見
28 到或者前線同事話畀我哋聽佢哋有啲問題，我哋都要話番畀管理層知，咁當然
29 亦都要定期話番畀佢哋聽我哋每條路線個營運情況有啲困難。咁所以無論係佢哋
30 管理層嘅處事方針，或者佢哋方向其實我哋都要好清楚。咁所以我可以咁講，
31 我哋 zone head 係前線同事同埋管理層中間嘅一個好重要嘅一個橋樑。

32 咁或者我簡單介紹一下自己，咁我嚟九巴都大概做咗將近 10 年，咁我就由
33 低做起嘅。咁我 10 年前我就先加入沙田廠，就負責做呢個車務督察，咁車務督
34 察其實係一個外勤嘅工作，咁主要佢係去協助乘客，提供服務，或者協助前線
35 嘅車長，當車長遇到任何問題嘅時候呢，我哋即時第一個反應就要去到現場幫
36 佢手，咁同時間車務督察都要去管理呢啲班次，站頭嘅設施等等一系列大大小
37 小嘅事，都係車務督察去負責管理。

1 咁兩年之後，咁我就升咗去車務主任，咁呢個係一個 office 嘅工作嚟
2 嘅，就唔係外勤嘅工作，咁當然都要好多時間要出去出面 site 嗰度去工作。咁
3 我頭啲兩年，我就同安全及服務質量部就有一個好緊密嘅聯繫，因為我係負責
4 safety 呢樣嘢。咁兩年，即係再兩年之後，咁我就調派咗去元朗、屯門、天水
5 圍呢三箇地方去做一個車務運作嘅管理。

6 咁其後公司都委派我去負責做一個 ROM 嘅 project，咁 ROM 就應該係叫
7 做 real-time operation management，咁我留意到...

8 主席：（經傳譯員）楊先生，其實你頭先講咗話要講慢啲，不過你就有講慢到，想請
9 你講慢啲。

10 楊晉瑋先生：（經傳譯員）好，我會講慢啲。你想唔想我再繼續，再重複定...

11 主席：（經傳譯員）唔需要重複，不過慢啲。

12 楊晉瑋先生：咁我再講番喺個兩年之後，咁我就喺屯門、元朗、天水圍負責車務運
13 作，咁當時公司就委派咗我去做一個 ROM 呢個 project，做一個研發。咁其實
14 之前聽證會我都有留意過，應該有講過，real time operation
15 management 呢個 project。咁所以就住呢個 ROM 同埋安全服務質量部，咁我
16 都有經驗，所以我都好歡迎委員會如果需要問我任何關於呢兩箇地方嘅問題，
17 我都好樂意去提供畀你哋。

18 咁就住今年即係好不幸，喺今年 2 月發一個嚴重一個交通意外，咁我發覺
19 到即係九巴都成為咗各大傳媒嘅一啲焦點。咁無論係唔同嘅政黨，唔同嘅工
20 會，甚至乎一啲我哋嘅舊同事，佢都會對我哋公司有好多唔同嘅意見，咁我發
21 覺其實都唔只我嘞，我其他同事都發覺。

22 咁其實當中係有好多失實嘅報導，咁我就同埋另外六位 zone heads，咁
23 我哋都覺得其實呢啲失實嘅報導，對於我哋而家嘅所有同事，無論車長又好，
24 我哋前線管理人員又好，或者我哋後勤嘅管理人員，甚麼乎我哋嘅管理層都
25 好，呢啲失實報導都係非常之唔公平，咁所以我哋最後就聯署一封信就寫畀我
26 哋個董事局，我哋希望將我哋見到，我哋實際做緊嘅嘢，就將呢啲嘢一五一十
27 就話番畀個--當然好簡短，就話畀董事局聽。咁最後我哋都將呢封信，就
28 forward 畀委員會呢邊去做一個參考。

29 咁我知道之前都有同幾位 zone head 有啲來往，咁今日可能淨係得我同
30 阿 Debby 可以抽時間嚟到呢度，咁我都希望我哋可以即係用我哋 zone head
31 嘅身分去話番畀大家究竟實際嘅情況係點嘅。

32 咁其實喺我自己個角度睇，係意外發生之前，即係 2 月之前，咁當你問好
33 多廣大市民，或者一啲街坊呢問佢關於九巴，你覺得近呢幾年佢服務如何呀？
34 以我所知佢哋都應該都會答話「佢嘅服務都唔錯，進步咗好多。」例如喺巴士
35 車型、設施，或者我哋啲預報到站時間等等一系列進步，我哋都有。

1 咁不過好可惜，就發生咗 2 月呢單意外之外，咁可能你問番啲街坊，佢都
2 會覺得九巴個服務好差...

3 主席： Mr Yeung --

4 楊晉瑋先生： Yes.

5 主席：（經傳譯員）楊先生，好多謝你即係進行一個陳述，但係你已經用咗好長時
6 間。

7 楊晉瑋先生：（經傳譯員）我差唔多講完。

8 主席：（經傳譯員）你最後可以有一個最後嘅陳詞，咁但係而家我哋要進入一個問答
9 嘅環節。黃大律師。

10 黃女士：（經傳譯員）楊先生，多謝你出席。你提到你 10 年前係加入九巴，咁即係
11 大概係 2008 年。

12 楊晉瑋先生：2009 年，冇錯。

13 黃女士：（經傳譯員）你幾時係開始出任元朗車廠嘅車務主管？

14 楊晉瑋先生： Around 2013.

15 黃女士：根據你嘅陳述，或者你啱啱所講，屯門車廠係負責屯門、元朗、天水圍嘅車
16 站，咁而你淨係負責屯門，係咪呀？

17 楊晉瑋先生：喺 2013 年嘅時候，我就曾經管理過元朗同埋天水圍，應該大概管理咗
18 大半年，咁之後我就負責屯門區嘅車務主管，咁其實直至到 2018 年 7 月，即係
19 其實係上個月嘅時候，咁我哋會有啲 rotation 嘅，咁我就 rotate 番去元朗
20 同埋天水圍，咁所以我係對屯門、元朗、天水圍三區，我都可以講話非常之熟
21 悉嘅。

22 黃女士：（經傳譯員）喺你陳述度你講到係有三十一個巴士總站，就係即係喺屯門車
23 廠轄下，咁你現時係管理緊幾多個屯門巴士總站？

24 楊晉瑋先生：如果成個屯門、元朗、天水圍呢，就總共有三十一個，咁可能頭先我聽
25 到阿黃小姐，可能佢三十個，因為有一個新嘅巴士站，係喺 6 月尾先啟用，咁
26 所以最後就有咗一個數字嘅出入，咁我點樣去釐定呢啲巴士站呢？我哋就會用
27 一個--如果佢有一個 full day service 嘅路線，咁我先會叫呢個做一個真
28 正嘅巴士總站。

29 主席：（經傳譯員）楊先生，個問題好簡單，你管理幾多個巴士站呀？即係你唔需要
30 同我哋講話即係你中間個過程，點樣諗。

31 楊晉瑋先生：但係我需要話畀你知三十一個總站，我哋點樣去 consider 31，如果
32 你講所有譬如淨係朝早淨係開一班...

- 1 主席：（經傳譯員）係唔需要嘅楊先生。
- 2 楊晉緯先生：Okay.
- 3 主席：（經傳譯員）你回答個問題就可以喇嘞，你直接回答問題就可以。
- 4 楊晉瑋先生：三十一個 full day service 嘅總站。
- 5 黃女士：（經傳譯員）即係你管理三十一個？
- 6 楊晉瑋先生：係，我喺 7 月嘅時候，屯門、元朗、天水圍我都有負責。
- 7 主席：（經傳譯員）問題係你管理幾多個車站？
- 8 楊晉瑋先生：三十一個 full-day service 嘅總站。
- 9 主席：（經傳譯員）唔該晒。
- 10 黃女士：（經傳譯員）你係咪同黃綺玲女士一齊管理天水圍嘅車站，係唔係？
- 11 楊晉瑋先生：（經傳譯員）冇錯，同埋元朗嘅車站嘅仲有。
- 12 黃女士：（經傳譯員）你同黃綺玲女士嘅職級係一樣，係咪？定係你係高級啲？
- 13 楊晉瑋先生：我主要係屯門，但係公司想我睇埋元朗同埋天水圍，所以三區我都會睇
14 晒，但係個主力係 Debby 同埋 Amanda 就係元朗同天水圍。
- 15 黃女士：（經傳譯員）你喺開場發言嘅時候，你講到你係負責啲巴士嘅路線同埋車
16 長，你知唔知道有幾多個巴士站係有特別更？
- 17 楊晉瑋先生：喺三十一個裏面，介唔介意我數一數呀？
- 18 黃女士： Please do.
- 19 楊晉緯先生：以我嘅印象，exactly 我個 number 應該係全部都會有一啲特別更嘅
20 車長。
- 21 黃女士：（經傳譯員）係咪全部嘅三十一個巴士站都有休息設施？
- 22 楊晉瑋先生：係會有休息設施。
- 23 黃女士：（經傳譯員）係咪全部三十一個站都有呀？
- 24 楊晉瑋先生：如果需要，我可以再解釋多少，咁三十一個總站可能有一啲佢係有特別
25 更嘅個站度，但係佢未必係喺個度收工，可能佢會去第二度收工。咁我哋三
26 十一個站裏面都會有，即係無論佢喺唔喺個度收工，都會有車長嘅休息設施喺
27 個度。
- 28 黃女士：（經傳譯員）楊先生，你提到係兩種嘅休息，即係有 A 類同埋 B 類，咁你表

1 示 A 類休息室就大概係 17 平方呎，咁而 B 類就係 50 平方呎，咁我哋聽到黃綺
2 玲女士就話有一種大啲嘅休息室嘅，咁究竟呢啲即係大啲嘅休息室，同 A 類同 B
3 類比係大幾多呢？

4 楊晉瑋先生：係，type A 大概可以坐最多坐到兩個同事，同一時間，咁 type B 其
5 實佢個 size 係大概兩倍 of 呢個 type A 嘅，即係如果你將兩個 type A 放埋
6 一齊呢，你喺出面個外觀望落去呢就大概等於一個 type B，咁但係當然佢因為
7 中間有墻牆如果你擺兩個 type A，咁佢會有咁實用，咁呢個一個最大嘅分別。

8 主席：（經傳譯員）咁呢個 A 同 B 類嘅呢個分類係咪由九巴去分類？

9 楊晉瑋先生：係，呢個我哋本身係有兩隻 standard 嘅 size，type A 或者 type
10 B。

11 黃女士：（經傳譯員）運輸署呢係冇制定任何嘅指引，即係就住呢一個休息嘅設施，
12 係咪呀？

13 楊晉瑋先生：係，以我所知係冇 guideline 嘅，係 KMB 自己決定擺邊隻 size。

14 黃女士：（經傳譯員）你提到呢有另外一種度身定做嘅休息室，係去符合某啲嘅巴士
15 站嘅特別需要嘅，你可唔可以同我哋講，喺你管理嘅巴士站底下，有幾多個呢
16 一啲特別製造嘅休息室呀？

17 楊晉瑋先生：應該大概有兩至三個，個 exact number 我要返去 verify，究竟個
18 係咪 tailor made。

19 黃女士：（經傳譯員）度身定做係咩嘢意思呢？

20 楊晉瑋先生：可能我哋同運輸署或者其他譬如房署申請嘅一啲 kiosks 佢哋唔批准，
21 可能佢哋個 feedback 返番嚟係個 size 唔啱，或者會阻住其他行人，行人路
22 或者其他啲啲盲人設施，咁我哋就要將個 size 稍為改一改嚟到 fulfil 番有關
23 部門嘅 request 嘅。

24 黃女士：（經傳譯員）呢種即係度身定做嘅休息室，大概係幾大呢？

25 楊晉瑋先生：應該唔會同一個 type B 睇得太遠，即係如果可能係太闊嘅，即係有關
26 部門覺得太闊，可能我哋將佢窄少少，但係我哋就會喺個長度嗰度加番啲，咁
27 呢個係我認知嘅 tailor made 嘅動作。

28 黃女士：（經傳譯員）喺全部或者某啲嘅休息室入面，會唔會提供一啲可以馴覺嘅長
29 凳或者係梳發？

30 楊晉瑋先生：有三箇地方係會有一啲我哋所謂嘅叫做馴覺嘅凳，一個 sleeping
31 area 畀車長去休息用嘅。

32 黃女士：（經傳譯員）你提到有三箇位置係有一個馴覺嘅區，你可唔可同我哋講下喺

- 1 邊度呀？
- 2 楊晉瑋先生：屯門車廠，屯門市中心，同埋屯門南車廠，咁屯門南車廠就嗰啲凳就相
3 對有另外嗰兩箇咁--即係咁馴覺凳，但係一個大的嘞 area 都係喺個車廠度。
- 4 黃女士：（經傳譯員）每個位置有幾多張可以馴覺嘅凳？
- 5 楊晉瑋先生：Exact number 我呢一刻畀唔到，大概有五張咁上下。
- 6 黃女士：（經傳譯員）係咪每個位置都有。
- 7 楊晉瑋先生：每一個 location，係。
- 8 黃女士：（經傳譯員）咁每個位置大概有幾多位車長使用呀？
- 9 楊晉瑋先生：其實所有車長，無論佢係特別更或者唔係特別更，佢都可以使用，咁實
10 際嘅數字我而家有掌握到。
- 11 黃女士：（經傳譯員）你可唔可以即係同我哋講，大概即係喺每個位置有幾多位車長
12 使用呀？
- 13 主席：（經傳譯員）你係咪講緊同時間呀？
- 14 黃女士：（經傳譯員）冇錯，喺同一時間。
- 15 楊晉瑋先生：喺我落去呢啲站嘅時候，見到大部分時間佢哋係呢--即係頭先我講大概
16 五張呢，都會有空位喺度，車長有咁多個車長用，即係應該係少過五個車長 at
17 any one time 喺我落去嘅時候見到。
- 18 黃女士：（經傳譯員）你幾時係去呢啲嘅位置？
- 19 楊晉瑋先生：最主要係一啲中段嘅時間先會有車長用，即係 around 朝早 11 點至到
20 下晝 3 點、4 點，咁如果我呢啲時候落去，就會見到有車長用。
- 21 黃女士：（經傳譯員）你落得去有幾密呀，即係呢三個地點你落得去有幾密呢？
- 22 楊晉瑋先生：我哋嘅職責係每個禮拜都要去唔同嘅總站，咁如果三箇地方呢，我哋
23 at least 每個月我都去 1 至 2 次。如果屯門車廠就會更加多，因為我個
24 office 就係喺屯門車廠，係。
- 25 黃女士：（經傳譯員）係，我而家係想講及一啲例子，你喺你個陳述書嗰度有提過。
26 你有講過就係話喺取得批准嗰方面呢，就係有困難 181-1 同埋 181-2 嗰度。
- 27 主席：（經傳譯員）邊度呀？
- 28 黃女士：（經傳譯員）對唔住，係 FE 嗰個文件夾嘅 181-1，181-2。喺你嘅陳述
29 書，你睇番嗰版嘅下面嗰度，你提及三個地點就話需要就係改善。第一個地方
30 就係掃管笏。你就話係喺 2018 年 6 月 25 號新生係加入，你提到就係話係需要

1 就係提供一個 A 型嘅休息設施，同埋一個係化學廁所，咁你就話自從 2018 年 6
2 月 13 號就已經申請，咁但係仲未批。首先想問你，掃管笏嘅巴士總站係有咗幾
3 耐呢？

4 楊晉瑋先生：如果有全日嘅巴士服務就係 6 月 25 號開始正式投入服務。

5 黃女士：（經傳譯員）換句話講，呢個係新建議嘅巴士站，就唔係話已經存在咗多年
6 呀？

7 楊晉瑋先生：冇錯，正確。

8 黃女士：（經傳譯員）你引入呢個新嘅巴士總站，我想問運輸署任何時候有冇要求過
9 你公司係要提供一啲休息嘅設施畀車長用呢？

10 楊晉瑋先生：運輸署冇要求我哋要擺呢個 facilities 畀車長。

11 黃女士：（經傳譯員）運輸署佢哋批准一個巴士總站嘅時候，會唔會書面係列出一啲
12 要求？

13 楊晉瑋先生：你嘅意思係呢條線開辦嘅時候，有冇一啲書面嘅來往？有，我哋要正式
14 入文件向運輸署申請呢條線，咁運輸署亦都會正式覆番畀我哋，confirm 佢哋
15 approve 我哋呢條線。

16 黃女士：（經傳譯員）當運輸署係批准某一條路線嘅時候，根據你嘅經驗，佢哋會唔
17 會一般都係列出一啲要求？

18 楊晉瑋先生：你嘅意思係乜嘢 conditions？

19 黃女士：（經傳譯員）譬如話你要提供某一條路線嘅時候。

20 楊晉瑋先生：有，佢會定我哋嘅路線嘅走線，即係沿途嘅車站，同埋譬如 journey
21 time, journey distance, 個 frequency 都會列明喺佢個 approval
22 letter 度。

23 黃女士：（經傳譯員）關乎呢個掃管笏嘅巴士總站，會唔會喺呢一度呢係有啲特別更
24 嘅呢？

25 楊晉瑋先生：有。

26 黃女士：（經傳譯員）因為你有講過，嗰個申請就只係 18 年 6 月 13 號係遞入去，
27 所以目前係咪有休息設施喺嗰度，咁講啱唔啱呀？即係以掃管笏嘅巴士站嗰度
28 就有？

29 楊晉瑋先生：係 for 呢個掃管笏，我哋係有擺咗一個 type A 嘅 kiosk, 同埋一個
30 chemical toilet, 咁但係喺呢個 moment 我哋未收到運輸署嘅 approval,
31 係嘞。

- 1 黃女士：（經傳譯員）喺掃管笏總站嗰度係有幾多車長喺嗰度工作？
- 2 楊晉瑋先生：如果用每一日嘅車長嘅人次，如果我冇記錯大概係三至四位車長。
- 3 黃女士：（經傳譯員）有幾多就係做特別更嘅呢？
- 4 楊晉瑋先生：一位。
- 5 黃女士：（經傳譯員）我咁講啱唔啱呢？呢個 A 型嘅係休息設施，係已經躉咗喺嗰度
- 6 嘞，縱使你哋未攞到批准？
- 7 楊晉瑋先生：呢個係事實，我哋係未收到 approval，就放咗落去，因為我哋即係條
- 8 線就開咗，我哋如果唔放落去，車長就有得休息。
- 9 黃女士：（經傳譯員）你畀咗第二個例子，就係寶田邨，嗰度你就話為咗係讓更多車
- 10 長可以喺嗰度休息，係有需要就係將嗰個休息設施由 A 型轉做 B 型，咁你哋就
- 11 係向房屋委員會就係申請，咁就 2014 年 11 月 24 號就申請，咁可唔可以話畀
- 12 我哋聽，就呢一個設施嚟講，而家嗰個情況係點樣樣呀？因為你 14 年 11 月 24
- 13 號就已經申請，我想問而家係咪仲係一個 A 型嘅設施，定抑或係你好似喺掃管
- 14 笏嗰度係躉咗嗰個 B 型嘅設施喺嗰度，縱使係未有批准？
- 15 楊晉瑋先生：寶田總站，咁佢原本就係有三個 type A kiosks 喺度，咁正如我剛
- 16 才講過，有其中兩個 type A 佢係竊埋一齊，咁即係佢個間格係唔夠實用，咁
- 17 我哋都 review 過覺得佢唔足夠嘅，咁所以我哋就同房署去申請，將兩個竊埋
- 18 嘅 type A 將佢變做一個 type B，另外將第三個嘅 type A 亦都將佢變做
- 19 type B 嘅，咁係喺呢一刻都未收到房署嘅 approval，咁但係我哋都將兩個
- 20 type A replace with 一個 type B，係已經 replace 咗，即係而家
- 21 outstanding 係畀一個 type A 我哋未 convert 去做 type B。
- 22 黃女士：（經傳譯員）點解你認為係有需要將 A 型係轉做 B 型嘅休息設施呢？即係以
- 23 寶田邨呢個例子嚟講？
- 24 楊晉瑋先生：因為無論係我哋落去見到嘅車長，佢哋係揸住個飯盒要喺出面嗰個
- 25 kiosk 出面食飯，因為入面唔夠坐，又或者其實車長本身都會同我哋去反映番
- 26 佢哋唔夠坐，咁所以我哋都覺得兩個 type A 係唔足夠。
- 27 黃女士：（經傳譯員）寶田邨呢度又有冇人做特別更？
- 28 楊晉瑋先生：有。
- 29 黃女士：（經傳譯員）有幾多位車長係用呢兩個係 A 型嘅休息設施呢？
- 30 楊晉瑋先生：我有詳細數字喺手係幾多個特別更嘅車長會用，因為以我所知佢哋好多
- 31 都會返屋企去休息嘅。
- 32 黃女士：（經傳譯員）寶田邨有幾多條巴士線呀？

1 楊晉瑋先生：如果全日線呢，就有兩條。

2 黃女士：（經傳譯員）非全日線呢？

3 楊晉瑋先生：Not full day 就有另外兩條，係淨係朝早有特別班次。

4 黃女士：（經傳譯員）主席先生，我睇到個時間，你會唔會想而家係有一個小休呢？

5 主席：（經傳譯員）當然。楊先生，我哋小休至到 12 點鐘，即係話背後嗰個鐘到 12
6 點鐘再恢復。

7 楊晉瑋先生：Thank you.

8 主席：（經傳譯員）唔該。

9

10 下午 11 時 41 分聆訊押後

11

12 上午 11 時 59 分恢復聆訊

13 出席人士如前。

14

15 主席：（經傳譯員）黃律師。

16 黃女士：（經傳譯員）係，主席，或者係講埋呢一個課題，想問下，你可唔可以係畀
17 啲數字我哋，關乎呢個寶田邨呢個站嘅，有幾多巴士車長就係用寶田邨呢個車站
18 嘅設施？即係我專注就係呢個做特別更啲嘅。

19 另外你喺陳述書亦都有提過，就話一般嚟講都需要一個好長嘅籌備時間，即
20 係差唔多五年嘅時間，你嗰個係關於呢個休息設施嘅申請先至係批到，亦都係提
21 過一啲例子嘅，就 181-2 嗰度嘅，有啲例子嘅，係咪呀？

22 楊晉瑋先生：正確。

23 黃女士：（經傳譯員）我而家轉去另一個課題，楊先生。你喺開場白嗰度就講過，你
24 對於呢個實時嘅監察係非常之有經驗，即係呢個係 ROM 好有經驗嘅，另外呢個
25 SSQ 都係即係話安全及服務質量部，你都係好有經驗，係咪呀？啱唔啱？

26 楊晉瑋先生：正確。

27 黃女士：（經傳譯員）你都有講過，兩年之後，即係話你係兩年之後，就係去--即係
28 做咗屯門車廠之後兩年，你就係做一個特別嘅項目嘅，可唔可以講係幾時？

29 楊晉瑋先生：ROM 呢個 project，應該大概喺 2013 年左右開始，我有份參與嘅。

- 1 黃女士：（經傳譯員）2013年開始，係咪呀？
- 2 楊晉瑋先生：（經傳譯員）係。
- 3 主席：（經傳譯員）你剛才嘅問題係問咩嘢？
- 4 黃女士：（經傳譯員）自從2013年開始，楊先生...
- 5 主席：（經傳譯員）係，我嗰個聽到，因為你問佢嘅時候，咁佢就話係，但係就聽唔
6 到個問題。唔緊要，繼續。
- 7 黃女士：（經傳譯員）我諗我問題就係話，係咪自2013年開始，然後楊先生就話
8 係。你認識一位人士，佢個名叫做係鄭桂興先生？
- 9 楊晉瑋先生：認識。
- 10 黃女士：（經傳譯員）我想請你睇番佢嗰份嘅陳述書，佢就係有提過，就係話佢進行
11 過一個研究，呢個研究就係講及喺急彎嗰度係安全駕駛，2013年，咁就係想請
12 你睇番呢個FE文件夾嘅96-4，嗰度有三頁紙，96-4一路去到96-6，有三頁
13 嘍，請你睇睇。
- 14 主席：（經傳譯員）係。
- 15 黃女士：（經傳譯員）係，我諗你睇完嘞，係咪呀？呢度有幾條問題想問下你，首先
16 就係96-4，嗰度鄭先生有提過，呢個安全及服務質量部，呢個部門就係邀請係
17 工廠--車廠嘅經理，以及就係巴士訓練學校嘅代表，以及係服務部嘅係巴士維
18 修部門嘅代表就係成立呢一個研究小組，咁仔細去睇嗰啲巴士網絡裏面嘅急彎嘅
19 位置。你有冇加入呢個小組？
- 20 楊晉瑋先生：當時我未係Manager，所以我唔喺呢個study group入面，但係我
21 當年嘅Manager有問我嘅意見。
- 22 主席：（經傳譯員）嗰位係邊位？
- 23 楊晉瑋先生：如果佢refer Depot Manager嘅，就應該當年我屯門廠嘅總經理，
24 胡堅強先生，而家已經退咗休。
- 25 主席：（經傳譯員）唔該。
- 26 黃女士：（經傳譯員）根據呢度嘅研究，佢哋就係將佢收窄做係廿九個彎位，就話嗰
27 啲地點可能引致嚴重嘅車輛翻側嘅意外，你知唔知道有呢廿九個彎位？
- 28 楊晉瑋先生：知道。
- 29 黃女士：（經傳譯員）你有冇份係幫手係將嗰個彎位嘅數目，將佢收窄到係廿九個？
30 有冇？
- 31 楊晉瑋先生：以我嘅記憶，當時應該係唔止呢啲數目嘅，可能佢係identify咗有

1 一啲 Raymond Cheng 先生覺得係一啲 sharp bends 嘅 location，都有
2 identify 到嘅，以我嘅印象，應該唔止呢二十幾個。

3 黃女士：（經傳譯員）你係咪話根據鄭先生，佢就係搵出係多過廿幾個嘅彎位，你點
4 知？

5 楊晉瑋先生：呢個係我哋一啲 internal 嘅 communication，可能，因為我都有
6 同當其時嘅訓練導師，即係我哋嘅教車嘅導師去討論過呢啲問題，咁當時，我-
7 -以我所知，個導師就話，其實 sharp bends 就--即係其實你逢嘅 90 度角，
8 或者將近 90 度角，都可以 sharp bends 嘅，所以我就知道應該唔只呢啲
9 location 嘅。

10 黃女士：（經傳譯員）請你揭去後面嗰版，96-6，頭頂嗰度，嗰度就話：

11 「安全及服務質量部嘅同事就係陪同係研究小組嘅同事就去測試嗰廿九
12 個彎位，就係以不同嘅道路情況，不同嘅車速，不同嘅載客量嘅情況去
13 測試，咁亦都係將佢拍咗錄影帶，列做作日後參考之用。」

14 你當時知唔知道係有咁樣樣係拍做錄影帶，去進行研究？

15 楊晉瑋先生：我當年係有聽過佢哋會邀請訓練導師去做一啲 test run，去試呢啲
16 location，但係最後有冇做到，或者佢做咗幾多個，我唔清楚，但係我都有聽
17 佢哋講過有呢回事，同埋會有拍片嘅呢個想法嘅，當年。

18 黃女士：（經傳譯員）你提過話你聽聞，喺訓練導師嗰度係聽聞呢啲事，我想問，有
19 關嘅導師而家係咪仲受聘於九巴？

20 楊晉瑋先生：以我所知，仲有喺公司做嘅，嗰啲 driving instructor 係。

21 黃女士：（經傳譯員）可唔可以講係邊一位？

22 楊晉瑋先生：我唔清楚當日如果話同佢哋開會係邊一個，因為佢 driving
23 instructor 都有好幾十個，我唔--exactly 邊個，或者個名，我呢一刻畀唔
24 到你。

25 黃女士：（經傳譯員）如果喺呢段跟住睇落去，睇嚟就係呢一個錄影嘅研究係的而且
26 確有做嘍，因為跟住嗰度就講咗，係收集咗一啲好重要嘅數據，而佢哋亦都因而
27 制訂咗一啲安全嘅指引。或者大家係--你繼續睇埋呢一段文字，嗰度繼續講就
28 係話，從呢個研究嗰度，我哋就係得以編制咗一部係安全小冊子，後嚟佢就澄
29 清，就話呢啲係卡仔，咁呢啲小冊子就係讓車長係知道--詳細咁知道邊度嘅彎
30 位係會有--係存在風險，佢嘅具體嘅位置、方向、路嘅情況、性質等等。咁佢
31 話做咗一千五百個嘅研究，咁就有三十一個就係安全駕駛嘅建議嘅，你知唔知悉
32 係為車長係製備咗呢啲小卡？

33 楊晉瑋先生：知道。

- 1 黃女士：（經傳譯員）有冇係見過？
- 2 楊晉瑋先生：有。
- 3 黃女士：（經傳譯員）而家係咪仲有？
- 4 楊晉瑋先生：已經冇用嘞。
- 5 黃女士：（經傳譯員）可唔可以搵番一份畀我哋睇？
- 6 楊晉瑋先生：我唔肯定 office 仲會唔會有，因為即係無論駕駛導師或者前線嘅車長
7 都有啲意見，對於呢張卡，咁所以我哋都有再成為我哋 training 嘅其中一
8 part 嚟嘅，呢個。
- 9 黃女士：（經傳譯員）點解呢啲卡仔唔再用？
- 10 楊晉瑋先生：因為頭先我講過，有導師或者有一啲前線嘅車長，佢哋覺得即係
11 sharp bends 呢個定義係好廣泛，如果每一箇地方，即係每一個 sharp
12 bends，你要定一個車速畀佢，咁其實未必係九巴我哋可以自己做到。咁我明白
13 可能佢背後嘅 study 可能係想畀一個 reference 畀車長們，佢哋知道每一個
14 sharp bends，佢哋最高速係行幾多，但係你好難叫佢哋記住每一--即係佢
15 揸，譬如每一次巴士行過咁多 sharp bends，每一個位都唔同，而運輸署個
16 speed limit 係 50，所以大家都覺得應該係按番個實際情況去評估番個彎
17 佢個速度係要幾多，rather than 你叫個車長記住每個彎背後應該 maximum
18 係幾多。
- 19 主席：（經傳譯員）你點知佢哋有唔同嘅意見？
- 20 楊晉瑋先生：當時，因為呢張卡都有曾經出過畀啲車長嘅，咁啲車長都有同我反映
21 過，話即係如果佢真係唔跟足呢一個 suggested 個 speed 去做，咁嚟香港法
22 例係有超速嘅，但係佢--可能公司覺得佢唔應該揸咁快，咁係咪一個危險嘅情
23 況呢，如果佢有任何意外發生？咁呢個係我哋有一個 conclusion 嘅，即係反
24 而我哋嗰陣時都有 raise 番，會唔會係同運輸署講番即係嚟一啲路譬如設立番
25 一啲急彎啲啲黑白啲啲箭咀，或者其他嘅警告字眼。
- 26 黃女士：（經傳譯員）當時你向運輸署表示係想即係嚟呢一啲嘅急彎入面就加呢啲箭
27 咀嘅標誌嘅？
- 28 楊晉瑋先生：應該呢個係我哋提議番畀 SSQ，咁最後 SSQ 有冇去同運輸署申請，我
29 就唔清楚嘞。
- 30 黃女士：（經傳譯員）係幾時？
- 31 楊晉瑋先生：應該都係 2013 嘅時候，我係唔清楚有冇--最後有冇向運輸署申請嘅。
- 32 主席：（經傳譯員）呢啲卡係幾時係發畀啲車長？

1 楊晉瑋先生：個 exact 日期我已經冇乜印象，應該 around 13、14 咁上下。

2 主席：（經傳譯員）係咪所有嘅九巴車長都有收到呢張卡㗎？

3 楊晉瑋先生：係，冇錯，我哋係有嘗試將佢派，但係好快大家個 comment，所以我
4 哋就--即係收到大家嘅意見，就有再去派呢張卡。

5 黃女士：（經傳譯員）楊先生，你提到你喺呢一個實時營運管理嘅裝置都係有經驗
6 嘅，你對黑盒嘅運作同埋功能有幾熟悉？

7 楊晉瑋先生：如果你嘅意思係針對 ROM 呢樣嘢定係唔關 ROM 事，淨係講黑盒？

8 黃女士：（經傳譯員）兩樣都係嘅。

9 楊晉瑋先生：如果 ROM，我當其時係其中一位代表 operation 嘅同事去畀 input，
10 去設計呢個新系統嘅，應該由 day one 至到--去到最後期，我都有份參與 ROM
11 呢個研發。

12 至於黑盒，就你話本身個黑盒個技術，我就唔會十分清楚，但係我哋公司背
13 後好多程式，或者好多電腦嘅 program，背後佢都會由黑盒 support 去畀呢啲
14 data，畀啲 data 畀啲程式嘅。

15 黃女士：（經傳譯員）ROM 係代表實時營運管理，咁你嘅角色係咪為乘客提供一啲實
16 時嘅資訊，令到佢哋知道巴士到站嘅時間？定係話你係負責一個比較廣闊嘅安全
17 嘅範疇？

18 楊晉瑋先生：以我嘅認知，當其時 ROM 呢個設計係有任何安全嘅因素擺咗落去嘅，
19 咁我哋當時就係 based on 我哋嘅黑盒有嘅 data，點樣去將呢啲 data 去設計
20 一個程式，嚟運用呢啲 data 去有效咁樣管理我哋嘅班次，同埋點樣去調配我哋
21 呢啲巴士嘅，當年係有任何嘅 safety 嘅因素喺我哋個會嗰度 discuss 過。

22 黃女士：（經傳譯員）你提到當時係有喺任何嘅會議度提到安全呢一個議題，即係喺
23 呢一個實時管理方面，你亦都係有會議度提及，係咪？

24 楊晉瑋先生：正確。

25 黃女士：（經傳譯員）係喺咩嘢會議？

26 楊晉瑋先生：我哋定期--因為其實呢個 ROM 係一個新嘅 project，係由零開始嘅，
27 即係我哋係 based on 我哋有嘅 black box 嘅 data 去做，咁所以我哋定期會
28 有會議去--大家去畀 input 點樣去設計呢個新系統。

29 黃女士：（經傳譯員）幾時開始？

30 楊晉瑋先生：都係應該喺 2013 年，月份我唔記得咗。

31 黃女士：（經傳譯員）嗰啲會議度有邊個出席？

- 1 楊晉瑋先生：有 IT，我哋電腦部嘅代表，有我哋四個唔同車廠嘅車務組嘅代表，咁
2 亦都有當年嘅一個中央嘅部門，我哋叫做交通部，traffic department，咁
3 佢哋會有--即係佢哋就個角色就係一個 Project Manager 去統籌呢個會嘅。
- 4 黃女士：（經傳譯員）規劃與發展署嘅同事有冇出席呢啲會議？
- 5 楊晉瑋先生：有參與過，planning 嘅 department 嘅同事。
- 6 黃女士：（經傳譯員）你識唔識程艾樂？
- 7 楊晉瑋先生：認識。
- 8 黃女士：（經傳譯員）你喺 2013 至 15 年期間，有冇同佢合作？
- 9 楊晉瑋先生：有喺一啲我哋 planning 嘅 issue 上面同佢有開過會嘅。
- 10 黃女士：（經傳譯員）你所謂嘅某啲嘅規劃嘅議題係包括啲咩嘢？
- 11 楊晉瑋先生：譬如我哋去計劃來年嘅巴士路線計劃，要提交畀運輸署或者區議會，咁
12 佢係同運輸署同我都開過啲會嘅，係去策劃番個巴士路線嘅改善，或者提升，或
13 者其他改動。
- 14 黃女士：（經傳譯員）咁我哋係聽取咗程艾樂先生嘅作證，當時係有一個諗法，係想
15 用荔枝角車廠做一個實時營運嘅管理中心嘅，或者一個所謂嘅控制中心，就會係
16 全公司都係會分析數據，你有冇聽過？
- 17 楊晉瑋先生：有聽過。
- 18 黃女士：（經傳譯員）根據程生嘅證供，最後荔枝角嘅辦公室就有咁樣做到，佢就有
19 成為一個實時營運嘅管理中心，係咪呀？
- 20 楊晉瑋先生：唔正確。
- 21 黃女士：（經傳譯員）咁到而家，佢係咪都仍然係作為一間實時營運中心？
- 22 楊晉瑋先生：我哋有一個叫做 radio control section，而家係喺當年我哋呢個
23 位置嗰度，而家仲存在嘅。
- 24 黃女士：（經傳譯員）你可唔可以同我哋講下，呢一個電台控制中心係咩嘢？
- 25 楊晉瑋先生：我哋中文簡稱叫呢個做電台（九巴電台），咁佢係二十四小時運作，佢
26 係無論車長或者其他同事，喺路上面遇到有啲咩嘢問題，佢都會即時打畀呢個電
27 話，廿四小時有人接聽，咁佢哋會分析件事，再派同事去幫手嘅。咁同時間，呢
28 個電台，佢會同運輸署或者警察有一個聯繫，佢哋有個直線電話，同番運輸署嘅
29 ETCC，即係緊急協調中心，就如果有啲咩嘢事，佢哋互相會交換番一啲資料。
- 30 主席：（經傳譯員）咩嘢係 ETCC？

1 楊晉瑋先生：英文嘅全寫，唔好意思，我有資料喺手，應該係緊急協調中心，類似咁
2 樣嘅。

3 黃女士：（經傳譯員）根據你所講，似乎呢個電台係應付一啲緊急嘅情況，而唔係一
4 個實時管理，即係用黑盒進行實時管理，啱唔啱？

5 楊晉瑋先生：其實最後個 ROM 呢樣嘢，係演變咗去另外一個系統，咁佢哋而家都有
6 用呢個系統，但係同當年嘅 ROM 呢樣嘢係有少少出入嘅。

7 黃女士：（經傳譯員）你話係有少少唔同，究竟有幾唔同？

8 楊晉瑋先生：其實 ROM 當年係想類似參考一啲譬如鐵路，咁佢會 monitor 呢啲列
9 車，或者即係我哋 monitor 啲巴士，佢哋嘅同--譬如同前面架車，或者同後面
10 架車，嗰個差距有幾多，咁可能佢會--個系統如果 identify 到可能某班車行
11 得太--即係嚟得太--前面嗰架車太前--太密嘞，咁佢可能會 prompt 一啲
12 message 去提個車長，你個--可能喺下一個站就要停一停先，唔好開住；或者
13 調番轉，可能佢係開得太慢，咁可能會 prompt 個 message 去畀啲資訊畀個車
14 長，「你距離前面嗰架巴士幾遠」，咁希望喺巴士站等車嘅乘客，佢哋嗰個
15 waiting time 係會平均啲嘅，咁呢個係當初成個 ROM 背後嗰個原意。

16 其中一個範疇就係話，佢哋可以代替咗站長呢個角色，即係如果成立咗 ROM
17 呢個 program 之後，咁喺荔枝角車廠就做咗呢個中央控制中心，咁其實大部分
18 站長個角色都可以唔需要嘞，因為中央處理。去到現在，我哋係冇--我哋係會
19 keep 番所有站長，但係只係用呢個 ROM 呢個系統，而家我哋將佢演變咗係淨係
20 監察架車嘅 GPS 嘅 location，監察佢嘅 speed，或者如果有需要嘅話，我哋
21 可以用呢個 data base 去 retrieve 番佢個 past record 嘅。

22 黃女士：（經傳譯員）你提到呢個系統係同原有嘅設計係有啲唔同嘅，點解係即係呢
23 個系統嘅功能係有呢個演變？

24 楊晉瑋先生：最後個原因我唔肯定 management 個決定係點解，但係我自己同埋好
25 幾位嘅當時嘅 project team，我哋都覺得，即係如果你要用呢樣嘢嚟取締晒
26 個巴士總站嘅站長，其實係有啲--我哋覺得有啲唔 realistic 嘅，所以我哋都
27 曾經畀過 comment 畀 management，話畀佢聽「可能會有啲風險，如果你唔用
28 站長。」但係最後係咪因為呢個原因，有一啲改變，咁我就唔肯定。

29 黃女士：（經傳譯員）你可唔可以同我哋講講，呢個系統幾時出現呢個演變？

30 楊晉瑋先生：大概 2014 或者 15 年初咁樣囉。

31 黃女士：（經傳譯員）即係話喺 2015 年打後，係咪？

32 楊晉瑋先生：係嘞，around 啲啲月份。

33 黃女士：（經傳譯員）程艾樂先生表示，當考慮使用呢個實時管理系統嘅時候，其中
34 一個目標係令到司機係駕駛得好啲，因為呢一個系統係可以畀車長--即係就可

1 以反映下車長係點樣去駕駛，究竟即係佢地嘅駕駛行為好唔好，係咪符合標準等
2 等，你有冇聽過呢個講法？

3 楊晉瑋先生：有。

4 黃女士：（經傳譯員）呢個諗法最後係發生咩嘢事？

5 楊晉瑋先生：其實係有做到呢樣嘢嘅，應該我哋而家每一架巴士上面，都會有個
6 device，好細個，咁佢係有四盞燈，同埋會發出好細聲嘅一個「呔」一聲，去
7 提示番個車長，如果佢有一啲唔好嘅駕駛行為。

8 主席：（經傳譯員）不當嘅駕駛行為？

9 楊晉瑋先生：冇錯，係譬如超速，或者佢突然間急速剎車，或者突然間
10 acceleration，突然間加速，同埋如果佢個引擎開咗架車，個空轉，即係我哋
11 唔想佢開咗架車，但係架車又唔郁，擺咗喺個站度，咁都會發出「呔」一聲，同
12 埋有燈去顯示嘅。

13 主席：（經傳譯員）有四方面，係咪呀？

14 楊晉瑋先生：係，正確。

15 黃女士：（經傳譯員）由幾時開始，你哋有呢一個咁嘅係系統，就係用呢啲方法去警
16 示嗰啲車長，即係提醒佢哋，你話呢個細嘅裝置？

17 楊晉瑋先生：唔好意思，如果 exact 嘅日期我已經唔記得咗嘞，但係應該都有好幾
18 年嘅時間，呢個如果需要，可以之後我去搵番資料。

19 黃女士：（經傳譯員）關於呢個黑盒，你可唔可以講多啲畀我哋聽？點樣用佢嚟到去
20 監察車長嘅表現？

21 主席：（經傳譯員）你未落去之前，我想問，你哋嗰個係限值係定喺邊度，係定個限
22 值喺邊度，然後嗰啲燈先會係發光，同埋幾時先會作一個細聲嘅「呔呔」響？譬
23 如話超速，咁個限值喺邊度？

24 楊晉瑋先生：詳細嘅數據我有喺手，咁佢係會有個速度，同埋佢喺幾多秒鐘剎車或者
25 加速，都會有呢樣嘢，有嗰啲 standard 喺度，但係我哋--我呢一刻冇嗰個數
26 據掌握。

27 主席：（經傳譯員）一啲都有？任何一項都有？

28 楊晉瑋先生：有。

29 主席：（經傳譯員）而家呢度打出嚟嗰個資料會唔會幫到你手？呢個就係黑盒，就係
30 大埔巴士，即係話今年2月10號嗰部巴士嘅資料嚟嘅。

31 黃女士：（經傳譯員）係喺 BM-66 嗰頁。

1 楊晉瑋先生：我有見過呢啲數字，但係最後係--因為我知道，我哋 management 佢
2 會 tune 呢啲數字，去睇下會唔會需要加強嗰個 warning 嘅，咁喺呢一刻，係
3 咪用緊呢一 set 嘅數字，我唔肯定。

4 黃女士：（經傳譯員）你又提過係管理階層就係會調整啲數字嘅，咁意思係指管理
5 階層嘅邊一啲人士係會去作出呢個調整？

6 楊晉瑋先生：應該我哋工程部嘅 management，佢哋要去呢個系統，如果要 modify
7 呢個系統，一定要係佢哋去做呢樣嘢，所以喺我嘅日常工作，就有接觸到啲數
8 字嘅。

9 黃女士：（經傳譯員）或者我哋可以落去第 67 頁，喺 BM-67。或者係落去下面嗰
10 度，喺藍色嗰個部分，藍色嘅第三段，呢一個就係 Openmatics 呢間公司，而
11 你哋公司就係同呢個 Openmatics 就係有合約，就由佢哋提供呢個遠程測量，
12 咁呢度就講到話，關乎呢個實時營運管理系統，我哋係唔知道九巴係有計劃係引
13 入一個咁嘅系統，所以我哋係唔知道九巴有任何嘅計劃，去同嗰個係黑盒，或者
14 係遠距離嘅系統就係將佢係有一個連繫嘅。

15 主席：（經傳譯員）或者你讓楊生一個機會去睇一睇先，呢個係 Openmatics ZF
16 就提供畀我哋嘅。

17 黃女士：（經傳譯員）鄭生，睇咗未？

18 楊晉瑋先生：（經傳譯員）睇咗嘞。

19 黃女士：（經傳譯員）你可唔可以就確認一下個情況係咁，九巴係？呢度所講嘅係咪
20 屬實？

21 楊晉瑋先生：以我所知，應該正確。

22 黃女士：（經傳譯員）九巴有冇諗過係將呢一個遠距離通訊嘅系統，係同呢個實時營
23 運管理系統，喺日後將兩者係連接起嚟？

24 楊晉瑋先生：呢個我唔清楚。

25 黃女士：（經傳譯員）你會唔會知邊個人會知道呢件事？

26 楊晉瑋先生：應該都係 engineer 嗰面嘅同事。

27 黃女士：（經傳譯員）而家我哋又想講番黑盒，可唔可以簡單咁同我哋講一講，九巴
28 係點樣去監察車長嘅駕駛行為，點樣用黑盒去監察車長嘅駕駛行為？

29 楊晉瑋先生：其實有兩個範疇，第一個就係最 straightforward 嘅 speeding，
30 無論我哋車務組，即係我哋而家 depot，或者係我哋嘅 TQD 嗰個
31 department，佢哋都會去 monitor，用我哋個 program，咁嗰個 program
32 背後就係喺個 black box 嗰度畀 data 佢嘅，呢個係 speeding。

1 另外就係頭先我講嘅嗰個駕駛提示器嗰個盒子，咁其實背後都會 record 咗
2 嗰個佢著燈響嗰個次數，呢個範疇就會由 TQD 去負責。

3 主席：（經傳譯員）你話嗰啲燈著燈嘅次數，係你邊度得到嗰啲資料？有響聲又點
4 呢？

5 楊晉瑋先生：我哋嘅 IT 嘅部門，佢會 send 一個 report 出嚟，就去話番畀我哋
6 聽，個車長嗰盞燈佢著過幾多次。咁當然譬如你話 harsh braking 咁計就，
7 佢著燈又唔一定代表係佢唔啱，即係譬如如果前面有架車突然間停車，咁佢一定
8 要剎車喇，咁呢盞燈著咗，亦都未必代表個車長唔啱，所以 TQD 個部門可能
9 佢會 review 番，會唔會係某一個車長特別多燈著，咁樣佢--或者佢會搵一啲
10 便裝嘅一啲 assessor，去跟個車長，睇下佢個 driving behavior 有冇問題
11 嘅。

12 黃女士：（經傳譯員）你提及你哋嘅資訊科技部門就會出一個報告，話畀你哋聽就係
13 盞燈著過幾多次，即係會以某一個車長嚟計。咁我想問，會幾頻密一次？

14 楊晉瑋先生：大概一星期會有一個 report 出嚟，一至兩星期會有個 report 出嚟。

15 黃女士：（經傳譯員）不如舉個例子，如果個車長佢有咁嘅係習慣，就成日係大力剎
16 車，咁亦都係喺呢個數據嗰度記錄低，咁呢個報告就只會係一個星期之後先畀到
17 你嘅，係咪咁？

18 楊晉瑋先生：應該正確，冇錯。佢 past 幾多日我有印象，即係佢個 report 出嚟係
19 幾多日之前，我有印象。

20 黃女士：（經傳譯員）車長會唔會知道佢自己有咁樣嘅係話急劇剎車嘅習慣，會唔
21 會即時知？

22 楊晉瑋先生：佢個--佢如果揸車嘅時候，佢 harsh brake 嘅話，嗰盞燈係會著同
23 埋會響嘅。

24 黃女士：（經傳譯員）咁個後果係點，如果個車長佢有咁嘅習慣，就係時常都會急劇
25 剎車，即係一個禮拜之內成日咁做，有咩嘢後果？

26 楊晉瑋先生：所以我頭先 mention 過，我哋兩個部門都會一齊做，咁我講番我自己
27 個部門先喇，咁我哋見到，因為你好難就住話佢響咗一次燈，就代表佢有問題
28 嘅。咁我哋會搵一啲 repeater，即係經常會有燈著嗰啲，我哋會去--打電話去
29 同佢做個溫馨提示，或者我哋會搵番我哋嘅一啲外勤，即係頭先我講嘅車務督
30 察，會睇下--跟下佢車，睇下呢個車長有冇問題。咁同另一邊箱，TQD 嗰面，
31 佢哋亦都--頭先我 mention 過，佢哋會搵一啲可能便裝嘅 assessor 去跟佢，
32 睇下佢，去評估番佢個駕駛係咪經常好割，成日急剎，跟車太貼之類呢啲咁嘅唔
33 好嘅 behavior。

34 黃女士：（經傳譯員）你所講嘅 TQD 係咩嘢？

- 1 楊晉瑋先生：TQD 其實係我哋一個 training 同埋--training and quality
2 assurance department，咁佢個職責係去培訓我哋車長，同埋去評估佢哋嘅
3 駕駛技巧，或者如果需要嘅話，進一步行動，譬如去有啲紀律行動，或者一啲
4 warning，都會由呢個 department 去負責嘅。
- 5 黃女士：（經傳譯員）你講過，你就同呢個部門 TQD 係一齊睇下有邊啲人就係經常
6 咁做，咁就首先會打電話，就畀個溫馨提示。我想問，就有幾多人係咁樣經常
7 咁做？或者你畀個例子，譬如今年嚟計，有幾多人係咁樣重複咁去做？
- 8 楊晉瑋先生：大概可能每一次係會有一個、兩個，其實我未必係 repeater 嘅，可
9 能係我見佢個 report，佢個次數係高於其他嘅車長，咁我就會搵一啲比較嘅
10 個 list 裏面好高啲嘅車長，就會去 remind 佢。咁其他可能一啲可能係一次、
11 兩次啲，可能我哋就會再睇下佢下一次會唔會再出現咁樣。咁你話個數目，以
12 我屯門嚟計，其實就幾個咁樣，係 less than ten 咁樣。
- 13 主席：（經傳譯員）「少過十個」係咩意思？
- 14 楊晉瑋先生：成間屯門廠大概九百幾個車長。
- 15 主席：（經傳譯員）有九百個車長，但係少於十個就屬於呢個類別，係咪咁意思？
- 16 楊晉瑋先生：係，冇錯。
- 17 主席：（經傳譯員）唔該晒。
- 18 黃女士：（經傳譯員）呢十個，佢哋係急劇剎車係有幾多次？佢哋係會急劇剎車幾多
19 次，然後先至係引發你係關注？
- 20 楊晉瑋先生：通常個數字都係個位數嘅，即係可能係五次、六次咁樣，咁我哋就會
21 覺得佢係比較多，我哋就會去做我哋頭先個行動。
- 22 黃女士：（經傳譯員）你講「五、六次」，係一日五、六次定抑或一個星期五、六
23 次？
- 24 楊晉瑋先生：應該一個禮拜嘅，但係個 exact 數字我要 verify，我唔可以 sure，
25 呢度。
- 26 黃女士：（經傳譯員）可唔可以提供啲資料畀我哋，日後？
- 27 楊晉瑋先生：可以。
- 28 黃女士：（經傳譯員）如果有個人有咁嘅習慣，即係講番個十個，你又會採取咩嘢行
29 動，如果你留意到有個人成日都有呢個急劇剎車嘅習慣？除咗係打個電話畀佢，
30 你仲會做咩嘢？會唔會同佢傾下，就問下佢咩嘢原因？
- 31 楊晉瑋先生：會打電話，或者面對面嘅 interview 都會有機會做嘅。

- 1 黃女士：（經傳譯員）你有冇對呢十個人咁樣做？
- 2 楊晉瑋先生：有，一係我或者我其他嘅同事都會去做呢個動作。
- 3 黃女士：（經傳譯員）佢哋有冇改善？
- 4 楊晉瑋先生：有一啲會嘅，你下一次會見唔到佢出現，咁可能個別啲嘢，佢哋--我印
5 象唔多會--下一次會見到佢，大部分都會有改善嘅，以我印象裏面。
- 6 黃女士：（經傳譯員）程艾樂先生嘅作供嘅時候亦都表示，喺其中一次會議之中，佢
7 哋傾到用一個評分卡嘅制度，即係針對車長嘅，咁考慮其中一個系統，就係一個
8 GreenRoad.com 嘅制度，就係針對駕駛嘅行為嘅。咁有三大類，包括係紅、黃
9 同綠嘅。
- 10 主席：（經傳譯員）你有冇聽過呢套系統？
- 11 楊晉瑋先生：有。
- 12 黃女士：（經傳譯員）你幾時開始聽過呢一套系統？
- 13 楊晉瑋先生：年份大概應該都係 13 或者 14 咁上下，exact 我都係唔記得嘞，都好
14 幾年前。
- 15 黃女士：（經傳譯員）喺你哋其中一個會議上面，有冇探究或者討論過呢個系統，即
16 係同其他嘅車廠嘅代表或者管理層？
- 17 楊晉瑋先生：你嘅意思係，ROM 啲 meeting 就有 cover 呢樣嘢嘅。
- 18 黃女士：What about meetings other than ROM?
- 19 楊晉瑋先生：有，如果專係針對呢樣嘢，有曾經有個 meeting 開過。
- 20 黃女士：（經傳譯員）係咪喺 2013 至 14 年？
- 21 楊晉瑋先生：係嘞，應該 around 啲時間，真係幾年前嘅時間。
- 22 黃女士：（經傳譯員）有邊個出席，即係喺管理層方面？
- 23 楊晉瑋先生：如果你話當時嘅 member，我真係要 check 番有邊個喺度，因為我哋
24 有好多唔同嘅會，有唔同人參與。咁我當時我有份嘅，我有份開嘅，呢個會。咁
25 其他人我--應該有好幾位都已經離開咗九巴，或者退咗休。
- 26 主席：（經傳譯員）呢個會議有冇紀錄㗎？
- 27 楊晉瑋先生：應該有 record，但係 e-mail 可能會有個 brief 即係 send 番出
28 嚟，但係我要--我唔肯定我 e-mail 仲有冇 keep 到呢啲 record。
- 29 主席：（經傳譯員）你可唔可以去檢查一下有冇呢個紀錄？

1 楊晉瑋先生：可以。

2 主席：（經傳譯員）除咗電郵之外，呢啲會議有冇會議紀錄？

3 楊晉瑋先生：我哋可能好多會都會用 e-mail 做一個 recap 嘅，咁個已經 serve
4 as 個 minute，我唔肯定--我唔記得嘞，呢個會有冇 minute take 過，我唔
5 肯定。

6 黃女士：（經傳譯員）呢套系統係冇被採用嘅，你知唔知點解？

7 楊晉瑋先生：呢個 system 應該有用到啲，我唔肯定係咪 Mr Alok 講嗰個名，但係
8 頭先你嘅 description，同我哋而家有個 system 係非常之相似。

9 主席：（經傳譯員）嗰個系統係咩嘢？

10 楊晉瑋先生：佢會 based on 個車長嗰個--其實背後都係頭先我講嗰個盒，嗰個
11 燈，同埋個發出嘅聲，嚟 based on 佢嘅駕駛表現，嚟出三種顏色嘅燈話畀佢
12 知嘅。呢個燈係幾時會出，就係佢喺返工嘅時候，佢要喺個總站拍佢個人八達
13 通，個 staff card，佢個電腦就會顯示畀佢聽，畀佢睇，下一班車佢要開幾多
14 點。咁喺嗰個螢幕度，佢會有三種顏色出嚟，去話畀佢個車長聽，佢個駕駛表現
15 係屬於綠色最好，黃色係中間，定係紅色係需要改善嘅。咁呢個 system 到到呢
16 一刻，我都仲見到會冇用緊。

17 主席：（經傳譯員）當車長係落班嘅時候，佢啱佢咁張八達通，呢個資訊會喺邊度顯
18 示出嚟？

19 楊晉瑋先生：佢應該只會喺佢每日返工第一轉車，即係第一次 tap 卡嘅時候，佢會
20 話畀佢聽，佢個--exact 嗰個 period 我唔知，佢係話畀佢聽，係上個禮
21 拜定係幾日前嘅 record，我唔肯定，但係唔係同日嘅 record 嚟嘅，所以主席
22 你問嘅，佢 sign off 嘅時候，係冇 display 到畀佢。

23 主席：（經傳譯員）你嘅意思係咪話，即係喺簽到嘅時候，會顯示資訊，係咪呀？

24 楊晉瑋先生：係，冇錯，佢 sign on 嘅時候。

25 主席：（經傳譯員）所顯示嘅資料係針對邊段時間？

26 楊晉瑋先生：呢個我要 check 番佢個 period 係 refer to 幾時，但係唔係 real
27 time，即係唔係講緊即日話畀佢知嘅，係對上一個 period，但係呢個
28 period 係幾多，就我呢一刻冇個資料喺手。

29 主席：（經傳譯員）資訊喺邊度顯示出嚟？即係車長會喺邊度見到呢個資訊？

30 楊晉瑋先生：喺每一個巴士總站都會有一部電腦，就個車長佢每一次返到個總站報到
31 嘅時候，佢都要用自己嘅 staff card 去拍卡，去攞 information，咁個
32 電腦就會喺個巴士總站嗰個 kiosk 出面對住個車長嘅。

- 1 主席：（經傳譯員）電腦嘅螢幕係會顯示啲咩嘢？
- 2 楊晉瑋先生：佢會用三種顏色嚟話畀個車長聽，正如我剛才講嘅紅色、黃色同埋綠
3 色。
- 4 主席：（經傳譯員）佢哋分別代表啲咩嘢？
- 5 楊晉瑋先生：詳細嘅 definition，我要 check 番背後嗰個 definition，但係綠
6 色就係佢個表現係非常之好，係個車長做得好好，佢個 performance；黃色
7 嘅，就應該係可能佢有一啲地方可能個 behavior，driving behavior 需要
8 更改，其實都係 based on 頭先我講嗰個提示器，喺架巴士度；咁當然紅色
9 嘅，就會係好差嘅，咁應該紅色嘅差，就係我哋--頭先我講 IT 會 send 畀我個
10 report，我 gen 到出嚟嘅人，most likely 都係應該呢啲人會收到紅色嘅。
- 11 主席：（經傳譯員）如果顯示綠色燈，係咪代表喺即係之前嗰段嘅行車期間，就有出
12 現一啲即係警告嘅信號，係咪？
- 13 楊晉瑋先生：以我所知，係。
- 14 主席：（經傳譯員）咩嘢情況先至出現黃色燈？
- 15 楊晉瑋先生：佢個 definition 我真係要 check 一 check，即係究竟點樣先會出到
16 amber 或者 red 嗰個 signal 出嚟，背後個 definition 我呢一刻冇喺手。
- 17 主席：（經傳譯員）你可唔可以提供呢個資料？
- 18 楊晉瑋先生：可以。
- 19 主席：（經傳譯員）呢個資訊係咪有一個列印嘅版本？
- 20 楊晉瑋先生：其實就係頭先主席你問我嘅，如果有 e-mail 或者 minute，就會喺嗰
21 度 list 咗出嚟嘅，所以如果我搵得番嗰個 e-mail，我就可以 disclose 畀
22 你。
- 23 主席：（經傳譯員）好，麻煩你。
- 24 黃女士：（經傳譯員）就住螢幕上面顯示嘅資訊，你可唔可以影一啲相，即係喺呢一
25 個休息室外面嘅顯示屏？
- 26 楊晉瑋先生：可以。
- 27 黃女士：（經傳譯員）如果有個車長係得到紅色燈，咁會有咩嘢後果？
- 28 楊晉瑋先生：其實佢係一個提示嘅性質，如果--我哋做嘅 action 其實就係頭先我
29 講，如果 IT department 收到嗰個 file，我見到佢哋係 repeater，或者佢
30 係特別高過其他車長，我哋就會 take 我頭先嗰個 action，打電話畀佢，或者
31 TQD 個部門會搵人跟佢。但係喺最前面嗰個 screen，即係頭先主席想問我擺嗰

1 個螢幕，其實係做一個提示嘅動作，rather than 係有一啲 action 要去
2 against 個車長嘅。

3 黃女士：（經傳譯員）你有冇探討過，係要求一啲得到紅燈嘅車長係去即係接受一啲
4 補救性嘅培訓？

5 楊晉瑋先生：我印象我有試過，如果--因為我部電腦，我係唔會睇到個車長係咩嘢顏
6 色，綠色、黃色、紅色，因為嗰個係畀車長佢自己一個 remind, reminder 畀
7 佢，反而我係 based on 我頭先講過嗰個 IT send 嗰個 report, 如果真係有
8 一啲 repeater 係出現嘅話，而個次數係高，咁 TQD 嗰邊係要畀 training 佢
9 嘅。

10 黃女士：（經傳譯員）咁得到綠色燈嘅車長，又會係點？你哋公司有冇考慮過係即係
11 畀一啲獎勵，即係畀一啲係長期都得到綠色燈，而駕駛行為良好嘅車長？

12 楊晉瑋先生：我諗綠色，我哋冇刻意去做一啲動作去讚賞佢哋，因為我哋 assume 應
13 該佢揸車好係正常嘅一個表現嚟嘅，以我所知，我公司應該冇做呢樣嘢。

14 黃女士：（經傳譯員）呢套系統係咪同時都適用於兼職嘅車長？

15 楊晉瑋先生：以我所知，有，因為佢哋喺架巴士，嗰個盒仔都會提佢哋，都會響，都
16 會著燈。

17 黃女士：（經傳譯員）楊先生，我就會去講另一個議--話題，就係呢啲閉路電視嘅。
18 我哋聽取咗一啲證供，係嚟自一啲嘅工會，佢哋講到一啲襲擊車長嘅--即係經
19 常--即係車長經常受到襲擊嘅。

20 主席：（經傳譯員）我諗你係即係講一個新嘅議題，因為時間有限，我哋而家會暫
21 停，咁個聽證會就會喺兩點半繼續嘅，唔該晒，楊先生。

22 楊晉瑋先生： Thank you.

23

24 下午 12 時 58 分聆訊押後

25

26 下午 2 時 30 分恢復聆訊

27 出席人士如前。

28

29 主席：（經傳譯員）午安。黃大律師。

30 黃女士：（經傳譯員）係，唔該晒。楊先生，喺午餐之前，我哋就係講緊關於黑盒
31 嘅，我可唔可以再問一問關於黑盒嘅事呢？你話就關於就有一個警示車長嘅制

1 度，譬如如果佢哋係有突然之間剎車等等，幾年前其實就呢個系統已經係有安
2 裝，但係就唔記得咗係邊一年？

3 楊晉瑋先生：正確。

4 黃女士：（經傳譯員）我哋而家睇幾份文件，就係你公司嘅陳述書嚟嘅，睇下會唔會
5 幫到你，就 KMB 九巴第 1 號文件，第 168 頁，呢個係九巴嘅陳述書，2018 年
6 5 月 18 號嘅，如果我哋睇番呢一頁，呢一度就係講到就係關於黑盒，佢可以記
7 錄啲乜嘢，關於係超速或者急劇嘅剎車或者係突然加速。

8 第三點，就係話一個呢個車長，我哋點樣去識辨佢，就係透過我哋個總站
9 管理系統嘅，呢個總站管理系統，你係咪其中一位係有參與呢個系統嘅一個人
10 呢？

11 楊晉瑋先生：就呢個係一個日常我哋會用--我係會用嘅一個系統嚟。

12 黃女士：（經傳譯員）我哋返番去第 148 頁，呢個係一個行動計劃嚟嘅，就係話點
13 樣去落實一啲 2018 年 4 月 10 號提出嘅，就係一啲主要嘅建議，呢個就係關於
14 係 2018 年 3 月 12 號關於呢個嘅大埔嘅意外嘅一個報告，...

15 主席：This is a redacted version of that report?

16 黃女士：（經傳譯員）...呢個就已經係刪減咗啲某部分嘅。我哋睇番第 148 頁第
17 10 段，右邊個欄，呢度就講就話--個題目就係，呢個九巴就應該係監察車長嘅
18 表現，就特別係分析啲黑盒裏面嘅佢哋嘅紀錄，同埋就睇下如果佢哋車長有一
19 啲不恰當嘅行為，就應該係有紀律處分嘅。

20 喺右面，我哋就有一個叫做“BOP 207”嘅功能就係黑盒裏面嘅，但係呢
21 個咁嘅，就係每一日就睇番個個駕駛嘅紀錄，其實係睇番之前十日嘅，如果有
22 發現有一啲異常嘅情況，就會係由呢一個嘅培訓同埋管理質素部門就會係去處
23 理嘅，然後佢哋就會係作出處分嘅程序，基本上係咪睇番之前十日個個嘅紀錄
24 呢？

25 楊晉瑋先生：以我嘅認知，應該我哋 IT Department 係嘗試去將十日呢個日數係
26 減低嘅，但係我手頭上，我唔係好肯定佢減低到幾多日，應該如果我有記錯，
27 應該佢係少過十日嘅。

28 黃女士：If you look further...

29 主席：（經傳譯員）你繼續之前，“BOP 207”係咩嘢意思呢？

30 楊晉瑋先生：“BOP 207”其實係我哋一個叫做“BOM”，B-O-M，嘅一個
31 programme 裏面嘅其中一個 function，B-O-M 應該係 stand for bus
32 on-board management, something like that, 佢呢個 function 佢係
33 會幫我 capture 每部巴士佢嘅超速紀錄嘅，每逢有巴士會超速，即係個路面個
34 個車速限制，我哋會用呢個 BOP 207 可以 retrieve 到呢啲 speeding 嘅

1 record。

2 主席：（經傳譯員）我哋嗰個界限值係乜嘢係為之超速呢？

3 楊晉瑋先生：每一個 location 我哋都會 identify 咗佢係個法例嗰個限制車速，
4 一係 50 公里每小時或者係 70 公里每小時，巴士一係 50，一係 70 嘅，當個巴
5 士行經嗰一笪地方嘅時候，呢個 system 就會透過個 GPS 個 location 去
6 match 番呢架巴士究竟有冇同個限制有出入，如果有嘅話，佢就會喺呢個
7 report 度出番嚟嘅。

8 主席：（經傳譯員）通常係--你通常係超咗幾多先至話有超速呢？

9 楊晉瑋先生：應該以我所知，係會有一個 allowance 喺嗰度，因為驚嗰個 GPS 或者
10 個 speeding 會唔準嘅，但係嗰個差距係幾多，我哋呢一刻冇嗰個數字喺度。
11 我哋會做嘅，即係喺我嘅角色，總之逢嚟佢有呢個 record 出咗嚟，我哋
12 verify 番嗰個 location 係正確呢，我哋就會交界我哋嘅 TQD 嘅
13 department 去做 follow-up action。

14 主席：（經傳譯員）你會係點樣去核證嗰啲嘅紀錄呢？

15 楊晉瑋先生：首先佢個--如果有架巴士出現咗佢話佢超速，我哋就會對番佢個
16 departure record，究竟呢架巴士會唔會有人入錯車牌，喺頭先嗰個叫做
17 TER 嗰個 system 嗰度，如果啱咗嘅話，證實咗係呢個車長負責駕駛呢架巴士
18 嘅，我哋就再睇一睇佢個 GPS coordinators，個 X、Y 嗰個 coordinate 係
19 咪正確，因為有時可能會受到干擾，會架車可能唔能夠正確顯示佢嘅位置嘅，
20 當我哋正確見到個位置係啱，而見到嗰個車速限制係唔 match with 嗰個實際
21 車速，即係如果佢超咗速嘅話，我哋就會確認呢個位置超速。

22 主席：（經傳譯員）除咗呢一個衛星定位系統嗰個嘅 X、Y 嗰度，你有冇其他嘅方法
23 就去確定個地點？

24 楊晉瑋先生：以我所知，係冇嘅，我哋係用 X、Y coordinate 個 GPS。

25 主席：（經傳譯員）你係咪意思係經瑋度呀？

26 楊晉瑋先生：我唔知道有用其他呢兩樣嘢，我會最主要係用 X 同埋 Y 去做呢個確定
27 嘅。即係我撇咗落去個 coordinate，佢就會彈咗一個地圖出嚟，個地圖就會
28 顯示當時架巴士嘅位置，我哋就用呢個地圖個位置嚟確實睇下架巴士係咪真係
29 行過嗰度、個車速係幾多。

30 主席：（經傳譯員）係，唔該晒。

31 黃女士：（經傳譯員）我哋睇番呢個表格，我哋睇到一個「里程碑」嘅，呢度寫住，
32 呢一個資訊科技部就話佢哋而家做緊就係能夠改良緊巴士表現嘅報告，希望能
33 夠更加好監察嗰個超速同埋緊劇剎車同埋突然加速嘅，但係跟住就係改善之
34 後，嗰個車務部就會係分析有關嘅數據，就係一個禮拜兩次，就係之前八日嘅

1 數據，就係話畀啲車長聽有咩嘢異常嘅情況，嗰啲報告就會係一個禮拜兩次就
2 係畀呢一個培訓部，然後就會即時採取一個行動，希望佢哋唔會再重蹈覆轍
3 嘅。呢個就係畀運輸署嘅一個陳述書。

4 主席：（經傳譯員）呢個係咪一個意外報告？呢個唔係陳述書嚟㗎。

5 黃女士：（經傳譯員）係，冇錯。呢個係意外報告嚟嘅，呢個係一個嘅行動計劃，點
6 樣去落實一啲相關嘅主要嘅建議，就係2018年4月10號，由145頁開始嘅，
7 楊先生，根據呢個嘅「里程碑」呢一度，就其實個改善就係話由十日去到八日
8 即係去做個報告？

9 楊晉瑋先生：正確。

10 黃女士：（經傳譯員）你...

11 主席：（經傳譯員）而家個系統係咪淨係監察個速度呢？

12 楊晉瑋先生：如果BOP 207，呢個function係淨係對車速做一個監察嘅。

13 主席：（經傳譯員）個改變就話唔係純粹就係監察個速度同埋個急劇剎車同埋急
14 劇加速嘅。

15 楊晉瑋先生：如果你針對住BOP 207呢個function，佢係冇包括頭先你講嘅
16 harsh braking 或者係 sudden acceleration 呢兩樣嘢，係淨係 focus
17 on speeding。

18 主席：（經傳譯員）所以話佢哋個建議就係話我哋監察，就唔純粹係超速，就係同埋
19 急劇剎車同埋突然加速，呢度係咁講嘅，係咪呀？

20 楊晉瑋先生：係，冇錯，即係就係要用另外一種 report，就係頭先即係 lunch 之
21 前講個 report，係會 review 埋 speeding、acceleration 同埋
22 braking 個兩樣嘢，呢個就係頭先喺之前 cover 㗎。

23 主席：（經傳譯員）呢度講就話呢度要改善個嘅巴士表現報告個嘅，就希望能夠更
24 加好監察超速、急劇剎車同埋急劇加速嘅，你係咪已經有嘅呢？

25 楊晉瑋先生：我唔肯定佢而家呢個“Milestone”呢度 mention 嘅 improvement
26 個 action plan 而家 implement 咗未，但係 as of 今日，我係繼續用緊
27 BOP 207 去 monitor 個 speeding 同埋頭先剛才講個 IT 會 send 畀我嘅
28 report 就係 monitor speeding、harsh braking 同埋個 acceleration
29 嘅，我唔肯定我而家做緊嘅嘢係咪等於“Milestone”講佢嘅 action 嘅。

30 主席：（經傳譯員）唔該。

31 黃女士：（經傳譯員）關於呢個報告，今朝早你提到嘅報告，就關於急劇剎車等等，
32 你幾時開始係有收到呢啲報告嘅呢？

1 楊晉瑋先生：呢個 report 應該我喺 2017 年嘅時候已經有見過呢個 report 嘅，已
2 經我哋已經開始要做㗎喇，exactly 我要--如果你需要，要再搵畀你。

3 主席：（經傳譯員）好，唔該搵喇。

4 黃女士：（經傳譯員）好，我哋講下一個題目，就係監察攝錄機。楊先生，有好多嘅
5 工會話畀我哋聽，特別係九巴嘅工會就越嚟越多一啲辱罵車長嘅事情，係乘客
6 去辱罵車長嘅，其中一個可以幫警方去執法嘅方法就係用一啲監察嘅攝錄機去
7 影低無論係聲帶或者係影像，就係知道發生緊咩嘢事，我哋又睇一啲證供話畀
8 我哋聽起碼就係--即係最少就係九巴，而家係有二千三百一十九嘅九巴巴士、
9 一百四十六個龍運巴士就係有呢啲嘅監察攝錄機嘅。咁可唔可以講下據你所知
10 其餘啲巴士呢？

11 楊晉瑋先生：Okay，剛才你講嘅數字，以我嘅認知，應該--因為隨住我哋嘅新車不
12 斷買入，啲舊車退役，所有新車買嘅時候就已經 installed with 呢個 CCTV
13 嘅呢個 device，所以應該而家實際嘅數字係比剛才你 mention 嘅為多嘅，至
14 於餘下落嚟嘅車，以我所知，公司會有計劃喺今年嘅年底之前，再為應該大概-
15 -exact 個 figure 我唔肯定，但係應該大概六百零、七百架車再去幫佢拉線，
16 再裝個 CCTV 上去嘅，呢個係我知道 Management 2018 年會做嘅一樣嘢。

17 黃女士：（經傳譯員）2018 年管理層啲個計劃有冇包括所有九巴呢？雖然有啲係舊
18 車。

19 楊晉瑋先生：如果我就咁睇個數字，就未 cover 得晒，應該剩番好少數將會就嚟退
20 役嘅車有包含，即係如果我計番我哋個 bus fit 出嚟嘅話，就應該未 cover
21 晒。我唔肯定佢會 2019 年係咪會繼續有 plan 呢個，呢個我唔清楚。

22 黃女士：（經傳譯員）我哋聽到有啲投訴，或者唔好講「投訴」，係有啲建議，就係
23 工會嘅成員佢哋建議就安裝自己嘅一啲攝錄鏡頭，因為有啲舊嘅巴士型號就係
24 有攝錄鏡頭嘅，佢哋覺得裝咗都可以有個措施可以保障到佢哋安全同埋係即係
25 睇番乘客嘅行為嘅，但係九巴係否決咗呢個建議嘅，亦都出咗一個通函，係咪
26 咁呀？據你所知。

27 楊晉瑋先生：以我所知，係，我哋係唔容許車長去裝自己嘅攝錄系統嘅。

28 黃女士：（經傳譯員）你係咪發咗個通函...

29 主席：Why not?

30 楊晉瑋先生：我答主席嘅問題，我知道嘅，就應該關於一啲個人私隱條例裏面可能有
31 一啲限制公營巴士嘅點樣去應用啲個片嘅。

32 主席：What is that an acronym for?

33 楊晉瑋先生：個人私隱條例，exact 佢係邊個 clause 講，我唔肯定嘅，但係我知
34 道，我聽番嚟嘅，就係因為其實係保障番個車長，因為之前試過有一啲 case 係

1 我哋車長--即係 KMB 嘅車長佢可能影咗一啲片，跟住放咗上網，之後我哋係收
2 到一啲投訴係關於個人私隱，係侵犯咗對方嘅。所以我哋--即係我嘅認知，就
3 我哋都會同車長講「因為係保障番車長嘅利益，有個人私隱條例規定咗某一啲
4 嘢，令到就唔可以畀你哋自己裝嘅。」呢個係我嘅認知。

5 主席：（經傳譯員）唔該。

6 黃女士：（經傳譯員）喺你嘅開場發言，你就提到過話你嘅角色就好重要嘅，意思就
7 係話你係作為一個好重要嘅橋樑嘅，係管理層同埋前線員工之間嘅橋樑，你有
8 冇提出過巴士車長嘅關注呢，或者佢哋有咁嘅要求，有冇向管理層講呢？

9 楊晉璋先生：有嘅，其實另一方面我都有收過有一啲車長佢哋嘅反應，佢哋係唔鍾意
10 我哋裝個鏡頭喺架車上面嘅，所以呢一方面我都曾經同管理層講過話「你裝咁
11 多喺架車上面，其實有一啲車長係覺得保障佢哋，但係有一啲車長都唔係好鐘
12 意，好似有樣嘢去 monitor 住佢，好似好大壓力咁。」呢個我都 express 畀
13 管理層知嘅。

14 黃女士：（經傳譯員）關於襲擊車長嘅事件，我哋就見到九巴嘅書面...

15 主席：（經傳譯員）我哋講第二個範圍之前，黃大律師頭先問你通函，然後我頭先打
16 斷咗佢嘅，個通函係咪有發出過，係同巴士車長講話佢哋唔可以自己裝自己嘅
17 監察鏡頭，有冇咁樣通函？

18 楊晉璋先生：喺我印象裏面係--我有印象見過呢一個通告嘅，唔知係咪我忘記咗，但
19 係我有印象見過呢個通告。

20 主席：（經傳譯員）呢個資訊點樣畀巴士車長知道，等佢哋知道佢哋唔可自己裝閉路
21 電視或者監察鏡頭呀？

22 楊晉璋先生：即係其實我哋明白車長有--如果佢自己選擇裝上去嘅車長，我哋係明白
23 佢個立場嘅，所以通常我哋都會用一個比較柔軟嘅方式去同佢哋講話「其實你
24 咁樣裝，有機會--當然你保障咗自己，但係你有機會都違反咗某一啲條例
25 嘅。」我哋就建議佢去拆番呢個 CCTV 落嚟，即係拆番佢自己裝嘅 CCTV 落嚟，
26 如果勸咗佢唔聽嘅話，我哋都會交番畀 GQD 嗰面去跟進嘅，但係我哋係唔會話
27 即刻要佢拆咗佢，如果唔係，就唔畀佢開車，我哋冇做呢樣嘢嘅，即係會比較
28 柔軟啲嘅。

29 主席：（經傳譯員）即係建議啫，唔係話完全禁止？

30 楊晉璋先生：喺我哋嘅角色，我哋喺前線同事，我畀佢哋嘅 instruction 都係
31 recommendation 畀佢哋唔好咁做，至於 TQD，我哋--即係如果個車長佢唔
32 拆，我哋 pass 畀 TQD，可能佢哋會再進一步嘅行動去解釋番畀個車長聽，其實
33 有啲咩嘢弊處係存在住咁樣。

34 主席：（經傳譯員）但係都係建議，但係唔係話禁止嘅？

1 楊晉瑋先生：喺我個角度--喺我嘅角色，喺我前線嘅團隊嘅角色，我係做一個
2 recommendation 嘅動作。

3 主席：（經傳譯員）你叫 TQD，培訓及質數保證部，佢哋係咪又係建議咗，定係直頭
4 禁止咗？

5 楊晉瑋先生：呢個我唔清楚。

6 黃女士：（經傳譯員）你而家可唔可以同 TQD 問下？

7 楊晉瑋先生：冇問題。

8 黃女士：前線員工如果想裝監察鏡頭，但係自己冇嘅話，你有冇將佢哋嘅訊息去上--
9 即係講畀管理層聽就有巴士車長係想裝監察鏡頭嘅時候應該幫佢裝，等佢哋--
10 即係話車長自己本身唔需要違反呢個嘅私隱條例呢，你有冇同管理層講？

11 楊晉瑋先生：有，喺唔同嘅場合，都會收到車長嘅一啲意見，即係一啲 formal 嘅
12 visit 或者一啲 informal，我落去同啲車長傾偈，佢哋都有同我反映，我都
13 會同番管理層講番車長嘅意願嘅。

14 黃女士：（經傳譯員）管理層個反應係點？

15 楊晉瑋先生：我收到管理層嘅回覆，就係佢哋已經儘快希望將我哋啲巴士就裝--即係
16 新車固然之會有，舊車都會儘快裝呢個系統嘅，佢哋--當時佢應該同我講係佢
17 哋知道、明白車長嗰個需要。

18 黃女士：（經傳譯員）我哋聽到有工會成員就話因為有越嚟越多襲擊車長嘅事件，佢
19 哋就當係平常事，喺你嘅意見書入面就提過就會畀一啲心理輔導或者係支援畀
20 有關員工嘅，你嘅意見，巴士車長有冇咩嘢提議，即係點樣可以改善，喺呢一
21 部分，喺公司應該點樣改善。呢一頁我哋都見到，就應該係 149 頁--對唔住，
22 113 頁，就提到專責小組就搵咗個顧問去全面檢討現行嘅做法，然後就提出一
23 啲建議，包括要評估巴士車長佢嘅情緒智商同埋係處理壓力咁樣，你有冇...

24 楊晉瑋先生：本身 KMB 係有同一間第三者嘅機構去合作，提供一條熱線去提供畀啲
25 車長，嗰條叫做「傾心線」，係一個獨立運作嘅一個 hotline 嚟嘅。至於我見
26 到而家 paper 3 第 38 段講嘅呢樣嘢，我都知道管理層係做緊呢樣嘢，佢哋當
27 中其中一個 meeting 我都有出席過嘅，佢哋係委派咗或者邀請咗一間--應該香
28 港一間大學輔導系或者心理系，個名我唔肯定，去幫佢做一個 review 或者睇
29 下有啲咩嘢 recommendation 可以畀到九巴嘅，其中一個 meeting 就係同呢
30 啲心理學家去--我會話番畀啲心理學家聽究竟而家我哋啲車長有啲咩嘢面對緊
31 嘅。

32 黃女士：（經傳譯員）繼續講另外一個問題，講巴士脫班，我哋聽到你嘅同事，即係
33 黃綺玲女士佢畀嘅證供就話脫班係常見嘅情況，亦都會影響駕駛嘅態度，因為
34 預定嗰個嘅行車時間唔準確，亦都會影響車長休息嘅時間，你對呢件事有咩嘢

1 睇法？

2 楊晉瑋先生：其實喺我嘅角度，lost shift 其實有好多嘅因素會導致嘅，首先就係
3 我哋車長唔夠人，我哋會有咗一個班次，我哋香港嘅交通可能塞車或者有啲特
4 別事故，引致到架車開唔到，就有咗一個班次，另外有啲可能一啲公眾活動、
5 遊行或者一啲特別改路措施都會令到架車有咗一個班次，當然仲有天氣或者一
6 啲壞車嘅影響都會令 lost shift 嘅出現嘅，但係我哋喺 lost shift 嗰度，
7 儘量我哋都唔會影響到車長嗰個 journey time 嗰個休息時間。因為其實個
8 journey time 我哋提供咗畀個車長，我哋嘅 schedule, journey time 係
9 大概 90% of 佢個 trips 係可以有足夠嘅時間行車，90%呢個係一個 index，
10 可能會高啲，可能會低啲。

11 咩嘢叫做 90%呢？就即係佢十個 trip 裏面可能會有九個 trip，佢都會有
12 足夠嘅 journey time 去 operate 嗰架車，之後返嚟仲會有休息時間嘅，剩
13 番個 10%，即係剩番個一個 trip，可能就係因為頭先我講嘅其他問題，令到可
14 能大塞車，佢返唔到去。而喺 lost shift 嗰度，我哋係唔會刻意去減咗個車
15 長個 journey time 係令到佢追番我哋唔見咗嘅 shift 數嘅。

16 黃女士：（經傳譯員）我哋可唔可以舉個例子，你朝頭早提過寶田邨嗰個站，就有特
17 別更次，你都記得嘅。喺寶田邨，我就睇過你嘅九巴網站，就有幾條巴士線
18 嘅，其中一條就係 258D，係由寶田邨去藍田，我相信估計嘅行車時間係個半
19 鐘，啱唔啱？

20 楊晉瑋先生：大概應該係呢個 journey time，係。

21 黃女士：（經傳譯員）亦都有證供話畀我哋聽，就關於呢個特別嘅呢個 258D 呢個路
22 線，嗰啲我哋嘅行車時間就係--嗰啲車長如果做呢個特別更次嘅時候，佢哋就
23 有足夠嘅休息時間，我哋可唔可以將琴日工會嗰個陳述書嘅部分我哋可以喺個
24 畫面嗰度睇一睇？呢個係 258D 嘅路線，「蛇」5，呢個就係分更第 5 號，呢度
25 講就係話開車時間係 06:50，然後就 13:43，跟住就係 16:00，至到 20:15
26 嘅，所以嗰個休息時間就係中間嗰段，就係只係有兩個鐘十五分鐘，就而唔係
27 三小時嘅休息時間，呢個係公司定出嚟嘅行車時間表嚟嘅，你對呢個嘅回應係
28 點樣呢？

29 楊晉瑋先生：我而家就有 schedule 喺手，但係呢條線我都有份去做個 time
30 table，以我嘅 memory 記得，呢一個 duties 佢第一段，即係 first
31 session 嗰個 end time 應該係 12 點 43，唔係 13 點 43 嘅，因為其實有一
32 個鐘頭，我哋係畀個食飯--我哋畀一個 meal break 嗰個錢畀個車長，即係其
33 實佢 12 點 43 分，如果 on normal day，冇塞車，應該喺 12 點 43 分之前，
34 佢都已經係可以休息，下一次開車就係 4 點嘅，應該係多過三個鐘頭嗰個運輸
35 署新嗰個 guideline，應該係 2019 年生效嗰個。

36 主席：（經傳譯員）你可唔可以確定下呢個係其實真係一個寫錯咗呢？其實就係
37 12:43，你可唔可以畀番啲紀錄我哋睇番呢？

1 楊晉瑋先生：可以，可以。

2 主席：（經傳譯員）如果係咁，就請你提供番相關嘅資料。

3 黃女士：（經傳譯員）其中一個工會成員，就係用呢一個黑盒就可以知道個行車時
4 間，計出嚟，就而唔係話有個人佢揸車，佢就話畀你聽，而唔係用一啲科學嘅
5 數據，其中一個建議就係繁忙同埋非繁忙時間嘅時候攞咗一啲資料，然後就加
6 入一個因素，就係話可能塞車，然後先至係計出個行車時間，呢個係比較科
7 學嘅講法嘅--做法嘅，你點樣睇？

8 楊晉瑋先生：其實我哋係有做嘅，我哋本身有一個 scheduling section，佢哋專
9 係負責去 review 所有 time table，所有車長嘅 duties 都係由呢個
10 department 去 review 嘅，我嘅角色就會協助畀啲 input 佢，譬如我收到啲
11 意見，會話番畀呢個 section 聽啲車長邊度可能唔夠 journey time 或者佢
12 哋有啲咩嘢要求。佢哋會 on and off 佢哋會用一個 system 去 review 個車
13 長嘅 journey time 嘅。其實剛才你所講嘅，我哋用一架車或者用一架巴士去
14 實地去試，其實呢個我哋唔係成日用，幾時會用到呢，就係可能開一條新線，
15 因為我哋本身有一啲 historical data 我哋可以 review 嘅，所以我哋可能
16 真係搵一架車，用番一個巴士嘅速度去模仿一次佢嘅 journey time 出嚟。

17 但係當一條線係已經有一定數量嘅 data 嘅時候，我哋係會用兩種方法，
18 應該話嗰個 schedule section 佢哋會用兩種方法去 review 個 journey
19 time，一，就係個車長嗰個到站同埋開車時間，就係記錄咗嗰個 TER，頭先
20 mention 過嘅，每逢個車長到站嘅時候，佢就會喺嗰個站長室嗰度就拍自己個
21 staff card，我哋就會記錄咗佢嘅到站時間，當然個站長就會喺嗰度 input
22 佢個下一次嘅開車時間，從而我哋將兩邊個--一個 departure time 再加一
23 個 arrival time，兩個減起嚟，就知道佢實際用咗幾多嘅 journey time。

24 另外一個所講嘅，就係用番嗰個 GPS 嗰個 location 去定，其實呢兩個，
25 無論邊個 method 都好，其實都係--我哋都覺得係 valid 嘅，因為真係反映到
26 架車幾時到咗站，佢會不時佢去 review 呢個 journey time，就如果我--可
27 以畀我舉一個例子，其實寶田係一個好好嘅例子嚟嘅。頭先講過 258D，另外一
28 條線係 260X，佢係由寶田去紅磡火車站--紅磡鐵路站嘅，佢中間係途經過一笪
29 非常之塞車嘅地方，就係而家起緊高鐵，近住佐敦嗰個附近。因為佢起高鐵嘅
30 關係，佢嗰度有一個大型嘅改路，令到佢開頭一開始呢個工程嘅時候，我哋
31 260X 係非常之唔夠行車時間，因為佢係未起高鐵突然間要改路，我哋就
32 review 個 journey time，跟住然後就將嗰個 journey time 係加咗好多畀
33 呢條線嘅車長嘅。去到而家呢一刻，其實而家最新嗰度有條地下隧道--行車隊
34 道開咗，佐敦嗰度都已經比較冇咁塞車，我哋發覺呢條線佢嘅 journey time
35 而家係多得滯，係多到架車返到總站係唔夠位泊車，因為啲車長佢太早返到
36 站，所以我哋都會 review 個 journey time，可能 adjust 番，according
37 to 佢個事實。

1 主席：（經傳譯員）你係咪需要係向運輸署去攞個批核嘅呢？

2 楊晉瑋先生：如果我哋自己可以 revise 到個 time table，係唔需要改任何嘅
3 frequency 嘅話，我哋係唔需要同運輸署申請嘅，即係假設佢個 schedule
4 of service 係規定我哋十分鐘一班嘅，260X，如果因為行車時間唔夠，我哋
5 要加一個行車時間，可能我哋會用好多種方法，譬如係 deploy from 其他巴
6 士線去行呢條線，又或者甚至乎加一架新車，加一架新線落去，呢啲我哋會按
7 實際情況，睇下可唔可以做到，但係唔係喇，做唔到喇，因為一個好大幅嘅一
8 個行車時間調整，我哋冇辦法可以憑我哋現有嘅 resources 去做呢，我哋惟有
9 就睇下可唔可以將嗰個 frequency 稍為調整，當我要調整個 frequency 嘅時
10 候，我哋一定要向運輸署去申請嘅，要等運輸署 approve 咗，我哋先可以去調
11 整。

12 主席：（經傳譯員）唔該晒。

13 黃女士：（經傳譯員）我哋而家去傾第二個題目，今朝早黃綺玲女士就今朝早講，就
14 係話有一個聚焦小組--焦點小組，就係去傾下究竟有啲邊啲路段就對於車長或
15 者係乘客嚟講，都係比較危險嘅，如果喺屯門嚟講，你有冇啲類似嘅聚焦小組
16 嚟？你就會同啲車長或者去傾去呢個嘅--邊一啲路段係都要特別小心或者一啲
17 好急嘅彎等等咁樣？

18 楊晉瑋先生：有嘅，有呢啲例子可以提供。

19 黃女士：（經傳譯員）你可唔可以提供啲例子呢？

20 楊晉瑋先生：係，譬如我哋會--我哋有--通常用兩種途徑去收集呢啲 hazard 嘅，
21 第一嘅，就係車長佢直接同我哋反映，因為佢哋係第一身，佢哋知道邊箇地方
22 係有潛在嘅風險嘅，例如--譬如可能呢排 7 月、8 月佢落雨落得好緊要，有好多
23 地可能嗰啲馬路會因為大雨嘅關係，會出現咗一個個嘅窿嘅。架巴士--如果
24 私家車行，可能未必有問題，但係架巴士行，佢就會好掙，有機會乘客因為咁
25 樣而 lost balance 嘅，車長如果話咗畀我哋知，我哋第一時間當然要通知番
26 有關嘅政府部門；第二，就係如果我哋發覺係好嚴重，我哋會即時同站長，通
27 知站長去話畀所有會途經嗰個路段嘅車長聽，話畀佢聽去到嘅時候可能佢要慢
28 速，甚至乎可能佢係咪要出一條線去避開咗嗰個窿呢，呢個就係第一個我哋可
29 以攞到嘅意見。

30 第二，就係我哋其他同事，我哋有一啲外勤嘅同事，佢哋其實--尤其是喺
31 雨季，佢哋要定期去巡查個路面嘅，佢哋主要就係針對去巡--尤其是我因為屯
32 門、元朗嗰面就比較多一啲郊區嘅線，好多啲樹啲，佢一落完雨，佢會因為
33 可能水嘅關係，會髒咗落嚟，甚至乎有少少傾斜嘅危險嘅，嗰啲情況都係我哋
34 主動發現到，因為佢有機會撞爛個巴士嘅玻璃，所以我哋都會即時--如果真係
35 好嚴重，我哋會報畀警察聽，可能佢哋會搵消防員去 cut 咗個樹佢，但係如果
36 可能好輕微掂到架車嘅，我哋就會話畀運輸署聽，等佢哋安排去做一啲修剪嘅
37 工程。

1 黃女士：（經傳譯員）你就話你哋嗰啲外勤人士就會係定期去巡查，幾定期呢？

2 楊晉瑋先生：我哋本身--我哋自己屯門廠就有一個叫做類似黑點嘅地方，即係我哋會
3 話到邊啲地方其實有比較多嘅樹木係會伸出嚟嘅，我哋--佢係要 keep 住去做
4 呢樣嘢嘅，尤其是喺呢個雨季嘅時候，佢大概一個月時間嘅，佢就會成個區--
5 我哋成個區嘅所有 black spot 會巡一次嘅，我哋其實會視乎實際情況，譬如
6 如果真係落雨大啲，我哋可能再要求佢會加密少少，但係如果嗰一排可能係冇
7 冇雨，係陽光普照咁樣，可能樹嗰個問題又唔係咁大嘅，但係其實平時佢哋巡
8 路面--即係佢哋日常，譬如佢由呢個站去呢個站，佢哋嘅職責都要去不斷去
9 observe，睇下有冇啲 safety 嘅 concern 係佢哋見到，佢哋會報囉。

10 黃女士：（經傳譯員）最後一個題目，運輸署最近話畀我哋聽佢哋就係發出咗一個實
11 務守則，就係關於車長嘅培訓方面嘅，你自己有冇睇過呢個實務守則呢？

12 楊晉瑋先生：唔好意思，我唔清楚係 refer 緊邊個，有冇得可以畀我參考？

13 黃女士：（經傳譯員）TD-1 第 403 頁，我哋睇第 18 段，第 19 段，呢度就咁講，
14 就係講關於--第 18 同埋第 19 段就講到呢個實務守則嘅。

15 主席：（經傳譯員）呢個喺其實過去十日之內先至發出嘅啫，呢個實務守則。

16 楊晉瑋先生：應該我哋嘅 practice 唔係呢排發生嘅，即係而家佢 refer 緊我哋嘅
17 training，我哋 enhance 咗好幾個月嘅喇，以我所知，但係我唔知呢個
18 paper 佢 refer 緊嗰樣嘢係咪我講緊嗰樣嘢。

19 黃女士：（經傳譯員）你係點樣改善你哋嗰個培訓嘅呢？

20 楊晉瑋先生：我哋 training 裏面其實佢分開兩個 phase 嘅，一個叫做 phase 1，
21 一個叫做 phase 2，phase 1 就係如果佢係有任何--即係佢淨係得 1 或者 2
22 牌私家車咁樣，佢入嚟想做我哋嘅車長，佢就要透過 phase 1 呢個
23 training，就去向運輸署去考取呢個巴士嘅駕駛執照嘅，呢個就係 phase
24 1。當佢 pass 咗運輸署呢個駕駛考試之後，佢攞到嗰個真係個巴士駕駛執照...

25 主席：（經傳譯員）你有冇喺過去幾個月可唔可以改善第 1 期呢？

26 楊晉瑋先生：Phase 1 我見唔到有 enhance 嘅動作。

27 主席：（經傳譯員）第 2 期呢？

28 楊晉瑋先生：Phase 2，有。

29 主席：（經傳譯員）點樣加強？

30 楊晉瑋先生：如果有需要嘅話，即係呢個係 management 畀我哋嘅
31 instruction，如果有需要嘅話，我哋係唔會畀個車長去完成呢個課程嘅，一
32 定係等佢自己有信心或者導師對佢有信心，我哋先會畀佢完成嘅，即係換句話說

1 話，原本可能佢係要 train 咁多日嘅，但係冇信心，我哋寧願都係希望佢再畀
2 多啲 training 佢，先可以畀佢畢業出嚟嘅。

3 主席：（經傳譯員）唔該。

4 黃女士：（經傳譯員）主席，我問晒喇。

5 主席：（經傳譯員）唔該。楊先生，多謝你嚟呢度作供協助我哋，你而家係作供完
6 畢，你而家可以離席，但係你可以留喺度，我哋會請下一位作供，唔該。

7 楊晉瑋先生： Thank you.

8 主席：（經傳譯員）而家稍為休息，楊生可以離席，休息兩分鐘。

9

10 下午 3 時 16 分押聆訊押後

11

12 下午 3 時 21 分恢復聆訊

13 出席人士如前。

14

15 主席：（經傳譯員）鄭先生，多謝你接受我哋邀請上嚟作供，亦都多謝你耐心全日咁
16 樣等候，因為我哋之前係聽緊第二啲證供，而家輪到你，你應該有睇到我哋個
17 程序，我哋而家會請黃大律師開始問你問題。可以開始。

18 鄭桂興先生：（經傳譯員）主席、委員，我好榮幸能夠出席呢一個聆訊，首先喺開始
19 問答之前，我要申報利益。可唔可以用中文？

20 主席：（經傳譯員）當然可以喇。

21 鄭桂興先生：本人同 2 月 10 號巴士災難十九位死難者及六十六位傷者完全沒有朋友
22 或者親屬嘅關係，亦都同現時九巴董事總經理及管理階層沒有朋友或者親屬關
23 係，只係同 2015 年前嘅董事總經理及管理階層有工作夥伴關係，okay。We
24 can start。

25 黃女士：（經傳譯員）唔該晒鄭生。唔該鄭先生今日出席。鄭先生，你係安全及服務
26 質素部嘅經理，係咪？鄭先生，你係安全及服務質素部嘅經理，係咪呀？即係
27 高級經理？

28 鄭桂興先生：（經傳譯員）係。

29 黃女士：（經傳譯員）講緊係 2010 年嘅 5 月 1 號開始，你其實就係 2014 年 9 月退
30 休嘅，係咪呀？

1 鄭桂興先生：（經傳譯員）冇錯。

2 黃女士：（經傳譯員）當時何達文就係九巴嗰個嘅總裁，係咪呀？

3 鄭桂興先生：（經傳譯員）冇錯。

4 黃女士：（經傳譯員）Gary Wong 當時係你上司，係咪？

5 鄭桂興先生：（經傳譯員）係。

6 黃女士：（經傳譯員）我哋而家集中講幾個部分，第一，就係點樣係找出二十九個嘅
7 急彎，係一啲內部分析嘅用途嘅，你其實喺提交畀委員會嗰個書面嘅文件入面
8 亦都提到過，而家首先請你睇番 FE 文件冊嘅 96-4 至 96-6 頁，响呢一頁，即
9 係 96-4 頁，如果我哋睇下嗰一段，就係話巴士好容易會翻側，即係第二段，入
10 面提到係關於安全駕駛，你就喺 2013 年開始做一個研究嘅，喺急彎方面，而安
11 全及服務質量部就邀請四個站頭嘅經理，同埋係培訓嗰度嘅代表，同埋係維修
12 部就做一個嘅研究小組去深入研究喺巴士路線網絡入面嘅急彎，可唔可以講下
13 嗰四個經理係咩嘢人呀當時？

14 鄭桂興先生：嗰四份係分別屯門廠、荔枝角廠、沙田同埋呢個荔枝角廠--荔枝角、沙
15 田、屯門及沙田廠嘅 depot manager，咁樣呢四位 manager，我哋組織咗一
16 個 taskforce，除咗以上四位嘅 depot manager，連同巴士訓練學校嗰個校
17 長，佢個 grade 係 assistant manager，名就叫做 Richard Lee，咁樣再
18 連同呢個 Service Department，即係維修部，佢哋嘅工程師，咁因為工程師
19 就係而家亦都離咗任嘅，就係呢個 Henry So，咁樣我呢個小組就搜羅晒所有
20 由四個 depot 提供畀我哋全香港、九龍、新界，或者集中啲講，就係九龍同埋
21 新界各線巴士日常所經過嗰啲急彎。

22 點樣去 define 急彎呢？就係我哋嘅 criteria 就係，一，就係嗰個時速
23 限制，由 70 轉 50；二，就係個急彎個弧度；三，亦都係嗰啲經常日常經過嘅
24 巴士線嘅載客量，因為如果佢日常都係好滿嘅，即係換句話講，個車重會加重
25 咗；第三，就係我哋亦都係考慮到嗰個急彎嗰個實際嘅情況去作出個評估，由
26 九龍、新界，甚至乎香港所搜集返嚟大約千幾個嗰啲急彎，我哋篩選到為二十
27 九個，而呢二十九個，我哋制定咗嘅方針，我哋係用巴士實地去行駛。

28 喺嗰個 test 嗰個途中，我哋亦都利用嗰啲 video, car cam. 喇所謂，
29 去錄影當時嗰架巴士行經嗰二十九個嘅急彎，呢二十九個我哋全數有做過嘅，
30 係用唔同嘅速度嘅，包括由 20 km、30 km、40 km、45 km、50 km 去反覆
31 來回去測試嘅。咁樣亦都利用咗頭先你哋所講嗰個 black box 嘅，即係我哋嘅
32 簡術語就 BOM, BOM 就 bus on-board monitoring system 去計算番我哋
33 行駛邊個速度係可以安全，亦都唔會影響到個交通流量嗰個速度，就做一個建
34 議畀我哋嘅 senior management。

35 我想喺呢度停一停，你有啲咩嘢問題想再問？

1 黃女士：（經傳譯員）唔該你，鄭生。我想問邊個係帶頭發起話要做個咁嘅研究嘅
2 呢？

3 鄭桂興先生：當時就係我哋嗰個 MD，Mr Edmond Ho，就轉述咗--指示我時任嘅
4 supervisor Mr Gary Wong，咁樣 Mr Gary Wong 就同我、同我哋個 team
5 member 一齊去傾嘅。

6 主席：（經傳譯員）Gary Wong 佢係咩嘢職位呀？

7 鄭桂興先生：佢係 Head of SSQ。

8 主席：（經傳譯員）唔該晒。

9 黃女士：（經傳譯員）你頭先提到有一啲嘅同事，你會唔會同佢哋不時都開會係講關
10 於呢個研究嘅呢？

11 鄭桂興先生：有。

12 黃女士：（經傳譯員）幾時㗎？

13 鄭桂興先生：大約係 2013 年尾、2014 年初。

14 黃女士：（經傳譯員）呢啲會議有冇會議紀錄？

15 鄭桂興先生：我相信係有嘅，就我哋唔會話一個 formal 嘅 minute，而係用
16 exchange of e-mail，好似頭先楊生咁樣講，係有通過電郵去作實嘅，因為
17 其後我哋要好多安排，包括安排車長，即係一個特別職務嘅車長去駕駛架巴
18 士，要安排工程師，要安排呢個駕駛學院--駕駛訓練學校嘅導師去定出個日期
19 去做嘅，我相信呢啲 minute 喺九巴--我嗰個 e-mail account 就 close
20 咗，就完全我係搵唔番，咁樣或者其他有參與呢個工作嘅同事可能會搵得番相
21 關嘅 e-mail。

22 黃女士：（經傳譯員）鄭先生，你知唔知道佢哋而家仲喺九巴就職嘅，佢哋亦都係有
23 參與呢個研究，我哋可以向佢哋問嘅呢？

24 鄭桂興先生：因為已經事隔咗四年，以我嘅認知，大部分嗰啲同事已經離咗職。

25 黃女士：（經傳譯員）關於呢個車上嘅攝錄機，就關於呢二十九個急彎你提到嘅呢...

26 鄭桂興先生：嗰啲影片係我當時退休前，我做完呢個 project，係親身交界當時嘅
27 巴士訓練學校嘅校長 Mr Richard Lee 嘅，而家嘅去向喺邊度呢，我答唔到
28 你。

29 黃女士：（經傳譯員）邊個去--二十九個急彎，邊個去拍攝嗰啲嘅短片嘅呢？同埋邊
30 個去揸嗰啲車嘅呢，致使到嗰個攝錄機可以去拍低呢啲片呢？

31 鄭桂興先生：首先講嗰個攝錄機嗰個--邊個 hand held 呢個攝錄機呢，係 fix 咗

1 喺個巴士第二層嘅頭位嗰個 barrier 嗰個 handrail 度嘅，係唔需要揸嘅，只
2 係開關、開關，呢個工序係由我本人去做嘅。咁樣另外，你嗰個問題，黃小
3 姐，你所講嘅問題，係呢個邊個去儲存呢？喺拍攝完，係我本人儲存，我係交
4 番畀我時任嘅 supervisor Mr Gary Wong，因為我哋要先睇下我哋所錄影返
5 嚟嘅片段係唔係 correct。

6 另外我哋將所有二十九個試過嘅急彎，其實唔止一個片嘅，係好多個片
7 嘅，係交番畀去巴士駕駛訓練學校嘅校長，由佢做一個剪輯，然後剪輯完就交
8 番畀我哋，因為大家都知喇，好多 footage，嗰啲 footage 有啲係有用，有
9 啲係冇用，咁樣我哋 edit 咗，就再交畀駕駛訓練學校，駕駛訓練學校去儲存，
10 當中我哋有一、兩個 occasion，由 Mr Gary Wong 或者我，我唔係好清楚，
11 係交番畀時任嘅 MD Mr Edmond Ho 睇嘅，咁樣我哋都係 just for
12 viewing 啫，冇深入再去研究下「呢個速度係唔正確㗎嗰」，呢樣嘢就有啲
13 啲 occasion 去討論。

14 黃女士：（經傳譯員）鄭先生，第 96-6，喺下面個部分，你講就喺呢個嘅研究之
15 中，我哋就能夠係印製一個叫做「安全小冊子」，你後來就係話呢個唔係小冊
16 子，呢個係一啲提示卡咁樣。你喺呢度就講每一個嘅危險嘅彎佢哋嘅地點、佢
17 個方向、佢個路面同埋相關嘅相片，就係你有一千五百個嘅路段有研究過嘅提
18 議，你就係提出咗三十一個嘅建議。呢個一千五百個所謂嘅研究，係咪就係喺
19 你呢一千五百個研究裏面，你就搵出呢個二十九個最有問題嘅彎位呢？

20 鄭桂興先生：Yes。

21 黃女士：（經傳譯員）你可唔可以話畀我哋聽嗰二十九個彎位係邊二十九個？你記唔
22 記得呢？

23 鄭桂興先生：已經事隔咗成年，咁樣大部分都係忘記咗，只有個別，例如我喺個
24 paper 寫嗰四個，我就好清楚，可以 list out 出嚟，而我頭先較早之前，就
25 我作供就有解釋過，我哋大部分嗰啲彎位，呢二十九個彎位都係集中喺郊區，
26 因為市區日常都好塞車、好多紅綠燈，咁樣嗰啲車長就有機會去超速，但係喺
27 市區之外，即係郊區，佢哋通常行嗰啲 highway，就有機會會發生呢個超速或
28 者駕駛態度不正確嘅行為出現，尤其是由嗰個 highway 落番個市鎮，好似我
29 以上提供嗰四個地點都係一個 highway 行緊 70 或者 80，突然間要減速去番
30 50，落番嗰個市中心呢，就多數個危險就會出現。

31 呢二十九個，對唔住，我因為冇晒紀錄，我一啲紀錄都冇喺個手度，我只
32 係憑記憶記到四個，以及二十九個呢個急彎嘅數字，我就好清晰可以回答到你
33 個問題。

34 黃女士：（經傳譯員）唔該晒你，鄭先生。你嘅陳述書就係講話呢個研究就係同呢個
35 2009 年將軍澳嘅巴士意外有關嘅，我就想睇一睇一個立法會嘅文件，...

36 主席：（經傳譯員）你繼續之前。就鄭先生，你可唔可以描繪一下呢四個地方，你記

1 得個四個地方，個個有急彎嘅地方，你可唔可以描繪一下？

2 鄭桂興先生：我可以舉例，就由觀塘道近住彩虹交匯處，佢有兩條天橋係四線行車，
3 突然間佢會 cut 做兩線，出番土瓜灣，兩線就上番西貢個道路，佢個弧度係
4 大約 230 度嘅，大約 230 度嘅，如果架巴士喺觀塘行緊 70 公里嘅，佢要上條
5 ramp，即係 uphill 上個 ramp，個個 ramp 係一個弧度 230 嘅，佢要急轉
6 彎，落番去呢個彩虹交匯處，然後先至可以選擇去新蒲崗或者選擇去西貢，呢
7 個彎係單線行車嘅，咁樣個度係冇樹木嘅，因為佢係高架橋嚟嘅，但係個路面
8 就經常性就有啲雜物，即係啲貨車遺留啲雜物喺個路面度，亦都包括有
9 啲油跡。

10 咩嘢為之油跡呢？就係啲電單車或者私家車佢燒唔完嘅嘔油會遺留啲喺個
11 路面度，就溝成一個薄膜，呢個薄膜就會令到啲車行駛時間好容易蹣咗，如
12 果用安全嘅速度 50 去行，如果前面係好暢通無阻，你會有機會用 50 呢個限速
13 係過唔到呢個 230 度嘅彎，因為一，佢係地面可能會有蹣，二，佢亦都個弧度
14 咁大，尤其是雙層巴士你有個重量嘅，亦都喺個行駛個--加速個陣時行駛，有
15 個 acceleration，有 acceleration 呢，去到個彎個個心個度，我哋叫
16 “apex”，個個 apex 個個彎嘅中心，佢會產生一種離心力嘅，我哋叫做“G
17 force”，個個 G force，你架車越重，你架車行得越快，個 G force 就越
18 大，就令到你架巴士反側嘅機會亦都會大。

19 主席：（經傳譯員）呢個係咪講緊一個嘅例子，就話架車如果由 70 轉到去 50 嘅公
20 里行車，就會有出現呢個情況，係咪一個咁嘅例子呢？

21 鄭桂興先生： Yes.

22 主席：（經傳譯員）呢個就係其中一個例子，另外啲啲呢？

23 鄭桂興先生：另外一個，以我記憶，就係喺呢個馬鞍山，就由呢個大老山隧道一路向
24 住馬料水方向，佢去到呢個馬鞍山呢個錦英苑咁上下嘅屋邨，佢有一個左轉嘅
25 彎嘅，佢個左轉嘅彎嘅弧度係超過 180 度，咁樣亦都係由 80 公里或者 70 公
26 里，70 公里轉番 50 公里，佢左轉嘅彎落番去呢個馬鞍山市區，個個彎其實同
27 我頭先講，喺呢個觀塘道上呢個彩虹嘅彎位，佢係大同小異，只係一個彩虹道
28 去呢個--觀塘道去彩虹道個個彎就係向右急轉 230 度落番去呢個彩虹交匯處，
29 而馬鞍山，即係大老山公路去呢個馬鞍山，佢就係左轉，咁樣佢個個弧度、個
30 行車嘅路同呢個頭先以上表述係差唔多，唯一佢亦都有個隔音屏，呢個落馬鞍
31 山個度佢有個隔音屏，個視線就有機會就有好似喺觀塘道落去彩虹交匯處個個
32 視野度係咁好，換句話講，係差啲。

33 黃女士：（經傳譯員）唔該。呢個係第二個例子，其餘啲兩個可唔可以都解釋埋呀？
34 你記得嘅。

35 主席：（經傳譯員）我諗你要講嘅其實就係話啲啲地點喺邊，個個彎度係幾多就得嘍
36 喇，呢啲先係有關嘅即係我哋想知嘅嘢。

1 鄭桂興先生：嗰個彎度嘅弧度，我哋唔係用 GPS...

2 主席：（經傳譯員）首先你講個地點先。

3 鄭桂興先生：Okay, okay, 第一個地點就係將軍澳廣明道（原文照錄）迴旋處，第
4 二個就係茶果嶺道北行左轉鯉魚門道西行，第三個就係我頭先描述過，就係大
5 老山公路北行落石門就上馬鞍山方向，及第四個，觀塘道西行轉上清水灣道急
6 彎。咁樣頭先尾嗰兩個我講咗，咁樣我首先先講一講呢個將軍澳廣明道（原文
7 照錄）嗰個，就因為 2009 年 11 月發生一個兩死幾傷嘅車禍，時任嘅 MD，就
8 當我上任，已經畀咗一個 mission 我，就係話要研究下呢個迴旋處有啲乜嘢改
9 善嘅空間。

10 咁樣我上咗任之後，我自己親身都去過呢個將軍澳廣明道（原文照錄）嗰
11 個迴旋處去實地考察，佢嗰個情況亦都係一個 highway，即係高速公路，經過
12 一個迴旋處，就左轉入番呢個廣明道（原文照錄）嗰個屋邨，我忘記咗個名，
13 而呢個彎道係一個 360 度嘅，佢係一個迴旋處嚟嘅，你如果行錯咗方向，你可
14 以沿住嗰個迴旋處再行多 360 度再選擇你所入嗰個駛入道嘅。咁樣嗰個廣明道
15 （原文照錄）嗰個就其實如果你喺 50 公里或者低過 50 公里去入去，係個問題
16 唔大嘅，但係如果你喺個雨天或者夜晚黑嘅視野冇咁好，你就唔能夠用番 50 公
17 里呢個限速去進入，因為會好容易產生危險。

18 咁樣另外一個就係茶果嶺道北行左轉鯉魚門道西行，呢個就係觀塘嘅，觀
19 塘郵政署對埋去嗰個彎位嘅，亦都係一個 highway，左彎落番去呢個人觀塘嘅
20 通道嘅，佢亦都係由 70 公里轉為 50 公里，咁樣佢亦都嘅特性又係呢一個單線
21 嘅，即係單線嘅行車，好似我以上咁樣表達，如果你利用到 50 公里，係有機會
22 係會超速嘅，雖然運輸署講到有晒路牌、有晒啲箭咀話前面彎路，但係有時我
23 哋嗰啲司機未必真係全程咁專心，我哋嗰啲司機係好專業嘅，但係突然之間有
24 一刻佢忘記咗或者踩嘅油門嘅協調嗰度唔係咁好，就有機會超過 50 公里，會駛
25 入一個路口就會產生危險。

26 黃女士：（經傳譯員）唔該。

27 主席：（經傳譯員）唔該。

28 黃女士：（經傳譯員）鄭生，而家請你睇番一份文件，係意外之後，就立法會有一份
29 文件。

30 主席：（經傳譯員）邊一個意外呀？

31 黃女士：（經傳譯員）屯門公路意外，2012 年，呢份立法會文件就係 260-443，係
32 而家 TU 文件冊嘅。

33 主席：（經傳譯員）再講多次個號碼。

34 黃女士：（經傳譯員）係 1B 文件冊，260-443-20。呢份係一個 2012 年 11 月 27

1 號交通事務委員會嘅特別會議嘅文件，呢個就係講緊話專營巴士營運嘅安全同
2 埋係好長嘅落斜嘅路上面嘅安全嘅背景資料，如果大家睇下第 6 段嘅話，就有
3 提到喺西沙公路 2008 年 5 月 1 號嘅致命交通意外導致十八名嘅乘客死亡、四
4 十四人受傷。再睇落幾段，就係話運輸署亦都做咗一個全港性嘅檢討，就係睇
5 下有乜嘢好長叫做「長命斜」呢啲落斜嘅路，總共就發現喺全港係有二十九個
6 咁樣嘅落斜嘅路段嘅，然後喺附件 I，就見到呢一度呢啲路段嘅一個表，喺
7 260-443-29 頁就見到喇。鄭生，請你睇下呢二十九個地點嘅路段，睇下你提
8 到嗰四個路段可唔可以喺呢個表度搵到？

9 鄭桂興先生：喺嗰個 260-443-29 嗰度，第 1 頁全部都係集中香港嘅，喺呢個 260-
10 443-30，其中有一個就係 15，Clear Water Bay Road 牛池灣，呢個係我
11 本人有睇過，就係同我頭先睇嗰個--我研究嗰個係唔同，大家一個係
12 upstream，一個係 downstream 嘅。咁樣再睇落呢個新界嗰度，係冇嘅，係
13 冇嘅。另外我想--我補充，2008 年我仲未職呢個 Senior Manager SSQ。

14 黃女士：（經傳譯員）我明白嘅。鄭生，即係你做嘅研究都係好寶貴，因為你就做咗
15 一個好仔細嘅研究，呢個工作就睇下喺新界其實你係睇咗幾多道路呀？

16 鄭桂興先生：係好多，但係個數目係答你唔到，因為我嘅職責係喺關於安全--駕駛安
17 全嗰度嘅，咁樣我嘅 frequency 去跟車係每個月起碼一次，我嘅跟車嘅方式就
18 係用便裝，不預先通知嘅情況下去乘搭我哋公司嘅車輛，尤其是我 from the
19 very beginning 我都講，喺郊區嗰個安全係好容易被我哋嘅車長忽視，所以
20 我個 frequency 係好頻密，我每個月起碼一次、兩次去搭嗰啲車，包括由元朗
21 搭呢個 968 去到天后，喺天后再搭車搭番去屯門，咁樣其實我呢個屬於係
22 working trip，我會記低有關嗰啲危險嘅路段，咁樣亦都回報番畀我時任嘅
23 supervisor Mr Gary Wong，所以喺篩選嗰二十九個急彎，我係提供咗好多
24 意見，亦都被接納嘅。

25 黃女士：（經傳譯員）唔該。而家請你睇下 96-6，呢一頁係你嘅意見書，你呢段你
26 就話有三十一個安全駕駛建議嘅，就係嚟自呢個研究，你記唔記得呢啲安全駕
27 駛建議即係乜嘢？又或者係關於咩嘢，大概？

28 鄭桂興先生：大部分都係牽涉到呢一個駕駛態度嘅問題，亦都有部分就牽涉到行車嘅
29 速度問題。

30 主席：（經傳譯員）駕駛態度咩嘢意思呀？

31 鄭桂興先生：駕駛態度就係嗰個車長會唔會好專心去揸車，會唔會突然之間好似以上
32 嘅作供者所提及嘅突然加速、突然間剎車、突然之間擺軚，因為佢突然之間擺
33 軚，有機會會影響架雙層巴士嘅 centre of gravity，如果--我舉一個例子
34 講，一個彎，一個大約 30 度嘅彎，如果佢用一秒或者一秒以上去順住嗰個彎位
35 去擺軚，佢所需可能一秒、一點五秒或者兩秒，但係如果嗰個車長駕駛嗰陣時
36 佢用零點一秒過同一個 30 度嘅彎，就會令到架車就會好 sliding，我唔知中
37 文叫咩嘢，係「西」，會甩尾，會「西」，會 sliding 咁樣出去嘅，咁樣令到

1 坐喺車嘅乘客或者甚至乎企喺度嘅乘客佢會失去重心。你 get 唔 get 到個意
2 思？零點一秒轉一個彎同一秒去轉一個彎係唔同嘅，呢個係一個駕駛態度嘅問
3 題。

4 主席：（經傳譯員）唔該。

5 黃女士：（經傳譯員）你講到話有一啲係同駕駛速度有關，你咁樣畀建議嘅時候，有
6 冇建議某啲路段係時速 70 公里嘅嗰啲巴士車長係應該駕駛嘅速度係低過法定許
7 可嗰個駕駛速度呢，你有冇咁樣建議呀？

8 鄭桂興先生：首先，我哋而家巴士就已經 equip 咗一個 devices，就係 70 公里嘅
9 限速，佢行到 70，佢再踩油，佢都唔會超越 70，但係如果佢嗰架車係落緊斜，
10 或者甚至乎個駕駛態度，回歸番駕駛態度，佢 off 波咁樣行，嗰架車速就有機
11 會超越咗 70 公里，咁樣如果你問我係咪建議嗰車長行到 70 呢，我嗰個答案係
12 no，因為我哋係要小心安全駕駛，一定唔能夠超過嗰個法定限速，如果佢低過
13 70 或者 68，我係好 appreciate 嘅，但係你唔好因為個駕駛態度或者其他嘅
14 事，行 70 公里呢，佢可能心情唔好或者有啲嘢煩擾住佢，咁樣佢行到 25，我
15 就唔 recommend。

16 黃女士：（經傳譯員）第 96-7，你就話有一啲嘅提示卡，就已經印製咗，就可以分
17 發畀所有相關路線嘅車長，你有冇參與係製作呢啲嘅細小嘅提示卡嘅呢？

18 鄭桂興先生：冇，但係我可以補充，頭先楊生佢提供就話印製啲小卡係 2013 或者
19 2014，個答案係唔啱嘅，印製呢個小卡，個小卡嘅 size 就係兩吋闊、3 吋
20 高，一張卡仔嚟嘅，係 summarise 咗嗰個二十九個急彎嘅道路位置、嗰個方
21 向、個行車嗰個安全時速，就喺張卡嗰度，但係好不幸，呢張卡係我退咗休、
22 離咗職先至去預備、去印，我亦都同我時任嘅上司 Mr Gary Wong 口中聽到，
23 係已經準備晒，印好...

24 主席：（經傳譯員）好，你就不如話你自己知道啲乜嘢嘢，而唔好話人哋話畀你聽啲
25 乜嘢嘢，你明唔明白個分別呀？即係你...

26 鄭桂興先生：明白，明白，understand。

27 主席：（經傳譯員）你自己有冇見過呢啲嘅小卡呢？

28 鄭桂興先生：冇。

29 黃女士：（經傳譯員）96-8，第 7 條問題，你就係話--你話「我好失望，因為我聽
30 到安全」...

31 主席：（經傳譯員）就我希望就係話佢呢個證人佢自己知啲乜嘢就好喇，就唔好再問
32 其他。

33 黃女士：（經傳譯員）鄭先生，你識唔識一個程艾樂先生？

1 鄭桂興先生：識。

2 黃女士：（經傳譯員）喺你嘅研究裏面，就關於呢二十九個急彎嘅研究之中，你有冇
3 同程艾樂先生一齊合作過呢？

4 鄭桂興先生：冇。

5 黃女士：（經傳譯員）當你喺九巴在職嘅時候，你有冇機會同程艾樂先生一齊工作
6 呢？就住專營巴士安全嘅事宜？

7 鄭桂興先生：冇。

8 黃女士：（經傳譯員）主席，我已經完成我嘅提問。

9 主席：（經傳譯員）唔該晒。鄭先生，好多謝你今日就嚟協助我哋，同埋提供個證
10 供，我哋非常之多謝你，而呢個部分已經係完成，我哋會有另外一個啲證供
11 人，然後我哋而家暫時係小休嘅，唔該晒。

12 鄭桂興先生：唔該。

13

14 下午 4 時 05 分押聆訊押後

15

16 下午 4 時 15 分恢復聆訊

17 出席人士如前。

18

19 主席：（經傳譯員）各位，午安，唔好意思，我哋晏咗先開始做你呢部分，不過你都
20 應該見到我哋頭先係聽取其他證人嘅證供，而家我哋係恢復聽你嗰方面嘅證
21 供，黃大律師。

22 黃女士：（經傳譯員）唔該晒各位今日嚟嘅。尋日我就問咗一啲問題，關於休息設施
23 嘅，喺你嘅意見書有提過，就係 7 月 16 號交嚟嘅，係附件七，就講麗閣邨嗰個
24 休息設施，我知道劉先生就攤到啲新嘅資料，關於麗閣呢一個嘅休息設施，而
25 家可以補充嘅。

26 劉啟謙先生：多謝主席，我哋根據番我哋附件七嘅地點，都有做過一啲 review 嘅，
27 其實發現即係以黃律師嗰個例子麗閣邨，係已經裝咗呢個休息室喇喇。我想喺
28 呢度指出一點，就係九龍巴士公司喺處理休息室呢個議題上面係較新巴、城巴
29 積極嘅，大部分嘅地方其實都有盡過佢哋嘅努力去安裝呢個休息室。不下於所
30 講嘅麗閣邨，喺個表列裏面嘅青衣碼頭、九龍城碼頭同埋呢個長宏總站等等嘅
31 地方，都係有裝咗休息室嘅。

1 我哋見到其實嗰個積極性係較新巴、城巴係好嘅，其實新巴、城巴，我哋
2 見到多年嚟，好似鯽魚涌呢啲個案係長久以嚟都仲未裝到休息室，涉及當然好
3 多唔同嘅因素嘅問題，但係我哋如果對比起兩間公司嚟講，九巴嗰個情況係較
4 新巴、城巴係積極嘅。當然嗰個休息室嘅面積或者嗰個可能設備未去到最完
5 善，但係基本，微波爐、雪櫃、飲水機呢啲基本嘅休息設施其實係有提供到畀
6 巴士嘅員工去使用嘅。

7 另外我想補充多一點，就係休息室嗰個問題上，我哋有一個位置面臨緊一
8 個清拆嘅危機，就係尖沙咀碼頭巴士總站，我哋收到海濱事務委員會園境師學
9 會有一份文件，就話就提議就話將尖沙咀巴士碼頭嗰個總站就清拆，而嗰個總
10 站本身牽涉嘅路線係十分之多嘅，而呢一個建議已經喺海濱事務委員會討論
11 咗，而我哋亦都已經去信畀運輸署，要求運輸署解釋幾樣嘢嘅，嗰個總站拆咗
12 之後邊度擺嗰個巴士；第二，就係個總站拆咗之後，員工係冇休息嘅地方嘅，
13 而嗰個總站本身人流以至到車流量係十分之多嘅。

14 呢啲問題運輸署到而家係未解答到我哋，而我哋都十分之擔心，就係尖沙
15 咀碼頭巴士總站嗰個設施其實係十分之完善嘅，如果佢被清拆的話，第一，嗰
16 度大量路線佢哋個 propose 就係話變做普通嘅巴士站，就肯定冇足夠嘅休息地
17 方畀員工嚟喇。我哋好擔心就係話遲啲會唔會再有其他嘅例子會係咁樣。而我
18 手上有一份係園境師學會嘅文件可以呈畀委員會參考嘅。多謝主席。

19 主席：（經傳譯員）係咪一份你想我哋睇嘅文件呀？

20 劉啟謙先生：（經傳譯員）係。

21 主席：（經傳譯員）你有冇副本？

22 劉啟謙先生：（經傳譯員）呢個就個副本。

23 主席：（經傳譯員）而家我哋去影印。

24 許漢傑先生：唔使影印喇喇。

25 劉啟謙先生：我畀咗你。

26 黃女士：（經傳譯員）唔該晒劉先生。喺你其中一份附件，附件十八，我可唔可以簡
27 述一下你提過啲乜嘢呢？喺你嘅意見書係咁講嘅。

28 主席：（經傳譯員）首先講頁數。

29 黃女士：（經傳譯員）係附件十八，係補充文件冊，由工會提交嘅，2018年7月16
30 號提交嘅，入面就有一封信，就係2007年6月28號嘅，中文版本就係522，
31 應該係260-522，英文就係260-523-22。

32 主席：（經傳譯員）邊個文件冊？

1 黃女士：（經傳譯員）係 TU 文件冊。

2 主席：（經傳譯員）嘅邊個？

3 黃女士：（經傳譯員）1(C)。呢封信日期就係 2016 年嘅 11 月嘅 24 號，由你嘅會
4 寫畀運輸署嘅，我淨係有一個問題我有興趣嘅，就係第 1.1 至 1.3 段，你就邀
5 請運輸署考慮有一個三方嘅磋商會議去傾下新建巴士總站嘅設計同埋配套問
6 題；喺 1.3 段，你就話希望署方就有啲常設會議，有巴士公司同埋係工會代
7 表，呢個就係 260-513-8 頁嘅，即係話有常設會議係有署方、巴士公司同理工
8 會嘅參與，有恆常會議去溝通、協商巴士業相關嘅事項，其中包括新、舊站頭
9 設施嘅設計。

10 喺其中一個運輸署嘅回覆，260-523-22，就見到似乎佢哋考慮呢一個建
11 議就唔應該係三方嘅，而係建議你透過巴士公司提出嘅，呢個 260-523-22 嘅
12 第二段，「喺考慮新嘅巴士總站設計，喺用新嘅意見之外，運輸署亦都會考慮
13 到嗰個情況，譬如係話有幾多條路線、人流方向、有幾多乘客同埋係巴士嘅運
14 作需要咁樣，亦都會係諮詢有關巴士公司嘅意見，睇下佢哋對於個設計有咩嘢
15 關注，如果職方有任何意見嘅，對於巴士總站設計同埋設施嘅話，職方係可以
16 向公司反映，而署方認為現行機制係有效。」

17 似乎運輸署係拒絕你嘅要求有三方嘅協商嘅會議，係咪咁呀？

18 劉啟謙先生：冇錯。

19 黃女士：（經傳譯員）而家講下另一個題目，係年終嘅勤工獎金，我想請你睇番你嘅
20 意見書，第二份，260-94 頁，呢個英文版，中文 260-57 頁，你睇到個文件未
21 呀？

22 劉啟謙先生：（經傳譯員）睇到。

23 黃女士：（經傳譯員）而家問你呢個問題，你提到年終勤工獎，係唔係除咗安全同埋
24 良好表現獎之外，九巴係而家提供勤工獎畀車長㗎？

25 劉啟謙先生：應該咁樣講，安全同埋呢一個叫安全獎金、一個勤工獎金呢啲其實已經
26 係納入咗巴士車長嗰個底薪入面，而文件上面 (a) 嗰度講緊嗰個係年尾有一份獎
27 金嘅，而呢份獎金九巴已經喺 18 年承諾咗取消咗呢個年終獎金嘅制度，就改以
28 一個雙糧嘅形式向員工發放。而呢個之前所謂嘅年終獎金係要需要經過一個評
29 核，去評定員工分呢個一、二、三、四同埋無法評級去釐訂嗰個獲取嗰個金
30 額，其實本身係兩樣唔同嘅嘢㗎。

31 主席：（經傳譯員）2018 年九巴係幾時同意取消年終獎金嘅呢？

32 劉啟謙先生：大約係 5 月至 6 月期間係承諾咗取消呢個年終獎金嘅制度，改以一個雙
33 糧嘅制度，而實際通告發出畀員工嘅日期係 6 月份嘅。

34 主席：（經傳譯員）你有冇嗰個通知嘅副本呀？即係通知員工。

1 劉啟謙先生：副本係公司出嘅通告嚟嘅，係喇，可以問到九龍巴士公司擺到，如果委
2 員會係想要一份嘅，我可以提供到畀委員會。

3 主席：（經傳譯員）唔該。

4 劉啟謙先生：另外林生佢想補充埋新巴嗰個獎金嘅情況。

5 林錦標先生：係，新巴同城巴因為同一個管理層，所以就個獎金，安全獎、勤工獎、
6 服務獎就响今年嘅3月就已經將佢歸納咗落個底薪裏面，但係响--我再要補充
7 一下，呢個獎金嘅嘢，我哋已經响多年前已經向公司反映嘅，就話呢啲獎金、
8 津貼就係薪酬嘅一部分，係應該係要放落去底薪嗰度去一併去計呢個薪酬嘅，
9 但係奈何新巴、城巴係好--一路都用種種嘅理由就拒絕咗嘅。自從發生咗一件
10 慘劇之後，公司就係話因應個市場先去將呢啲津貼先肯擺落去，我哋對呢個遲
11 來嘅安慰--我當佢安慰獎，即係好過冇喇，因為我哋係多年已經係去爭取嚟
12 喇，唔係話發生事先去爭取，因為我哋係睇到呢個問題係困擾咗啲同事，因為
13 同事個底薪一路都係咁低嘅，所以我哋係希望不斷咁向公司去反映，呢個係我
14 哋嘅補充。其他有冇補充？

15 劉啟謙先生：黃律師，相關新巴職工會同資方談判提過相關資料，其實附件十七已經
16 有一份會議紀錄詳列咗出嚟，新巴職工會其實喺17年已經有同資方提出話將勤
17 工同埋安全獎金納入底薪嗰度，其實已經唔係話一段短時間去爭取，而係長時
18 間去爭取，但係較舊嘅會議紀錄，新巴職工會已經遺失咗，暫時未提供到，但
19 係暫時附件十七嗰份係證明咗佢哋一直以嚟係有同資方係有講呢一樣嘢嘅。

20 林錦標先生：鍾生有少少補充。

21 鍾松輝先生：主席，唔好意思，我都想喺呢個問題嗰度補充少少。今朝林生所講嘅，
22 就每個月嗰啲甚麼勤工獎、安全獎嗰啲撥晒落去而家嘅底薪，由3月份開始，
23 主要嘅原因就係基於因為大家都知，發生咗兩宗嘅巴士慘劇，公司同我哋講，
24 就係因應嗰個社會個輿論個壓力非常之大，因為我哋底薪係偏低嘅，所以佢就
25 將呢個所有津貼就撥落呢個底薪嗰度。

26 除咗呢一樣嘢，正話劉生就講緊話年尾獎金，我哋嘅年尾獎金就係有--應
27 該新制同舊制嘅，舊制嘅就係雙糧嚟嘅，就有任何條件，就雙糧，就係發放一
28 個月呢個年尾雙糧。如果新制嘅同事，佢就要符合公司嘅條件，例如如果你請
29 病假就會畀少啲嘅，根據你全年請咗幾多日病假，係因應你嘅病假、請假或者
30 你有其他被投訴嘅，佢都會扣減你嗰個年尾獎金，所以呢樣嘢就形成對嗰啲前
31 線嘅車長，好多新嘅車長所以就留唔得得耐，有啲做咗一年半載就走喇。

32 林錦標先生：許生仲有一個補充，唔該。城巴嘅。

33 許漢傑先生：城巴同新巴有個年尾獎金有啲唔同嘅，城巴有三個制度，第一個制度就
34 係最耐嘅員工，做得最耐嘅員工，嗰啲叫做雙糧；第二批就好似我呢批就係叫
35 做酬金，酬金嘅包含裏面就係有三樣嘢，第一樣嘢係底薪，第二樣嘢就係個

1 OT，全年嘅 OT 嘅除番 12 嘅三分一，呢個係酬金，呢個係第二批。

2 第三批就係新，我哋叫做合約車長呢批，就係相當於而家改咗制之後，就
3 變咗一個月嘅底薪。呢個佢哋有評級嘅，其中一個評級就係因為如果佢一年裏
4 面個出勤個度會扣，會扣咗譬如係缺勤一日就扣一日，佢個底薪除三百六十五
5 日，就扣一日嘅人工，如是者推論，就係病假好、工傷假好、事假好，佢都係
6 咁樣扣㗎喇。仲有一個扣，就係佢如果喺日常工作有簽--有 warning，有警告
7 信，唯一一個警告信會扣嘅就係最後警告，就會扣。點樣扣法呢？就係如果有一
8 個最後警告佢只係收個年終特別獎金嘅七五折，係底薪嘅七五折，就大致
9 上城巴就係咁樣。

10 至於呢個年終特別獎金，合約方面，事關城巴由 05 年開始請合約員工，初
11 初係冇年終獎金嘅，但係一路我哋爭取以嚟，到而家都有一個規模，但係喺呢
12 個年終--即係新人個個合約個年終特別獎金呢度，我哋有一樣嘢係好反對，就
13 係如果佢因為缺勤而導致要減呢個年終特別獎金嘅人工，我覺得喺我哋城巴職
14 工會嚟講，係覺得唔合理。

15 點解唔合理呢？就係因為佢有事、佢病或者工傷或者係婚假或者係白事
16 假，佢先至請假，呢個問--有啲呢啲假唔係佢可以控制到。我覺得如果咁樣扣
17 合約同事呢啲人工，我覺得--喺我哋工會立場，更加係唔合理。大致補充完
18 畢。

19 主席：（經傳譯員）黃大律師。

20 黃女士：（經傳譯員）我哋有聽過一個制度，係九巴嘅制度嚟嘅，或者郭先生可以幫
21 幫手，就有一個嘅裝置係有四眼燈嘅，就會話畀個司機聽，有四種嘅，譬如
22 話你係超速，就係突然之間剎車、突然之間加速，即係有三個呢啲咁嘅情況出
23 現，...

24 主席：（經傳譯員）同埋空轉嘅。

25 黃女士：（經傳譯員）...引擎空轉。郭先生，你記唔記得呢個咁嘅裝置喺巴士上面
26 幾時裝置呀？

27 主席：（經傳譯員）可唔可以我哋去睇一睇個相關嘅照片？

28 黃女士：（經傳譯員）係 BM 文件冊第 65 頁。

29 主席：（經傳譯員）呢個係一個 Openmatics 呢間公司提供嘅文件嚟嘅，佢話畀我
30 哋聽呢個就預警系統係點樣樣，係有四眼嘅紅色燈嘅。

31 黃女士：（經傳譯員）一個屯門車廠嘅經理話畀我哋聽呢個就係個 LED 嘅燈嘅系統
32 嚟嘅，就會話畀個司機聽如果呢啲其中一種嘅情況出現，佢哋個司機就會通知
33 佢㗎喇。你記唔記得呢個 LED 系統嘅燈光系統喺九巴幾時安置喺個巴士上面嘅
34 呢？

1 劉啟謙先生：2013年，2013年安裝，開始試驗。

2 郭偉光先生：2013年。

3 黃女士：（經傳譯員）唔該晒。佢哋都講到另外一個嘅系統，就如果你就去返工嘅時
4 候、開工嘅時候，你就喺休息室嗰度就拍你個八達通卡，就喺八達通卡嘅讀卡
5 器嗰度就拍一下，佢就會自動就話畀你聽你係一個綠色、黃色或者係紅色嘅司
6 機，你可唔可以確認其實喺九巴就係用緊呢一種系統呢？

7 郭偉光先生：係嘅。

8 主席：（經傳譯員）點樣運作嘅呢？你拍卡，其實你通常就會見到啲乜嘢嘢嘢，喺個
9 讀卡器嗰度？

10 郭偉光先生：通常我開工，去到站頭拍第一下卡，就會有呢個顯示嘅，通常都綠色
11 嘅。

12 劉啟謙先生：主席，我有補充，其實紅色--有紅色、黃色同綠色，就係根據呢個
13 box 所收集嘅數據去評估個車長個駕駛嘅安全情況，而綠色就會同佢哋講話佢
14 哋嗰個駕駛係安全、環保都達標嘅，需要改善就當然係黃色，而唔理想就當然
15 係紅色。

16 但係我所觀察，之前係出過一個獎勵計劃嘅，就住呢個盒子出咗一個獎
17 勵計劃，就係統計番車長如果做得駕駛係環保、係達標嘅話，其實係有獎勵
18 嘅，但係呢一個獎勵我已經一段時間都見唔到有呢個獎勵嘅資料出嚟。但係呢
19 個盒子而家係仍然喺九巴嘅巴士係有運作，而頭先黃大律師所講嗰個系統仍然
20 係亦都係存在。

21 車長其實每一次用佢哋嘅八達通卡去總站報到嘅時候，個電腦螢幕都會顯
22 示個顏色，去提示番個車長個駕駛個表現係咪理想。而我所知，呢個黑色嘅四
23 個燈嘅盒子，其實本身係駁住一個全球衛星定位系統嘅，藉以去監察車長嗰個
24 駕駛嘅表現，從而就得出嗰個黃色、紅色同綠色嗰個數據出嚟。

25 主席：（經傳譯員）你知唔知道呢個咁樣嘅紅、綠、黃就係指譬如你喺駕駛嘅邊一段
26 時間嘅資料嚟嘅呢？意思即係你係駕駛嗰個日期或者係邊一段嘅期間嘅資料就
27 係...

28 郭偉光先生：係由開工至到收工嘅工作表現。

29 主席：（經傳譯員）但係首先你開工嘅時候，你就拍卡，你就會係有呢啲咁嘅燈出現
30 㗎嘛，係咪？

31 郭偉光先生：係，係。

32 主席：（經傳譯員）呢個咁嘅展示其實係咪講緊你琴日咩，係過一個星期或者過去一
33 個月嘅表現呢？

1 劉啟謙先生：其實呢個表現係一個--我認為係一個可持續性嘅表現，因為你每一次其
2 實拍嗰個八達通卡都係會有顯示提醒番你嗰個駕駛係屬於咩嘢顏色嘅，而呢個
3 咩嘢顏色就有話一個好籠統咁指定一個日子去評核嘅--即係評估，我認為係一
4 個可持續性嘅提示嚟嘅，即係每一次你拍八達通卡嗰個度報到嘅時候，其實都
5 會顯示嗰個顏色話畀你聽你係乜嘢嘅表現。咁樣呢個表現其實都唔會話特定一
6 個日子或者時間畀你睇到嘅。郭生，有冇補充？

7 主席：（經傳譯員）有人話畀我哋聽其實係有，係有一段特定嘅日子，如果你唔知道
8 嘅時候，你就話畀我哋聽唔知喇。

9 郭偉光先生：係，自己個人嘅記憶之中，就係應該係大概一個禮拜，佢提示一個禮拜
10 之前嘅表現嘅日期嘅，有嘅。

11 主席：（經傳譯員）唔該晒。我哋喺個螢幕上睇到，呢個有四個嘅條件，可能就會係
12 有一啲嘅預警嘅情況，你知唔知道譬如話其實如果個引擎空轉得太耐，就會可
13 能影響到你嗰個顏色嘅，譬如話你喺呢一個巴士站或者嗰個有空轉嘅情況，會
14 唔會有一個紅色燈畀你呢，你知唔知道大致上嘅情況係點呢？

15 郭偉光先生：係有個聲響提示嘅，同埋有個著燈嘅。

16 主席：（經傳譯員）我明白嘅，我明白嘅。譬如話你引擎空轉太耐，有燈光，然後同
17 埋有個聲響，會唔會--因為咁嘅時候，你一個星期之後，當你去拍嗰個卡嘅時
18 候，你就會睇到一個紅色嘅燈，係會唔會咁樣發生呢？

19 郭偉光先生：佢係攞一個平均嘅數據嘅咋，唔會話因為一次半次而會有呢個後果嘅，
20 即係你經常性咁樣發生，佢先至會有一個提示。

21 主席：（經傳譯員）有冇人話畀你聽其實實際成個系統係點樣去運作嘅呢，嗰啲細節
22 有冇人講過畀你聽？

23 郭偉光先生：唔知。劉生有冇補充？細節。唔知道，有呢個解釋嘅。

24 主席：（經傳譯員）你知唔知道嗰啲數值係幾多，個限值，即係去到幾多就會令到佢
25 有聲響或者會著燈，喺巴士車長嗰個駕駛室嗰度，你知唔知道譬如話係加速或
26 者減速個限值去到幾多就會著呢？

27 郭偉光先生：我揸過好多唔同嘅巴士，唔同嘅車佢嗰部機嘅反應同埋出嚟嘅效果都唔
28 同嘅，有啲係好敏感嘅，啲啲都會響嘅，例如大腳啲油，例如重少少 brake 或
29 者掂到 brake 嘅時間嘅問題，或者係扭軚過急，佢--有啲車係特別敏感，但係
30 有啲車就有乜反應，呢個系統嘅效果係反應不一嘅，我嘅感覺係。

31 主席：（經傳譯員）舉個例，車速，你知唔知道行到咩嘢車速，嗰度個警示就會響？

32 郭偉光先生：超過 70 係會響嘅，70 公里係會響。

33 主席：（經傳譯員）即係話你喺一個 50 公里嘅路段，你行緊 60，佢就唔會響，係咪

- 1 咁呀？
- 2 郭偉光先生：行緊 50，佢唔會--我未見過佢響囉。
- 3 主席：（經傳譯員）呢個系統裝咗五年，即係喺個 50 公里嘅限速嘅路段，佢係冇響
4 嘅？
- 5 郭偉光先生：係嘅。
- 6 主席：（經傳譯員）唔該晒郭生。
- 7 黃女士：（經傳譯員）講番八達通卡個讀卡嘅系統，顯示番紅、黃、綠色，即係司機
8 嗰個顏色係幾時實施㗎？
- 9 郭偉光先生：五年前，2013。
- 10 黃女士：（經傳譯員）即係當你有呢一個嘅 LED 嘅燈光系統嗰陣時，一齊裝嘅？
- 11 郭偉光先生：應該係。
- 12 黃女士：（經傳譯員）唔該。講番呢個題目，我有一個問題問你，劉先生頭先就提到
13 你以前有一個獎金嘅計劃，就係根據駕駛表現嘅，而家就似乎就有呢個制度，
14 係咪劉先生係咁嘅意思呀？
- 15 劉啟謙先生：係，冇錯，yes。
- 16 黃女士：（經傳譯員）即係個獎勵係點樣㗎？
- 17 劉啟謙先生：第一，由於個時間都隔咗好遠，個實際嗰個內容，我個印象已經唔清
18 晰，但係初期推行嘅時候係有個海報--類似海報嘅東西我係見過，就話呢個係
19 一個計劃係提示啲車長去駕駛係環保嘅--個出發點係環保嘅，同埋安全，如果
20 達標嘅話，係會有獎勵嘅，但係就有--實際嗰個操作同埋嗰個相關 details 嘅
21 內容，我已經忘記咗，但係我係有印象同埋記憶係有提過係話有獎勵呢一個東
22 西喺嗰個盒子入面嘅，但係之後我已經唔再聽見話有獎勵同埋相關嘅內容㗎
23 喇。
- 24 主席：（經傳譯員）郭先生，你有冇收過呢個獎？
- 25 郭偉光先生：有嘅。
- 26 主席：（經傳譯員）個獎係乜嘢呀？係畀錢定係生果，定係咩嘢，畀汽球你？
- 27 郭偉光先生：你係講緊係咪個紅、綠、黃燈個表現嗰個？
- 28 主席：（經傳譯員）係。
- 29 郭偉光先生：應該係一個--同一個即係升級車長嗰個有啲關係。

- 1 主席：（經傳譯員）即係唔係金錢，唔係即刻話畀錢你嗰種獎金？
- 2 郭偉光先生：唔係畀錢嘅，唔係畀錢。
- 3 主席：（經傳譯員）唔該晒郭生。歐陽先生。
- 4 歐陽先生：（經傳譯員）郭生，我想問一條問題，你作為車長，你覺得呢個制度對於
5 工作有冇幫助？
- 6 郭偉光先生：即係你講而家監察嗰個燈嗰個制度？
- 7 歐陽先生：（經傳譯員）係呀。
- 8 郭偉光先生：都有。
- 9 歐陽先生：（經傳譯員）唔該。
- 10 黃女士：（經傳譯員）郭先生、劉先生，你記唔記得呢個嘅獎勵制度係幾時實施㗎？
11 會唔會係你開始有呢個紅、黃、綠嘅制度嘅時候？
- 12 劉啟謙先生：第一，嗰個燈號裝嗰個年份，我可以好肯定係 2013 年嘅，因為喺
13 2013 年我工作期間係初初接觸過呢個燈號，我收到車長有反映過畀我聽話初初
14 佢咁唔習慣呢個盒子，個聲響好嘈同埋不停咁樣著燈，所以佢咁就係話有唔
15 慣，所以我就好肯定當時裝呢個盒係 2013 年嘅。但係係咪隨住--伴隨住嗰個
16 獎勵制度一齊呢，呢個我已經有咗嗰個記憶，但係我係有印象係見過係有海報
17 係話有一個獎勵嘅制度，如果佢做得好，係會有獎勵嘅，但係實際嗰個內容同
18 埋獎勵啲乜嘢，我已經有咗印象。
- 19 但係有一點我可以好清楚話到畀主席聽，呢個盒子係 2013 年開始係同我
20 咁講話開始使用，去到而家都仍然係繼續係有用呢個黑色四盞燈嘅盒子。
- 21 黃女士：（經傳譯員）如果呢個系統係再實施嘅，就係話有...
- 22 主席：（經傳譯員）我哋頭先聽到係咁嘅，講緊有個獎勵可能係升級個問題，但係唔
23 係金錢嘅獎勵。
- 24 黃女士：（經傳譯員）如果話有人建議就話係當獎金咁樣發放，係根據司機車長嗰個
25 顏色，如果你持續擺到綠色嘅，即係話你駕駛良好嘅話，就會有獎金，...
- 26 主席：（經傳譯員）而家講緊係獎金。
- 27 黃女士：（經傳譯員）...錢，如果咁樣建議嘅話，你覺得有冇幫助，有冇用，對於
28 加強車長嘅安全意識，有冇用，有冇幫助？
- 29 劉啟謙先生：第一，逢係有獎勵計劃--即係有獎勵嘅嘢，其實喺心理學嚟講，都係一
30 個正面--對車長係有正面幫助。你話會唔會--分兩樣嘢嚟講，首先，如果你話
31 有呢個盒子，個達標綠色而有獎金嘅，車長當然嗰個表現有機會可能係因為有

1 獎金呢個誘因而令到佢個表現係會提升。

2 但係有一點我諗要講清楚，就係安全意識係唔會隨住呢個獎金而增加嘅，
3 即使有獎金嘅誘因喺度，如果假設個車長個安全意識係唔足夠嘅，呢個獎金亦
4 都未必有一定嘅肯定同埋幫助改善佢哋駕駛嗰個安全性嘅，但係因為係兩樣唔
5 同嘅概念嚟嘅，一個獎勵當然我覺得一定係有正面嘅鼓勵同埋一個幫助，但係
6 你話會唔會提升佢哋嗰個安全意識呢，其實個人認為單靠呢四盞燈係唔可能完
7 全改變一個人駕駛嗰個安全意識嘅。呢個燈號純粹只係一個提醒同埋一個警剔
8 畀佢哋，而呢個獎勵計劃係有助佢哋可能係會做好少少，但係個意識絕對係唔
9 會因為呢四盞燈同埋有獎勵而提升，不外乎錢或者係其他嘅獎勵。

10 郭偉光先生：想補充少少，因為我頭先都講過，因為唔同嘅車嗰個設備，係會有唔同
11 嘅反應嘅，有啲車好敏感，有啲車係冇乜反應嘅，如果用呢個嚟鑑定嗰個車長
12 佢個工作表現係有啲粗疏嘅，我覺得應該從其他方面去評核，比較滿意啲。

13 黃女士：（經傳譯員）郭先生，喺你嘅經驗，有冇遇過有一個車長一路都係紅色嘅
14 呢？即係喺個制度底下，拍八達通卡，一路都係顯示紅色呢？

15 郭偉光先生：我有見過。

16 黃女士：（經傳譯員）我哋聽到九巴一個前僱員嘅證供，就係話有一張好細嘅卡仔係
17 提醒通知啲巴士車長係有二十九個急彎，然後就提供一啲安全駕駛嘅貼士，你
18 記唔記得有冇收過呢張卡仔呀？

19 郭偉光先生：係有嘅。

20 黃女士：（經傳譯員）劉生。

21 劉啟謙先生：我有補充，卡仔就的確係有，亦都唔見過有呢啲卡仔，但係其實公司係
22 有相關路段嘅安全提醒係放咗喺公司個內聯網上面嘅，而早期公司對員工係有
23 要求佢哋係睇嗰個安全駕駛提示，係要去番內聯網嗰度睇番，提醒佢哋有啲特
24 定嘅路段可能有危險，要提番佢哋要小心嘅，而嗰啲資料其實包含咗有圖片同
25 埋文字嘅解釋嘅。

26 如果你話卡仔--話急彎卡仔，我都有見過，但係路線嘅安全嘅資料其實放
27 咗喺內聯網嘅，係，而家 screen 放出嚟嘅資料就係放咗內聯網裏面，車長係
28 可以查得到、睇得到。

29 主席：（經傳譯員）你話公司係講緊九巴，係咪呀？

30 劉啟謙先生：係，冇錯。

31 黃女士：（經傳譯員）你講唔講到你幾時開始係接觸到呢啲路段嘅內聯網嘅資料，
32 係幾時有嘍？

33 劉啟謙先生：呢啲資料喺我入職大約 13 年嘅時候開始我已經有接觸到呢啲資料，已

1 經係有，有，一直係有上載，同埋其實大約係兩、三年前嘅，其實都仍然係有
2 更新去搜集番一啲有安全問題或者隱患嘅路段，去擺番喺嗰個內聯網上面進行
3 更新嘅。

4 黃女士：（經傳譯員）你提到兩、三年前佢哋都仲係更新緊啲資料，而家呢？

5 劉啟謙先生：而家有冇更新，我唔清楚。

6 黃女士：（經傳譯員）而家講另外一個問題，襲擊車長，你工會就都好重視呢一個問
7 題，就提供咗好多嘅會議紀錄，喺你嘅意見書亦都有強調嘅，而家請你先就睇
8 番你嘅意見書，就係 260-93 頁，呢個係英文版，中文版就係 260-56 頁，就
9 提到話你哋嘅聯盟一路都有跟進車長被襲擊事件，你就話你嘅紀錄可能唔係齊
10 全嘅，因為只係你嘅聯盟嘅成員通知你，先至會去支援嘅，但係過去聯盟對於
11 巴士車長安全問題，一直同警方進行溝通，然後你就提供咗一個同運輸署嘅會
12 議紀錄，2017 年嘅 6 月嘅，呢個就喺附件十五嗰度。

13 就喺英文版係 260-73 頁，呢個就係關於乘客襲擊車長嘅，因此你就同運
14 輸署開會同埋警方開會，同埋律政司嗰面開會？

15 劉啟謙先生：（經傳譯員）係，對。

16 黃女士：（經傳譯員）我想問一問，你對於譬如話啲監察嘅鏡頭有啲咩嘢嘅意見呢？
17 有啲唔同嘅工會話畀我哋聽，大部分都係同意係就喺司機位嗰度裝置啲嘅監
18 察鏡頭，就可以保護車長同埋可以錄音同埋錄影就係相關嘅事件，你哋嘅工會
19 就會唔會支持，就係話裝置呢啲嘅監察嘅鏡頭？

20 鍾松輝先生：我哋係同意嘅，同意就裝啲閉路電視嘅，其實就係唔單只保障車長，
21 甚至乎保障埋乘客添，因為有呢個 CCTV，咁可以證明到嗰個事實嗰個真相。

22 劉啟謙先生：我有少少補充，其實喺警方嘅會議裏面，其實警方都好強調舉證嗰個重
23 要性，好多時車長襲擊呢啲事情都好依靠嗰個舉證，當然有閉路電視嘅片段，
24 當然就可以將個經過可以還原得一清二楚，其一就可以保障到車長，亦都係保
25 障乘客嘅，如果有呢啲閉路電視嘅片段去佐證車長被襲嘅話，我哋相信無論喺
26 檢控，以至去法庭表達嗰個嚴重性上面，係會更加清晰同埋全面嘅。

27 黃女士：（經傳譯員）唔該。相關嘅...

28 主席：（經傳譯員）你繼續之前，咁多位，你哋有冇以前試過就喺法庭上面其實就有
29 一啲閉路電視嘅片段就係展示到車長被襲嘅情況，有冇一啲個案你自己親身有
30 經驗㗎？

31 鍾松輝先生：冇。

32 劉啟謙先生：冇，no.

33 主席：Yes, Mr Hui?

1 許漢傑先生：我有個案嘅，不過就係未有閉路電視嗰陣，不過就係有人證，嗰陣時係
2 有人證證明嗰個乘客打我，就個結果就係佢罰款、留案底咁樣，但係喺我嘅經
3 驗嚟講，如果有鏡頭嘅話，我哋可以唔使依靠去搵證人，事關其他乘客係比較
4 怕事，就唔想去做證人，如果有呢個鏡頭，係會幫到我哋去有佐證，能夠證明
5 嗰個乘客打車長，佢檢控嘅機會我覺得係高，同埋又係對我哋車長嚟講，一個
6 好大嘅幫助。

7 劉啟謙先生：我有少少補充。我哋其實聯盟一直都同律政司同埋警方強調，我哋相信
8 香港係一個行普通法、有法治嘅地區，舉證嘅責任喺控方嗰度，如果有 CCTV 作
9 為襲擊車長做檢控的話，當然嗰個效果會更加好。我哋亦都多次同警方同埋律
10 政司表達咗我哋對車長被襲嗰個擔憂，亦都要求咗律政司喺檢控嘅過程必須要
11 同法庭強調車長被襲嗰個嚴重性不下於車長自己本身，乘客，以至其他道路使
12 用者身上。

13 我哋一直都強調就我哋冇話要干預法庭嘅判刑，但係我哋留意到好多時車
14 長畀人襲擊之後，往往施襲者嗰個判刑係冇阻嚇性，變相帶出一個好壞嘅訊息
15 畀社會知道其實襲擊車長係一個低成本嘅犯法嘅刑事罪行。但係我哋覺得我哋
16 巴士車長係冇理由，亦都經常係不合理地被襲擊嘅，呢樣嘢我覺得係唔應該。

17 而且法例亦都--230A，《公共巴士服務條例》亦都賦予咗車長有啲職權係
18 法例上容許，亦都係我哋擁有嘅權力嚟嘅，但係調番轉我哋經常都係被施襲嗰
19 一個，而我哋見唔到律政司有同司法機構有強調到打車長呢件事嘅嚴重性，亦
20 都畀社會帶出一個好錯誤嘅訊息，就係其實打車長係一個好平常嘅事，亦都唔
21 需要負刑責，調番轉，法例又如何可以保障到我哋車長嘅安全呢？

22 主席：（經傳譯員）你係咪同司法機關同埋--對唔住，係律政司同埋警方方面係有反
23 映過你哋嘅意見㗎？

24 劉啟謙先生：冇錯，喺 2017 年 6 月 30 號嘅會議上面有反映過，我哋反映左兩個重
25 點，第一，就係律政司喺檢控嘅過程裏面必須要同法庭同埋司法機構講得到襲
26 擊車長嗰個嘅嚴重性，同埋對社會嗰個危害嘅問題；第二，就係我亦都同律政
27 司指出，由於呢啲判刑都係輕，同埋車長都擺唔--嗰個帶唔到嗰個阻嚇性出
28 嚟，我哋亦都要求過律政司係話檢控完成之後，應該要積極嘅跟進工作，包括
29 就係同法庭講要上訴覆核刑期，呢啲都係喺我哋個會議紀錄裏面有提過嘅，我
30 哋聯盟其實一直有同律政司重申我哋唔係話要干預呢個法庭嘅判決，我亦都每
31 一次好尊重法庭嘅判決，但係我哋相信法治係香港最成功嘅基石，亦都係一個
32 行普通法地區，呢樣嘢係我哋引以自豪，但係最大嘅問題係律政司嗰個工作上
33 面，我哋見到佢帶唔到嗰個罪行嘅嚴重性出嚟，變相其實車長根本嗰個喺法律
34 上嘅保障其實唔足夠，變相。如果你話係有啲例子，係可以係帶出嗰個嚴重
35 性，判刑係話嚴重嘅，我哋相信係有一個好大嘅阻嚇性。

36 同埋仲有一點，我哋留意到警察喺處理呢啲被襲嘅案件嘅時候，其實好多
37 時都唔清楚嗰個情況，有好多時車長可能又有啲手嘅，被誤以為呢個打鬥；亦

1 都有啲情況下，嗰個警方會主動勸車長「不如息事寧人，和解喇。」我哋亦都
2 有同警方強調過，230A 賦予我哋嘅權力其實係好大，滋擾車長其實係可以將嗰
3 個乘客係移離個車廂度，呢啲係法例賦予咗畀我哋，但係警方好多前線嘅警務
4 人員係唔清楚 230A 個實際嗰個操作嘅情況同埋個內容。

5 許漢傑先生：我有嘢補充。頭先就住我親身經驗，劉生講咗個情況，就係我喺醫院驗
6 傷嗰陣，當未有人通知警察嗰陣，有證人嗰陣，佢就同我講，警察同我講「你
7 不如和解，唔好搞咁多嘢，和解喇。」當我知道有證人嗰陣，我就同個警察講
8 我要告。

9 好多時我作為工會理事長，做咗十幾年工會，我見到好多同事遇到呢啲咁
10 嘅情況，警察係真係有叫佢哋「你不如和解，你又有證人，好難舉證，好難告
11 得佢入，就算告得入，都係罰款了事，對佢有太大嘅阻嚇性，你不如和解算
12 喇。」但係我覺得呢個情況喺我哋同律政司開會，同警察嘅代表、刑事部門嘅
13 代表開會嗰陣，我哋有強調呢樣嘢，就係話警察本身係要維護一個弱勢社群，
14 一個社群嘅--好似我哋車長畀人打完，你冇可能叫我哋和解。

15 同埋一樣嘢，就係去到上法庭，律政署嗰邊...

16 主席：（經傳譯員）許先生，你被襲嗰日係邊一日呀？日期係幾時呀？

17 許漢傑先生：好多年--十零年前，當我仲做緊通宵車長嗰陣。

18 主席：（經傳譯員）喺三年前嘅數據，我哋就有--或者有啲相關嘅資料係三年前，但
19 係如果你話咁耐之前就冇喇。黃大律師。

20 黃女士：（經傳譯員）主席，就為咗紀錄嘅原因，2017年6月30號嗰個會議紀
21 錄，佢哋提到嘅，劉生提到，就喺TU，就係TU 260-474至到之後嗰幾頁嘅。
22 呢個就係跟住就係講關於呢個保護罩嗰方面。有一個工會話畀我哋聽就用保護
23 罩其實係有啲問題嘅，我就想問一問郭先生，就特別係九巴方面，我相信呢個
24 係九巴嘅措施嚟嘅。你喺使用保護罩方面，你覺得有冇問題呢？就喺司機位附
25 近裝置呢個保護罩有冇問題呢，你覺得？

26 郭偉光先生：裝置保護罩係冇問題，但係佢而家所裝置嘅情況係唔理想嘅。

27 黃女士：（經傳譯員）可唔可以話畀我哋聽點解呢？

28 郭偉光先生：因為嗰個保護罩涵括嘅範圍太過少，同埋佢太過--嗰個位置唔理想，同
29 埋會有個阻礙視線嘅情況，另外一樣嘢就係個聲音，都有個聲音喺度，有個嘈
30 吵嘅聲音喺度。另外一樣嘢就係有個建議，就應該係成幅過，唔好係得一半，
31 得一半其實保護唔到我哋嘅，佢要打我哋，一樣打到，真係嘅，應該係由上至
32 下會比較理想啲。

33 劉啟謙先生：呢一個問題林生同鍾生都有補充。

34 林錦標先生：其實我哋都有關於呢個車長被襲同埋裝呢個防被打嘅裝置，其實我哋响

1 運輸署都提咗一個意見嘅，因為我本人就曾經就去過英國，睇到英國嘅巴士，
2 就因為我哋香港嘅巴士亦都係個型號亦都係英國嘅，但係英國巴士就係司機位
3 嗰度全部裝晒呢啲--一啲膠片嘅形式嘅，係全部封密晒嘅，即係個司機好似一
4 間房咁嘅，就完全啲乘客係接觸唔到個車長，但係個車長亦都可以睇到出面嘅
5 環境，同埋睇到路面嘅。但係我唔知道呢個系統--即係呢個裝置適唔適合香
6 港，但係我哋响會議提出過建議畀運輸署同巴士公司去考慮。

7 就九巴呢個裝置，其實佢都係一個試驗性質，其實應該係仲有改良嘅方向
8 嘅，視乎於我哋係用家，提出嘅意見畀番巴士公司去改善佢呢個裝置，因為你
9 巴士公司裏面嘅工程人員係唔知道你哋嗰個情況嘅，只有個用家先知道係嗰個
10 裝置係點樣，將個意見反映畀佢嘅工程人員或者係反映畀公司聽，然後去
11 作出改良，可以做到一個良好嘅效果。

12 其實呢個裝置係幫到司機嘅，不過新、城巴就已經反對咗話做呢一個裝
13 置，因為以新、城巴嘅管理層講就話「你哋司機唔好得罪啲乘客，啲乘客就唔
14 會打你哋㗎喇。」我哋惟有--冇辦法喇，我哋準備畀人打㗎喇已經。即係我哋
15 新、城巴同事見到九巴有咁嘅嘢，我哋都希望，亦都同公司反映，已經公司係
16 答咗㗎喇。我呢度嘅補充就係咁多。

17 主席：（經傳譯員）喺英國，你話見到咁樣全面嘅一個保護罩，係喺英國喺邊度見到
18 呀？

19 林錦標先生：响倫敦，甚至係伯明翰。

20 主席：（經傳譯員）你知唔知道邊間巴士公司呀？倫敦邊間巴士公司用呢一個裝置
21 呢？

22 林錦標先生：因為我真係唔清楚佢邊間公司，但係我見過佢嗰度就有好多--幾間巴士
23 公司全部都係裝到呢個系統嘅。

24 主席：（經傳譯員）唔該。

25 黃女士：（經傳譯員）你嘅工會亦都有表達關注，就係用 12.8 米長嘅巴士，佢個後
26 軸有呢一個嘅轉向嘅功能，而運輸署都有回覆嘅，就話會考慮下每個路線係咪
27 適合，同埋要求巴士公司去做路試去確保駕駛係安全嘅，呢封信就係由運輸署
28 回覆嘅，日期係 2017 年 9 月 11 號，即係 TU 文件冊第 260-2、橫劃 4 至橫劃
29 6 嘅。你嘅工會係咪對於呢一種嘅巴士嘅使用係咪都係仲有關注呢？

30 林錦標先生：係嘅，因為 12.8 米其實响香港現行個道路方面，因為香港就路窄人
31 多，而用到咁長嘅巴士其實佢個隱憂一定响度嘅。仲有一樣嘢，因為呢個 12.8
32 米尾輪轉向，當佢轉向嗰陣時，轉彎無疑司機係揸得好舒服，但係因為佢有咁
33 長，其他車輛唔知道你架車會尾輪轉向嘅，只有司機先知有個--運輸署要巴士
34 公司要黏一張紙話畀司機聽呢個係尾輪轉向，但係其他嘅道路使用者係唔知道
35 呢架巴士係尾輪轉向，當佢轉向之下，同一時間有其他嘅車輛貼近咗個巴士，

1 一轉彎，巴士個尾嗰部分就會過咗對方嘅行車線而產生危險。

2 响情況下，因為正式話交通意外數字暫時可能影響--即係冇咁多數字，但
3 係响一响位置嗰度，例如一個巴士總站，有响路面係曾經試過尾輪轉向係掃到
4 其他車嘅，但係--梗係冇辦法喇，一定係輸就輸在我哋，因為我哋過咗對方個
5 火位線。

6 仲有，而家個道路個路面嗰個闊度根本而家嘅巴士响嗰條行車線裏面，即
7 係每側得半呎位嘅啫，佢因為個--而家係畫咗係 9 呎嘅，而巴士已經係 8 呎半
8 呎，你可想而知我哋架車已經係佔用晒嗰條行車線㗎喇，如果有隔離有一架大
9 車一齊轉彎的話，一個轉左，一個轉右，同一時間一轉，我哋嗰架 12.8 米就一
10 定掃過隔離，冇得講嘅，因為嗰條線係咁多，嗰條行車線咁多，一轉之後，個
11 尾就會拂到過去。

12 因為九巴亦都擺咗一架 12.8 米响一個安全情況下去試，戙咗雪糕筒，去
13 試呢响 12.8 米轉彎嘅情況，足足响嗰條行車線嗰度係過咗 3 呎位嘅，所以响情
14 況下，我哋同運輸署講，响 12.8 米要試路嗰陣時係希望邀請埋我哋工會，我哋
15 一齊去試，而且用戙咗一响--即係我哋唔好用其他車輛去試，用一响雪糕筒擺
16 响度，等佢轉嗰個 90 度彎之下，佢會唔會係撞到其他車輛各樣，但係奈何運輸
17 署就話「因為巴士公司去試咗，唔會叫你哋工會去再試嘅。」

18 我哋亦都响近期都要求再多一次，關於試路嘅問題，如果去到咁長嘅車，
19 希望同埋工會去畀意見，我哋提出咗一個地點，我哋提咗一個地點嘅，就係响
20 香港灣仔嘅菲林明道天橋轉呢個軒尼詩道，因為嗰個路口一個係左轉，一個係
21 右轉，响嗰度就嚟試呢個 12.8 米，因為同一時間係城巴同新巴都有 12.8 米，
22 如果同一時間有兩架 12.8 米一齊去嗰個彎位，一定出事嘅，因為大家都唔知道
23 --即係响現時嚟講，其他道路使用者係唔知道我哋嗰個 12.8 米個尾輪轉向，
24 所以我哋一路都要求運輸署...

25 主席：（經傳譯員）林生，我哋就唔係好夠時間，我哋明白你想講咩嘢㗎喇，即係你
26 哋仍然都係關注呢一種長巴士喺香港使用係唔安全，我哋其實明白㗎喇，唔該
27 晒。

28 黃女士：（經傳譯員）你唔介意嘅話，可唔可以你頭先講話你書面再要求運輸署去做
29 一個重新測試嘅嗰份文件，如果你可以提供畀我哋，就唔該你遲啲提供畀委員
30 會喇。

31 劉啟謙先生：主席閣下，非常之唔好意思，我哋聯盟就收到運輸署首長級嘅官員來
32 電，就話對於我哋畀咗--一開始畀咗三份會議紀錄委員會非常之唔高興，亦都
33 覺得非常不滿我哋將响會議紀錄畀會議紀錄，但係我哋覺得畀會議紀錄委員會
34 係有助委員會嘅工作，我哋一樣將過往嘅會議紀錄提交畀委員會，但係 2017 年
35 8 月之後嘅會議紀錄，運輸署就話佢哋唔會再畀我哋㗎喇。

36 主席：（經傳譯員）係邊個同你喺電話咁講呀？即係話好不滿你畀咗响文件畀呢一個

1 委員會呢？係邊個咁講呀？

2 林錦標先生：當日係我打電話去運輸署，希望佢哋交番啲文件畀我哋嘅，因為我哋仲
3 有--已經係迫咗好耐呢啲會議嘅文件，佢一路都話仲有啲部門未交，仲有一啲
4 其他嘢，仲未可以畀到我哋，我話「你儘快畀我哋喇。」佢就--對方其實都講
5 咗，佢話「你哋--委員會叫我哋交，我哋都有交到，呢啲係我哋尊重你哋工會
6 嗰個私隱，就唔會交界委員會。」我亦都同佢講，因為如果係畀其他人嘅，我
7 哋係唔會畀會議紀錄，但係如果係畀--係有助調查嘅問題，我哋一定會交，呢
8 個係我哋個立場嚟嘅。

9 因為我都想講，因為對方係首長級，我亦都唔想公開佢係邊個，因為我唔
10 知會唔會係對佢個前途有問題，所以我真係唔夠膽講，因為我知道對方嗰個真
11 係首長級。

12 劉啟謙先生：我哋其實好希望委員會係諒解我哋...

13 主席：（經傳譯員）呢段對話係幾時講嘍？

14 林錦標先生：响 6 月嗰陣時--唔係，...

15 主席：（經傳譯員）你慢慢諗吓。

16 林錦標先生：响 7 月，今個月嘅--係响 7 月中嗰陣時我去追嘅，因為我哋亦都知道
17 要係等緊委員會叫我哋上嚟嘅。

18 劉啟謙先生：我代表我哋聯盟再一次向主席你講抱歉，我哋好盡力去搵主席所要求嘅
19 文件，但係何奈我哋真係得唔到，交唔到畀委員會參閱，我哋真係非常之抱歉
20 同唔好意思。而之後我哋仲會有會議紀錄收到--我哋都唔敢想會唔會再有會議
21 紀錄收到。

22 主席：（經傳譯員）唔該晒，你已經提供過畀我哋嘅會議紀錄。黃大律師。

23 黃女士：（經傳譯員）唔該晒。各位，最後我要問嘅就係呢一個嘅實務守則，即係最
24 近運輸署發出嘅實務守則，我哋最近就知道運輸署係發出過一份實務守則，就
25 畀專營巴士公司，係畀巴士車長培訓，就係唔同嘅公司統一嘅培訓方式嘅，同
26 埋就有一個框架係點樣培訓巴士車長嘅，就話擬定喺 2018 年 10 月會實施，就
27 有個工作小組，係因為喺 2018 年 2 月大埔巴士意外之後成立而提出，所以有個
28 咁嘅框架嘅。呢一個工作小組就有五個嘅巴士公司代表、巴士廠代表同埋係運
29 輸署嘅官員嘅，而最近佢哋就通知咗我哋已經係發出咗實務守則。

30 我個問題係咁嘅，有冇畀過一份呢個實務守則畀你個會呀？

31 林錦標先生：冇。

32 劉啟謙先生：Excuse me，我哋收過委員會其中運輸署嘅回覆--運輸署答回去嘅信
33 件我哋係有睇過，但係如果你話有冇嗰個實務守則，可以--係一本吓，定係--

1 如果係一本的話，我哋就有收過，我哋只係收過委員會畀我哋運輸署有關車長
2 培訓嘅回覆嘅信件啫，其他資料我哋冇收過。

3 黃女士：（經傳譯員）唔該劉生，我哋都有收過。我再問下呢一個實務守則，之前有
4 冇諮詢過你哋所有呢個實務守則嘅內容呢，關於係培訓巴士車長嘅，譬如話運
5 輸署或者巴士公司有冇諮詢過聯盟將來培訓巴士車長有咩嘢題目咁，有冇諮詢
6 過？

7 劉啟謙先生：第一，我哋都係從委員會得知運輸署原來係成立咗一個工作小組係有巴
8 士製造商同埋巴士公司嘅持份者，我哋都係從委員會嘅作供先得知有呢一個嘅
9 工作小組，而我哋其實喺 5 月份有同運輸署一次會議裏面，要求過運輸署將我
10 哋工會係加入嗰個工作小組入面，因為其實講嘅內容都同我哋工會係有關係
11 嘅，但係運輸署當然就有答應我哋話將我哋加入去喇。而呢份所謂實務守則其
12 實由制定以致個內容，我哋一直都有參與過，而所謂嘅工作小組都係從委員會
13 嘅作供先至得知有呢一個工作小組嘅存在，其實所有佢哋嘅工作都係冇諮詢過
14 我哋。

15 我哋得知之後，其實已經好緊張話「你哋唔可以話唔諮詢巴士工會嘍
16 嗚。」但係何奈佢一個諮詢、一個問題都有同我哋講過，冇問過我哋任何意
17 見。

18 主席：（經傳譯員）你向運輸署提出呢一個要求嘅時候，你係咪用書面提出嘍？

19 劉啟謙先生：我哋喺 5 月份有同運輸署進行一次跨部門會議嘅，就係運輸署嚟完聽
20 證會嘅翌日，我哋係有同佢係開過一次會，就住嗰個工作小組，其實我哋即
21 時有同佢哋講話「可唔可以加埋我哋入嗰個工作小組入面呀？」其實署方嘅回
22 應都係話「工作小組都係工作都係嗰啲成員」，就有正面回應過會唔會加我哋
23 人去，而實務守則其實喺會議上亦都有任何提過話有呢一樣嘢，亦都有諮詢過
24 我哋，我哋係喺嗰個會議，而嗰個會議嘅會議紀錄正如頭先所講，我哋係有
25 嘅。

26 主席：（經傳譯員）所以你唔係用書面提出嘅，你就係一個會議嗰度提出，就係用口
27 頭提出嘅，係咪咁呢？

28 劉啟謙先生：係，冇錯。

29 主席：（經傳譯員）你自己有冇寫低啲會議紀錄嘍？

30 劉啟謙先生：我哋有--同事係有記錄低個內容，其實呢啲會議每一次都係由運輸署負
31 責畀番個會議紀錄我哋，而我哋自己其實有一個手--即係 write down jot
32 notes 嘅紀錄喺度，但係唔係一個 formal 嘅會議紀錄嘍嘅，但係有 jot 低啲
33 重點嘅內容，而每一次其實都係運輸署會派員去記錄同埋做個會議紀錄畀番我
34 哋。

35 主席：（經傳譯員）你呢個會你寫低咗啲咩嘢重點，或者你都可以提供畀我哋，得唔

1 得呢？

2 劉啟謙先生：主席，我要返去同同事整理一下，可唔可以事後補番畀主席閣下睇番
3 呢？

4 主席：（經傳譯員）如果你咁做，就會對我哋有幫助嘅。

5 劉啟謙先生： Thank you very much. Thank you.

6 黃女士：（經傳譯員）唔該晒，主席，我嘅提問就到此為止。

7 主席：（經傳譯員）各位，就我哋就係完結㗎喇，提問嘅部分，你有冇啲最後嘅一啲
8 結語？如果你冇乜特別嘢講，都可以唔需要嘅。

9 鍾松輝先生：我哋聯盟想強調一個立場嘅，就住運輸署制定啲啲巴士工作指引，嗰個
10 工作指引，呢個指引當然唔係一個法例，但係就對巴士公司係有一個規範嘅，
11 而呢一個指引亦都係對我哋啲員工亦都有直接嘅影響，因為佢嘅指引就都牽涉
12 到我哋啲持份者、啲員工嘅，如果運輸署就住今次嗰個指引，就住嗰個特別更
13 呢個指引，而呢個指引佢仍然係維持十四小時，繼續令到我哋啲車長疲勞駕駛
14 不特只，佢仲係將中間嗰三個小時休息，而冇作出任何嘅指引落去，即係意思
15 就係話應該係薪酬直落計，但係運輸署就不負責任，就唔提供呢一個指引，變
16 相我哋時間就用咗十四小時，但係我哋就收唔到十四小時嗰個薪酬，佢個指引
17 所講話唔少於三小時，即係意思可以多過三小時，根據指引。

18 如果個巴士公司--其實根據指引，佢可以畀夠六個小時你休息嘅，多過三
19 小時咁嘛，咁就變咗我哋啲前線車長就得番八小時嘅薪酬，其他嗰啲就正如前
20 日咁講，\$21.90 一個鐘，呢個我哋覺得運輸署就非常之不負責任。

21 其實我最想強調，因為呢個專營巴士公司係牽涉到一個公共服務嚟...

22 主席：（經傳譯員）唔好意思，鍾生。就黃大律師，城巴係咪講過就話有特別更，佢
23 哋建議就唔係話純粹係一個津貼嘅呢一個嘅工資，而係話真係一個正式嘅時薪
24 嘅？

25 黃女士：（經傳譯員）係，佢哋係真係咁講。

26 主席：（經傳譯員）好明顯九巴就係嗰個工資就係唔同喇。

27 鍾松輝先生：我想補充少少嘅，而家我所講就係運輸署嗰個指引嗰個內容，就唔係個
28 別巴士公司去提供嗰個薪酬計算方法，而因為根據嗰個指引，巴士公司係完全
29 可以唔畀薪酬㗎，嗰個休息時間，就算新巴、城巴今日應承咗我...

30 主席：（經傳譯員）呢個運輸署嘅指引其實就唔係話針對關於個工資個問題，係咪你
31 建議就話呢啲指引應該都係涵蓋工資嘅呢個範疇呢？

32 鍾松輝先生：冇錯，我想...

1 主席：（經傳譯員）運輸署就話「工資嗰方面其實就係巴士公司同埋呢一個司機之間
2 嘅問題，就唔係我哋嘅責任嚟嘅。」佢哋就係咁講嘅。

3 鍾松輝先生：係，冇錯，我覺得指引係佢哋制定嘅，佢哋係有責任嘅。我仲想強調一
4 樣嘢，因為專營巴士服務係屬於一個公共服務嚟嘅，係牽涉到--係影響到呢個
5 公眾利益，因為如果你處理得唔好，係全香港嘅市民都受到影響嘅。我舉個
6 例，當年香港政府就住公務員貪污，佢都高薪養廉，佢都有個政策令到唔可以
7 有影響到呢個公眾利益，你運輸署制定嘅指引，但係佢就不負責任咁淨係符合
8 巴士公司嗰個所謂要求，就唔理到我哋嗰個生計，我哋對呢個非常不滿。同埋
9 十四小時絕對係唔夠時間休息嘅。

10 主席：（經傳譯員）我哋明白㗎喇。劉先生，你係咪都係就呢一點想講多少少呢？

11 劉啟謙先生：其實我哋...

12 主席：（經傳譯員）係總結嘅。

13 劉啟謙先生：兩分鐘。其實好簡單，巴士、電同水呢啲都係公營事業，牽涉到公眾利
14 益，當然我哋明白特首委任三位做委員會，就係因為牽涉到重大公眾利益，但
15 係運輸署仍然都唔將呢個公眾利益放喺首位，仲縱容呢個疲勞駕駛，仲縱容唔
16 理嗰個工資低嘅問題，其實巴士公司嘅生意嘅數目，其實政府運房局係有監察
17 同監控，政府係全權咁介入緊專營巴士嗰個收入、支出，加價都要政府批准，
18 都要經過交諮會、行政會議，政府早已經係完全咁樣插入咗巴士公司嘅管理入
19 面。我哋睇唔到理由畀運輸署推搪，淨係整個指引，但係就唔理薪酬，容許我
20 哋仍然係長工時、人工低呢個慘況。

21 而我哋同事亦都提過工資指引畀運輸署參考，用一個科學同埋一個實際嘅
22 數據去釐訂個薪酬，保障巴士嘅員工。巴士業要有足夠嘅人手，先至可以提供
23 到適切嘅服務，每一樣都係唇齒相依嘅，如果遺漏，淨係講工時，唔講個個人
24 工低，其實冇用嘅，同安全呢樣嘢係完全談唔上，係掛鈎嘅呢樣嘢。有足夠嘅
25 車長工作，先至提供到服務，車長先至會有足夠嘅薪金，就唔會長時間駕駛，
26 唔會疲勞，唔疲勞，其實安全嘅問題就減低。

27 我最後想補充一樣嘢，就係我哋看待呢一個係一個責任，唔係一個工作，
28 而家就調番轉，我覺得巴士司機就係一個工作，接載乘客啫，但係背後個責任
29 其實好大，所以我希望主席會明白。

30 多謝主席。

31 主席：（經傳譯員）多謝你嘅總結嘅，就多謝你，你兌現咗你嘅承諾，就係用兩分鐘
32 就夠喇。好，我哋就暫時停止，我哋會休會，應該係下個星期二會繼續嘅，我
33 哋就會聽取其他嘅證供，多謝咁多位今日出席，唔好意思，就你哋要再一次返
34 嚟，多謝你哋嘅耐性，我哋而家就係休會嘅。

35

- 1 2018年8月1日
- 2 下午5時41分聆訊押後
- 3

1 Tuesday, 7 August 2018

2 (10.00 am)

3 EVIDENCE FROM KOWLOON MOTOR BUS CO (1933) LTD AND LONG WING
4 BUS CO LTD: DR NORMAN LEUNG, DR JOHN CHAN, MR ROGER LEE, MR
5 GODWIN SO, MR LEUNG KIN WANG, MR PATRICK PANG, MR JAMES WONG
6 (evidence given in Cantonese; transcription of simultaneous
7 interpretation unless otherwise indicated)

8 CHAIRMAN: Dr Leung, gentlemen, thank you for helping the
9 invitation of the committee to give evidence to assist
10 us in our duties. I understand, Dr Leung, that there is
11 an initial statement that you wish to make, so we will
12 hear from you then, after which I will ask Mr Duncan,
13 who is one of the counsel assisting the committee, to
14 pose questions to you.

15 It may be that one or other of your colleagues is
16 better equipped to answer questions, and I leave it to
17 you to indicate if that's the case and to give way to
18 that colleague. If you can nominate who it is, that
19 would assist us. But perhaps I could invite you first
20 of all to make your opening statement.

21 Opening statement by DR NORMAN LEUNG

22 DR NORMAN LEUNG: (In English) Thank you.

23 Good morning, Mr Chairman and members of the
24 committee. May I say from the outset that we were and
25 still are very sorry about the tragic incident that
26

1 occurred on Tai Po Road on 10 February 2018.

2 On 11 February 2018, I took chairman's action to
3 form a special committee of the board of directors
4 comprising Dr John Chan and Mr Andy Tsang as members and
5 I as the chairman, to conduct an investigation into the
6 incident and to come up with recommendations on bus
7 safety.

8 The special committee has held a number of meetings
9 with KMB/Long Win management, representatives of two
10 trade unions two bus manufacturers, ADL and Volvo.

11 The special committee produced a report on 12 March
12 2018, setting forth therein a number of recommendations
13 to enhance bus safety. This report was submitted to the
14 Commissioner for Transport on the same date and the same
15 has also been submitted to this committee.

16 On 10 April 2018, we reduced into writing our action
17 plan to implement the recommendations set out in the
18 report dated 12 March 2018, and yesterday we submitted
19 to this committee an update on the action plan, stating
20 therein actions taken by our management to execute the
21 recommendations up to the end of July 2018.

22 Mr Chairman and members of the committee, my
23 colleagues and I have come before you this morning with
24 a humble heart and with proactive attitude. We know
25 that we are duty-bound to offer safe bus services to our
26

1 passengers and we welcome any recommendations that would
2 enhance bus safety. Subject to technological and
3 financial feasibility, we would be glad to implement
4 your recommendations.

5 Thank you, Mr Chairman.

6 CHAIRMAN: Thank you, Dr Leung.

7 Yes, Mr Duncan.

8 Examination by MR DUNCAN

9 MR DUNCAN: Thank you, Mr Chairman.

10 Good morning, Dr Leung, and gentlemen.

11 I would firstly like to echo the chairman's remarks
12 by thanking you for your attendance today, and also for
13 providing a very significant amount of written material
14 to the committee for its consideration.

15 There are some areas where clarification or further
16 assistance would be appreciated, and it is in that
17 respect that I have a number of questions for you.

18 I appreciate that you are representing both the
19 Kowloon Motor Bus (1933) Ltd and also Long Win Bus
20 Company, but if it is in order and just to ease matters,
21 I will refer generally to both entities as "the
22 company"; it will make things easier.

23 If, however, at any point you wish to distinguish
24 between the two entities, please feel free to do so.

25 If I could firstly raise one point, just from your
26

1 opening remarks, Dr Leung.

2 DR NORMAN LEUNG: (In English) Yes.

3 MR DUNCAN: I am looking at the fifth paragraph of those
4 remarks, where you referred to the production by the
5 special committee of 12 March this year, following the
6 tragic accident at Tai Po. It is said in your remarks
7 that that report was submitted to the Commissioner for
8 Transport on the same date, and that the same has also
9 been submitted to the committee.

10 Are you aware that certain portions of that report
11 were withheld from the committee?

12 DR NORMAN LEUNG: (In English) Yes, the redacted portion,
13 relating to the traffic accident, yes.

14 MR DUNCAN: Thank you. Could you perhaps turn to the copy
15 of the report that is in the bundles. We will find this
16 in file KMB-1 at page 98.

17 You will see at that page the front --

18 DR NORMAN LEUNG: (In English) What page are we on, Mr
19 Duncan?

20 MR DUNCAN: I'm just taking you to the report itself.

21 CHAIRMAN: Page 98.

22 DR NORMAN LEUNG: (In English) Yes.

23 MR DUNCAN: You will see the cover of the report, and then
24 if you turn the page through to page 99, you will see
25 a table of contents. You will see the table of contents

26

1 at page 99.

2 DR NORMAN LEUNG: (In English) Table of contents, page 99,
3 yes.

4 MR DUNCAN: The portions which are of interest to the
5 committee, which are being withheld, are part 2,
6 accident regulation report, and part 3, issues relating
7 to bus captains.

8 Issues relating to bus captains is obviously
9 a matter of central importance to the operation of this
10 inquiry, and I'm simply going to make a request of you
11 as to whether you would consider releasing to the
12 committee both parts 2 and 3 for the committee to
13 consider, of course within the confines of its terms of
14 reference.

15 You may wish to discuss that with your colleagues,
16 but I'm simply making that request of you and ask you to
17 consider that, please, perhaps after the hearing today.

18 DR NORMAN LEUNG: (In English) Specifically you are
19 referring to part 2, accident investigation report?

20 MR DUNCAN: Correct.

21 DR NORMAN LEUNG: (In English) As well as part 3, issues
22 relating to bus captains?

23 MR DUNCAN: Correct. If you look at pages 102 and 103 of
24 the bundle, you will see that that information is being
25 withheld.

26

1 DR NORMAN LEUNG: (In English) Yes.

2 MR DUNCAN: And no doubt a position was taken on that.

3 DR NORMAN LEUNG: (In English) Yes.

4 MR DUNCAN: But I am asking you to reconsider that with your
5 colleagues, not right now but during the course of these
6 proceedings.

7 DR NORMAN LEUNG: (In English) In that connection, may
8 I please ask whether this information would be submitted
9 for the consideration of this committee or would it
10 become public information? I have to know that.

11 CHAIRMAN: All information that this committee receives is
12 on the basis that it becomes public, if the committee
13 deem it appropriate.

14 DR NORMAN LEUNG: (In English) Thank you, Mr Chairman, for
15 that clarification.

16 I will consider your request.

17 MR DUNCAN: Thank you, Dr Leung.

18 Sticking with this file, KMB-1, could I ask you to
19 go, please, to page 31.

20 DR NORMAN LEUNG: (In English) Page 31. Yes.

21 MR DUNCAN: Just to put this page in context, this is
22 an extract from the initial submission made by Kowloon
23 Motor Bus, by the company, in response to the
24 committee's request for information.

25 DR NORMAN LEUNG: (In English) Yes.

26

1 MR DUNCAN: If you just want to put it in context, if you go
2 back to page 1 of the bundle.

3 DR NORMAN LEUNG: (In English) Page 1?

4 MR DUNCAN: Yes.

5 DR NORMAN LEUNG: (In English) Yes.

6 MR DUNCAN: You will see a letter from the secretariat of
7 the committee dated 28 March 2018.

8 DR NORMAN LEUNG: (In English) Yes.

9 MR DUNCAN: If you go through the following pages, you will
10 see that the committee has asked for information
11 relating to a number of specified matters.

12 DR NORMAN LEUNG: (In English) Yes.

13 MR DUNCAN: Then if I take you to page 31, you will see at
14 the top of the page one of the questions which was posed
15 by the committee:

16 "Please identify and supply copies of:

17 (iv) any codes of corporate and social
18 responsibility published by your company."

19 DR NORMAN LEUNG: (In English) Yes.

20 MR DUNCAN: I am interested in the first of the three
21 components, which appears in paragraph 2 of the answer.
22 Do you see the component described as a key component,
23 "Safety"? Perhaps I can just read that out for the
24 record. You have said:

25 "The three key components of our [corporate social
26

1 responsibility] have been listed on the corporate
2 website:

3 KMB and LWB are committed to providing customers
4 with a safe, reliable and comfortable bus service, which
5 gives value for money. KMB and LWB continue to invest
6 heavily in improving the safety of its bus operations by
7 providing intensive training to its staff, strengthening
8 performance monitoring procedures, implementing reward
9 schemes, improving bus design and promoting passenger
10 safety both internally and to the public."

11 What I want to do, Dr Leung, is, concentrating on
12 the implementing of reward schemes --

13 DR NORMAN LEUNG: (In English) Maintenance?

14 MR DUNCAN: Reward schemes. Do you see the reference to
15 "reward schemes"?

16 DR NORMAN LEUNG: (In English) Yes.

17 MR DUNCAN: I want to ask you a few questions, please, with
18 regard to what schemes currently exist relating to the
19 safety performance of bus drivers. Do you understand
20 that?

21 DR NORMAN LEUNG: (In English) Reward schemes, improving bus
22 design -- okay.

23 Godwin, would you please answer the question.

24 MR DUNCAN: I haven't really asked the questions yet. I'm
25 just indicating the matters I'm going to pursue. That's
26

1 the topic I am going to pursue with you and your
2 colleagues.

3 CHAIRMAN: And Mr So will be dealing with the questions?

4 DR NORMAN LEUNG: (In English) Yes.

5 CHAIRMAN: Thank you.

6 MR DUNCAN: In that respect, can I ask you to turn to
7 page 108 of the bundle.

8 DR NORMAN LEUNG: (In English) 108?

9 MR DUNCAN: Yes.

10 DR NORMAN LEUNG: (In English) Yes.

11 MR DUNCAN: We see at paragraph 29 on that page that on
12 21 February 2018, KMB and LWB announced that safety
13 bonus and good service bonus would be incorporated into
14 basic salary, effective from 1 March 2018. There is
15 reference then to table 2, table 3 and table 4, which
16 set out the pay structures before and after the salary
17 optimisation.

18 DR NORMAN LEUNG: (In English) Yes.

19 MR DUNCAN: And you will see the tables by turning the page,
20 finding those at 109 and 110.

21 I notice that this change was announced on
22 21 February, which was just 11 days after the accident
23 in Tai Po. My question is: was the occurrence of the
24 accident a factor in the announcement of this change?

25 DR NORMAN LEUNG: (In English) Thank you, Mr Duncan. Thank
26

1 you for your question. I'm glad I have an opportunity
2 to make a clarification on this point. In fact, last
3 November, when there was unfortunately a traffic
4 accident happened in Sham Shui Po, involving casualties
5 and injury to a number of passengers, I noticed from the
6 newspaper report that our monthly rated bus captains at
7 the time were earning a salary of less than \$12,000
8 a month. It was just under \$12,000. Then -- in fact,
9 this is my initiative -- I said to myself that something
10 had to be done about it.

11 So I examined the pay structure of the monthly rated
12 bus captains, and I noticed each month that apart from
13 the basic salary and safety bonus of \$18,000, as well
14 as --

15 CHAIRMAN: 1,800?

16 DR NORMAN LEUNG: (In English) 1,800, I beg your pardon,
17 1,800 -- thank you for your correction -- as well as
18 a safety performance bonus of another 1,800, were paid.

19 Then I decided that we can perhaps enhance the
20 remuneration structure. So at the board meeting in
21 December, the board approved that the safety bonus as
22 well as the performance bonus totalling \$3,600 be
23 incorporated into the basic salary. That's the first
24 thing.

25 And the second thing, because the overtime payment
26

1 was formerly based -- was made by reference to the basic
2 salary at the then rate of less than \$12,000 per month,
3 so, as a result of incorporating this bonus amount into
4 the basic salary, the overtime payment would likewise be
5 increased by reference to the new basic salary rate.
6 That was another reason.

7 So, to cut a long story short, after this
8 enhancement, the monthly rated bus captain will receive
9 a basic salary of about \$15,400 a month, and likewise
10 the overtime payment will be increased accordingly.
11 Thirdly, the annual bonus which was previously set at
12 \$12,000 per year would likewise be increased to the new
13 level of over \$15,000.

14 So that really enhanced the pay of our bus captains.

15 The decision was made in December with a view to
16 implementing such new rate of pay in March, on 1 March,
17 but unfortunately this tragic incident happened in
18 February, so it was misinterpreted by some people that
19 we adjusted the pay because of the traffic accident. It
20 had nothing to do with it. It was actually decided at
21 my own initiative at the board meeting in December,
22 Mr Duncan.

23 MR DUNCAN: Thank you, Dr Leung.

24 CHAIRMAN: Dr Leung, you referred to the Sham Shui Po
25 accident as having occurred in November. Do you have in

26

1 mind the accident that occurred on 22 September 2017?

2 Mr So.

3 MR GODWIN SO: That accident that happened on 22 September

4 was in Cheung Sha Wan.

5 DR NORMAN LEUNG: (In English) I stand corrected.

6 CHAIRMAN: Well, perhaps you are not corrected. Was it the

7 November accident and, in which case, what was the date?

8 MR GODWIN SO: There was no accident in November. Our

9 action was in response to the accident that took place

10 in September in Cheung Sha Wan.

11 MR ROGER LEE: Sham Shui Po.

12 CHAIRMAN: 22 September?

13 MR GODWIN SO: (In English) Yes.

14 CHAIRMAN: Thank you.

15 MR ROGER LEE: I would like to add, talking about bonuses,

16 at that time we felt that bonuses were actually

17 a pressure on bus captains. We did not think that

18 bonuses was a kind of incentive. Bus captains would be

19 under a lot of pressure if they were given bonuses and

20 it might not be appropriate. That is why the board

21 decided that the bonuses be incorporated into basic

22 salary.

23 As the chairman said just now, there will be

24 a points system for paying salaries. I think that has

25 been covered, and I think Mr So will tell you more about

26

1 the present situation.

2 MR GODWIN SO: Our company does have rewards to encourage
3 bus captains to pay attention to bus safety. We used to
4 have safety bonuses, and in 2016 we changed it to a kind
5 of star bus captain reward. Within a certain period of
6 time, if there is no accident record and if there is any
7 compliment from passengers, then the bus captain will
8 receive different rewards. If they are within 15 years,
9 it would be one star. If it is 15 to 29 years, if there
10 is another good record, they will be given another star,
11 and then in the end they will be given a grand star.

12 Also, in December each year, we have an annual
13 gathering in order to give recognition to bus captains
14 with good safety records. This is the star bus captain
15 scheme.

16 CHAIRMAN: Does this scheme still operate?

17 MR GODWIN SO: Yes, it is still operating. It is going on.

18 CHAIRMAN: Thank you.

19 MR DUNCAN: Thank you, Mr So. I'm going to ask you a few
20 more questions about that reward scheme in a few
21 moments. It's something which has been included in the
22 information you provided us.

23 Just keeping with the removal of the safety bonus
24 for a moment, Dr Leung, you told us that the
25 announcement -- the new scheme was resolved at a board
26

1 meeting in December. Is there any reason why it wasn't
2 announced until 12 February?

3 DR NORMAN LEUNG: (In English) Well, it was approved by the
4 board in December, I think 22 December, and then the
5 management would take time to implement the new pay
6 structure. In fact, I understand from the managing
7 director the proposed day of implementation would be
8 1 March of this year.

9 MR DUNCAN: Prior to this change, during the time when the
10 safety bonus existed, how was the awarding of the safety
11 bonus determined in any particular individual case?

12 MR GODWIN SO: In the old safety bonus scheme, we looked at
13 a few indicators. First, whether there was any accident
14 that was committed by the bus captain, whether it was
15 liable, and whether there was unsafe driving. Then
16 there would be the safety bonus of \$1,700. Then, if he
17 performs well within half a year, the bonus which was
18 withheld because of a poor record will then be disbursed
19 and this is controlled by the operations department.

20 MR DUNCAN: Do I understand from that that it was restricted
21 to whether or not the person had been responsible for
22 an accident?

23 MR GODWIN SO: The company also has plain clothes inspection
24 and we also rely on complaints from passengers. From
25 these channels, we will know whether the bus captain has
26

1 engaged in unsafe driving, and then the safety bonus
2 will be used as a kind of disciplinary action, to
3 discipline bus captains who commit unsafe driving.

4 MR DUNCAN: Prior to this change, when the bonus system was
5 in place, what proportion of your drivers received the
6 full bonus?

7 MR GODWIN SO: When we had the safety bonus, 90 per cent of
8 our colleagues would get a full bonus. Those who would
9 have the bonus deducted or delayed, they would account
10 for less than 10 per cent.

11 MR DUNCAN: During the course of the committee's
12 deliberations, and no doubt taking up some of your
13 management time, we have learned that technology can
14 detect such things as speeding, excessive braking,
15 excessive acceleration, those sorts of factors. Were
16 any of those factors taken into account when the old
17 safety bonus was in existence?

18 MR LEUNG KIN WANG: At that time, the safety bonus only
19 focused on the disbursement of the bonus after
20 an accident. The daily performance is covered by other
21 bonuses, like the good service bonus.

22 MR DUNCAN: Thank you. Can I refer you now, please, to
23 page 77, where these reward schemes to which you have
24 already referred are set out. The question that the
25 committee posed, at the top of page 77, is this,

26

1 "Remuneration packages":

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

4 The first of these is described as the "Safe Driving
5 Award". Can I ask: how long has this been in place?

6 MR LEUNG KIN WANG: The safe driving award has been there
7 for many years. It was like one or two years ago we
8 replaced it with the star bus captain scheme.

9 MR DUNCAN: Does it no longer exist?

10 MR LEUNG KIN WANG: We have replaced it with the star bus
11 captain scheme so it no longer exists.

12 MR ROGER LEE: Let me explain clearly. This scheme still
13 exists but it was like a sheet of paper, it is a kind of
14 certificate, but now we call it the star bus captain and
15 we use gold and silver, real gold and silver to reward
16 the bus captains, so they feel it more strongly because
17 this can be tagged to their lapel.

18 MR DUNCAN: Is the safety aspect of this award restricted
19 solely to responsibility for accidents or otherwise?

20 DR NORMAN LEUNG: (In English) The criteria for the award?

21 MR DUNCAN: The criteria, yes. Is anything taking into
22 account apart from the fact that the driver is
23 accident-free, so to speak?

24 MR GODWIN SO: In the past, yes, you are right. The award
25 was about zero liability. In other words, the bus
26

1 captain does not have to bear any responsibility in
2 accidents. In other words, for five consecutive years,
3 if the bus captain did not get himself involved in any
4 liable accidents, he would be sort of commended in the
5 form of a certificate.

6 MR DUNCAN: And there is no financial reward involved in
7 this award; is that correct?

8 MR GODWIN SO: You are correct, no bonus.

9 MR DUNCAN: Could I then turn to the outstanding service
10 award. Does any component of the outstanding service
11 award depend on safety performance?

12 MR GODWIN SO: Perhaps. You may want to turn to annex 9c.

13 So, other than the bus captains, all other staff members
14 are covered by this outstanding service award.

15 MR DUNCAN: You are saying it's not restricted to bus
16 drivers? Thank you. My question, though, is in the
17 context of a bus driver, is whether he drove safely or
18 not a matter which is taken into account in deciding
19 whether he should be awarded an outstanding service
20 award?

21 MR GODWIN SO: Well, in the case of an outstanding service,
22 say for example he has helped a passenger, then he will
23 be given this award. But prior to giving him this
24 award, we will also check whether he has a safe driving
25 record. If he has, and if he served passengers well,
26

1 then he will get this outstanding service award.

2 MR ROGER LEE: In other words, this is mainly about the
3 service, say what he has done, say how he has helped
4 a passenger, his attitude towards passengers.
5 Of course, it may also be related to his safety
6 performance, but it is mainly about service, because bus
7 captains, in the course of driving, they are very good
8 in terms of their attitude towards the passengers. So
9 this is about outstanding service and it covers not just
10 bus captains but also terminus supervisors, regulators,
11 as well as the bus stop assistants.

12 MR DUNCAN: So keeping with the bus driver and reflecting
13 the fact that he might have been helpful to a passenger,
14 that aspect of bus safety, would the fact that he had
15 driven without any accident for which he was responsible
16 also be taken into account?

17 MR GODWIN SO: Well, let me say this. For his driving
18 behaviour, he will be given the safe driving award, so
19 it is a matter of zero accident and depending on the
20 duration involved. Then, for the outstanding service
21 award, for BCs and non-BCs, if they put up a good
22 service, they will be awarded. But prior to giving the
23 award for bus drivers, there is a prerequisite, that is
24 he must have a good driving record, because, after all,
25 it is an award.

26

1 I gave an example of helping the passengers. I was
2 sort of citing an example. I just wonder if you can go
3 to the document annexed as annex 9c. I think it would
4 be illustrative.

5 MR DUNCAN: Certainly. If we go to 9c-2. You find that at
6 KMB-9 at page 3853. Is that what you are referring to?

7 DR NORMAN LEUNG: (In English) Outstanding service award.

8 Okay.

9 MR GODWIN SO: As I think you can see from the screen, this
10 is to recognise staff members' contribution and
11 outstanding performance. Nomination is by directors and
12 department heads. So this is for everyone.

13 MR DUNCAN: A few moments ago, you mentioned that it would
14 depend on a good driving record. Do you mean by "good
15 driving record" accident-free?

16 MR GODWIN SO: Let me clarify. For the first one, that's
17 the safe award, we have to check the accident record.
18 For this one, this is about the outstanding service.
19 When it comes to outstanding service, we will also check
20 whether he has got a good driving record before he would
21 be nominated to be given this award which is outstanding
22 service award.

23 MR DUNCAN: Thank you. My question is does "good driving
24 record" mean no accident for which he was responsible?

25 MR GODWIN SO: Not all.
26

1 MR DUNCAN: What else?

2 MR GODWIN SO: Other than accidents, there may be complaints
3 by passengers, and then of course internally we have got
4 plain-clothed inspectors checking on the drivers to see
5 if they have a good driving record.

6 MR DUNCAN: Thank you. Does this outstanding service award
7 carry with it any financial reward?

8 MR GODWIN SO: No, no financial reward.

9 MR DUNCAN: This is simply again a certificate, is it?

10 MR GODWIN SO: Correct, a certificate, sort of
11 a commendation.

12 MR DUNCAN: Thank you.

13 Now let's turn to the next one on page 77, star bus
14 captain, about which you have already given very clearly
15 some information this morning.

16 What criteria are taken into account in the award of
17 a star to a bus captain?

18 MR GODWIN SO: Maybe the secretary can go to annex 9c-3.

19 MR DUNCAN: KMB-9/3858. Thank you.

20 MR GODWIN SO: Please go to another page.

21 Yes, this is the right one; please stop here.

22 Under this scheme, first of all, a good service
23 record and a good accident record.

24 DR NORMAN LEUNG: (In English) Page 3864.

25 CHAIRMAN: In which page of the bundle is this to be found,
26

1 Mr Duncan?

2 MR DUNCAN: The original, which is in Chinese, is at 3864.

3 DR NORMAN LEUNG: (In English) Page 3864.

4 MR DUNCAN: The translation?

5 DR NORMAN LEUNG: (In English) In Chinese.

6 CHAIRMAN: 3865-1?

7 MR DUNCAN: 3865-7, I think.

8 CHAIRMAN: Thank you.

9 DR NORMAN LEUNG: (In English) There's an English version on
10 page 3865-7.

11 MR DUNCAN: Thank you.

12 We have that. Is there anything you want to bring
13 to our attention there?

14 MR JOHN CHAN: (In English) If I may supplement, this is
15 a scheme which was devised to recognise in particular
16 good bus captains, and the number of awards every year
17 was very limited; it was only two or three every year.

18 This was a very specially designed scheme for
19 recognition and incentivising of good bus captain
20 performance.

21 MR DUNCAN: Thank you. Did this contain any financial
22 reward?

23 MR JOHN CHAN: (In English) No.

24 MR DUNCAN: Let's go to the next matter on page 77 and back
25 to KMB-1, "Career path for [bus captains] with
26

1 outstanding performance".

2 If I could just ask this question. The promotion
3 from bus captain to bus captain II, would that involve
4 an increase in a bus captain's salary?

5 MR GODWIN SO: Yes.

6 MR DUNCAN: Likewise, from bus captain II to bus captain I,
7 would that also result in an increase in the salary of
8 the bus driver?

9 MR GODWIN SO: Yes.

10 MR DUNCAN: I think the details of that we can see on the
11 earlier pages to which you referred us when looking at
12 the bonus. I won't take you back there.

13 I think we can see from the bottom of page 77 the
14 criteria which are invoked for that particular career
15 path, so no accident or disciplinary warnings and good
16 attendance in the past two years.

17 Is that correct?

18 MR GODWIN SO: Correct.

19 MR DUNCAN: Thank you.

20 Let's go then to the last of these matters, on
21 page 78, the annual performance bonus. It is said on
22 this page that the bonus is paid twice a year and it is
23 linked with BC's performance. Just now is it linked
24 with the bus captain's performance?

25 MR GODWIN SO: It covers a number of points. First of all,
26

1 the driving record and whether he has been disciplined,
2 and then his attendance record. By "attendance", I mean
3 he hasn't had any record of absent without permission,
4 because that would affect the service stability.

5 So there are three main elements.

6 MR ROGER LEE: If I may also supplement. Just a few months
7 ago, we made a change. We have got a 13th month salary.
8 In the past, there was an assessment once every six
9 months; there was an annual performance bonus. Now we
10 have got the 13th month bonus. In other words, we
11 haven't got this assessment.

12 MR DUNCAN: Are you saying the annual performance bonus does
13 no longer exist?

14 MR ROGER LEE: (In English) Correct.

15 DR NORMAN LEUNG: (In English) Correct. Mr Duncan,
16 I mentioned earlier in the hearing that not only did
17 I incorporate the safety bonus and performance into the
18 basic salary; at the same time, at the end of the year,
19 this annual performance bonus will become the 13th month
20 pay to the bus captains.

21 In other words, formerly they were getting at most
22 an annual bonus of \$12,000 per year, payable in two
23 instalments. Now, at the end of the year, they will be
24 getting annual pay --

25 MR ROGER LEE: (In English) Just like double pay.

26

1 DR NORMAN LEUNG: (In English) A 13th month pay, a double
2 pay. They will be getting double pay by reference to
3 the new rate of basic pay, which is now \$15,400.

4 MR DUNCAN: Do I understand correctly that the extra month's
5 pay is not performance-based?

6 DR NORMAN LEUNG: (In English) No, no. Mr Duncan, you are
7 correct.

8 MR DUNCAN: So before the change which was approved by the
9 board last year, a person could receive first of all
10 a safety bonus, and that applied to 90 per cent of your
11 captains, if I understood correctly before, and would
12 also qualify for an annual performance bonus?

13 DR NORMAN LEUNG: (In English) Yes.

14 MR DUNCAN: What proportion of your bus captains would have
15 received a grade 1 performance bonus each year?

16 MR GODWIN SO: About 90 per cent, almost 90 per cent.

17 MR DUNCAN: Do I understand that the annual performance
18 bonus was done away with then by virtue of the decisions
19 made at the December board meeting so that from 1 March
20 this year you have the new pay structure?

21 DR NORMAN LEUNG: (In English) Since 1 March, yes. Yes,
22 Mr Duncan.

23 MR DUNCAN: So is the situation at present then that there
24 is no specific financial reward for a bus driver
25 depending on his safety performance?
26

1 DR NORMAN LEUNG: (In English) Well, there are other
2 safeguards to ensure that our bus captains will drive
3 properly and safely.

4 Perhaps I should mention at this stage that apart
5 from the remuneration enhancement which became effective
6 on 1 March, I am also proposing, with the blessing of
7 the board, other enhancements.

8 For example, just now, you referred to bus captains,
9 there are three grades of bus captain, bus captain, bus
10 captain II and bus captain I, and I have the support of
11 the board of directors that these three grades will soon
12 be expanded into five grades. And also the annual
13 increment point, it will be expanded from the current
14 eight increments to 20 increments. So this will be, you
15 know ...

16 This, for example, promotion to the next grade, as
17 well as the award of the annual increment, will not be
18 automatic. This will be subject to performance of the
19 bus captains. But more importantly, I think, and
20 I believe I'm correct in saying, that the bus captains
21 will not be less responsible in their behaviour, because
22 the safety bonus was done with. I think they are
23 professional drivers and they have their own safety to
24 safeguard, apart from the safety of the passengers.

25 So my principal objective is to enhance the
26

1 remuneration of the bus captains as a whole and hope
2 that not only would I be able to recruit new bus
3 captains but to retain the serving bus captains as well.
4 That's my intention, Mr Duncan.

5 MR DUNCAN: Thank you, Dr Leung.

6 With regard to those matters for which you have the
7 support of the board, if you are changing the pay
8 structure at all, is that something which as a matter of
9 practice you would discuss with the unions before they
10 were implemented, or would you implement it and then
11 tell the unions?

12 DR NORMAN LEUNG: (In English) Yes, I did. In fact, as you
13 know, I met with representatives of the trade union
14 personally a few months ago.

15 And apart from the remuneration incentive that was
16 executed on 1 March, I indicated to the trade union
17 further enhancements would be coming, and they know
18 that. For example, they know that instead of three bus
19 captain grades there will be five grades; instead of
20 eight annual increments, there will be 20 increments.
21 And there are other incentives too.

22 But I am always willing to listen to the views of
23 the bus captains. Really, how should I say, I find that
24 because, personally, my governance philosophy is people
25 first. People always come first. Of course passengers

26

1 come first, they are very important to us, and our staff
2 are equally important to us, and of course at the same
3 time I have to be accountable to my shareholders as
4 well. So I am doing my level best to enhance the
5 remuneration of all staff, not just bus captains, other
6 frontline staff, in the hope that we can recruit and
7 retain quality staff members for our services.

8 MR ROGER LEE: I would like to add one point here.

9 Actually, we have communicated with many other members
10 of staff.

11 MR GODWIN SO: I can also say something here. We have heard
12 these aspirations in the past. They also thought that
13 if money is pegged to safety, they would experience
14 pressure when they drove, and also the annual
15 performance bonus, they also had the aspiration about
16 this. When I met with bus captains and also when
17 I talked to depot staff, they wanted this to be changed.
18 So we heard them, and as the chairman said, he met
19 unions' representatives, and so there is this change.

20 MR DUNCAN: Thank you.

21 I want to refer you, Dr Leung, to the evidence of
22 one of the persons from whom the committee has heard.
23 This was Mr Lai Siu Chung who came from the Motor
24 Transport Workers General Union. Do you know Mr Lai?

25 DR NORMAN LEUNG: (In English) Mr Chung, yes, I met him as
26

1 a representative of one of the trade unions, I met with
2 him, yes.

3 MR DUNCAN: I'm going to ask to be turned up the transcript
4 at Day 9 at page 98.

5 CHAIRMAN: What is the reference in the bundles?

6 MR DUNCAN: It's the page on the screen now, and in the hard
7 copy of the transcript, it will be Day 9, page 98,
8 line 13.

9 CHAIRMAN: Which of the four transcript bundles is it to be
10 found in?

11 MR DUNCAN: Number 4.

12 CHAIRMAN: Thank you.

13 MR DUNCAN: If I could just explain the commencement of this
14 dialogue, Dr Leung, at line 13, there is an entry
15 attributed to Ms Maggie Wong, my colleague, one of the
16 counsel for the commission, and she asked this question
17 of Mr Lai:

18 "Mr Lai, we are not talking about deduction. It is
19 addition. What I'm suggesting here is not about
20 deduction. It is on top of your basic salary. If you
21 drive well you would receive an extra bonus. That's the
22 system. It's not about deduction."

23 And Mr Lai replies:

24 "Well, KMB doesn't have such a system."

25 And Ms Maggie Wong says:

26

1 "Not about whether you have the system. If one were
2 to recommend such a system, would you support that?"

3 And what I am interested to bring to your attention
4 is the reply of Mr Lai, which follows:

5 "Chairman, we support any type of reward system or
6 incentive system. Right now we are talking to the KMB
7 on another kind of bonus system: there would be
8 a 20-point increment system. So in other words, if you
9 achieve certain requirements then you will get an
10 increment, an extra point. And that is beyond the
11 annual salary increase. The KMB has verbally promised
12 that there will be a 20-point system, it's calculated
13 based on the performance, safety performance,
14 attendance, discipline. If the bus captain does not
15 achieve the standards then he will not get an extra
16 point.

17 So that's a kind of bonus system."

18 Now, the 20-point system to which Mr Lai referred
19 I think is something that you referred to in your
20 evidence; correct?

21 DR NORMAN LEUNG: (In English) Yes.

22 MR DUNCAN: The system that you have in mind, will it depend
23 at all on safety performance?

24 DR NORMAN LEUNG: (In English) Yes. As I said earlier on
25 too, the award of this increment, as well as promotion

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1 to the next grade, will not be automatic, but the safety
2 performance as well as other performance will be taken
3 into account. Yes.

4 MR DUNCAN: Have you yet decided how you would assess safety
5 performance in that context?

6 DR NORMAN LEUNG: (In English) Yes. We do have a quality
7 assurance department, Mr Duncan, and they are
8 responsible for monitoring the performance of all bus
9 captains.

10 At this point in time, perhaps I can ask the head of
11 our quality assurance department --

12 MR ROGER LEE: Perhaps I would like to add something here.

13 DR NORMAN LEUNG: (In English) Wait, wait -- and he can tell
14 you how we monitor the performance of the bus captains,
15 and after that, Roger, you can supplement.

16 MR JAMES WONG: Good morning. I am James Wong; I am the
17 head of training and quality assurance department of
18 KMB. I am responsible for training bus captains.
19 I also monitor their behaviour and integrity. Within my
20 area of responsibility, we regularly monitor the
21 behaviour of bus captains. Whether there is speeding or
22 whether there is any unsafe driving, this is monitored
23 by the black box.

24 On the other hand, if we receive complaints from
25 passengers or even prosecution by the police, we will
26

1 know that there is undesirable behaviour on the part of
2 the bus captain or that he has broken traffic rules. In
3 this regard we also have plain-clothed inspection. If
4 we get a complaint from any passenger, we will arrange
5 for our plain-clothed driving inspector to go on board
6 to look at the driving behaviour of the bus captain
7 personally in order to decide whether his attitude or
8 techniques are correct.

9 Just now you asked how we monitored whether there is
10 any irregularity on the part of bus captains. We have
11 done a lot in this regard. Our objective is to achieve
12 safe driving. In our Bus Captain Training School, we
13 have different kinds of driving training. Let me talk
14 about with about basic training. There are two phases.
15 Phase 1 is to allow the bus captain to achieve the
16 standard to get a driving licence of the right class
17 from the TD, Transport Department, and in phase 2 we
18 will allow the bus captain to achieve the standards of
19 training with KMB so he can serve passengers.

20 In the case of poor behaviour, we will rely on other
21 ways to monitor.

22 MR ROGER LEE: As has been pointed out, there are many
23 channels. We will have more communication with the bus
24 captains. As to whether bus captains would regard it as
25 a way of further monitoring before he gets a promotion,
26

1 certainly we will heed your advice. This is our initial
2 suggestions. That's the way for the future. We are
3 going to have more communication with the bus captains.

4 MR DUNCAN: Thank you. The monitoring of the bus drivers is
5 a matter I will ask further questions about later on
6 when we come to the black box situation, but
7 I appreciate your remarks. Thank you.

8 Leaving the question of awards and so forth, I want
9 to move to a different matter, still connected with
10 safety, by taking you to another bundle. This time,
11 KMB-6, at 2110.

12 You should be looking at a copy of the Kowloon Motor
13 Bus management structure supplied to the committee by
14 the company.

15 DR NORMAN LEUNG: (In English) Yes.

16 MR DUNCAN: We will see at the top of the management
17 structure Mr Roger Lee, who is here today. We then have
18 a line which includes the operations director, Mr Kin
19 Wang Leung, who is also here today. On that same line
20 we have the general manager, corporate planning and
21 business development, Mr So, who is also here today.

22 Underneath the operations director, we have the
23 deputy operations director, Mr Patrick Pang, who is with
24 us as well, and under the human resources director we
25 have Mr James Wong, who has just answered one of the

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1 questions, in the box of training and quality assurance.

2 I want to go from that management structure to
3 another entry in the bundles which have been provided by
4 you. That's at KMB-3 at page 708.

5 This is an extract from the annual report of the
6 holding company, Transport International Holdings Ltd,
7 and it's the annual report for 2011.

8 I want to pick up on page 708 one of the paragraphs.
9 It's under the general heading, if we go back to a few
10 pages, to 705, "Operational review", "Care for
11 customers".

12 Then we have, on pages 706 and 707, a number of
13 headings, and we come to 708 and an entry which is
14 headed, "Safety Management System". If I could read the
15 first of the paragraphs under that section:

16 "As stated in its corporate safety policy, KMB is
17 firmly committed to striving for continual improvement
18 in safety performance. Robust safety governance is the
19 backbone of our safety management system. A rigorous
20 safety governance framework ensures that the highest
21 levels of safety performance and sustainable operations
22 are achieved. Established in 2010, the safety and
23 service quality department focuses on enhancing our
24 safety performance and delivering high quality
25 services."

26

1 Then there's a reference in the following paragraph,
2 you will see, to the development and implementation of
3 the Occupational Health and Safety Assessment Series
4 18001, and it continues.

5 So did there, in 2011, exist a safety and service
6 quality department? Is that the position?

7 DR NORMAN LEUNG: (In English) It has been replaced by the
8 quality and assurance department.

9 MR DUNCAN: Right. We will come to its replacement, but
10 I just want to first establish that back in 2011 it was
11 called the safety and service quality department; is
12 that correct?

13 DR NORMAN LEUNG: (In English) Yes.

14 MR DUNCAN: Thank you.

15 Can you then go, please, to page 774 of the same
16 bundle. We are still with the 2011 report. You will
17 see on that page "Key Corporate Executives"; do you see
18 that?

19 DR NORMAN LEUNG: (In English) Yes.

20 MR DUNCAN: Then if you go down the list, one of the key
21 corporate executives is a Mr Gary Wong, head of safety
22 and service quality department. Do you see that?

23 DR NORMAN LEUNG: (In English) Yes.

24 MR DUNCAN: If we go to the annual report for the following
25 year, 2012 -- we can find that, I believe, at page 995

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1 of the same bundle, and on that page, we will see again,
2 under the heading of "Key Corporate Executives", the
3 name of Mr Wong included as the head of safety and
4 service quality department. Is that correct?

5 DR NORMAN LEUNG: (In English) Yes.

6 MR DUNCAN: Let's move from bundle 3 to bundle 4 of KMB, and
7 go firstly to page 1202. If you would take it from
8 me -- at page 1202, do you see the reference again to
9 Mr Wong as the head of the safety and service quality
10 department?

11 DR NORMAN LEUNG: (In English) Yes.

12 CHAIRMAN: Which year is this annual report?

13 MR DUNCAN: This is, if you could take it from me, the 2013
14 annual report.

15 At this point, I would like to go back to
16 a reference that we have already seen this morning,
17 KMB-9/3855. This is the reference of the outstanding
18 service award.

19 DR NORMAN LEUNG: (In English) Outstanding service award.

20 MR DUNCAN: Do you see that?

21 DR NORMAN LEUNG: (In English) I see it on the screen, yes.

22 MR DUNCAN: The distribution includes a distribution to the
23 head of the safety and service quality department. You
24 will see that on the right-hand side of the distribution
25 list --

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1 DR NORMAN LEUNG: (In English) Yes.

2 MR DUNCAN: -- about six down from the top.

3 DR NORMAN LEUNG: (In English) Yes.

4 MR DUNCAN: Thank you.

5 Then back to bundle 4, this time, please, at
6 page 1410, you will see at page 1410 the key corporate
7 executives as they are listed in the 2014 annual report.

8 On this occasion, there is no reference, is there,
9 to any head of the safety and service quality
10 department; is that correct?

11 DR NORMAN LEUNG: (In English) Yes.

12 MR DUNCAN: In fact, I think you have said earlier in your
13 evidence that this department was replaced at some
14 point; is that correct?

15 DR NORMAN LEUNG: (In English) Yes.

16 MR DUNCAN: The committee has received evidence -- I'm not
17 sure whether you've seen this or not -- to the effect
18 that the employment of Mr Gary Wong was terminated
19 during the year of 2015. Is that correct?

20 MR LEUNG KIN WANG: Correct.

21 MR DUNCAN: Did that coincide with the safety and service
22 quality department no longer existing?

23 MR LEUNG KIN WANG: No.

24 MR DUNCAN: Please continue.

25 MR LEUNG KIN WANG: Regarding the work of this particular
26

1 department, at that time, Mr Owen, head of the
2 operations, didn't know much about the past and the
3 communication with the bus captains was poor. So there
4 was a decision to enhance the work, so as to let it be
5 taken up by the two deputy heads of operations, one of
6 them being me, myself.

7 In terms of the hardware, I am very familiar with
8 it. I've been with KMB for a long time, most of the
9 time with the engineering department. So regarding bus
10 hardware and engineering and safety, I can do more.

11 Earlier on, the department's knowledge about those
12 parts, it wasn't adequate, and for this department, as
13 to its earlier communication with bus captains, it was
14 poor, and in fact bus captains were not satisfied and in
15 fact it could have been done better. Say, for example,
16 at a specific bend there were certain suggestions and
17 many bus captains found them unrealistic or impractical.
18 Say, for example, they would like to specify certain
19 speeds for entering a bend and the speed would be
20 recorded on a card and ask the bus captains to remember
21 the speed. For professional bus captains, it is just
22 not practicable and in fact it would cause confusion.
23 This is one of the examples.

24 When the function was incorporated with the
25 operations director, the function would be strengthened

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1 within the compartment of the bus, and in terms of
2 hardware, we have done a lot, like on-board facilities.
3 At that time many bus captains had a lot of views about
4 demisters, they were not happy with the demisters. We
5 did a series of matters in order to provide a long-term
6 solution. And there were new black box monitoring
7 reports which were generated, and on-board stickers were
8 also placed in a more proper manner.

9 With regard to CCTV, we also strengthened it.
10 Of course, we faced a lot of difficulties with regard to
11 the installation of CCTV. We had to communicate with
12 the bus captains and we had to do it step by step.

13 In terms of hardware, there is a lot more, including
14 how we could have facilities to help bus captains, and
15 in the past half-year or so we had a lot of discussion
16 with the sector and the manufacturers. We talked to bus
17 manufacturers to see how our buses could become more
18 safe. All in all, in terms of hardware, we enhanced it.
19 We placed emphasis on the hardware. Anything that could
20 be enhanced in terms of hardware would be attended to by
21 an open mind on our part. And in terms of hardware, and
22 especially with regard to safety, there has been a lot
23 of enhancement in the past few years. We will continue
24 to go in that direction.

25 As for operations, we have another deputy operations
26

1 director who is looking over our operations and
2 including road safety. Bus captains face their work
3 environment every day and safety is important, including
4 facilities, road facilities, terminus facilities, road
5 congestion. All these are related to safety, and rest
6 time is also an important element.

7 We hope we will adopt a human approach in
8 communicating with bus captains with regard to
9 operations, so we can enhance bus safety.

10 As for monitoring, safety training and also
11 discipline, in September 2017 we set up a new
12 department. That is the quality assurance department.
13 It is responsible for training bus captains, training of
14 new bus captains, safety training, remedial training,
15 monitoring, discipline, et cetera. Hopefully we can
16 enhance hardware and software in the area of safety, so
17 we can perform better. We can also see that when the
18 department is enhanced to the level of deputy operations
19 director, the injury rate resulting from traffic
20 accident has been improved. We hope we can continue to
21 work hard in this regard.

22 Thank you.

23 MR ROGER LEE: All in all, basically, we are talking about
24 the same staff. It is just that the head is not there,
25 and we are talking about an interdepartmental approach

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1 to tackle safety and quality control. I think that is
2 what Mr Leung has been doing in the past few years.

3 MR DUNCAN: Thank you for that.

4 So the safety and service quality department was, if
5 I understand it correctly, established in 2010, and
6 ceased to exist, at least in its former form, in 2015;
7 would that be correct?

8 MR LEUNG KIN WANG: That's correct.

9 MR DUNCAN: We have seen from the 2011 annual report that
10 that was a department which focused on enhancing the
11 company's safety performance and, as it said in the
12 report, delivering high-quality services.

13 Apart from Mr Gary Wong, how many other staff were
14 in that safety and service quality department between
15 2010 and 2015?

16 MR LEUNG KIN WANG: Fewer than 10.

17 MR DUNCAN: Is there any person in the management structure
18 now who carries the responsibility for the matter of
19 safety across the company?

20 MR GODWIN SO: At present, the company structure is such
21 that every department has some responsibility for
22 safety. In September last year, we set up a department
23 which is under the human resources department. It is
24 called the training and quality assurance department.
25 My colleague sitting next to me is the head of that

26

1 department. He is responsible for different matters,
2 but he trains bus captains. And as for hardware, this
3 is left to the engineering department, because safety
4 has to do with the stability and the facilities of the
5 vehicle, and then on the human side it is the driving
6 technique.

7 In the training and quality assurance department, we
8 have done a lot of enhancement with software in terms of
9 training and staff performance. I think I can hand over
10 to Mr Wong to introduce that to you.

11 MR JAMES WONG: Actually, safety should not be the
12 responsibility of just one person in the company.
13 Rather, everyone in the company should ensure safety,
14 whether it is occupational safety or driving safety. In
15 my department, I am mainly responsible for driving
16 safety of bus captains. From the training stage, we
17 would require them to place emphasis on safety. In
18 terms of bus captains, first of all they must have safe
19 driving techniques. Secondly, they must have a safe
20 driving attitude. Then, they must have good knowledge
21 about the company and Hong Kong's roads so that he can
22 be safe.

23 First of all, I place emphasis on driving
24 techniques, because if he doesn't have driving
25 techniques he just cannot manoeuvre such a big bus.

26

1 From joining KMB, we have increased driving instructors
2 from 65 to 81. The 81 driving instructors have to have
3 certain qualification. They must have ten years of
4 experience in driving a bus and they must have not
5 committed any serious or liable traffic accident, and
6 of course they must perform well because they would be
7 responsible for teaching new bus captains.

8 Now that we have 81 driving instructors, we place
9 emphasis on achieving standards for bus captains. In
10 phase 1 of training, we make sure that they would have
11 the qualification to get a driving licence for driving
12 a franchised bus, that would be issued by the Transport
13 Department, which would confirm that our school has
14 achieved that standard. After the bus captain has got
15 a driver's licence, he will continue with training to
16 achieve KMB standards, meaning that he will have to
17 understand the routes and he will have to know the
18 roads, the road situations in Hong Kong.

19 Then I also mentioned driving attitude, which is
20 also important. Very often, this will be affected by
21 the stress that they experience and it also depends on
22 their mental state. In order to do something about
23 this, in May we signed an agreement with the psychology
24 department of the Chinese University of Hong Kong in
25 order to do a consultancy to help us to understand the
26

1 stress suffered by bus captains when they drive, so that
2 we can enhance the psychological state of bus captains,
3 for them to achieve a safe driving attitude. This is
4 going on, and the psychologists of the Chinese
5 University of Hong Kong have talked to our frontline
6 staff and bus captains to understand their work
7 difficulties. We hope that in the future our driving
8 instructors will be able to train our bus captains in
9 such a way that the psychological state of our bus
10 captains will be enhanced.

11 As for knowledge, we require bus captains to know
12 the operations of KMB so that they can drive safely.

13 MR ROGER LEE: I would like to add something. As I said,
14 safety is an interdepartmental matter. Our training
15 school has to do more with bus captains, but then we
16 also look at the hardware. Hardware installation is
17 an important part. In the past year, together with
18 Mr Leung, we went to bus fairs overseas, to understand
19 better safety installations for buses. In autumn last
20 year, we had an exchange with Queen's University in
21 Belfast and another organisation. We sent our staff to
22 learn there, to understand how we can enhance driving
23 safety. There were professors and research personnel
24 who also came to Hong Kong, to KMB, and there will be
25 more cooperation between us later on, in order to

26

1 research into hardware of buses, to see whether it can
2 be done so that we can help bus captains to have more
3 support when they drive.

4 This is already starting, and I believe that in
5 future the driving school and the hardware aspects will
6 be enhanced so that there will be better driving safety.

7 CHAIRMAN: Are there any specific devices that you have
8 considered with Queen's University?

9 MR ROGER LEE: There are many aspects but there are mainly
10 two aspects. First, in terms of bus operation, how we
11 can allow it to be steered in a more smooth way. This
12 is one aspect. Another aspect is when we purchase
13 hardware in the market, we are procuring them from
14 a third party, and when it is applied on board there
15 will be some difficulty, because especially with
16 double-deckers, we only have two to three companies
17 supplying the devices and there is a lack of
18 competition. We must look for technological institutes.
19 I think Belfast has almost the only university which
20 does research into the mechanics of double-deckers.

21 At this stage, maybe I can ask Mr Leung, our
22 operations director, to explain things to you.

23 MR LEUNG KIN WANG: Let me show you a paper, that's
24 paper 190.

25 CHAIRMAN: Yes.

26

1 MR LEUNG KIN WANG: This is what Mr Lee has been referring
2 to. That is that KMB together with the Queen's
3 University in Belfast, have come to a cooperation.
4 W-Tech is a sort of institute under the university. We
5 have got a project. We have got an engineer, Mr Lo,
6 just the end of last month, went to visit this
7 university. We have a cooperation. So he is acting
8 like a visiting researcher so as to take part in the
9 project.

10 We have researchers from this university in Northern
11 Ireland. For the guiding professors, there were two of
12 them who came to visit KMB last month. We talked to
13 them. They were aware of the bus operations in
14 Hong Kong. We told them about our safety issues and we
15 talked about ways to improve the hardware, so when we
16 talk about the content of the cooperation, it is
17 a holistic way to take a look to see what can be done in
18 terms of hardware, say for example in reminding the bus
19 captains, say for example, whether the bus captains are
20 attentive, and we talk about the traffic conditions, the
21 driving attitude. We want to alert the bus captains.

22 Then, further on, we would like to see the
23 following. We want to know whether we can rectify
24 certain improper behaviour of the drivers. So this
25 would be part of the project. A lot will be covered.

26

1 Please refer to the paper itself. A lot will be covered
2 in terms of the hardware and software. As to why we are
3 cooperating with this university and how it is to be
4 done, as Mr Lee has said, we are going to cover all the
5 facilities on board the bus, so it would be
6 comprehensive.

7 So in terms of bus design, I think a lot of things
8 can be applied in the situation of Hong Kong, and then
9 we may come up with certain standards. I think I can
10 say that currently we haven't got any standards, quite
11 unlike the case of private cars.

12 For private cars, we have got many safety
13 facilities, but then for double decked buses we
14 encounter a difficulty here. We do want certain
15 facilities. We do want new technologies. We want to
16 have them on our double-deckers. But then usually it is
17 not easy to achieve.

18 I joined in 2015. Almost on a yearly basis, I went
19 to Europe, so as to talk to the two bus manufacturers.
20 I shared views of Mr Leung. Unlike private cars --
21 well, in the case of private cars, there are many
22 facilities that cannot be available on double-deckers.
23 It is difficult to persuade the bus manufacturers to do
24 so. Maybe this is due to the lack of cooperation.
25 I won't elaborate. But indeed it is difficult.

26

1 I went to Northern Ireland. I firmly believe that
2 for the researchers in Queen's University as well as the
3 company called Wright, I think they are really
4 passionate about buses. I believe that KMB's
5 cooperation with them will produce a product in which
6 I will be confident. I think this will help KMB. It
7 will also help the trade as a whole so we can achieve
8 improvements. It is going to be a very meaningful
9 initiative. I believe that KMB has a lot of expectation
10 about this project. We have got some young engineers
11 within KMB.

12 When we talk about safety, in the past we have a lot
13 of research, say for example a solar facility based on
14 the roof of the bus. In fact, this has helped many bus
15 captains. During hot weather, when they return to the
16 bus -- of course, when you park a bus during hot
17 weather, the temperature of the bus is high, it is
18 acting like a greenhouse; it will be up to 50 degrees
19 under the sun. He has to switch on the engine, he has
20 to cool down the temperature before he can start
21 driving. It takes time; it is very hard on them. So
22 having installed the solar panels, and in fact we have
23 entered phase 2. We believe that after parking a bus
24 the solar panels can reduce the temperature of the bus
25 substantially. After his rest break or after a meal

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1 break, it will be easier for him to switch on the engine
2 and start again. It may be something small but we hope
3 this will become a standard feature.

4 In other words, for our new buses, we hope we can
5 ask our bus manufacturers to fit the solar panels on the
6 roof. Hong Kong is really too hot. In the coming year,
7 2019, the new buses will get the solar panels on the
8 roof. This can reduce the air temperature. We have
9 succeeded in bringing down the temperature.

10 CHAIRMAN: I think we have got your point. You have made it
11 a few times.

12 May I ask this, and then we are going to take
13 a 20-minute break: may I ask that you provide to the
14 committee a legible version of the document that we have
15 at page 190 in the bundle, W-Tech. I think perhaps the
16 problem is that it's coloured ink and it hasn't come
17 through properly. If you could provide a copy we can
18 read, then we can follow your suggestion and read the
19 paper.

20 But we will take a 20-minute break now.

21 (11.37 am)

22 (A short adjournment)

23 (12.00 pm)

24 CHAIRMAN: Yes, Mr Duncan.

25 MR DUNCAN: Thank you, Mr Chairman.

26

1 Dr Leung, could I have you and your colleagues,
2 please, at KMB-1 at page 188. You should be looking at
3 a copy of a letter from KMB to the committee dated
4 23 May 2018. Do you see that?

5 DR NORMAN LEUNG: (In English) Yes.

6 CHAIRMAN: Does that refer to the matter about which
7 evidence was given just before the break, the
8 collaboration with a company called W-Tech?

9 MR LEUNG KIN WANG: Correct.

10 MR DUNCAN: If I could bring your attention page 188 and the
11 letter two-thirds of the way down:

12 "The purpose of the ... meeting was to discuss
13 implementing a series of advanced driver assist systems
14 ... in the fleets of KMB and LWB."

15 And it goes on to say:

16 "The objectives of the said collaboration with as
17 follows", and we can see them outlined: 1, 2 and 3:

18 "1. To complete a technology viability assessment
19 of pre-commercial/commercial ADAS technologies
20 applicable to the Wrightbus Streetdeck configuration;

21 2. To recommend ADAS appropriate for implementation
22 within the KMB and LWB fleets of Wrightbus vehicles on
23 the basis of this assessment; and.

24 3. To deliver a roadmap for ADAS implementation to
25 KMB and LWB."

26

1 Now could I ask this question: does the KMB fleet at
2 the moment include a number of Wrightbus vehicles?

3 MR LEUNG KIN WANG: Currently, there is one undergoing
4 prototyping. For the bodywork for Wrightbus, we have
5 got many bus bodies on Volvo chassis, hundreds of them.

6 MR DUNCAN: Apart from the Wrightbus, who are the other
7 manufacturers of the buses in the Kowloon Motor Bus
8 fleet?

9 MR LEUNG KIN WANG: Sorry, please repeat your question.

10 MR DUNCAN: Who are the vehicles in the KMB bus fleet
11 manufactured by -- I think there's a series, a number of
12 different manufacturers; is that correct?

13 MR LEUNG KIN WANG: Other bus -- Volvo, MAN, mainly ADL and
14 Volvo.

15 MR DUNCAN: So Volvo, MAN, ADL, that's Alexander Dennis; is
16 that correct?

17 MR LEUNG KIN WANG: (In English) Correct.

18 MR DUNCAN: So basically three types within the bus fleet?

19 MR LEUNG KIN WANG: (In English) Correct.

20 MR DUNCAN: Now, the bus that was involved in the Tai Po
21 accident, was that a Wrightbus?

22 MR LEUNG KIN WANG: With Volvo chassis, with Wrightbus bus
23 body. It's a double-decker.

24 MR DUNCAN: So how many of your buses have this
25 configuration, a Volvo or a MAN or an ADL base with
26

1 a Wrightbus configuration?

2 MR LEUNG KIN WANG: I don't have the exact figure, but
3 I would say roughly 800 to 900 of them.

4 MR DUNCAN: What is the total number of your fleet?

5 MR LEUNG KIN WANG: Together with LWB, almost 4,300, for
6 both KMB and LWB.

7 MR DUNCAN: Can you explain again what the Wrightbus
8 prototype is, please?

9 MR LEUNG KIN WANG: The chassis and bodywork have been
10 manufactured by Wrightbus. It's a two-axle
11 double-decker.

12 MR DUNCAN: And the collaboration agreement that you have
13 reached with W-Tech, does that anticipate that the
14 company will be purchasing a number of Wrightbus
15 vehicles of that nature?

16 MR LEUNG KIN WANG: No.

17 MR DUNCAN: What does it anticipate? On what buses would
18 the possible ADAS system be installed?

19 MR LEUNG KIN WANG: This is a research to see what will be
20 of assistance in relation to enhancing bus safety. We
21 want to find out what can be available and achievable on
22 Wrightbus, and then we will take into account bus
23 operations in Hong Kong. We also hope that the outcome,
24 if feasible, will be applied and benefit the buses in
25 Hong Kong, but after all this is a research. This is

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1 too early to talk about implementation. So it is
2 an academic research. We have deployed a colleague to
3 Queen's University in Belfast to carry out a one-year
4 project, which is a research, to see what would be
5 possible, so that in future they can be applied to
6 double-decker buses, in this particular case Wrightbus,
7 but we are not ruling out any possibilities, and we also
8 hope that in future such safety features will become
9 standard safety features. We hope that all other bus
10 manufacturers will also take part or will use such
11 measures to enhance bus safety.

12 MR DUNCAN: Could you just kindly explain for the committee
13 what is the use of, say, the Volvo chassis with the
14 Wright-tech [sic] body, as I understand you? Could you
15 explain that, please?

16 MR LEUNG KIN WANG: For the chassis, we have to
17 (unclear word) three of them, and the engine, and the
18 transmission system and the driver's cab. For the bus
19 body, that's on top of the chassis, including the
20 bodywork, the flooring, the seats, the air-conditioning.
21 So they will be regarded as the body.

22 For the bus body, it is by Wrightbus. For the
23 chassis, that's by Volvo.

24 CHAIRMAN: Where are the two joined together, the chassis
25 and the bus body?

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1 MR LEUNG KIN WANG: It can take different ways at different
2 points. As to the one I mentioned, I suppose it should
3 be in the UK, at Wrightbus, manufactured by Wrightbus.

4 (In English) Just to clarify, a chassis can have
5 different kinds of bus bodies.

6 CHAIRMAN: Yes, I understand that. My question is simple:
7 where are they put together?

8 DR NORMAN LEUNG: (In English) They can be put together
9 either in the original manufacturer's facilities or they
10 can assembled elsewhere. In the past, KMB did our own
11 bus assembly. We also had buses assembled in China and
12 there are buses assembled in different places.

13 CHAIRMAN: Thank you.

14 MR DUNCAN: When you say it could be done by the original
15 manufacturer, in this case would that be Volvo or would
16 it be Wright Group?

17 MR ROGER LEE: Well, for the chassis, if it is by Volvo, and
18 if the body is Wright, then there are two functions.
19 First of all, the chassis can be transferred to Belfast
20 and then the body, the bus body, would be fitted onto
21 the chassis. It is complicated because both would
22 undergo a lot of research. We talk about the torque,
23 et cetera. Then in Malaysia, Wright has got a plant in
24 Malaysia, to carry out bus assembly work. So for the
25 Volvo chassis, and in fact we have got it for Gemilang,

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1 Wright is for body, Volvo is for the chassis, and Wright
2 has also researched and developed its own chassis but we
3 have only got one, that is the one being tested. Now, a
4 bus has got the chassis as well as the body. You need
5 both. Before you can research into the ADAS, you must
6 have a bus physically to do it. After we have got the
7 ADAS, it means it can be used in any bus.

8 MR DUNCAN: What's the advantage of having the Wrightbus
9 body, over just having the complete Volvo bus?

10 MR ROGER LEE: For Wrightbus, let me supplement. Today,
11 their chassis cannot have three axles, because in the UK
12 they have got many Wrightbus bodies and Wrightbus axles
13 but they can only accommodate two, but in Hong Kong we
14 are mainly having three axles, because this has a larger
15 capacity and we carry a larger air-conditioner at the
16 back, and for Hong Kong for each axle, we have this
17 standard; the loading cannot exceed a particular limit.

18 So, in the case of Hong Kong and for us, KMB as
19 well, we usually use the three axles. For Wrightbus, it
20 has got a chassis as well as body, it's similar to ADL.
21 ADL has both chassis as well as the body, but before
22 Wrightbus has got three-axle buses, the only one we have
23 got from Wrightbus is only two-axle, for Volvo, three;
24 that is why we have got their bodywork fitted on to
25 Volvo chassis.

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1 MEMBER AUYEUNG: Thank you very much. Mr Duncan asked my
2 question already. Thank you.

3 MR DUNCAN: Just going back to the management structure --
4 we don't need to go to the document -- Mr Wong, when you
5 were giving your answer before, you mentioned a lot
6 about responsibility for training, and that's clearly in
7 the training and quality assurance department.

8 Who in the company carries the responsibility of
9 monitoring not the training of the drivers but the
10 actual performance of the drivers, in particular their
11 safety performance? Where does the responsibility for
12 that sit?

13 MR PATRICK PANG: Mr Duncan, let me answer this question.

14 As far as the monitoring of the safety of bus captains
15 is concerned, it is done at different levels by
16 different colleagues. For each bus, we have got the
17 so-called black box, we have got this tool. On a weekly
18 basis, we have monitoring reports. We get the data.

19 Three main sets of data would be available. First
20 of all, speeding; second, abrupt acceleration, sudden
21 acceleration; third, harsh braking.

22 For our depots, for our management at the depots, on
23 a weekly basis we take a look. Currently, what we can
24 achieve is that we can look at the data collected by the
25 black box for the preceding four days.

26

1 In fact, every day we start with the following.

2 That is we will analyse the data, in particular speeding
3 beyond the limits covering beyond the 50km per hour and
4 beyond the 70km per hour limits. For sudden
5 acceleration and abrupt braking, we have got data to
6 tell us the case of individual bus captains. This is
7 because we do generate exception reports, and we can
8 find out whether the driving behaviour of certain bus
9 captains should warrant our attention.

10 If we see that for a particular bus captain over
11 a particular period of time, his driving attitude is
12 such that it warrants our attention, then we will first
13 of all advise the bus captain and will get our frontline
14 staff to talk to the bus captain to find out whether
15 there is a special reason for that. And then regarding
16 the over-speeding, we will refer the cases of speeding
17 to our training and quality assurance department
18 immediately, to take follow-up action. And then for
19 speeding, maybe Mr Wong can also supplement.

20 What I would like to say is that the black box data
21 will be kept, will be reviewed and will be followed up.

22 MR DUNCAN: The question really was who has the
23 responsibility. So you have talked about the depots
24 carrying out work. What staff are at a depot?

25 MR PATRICK PANG: Mr Duncan, who should be responsible,
26

1 I can answer you --

2 CHAIRMAN: "Who is", not "should be"; "who is". And please
3 can I ask you to speak more slowly.

4 MR PATRICK PANG: (In English) Okay.

5 (Via interpreter) The management at depot starts
6 with our operations officers. The operations officer,
7 in every depot or zone -- overall speaking, at KMB, we
8 have four main depots, including the one at Lai Chi Kok,
9 the one in Kowloon Bay, another one in Sha Tin, and the
10 one in Tuen Mun, and of course we have Long Win Bus. At
11 every depot, there are boundaries delineated for them.
12 They are responsible for different zones. There is
13 an assistant manager or manager responsible for every
14 zone. We call them managers or assistant managers.
15 Every manager or assistant manager has different numbers
16 of operation officers under them. On a daily basis,
17 when operations officers come to work, the first thing
18 they do is to look at the black box information for the
19 preceding four days, including speeding, sudden
20 acceleration, and harsh braking.

21 Assistant managers and operations officers do this
22 every day.

23 MR DUNCAN: So how many operations officers would there be
24 at each of the four depots?

25 MR PATRICK PANG: Altogether, at every depot, depending on
26

1 the size of the depot, some may have six to seven
2 operations officers, some may have three to four
3 operations officers, and altogether there are about 37
4 colleagues dealing with the data analysis.

5 CHAIRMAN: Do you have a graphic or a map that shows the
6 zones that are applicable in each of the four depots?

7 MR PATRICK PANG: Chairman, can I be allowed to supply --
8 absolutely, yes, definitely.

9 CHAIRMAN: Can you answer "yes" or "no" -- thank you. Try
10 answering "yes" or "no" to this as well.

11 MR PATRICK PANG: (In English) Okay.

12 CHAIRMAN: Can you provide a copy of such a map or plan to
13 us, "yes" or "no"?

14 MR PATRICK PANG: (In English) Yes.

15 CHAIRMAN: Will you do so, "yes" or "no"?

16 MR PATRICK PANG: (In English) Yes.

17 CHAIRMAN: Thank you.

18 Yes, Mr Duncan.

19 MR DUNCAN: Now, the operations officers presumably report
20 to the depot manager; would that be correct?

21 MR PATRICK PANG: Correct.

22 MR DUNCAN: And who do the depot managers report to?

23 MR PATRICK PANG: At every depot, there will be
24 an experienced general manager or manager who will
25 coordinate the operation of the four depots and Long Win

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1 Bus. These five experienced general managers or
2 managers directly report to me.

3 MR DUNCAN: I'm going to come back to the black box in a few
4 moments, but there are just two other matters I want to
5 explore with you before I do that.

6 Can I ask you to have in front of you, please,
7 bundle FE-1, and could you go, please, to page 96-1 of
8 that bundle. At that page, you should be looking at
9 a copy of a document sent by email by the committee to
10 a Mr Raymond Cheng. Are you looking at that? Do you
11 see that?

12 Do you recognise Mr Raymond Cheng as being a former
13 employee of the company? Is he known to you as a former
14 employee?

15 MR ROGER LEE: He left when I joined the company. He left
16 in 2014.

17 MR DUNCAN: Right. You will see that one of the matters
18 that the committee has enquired into is under the
19 heading "Employment by KMB"; do you see that?

20 Can you just read to yourself, please, paragraphs 1,
21 2 and 3 of that email letter from the committee to
22 Mr Cheng.

23 Have you been able to read that? Thank you.

24 Could you then please turn to page 96-4. Have you
25 seen this response previously, Mr Lee?

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1 MR ROGER LEE: No.

2 MR DUNCAN: Could you take the time, please, just to read to
3 yourself what appears at page 96-4, 96-5, and there's
4 also an extract on page 96-6. Just read that to
5 yourself, please, to familiarise yourself with it.

6 Thank you. Then at page 96-7, you will see
7 a further response from Mr Cheng, where he addresses
8 again question 1 and question 2. I wonder if you would
9 be good enough, please, just to read those entries to
10 yourself, at page 96-7.

11 Thank you. Now, on page 96-7, just under the
12 heading "Answer to Q2", Mr Cheng refers to the matter of
13 29 sharp bends, and it talks about information being in
14 an Excel format. Do you see that?

15 MR ROGER LEE: (In English) Yes.

16 MR DUNCAN: Does that information still exist within the
17 company?

18 MR ROGER LEE: I joined the company in 2015. I have not
19 seen such information. In the past few months, however,
20 I sought an understanding with people who have worked in
21 the company for a long time and how these 29 sharp bends
22 came about. I can supply the record to the committee.
23 According to the information, at that time,
24 Mr Edmond Ho, the managing director, said that the
25 operations director of that time should approve it

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1 before it would be implemented. According to the
2 records, in 2014, the proposal of the 29 sharp bends was
3 not implemented, and in the record papers it was seen
4 that many bus captains and frontline staff had a lot to
5 say about the implementability, and in 2015, when I took
6 over in early 2015, I knew nothing about that
7 recommendation, but the present operations director,
8 Mr Leung, or the head of the training school, can
9 supplement.

10 MR DUNCAN: I don't want to labour this point. All I'm
11 asking is whether the information in the Excel format is
12 available, and I think you've said that you could make
13 the record available. Are you saying that it is
14 available?

15 MR LEUNG KIN WANG: I cannot answer the question now. I can
16 find out.

17 MR DUNCAN: Thank you.

18 CHAIRMAN: And if you are able to locate it, would you
19 provide it to the committee?

20 MR LEUNG KIN WANG: Yes.

21 CHAIRMAN: The other records that I think Mr Lee was making
22 reference to was the explanation for why the scheme was
23 not implemented.

24 MR ROGER LEE: (In English) That's right.

25 CHAIRMAN: Could you make those records available?
26

1 MR ROGER LEE: (In English) Yes.

2 CHAIRMAN: So there are two records. One is the Excel
3 format with the 29 bends and whatever else went with it,
4 and then the records that go to why it was not
5 implemented.

6 MR ROGER LEE: (In English) Yes.

7 MR DUNCAN: Just to supplement that, if you look down at the
8 bottom of the page, 96-7, there is reference to small
9 reminding cards with exact locations of sharp bends and
10 safe speeds having been printed. Could you also enquire
11 into the company's records as to whether a sample of the
12 printed card is available?

13 MR LEUNG KIN WANG: I haven't seen that.

14 MR JAMES WONG: In fact, in relation to this matter, I have
15 looked it up. According to the information, I think at
16 that time there was a proposal for the KMB to identify
17 the sharp bends so that the bus captains would slow down
18 the speed. I've got the minutes for that meeting, and
19 as our MD has already said, at that time it would
20 require the approval of the MD before it could be
21 implemented.

22 According to the agenda of that meeting --

23 CHAIRMAN: Mr Wong, do these cards exist or not? Could you
24 just answer that question directly?

25 MR JAMES WONG: (In English) Because I want to add some more
26

1 information.

2 CHAIRMAN: By all means add more, but tell us directly: do
3 they exist or not?

4 MR JAMES WONG: (In English) I don't have.

5 CHAIRMAN: They don't exist, as far as you are concerned?

6 MR JAMES WONG: (In English) No.

7 CHAIRMAN: I don't want to cut you off so tell us what it is
8 you want to tell us.

9 MR JAMES WONG: According to the documents, it said that it
10 would require the approval of the OD to implement it.
11 According to the record, at that time it was obstructed
12 by many staff members so it was not implemented and
13 therefore I think that this didn't go into the staff
14 members telling them about the sharp bends.

15 For the sharp bends, KMB came up with safety
16 guidelines, but it is not about those 29 sharp bends.
17 In fact, for our website for staff members, we have
18 provided road sections, including sharp bends and
19 others, carrying with them the driving tips. They are
20 available from the website for staff members. So, for
21 an employee who has to drive a particular route, he
22 types in the route and then, covering the starting point
23 and the ending point, there will be things that would
24 warrant the attention of the bus captains, including the
25 bends. So, when he drives, he will follow the

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1 guidelines and drive carefully.

2 That's all I want to supplement.

3 CHAIRMAN: Yes, Mr Duncan.

4 MR DUNCAN: Thank you, Chairman.

5 Could you go back now, please, to KMB-1 at page 30.

6 We are back on the initial submissions to the committee,
7 and in this particular respect you have been asked, you
8 can see at the top of the page, to "identify and supply
9 copies of any codes of practice established by your
10 company"; do you see that?

11 Under the codes of practice, there are two standards
12 referred to, together with the Occupational Health and
13 Safety Assessment Series. Do you see those references?

14 The first of those is the International Organization
15 for Standardization. Do you see that?

16 MR ROGER LEE: Yes.

17 MR DUNCAN: Would it be fair to say that there is nothing
18 within that standard which applies directly to the
19 matter of safety, applicable to bus captains?

20 MR ROGER LEE: (In English) Yes.

21 MR GODWIN SO: (In English) Yes.

22 MR DUNCAN: Likewise, if we go to the second of the
23 standards, the International Organization for
24 Standardization -- ISO 14001 -- again, would there be
25 nothing within that standard which is applicable to the

26

1 safety procedures which should be undertaken by a bus
2 captain?

3 MR GODWIN SO: For ISO 14001, nothing, but ISO 9001, that's
4 all about quality management. It does involve safety.

5 MR DUNCAN: Yes, but the question I'm asking is does it
6 concern safety with regard to the manner in which a bus
7 captain drives?

8 MR GODWIN SO: For this question, I would like to ask you to
9 look at the second bullet above, "Staff Handbook". The
10 fifth item, there is this safe driving manual for bus
11 captains, and that involved the safety measures.

12 Perhaps Mr Duncan would like to talk about this one.

13 MR LEUNG KIN WANG: Let me supplement. Back to ISO. For
14 OHSAS 18001, that is the Occupational Health and Safety
15 Assessment Series, we do mention safety, one of them
16 being that for each depot, we have to set up a depot
17 safety committee with two elements. First, maintenance,
18 that is maintenance carried out within the depot. Then
19 another committee is for operations.

20 For each depot, it has to set up a structure, and it
21 is an occupational safety committee. The majority of
22 the members are from the operations section, including
23 Mr Pang. For the depot safety committee, for the part
24 concerning operations -- now, for bus captains, at the
25 bus termini, and for bus captains driving on the road,

26

1 for bus captains moving around in the depot, we talk
2 about their working environment. For the depot safety
3 committee, it also examines the traffic accidents of the
4 depot. So it is under ISO 18001. We do have a "plan,
5 do, check, act", and that takes care of driving safety
6 matters. We do have it.

7 MR DUNCAN: What I'm asking you is whether 18001 dictates
8 how a driver should drive. It doesn't descend to that
9 detail, does it?

10 MR LEUNG KIN WANG: I would like to say that this is not the
11 only thing to govern the driving of bus captains. As
12 Mr So has said, for ISO 9001, there are measures
13 relating to the safe driving of bus captains.

14 What I want to say is that there are different
15 systems, and each will have its own functions, and in
16 different ways it can contribute to the training, with
17 monitoring, enforcement of our bus captains. For 18001,
18 we talked about the depot safety committee. That takes
19 care of matters at the depot level. But then for the
20 Bus Captain Training School and then for the human
21 resources department, we have to look at it from the
22 corporate perspective.

23 So it isn't a matter of just having a single
24 element. We have to take a holistic view.

25 MR DUNCAN: Yes, I understand that. My simple question is:

26

1 there is nothing in the corporate safety manual,
2 OHSAS 18001 which dictates how a driver is to drive
3 safely? That's my simple question.

4 MR GODWIN SO: If you want to know how a bus captain should
5 drive safely, then you should refer to what I have
6 talked about. That is the one found at annex 1837, that
7 is the safe driving manual for bus captains. That's
8 from the corporate.

9 MR DUNCAN: Yes, the bus captain safety handbook; we are
10 aware of that.

11 What I want to refer you to is miscellaneous file 2
12 at page 769. You should be looking at a copy of the
13 letter apparently to the chairman of the LegCo's Panel
14 on Transport, dated 16 June 2016. Do you have that in
15 front of you?

16 MR GODWIN SO: (In English) Yes.

17 MR DUNCAN: And it appears to be from an organisation called
18 the Community for Road Safety; do you see that?

19 MR GODWIN SO: (In English) Yes.

20 CHAIRMAN: Is the heading of the letter, "Administration's
21 paper on new franchise for bus network of the Kowloon
22 Motor Bus Company Ltd -- report on the public
23 consultation on the new franchise"; is that the heading?

24 MR GODWIN SO: (In English) Yes.

25 MR DUNCAN: Now, if you read the letter itself, you will see
26

1 it refers to the submission of a document on 18 April
2 2016 to the government, which you can see on the
3 following page, 770. Is the company aware of this
4 organisation called the Community for Road Safety?

5 MR GODWIN SO: I became aware of this organisation as
6 a result of this submission. Prior to that, I didn't.

7 MR DUNCAN: Have you read this document then, the document
8 which commences at page 770, "New Franchise for Bus
9 Network of the Kowloon Motor Bus Co Ltd"? Have you
10 already read it?

11 MR GODWIN SO: (In English) Briefly.

12 MR DUNCAN: Thank you. Can I take you, please, to page 772.
13 Do you see a heading on that page, "Bus Safety -- Road
14 Safety Management System"?

15 MR GODWIN SO: (In English) Yes.

16 MR DUNCAN: Could you read the contents of that section,
17 please, to yourself.

18 MR GODWIN SO: (In English) Okay.

19 MR DUNCAN: Are you aware of that standard, ISO 39001?

20 MR GODWIN SO: Yes, from this submission.

21 MR DUNCAN: Were you not aware of this prior to reading this
22 submission?

23 MR GODWIN SO: No, not before that.

24 MR DUNCAN: Have you read the standard since reading this
25 submission?

26

1 MR GODWIN SO: (In English) Briefly.

2 MR DUNCAN: And do you think there is some merit in the
3 standard as far as your company is concerned?

4 MR GODWIN SO: Well, let me say this. First of all, for
5 this report or for this submission, I don't think they
6 have carried out any site visit at our company, nor did
7 they consult us. Then, for this standard, this is not
8 the only safety standard. For the author writing this
9 report, I think he also said that the bus operator
10 should come up with a safety system so as to achieve
11 this particular ISO standard, namely 39001.

12 In our company, there is a safety system. We built
13 it on the premise of ISO 9001, and ISO 39001 is actually
14 evolving from ISO 9001. It has covered four main
15 pillars: plan, do, check, act. And we have also got
16 renewed accreditation under ISO 9001. And recently we
17 engaged a transport expert from the UK to the company to
18 look at our operation, our maintenance, in order to
19 conduct a health check on us, so as to enhance our
20 internal safety standards. That is our own safety
21 standard. It might not have to be pegged to ISO 39001.
22 Nevertheless, it is a very high quality standard.

23 MR DUNCAN: When you say "recently", when was that?

24 MR ROGER LEE: I would like to add, I think it was in
25 March/April this year, our board of directors hoped to
26

1 engage a overseas expert to look at our operations.
2 Whether it is about maintenance of our fleet or duty
3 despatch for bus captains and even training, we would
4 like to see how we can enhance our service in this
5 regard.

6 Actually, there is more than one expert. Actually,
7 yesterday they started to work.

8 MR LEUNG KIN WANG: Well, yesterday they came to Hong Kong.
9 They came to our depots to start working.

10 CHAIRMAN: And who are they?

11 MR ROGER LEE: I don't have the name of the company. Can
12 I supplement it afterwards?

13 CHAIRMAN: Yes, please do so. Do none of your colleagues
14 know the name of this consultant?

15 MR ROGER LEE: Actually, it was in spring this year that
16 I went to London. I met a few consultants. Some worked
17 at London Transport. Some worked at large bus operators
18 in the UK. Most of them are experienced operators in
19 the UK. The company's name is Direx Solutions Ltd. It
20 is a consultant company. Most of the consultants have
21 been experienced in large bus operation in the UK.

22 CHAIRMAN: Thank you.

23 MR DUNCAN: So do I understand there is an investigation
24 underway; there is no report available as yet?

25 CHAIRMAN: I think you said they began yesterday.

26

1 MR ROGER LEE: (In English) Yes.

2 (Via interpreter) Actually, a lot of information was
3 submitted beforehand but the actual work just started.
4 The consultant will certainly submit reports to our
5 board after he has reviewed our operations.

6 MR DUNCAN: When do you expect that that report would be
7 available?

8 MR ROGER LEE: Within the year.

9 MR DUNCAN: You mean within 2018 or within 12 months?

10 MR ROGER LEE: It will be in stages. The first stage is for
11 them to do a body check, to see where we can improve.
12 This is difficult because, first of all, he has to get
13 to know our colleagues, so this will be done in stages.
14 I believe there should be an initial report by the end
15 of the year.

16 MR DUNCAN: Right. I'm now going to turn to the topic of
17 the black box, which has been referred to on a number of
18 occasions already this morning.

19 Can we start by picking up KMB-1 at page 50. Again,
20 this page is part of the initial submission made by the
21 company to the committee back in April of this year.

22 At page 50, the question that was asked, question
23 number 2:

24 "Are electronic recording device eg
25 tachographs/blackboxes and speed Limiters installed on
26

1 all buses? What information from these devices
2 pertaining to monitoring the driving performance of bus
3 captains is captured, and how is the collected
4 information used to enhance driving safety? Are the
5 buses equipped with forward-looking cameras that record
6 and retain the progress of the vehicle?"

7 I'm particularly interested in the second sentence,
8 "What information from these devices pertaining to
9 monitoring the driving performance of bus captains is
10 captured, and how is the collected information used to
11 enhance driving safety?"

12 You will see the answer which has been provided to
13 the committee, the first bullet:

14 "All KMB and LWB buses are equipped with black boxes
15 and speed limiters."

16 Secondly:

17 "The black boxes capture the information of vehicle
18 speed and vehicle location.

19 Operations sections of KMB and LWB monitor bus speed
20 daily for the driving record of the preceding 10 days to
21 monitor BCs' driving performance. Information will be
22 passed to performance managers to commence disciplinary
23 action within 14 working days from the time of the
24 contravention."

25 Do you see that answer?

26

1 MR ROGER LEE: (Nodded head).

2 MR DUNCAN: Now, there are a number of matters I want to
3 explore with you with regard to these black boxes. Let
4 me make it clear at the outset what I'm interested in
5 finding out on behalf of the committee. In particular,
6 I'm interested in finding out what data these black
7 boxes in your buses are capable of capturing, firstly;
8 and secondly, what do they in fact capture, as opposed
9 to what they are capable of capturing. And there's
10 a third aspect, the use to which that data is actually
11 put.

12 I just make that all clear to you so you can
13 understand why I'm asking these questions.

14 I'm going to cover those matters in four areas, to
15 try and make it simple for everybody concerned.

16 First of all, I'm going to ask you what
17 requirements, if any, the Transport Department has laid
18 down for the installation and use of black boxes. So
19 what obligations do you have by virtue of the Transport
20 Department requirements? That's number one.

21 Number two, I'm going to explore with you the data
22 which is actually collected by the black boxes in the
23 company's buses.

24 Thirdly, I'm going to cover what use is actually
25 made of that data to provide real-time alerts to the bus
26

1 drivers as they are driving the bus.

2 Then, finally, I'm going to ask questions to find
3 out what use is made of recorded black box data in order
4 to facilitate the assessment of driving behaviour and
5 also the monitoring of the driver as he is driving the
6 bus.

7 So those are the areas, I think, that the committee
8 will be interested in, and we will go through those one
9 by one; okay?

10 MR PATRICK PANG: (In English) Yes.

11 MR DUNCAN: So the first of those topics is what
12 requirements, if any, what obligations you have under
13 the franchise agreement, or otherwise, to the Transport
14 Department in respect of the installation and use of
15 these black boxes.

16 So can I take you in that context first of all to
17 TD-5, and ask you to turn up, please, page 1597.

18 Are you looking at a note from the Transport
19 Department?

20 MR ROGER LEE: (In English) Yes.

21 MR DUNCAN: And is it addressed to a number of bus
22 companies, including your own? And does it carry the
23 heading, "Installation of Electronic Data Recording
24 Devices on New Buses"? Is that the heading?

25 MR ROGER LEE: (In English) Yes.

26

1 MR DUNCAN: And is that a reference to a black box,
2 an electronic data recording device?

3 MR LEUNG KIN WANG: Yes.

4 MR DUNCAN: Thank you.

5 MR LEUNG KIN WANG: In reality, in November 2003, we started
6 the installation. That was in November 2003. And
7 before --

8 MR DUNCAN: Right.

9 MR LEUNG KIN WANG: (In English) Sorry.

10 CHAIRMAN: Mr Leung, be patient. Mr Duncan will ask you
11 questions. If there's something you wish to add because
12 his questions aren't good enough, feel free to do so.

13 MR DUNCAN: And does that contain the requirement, namely
14 that buses first registered after 1 July 2004 should be
15 installed with a black box complying with the stated
16 technical specification? Is that the requirement?

17 MR LEUNG KIN WANG: Correct.

18 MR DUNCAN: Thank you. If you turn the page, are the
19 requirements set out there in items number 2 and 3?

20 MR LEUNG KIN WANG: (In English) Correct.

21 MR DUNCAN: And the first of those, item 2, does that demand
22 that, "The device should sample the following data at 1
23 second intervals, and store data every 30 seconds for
24 a period of 2 weeks"?

25 MR LEUNG KIN WANG: (In English) Correct.

26

1 MR DUNCAN: And does it refer to two aspects, first of all
2 the operation times?

3 MR LEUNG KIN WANG: (In English) Correct.

4 MR DUNCAN: And, secondly, vehicle speed?

5 MR LEUNG KIN WANG: (In English) Correct.

6 MR DUNCAN: In item 3, there is further reference to the
7 software for analysing on-board or downloaded data
8 should be capable of reporting two matters; is that
9 right?

10 MR LEUNG KIN WANG: Correct.

11 MR DUNCAN: First of all, with regard to an accident report,
12 the vehicle speed profile, at a time interval which is
13 then set out.

14 MR LEUNG KIN WANG: Correct.

15 MR DUNCAN: Then, secondly, the over-speeding report: the
16 frequency, maximum speed attained and over-speeding
17 duration for speeds over 70 kilometres per hour?

18 MR LEUNG KIN WANG: (In English) Correct.

19 MR DUNCAN: So was that the first requirement issued by the
20 Transport Department with regard to the installation of
21 black boxes and what they should be able to provide?

22 MR LEUNG KIN WANG: Correct.

23 MR DUNCAN: We can perhaps come back to that further after
24 the lunch break.

25 CHAIRMAN: Yes. Gentlemen, we will take our lunch break now

26

1 and resume the hearing at 2.30 this afternoon.

2 2.30. Thank you.

3 (1.02 pm)

4 (The luncheon adjournment)

5 (2.30 pm)

6 CHAIRMAN: Good afternoon, gentlemen.

7 Mr Duncan.

8 MR DUNCAN: Thank you, Mr Chairman.

9 Gentlemen, we had seen before lunch the requirements
10 from the Transport Department with regard to the use of
11 black boxes in October 2003.

12 The next document I'd like to take you to, to be
13 found in KMB-1, and perhaps we can go to page 159
14 firstly.

15 This is the second submission that the company made
16 to the committee dated 18 May. If I could take you,
17 please, through to page 175. You will see at the top of
18 the page a question (5), in which the matter of the
19 franchise requirements is mentioned.

20 You will then see question (6), a question posed by
21 the committee:

22 "Please identify those franchise requirements. Are
23 the requirements imposed by the Transport Department?
24 Are they expressed in writing? If so, please provide
25 copies of those documents."
26

1 And in the company's response, there is reference to
2 clause 7(1) of the franchise, and then an explanation
3 which reads as follows:

4 "During the discussions of the new franchise, the
5 government has requested KMB to commit to adopt a list
6 of enhanced safety features including but not limited to
7 on-bus electronic data processing device (also known as
8 black box), speed limiter and surveillance cameras, as
9 the standard provisions when acquiring new buses (please
10 refer to extracts of the letter from [the department]
11 dated 10 March 2017 ...). KMB has given its undertaking
12 to TD to implement these commitments under the new
13 franchise."

14 The letter from TD is referred to in an annex, which
15 I'll ask you to turn up. That would be at KMB-9 at
16 page 3997. It's the second-last page of the bundle.

17 If you look at that page, it's headed, "Provision of
18 on-bus facilities", and it is introduced by saying,
19 "Pursuant to clause 7 of the new franchise, KMB has
20 committed", and there are set out under that sentence
21 item (a), and then an item (b) on the second page.

22 The one which is relevant for our purposes is under
23 (a) and under the heading, "Enhanced safety features",
24 as referred to in the previous document.

25 If you just go down the list of safety features, you
26

1 will see, I think, eight of them, numbered (i) through
2 to (viii). The third one of those refers to the
3 electronic data processing device, ie the black box.

4 Is it correct that the department has not stipulated
5 any requirement with regard to any particular use of the
6 black box? It has simply said that that is a safety
7 feature which the company should have? Is that correct?

8 MR LEUNG KIN WANG: (In English) That's correct.

9 MR DUNCAN: So to the extent that the explanation suggested
10 that that was an enhanced use of the black box, that
11 would be not the correct way to read this document at
12 page 3997; is that correct?

13 MR LEUNG KIN WANG: It's a bit complicated.

14 CHAIRMAN: It's complicated?

15 MR LEUNG KIN WANG: (In English) Yes.

16 CHAIRMAN: What's complicated?

17 MR LEUNG KIN WANG: (In English) I try to explain.

18 CHAIRMAN: Yes.

19 MR LEUNG KIN WANG: (Chinese words not interpreted) ...

20 there's a commitment that we are going to do, but is it
21 an enhanced feature? It's difficult to comment. But we
22 have undertaken to do that.

23 MR DUNCAN: As I read it, you have undertaken to utilise the
24 device?

25 MR LEUNG KIN WANG: That's correct.

26

1 MR DUNCAN: And that's all?

2 MR LEUNG KIN WANG: Of course, that device would be used, as
3 said, but we will make it as helpful as possible to the
4 company. But is it an enhanced safety feature? We are
5 of the view that it would be helpful for safety purpose.

6 CHAIRMAN: Mr Duncan's question was: there is no stipulation
7 by the Transport Department of any enhanced use of the
8 device, is there?

9 MR LEUNG KIN WANG: (In English) No.

10 CHAIRMAN: Nor is there any stipulation as to any
11 enhancement of the capabilities of the device.

12 MR LEUNG KIN WANG: (In English) No.

13 CHAIRMAN: Thank you.

14 MR DUNCAN: I am grateful, Mr Chairman.

15 Apart from these two documents which we have seen,
16 the one in 2003 and this one in 2017, has the Transport
17 Department at any time required the company to make any
18 particular type of use of the black box?

19 MR LEUNG KIN WANG: (In English) No.

20 MR DUNCAN: Just before I leave the document at page 175 of
21 bundle 1, it is said in the last sentence that KMB has
22 given its undertaking to the Transport Department to
23 implement these conditions under the new franchise.

24 In what form was that undertaking given?

25 MR GODWIN SO: Maybe I should answer this question, because
26

1 I played an important role in the franchise renewal.
2 It's an undertaking, according to page 3997, it was the
3 content of a letter, it was signed by the company,
4 representing the commitment to implement these, so that
5 the matter, the franchise, can be granted by referring
6 the matter to ExCo. That's a commitment on our part.

7 MR DUNCAN: Would you be able to provide a copy of the
8 letter to the committee?

9 MR GODWIN SO: (In English) Yes.

10 MR DUNCAN: Thank you.

11 CHAIRMAN: This is a standard letter that is issued very
12 close to the time when the franchise is renewed? We've
13 seen these before.

14 But you're undertaking to do nothing, because there
15 was no enhanced safety capability of the black box that
16 had been stipulated and there was no enhancement of the
17 use that was to be made of it. This was a puff, was it
18 not?

19 MR LEUNG KIN WANG: That's the requirement from the
20 Transport Department, enhanced safety feature. It's the
21 term used in the paper. We would see how we can make
22 the best use of these features. It's not just about the
23 wording. For example, electronic data processing device
24 is mentioned, and they have certain specifications, and
25 we would take the opportunity to enhance safety.

26

1 CHAIRMAN: The only specifications were dated November 2003.

2 Nothing had changed since then.

3 MR LEUNG KIN WANG: Apart from this undertaking, we would do

4 more. That's the minimum.

5 CHAIRMAN: Mr Leung, it's not a criticism of you. If the

6 Transport Department, for their own reasons, invite you

7 to undertake to commit to do nothing, you had agreed to

8 it, hadn't you?

9 MR LEUNG KIN WANG: (Chinese words not interpreted).

10 CHAIRMAN: Mr Duncan.

11 MR DUNCAN: Thank you, Mr Chairman.

12 I want to move on to the second of the areas

13 I indicated I would cover with regards to the black box,

14 and that is asking questions with regard to what data

15 the black boxes in the KMB boxes are capable of

16 collecting and what data they do actually collect. Do

17 you understand that?

18 MR LEUNG KIN WANG: (In English) Yes.

19 MR DUNCAN: Thank you. I think you are aware that the

20 committee have heard evidence from a Mr Kulis who is

21 a representative of Openmatics, the company that

22 supplied the black boxes to the company.

23 MR LEUNG KIN WANG: (In English) Yes.

24 MR DUNCAN: You are aware of that?

25 MR LEUNG KIN WANG: (In English) Yes.

26

1 MR DUNCAN: Have you had the opportunity of reading his
2 evidence?

3 MR LEUNG KIN WANG: (In English) Briefly, yes.

4 MR DUNCAN: What about the written documentation that he
5 provided to the committee? Have you had the opportunity
6 of reading that?

7 MR LEUNG KIN WANG: (In English) Yes.

8 CHAIRMAN: I think you are referring to the documentation
9 provided by Openmatics' solicitors?

10 MR DUNCAN: Indeed, it came through the solicitors. Thank
11 you, Mr Chairman.

12 In that respect, can I take you to one of the other
13 bundles, BM-1. If you would be good enough, please, to
14 turn up page 64 of that volume, you will see there that
15 the law firm that the chairman obviously had in mind
16 writing with regard to the services provided by the
17 company referred to in that letter. Do you see that
18 letter from the law firm?

19 MR LEUNG KIN WANG: (In English) Okay.

20 MR DUNCAN: Then if you turn to page 65, you will see the
21 information with which the committee has been provided
22 from page 65 right through to page 72.

23 The questions are in black and the answers have been
24 provided in blue. I think that's the correct way of
25 reading that letter.

26

1 The first matters I wish to bring to your attention
2 are on page 65. You will see in item 1:

3 "In written submissions provided to the committee,
4 dated 24 April 2018 ... KMB stated that ...

5 'Since 2015, KMB has taken the initiative to equip
6 its buses with speed limiters, black boxes and
7 surveillance cameras to monitor the driving performance
8 of the bus captains as well as to assist in accident
9 investigation."

10 If I could bring your attention, please, to the
11 response in the next three paragraphs:

12 "Please note that the Openmatics portfolio does not
13 consist of the aforementioned speed limiters and
14 surveillance cameras. However, the black box is part of
15 the Openmatics telematics system as explained below.

16 Openmatics entered into a supply contract to deliver
17 telematics systems, dated 16th of April 2013 with
18 Kowloon Bus Company ... and Long Win Bus Company ...

19 Openmatics started offering telematics services by
20 using the first black box system called the 'Mozart
21 box'. Later on, Openmatics replaced the Mozart Box by
22 a successor platform black box called the 'Bach Box'.
23 However, clients can use both systems in parallel as
24 [Kowloon Motor Bus] does."

25 First of all, I will ask you to confirm that what is

26

1 said in those three paragraphs is correct.

2 MR LEUNG KIN WANG: (In English) It is correct.

3 MR DUNCAN: Thank you.

4 I now want you, please, to turn to page 68 of the
5 letter. If I could bring your attention to the second
6 paragraph on that page which is coloured blue, and which
7 reads this:

8 "What does the term 'BC' stands for?"

9 Then the following paragraph:

10 "The Openmatics telematics system installed at KMB
11 can identify", and then four bullets:

12 "records of speeding; recorded every second and
13 stored together with the related GPS data;

14 'malpractice' of harsh braking;

15 Abrupt acceleration;

16 The corresponding bus registration numbers with the
17 assistance of other systems".

18 Are you able to confirm that that sets out what data
19 the systems on the KMB bus are capable of identifying?

20 MR LEUNG KIN WANG: (In English) Yes.

21 MR DUNCAN: Thank you. Before I go to the next page, there
22 is one matter I would like to take up with you. If you
23 would look down to the next entry:

24 "The Openmatics telematic system installed at KMB
25 cannot identify:

26

1 Route numbers of certain buses".

2 But then the next paragraph is the one I am now
3 interested in:

4 "The data are collected as defined by the system.
5 Every second, the system collects the defined data and
6 sends that data every 30 seconds -- if connected to WiFi
7 or other cellular network or via USB -- to the defined
8 FDP server. The information is also stored locally on
9 the telemetry unit (black box) for 30 days. But data
10 from the telemetry unit can be lost if it is not
11 downloaded correctly."

12 If you look at the bottom of the page, the very last
13 paragraph, there is a repetition of that entry, and it
14 refers to the data being sent to the server every 30
15 seconds.

16 Could I then take you, please, to KMB-1 again, at
17 page 72. This again, if I could remind you, is the
18 response of 24 April this year of the company to the
19 committee, the first response.

20 Could I bring your attention, please, to the last
21 paragraph on that page:

22 "Black boxes are installed in all buses to capture
23 the real-time information, such as speed, route, door
24 open or close status and Global Positioning System (ie
25 GPS), but there is a delay of about 10 seconds for
26

1 transmitting the information to bus headquarters. The
2 data will be kept in the computer under the bus on-board
3 monitoring system ..."

4 Now, there would appear, at least on the face of
5 those two documents, to be a difference in that,
6 according to the letter from the law firm, the data is
7 sent every 30 seconds, whereas according to the return
8 from the company it seems that the delay or the time at
9 which the data is sent is every 10 seconds. Would you
10 be able to comment on what appears to be a difference?

11 MR LEUNG KIN WANG: (In English) Yes.

12 (Via interpreter) Currently, the delay is 30
13 seconds. We hope to achieve a delay of 10 seconds, and
14 we hope to achieve this by enhancing our servers, and
15 technically we want to enable data to be committed to be
16 transmitted more frequently. So currently the delay is
17 30 seconds.

18 MR DUNCAN: So what steps are you taking to achieve
19 a 10-second delay?

20 MR LEUNG KIN WANG: We will look to enhance server
21 technologies in order to achieve our target of 10
22 seconds.

23 MR DUNCAN: When do you expect that to happen?

24 MR LEUNG KIN WANG: We have no concrete timeline now but we
25 are moving towards that direction.

26

1 CHAIRMAN: Can you help me at least by explaining what you
2 mean by "enhance server technology"?

3 MR LEUNG KIN WANG: The current delay is 30 seconds mainly
4 due to server capacity, and the flow of data would
5 increase. So this is an issue we have to solve.

6 CHAIRMAN: What server? Whose server?

7 MR GODWIN SO: I would like to add to what I just said about
8 the difference between 10 seconds and 30 seconds and how
9 we can reconcile the difference.

10 10 seconds referred to a delay when an incident is
11 triggered, data would be sent after 10 seconds, and if
12 the delay is 30 seconds, data would be transmitted to
13 our headquarters every 30 seconds. So 10 seconds refers
14 to a data delay, whereas for 30 seconds data would be
15 sent to the headquarters every 30 seconds. So the two
16 are referring to different procedures or processes.

17 CHAIRMAN: I'm asking for an explanation as to what this
18 server is. Whose server is it? Where is it? What
19 function does it perform?

20 MR GODWIN SO: The server is located in the data centre of
21 our Kowloon Bay depot and the function is to store the
22 data for analysis, to explain certain exceptions.

23 CHAIRMAN: So its capacity is not sufficient at the moment
24 to produce a 10-second transmission; is that it?

25 MR GODWIN SO: (In English) Correct.

26

1 CHAIRMAN: Thank you.

2 MR DUNCAN: Are you aware of the fact that whether it's
3 a 30-second gap or a 10-second gap or even a 5-second
4 gap is a matter of choice for the user of the black box?

5 MR GODWIN SO: For the transmission gap of 30 seconds, that
6 would not affect our analysis of data from the black
7 box. As suggested in another paper, no bus route data
8 is provided, so we would have to store this data and we
9 would have to identify from other systems what the
10 routes are and who the relevant bus captains are, before
11 we can take warning or disciplinary action.

12 These reports are generated daily, so whether or not
13 the transmission delay is 10 seconds or 30 seconds has
14 no bearing on the task of analysis.

15 CHAIRMAN: Because there is no real-time analysis; is that
16 it?

17 MR GODWIN SO: For real-time, yes, correct, we do not
18 perform real-time analysis.

19 MR DUNCAN: Just if I could have an answer to my question,
20 please.

21 CHAIRMAN: Mr Duncan, perhaps Prof Lo could ask a question.

22 MEMBER LO: I just want to clarify. There's this 10-second
23 delay, and then you send the data 30 seconds later, so
24 the total delay is 40 seconds, right? Is that correct?

25 MR LEUNG KIN WANG: (In English) Let me correct it. At the
26

1 moment, every 30 seconds the data, for that 30 seconds,
2 are transmitted through the internet to our server. The
3 10 delays are equivalent to 30, I mean in terms of
4 meaning. So existing is 30. Our intention is to
5 shorten it to 10. That's the situation.

6 CHAIRMAN: Thank you.

7 Mr Duncan, your question.

8 MR DUNCAN: Yes. The question I'm asking is this. Do you
9 realise that it's a matter of choice for the user of the
10 black box as to what the time delay should be: 30
11 seconds, 20 seconds, 10 seconds or 5 seconds? It is
12 just a matter pertaining to the parameters; are you
13 aware of that?

14 MR LEUNG KIN WANG: This is a decision. It depends on
15 technical consideration, resources, and whether we feel
16 that this is conducive to our work on how data can be
17 transmitted to the system sooner.

18 MR DUNCAN: Technically, it's feasible?

19 MR LEUNG KIN WANG: It should be.

20 CHAIRMAN: What are the financial implications for
21 increasing the capacity of the server to permit
22 transmission in 10 seconds rather than 30 seconds, in
23 broad terms?

24 MR LEUNG KIN WANG: We haven't looked into that but it would
25 not be a small sum. We hope with the technological
26

1 advances we can achieve that goal sooner. It has to do
2 with data volume and data traffic and data storage.

3 MEMBER AUYEUNG: Could it be just a matter of having a much
4 more powerful server? Could that be the solution?

5 MR LEUNG KIN WANG: Not necessarily. We are looking into
6 ways to improve or increase the speed of traffic.

7 MEMBER AUYEUNG: Thank you.

8 MR DUNCAN: Could you look, please, at page 69 of BM-1,
9 again the same enclosure to the law firm's letter. If
10 you look at the second portion in blue on that page, and
11 the second paragraph:

12 "The telematics system installed at KMB is capable
13 of recording deceleration and acceleration of the buses.
14 However, the deceleration and acceleration of the buses
15 as feature recording this on an ongoing basis is not
16 enabled."

17 If I could just supplement what is said there by
18 taking you to the oral evidence of Mr Kulis, who was
19 a representative of Openmatics. You will find this in
20 the transcript for Day 6, transcript volume 3, Day 6,
21 page 146.

22 Can I bring your attention to line 21, please. Line
23 21 starts with the words "Mr Derek Chan" who is the
24 gentleman sitting beside me, one of the counsel for the
25 committee, and he asks this question:

26

1 "In the middle of the page, again, in blue, that is
2 the answers from your company, it is stated that ..."

3 And he has referred to the same passage I just
4 referred you to, where it is said that the deceleration
5 and acceleration is not enabled, and the question he
6 asks is this:

7 "Are you able to elaborate or explain to us what is
8 meant by this paragraph, especially the part about
9 recording acceleration and deceleration on an ongoing
10 basis?"

11 Mr Kulis responds as follows:

12 "Yes, I'm also not sure if I will get the point of
13 this sentence correctly, but I think the sentence is
14 referring to the situation that these values,
15 acceleration and deceleration, for the KMB we are using
16 to raise realtime warnings, not for recording them to
17 the data. This is my understanding of this declaration.
18 So we have the system, the driver feedback device, which
19 is warning the drivers in the realtime if they [are]
20 accelerating too much or decelerating too much. For
21 this propose we are using the values of acceleration and
22 deceleration, we are not storing these values for the
23 historical data. That's my understanding of this
24 sentence declaration.

25 MR DEREK CHAN: I see. Okay.

26

1 So your understanding is that the acceleration and
2 deceleration are not recorded in the black box data
3 systems?

4 Is that correct, Mr Kulis?

5 MR KULIS: Yes, that's my understanding. Because
6 another function of the -- our box is the record, the
7 several data, as the black box feature. There are maybe
8 20 different values, but not the acceleration and
9 deceleration."

10 So we will pause there. So what Mr Kulis seems to
11 be saying is that although the KMB black box is capable
12 of storing the data pertaining to acceleration and
13 deceleration, that facility has not been enabled for
14 KMB. Now, I would ask whether the company would wish to
15 comment on that, in the light of the evidence given this
16 morning by one of you that the deceleration and
17 acceleration data is in fact stored and is in fact
18 accessed in the context of monitoring driver behaviour.

19 MR LEUNG KIN WANG: It's correct to say that it is not
20 stored, data are not stored, on the black box, but the
21 information on acceleration and deceleration will be
22 transmitted back to our server, so it's there.

23 MR DUNCAN: So are you saying it's stored in the server?

24 MR LEUNG KIN WANG: Correct.

25 MR DUNCAN: Once it is stored in the server, how would the
26

1 persons in the company get access to that data, in
2 a practical sense?

3 MR LEUNG KIN WANG: The information in the server would tell
4 us the information on acceleration and deceleration, and
5 then we can see whether there is any exceedance of
6 standards or norms, extreme acceleration and extreme
7 deceleration, leading to improper driving behaviour, as
8 an example. We will use the information to identify the
9 relevant bus captains so that we can review the driving
10 behaviour by some other department in my company.
11 That's how we use the information stored.

12 CHAIRMAN: Mr Duncan's question was: how does the person
13 access that information? What happens; what steps are
14 taken? That was the question.

15 MR LEUNG KIN WANG: The information is in the computer. We
16 have some computer software to deal with such
17 information, which would mean that some reports would be
18 generated through such software. The information is
19 only about information of that black box in question,
20 acceleration/deceleration, et cetera. But there is no
21 information on the bus routes or the bus captains
22 concerned. So we have to process the information before
23 the reports can be generated and some other departments
24 in my company can then take follow-up action.

25 CHAIRMAN: So the person requests the computer to give
26

1 information about a particular black box? Is that what
2 you are saying?

3 MR LEUNG KIN WANG: It's not that.

4 CHAIRMAN: Then I missed it. Try again.

5 MR ROGER LEE: Let me supplement. The information in
6 relation to a black box, that is the information on
7 acceleration and deceleration, will be transmitted to
8 the server from the black box, and in that server we can
9 tell the entire journey from the start to the end. We
10 can check information on the entire journey, and also
11 the position of the relevant stops --

12 CHAIRMAN: Forgive me for interrupting. Is this done by
13 going to a particular black box, "We want information
14 from this black box"? Presumably, you can tie up the
15 black box with a bus number; is that how it's done?

16 MR ROGER LEE: That's correct.

17 MR LEUNG KIN WANG: (In English) At the back end we can --

18 (Via interpreter) Yes, we can match the two. The
19 number of black box, it is connected to the number of
20 the bus. We know which bus has got this particular
21 black box. You know the number of the black box and you
22 know the number of the bus.

23 CHAIRMAN: So the operator who is searching the server is
24 asking for data in respect of a particular black box and
25 therefore bus; is that it?

26

1 MR LEUNG KIN WANG: (In English) Yes. Yes.

2 CHAIRMAN: Before I ask Mr Duncan to resume, let me ask you
3 this. Why, if the black box is capable of storing the
4 data of deceleration and acceleration, is it not stored
5 there as well as being transmitted to the server?

6 MR LEUNG KIN WANG: Let me explain. The black box records
7 on a second-to-second basis the location, the speed of
8 the time, the coordinates, and we compare the speed of
9 this second with that of the last second. If the
10 acceleration is over a pre-set value, it's 4km at
11 present, if it exceeds the value of 4km, then there
12 would be an alert for the bus captain, by a light and
13 also by a sound alarm.

14 If, for this second, the alarm has been triggered,
15 then the data of the fact that the alarm has been
16 triggered would also be recorded. If, for a particular
17 second, the speed compared with that of the last second
18 is lower than a set value 7km -- it used to be 8km --
19 that is to say it is a very abrupt deceleration,
20 likewise, the warning device would be lit and a beep
21 will come off and the warning for abrupt braking would
22 also be recorded at that moment.

23 So all these warnings during that second or moment
24 would be transmitted back to our server, so we can check
25 whether warnings were issued in that second. So the
26

1 number of reminders or warnings are stored in our
2 server, so we know when warnings were issued to bus
3 captains and for what reason. All this information is
4 available in our servers.

5 CHAIRMAN: So does it come to this, that whereas speed is
6 recorded on a black box every second, as is required by
7 the Transport Department, deceleration is only recorded
8 if it crosses the thresholds you have just identified,
9 namely an increase in speed of 4 kilometres per second
10 and a decrease of 7 kilometres? Is that it?

11 MR LEUNG KIN WANG: I would like to supplement. I forgot to
12 mention speeding. Likewise, if the speed exceeds
13 a pre-set value, that second, right now our threshold is
14 70kph, if the speed exceeds 70kph, the device would go
15 off, and in that second the warning given by the device
16 would be recorded if the speed of the vehicle exceeds
17 70 kilometres per hour. So in case of harsh braking or
18 sudden deceleration, if it exceeds the pre-set value, it
19 would be recorded, and the second-by-second record would
20 be transmitted to our servers.

21 CHAIRMAN: When was the speed excess set at 70 kilometres
22 per hour?

23 MR LEUNG KIN WANG: On 23 February, we adjusted the speed
24 threshold to 70. It used to be 75.

25 CHAIRMAN: That's 2018?

26

1 MR LEUNG KIN WANG: Yes.

2 CHAIRMAN: Yes.

3 Mr Duncan.

4 MR DUNCAN: Thank you, Mr Chairman.

5 Just so I understand this completely -- I want to
6 take you back to the information that you provided the
7 committee in your first submission and then what was
8 provided in the second submission.

9 Could I take you to your first submission at
10 page 50. I've taken you to this page and indicated that
11 I was interested in the second sentence of the question:

12 "What information from these devices pertaining to
13 monitoring the driving performance of bus captains is
14 captured, and how is the collected information used to
15 enhance driving safety?"

16 In your answer, with regard to the capturing of
17 information, the only matter which is mentioned is
18 vehicle speed and vehicle location. There is no mention
19 there of acceleration or deceleration. Is there any
20 reason for that?

21 MR LEUNG KIN WANG: Vehicle speed is available
22 second-by-second, and I explained the difference between
23 speed at this moment and the next equates to
24 acceleration or deceleration. That's why we do not have
25 another device to record deceleration or acceleration,

26

1 because we can calculate this based on the difference in
2 speed.

3 CHAIRMAN: This answer is not a complete answer to the fact,
4 is it, as Mr Duncan is suggesting to you? The question
5 is why.

6 This is 12 words, that was the answer, to what was
7 an open-ended question, seeking assistance from your
8 company.

9 MR LEUNG KIN WANG: I can only say that the black boxes
10 capture vehicle speed.

11 CHAIRMAN: Amongst other things.

12 MR LEUNG KIN WANG: (In English) Among other things, yes.

13 CHAIRMAN: The question is why didn't you mention the other
14 things. I'm asking you the question because you are the
15 person answering. I don't know who made this submission
16 but somebody wrote this and I'm asking why it's less
17 than complete.

18 MR LEUNG KIN WANG: There are more than 20 parameters
19 including time, date, vehicle speed, engine, the number
20 of revolutions per minute.

21 CHAIRMAN: So why are they not mentioned here?

22 MR LEUNG KIN WANG: These are the two main data to monitor
23 bus captains.

24 CHAIRMAN: Mr Duncan.

25 MR DUNCAN: I'm going to move now to the third area which
26

1 I indicated I was interested in and -- we've touched on
2 this already but -- sorry, we haven't touched on this
3 yet. The third area is what use is made of the data
4 being collected to provide real-time assistance to the
5 bus captain? That's the area I'm now interested in.

6 I'm going to ask you, with respect, to go to page 65
7 of BM-1 again, the letter from the law firm. Halfway
8 down the page, in blue, it is stated:

9 "The telematics system consists of the three main
10 parts".

11 The first part he has referred to is the driver
12 feedback device. There's an introduction:

13 "This device provides visual and acoustic feedback
14 to the driver about four basic threshold values (engine
15 revving, speeding, idling, and acceleration). It is
16 placed in the driver's cabin and connected to the
17 Openmatics on-board unit.

18 Driver feedback overview means the driver will be
19 informed about the information by beeping and
20 illuminating four LED lights if the - calibrated -
21 thresholds will be reached."

22 Then you have further details of the engine, the
23 speed, the idling and the acceleration set out on that
24 page.

25 Does this accurately reflect the real-time driver
26

1 alert system which is installed in the KMB buses?

2 MR LEUNG KIN WANG: Correct.

3 MR DUNCAN: If you would then be good enough, please, to
4 turn the page, so I can ask questions about thresholds.
5 At the top of page 68, the writer of this document says
6 this:

7 "To our knowledge, the driver feedback system was
8 installed in the accident vehicle."

9 Referring to the Tai Po accident.

10 "The driver feedback thresholds for the accident bus
11 were initially defined by KMB and then calibrated by
12 Openmatics to fit KMB's defined parameters."

13 Do you confirm that to be correct?

14 MR LEUNG KIN WANG: Yes, it's correct.

15 MR DUNCAN: "According to the history, the four thresholds
16 on the accident vehicle were defined by KMB and then
17 calibrated by Openmatics latest at [24 July] 2017."

18 Is that correct?

19 MR LEUNG KIN WANG: I would like to add one point. Yes, for
20 acceleration and deceleration, for tilting angle, it
21 says 44 here, 44 degrees. We never had any defined
22 threshold. We did not provide any value because we
23 could not identify any reference values and it wasn't
24 provided to ZF.

25 CHAIRMAN: Sorry, by KMB? By KMB? It wasn't provided by
26

1 the company?

2 MR LEUNG KIN WANG: (In English) By KMB.

3 CHAIRMAN: Yes. Were you aware that this threshold had been
4 inputted into the Tai Po bus, 44 degrees?

5 MR LEUNG KIN WANG: Yes, we are aware of that.

6 MR DUNCAN: Are you aware that Mr Kulis explained that that
7 is really a default provision, which means there is no
8 provision for a tilting parameter at all?

9 MR LEUNG KIN WANG: Yes, I understand.

10 CHAIRMAN: In effect, it disabled this function? Would that
11 be fair?

12 MR LEUNG KIN WANG: Correct.

13 MR DUNCAN: The document continues to say:

14 "According to our best knowledge at the time of the
15 accident, the thresholds were", and they are there set
16 out; we can read them for ourselves.

17 CHAIRMAN: Perhaps, for the record, you would read them out
18 for us, Mr Duncan.

19 If I can help, acceleration is set in metres per
20 second, is it not, 1.15?

21 MR LEUNG KIN WANG: (In English) 1.15 metres per second
22 squared.

23 CHAIRMAN: Squared, yes.

24 Deceleration set at 2.3 metres per second squared.

25 Speed, set at kilometres per hour, 75; is that

26

1 correct?

2 MR LEUNG KIN WANG: (In English) Yes.

3 CHAIRMAN: And there is a second threshold configuration,
4 speed in areas.

5 MR LEUNG KIN WANG: (In English) Yes.

6 CHAIRMAN: As opposed to speed, and that is also set at 75?

7 MR LEUNG KIN WANG: (In English) That we are not aware of.

8 CHAIRMAN: I should say 75 kilometres per hour. But you are
9 not aware of the second one?

10 MR LEUNG KIN WANG: (In English) No.

11 (Via interpreter) Correct.

12 CHAIRMAN: Thank you.

13 Mr Duncan.

14 MR DUNCAN: Then there's a configuration of idling values
15 and engine values; do you see that?

16 CHAIRMAN: 3,000 revs per minute, isn't it?

17 MR LEUNG KIN WANG: (In English) Yes.

18 (Via interpreter) Yes.

19 MR DUNCAN: Were these the thresholds that existed not just
20 in the bus which was involved in the Tai Po accident but
21 on all Kowloon Motor Bus buses at that time?

22 MR LEUNG KIN WANG: (In English) Yes.

23 CHAIRMAN: And they will be defined by KMB and calibrated
24 by Openmatics; is that correct?

25 MR LEUNG KIN WANG: (In English) Yes.

26

1 MR DUNCAN: Just dealing with the two matters pertaining to
2 speed, if I understand things correctly, if any of the
3 particular buses exceeded a speed of 75 kilometres per
4 hour, the driver would experience a beeping sound and
5 also a blinking light in the cabin; is that correct?

6 MR LEUNG KIN WANG: (In English) Correct.

7 MR DUNCAN: What about the situation if the bus was
8 travelling at, say, 60 kilometres per hour in
9 a 50 kilometre per hour speed limit zone? Would there
10 be any sort of alert to the captain?

11 MR LEUNG KIN WANG: (In English) Not at the moment.

12 MR DUNCAN: Would it be desirable that such a system
13 existed?

14 MR LEUNG KIN WANG: Yes, yes, absolutely.

15 MR DUNCAN: Could I in this respect take you to the evidence
16 of Mr Kulis, at Day 6, volume 3, at page 150.

17 If I could bring your attention to line 7 on
18 page 150, where Mr Chan has introduced the subject by
19 saying:

20 "The next parameter under tilting angle is the
21 configuration of excessive speed values.

22 In this screenshot we can see two parameters under
23 that. One is speed and one is speed in areas, and [in]
24 this case, both are set at 75 kilometres per hour.

25 Now, firstly, a more basic question. Just to see if
26

1 my understanding is correct. So if the bus in this case
2 exceeds 75 kilometres per hour, the threshold would be
3 considered crossed; is that correct?"

4 Then at line 17, Mr Chan asked this question:

5 "What is the difference between these two
6 parameters, speed and speed in areas?"

7 Perhaps you would be good enough to read to yourself
8 what follows, from line 19 right through to page 155 at
9 line 9. Just take your time to read that through,
10 please.

11 Have you been able to read that through?

12 MR LEUNG KIN WANG: (In English) Yes.

13 MR DUNCAN: If I understand that evidence correctly,
14 Mr Kulis is suggesting two different ways whereby there
15 may be the two different speed limits set up. Is that
16 your own understanding?

17 MR LEUNG KIN WANG: (In English) Yes.

18 MR DUNCAN: Thank you. The first is what we can see on
19 page 151. This is at line 2:

20 "... you need also to configure the areas in some
21 other window, or enter some geo-fencing into the
22 system."

23 And at line 7, Mr Chan's question:

24 "Obviously the bus, if you wish to take advantage of
25 the speed in areas parameter, the system would have to
26

1 know where the bus is to trigger that parameter."

2 Then it concludes at line 23, in that part:

3 "Of course they need to configure or in cooperation
4 with us, we need together to configure the areas, we
5 need to define results, the rules, then the system is
6 capable."

7 So the commission has heard -- I'm not sure whether
8 you are aware of this -- that Citybus engaged that
9 system, where they have defined, I think, 25 areas and
10 there is provision for feedback for those 25 areas. Are
11 you aware of that?

12 MR LEUNG KIN WANG: (In English) Yes.

13 MR DUNCAN: So that's one.

14 The second one, in which I'm a little bit more
15 interested, is the utilisation of the digital mapping.
16 You can see, I think, mainly from page 154, from line 8,
17 where Mr Chan poses this question to Mr Kulis:

18 "If I have a digital map that is able to show
19 different speed limits on different roads, would I be
20 able to use that combining with the system currently
21 available here, to configure to set different speed
22 thresholds depending on where the bus is on the digital
23 map? Or is that not possible under the system?"

24 Mr Kulis responds:

25 "Definitely it is possible."
26

1 And he then proceeds to give an explanation.

2 Now, as I understand it, there is available in
3 Hong Kong digital mapping of our roads; is that correct?

4 MR LEUNG KIN WANG: (In English) Yes.

5 MR DUNCAN: So given what you said a few moments ago, that
6 it would be desirable to have a system whereby speeds in
7 excess of 50 in a 50 zone would be detected, what is
8 your reaction to the possible implementation of either
9 of these two possible routes suggested by Mr Kulis?

10 MR LEUNG KIN WANG: We are glad to learn about this, and,
11 well, because of the IRC, we will be able to have access
12 to official digital maps.

13 The speed limit is an important matter, in respect
14 of different road sections. If the information is
15 incorrect, it would have grave consequences. So we have
16 been talking to different parties on how we may know the
17 speed limits in different locations, different areas, so
18 that when the vehicle reaches a certain location, we
19 will know that it is 70kmh or 50kmh as the limit,
20 because right now we can't tell one from the other, so
21 we set it at 70kmh.

22 If we know that in that particular location the
23 speed limit is 50kmh, then the alarm will be triggered.
24 We have conducted a test drive, by incorporating the
25 road speed limits into the black box, so that the road

26

1 speed limit is known by the system, and the test drive
2 tells us that it's a possible solution.

3 We will explore on how this may be taken forward,
4 and if it is tested to be feasible it will be
5 incorporated into our fleet, so that when the speed
6 limit, whether it's 50kmh or 70kmh, is exceeded,
7 an alarm will be triggered. That would represent
8 a great improvement over the current situation.

9 MR ROGER LEE: The map is important, because the speed limit
10 can change from time to time. For example, if there is
11 an accident or if there is a road excavation, the limit
12 may be changed very quickly. So we need to have
13 a so-called live map. We have just received the digital
14 map and the Openmatics have helped us to incorporate
15 that into the system. We have a vehicle fitted with
16 this new system and we have conducted a test drive. So
17 there will be real-time information provided to the bus
18 captain that the limit has been exceeded.

19 But geo-fencing, it will take a lot more time,
20 because that would have to do with the control over
21 acceleration. We have one vehicle fitted out for that
22 trial so far.

23 MR DUNCAN: Why did you say that "because of the IRC we
24 would be able to have access to the digital maps"?

25 MR LEUNG KIN WANG: That's just my gut feeling. Maybe it's
26

1 just a coincidence.

2 CHAIRMAN: Where did you get the digital map from?

3 MR LEUNG KIN WANG: (In English) From government.

4 CHAIRMAN: From which department of government?

5 MR LEUNG KIN WANG: (In English) Transport Department.

6 CHAIRMAN: Have you asked them before?

7 MR LEUNG KIN WANG: (In English) Not really.

8 CHAIRMAN: When did you ask them?

9 MR LEUNG KIN WANG: (In English) I didn't ask.

10 CHAIRMAN: How did you come by it, then?

11 MR LEUNG KIN WANG: (In English) I don't know. I just
12 received a letter from them.

13 CHAIRMAN: So the Transport Department informed you that it
14 was available?

15 MR LEUNG KIN WANG: (In English) That's correct.

16 CHAIRMAN: When was that?

17 MR LEUNG KIN WANG: (In English) In June, the letter dated
18 June 7.

19 CHAIRMAN: June 7?

20 MR DUNCAN: So no information from the Transport Department
21 prior to June of this year that digital mapping was
22 available?

23 MR LEUNG KIN WANG: (In English) No.

24 CHAIRMAN: Would you be prepared to provide us with a copy
25 of this letter?

26

1 MR LEUNG KIN WANG: (In English) Yes.

2 CHAIRMAN: Thank you, in which case, let's have it copied
3 now. Somebody can come and take the letter and
4 physically copy it. It's not marked in any way, is it?
5 We'll just photocopy it and we can return it to you.
6 Yes, Mr Duncan.

7 MR DUNCAN: Thank you, Mr Chairman.

8 It would be fair to say, wouldn't it, that Kowloon
9 Motor Bus vehicles put up far greater mileage on
10 50 kilometre per hour roads than 70 kilometre per hour
11 roads?

12 MR LEUNG KIN WANG: I can't answer this question because
13 I need more data.

14 CHAIRMAN: You can take solace from the fact that Citybus
15 were unable to answer that question as well, but we have
16 maps with the speed limits of the roads of Hong Kong,
17 and we've got them coloured, so we can tell at a glance
18 that there are many more roads that are 50 kilometre per
19 hour roads than 70 kilometre per hour roads.

20 MR LEUNG KIN WANG: (In English) I think it's about the
21 roads that our buses run on.

22 CHAIRMAN: No, we understand that as well. We have that as
23 well. We can put your bus routes on top. But broadly
24 speaking, I'm sure you can answer the question: there
25 are many more 50 kilometre per hour roads that the buses
26

1 drive down than 70 kilometre per hour roads, are there
2 not? If you still can't answer, please feel free to say
3 so.

4 MR DUNCAN: Can I help you out: do Kowloon Motor Bus
5 vehicles regularly travel on roads which have a speed
6 limit of 50 kilometre per hour?

7 MR LEUNG KIN WANG: (In English) Yes, but you know, the
8 number of trips that you go on that journey, on that
9 road, may be different. You may have buses very
10 frequently running on ... So, you know, I'm an engineer.
11 I have to get the facts before I can tell you.

12 CHAIRMAN: I think perhaps you ought to be a politician.

13 MR DUNCAN: Can I just ask this before I leave the topic:
14 what steps prior to the formation of the committee had
15 KMB taken to explore whether it could have an alert
16 system on buses which exceeded the 50 kilometre per hour
17 speed limit?

18 MR LEUNG KIN WANG: When the speedometer reaches
19 50 kilometres per hour, we once prompted the captain, we
20 would not know which route the captain was on, we once
21 reminded the captain that he reached 50 kilometres per
22 hour. But since we could not identify the locations of
23 the buses, we still wanted to prompt captains that they
24 have exceeded 50 kilometres per hour when they are in
25 urban areas, but in some cases, some bus captains might

26

1 find these alerts unnecessary. So after pilot testing
2 this approach for a short time, we discontinued the
3 practice because we could not determine whether the bus
4 was on a 50 kilometre zone or 70 kilometre zone.

5 CHAIRMAN: So, as I understand what you are saying, you
6 tried a pilot test where you had an alert go off
7 whenever you went over 50 kilometres per hour but that
8 annoyed the bus drivers because presumably they were
9 driving quite a lot of the time in 70 kilometre per hour
10 areas and you gave up?

11 MR LEUNG KIN WANG: (In English) Yes, Correct.

12 CHAIRMAN: When was that?

13 MR LEUNG KIN WANG: (In English) Some years back. I can't
14 remember.

15 (Via interpreter) So this was not from the
16 telematics system or the black box.

17 CHAIRMAN: This was from the speedometer?

18 MR LEUNG KIN WANG: (In English) That's right, yes.

19 CHAIRMAN: We are going to take a short break at some stage
20 in the afternoon because it's a long time for everybody,
21 to stretch your legs and have a drink. If this is
22 convenient, please say so. If you want to finish
23 a topic, say so.

24 MR DUNCAN: Just one question, Chairman, if I may.

25 The system was purchased from Openmatics in 2013,
26

1 I think.

2 MR LEUNG KIN WANG: (In English) Correct.

3 MR DUNCAN: And it would have been at that time that the
4 parameter of 75 kilometres per hour would have been
5 installed into the system.

6 MR LEUNG KIN WANG: KMB established this value and they
7 informed Openmatics.

8 MR DUNCAN: So, between 2013 and the time the committee was
9 formed, did you look into the possibility of this system
10 capturing speeds in excess of the 50 kilometre speed
11 limit, with the help of the GPS system? Did you
12 investigate that at all during that period?

13 MR LEUNG KIN WANG: I am not sure, but I believe that we
14 once discussed this issue with the manufacturer.

15 MR DUNCAN: Can you give us any idea as to when that was?

16 MR LEUNG KIN WANG: (In English) Not that I can recall.

17 CHAIRMAN: Can you recall who was involved from the company
18 side of things?

19 MR LEUNG KIN WANG: (In English) I can't recall.

20 CHAIRMAN: Mr Duncan, we will take a break now. We will
21 take 15 minutes. Thank you.

22 (3.53 pm)

23 (A short adjournment)

24 (4.08 pm)

25 CHAIRMAN: Yes, Mr Duncan.

26

1 MR DUNCAN: Thank you, Mr Chairman.

2 Gentlemen, would you please have in front of you the
3 transcripts bundle for Day 11, that will be
4 bundle number 4, and I'd like you to turn up, please,
5 page 73 of that transcript.

6 If I could pick it up, please, at line 14, where
7 Ms Maggie Wong, counsel for the committee, is asking
8 questions of Mr Kelvin Yeung. I think, gentlemen, you
9 will recognise Mr Kelvin Yeung as being a current
10 employee of the company. Is that correct?

11 MR ROGER LEE: (In English) Yes.

12 MR DUNCAN: So at line 14, Ms Wong poses this question:

13 "We have heard also from Mr Alok Jain's evidence
14 that during one of the meetings, they explored the idea
15 of having a score card system for drivers, and one of
16 the systems that was explored is the GreenRoad.com
17 system. And what it does is it gives an analysis of the
18 driver's driving behaviour, and it would fall into three
19 different categories, like red, amber and green."

20 Then if we could jump, please, to page 75, at
21 line 8, where we have Mr Kelvin Yeung saying:

22 "This system should have been deployed. I'm not
23 very sure about the name mentioned by Mr Alok, but from
24 what you described, it is very similar to one of our
25 current systems."

26

1 The chairman then asks:

2 "What is that system?"

3 Mr Kelvin Yeung then gives this answer:

4 "As I said, there would be beeps and lights emitted,
5 and lights of three colours would be shown depending on
6 driving behaviour. And these lights would go on when
7 the bus captain beeped the Octopus card at the terminal,
8 the time of the next bus would be shown, and lights of
9 three colours would be shown to represent the
10 performance of the captain. Green is the best, yellow,
11 and red means something to be improved. And this system
12 is still in use."

13 The chairman asked the question:

14 "So when the bus captain comes off duty and he taps
15 his Octopus card, where is this information displayed
16 for him?"

17 Mr Kelvin Yeung replies:

18 "It would only be displayed the first time a bus
19 captain beeps his Octopus card in the morning. I'm not
20 sure whether it would show the records for the previous
21 days, but what I'm sure is that the records for the same
22 day would not be shown. So no information is displayed
23 during sign-off.

24 Chairman: Are you saying the information is
25 displayed at the time of sign-on?

26

1 Mr Kelvin Yeung: Yes, information is displayed
2 during sign-on.

3 Chairman: And the information relates to what time
4 period?

5 Mr Kelvin Yeung: I would have to check the period
6 concerned. But this is not same-day information. It
7 refers to a past period, but as for the range of that
8 period, I have no such information on hand.

9 Chairman: And where is the display? Where does the
10 bus captain see this?

11 Mr Kelvin Yeung: At each bus terminal there would
12 be a computer. When a captain returns to the terminal
13 he would have to beep his staff card to obtain such
14 information. The computer would be located outside the
15 kiosk at each terminal facing the bus captains?

16 Chairman: And the computer screen depicts what?

17 Mr Kelvin Yeung: One of the three colours would be
18 displayed to the captain, red, amber and green."

19 So having taken you through that, my question is: do
20 you confirm that this green/Yellow/red system currently
21 exists?

22 MR LEUNG KIN WANG: (In English) Yes.

23 MR DUNCAN: Could you describe, please, what the basis of
24 this scheme is, how it works?

25 MR LEUNG KIN WANG: It's an appraisal system of the bus
26

1 captain's performance. It gives you -- it's based on
2 some scores. Four things are assessed under this
3 system. First, excessive idling, that is prolonged
4 idling; second, harsh braking; thirdly, sudden
5 acceleration; finally, speeding.

6 For these four conditions, each bus captain has to
7 engage in multiple trips per day, so these four criteria
8 would be assessed over the week, to assess the captain's
9 performance. For the criteria I mentioned, we have
10 certain standards. If a captain performs well, the bus
11 would operate more smoothly and passengers would be more
12 comfortable and the fuel consumption of that bus would
13 be more satisfactory and the bus would be greener. In
14 other words, the driving experience would be equal to
15 safe.

16 According to the assessed scores, the best captains
17 would be given green, and there would also be an amber
18 class and red class. So there are three classes. So
19 scores would be given on a weekly basis. When bus
20 captains report duty at termini, when they sign in,
21 their scores for the seven days preceding the period ten
22 days ago would be displayed. Red and amber performance
23 classes would not be shown, but there would be reminders
24 displayed to the captain.

25 For the screens at the termini, they might be
26

1 visible to other people sometimes. In other words,
2 certain information is displayed to the captains. When
3 a bus captain accesses our staff site, he can check his
4 scores for the past eight weeks. So, when they report
5 duty at the bus terminus, the screen would show their
6 score, and as for details, the bus captain can check the
7 information on the staff website. This way, the bus
8 captains can know more about their driving performance
9 and they can seek to make improvements as appropriate.

10 So this is the purpose of our design. It was
11 launched in November 2015.

12 MR DUNCAN: So it's there for the benefit of the bus
13 captain, primarily?

14 MR LEUNG KIN WANG: (In English) Yes, and for the benefit of
15 the company and the passengers as well.

16 MR DUNCAN: On what data is the classification of red, amber
17 or green based?

18 MR LEUNG KIN WANG: I have no data on hand on how the colour
19 is classified, but most of the time it's green; there is
20 a formula.

21 MR ROGER LEE: (Chinese words not interpreted).

22 MR LEUNG KIN WANG: (In English) Sorry, I misunderstood.

23 I repeat --

24 (Via interpreter) There are four categories
25 including excessive idling.

26

1 CHAIRMAN: There is no need to repeat the categories; you
2 were very clear about that. Perhaps Mr Duncan's
3 question is this. What is the threshold that is set for
4 these four categories?

5 MR LEUNG KIN WANG: There are two thresholds, one for
6 excessive idling, no more than 15 minutes. No more than
7 15 minutes. For harsh braking, the threshold is based
8 on the black box setting. For sudden acceleration, it
9 follows the black box setting. For speeding, again it
10 follows the black box setting. In other words, for
11 speeding, the threshold is 70; for sudden acceleration,
12 4 kilometres per hour per second.

13 MR DUNCAN: It seems that the information is communicated to
14 the driver when he signs on for the day; is that
15 correct?

16 MR LEUNG KIN WANG: For each journey or trip, at the start
17 and end of the journey, the captain would tap his card
18 at the terminus. So every day the information is
19 displayed twice to the captain. If the information is
20 displayed all the time, the captain might feel annoyed,
21 so twice a day the score of the captain would be
22 displayed.

23 MR DUNCAN: Is he tapping on the screen with his card, is
24 that how it works, or does he insert a card or
25 something?

26

1 MR LEUNG KIN WANG: When the card is tapped, the information
2 is shown on the screen.

3 MR DUNCAN: Does the classification of red, amber or green
4 have any impact with regard to the sorts of awards we
5 were discussing this morning?

6 MR LEUNG KIN WANG: (In English) No.

7 (Via interpreter) No. It was only true at the
8 beginning phase, for a short period of time. So,
9 basically, the system serves to inform the captains of
10 their performance so they can improve their driving
11 techniques.

12 CHAIRMAN: Can I ask you to help me further about the
13 criteria that apply. You've told us about the four
14 categories. You have given us the thresholds. What if
15 one was to have one speeding in excess: does that stop
16 you having a green score? Or what if it was one
17 excessive acceleration? How does this work?

18 MR LEUNG KIN WANG: (In English) There's a formula for that.

19 CHAIRMAN: Are you prepared to tell us what the formula is?
20 Do you know what the formula is?

21 MR LEUNG KIN WANG: (In English) There's a formula for that.

22 (Via interpreter) Can we share that with you later?

23 CHAIRMAN: Certainly. No doubt the formula is rendered into
24 writing. Is it something that is on the staff website
25 so that the bus captains also know what the formula is?

26

1 MR LEUNG KIN WANG: On the website, bus captains can see
2 their own performances, so only green, amber or red
3 would be displayed, and there are four categories being
4 displayed. So the captain would see the colour for the
5 respective category. The actual scores would not be
6 displayed but only the colours.

7 But if the bus captain is in the red, we would
8 remind them to be gentle when they accelerate or brake,
9 they should also minimise idling time, et cetera. So we
10 would remind them of the respective improvements needed.

11 CHAIRMAN: Please provide this formula. Thank you.

12 Mr Duncan.

13 MR DUNCAN: Is there a circular or a document of some sort
14 which explains to the drivers what the purpose of this
15 scheme is and how it works?

16 MR LEUNG KIN WANG: Yes. We issued notices and posters.

17 MR DUNCAN: Would you be able to provide some samples of
18 those as well, please?

19 MR LEUNG KIN WANG: (In English) Okay. Yes.

20 MR DUNCAN: Have you received any feedback from the drivers
21 or from the unions as to how they regard this particular
22 score card system?

23 MR LEUNG KIN WANG: No formal feedbacks were given, but from
24 communication with captains we were aware of their
25 feedbacks. They also knew that this is not an award
26

1 scheme. This is an exercise to inform captains of their
2 driving performances.

3 MR DUNCAN: What proportion of captains would consistently
4 get a green rating?

5 MR LEUNG KIN WANG: According to preliminary figures, most
6 captains would receive a green rating. The
7 percentage -- about 1 per cent of the captains would get
8 a yellow and few captains would get a red.

9 MR DUNCAN: Hardly any would get a red if only 1 per cent
10 get yellow; would that follow?

11 MR LEUNG KIN WANG: For example, for the week of 15 to
12 22 July, there were nearly 90,000 records of green, or
13 rather 69,000, 69,824 cases of green, 800-plus cases of
14 amber, and eight cases of red. For the week before
15 that, from 8 July to 14 July 2018, 61,010 cases of
16 green; for amber, 768 cases; for red, two cases.

17 MR DUNCAN: If I could take, perhaps, a relatively extreme
18 example: what about a driver who had been constantly
19 speeding in a 50 kilometre speed zone but travelling
20 less than 70 kilometres per hour, and driving into
21 roundabouts with the bus tilted? Under this scheme, he
22 would still command a green rating, would he not?

23 MR LEUNG KIN WANG: We do not know what the location is or
24 whether the bus captain is in a 50 kilometre zone, so it
25 cannot be determined. So only speed is displayed.

26

1 MR DUNCAN: So he'd end up a green?

2 MR LEUNG KIN WANG: (In English Yes.

3 MR DUNCAN: Do you have any feedback as to whether the
4 drivers really take any notice of this scheme?

5 MR LEUNG KIN WANG: This is only one of the ways to tell how
6 captains drive. There are four other criteria,
7 including excessive idling, harsh braking, sudden
8 acceleration and speeding. We can see other reports.
9 This is just a colour classification of red, amber and
10 green, to inform captains, but we have other reports in
11 place to assess drivers.

12 So for certain captains on red, we would know about
13 the details, and if they speed in a 50 kilometre zone we
14 can deal with it through other reports. So the
15 management would look at the situation.

16 There are officers responsible for monitoring their
17 performance. This green/amber/red system is
18 a straightforward system to inform the captains of their
19 performance, just one of them.

20 CHAIRMAN: Mr Duncan's question was not what notice you take
21 about how drivers drive; it was whether they take any
22 notice of this green/amber/red system.

23 MR LEUNG KIN WANG: Every day, when they tap their card,
24 they have two opportunities to be informed of their
25 performance, and they can also see their own performance

26

1 through the website. So the captain is aware of the
2 grade that they have got.

3 MR ROGER LEE: It's just provided as a reminder, a gentle
4 reminder, but it is very individual. Bus captains have
5 individualistic driving behaviour. We are just telling
6 them the basic information so that they at least know
7 how they are assessed, how their performance is
8 assessed. Of course, we can provide more information,
9 as the next step. We can provide more detailed
10 information in the future. We also have plain-clothed
11 inspectors and also complaint investigation. This is
12 something designed to give space for self-improvement by
13 captains.

14 CHAIRMAN: Mr Duncan.

15 MR DUNCAN: Does it function effectively, efficiently?

16 I mean, does it work in a technical sense? Are there
17 any problems with it?

18 MR LEUNG KIN WANG: It can be better. If the data are more
19 real-time in nature and if it can more accurately
20 reflect the driving behaviour. As this example given
21 suggests, if he is speeding in a 50kmh road section, the
22 system won't be able to tell. And if there's a digital
23 map to indicate that the driver is speeding in a road
24 section with 50kmh as the speed limit, the scores will
25 be very different.

26

1 At present, that's the best we can do with the
2 current system, but if there's a better way to reflect
3 the actual situation, we will certainly strive to make
4 improvement along that line.

5 MR DUNCAN: My question was more related to accepting the
6 current system. Does it work efficiently, in the sense
7 the drivers know the system works and they utilise the
8 system and if they tap their card it actually works? So
9 in a practical sense does it work efficiently?

10 MR LEUNG KIN WANG: (In English) Yes.

11 MR DUNCAN: I ask that because of what appears in
12 a miscellaneous bundle, number 3, at page 899. Could
13 you turn that up, please.

14 CHAIRMAN: I think it's to be found in miscellaneous
15 bundle 2, still. At least it is in my version.

16 MR DUNCAN: Page 899.

17 You probably have not seen this document, gentlemen,
18 so I will take you through the relevant parts in
19 a moment, but I think Mr Lee at least will be aware that
20 the chairman and members of the secretariat of the
21 committee visited a number of the termini and depots
22 last Friday, 3 August, and if I can explain, these are
23 the notes that were drawn up after the meeting and after
24 the visit.

25 The first one which is documented on page 899 is

26

1 a visit to the Sha Tin New Town Plaza terminus, and I'm
2 interested in the last entry on that page. Perhaps
3 I should start off with the reference under "Photos are
4 at annex A". There's a reference during the visit the
5 committee also talked to three bus captains and learned
6 certain things. So there was a discussion between the
7 committee and three of the bus captains.

8 Then resuming at the last dash on the page:

9 "The same bus captain subsequently demonstrated [to
10 the committee] the use of the October/staff card
11 terminal at the bus regulator's office."

12 Then there's a reference to what Mr Kelvin Yeung had
13 said at the hearing; we have just been through. If
14 I could pick it up in the second-last line of the page:

15 "The bus captain having tapped his Octopus staff
16 card ... the computer screen displayed a white screen
17 with a message in blue-coloured letters, reminding the
18 captain to drive carefully within the rainy conditions
19 of the day. The screen then showed the details of the
20 next bus trip that the bus captain was assigned to
21 drive. No colour-coded messages, boxes or screens were
22 noted. When asked about whether [the captain saw]
23 colour-coded messages displayed on the screen when he
24 first reported for duty that day, the captain gave
25 a negative response".

26

1 So we have that report. Then if I could take you to
2 page 902, which refers to the visit to the Luen Wo Hui
3 bus terminus, and the last entry, the captain was also
4 asked about the colour-coded boxes or screens, and the
5 answer was also negative. The committee observed "that
6 when a bus captain tapped his Octopus/staff card at the
7 bus regulator's office, the same white screen with
8 a reminder message in blue-coloured letters, followed by
9 details of the driving duties of the bus captain was
10 displayed."

11 Then item (E), the Tuen Mun depot, page 903, the
12 reference halfway down there, during the visit the
13 committee also talked to a bus captain resting in the
14 sleeping room and learned from the KMB staff present at
15 the depot that, and it's the second bullet, that the bus
16 captain was aware of the colour-coded messages, boxes or
17 screens and he described it as a monitoring mechanism on
18 whether the bus captain had practised eco-driving. He
19 was aware that green colour generally signalled
20 everything was fine, amber meant that a captain would
21 need to improve, while red generally depicted problems
22 with the bus captain.

23 Then finally, the Shan King bus terminus, page 904.
24 We have reference to the committee talking to three bus
25 captains at the terminus and learning from the bus
26

1 regulator and the bus captain that, and the third bullet
2 down, the other two bus captains were invited to show
3 the effect of tapping their Octopus/staff card at the
4 bus regulator's office when reporting for duty. The
5 same white screen with a reminder message in
6 blue-coloured letters, followed by details of the
7 driving duties of the bus captain was noted. No
8 colour-coded messages, boxes or screens were noted.
9 When one of the bus captains was asked whether there was
10 a screen which refers to their Octopus/staff card on the
11 day of the visit, the bus captain replied that she could
12 not remember as she did not really care about the
13 screen.

14 I appreciate of course that you weren't present and
15 it's not fair to ask you to comment on that, but are you
16 able to offer anything with regard to the screens
17 apparently being tapped but then simply reminding the
18 captain to drive carefully and showing details of the
19 next trip, but apparently not showing the green, amber
20 or red? Are you able to comment on that at all?

21 MR LEUNG KIN WANG: Well, there may be a reminder of the
22 rainy conditions on that day. Yes, that's a reminder.

23 The amber message is not displayed every time. We
24 don't want to give too many reminders, especially when
25 they have to make frequent trips and they will have just
26

1 spent a little bit of time at the terminus, and then the
2 message is not shown on that occasion. But I cannot
3 rule out technical problems of individual terminus. We
4 have to look into whether there is any technical hiccup,
5 and also whether, in terms of publicity, some bus
6 captains are not really fully aware of this three-colour
7 message system. We may have to do more. But we still
8 think that this is a good way to tell bus captains how
9 they have performed.

10 As for how we calculate the scores and whether the
11 scores should be fine-tuned to more accurately reflect
12 the performance, I think we should have to work harder
13 on that.

14 MR DUNCAN: Are you able to tell us when the bus drivers
15 were last informed about the significance and purpose of
16 the system?

17 MR LEUNG KIN WANG: I can't tell.

18 MR DUNCAN: I think you have indicated to the committee that
19 you will make some documents available with regard to
20 the formula and also the description of the scheme for
21 the staff.

22 MR LEUNG KIN WANG: (In English) Yes.

23 MR DUNCAN: Thank you.

24 I move now to the last of the aspects of the black
25 box that I wanted to ask questions about. That is the
26

1 use that's made of the data captured by the black box in
2 order to facilitate the monitoring and the assessment of
3 the driving behaviour.

4 We have seen already that one of the functions of
5 the black box is to capture the speed of the bus. I'm
6 going to ask you, please, to look at the second
7 submission to the committee, again, of the company, this
8 time at page 167.

9 There are two reasonably long questions asked at the
10 top of page 167. I don't believe I need to go through
11 those, but what I would simply do is bring your
12 attention to the second paragraph of the response. It
13 is stated as follows:

14 "There is a dedicated computer programme in
15 generating suspected speeding cases for the officers to
16 check and verify. After examination, confirmed speeding
17 cases will then be forwarded to performance managers of
18 bus captain performance management section for taking
19 further action."

20 If I could then ask you to turn to page 170, please.
21 The committee has there asked, at the top of the page,
22 the company to "provide some copy samples of the data
23 obtained illustrating driving at inappropriate speeds
24 and/or speeds in excess of the speed limit at particular
25 locations", and amongst the answers, the first bullet,
26

1 the response is that:

2 "A sample of the data retrieved from black boxes (in
3 the form of a report known as BOP 207) is annexed ...,
4 which shows speeding cases (personal data withheld). It
5 shows the date, time, bus registration number, route
6 number, and concerned [bus captain's] information."

7 We will find that annex at KMB-9 at page 3993.

8 There is a translation at page 3995-1. I have a couple
9 of questions with regard to this report, please. If you
10 look at the very first row, there's an entry towards the
11 right-hand side of the document which has the duration,
12 it says in seconds, and a maximum speed of 67.9, which
13 I assume is kilometres per hour. Would that be correct?

14 MR JAMES WONG: Yes, I can read.

15 MR DUNCAN: Thank you. So is a correct reading of that that
16 a bus was found to be travelling over 67.9 over the
17 whole 32 seconds; under 67.9, about 67.9? What exactly
18 is it that that chart tells you?

19 MR JAMES WONG: According to the table, for this bus TW5352,
20 on 1 May 2018, 0000 hours, 00:00, and the time 20:07, at
21 this time, for the duration of 32 seconds, the maximum
22 speed was 67.9 kilometres per hour.

23 MR DUNCAN: Throughout that period it was 67.9?

24 MR JAMES WONG: In the duration of 32 seconds, that was the
25 speed.

26

1 MR DUNCAN: Throughout the 32 seconds?

2 MR ROGER LEE: (Chinese words not interpreted).

3 MR JAMES WONG: In the 32 seconds, the maximum speed
4 occurred was 67.9.

5 CHAIRMAN: But why choose 32 seconds? Why not choose 90
6 seconds or 10 seconds?

7 MR JAMES WONG: The black box display would be updated every
8 second. Once a vehicle reaches a particular speed, the
9 black box would show the maximum speed of the bus within
10 a certain duration.

11 CHAIRMAN: What I'm trying to understand is why 32.

12 MR LEUNG KIN WANG: This is an exception report and there
13 are certain settings. When a certain setting is
14 exceeded, information would be displayed. In other
15 words, for a duration of 32 seconds, the setting was
16 exceeded, but the maximum speed was 67.9. So over this
17 period of 32 seconds, our pre-set setting was exceeded.
18 So apparently this is a 50 kilometre per hour zone.

19 If this is a 70 kilometre zone, this entry should
20 not exist. So for a duration of 32 seconds the bus
21 exceeded the limit for this speed zone and the maximum
22 speed was 67.9.

23 CHAIRMAN: Thank you.

24 MR DUNCAN: So is the duration pre-set?

25 MR LEUNG KIN WANG: No. It would depend on the duration in
26

1 which the bus exceeded the threshold. It depends on the
2 duration within the bus trip. It is an accumulative
3 value. It is not a continuous duration. It refers to
4 the total duration of all the trips that day, and this
5 shows the number of seconds in which the bus had
6 exceeded our threshold.

7 MR ROGER LEE: For this example, the area is a 50 kilometre
8 per hour zone, so for a duration of 32 seconds the bus
9 exceeded the speed limit of 50 and within the 32 seconds
10 the bus once reached 67.9. So, in other words, during
11 the 32 seconds, the speed of the bus exceeded 50 but the
12 maximum speed was 67.9.

13 CHAIRMAN: Am I correct in understanding that an exception
14 report would not be generated unless you exceeded the
15 speed limit for more than 10 seconds?

16 We can all do the exercise of doing down to find if
17 there are any single digits, but this is a matter of
18 principle. Is that a correct understanding, that
19 an exception requires a continuous excess of speed limit
20 of 10 seconds or more?

21 MR JAMES WONG: I will answer this question. In a computer
22 programme, we will set certain thresholds, and when
23 a bus reaches certain speed it will be displayed.

24 I would like to share some figures.

25 CHAIRMAN: Can you try answering the question? Is that

26

1 a wrong understanding? If so, just say, yes, it's
2 wrong.

3 MR JAMES WONG: It's not 10 seconds.

4 CHAIRMAN: What is it?

5 MR JAMES WONG: That's why I would like to tell you about
6 the situation for different durations --

7 CHAIRMAN: Why not try answering the question directly first
8 and then give an explanation. What is the threshold?

9 MR JAMES WONG: Between 56 and 65 kilometres per hour an
10 entry will show up if the duration is more than 30
11 seconds. This is on roads with a speed limit of 50.

12 And between 66 to 70 kilometres per hour, in
13 a 50 kilometre zone, if the duration is more than 15
14 seconds, it will show up on the computer screen.

15 CHAIRMAN: Why is this information not in the thousands of
16 pages that you have provided us in these reports? Why
17 do we have to ask these questions in an oral hearing?
18 It's perfectly clear what the committee were seeking
19 when we asked these open-ended questions.

20 Carry on with your explanation, if you would be kind
21 enough.

22 MR JAMES WONG: In 50 kilometre roads, for speeds from 76 to
23 79 kilometres per hour, information would be displayed
24 if the duration lasts more than two seconds. This is
25 for areas with a 50 kilometre speed limit.

26

1 CHAIRMAN: That's most helpful. Is there a similar pattern
2 with speed limits of 70 kilometres per hour?

3 MR JAMES WONG: At 70 kilometre speed zones, if the speed is
4 between 76 to 79kph and the duration is more than 30
5 seconds, the occurrence would show up on the screen.

6 MR LEUNG KIN WANG: If it's over 80, two seconds would be
7 the threshold.

8 CHAIRMAN: Thank you.

9 Yes, Mr Duncan.

10 MR DUNCAN: Let us go back, please, to KMB-1 at 168.

11 In the first bullet answer that you've given the
12 committee -- this is the second submission of the
13 company -- you have stated that:

14 "By means of a computer programme, black boxes will
15 ... capture records of speeding ... malpractice of harsh
16 braking, and/or ... abrupt acceleration for analysis.
17 Further information ... corresponding bus registration
18 numbers and route numbers, can be retrieved with the
19 assistance of other systems", which are then described.
20 "It takes about 10 days to retrieve such data for
21 analysis, where necessary, further disciplinary actions
22 will be taken."

23 Why does it take as long as 10 days to retrieve what
24 might be quite significant data?

25 MR LEUNG KIN WANG: It's four days now. Four days is still
26

1 too long. We would like to make it faster. The data in
2 the server will be the black box number, the bus number,
3 the data, from second to second the location, where
4 there is speeding, harsh braking, abrupt acceleration.
5 These are the data, but we have to relay the data to
6 individual bus captains. For that, we will rely on
7 a lot of information, including TER, terminus management
8 system.

9 For this TER, terminus management system, it
10 requires the sign-on or sign-in of bus captains, when
11 the bus captain starts the journey, the bus number, the
12 route number, and at the end of the trip the bus captain
13 will sign off. So the system knows when the journey
14 starts, when it ends, and the system would capture the
15 information of the bus captain, the information of the
16 bus and of the journey.

17 For this system, TER, it captures such data on
18 a daily basis with more than 200 termini, and all of the
19 information would then be transmitted to the server, to
20 our servers. There are also data on the bus on-board
21 system. We need to provide the interface between the
22 systems so that we can tell the bus driven by
23 a particular bus captain, the relevant locations and the
24 performance.

25 Then we need to do more processing, to know which
26

1 zones are 50kmh road sections. So we need to have the
2 FMI, the fleet management information system, which can
3 tell the journey, the locations, and which road sections
4 are 50kmh and which are 70kmh. So we need to know the
5 route, the bus captain, the data of the journey, and so
6 on. That's why it's complicated.

7 So if we have a digital map and everything is stored
8 in the black box, we can do it much more quickly, and we
9 will be able to produce the same report in one day.

10 CHAIRMAN: This technology has been available for a long
11 time, has it not?

12 MR LEUNG KIN WANG: (In English) Yes, I know.

13 CHAIRMAN: You can answer "yes" or "no" and then you can
14 explain.

15 MR LEUNG KIN WANG: (In English) Yes. Yes, I know.

16 CHAIRMAN: If you want to explain, the obvious next question
17 is: why haven't you done it before?

18 MR LEUNG KIN WANG: I have tried to look into the same
19 issue. I have asked the same questions. I would say we
20 will do whatever we can as an operator, and the
21 resources available to us, the influence that we can
22 exert, and we hope this will present an opportunity,
23 this time, so that we can make things move more quickly.

24 CHAIRMAN: Thank you.

25 MR DUNCAN: At the committee's request, you have provided
26

1 the data which we see in the form of the table in
2 respect of excessive speed. Are you able to provide
3 a report which has reflected instances of harsh braking
4 or excessive acceleration?

5 MR LEUNG KIN WANG: We have a weekly report on these
6 conditions. This weekly report will look back at the
7 past week in respect of a bus captain and how many
8 seconds of exceedance in those three areas: harsh
9 braking, sudden acceleration and speeding. We have
10 a weekly report to reflect these matters.

11 When these weekly reports are generated, relevant
12 departments in my company would take follow-up action.
13 Sometimes, harsh braking and sudden acceleration are
14 unavoidable because of road conditions, and it may not
15 reflect a problem on the part of the bus captain because
16 the road conditions can change suddenly, you have
17 pedestrians crossing, suddenly there are other vehicles,
18 and we understand the tremendous pressure faced by bus
19 captains and sometimes they may make some undesirable or
20 unsatisfactory moves, but we need to tell them what they
21 have done. Sometimes, our colleagues would arrange
22 an interview or would talk to the bus captain over the
23 phone, and if necessary we would have to send some
24 plain-clothed officers to do some on-spot inspection.

25 Otherwise, we cannot really tell whether it's
26

1 a problem of bad or poor performance.

2 MR JAMES WONG: Maybe I can supplement. This morning, when
3 we talk about the black box, we said there are four
4 lights to provide the feedback to the bus captain --
5 I won't repeat the details -- which will provide
6 an instantaneous reminder to the bus captain so the
7 performance can be rectified, and also there is the
8 three-colour system, when the bus captain taps his
9 Octopus card, when he signs on, all these messages are
10 meant to remind the bus captain of the need to improve,
11 if appropriate. And on top, there's the weekly report
12 which would record the speeding, acceleration and
13 deceleration data.

14 And the data in the past kept are not as detailed
15 here. We only got accumulative data. There's
16 a performance management group under my department, and
17 they would inform the operation, the depot, not to issue
18 warning but to remind bus captains that certain speeding
19 episodes have been recorded, so that they would improve.

20 As for the harsh braking or sudden acceleration, we
21 would send plain-clothed driving instructors to check on
22 the bus. They will observe how the bus captain drives,
23 so whether it's unsafe driving, as reflected by the
24 data, and then the inspector or the instructor would
25 report back to us so that we can take appropriate

26

1 action.

2 CHAIRMAN: Mr Leung, can I bring you back to the question

3 Mr Duncan asked some minutes ago now: are you able to

4 provide the committee with a report that evidences harsh

5 braking or harsh acceleration? We've got one on the

6 screen which enables us to understand, now it's been

7 explained to us, how you look at speeding. Are you able

8 to give us a similar document that deals with harsh

9 braking and acceleration?

10 MR LEUNG KIN WANG: (In English) Yes.

11 CHAIRMAN: Would you please provide us with that?

12 MR LEUNG KIN WANG: (Nodded head).

13 CHAIRMAN: Thank you very much.

14 MR DUNCAN: I'm now going to ask you to look again at the

15 transcript, please. Day 6.

16 CHAIRMAN: Whose evidence is this, Mr Duncan?

17 MR DUNCAN: This is the evidence of Mr Kulis, Mr Chairman.

18 CHAIRMAN: Thank you.

19 MR DUNCAN: At page 161.

20 CHAIRMAN: Of which bundle?

21 MR DUNCAN: This would be bundle number 3, Mr Chairman.

22 CHAIRMAN: Thank you.

23 MR DUNCAN: I mentioned earlier on the concept of a score

24 card for the drivers' driving behaviour, the bus

25 captains' driving behaviour, and I just want to ask

26

1 a few questions of you in relation to this part of
2 Mr Kulis' evidence.

3 If I could pick it up, please, on page 160, at line
4 22. Mr Chan says:

5 "The next item that I'm interested in, or I am going
6 to ask questions on, is the ability or the capability of
7 using software analysis to provide a report on
8 acceptable or unacceptable, safe or unsafe driving
9 behaviour."

10 And he asks this question:

11 "Does your company provide the software that is
12 capable of assessing, based on the data collected by the
13 black box, capable of assessing or coming up with
14 a report of what is acceptable or unacceptable driving
15 behaviour? Is that possible?"

16 And he says, "Yes, it is possible."

17 Mr Chan asks:

18 "How is that possible ... If I'm a bus operator and
19 I come to you and say I want something that allows me to
20 generate a report of a particular driver? How would you
21 tell me that can be done, how can that be done?"

22 Mr Kulis: In that case, I will introduce you to our
23 application driver feedback, together with the portal
24 parts, together with the software solution which we are
25 providing, so then you can regard the parameters as we

26

1 were talking about, then, and you can get also the
2 statistics, so then at the end of the day, or some
3 period, you can make your own analysis, for example,
4 which driver have most warnings, thresholds, speeding
5 events, and so on.

6 This is one option.

7 And then we can also design the solution for you, if
8 you are not satisfied with the driver feedback only, if
9 you want to have more sophisticated calculations, we can
10 log the driving data, the parameters, into the database
11 and make the analysis relevant for you. If you are more
12 focused on different inputs, maybe some other parameter
13 is concerning you, we can make analysis and score it on
14 that.

15 It depends how you feel the logic. If you want to
16 calculate the bonus points and evaluate the best driver,
17 or if you want to introduce, let's say, the negative
18 restriction, it is just check they are better drivers,
19 or better behaviour, and so on. There are multiple ways
20 to achieve it.

21 Also depends what the drivers are open for, or the
22 unions, it can have more solutions.

23 Mr Derek Chan: So it is just the software
24 capabilities. Because the hardware itself is just the
25 data collected by the black boxes. Is my understanding
26

1 correct? I don't need to buy new equipment? In order
2 to come up with such a score card of a driver's
3 behaviour?

4 Mr Kulis: No, you don't need new equipment. If,
5 for example, now you are the customer, and you already
6 have our boxes we can just talk about new possibilities
7 and we can give you the new software and you will use
8 the same hardware for that.

9 Mr Derek Chan: In your experience, how common is it
10 around the world in commercial fleet management for the
11 operator to use software to come up with a score card of
12 the driver's driving behaviour? How common is it around
13 the world?

14 Mr Kulis: It is -- based on my experience it is
15 relatively common in the West European countries. On
16 the other hand, in some other regions, they want to keep
17 the system simple, like is the driver feedback negative.
18 Only a simple warning, and that's it. Because still we
19 need to consider that drivers need to understand what
20 they are scored for. So if you introduce more complex
21 calculation, to evaluate the score cards, we need to
22 provide the training of the drivers, need to understand
23 it. So it differs by the countries and regions."

24 Mr Chan at line 18:

25 "Moving on then from this driver score card --"
26

1 Mr Chairman interposes:

2 "Before you move on. If it is quite common in
3 Western European countries, what thresholds do they use
4 to monitor driver behaviour if they are scoring the
5 driver 'good' or 'bad', or 'average'. Whatever the
6 score card might be?

7 Mr Kulis: To give you the example, for example the
8 truck companies in Germany, they are using the
9 parameters as we have here, the basic parameters, so the
10 speeding events, acceleration, deceleration, but on top
11 of that they are, for example, evaluating if the driver
12 is using the [something] for the driving, so he is
13 saving the brakes, or they even have the analysis of the
14 speed value shape in time, and the brake application.
15 So if they are not using the aggressive driving style or
16 if they are not -- how to say, if they are driving more
17 effectively. There are multiple analyses for this.

18 Chairman: So the basic model would be to start with
19 analysing speeding, acceleration and deceleration,
20 that's the basic model?

21 Mr Kulis: Yes. Also the idling, if you keep the
22 engine running, if you are standing, then you are
23 wasting money obviously. That's the basic model. And
24 then on top of that, maybe saving of the brakes and so
25 on."

26

1 Now, you can see the approach that Mr Kulis is
2 suggesting in that part of his evidence. Given that the
3 software is clearly available, does that sort of
4 approach have any appeal to you, rather than approaching
5 it from, "Well, you have exceeded the speed and that's
6 bad", so it's going to be negative, converting it to
7 some sort of positive, from the way in which the driver
8 is generally approaching his duties?

9 MR LEUNG KIN WANG: Their approach is the same as ours. We
10 are doing the same thing. We would look at it from
11 a safety perspective. We would look at the items that
12 need to be considered. Of course, the black box would
13 capture many data, including fuel consumption, braking
14 patterns and other scenarios. I believe that there is
15 an application. They are talking about -- the document
16 mentions a transportation committee, for commercial
17 drivers, they might be driving the same vehicle all the
18 same, so from a commercial perspective, it can find out
19 whether a vehicle is idling for too long and whether
20 there would be breakdowns and they can tell whether or
21 not the air-conditioning is switched off. So this is
22 commercially useful.

23 But for bus captains, they might not drive the same
24 bus every day, they might not be driving the whole day,
25 and a bus would be driven by different captains, and

26

1 a captain can drive different buses on different days.

2 So the assessment considerations might be different
3 from consideration from just a safety perspective. So
4 we would assess safety aspects. So we are mainly
5 thinking about safety.

6 If you include other factors, we might not be able
7 to conduct the analysis within four days. We might need
8 five, six or seven days or even more.

9 MR DUNCAN: I'm going to ask to be put up on the screen
10 a short article which the committee has seen which
11 appeared in the Straits Times on 16 July this year.

12 Have you seen this particular article before?

13 MR LEUNG KIN WANG: (In English) No.

14 MR DUNCAN: I just ask the secretariat to scroll down and
15 I invite you to read the contents of it.

16 CHAIRMAN: I think the date of the article is July last
17 year.

18 MR DUNCAN: Oh. I beg your pardon, yes. It was published
19 June 29, 2017. Thank you, Mr Chairman.

20 Have you been able to finish reading that?

21 MR LEUNG KIN WANG: (In English) Yes.

22 MR DUNCAN: Thank you. You can see that it refers to
23 something called a GreenRoad vehicle tracking system,
24 and you may recall earlier this afternoon we saw
25 GreenRoad.com, I think, referred to in the transcript.

26

1 Do you recall that?

2 MR LEUNG KIN WANG: (Nodded head).

3 MR DUNCAN: So are you familiar with this GreenRoad vehicle
4 tracking system?

5 MR LEUNG KIN WANG: (In English) No.

6 MR DUNCAN: Do you have any sort of immediate reaction to
7 what is contained in this article? Assuming its content
8 to be true, do you think this would be of any value for
9 the company to consider?

10 CHAIRMAN: By that, are you referring to a bonus system of
11 rewarding good driving?

12 MR DUNCAN: Yes.

13 MR LEUNG KIN WANG: This is something that can be
14 considered.

15 MR DUNCAN: Has it been considered to date?

16 MR LEUNG KIN WANG: (In English) Not to date.

17 MR DUNCAN: So your reaction is that this is worthy of
18 consideration by the company?

19 MR LEUNG KIN WANG: (In English) Can you repeat the
20 question?

21 MR DUNCAN: Is your reaction that this is something worthy
22 of consideration by the company?

23 DR NORMAN LEUNG: (In English) I think I can confirm that,
24 yes, we will consider -- we will study and consider the
25 recommendations mentioned in this article. Thank you.

26

1 MR DUNCAN: Thank you, Dr Leung.

2 DR NORMAN LEUNG: (In English) May I have a copy of this?

3 CHAIRMAN: Of course we can provide you with a copy.

4 DR NORMAN LEUNG: (In English) Thank you.

5 MR DUNCAN: Chairman, that would be a convenient moment, if
6 it suits the committee.

7 CHAIRMAN: Yes.

8 Gentlemen, we have reached the end of our working
9 day. The consequence is that we will adjourn shortly
10 and I would ask you, or those of you who are available,
11 to return to carry on giving evidence on Friday, that's
12 Friday, 10 August, at the same venue.

13 Mr Leung, before we do adjourn, there is one matter
14 I would seek your help with. You spoke of having
15 conducted a test drive with a vehicle that had been
16 fitted with a system to enable you to, as I understand
17 it, differentiate between being in a 50 kilometre speed
18 limit and a 70 kilometre speed limit, and you say that
19 Openmatics had assisted you in incorporating devices in
20 order to do that. That is something that the committee
21 would like to hear more about. Is this documented in
22 any form that you can provide to us?

23 MR LEUNG KIN WANG: (In English) You mean the test itself?

24 CHAIRMAN: The various steps that you have taken, how the
25 vehicle has been fitted up, so we can understand what it
26

1 is that you are examining.

2 MR LEUNG KIN WANG: (In English) We will prepare that for
3 you.

4 CHAIRMAN: Thank you, and obviously somebody who can speak
5 to it orally at the hearing. But it would help us if we
6 could have something in advance so we can try and digest
7 what steps you have been taking. That would help us.

8 MR LEUNG KIN WANG: (In English) Yes.

9 MR ROGER LEE: (In English) Do you mean provide those
10 information before Friday?

11 CHAIRMAN: Yes, if you can, whatever you have available, and
12 then someone who can speak to it and answer our
13 questions on Friday, because this is obviously a most
14 interesting development.

15 MR ROGER LEE: (In English) Yes.

16 CHAIRMAN: Mr Auyeung has a question.

17 MEMBER AUYEUNG: Thank you, Chairman.

18 I just want to follow up on two questions, both of
19 them addressed to Mr Lee.

20 In the morning, Mr Lee, you did mention about, on
21 the compensation side, that the leadership team decided
22 to merge the driving bonus into the base salary, and you
23 did mention that it puts pressure on the bus drivers,
24 because of that bonus. Then later on, I think you
25 mentioned that you have introduced this 20-point system

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1 which would also generate some sort of monetary reward.

2 My question is, this 20-point sort of measurement,
3 also would that generate any kind of pressure to the bus
4 drivers? If not, why?

5 MR ROGER LEE: (In English) I think the actual bonus, as far
6 as the bus captain is concerned, the bonus I think is
7 deserved. They think it's part of their pay. Let's
8 imagine if because there is an accident, whether they
9 are liable or not, somehow that so-called bonus would be
10 deferred, it creates some unnecessary pressure.

11 If you can imagine, the bonus should be part of
12 their salary, and every year there are increments,
13 judging on their performance, so it doesn't feel like
14 you take something away, so that is some kind of, if you
15 like, assessment or benchmarking and you say, okay, you
16 performed well this year, you deserve an increment, or
17 something further, you are actually talking about they
18 move to another grade. So it's not like it's completely
19 different.

20 MEMBER AUYEUNG: Thank you. Then I will move on to the
21 second issue which is on safety. I also heard comments
22 this morning that from your leadership team's
23 perspective, safety is the responsibility of all
24 departments, henceforth there is no single department
25 responsible for risk or safety.

26

1 In the past year or two, have the team run into
2 situations in which the departments have
3 misunderstanding, thinking that the other department are
4 handling certain safety issue and it ended up with
5 nobody addressing the issue at all?

6 MR ROGER LEE: (In English) Every Monday morning, we
7 actually, myself and my operation directors and all the
8 other directors, have a couple of hours, we sit down,
9 and we talk through, no matter it's a bus hardware
10 issue, and the bus captains, their performance, and also
11 the facilities at the terminus and depot, we actually
12 basically work as a team to ensure safety will not just
13 simply apply for just the bus captain.

14 Presumably, Mr Leung, you ...

15 MR LEUNG KIN WANG: For example, there is a case where the
16 bus captain had a conflict with a passenger, so we
17 install the protective shield to protect the bus
18 captain. So it's the job of not just the operations
19 department but also the procurement, the engineering
20 department, so everyone will have to look into this.
21 Whether it would be possible resource-wise, it cannot be
22 determined by one single department.

23 Another example is the retrofitting of CCTV. No
24 single department can make a decision on when this can
25 be done and how quickly this can be done is also

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1 a matter for all the departments and whether the
2 procurement can speed up the process. It's all
3 teamwork.

4 MR ROGER LEE: You have to be responsive whatever you do,
5 and you have to make sure that it's comprehensive. And
6 you cannot really do anything which is not amenable to
7 the hardware, the bus. And of course the operations
8 department have their needs. So it must be
9 interdepartmental in the nature of these works.

10 MEMBER AUYEUNG: Thank you, Mr Chairman.

11 CHAIRMAN: Thank you. In which case, gentlemen, we will
12 adjourn now until 10 o'clock on Friday. Thank you.

13 (5.36 pm)

14 (The hearing adjourned until 10.00 am
15 on Friday, 10 August 2018)

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 AND LONG WING BUS CO LTD: DR NORMAN
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 GODWIN SO, MR LEUNG KIN WANG, MR PATRICK
 PANG, MR JAMES WONG (evidence given in
 Cantonese; transcription of simultaneous
 interpretation unless otherwise
 indicated)

Opening statement by DR NORMAN LEUNG1

Examination by MR DUNCAN3

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1 2018年8月7日

2 上午10時正恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），
4 香港專營巴士服務獨立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 羅康錦教授，香港專營巴士服務獨立檢討委員會委員

7 Peter N. Duncan（鄧樂勤）資深大律師、黃佩琪大律師及陳政龍大
8 律師由高露雲律師行委聘，代表香港專營巴士服務獨立檢討委員會

9 梁乃鵬博士，主席（九龍巴士（一九三三）有限公司及龍運巴士有限公
10 司代表）

11 陳祖澤博士，副主席（九龍巴士（一九三三）有限公司及龍運巴士有限
12 公司代表）

13 李澤昌先生，董事總經理（九龍巴士（一九三三）有限公司及龍運巴士
14 有限公司代表）

15 蘇偉基先生，總經理（企業策劃及業務發展）（九龍巴士（一九三三）
16 有限公司及龍運巴士有限公司代表）

17 梁健宏先生，車務總監（九龍巴士（一九三三）有限公司及龍運巴士有
18 限公司代表）

19 彭樹雄先生，副車務總監（九龍巴士（一九三三）有限公司及龍運巴士
20 有限公司代表）

21 黃祥明先生，培訓及服務質素管理部主管（九龍巴士（一九三三）有限
22 公司及龍運巴士有限公司代表）

23

24 主席：（經傳譯員）梁博士，各位先生，感謝你哋今日接納咗我哋嘅邀請，上嚟作
25 證，協助我哋履行職責。我明白梁博士係會作一個開場白，so 梁博士，等陣間
26 你講喇，之後我會想請係鄧樂勤大律師，佢係其中一位我哋嘅代表大律師，佢會
27 向你提問。可能你哋其中一位同事或者係會係覺得係由佢哋答問題係會比較好
28 啲，冇問題嘍，或者你可以先話畀我哋聽你係請邊一個同事係答某一條問題嘅，
29 你都可以作一個開場白。

30 梁乃鵬先生：（經傳譯員）好，唔該你，主席。主席，委員會嘅委員，早晨，讓我開
31 宗明義講出我哋當時同埋而家都依然係深感遺憾，呢個係指喺 2018 年 2 月 10
32 號，喺大埔公路所發生嘅交通事件。

1 喺 2018 年 2 月 11 號，作為主席，我作咗一個決定，去成立一個董事局嘅
2 特別委員會，成員係有陳祖澤博士，同埋曾偉雄先生，我係擔任主席，去就事件
3 進行調查，並且就巴士安全提出建議。呢一個特別嘅調查委員會係開咗數次嘅會
4 議，會見咗九巴同埋龍運巴士嘅管理階層，亦都會見咗兩個工會嘅代表，以及係
5 兩家巴士製造商，分別係亞歷山大丹尼士同埋富豪。調查委員會喺 2018 年嘅 3
6 月 12 號提交咗份報告，裏面羅列咗多項嘅建議，以提升巴士安全。呢份報告喺
7 同日亦都提交咗畀運輸署署長，同一份報告亦都交咗畀你哋獨立檢討委員會。喺
8 2018 年 4 月 10 號，我哋以書面嘅形式寫低咗我哋一個行動計劃嚟到去落實
9 2018 年 3 月 12 號嗰份報告所列出嘅建議。而琴日，我哋向獨立檢討委員會更
10 新咗我哋嘅行動計劃，裏面係列出直至 2018 年 7 月尾，管理階層所採取嘅行
11 動，去落實呢一個建議。

12 主席先生同埋委員，我同我嘅同事今日嚟到席前，我哋係懷住謙卑之心同
13 埋一個積極主動嘅態度，我哋知道我哋責無旁貸，係向乘客提供安全嘅巴士服
14 務。任何可以提升巴士安全嘅建議，我哋都係歡迎，視乎技術上同埋財政上是否
15 可行，我哋係會樂意去落實你哋嘅建議嘅，唔該主席先生。

16 主席：（經傳譯員）唔該晒，梁博士。係，鄧樂勤大律師。

17 MR DUNCAN：（經傳譯員）唔該晒。早晨，梁博士同埋各位先生，首先，我亦都係
18 想係重複係主席所講，今日多謝你哋係出席，亦都感謝你哋係提交咗相當大量嘅
19 書面嘅材料畀委員會，等我哋去研究同埋考慮。一啲部分我哋係需要係同你哋係
20 澄清，又或者係希望你哋係進一步協助我哋，所以就係，我就有啲問題向你提
21 問。我知道你係代表九龍巴士（1933）有限公司，同埋龍運巴士有限公司，或者
22 為求係簡便起見，我會就係講「公司」，雖然就係我意思係包括咗九巴同埋龍
23 運，咁樣就比較簡單。喺任何時候，如果你想係特別指名係兩間公司嘅其中一間
24 嘅話，請你隨便係話清楚畀我哋聽就得嘞。或者首先，我先係就你嘅開場白嗰度
25 係提問一句。

26 梁乃鵬先生： Yes.

27 MR DUNCAN：（經傳譯員）我睇番第五段，你嘅開場白嘅第五段，你當就提及係你
28 哋呢一個特別調查委員會，喺 2018 年 3 月 12 號有一個報告，呢一個就係喺 2
29 月大埔係交通意外之後所成立。你就話就喺同日，3 月 12 號同日提供咗嗰份報
30 告畀運輸署署長，亦都係將同一份報告交咗畀呢一個係獨立檢討委員會。我就想
31 問，你知唔知道嗰一個部分係有--嗰個報告嘅有某啲部分就係冇交界係檢討委
32 員會？

33 梁乃鵬先生：（經傳譯員）係，關於係嗰個報告，關於嗰個事件，係有部分就係塗黑
34 咗嘅。

35 MR DUNCAN：（經傳譯員）我哋喺文件夾嗰度，喺 KMB-1 呢個文件夾嗰度，第 98
36 頁，我哋可以睇番你哋嘅報告。

- 1 梁乃鵬先生：（經傳譯員）對唔住，鄧大律師，係邊一頁？
- 2 MR DUNCAN：（經傳譯員）我想請你睇番嗰份報告，第98頁。
- 3 主席：（經傳譯員）第98頁。
- 4 梁乃鵬先生：Yes.
- 5 MR DUNCAN：（經傳譯員）你會見到係報告嘅係封面，跟住請你揭去第99頁，嗰
6 度有一個係目錄表嘅，第99頁，係目錄表。
- 7 梁乃鵬先生：（經傳譯員）係，係，目錄表99頁。
- 8 MR DUNCAN：（經傳譯員）我哋呢個委員會係想知道嘅地方，但係嗰度就係有提
9 交，譬如話係第二部就係嗰個意外調查報告，第三部就係關乎車長嘅事宜。關乎
10 車長嘅事宜，當然呢個對於我哋進行嘅調查係相當之重要，所以我想向你提出個
11 請求喇，咁就睇下你願唔願意就係將呢兩個部分，即係第二部同埋第三部都係交
12 畀我哋係檢討委員會去考慮，當然要符合我哋嘅職責範圍，或者你係想同你嘅同
13 事商量一下，不過我想而家提出呢一個要求，就想請你就係今日--譬如話今日
14 聆訊之後去考慮一下。
- 15 梁乃鵬先生：（經傳譯員）講到係特別係第二部分，呢一個意外調查報告，以及...
- 16 MR DUNCAN：（經傳譯員）喎。
- 17 梁乃鵬先生：（經傳譯員）...係第三部係關乎係車長嘅事？
- 18 MR DUNCAN：（經傳譯員）喎，你講得喎。或者你睇番第102頁同埋103頁呢個文
19 件夾度。
- 20 梁乃鵬先生：（經傳譯員）103，係。
- 21 MR DUNCAN：（經傳譯員）嗰度寫住就係資料冇係提交㗎。
- 22 梁乃鵬先生：（經傳譯員）係呀。
- 23 MR DUNCAN：（經傳譯員）我就而家係想請你重新考慮，我唔係想你即時作一個決
24 定，我係想請你就係喺我哋進行呢個研訊期間，都同同事係研究一下。
- 25 梁乃鵬先生：（經傳譯員）關乎呢一點，我想問下，呢啲資料係咪會畀呢一個係檢討
26 委員會定抑或會成為公開資料？
- 27 主席：（經傳譯員）我哋呢個檢討委員會所收嘅資料，我哋嘅基礎都係話，係都會就
28 係會交界公眾㗎，如果認為係適當嘅話。
- 29 梁乃鵬先生：（經傳譯員）我會--唔該晒，我會考慮你嘅要求嘅。
- 30 MR DUNCAN：（經傳譯員）好，唔該你，梁博士。我哋仲係睇緊呢一個KMB-1呢個

- 1 文件夾，我就想請你係揭去第 31 頁。
- 2 梁乃鵬先生：（經傳譯員）第 31。
- 3 MR DUNCAN：（經傳譯員）31。
- 4 梁乃鵬先生：（經傳譯員）31，係。
- 5 MR DUNCAN：（經傳譯員）或者我講番嗰個上文下理，呢一個就係九巴，即係你哋
6 公司回應係委員會向你哋索取資料嘅一個部分嚟嘅。
- 7 梁乃鵬先生：Yes.
- 8 MR DUNCAN：（經傳譯員）咁或者想請你睇番呢個文件夾嘅第 1 頁。
- 9 梁乃鵬先生：（經傳譯員）邊頁呀？
- 10 MR DUNCAN：（經傳譯員）第 1 頁。
- 11 梁乃鵬先生：（經傳譯員）係。
- 12 MR DUNCAN：（經傳譯員）你呢度見到就係秘書處就係--委員會嘅秘書處 2018 年
13 3 月 28 號寫嘅信。
- 14 梁乃鵬先生：（經傳譯員）係。
- 15 MR DUNCAN：（經傳譯員）或者你一路揭去後面嗰幾頁，你見到就係委員會就係--
16 就多項係特定嘅課題係要求索取啲資料嘅。
- 17 梁乃鵬先生：Yes.
- 18 MR DUNCAN：（經傳譯員）我想請你睇第 31 頁。
- 19 梁乃鵬先生：（經傳譯員）31。
- 20 MR DUNCAN：（經傳譯員）喺嗰頁嘅頂頭嗰度，嗰度就係睇到我哋委員會所問嘅問
21 題，呢度就係話，請你係找出同埋就係提供以下文件嘅副本，就係你哋公司嘅係
22 管治同埋社會責任嘅守則。
- 23 梁乃鵬先生：Yes.
- 24 MR DUNCAN：（經傳譯員）喺你哋答案嘅第二段嗰度，有三個係元素㗎，你就話呢
25 啲係三個關鍵嘅元素，分別係安全。或者我將佢讀出，作為一個紀錄。你呢度就
26 咁講，你話三個關鍵嘅元素，即係話我哋嘅係企業社會責任有三個關鍵嘅元素，
27 喺我哋嗰個企業嗰個網站嗰度有寫，安全。九巴同埋龍運都係話，係要向乘客提
28 供一個安全、可靠同埋舒適嘅巴士服務，應該係物有所值嘅服務。九巴同埋龍運
29 就係會繼續係大量投資，去改善佢嘅巴士服務嘅安全，咁方法就透過係向職員提
30 供密集嘅訓練，係加強呢一個表現嘅監察程序，以及有一個獎勵計劃，以及係改

1 善個巴士嘅設計，以及係提倡係推廣係巴士乘客嘅安全，呢一個係內部去做，
2 同埋向公眾去咁樣做。

3 我而家想做嘅就係，梁博士，我想首先就係講個獎勵計劃。

4 梁乃鵬先生： Maintenance?

5 MR DUNCAN：（經傳譯員）獎勵計劃，你呢度就係有見到嗰度寫到就係「獎勵計
6 劃」，係咪呀？

7 梁乃鵬先生：（經傳譯員）係。

8 MR DUNCAN：（經傳譯員）我就想問你幾個問題，究竟目前你哋有啲咩嘢嘅計劃，
9 係關乎係巴士司機嘅安全，你哋有啲咩嘢獎勵計劃，明唔明白我嘅問題？

10 梁乃鵬先生：（經傳譯員）我同事就係會係答呢個問題，係蘇生會問。

11 MR DUNCAN：（經傳譯員）我仲未問問題嘅。

12 主席：（經傳譯員）蘇偉基先生會負責呢條問題，係咪呀？

13 梁乃鵬先生： Yes.

14 主席：（經傳譯員）好，唔該。

15 MR DUNCAN：（經傳譯員）喺呢方面，我就想請你揭去 108 頁。

16 梁乃鵬先生：（經傳譯員）108，108。係。

17 MR DUNCAN：（經傳譯員）喺第廿九段，嗰頁嘅第廿九段，嗰度就話 2018 年嘅 2
18 月 21 號，九巴同埋龍運就宣布安全獎金同埋良好表現獎金就會將佢併入去嗰個
19 底薪嗰度，咁而生效日期就 2018 年嘅 3 月 1 號。呢一度就係講到第三個表同
20 埋第四個表，就係講出咗嗰個--喺呢一個薪酬嘅優化之後，嗰個薪酬嘅結構。

21 梁乃鵬先生： Yes.

22 MR DUNCAN：（經傳譯員）咁你去到第 109 頁同埋 110 頁就睇到嗰個詳情嚟嘞。我
23 就留意到，呢一個宣布係喺 2018 年 2 月 21 號係作出，當時就係意外發生之後
24 第十一日。我嘅問題就係，呢一個意外嘅發生同呢一個改變嘅宣布，嗰個係咪一
25 個因素嚟嘅呢？

26 梁乃鵬先生：（經傳譯員）多謝你嘅問題，我好高興有一個機會係喺呢一方面作出澄
27 清。實際上，喺去年嘅 11 月，當時喺深水埗亦都發生咗一個好不幸嘅巴士意
28 外，有多位乘客係傷亡。我喺報章嘅報道係留意到，我哋月薪嘅巴士車長當時係
29 賺取緊少於每月 12,000 元，即係啱啱係少過 12,000 元。其實係由我提出，
30 我就當時同自己講，要做啲嘢，要對呢件事做啲嘢，因此我就係檢視咗月薪巴士
31 車長嘅薪酬結構，我就留意到，每一個月除咗佢哋嘅底薪之外，同埋一萬...

1 主席：（經傳譯員）1,800 釐？

2 梁乃鵬先生：（經傳譯員）係，對唔住，1,800 釐嘅安全獎金，係，多謝你糾正
3 我，對唔住。另外，仲有另外一個獎金，都係 1,800 釐。咁我就決定，我哋或
4 者可以係提升佢哋嘅薪酬結構。喺 12 月嘅董事會會議，董事會就係批准嗰個安
5 全同埋表現嘅獎金總共係 3,600 元，就將佢哋係納入底薪裏面，呢個係第一
6 點；

7 第二點，因為呢一個逾時工作嘅薪金之前嗰個基礎就係要參考底薪，當時
8 嗰個每一個月係少過 12,000 元，但係我哋將呢一啲獎金加入咗底薪之後，呢
9 一個逾時工作嘅薪金亦都係會增加㗎嘞，因為係以新嘅底薪去計算。呢一個就係
10 另外一個理由，咁長話短說，咁我哋做咗呢一個提升之後，月薪巴士車長底薪大
11 概每一個月係 15,400 元，同時佢哋逾時工作嘅補償亦都係會相應增加。

12 第三，每一年嗰個花紅，之前就係每年 12,000 元，而家亦都會增加㗎
13 嘞，增加到多過 15,000 元嘅。咁樣係會增加咗巴士車長嘅收入，呢一個決定
14 係 12 月作出，我哋係打算呢一個新嘅薪酬制度會係 3 月 1 號係實施。不過好不
15 幸，就發生咗 2 月嘅不幸嘅事件，因此有啲人就係錯誤咁樣詮釋咗，就話係因
16 為有交通意外，我哋先至去調整嗰個薪酬，但係其實兩者係冇關係，當時係喺
17 12 月，喺董事會嘅會議，由我提出去決定。

18 MR DUNCAN: Thank you, Dr Leung.

19 主席：（經傳譯員）梁博士，你係講到深水埗嗰個意外，就係 11 月發生，咁你記唔
20 記得喺 2017 年 9 月 22 號亦都係發生過一個意外？

21 蘇偉基先生：即係個意外其實係 9 月 22 號長沙灣嘅意外。

22 梁乃鵬先生：（經傳譯員）係，對唔住，對唔住，我等你糾正我，我以為係 11 月。

23 主席：（經傳譯員）其實唔係㗎，你係咪講緊...

24 蘇偉基先生：係冇 11 月嘅意外嘅，當時個舉措係回應 9 月 22 號新巴喺長沙灣嘅意
25 外。

26 梁乃鵬先生：深水埗。

27 主席：（經傳譯員）9 月 22 號？

28 蘇偉基先生：（經傳譯員）係嘅。

29 主席：（經傳譯員）唔該。

30 李澤昌先生：回應多少少就係，頭先講到嗰個獎金嗰樣嘢，其實我哋當其時我哋覺得
31 獎金其實係會畀到啲車長好多嘅壓力，所以係我哋唔覺得係用獎金好似係一種即
32 係好似利誘咁嘅感覺，所以其實車長佢本身嘅壓力應該好大，如果用一個

1 bonus 咁樣嘅去畀佢，我覺得係未必一個恰當，所以當其時董事會就決議將啲
2 啲獎金就撥咗落去個薪金嗰度。其實喺--啱啱主席都講咗，我哋未來而家啲
3 薪酬有啲級數，同埋升啲 point 啲已經講咗。咁我諗仲有一樣嘢，就係
4 其實我哋--我諗蘇生會講多少少而家嗰個情況。

5 蘇偉基先生：我哋公司亦都係有設立一啲獎項，去鼓勵車長嗰個行車嘅安全，以往我
6 哋有啲安全獎。咁喺 2016 期間，公司就將呢個獎項就改咗，叫做一個星級車
7 長。喺呢個計劃入面，如果車長佢喺某段時間達致一個行車安全，冇意外紀錄，
8 或受乘客讚許，佢就可以頒授唔同嘅獎項。佢分好多嘅年期，十五年之內會係一
9 個星，如果十五至二十九年又多一個良好紀錄，又會有另外一個星，去到最高亦
10 都有個大星。我哋每年喺 12 月亦都有個週年嘅聚會，係表揚同埋獎勵安全良好
11 嘅車長，咁呢個就係一個叫做星級車長嘅計劃。

12 主席：（經傳譯員）呢一個計劃而家係咪仲運作緊？

13 蘇偉基先生：係，生效緊，亦都每年係恆常做緊。

14 主席：（經傳譯員）好，唔該。

15 MR DUNCAN：（經傳譯員）多謝你，蘇生。我想請問你多幾個問題，係關於--一陣
16 間再問你啲獎勵嘅計劃，因為喺你畀我哋嘅資料裏面都有講到。不如我哋而家
17 講番呢一個安全獎金嘅問題。梁博士，你就話畀我哋聽，新嘅計劃就係喺 12 月
18 嘅時候，董事會嘅會議係當時決定嘅，點解要係喺 2 月 21 號先至宣布？

19 梁乃鵬先生：（經傳譯員）係呀，咁係董事局就係 12 月決定咗，我諗好似係 12 月
20 22 號，然後管理層係需要時間去實施新嘅薪酬架構，實際上，董事總經理係向
21 我告知，係建議實施嘅日期係 3 月 1 號，係今年 3 月 1 號。

22 MR DUNCAN：（經傳譯員）咁喺呢一個改變之前，當我哋仲有安全獎金嘅時候，咁
23 呢一個安全獎金係點樣發放？喺任何一個個別嘅個案，係點樣去決定？

24 蘇偉基先生：喺呢個舊有嘅安全獎嘅計劃，我哋係會睇幾個指標，首先就係個車長會
25 唔會喺有意外嘅發生，喺意外發生，究竟佢係咪需要負責，佢有冇不良嘅駕駛，
26 咁我哋罰，有機會係半個月或者係一個月嘅安全服務獎，嗰個數係講緊一千七百
27 幾釐。但係如果佢喺半年行為表現良好之後，相關嘅獎金係會發放畀佢嗰位車長
28 嘅。而呢個咁嘅管理，就係由車務組去負責。

29 MR DUNCAN：（經傳譯員）咁個意思係咪即係話，係要限制於嗰個人係咪要負責嗰
30 個意外？

31 蘇偉基先生：亦都公司自己本身有一啲便衣嘅巡查，或者乘客嘅投訴，我哋喺呢方面
32 都知道車長佢有冇不良駕駛嘅行為，從而就利用呢個以前嘅安全獎係去紀律處分
33 我哋不良駕駛嘅車長。

34 MR DUNCAN：（經傳譯員）喺呢個改變實施之前，即係仲有呢個獎金嘅時候，你哋

1 嘅巴士車長當中，有幾多嘅比例係可以得到全面嘅獎金？

2 蘇偉基先生：喺以往呢個安全獎，其實我哋有九成嘅同事係會擺足一個全額嘅，咁被
3 扣或者褪遲咗出呢個安全獎，係少過一成嘅。

4 MR DUNCAN：（經傳譯員）喺委員會嘅商議嘅時候，當然亦都係向你嘅管理人員係
5 聽過一啲意見。我哋知道有一啲嘅科技可以係記錄譬如話係有超速，或者係大力
6 剎車，或者係過度加速，呢一類咁樣嘅因素，咁呢啲嘅因素會唔會都考慮埋㗎，
7 即係喺有呢一個舊嘅安全獎金嘅時候？

8 梁健宏先生：當其時嗰個安全獎金淨針對意外後嘅發放，針對意外後嘅考慮，至於佢
9 平常嗰啲表現，就喺其他嘅獎金嗰度，就係嗰個總服務安全獎金嗰度係去處理
10 嘅。

11 MR DUNCAN：（經傳譯員）好，唔該，請你而家去睇第 77 頁，係，77 頁。呢一啲
12 嘅係你剛才講到嘅獎勵計劃。委員會當時提嘅問題就係咁講，係關於薪酬嘅制
13 度。咁如果巴士車長係表現良好，同埋甚至係冇任何嘅意外紀錄，或者係好少嘅
14 意外紀錄，會唔會有任何嘅獎勵？咁首先，有一個就係所謂安全駕駛獎嘅，我想
15 請問，已經係實施咗幾耐？

16 梁健宏先生：呢個安全獎嘅設立都好多年㗎嘞，咁就去到大約係一、兩年前，就我哋
17 用另外一個星級計劃去取締。

18 MR DUNCAN：（經傳譯員）咁即係而家唔存在嘞？

19 梁健宏先生：我哋用個星級計劃去取締嘞，而家就唔存在。

20 梁乃鵬先生：存在，係咪呀？

21 李澤昌先生：存在，我諗解釋清楚，呢一個計劃仍然都係存在嘅，不過以前係用一張
22 好簡單嘅一張紙之類嘅嘢，係一個獎狀，但係而家叫做星級計劃，其實係用一啲
23 即係金，即係係黃金嘅金，同埋一啲銀，係真係 silver 嘅銀，咁樣去獎勵個
24 車長，咁就令到佢個感覺會更加強烈，可以擺咗佢自己個心口裏面嗰啲嘅。

25 MR DUNCAN：（經傳譯員）咁呢個獎嘅安全嘅方面，係咪限制於對於意外有冇責任
26 呢一樣嘢？

27 梁健宏先生：（經傳譯員）即係個準則？

28 MR DUNCAN：（經傳譯員）係呀，準則。呢啲會考慮啲咩嘢嘅事情？除咗話司機就
29 係冇涉及意外，即係可以咁講。

30 蘇偉基先生：以往呢個獎項--講得啱，其實佢係淨係計 zero liability，即係話
31 車長係唔需要負責嘅意外。咁即係變句說話，如果個車長喺連續五年，佢冇發生
32 佢自己需要負責嘅意外，我哋就會有個嘉許，個嘉許係一張證書㗎嘅。

1 MR DUNCAN：（經傳譯員）冇呢個金錢嘅獎勵㗎，係咪呀？

2 蘇偉基先生：正確，呢個係有一個獎金。

3 MR DUNCAN：（經傳譯員）咁我而家又想講下，嗰個係良好服務獎勵，我就想問
4 下，會唔會係有邊一部分就係好視乎佢嗰個係安全表現嘅呢？

5 蘇偉基先生：呢個可以大家睇睇佢有個 annex 9c-2 嗰度，咁就呢個除咗車長，其
6 實所有員工都會係畀呢個表現獎蓋範。

7 MR DUNCAN：（經傳譯員）你就話唔係單係限於係車長，係咪呀？

8 蘇偉基先生：Correct.

9 MR DUNCAN：（經傳譯員）好，唔該，咁不過我問題就問，講到車長嗰方面，巴士
10 司機方面，佢安唔安全駕駛，係咪你哋都會考慮埋呢一點，然後先至睇下佢擺唔
11 擺到呢個傑出服務獎㗎？

12 蘇偉基先生：佢係咁樣講，如果佢係一個 outstanding service，舉例如佢係幫
13 助咗乘客，咁佢係會獲呢個獎，但係喺獲呢個獎之前，我哋都會睇睇佢嘅駕駛紀
14 錄係咪良好，如果佢駕駛紀錄良好，而因為佢一個幫助乘客而獲獎，我哋就會頒
15 呢個表現良好獎畀佢。

16 李澤昌先生：即係其實換言之係，佢主要係喺嗰個服務方面，佢做咗啲咩嘢嘢，譬如
17 係點樣幫助啲乘客，點樣係對啲乘客嘅態度，當然有可能會係因為佢個安全係其
18 中一分，但係主要都係講佢嗰個服務嗰方面，因為有啲車長喺嗰個整個嗰個揸車
19 嘅過程裏面，佢係真係對啲乘客個態度係非常之好，咁呢個係一個即係
20 outstanding 嘅 service award，其實呢個係包含除咗車長之外，有啲即係
21 站長，有啲站務助理，有啲即係我哋嘅稽查，其實都會喺呢度裏面嘅，所以係比
22 較係即係概括嗰個面係闊好多。

23 MR DUNCAN：（經傳譯員）講番巴士司機，你講就話可能佢對啲乘客係服務得好
24 好，好幫到手，我就想問，會唔會都要係佢揸車安全，就有係涉及呢一個係需要
25 負責嘅係意外，呢一啲會唔會都考慮埋㗎？

26 蘇偉基先生：或者可以咁樣講，如果佢個駕駛行為，我哋係用頭先第一個講緊嗰個良
27 好駕駛獎去獎勵，嗰個係冇意外，咁我哋就睇番個年份去獎勵。咁第二個表現
28 獎就係無論係車長或者非車長好，如果佢表現良好就會獲呢個獎。咁呢個--但
29 係獲呢個獎之前，如果係車長都有個前設，就係佢嗰個駕駛都係有一個良好嘅紀
30 錄，因為係一個獎項，而呢啲獎項良好表現，頭先我舉一個例子，譬如話幫助乘
31 客，可以係一個例子。咁我想秘書可唔可以去一去 annex 9c-2 嗰份文件，我
32 相信會係有個好清楚嘅講到。

33 MR DUNCAN：（經傳譯員）可以，我哋可以去 9C-2，九巴 3853 頁。我想問你剛才
34 係咪提及嘅就係呢一份？

- 1 梁乃鵬先生： Outstanding service award. Okay.
- 2 蘇偉基先生：咁大家都睇到，螢光幕嗰度，佢就係話去表現員工，如果佢係有貢獻，
3 或者個表現良好，咁就會由佢嘅主管去提名，然後我哋就會頒發呢個良好表現
4 獎，咁呢個係 for 所有嘅同事嘅。
- 5 MR DUNCAN：（經傳譯員）冇幾耐之前，你話都會視乎佢有冇良好嘅駕駛行為，你
6 剛才係咪講呢個安全駕駛獎，即係話係冇意外嗰個？
- 7 蘇偉基先生：我要即係澄清，第一個，嗰個係安全獎，嗰個係會睇佢嗰個意外紀錄，
8 呢一個就係睇佢嗰個表現良好，但係嗰表現良好嗰度，我哋都會睇睇佢係咪一個
9 冇良好駕駛紀錄先至可以提名佢獲取呢個表現良好獎。
- 10 MR DUNCAN：（經傳譯員）好，唔該晒。我就想問，良好駕駛紀錄係咪就係唔需--
11 即係佢冇一啲需要負責嘅係交通意外嘅紀錄？
- 12 蘇偉基先生：並非所有，因為除咗意外...
- 13 MR DUNCAN：（經傳譯員）邊啲呀？
- 14 蘇偉基先生：顧客嘅投訴，或者我哋自己內部亦都有一啲嘅便衣巡查，都會去睇到一
15 個車長，其實佢嗰個駕駛紀錄係咪良好嘅。
- 16 MR DUNCAN：（經傳譯員）唔該晒。呢一個傑出服務獎有冇係金錢嘅獎勵㗎？
- 17 蘇偉基先生：係冇嘅，冇一個獎金包含嘅。
- 18 MR DUNCAN：（經傳譯員）係咪都係一張證書咁，都好似頭先講嗰樣？
- 19 蘇偉基先生：一張證書，冇錯，一張表揚。
- 20 MR DUNCAN：（經傳譯員）唔該。好，跟住落去嘞，就係呢個星級車長計劃，我諗
21 你剛才都係畀咗少少資料我哋㗎。我而家想問，喺頒呢個獎嘅時候，係畀粒星
22 佢嘅時候，係用啲咩嘢準則？
- 23 蘇偉基先生：呢個秘書可唔可以幫我去一去呢個 annex 9c-3 嗰度？
- 24 MR DUNCAN：（經傳譯員）KMB-9，3858 頁，唔該晒。
- 25 蘇偉基先生：去一去後一頁，有一個介紹嗰個--係嘞，呢個，停喺呢頁。喺呢個計
26 劃入面，首先就係具備良好嘅意外同埋服務紀錄。
- 27 梁乃鵬先生：（經傳譯員）3864 頁，第 3864 頁。
- 28 主席：（經傳譯員）係呢度嘅第幾頁呢？
- 29 MR DUNCAN：（經傳譯員）佢原文就中文㗎嘅。

- 1 梁乃鵬先生：（經傳譯員）第 3864 頁。
- 2 MR DUNCAN：（經傳譯員）我而家睇緊啲個--想搵埋啲個翻譯本。
- 3 梁乃鵬先生：（經傳譯員）呢個係中文。
- 4 主席：（經傳譯員）3865/1？
- 5 MR DUNCAN：（經傳譯員）唔係，3865/7。
- 6 主席：（經傳譯員）好，唔該。
- 7 梁乃鵬先生：（經傳譯員）3865-7 啲頁有一個英文嘅翻譯本。
- 8 MR DUNCAN：（經傳譯員）係，而家打咗上嚟嘞，咁樣有咩嘢特別嘅嘢係想同我哋
9 講下？
- 10 陳祖澤先生：（經傳譯員）或者讓我補充一下，呢個計劃啲個目的就係表揚啲啲係良
11 好嘅車長。其實我哋每年頒出嘅獎就係唔多嘅，係兩、三個嘅，咁就係一個特別
12 嘅計劃，嚟到去表揚佢哋，亦都希望係鼓勵佢哋就係有個良好嘅表現嘅。
- 13 MR DUNCAN：（經傳譯員）唔該，呢度裏面有冇呢一個係金錢嘅獎勵㗎？
- 14 陳祖澤先生：（經傳譯員）冇㗎。
- 15 MR DUNCAN：（經傳譯員）好，去番第 77 頁嘞，就係 KMB-1 啲度，講到話係如果
16 啲啲車長就表現良好嘅話，佢哋啲個係職業嘅晉升嘅階梯係點樣嘅。我想問一
17 個問題，由車長升去車長二，我想問，會唔會係增加佢嘅薪酬？
- 18 蘇偉基先生：有㗎。
- 19 MR DUNCAN：（經傳譯員）同樣，車長二升去車長一有冇？亦都係咪會係讓佢就係
20 有加工人？
- 21 蘇偉基先生：係有嘅。
- 22 MR DUNCAN：（經傳譯員）講番啲細節嘞，我諗可以睇番係之前，你係話畀我哋聽
23 嘅，係關於獎金啲頁啲度嘞，我諗而家唔需要去啲度睇嘞。呢度喺 77 頁底下啲
24 度，你見到係有咩嘢準則嘅，係睇咩嘢準則，然後先至可以係一級級上去嘅，即
25 係話係冇意外，冇呢個紀律警告，同理過往兩年都係出勤嘅紀錄係好嘅，啱唔
26 啱？
- 27 蘇偉基先生：正確。
- 28 MR DUNCAN：（經傳譯員）唔該。好嘞，就呢個課題係最後一項，第 78 頁，啲個
29 就係週年嘅表現獎金。喺呢版啲度佢就話，呢個就一年係出兩次嘅，咁亦都係同
30 啲個車長嘅表現掛鉤。我就想問，點樣同係車長嘅表現掛鉤？

1 蘇偉基先生：呢個包含幾方面，第一，就係嗰個駕駛紀錄有冇曾經被紀律處分，佢嘅
2 出勤嘅紀錄，「出勤」嘅意思係講緊係不假不到，即係 absent without
3 permission，因為你呢個影響嗰個服務嗰個穩定性嘅，咁最主要係綜合呢三大
4 嘅指標。

5 李澤昌先生：呢度亦都可以有少少補充，喺嗰嗰我哋前嗰幾個月，呢個已經係轉咗係
6 一個十三個月嘅雙糧，即係換言之即係話，過去每六個月係評核，然後畀呢個所
7 謂叫做 annual performance bonus，亦都轉咗係十三個月糧，即係換言之，
8 呢個評核嘅基制已經係有咗嘞。

9 MR DUNCAN：（經傳譯員）你意思係，年度表現獎金已經唔再存在？

10 李澤昌先生：（經傳譯員）正確㗎。

11 梁乃鵬先生：（經傳譯員）我想補充，我剛才喺研訊都提過，我唔單只將安全獎金同
12 埋係服務獎金納入底薪，同時喺年尾嘅時候，呢一個年度表現獎金就會變成第十
13 三個月嘅糧係畀車長嘅。換句話說，之前佢哋最多都會係每年係攞到獎金就係
14 12,000 元嘅，就係分兩次畀。但係而家，到咗年尾嘅時候，佢哋就會攞到...

15 李澤昌先生：（經傳譯員）即係好似雙糧咁樣，攞多一個月嘅糧。

16 梁乃鵬先生：（經傳譯員）咁就係跟番新嗰個底薪去發放嘅，而家就係 15,400
17 元。

18 MR DUNCAN：（經傳譯員）我咁樣嘅了解啱唔啱，就係話呢一個第十三個月糧就同
19 服務係無關嘅？

20 梁乃鵬先生：（經傳譯員）你係正確嘅，係無關嘅。

21 MR DUNCAN：（經傳譯員）咁係舊年 12 月，董事局批准呢一個改變之前，一個人
22 首先就會係得到一個安全嘅獎金，就係你九成嘅車長都攞到㗎喇，即係如果我之
23 前嘅理解係正確嘅。咁佢哋亦都仍然可以係有一個年度表現獎金？

24 梁乃鵬先生： Yes.

25 MR DUNCAN：（經傳譯員）咁有幾多嘅巴士車長係會得到首先呢一個每年嘅年度表
26 現獎金？

27 蘇偉基先生：約莫九成，接近 90%，以往。

28 MR DUNCAN：（經傳譯員）我嘅理解啱唔啱，就係呢一個年度表現獎金而家取消咗
29 嘞，就係因為舊年 12 月董事局嘅一個決定，就係話由今年 3 月 1 號起，你係開
30 始新嘅薪酬架構？

31 梁乃鵬先生：（經傳譯員）係啱嘅。

32 MR DUNCAN：（經傳譯員）咁而家嘅情況係咪咁樣，就係已經有咗具體嘅一啲金錢

1 上嘅獎勵，即係呢一個巴士車長就算有安全嘅駕駛紀錄，都唔會有一啲金錢上嘅
2 獎勵？

3 梁乃鵬先生：（經傳譯員）我哋有其他嘅保障，去確保我哋嘅巴士車長係會好正確同
4 埋好安全咁樣駕駛。或者我都應該喺呢一個階段提及，除咗提升佢哋嘅薪酬之
5 外，即係而家已經實施咗，係3月1號，我亦都係建議緊，希望董事局係同意
6 係有其他方面嘅改善。譬如剛才我哋講到，巴士車長嗰度係有三個級別，就係車
7 長、車長二、車長一。我係得到董事局嘅支持，就係呢三個級別，就將會係擴展
8 到五個級別，同埋每年嘅增薪點亦都係會擴大，由而家八次嘅增薪點，係會增加
9 到二十個增薪點。譬如話要晉升去下一個級別，同埋要得到--每一年嗰個增薪
10 點其實係唔會係自動，係要視乎佢哋巴士車長嘅表現。但係更加重要嘅，我相信，
11 我相信我咁樣講都係正確嘅，就係巴士車長喺佢哋嘅態度上，並唔會變成更
12 加不負責任，即係話唔會因為冇咗安全駕駛獎，就會冇咁負責任，因為佢哋係專
13 業司機嚟㗎，佢哋自己都要保障自己嘅安全，除咗乘客安全，都有自己嘅安全要
14 保障，因此我最主要嘅目標就係要去增加、提升巴士車長總體嘅收入。我希望我
15 唔單只可以招募新嘅巴士車長，我仲可以係挽留現職嘅巴士車長，呢一個係我嘅
16 意向嚟㗎。鄧律師。

17 MR DUNCAN：（經傳譯員）多謝你，梁博士。講到你剛才話得到董事局支持嘅事
18 情，如果你而家係改變嗰個薪酬架構，你會唔會係好似慣常咁樣，都會同呢啲員
19 工嘅工會去傾，抑或係就咁實施咗，先話畀佢哋聽？

20 梁乃鵬先生：（經傳譯員）我哋會㗎，其實我自己係親自同工會嘅代表喺幾個月見過
21 面。除咗係關於薪酬方面嘅新嘅架構喺3月1號實施咗之後，我亦都係向工會
22 進一步係表示就話，將會有進一步嘅改善，佢哋係知道。譬如話佢哋知道與其有
23 三個級別嘅車長，將會係有五個級別；與其有八個增薪點，將來會有二十個增薪
24 點，同埋仲有其他嘅薪由。不過我係時時都好願意聽巴士車長嘅意見。我應該點
25 講呢？我發現我自己個人嚟講，我嘅管治哲學就係話以人為先，首先要注意啲
26 人，當然，乘客對我哋好重要，佢哋係首要，但係我哋嘅員工同我哋--對我哋
27 嚟講同樣重要。同埋我都要向我嘅股東負責，所以我係盡我嘅所能去提升我所有
28 嘅員工，唔係淨巴士車長，即係包括埋前線嘅車--其他嘅人員佢哋嘅收入，等
29 我哋可以招募同埋挽留優質嘅員工。

30 李澤昌先生：呢度有點補充嘅，其實我哋都有同好多其他嘅員工即係都有溝通到，喺
31 呢方面。

32 蘇偉基先生：呢度我亦都可以講一講，其實呢啲訴求喺以往公司都有聽到嘅，佢哋亦
33 都覺得將金錢同個安全網綁，佢哋行車嗰陣時會有個壓力，咁就年尾嗰個
34 annual performance bonus 係要評核，亦都係有訴求，我自己同車長接
35 觸，或者經廠務嘅同事亦都有反映，佢哋係對呢樣嘢係希望有個改變，所以我哋
36 係聽到員工嘅聲音，再頭先主席係接見咗工會嘅代表，係作出一個改動。

37 MR DUNCAN：（經傳譯員）唔該。梁博士，我而家想請你去睇番我哋見過嘅一位證

1 人嘅證供，佢係黎兆聰，佢係代表一個工會。

2 梁乃鵬先生：（經傳譯員）佢係我哋工會嘅一個代表嚟嘅，我都有見過佢。

3 MR DUNCAN：（經傳譯員）或者我哋可以睇番第九日研訊，喺第 98 頁嗰度嗰個謄
4 本。

5 主席：（經傳譯員）請問喺我哋嘅文件夾裏面嗰個編號係幾多？

6 MR DUNCAN：（經傳譯員）而家喺螢幕上面，大家係可以睇到一頁嘅紙，咁大家可以
7 以睇番第九日嘅研訊，睇第九行（原文照錄）。

8 主席： Which of the four transcript bundles is it to be found
9 in?

10 MR DUNCAN：（經傳譯員）係，第四個。

11 主席： Thank you.

12 MR DUNCAN：（經傳譯員）或者我解釋一下當時呢一個對話，喺第十三行，就係由
13 黃律師，即係我嘅同事，係委員會嘅其中一位律師，佢就問一個問題問黎生，佢
14 就話「我哋唔係講緊一個減扣㗎，呢一個係增加㗎，我而家意思就係話，唔係增
15 加咗你嘅底薪，如果你駕駛良好，你會係得到另外一個獎金，呢個唔係關於減咗
16 你嘅人工。」咁黎生就話「九巴就有一個咁嘅制度。」咁黃律師就話「唔係話關
17 於你有冇呢個咁嘅制度，如果有人想建議一個咁嘅制度，你會唔會支持？」

18 我想你留意嘅就係黎生呢一度嘅答案，佢就咁講「主席，我哋係支持任何
19 獎勵或者激勵嘅制度，而家我哋係同九巴講緊係有另外一種獎金制度，就會係有
20 一個二十個增薪點嘅制度。」

21 梁乃鵬先生：（經傳譯員）呢個就係我剛才提及㗎嘞。

22 MR DUNCAN：（經傳譯員）係呀，呢個就係你提及㗎，唔該。咁意思就係，如果你
23 係達到某啲嘅表現，你就會係得到另外一個增薪點，呢個係唔單只每一年嘅增
24 薪，咁九巴就已經係口頭答應咗，會有一個二十個增薪點嘅，就會係講到表現、
25 安全表現、出勤同埋係紀律。咁如果巴士車長係達唔到呢啲標準，就唔會得到呢
26 一個額外嘅增薪點。

27 梁乃鵬先生：（經傳譯員）係，頭先我係講到增薪點㗎。

28 MR DUNCAN：（經傳譯員）你而家心目中嗰個制度，會唔會都係要視乎安全表現
29 㗎？

30 梁乃鵬先生：（經傳譯員）會㗎，好似我剛才都有講過，呢一個增薪點同埋係晉升去
31 下一個級別唔會自動，要係考慮安全表現，同埋其他方面嘅表現，係會㗎。

32 MR DUNCAN：（經傳譯員）咁你決定咗你會點樣去評估安全表現未，即係喺呢一個

1 制度之下？

2 梁乃鵬先生：（經傳譯員）有嘍，我哋係有一個服務質素管理部，佢哋就係負責去監
3 察所有巴士車長嘅表現嘅。咁喺呢一個時候，或者我可以請我哋有關嘅主管。

4 李澤昌先生：或者呢度可以補充少少先。

5 梁乃鵬先生：（經傳譯員）咁佢呢一個主管就可以話畀你聽，我哋點樣去監察巴士車
6 長嘅表現嘅，咁之後就李生可以補充。

7 黃祥明先生：早晨，大家好，我係 James Wong，係呢個九巴嘅培訓及訓練部質素
8 嘅主管，咁我係負責係訓練巴士車長嘅訓練，兼且係要監管佢哋個行為同埋操
9 守。咁喺我嘅管理範圍裏面，我哋係會有不時係恒常嘅監測車長嘅行為，包括佢
10 係喺行車上面有超速，或者係駕駛唔穩妥，呢方面我哋有黑盒嘅監管。

11 另外一方面，我哋係會有接到啲乘客嘅投訴，甚至無係個警察嘅控訴，從
12 而知道呢個車長係有啲唔好嘅行為，或者係不遵守呢個交通規則嘅事件。喺呢方
13 面，我哋係有呢個便衣嘅巡查，當我哋接到有乘客嘅投訴嘅時候，我哋係會安排
14 我哋嘅便衣導師係上車，係親身去睇下呢個司機嘅駕駛行為，從而決定佢個駕
15 駛態度，或者個技巧是否正確。咁喺頭先問我哋點樣去監管呢個車長嘅違規，咁
16 我哋喺呢方面都係盡咗好多嘅努力，喺度做，我哋目標都係希望能夠達到安全駕
17 駛。

18 其實我哋嘅駕駛訓練學校係有好唔同嘅，好多嘅方向嘅駕駛訓練。咁喺呢
19 個基本訓練裏面先，我哋基本訓練就係會有分兩個階段嘅訓練，第一個階段就係
20 令佢可以達得到呢個運輸署嘅駕駛執照；而第二個駕駛訓練，第二個階段，我哋
21 係令佢--訓練到佢可以達到我哋九巴嘅訓練目標，可以出嚟服務呢個乘客。至
22 於佢哋有啲唔好嘅行為嘅時候，我哋係會用唔同嘅方法去監察。

23 李澤昌先生：正如頭先講，其實我哋有好多渠道，到其時會同個車長多啲溝通，頭先
24 你所講嘅，究竟係咪車長覺得呢一樣嘢係咪另外一種嘅監察佢個駕駛技術，從
25 而有冇呢個所謂升職。咁我諗係--呢啲係我哋一定會聽取嘅意見，呢個都係我
26 哋即係初步嘅提議，係向呢個方向行。咁日後，我哋應該同啲車長喺呢方面多啲
27 溝通喇，呢啲意見最後都係一個綜合嘅意見。

28 MR DUNCAN：（經傳譯員）唔該晒，你講到嗰個監察巴士車長，我之後會繼續多問
29 一啲問題，或者當我哋去到係呢個黑盒嘅時候，我哋會再問多啲呢方面嘅問題，
30 感謝你剛才所作嘅回應。剛才就講呢個安全獎金，安全獎，嗰個就講完嘞，我而
31 家係想落去係另一樣嘢，但係都係同安全有關嘅，我就想請你係睇另一個文件
32 夾，今次就係想睇呢個 KMB-6，2110 頁。你而家睇緊嘅應該係九巴嘅係管理架
33 構，係你哋公司交界委員會嘅。

34 梁乃鵬先生：（經傳譯員）係。

35 MR DUNCAN：（經傳譯員）喺頂頭嗰度見到就係管理架構，上面嗰度就係李澤昌先

1 生，佢今日都係在席㗎；跟住就係見到就係呢個車務總監，就係梁健宏先生，佢
2 今日亦都在席嘅；喺同一行，我哋就係有總經理，就係企業策劃同埋業務發展嘅
3 蘇偉基先生，佢今日亦都在席嘅；喺車務總監下面，就有副車務總監，就係彭樹
4 雄先生，今日亦都在席嘅；喺人力資源總監下面嗰度，係有黃祥明先生，佢剛才
5 亦都答咗其中一條問題嘅，咁嗰度就係寫，嗰個部門就係培訓及服務質素管理
6 部。

7 我就係想睇文件夾嘅另一頁，亦都係你哋提交嘅，呢個就係 KMB-3，708
8 頁。呢個係嚟自週年報告，呢個就係載通國際，你哋嘅控股公司嘅週年報告嗰度
9 係摘出嚟嘅，呢個係 2011 年嘅週年報告。708 頁裏面嘅其中一段，或者去番
10 705 頁嗰度，就會見到佢嗰個標題，嗰度就講及就係嗰個車務嘅檢討，呢度就
11 講係話照顧乘客，或者照顧你哋嘅係顧客。706、707 嗰度都有多個標題，去到
12 708 嗰頁，嗰度有一個安全管理系統呢一個咁嘅標題。或者先睇一睇呢度嘅第
13 一段，嗰度就話九巴嘅企業安全政策嗰度講咗嘞，就九巴就係好希望係喺安全
14 表現嗰度係持續係精益求精，而呢一個係安全嘅企業文化，就係你哋嘅係重點，
15 你哋有一個非常之嚴謹嘅安全管治框架嚟到確保，係可以達致最高嘅安全表現水
16 平，喺 2010 年成立，安全及服務質素部就係集中就係睇如何去提升呢個安全表
17 現，同埋提供一個高質素嘅服務。跟住就係有提及如何就係去有呢一個職業健康
18 同埋安全管理系統，就係呢一個 18001。

19 我想問，喺 2011 年嘅時候，係咪當時有一個安全及服務質量部？當時嘅
20 情況係咪咁？

21 梁乃鵬先生：（經傳譯員）佢已經取代咗嘍嘞，係由培訓及服務質素管理部取代咗
22 㗎。

23 MR DUNCAN：（經傳譯員）係，不過我哋而家想講番 2011 年，當時就係叫做係安
24 全及服務質量部，啱唔啱？

25 梁乃鵬先生：（經傳譯員）係。

26 MR DUNCAN：（經傳譯員）請你去到同一個文件夾嘅第 775 頁，對唔住，774。我
27 哋而家仲係睇緊呢個 2011 年嘅係報告㗎，你喺呢度你會見到就係主要嘅企業，
28 係行政人員。

29 梁乃鵬先生：（經傳譯員）係。

30 MR DUNCAN：（經傳譯員）你睇番呢個名單，其中一位係關鍵係企業係行政人員，
31 你會見到係一位 Gary Wong 先生，佢就係負責呢一個係安全及服務質量部。

32 梁乃鵬先生：（經傳譯員）係。

33 MR DUNCAN：（經傳譯員）好，我哋又睇番跟住嗰年，2012 年嘅週年報告，我相信
34 就可以喺同一個文件夾嘅第 995 頁嗰度係見到，喺嗰一頁亦都可以見到就係話
35 關鍵嘅係企業，行政人員，黃先生就係有個名係寫咗喺嗰度㗎，佢就係安全及服務

1 質量部嘅主管，係咪呀？

2 梁乃鵬先生：（經傳譯員）係。

3 MR DUNCAN：（經傳譯員）我而家去九巴嘅第四個文件夾嗰度，首先去 1202 頁。
4 1202 頁。1202 頁，喺呢度可以再見到就係黃先生個名，咁佢都係安全及服務
5 質量部嘅主管？

6 梁乃鵬先生： Yes.

7 主席：（經傳譯員）我就想問，呢個係邊一年嘅週年報告？

8 MR DUNCAN：（經傳譯員）2013 年，即係我話畀你聽係 2013 年嘅報告。我想睇番
9 我哋今朝已經睇過嘅一頁嘅，係 KMB 文件夾 9 嘅 3855 頁。呢個就係講傑出服
10 務表現獎。

11 梁乃鵬先生： Outstanding service award.

12 MR DUNCAN：（經傳譯員）係，睇到嗎？

13 梁乃鵬先生：（經傳譯員）係，我喺螢光幕上面睇到嘞。

14 MR DUNCAN：（經傳譯員）呢度就係分發嗰個名單，就包括係安全及服務質量部嘅
15 主管，你可以見到就係嗰個係分發畀邊一個嗰個名單嗰度，係右手邊嗰欄。

16 梁乃鵬先生： Yes.

17 MR DUNCAN：（經傳譯員）大概係數落嚟第六行嘅喇。

18 梁乃鵬先生：（經傳譯員）係。

19 MR DUNCAN：（經傳譯員）好，而家就去文件夾嘅四，今次麻煩你去睇 1410 頁，
20 1410 頁，呢度都係關鍵嘅企業行政人員，呢個係 2014 年嘅週年報告嘅資料嚟
21 嘅。今次就睇唔到係有提及安全及服務質量部主管，啱唔啱？

22 梁乃鵬先生：（經傳譯員）係。

23 MR DUNCAN：（經傳譯員）我諗你較早時候，作證嘅時候講過嘞，就係呢一個部門
24 就係喺某一個時候就係有其他係取代咗，係咪呀？

25 梁乃鵬先生：（經傳譯員）係。

26 MR DUNCAN：（經傳譯員）委員會就係聽取咗啲係證供嘅，唔知你知唔知，就關乎
27 Gary Wong 先生，黃嘉峰（譯音）先生，佢喺 2015 年嘅時候，佢係解僱咗，
28 啱唔啱？

29 梁健宏先生：冇錯。

1 MR DUNCAN：（經傳譯員）呢個係咪亦都同呢個安全服務質量部唔再存在，個時間
2 上係一樣？

3 梁乃鵬先生：講喇，繼續講。

4 梁健宏先生：呢個部門嗰啲工作就當其時嘅車務總監，Mr Owen Eckford 就因為
5 當其時呢個部門嘅做，對於個巴士機件係唔識嘅，對於個車長嘅溝通係做得唔
6 好。咁有個決定，就將呢個部門嘅工作就提升畀兩位車務副總監去處理嘅，其中
7 一位就係我本人。喺硬件嗰方面，就我好熟悉，我喺九巴做咗好多年，都係喺工
8 程部，喺巴士嗰度，所以變咗巴士硬件，巴士嘅安全嗰方面，我可以做多啲嘢
9 嘅。咁之前嗰個部門對於巴士嗰個認知係冇嘅，係唔足夠嘅，至於呢個部門之前
10 同車長嘅溝通係不好嘅，亦都收到好多車長嘅不滿嘅聲音嘅，應該可以再做得好
11 啲。例如有啲個別嘅彎位，佢提議有啲咁嘅建議，好多車長亦都覺得係不切實際
12 嘅，呢個就其中一個例子，佢提議有啲彎位就指名一啲咁嘅轉彎嘅速度，咁個速
13 度就記住喺張卡嗰度，咁令啲車長就記住嗰個速度，咁呢樣嘢對於一個我哋嘅專
14 業車長，係不切實際，比較混亂啫，呢個其中一個例子。咁取消咗，或者將呢個
15 功能併入咗車務總監之後，就會強化咗個功能。

16 喺車箱嗰方面，喺硬件嗰方面，我哋做咗好多嘢，車箱設備，當其時好多
17 車長對於除霧設施或者防霞氣，英文就 demister，就好多嘅意見嘅，就不滿
18 嘅，咁當其時亦都做咗一系列嘅東西，去令致到點樣長遠咁解決呢個問題。亦都
19 有啲新嘅黑盒嘅監察報告，亦都可以做到出嚟，車箱入面嘅貼紙亦都更加條理，
20 整理好。CCTV 嗰度，我哋亦都會加強去裝，當然係安裝呢個 CCTV 亦都面對好
21 多嘅困難，亦都要同車長溝通，咁我哋呢度慢慢、慢慢咁樣做。當然個車嗰個硬
22 件嗰度仲有好多嘢嘅，包括有啲點樣用可以幫助到車長嘅設施，我哋亦都喺呢一
23 年、半年亦都同業界，同製造商好多嘅商討，我哋亦都同一啲學校，一啲巴士製
24 造商，點樣樣令致到我哋巴士安全更加可以做好啲。總總而言，硬件嗰方面，就
25 提升咗好多，我哋注重硬件嗰方面。喺硬件嗰方面，任何可以提升嘅，我哋都會
26 保持一個開放嘅態度去考慮。喺呢一方面，硬件嗰方面，呢幾年就住安全嗰部分
27 係提升咗好多，我哋亦都會繼續朝住呢個方向係做嘅。

28 至於喺營運嗰方面，亦都有副車務總監，另外一位副車務總監係去睇住營
29 運嘅，咁就住營運嗰方面，道路嘅安全都好重要。車長每日面對嘅工作環境，喺
30 點樣安全，多多方方面面都緊要嘅，包括設施，路面嘅設施，站頭嘅設施，路面
31 嘅擠塞情況，呢啲都對安全係有好大嘅關連嘅。休息時間亦都係一個好重要嘅元
32 素，我哋亦都希望人性化處理，就住營運嗰方面，同車長嘅溝通，去喺呢方面提
33 升駕駛安全。

34 至於監察同埋安全培訓紀律嗰方面，我哋喺 2017 年 9 月就成立咗個新嘅
35 部門，當其時有新嘅部門，就係質量及服務質素管理部，咁佢就負責車長嘅訓
36 練，新車長嘅訓練，安全嘅培訓，remedial training，監察，紀律等等嘅
37 工作，希望全面提升包括硬件、軟件，喺安全嘅範疇嗰方面嘅表現。咁亦都睇
38 到，喺呢個部門提升到喺副車務總監層面嘅處理之後，喺交通意外受傷率都有改

1 善嘅，咁我哋都希望呢個工作，我哋可以繼續努力咁再做好嘞，再做落去，多
2 謝。

3 李澤昌先生：即係總括而言，其實就係基本上嗰啲員工都係同一班人嚟嘅，只不過可
4 能嗰個 head 係唔喺度嘅啫，咁仲有都係主要都係講緊一個跨部門嘅方式，係處
5 理呢個 safety 同埋 service，呢個 quality 方面，咁其實過去呢幾年，我
6 諗阿梁生就主要講咗呢樣嘢。

7 MR DUNCAN：（經傳譯員）好多謝你，咁即係話，如果我理解正確，安全及服務質
8 量部係 2010 年成立㗎，佢以呢一個方式存在，係直至 2015 年，咁樣正唔正
9 確？

10 李澤昌先生：冇錯。

11 MR DUNCAN：（經傳譯員）我哋睇到 2011 年嘅週年報告，呢一個部門就係集中去
12 提升公司嘅安全表現，就好似喺個報告裏面講，就希望係提供有質素、高質素嘅
13 服務。除咗黃嘉峰先生之外，呢一個安全及服務質量部多時有幾多人手？係
14 2010 年至到 2015 年嘅時候？

15 李澤昌先生：少過十個人。

16 MR DUNCAN：（經傳譯員）有冇任何一位，即係喺你而家呢個管理架構裏面，就係
17 要負責安全呢件事？即係公司嘅安全，係邊一位，喺你而家管理架構負責？

18 蘇偉基先生：而家公司個架構其實基本上每一個部門當然都有佢嗰個安全個意識，亦
19 都有佢安全個責任。咁我哋亦都喺舊年 9 月成立咗個部門，其實佢喺人事部嗰
20 度係分拆出嚟，嗰個部門就叫做培訓及質量保證部，咁隔離位同事就係我哋當時
21 個--而家個主管，咁佢係負責多方面嘅，但係佢都係講緊培訓車長，硬件嗰方
22 面，正如頭先梁生講，都係留番畀工程部去睇住嘅，因為安全係有分硬件就係架
23 車嘅設施、穩定性；人嗰方面，就係佢駕駛嘅技術咁樣嘅。咁喺嗰個培訓及品質
24 保證部亦都係提升咗好多喺軟件、培訓、員工表現嗰方面嘅，咁呢度我就交界阿
25 黃生去介紹番。

26 黃祥明先生：咁其實安全就並非一個公司、一個人去負責，而係我哋公司每個人都要
27 確保自己個工作安全，包括係個職業安全，或者佢嗰個車長嘅駕駛安全。咁喺我
28 個部門，我主要就係管理啲車長佢嘅駕駛安全，咁由佢哋受訓開始，我哋已經係
29 開始係要佢著重呢個駕駛安全。咁我睇呢個訓練係有三--車長嘅方面，佢首先
30 一定要駕駛技巧安全；第二，就係駕駛嘅態度安全；再而，就係佢嘅駕駛嘅認
31 知，即係話佢對公司，或者香港嘅道路要熟悉，呢個安全。咁我首先著重就係個
32 駕駛嘅技巧，因為如果佢冇呢個技巧，根本上佢唔能夠操控一部咁大嘅巴士。

33 咁由我加入呢個九巴到而家，九巴已經由六十五位導師，增加到而家有嘅
34 八十一位嘅導師。咁呢八十一位嘅導師就佢哋要做導師嘅資格並非簡單，佢要喺
35 十年就係有呢個駕駛巴士嘅經驗，就並無干犯一啲嚴重，需負責任嘅違規嘅駕駛

1 嘅意外。同時當然佢要表現良好，因為佢負責日後要教導一啲新嘅學員。咁我而
2 家增進咗有八十一位導師之後，我哋個駕駛係著重喺個學員嗰個達標嘅訓練，咁
3 喺佢頭嗰段嘅訓練嘅時候，我哋要確保佢係能夠有個資格，係獲得運輸署嘅發畀
4 佢嘅一個專利巴士嘅駕駛執照，所以呢個係由運輸署嗰邊係確認我哋學校能夠做
5 到呢個目標。喺佢獲得呢個駕駛執照之後，佢係會繼續進行我哋嗰個九巴嘅訓
6 練，目的就係佢要認知我哋喺九巴個行駛路線，同埋點樣配合番香港嘅道路嘅運
7 作。

8 頭先我講過，佢哋嘅駕駛態度亦都係一個重要嘅範疇之一，咁喺呢個駕駛
9 嘅態度，好多時都係來自車長本身嘅壓力，或者佢哋嘅心理質素。咁由於我哋要
10 提升佢嘅心理質素，其實喺 5 月嘅時候，我哋已經係同呢個中大嘅心理專家，
11 已經係達成咗一個合約，有合作性，就係我哋就搵佢哋協助我哋去了解車長喺工
12 作上面嘅壓力，從而減省佢個--減低嗰個受壓嘅心理質素，然後提升佢嘅心理
13 質素，令佢能夠有個安全嘅駕駛態度。呢個計劃我哋係繼續進行緊，咁呢段期
14 間，中大嘅心理專家已經係向我哋車長或者前線嘅同事，係探討咗佢哋工作上嘅
15 困難，我哋希望喺呢度日後會有個好啲嘅結果，可以令到我哋嘅導師可以根據佢
16 哋嘅方向，去訓練我哋嘅車長，而提升佢個心理質素。

17 至於個認知方面，我亦都係需要佢係認識我哋九巴嗰個運作，了解我哋有
18 啲乜嘢可以幫到佢，從而提升喺駕駛方面嘅安全。

19 李澤昌先生：咁有啲要補充嘅，就係頭先講到係喺安全嗰個方面係跨部門，咁除咗係
20 即係車長嗰方面，我哋嗰個駕駛學院要做多啲工作之外，仲有係一個車嘅硬件方
21 面，喺個車個硬件嘅配置，其實都確確實實係一個即係好重要嘅一環嚟嘅。

22 過去嗰一年，即係我同梁生本人嗰兩年都去咗即係喺嗰啲車嘅--喺外國嗰
23 啲巴士嘅車展，都認識多啲關於巴士嘅安全嘅配置。喺上年嘅秋天，我哋亦都同
24 咗一啲即係喺呢個 Belfast 嘅 Queen's University 同埋一間 Wright 嘅一
25 間 manufacturing，就作為一個--有一個交流性嘅一啲嘅行動，就我哋就派
26 咗我哋自己嘅員工去嗰邊學習，係點樣可以做多啲，研究多啲，點樣可以幫--
27 喺架車裏面，喺架巴士裏面，幫到駕駛嘅時候嘅安全，咁佢哋都有佢哋嘅
28 professor，同埋佢哋嘅 research 嘅人亦都過咗嚟九巴，亦都會--將來都會
29 係多啲同我哋一齊喺呢方面嘅合作，就研究一下，喺個車個硬件方面，可唔可以
30 做多啲，更加多啲嘅工作，喺呢個未來，可以幫到個車長行駛嘅時候有更加多嘅
31 支援。呢個東西其實已經係展開緊嚟嘞，咁我相信喺未來，喺硬件方面，同埋配
32 合理頭先我哋嗰個駕駛學院，係可以會喺呢方面會做多啲安全嘅嗰方面嘅工作。

33 主席：（經傳譯員）有冇一啲特別嘅裝置，你係同皇后大學係講過嘅？

34 李澤昌先生：有好多方面嘅，主要係兩方面，第一方面就係基本上就係喺個車個運作
35 裏面嘅時候，有啲咩嘢方式可以令到架車更加係行得順暢一啲，呢個係一方面；
36 另外一方面就係，點樣諗一啲方法，譬如而家好多喺坊間我哋買啲硬件都係喺
37 個即係第三者嗰度買番嚟，好多時候係唔係喺個巴士裏面，係應用嘅時候有一個

1 難度。因為巴士本身佢係--特別係雙層巴士，係只有得兩至三間嘅公司係做，
2 所以佢嘅競爭能力即係非常之唔大嘅，所以我哋一定要搵一啲--即係係一啲
3 有技術性嘅 institutes，其實 Belfast 係差唔多係唯一一間大學，係做呢個
4 雙層巴士嘅研究，喺個機械工程裏面。佢有幾個工作做嘅，或者我呢個時候畀梁
5 生，我哋個營運總監，車務總監解釋一下。

6 梁健宏先生：或者希望大家睇睇有個 paper，就 190 嘅。

7 主席：（經傳譯員）係。

8 梁健宏先生：咁呢度就講到頭先李生所講嘅，我哋九巴同呢間 Queen's
9 University，喺 Belfast 嘅，咁同呢間 Queen's University 嘅有個合
10 作。W-Tech 就係呢間 university 同個 Wrightbus 轄下有個 technology
11 個 foundation 去做嘅。咁佢有個 project，咁我位同事，我哋個工程師，我
12 哋有位盧（譯音）生，佢上個月月尾就去咗呢間 university，同佢哋合
13 作，佢就 as 一個 visiting researcher 去參與呢個 project 嘅，咁呢個
14 project 亦都有佢北愛爾蘭呢間 university 嘅 researcher 一齊去做嘅。
15 咁 guiding 啲 professor 亦都喺上個月，有兩位嘅，亦都嚟過九巴，亦都
16 同佢傾談過，佢亦都知道香港嘅巴士運作，佢亦都知道--我哋都介紹畀佢知我
17 哋面對嘅情況，喺安全問題，點樣樣可以喺硬件嗰方面可以做好啲。

18 所以講番呢個合作嘅內容，基本上就係一個 holistic，一個整體嘅去睇
19 一睇有咩嘢嘢，喺硬件嗰方面，無論喺提點車長，包括個車長係咪--佢嘅注意
20 力，或者其他方面，交通狀況，當其時個駕駛態度，會唔會可以令到個車長知
21 悉，呢樣就係一個比較 alert 佢嘅。咁亦都有啲就係更加再進一步，有啲嘢嘢
22 嘢可以架車嗰方面，雖然佢個車長，有啲嘢嘢可以令到--糾正番佢個可能有
23 啲唔係幾好嘅行為，咁呢樣嘢咁就同嗰個 project 喺度再做。嗰度包括好多樣
24 嘢嘅，有啲又睇番文件本身，就好多樣嘢，硬件、軟件都有。

25 但係點解同呢間公司合作，或者點樣樣參與呢個 project，正如頭先李生
26 所描述，呢樣嘢就真係成架車內容包含嘅設備，咁佢就一個整體嘅設備，咁好多
27 設施都可以喺設計嗰方面，可以應用到喺我哋香港嘅。當然做完咗之後，呢樣咁
28 嘅設施，或者呢個咁嘅規格，或者定咗咁嘅標準，所謂，因為其實而家就有標準
29 嘅，唔係好似私家車咁，好多啲安全設施，好多私家車而家其實好多都有嚟嘞，
30 但係唯獨是雙層巴士，我哋面對一個困難，亦都有時都希望有啲嘢設備，有啲新
31 嘅技術，睇下我哋雙層巴士可唔可以有，但係好多時都唔係咁容易可以做到。

32 李澤昌先生：或者咁，我即係喺 2015 年入行，我基本上每一年都會去歐洲同嗰兩間
33 巴士公司係有傾偈，我個人感受就係，其實即係好似梁生講，佢同私家車係好唔
34 同，好多私家車嘅設施，其實喺雙層巴士係好難說服嗰啲巴士嘅製造商去做呢樣
35 嘢，可能因為佢嗰個競爭性嘅問題，佢或者唔需要做定係點樣喇，我唔會詳談呢
36 度，但係係真係有個好大嘅難度。我去過呢個北愛爾蘭，我亦都好深信
37 Queen's University 呢班即係研究嘅學院，同埋 Wright 呢間公司係好有呢

1 個做巴士嗰種心，好有 passion，我相信即係九巴同佢喺呢個合作，我好希望
2 呢一個嘢做咗出嚟之後，我一定會係有信心啲嘞，希望呢件嘢可以除咗幫助九
3 巴，亦都可以幫助我哋呢個業界未來喺呢方面做得好啲，呢個係非常之有意義嘅
4 一個舉措嚟㗎，我哋九巴真係喺呢方面係即係呢個 project 係寄予厚望。

5 但係與此同時，其實九巴自己本身都有一班即係年青嘅工程師，喺啱啱講
6 到嘅 safety 方面，其實過去我哋都研究咗好多嘢嘢，例如呢個太陽能嘅東
7 西，放喺個巴士嗰個頂嘅上邊，咁呢個其實係真係幫助到好多車長，佢喺天時熱
8 嘅時間，係返到架車嗰度，係因為佢要--你講緊天時熱泊低架巴士嘅時間，其
9 實架巴士嘅溫度係相當之熱，因為好似一個即係 greenhouse 咁樣，即係曬到
10 成 50 度。咁巴士司機好多時係要著嗰個引擎，然後佢要等到架車凍到某一個溫
11 度，佢先至可以行得，咁個時間係長，亦都係非常辛苦，亦都我哋覺得佢哋要諗
12 多少少嘢。咁嗰個太陽能嗰個板擺咗去之後，而家已經去到一個即係第二個階
13 段，咁我哋相信，因為泊低架車嘅時候，用個太陽板係令到嗰架車個溫度係減低
14 咗好多，當佢去休息，或者食完飯返嚟嘅時間，佢著番架車個時間就會短咗好
15 多，即係佢冇咁疲累。雖然呢啲少少嘅研究，其實已經我哋下一次，呢個已經係
16 未來九巴嘅標準安置，即係話我哋新嘅巴士已經係同我哋啲生產商，希望佢擺個
17 個太陽能板喺上邊，因為香港嘅天氣實在太熱，我覺得如果呢樣嘢係--呢樣嘢
18 會嚟緊 2019 年所有嘅雙層巴士都會有個太陽能板喺上邊，係減低咗呢個溫度，
19 會係--呢個係成功咗，係減低咗好多，我覺得呢啲咁嘅...

20 主席：（經傳譯員）李生，我諗我哋明白你嘅，我諗我哋明白你嗰個論點，或者我係
21 等間會小休二十分鐘。而家我首先想係請你就係畀番一份係可以睇得到嘅文件，
22 即係呢個 190 頁，嗰個係 W-Tech，可能係原本係用顏色嚟到打印，所以就睇得
23 唔係幾好，或者就可唔可以畀一份容易啲睇嘅文件我哋睇睇？

24 而家首先係休息二十分鐘，唔該。

25
26 上午 11 時 37 分聆訊押後

27
28 中午 12 時正恢復聆訊

29 出席人士如前。

30
31 主席：（經傳譯員）鄧樂勤大律師。

32 MR DUNCAN：（經傳譯員）好，唔該你主席先生。梁博士同埋你嘅同事，想請你睇
33 番 KMB-1，188 頁。應該睇緊就係九巴寫畀委員會嘅一封信，日期係 2018 年 5
34 月 23 號，睇到嘛？

1 梁乃鵬先生：（經傳譯員）係。

2 主席：（經傳譯員）呢個係咪就係剛剛我哋小休之前所提及嘅證供，就係你哋話同公
3 司從呢個 W-Tech 嘅合作？

4 梁健宏先生： Correct.

5 MR DUNCAN：（經傳譯員）或者我想請你睇一睇第 188 頁嗰封下面三分二嘅，你呢
6 度就話該次會議嗰個目的，就係希望係討論係咪可以喺九巴同埋龍運嘅車隊嗰
7 度就係有一啲係高級嘅協助司機嘅系統，跟住你就有講到呢個合作有啲咩嘢嘅
8 係目標，有三點。

9 第一，就係話係完一個技術可行性評估，就評估一下佢嗰個係商業應用或
10 者商業應該之前一啲係協助司機嘅技術，而係可以跟番呢個 Wrightbus
11 Streetdeck 框架。咁另外就係話建議一個適用高級協助駕駛，或者係車長制
12 度嚟到喺九巴同埋龍運嗰度係去，咁係跟番呢個評估。第三，就係有一個係路
13 線圖嚟到去落實呢一點。我想問目前九巴嘅車隊有冇呢一啲係 Wrightbus 車輛
14 呢？

15 梁健宏先生：現時有一部正進行 prototype，至於車身嗰方面 Wrightbus 喺我哋
16 嗰度有好多 bus body on Volvo chassis，就有幾百個。

17 MR DUNCAN：（經傳譯員）除咗係 Wrightbus 之外，我想問喺九巴嘅車隊仲有啲乜
18 嘢係巴士製造商嘅巴士呀？

19 梁健宏先生： Sorry, please repeat your question.

20 MR DUNCAN：（經傳譯員）我想問係有啲係乜嘢嘅巴士車廠製造巴畀你哋係組成你
21 哋嘅車隊呀？係邊啲巴士製造商？

22 梁健宏先生：有其他製造商，包括 ADL、Volvo 同埋 MAN，至於最主要都係 ADL 同
23 Volvo。

24 MR DUNCAN：（經傳譯員）富豪、猛獅同埋 ADL，ADL 就亞歷山大丹尼斯，啱唔
25 啱？

26 梁健宏先生：（經傳譯員）啱。

27 MR DUNCAN：（經傳譯員）基本上係有三類，係咪嘞？車隊裏面基本上係呢三間
28 廠，係咪呀？

29 梁健宏先生：（經傳譯員）啱。

30 MR DUNCAN：（經傳譯員）喺大埔意外所涉及嘅巴士，係咪 Wrightbus 嘅車嚟㗎？

31 梁健宏先生：嗰啲係一個 Volvo 底盤配 Wrightbus bus body 嘅 double-
32 decker。

1 MR DUNCAN：（經傳譯員）你哋嗰度有幾多部巴士就有咁樣嘅配置呀？富豪或者
2 猛獅丹尼斯嘅底盤，咁而車身呢就係 Wrightbus 嘅車身呢？

3 梁健宏先生：確實數字我有喺手，不過大約有接近八百、九百架。

4 MR DUNCAN：（經傳譯員）你車隊總數係幾多呀？

5 梁健宏先生：我哋總共連埋龍運、九龍巴，總共接近四千三百個。

6 MR DUNCAN：（經傳譯員）可唔可以再解釋一下 Wrightbus 嘅原形 prototype 係
7 乜嘢嘢？

8 梁健宏先生：嗰架一架係底盤同埋車身都係 Wrightbus 嘅製造嘅，係一架 two-
9 axle 兩車軸嘅雙層巴士。

10 MR DUNCAN：（經傳譯員）你哋呢個合作嘅協議，即係你哋同 W-Tech 係達成一個
11 合作嘅協議，我想問係咪你哋打算公司就係會買咁樣形式嘅 Wrightbus 嘅巴
12 士呢？

13 梁健宏先生：No.

14 MR DUNCAN：（經傳譯員）咁唔係嘅話，係打算係有啲乜嘢嘅成果呢？又或者你哋
15 係會有啲係乜嘢巴士呢係會安裝一啲高級嘅係咩嘢司機協議制度呢？

16 梁健宏先生：呢個係一個睇睇有咩嘢設施，將來有啲咩嘢嘢，對於幫助到巴士安全係
17 有咩嘢嘢可以喺佢哋嘅 Wrightbus 嗰度可以做到，而呢樣嘢係因應番，考慮番
18 香港嘅巴士運作，亦都希望將來呢個成果如果係做得到嘅話，將來香港嘅巴士
19 都可以受惠，但係呢個只不過係一個研究，正式落實嘅呢都言之尚早。

20 呢個係一個係同學術嘅研究，我哋派咗位工程師同 Queen's
21 University 喺 Belfast，就做一個 research，一年嘅 project，去睇睇有
22 啲咩嘢嘢係可能將來係適用到喺雙層巴士，in this particular case 就係
23 Wrightbus，但係亦都唔排除呢樣嘢我哋亦都好希望，將來呢樣咁嘅安全設備
24 變成一個標準嘅安全設備，希望所有其他嘅巴士製造商都會參與或者利用呢個
25 咁嘅提升巴士安全。

26 MR DUNCAN：（經傳譯員）你可唔可以幫我哋手解釋一下，你就話用呢個諗富豪嘅
27 底盤，咁而嗰個係 Wright-tech (Wrightbus?) 嘅車身，可唔可以解釋一
28 下呢？

29 梁健宏先生：底盤就係真係即係有車軸，三個車軸，咁就引擎，有全動系統，咁就有
30 個 driver's cab。咁至於個 bus body，就係 on top of 個 chassis，包
31 括車身、flooring、seats、air-conditioning，呢啲就係個 bus
32 body。嗰個 bus body 就係 by Wrightbus，而個底盤 chassis，個底盤就
33 係 by Volvo。

1 主席：（經傳譯員）咁兩者喺邊一度結合呢？嗰個底盤同個車身。

2 梁健宏先生：可以喺唔同方法，喺唔同地方，咁呢架如果頭先所提及到嗰架，就應該
3 係喺英國，喺 Wrightbus 嗰度，喺 Wrightbus 製造嘅。

4 陳祖澤先生：（經傳譯員）主席，如果容許嘅話，我想係澄清一下，嗰個底盤可以呢
5 係有不同嘅車身。

6 主席：（經傳譯員）係，我明，我個問題係喺邊度呢係結合理一齊呢？竊埋一齊呢？

7 陳祖澤先生：（經傳譯員）可以喺原本個車廠嗰度，巴七製造商嗰度，又或者可以喺
8 第二度組裝，喺過往我哋九巴有我哋自己嘅巴士組合嘅工作，我哋亦都有喺中
9 國嗰度係組裝嘅巴士，亦都有喺唔同嘅地方組裝過嘅巴士。

10 主席：（經傳譯員）好，唔該晒。

11 MR DUNCAN：（經傳譯員）你話可以由原廠去做，咁今次嚟講就屬於係富豪定抑或
12 係 Wrightbus 去做呢？

13 李澤昌先生：其實佢嗰個底盤，如果係譬如一個 Volvo 嘅底盤，如果嗰個 body 係
14 Wright 嘅呢，佢有兩個可能性，一，佢就會將呢個底盤 ship 咗去北愛蘭
15 Belfast，佢就會將佢個殼就嵌咗，bus body 就嵌咗喺嗰個底盤度。咁其實呢
16 個係一個好複雜嘅工作，因為佢個底盤同埋佢嗰個 bus body 係要做好多嘅研
17 究，因為佢嗰扭力同埋等等嘅嘢。

18 亦都有啲情況，佢就喺馬來西亞，Wright 有個 plant 喺馬來西亞，就做
19 呢個 bus assembly 嘅工作。咁即係其實 Volvo 嘅底盤亦都嵌咗喺
20 Gemilang 都有嘅，有幾隻牌子都有嘅。咁好嘞底盤 Volvo 係主要做底盤，咁
21 Wright 係一個 body 嚟，咁佢係 Wright 佢本身有自己研發嘅底盤，Wright
22 都有自己研發嘅底盤，但係暫時我哋就只有一架，就係而家做緊測試呢架。

23 咁因為有一架巴士有底盤，同埋有一個 body，你先至可以研究到呢個
24 ADAS 呢個 system。因為你有實際架車你先可以咁做，但係呢個如果研究咗呢
25 個 ADS system 之後，其實呢個 system 可以喺任何一架巴士都會係一個東西
26 係用到。

27 MR DUNCAN：（經傳譯員）個好處係咩嘢呢？Wrightbus 嘅車身用佢而唔係用晒成
28 部富豪有咩嘢好處？

29 李澤昌先生：我或者再補充少少，其實 Wrightbus 今日，佢嗰個底盤係做唔到三
30 軸，因為佢喺英國好多都係 Wrightbus 嘅 body，亦都有 Wrightbus 嘅底，
31 但係佢只能夠做到兩軸，而香港嘅巴士係三個軸為主，因為三個軸因為佢載個
32 量比較大，同埋佢後面有一個好龐大嘅冷氣，佢就壓嘅重量好犀利。即係香港
33 個道路有個標準，就係每一個 axle 佢盛載嘅重量係唔可以超過咁多，所以香港
34 嘅巴士大部分我哋九巴都用一個三軸。

1 咁 Wrightbus 佢有 body 亦都有佢嘅底盤，呢個有啲似 ADL，ADL 就
2 complete 係一個 body 同底盤都係佢自己嘅嘢嚟嘅，咁唯獨是 Wrightbus 未
3 研發到有三軸嘅時候呢，我哋而家香港唯一有嗰架試緊 Wrightbus 有個底盤個
4 個係兩軸嘅，咁但係 Volvo 有就三軸，所以 Wrightbus 個 body 就嵌咗喺
5 Volvo 個個底盤上面。

6 歐陽先生：（經傳譯員）我諗佢問咗我嘅問題，唔該你主席先生，鄧生已經問咗我嘅
7 問題嘞。

8 MR DUNCAN：（經傳譯員）講番呢個係企業架構，我哋唔需要睇番嗰個文件，黃先
9 生你剛才係提過好多係關於訓練培訓嘅責任。當然呢一個係屬於培訓及服務質
10 量管理部，我想問公司裏面邊一個係負責係監察，唔單單係車長嘅培訓，係睇
11 埋車長嘅表現，特別係車長嘅安全表現呢，邊個嘅責任嚟嘅呢？

12 彭樹雄先生：係，Mr Duncan，或者我回答呢個問題，其實喺監察嗰啲車長個個安
13 全，其實我哋係分咗唔同嘅 level，或者唔同嘅同事係去處理嘅。咁其實我哋
14 每一輛嘅巴士裏面呢，我哋都有一個俗稱所謂黑盒嘅一個工具。咁我哋係每一
15 個禮拜我哋都係會有一個我哋所謂嘅 monitoring report，一啲嘅數據出咗
16 嚟，咁佢主要就包括咗有三樣嘅主要數據。

17 第一，就係超速；第二，就係一啲突然嘅加速，sudden
18 acceleration，同埋最後就係一啲突然嘅減速，我哋叫做 harsh
19 braking。咁我哋車廠嘅管理人員，佢哋係會每個星期就睇番，其實而家我哋
20 做到就係話，我哋可以睇番黑盒前四日嘅數據，咁呢一樣嘢呢，其實我哋嘅同
21 事呢係每一日第一樣嘢做嘅呢，就係會去分析，特別係 speeding 我哋嗰個超
22 速，咁呢個超速呢我哋係包括超速 50 公里，同埋 70 公里。

23 另外喺嗰個突然加速或者突然煞車嗰度，其實我哋亦都有個數據，就係可
24 以睇得到個別車長，因為我哋會出一啲叫做 exception reports，咁我哋亦
25 都睇到有冇啲個別車長，嗰個駕駛嗰個嘅行為係值得我哋關注，咁我哋車廠管
26 理如果睇到有某個車長，喺某個時段嗰個駕駛態度可能覺得值得我哋關注，我
27 哋第一時間我哋就係會勸喻呢個車長，我哋搵一啲前線嘅督導人員，亦都係會
28 同啲車長傾偈，睇下有冇啲咩嘢特別嘅嘢。

29 另外就住嗰個超速，咁我哋亦都係會將一啲超速嘅案件，我哋係會即時交
30 畀我哋嗰個 training and quality assurance department，佢哋亦都
31 係會作出嗰個跟進，或者稍後喺超速嗰度，或者黃生可以有多啲嘅補充。咁我
32 想講就係呢啲黑盒嘅數據，係我哋會保存，我哋會檢視，同埋我哋亦都係會跟
33 進。

34 彭樹雄先生：其實個問題呢，就係邊個有責任？你就講咗嗰啲車廠就做咗啲乜嘢，咁
35 有啲咩嘢人員喺嗰度？

36 主席：（經傳譯員）個問題就係邊個係，唔係邊個應該。同埋唔該你可唔可以講慢

1 啲。

2 彭樹雄先生：Okay，我哋車廠個管理層，就由邊度開始呢？就係由我哋嗰個車務主任
3 個個嘅層面開始。我哋車務主任呢，我哋叫做 operations officer，咁就
4 係每一個屬廠，同埋每一個屬區，我哋叫做 zone。整體嚟講，我哋 KMB 我哋有
5 四個主要嘅車廠，咁包括荔枝廠、包括九龍灣廠、包括沙田廠，同埋屯門
6 廠。

7 當然仲有龍運巴士，咁呢啲每一個廠，我哋其實都係有啲 boundary，即
8 係一啲界限嘅劃分，佢哋負責唔同嘅區域，咁每一個區域，我哋係會有一個助
9 理經理，或者經理級嘅同事係去負責，咁我哋叫呢啲做 manger 或者係
10 assistant managers，咁佢每一個經理或者助理經理嘅下面，佢亦都有唔同
11 數量嘅車務主任，operations officer。

12 咁我哋亦都係呢啲 operations officer 佢哋每一日返工做第一樣呢，
13 佢就係會睇番之前諗四日嗰個黑盒嗰個嘅資料。咁剛才我講咗嘞，就包括超
14 速，突然加速，或者係突然咁煞車。咁呢個責任亦都係我哋個車務主任，同埋
15 啲助理經理每日都會做嘅。

16 MR DUNCAN：（經傳譯員）咁有幾多位呢啲車務主任呢？喺每一個車廠嗰度有幾多
17 位呢？

18 彭樹雄先生：我哋總體嚟講，我哋每一個嘅廠，視乎嗰個廠嗰個嘅大細，可能有啲有
19 六至七個嘅車務主任，亦都可能有三至四個嘅車務主任。整體嚟講，去處理呢
20 啲數據，其實約莫有大約三十七個同事呢，係會處理呢啲嘅數據嘅分析等等。

21 主席：（經傳譯員）你有冇一個圖表或者一個地圖，可以畀我哋睇到每一個車廠負責
22 嘅區分呢？

23 彭樹雄先生：主席，容誰我可唔可以喺會後或者喺個今日...

24 主席：（經傳譯員）你可唔可以答得定唔得？

25 彭樹雄先生：可以，絕對可以。

26 主席：（經傳譯員）好，唔該晒。請你儘量回答得或者唔得。

27 彭樹雄先生：好，主席。

28 主席：（經傳譯員）你可唔可以畀一個咁樣嘅圖或者圖表，或者地圖嘅副本畀我哋，
29 你會唔會咁做？

30 彭樹雄先生：（經傳譯員）我會。

31 主席：（經傳譯員）好，大律師。

32 MR DUNCAN： Now, the operations officers presumably report to

1 the depot manager; would that be correct?

2 彭樹雄先生：係，冇錯。

3 MR DUNCAN：（經傳譯員）咁呢啲車廠經理又向邊個報告呢？

4 彭樹雄先生：我哋其實每一個 depot，都會有一個資深嘅總經理，又或者經理佢係
5 去負責統籌呢四個車廠，同埋龍運巴士嗰個嘅運作。咁而呢五個資深嘅總經
6 理，又或者經理呢係直接向我負責。

7 MR DUNCAN：（經傳譯員）之後我會再講番黑盒嘅問題，但係而家有兩樣嘢我都想
8 同你探索一下，然後先講黑盒。我想請你睇一睇 FE-1 號。請你去第 96-1 個一
9 頁。你而家應該係睇到一份用電郵傳送嘅文件嘅一個副本，就係畀鄭桂興先生
10 嘅，你睇唔睇到呀？請問睇唔睇到呀？你會唔會睇到鄭桂興先生其實係九巴嘅
11 前僱員呀？

12 李澤昌先生：我嚟嘅時候佢已經走咗，佢應該係 2014 年走嘅。

13 MR DUNCAN：（經傳譯員）好，你就到本委員會曾經研訊或者調查過嘅事件，就係
14 九巴嘅僱用嘅情況，或者你自己睇一睇第一同埋第二段，請你自己睇一睇，同
15 埋都睇埋第三段。睇一睇就係本委員會寫畀鄭先生嘅一封電郵。

16 請問你睇咗未？好，唔該。咁而家想請你睇睇第 96-4 個一頁。你之前有
17 冇睇過呢一回應呀？李生。

18 李澤昌先生：未睇過。

19 MR DUNCAN：（經傳譯員）或者你而家用少少時間自己睇一睇。係第 96-4 個一
20 頁，同埋 96-5 同埋 96-6 呢幾頁，請你而家慢慢睇一睇，等你熟習一下。

21 李澤昌先生： Okay.

22 MR DUNCAN：（經傳譯員）好，唔該晒，喺 96-7 個一頁，你會見到進一步嘅回
23 應，係鄭先生，佢再一次係回答第一同埋第二條問題，或者都請你都自己睇一
24 睇呢一啲，就係 96-7 個一頁。

25 好，唔該，喺 96-7，即係話回答第二條問題嗰度下面呢，鄭先生就係講到
26 廿九個急彎。佢就講到就係 Excel 呢一個形式儲存嘅一啲資料，你睇唔睇到
27 呢？

28 李澤昌先生： Yes.

29 MR DUNCAN：（經傳譯員）呢一啲資料，仲喺唔喺九巴內部係存在呢？

30 彭樹雄先生：我 2015 年 join 呢間公司嘅時候，其實我係真係未見過呢啲資料嘅，
31 但係喺呢幾個月，我亦都同啲喺度做咗好多年嘅同事，亦都了解過呢啲研究同
32 埋呢二十九個 sharp bends 係點樣走出嚟。咁啲記錄亦都可以畀番你哋去睇

1 睇，據個資料顯示呢，就係當其時佢哋嘅 managing director 嗰陣時
2 Edmond Ho 先生，就話需要當其時嗰個 operation director 要 approve
3 咗佢先至會執行呢樣嘢。

4 咁睇番啲記錄喺 2014 年嘅時候，呢一個二十九個 bend 呢個建議，係並冇
5 執行過，亦都喺嗰啲佢哋記錄嘅文件，亦都睇到有好多車長同埋佢前線嘅員
6 工，都有好多聲音係關於嗰個執行性方面，係咪可以做到？

7 我喺 2015 年初接任嘅時候，係完全係唔知道有呢一個咁嘅建議，咁或者
8 而家嗰個 operation director 梁生或者係我哋個 head of 嗰個 training
9 school 可以喺呢度補充。

10 MR DUNCAN：（經傳譯員）或者我都唔會想講好耐嘅呢一點，我只係想問一問有關
11 嘅 Excel 認識儲存嘅資料，係咪仲喺度，我相信你話你係會畀個記錄我哋係
12 咪，即係有，係咪呀？

13 梁健宏先生：我而家答唔到你，我可以去 find out。

14 MR DUNCAN：（經傳譯員）好，唔該。

15 主席：（經傳譯員）如果你真係搵到，你會唔會可以交界委員會？

16 梁健宏先生：Yes.

17 主席：（經傳譯員）另外頭先李生所講記錄，就係講到話點解呢一個計劃係冇實施，
18 有關呢一啲嘅記錄，可唔可以都畀我哋呢？咁即係話有兩種嘅記錄，一個就係
19 關於廿九個急彎嗰啲嘅記錄，另外就係點解呢一個建議係冇實施嘅？好，唔該
20 晒。

21 我都想補充，如果你睇一睇 96-7 呢一頁嘅底部，有一個就係講到一啲細
22 嘅提示卡，講到就係話嗰啲急彎吧具體嘅地點，同埋係有啲乜嘢安全嘅車速，
23 呢啲都印咗喺度，麻煩你翻查公司個記錄，睇下仲有冇呢啲卡嘅樣本？

24 梁健宏先生：我未見過。

25 黃祥明先生：其實我喺呢方面都有做過啲參考，咁睇番以前嗰個文獻，我知道係當時
26 有提議過我哋九巴去搵一啲嘅急彎，等我哋啲車長去知道之後呢，喺嗰個地區
27 就個車速去減慢，咁喺嗰個--我手頭上有一個當時嘅開會會議記錄，咁正如我
28 哋個 MD 所講，係當時係需要一個 MD 去同意咗呢個執行先至可以做到，咁但係
29 我睇番當時嗰個會議嘅議程呢，就並冇得到呢個...

30 主席：（經傳譯員）黃先生，我想問呢啲卡，有冇定有？不如你直接回答呢個問題？

31 黃祥明先生：（經傳譯員）因為我係想補充。

32 主席：（經傳譯員）你可以係提供多啲資料，不過直接，究竟仲存在嗎？

1 黃祥明先生：（經傳譯員）冇。

2 主席：（經傳譯員）即係照你所知，就不再存在？

3 黃祥明先生：No.

4 主席：（經傳譯員）我唔係想截停你講嘢，咁你而家可以繼續補充你想補充嘅事情。

5 黃祥明先生：咁嗰個文獻裏面就係話係需要OD去同意執行呢樣嘢嘅，咁但係當時嗰
6 個記錄上面，係受到好多同事嘅意見阻擾，咁變咗係冇執行到，咁所以我相信
7 呢份文件係當時係冇流出去畀前線嘅同事去做參考，邊啲係啲急彎嚟。

8 咁其實喺講急彎呢樣嘢，我哋而家九巴係做嗰個安全嘅所謂指引畀啲同事
9 亦都有繼續做緊，就唔係當時所講呢二十九個急彎，而係我哋喺我哋嘅員工
10 網站上面，就有提供我哋所有路線，如果有急彎或者有危險情況嘅時候發生，
11 我哋一個叫駕駛貼士，咁呢個駕駛貼士係員工網站裏面可以睇得到。

12 咁員工係當佢要駕駛一條路線嘅時候，佢主要係上個網嗰度呢，就打入佢
13 嗰個要行駛嘅網，嗰條路線，嗰條路線就會有個起點至到終點，就會顯示出沿
14 路有咩嘢危險或者咩嘢要留意，甚至係急彎嘅情況。咁當呢個員工要駕駛條路
15 線嘅時候呢，咁佢就可以依照呢個咁嘅指引呢去小心行駛有關嘅路段，咁呢個
16 就係我嘅補充。

17 主席：（經傳譯員）係，鄧律師。

18 MR DUNCAN：（經傳譯員）係，唔該主席先生。你而家不如幫我哋睇下呢個 KMB-1
19 第30頁。而家就講番你嘅第一次提交嘅文件，或者你睇番頂頭嗰度，就係請你
20 睇一睇，究竟你公司係有乜嘢嘅守則，同埋就提供啲係副本，睇到嗎？

21 喺嗰個實務守則嗰度，呢度提及兩行嘅標準。呢個就係有職業健康及安全
22 之外，就仲有兩項嘅標準嘅，睇到嘛？首先，就係國際標準組織，睇到嗎？

23 李澤昌先生：（經傳譯員）係。

24 MR DUNCAN：（經傳譯員）我咁講啱唔啱呢？喺嗰行標準嗰度，係冇一樣嘢係專門
25 係同巴士車長安全有關。

26 李澤昌先生：（經傳譯員）係。

27 蘇偉基先生：Yes.

28 MR DUNCAN：（經傳譯員）一樣嘞，如果你睇番下面嗰行嘅標準，國際標準組織
29 ISO 14001，一樣嘞，我咁講啱唔啱呢？就係嗰行標準底下，係冇一樣嘢係
30 具體關乎巴士車長嘅安全要求。

31 蘇偉基先生：喺ISO 14000係冇嘅，但係喺ISO 9000嗰度佢係成個品質一個嘅管
32 理，個系統呢係有牽涉到safety。

1 MR DUNCAN：（經傳譯員）係，但係我要講嘅呢，就係話即係我頭先問，就係話係
2 咪同車長駕駛表現嘅安全有關？

3 蘇偉基先生：呢個問題我哋可以睇睇上面第二個 bullet Staff Handbook 第五位
4 嗰度呢，有個叫做車長安全駕駛手冊，咁呢個就釐定咗我哋車長需顧及嘅安全
5 嘅措施，呢個係我想 Mr Duncan 你想指係兩樣。

6 梁健宏先生：我想補充一樣，就係講番我哋個 ISO，喺呢個 OHSAS 18001，即係
7 Occupational Health and Safety Assessment Series 嗰度呢，我哋
8 有提及到 safety 嘅，咁其中有一樣嘢就係每間廠都要成立一個 depot
9 safety committee，咁有兩個組成份嘅每間廠。

10 有一個成份呢就係維修，即係喺廠內做維修保養工夫，咁亦都有另外一個
11 committee 就係 for 車務嘅，每間廠佢都有一個成立個結構呢，就係
12 operations safety committee，呢個 safety committee 嘅組成，就
13 絕大部分都係車務營運同事嘅團隊嘅，包括彭生在內。

14 咁佢哋呢個 depot safety committee，如果我哋講車務嗰部分呢，亦
15 都牽涉到呢譬如話嗰啲車長喺 bus termini，啲車長喺路面，啲車長喺廠內嗰
16 個工作環境，而呢個 operations safety committee 亦都檢視番佢嗰間廠
17 佢哋嗰啲交通意外嘅，咁係喺 under 呢個 ISO 18001 呢，係有一套系列係
18 plan、do、check、act 呢，去睇番就住駕駛安全嘅事宜嘅，我哋係有。

19 MR DUNCAN：（經傳譯員）其實我問嘅就係 18001，有冇指明一個巴士車長係點樣
20 去駕駛呢？佢冇去到咁嘅細節，係咪呢？

21 梁健宏先生：我想講呢套唔係淨係一樣嘢去管理車長嗰個行車嗰個方面，正如頭先我
22 哋位同事蘇生描述，ISO 9001 亦都係有啲規範，係可以涉及到巴士車長嗰個
23 駕駛安全嘅守則。其實我想講呢就係唔同制度，唔同嘅 system，都會有佢自己
24 本身嘅用處，亦都喺唔同嘅方面，亦都可以 contribute，可以貢獻到點樣樣
25 可以令我哋巴士車長喺培訓，喺監控，喺檢討，點有一個整體性去做。

26 因為呢度頭先所講，18001 頭先所講 depot safety committee，喺
27 depot 嘅層面，但係喺其他 department 譬如喺車長培訓學校，譬如喺 human
28 resources 嘅層面，亦都要一個成間 corporate 去睇成件事情嘅，唔係話單
29 單一個睇一樣嘢，係整體嚟睇。

30 MR DUNCAN：（經傳譯員）我明白，但我問個問題好簡單，其實就係喺嗰個 OHSAS
31 18001 嗰度呢，有一樣嘢係講明話個巴士車長係如何安全駕駛，呢一個係最主
32 簡單嘅問題。

33 蘇偉基先生：如果想睇一個車長如何駕駛安全，係應該參考頭先我講嗰個呢車長安全
34 駕駛手冊，喺 annex 1A-37 嗰個，呢個係公司對車長嘅駕駛安全，駕駛手
35 冊。

1 MR DUNCAN：（經傳譯員）係，呢一個係車長安全駕駛手冊，我哋知。我而家想請
2 你睇就係雜項嘅文件夾 2，769 頁。睇緊嘅呢應該係一封信，佢就係寫畀立法會
3 交通事務委員會嘅主席，2016 年 6 月 16 號嘅一封函件，睇到嗎？

4 蘇偉基先生：Yes.

5 MR DUNCAN：（經傳譯員）睇嚟嚟自己一個組織，咁就係道路安全研究小組，係咪
6 呀？

7 蘇偉基先生：（經傳譯員）係。

8 MR DUNCAN：（經傳譯員）嗰封信嘅標題，就講及係政府當局嘅文件，呢份文件就
9 係關於九龍巴士一九三三有限公司嘅巴士網絡新專營權嘅公眾諮詢嘅報告，嗰
10 個標題係咁咪，係咪呀？

11 蘇偉基先生：（經傳譯員）係。

12 MR DUNCAN：（經傳譯員）你不如自己睇一睇呢封信，你就會見到佢提及係有一份
13 文件，2016 年 4 月 18 號嘅文件，咁你跟住嗰版你就會睇到。咁係 770 頁，就
14 係佢哋係提交畀政府嘅一份文件。我想問，公司知唔知道有一個咁嘅組織，叫
15 做道路安全研究小組？

16 蘇偉基先生：喺佢交界呢個委員會嘅文件嗰度，我得悉有呢個機構，之前我不得悉。

17 MR DUNCAN：（經傳譯員）咁你有冇睇過呢份文件呢？即係 770 頁開始嘅呢份文
18 件，講及呢就係九龍巴士公司巴士網絡嘅新專營權？

19 蘇偉基先生：（經傳譯員）簡單咁睇過。

20 MR DUNCAN：（經傳譯員）係，唔該。咁而家就想請你睇呢個 772 頁。喺嗰度見唔
21 見到就係講及巴士安全管理系統。

22 蘇偉基先生：（經傳譯員）係。

23 MR DUNCAN：（經傳譯員）可唔可以睇番嗰個內容呢？睇番呢一段個內容，請你自
24 己睇一睇。

25 蘇偉基先生：可以。

26 MR DUNCAN：（經傳譯員）呢個 ISO 39001 嘅標準，你知道嘛？

27 蘇偉基先生：從佢呢個 submission，我得悉。

28 MR DUNCAN：（經傳譯員）未睇呢份陳述書之前唔知？

29 蘇偉基先生：之前我唔知。

30 MR DUNCAN：（經傳譯員）自此之後，即係睇咗佢呢份陳述之後，有冇睇過呀？

1 蘇偉基先生：（經傳譯員）簡單咁睇過。

2 MR DUNCAN：（經傳譯員）你認唔認為呢個標準裏面有啲嘢係有用嘅呢？對於你公
3 司嚟講係有用嘅呢？

4 蘇偉基先生：呢個我要咁樣講，首先呢份報告，我所睇到佢係有啲公司做一個實地嘅
5 考察，或者係對我哋有個諮詢，咁另外呢個 standard 亦都唔係安全一個唯一
6 嘅 standard，咁呢位編配呢份報告嘅作者，亦都話希望巴士嘅承辦商係有一
7 個安全系統達至呢個 ISO 39001 嘅。

8 咁公司今日自己本身其實亦都係有一個安全嘅體系，我哋亦都建基於一個
9 ISO 9000 嘅體系，咁呢個 ISO 39001 其實都係係 ISO 9000 嘅基石之下演
10 變出嚟，覆蓋住四個大嘅 pillars，就係 plan、do、check、act，咁我哋係
11 ISO 9000 嗰度，亦都最近呢係獲得相關機構係有個 review 嗰個嘅
12 accreditation。

13 咁我哋覺得呢方面我哋自己點做呢？我哋最近亦都係英國聘請咗一位交通
14 嘅專家嚟我哋公司嗰度，係睇睇我哋嘅營運，我哋嘅車務，維修，做個 health
15 check，從而提升番我哋自己內部嘅一個 safety standard，呢個
16 standard 係我哋自己，係未必需要同 ISO 39000 去掛鉤，但係都係一個高水
17 準嘅 standard。

18 MR DUNCAN：（經傳譯員）你話最近，係幾時呀？

19 李澤昌先生：我想補充，我呢度補充少少，大概我諗咗今年嘅 3、4 月嘅時候，我哋
20 個董事會就好希望我哋搵一啲即係外國嘅專家，想睇睇我哋嗰個 operation
21 嘅營運方面，無論車佢嗰個維修，同埋嗰個車長佢嗰個點樣派更營過，甚至
22 乎嗰個 training 嗰邊，想去睇下即係外國有啲乜嘢嘢我哋可以將我哋呢方
23 面嘅服務係提升，咁其實都多過一位專家，咁其實就應該係呢一、兩個禮拜已
24 經開，尋日其實已經彩取緊工作。

25 梁健宏先生：琴日已經嚟香港，嚟咗嚟嘞，我哋係我哋嘅廠嗰度呢開始工作。

26 主席：（經傳譯員）佢哋係邊位呀？

27 李澤昌先生：我因為我有佢間公司嗰個名嘍度，我後補番呢個資料。

28 主席：（經傳譯員）好吖，唔該你。你各位同事係咪都唔知道呢個顧問嘅名？

29 李澤昌先生：其實我係係今年嘅大概係春天嘅時候，就過咗去倫敦，咁就見過好幾個
30 consultant，係同佢見過面，咁有啲係以前係嗰個 London Transport 做過
31 又有，有啲係係英國嚟嗰個大嘅 bus operator 做過都有。

32 咁呢啲大部分都係係即係英國經驗嘅 operator，諗佢間公司名就叫
33 Direx Solution Limited，係個 consultant 嚟，但係嗰啲 consultant
34 呢大部分都係係英國裏面，嚟嗰啲 bus operator 係好有經驗。

1 主席：（經傳譯員）好，唔該晒。

2 MR DUNCAN：（經傳譯員）咁係咪即係話，而家係進行緊個調查，暫時未有報告？

3 主席：（經傳譯員）我諗佢哋話琴日先開始做。

4 李澤昌先生：佢其實係之前都有擺咗好多資料，咁但係佢真正工作，係而家先至開始
5 工作，佢一定會即係呈交一啲報告畀我哋嘅董事會，係睇睇而家嗰個運作係點
6 樣？

7 MR DUNCAN：（經傳譯員）你認為嗰個報告幾時會有呢？

8 李澤昌先生：喺今年之內。

9 MR DUNCAN：（經傳譯員）係咪即係 2018 年之內抑或係一年之內。

10 李澤昌先生：係分階段，首先係第一個階段係佢哋做一個--我哋叫做一個即係檢視一
11 下，有邊啲地方我哋可能要有啲地方要做番好啲，咁就困難嘅，因為佢先要認
12 識我哋啲同事等等，咁我哋係分階段去做，咁今年嘅年尾應該有一個初步嘅檢
13 討 report。

14 MR DUNCAN：（經傳譯員）好，我而家呢就想講下黑盒嘅問題。今朝都提過好幾
15 次。我哋開始嘅時候呢睇睇 KMB-1 嘅檔案，第 50 頁。咁呢一頁亦都係最初提
16 交文件之內嘅，係由九巴向委員提交嘅初步嘅文件嚟嘅，就喺今年四月嘅時候
17 提交嘅。

18 咁第 50 頁呢一度，我哋問嘅係第二條問題嚟嘅，就係話有冇一啲電子記錄
19 嘅裝置嘅呢？譬如話車速記錄儀，黑盒或者係車速限制器係裝置喺所有巴士上
20 面呢？呢一啲置裏面有啲咩嘢嘅資料係關於巴士車長嘅駕駛表現嘅監察，係會
21 可以收錄到嘅呢？咁同埋收集到嘅資料點樣用嚟係提升駕駛嘅安全呢？巴士有
22 冇一啲前置鏡頭嘅攝錄機，係可以睇到呢一架車輛嘅行駛嘅呢？

23 我自己最有興趣呢就係第二句嘅，究竟喺呢一啲裝置裏面收集到嘅資料，
24 即係話係關於車長駕駛嘅表現，係收集到啲咩嘢資料呢，而有關嘅資料點樣用
25 嚟去加強或者提升駕駛嘅安全呢？咁我哋大家可以睇番交界委員會嘅答案。

26 第一點，所有九巴同龍運巴士，都係裝置咗黑盒同埋車速限制器嘅。第二
27 點，黑盒就係會收集到車速同埋車輛位置呢一啲資料。九巴同龍運巴士嘅車務
28 組，就會係每日監察車速，係睇番之前十日嗰個駕駛嘅記錄，咁樣就可以監察
29 到巴士車長嘅駕駛表現嘍，有關嘅資料呢就係會交界車長表現經理，咁如果係
30 有任何違反規則嘅事情，就會喺十四日內開始呢個紀律嘅行嘅。你睇到呢個問
31 題嘛？

32 李澤昌先生：(Nodded head) .

33 MR DUNCAN：（經傳譯員）咁呢一方面呢我有好幾條問題想問下，即係關於黑盒嘅

1 問題，咁一開頭我想講清楚呢，就係我有興趣嘅呢即係代表委員會去調查嘅
2 呢，就係究竟有啲咩嘢資訊係你嗰啲巴士上面嘅黑盒呢係可以收集到嘅，呢個
3 係第一條問題。

4 第二就係，實際上就收集到咩嘢資料呢？即係嗰啲黑盒係有能力收集到啲
5 資料，但係實際上又實上又收集到啲咩嘢資。第三呢就係有關嘅資訊係點樣利
6 用呢？咁我而家就好清楚話左畀你聽，我係想調查呢幾樣嘢，因此你就會明白
7 點解我會問以下嘅問題。

8 咁我就會就四個範疇去發問，咁大家都會比較容易啲。第一，我就會問
9 你，有啲乜嘢嘅係運輸署已經寫出左嘅要求，就係話黑盒嘅裝置同埋使用，運
10 輸署有啲咩嘢嘅要求，即係話你有啲咩嘢嘅責任係去符合運輸署嘅要求？呢個
11 係第一點。

12 第二，就係我會同你探索一下，實際上呢啲黑盒收集到嘅數據，即係喺你
13 嗰啲公司嘅巴士上面，實際上呢啲黑盒係收集到啲咩嘢數據呢？咁然後我就會
14 睇下究竟呢啲數據實際上係點樣利用呢？去提供實時嘅警示畀車長，即係當佢
15 哋駕駛緊嘅時候，點樣去提供實時嘅警示畀佢哋呢？

16 到最後呢我就會問一啲問題去找出究竟呢一啲記錄左嘅黑盒數據，係點利
17 用嚟去便利你去評估佢哋嘅駕駛行為，同埋點樣可以呢係監察到車長實時嘅駕
18 駛行為。咁我呢就會一條一條咁樣問呢啲問題嘅。

19 彭樹雄先生： Yes.

20 MR DUNCAN：（經傳譯員）好嘞，首先第一個範疇，有啲乜嘢係喺呢一個專營嘅協
21 議裏面，你有啲咩嘢嘅責任係關於使用呢啲黑盒係要向運輸署負責呢，即係運
22 輸署有啲咩嘢要求，咁喺呢一方面，我想你睇運輸署文件夾第 5 個。我想請你
23 去睇 1597 頁。係 1597 頁，請問你係咪睇緊由運輸署發出嘅一封短嘅信呢？

24 李澤昌先生： Yes.

25 MR DUNCAN：（經傳譯員）佢係寫畀好幾間巴士公司，包括你哋嗰間。咁佢個題目
26 係話喺新巴士上面呢係裝置電子數據記錄裝置。

27 李澤昌先生： Yes.

28 MR DUNCAN：（經傳譯員）咁呢度亦都係講到黑盒同埋喺巴士上嘅電子數據記錄系
29 統。

30 梁健宏先生：現實上我哋呢樣呢，我哋 2003 年 11 月已經開始裝嘅，2003 年 11 月
31 開始裝呢個 electronic data recording device。

32 MR DUNCAN： Right.

33 梁健宏先生：再之前...

1 主席：（經傳譯員）梁生，等一等，大律師會問你問題嘅，咁如果你有啲嘢想加，因
2 為佢問得唔夠好，咁一陣間可以再講。

3 MR DUNCAN：（經傳譯員）咁呢度有冇一項要求，就係話 2004 年 7 月 1 號之後註
4 冊嘅巴士都應該係有一個符合有關技術規格嘅黑盒呢？

5 梁健宏先生：正確。

6 MR DUNCAN：（經傳譯員）請你揭下一頁，呢一啲其他嘅要求呢寫出咗，喺第二點
7 同埋第三點嗰一啲嘅要求。

8 梁健宏先生：（經傳譯員）係正確。

9 MR DUNCAN：（經傳譯員）喺第二段嗰度，係咪就係話要求呢一個裝置，應該係每
10 一秒呢就係收集數據，然後呢喺兩個禮拜之內每三十秒呢就係儲存有關嘅數
11 據？

12 梁健宏先生：（經傳譯員）正確嘅。

13 MR DUNCAN：（經傳譯員）佢係咪講到兩方面呢，第一即係嗰個操作嘅時間？

14 梁健宏先生：（經傳譯員）正確。

15 MR DUNCAN：（經傳譯員）第二，車速。

16 梁健宏先生：（經傳譯員）正確。

17 MR DUNCAN：（經傳譯員）第三段，嗰度呢進一步講及就係要有一啲軟件嚟到分析
18 呢係車上，或者係下載咗嘅數據，咁呢個亦都應該係有以下嘅功能嘅，啱唔啱
19 呀？

20 梁健宏先生：正確。

21 MR DUNCAN：（經傳譯員）首先，就講及係意外報告，要睇番嗰個車輛嘅車速，咁
22 嗰度嗰個係頻密嘅程度亦列出嘅。

23 梁健宏先生：正確。

24 MR DUNCAN：（經傳譯員）第二點，就係講超速嘅報告，有幾頻密，係去到最高嘅
25 車速，以及就係如果係過咗係 70 公里嘅話，究竟佢係持續咗幾耐？

26 梁健宏先生：（經傳譯員）啱。

27 MR DUNCAN：（經傳譯員）我想問運輸署當時係咪首次去發出咁樣嘅要求，就係話
28 要係安裝一個黑盒同埋黑盒裏面應該有啲乜嘢嘅功能？

29 梁健宏先生：正確。

1 MR DUNCAN：（經傳譯員）或者我哋呢係可以係午飯之後再繼續，係咪呀？

2 主席：（經傳譯員）係，各位先生，我哋而家呢就會係休息，係午飯，我哋會喺今日
3 下晝兩點半再繼續，兩點半，唔該晒。

4

5 下午 1 時 02 分聆訊押後

6

7 下午 2 時 31 分恢復聆訊

8 出席人士如前。

9

10 主席：（經傳譯員）下午好，Duncan 先生。

11 MR DUNCAN：（經傳譯員）响食午飯之前我哋就睇到咗運輸署嘅呢一啲要求，即係
12 使用黑盒嘅要求，時間就係 2003 年嘅 10 月，而家我哋想睇另一份文件嘅，就
13 係 KMB-1 159 頁，呢個係該公司係 2018 年 5 月交嘅第二份陳述書，我想大家
14 睇 175 頁。响個頁頂大家可以見到係寫住係第--有提過話嗰個係專營權嘅一啲
15 要求嘅，第五條問題。跟住有第六條問題，委員會提出嘅問題，「請指出專營
16 權有啲咩嘢要求，呢啲要求係唔係運輸署施加嘅呢，係咪用書面表達嘅呢，如
17 果係，請提供有關文件嘅副本。」

18 公司嘅回應，佢就提過話條文第 7 條，7(1)，即係話專營權合約嘅第 7(1)
19 條，跟住有一個解釋，响討論新嘅專營權嘅期間，政府要求九巴要係承諾採取一
20 啲係加強嘅安全措施，包括但不限於响巴士上安裝啲電子嘅數據嘅處理嘅裝置，
21 有啲人就叫做「黑盒」喇，同埋限速器同埋個監察嘅鏡頭，作為一啲標準嘅設
22 備，當買新嘅巴士嘅時候，就將呢啲納入為標準設備，請睇 2017 年 3 月 10 號
23 由運輸署發出嘅文件嘅一個係摘錄，九巴就係承諾係--向運輸署承諾，就會係
24 响根據新嘅專營權實施有關嘅要求嘅。

25 咁呢個運輸署嗰個信件係一個附件嚟嘅，請大家睇一睇 KMB-9 呢度嘅一份
26 附件，3997 頁。呢個係嗰個文件夾裏面嘅倒數第二份文件。睇番呢頁，呢度係
27 關於係巴士上嘅設施嗰個標題，呢個話根據新專營權合約嘅第 7 條，九巴應承
28 就做某啲嘢，由(a)，跟住就(b)，第 2 頁就有(b)一系列，對我哋嚟講，有關
29 就係(a)，下面寫住「加強安全嘅設備」，呢個就係之前我提及嘅文件所引述嘅
30 有關設施，咁就睇番呢個安全嘅設施總共有八樣，第一項就係羅馬數字(i)，一
31 路去到羅馬數字(viii)，八項。第三項就係話電子數據處理設備，即係嗰個黑
32 盒，係咪咁講啱呢，運輸署係冇講清楚係點樣使用呢個黑盒嘍，佢只係話呢個係
33 一個安全嘅設備嚟嘅，公司應該有呢個設備，咁樣講啱唔啱？

34 梁健宏先生：（經傳譯員）係啱嘅。

1 MR DUNCAN：（經傳譯員）咁所以根據你嗰個解釋，呢個係一個加強嘅用途，即係
2 如果當呢個係一個加強安全，3997 頁咁樣講，就唔當一個--唔係一個加強安全
3 嘅設備嚟嘅，係嘛？

4 梁健宏先生：有少少複雜嘅，呢個問題，因為...

5 主席：（經傳譯員）有咩嘢複雜？

6 梁健宏先生：（經傳譯員）我解釋下。（證人直接用本地話說）Okay，因為一個咁
7 嘅 requirement 佢就 carry forward 嘅，佢將之前嗰啲 franchise 有啲
8 其他啲嘢佢都加埋落去，即係變咗呢個係咪 enhance 呢，就可能同對上一次係
9 咪有分別？呢個係一個 commitment 嚟嘅，喺一個 feature 我哋會做嘅，但
10 係係咪 interpreted as enhance 呢，就我都比較難去 comment，但係我哋
11 係會做呢樣事情嘅。

12 MR DUNCAN：（經傳譯員）根據我嘅理解，你哋應承咗係用呢個咁樣嘅設備...

13 梁健宏先生：正確。

14 MR DUNCAN：（經傳譯員）咪就係咁多呢？

15 梁健宏先生：當然我哋會呢個 device 嘅，咁當然我哋會盡量令到佢係幫到我哋喇，
16 咁我哋係會用嘅，但係答你個問題係咪一個 enhanced safety feature
17 呢，我哋係覺得係幫到 safety 嘅。

18 主席：（經傳譯員）咁 Duncan 先生嘅問題就係話運輸署冇要求--冇講清楚究竟係
19 點樣嚟到呢個設備嚟到係即係所謂加強嘅用途，亦都係冇講明係要將呢個設備
20 嘅用途係要加強嘅。

21 梁健宏先生：No.

22 主席：Nor is there any stipulation as to any enhancement of
23 the capabilities of the device.

24 梁健宏先生：No.

25 主席：Thank you.

26 MR DUNCAN：（經傳譯員）好多謝你，主席，幫手。除咗呢兩份文件呢，我頭先都-
27 -我哋睇咗喇，2003 年嘅一份同埋呢一份 2017 年嘅，咁除咗呢兩份，運輸署
28 有冇响任何時間要求公司係就住呢個黑盒運用有冇話指定用--要嚟做某一種用
29 途？特定用途嘅呢？

30 梁健宏先生：（經傳譯員）冇嘅。

31 MR DUNCAN：（經傳譯員）我未--我哋睇第二份之前，我想睇番 175 頁，即係文件
32 夾第一份，175 頁，嗰度最後一句話九巴承諾--向運輸署承諾嚟到係實施呢個-

1 -即係根據新嘅協議實施呢啲咁樣嘅要求嘅，咁乜嘢形式嘅呢，請問係用咩嘢形
2 式嘅呢，呢個承諾係？

3 蘇偉基先生：呢個問題或者可以等我答喇，因為我喺嗰個 franchise 個 renewal
4 嗰度我有個扮演個重要嘅角色，咁個 undertaking 意思即係話公司佢係--頭
5 先大家睇到第 3997 頁，其實係一封信嘅一個 content 嚟嘅，咁呢封信要係公
6 司簽署，簽署即係代表 commit 去 implement 呢啲嘢，咁然後佢就可以提請
7 去行政會議去 grant 一個 franchise 畀我哋，咁所以呢個係 commitment 嚟
8 嘅。

9 MR DUNCAN：（經傳譯員）你可唔可以畀呢封信嘅副本畀委員會？

10 蘇偉基先生：（經傳譯員）可以嘅。

11 主席：（經傳譯員）呢個係標準信件？係咪當你嗰個要--嗰個專營權要更新--差唔
12 多限期就係要寫咁嘅標準信，係嘛？咁但係你有話任何嘅所謂加強嘅用途嚟
13 嘞，你有應承要有呢個黑盒嚟到係做所謂加強一啲用途嘅，所以只係一個虛張
14 聲勢嚟咋，係咪呀？得個「講」嚟咋？得個「講」字嘅？

15 梁健宏先生：（經傳譯員）呢個就係運輸署即係要求我哋做，“enhanced safety
16 feature”呢個 term 係喺個 paper 度係咁寫嘅，咁我哋 read 佢，當然我哋
17 亦都會睇番呢啲 item，我哋點樣樣可以盡量咁利用到佢，幫助嗰啲 safety
18 嘅，我哋唔係睇字面嘅，我哋唔係睇個 wording 點寫，譬如講頭先嗰度
19 “electronic data processing device”，咁佢或者之前個
20 specification 就係嗰樣嘢，但係其實我哋都希望如果係有啲嘢係可以更加
21 enhance 到，我哋都會轉用其他啲幫到我哋增加嗰個安全嘅，我哋係會唔會淨
22 係喺字面嗰度做，我哋會自己（聲音重疊）...（聽不清）

23 主席：（經傳譯員）唯一嗰個 2003 年嘅 11 月所講嗰啲係要求嚟，冇嘢--跟住之後
24 冇變嚟喇嗎？

25 梁健宏先生：我哋除咗 undertaking 呢樣嘢之外，我哋仲會再做多一啲囉，this
26 is the--呢個係最 minimum。

27 主席：（經傳譯員）我唔係批評你，梁先生，如果運輸署要求你應承--乜都唔做，咁
28 你都同意咗喇，係嘛？乜都唔使點做嘅，你係同意嚟，係嘛？

29 梁健宏：...（聽不清）

30 主席：（經傳譯員）鄧樂勤先生。

31 MR DUNCAN：（經傳譯員）我想去第二個範圍，我就想係涵蓋嘅，呢個就關於黑盒
32 嘅另一個範圍。即係話呢個關於個數據，呢個黑盒，即係九巴裝咗嘅黑盒究竟
33 可以收集啲咩嘢數據呢？咁同埋實際上又收集咗咩嘢證據呢？即係可以收集同
34 埋實際收集咗啲咩嘢數據呢？

1 梁健宏先生：Yes。

2 MR DUNCAN：（經傳譯員）我諗你都知道喇，委員會有聽過一啲證供，呢個叫做
3 Kulis 先生，佢哋係一間叫做 Openmatics 嘅公司嘅代表，即係佢係嗰個黑盒
4 嘅供應商嘅，你知道有件咁嘅事喇？

5 梁健宏先生：（經傳譯員）係。

6 MR DUNCAN：（經傳譯員）你有冇機會睇番佢嗰個證供？

7 梁健宏先生：好簡要咁睇過喇。

8 MR DUNCAN：（經傳譯員）咁至於佢嗰個書面嘅文件呢，佢向委員會提供嘅書面文
9 件，有冇機會睇過？

10 梁健宏先生：（經傳譯員）係嘅。

11 主席：（經傳譯員）我諗你係指稱嗰個代--其實係嗰個律師代表佢交嘅文件？

12 MR DUNCAN：（經傳譯員）係，冇錯。好喇，我想你睇另一個文件夾，BM-1，請你
13 睇番--或者係而家請顯示番第 64 頁，係喇，呢份文件裏面嘅 64 頁。你會見到
14 呢間律師行就係即係主席所提及--即係呢個係嗰封律師行嘅信，咁封信就係關
15 於相關公司所提供嘅服務嘅，你見唔見到？呢個就係律師行嘅信件，你見唔見
16 到？然後就請你揭去 65 頁，你就會見到提供咗畀委員會嘅資料嘅，咁就係由
17 65 頁去到 72 頁嘅。咁問題就係用黑色字，而答案就係用藍色字顯示嘅。

18 首先我想你睇嘅就係第 65 頁，咁喺第一個問題，就係有個書面陳述，就係
19 喺 2018 年 4 月 24 號呈交咗畀委員會，咁就由 2015 年起，九巴就係喺佢哋嘅
20 巴士度安裝一啲限速器喇、黑盒喇同埋一啲監察鏡頭去監察車長嘅駕駛表現，同
21 埋協助調查意外嘅，咁我希望--我想你睇一睇之後嗰三段答案嗰部分。咁
22 Openmatics 嘅服務就並不包括上述嘅限速器同埋監察鏡頭，但係黑盒就係
23 Openmatics 嘅遠程監察系統嘅一部分嚟嘅，Openmatics 就係喺 13 年嘅 4
24 月 16 號同九巴同堆龍運巴士有限公司係簽署咗一個供應嘅合約，去提供一個遠
25 程系統嘅，咁 Openmatics 就開始去提供一啲遠程服務，咁而亦都係使用咗第
26 一個叫做「莫札特盒」嘅黑盒系統。其後，Openmatics 就係即係用一個--另
27 一個叫做「巴哈盒」嘅黑盒代替咗呢個莫札特盒，咁但係客戶係仍然可以同時使
28 用嗰兩套系統，咁而九巴都係有咁做嘅。咁而呢一個遠程系統就係有三個部分，
29 以上所講係咪準確？係咪正確？

30 梁健宏先生：係嘅。

31 MR DUNCAN：（經傳譯員）我就想你睇第 68 頁，都係信件嘅一部分嚟嘅，請你睇下
32 呢一頁嘅第 2 段，就係藍色字嘅部分。究竟呢個英文字母“BC”係代表啲咩
33 嘢？咁而之後嗰一段就講 Openmatics 嘅遠程系統即係係安裝咗喺九巴嘅系統
34 係可以顯示以下四項嘅，第一就係超速嘅紀錄喇，紀錄每一秒嘅數據同埋同相

1 關嘅呢一個全球定位系統嘅資料係一齊儲存嘅；咁第二就係急停去剎車嘅一個
2 不當嘅行為；第三就係突然加速；第四，相關嘅巴士登記編號，咁就係喺即係
3 使用其他系統配合嘅情況下都可以得出呢個資料嘅。你可唔可以確認以上就係
4 包括咗九巴巴士嘅系統係可以即係得出嘅資料？

5 梁健宏先生：係嘅，可以。

6 MR DUNCAN：（經傳譯員）或者能夠收集嘅資料。咁我哋去下一頁之前，我就想同
7 你去了解一個問題，咁如果你睇番下一段，喺九巴安裝嘅 Openmatics 遠程系
8 統，係唔能夠得出某啲巴士嘅路線嘅號碼嘅，咁而之後嗰一段就話系統係會收
9 集資料嘅，咁而每一秒政府--呢個系統係會收集一啲呢啲指明嘅資訊喇，咁而
10 係每三十秒就係會傳遞呢啲資料嘅，如果係即係已經接連咗去呢一個 WiFi 網絡
11 或者其他嘅資料網絡，或者係透過 USB 去傳遞去指定嘅 FTP 嘅伺服器嘅，咁而
12 相關嘅資料亦都係有喺呢一個遠程系統度--一個本地遠程系統儲存嘅。咁而下一
13 段亦都係有即係重複到呢一段嘅資料。咁佢就話呢個數據就係會每三十秒係
14 傳遞去伺服器度嘅。咁我想你睇番 KMB 文件冊一嘅，第 72 頁。呢個就係今年 4
15 月 24 號由九巴公司交界委員會嘅第一次回應嘅，咁我想你睇下呢一頁嘅最後嗰
16 一段。咁佢就話所有巴士都係有安裝黑盒去收集一啲實時嘅資料，包括速度、
17 路線、車門係咪係開定係關喇同埋一個全球定位系統，咁但係即係要將呢啲資
18 料傳遞番去巴士嘅總公司，係會有大概十秒嘅延誤嘅，咁而呢個資料就會係喺
19 呢一個巴士嘅監察系統，即係透過呢個系統係儲存喺電話度嘅。咁根據律師行
20 嘅信件，就係唔一致嘅，咁而根據律師行就係每三十秒傳遞系統，但係根據九
21 巴公司，係每十秒就會傳遞呢個資訊嘅，你可唔可以評論一下即係呢個--即係
22 似乎--呢個差別？

23 梁健宏先生：Yes, thank you。現時就係三十秒，我哋亦都希望係做到十秒嘅，快
24 啲嘅，我哋而家係做緊嘅，咁最主要點做呢？係加大個 server，加大個
25 server，技術上點樣樣可以令到啲數據可以早啲傳送，呢樣嘢我哋係朝住嗰個
26 方向做，係做緊嘅，係諗住係十秒。再 repeat, existing 而家係三十秒。

27 MR DUNCAN：（經傳譯員）咁你係採取一啲咩嘢步驟係去達至一個十秒嘅延誤？

28 梁健宏先生：我哋就會研究睇下點樣樣可以加大啲 server，一啲技術問題，我哋可
29 以做到三十秒。

30 MR DUNCAN：（經傳譯員）你預期幾時係會實行？

31 梁健宏先生：暫時未有一個確實嘅時間表，不過我哋亦朝住嗰個方向做，希望盡快可
32 以收集到啲數據。

33 MR DUNCAN：（經傳譯員）你可唔可以解釋一下咩嘢為之「改善一個伺服器嘅技
34 術」？

35 梁健宏先生：喺三十秒嗰度，覺得最主要係個 server 嘅容量，咁變咗--同埋嗰個

1 flow 會快咗，會密咗喇，咁呢樣點樣技術問題去解決，要處理嘅。

2 主席：（經傳譯員）乜嘢嘅伺服器？邊個嘅伺服器？

3 蘇偉基先生：呢度我想補充番究竟頭先講十秒、三十秒，how reconcile the
4 difference。十秒係講緊嗰個 delay，即係話發生之後，佢喺第十秒呢個
5 data 就 ready to send，三十秒就係 every 30 seconds interval 佢就
6 將呢啲 data 傳送去我哋 headquarters 個 server 嗰度。10 seconds the
7 data delay ready to send and then every 30 seconds interval
8 就會 send 去個 headquarters 嗰度，咁所以呢度解釋番十秒同三十秒係講緊
9 唔同嘅嘢嚟嘅先。（經傳譯員）我需唔需要重複？

10 主席：（經傳譯員）我係問緊呢個係乜嘢伺服器，係屬於邊個嘅呢，佢嘅功能係乜嘢
11 呢？

12 蘇偉基先生：嗰個 server 而家喺我哋九龍灣車廠個 data centre 嘅入面嘅，佢個
13 function 就係 store 呢啲 data，然後去做分析，去 identify 一啲
14 exception。

15 主席：（經傳譯員）咁係咪即係話現時嘅容量係唔足夠，咁所以就係有一個十秒嘅傳
16 達嘅延誤，係咪？

17 蘇偉基先生：（經傳譯員）係，正確嘅。

18 MR DUNCAN：（經傳譯員）即係你認為究竟延誤嘅時間係十秒、五秒或者三十秒就
19 係呢一個使用黑盒上面嘅一個選擇嚟嘅呢？

20 蘇偉基先生：講緊頭先嗰三十秒嗰個傳遞，其實對我哋去分析嗰個黑盒嘅數據係冇影
21 響嘅，因為點解呢？我哋收咗個 raw data，正如頭先另外一份 paper 都咁寫
22 喇，佢未有嗰個車嘅路線嘅，咁我哋係要措起佢呢啲數據，喺其他嘅 system
23 嗰度係要搵番究竟邊條路線、邊個車長，我哋先至可以去做一啲勸喻或者紀律
24 嘅行動嘅，咁呢啲咁嘅報告其實都係每日去 generate 一次，咁所以你話個數
25 據究竟係十秒 send 上嚟定係三十秒 send 上嚟，對嗰個做 exception
26 report 個 process 其實係冇影響嘅。

27 主席：（經傳譯員）即係有實時嘅分析，係咪呀？

28 蘇偉基先生：Real-time 我哋係用另外一個 alert，我哋係--正確，有 real-
29 time analysis。

30 羅先生：（經傳譯員）鄧律師，我想澄清一下嘅，即係首先就有個十秒嘅延誤，跟住
31 要用多三十秒去傳遞呢個資料去總部，啱唔啱？即係總共要四十秒，係咪呀？

32 梁健宏先生：（經傳譯員）我想去澄清一下嘅，現時每三十秒，資料就會係傳遞去我
33 哋嘅伺服器嘅，經過互聯網，咁而十秒嘅延誤就個意思其實同三十秒一樣，咁
34 現時嘅延誤就係三十秒，我哋嘅目標就係將佢縮短到十秒，而家個情況就係咁

1 嘅。

2 主席：（經傳譯員）唔該晒，鄧律師。

3 MR DUNCAN：（經傳譯員）我問嘅問題就係你認唔認為即係黑盒嘅使用者係可以決
4 定嗰個延誤究竟係幾長呢，係五秒、十秒、廿秒、三十秒喇，即係你知唔知道
5 呢個情況？

6 梁健宏先生：呢個係一個決定，亦都視乎技術上同埋資源上同埋係咪幫到件事情，我
7 哋覺得係有機會幫到件事情嘅，就點樣樣可以令啲數據更加可以快啲去到嗰
8 個系統嗰度。

9 MR DUNCAN：（經傳譯員）策略上係可行嘅，係咪？

10 梁健宏先生：應該係。

11 主席：（經傳譯員）咁如果係將嗰個伺服器嘅容量增大，等你可以十秒鐘就傳送啲
12 資料，就唔係三十秒喇，咁嗰個開支方面有咩嘢影響？

13 梁健宏先生：未估量過，不過應該都--數字都唔細嘅，不過我期望科技發達，呢啲嘢
14 就比較可以快啲達到喇，因為牽涉到嗰個 data traffic、data volume、
15 data storage。

16 歐陽先生：（經傳譯員）會唔會其實係有個比較更加強--即係能力更加強嘅伺服器就
17 得啲喇？

18 梁健宏先生：都未必㗎，所以一路係我哋都係研究緊點樣樣可以加快呢個--嗰個流
19 程。

20 歐陽先生：Okay, thank you.

21 MR DUNCAN：（經傳譯員）可唔可以請你睇第 69 頁，BM-1 69 頁，都係嗰個律師
22 樓發出信件嘅呢個附件，你睇到第二部分，藍色嘅嗰第 2 段，同一頁，咁第 2
23 段，第 2 個段落，「呢個遠程嘅資料系統係响九巴安裝嘅呢個系統係可以記錄
24 速度、減速、巴士嘅減速同埋加速，不過巴士嘅加速，即係話持續咁樣嚟到係
25 記錄巴士加速、減速嘅呢個咁樣嘅功能係冇啟動嘅。」

26 可唔可以就係補充一下就係關於呢個--我嘅意思就係想請你睇下 Kulis 先
27 生嘅口頭嘅證供，佢係代表 Openmatics 公司作供嘅，請大家睇第六日嘅謄
28 本。謄本嘅第三冊，第六日嘅聆訊，146 頁。「好喇，我想請你睇睇第二十一
29 行，呢度第廿一行，係一位叫做 Derek Chan 先生，佢係委員會嘅大律師，坐
30 喺我隔離，佢話中間嗰度--佢話嗰個文件中間個--頁個中間係你哋間公司提供
31 嘅答案喇，佢話呢個咁樣嘅講法，頭先我已經講咗喇，加速、減速，就係呢個功
32 能係冇啟用到嘅。我想問嘅問題，你可唔可以解釋下或者係講一講，究竟呢一段
33 嘅意思係咩嘢意思？特別係話記錄嘅加速、減速，即係持續咁樣嘅記錄加速、減
34 速資料呢個講法。」

1 Kulis 嘅回應係咁樣嘅「係呀，我都唔知道，我明白嗰個--佢句子講咩
2 嘢嘅，不過我諗佢係講緊一個情況，呢啲咁嘅數據、數值，加速、減速嘅數值係
3 畀九巴嚟講就係要嚟即係實時提出警告嘅，就唔係喺度記錄，做數據紀錄嘅，呢
4 個係根據我嘅理解喇，即係佢咁嘅一個聲明所講嘅呢件事嘅，我嘅理解喇，所以
5 話我--即係話有咁樣嘅系統裝咗喇，即係嗰個司機嘅回饋嘅設備就會警告嗰個
6 司機喇，實時警告，究竟係咪加速太快、減速太快咁樣。咁所以我哋就係用緊啲
7 加速、減速嘅數值，但係就唔儲存有關嘅數據嘅，即係呢啲係叫做歷史數據喇，
8 呢個就係我嘅理解呢個陳述書所講嘅係咁嘅意思。」「咁陳生，我明白你嘅意思
9 喇。咁所以你嘅理解就係話响嗰個黑盒嘅數據嘅紀錄系統就唔會係記錄加速、減
10 速嘅數據嘅，啱唔啱？」

11 咁 Kulis 先生話「係㗎，我都係咁樣理解嘅，因為嗰個我哋嘅黑盒有另一
12 個功能嘅，就係記錄功能嘅，因為呢個有唔同嘅數據嘅，可能有二十個唔同嘅數
13 據、數值可以記錄嘅，不過就唔包括加速、減速嘅」，咁呢度就我哋等一等，停
14 一停，睇一睇，Kulis 先生嘅意思好似係咁講嘅，雖然九巴使用嘅黑盒係有能
15 力係可以儲存加速、減速嘅數據嘅，但係你有啟用到呢個功能嘅，即係九巴就有
16 啟用到呢個黑盒呢啲功能嘅，我想請公司可唔可以提供下你哋嘅意見呢？即係鑑
17 於你哋之中其中一個人今朝都作證都話加速、減速嘅數據係其實係有儲存到嘅，
18 亦都會係--佢話係用嚟監察司機嘅行為嘅。

19 梁健宏先生：係嘅，我哋有儲存喺個黑盒度，但係呢啲所有嘅資料，加速、減速嘅資
20 料亦都會喺我哋嘅伺服器嗰度嘅，所以啲資料都會傳送番去我哋個伺服器嗰
21 度，係有嘅。

22 MR DUNCAN：（經傳譯員）你嘅意思你話係個伺服器度儲存咗個數據？

23 梁健宏先生：對。

24 MR DUNCAN：（經傳譯員）咁嗰個响伺服器就措咗呢個數據之後，咁公司嗰啲人點
25 樣佢係接觸到呢啲嘅數據嘅呢，實際上係點樣做嘅呢？

26 梁健宏先生：我哋喺個 server 度呢啲紀錄我哋會睇番呢啲加速、減速嘅資料，從而
27 制定一啲--睇睇有冇啲係超過一啲標準，譬如話佢加速得太快或者減速得太
28 快，從而衍生啲比較唔係好 proper 嘅駕駛行為，咁喺呢一度我哋可以利用呢
29 啲咁嘅資料係搵出一啲有關嘅車長去再檢討下佢哋嗰啲行為，就交畀我哋其他
30 部門去處理，呢啲就係用呢啲資料嘅情況。

31 主席：（經傳譯員）鄧先生問，啲人點樣可以接觸到呢，要有啲咩嘢步驟先可以睇得
32 到呢個資料呢，呢個就係佢頭先問嘅問題。

33 梁健宏先生：呢啲資料就係喺電腦嗰度嘅，咁就我哋會有啲電腦程式去處理呢啲咁嘅
34 資料，就出咗一啲 report 出嚟，一啲報告出嚟，咁嗰度亦都因為黑盒度啲資
35 料只係紀錄低嗰個盒嘅資料、時間、速度、加速、減速嘅情況，咁亦都有嗰條
36 路線嘅資料，亦都有嗰個車長嘅資料，所以變咗我哋喺背後，喺個伺服器，喺

1 呢啲咁嘅數據，我哋經過一輪嘅處理，先至可以出到一啲報告出嚟，令到我哋
2 其他部門嘅同事可以去跟進。

3 主席：（經傳譯員）所以嗰個人要求電腦就擺到嘅資訊就係某一個黑盒嘅資訊嘅啫？

4 梁健宏先生：嗰度係冇嘅。

5 主席：（經傳譯員）或者可唔可以再講一講？我聽唔到。

6 李澤昌先生：或者我補充少少，嗰個黑盒嗰啲資料嗰個速度，佢嗰個加速同埋減速呢
7 啲資料就會傳送去嗰個 server 個攝錄器嗰度，而呢個 server 嘅攝錄器裏
8 面，佢會好清楚知道架車由起點去到終點，佢成個車嘅車程，佢亦都可以查到
9 呢架車程裏面佢行嘅位置，咁所以嗰個攝錄器就會有一個好精準知道佢喺邊一
10 個位置係...

11 主席：（經傳譯員）唔好意思，李生，我要講一講，你係咪去某一個黑盒，先至擺到
12 嗰個資料？即係譬如話你可以將嗰個黑盒同嗰個巴士嘅編號係聯繫起來㗎，係
13 咪呀？

14 梁健宏先生：Yes, At the back end we can--係呀，有配對㗎，嗰個盒嘅杯巴
15 同我哋架巴士杯巴係有個 connection 嘅，所以知道呢個盒嘅杯巴對番邊架巴
16 士杯巴，係有個 index 嘅，你知道個盒杯巴就知道邊個巴士杯巴。

17 主席：（經傳譯員）嗰個要求呢啲資料嘅人就係話佢係講緊某一個黑盒或者即係某一
18 架巴士嘅資訊喇，佢要求見到嘅就，啱唔啱？

19 梁健宏先生：（經傳譯員）啱嘅。

20 主席：（經傳譯員）我想--我叫鄧先生繼續之前，我想問一個問題，點解個黑盒係有
21 能力係記錄個加減速嘅數據，點解唔响嗰度措起佢，然後另外亦都係傳送番去
22 個伺服器呢？

23 梁健宏先生：等我解釋吓，個黑盒就記錄低每一秒鐘地點，即係經緯度喇，嗰一秒鐘
24 架車嘅速度。咁如果呢一秒鐘嘅速度去比較番上一秒鐘嘅速度，佢加速超過一
25 個 pre-set value，而家就係 4 公里，4 公里，如果超過而家我哋定咗 4 公
26 里，佢就會車速嘅提示器就會著燈，亦都會響嘅。如果佢呢一秒鐘響過嘅話，
27 呢一秒鐘佢亦都記錄低咗呢個提示器佢響過嘅，亦都有紀錄嘅。如果佢呢一秒
28 鐘佢嘅速度相對佢一秒鐘係細過，而家就係 7 嘅，之前就係 8 嘅，7 公里每小
29 時，即係話佢剎車比較快喇，係急剎喇。

30 咁同樣地，個提示器亦都會著燈同埋「必」聲提醒個車長嘅。而呢個急剎
31 嘅提示亦都喺嗰一秒鐘記錄低嘅，記錄低嘅。咁嗰一秒鐘佢所有冇提示或者冇提
32 示，呢啲咁嘅紀錄，就一秒鐘嘅紀錄都會傳送番我哋嘅伺服器嘅，所以佢嗰秒鐘
33 冇冇提示過佢，喺我哋資料就知道晒㗎喇，所以儲存喺嗰個盒嗰啲數據需唔需要
34 幾次，我哋嘅伺服器都有㗎喇。我哋嘅伺服器掌握晒呢個車長被提示過多少

1 次、因為咩嘢原因提示佢，我哋個資料喺個伺服器嗰度係有㗎。

2 主席：（經傳譯員）咁換句話講，黑盒就會每秒係記錄速度喇，呢個就係運輸署要求
3 嘅，咁佢係減速率就只係會喺超越咗你嗰個即係上限嘅時候，即係每秒 4 公里
4 或者係下降咗 7 公里先至會記錄喇？

5 梁健宏先生：我再補充多一點，我漏咗一樣，就係 speeding，同樣地，如果佢個速
6 度係超過某一個我哋 pre-set 嘅 value，嗰秒鐘，而家我哋定咗就係 70，如
7 果佢嗰秒鐘佢超過 70，個提示器就會響㗎喇，而嗰秒鐘亦都會記錄低個提示器
8 響過佢嘅，如果係超過 70。即係換句說話講，speeding，即係 speeding
9 sudden deceleration、harsh braking、超過嗰啲 pre-set value，都
10 會提示個車長，亦都喺嗰秒鐘如果係有呢啲提示，會記錄低，而所有呢啲咁嘅
11 紀錄，每秒鐘嗰啲紀錄係會傳送去我哋個電腦伺服器嗰度。

12 主席：（經傳譯員）幾時係定下呢一個每小時 70 公里呢一個嘅數值㗎？

13 梁健宏先生：我哋今年 2 月 23 號就將嗰個提示嘅 value 就改做 70 嘅，之前係
14 75。

15 主席：（經傳譯員）你講緊 2018 年，係咪呀？

16 梁健宏先生：對。

17 主席：（經傳譯員）鄧律師。

18 MR DUNCAN：（經傳譯員）多謝，主席。咁我想你睇番你向委員會提供嘅資料嘅，
19 咁喺你第一份嘅即係陳述入面，我想你睇番第 50 頁，你第一份嘅陳述嘅。咁之
20 前我提過，即係我對問題嘅第二部分係有興趣嘅，即係話呢啲嘅裝置即係會收
21 集啲乜嘢資料去監察司機嘅表現，而呢啲收集到嘅資料點樣可以改善駕駛安
22 全，咁根據你嘅答案，你只係提到車速同埋車輛嘅位置，你有提到加速或者減
23 速嘅，咁點解呢？

24 梁健宏先生：因為我哋每一秒鐘都有個速度嘅，正如頭先解釋喇，呢一秒鐘同下一秒
25 鐘個速度嘅分別就等如加速或者減速嘅，所以變咗我哋就唔需要另外一個計時
26 器計佢加速或者減速，我哋就係用每一秒嘅速度去計番佢個加速係點樣樣。

27 主席：（經傳譯員）咁佢係似乎即係呢個唔係一個完整嘅答案，即係唔係完整咁樣回
28 應咗鄧律師嘅問題㗎，個問題係「點解」。呢個即係只係得十二個字嘅啫，呢
29 一句嘅答案，即係你係只係用咗呢十二個字去回應呢一個問題。

30 梁健宏先生：我只係可以講，個黑盒 capture 咗嗰個車嘅速度。

31 主席：（經傳譯員）亦都有其他嘅嘢，係咪？

32 梁健宏先生：Among other things，對。

1 主席：（經傳譯員）個問題係點解你有提到其他嘅資料呢？咁我點解問呢個問題，因
2 為係你負責係回答呢個問題嘅，我唔知邊個係呈交呢份嘅陳述，咁我只係問點
3 解係唔完整呢。

4 梁健宏先生：我哋有二十幾項數據嘅，有時間、有日期、有 vehicle speed、有引
5 擎嘅轉數。

6 主席：（經傳譯員）咁點解冇喺呢度提到呢？

7 梁健宏先生：可能就係呢兩樣最主要嘅數據就係 for monitoring of bus
8 captain。

9 主席：（經傳譯員）鄧律師。

10 MR DUNCAN：（經傳譯員）我而家想講第三個範疇嘅，我之前亦都係表示我係有興
11 趣呢個範疇，咁我哋之前都有提過--唔好意思，我哋係未經過呢個問題嘅，咁
12 第三個範疇就係呢啲收集到嘅資料係會點樣使用，嚟以一個實時嘅方式可以協
13 助車長呢，呢個就係我有興趣嘅範疇喇。係請你睇第 65 頁，就係 BM-1 嘅文件
14 冊嘅，呢個就係律師行發出嘅信件。咁喺呢一項中間藍色嘅部分，佢就話遠程
15 嘅通訊系統係有三個主要部分嘅，咁而第一個部分就係司機回饋裝置，咁喺個
16 介紹度就話呢個裝置係提供一個視覺同埋聲音嘅回饋畀司機嘅，就係就著四個
17 基本嘅門檻嘅數值，包括係引擎嘅轉數、超速、加速同埋即係閒置嘅狀態嘅，
18 咁佢係喺呢一個司機箱嗰度同埋係接駁到去呢個 Openmatics 嘅系統，咁而車
19 長嘅回饋系統就係表示如果即係相關嘅數值達到去門檻嘅話，咁車長就會係得
20 到一個資訊，包括係透過呢一個「必必」聲同埋會有盞燈亮起嘅，咁呢個就係
21 包括係引擎、速度、閒置嘅狀態同埋加速嘅，咁呢一頁度就顯示咗呢啲資料
22 㗎。咁呢個情況係咪即係已經充分咁樣去即係描述咗九巴上面嘅車長嘅警告系
23 統？

24 梁健宏先生：正確。

25 MR DUNCAN：（經傳譯員）咁而家就請你--我想問一啲問題嘅，就係關於呢一啲嘅
26 界限數值嘅。咁 68 頁嘅頁頂，咁就話「根據我哋所知，司機回饋系統就係有喺
27 意外中相關嘅車輛度安裝嘅」，係講緊大埔嘅意外，咁而司機回饋嘅限值，即
28 係喺相關嘅意外入面嘅巴士係最初係由九巴去訂立，然後就由 Openmatics 去
29 調校，去即係切合九巴嘅指定嘅數值嘅，你可唔可以確認？

30 梁健宏先生：正確。

31 MR DUNCAN：（經傳譯員）根據相關嘅歷史，咁而意外中車輛嘅四個限值就係由九
32 巴去訂立，而後來係由 Openmatics 就喺 17 年 7 月 24 日係調整嘅，係咪正
33 確？

34 梁健宏先生：想補充一點，acceleration 同 deceleration，係嘅。Tilting
35 angle 嗰度，嗰度 44，我哋從未有任何嘅設定嘅，亦都搵唔到一個

- 1 reference 嘅設定，所以係冇提供畀 ZF 嘅。
- 2 主席：（經傳譯員）即係九巴冇提供，係嘛，你嘅意思係？
- 3 梁健宏先生：By KMB，冇提供嘅，我哋...
- 4 主席：（經傳譯員）咁據我哋所知，呢啲限值係冇即係入咗落嗰個意外嘅巴士，係
- 5 嘛？即係 44 度。
- 6 梁健宏先生：我哋知道嘅。
- 7 MR DUNCAN：（經傳譯員）你知唔知道 Kulis 先生係解釋呢個就係預設嘅安排？
- 8 梁健宏先生：明白，係。
- 9 主席：（經傳譯員）咁即係--冇取消...
- 10 梁健宏先生：正確。
- 11 MR DUNCAN：（經傳譯員）咁呢個文件就講到根據嗰意外嘅期間，我哋嘅所知，當
- 12 時嘅限值就係咁樣嘅，咁大家可以睇到。
- 13 主席：（經傳譯員）咁或者可唔可以讀出嚟，鄧律師？即係方便我哋記錄。
- 14 梁健宏先生：（經傳譯員）即係加速率就係以每秒幾多米嘅，就係 1.15，每秒
- 15 1.15 米。
- 16 主席：（經傳譯員）呢個係每平方--秒 1.15 米嘅，咁而減速就係 2.3，速度就係
- 17 75 公里嘅，每小時，啱唔啱？
- 18 梁健宏先生：Yes.
- 19 主席：（經傳譯員）咁就係嗰某啲嘅區域嘅速度，咁同樣係每小時 75 公里嘅？
- 20 梁健宏先生：（經傳譯員）我哋係唔知道呢一個數值。
- 21 主席：（經傳譯員）即係你係唔知道第二項數值，係嘛？
- 22 梁健宏先生：No.
- 23 主席：（經傳譯員）多謝鄧律師。
- 24 MR DUNCAN：（經傳譯員）咁然後就係一個閒置嘅數值同埋引擎嘅數值嘅，睇唔睇
- 25 到嗰個數值？
- 26 主席：（經傳譯員）3,000 轉。
- 27 梁健宏先生：Yes, yes.
- 28 MR DUNCAN：（經傳譯員）呢啲就係嗰啲有關嘅限值，唔係淨係個大埔意外個巴

1 士，而係所有九巴嘅巴士上都有啲咁嘅數值嘅，當時係有啲咁嘅數值嘅？

2 梁健宏先生：（經傳譯員）係嘅。

3 主席：（經傳譯員）咁啲數值係由九巴制定嘅，同埋 Openmatics 就調校嘅？

4 梁健宏先生：（經傳譯員）係嘅。

5 MR DUNCAN：（經傳譯員）再睇番兩件有關速度嘅事喇，如果我冇理解錯嘅，如果
6 我理解係正確嘅話，如果任何一架巴士超過咗每小時 75 公里嘅速度，嗰個車長
7 就會聽到啲「必必」聲嘅，同埋個燈會閃下嘅，即係响架車駕駛艙會發現兩樣
8 嘢嘅？

9 梁健宏先生：（經傳譯員）喺嘅。

10 MR DUNCAN：（經傳譯員）咁如果個巴士譬如話每小時 60 公里，而當時嗰個道路嘅
11 限速係 50 公里，有冇任何嘅提示嘅呢？即係車長會收到提示呢？

12 梁健宏先生：而家係冇嘅。

13 MR DUNCAN：（經傳譯員）會唔會有好啲呢，如果係咁樣嘅提頁系統？

14 梁健宏先生：係，absolutely。

15 MR DUNCAN：（經傳譯員）咁响呢方面我想請你睇睇 Kulis 先生嘅證供。請翻到第
16 六日聽證會第六日，我哋嘅第三冊，頁數係 180--唔好意思，係 150。請你特
17 別留意第七行，第 150 頁第七行。咁陳先生就係話「嗰個校好嗰個角度或者校
18 好個數值就係超速，呢度有兩個數值嘅，一個就係速度，另一個就某啲區域嘅
19 速度，兩個都係定咗每小時 75 公里。咁首先有個基本嘅問題，睇下我理解有冇
20 正確，如果係超過每小時 75 公里，咁就即係已經過咗界喇，喺唔喺？」咁就話
21 第 17 段佢話「喺嘅」，17 段話。咁佢呢兩個數值有冇分別呢？速度相對於某
22 區嘅速度，可唔可以請你--你自己睇番第十九行，一路去到第 155 頁第九行。
23 請你用啲時間去睇一睇呢幾行。係咪可以睇晒呢？

24 梁健宏先生：Yes.

25 MR DUNCAN：（經傳譯員）如果我冇理解錯呢個證供，Kulis 先生嘅講法有唔同嘅
26 地方嘅，有唔同嘅--制定兩個唔同嘅限速嘅數值嘅，你嘅理解係咪一樣？

27 梁健宏先生：Yes.

28 MR DUNCAN：（經傳譯員）第一個我哋見到嘅 151 頁嘅呢個第二行，你要制定究竟
29 係咩嘢區域，即係話譬如嗰個地理嘅界限或者係其他嘅資料，如果你係想某啲
30 區域有唔同嘅速度嘅限制嘅一啲數值，咁嗰個系統要知道佢响幾時先至會觸動
31 到呢個咁樣嘅限數值嘅，咁即係話要係制定有關嘅數字，我哋需要調校嘅，要
32 制定究竟有啲乜嘢嘅地區、有咩嘢數值。委員會聽到喇，我唔知道你知唔知

1 喇，我哋所聽到嘅就係城巴係有咁樣嘅系統嘅，佢哋有制定㗎，廿五個唔同嘅
2 區域嘅。咁喺呢廿五個區域就會提供一啲回饋畀車長嘅，你知唔知道有咁嘅
3 事？

4 梁健宏先生： Yes.

5 MR DUNCAN：（經傳譯員）咁第二樣我就更加有興趣嘅，就係使用呢個咁樣嘅電子
6 嘅系統嘅--電子地圖嘅，154 頁第八行開始，咁陳先生，陳正隆（譯音）先生
7 就向 Kulis 先生提出呢個問題「如果我有一個數碼嘅地圖可以顯示唔同嘅路
8 段，有唔同速度嘅限制嘅，咁我可唔可以將呢個系統同而家呢個系統就合併，
9 嚟到係制定唔同嘅所謂嘅速度嘅限值嘅，就視乎嗰架巴士响嗰個電子地圖顯示
10 嘅咩嘢地方，定係話根據呢個系統咁樣合併做唔到嘅？」Kulis 嘅回覆就係話
11 「肯定係可行，係可以做到嘅」，咁我哋需要做一啲嘢，想需要一啲軟件嘅。
12 香港都已經係有電子地圖㗎喇，係嘛？你知唔知？

13 梁健宏先生： Yes.

14 MR DUNCAN：（經傳譯員）頭先你講過喇，最好係有咁樣嘅系統，即係話如果你話
15 嗰度係限度 50 公里，如果你超出 50 公里，最好就有個警示畀個車長喇，咁你
16 對於呢個可行性，呢度有兩個可能嘅改進嘅方法，Kulis 建議有兩個方法，你
17 有咩嘢睇法？

18 梁健宏先生：我哋係好高興知道可以咁樣做，亦都因為呢個 IRC，咁我哋可以得到一
19 啲 map，政府嘅 digital map，因為呢度講緊係一個官方嘅紀錄嚟嘅。一個
20 road speed limit 係一個好嚴重嘅事情嚟嘅，如果嗰啲數據係唔正確，係會
21 好危險，所以我哋而家點做呢？我哋其實喺不--同 Openmatics 商討呢件事
22 情，點樣可以做到唔同嘅區可以知道佢嗰個速度嘅 limit，架車去到嗰度，佢
23 知道呢個 limit 係 70 抑或係 50，而家因為我哋唔知道邊度係 70、邊度係
24 50，所以我哋就定咗係 70。咁利用呢個方法，架車嗰個位置，知道嗰個位置係
25 50 嘅話，佢超過 50 就會響佢㗎喇，呢樣嘢我哋就同 Openmatics 亦都 test
26 drive，7 月 31 號。

27 我哋會有架車將個 digital map 嗰啲 road limit 嘅 condition 就畫
28 咗喺嗰架車嗰個黑盒入面，從而令致到嗰架車去到邊個位置佢就知道嗰個地點嘅
29 road limit 係幾多，速度係幾多。咁我哋 7 月 31 號試過，就覺得係
30 positive 嘅。再進一步我哋就睇到點樣樣可以再 further implement，如
31 果係 possible 嘅，我哋就會所有嘅車隊都會有呢樣嘢嘅措施，從而架車去到
32 50 嘅地方，超過 50 佢就會提示個車長，去到 70 嘅地方，超過 70，就會提示
33 個車長。相對而家就會大大咁改善。

34 李澤昌先生：即係有點補充嘅，因為嗰個地圖嘅重要呢，因為其實香港每一日個道路
35 個速度都可以改變嘅，例如有啲掘咗路、例如有交通意外，其實個即時嗰個道
36 路嗰個速度係可以直接影響到我哋嘅車速，所以個地圖係其實一定要係一個
37 live 嘅地圖嚟嘅，所以咁--即係我哋係有一個突破，就係喺過去一段好短嘅時

1 間，嗰個地圖終於係我哋收到喇，咁 Openmatics 亦都即係擺咗喺個黑盒裏
2 面。咁我哋其實喺第一階段就係頭先講 70、50 都好喇，而家我哋有架車係已經
3 嘗試緊啲喇，咁如果我哋係試到係得嘅話，就會有個即時嘅 alert，個
4 system 睇番嗰個車嗰個 desk board 嗰度 real-time 咁話畀個車長聽「你
5 係超咗速度」，咁但係 geo-fencing 嗰個係需要更加長嘅時間，因為 geo-
6 fencing 嗰個係因為係會--嗰個 black box 收到呢個訊息之後就會即係控制
7 番嗰架車嗰個即係加油、踩 brake 嗰啲，嗰個可能要時間長啲，但係起碼第一
8 階段嗰個 70 同 50 嗰個喇，有咗個 map，嗰度就會行得會快啲，但係而家都係
9 一個--即係我哋試咗大概都係--一架車，試咗都係嗰幾個星期嘅啫。

10 MR DUNCAN：（經傳譯員）點解因為呢個委員會你就擺到嗰個電子地圖呢？

11 梁健宏先生：呢個係我自己嘅 gut feeling 啫，不過即係事情可能咁巧合喇。

12 主席：（經傳譯員）你喺邊度擺到呢個地圖？

13 梁健宏先生：（經傳譯員）政府。

14 主席：（經傳譯員）邊個部門？

15 梁健宏先生：（經傳譯員）運輸署。

16 主席：（經傳譯員）之前有冇問過？

17 梁健宏先生：（經傳譯員）冇嘅。

18 主席：（經傳譯員）幾時問？

19 梁健宏先生：（經傳譯員）我之前冇問。

20 主席：（經傳譯員）咁點解會擺到？

21 梁健宏先生：我就收到封信。

22 主席：（經傳譯員）即係運輸署就話畀你聽係可以擺到咁嘅地圖？

23 梁健宏先生：係咁，啱。

24 主席：（經傳譯員）幾時發生嘅事？

25 梁健宏先生：6月嘅，6月7號。

26 主席：（經傳譯員）個信件係寫住「6月7號」？

27 MR DUNCAN：（經傳譯員）即係6月之前係運輸署就有表示係有呢啲數碼地圖嘅？

28 梁健宏先生：（經傳譯員）冇錯。

29 主席：（經傳譯員）你可唔可以畀一份即係呢封信嘅副本我哋？

1 梁健宏先生： Yes.

2 主席：（經傳譯員）咁麻煩而家就去影印呢封信，可唔可以有人去幫手影印呢封信？
3 即係上面冇寫到字，係嘛？咁只係影印就可以喇，跟住我哋會還番畀你嘅。鄧
4 律師。

5 MR DUNCAN：（經傳譯員）多謝，主席。可唔可以咁講，九巴公司嗰即係一啲限速
6 50 嘅路段，即係嘅行駛嘅里數係比起限速 70 嘅地段嘅里數係多好多嘅？

7 梁健宏先生：答唔到你，can't answer you，我要去攞多啲數據。

8 主席：（經傳譯員）咁可能--其實城巴都答唔到呢個問題，可能你係可能會感到安慰
9 喇，如果你聽到咁樣。咁香港嘅路段嘅速度限制就係有用顏色去分嘅，即係大
10 部分嘅路都係限速 50 嘅，咁我哋就可以顯示埋你啲巴士路線嘅，咁但係即係
11 一般地講都可以答呢個問題嘅。咁喺限速 50 嘅路段嘅巴士行駛係多過制速 70
12 嘅巴士好多嘅，如果你仍然係答唔到，你可以話我知。

13 MR DUNCAN：（經傳譯員）或者我幫一幫你吖。九巴嘅巴士係咪經常去行駛一啲路
14 段限速 50 嘅地帶？

15 梁健宏先生：（經傳譯員）係嘅，但係即係嗰個有幾多程車--即係車程嘅數量可能係
16 唔同嘅。即係我係工程師嚟嘅，所以我係想知道啲事實先去回答你。

17 主席：（經傳譯員）或者你都可以去從政。

18 MR DUNCAN：（經傳譯員）我就想問多一個問題嘅，就住呢一個範疇，咁喺成立獨
19 立檢討委員會之前係有採取到啲咩嘢步驟，即係就住一啲超過咗時速 50 公里限
20 制嘅巴士，究竟係做咗啲乜嘢？

21 梁健宏先生：我哋曾經試過呢，我哋曾經試過個咪錶去到 50 嗰陣時就 prompt 個車
22 長，個咪錶去到 50，當其時架車係唔知道佢行緊咩嘢路段嘅，我哋曾經試過佢
23 超過 50 就提一提佢「喂，你超過 50 喇」，但係啲車長--因為我分別唔到架車
24 喺邊個位置，但係我哋都想提啲車長，如果佢行緊市區嘅道路，就話畀佢知
25 「喂，你超過 50 喇」，但係有啲情況就係啲車未必真係--行開又 50，又 70
26 嘅話，變咗有啲車長就覺得就有啲 unnecessary 嘅 alert 喇。所以變咗試咗
27 一段好短嘅時間，我哋都唔可以再做，因為其實我哋判斷唔到架車實情係喺 50
28 路段吖，抑或 70 路段。

29 主席：（經傳譯員）即係根據我嘅理解，你係想去試驗一下，即係當車速一超過 50
30 公里就去有一個嘅訊號，但係啲車長就覺得好煩，因為即係好多時佢哋都喺一
31 啲限速 50 嘅區域嘅？

32 梁健宏先生： Correct.

33 主席：（經傳譯員）究竟係咩嘢時候？

1 梁健宏先生：（經傳譯員）都好一段日子之前喇，我唔記得實際嘅時間。（證人直接
2 用本地話說）but 呢個就唔係 telematics 出嚟嘅，唔係個黑盒嗰度嘅。

3 主席：（經傳譯員）呢個就係車速器，係咪呀？

4 梁健宏先生：（經傳譯員）冇錯。

5 主席：（經傳譯員）我哋稍後就會去休息一下，因為即係已經進行咗一段好長嘅時
6 間，咁大家可以去放鬆一下。即係你係可以嘅話，即係可以去小休嘅話，你可
7 以話畀我知嘅。

8 MR DUNCAN：（經傳譯員）或者可以完埋呢一個議題。呢套系統就係 13 年係向
9 Openmatics 去購買嘅，係咪？

10 梁健宏先生：（經傳譯員）係。

11 MR DUNCAN：（經傳譯員）咁當時，即係限速 75--即係 75 車速呢一個數值有冇係
12 輸入咗去系統度？

13 梁健宏先生：嗰個設定係 KMB 話畀 Openmatics 知嘅，係 KMB 定嘅。

14 MR DUNCAN：（經傳譯員）咁喺 2013 年直至到委員會成立呢段期間，你有冇檢討
15 過即係呢個系統有冇去即係透過呢個全球定位系統去記錄一個超速超過 50 嘅情
16 況，你有冇即係探討過呢個情況？

17 梁健宏先生：（證人直接用本地話說）我唔可以肯定，但係我相信我哋曾經都會同製
18 造商討論過呢個話題。（經傳譯員）我唔肯定嘅。

19 MR DUNCAN：（經傳譯員）可唔可以話畀我哋知係幾時？

20 梁健宏先生：（經傳譯員）我唔記得嘅。

21 主席：（經傳譯員）你記唔記得即係喺公司入面係咩嘢人士係參與？

22 梁健宏先生：（經傳譯員）我唔記得。

23 主席：（經傳譯員）鄧律師，我哋而家係會小休十五分鐘，唔該。

24

25 下午 3 時 53 分聆訊押後

26

27 下午 4 時 08 分恢復聆訊

28 出席人士如前。

29

1 主席：（經傳譯員）鄧生，請繼續。

2 MR DUNCAN：（經傳譯員）多謝你，主席。各位先生，請睇番個個謄本嘅文件冊，
3 係第 11 日嘅聽證會嘅謄本，請睇番 73 頁，請睇番第 14 行，佢係委員會嘅黃
4 律師問呢個 Kelvin Yeung 楊先生，大家都知道楊先生係公司嘅現在嘅僱員，
5 啱唔啱？

6 李澤昌先生：（經傳譯員）係。

7 MR DUNCAN：（經傳譯員）第 14 行呢度，即係黃小姐，黃佩琪大律師，「我哋同
8 Alok Jain 收到--其中一次見面嘅時候收到嘅證供，就佢哋考慮過有個積分表
9 嘅一個系統嚟嘅，即係計積分嘅系統嚟嘅，其中一個考慮過嘅系統就係呢個叫
10 做 GreenRoad.com 嘅系統嘅，佢呢個作用就係會知道嗰個司機嘅駕駛嘅行
11 為，呢個車長，有三個類別嘅，紅色、黃色、綠色。」

12 跟住我哋跳一跳，去 75 頁，睇番 75 頁，第 8 行，楊先生講「我唔係好清
13 楚 Alok 先生所講嗰個名，不過應該係採用呢個制度嘅，呢個其實好似我哋現有
14 嘅制度。」

15 主席問「嗰個制度係乜嘢制度呀？」楊晉璋先生 Kelvin Yeung 就話「正
16 如我所講，會有聲，會有燈著咗，有三隻顏色嘅燈嘅，視乎個車長嘅駕駛行
17 為，就會著三盞燈嘅一種燈。呢啲燈就佢响嗰個車長總站，拍咗個八達通卡，
18 就會著㗎喇，跟住個燈就會視乎嗰個係車長嘅表現嚟到著個燈，綠色最好，黃
19 色同埋紅色即係話有啲嘢需要改善，呢個系統現在仍然响度使用嘅。」

20 主席就問一個問題「當嗰個車長係落班嘅時候，佢就再點一點佢嗰個八達
21 通卡，呢個响咩嘢地方會顯示呢個資料畀佢睇呢？」楊生就話「只係話佢第一
22 次拍個八達通卡嘅時候，朝頭早嘅時候先至會顯示呢個資料嘅，我唔知道佢會
23 唔會顯示番前一日嗰個資料嘅燈號，但係我知道同一日嚟講，就唔會畀番個車
24 長睇嘅，即係話佢落班嘅時候冇資料嘅。」

25 「你嘅意思即係上班嘅時候就係有資料嘅？」「係嘅，上班嘅時候就顯示
26 資料嘅。」

27 「呢個資料係關於咩嘢時段㗎？」「我要睇番嗰個有關嘅期限嘅，不過就
28 唔係講緊同一日嘅資料嚟嘅，係關於過去一段時間嘅，至於話呢個期限係個範
29 圍，我就而家有資料。」

30 「咁樣嗰個顯示响邊度顯示呀？嗰個巴士車長喺邊度見到㗎？」「每個巴
31 士總站都有一個電腦嘅，個車長返到去總站，佢就要將佢嘅職員卡嚟到係拍一
32 拍，咁先攞到呢個資料嘅，個電腦就响嗰個亭外面嘅，即係巴士總站對住巴士
33 車長個亭外面嘅。」

34 「即係你意思話...」「有三種顏色，就會其中一種就會向個車長顯示出
35 嚟，就係紅色、黃色、綠色。」

1 好喇，我睇番頭先個證供，我有個問題，你可唔可以證實呢個三色系統，
2 綠色、黃色、紅色係現在都仍然响度使用㗎？

3 梁健宏先生：（經傳譯員）係嘅。

4 MR DUNCAN：（經傳譯員）你可唔可以形容一下呢個系統個基礎係點樣㗎？

5 梁健宏先生：呢個係一個車長駕駛嘅評估嚟，一個 score 嚟嘅，一個分數，就有四
6 樣嘢去評估佢嘅，第一樣就係 excessive idling，即係怠速太長；第二樣嘢
7 就係 harsh braking，即係急剎；第三樣就係 sudden acceleration，加
8 速得太快；最後一樣就係 speeding，超速。如果就住呢四個項佢嘅表現，喺
9 每一位車長佢一個 trip，佢每日咁多個 trip，一個禮拜嘅表現，我哋就攞呢
10 四樣嘢去作為一個準則去評估下佢個駕駛嘅表現。

11 當然我哋有啲準則就係頭先所講啲幾個內容，啲幾個類別，佢做得好嘅
12 話，架車就會比較柔順一啲，乘客坐喺架車度會安全啲，架車個 fuel
13 consumption 亦都會環保啲，個 fuel consumption 會好啲嘅話，就即係等
14 如環保啲，所以變咗呢樣嘢就係一個 eco-safe driving, eco-safe。

15 評估咗有個 score，就會分為最好啲就綠色，另外就有 amber 同埋 red
16 嘅，即係分三個級別，呢個就係每一個禮拜嘅 score 嚟嘅，呢個 score，佢去
17 到 termini 嗰度去 report duty，佢 sign in for duty 嗰陣時，佢就會
18 話畀佢知佢十日前嗰七個 week 嘅--七個日，十日前之前嘅七天嗰個 week 嗰個
19 score，show 到佢係綠色，黃色、紅色就有 show 出嚟嘅，不過就會 show 一
20 啲 wording 提醒佢要注重啲乜、注重啲乜。

21 意思就係點解呢？其中一樣嘢因為車長喺站頭去拍個卡，個 screen 唔
22 多唔少有時有其他人會睇到，即係變咗呢樣嘢就令到個車長就知道佢係咩嘢
23 score，但係嗰個內容就係咁樣樣顯示。同一時間，佢如果上番去我哋嘅員工
24 網，個車長上個員工網，佢亦都可以睇番佢過往嗰八星期佢個分數嘅。呢啲咁
25 嘅提點亦都喺佢喺站頭、bus terminus report duty 嗰陣時，嗰個畫面亦
26 都會話畀佢知佢嘅分數之餘，詳情佢亦都係可以上番個員工網，知道佢嘅駕駛
27 表現，呢個係一個比較佢自己知道佢自己嘅駕駛行為，呢啲就自己去改進喇。

28 呢個設計個目的就係咁樣樣。我哋就係應該係 2015 年 11 月 launch 嘅。

29 MR DUNCAN：（經傳譯員）換句話講，個系統係可以幫助到車長，係咪呀？

30 梁健宏先生：（經傳譯員）係嘅，亦都係可以幫助到乘客同埋巴士公司。

31 MR DUNCAN：（經傳譯員）究竟紅、黃、綠嘅呢個分類係基於乜嘢嘅資料或者數據
32 去訂定嘅呢？

33 梁健宏先生：我暫時就有呢個分類嗰個數據，不過絕大部分都係 green，嗰個
34 score 係有個 formula，有個程式嘅。

- 1 李澤昌先生：佢問黑盒有啲咩嘢數據。
- 2 梁健宏先生：（經傳譯員）唔好意思，我誤解咗個問題，我重複一次。（直接用本地
3 話說）有四個 item 嘅，有四個類別嘅，excessive idling...
- 4 主席：（經傳譯員）唔需要重申呢一啲嘅類別喇，你講得好清楚。鄧律師嘅問題就
5 係究竟定立嘅限值係幾多，即係就住呢四個類別？
- 6 梁健宏先生：（經傳譯員）唔係咁簡單嘅，（直接用本地話說）佢有兩個
7 threshold 嘅，第一個就係 excessive idling 就係唔好超過十五分鐘，唔
8 好超過十五分鐘；Harsh braking 就係跟番我哋黑盒嘅 setting；Sudden
9 acceleration 跟番黑盒嘅 setting；Speeding 亦都係跟番黑盒嘅
10 setting。即係換句話講，speeding 就係 70，sudden acceleration
11 就係 4 km per hour per second。
- 12 主席：（經傳譯員）似乎呢個資料係有傳遞，即係當車長每日去簽到嘅時候就會見到
13 呢個資料，係咪呀？
- 14 梁健宏先生：佢每一日拍卡，佢每一個 journey、佢每一個 trip，start or end
15 the journey 佢會 tap his -- tap 佢個卡喺嗰個 terminus 嗰度嘅，每日
16 就有兩次會話畀佢知嘅，因為你次次都話畀佢知，佢就覺得好煩擾嘅，所以變
17 咗每日佢拍卡就會話畀佢兩次知，就話畀佢知，show 到佢個 score 係幾多
18 嘅。
- 19 MR DUNCAN：（經傳譯員）係咪即係要拍張卡定係要插張卡入部機度？
- 20 梁健宏先生：係，佢拍佢個卡，個 screen 就會 show 出嚟。
- 21 MR DUNCAN：（經傳譯員）呢個紅、黃或者綠嘅分類會唔會影響一啲某一啲獎項
22 呢？正如我哋今朝所講。
- 23 梁健宏先生：No，淨係喺開始 launch 有個 promoting scheme 嗰時先至有短暫
24 試過呢樣嘢啫，otherwise 就有，純粹一個等個車長知道佢自己嗰個
25 performance，知道佢自己嘅表現，等佢從而佢自己去改進佢嗰個駕駛技巧。
- 26 主席：（經傳譯員）關於嗰四個類別，你就同我哋講過啲限值係幾多，如果譬如話喺
27 個速度嗰度係超過咗限值，車長係咪唔會得到呢個綠色嘅分類呢，或者如果係
28 加速率太高，又會係點呢？
- 29 梁健宏先生：（經傳譯員）係有一個嘅方程式嘅。
- 30 主席：（經傳譯員）你可唔可以同我哋講下方程式係乜嘢？或者你知唔知道究竟條方
31 程式係點樣？
- 32 梁健宏先生：（經傳譯員）係有一條方程式嘅，（直接用本地話說）之後再交界你，
33 可以嘛？

1 主席：（經傳譯員）可以嘅，即係希望係用一個書面嘅形式係分享呢個方程式嘅，會
2 唔會係喺網站度都有呢條方程式，令到車長知道呢？

3 梁健宏先生：The formula，佢嗰度有--喺個 website 嗰度，佢自己先睇到佢自
4 己嗰個 performance 嘅，淨係即係 show 到綠色、黃色同埋紅色嘅啫，佢自己
5 睇到嘅，亦都分番個四類別嘅，佢自己知道嗰四類別嗰個 score 係咩嘢色嘅
6 啫，actual score 就有嘅，係 by colour。但係我哋有啲提示，如果佢係紅
7 色嘅話，就提示佢要踩油門就柔順啲，踩 brake 就緩慢啲，空轉嗰陣時就少
8 啲，會提點番佢邊一類別需要改進。

9 主席：（經傳譯員）請你提供呢條方程式，唔該晒。鄧律師。

10 MR DUNCAN：（經傳譯員）有冇任何嘅通告或者係文件係去解釋畀車長知道究竟呢
11 個計劃嘅目的係點呢，同埋點樣運作嘅呢？

12 梁健宏先生：有嘅，我哋有呢啲通知嘅，我哋有 poster 嘅，有...

13 MR DUNCAN：（經傳譯員）你可唔可以提供一啲嘅例子呢，呢啲嘅資料？

14 梁健宏先生：（經傳譯員）可以嘅。

15 MR DUNCAN：（經傳譯員）你有冇從車長或者工會收到任何嘅意見，即係佢哋點樣
16 去睇呢一個嘅評分制度呢？

17 梁健宏先生：唔係一個好 formal 嘅 feedback，亦都--但係亦都有啲同事同啲車
18 長去溝通，都知道呢樣事情嘅，佢哋亦都知道呢個唔係一個獎賞嘅計劃嚟嘅，
19 呢個係一個希望啲車長知道佢駕駛表現嘅方法。

20 MR DUNCAN：（經傳譯員）有幾多百分比嘅車長會長期都有一個綠色嘅評級呢？

21 梁健宏先生：初步數據有啲顯示絕大部分都係得到 green 嘅 rating 嘅，佔咗有大
22 約 1 個 per cent 嘅就會黃色嘅，紅色就比較少。

23 MR DUNCAN：（經傳譯員）如果只有百分之一係得到黃色，係咪即係好少--即係少
24 於百分之一係紅色呀？

25 梁健宏先生：For example，譬如講番最近 7 月 15 號至 7 月 22 號呢個禮拜，有接
26 近九萬個 record 係 green 嘅--六萬九千-- 69,824 係 green 嘅，有 844
27 係 amber，red 就係 8 個 record。至於再之前嗰個禮拜，2018 年 7 月 8 號至
28 到 2018 年 7 月 14 號有 61,010 個紀錄係 green 嘅，amber 有 768，red 係
29 有兩個。

30 MR DUNCAN：（經傳譯員）或者講一個比較極端啲嘅例子，如果有一個司機係經常
31 都係喺一個 50 限速區度係經常超速，但係車速係低過 70，而喺一啲迴旋處就
32 翻側咗架巴士嘅，根據呢個嘅制度，佢仍然都會得到綠色嘅評級，係咪呀？

1 梁健宏先生：因為呢個佢唔知道佢喺咩嘢位置嘅，所以佢就唔知道你喺 50 路段，呢
2 個就分辨唔到嘅，呢個分辨唔到，佢淨係個速度。

3 MR DUNCAN：（經傳譯員）所以就畀一個綠色評級佢？

4 梁健宏先生：淨係速度，係，yes。

5 MR DUNCAN：（經傳譯員）你有冇收到一啲意見究竟啲車長係有冇為意有呢一個制
6 度呢？

7 梁健宏先生：睇番有啲情--呢個就係只不過其中一個即係想知道佢點樣揸車嘅，亦
8 都有其他呢啲佢頭先所講個四樣嘢，包括 excess idling、harsh braking、
9 sudden acceleration 同埋 speeding，我哋都有其他啲 report 可以睇到
10 嘅，呢個只不過頭先所講個綠色、黃色、紅色，個車長自己知道，但係其他
11 我哋有啲報告亦都可以睇番佢呢幾樣嘢嘅表現，我亦都知道有啲紅色嘅同事，
12 我哋知道佢個駕駛內容，我亦都知道佢哋係 50 會超速，我哋亦都會有其他啲
13 啲 report 可以知道，去處理呢個情況，嗰個係管理層會睇嘅，正如頭先彭生
14 所講，佢有啲車務主任就會喺其他啲 report 去睇呢啲同事嘅表現。

15 而家呢個綠色、黃色、紅色只不過一個好簡單，但係亦都有啲啟發性，等
16 啲車長知道佢個表現。

17 主席：（經傳譯員）鄧生問就唔係話你點樣知道佢哋嘅駕駛表現嘅，就係佢哋有冇留
18 意到有呢個制度？佢哋為唔為意呢？

19 梁健宏先生：每一日佢有兩個機會佢會睇番佢哋個 screen，佢自己嘅
20 performance 嘅，亦都佢可以上員工網嗰度睇到，呢樣嘢就個車長會知道嘅，
21 車長係知道嘅。

22 李澤昌先生：其實呢一樣嘢係一啲幾溫馨提示嘅嘢，當然要尊重番大部分嘅車長佢自
23 己都有佢自己嘅駕駛嗰個態度同精神，呢個唔係一個 discipline 或者係咩嘢
24 嘅態度嚟，所以其實呢一個係亦都要尊重個車長佢本身應該係有個正確駕駛態
25 度，呢個係最基本等佢有一個知道自己係揸成點，亦都係希望佢哋自己可以喺
26 嗰度係得到啲改善。當然下幾步可以係話多啲資料係咪可以令到我哋可以深入
27 咁知道佢係咪轉彎等等嘅嘢，呢個係有其他嘅方案去做，例如係有啲便衣巡
28 查、有人投訴，呢個會再做。但係呢一樣嘢係真係係希望佢哋尊重啲車長，佢
29 自己畀番啲空間畀佢哋自己咁解嘅啫。

30 主席： Mr Duncan.

31 MR DUNCAN：（經傳譯員）究竟有冇有效呢？或者效率好唔好呢？呢個制度有冇咩嘢
32 問題呢？

33 梁健宏先生：我覺得係可以再好啲嘅，如果啲數據係更加可以實時反映到個車長個
34 個駕駛態度、方法，正如頭先所描述，佢行緊個 50 路段，講 speeding，如果

1 佢行緊 60，佢都唔會喺個分數度反映到出嚟，但係如果--正如上一次講話如果
2 我有個 digital map，可以 indicate 到佢喺 50 路段超速嘅話，咁樣嗰個
3 分數就可能又好唔同，呢度亦都會反映到出嚟嘅，所以而家個 score 係我哋現
4 時個情況下可以做到嘅，但係如果係有啲更加好嘅反映到實際嘅情況，我哋就
5 會跟進，會希望再做好啲。

6 MR DUNCAN：（經傳譯員）我個問題就係關於--係咪究竟呢個系統有效率呢？即係
7 巴士司機知道有個咁嘅系統，佢哋有利用到，同埋拍完卡就知道，究竟呢個系
8 統係咪有效，係咪有效率咁樣運作緊嘅呢？

9 梁健宏先生：（經傳譯員）係嘅。

10 MR DUNCAN：（經傳譯員）我問呢個問題，因為從嗰個關於雜項事件嘅文件冊第 3
11 冊 899 頁嘅，可唔可以請大家揭去嗰一頁呀？

12 主席：（經傳譯員）呢個雜項文件冊第 2 冊，即係我呢個版本就應該係第 2 冊。

13 MR DUNCAN：（經傳譯員）你可能未睇過呢份文件嘅，各位先生，我就想向你逐部
14 分係簡介，我諗李先生會知道委員會主席同埋秘書處嘅人員就曾經去探訪一啲
15 車廠、總站，係 8 月 3 號，即係上個禮拜五，我解釋下，呢個就係探訪完之後
16 做嘅一啲紀錄嘅，即係開完會，探訪完之後做嘅紀錄。

17 第一個係關於 899，係去沙田新城市廣場嗰個總站嘅紀錄嚟嘅，我有興趣
18 就係最後一個記項，呢一頁嘅最後一項，個附件 A 有啲相片嘅，委員會都同三
19 個車長傾過偈嘅，都係了解一啲事項，就即係委員會同嗰三個巴士車長傾完之
20 後，跟住你睇最後一點，同一個巴士車長之後就示範點樣嚟使用八達通卡或者
21 係員工卡响嗰個係稽查嗰個辦事處嗰度點用。

22 呢度有個備註嘅，8 月 1 號聽證會嘅時候 Kelvin Yeung，係一個九巴嘅
23 僱員就作咗證嘅，去到跟住下面嗰行，佢就係拍咗卡，跟住嗰個電腦就有個白
24 色嘅畫面，跟住有個藍色字體嘅訊息，就叫佢小心駕駛，因為今日就個天氣就
25 落雨，跟住就話畀佢聽下一個巴士嘅個路程係乜嘢，冇見到任何有啲分顏色嘅
26 訊息或者係有啲--或者一啲訊息嘅窗口、盒，我問佢究竟有冇見過嗰個分顏色
27 嗰個訊息，佢話冇，因為佢今日第一日係報到上班嘅。

28 跟住 902 頁，呢個去聯和墟巴士總站嗰度嘅探訪嚟嘅紀錄嘅，最後一項，
29 呢度呢一頁嘅最後一項，亦都係問番嗰啲巴士車長究竟有冇喺個螢幕度有啲係
30 顏色嘅訊息呢，個回答都係冇嘅，委員會就觀察到當佢拍卡嘅時候係有個白色
31 嘅訊息，綠色嘅字就講清楚今日佢呢個負責嘅路線嘅一啲訊息。

32 跟住就去到屯門嗰個總站--車廠嗰度，屯門車廠，903 頁。一半嗰頁嘅中
33 間嗰度，探訪期間，委員會都同一個車長傾偈嘅，佢响嗰個休息室度嘅。

34 第二點，個巴士司機就知道係有呢個分顏色嘅訊息顯示响個螢幕嘅，當佢
35 擺嗰個係八達通卡就會見到，佢就話呢個係一個--係咪一個綠色嘅駕駛行為嘅

1 一個監察系統嚟嘅，佢知道如果係綠色，即係話一切都可以嘅；如果係黃色，
2 係需要改善嘅；如果係紅色，一般嚟講，即係話個巴士司機嘅駕駛係有啲問題
3 嘅。

4 最後，山景嘅巴士總站，904 頁，呢度就引述委員會同三個巴士車長嘅傾
5 偈，就知道嗰個係稽查，呢個有啲咩睇法，第三點呢度，其他兩個巴士車長
6 就即係顯示佢哋上班嘅時候就拍卡，都係見到一個白色嘅同埋有一啲係藍色嘅
7 字嘅訊息，就講明佢個巴士司機今日嘅駕駛嘅分派嘅職務，見唔到有啲有顏
8 色嘅訊息嘅。其中一個巴士司機就話佢第一日--即係嗰嗰上班嘅時候就係會見
9 到個訊息嘅，有啲就話--有另外一個就話佢唔知道，冇留意，佢就冇留意嗰個
10 螢幕有啲咩嘢嘅訊息嘅。

11 我就想你畀啲意見，你可唔可以講下呢個拍完卡之後，嗰個訊息就話叫佢
12 小心駕駛同埋下一個路程係點樣樣，就有話咩嘢紅或者綠、黃、紅，可唔可以
13 講一講你嘅睇法呢？

14 梁健宏先生：佢嗰個提示嗰日，譬如天氣係不穩定，係濕呢，就會提示嘅。Amber
15 嗰個，佢就唔係每次都提示嘅。點解咁呢？亦都唔想令到個車長覺得太多，尤
16 其是有啲 trip 係好 frequent 嘅，佢嗰個埋站時間比較短，就設計到就唔會
17 show 嘅，亦都唔排除主席當日喺個別站頭會唔會有啲技術問題，我哋要去睇一
18 睇，睇到咩嘢原因 show 唔到出嚟。

19 第二樣嘢，宣傳嗰方面，係咪啲車長唔係咁充足去了解呢個咁嘅紅、黃、
20 綠呢樣嘢呢？我覺得我哋都要做番好少少，但係我想覺得呢個都係一個好嘅方
21 法，等個車長知道佢自己嘅駕駛，等佢自己知道。

22 至於嗰個 score 係點計法、可唔可以計好啲、精準啲、準確啲反映到佢個
23 個駕駛狀況或者宣傳好啲，我諗我哋真係要加倍努力。

24 MR DUNCAN：（經傳譯員）可唔可以話畀我哋聽幾時你最後一次話畀巴士車長呢個
25 咁嘅系統有啲咩嘢重要性？

26 梁健宏先生：我唔知道。

27 MR DUNCAN：（經傳譯員）你同委員會講，你又話有啲文件你可以畀我哋嘅，係咪
28 呀？即係關於嗰個方程式同埋點樣計，同埋你向員工點樣係通知佢哋呢個計劃
29 嘅？

30 梁健宏先生：（經傳譯員）係嘅。

31 MR DUNCAN：（經傳譯員）我而家就係想去講黑盒上嘅另一個範圍，我就想問一啲
32 問題嘅，即係話呢啲黑盒嘅數據去點樣使用先至可以去協助監察車長同埋佢哋
33 嘅駕駛表現嘅，我知道黑盒嘅其中一個用途就係收集巴士嘅車速，我係想請你
34 睇下你呈交畀檢討委員會嘅第二份陳述，呢個就係 167 頁嘅。

1 呢度有兩題比較長嘅問題，就係喺呢一頁嘅上方嘅，就係 167 頁，我諗我
2 都唔需要係逐一講，但係我希望你係想睇一睇回覆嘅第二段，就話呢個就係有
3 一個特有嘅電腦程式去匯報一啲疑似嘅超速個案，係畀一啲主任去檢查同埋確
4 認嘅。喺確認之後，一啲已經確認嘅超速個案就會交界呢個巴士車長表現管理
5 組嘅表現經理係去進一步採取行動嘅。

6 我而家想請你睇睇第 170 頁，委員會即係喺上方就話公司係被要求去提供
7 一啲資料同埋樣本去說明喺咩嘢位置係會有司機係以一個不適合嘅速度去駕
8 駛，而喺回應方面，第一段就話由黑盒收集嘅數據嘅樣本就係以一個 BOP 207
9 號報告嘅形式係去程交嘅，就係喺附件度夾附，就顯示咗一啲超速嘅個案，而
10 係遮掩咗一啲個人資料，佢係顯示咗日期、時間、巴士登記編號、路線號碼同
11 埋相關車長嘅資料。

12 我哋就會睇番呢一份嘅附錄，就係 KMB-9 文件夾嘅第 3995 頁，係第
13 3995-1 嗰度都係有一個翻譯本。我就有一啲問題就係關於呢份報告嘅，如果你
14 睇番第一行，喺右面就有一項資料，嗰個長度就係以秒去代表，有個最高速度
15 就係 67.9 嘅，我假設呢個係每小時幾多公里，係咪？啱唔啱呀？

16 黃祥明先生：（經傳譯員）係，我見到嘅。

17 MR DUNCAN：（經傳譯員）個正確嘅理解係咪代表當時架巴士嘅速度係喺嗰三十二
18 秒嘅期間速度都係超過 67.9，究竟係多過 67.9 咩，大概 67.9 咩，定係低過
19 67.9 呢？即係究竟應該點樣解讀？

20 黃祥明先生：呢個圖表顯示呢架巴士 TW5352，喺呢個時間 2018 年 5 月 1 號嘅 0 時
21 00、十九-- 20:07 嘅呢個時間有三十二秒嘅時間係最高車速係 67.9 時速公
22 里。

23 MR DUNCAN：（經傳譯員）係咪即係喺整段嘅期間都係速度 67.9 呀？

24 黃祥明先生：喺呢個顯示嘅時間嘅三十二秒都係呢個時速嘅速度。

25 MR DUNCAN：（經傳譯員）即係係咪整段期間都係呢個速度呀？

26 黃祥明先生：喺呢三十二秒裏面，佢係有延續性嘅呢三十二秒裏面係出現過最高嘅車
27 速係 67.9。

28 主席：（經傳譯員）點解你係要揀呢一個三十二秒嘅期間，而唔係六十秒或者九十秒
29 呢？

30 黃祥明先生：因為嗰個黑盒嗰個顯示係每秒出現嘅，當佢係一個達到一個我哋指定咗
31 嗰個嘅車速限制嘅時候，佢就顯示出嚟，就會顯示到呢架車喺當時行咗幾耐嘅
32 時間裏面係行幾高--最高嘅車速係幾多。

33 主席：（經傳譯員）即係我想了解，就係點解三十二秒？

1 梁健宏先生：呢個係一個 exception report 嚟嘅，呢個係一個 exception
2 report 嚟嘅，佢有啲 setting 嘅，佢有啲 setting 嘅，佢 exceed 某一個
3 setting 呢，就會 show 出嚟，換句話講，三十二秒鐘佢都 exceed 咗嗰個
4 setting，不過最高速就係 67.9，呢三十二秒佢都係超過我哋定嗰個速度。似
5 乎呢個路段應該就係 50 路段，因為如果 70 路段，佢就唔應該出嚟嘅。呢個 50
6 路段，佢有三十二秒鐘係超過呢個路段嘅 setting，而超過呢個 setting，其
7 中最高佢係去到 67.9。

8 主席：（經傳譯員）唔該晒。

9 MR DUNCAN：（經傳譯員）究竟呢一個時間呢個長度係咪預先定嘅？

10 梁健宏先生：Duration 就唔係 pre-set 嘅，係睇到有幾多秒鐘佢係超過嗰個速
11 度，佢個 journey 其中有幾多秒鐘，佢措埋，accumulated，唔係
12 continuous 嘅，喺佢成個當日嗰個--佢當日嗰個 journey time，佢總共有
13 幾多秒係超過--個速度係超過我哋特定嘅...

14 李澤昌先生：假設為例，take 呢一個冧巴，即係話嗰條路段係 50 公里嘅個時速，
15 即係話佢三十二秒係超出咗嗰個 50，而呢三十二秒裏面，佢有一個車速係去到
16 67.9，即係其實呢三十二秒都係超過嗰 50，但係佢最高係去到 67.9。

17 主席：（經傳譯員）我咁理解啱唔啱呢，喺呢啲特殊情況嘅報告，如果巴士唔係超速
18 超過十秒嘅話，就唔會產生呢一項嘅紀錄，啱唔啱呀？即係當然我哋大家可以
19 搵下究竟係咪有一啲嘅時間嘅長短係少過十秒，但係呢個係原則嘅問題，究竟
20 即係係咪要起碼係連續十秒超速先會有紀錄呢？

21 黃祥明先生：呢個問題可以等我回答，其實我哋喺個電腦度係 set 定咗一啲嘅指
22 標，等架車去到某個時段，某個車速嘅時候，會顯示出嚟嘅，或者我簡單啲，
23 將個數字話一話畀大家聽，我哋定咗係 56 至到 65 嘅...

24 主席：（經傳譯員）你可唔可以答咗我問題先？我理解啱唔啱--係咪錯誤呀？

25 黃祥明先生：唔係十秒鐘。

26 主席：（經傳譯員）係幾多呢？

27 黃祥明先生：所以我而家就將個情況講出嚟，因為唔同車速嘅時段，我哋 set 嘅時
28 間係唔同。

29 主席：（經傳譯員）點解你唔直接答個問題，跟住先解釋呢？

30 黃祥明先生：Okay，對唔住。

31 主席：（經傳譯員）究竟個限速係幾多呢？

32 黃祥明先生：喺 56 至到 65，我哋係超過三十秒嘅時間呢，我哋就會將--喺個電腦

1 就會彈出嚟，而家講緊限速 50 嘅道路。第二個我哋訂定嘅就係 66 至到 75 呢
2 個速度，如果喺一個限速 50 公里嘅道路，超過十五秒，我哋都會喺個電腦度彈
3 出嚟。

4 主席：（經傳譯員）點解呢個資料就有喺呢幾千頁嘅資料度出現呢？點解我哋要喺一
5 個聆訊度問先至會得出呢啲資料呢？當我哋問呢啲問題嘅時候，即係委員會想
6 知道嘅事情係好清楚嘅。好，請你繼續解釋。

7 黃祥明先生：另外喺--如果喺個道路限制 50 公里嘅道路，佢係由 76 去到 79 呢，
8 我哋訂定咗兩秒鐘就會顯示出嚟，呢個係 50 公里嘅限速嘅情況。

9 主席：（經傳譯員）咁係非常有用嘅啲資料。喺限速 70 嘅地段情況係咪都類似呢？

10 黃祥明先生：喺 70 公里嘅道路，如果佢係喺 76 至 79 公里嘅範圍裏面超過三十秒，
11 就會亦都係出現出嚟。

12 梁健宏先生：如果係超過八十公里嘅話，兩秒鐘就會出嚟。

13 主席：（經傳譯員）唔該晒。鄧生。

14 MR DUNCAN：（經傳譯員）我哋睇番 KMB-1 168 頁，第一點嗰度，即係嗰個圓點嘅
15 第一項嘅答覆，呢個係你哋嘅第二份--公司嘅第二份陳述書，你就講清楚，呢
16 度就話利用一個電腦嘅程式，黑盒就會係記錄速度同埋啲急剎車、過快咁加速
17 同埋有其他嘅資料係需要嘅，就會响嗰個其他嘅管理嘅系統會係記錄嘅，就大
18 概要十日，先至可以攞到呢啲咁樣嘅數據嚟分析，跟住可能有紀律行動嘅。點
19 解啲咁重要嘅數據要十日先至可以處理到呢？

20 梁健宏先生：而家就四天，四天都長嘅，我哋亦都想希望再快啲。個資料純粹係--喺
21 嗰個伺服器嗰啲資料純粹就係個盒、個秤巴，不過就即係跟個巴士秤巴，每一
22 秒鐘嘅數據、速度、經緯度呢啲咁嘅數據，有冇超速、有冇大油、有冇急剎，
23 呢啲數據，咁多一架車嘅數據，但係我哋點樣去 relate 番去到個別車長、
24 個別路線呢，呢啲亦都係要成個好多唔同嘅系統嘅 interface 嘅，包括 TER、
25 站務管理系統。

26 站務管理系統係咩嘢呢？就係每一位車長佢去站頭 sign in，即係等如主
27 席去睇到佢拍卡，佢 sign in，就話畀佢知呢個車長 start 呢個 journey、
28 咩嘢車牌、咩嘢路線，去到 the other end of the route，佢就會 sign
29 off，即係變咗佢就知道佢幾時開始呢個 journey、幾時 end 呢個 journey，
30 喺呢個系統就 capture 咗嗰個車長嗰個資料、個巴士嘅資料、路線嘅資料。

31 呢個 TER 呢個 system，TER，每日措埋咁多嘅資料，每一個站，我哋有
32 二百幾個站，而呢啲咁嘅資料全部就去晒我哋個 server 嗰度，呢啲咁多嘅資
33 料，呢啲咁嘅資料亦都同 bus on-board monitoring system，就係頭先
34 我所講架巴士每秒鐘嗰啲資料，點樣樣可以 interface 去搵番出嚟某啲車長當
35 日揸過咩嘢車、佢當日個駕駛狀況、經緯度，即係 location。

1 有咗呢啲資料，點樣樣去判斷佢係 50 路段呢？亦都要再要 process，因
2 為亦都要 match 番 FMI，FMI 就 fleet management information
3 system，呢個 system 有咩嘢呢？有啲架車經過啲個地點，知道係行邊段係
4 50、邊段係 70，從而知道啲架車有車長、有路線、有佢行車嘅情況，加埋 FMI
5 啲段路佢係 50 抑或 70。

6 所以點解呢個事情咁複雜，所以點解--即係如果頭先所講有個 digital
7 map，我乜嘢資料已經喺個黑盒嗰度有晒嘅話，咁樣樣就更加快捷，我相信--我
8 敢講，個 report 一日就可以有。

9 主席：（經傳譯員）呢啲咁嘅科技已經有咗好耐喇囉，啱唔啱呀？

10 梁健宏先生：Yes, I know.

11 主席：（經傳譯員）你可以話係定唔係嘅，跟住解釋。

12 梁健宏先生：（經傳譯員）係，我知道有嘅。

13 主席：（經傳譯員）你想解釋，好明顯，咁點解之前唔做呢？

14 梁健宏先生：亦都嘗試去理解呢個問題，亦都嘗試去問呢個問題，我哋儘量做喇，我
15 哋嘅範疇以內，as an operator，我哋可以掌握到嘅資源、可以運用到嘅影
16 響力，希望借住今次呢個機會，令到啲嘢可以行快啲。

17 主席：（經傳譯員）唔該晒。

18 MR DUNCAN：（經傳譯員）委員會就係要求咗你提供啲數據嘅，頭先我哋見過一
19 個表裏面即係譬如超速啲數據嘅，你可唔可以畀一個報告就反映，即係譬如
20 話係剎車或者加速太過突然、太快啲咁樣嘅情況嘅呢？

21 梁健宏先生：我哋有個 weekly report on 呢幾個狀況嘅，呢個 weekly report
22 就係睇番過往嗰星期個車長佢個駕駛情況，有措施有幾多秒鐘係 exceed 超
23 過我哋嘅特定指標嘅喺三個範疇，harsh braking、sudden acceleration
24 同埋 speeding 嘅，我哋有個 weekly report。

25 呢啲 weekly report 出咗嚟之後，就會交界我哋有關部門就跟進嘅，當
26 然有時 harsh braking 或者 sudden acceleration 有時亦都係因應交通狀
27 況係有時無可避免，亦都未必真係完全係車長嘅駕駛問題，睇番路面而家個狀
28 況千變萬化，行人過馬路、其他車輛、交通狀況唔多唔少車長面對嘅壓力好
29 大，所以有時無可避免佢都會做啲所謂唔係幾好嘅動作，但係我哋都希望知道
30 佢所面對嘅係咩嘢情況。

31 收到呢啲 report，我哋啲同事亦都會跟進嘅，包括可能畀個電話佢，約見
32 下佢，或者嚴重嘅，情況係許可嘅話，就可能要便衣去跟跟佢，睇下佢實際個
33 個駕駛狀況係點樣樣，呢啲就係呢份 report 最主要嘅功能，而唔係去--因為
34 亦都 identify 唔到佢係咪真係駕駛不良。

1 黃祥明先生：或者我可以補充少少，我哋今日全日講緊個黑盒，今朝我哋曾經講過佢
2 嗰個車嘅顯示器，即係話我哋個車長喺車廂裏面有即時嘅顯示嗰四盞燈，我唔
3 再重複喇，嗰個係即時畀個車長一個認知，等佢知道佢駕駛嘅時候有問題嘅，
4 希望佢從而能夠即刻改善或者改好佢嘅駕駛方法。

5 跟住我哋亦曾經講過，拍卡有黃、綠、紅呢三種顏色嘅儀器，呢個我哋希
6 望個車長係自我檢討，佢見到自己嘅駕駛技巧之後，就係希望佢可以自我檢
7 討，就改進佢嗰個駕駛態度。

8 而家我哋講緊呢一樣嘢係我哋每個星期都會有一個嘅報告出嚟，呢個報告
9 會包括車長嘅超速、車長嘅加速同埋急剎嘅資料，呢個資料喺呢個初步嘅時候
10 係未好完善，唔係而家我螢光幕見到嗰個資料咁多嘢，只係見到一個累積嘅數
11 字。

12 喺呢啲車長超速嘅累積數字，我哋見到嘅時候，我下面嘅一個叫做表現管
13 制組嘅同事，即係 performance management 個 section，就會通知番廠務
14 嘅同事，等佢哋通知呢個車長，呢個並非一個嘅懲罰，而係一個提醒，通知啲
15 車長喺呢個階段已經知道佢有一啲超速嘅情況，等佢要小心駕駛。

16 另外頭先講到一啲急剎同埋突然加速呢啲咁嘅情況，我係會派一啲嘅便衣
17 巡查，呢啲便衣係我哋嘅駕駛學校嘅一啲嘅導師，佢哋穿著便裝嘅衣服去上呢
18 個巴士度，直接觀察呢個車長嘅駕駛情況，從而得知佢係咪真係好似電腦嘅顯
19 示有急剎或者令到車輛嘅行動唔安全，然後向我匯報，等我哋可以採取呢個紀
20 律嘅行動。

21 主席：（經傳譯員）梁先生，我想講番頭先鄧生幾分鐘前問嘅問題，你可唔可以畀一
22 啲報告畀我哋呢個委員會呢？而家我哋螢幕見到一個報告，你可唔可以講一講
23 嗰啲係剎車太過急、突然譬如加速，你可唔可以畀一個類似而家螢幕見到嗰個
24 報告，就係關於嗰個加速、減速、太過突然、太快嘅？可唔可以呀？

25 梁健宏先生：Yes.

26 主席：（經傳譯員）多謝晒。

27 MR DUNCAN：（經傳譯員）我想請你再睇嗰個謄本嘅，係第六日嘅--聽證會第六日
28 嘅謄本。

29 主席：（經傳譯員）邊一個嘅證供呀？

30 MR DUNCAN：（經傳譯員）係 Kulis 先生嘅。161 頁。

31 主席：（經傳譯員）邊一個文件冊㗎？

32 MR DUNCAN：（經傳譯員）第 3 份嘅。之前我提過嗰個積分卡呢個咁樣嘅講法同埋
33 巴士車長嘅駕駛嘅表現、駕駛嘅行為，我就想問一問關於 Kulis 先生呢個證供
34 所講嘅事嘅，我想問幾個問題，先睇第 3 行，161 頁第 3 行，我哋先要去番

1 159 頁先嘅，唔好意思。係 160，第 160 頁，第 22 行。

2 陳律師就話「我下一項有興趣嘅題目，就係我會問一啲問題，就係關於用
3 一啲軟件分析去擬備一個報告，就係關於安全或者不安全嘅駕駛行為嘅。」佢
4 就問「你問公司有冇提供軟件，就係根據黑盒收集嘅數據，就可唔可以提供一
5 個軟件係可以製造一啲報告去顯示乜嘢係可接受或者不可接嘅駕駛行為嘅呢？
6 係咪有可能嘅呢？」Kulis 先生嘅回答就係可以嘅。

7 而陳律師就係問「係點樣做呢？要點樣做呢？如果我係巴士嘅營運商，而
8 我係嚟問你『我點樣可以係製造一啲某位司機嘅報告？』你會點樣同我講呢？
9 即係你會同我講可以點樣做呢？」而就係有一啲--「我就會向你介紹一啲我哋
10 嘅司機嘅回饋資料同埋一啲相關嘅部分同埋連同呢個軟件，你就可以去考慮一
11 啲相關嘅數據，而最後，你係可以得到你自己嘅分析，而你就會可以見到邊個
12 司機會有最多嘅警告或者超速嘅情況，呢個係其中一個選項，然後我哋可以為
13 你去設計一個方案。如果你係唔只係想要司機嘅回饋數據，咁都係睇下你究竟
14 你嘅諗法係點，如果你想係計一啲嘅分數去決定乜嘢係--邊個係最好嘅司機或
15 者用一啲負面嘅數據嘅分析，其實係有唔同嘅方法係可以達成呢個目標嘅，亦
16 都係視乎司機或者工會嘅意見。」

17 而陳律師就話「呢個只不過係軟件嘅功能嘅啫，因為硬件就只係個黑盒嘅
18 啫，我嘅了解係啱唔啱呢？我係咪唔需要買一啲新嘅設備，先至可以得出呢個
19 司機嘅分數呢？」個回答就係「你唔需要新嘅設備嘅，如果你係顧客嘅話，你
20 已經係有我哋嘅盒，我哋只需要傾下有啲咩嘢嘅可能性，我哋可以畀一個新嘅
21 軟件你嘅。」

22 「究竟全球係幾咁--即係呢個情況係有幾咁普遍呢？究竟喺全球係有幾常
23 用嘅呢，即係用呢個嘅積分制度？」Kulis 先生就話「根據我嘅經驗，係喺歐
24 洲係幾常見嘅。而喺有一啲嘅地方，佢哋想係用一個簡單啲嘅制度，即係一個
25 負面回饋嘅制度，例如一個簡單嘅警告，就係咁多嘅啫，因為我哋要明白司機
26 亦都係要明白呢啲分數係點樣運作，如果你係用一啲比較複雜嘅計算，你係要
27 培訓啲司機嘅。」

28 而陳律師就話「好喇，咁唔再講呢一個計分呢個制度。」主席就話「喺你
29 繼續之前，如果喺一啲西方嘅一啲歐洲國家係非常普遍嘅話，佢哋係用啲咩嘢
30 嘅數值去評核駕駛嘅行為係好定係唔好或者係普通呢？」「係一啲德國嘅公
31 司，佢哋用嘅數據同我哋一樣，一啲基本嘅數值，例如係一啲超速、加速、減
32 速，而另外佢哋亦都係會睇下司機係咪會比較克制，佢哋係呢一個係踩 brake
33 嘅時候。佢哋亦都係有分析佢哋嘅速度嘅變化，同埋呢個剎掣嘅情況嘅。」

34 主席就表示「基本嘅模式就係分析呢一個速度加速、減速，係咪？」回答
35 就係「係嘅，而喺一個怠速嘅--如果有個怠速嘅情況，即係你係睇緊錢嘅。呢
36 個就係個基本模型。而喺呢個之上，或者亦可能會睇下佢哋會唔會係克制地去
37 剎掣嘅情況嘅。」

1 Kulis 先生就喺呢一部分嘅證供入面即係係咪顯示其實係有呢一個就軟件
2 提供，對你有冇任何嘅吸引力呢，呢一個嘅方案？即係而唔係話你超咗速，所
3 以--即係呢個係一個比較負面嘅做法嚟嘅，相反就係用一個比較正面嘅做法，
4 係會比較受司機歡迎。

5 梁健宏先生：佢咁嘅做法其實同我哋一樣嘅，我哋都係做緊同樣事情，我哋就以安全
6 去睇嘅，純粹以安全嘅角度，去睇番佢邊啲 item 係需要計嘅，當然而家嘅黑盒
7 capture 到好多唔同嘅數據，包括佢個耗油量，包括佢踩 brake，包括佢其
8 他嘅情況，我相信有啲 application，尤其是睇番個個內容，佢講緊一個
9 commercial，講緊一個 truck transportation company，一個車長或者
10 一個司機，啲啲商業嘅車長、商業嘅司機，佢可能揸緊一架車，固定都係個架
11 車，佢可以知道個架車個個表現，喺一個商業個角度嚟睇，個 economic 嚟
12 睇，佢知道佢有冇 idling 太耐，佢知道佢會唔會唔死火，佢知唔知道佢有熄
13 冷氣，呢樣嘢係有用嘅，commercially。但係作為巴士車長，佢未必每日都
14 揸個架巴士，佢未必全日都揸一架巴士，個架巴士亦都唔係一個車長揸晒，明
15 天佢亦都揸第二架巴士，所以喺呢個角度嚟睇，有啲嘢如果你係點樣樣去評估
16 個個價值，我相信就同而家我哋講緊個個安全就未必聯繫得上。

17 所以我覺得有啲咩嘢係要安全個部分我哋要攞嚟睇，我哋淨係最主要係應
18 用到安全，如果你用埋其他嘅元素去再計，唔多唔少，我未必做到四日，可能
19 要五日、六日或者七日。

20 MR DUNCAN：（經傳譯員）喺個螢幕上，就係我會顯示一篇嘅文章，委員會亦都係
21 睇過，係 7 月 16 號嘅今年。你之前有冇見過呢篇報道呀？

22 梁健宏先生：（經傳譯員）冇嘅。

23 MR DUNCAN：（經傳譯員）我就想請秘書處去向下去顯示呢份報道嘅，就請你睇一
24 睇。

25 主席：（經傳譯員）呢篇報道係舊年 7 月嘅。

26 MR DUNCAN：（經傳譯員）唔好意思，係 2017 年 6 月 29 號嘅呢篇文章係，唔該主
27 席。請問你係咪睇完喇？

28 梁健宏先生：Yes.

29 MR DUNCAN：（經傳譯員）你見到佢咁有一個所謂嘅綠色路嘅一個監察制度，之前
30 我哋睇到 GreenRoad.com，就係喺個謄本度入面有提及嘅，你有冇印象呀？

31 梁健宏先生：（沒有可聽到的回答）

32 MR DUNCAN：（經傳譯員）你對呢一個 GreenRoad 嘅道路監察系統熟唔熟悉呢？

33 梁健宏先生：（經傳譯員）唔熟悉。

- 1 MR DUNCAN：（經傳譯員）即係你對呢篇報道嘅--即係即時嘅反應係乜嘢呢？你覺
2 得對於你哋公司嚟講，有冇價值呢？
- 3 主席：（經傳譯員）你係咪講緊呢個獎賞或者花紅嘅制度？
- 4 MR DUNCAN：（經傳譯員）係呀。
- 5 梁健宏先生：可以考慮嘅。
- 6 主席：（經傳譯員）到目前為止，有冇考慮過呀？
- 7 梁健宏先生：（經傳譯員）未嘅。
- 8 MR DUNCAN：（經傳譯員）咁所以你嘅反應就係你哋公司可以考慮嘅，係咪？
- 9 梁健宏先生：（經傳譯員）你可唔可以重複個問題呀？
- 10 MR DUNCAN：（經傳譯員）你嘅反應係咪就係呢個係你哋公司值得考慮？
- 11 梁乃鵬先生：係，我確認我哋係可以考慮，我哋係會考慮呢篇報道嘅建議嘅，我可唔
12 可以要一份嘅副本呀？
- 13 主席：（經傳譯員）當然，我哋係可以影一份畀你嘅。
- 14 梁乃鵬先生：唔該晒。
- 15 MR DUNCAN：（經傳譯員）大概係咁多喇。
- 16 主席：（經傳譯員）係，各位，我哋今日嘅工作就到此為止，我哋係好快就會係休
17 會。如果可以星期五返嚟嘅事，我哋就會星期五去繼續，即係 10 號，我哋喺同
18 一個地點度繼續嘅。
- 19 梁先生，喺我哋完結之前，你之前係進行咗一個嘅測試嘅駕駛，就係比較
20 咗 50 同埋 70 限速區嘅分別，而 Openmatics 就係有採用咗一啲裝置嘅，委員
21 會係希望了解多一啲嘅，呢個係有冇任何嘅文件紀錄，喺呢一方面。
- 22 梁健宏先生：（經傳譯員）你係講緊個測試？
- 23 主席：（經傳譯員）即係你係相關嘅程序係點呢，就住呢啲車輛？
- 24 梁健宏先生：（經傳譯員）我哋係會預備呢啲資料嘅。
- 25 主席：（經傳譯員）希望有人可以用口頭作供，但係最好可以事前畀一啲資料我哋，
26 等我哋係了解一下你哋嘅程序係點。
- 27 李澤昌先生：你嘅意思係咪星期五之前提供啲資料？
- 28 主席：（經傳譯員）係嘅，如果你可以嘅話，即係盡量提供你可以提供嘅資料，同埋
29 係提供一個可以--即係提供可以口頭作供嘅人士，因為呢一個議題係會比較有

1 興或者有用嘅。歐陽先生係有一個問題。

2 歐陽先生：（經傳譯員）主席，我係想跟進兩個問題嘅，兩個問題都係同李先生有關
3 嘅，今朝李先生係提到賠償嘅問題，管理層就係決定將呢一個嘅駕駛花紅就納
4 入埋薪金度，你提到就會為車長帶嚟壓力嘅，因為嗰個花紅。之後你提到你係
5 引入咗呢一個 20 分嘅制度，亦都係會有包括某種嘅獎賞，就住呢一個 20 點嘅
6 制度會唔會為車長帶嚟任何嘅壓力呢？如果會嘅話，點解呢？

7 李澤昌先生：（經傳譯員）我諗嗰個實際嘅獎賞對車長嚟講，佢哋認為佢哋值得去擺
8 到嘅，因為係佢哋嘅薪水一部分嚟嘅，就算有個意外，關唔關佢事都好，佢需
9 唔需要負責都好，呢個獎金就會係押後咗先畀嘅，就會製造一啲不必要嘅壓
10 力，你可以想像到，如果嗰個獎金係佢哋嘅薪金一部分，咁咪每一年佢哋都有
11 加薪嘅，就係根據表現加薪嘅，佢就覺得好似你擺走佢啲嘢咁樣，佢就想有啲
12 係評核、有啲基準，話「好喇，你值得係有咁嘅加薪嘅。」或者你係--譬如話
13 「你可以升一個職位嘅。」咁就唔同。

14 歐陽先生：（經傳譯員）我想講第二件事，就關於安全嘅。我都收到今朝有啲講法，
15 就因為安全係最重要嘅，所有部門都要處理嘅，所以有一個特別嘅部門處理安
16 全問題嘅，過去一年，你哋個團隊有冇發現有啲部門係有啲誤會，以為其他嘅
17 部門處理緊安全，而係實際上有任何一個部門係處理緊安全？

18 李澤昌先生：（經傳譯員）每一個禮拜一嘅早上，我本人同埋嗰個營運部嘅董事、其
19 他嘅董事都會有幾個小時就坐低傾嘅，會講一講啲硬件問題、巴士或者係巴士
20 司機嘅表現同埋設施、總站、車廠嘅問題，我哋係有一個團隊工作嘅，即係我
21 意思即係話唔係話安全淨係講緊道路嘅問題或者淨係講緊巴士司機嘅問題。或
22 者梁生可能有嘢補充。

23 梁健宏先生：好似嗰個車長咁，畀--啲乘客有啲衝突咁樣樣，咁要做一樣嘢去做，包
24 括安裝 CCTV，包括裝嗰塊 protective shield，唔係淨係一個
25 department 做，亦都需要 procurement 去配合，所以唔係單單一個部門，
26 亦都係需要工程部，需要 procurement，都要 finance，去整體去睇呢件事
27 情，夠唔夠資源、要做得幾快呢？呢啲唔係一個 single department 就可以
28 做。譬如話就住 CCTV retrofit 或者點樣樣，唔係一個部門就可以決定幾
29 快、做唔做，係一個成公司嘅決定，點樣做起上嚟？亦都係全公司要配合，
30 procurement 去幫手，要盡量去啲嘢可唔可以掌握快啲到，所以呢樣嘢在在都
31 係全個團隊。

32 李澤昌先生：因為做嗰樣嘢嘅時候，你要係好 responsive，同埋要
33 comprehensive，你基本上係唔離得開個車個硬件、嗰班工程師、維修部門佢
34 係咪真係可以配合到，當然喺個車務部亦都有佢嗰個需求嘅，仲有當然就係有
35 好多 incident 你係唔離得開係--唔係--即係整體性、跨部門嘅。

36 歐陽先生： Thank you very much. Thank you, Mr Chairman.

1 主席：（經傳譯員）多謝你，好喇，我哋會係暫時休息，休會直至到星期五上晝 10
2 點鐘再續會。

3

4 2018年8月7日

5 下午5時36分聆訊押後

1 Friday, 10 August 2018

2 (10.00 am)

3 EVIDENCE FROM KOWLOON MOTOR BUS CO (1933) LTD AND LONG WING

4 BUS CO LTD: DR NORMAN LEUNG, DR JOHN CHAN, MR ROGER LEE, MR

5 GODWIN SO, MR LEUNG KIN WANG, MR PATRICK PANG, MR JAMES WONG

6 (simultaneous interpretation used only where indicated)

7 CHAIRMAN: Good morning, Dr Leung and gentlemen. Thank you

8 for returning to continue to give evidence. I'll ask

9 Mr Duncan to begin questioning.

10 Dr Leung, is there something you would like to say

11 first of all?

12 Statement by DR NORMAN LEUNG

13 DR NORMAN LEUNG: Yes. Good morning, Mr Chairman. May

14 I have two minutes, please?

15 Mr Chairman, I refer to the request made by

16 Mr Duncan on Tuesday for the disclosure of part 2 and

17 part 3 of our special committee's report dated 12 March

18 2018.

19 Mr Chairman, I have had the opportunity of studying

20 both part 2 and part 3 of the report. I am satisfied

21 that part 3 of the report, namely issues relating to bus

22 captains, would not in any way prejudice the

23 investigation conducted by the police. I also feel that

24 the report should have been submitted to this committee

25 sooner, so that the committee will have better

26

1 understanding of our recruitment, training and
2 performance monitoring of our bus captains.

3 Mr Chairman, please accept my apology that part 3 of
4 the report has not been submitted to you sooner.

5 As to part 2 of the report, ie the accident
6 investigation report, I am of the opinion that it is not
7 appropriate to disclose the contents thereof to the
8 public. I am also of the opinion that such report is
9 not relevant to the terms of reference of this
10 committee.

11 I would also like to take this opportunity to thank
12 the committee for drawing to my attention the GreenRoad
13 vehicle tracking system. I have directed the management
14 to find out more about Tower Transit, the bus operator
15 in Singapore, with a view to visiting them in due course
16 to learn more about the GreenRoad vehicle tracking
17 system.

18 Also, I have got inspiration from this news article
19 that perhaps I should reconsider the award of safety
20 bonus to our good performance bus captains. It doesn't
21 have to be a significant amount, but some sort of
22 recognition to our bus captains would serve to promote
23 bus safe driving.

24 Thank you, Mr Chairman.

25 CHAIRMAN: Thank you, Dr Leung.

26

1 Mr Duncan, may I invite you to make enquiries into
2 what Dr Leung has said to us now in relation to the
3 parts of the report that are disclosed and are not to be
4 disclosed, in view of what is said in the last paragraph
5 of the letter that was sent to the committee on
6 9 August?

7 MR PETER DUNCAN: Mr Chairman, yes, we will do that.

8 I think, Mr Chairman, if I might say, with regard to
9 part 3, which we find now at page 377 of the KMB-1
10 bundle, it would seem to me, with respect, that part 3
11 really is no more than an introduction to or request for
12 the details which we have already received at annex 5.

13 CHAIRMAN: So we have received annex 5?

14 MR PETER DUNCAN: That's right, we received that earlier.

15 So I don't think there is any particular issue which
16 arises with regard to part 3.

17 Part 2, Mr Chairman, I have heard your remarks and
18 we will consider the matter accordingly.

19 CHAIRMAN: Because the likelihood is that part 2 contains
20 material of different nature. We know nothing about
21 what it contains. Opinions and views are irrelevant to
22 the committee, but empirical data may well be relevant.
23 I invite you to consider that and deal with the matter
24 in due course, whenever you feel it is appropriate.

25 MR PETER DUNCAN: We will do that, Mr Chairman.

26

1 Examination by MR DUNCAN (continued)

2 MR PETER DUNCAN: Thank you, Mr Chairman, and good morning,
3 Dr Leung and gentlemen.

4 DR NORMAN LEUNG: Good morning.

5 MR PETER DUNCAN: We have since the last hearing received
6 two letters from the company and I would like to go to
7 the second of those letters, please, which we will find
8 at KMB-1 at page 297.

9 I wish to bring your attention, please, to the
10 bottom paragraphs on page 297, where there is reference
11 to item (2), which concerns the matter of the 29 sharp
12 bends which were the subject of questioning on Tuesday.

13 The letter states:

14 "In respect of item 2 [which was the item
15 requested], the following are enclosed as appendix B".

16 Then from (i) through to (vi), there is reference to
17 a number of matters.

18 Ultimately, at paragraph (vi), this statement is
19 made in the letter:

20 "a series of emails indicating that Mr Owen Eckford,
21 the then operations director ('OD') did not endorse this
22 safety enhancement programme."

23 I wish to explore that a little with you, please.

24 In that respect, can I take you to the same bundle at
25 page 309. At page 309 through to page 311, you will see

26

1 item 1 as the letter identifies it, which are described
2 as "Meeting Notes for Review on Safe Speed Limit for
3 Identified Sharp Bends". You will see that it's dated
4 31 July 2014, a meeting which apparently lasted for some
5 two and a half hours and was attended by a number of
6 people.

7 We can see the details of that for ourselves, pages
8 309 through to 311.

9 Then at page 312 we see item (ii) in your letter, as
10 identified in your letter, which is a table which sets
11 out details of the 30 sharp bends. That runs from 312
12 through to page 314.

13 Then at page 315, item (iii) is identified in your
14 letter, a communication plan which had been referred to
15 in the first item, the meeting notes. One can see the
16 details of the communication plan, running from page 315
17 through to 316, with what might be described as very
18 detailed proposals with regard to the communication of
19 the plan, as it then was.

20 Then at page 318, there commences a series of
21 photographs of the relevant bends. One can see those
22 right through to page 351.

23 Then at page 352, we have item (v) identified, which
24 is said to be, according to the letter, a draft safety
25 speed card in contemplation in September 2014. We see
26

1 that card there at page 352.

2 Then finally, at (vi), from pages 353 to 355 we have
3 the series of emails described in your letter as
4 indicating that Mr Eckford did not endorse the
5 programme.

6 I just want to pause for a few moments, if I could,
7 with regard to the contents of these emails. They
8 start, I think, with the email which can be seen on
9 page 354. There's an email from Gary Wong, whose name
10 has already been mentioned in the hearing as the head of
11 the then safety and service quality department. It is
12 an email sent on 14 August 2014 to Mr Edmond Ho, who
13 I understand was the managing director of the company at
14 that point.

15 Is it correct that Mr Ho was then the managing
16 director?

17 DR NORMAN LEUNG: He was at the time, yes.

18 MR PETER DUNCAN: When did he cease to be the managing
19 director?

20 DR NORMAN LEUNG: Roger should say.

21 MR ROGER LEE: He ceased on 1 January 2015.

22 MR PETER DUNCAN: Thank you.

23 CHAIRMAN: That's when you began your tenure?

24 MR ROGER LEE: Yes.

25 MR PETER DUNCAN: Did he then leave the company?

26

1 DR NORMAN LEUNG: No, he stayed on as a non-executive
2 director of the board until the last AGM, last year.

3 MR PETER DUNCAN: Thank you.

4 Back to the email, we can see it's from Mr Wong to
5 Mr Ho, and I won't read out the email but if you go
6 through it quickly, you will see that it informs Mr Ho
7 and those copied on the email with what it described as
8 the field operational tests on safe speed limits for 30
9 identified sharp bends and roundabouts having been
10 completed on 12 August.

11 CHAIRMAN: Mr Duncan, before you move on, might I suggest
12 you might read out the first paragraph.

13 MR PETER DUNCAN: Yes.

14 CHAIRMAN: Because there are some questions that might
15 usefully arise, given that these are public hearings and
16 it is difficult for the public to follow things unless
17 they are given a context.

18 MR PETER DUNCAN: I understand, Mr Chairman.

19 Let me read the first paragraph to you:

20 "I am pleased to inform you that field operational
21 tests on safe speed limits for the 30 identified sharp
22 bends and roundabouts were completed on 12 August 2014
23 (Tuesday). Attached please find the Excel file showing
24 the calculation of safe speed limits carried out by EO,
25 validation of calculated safe speed limits performed by
26

1 DI of BCTS (SSQD's staff as observer) and the result of
2 final review jointly conducted by EO, BCTS, depots,
3 [Long Win Bus Company] and [the service and quality
4 department]."

5 CHAIRMAN: Mr Duncan, that might be an entry for the
6 Guinness Book of Records for acronyms, but perhaps we
7 can explore what these acronyms mean with the
8 representatives of KMB.

9 MR PETER DUNCAN: Would you gentlemen be able to help us,
10 first of all, with the reference to -- if we go back to
11 those copied, first of all, Evan Auyeung DMD, what would
12 that be?

13 MR ROGER LEE: He was the deputy managing director.

14 MR PETER DUNCAN: HR, would I assume correctly that's human
15 resources?

16 MR ROGER LEE: That is correct.

17 MR PETER DUNCAN: OD?

18 MR ROGER LEE: Operations director.

19 MR PETER DUNCAN: Is that a position that exists today,
20 operations director?

21 MR ROGER LEE: Yes.

22 MR PETER DUNCAN: Is that Mr Leung's position?

23 MR ROGER LEE: Yes.

24 MR PETER DUNCAN: DOD?

25 MR ROGER LEE: Deputy operations director.

26

1 MR PETER DUNCAN: And SSQ?

2 MR ROGER LEE: Safety and service quality department.

3 MR PETER DUNCAN: Then in the substantive part of the email,
4 the first paragraph, "EO"?

5 MR ROGER LEE: Engineering officer.

6 MR PETER DUNCAN: "DI"?

7 MR ROGER LEE: Driving instructor.

8 MR PETER DUNCAN: "BCTS"?

9 MR ROGER LEE: Bus Captain Training School.

10 MR PETER DUNCAN: I believe we've covered the acronyms in
11 the first paragraph.

12 Is there then reference to the file which has been
13 enclosed, the Excel file, at the beginning of the second
14 paragraph; do you see that?

15 Does the email continue to say this:

16 "With respect to the theoretical calculations and
17 validation of safe speed limits for the 30 identified
18 locations where the risk of bus roll-over is deemed to
19 be high, it would be very difficult for all concerned
20 [bus captains] to remember different speed limits due to
21 different turning radius of roadway curves. [Bus
22 captains] can make errors (ie lapses of memory/memory
23 errors) no matter how well trained ..."

24 And it's difficult to read but I assume that's
25 "briefed they are".

26

1 "The consequences of such human errors can be severe
2 if the BC [bus captain] gets wrong memory and drive the
3 bus at a speed for what's that supposed not to be. This
4 may lead to a serious 'bus roll-over' accident and the
5 hazard presents significantly greater risk than other
6 types of traffic accident. The risk is 'unacceptable'
7 and cannot be tolerated. Therefore, we recommend
8 stronger risk controls to minimise the intolerable risk
9 caused by the human errors.

10 In view of above, we simplify the variety of safe
11 speed limits into '15 [kilometre per hour', '20
12 kilometres per hour' and '25 kilometres per hour'] for
13 the 30 identified sharp bends and roundabouts so as to
14 make it easier to understand and remember. Based on the
15 final review shown in the attached Excel file, the
16 recommended safe speed limits are listed as follows ..."

17
18 You will then see a paragraph which is devoted to
19 the particular limits.

20 If I pick it up again at page 355:

21 "The management of speed through appropriate safe
22 speed limits is an essential element of road safety. As
23 a rule of thumb, the recommended safe speed limits are
24 not higher than the calculated roll-over speeds within
25 the same depot area. Take for an example, if the [bus
26

1 captain] of KBD gets wrong memory and drive [s] the bus
2 at a speed of 20 [kilometre per hour] instead of 15
3 [kilometre per hour, this may not lead to a 'bus
4 roll-over' accident as the calculated roller-over speed
5 limit for Hiram's Highway flyover to
6 Clear Water Bay Road (shown in road section no 20 in the
7 attached Excel file) 24.9 [kilometre per hour]. This
8 principle can also be applied to other depots."

9 If I just pause there, "KBD" there presumably would
10 be a reference to one of the depots?

11 CHAIRMAN: Is that correct?

12 MR ROGER LEE: Kowloon Bay Depot.

13 CHAIRMAN: Thank you.

14 MR PETER DUNCAN: Thank you.

15 Then to continue:

16 "To conclude, action [plans] are summarised as
17 follows:

18 (a) Identify the locations of sharp bends and
19 roundabouts where the risk of bus roll-over is deemed to
20 be high; (Completed on 6 June 2014 for the first 29
21 identified locations)

22 (b) Calculate safe speed limits for all identified
23 sharp bends and roundabouts based on technical
24 assessment; (Completed on 27 June 2014 for the first 29
25 identified locations and on 13 August 2014 for the
26

1 thirtieth location at Pui Oi Interchange (Yuen Long
2 direction))

3 (c) Validate the calculated safe speed limits by
4 test drive; (Completed on 29 July 2014 for the first 29
5 identified locations and on 12 August 2014 for the
6 thirtieth location at Pui Oi Interchange (Yuen Long
7 direction))

8 (d) Review the safe speed limits based on the
9 results of calculation and test drive; (Completed on
10 31 July 2014 for the first 29 identified locations and
11 on 13 August 2014 for the thirtieth location at Pui Oi
12 Interchange (Yuen Long direction)) and

13 (e) Develop communication plan so as to convey
14 safety message on safe speed limits to all relevant [bus
15 captains] (see the attached Communication Plan) and
16 conduct speed checks."

17 Then there is reference to the file and then the
18 email continues to say this:

19 "It is expected that the implementation of safe
20 speed limits can take effect in October 2014 upon
21 completion of action items addressed in items 1 [to] 3
22 of the communication plan."

23 The email which is addressed to Mr Edmond Ho, the
24 managing director, and copied to a number of people,
25 asks the managing director for his approval. So the
26

1 last entry is, "For your approval please".

2 We then see, at page 353, a response email from
3 Mr Ho the very next day.

4 CHAIRMAN: Before you go on, Mr Duncan, one of the matters
5 that the committee asked for in its letter of 8 August
6 to the companies was the Excel soft copy, if it was
7 available.

8 Has that been addressed in KMB's response?

9 MR PETER DUNCAN: My reading of the email is that it has
10 been addressed, but I will ask the members directly.

11 CHAIRMAN: Can we have a direct answer? Were you able to
12 locate this Excel file or not? If you would like to be
13 referred to the question, I can ask that that be brought
14 up on the screen. It's in the annex to the letter and
15 it's at page 234, and is item 2. The general request
16 made in the letter itself was if you've got them, please
17 provide, and then this is the shopping list, as it were.
18 Item 2 is the Excel soft copy and/or any hard copies.

19 MR LEUNG KIN WANG: Yes.

20 CHAIRMAN: Do you have it?

21 MR LEUNG KIN WANG: We have it.

22 CHAIRMAN: And are you going to provide it?

23 MR LEUNG KIN WANG: Yes.

24 DR NORMAN LEUNG: Chairman, I understand that hard copies
25 have been provided to the committee.

26

1 CHAIRMAN: And by that, everything that's on the Excel soft
2 copy we now have in hard copy? Do I understand you
3 correctly?

4 MR GODWIN SO: We have printed out and provided on page 312
5 and 313. It's the print-out of the Excel file
6 mentioned.

7 CHAIRMAN: Thank you.

8 MR PETER DUNCAN: So if we go back, please, to the emails,
9 at the bottom of page 353 there's a response from
10 Mr Edmond Ho, which is addressed to Mr Gary Wong, the
11 sender of the earlier email, and also to Mr Owen
12 Eckford, who was then the operations director.

13 Is Mr Eckford still employed by the company?

14 MR ROGER LEE: No.

15 MR PETER DUNCAN: When did he leave the company?

16 MR LEUNG KIN WANG: He left at the end of 2015.

17 MR PETER DUNCAN: Did that coincide with Mr Edmond Ho
18 ceasing to be the managing director?

19 MR LEUNG KIN WANG: No.

20 CHAIRMAN: Edmond Ho had ceased to be the managing director
21 at the end of 2014/beginning of 2015?

22 MR LEUNG KIN WANG: Correct.

23 MR PETER DUNCAN: Was the email copied to a number of
24 persons, many of whom had been copied to the email from
25 Gary Wong through to Edmond Ho? Do you see the ccs on
26

1 that?

2 MR LEUNG KIN WANG: Yes.

3 MR PETER DUNCAN: Thank you.

4 If we turn the page to page 354, does the response
5 read as follows:

6 "Thank you and your team for the effort in
7 coordinating this safety enhancement programme. Your
8 proposed actions look fine with me. For formal
9 approval, please ask [operations director] to check and
10 endorse.

11 Many thanks!"

12 And there is a postscript to the message:

13 "By copy of this email, would [operations director]
14 please check HSSQD's documents and communication plan,
15 and then issue formal approval as you see fit. Thanks!"

16 Just to be clear, what is "HSSQD"?

17 MR LEUNG KIN WANG: Head of safety and service quality
18 department.

19 MR PETER DUNCAN: Thank you.

20 Thank you. The next email --

21 CHAIRMAN: At that time, was that Mr Gary Wong?

22 MR LEUNG KIN WANG: Correct.

23 CHAIRMAN: Thank you.

24 MR PETER DUNCAN: The next email with which the committee
25 has been provided is one sent some time later, on
26

1 6 April this year, and it's from a person called Aman
2 Fong TQD to Louisa Leung IA. The heading is the same
3 heading as was contained in the two emails I've
4 previously referred to, namely "Safe Speed Limits for
5 the 30 Identified Sharp bend and Roundabouts".

6 Now, what is the position of Mr Aman Fong?

7 MR LEUNG KIN WANG: She is a manager.

8 MR PETER DUNCAN: A manager of what department?

9 MR LEUNG KIN WANG: She is a manager of training quality
10 assurance department.

11 MR PETER DUNCAN: Thank you. And Louisa Leung?

12 MR LEUNG KIN WANG: Louisa Leung is head of internal audit
13 department.

14 MR PETER DUNCAN: This request -- the email reads as
15 follows:

16 "Dear Louisa,
17 [Please] note.
18 Regards,
19 Aman."

20 Do you see that?

21 MR LEUNG KIN WANG: Yes.

22 MR PETER DUNCAN: It would appear that Louisa is being asked
23 to note the emails to which I have just referred. Would
24 that be a proper interpretation?

25 MR LEUNG KIN WANG: (Nodded head).

26

1 MR PETER DUNCAN: Then there is a subsequent email to which
2 the committee has been referred 11 days later, on
3 17 April, from Louisa to Aman, the same heading, and
4 this time the email reads:

5 "Dear Aman

6 It was noted that Edmond Ho asked Gary Wong to
7 obtain [operations director's] formal approval for the
8 exercise. Did you receive any subsequent email that
9 suggest Owen have given formal approval to Gary on this
10 topic?"

11 We have at the top of the page then another message
12 from Aman to Louisa in response and a one-word answer,
13 "No".

14 So it would appear from that that no subsequent
15 email was received.

16 I'll take you back, if I could, to the construction
17 of these events as it appears in the letter, at
18 page 297. The author of this letter seems to have
19 concluded that Mr Owen Eckford did not endorse this
20 safety enhancement programme, but the committee, as
21 I read it, has not been provided with any document which
22 positively says that Mr Eckford did endorse it or did
23 not endorse it or may even have failed to consider it.

24 Is there any further information available to the
25 committee within the company's records which would
26

1 assist the committee in understanding what happened,
2 particularly with regard to the actions of Mr Eckford,
3 after the email of 15 August 2014 was sent by
4 Mr Edmond Ho?

5 MR LEUNG KIN WANG: Not that I am aware of.

6 MR PETER DUNCAN: Has the company searched its records with
7 regard to what may have happened between 15 August 2014
8 and 6 April 2018 which, according to the information we
9 have been provided, is the critical period? Has the
10 company looked for this information?

11 MR LEUNG KIN WANG: Yes.

12 MR PETER DUNCAN: Are you telling us that there is no
13 written information available?

14 MR ROGER LEE: (Via interpreter) Let me put it this way. We
15 have an internal audit unit. We have asked our head of
16 internal audit to look at the safety and service
17 department's work on such bends. The internal audit's
18 report up to this date -- well, you have seen the
19 relevant emails -- they are the information -- the
20 latest information we have got.

21 MR LEUNG KIN WANG: (Via interpreter) We can take a look
22 again but as Mr Lee says, that's all we have got so far.

23 CHAIRMAN: On its face, this is rather strange, is it not?

24 The managing director of the company responds to the
25 head of the safety department, he copies it to the

26

1 operations director, and he asks that he be asked to
2 give formal approval, and the managing director doesn't
3 leave the company for four months, at the end of the
4 year, and you are saying that there is nothing that
5 evidences the operations director doing anything, either
6 endorsing it, not endorsing it? There's nothing at all?

7 It's a bit puzzling, isn't it? You agree? But you
8 will look, will you?

9 MR LEUNG KIN WANG: (Via interpreter) Mr Owen Eckford left
10 at the end of that year, 2015.

11 CHAIRMAN: Not the end of that year; it's the end of the
12 following year.

13 MR LEUNG KIN WANG: (Via interpreter) Before he left, he
14 didn't give any indication as regards this plan. I took
15 up the safety section's work in April as the deputy
16 operations director in 2015.

17 CHAIRMAN: I understand all of that. The only matter that
18 I'm drawing to your attention is, on its face -- there
19 may be some explanation -- when a managing director
20 copies into an email the operations director, who is
21 asked to give formal approval to what has obviously been
22 an extensive research into a safety programme, and you
23 tell the committee that there is nothing that evidences
24 what he did, either way, endorsing it or rejecting it?

25 MR LEUNG KIN WANG: (Via interpreter) You might have noticed
26

1 that at that time, the MD, in replying to the email,
2 mentions that it's subject to the endorsement of
3 a communication plan. There was a communication plan
4 worked out by us. Many officers of our companies talked
5 to the bus captains in different termini. It was not
6 warmly received. They had strong views, bus captains
7 had strong views. I believe that's one of the reasons
8 that the OD would have taken into account. Whether this
9 was the cause of this rejection, it was not formally
10 recorded.

11 CHAIRMAN: Yes. Mr Duncan.

12 MR PETER DUNCAN: Did you yourself, Mr Leung, participate in
13 those discussions with the bus captains?

14 MR LEUNG KIN WANG: No.

15 MR PETER DUNCAN: Was this before your time as operations
16 director?

17 MR LEUNG KIN WANG: Before my participation.

18 MR PETER DUNCAN: So in that respect you are telling the
19 committee what your understanding is of the situation?

20 MR LEUNG KIN WANG: Correct.

21 MR PETER DUNCAN: Is there anybody in the group who was
22 there in 2014 who can speak to what happened?

23 MR LEUNG KIN WANG: Not in --

24 CHAIRMAN: Yes, of the seven of you.

25 MR LEUNG KIN WANG: Somebody else.

26

1 CHAIRMAN: Well, if it's appropriate, and if you wish,
2 Dr Leung, for that person to speak to the matter, we
3 will gladly receive evidence from him or her.

4 MR LEUNG KIN WANG: Kelvin.

5 MR PETER DUNCAN: As a matter of interest, is Mr Eckford
6 still resident in Hong Kong, as far as you know?

7 MR LEUNG KIN WANG: No.

8 MR KELVIN LEUNG: (Via interpreter) Thank you, Chairman. As
9 I replied to some other questions in the previous
10 meeting --

11 CHAIRMAN: For the record, please identify yourself. We
12 know who you are but the record doesn't.

13 MR KELVIN LEUNG: Kelvin Leung, assistant manager of
14 operations.

15 (Via interpreter) From Tuen Mun depot.

16 CHAIRMAN: This is a matter that you dealt with in your
17 evidence before, is it not?

18 MR KELVIN LEUNG: (Chinese words not interpreted).

19 CHAIRMAN: Sorry, I didn't get a translation of that. Would
20 you repeat your answer?

21 MR KELVIN YEUNG: (Via interpreter) I'm Kelvin Yeung,
22 assistant manager of operations at the Tuen Mun depot.

23 CHAIRMAN: The question that you were asked by me was: this
24 is a matter that you dealt with in your evidence before,
25 was it not; and your answer?

26

1 MR KELVIN YEUNG: (Via interpreter) Correct.

2 MR PETER DUNCAN: At the risk of repetition, Mr Yeung, could
3 you assist us as to why it might have been that
4 apparently this plan was not carried through?

5 MR KELVIN YEUNG: (Via interpreter) At that time, I received
6 a document which was shown in the PowerPoint. It showed
7 the locations of the 29 bends and the suggested speed
8 limits. At that time, I was involved in talking to bus
9 captains in the bus termini. As part of my day-to-day
10 communication with them, there was --

11 MR PETER DUNCAN: Just to interrupt you, what was your
12 position at that point exactly?

13 MR KELVIN YEUNG: (Via interpreter) I was a senior operation
14 officer. I was responsible for the Tuen Mun depot as
15 well. So I went to the bus termini to talk to bus
16 captains.

17 The message I received from them was that it was not
18 feasible, the plan was not feasible; they could not
19 remember the speed limits of different bends in
20 performing driving. That would bring a lot of pressure
21 to them. If they remember things incorrectly they might
22 be subject to punishment. That's what they told me.

23 I also relayed the message to my supervisor at that
24 time.

25 MR PETER DUNCAN: Thank you. Who was your supervisor?

26

1 MR KELVIN YEUNG: (Via interpreter) The general manager of
2 Tuen Mun depot, Mr Woo Kin Keung.

3 MR PETER DUNCAN: Is he still with the company?

4 MR KELVIN YEUNG: (Via interpreter) He has retired.

5 MR PETER DUNCAN: It is apparent from the material that the
6 committee received that this plan was at some point
7 discontinued; it was not carried out. Are you able to
8 assist the committee as to who made the decision not to
9 continue with the plan?

10 CHAIRMAN: And if you don't know the answer, don't
11 speculate.

12 MR KELVIN YEUNG: (Via interpreter) I do not know.

13 MR PETER DUNCAN: Thank you.

14 CHAIRMAN: Thank you, Mr Yeung.

15 MR PETER DUNCAN: Leung, if I can go back to you, do
16 I understand there is going to be a further search among
17 the company's records --

18 MR LEUNG KIN WANG: Yes.

19 MR PETER DUNCAN: -- in order to assist the committee to
20 find out who apparently made a decision to discontinue
21 with this plan and the reasons for that discontinuance?

22 MR LEUNG KIN WANG: Yes.

23 MR PETER DUNCAN: As a matter of interest, would there not
24 be, on the company's computer, copies of all emails sent
25 or received by Mr Eckford in the course of his work at
26

1 the company in 2014? Would you expect that information
2 to be available?

3 MR LEUNG KIN WANG: I'm not too sure.

4 MR PETER DUNCAN: Thank you.

5 CHAIRMAN: Perhaps that's another matter that you could
6 provide an answer to when you do this search, if those
7 that would know what your record preservation system is
8 could provide us with that information.

9 MR LEUNG KIN WANG: Yes.

10 MR PETER DUNCAN: Thank you, Mr Leung. I am going to move
11 to another topic now, but I am going to go back to one
12 matter which was dealt with on Tuesday. This relates to
13 the speeding report that we have been provided with,
14 which we will find in KMB-9 at page 3993.

15 The translation appears at page 3995-1.

16 I think it was Mr James Wong who assisted the
17 committee with regard to this report on Tuesday. There
18 are just some matters I would seek some clarification
19 upon, if I could, Mr Wong.

20 During your evidence on Tuesday -- and we can see
21 this, I will just give you the reference for everybody's
22 benefit; it's Day 12 and the transcript reference is
23 pages 134 to 135 -- you provided the committee with
24 thresholds relating to the generation of this report.

25 So breaking it up between the 50-kilometre zones and
26

1 the 70-kilometre zones, you told us that for the
2 50-kilometre zones, the report will capture those buses
3 that were travelling at three different speeds and
4 different durations. The first speed was speeds between
5 56 and 65 kilometres per hour for 30 seconds; then 66 to
6 70 kilometres per hour for 15 seconds; and then 76 to
7 79 kilometres per hour for 2 seconds.

8 Then we had a similar sort of breakdown for the
9 70-kilometre zones. The report would capture those
10 buses which were travelling at, first of all, 76 to
11 79 kilometres for 30 seconds; secondly, over
12 80 kilometres per hour for 2 seconds. They are the
13 thresholds that you gave us.

14 I also understand from your evidence that the black
15 box was at that time not capable of identifying
16 different speed limits on different roads in generating
17 real-time alerts to the drivers. In other words, the
18 black box could not tell whether the speed limit on
19 a particular road was 50 kilometres per hour or
20 70 kilometres per hour, so therefore the threshold for
21 the driver to be alerted was simply set at 75 kilometres
22 per hour, and then you also told us that that had been
23 reduced to 70 after the accident at Tai Po.

24 So is my understanding correct so far?

25 MR JAMES WONG: Correct.

26

1 MR PETER DUNCAN: Thank you. One of the explanations given,
2 I think, was that this was because, at that time, in
3 fact before 7 June 2018, the company did not possess the
4 digital mapping which was available through the
5 Transport Department?

6 MR JAMES WONG: Correct.

7 MR PETER DUNCAN: Thank you.

8 With all that in mind, and going back to this
9 report, if the black box data does not tell you whether
10 the bus is in a 50-kilometre zone or a 70-kilometre
11 zone, how is it that this exception report is able to
12 distinguish or pick out a bus which is speeding above
13 the limit in a 50-kilometre zone?

14 MR JAMES WONG: (Via interpreter) This is exactly why we
15 needed time in order to make available this report. We
16 would know the additional information, but our depot
17 would have to use another computer program to check
18 whether that is a 50-kilometre zone or a 70-kilometre
19 zone, so that we could know whether the bus was in
20 a 50-kilometre zone or 70-kilometre zone, so that we
21 would have this report which you have now, so that I can
22 check which bus captain, at what time, at what location,
23 sped.

24 MR PETER DUNCAN: So do I understand correctly this report
25 has only been prepared very recently?

26

1 MR JAMES WONG: (Via interpreter) This is a report
2 formulated on 1 May 2018. It was rather recent.

3 CHAIRMAN: By what means is the place at which the bus is
4 identified doing a particular speed identified?

5 MR LEUNG KIN WANG: (Via interpreter) At present, we look at
6 the route of the bus. We, on our own computer system,
7 have mapped the places for every route. How can we
8 identify the location? We will look at the time, at the
9 material time, and also the hourly speed of the bus.
10 That is why this takes time for our staff to use the
11 relevant software to tackle it.

12 MR PETER DUNCAN: How long have you been able to produce
13 this sort of report? Since when?

14 MR LEUNG KIN WANG: (Via interpreter) We started to have
15 this kind of black box in 2013 and we already had this
16 kind of report; we use the same way to do it.

17 MR PETER DUNCAN: You said that this report was produced on
18 1 May this year. Were these sorts of reports being
19 produced at the time of the Tai Po accident?

20 MR LEUNG KIN WANG: (Via interpreter) This report was done
21 on 1 May, but then this type of report, this type of
22 exception report, had always been produced. We started
23 to have this kind of exception report in 2013, and we
24 could know whether the bus captain sped in 50km or 70km
25 zones.

26

1 MR PETER DUNCAN: How long after --

2 CHAIRMAN: Would you just give me a moment, Mr Duncan.

3 MEMBER LO: Can I ask you a question?

4 MR LEUNG KIN WANG: Sure.

5 MEMBER LO: Now, if the bus is speeding at 67.9, you should
6 know that it was speeding beyond 50; right?

7 MR LEUNG KIN WANG: (Via interpreter) Correct.

8 MEMBER AUYEUNG: So in your company record, you should have
9 a record of this segment is set a speed limit of 50;
10 right?

11 MR LEUNG KIN WANG: (Via interpreter) Correct.

12 MEMBER LO: So you didn't need the TD's digital map to know
13 that you have different speed limits for different
14 sections of your routings?

15 MR LEUNG KIN WANG: (Via interpreter) That is what we judged
16 according to our own knowledge. So we judged which zone
17 was 70km or 50km. Our staff had to do this manually
18 that this particular section was 50km or another
19 section 70km and we had to do it every day. If there
20 are new road sections, we will have to update our own
21 records, and if there are new routes or if there is
22 diversion, we will have to update the records ourselves.
23 This is what we have to do. Even if we have these speed
24 limits for different road sections, we will still have
25 to verify that with the black box data so that we know

26

1 whether speeding happened in 50km or 70km zones.

2 MR ROGER LEE: (Via interpreter) Maybe I can supplement.

3 Actually, black box data will let us know the speed of
4 the vehicle and the locations, but we will not know
5 whether there has been speeding. From the start to the
6 end of the journey, the black box will record the time
7 at any X, Y, Z location and the speed that was used, and
8 when this comes back to the company we have a system:
9 knowing the speed limit of a particular road section, we
10 superimpose the black box data on that, so we will know
11 whether there has been speeding.

12 But it takes a long time because we have over 400
13 routes and you have two directions for each route and
14 there are many, many buses running on these routes.
15 That is why it takes a long time.

16 As to your second point, the black box is two
17 systems. The black box company can use a physical map
18 and they can take the speed at any X, Y, Z location.
19 This is what they can do but this was not done at that
20 time.

21 Secondly, the black box companies have suggested
22 that if there can be a digital map, a live map, like the
23 one from TD, if it has been installed, then the time
24 could be much shortened. I think this is what Mr Leung
25 was trying to say.

26

1 CHAIRMAN: Perhaps I can recapitulate. The black box that
2 we can see, looking at it now, tells you the latitude
3 and longitude. I think you call that X and Y.

4 MR ROGER LEE: Correct.

5 CHAIRMAN: The latitude and longitude is what it's described
6 by a short form.

7 That tells you where the bus is. At that point in
8 time, because you get every one second a report of
9 speed, you know what the speed of the bus is. The third
10 step you take is to work out what the speed zone or
11 limit is for that area.

12 MR ROGER LEE: Yes.

13 CHAIRMAN: So location, speed and then speed limit, and that
14 is done manually because you hadn't found out about
15 digital maps.

16 MR ROGER LEE: Yes.

17 CHAIRMAN: How many people have you been employing doing
18 this manual job when it could have been done by digital
19 map automatically?

20 MR ROGER LEE: 37.

21 CHAIRMAN: There's your cost-cutting.

22 Yes, Mr Duncan.

23 MR PETER DUNCAN: Just to clarify, at the risk of some
24 repetition: when did the company start producing these
25 sorts of reports, that distinguished between the 50 and
26

1 the 70 kilometre per hour?

2 MR LEUNG KIN WANG: (Via interpreter) We had it since
3 an early time. I have been told by some colleagues that
4 we started to have this in 2007, but at that time the
5 black box data were not as detailed, and in 2013, with
6 this latest type of black box, we gathered more data and
7 therefore we can conduct a more detailed analysis.

8 MR PETER DUNCAN: So, if a bus driver exceeded
9 a 50-kilometre speed limit on the first of the month,
10 when would the report be compiled in order for you to
11 conclude that? How much later?

12 MR LEUNG KIN WANG: (Via interpreter) At present, it would
13 take four days for the report to be produced, and
14 Mr Wong would have received the same report, and Mr Wong
15 would deal with it.

16 MR PETER DUNCAN: Previously, how long did it take?

17 MR LEUNG KIN WANG: (Via interpreter) Ten days, and in the
18 more distant past, 14 days. In 2007, it would take even
19 longer. At that point, the data from the black box were
20 not transmitted through the server, and the physical
21 downloading was required, so the time taken would be
22 even longer.

23 MR PETER DUNCAN: This is what the 37 people have been
24 working on?

25 MR LEUNG KIN WANG: (Via interpreter) Maybe more, if for
26

1 downloading of data, you will have to do it on board
2 individual vehicles, so it may involve thousands of
3 buses and many people at the repair/maintenance section.
4 It's a very tedious task. So more than 70 people would
5 have been involved. More than 37 people would be
6 involved.

7 MEMBER LO: Let me ask a question. So this 14 days or four
8 days' delay would prevent basically real-time
9 operations; right? If a driver taps in using his ID and
10 the record is put into the black box, so this
11 information is instantaneous, there's no need to go back
12 14 days or four days to match it. Isn't that a very
13 simple solution to fix it?

14 MR LEUNG KIN WANG: Correct, correct, (Chinese words not
15 interpreted).

16 MEMBER LO: Why isn't that done?

17 MR LEUNG KIN WANG: (Via interpreter) We are moving towards
18 the same direction so we can have the black box data
19 transmitted by the bus captain. One of the items in our
20 submission to the committee is on this geo-fencing
21 element. That is we will store the information of the
22 bus captain in the black box as well. So we have
23 a record pertaining to the bus captain and we will know
24 on a second-to-second basis which bus captain is driving
25 the vehicle.

26

1 CHAIRMAN: That is not done at the moment?

2 MR LEUNG KIN WANG: No.

3 CHAIRMAN: The black box does not record the fact of the
4 Octopus card of the captain logging on to take charge of
5 that bus?

6 MR LEUNG KIN WANG: No.

7 MR ROGER LEE: That's why it takes at least ten days
8 previously.

9 CHAIRMAN: If you can do it briefly, how is the identity of
10 the bus captain established? You've got the bus number,
11 you've got the speed, you've got the location, you
12 manually work out the speed limit. How have you been
13 and do you at the moment establish the identity of the
14 driver?

15 MR LEUNG KIN WANG: (Via interpreter) It's not currently
16 done, so we need to match the black box data with the
17 terminus records, because through the terminus records
18 we know which bus captain drove whatever bus in respect
19 of whatever route at the particular time. Then we match
20 the time of the records with the black box data, because
21 the black box does record time, and then we know at
22 a particular time that that bus was driven by
23 a particular bus captain.

24 MR ROGER LEE: (Via interpreter) Simply put, you have some
25 data from the black box and you have some records from
26

1 the terminus which is a separate system. Then we have
2 the fleet management records. The terminus records are
3 about the bus captains, the fleet management records
4 about the vehicle, and then we would have to match the
5 three sets of data to make the identification. So it
6 takes a long time.

7 CHAIRMAN: Is the terminus record done automatically through
8 a computer by use of the Octopus card of the captain?

9 MR LEUNG KIN WANG: (Via interpreter) Yes. That's one of
10 the inputs.

11 CHAIRMAN: Yes, Mr Duncan.

12 MR PETER DUNCAN: Thank you, Chairman.

13 I want to move slightly onwards now to another
14 topic, not unrelated to this. That's the topic of
15 real-time monitoring of the bus captains.

16 Just so it's understood what I mean by this, can
17 I take you back to the evidence of the gentleman from
18 Openmatics, Mr Kulis, which we will find on Day 6 at
19 page 158.

20 That would be bundle 3, Mr Chairman.

21 CHAIRMAN: Thank you.

22 MR PETER DUNCAN: If I could ask you to turn to line 14 on
23 that page, where Mr Chan, counsel for the commission,
24 asks Mr Kulis this question:

25 "Now if the data is capable of being transmitted and
26

1 received at, say, 5-second intervals, does your company
2 provide the technology either in hardware or software to
3 facilitate real-time monitoring of the data collected by
4 the black box?"

5 And his answer is, "Yes".

6 Just to put this in context, you have told us at the
7 moment, I think, that the data is provided at 30-second
8 intervals, but it can be reduced down to 5 seconds? Is
9 that a correct understanding?

10 MR LEUNG KIN WANG: Yes.

11 MR PETER DUNCAN: Thank you.

12 Mr Chan continues:

13 "So let me see if I get this right. Your company
14 supplies the black box, it collects the data, and the
15 system is able to transfer that data, say, every five
16 seconds, to a defined server?

17 Mr Kulis: Mm-hmm.

18 Mr Derek Chan: So as a supervisor, I'm sitting in my
19 office, how do I monitor the driver, real-time? Do
20 I need additional software, or does your company already
21 provide the software for me to do so?

22 Mr Kulis: There are two options, we can provide our
23 software solution, which consists of the Openmatics
24 portal and additional applications on the server side.
25 That is one option, but some customers they are

26

1 preferring just to get the data, and they have their own
2 IT systems behind. In that case we are just the data
3 provider and we don't care about the utilisation or
4 operating of that. Utilising that.

5 Mr Derek Chan: In this case, KMB, is it the case
6 that ZF only works as, as you describe it, a data
7 provider, or are you aware of any more advanced use by
8 [Kowloon Motor Bus] of your company's real-time
9 monitoring capabilities?

10 Mr Kulis: I think in this case [Kowloon Motor Bus]
11 is the customer, at the current moment, they are using
12 their own IT system to handle the data and work with the
13 data. But, yes, it's by agreement, we can also change
14 it if we want.

15 Mr Derek Chan: I see. In your experience, how
16 common is it around the world in terms of commercial
17 fleet management for the company to monitor the driving
18 behaviour of its drivers real-time? How common is that?

19 Mr Kulis: I think this is quite a common request.
20 Both from the safety and economic reason, the companies
21 usually want to monitor the drivers. In some countries
22 there is the conflict with the law regulation and
23 protecting the driver safety, like in the West European
24 countries, sometimes it is not so easy to introduce
25 monitoring system, but the demand is always there."

26

1 So that's the context in which I want to explore
2 this matter a little further with you, if I may. I want
3 to take it further firstly by referring you to KMB-4, at
4 page 1202. This is an extract from the 2013 annual
5 report. We have seen one of these before.

6 CHAIRMAN: Of KMB?

7 MR PETER DUNCAN: I think the holding company, first of all.

8 CHAIRMAN: Yes.

9 MR PETER DUNCAN: And then Kowloon Motor Bus Company and in
10 fact a number of other subsidiaries also of the listed
11 company.

12 CHAIRMAN: Thank you.

13 MR PETER DUNCAN: So if we look down the list of key
14 corporate executives in the Kowloon Motor Bus Company,
15 you will find the name of one Alok Jain, head of
16 planning and development department. Is that a name
17 which is known to some of you?

18 MR LEUNG KIN WANG: Yes.

19 MR PETER DUNCAN: We can see the position that he held at
20 that time.

21 Are you aware that Mr Jain has provided evidence to
22 the committee?

23 MR LEUNG KIN WANG: Yes.

24 MR PETER DUNCAN: In that respect, I'm going to ask you to
25 turn up, please, bundle FE-1 at page 40. In fact, the
26

1 document I wish to show you commences at page 39 of that
2 bundle, and it's a submission that the committee has
3 received from Mr Jain.

4 Have you had the opportunity of reading this
5 submission?

6 MR LEUNG KIN WANG: Briefly, yes.

7 MR PETER DUNCAN: Thank you.

8 If you have read it just briefly, perhaps I could
9 bring your attention, please, to page 40, paragraphs 2
10 and 3. Perhaps for the benefit of others than you and
11 me, I will read those paragraphs out.

12 Mr Jain says in paragraph 2:

13 "Real-time Operational Management (ROM) System was
14 a by-product of installation and telematics devices on
15 board the buses, which has been ongoing by the time
16 I joined the organisation.

17 a. I was involved in many meetings and discussions
18 about the technical specifications, features, technology
19 selection and so on in relation to ROM right after
20 I joined the company. I was not involved in discussions
21 related to funding, tendering and project management.

22 I also cannot remember when exactly the decision to
23 implement was undertaken but was aware that project
24 implementation was in progress. The primary reasons to
25 implement the project were --

26

1 (i) Improve safety -- through real-time alerts and
2 feedbacks to bus captains;

3 (ii) Improve fuel efficiency -- through enhanced
4 driving behaviour and performance management; and

5 (iii) Deliver reliable bus services -- through
6 active management of deployment and incident/disruption
7 management.

8 b. There were extensive discussions on type of
9 vehicle and driver performance parameters that will be
10 monitored through this ROM system including their
11 potential benefits. As the telematics data was still
12 available even after the scrapping of the project, there
13 was some level of monitoring but the real value of ROM
14 system was 'real-time' and this capability was
15 sacrificed. This was analogous to a port mortem ..."

16 I will leave out that sentence.

17 Then item (c):

18 "I was not much involved in the discussions
19 pertaining to exact cost implications of the project but
20 through meetings and discussions, was under the
21 impression that the project was planned to deliver
22 a positive ROI.

23 3. Many, if not the most, of the bus companies in
24 the developed world today deploy same or similar
25 functionalities as [Kowloon Motor Bus] had envisioned in
26

1 the ROM system. Even at the time when KMB was drawing
2 up the plans, we were drawing heavily on the experiences
3 from Seoul, Singapore, London and Munich. Media reports
4 or company announcements from other cities have shown
5 clear benefits of such systems in terms of safety, fuel
6 efficiency and driver behaviour. In New Zealand [and
7 the source is the GreenRoad.com website] bus companies
8 achieved 4 per cent reduction in fuel consumptions and
9 81 per cent reduction in speeding infringements. Tower
10 Transit in Singapore achieved more than 7 per cent fuel
11 savings, and halving of 'incidents' of poor driving
12 behaviour. Accidents from collisions fell by half,
13 while accidents caused by bus drivers plunged by
14 70 per cent."

15 So that's the information that Mr Jain provided in
16 writing to the committee. Mr Jain has also given
17 evidence to the committee -- I will simply give you the
18 reference in the bundles; it's transcript bundle 8, and
19 on this topic --

20 CHAIRMAN: I think it's bundle 3, is it not?

21 MR PETER DUNCAN: I see. It's Day 8 -- bundle 3, I beg your
22 pardon -- and it runs for some pages, 81 to 98.

23 By the way, have you had the opportunity of reading
24 that evidence, Mr Leung?

25 MR LEUNG KIN WANG: Yes, in Chinese.

26

1 MR PETER DUNCAN: Thank you. So I won't take you through
2 it, but it amplifies what Mr Jain had said in this
3 submission, which was to the effect that the company had
4 considered a project which would involve real-time
5 monitoring, but according to Mr Jain, that project was
6 scrapped.

7 So what I would like to ask first of all is: do any
8 of you recall discussions pertaining to the possibility
9 of real-time monitoring?

10 MR LEUNG KIN WANG: (Via interpreter) ROM means real-time
11 operations management system. It's not a real-time
12 monitoring system.

13 MR PETER DUNCAN: So it doesn't live up to its name?

14 MR LEUNG KIN WANG: (Via interpreter) It is an operations
15 real-time management system. It is about bus operations
16 management. It has nothing to do with driving safety.

17 MR PETER DUNCAN: First of all, was there a real-time
18 monitoring system considered by the Kowloon Motor Bus
19 Company at some point, referred to by Mr Jain?

20 MR LEUNG KIN WANG: (Via interpreter) This is what we have
21 now. This is the on-board driver's alert and driver's
22 feedback. On board buses, there is a real-time alert to
23 bus captains.

24 (In English) Speeding, when he applies brakes
25 suddenly or with sudden acceleration.

26

1 MR PETER DUNCAN: Right. Are you aware that the company at
2 one stage considered the type of system that Mr Kulis
3 referred to in his evidence?

4 MR LEUNG KIN WANG: (Via interpreter) I had knowledge that
5 there was this intention. I knew about it and I also
6 asked ZF that we should have real-time alert to bus
7 captains, that there should be a two-directional
8 communication in order to have real-time alerts sent to
9 bus captains about their behaviour. But at that time,
10 the starting point is not about safety but about keeping
11 distances between vehicles. This is just really for bus
12 operation.

13 MR PETER DUNCAN: So you can see what Mr Kulis has referred
14 to, and that's the concept of somebody receiving
15 information, seeing that a driver is speeding or seeing
16 that he's braking sharply or that he's accelerating, and
17 then making instant communication to the driver as to
18 his driving behaviour. That's what Mr Kulis is
19 referring to.

20 Has the company had a project to consider that sort
21 of facility?

22 MR LEUNG KIN WANG: (Via interpreter) No.

23 MR PETER DUNCAN: Never?

24 MR LEUNG KIN WANG: Never.

25 MR PETER DUNCAN: So your understanding of what Mr Jain was
26

1 saying in his letter and his evidence, what is your
2 understanding of what he was referring to?

3 MR LEUNG KIN WANG: (Via interpreter) I believe he was
4 talking about our real-time operations management
5 system.

6 MR PETER DUNCAN: I think, in that case, I will have to
7 refer you to some of Mr Jain's evidence explicitly.

8 Could I refer you, please, to Day 8, bundle 3 of the
9 transcripts, at page 86.

10 Can I bring your attention, please, to line 9 of
11 page 86.

12 CHAIRMAN: May I suggest that we begin at the top of the
13 page, because this might explain the marriage between
14 the two, the bus grouping and another use that might be
15 made of the data.

16 MR PETER DUNCAN: Certainly, Mr Chairman. So we go to
17 line -- is Mr Chairman referring to page 85 or page 86?

18 CHAIRMAN: You might begin at page 85. I think that puts it
19 into context.

20 MR PETER DUNCAN: Yes.

21 So line 2, Mr Leung, at page 85, Mr Jain says this:

22 "So until then, a lot of data in [Kowloon Motor Bus]
23 was residing in silos in individual departments. They
24 were collecting -- for example, engineering information
25 was available in engineering, operational information

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1 was available in the operations department, and they
2 were all in different systems. The plan was to put this
3 all into a single data warehouse and create a single
4 version of truth.

5 Chairman: What use was to be made of the data
6 contained in this single data warehouse?

7 Mr Jain: So there were three stages. The first
8 stage was to establish the static, what is real, what is
9 happening on ground. The second stage was to put into
10 some level of modeling, where we could use it for
11 planning purposes, in short term. And the third
12 objective, eventually, was to take it into a predictive
13 level, where we could apply statistical tools and do
14 some forward projections.

15 Chairman: What use was to be made of the first
16 step, the real-time?

17 Mr Jain: That was primarily for management
18 information purposes, as well as for any investigations,
19 reporting, so on and so forth.

20 Chairman: Investigations into what?

21 Mr Jain: For example we used to receive a lot of
22 passenger complaints about services, we could go back
23 and look into the data and verify that information.

24 Chairman: So if the complaint had been made that
25 the bus had been driven at an excessive speed and braked

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1 harshly, could that be investigated by analysing the
2 data that had been put into this single data warehouse?

3 Mr Jain: Potentially, yes.

4 Chairman: That's a response to a complaint. Was
5 there any plan to use the data proactively?

6 Mr Jain: So the second stage was where we went into
7 real-time operations management system, because once we
8 built the data models on the historic data we could
9 translate the similar level of information and analyse
10 on a real-time basis, and the idea was of course to
11 monitor the whole operation on a real-time basis using
12 what we normally call an exception management, where
13 anything that goes beyond the threshold of normal
14 operation you start to actively manage it.

15 Chairman: How was it envisaged, if it was, that
16 this approach could address the manner in which a bus
17 was [being] driven?

18 Mr Jain: For example, if any bus that was being
19 driven beyond the parameters that were set as normal
20 operation, then it would raise an alert, and normally
21 the companies, or examples that I have seen around the
22 world, they use this green, amber, red approach. So
23 green is normal operation, anything that goes on the
24 outlines of threshold boundaries it starts to raise the
25 alert [is] an amber, and then of course once it crosses,

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1 it is a red alert. So at that time some intervention is
2 necessary.

3 Chairman: Was it envisaged that this alert raised
4 by a parameter being breached could occur real-time?

5 Mr Jain: The intent certainly at that time was
6 that."

7 Now, that's the passage that I was referring to.
8 What sort of system do you understand Mr Jain to be
9 referring to in that respect?

10 MR LEUNG KIN WANG: (Via interpreter) This is not in our
11 present system.

12 MR PETER DUNCAN: Is that something which you understand to
13 be the equivalent of the real-time monitoring system
14 that Mr Kulis was referring to?

15 MR LEUNG KIN WANG: No.

16 MR PETER DUNCAN: What's the difference?

17 MR LEUNG KIN WANG: (Via interpreter) ROM is real-time
18 operations management. It is about deployment of buses.
19 This has nothing to do with driving safety of bus
20 captains.

21 MR PETER DUNCAN: It would seem that Mr Jain understood it
22 differently. Is that correct?

23 MR LEUNG KIN WANG: (Via interpreter) I agree.

24 MR PETER DUNCAN: When he says that the project, as he
25 understood, was scrapped, do you recall a project being
26

1 started but then being scrapped?

2 MR LEUNG KIN WANG: (Via interpreter) It was never scrapped.

3 This project started in October 2014. It has never been

4 terminated. It's ongoing.

5 MR PETER DUNCAN: In that context, just to be absolutely

6 clear, what do you say "this project" is?

7 MR LEUNG KIN WANG: (Via interpreter) This is about the

8 real-time operation management system by using the black

9 box and the availability of real-time location

10 information, so that we can be more efficient in bus

11 deployment.

12 CHAIRMAN: In what way?

13 MR LEUNG KIN WANG: (Via interpreter) For every route, the

14 buses at different locations, frontline people,

15 including the regulator, the officers, will know the

16 locations of the buses at any time. When there's

17 traffic congestion, some of the buses might be stuck in

18 certain location. Such information will allow us to do

19 a better deployment, because we would know that some of

20 the buses might not be able to return very quickly, so

21 deployment can be arranged in a more efficient manner.

22 That's the core of the facility of this real-time

23 management system which would facilitate the work of our

24 officers.

25 MR PETER DUNCAN: Just before we take a break, if I could

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1 return to Mr Kulis and what he was referring to in the
2 earlier passages to which I brought your attention.
3 That's Day 6, page 158, the same bundle 3.

4 Are you there, at page 158?

5 MR LEUNG KIN WANG: Yes.

6 MR PETER DUNCAN: I brought this to your attention earlier,
7 but at line 25, Mr Chan is asking him questions about
8 this situation:

9 "So as a supervisor ... [sitting in his office
10 monitoring the driver real-time] ..."

11 And implicitly in that, if he sees a problem,
12 communicating with the driver, he says, "You need to
13 change the manner in which you're your driving", that
14 sort of system.

15 First of all, that sort of system is quite
16 different, is it not, to what you had just been
17 adverting to?

18 MR LEUNG KIN WANG: (Via interpreter) Correct.

19 MR PETER DUNCAN: I don't want to confuse terms. If I could
20 refer to that as "real-time driver monitoring".

21 Mr Kulis has referred to the fact that this is quite
22 commonly used in other parts of the world. Have you
23 seen that in his evidence?

24 MR LEUNG KIN WANG: Yes.

25 MR PETER DUNCAN: Is this something which Kowloon Motor Bus
26

1 has given consideration to?

2 MR LEUNG KIN WANG: Yes.

3 MR PETER DUNCAN: What is its position with regard to this?

4 Because obviously Kowloon Motor Bus does not apply this
5 system at the moment. What is the company's position?

6 MR LEUNG KIN WANG: Not practical.

7 MR PETER DUNCAN: So you have considered it and decided
8 against it; is that the position?

9 MR LEUNG KIN WANG: Correct.

10 MR PETER DUNCAN: Could you explain to the committee why it
11 is not practical?

12 MR LEUNG KIN WANG: (Via interpreter) It would mean a lot of
13 pressure for bus captains, and we may not have a system
14 that can deal with so many bus captains at the same
15 time. We have also consulted ZF and Openmatics, and the
16 conclusion was that it was not practicable.

17 CHAIRMAN: When were these consultations?

18 MR LEUNG KIN WANG: (Via interpreter) They were some time
19 ago.

20 CHAIRMAN: Try and help us a bit more than that. When?

21 MR LEUNG KIN WANG: (Via interpreter) It is not very formal
22 discussion. We did talk to them, especially to
23 Openmatics.

24 CHAIRMAN: When?

25 MR LEUNG KIN WANG: (Via interpreter) It is not by me. My
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1 watch over 4,000 bus captains.

2 CHAIRMAN: What did you talk to ZF about?

3 MR LEUNG KIN WANG: (Via interpreter) Our design with ZF was
4 how to transmit the real-time data to our company and
5 how our company's data can produce real-time maps of
6 where our bus captains are at any time so that we can
7 have more efficient real-time operations management.
8 That is the objective of designing the ROM at that time.

9 MR ROGER LEE: (Chinese words not interpreted).

10 CHAIRMAN: When were these discussions?

11 MR LEUNG KIN WANG: (Via interpreter) It was in 2013. When
12 we started to install black boxes, we were aware of how
13 these black boxes would function.

14 MR ROGER LEE: (Via interpreter) I would like to supplement
15 here to what the operations director has said. There
16 are two views on how to manage the fleet real-time. One
17 is that there would be a central management system
18 knowing how the vehicles are doing on the roads and then
19 a central control room can communicate with the bus
20 captains so that the buses would be at a suitable
21 distance from one another to ensure smooth operation.

22 But there is a big problem here. The real situation
23 on the ground, unless you have very accurate information
24 about the road conditions with a lot of CCTV monitoring
25 the journey, because we are not a railway company, and

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1 the communication with the bus captain would be
2 a problem because they are already facing a lot of
3 pressure on the road. So that's a worry.

4 Now we have the data, and then at the back end we
5 have the TER system, involving the regulators, the
6 frontline staff at the bus termini. These people know
7 the road conditions on the ground. When the bus captain
8 reaches the terminus, of course the staff there know to
9 what extent there has been a delay, then maybe something
10 has to be done to catch up. It's more people-oriented
11 as a management approach.

12 Bus is different from railway. It would be
13 difficult to have a central control system to manage
14 4,000 bus captains on the roads. But the data provided
15 by Openmatics can facilitate the work of the back-end
16 operation, but it is not about a system of managing
17 4,000 bus captains.

18 CHAIRMAN: Yes. I think we've got that point; you have made
19 it about three times.

20 Thank you, Mr Duncan.

21 MR PETER DUNCAN: Thank you, Chairman.

22 Mr Lee, I am sorry, but I had the impression before
23 the break that with regard to the real-time driver
24 monitoring system that Mr Kulis was talking about --
25 I had the impression from you that somebody in the
26

1 company had spoken to Openmatics about that. Are you
2 saying that that has actually not happened?

3 MR LEUNG KIN WANG: (Via interpreter) We did discuss with
4 Openmatics about their black box. As regards the
5 software that would enable a supervisor to manage the
6 fleet, that was not discussed and we will not consider
7 doing that.

8 MR PETER DUNCAN: So you have decided against a real-time
9 driver monitoring system because it is not practical?

10 MR LEUNG KIN WANG: (Via interpreter) If we have a system
11 whereby a supervisor would be monitoring the bus
12 captains, we are of the view that it is not practicable.
13 If you take a look at ZF's reference to Western
14 countries, and then also for safety or commercial
15 reasons some of them have done this. We have had some
16 internal discussions. It's about whether we can
17 retrofit some vehicles to do the same, for example
18 vehicles to transport the coins or fueled vehicles, we
19 will consider whether those can be refitted to do the
20 same.

21 But we are not talking about buses, and he was also
22 talking about much smaller bus companies, not the bigger
23 ones like us.

24 CHAIRMAN: Who is "he"?

25 MR LEUNG KIN WANG: (Via interpreter) It's in the evidence,
26

1 the representative of Openmatics.

2 CHAIRMAN: I see. You are referring to Mr Kulis, are you?

3 MR LEUNG KIN WANG: Correct.

4 CHAIRMAN: Thank you.

5 MR PETER DUNCAN: I'm sorry to have to go back to Mr Jain's
6 evidence, Mr Leung, but with regard to the project that
7 he described and in respect of which you seem to have
8 a different understanding from Mr Jain, were you
9 involved in that project to which he refers?

10 MR LEUNG KIN WANG: Yes.

11 MR PETER DUNCAN: I need, I think, to take you to another
12 part of his evidence, at Day 8, which will be in
13 bundle 3, and this time at page 89.

14 Before I take you to the evidence, perhaps you could
15 just describe to members of the committee what your
16 involvement in this project was.

17 MR LEUNG KIN WANG: (Via interpreter) This project was
18 considered in 2013. I was responsible for bus
19 maintenance at that time. I participated in some of the
20 presentations. It's because of the availability of
21 black box as a technology to help the company to develop
22 the bus operations. At that time, the company also
23 engaged a consultancy firm, and some recommendations
24 were made to KMB. I was responsible for managing people
25 in maintenance and repair, but I was also involved in

26

1 some of the presentations and I knew about the concepts
2 behind and how real-time information could be made use
3 of to facilitate operations.

4 After I took over as operations director, I knew the
5 relevant programme in much more detail, and in 2016,
6 when I formally took over as head of operations, I knew
7 that there was a real-time operation management system
8 which was ongoing. I realised at that time that there
9 were real-time maps to show the locations of buses which
10 would facilitate the deployment of our fleet. It was in
11 January 2016 when I took over as head of operations.

12 At the same time, I realised that the project would
13 involve another function, that is a substitute for TER,
14 a substitute of the function of the TER system. The TER
15 is about the operations at the bus termini. When a bus
16 captain arrives, he would report for duty and start the
17 driving duty and then when he returns he also reports to
18 the terminus and we will know the time of arrival and
19 then the regulator can do the deployment duties based on
20 the information collected.

21 One of the proposed ROM functions was to replace the
22 TER, in that there will be a central control room to
23 remotely deploy bus captains and assign duties to
24 different routes and to adjust the headways, the
25 frequency of service, and also to receive reports from
26

1 bus captains regarding breakdowns, accidents, and
2 matters relating to passengers. Under the proposed
3 design, it would be centrally managed.

4 MR PETER DUNCAN: Thank you, Mr Leung.

5 I want to bring to your attention, please --

6 CHAIRMAN: Before you do that, Mr Duncan, before you pose
7 that question -- Mr Leung, in the course of your answer,
8 you said that the issue of the availability of black box
9 data was considered and consultants had been engaged.
10 What were they asked to do?

11 MR LEUNG KIN WANG: (Via interpreter) He was asked to look
12 into service delivery and service enhancement and to
13 make recommendations.

14 CHAIRMAN: Would that include avoiding, for example,
15 bunching up of buses? Is that what he was engaged for?

16 MR LEUNG KIN WANG: It's consultant services for operations
17 transformation.

18 CHAIRMAN: But dealing with service issues like bunching up
19 of buses?

20 MR LEUNG KIN WANG: Yes.

21 CHAIRMAN: Thank you.

22 Yes, Mr Duncan.

23 MR PETER DUNCAN: Thank you, Chairman.

24 The portion of Mr Jain's evidence to which I wish to
25 bring your attention, Mr Leung, is at page 89 of the
26

1 transcript, Day 8. I think you have that in front of
2 you.

3 At line 14, Ms Wong, counsel for the committee, asks
4 this question of Mr Jain:

5 "Is it the case that throughout the time you joined
6 the company until the time you left, you were involved
7 in this ROM project?

8 Mr Jain: I wouldn't say until the time I left, but
9 during that period when it was being discussed as a part
10 of implementation process, yes, I was involved in the
11 project very actively.

12 Ms Wong: And I notice in (i) of that paragraph (a)
13 you stated that the primary reasons to implement the
14 project were to improve safety through real-time alerts
15 and feedbacks to bus captains.

16 The feedbacks to bus captains, can you tell us
17 whether it is intended to be real-time feedback or a
18 reactive feedback to bus captains after the complaint
19 has been received.

20 Mr Jain: There were two things that happened. The
21 idea was to develop a two-way communication system
22 between the bus itself and the operation control centre,
23 and the bus drivers were supposed to have what we call
24 a DDU, driver display unit, and through this DDU there
25 are two ways to intervene with a driver. One is done at
26

1 the bus level where the bus, you can pre-programme the
2 parameters that bus -- any time transcends, it creates
3 an alert for the driver.

4 The second level of alert could be triggered by
5 somebody sitting in the operation control centre. Let's
6 say, for example, if a bus is running too fast, but
7 still within the speed limit, and the on-board device
8 does not detect any anomaly. However, at the OCC,
9 a supervisor detects that on a particular section the
10 bus driver, probably because of weather conditions or
11 because of any accident or road conditions, they should
12 be driving slower, then a supervisor can technically
13 intervene and alert the driver or remind the driver to
14 go slow in that section.

15 So there are two levels of interventions that can be
16 done.

17 Chairman: On the second intervention, that is the
18 supervisor in the OCC, how would he communicate his
19 intervention to the driver?

20 Mr Jain: So we had many options being discussed at
21 the time. We were talking about just a display system.
22 The second was we were also talking about an audio
23 system.

24 Chairman: So there were two possibilities. One was
25 through the display system or otherwise by audio?

26

1 Mr Jain: Well, display was almost there, and audio
2 was considered as an additional possibility.

3 Chairman: Was audio going to be by radio or by some
4 other means?

5 Mr Jain: Primarily by radio, or even 3G
6 communication. We had not gone that far, I think, at
7 that time.

8 Ms Maggie Wong: You mentioned there were many
9 meetings or discussions about this ROM features. Can
10 you recall if there are minutes or documents recording
11 what was discussed?

12 Mr Jain: There were a lot of presentations, if I
13 recall, and there were e-mails post meeting summarising
14 what was discussed, the key agenda, or key tasks to be
15 [borne] by respective people. But as formal minutes, as
16 we know them, I cannot recall if they were prepared."

17 Now, you see that evidence, Mr Leung. It would
18 appear that Mr Jain's description of the project is
19 totally at odds with your understanding of the project.
20 Is that correct?

21 MR LEUNG KIN WANG: Correct.

22 MR PETER DUNCAN: Do you have any idea of any project that
23 was being undertaken in the company with regard to the
24 type of response to the drivers to which Mr Jain was
25 referring?

26

1 MR LEUNG KIN WANG: (Via interpreter) Right now we don't
2 have any such project going on. At present, the ROM
3 does not have this function.

4 CHAIRMAN: You were asked about at that time, when Mr Alok
5 Jain was in the company. Was there any such project
6 going on that you are aware of, perhaps not the one
7 you've told us about?

8 MR LEUNG KIN WANG: No.

9 MR PETER DUNCAN: Mr Jain at line 19 on page 91 has referred
10 to "presentations". You also had referred to
11 presentations, I think, in your evidence earlier, with
12 regard to the same ROM project. Do those presentations
13 still exist?

14 MR LEUNG KIN WANG: I have to find out.

15 MR PETER DUNCAN: I would be grateful if you could look
16 further into that, so the committee can view
17 presentations, emails, and so on, regarding the ROM
18 project at the time that Mr Jain was at the company.
19 Could you have somebody explore that for us?

20 MR LEUNG KIN WANG: Yes.

21 CHAIRMAN: Thank you.

22 MR PETER DUNCAN: Just before we leave this --

23 CHAIRMAN: Before we move on, Mr Duncan.

24 MR PETER DUNCAN: Thank you.

25 CHAIRMAN: In that context -- this was a matter that arose
26

1 earlier -- would you provide us with information as to
2 the company system of the preservation of these kinds of
3 records? Mr Duncan has already mentioned the
4 preservation of emails, but of other records. In this
5 case, we are talking about presentations. Could we have
6 some information about what the company policy is? Not
7 necessarily now but when you come back to us.

8 MR LEUNG KIN WANG: (Via interpreter) I would like to add
9 one point. With regards to ROM, we do have the entire
10 ROM proposal for October 2014. We have it here. It
11 talks about what the ROM is for. Some parts are about
12 using the central control room to replace regulators,
13 but it was not done because I thought that it was not
14 practical. And it was not discussed by the board of
15 directors.

16 So if you are talking about the ROM, the information
17 is here. What the ROM is, it is here. I can submit it
18 to the IRC so you will know what the ROM is. As I was
19 saying, ROM is real-time operations management system,
20 which has nothing to do with driving safety.

21 CHAIRMAN: We understand your evidence. We also have
22 Mr Alok Jain's evidence, and clearly he speaks about
23 what you are talking about, but he also speaks about
24 another allied use of the data. The data is generated
25 for one purpose but could be used for another. That's
26

1 what we are asking about. But we will happily receive
2 the material that you have.

3 Mr Duncan.

4 MR PETER DUNCAN: Thank you, Mr Chairman.

5 Just before I leave this topic, Mr Leung -- and I'm
6 talking about real-time driver monitoring, you
7 understand; that's the system that Mr Kulis was
8 referring to -- I understand your position, that you say
9 it's just not practical. What I do want to have clearly
10 understood is how far the company has looked into this.

11 You mentioned some discussions with Openmatics but
12 with regard to other sorts of vehicles. Has the company
13 undertaken any study at all as to how this system is
14 engaged, for example, in Western European countries as
15 per the evidence of Mr Kulis?

16 MR ROGER LEE: (Via interpreter) Let me answer the question.

17 Yes, on Tuesday, we said that some colleagues went to
18 Northern Ireland to learn about this, and talking about
19 Openmatics and real-time systems.

20 In the past, when bus captains drove, they knew
21 whether they were speeding, and today, when the
22 speedometer points to 70 kilometres, he will be
23 reminded. At present, Openmatics and our company are
24 doing a study. There will be speed limits set on the
25 map; whether it is 50km or 70km, it will be seen. In
26

1 other words, on the dashboard, there will be an audio
2 alert if there is speeding beyond 50km or 70km.

3 This was started on 31 July. That is, a trial was
4 started. And on the day before yesterday, we submitted
5 papers to explain to you that this was being done.

6 MR PETER DUNCAN: Yes. That covers speed. What about
7 excessive braking, excessive acceleration, other aspects
8 of the driver's behaviour that might constitute unsafe
9 driving?

10 MR ROGER LEE: (Chinese words not interpreted).

11 CHAIRMAN: Forgive me, are you putting your question in the
12 context of real-time information?

13 MR PETER DUNCAN: Yes, real-time driver monitoring.

14 CHAIRMAN: May I invite you to rephrase it with that
15 included?

16 MR PETER DUNCAN: Certainly.

17 Has the company taken any steps in respect of
18 real-time driver monitoring with regard to matters other
19 than speed, specifically matters such as harsh braking,
20 excessive acceleration?

21 MR ROGER LEE: (Via interpreter) Today, on board the buses,
22 sudden acceleration and harsh braking are already
23 subjects of alert sent to bus captains. We already have
24 it today. But in this past period, we discovered that
25 apart from Openmatics, passengers should be alerted as
26

1 well because we have found that apart from elderly
2 people, young people may be using their handphones and
3 they may have accidents caused to them when there is
4 sudden acceleration or harsh braking.

5 We have done a lot in order to avoid those
6 accidents. My colleagues, say along Cheung Sha
7 Wan Road, we have done something to distribute leaflets
8 there to remind people that they should not concentrate
9 on their mobile phones when they travel on buses.

10 As for Openmatics, we have done something as well
11 and we are working on geo-fencing. We are testing it
12 out on our fleet. But this is a little complicated,
13 because the vehicle itself has a speed and then the
14 black box would identify the location of the bus and
15 what the speed should be, and number three, it is
16 geo-fencing. This will feed the information back to the
17 vehicle. This is electronic. Say, for example, the
18 brake, the gas pedal, and how this is controlled --
19 well, we are going in that direction.

20 We can give you supplementary information but this
21 is being done.

22 MR PETER DUNCAN: Yes. I think we understand that, Mr Lee,
23 and thank you for that. But my question is specifically
24 aimed at the system that Mr Kulis was describing, where
25 there is active supervision within a central control

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1 unit of a driver's speed and other aspects of his
2 driving.

3 I have asked Mr Leung about that and he says, "No,
4 it's not practical; it's been considered and we are not
5 doing it."

6 My question is what investigations, if any, has the
7 company conducted with regard to how that system is
8 incorporated in other jurisdictions and whether,
9 therefore, it might be suitable in Hong Kong?

10 MR LEUNG KIN WANG: (Via interpreter) Let me say something
11 else about this issue. Technological advance is such
12 that if we can have data to know whether a bus captain
13 is speeding and if the information can be seen real-time
14 and can be transmitted real-time and so we can identify
15 the bus captains -- well, we will be able to take care
16 of all the problems we thought we might have. So it
17 depends on technological advance. We hope technology
18 can help us. That is why now we have the 30-second
19 interval. We hope it will be reduced to 10 seconds and
20 maybe down to 2 seconds, 1 second. This is about
21 technology. We wait for this to happen.

22 MR PETER DUNCAN: I don't think you have answered my
23 question, but I conclude from that that you have done
24 very little about what I had asked about, because you
25 believe there are better ways of achieving it through
26

1 different technology. Is that a fair summary of the
2 situation?

3 MR LEUNG KIN WANG: (Via interpreter) What I mean is if
4 technology will allow us to have real-time monitoring --
5 you are talking about monitoring -- not real-time assist
6 or real-time alert but real-time monitoring, that
7 someone can be watching over the bus captains. Just now
8 we talked about Western countries where a supervisor
9 will be watching over a bus captain, for safety reasons,
10 for commercial reasons. But talking about our buses, we
11 have 4,000 of them. 90 per cent of the bus captains are
12 competent and safe drivers. Do we have to have 3,999
13 people watching over 4,000 drivers? That is a technical
14 issue.

15 If technology can help us, say two persons can watch
16 over 4,000 bus captains and if every bus captain drives
17 well, then I will be embracing that system.

18 MR PETER DUNCAN: So because of those matters, the matter
19 has not been explored; is that the situation? You have
20 simply concluded it is not practical so it would be
21 a waste of time exploring it?

22 MR LEUNG KIN WANG: (Via interpreter) We have an open mind.

23 MR PETER DUNCAN: I'm sorry but when you say you have
24 an open mind, is it something that is on the table for
25 your consideration, or have you concluded that it's just
26

1 not practical?

2 MR LEUNG KIN WANG: (Via interpreter) At that time, the
3 decision not to do it was based on the fact that it was
4 not practicable, but later on, if there is a practicable
5 real-time monitoring system, we will be very happy to
6 adopt it.

7 MR PETER DUNCAN: But it is not something which the company
8 is currently considering; is that correct?

9 MR LEUNG KIN WANG: (Via interpreter) For the time being, we
10 cannot see a practicable solution. If there is one, we
11 would be very happy to adopt it immediately.

12 MR PETER DUNCAN: Mr Lee, a few moments ago, mentioned the
13 matter of passengers on the bus. I'm going to move to
14 an aspect of passengers. That's the question of
15 passenger behaviour on your buses.

16 I think you are aware that the committee has heard
17 that it is a daily occurrence almost that your drivers
18 will be subjected to verbal and sometimes even physical
19 abuse. Is that a fair summary of the present
20 unfortunate situation?

21 MR ROGER LEE: Yes.

22 MR PATRICK PANG: (Via interpreter) Let me respond to this
23 question. Yes, indeed it is.

24 MR PETER DUNCAN: I'm going to ask you, please, to turn to
25 bundle KMB-1 at page 203.

26

1 At this page, we will see a letter from the
2 committee to the company, dated 20 July this year. If
3 I could remind you that the letter seeks further
4 information with regard to physical assaults on bus
5 captains. In paragraphs 2 to 4, which you will see on
6 page 204, you are requested to supply details pertaining
7 to five particular assault cases. Do you see those
8 references?

9 MR PATRICK PANG: (Via interpreter) Yes, I can see them.

10 MR PETER DUNCAN: Thank you.

11 If you then turn to page 212 of the bundle, you will
12 see the response from the company, and the number of
13 statistics relating to assault cases which occurred
14 between the period of January 2015 to 22 July 2018.

15 At page 218 -- I'm looking at the translation -- you
16 will see particulars of the five cases to which the
17 committee have referred in its letter. Those cases
18 having existed -- the dates were all in the month of
19 April of this year.

20 Are you at page 218?

21 MR PATRICK PANG: Yes.

22 MR PETER DUNCAN: Thank you. Of those five cases, if we
23 look at the "Penalty/Imprisonment" column there, we see
24 that the first two are classified as "Not pursued by
25 police", and we see the last referred to as "Still under
26

1 investigation".

2 MR PATRICK PANG: (Via interpreter) That's correct.

3 MR PETER DUNCAN: At items 3 and 4, we have the defendant
4 having pleaded guilty in each case, and having been
5 fined \$3,000 and \$1,000 respectively.

6 Are you aware that the maximum term of imprisonment,
7 maximum term of sentence that a magistrate can award for
8 a case of common assault is a fine of up to \$100,000 and
9 imprisonment for six months? Are you aware of that?

10 MR PATRICK PANG: (Via interpreter) Yes.

11 MR PETER DUNCAN: It would be fair to say, would it not,
12 that in the light of those maximum sentences, these
13 particular sentences seem to be rather light; would you
14 agree with that?

15 MR PATRICK PANG: (Via interpreter) I agree.

16 MR PETER DUNCAN: Is this something of a problem that -- is
17 this seen by the company as something of a problem, the
18 lightness of these sentences?

19 MR PATRICK PANG: (Via interpreter) This is, to us, one of
20 the problems and one of our concerns.

21 MR PETER DUNCAN: I wonder, please, if you could look at
22 page 293 of the same bundle. This is a translation of
23 a document which you will see, I think, around about
24 page 286.

25 MR PATRICK PANG: (Via interpreter) I can see that.

26

1 MR PETER DUNCAN: Reading from the translation at page 293,
2 is this a letter which is dated -- you can see the date
3 under the signature of the Kowloon Motor Bus legal
4 department -- 8 March 2018, under the heading, "Multiple
5 Cases of Assault on Bus Captains"?

6 MR PATRICK PANG: (Via interpreter) Correct.

7 MR PETER DUNCAN: Is it addressed to the police force and in
8 particular to the Commissioner of Police?

9 MR PATRICK PANG: (Via interpreter) That's correct.

10 MR PETER DUNCAN: Does the second paragraph of the letter
11 read this:

12 "In May last year, we wrote to the Police expressing
13 that our bus captains had been assaulted one after
14 another. Upon considering the relevant cases, we found
15 that certain offenders not only committed the offence of
16 common assault but were also likely to be in violation
17 of section 13A(1)(c) of the Public Bus Services
18 Regulations ... no passenger or intending passenger
19 shall wilfully do or cause to be done with respect to
20 any part of the bus or its equipment, anything which --
21 (i) obstructs or interferes with the workings of the bus
22 or cause damage: or (ii) causes injury, discomfort,
23 annoyance or inconvenience to any other person.

24 As such, our company had specially sent our staff to
25 the police station to provide evidence for the following
26

1 cases, and requested that the Hong Kong Police may
2 prosecute the suspects in accordance with section 13A of
3 the Regulations (the relevant statements are attached
4 herewith for your reference) ..."

5 And the various cases are set out. I pick up the
6 letter again on page 294:

7 "Subsequently, our company had written to the
8 Hong Kong Police to enquire the developments of the
9 above cases, but were told by the Hong Kong Police that
10 the offenders involved in the cases were only prosecuted
11 for common assault (the relevant letters exchanged with
12 the Hong Kong Police in respect of the cases ... are
13 attached herewith).

14 Recently, when our company met with the frontline
15 bus captains, the captains have repeatedly indicated
16 their wishes that the Hong Kong Police would strictly
17 enforce section 13A of the Regulations to warn people
18 who affect bus service operations, or even the offenders
19 who attack our staff.

20 In this regard, we now earnestly request that the
21 Hong Kong Police do, in future cases of assaults on bus
22 captains, seriously consider charging the offenders
23 under section 13A of the Regulation, in addition to the
24 charge of common assault. Our company will definitely
25 cooperate with the Hong Kong Police to offer our
26

1 assistance. If you have any enquiries concerning the
2 above matters, please feel free to contact our
3 Counsel ..."

4 Then at page 296 do we see the response from the
5 police dated 17 May:

6 "I acknowledge receipt ...", the first paragraph,
7 then the second paragraph:

8 "Regarding the follow-up action of the meeting with
9 your company on 28 March, you are hereby notified that
10 the division has notified the regions in writing to
11 remind the frontline staff to be fair and professional
12 when handling the cases of assault or harassment of bus
13 captains, and shall understand the nature of the case
14 and the injury of the injured to properly categorise the
15 case and seriously consider whether Public Bus Services
16 Regulations ... of the Laws of Hong Kong should apply."

17 A few questions arising from that correspondence, if
18 I may. First of all, with regard to assaults on your
19 drivers, have the police instituted any prosecutions
20 since 17 May this year?

21 MR PATRICK PANG: (Via interpreter) Not that I'm aware of.

22 MR PETER DUNCAN: So we don't know as yet whether the police
23 have heeded the request to charge under the regulations;
24 we have yet to find that out?

25 MR PATRICK PANG: No.

26

1 MR PETER DUNCAN: But do I understand that to date that has
2 not been the practice at all?

3 MR PATRICK PANG: Sorry, you mean prosecution under 230A?

4 MR PETER DUNCAN: Yes.

5 MR PATRICK PANG: (Via interpreter) From the records of the
6 company, I would say there has never been a case
7 invoking Cap 230A for a prosecution.

8 MR PETER DUNCAN: Are you aware that the maximum penalty
9 provided for by the regulations is a fine of \$3,000 and
10 six months' imprisonment?

11 MR PATRICK PANG: (Via interpreter) I know that.

12 MR PETER DUNCAN: So what is the point of asking the police
13 to prosecute under a section which carries a maximum
14 penalty less than that for common assault?

15 MR PATRICK PANG: (Via interpreter) The company is of the
16 view that in respect of cases like common assault, the
17 investigation by the police is a difficult process. If
18 Cap 230A is invoked in the investigation or in the
19 prosecution, it would be relatively easier to prove the
20 offence or the offending act.

21 We also hope that those who abuse or attack our bus
22 captains, those passengers would be made known that
23 there is this regulation, Cap 230A, in regard to
24 passengers' behaviour, and it doesn't take physical
25 abuse or physical contact to constitute a breach, and
26

1 the spirit behind Cap 230A is that the behaviour of
2 passengers can sometimes go against the law.

3 MR PETER DUNCAN: So are you of the view that it would be
4 easier to establish an offence under the regulations
5 than it would to prove common assault?

6 MR PATRICK PANG: (Via interpreter) I think we have to leave
7 this question to the police, but as a public bus service
8 provider, since we have a piece of legislation which is
9 there to protect the bus company and our frontline
10 colleagues, then why don't we try to use this regulation
11 to institute prosecutions?

12 MR PETER DUNCAN: I'm going to ask for that regulation to be
13 pulled up, just so that we understand exactly what it
14 contains. The regulations are in the bundles.

15 CHAIRMAN: Whilst that's being done, Mr Pang, the offence is
16 wider, is it not, under the regulation? The conduct
17 that it catches is wider?

18 MR PATRICK PANG: Yes, Mr Chairman.

19 MR PETER DUNCAN: I think we've found them, Mr Chairman, at
20 THB-2, page 132.

21 CHAIRMAN: Thank you.

22 MR PETER DUNCAN: So 13A(1)(c), which is the regulation you
23 have in mind, reads:

24 "No passenger or intending passenger shall --

25 ...

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1 (c) willfully do or cause to be done with respect to
2 any part of the bus or its equipment anything which:

3 (i) obstructs or interferes with the workings of the
4 bus or causes damage; or

5 (ii) causes injury, discomfort, annoyance or
6 inconvenience to any other person."

7 Is that the regulation you have in mind?

8 MR PATRICK PANG: (Via interpreter) Yes, Mr Duncan.

9 MR PETER DUNCAN: Just going back to the question of
10 assaults, have you at any stage asked the police to
11 bring to the attention of the magistrates the prevalence
12 of this behaviour of passengers?

13 MR PATRICK PANG: (Via interpreter) Yes, we did, Mr Duncan.

14 That is why, on 28 March, Mr Leung, our head of the
15 legal department, myself and another colleague
16 responsible, another manager, responsible for traffic
17 accident and investigation, we initiated to go to the
18 police headquarters to meet with a chief superintendent
19 and his superintendent. We discussed for an entire
20 morning, to express what our company and other public
21 bus operators are concerned about.

22 At that meeting, we gave a lot of figures to the
23 police, because we felt that if you just looked at the
24 figures, we would be concerned.

25 Allow me to use a little time. With regard to

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1 assault on bus captains, in 2017 there were 35 cases
2 only, but in 2018, up till 27 July, there were 41 cases
3 already. We could see that the situation is
4 deteriorating. That is why we hope the police could
5 seriously conduct in-depth investigations into such
6 cases, so as to allow our bus captains to drive in
7 a safe environment.

8 CHAIRMAN: Are the figures that you gave the chief
9 superintendent at this meeting the same figures that
10 you've given us for those periods, 2017, 2018?

11 MR PATRICK PANG: (Via interpreter) Mr Chairman, on
12 28 March, our figures were only up to the month of March
13 but --

14 CHAIRMAN: We are aware of that. But in other respects,
15 were they the then current figures that we've got?

16 MR PATRICK PANG: (Via interpreter) That is correct,
17 Chairman.

18 CHAIRMAN: Did you give them the same data, in the same
19 format, that we've got?

20 MR PATRICK PANG: (Via interpreter) I should have done so.

21 CHAIRMAN: And did you go back -- because we asked you to
22 provide these figures -- as far as 2015, in the figures
23 you gave the police?

24 MR PATRICK PANG: (Via interpreter) Yes, we did.

25 CHAIRMAN: One looks at those figures. No one has been
26

1 imprisoned in all that time, have they?

2 MR PATRICK PANG: (Via interpreter) That is correct,
3 according to our records.

4 CHAIRMAN: Yes, Mr Duncan.

5 MR PETER DUNCAN: What sort of response did you receive from
6 the police?

7 MR PATRICK PANG: (Via interpreter) At that meeting, on
8 28 March, I could see that the police were also
9 concerned. The chief superintendent promised at the
10 meeting that he would issue guidelines to the frontline
11 policemen to first allow them to seriously investigate
12 into all alleged assaults, and he would remind his
13 frontline staff to see whether there would be cases
14 where Cap 230A could be applied for investigation and
15 prosecution.

16 MR PETER DUNCAN: By bringing these matters to the attention
17 of the police, what were you trying to achieve?

18 MR PATRICK PANG: (Via interpreter) Our objectives are
19 simple. We don't want our frontline bus captains to
20 continue to be subject to excessive abuse. This is our
21 objective.

22 Or, Mr Duncan, if you would allow me, Mr Chairman,
23 to respond to your question: actually, common assault
24 and Cap 230A -- now, why do we also want to bring in Cap
25 230A? Please allow me to cite an example.

26

1 CHAIRMAN: It's obvious, looking at it. It's very wide, is
2 it not?

3 MR PATRICK PANG: (Via interpreter) Chairman, can you please
4 allow me to mention a case which is very recent? If Cap
5 230A was applied, our bus captains' work would be made
6 more safe and more efficient.

7 CHAIRMAN: Certainly. Please do so.

8 MR PATRICK PANG: (Via interpreter) The case happened on
9 29 July. I can tell you the gist of what happened. It
10 was around 11 pm. Four male passengers who were in
11 their 20s boarded a bus. They did not pay the full
12 fare. At that time, the bus captain asked them to pay
13 up the full fare, but the four men did not pay any
14 regard to the bus captain. The bus captain continued
15 with his driving because there were other passengers.
16 When he was at Festival Walk and Yau Yat Chuen, where
17 passengers disembarked, these four men also wanted to
18 disembark, and then the bus captain asked them to pay
19 again.

20 The four men paid no regard to the bus captain and
21 they disembarked from the bus. Then the bus captain --
22 at that time, the engine was running but the bus captain
23 suddenly found that the bus broke down; the engine was
24 in an off position. The bus captain immediately
25 alighted from the bus and he saw the four men running
26

1 away. The bus captain suspected and in fact he heard
2 some kicks against the bus body, and the bus captain
3 suspected that, one, the men switched off the "off
4 engine" button near the end of the bus body, but the
5 four men ran away, and since there were passengers on
6 the bus, the bus captain boarded the bus again and
7 re-started the engine and then he continued with the
8 journey.

9 Then, about 15/20 minutes later, after he went to
10 the terminus and then he went back to the traffic light
11 at Tat Chee Avenue in Yau Yat Chuen, the bus driver
12 stopped because of the traffic lights, and then suddenly
13 the bus company discovered that the engine was switched
14 off. Then, from his rear view mirror, he saw those four
15 men again. The bus captain alighted from the bus again,
16 and again he found that the engine button was pushed so
17 it was switched off, and then the four men ran away; he
18 could not apprehend them. The bus captain immediately
19 informed our inspector on duty and reported to the
20 police.

21 After the police came on the scene to understand the
22 incident, that policeman classified the case as
23 "dispute". The bus went back to the depot and that was
24 it for the day.

25 I would like to point out that cases like this one
26

1 showed clearly, very clearly, that Cap 230A could have
2 been contravened, but in the end, the case was just
3 classified as "dispute".

4 I therefore very much hope that in protecting the
5 personal safety of bus captains and in ensuring the
6 provision of efficient service to the public, I really
7 hope and I do earnestly hope that the relevant
8 authorities can seriously consider applying Cap 230A.

9 Thank you, Mr Duncan.

10 MR PETER DUNCAN: Have you asked the police to bring to the
11 attention of the Magistrates' Courts the prevalence of
12 the behaviour to which your drivers seem to be
13 subjected? Have you asked them that?

14 MR PATRICK PANG: (Via interpreter) Absolutely, yes.

15 MR PETER DUNCAN: Have they done that? Have they stood up
16 in court and said to the magistrate, "This is a very
17 prevalent offence which we think requires a deterrent
18 sentence"? Has that step been taken?

19 MR PATRICK PANG: (Via interpreter) We did say this to the
20 police, but, Mr Duncan, I hope you understand, with
21 regard to 2017 and up to 22 July 2018, there are
22 altogether 76 common assault cases against bus captains,
23 but only ten of those were convicted. Six were resolved
24 and seven were not pursued by the police. Another one,
25 the police said they issued a verbal warning. So there

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1 were ten convictions.

2 Whether the case officer of the police told the
3 court about the seriousness of the offence or whether
4 the magistrate meted our sentences according to the
5 mention of seriousness of the case, I don't think I can
6 answer that here. Perhaps you can ask the police
7 whether they did it.

8 MR PETER DUNCAN: Have you considered taking this issue up
9 with the Secretary for Justice?

10 MR PATRICK PANG: (Via interpreter) Whatever we can do to
11 protect our bus captains, we will do. We have even
12 considered if we can bring follow-up civil claims in
13 these cases, and also to inform the public that such
14 cases seriously affect bus operations and safety.

15 CHAIRMAN: Could you answer the question?

16 MR PATRICK PANG: (Via interpreter) We haven't thought about
17 talking to the Secretary for Justice, at this time.

18 CHAIRMAN: What about the Director of Public Prosecutions?

19 MR PATRICK PANG: (Via interpreter) No, not at this moment.
20 We don't intend to do this now. We hope by talking to
21 the police we can achieve what we want.

22 CHAIRMAN: In view of the time, if that's convenient,

23 Mr Duncan --

24 MR PETER DUNCAN: Certainly, Mr Chairman.

25 CHAIRMAN: -- we will take the lunch adjournment and we will

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1 resume at 2.30 this afternoon. Thank you.

2 (1.01 pm)

3 (The luncheon adjournment)

4 (2.30 pm)

5 CHAIRMAN: Good afternoon, gentlemen.

6 Mr Duncan.

7 MR PETER DUNCAN: Good afternoon, Chairman.

8 Gentlemen, I wonder if you could have in front of
9 you, please, bundle TD-2, at page 1.

10 Here we have a copy of the Public Bus Services
11 Ordinance. If you could go through, please, to page 58
12 of the bundle, you will see there section 36, which is
13 concerned with the question of by-laws. Subsection (1)
14 of section 36 states:

15 "Subject to this ordinance and its franchise,
16 a grantee may make by-laws for all or any of the
17 following matters ..."

18 And we see them set out -- (a), (b), (c), (d) -- and
19 (e) has a number of subparagraphs; and there are also
20 subsections (2), (3) and (4) on the following page.

21 Of particular relevance with regard to the
22 discussion we were having before lunch is perhaps
23 (1)(e), in that a grantee has the power to make by-laws
24 for the purpose "generally as to the conduct of
25 passengers while using grantee's buses".

26

1 The question is: has KMB passed any by-laws?

2 MR GODWIN SO: (Via interpreter) No.

3 MR PETER DUNCAN: Has it ever considered passing by-laws?

4 MR GODWIN SO: No.

5 MR PETER DUNCAN: Has the company given any consideration to
6 whether the passing of a by-law may offer some
7 assistance with regard to the current situation that its
8 drivers face with regard to passenger behaviour?

9 MR GODWIN SO: (Via interpreter) My understanding is that if
10 we are to pass by-laws, then the company will have the
11 responsibility to enforce the by-law. We need to
12 consider whether the company has got the resources, the
13 capability, to do so.

14 Moreover, in the case of contravention of the
15 by-laws, when it does take place, do we have staff
16 on site to deal with it immediately? That's our
17 consideration.

18 Currently, what happens is that Cap 230A is being
19 enforced by the police, they have the resources, they
20 are professional and that's much better than the case of
21 a franchised bus company.

22 MR PETER DUNCAN: So does the company have any intention to
23 consider this aspect?

24 MR GODWIN SO: (Via interpreter) Not for the time being.

25 MR PETER DUNCAN: We have received evidence from the company
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1 that in some buses, cameras have been installed to
2 assist the detection and hopefully the prosecution of
3 offenders.

4 Could I take you, in that context, to KMB-1 at
5 page 82. We can see the question that was posed by the
6 committee, as follows:

7 "Is there any customer services training provided to
8 bus captains to equip them with the relevant skills to
9 handle difficult passengers?"

10 The company's answer, which was contained in the
11 first of the submissions, included the following, and
12 I'm referring to the third bullet on that page:

13 "Apart from training, we have taken the following
14 measures to assist [bus captains] in handling difficult
15 passengers:

16 ...

17 -- Surveillance cameras, including forward-looking
18 cameras and a camera covering the driver seat, have
19 become standard features on all new buses since 2015.
20 Up to February 2018, surveillance cameras were installed
21 in 2,319 KMB buses and 146 [Long Win] buses. The
22 remaining buses will be equipped with surveillance
23 cameras phase by phase. Surveillance cameras capture
24 the behaviour (with audio recording) of difficult
25 passengers. It will protect the interest of [bus
26

1 captains] in subsequent investigation by the police or
2 legal proceedings."

3 So my first question is: have these cameras resulted
4 in evidence which has yielded successful prosecutions
5 against offenders?

6 MR GODWIN SO: Yes.

7 MR PETER DUNCAN: According to what I have just read out,
8 2,319 KMB buses have had the cameras installed. That
9 leaves how many at the moment without cameras?

10 MR LEUNG KIN WANG: (Via interpreter) As of now, almost
11 2,800 buses are equipped with the cameras. The entire
12 fleet is 4,300.

13 MR GODWIN SO: (Via interpreter) Among the KMB buses, about
14 1,800 are not yet equipped, and then for Long Win, 70 to
15 80 buses haven't got the CCTV cameras.

16 MR PETER DUNCAN: Have there been occasions when the drivers
17 themselves have endeavoured to capture these unruly
18 passengers by use of their mobile phones?

19 MR GODWIN SO: (Via interpreter) Bus captains are not
20 allowed to use their own mobile phones while they are
21 driving.

22 MR PETER DUNCAN: I suppose while they are driving it is
23 pretty obvious why that would be, because of the effect
24 on their safety. What about when the bus is stationary,
25 are they permitted to use their phones in those
26

1 circumstances?

2 MR LEUNG KIN WANG: (Via interpreter) We do not allow bus
3 captains to use their own recording devices to carry out
4 the recording.

5 MR PETER DUNCAN: One of the witnesses who gave evidence
6 from the unions to the committee -- I will simply give
7 everyone the reference; I won't go to his evidence, but
8 it's at Day 10, pages 128 to 130 -- was effectively
9 complaining to the committee that bus drivers were not
10 allowed to use their phones.

11 CHAIRMAN: Did he say phones or cameras?

12 MR PETER DUNCAN: I think he mentioned cameras.

13 CHAIRMAN: Yes, because there's a distinction, is there not,
14 between the kind of camera that one often sees in taxis
15 and a camera on a telephone?

16 MR PETER DUNCAN: Yes. I will rephrase that.

17 One of the union representatives, I think it was
18 from the Monthly-rated Drivers Union, stated that some
19 of the drivers wanted to use a camera, but there was
20 a circular which had been issued prohibiting such use.
21 Are you aware, first of all, of that evidence?

22 MR GODWIN SO: (Via interpreter) Yes, correct.

23 MR PETER DUNCAN: Is there a circular?

24 MR GODWIN SO: (Via interpreter) We do have it.

25 MR PETER DUNCAN: I wonder if that can be provided to the
26

1 committee, please.

2 MR GODWIN SO: (Via interpreter) Yes. May I explain the
3 reason?

4 MR PETER DUNCAN: Certainly.

5 MR GODWIN SO: (Via interpreter) My understanding is that as
6 far as the Commissioner of Personal Data is concerned,
7 he has got guidelines concerning the use of cameras to
8 collect personal data, including images. First of all,
9 there must be a notice to tell others that they are
10 being captured on camera. There must be an intention
11 policy.

12 Moreover, if someone would like to get the
13 information, there should be guidelines as to how to
14 deal with that, and if it is no longer of use it has to
15 be destroyed.

16 For individual bus captains, if they are to set up
17 their own CCTV on board, I don't think they have ways to
18 ensure that they can meet the three guidelines that
19 I have just referred to.

20 As far as the company is concerned, the company can
21 do so. Clearly, there is a notice to say that there is
22 a CCTV on board and the bus company has the policy to
23 retain or retrieve the images already captured.

24 So we won't stop at 2,400 buses as I referred to.
25 Before the end of the year, 90 per cent of the buses

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1 will be equipped with the CCTV facility. For the
2 remaining 10 per cent, they are not getting it for the
3 moment, and but then they will be retired from the fleet
4 in the coming year, 16 to 18 years old, they will be
5 replaced by new buses.

6 In other words, within the year, all the buses will
7 be equipped with the CCTV facility.

8 CHAIRMAN: So the rights of privacy transcend the rights of
9 protecting your own safety; is that it?

10 MR GODWIN SO: (Via interpreter) We have to strike
11 a balance.

12 CHAIRMAN: It's not your balance; it's a legislative
13 balance, isn't it?

14 MR PETER DUNCAN: Is this something on which you have taken
15 legal advice?

16 MR GODWIN SO: (Via interpreter) I think the guidelines are
17 clear and comprehensible. For this circular, by this
18 circular, we do not allow the bus captains to have
19 install their own devices, but I can't answer this
20 question because I hadn't joined the company at that
21 time. But surely I can ask for advice again, because
22 there is still time before the end of the year.

23 MR PETER DUNCAN: Has it been a matter which the company has
24 raised with the privacy commissioner?

25 MR GODWIN SO: Yes.

26

1 MR PETER DUNCAN: You had discussions with the privacy
2 commissioner?

3 MR GODWIN SO: (Via interpreter) No, I mean I have read the
4 guidelines and the guidelines have already set out those
5 points.

6 CHAIRMAN: Have you raised with the privacy commissioner
7 whether or not the use of cameras by bus captains, who
8 intend to record people abusing them or physically
9 assaulting them, would contravene the legislation.

10 MR GODWIN SO: (Via interpreter) No, I didn't.

11 MR PETER DUNCAN: I'm going to move to the matter now of
12 protective shields for the drivers. In this respect,
13 could I ask you to turn, please, to page 62 of KMB-1.

14 In one of its answers in its initial submission, the
15 company said the following:

16 "In response to increasing number of assaults
17 against [bus captains], we have taken the following
18 measures ..."

19 And the third-to-last paragraph:

20 "We will install a protective shield near the
21 driver's seat starting from June 2018."

22 Has that process started?

23 MR LEUNG KIN WANG: Yes.

24 MR PETER DUNCAN: And what sort of numbers now of buses have
25 installed the protective shield?

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1 MR LEUNG KIN WANG: (Via interpreter) 1,500.

2 MR PETER DUNCAN: What is the intention with regard to the
3 remainder of the fleet?

4 MR LEUNG KIN WANG: (Via interpreter) We will complete the
5 installation by the end of the year.

6 MR PETER DUNCAN: I want to take you to another bundle,
7 miscellaneous number 2, at page 913.

8 At the right-hand-bottom corner, do we see one of
9 the installed protective shields?

10 MR LEUNG KIN WANG: Yes.

11 MR PETER DUNCAN: Who was responsible for designing the
12 shield?

13 MR LEUNG KIN WANG: (Via interpreter) Our engineering
14 section.

15 MR PETER DUNCAN: Who was responsible for manufacturing the
16 shield?

17 MR LEUNG KIN WANG: (Via interpreter) It was designed by KMB
18 itself. It is procured by KMB. We carried out the
19 installation and we submitted it to the TD for approval,
20 and upon their agreement they were installed in June.

21 MR PETER DUNCAN: When you say you procured these, you
22 procured them from whom?

23 MR LEUNG KIN WANG: (Via interpreter) From an overseas
24 supplier.

25 MR PETER DUNCAN: From which country?

26

1 MR LEUNG KIN WANG: (Via interpreter) I don't have the
2 information on hand.

3 MR PETER DUNCAN: Would you be able to obtain that
4 information?

5 MR LEUNG KIN WANG: Yes.

6 CHAIRMAN: Please provide that.

7 Was this design based on protective shields that one
8 finds elsewhere in the world in buses or not?

9 MR LEUNG KIN WANG: (Via interpreter) For other countries,
10 especially those in UK, might not be suitable for us.
11 First of all, our buses are air-conditioned, so the
12 design cannot be a full enclosure. For our bus
13 captains, they are not covered to their left. So the
14 design offers protection to the bus captains on their
15 left. You might see that there is an opening which
16 could be -- allows the shield to be opened. That's why
17 we designed our own shield, to offer protection to our
18 bus captains, and hopefully they are happy with the
19 design.

20 When we carried out the design, there were some
21 teething problems during installation and we are dealing
22 with these. In some cases, the magnets were loose, and
23 we found out a way to carry out the installation
24 properly. There were views that there is light
25 reflection and we served to solve that as well.

26

1 MR PETER DUNCAN: Are you aware that representatives from
2 two of the unions have indicated to the committee that
3 they are not entirely happy with the design?

4 MR LEUNG KIN WANG: (Via interpreter) I received comments
5 from some unions on this issue. There was
6 dissatisfaction. I also received some views from unions
7 that we should speed up the installation.

8 MR PETER DUNCAN: I will simply give you the references and
9 then I will take you through the issues which seem to
10 have arisen. There was a representative from the Motor
11 Transport Workers General Union who gave evidence on
12 Day 9. If you want to see his evidence, you will find
13 it at pages 33 to 36. Then on Day 11, there was
14 a representative from the Federation of Bus Industry
15 Trade Unions who gave evidence, and that can be found at
16 pages 150 to 151.

17 CHAIRMAN: Also of Day 9?

18 MR PETER DUNCAN: Sorry, that's Day 11.

19 CHAIRMAN: Thank you.

20 MR PETER DUNCAN: Have you read that evidence, Mr Leung?

21 MR LEUNG KIN WANG: I should have.

22 MR PETER DUNCAN: I am not asking if you should have, if you
23 have.

24 I will just take you to it quickly. First of all,
25 Day 9, bundle 4, page 33.

26

1 If you commence to read to yourself from line 18 on
2 page 33, you will see reference to the installation of
3 a protective shield. Then, at the top of page 34,
4 I bring your attention to this:

5 "It may look to be some protection, but the opening
6 of the shield is very big, it is not easy for you to
7 switch it on and off, and it is very reflective and then
8 there is a magnet at the very tip, and while the bus is
9 moving there may be noise."

10 There seems to be three complaints in that sentence:
11 reflection, the magnet, and noise. Have those
12 complaints been communicated to the company?

13 MR LEUNG KIN WANG: (Via interpreter) Yes.

14 MR PETER DUNCAN: Is anything being done about that?

15 MR LEUNG KIN WANG: (Via interpreter) We dealt with most
16 issues and we are dealing with the problem of
17 reflection.

18 MR PETER DUNCAN: So reflection remains an outstanding
19 issue; correct?

20 MR LEUNG KIN WANG: (Via interpreter) Correct, but our
21 intention is to protect the bus captains. As for the
22 reflections, the shield is located on the bus captain's
23 left, and normally we feel that this would not affect
24 the bus captains in their driving, but we are still
25 looking to get around the issue and hopefully we can

26

1 improve upon that.

2 MR PATRICK PANG: (Via interpreter) Mr Duncan, I would like
3 to add something. The reason for installing these
4 protective devices in June was that, as I said before
5 the lunch break today, in the year 2018, the number of
6 assaults on our bus captains rose sharply, which was why
7 our management felt that this issue should be dealt with
8 immediately. Therefore, in terms of design, procurement
9 and installation of the device, we made a decision
10 within a very short period of time.

11 After installation, we realised there were some
12 teething problems. For example, the magnets might be
13 too tightly attached. And when bus captains get on or
14 off, in an environment with a high light contrast, there
15 might be reflections. However, some bus captains
16 strongly welcomed our decision.

17 As I said, our bus captains were victims of assaults
18 and we felt we had to address the sentiments of our bus
19 captains. We hoped the police would make more
20 prosecutions and we would speed up the installation of
21 CCTVs. Apart from installing the protective shield in
22 April, next to the driver's cabin we also put up
23 a warning message, saying that disturbing the bus
24 captain is a criminal matter or a criminal offence. We
25 try to offer a safe driving environment for our bus
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1 captains.

2 That said, we are still rectifying the protective
3 shield in order to do even better. For example, for
4 reflections, is there something we can do? On each bus,
5 we have an arrival reminding device, and on that device
6 we added a message that if our bus captains are
7 disturbed, we might stop the vehicles. And with our bus
8 captains being disturbed or possibly being disturbed, we
9 hope to do something for our bus captains, in order to
10 help them.

11 Apart from these protective devices, the arrival
12 reminding device and the slogans, our legal department
13 has also been very down-to-earth in offering help to
14 assaulted bus captains. For our frontline inspectors
15 and terminus supervisor, they are offering plenty of
16 support to our captains. If a captain is assaulted, our
17 inspectors would arrive on site immediately and they
18 would accompany our bus captains to a doctor, and our
19 legal department colleagues might take statements from
20 our captains if necessary. So these are things we are
21 doing.

22 So in terms of protecting our bus captains, I feel
23 that our company has a responsibility, and I hope that
24 the police would offer as much support as possible. We
25 have a string of measures in place.

26

1 CHAIRMAN: Mr Pang, could you provide the committee with
2 a photograph of the warning that you say is being
3 displayed on buses, and also the warning, if it's in
4 visual form, about the bus captain stopping the bus if
5 there is a disturbance?

6 MR PATRICK PANG: (Via interpreter) Yes, it is certainly
7 possible. For the reminding device, the bus captain
8 would have a button to press. So let's say if the next
9 stop is on Nathan Road or a certain building or park,
10 when the captain presses the button, it would show that
11 the bus captain is being disturbed. I would offer that
12 photograph.

13 Thank you, Mr Chairman.

14 MR PETER DUNCAN: The arrival reminding device, is that
15 something in writing or is that audio?

16 UNIDENTIFIED SPEAKER: Both.

17 MR PETER DUNCAN: If you turn up, please, miscellaneous
18 file 2, page 913, the photograph we had open before.

19 Are you able to see the warning device in that
20 photograph, the warning sign?

21 MR PATRICK PANG: (Via interpreter) Mr Duncan, yes, indeed,
22 there's the sticker we have put up: it is a criminal
23 offence to cause nuisance to bus captains.

24 MR PETER DUNCAN: Thank you.

25 With regard to these issues that the representatives
26

1 from the union raised, what is the current situation
2 between the company and the unions? Are the unions
3 supportive of what you are doing? Are they objecting to
4 what you are doing?

5 MR PATRICK PANG: (Via interpreter) Mr Duncan, are you
6 saying that whether they are in support of the
7 installation of the protective shield, or are you
8 referring to something else?

9 MR PETER DUNCAN: I'm referring in particular to the
10 problems which they identified: the magnets, the
11 reflection, the noise, and so forth, which you say are
12 being addressed. What's the status of the communication
13 between you and the unions on these matters?

14 MR PATRICK PANG: (Via interpreter) They are aware of the
15 fact that the company is in the process of dealing with
16 the problems. They are satisfied. But of course, in
17 future, as to what the end product will be like, we will
18 not just talk to the trade unions. We will also listen
19 to the views of all the bus captains.

20 MR PETER DUNCAN: Can I bring your attention, please, to
21 page 35 of the transcript that you have in front of you.
22 That's Day 9. There's another issue which one of the
23 representatives raised at line 7. There was concern
24 that the protective shield might affect the sight line
25 of the bus captains, and that they cannot see clearly
26

1 the getting on and getting off of the passengers. Is
2 that something which has been communicated to the
3 company?

4 MR PATRICK PANG: (Via interpreter) Mr Duncan, let me answer
5 your question like this. I also have a driving licence
6 for buses. I had experience of getting on board a bus
7 with the protective shield. For the driver's cabin, to
8 the left-hand side we have the protective shield. For
9 this protective shield, it is transparent. Unless we
10 have a major contrast in terms of the lighting, the
11 sight line would not have been affected substantially.

12 But of course we do appreciate individual bus
13 captains may have concerns and therefore, in the course
14 of it, we tried to modify the protective shield. We are
15 working on it.

16 MR PETER DUNCAN: Are you satisfied yet that the protective
17 shield will not materially affect the sight line?

18 MR PATRICK PANG: (Via interpreter) Well, I won't say it
19 would affect substantially, but of course, in the past,
20 there was nothing at all. Now you have got
21 a transparent plastic panel to your left-hand side. As
22 far as habits are concerned, maybe bus captains may find
23 they are not yet used to it.

24 MR PETER DUNCAN: I wonder if you can pick up now, please,
25 file KMB-1 again, at page 83.

26

1 Perhaps just before I leave that subject of the
2 plastic protection shields, when was consideration first
3 given to the installation of the shields?

4 MR LEUNG KIN WANG: (Via interpreter) It was July last year,
5 2017. There was an increasing number of bus captains
6 being assaulted. So we decided that we had to act on
7 it, to help the bus captains, and in fact some bus
8 captains did make such a suggestion. So it was last
9 year that we started to think about it and we started to
10 have our own designs.

11 MR PATRICK PANG: (Via interpreter) Mr Duncan, let me give
12 you a response. From my contacts with the bus captains,
13 I think the majority of them are happy to see that the
14 bus company has taken a step forward. But of course, as
15 to whether we can fine-tune the details, and with
16 hindsight, if you put this question to me, of course we
17 could have done better. However, at least we have taken
18 the first step. When we have taken the first step,
19 there will be a second step. By the second step, we are
20 here sourcing some materials which can avoid the problem
21 of reflection, and we will try to see if we can source
22 another magnet.

23 What I want to say is that, after all, we need to
24 make the first step forward and for the bus captains at
25 the front line, they are aware that the company has

26

1 taken the first step.

2 Thank you, Mr Duncan.

3 MR PETER DUNCAN: I understand that the company, in the
4 context of bus drivers, has to deal with something like
5 seven different unions; is that correct?

6 MR ROGER LEE: (Via interpreter) For the time being, we
7 mainly communicate with two trade unions, but in fact we
8 do communicate with every colleague via different
9 channels.

10 CHAIRMAN: In the capacity of trade unions, two unions who
11 constitute 90 per cent of your bus captains; is that
12 right?

13 MR GODWIN SO: Yes.

14 CHAIRMAN: And when you communicate with the others, it's
15 not in any capacity as a trade unionist; it's as
16 an employee?

17 MR GODWIN SO: (Via interpreter) Well, we don't count the
18 capacity. Other than the two unions I have referred to,
19 for each bus captain, we do have a channel for them to
20 speak up, and we will also take the initiative to listen
21 to them. Say, for example, as Mr Pang has said, our
22 depot officers, inspectors at the front line, and even
23 Mr Pang himself, are regularly at the depots and at the
24 terminus during the course of duty, and after they have
25 knocked off will listen to them.

26

1 We have got a JCC, joint consultation committee. It
2 holds meetings on a monthly basis. We listen to the
3 suggestions of the bus captains as far as work is
4 related, and if the suggestions are relevant and
5 appropriate, they will be taken on board. This is
6 a regular arrangement.

7 CHAIRMAN: The question was simply this. I'm sure you
8 understand the question. Do you deal other than with
9 the two main unions you have described as unions, not as
10 bus captains but as unions?

11 MR GODWIN SO: Yes.

12 CHAIRMAN: And which unions do you deal with then, other
13 than the two main ones?

14 MR PATRICK PANG: (Via interpreter) Mr Chairman, in our
15 company, we have two so-called major unions. In
16 addition, we have also liaised with the other so-called
17 unions. Say, for example, in this hall, we have got
18 Mr Kwok Chi Shing, a retired bus captain. He is sitting
19 right here in the audience. I have personally talked to
20 Mr Kwok for more than two hours.

21 CHAIRMAN: If my memory is correct, you told him that you'd
22 deal with him as a bus captain but not as an unionist.
23 That's why I am raising the question, not you
24 personally, the company.

25 MR PATRICK PANG: (Via interpreter) In my context, whether
26

1 somebody is a union member, that's not the main reason.

2 CHAIRMAN: Yes, Mr Duncan.

3 MR PETER DUNCAN: Thanks, Chairman.

4 I think we actually have a list of the unions on
5 a slide. I wonder if that can be brought up, please,
6 just while we are on this topic.

7 We see there the names, I believe, of seven unions
8 whose representatives have given evidence to assist the
9 committee. Which are the two major unions?

10 CHAIRMAN: By that you mean the two major unions that KMB
11 deal with?

12 MR PETER DUNCAN: Correct.

13 CHAIRMAN: Yes.

14 MR GODWIN SO: (Via interpreter) Well, you are showing the
15 English name. I think it should be the Motor Transport
16 Workers General Union, the KMB branch. Is it possible
17 to show the Chinese names of the unions?

18 MR PETER DUNCAN: Certainly. We will arrange for that and
19 bring it up later on.

20 CHAIRMAN: Mr Duncan, perhaps Mr Chan could just deal with
21 that orally.

22 MR DEREK CHAN: The Motor Transport Workers General Union,
23 the Chinese for that is "(Chinese spoken)".

24 MR GODWIN SO: (Via interpreter) Yes, right, that's correct.
25 That's one of the two.

26

1 CHAIRMAN: Thank you.

2 I think it is now being displayed in Chinese
3 characters for you.

4 And the other one?

5 MR GODWIN SO: (Via interpreter) It so happens that I found
6 the submission. KMB Workers General Union.

7 CHAIRMAN: What is the reference page number for the
8 submission where this is dealt with?

9 MR GODWIN SO: TU-1(A), page 130 to 131, and their
10 submission is 133.

11 CHAIRMAN: Thank you.

12 Could that page that Mr So has referred to be put up
13 on the screen, please.

14 MR GODWIN SO: Yes.

15 CHAIRMAN: Thank you.

16 MR PETER DUNCAN: So did I understand you to say that
17 90 per cent of the bus drivers belong to one of the
18 unions?

19 CHAIRMAN: One of the two unions?

20 MR PETER DUNCAN: It could be one of the two unions or one
21 of the seven unions.

22 CHAIRMAN: No. My memory -- it's either in a submission or
23 in oral testimony -- is that it was identified that KMB
24 dealt with two unions.

25 I see Dr Leung nodding. If someone can find me that
26

1 reference, then we can put that up.

2 MR PETER DUNCAN: Thank you, Chairman. We will find that
3 and come back.

4 Did I understand you to say correctly -- would it
5 follow from what you have said that it is just about
6 10 per cent of the drivers who do not belong to any
7 union?

8 MR GODWIN SO: (Via interpreter) First of all, each captain
9 can take part in more than one union, so the total might
10 not equate to our total number of bus captains, at
11 8,600.

12 As for the number of members cited by each union,
13 the information is provided by the unions themselves,
14 but we would judge whether or not the numbers cited are
15 reasonable. According to the numbers reported by the
16 two unions, they make up about 90 per cent of our total
17 number of bus captains.

18 MR PETER DUNCAN: Do I understand correctly that those two
19 unions that you've identified are the unions that you
20 deal with most?

21 MR GODWIN SO: (Via interpreter) Correct, but may I add
22 something?

23 MR PETER DUNCAN: Yes.

24 MR GODWIN SO: (Via interpreter) As I said, some bus captain
25 do not belong to any union, so on the request of unions
26

1 we would discuss some matters with them. But regardless
2 of which unions they belong to, we would listen to our
3 staff and we would consult them actively.

4 MR PETER DUNCAN: So, if I understand you correctly, what
5 you are saying is that your contact with the bus drivers
6 is sometimes directly and is sometimes through the
7 unions?

8 MR GODWIN SO: Correct, but both simultaneously happen.

9 MR PETER DUNCAN: Thank you.

10 Now, I had directed you towards page 83 of KMB-1.

11 CHAIRMAN: Are we moving to another topic?

12 MR PETER DUNCAN: Yes, we are.

13 CHAIRMAN: Before we do that, can I ask that KMB-1,
14 page 218-1, be put up on the screen.

15 You will see at paragraph 2 there was a request
16 that -- in paragraph 3: Please provide a copy of what is
17 called the "CCTV brief finding report".

18 That related to the document that is at page 218,
19 two of the five cases in which KMB described what had
20 happened, and it's cases 3 and 4 where there is
21 reference to that phrase, "CCTV brief finding report".

22 Have you provided us with a copy of that?

23 Can you give me the reference?

24 MR GODWIN SO: Yes.

25 You may turn to page 300.

26

1 CHAIRMAN: Yes. Thank you.

2 The question I wanted to ask, arising out of this
3 issue, is: in your experience, how good is the quality
4 of the video and audio recordings when it comes to
5 examining verbal or physical assaults on bus captains?

6 MR PATRICK PANG: (Via interpreter) Mr Chairman, I can say
7 that the quality of the CCTV recordings are adequate to
8 identify the persons involved. So the quality is
9 acceptable. It can also help the police roughly
10 identify the assailant.

11 CHAIRMAN: And what of the audio track in capturing, for
12 example, the verbal abuse that might lead up to the
13 physical assault?

14 MR PATRICK PANG: (Via interpreter) Mr Chairman, it depends
15 on how far you are from the microphone. Usually, sound
16 from the driver's cabin can be captured.

17 Chairman, I want to add that each bus is equipped
18 with nine CCTV cameras. So the CCTVs do not just
19 capture the driver's cabin. They can capture what
20 happens elsewhere on the bus as well as what happens
21 outside. We have a total of nine cameras.

22 CHAIRMAN: Are there occasions when you transcribe what is
23 captured on the audio track so that you can present that
24 to the police, or do you leave that to them to do?

25 MR PATRICK PANG: (Via interpreter) It's not just for
26

1 assault cases. For traffic accidents, et cetera, we
2 would submit CCTV footage to the police.

3 CHAIRMAN: I'm asking about the audio track. Do you ever
4 transcribe that so that the nature of the abuse can be
5 identified, or do you just hand it over to the police?

6 MR PATRICK PANG: (Via interpreter) Usually, we will send
7 the whole set of information to the police.

8 CHAIRMAN: By that you mean the CCTV?

9 MR PATRICK PANG: (Via interpreter) Yes. We would submit
10 both the video and audio recordings to the police.

11 CHAIRMAN: The second matter that is dealt with in that
12 schedule of those five unfortunate cases on 4, 5 and
13 6 April -- page 218 of KMB-1 -- the second issue is the
14 provision of information coming from the Octopus card
15 used by the passenger.

16 MR PATRICK PANG: (Via interpreter) Yes.

17 CHAIRMAN: That's case 1; do you see that?

18 Now, case 1 was marked as not being proceeded with,
19 "No further action", despite the fact that KMB had
20 already provided the police with Octopus card records of
21 the assailant.

22 MR PATRICK PANG: (Via interpreter) Yes, Chairman.

23 CHAIRMAN: Had the Octopus card records been provided to the
24 police?

25 MR PATRICK PANG: (Via interpreter) For this case, I think
26

1 we had submitted the records. But, Mr Chairman, I want
2 to stress that if the Octopus card was not
3 a personalised card, if it was non-personalised, the
4 follow-up work might be difficult. However, if the card
5 carries an identity --

6 CHAIRMAN: We understand that, because we have asked the
7 police about the information that is obtainable.

8 In your letter, which I think is at page 297 of
9 KMB-1, in the reply to this letter of request, the
10 second paragraph, you refer to case 1 and you say this
11 in the last sentence:

12 "In or around end of April 2018, we had a telephone
13 conversation with the police concerning the Octopus card
14 records and informed them to collect our written reply."

15 Were they collected? Try "yes" or "no" on that, if
16 you can.

17 MR PATRICK PANG: No, they didn't come and collect.

18 CHAIRMAN: Did you then supply them to the police, "yes" or
19 "no"?

20 MR PATRICK PANG: No, but --

21 CHAIRMAN: By all means explain, but what happened was the
22 Octopus card information never reached the police?

23 MR PATRICK PANG: (Via interpreter) This is an assault which
24 happened in Tin Shui Wai. As I recall, since I was on
25 this case personally, in early April we received a fax
26

1 from the police, requesting the Octopus card records,
2 and on 24 April we had the letter ready, and we also had
3 the Octopus card records ready.

4 Our colleagues followed the guidelines. Since the
5 police faxed a memo to our company we had to verbally
6 ask them to send someone to collect it themselves, or
7 else we would not be able to identify the identity of
8 the sender.

9 We made a phone call to Tin Shui Wai district of the
10 police; we asked them to come and collect the reply.
11 But the police never came and the letter is still with
12 us and the Octopus records are still with us.

13 So that's what happened, Mr Chairman.

14 CHAIRMAN: Since you were personally involved in this case,
15 what was the nature of the assault?

16 MR PATRICK PANG: (Via interpreter) I remember that on B1
17 station, it is a cross-boundary route, it involved
18 a male bus captain, it was in Lok Ma Chau.

19 CHAIRMAN: What was the nature of the assault -- a punch,
20 a bottle on the back of the head -- what was it?

21 MR PATRICK PANG: (Via interpreter) Please give me some
22 time. We have too many of these assault cases, excuse
23 me.

24 CHAIRMAN: Yes, please take your time.

25 MR PETER DUNCAN: Mr Chairman, just while that's being
26

1 looked for, Mr Chan has brought my attention to page 101
2 of bundle 1 --

3 CHAIRMAN: Thank you.

4 MR PETER DUNCAN: -- in regard to the 90 per cent
5 representation, and he suggests that that may be the
6 evidence to which Mr Chairman was referring, paragraph 4
7 on that page.

8 CHAIRMAN: Yes, that is what I had in mind.

9 Yes. Nature of the assault.

10 MR PATRICK PANG: Mr Chairman, it should be page 216.

11 CHAIRMAN: Yes. Just tell me the nature of the assault,
12 that's all.

13 MR PATRICK PANG: The bus captain was pushed onto the ground
14 and then sustained injuries to his hip and the head.

15 CHAIRMAN: And any medical treatment?

16 MR PATRICK PANG: I'm sorry, it doesn't contain any medical
17 checkup, et cetera, et cetera, here.

18 (Via interpreter) It's not indicated here. I'm
19 sorry about that.

20 CHAIRMAN: What I'm concerned about is that the ball has
21 been allowed to drop between the police and KMB,
22 involving one of your bus captains pushed to the ground
23 and injured on his head and his hip, and the situation,
24 you tell us, is that the information on the Octopus card
25 is sitting in an envelope in KMB. How does this happen?

26

1 MR PATRICK PANG: Mr Chairman --

2 CHAIRMAN: If you are trying to protect your bus captains,
3 how does this happen?

4 MR PATRICK PANG: (Via interpreter) Mr Chairman, I did ask
5 this question, when I became aware that the Octopus card
6 records are not been collected. It was the end of last
7 month that I became aware of it. So I'm sorry, perhaps
8 the follow-up work should have been done better.
9 I think that's the case, that it should have been done
10 better.

11 CHAIRMAN: Mr Pang, am I correct in thinking that you were
12 formerly a gazetted officer of the Hong Kong Police?

13 MR PATRICK PANG: (Via interpreter) Correct.

14 CHAIRMAN: Is this something that both in your current job
15 and with your former occupation you would be able to
16 deal with so that the information does get where it
17 should get?

18 MR PATRICK PANG: (Via interpreter) Certainly, I can do
19 that.

20 CHAIRMAN: Thank you.

21 Mr Duncan.

22 MR PETER DUNCAN: Thank you, Chairman.

23 I was asking you now, please, to turn to page 83 of
24 KMB-1. The question that you were asked and to which
25 you responded in your initial submission was:

26

1 "Is there any counselling service provided to bus
2 captain [s] in need?"

3 The second bullet answers that question in the
4 following way:

5 "A task force comprise KMB's deputy operations
6 director, depot heads, head of training and quality
7 assurance department, head of communications and public
8 affairs and manager, talent acquisition of human
9 resources department has been formed to look into
10 enhancing the provision of emotional support for [bus
11 captains] and frontline staff. The task force will
12 engage a professional consultant to provide
13 a comprehensive review of the current practice and make
14 recommendations in areas including but not limited to
15 recruitment, assessment on [bus captains] emotional
16 intelligence and stress tolerance, training, counselling
17 and performance management. It is expected that the
18 recommendations will be implemented phase by phase to
19 address immediate concerns."

20 Could I ask, firstly, when was that task force
21 formed?

22 MR JAMES WONG: (Via interpreter) Around about the end of
23 May of this year.

24 MR PETER DUNCAN: And what prompted its formation?

25 DR NORMAN LEUNG: Mr Duncan, this is an initiative from me,
26

1 because when I learned that our bus captains are often
2 abused, I thought that we should seek professional
3 advice on how to handle the situation and how to offer,
4 in particular, counselling service to our bus captains
5 in need of counselling.

6 I happened to learn from the vice-president of the
7 Chinese University that they had previously offered
8 consultancy service to the police some years back,
9 during the occupation movement, and I thought that this
10 might be useful to our bus captains who are often abused
11 by passengers. As a result, because we are a utility
12 company, we have to invite tender from different
13 interested parties, and in the end the Chinese
14 University of Hong Kong was selected. I did not take
15 part in the selection exercise, to avoid any conflict of
16 interest, because I happen to be the council chairman of
17 the Chinese University of Hong Kong.

18 They are now working on a proposal that hopefully
19 will assist us in the recruitment exercise and to offer
20 emotional support to our bus captains, if in need.

21 That's basically how it comes about, Mr Duncan.

22 MR PETER DUNCAN: Thank you, Dr Leung.

23 Can I ask you please to refer to page 229 of this
24 same bundle.

25 CHAIRMAN: Before we move to that, Dr Leung, can you assist
26

1 us if you have any indication so far as to how it is
2 that you might be assisted by this advice, professional
3 advice, in the recruitment of bus captains?

4 DR NORMAN LEUNG: Basically in the recruitment exercise,
5 they will make an assessment of the emotional
6 attributes, if I may use the word, of any candidates.
7 So basically their advice would be in assisting us in
8 the assessment of their emotional attributes.

9 CHAIRMAN: Thank you.

10 MR PETER DUNCAN: Could I ask you please to go to page 220
11 of bundle 1. At page 220, you will see a letter from
12 the company to the committee, dated very recently,
13 6 August, and it refers to the action plan for
14 implementation of the key recommendations.

15 You can see that action plan commencing from 221,
16 and what I wish you to do, please, is to turn to page
17 229. At page 229, can we see reflected, first of all,
18 on the left-hand side of the page, the position at the
19 initial stage of this psychological support proposal?
20 Is that correct? Does that show the initial proposal?

21 DR NORMAN LEUNG: Yes.

22 MR PETER DUNCAN: Then, in the middle of the page, do we see
23 the action plan with milestone dates as at 10 April?

24 DR NORMAN LEUNG: Correct, yes.

25 MR PETER DUNCAN: Are we then provided, on the right-hand
26

1 side, with the current situation, which I will read out:

2 "The consultancy team from the psychology department
3 of a local university was appointed on 31 May 2018. In
4 June 2018, the team has kicked off its review of the
5 current practice in relation to the provision of
6 emotional support through visiting depots, BCTS and
7 hotline centre, and meetings with deputy operations
8 director, depot staff, zone heads, driving instructors,
9 recruitment team and employee relations team of HR
10 department."

11 "BCTS" would be?

12 MR ROGER LEE: Bus Captain Training School.

13 MR PETER DUNCAN: Thank you.

14 Continuation:

15 "In July 2018, the consultancy team has shared their
16 initial observations with the task force. Both parties
17 have worked out the general approach in delivering the
18 project and the key activities in the coming months,
19 namely to set up some focus groups to collect views
20 directly from [bus captains] and frontline staff on
21 their needs in terms of psychological support and
22 wellbeing, to plan the training of driving instructors
23 which was scheduled to start in September 2018, to
24 further review the recruitment process so as to maximise
25 its effectiveness, and to develop supporting activities

26

1 for building a balanced and healthy work life."

2 Are you able to provide any more information as to
3 when the results of this enterprise are likely to bear
4 some fruit?

5 MR JAMES WONG: (Via interpreter) According to information
6 from CU Hong Kong, the project is ongoing. Soon, we are
7 going to make arrangements to let bus captains of
8 different experiences and frontline staff members to
9 form focus groups so that zero Hong Kong can understand
10 the stress of frontline staff as well as the
11 difficulties that they face. According to our plan, we
12 are going to carry out a questionnaire/survey for all
13 frontline staff of the company so as to find out further
14 from them about the difficulties and then CU Hong Kong
15 will formulate a programme so that we know how to tell
16 bus captains ways to ease their stress, and it will
17 start with the driving instructors of BCTS.

18 The instructors will soon be given courses so that
19 they know how to relieve their work stress, so that they
20 can in turn teach the bus captains.

21 So we start with the driving instructors and the
22 instructors will teach the bus captains.

23 As far as timing is concerned, it is ongoing. In
24 August, we are going to have the focus groups. In
25 September, it is hoped we can finish the questionnaire

26

1 and then we can train the driving instructors. It will
2 continue and we hope that by the end of the year we are
3 able to complete the whole exercise.

4 The target is we want to train the trainers, that is
5 the driving instructors. We hope they will stay with
6 the company and they will continue to train the
7 frontline staff members.

8 DR NORMAN LEUNG: Mr Chairman, perhaps I should add that my
9 initiative goes beyond that. I am hoping we are going
10 to set up a department consisting of professional
11 industrial psychologists and they will form part of the
12 set-up of the company, so that they can stand ready to
13 offer whatever might be needed by other colleagues in
14 the company. So there would be a new department. You
15 know, I don't know, subject to the consultancy
16 recommendation, there might be, say, one unit in one of
17 the four major depots. There might be someone posted to
18 the recruitment department. It all depends. I am
19 working on that. It's not just an ad hoc project, no.

20 MR PETER DUNCAN: Thank you, Doctor.

21 CHAIRMAN: Forgive me, Mr Duncan.

22 Dr Leung, when, if you have any idea, do you hope
23 that this advice could be acted on in the recruitment
24 process? What timescale do you have for that?

25 DR NORMAN LEUNG: I don't have a ready answer to that,
26

1 Mr Chairman, I'm sorry.

2 CHAIRMAN: No, I understand.

3 DR NORMAN LEUNG: But I hope that it can be done as soon as
4 possible. Basically, I want to set up this new
5 department as soon as possible and to have in place
6 professional psychologists working as colleagues in our
7 company.

8 CHAIRMAN: Thank you.

9 MR JAMES WONG: (Via interpreter) I have something to add
10 with regards to your question. I am the project manager
11 for this project. During recruitment, we consider the
12 fact that bus captains are a professional role, so the
13 work nature is closely related to work attitude. So,
14 with the help of psychologists, we hope to identify the
15 right candidates during recruitment, and in turn they
16 can help fulfil the roles of bus captains.

17 Thank you.

18 CHAIRMAN: Mr Duncan.

19 MR PETER DUNCAN: Thank you, Chairman.

20 Could you go, within the same file, please, to
21 page 185. This is an extract from the second submission
22 by the company to the committee.

23 I just want to bring to your attention the third of
24 the questions that was asked at that stage. That is:

25 "Please describe what part, if any, of an assessment
26

1 of the emotional intelligence and stress tolerance of
2 a candidate played and plays in the previous and
3 existing system for the recruitment of bus captains. In
4 such previous recruitment and in the current system of
5 recruitment are any enquiries directed at an assessment
6 made of a prospective bus captain's ability to 'handle
7 difficult passengers'? If so what was ... the nature of
8 those enquiries and the related assessments?"

9 I just want you to confirm for the record that we
10 will find the answer to that question on page 185 and
11 186. Is that correct?

12 MR GODWIN SO: Yes.

13 MR PETER DUNCAN: Just one aspect of that I would like to
14 confirm, please. Page 186, the second bullet:

15 "A sample [bus captain] candidate interview
16 evaluation form is annexed ..."

17 And you have given the annex reference. We might
18 just take a quick look at that. We will find that at
19 KMB-10 at page 4439.

20 Is that the form, at KMB-10/4439, which is currently
21 used at the evaluation form in this context?

22 MR GODWIN SO: Yes, but some columns are no longer
23 applicable.

24 MR PETER DUNCAN: Please explain.

25 MR GODWIN SO: (Via interpreter) We can look at the next
26

1 page, 4440. You can see there is a box called "DISC
2 Test Evaluation". This is a personality check.
3 A professional firm would conduct some questionnaires
4 for the candidates. The candidates can make choices.
5 For example, the candidate can describe their own
6 personality as outgoing or any other adjective. The
7 candidate can tick the most applicable or the least
8 applicable boxes that describe them.

9 After review in 2014, the form was deemed to be
10 ineffective, so this field was no longer included. The
11 rest are still in use now.

12 CHAIRMAN: Although it's been discontinued, can you help me
13 at least with the acronym, "DISC"?

14 MR GODWIN SO: (Via interpreter) "DISC" is an acronym. It
15 refers to a form; I can provide that after the meeting.

16 CHAIRMAN: Thank you.

17 MR GODWIN SO: Can I continue?

18 CHAIRMAN: Please do.

19 MR GODWIN SO: (Via interpreter) Even without the DISC test,
20 there was still something to assess the EQ and tolerance
21 of the candidates. Currently, our interviewers would
22 interview the bus captain candidates. There would be
23 more questions. For instance, "If you face rude
24 passengers or difficult passengers", we would assess how
25 the candidate would react. So we would offer
26

1 hypothetical scenarios to see how candidates would
2 react. That way, we can assess the candidate's EQ,
3 their attitude, whether they are polite, et cetera. So
4 we currently use interviews as a way of assessment.

5 Apart from interviews, each candidate would have to
6 undergo an on-the-wheel test. Our assessors would
7 embark on a 30-minute trip together with the candidate
8 on the road, and we can assess the personality of the
9 candidates and in turn we can make a holistic assessment
10 on whether a candidate is fit for the role of bus
11 captain.

12 CHAIRMAN: Mr Duncan.

13 MR PETER DUNCAN: Thank you, Chairman.

14 Having touched now on the matter of recruitment, I'm
15 going to ask you, please, to look at page 60 of KMB-1.

16 Again, this is an extract from the initial
17 submission of the company to the committee on 24 April.

18 The first of two questions asked on that page is
19 this:

20 "What are the problems encountered in recruiting and
21 retaining bus captains?"

22 If you could just read to yourself the first two
23 paragraphs on that page. You have brought to the
24 attention of the committee the issue of the shortage and
25 aging problem of commercial vehicle drivers generally in
26

1 the transport industry in Hong Kong. Do you see that?

2 MR GODWIN SO: Yes.

3 MR PETER DUNCAN: Is this a matter, the shortage, that has
4 existed for some years?

5 MR GODWIN SO: Yes.

6 MR PETER DUNCAN: I would like you to turn up, please,
7 KMB-9, at 3840.

8 Has the company from time to time raised this
9 shortage issue with the authorities in Hong Kong?

10 MR GODWIN SO: (Via interpreter) The shortage of bus
11 captains started in 2016 and TD was aware of the
12 situation.

13 CHAIRMAN: Thank you, Mr So.

14 MR PETER DUNCAN: At page 3840 of the bundle, do you see
15 that there is a press release with regard to the matter
16 having reached the attention of the Legislative Council;
17 do you see that?

18 MR GODWIN SO: Yes.

19 MR PETER DUNCAN: Is it introduced by saying:

20 "Following is a question by the [honourable] Frankie
21 Yick and a reply by the Secretary for Transport and
22 Housing, Professor Anthony Cheung Bing Leung, in the
23 Legislative Council today (June 29) ..."

24

25 We can see that's 2016. I won't read out the

26

1 question in full, but is it concerned with this matter
2 of the manpower shortage?

3 MR GODWIN SO: Yes.

4 MR PETER DUNCAN: If we go down to the bottom of the page,
5 do we see the reply from the Secretary for Transport and
6 Housing?

7 Can I read the first paragraph of the answer:

8 "The Government is mindful of the manpower situation
9 of the transport industry. Different transport trades
10 have repeatedly relayed that the labour market has
11 become tighter in recent years. Staff recruitment is
12 not easy and there are signs that the workforce of the
13 industry is aging. In response to the situation, the
14 Government will formulate strategies together with the
15 industry and will work with the trades at policy level
16 if it is feasible and desirable. We also hope that the
17 trades will strive to improve working environment and
18 remuneration and help young people understand more about
19 the trades through different platforms, thereby
20 attracting new blood."

21 If I could just pause there, could I ask you this:
22 has the government in fact formulated strategies
23 together with the industry to address this problem?

24 MR GODWIN SO: (Via interpreter) Personally speaking,
25 I don't think I have got any such information.

26

1 From the guidelines of the THB in the IRC bundles,
2 it has been said that they encourage the recruitment of
3 sufficient bus captains, but as to whether the
4 government has got strategies, I don't think I have seen
5 any.

6 MR PETER DUNCAN: If I could move to the next page, 3842,
7 and the third full paragraph on that page, if I could
8 bring that to attention, the secretary says this:

9 "In terms of staff qualifications, drivers of
10 franchised and non-franchised buses, PLBs, taxis and
11 container trucks have to hold the relevant driving
12 licences of commercial vehicles. The law requires that
13 an applicant of these driving licences must hold a valid
14 licence to drive a private car or light goods vehicle
15 for at least three years ... [Transport Department] is
16 reviewing whether it is possible to shorten the
17 requirement with a view to attract more new entrants.
18 The target is to strive to complete the review within
19 this year."

20 My question is: has the law been changed in that
21 respect so that the period is shortened?

22 MR GODWIN SO: No.

23 MR PETER DUNCAN: Has anything happened in that regard?

24 MR GODWIN SO: No.

25 MR PETER DUNCAN: Is the company supportive of such
26

1 a change?

2 MR GODWIN SO: (Via interpreter) I think we need to carry
3 out consultation and I want to know about the
4 compensation. If somebody has only got one year's
5 experience as a holder of a private car, I just doubt
6 whether he can drive a franchised bus carrying 150
7 passengers. There is a safety consideration. Somebody
8 gets a driving licence but it's not the same as having
9 driving experience.

10 As to whether a year's duration is adequate, I think
11 we need to study the matter and discuss about it.

12 MR PETER DUNCAN: Has the Transport Department come to you
13 and said, "Look, let's discuss this, see what the issues
14 are"?

15 MR JAMES WONG: (Via interpreter) The Transport Department
16 did invite different franchised bus companies to discuss
17 the matter, but no decision has been made. I think it
18 was sometime last month. But no conclusion has been
19 reached.

20 At that time, there was no clear position being
21 stated. They merely tried to consult the different
22 franchised bus operators.

23 MR PETER DUNCAN: Had they approached your company before
24 last month on this issue?

25 MR JAMES WONG: (Via interpreter) No, not before that.

26

1 MR PETER DUNCAN: Can you look now, please, at KMB-9,
2 page 3844. I think it will be 3855 that I want you to
3 look at. I will be working off the translation at
4 page 3847-1.

5 You should be looking at a document which is headed,
6 "2018 [to] 19 audit", "Expenditure budget".

7 MR GODWIN SO: Yes.

8 MR PETER DUNCAN: I believe this to be a record regarding
9 a discussion at a meeting of the Legislative Council
10 earlier this year on 20 April.

11 MR GODWIN SO: Yes, but the data is on page 3847-3?

12 MR PETER DUNCAN: Yes. I want to take you through the
13 questions first that were apparently asked of the
14 government regulatory officer, who in this case seems to
15 be the Commissioner for Labour.

16 The first question, reading from page 3847-1:

17 "Request is made to the concerning authority to
18 inform us about the followings:

19 (a) Please provide the following statistics on the
20 aging issue of drivers for public transport services and
21 container trucks."

22 That's question (a), and then question (b), on the
23 translation 3847-2:

24 "For job vacancy in (a), please provide the
25 following statistics."

26

1 Then (c):

2 "The shortage of manpower in drivers for public
3 transport services and container trucks has remained for
4 a long time. Will there be any supplementary for
5 whether the position of driver be included into the
6 programme by the Labour Department? If yes, what's the
7 plan? If not, what measures to help the industry in
8 employing drivers effectively and also the relevant
9 staffing arrangements and expenditure budget?"

10 If we go through the three answers, at item (a):

11 "From 2013 to 2017, the age distribution of drivers
12 for franchised buses is as follows".

13 One will see the figures there, with in particular
14 the age of 25 to 29-year-olds, 2013, 341; 2017, 449. At
15 the other end of the scale, 60 to 69, in 2013, 1,167;
16 and in 2017, 2,022 in that category. The previous
17 category, 50 to 59, in 2017, 5,886 in that category.

18 Then (b):

19 "From 2013 to 2017, the number of job vacancies for
20 drivers of franchised buses is as follows".

21 Then we can see a job vacancy in 2013 of 192, and
22 a vacancy last year, 2017, of 366.

23 Then at 3847-4 we have the answer to the third
24 question, item (c):

25 "Pursuant to the Transport Department, as of the end
26

1 of 2017, there were more than 370,000 holders of
2 effective 'commercial vehicle' (note) driving licence"
3 -- Commercial vehicles refer to private light buses,
4 public light buses, taxis, private buses, public buses,
5 franchised public buses, medium truck, heavy truck,
6 articulated vehicles and special purpose vehicles --
7 "but only more than 90,000 commercial vehicles with the
8 licences, therefore the key is how to attract qualified
9 individuals to join the industry. In view of this, the
10 government should not make a hasty consideration on the
11 proposal of importing drivers for commercial vehicles
12 but must take into account the livelihood of local
13 drivers."

14 Now, you can see that a point which has been raised
15 is the possibility of persons from outside Hong Kong
16 being allowed to come in in order to alleviate the
17 situation which appears to exist generally in the
18 transport industry as far as drivers are concerned.

19 Does the company have any particular position on
20 a proposal such as this?

21 MR GODWIN SO: (Via interpreter) No. May I explain?

22 CHAIRMAN: Yes.

23 MR PETER DUNCAN: Nothing to explain or ...?

24 MR ROGER LEE: I think so.

25 MR PETER DUNCAN: So you are neither for this nor against
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1 it; is that the position?

2 DR NORMAN LEUNG: May I say this: this is a very political
3 issue. I can anticipate that there would be strong
4 objection from the trade unions in Hong Kong to
5 introduce import of labour. In Singapore, they do it.
6 SBS, they have drivers imported from the mainland of
7 China, thereby solving the problem of driver shortage.
8 They do that in Singapore. But I doubt if we can do it
9 in Hong Kong, in view of the current political
10 situation.

11 CHAIRMAN: Didn't they have a lot of trouble with striking
12 imported labour drivers?

13 DR NORMAN LEUNG: I think sometime -- yes, a few months ago,
14 perhaps sometime last year, because of the
15 differentiation of remuneration package, but I think the
16 problem was solved eventually.

17 CHAIRMAN: But you identify this as a political issue?

18 DR NORMAN LEUNG: Here in Hong Kong.

19 MR ROGER LEE: (Via interpreter) I think, in reality, there
20 is also another point. Hong Kong is a unique city. It
21 is quite unlike the case in Shenzhen or Shanghai or in
22 Taipei. In those cities, they have a larger context,
23 and in Hong Kong we have got double-decked buses and we
24 have the right-wheel drive. So it is quite different
25 and this is the difficulty. For the roads in Hong Kong

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1 and for the passengers in Hong Kong, when compared with
2 other cities and when compared with the mainland,
3 I think we are very different.

4 CHAIRMAN: Mr Duncan, I propose taking a break to give
5 everyone a little rest, and I propose taking 15 minutes.
6 Is this a suitable moment?

7 MR PETER DUNCAN: Indeed it is, Mr Chairman.

8 CHAIRMAN: Very well. We will take a break for 15 minutes.
9 (4.13 pm)

10 (A short adjournment)

11 (4.29 pm)

12 CHAIRMAN: Yes, Mr Duncan.

13 MR PETER DUNCAN: Thank you, Mr Chairman.

14 Mr Wong, you assisted the committee in respect of
15 the suggestion that one of the measures that might be
16 taken to ease the manpower shortage would be to reduce
17 the time that a person has to hold a licence before
18 applying for a heavy duty licence from three years to
19 one year. I think you expressed some reservations about
20 that.

21 Do you have some reservations?

22 MR JAMES WONG: (Via interpreter) Just now, I said that TD
23 approached the trades to discuss this issue.

24 MR PETER DUNCAN: Did you agree that reducing it would be
25 a good idea or did you express some reservations?
26

1 MR JAMES WONG: (Via interpreter) We would have to look into
2 the issue. The current requirement is that someone must
3 hold a private vehicle licence for three years. If the
4 requirement is shortened, we may have to consider
5 passenger safety and driving safety. I have no personal
6 stance on this, but our company would have to look into
7 this before replying to the TD.

8 CHAIRMAN: When do you expect to reply to the Transport
9 Department?

10 MR JAMES WONG: (Via interpreter) This is in process. There
11 is no fixed deadline for us to give a reply.

12 MR PATRICK PANG: (Via interpreter) Mr Duncan, when we
13 approach this issue, I think we need to strike a balance
14 among a number of factors.

15 First of all, there is no compromise on safety. If
16 we are to reduce the requirement of three years, if you
17 simply look at the duration or the number of years, you
18 are losing sight of the whole picture. Can we reduce
19 the number of years required but at the same time
20 requiring the candidate to give us information that for
21 two years he has been driving all the time or he has
22 such driving skills that it is up to a particular
23 standard, or maybe we can consider having another test
24 so that he doesn't need three years, he can have
25 a shorter duration, but he must pass a particular
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1 test -- can such be considered?

2 Of course I know that the industry, not just KMB,
3 suffers from driver shortage, but still the prerequisite
4 is as follows. First, we give priority to safety, and
5 then for the other factors we have an open attitude.

6 Thank you, Mr Duncan.

7 MR PETER DUNCAN: I want you, please, to have in front of
8 you the transcript bundle for Day 1, at page 66, so that
9 will be bundle 1. Day 1 at page 66.

10 At page 66, line 8, you will see that I have asked
11 a question of Mr Joseph Lai:

12 "Does that reflect the Government's position
13 accurately with regard to the manpower shortage?"

14 And there is a response from Mr Lai, Mr Joseph Lai,
15 who I can tell you was a representative from the
16 Transport and Housing Bureau, permanent secretary.

17 If I can just bring to your attention, please, the
18 answer which he provided to that question, and if
19 I could pick it up at line 16:

20 "The other part of our position, regarding the
21 chronic problem of shortage in commercial drivers, is
22 that we are taking steps to try to -- a full legislative
23 amendment, and I would be happy to elaborate on that in
24 a moment or two -- full legislative amendment to relax
25 the licensing requirement for commercial drivers.

26

1 So, basically, what happens is that, at present, if
2 you want to apply for a licence, a driving licence, to
3 be a commercial vehicle driver, you will have to have
4 had a private ... driving licence for three years before
5 you are eligible to make the application public ie the
6 application for a driving licence for commercial
7 vehicles.

8 Because of the chronic manpower shortage, we have
9 proposed, and the trade as well as Legislative Council
10 have agreed, that the three-year period could be reduced
11 to a one-year period. So in future, all you need is to
12 have a private car driving licence for one year before
13 you can apply for a driving licence for a commercial
14 vehicle. Commercial vehicles include, of course, buses,
15 and that includes of course franchised buses.

16 We are drafting the amendment legislation, and we
17 hope to be able to introduce that into the Legislative
18 Council before the end of this year. If that is passed
19 by the Legislative Council, that should also go some way
20 towards relieving the private shortage problem. It may
21 not provide a total answer, but hopefully it will
22 provide some relief.

23 On our part, that's what we have been doing. But
24 yes, having said that, we do also think that it's part
25 of the franchised bus companies, as the franchisee, to
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1 take all reasonable measures to ensure that they have
2 the necessary number of drivers to provide service."

3 So you can see from that extract that apparently the
4 government is firmly advocating reducing the three-year
5 period to a one-year period and is drafting legislation
6 accordingly.

7 Before I read this extract to you, was the company
8 aware of this?

9 MR ROGER LEE: (Via interpreter) Well, what is clear is
10 that -- well, first of all, I know it -- now, regarding
11 the three years' driving experience, I think that
12 requirement, to one extent or other, has discouraged
13 some candidates from applying. Cutting it from three
14 years to one year means that more people can go to the
15 school to sit for the bus driving licence exam.
16 Ultimately, you need to take the exam for class 17 and
17 then you will qualify as a bus driver.

18 Now, if you reduce it from three years to one year,
19 it means that more people will be going to the bus
20 training school, but ultimately the threshold is whether
21 you can pass the driving examination. It helps, because
22 people, some people, do have the ability to do so.
23 Whether it's three years or one year, it is still being
24 discussed; we haven't got a timetable.

25 CHAIRMAN: Were you aware that the trade supports this
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1 training, as Mr Lai states?

2 MR ROGER LEE: (Via interpreter) Half-half. Some in the
3 trade of course would think about their interests, and
4 then for the other half, fewer and fewer people are
5 driving commercial vehicles. I think the most important
6 threshold is whether you can pass the bus driving
7 licence exam. For KMB, we have got two parts. The
8 first part, you sit and pass the bus driving examination
9 and there's a licence from the Transport Department.
10 With this licence, basically, you can drive a bus and
11 you can also drive vehicles like tourist coaches. So
12 there will be more for the industry -- there would be
13 more applicants. So I would say half-half.

14 CHAIRMAN: Thank you.

15 MR PETER DUNCAN: So, Mr Wong, when you indicated before
16 that the government had discussed this with you, was
17 this something which was discussed with KMB alone or was
18 it discussed with other interested parties as well?

19 MR JAMES WONG: (Via interpreter) With all the bus companies
20 together.

21 MR PETER DUNCAN: How many meetings were held?

22 MR JAMES WONG: (Via interpreter) I recall there was only
23 one meeting. One.

24 CHAIRMAN: That was last month, as you put it?

25 MR JAMES WONG: (Via interpreter) Correct. I said it was
26

1 last month. I need to look up my schedule before I can
2 recall the exact date.

3 CHAIRMAN: But you went on to say no clear position was
4 stated.

5 MR JAMES WONG: (Via interpreter) We were told about what
6 they generally have planned to do. If the number of
7 years required is to be reduced, then there is
8 a requirement for passenger service cost. But then such
9 were preliminary ideas. Therefore, we have yet to get
10 the overall picture as to what would be done.

11 CHAIRMAN: Mr Lai was giving evidence three months ago,
12 telling us that the trade supported it, and you say he
13 was asking the bus companies last month about the same
14 issue?

15 MR JAMES WONG: (Via interpreter) Correct.

16 CHAIRMAN: Thank you.

17 MR PETER DUNCAN: In February this year, the new guidelines
18 with respect to shifts and rest times, and so forth,
19 were issued. Has the issue of those guidelines affected
20 the ability of the company to recruit staff for bus
21 driving positions?

22 MR PATRICK PANG: (Via interpreter) Mr Duncan, if I am to
23 answer your question directly -- well, maybe first of
24 all let me say this. The Transport Department revised
25 the guidelines this year, but then the revised

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1 guidelines are supposed to be fully implemented in the
2 second quarter of next year. But our initial assessment
3 is that -- and in fact we are already carrying out some
4 system modifications; in other words, we are upgrading
5 the computer programs so as to tie in with the revised
6 guidelines. Well, for the new guidelines --

7 CHAIRMAN: Mr Pang, this was not an open-ended question.

8 The question was simply this: has it affected the
9 recruitment of bus captains? You can probably answer
10 that "yes" or "no".

11 MR PATRICK PANG: (Via interpreter) If you only talk about
12 recruitment, yes, it will be affected.

13 CHAIRMAN: That was Mr Duncan's question.

14 Yes, Mr Duncan.

15 MR PETER DUNCAN: In what way has it been affected?

16 MR PATRICK PANG: (Via interpreter) We have done some
17 calculations. If we are to follow the revised
18 guidelines, we need to recruit an extra 200 bus
19 captains. Then, under the revised guidelines, we have
20 the special shift, and for this special shift, in
21 future, if we are to do away with it and if we have
22 a strict shift, then we need another extra 1,000 bus
23 captains.

24 MR PETER DUNCAN: I will come to the ramifications of the
25 extra shift somewhat later, but I'm sorry I haven't made
26

1 myself clear. Since February, has the issue of the
2 guidelines made it easier or made it harder, or has it
3 had no effect, on the company's ability to recruit
4 people to the position of a bus captaincy?

5 MR GODWIN SO: (Via interpreter) This depends on how
6 candidates respond to the new guidelines. The company
7 did a lot in February when the guidelines were revised.
8 I do not feel that candidates knew or cared much about
9 these guidelines, or the new guidelines.

10 MR PETER DUNCAN: So I infer from that that it has had no
11 effect; the position is much the same now as it was in
12 January; is that correct?

13 MR GODWIN SO: (Via interpreter) We did not feel that there
14 was an effect.

15 MR PETER DUNCAN: Now, you have indicated that in order to
16 comply with the new guidelines, you are going to have to
17 engage something like 200 additional captains.

18 Since the Tai Po accident, it is true, is it not,
19 that you have altered your policy with regard to the
20 work of part-time captains and to the engagement of
21 part-time captains?

22 MR ROGER LEE: (Via interpreter) Yes.

23 MR PETER DUNCAN: Does the figure you have given us, the
24 extra 200, take that into account?

25 MR ROGER LEE: (Via interpreter) No.

26

1 MR PETER DUNCAN: The decision you have made with part-time
2 captains, does that mean that number of 200 will
3 actually increase?

4 MR GODWIN SO: (Via interpreter) The 200 extra bus captains
5 to deal with the new guidelines, we were referring to
6 full-time captains. In February, we made a change to
7 our policy on part-time captains. The percentage of
8 part-time captains in terms of the total captains of our
9 captains was only 3 to 4 per cent before -- after that
10 change in February.

11 MR PETER DUNCAN: Thank you. I'm going to ask you to go to
12 page 58 of KMB-1, please.

13 The question you are asked -- again, this is the
14 first submission:

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

25 If I could go to the last bullet on the page. You
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1 have said there that:

2 "[bus captains] are employed in the following types
3 of employment based on [the] date of appointment:

4 -- Daily-rated [bus captains]: those who were
5 employed before May 1999."

6 Forgive me for asking this, but does that mean these
7 are bus captains whose salary is based on so much per
8 day?

9 MR GODWIN SO: Yes.

10 MR PETER DUNCAN: And equally, monthly-rated bus captains,
11 they are paid by the month, a monthly amount; is that
12 correct?

13 MR GODWIN SO: Monthly amount, yes.

14 MR PETER DUNCAN: Then the third group, the retired bus
15 captains who are engaged for re-employment, they can be
16 paid either on a monthly rate or a third way, on the
17 basis of so much per hour; is that correct?

18 MR GODWIN SO: (Via interpreter) This depends on the
19 employment mode. If they choose an hourly rate, they
20 would be rostered and paid on an hourly basis. For
21 monthly-rated BCs, they would be rostered and paid on
22 a monthly basis.

23 MR PETER DUNCAN: Thank you. We can see the numbers, at
24 least as they were at the time of the return, 24 April,
25 on page 59. Those on a daily rate, 2,105 for KMB; those

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1 on a monthly rate, 5,201; retired folk who are
2 re-employed, rated on an hourly basis, 577; retired who
3 have come back on a monthly basis, 383; and then
4 external hourly-rated bus captains, 371.

5 Do I infer correctly that external hourly-rated bus
6 captains would all be part-time?

7 MR GODWIN SO: (Via interpreter) Correct.

8 MR PETER DUNCAN: Then you have the figure of bus captain
9 vacancies at the end: 28 February, 280.

10 MR GODWIN SO: Yes, at that moment.

11 MR PETER DUNCAN: If we go back then to page 58, and if
12 I could bring to your attention the second-last bullet
13 on that page, concerning part-time bus drivers:

14 "Since mid-February 2018, KMB has stopped recruiting
15 new external hourly-rated [bus captains] who work short
16 hours (ie below 18 hours per week)."

17 Is a consequence of that that KMB will still engage
18 new part-time workers as long as they work more than
19 18 hours per week?

20 MR GODWIN SO: Yes.

21 MR ROGER LEE: (Via interpreter) I have something to add.

22 Part-time and full-time captains are different. With
23 a threshold of 18 hours per week, we would have to know
24 any employment of the bus captains prior to their work
25 and we know whether they were engaged with other

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1 vehicles, et cetera. So it might be hard to define
2 part-time or full-time work by the threshold of 18 hours
3 per week, so that's why we drew the line at 18 hours per
4 week for part-time drivers.

5 MR PETER DUNCAN: I do infer from that that you consider it
6 is more likely that people who work more than 18 hours
7 will not have another job which interferes with their
8 driving? Is that the rationale?

9 MR ROGER LEE: Yes and no.

10 (Via interpreter) Yes, if someone works continuously
11 more than 18 hours every week, we would ask if the bus
12 captain has other work. If the answer is yes, we must
13 understand the nature of such work and whether their
14 employers allow them to drive. This is very important.

15 Let's assume the bus driver also drives a taxi. If
16 he drives 18 hours at KMB, we might not know the total
17 number of hours spent driving. We have rules in place.
18 That is, we have to find out about the other employment
19 of the driver or else we won't be able to understand
20 their profile.

21 MR PETER DUNCAN: And what's the perceived problem with
22 respect to a person, say, who wanted to work for you
23 just 12 hours a week?

24 MR ROGER LEE: No. Simply just reject.

25 MR PETER DUNCAN: Yes, but why do you have no interest in
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1 that sort of person?

2 MR GODWIN SO: (Via interpreter) If the applicant does not
3 provide the information, we cannot take the reasonable
4 step to concern -- to find out about their total number
5 of work hours or the possible problem of fatigue. We
6 require applicants to make several declarations. First
7 of all, their work outside, and from our records, for
8 the 300-odd captains, 40 per cent are clerical post
9 workers, and the remaining 30 per cent have no other
10 employment and about 25 per cent are engaged in other
11 driving duties or employment. They have to assure us
12 that their work does not contravene with the work at KMB
13 and there is no objection from their other employers.

14 So we want to make sure that there will not be
15 driving fatigue from captains engaging in two driving
16 jobs. For those who work below 18 hours per week, it
17 would be hard for them to provide such information. For
18 part-time captains, even though they are part-timers,
19 they must take their work seriously. If they have to
20 work 18 hours per week, we have to make sure that their
21 driving skills are sharp.

22 So this is one of the factors we would consider.

23 MR PETER DUNCAN: But the bottom line with that system, if
24 I may observe, is the quality of the information you are
25 getting back with regard to the other employment of the
26

1 individual. The quality of that will not necessarily
2 depend on whether a person works for you for 12 hours or
3 whether he works for you for 20 hours. Do you
4 understand my point?

5 MR GODWIN SO: (Via interpreter) I do not agree.

6 MR PETER DUNCAN: Why do you not agree?

7 MR GODWIN SO: (Via interpreter) We know that a lot of
8 people love driving buses of different models, that's
9 why they become part-time captains. But do they have
10 the right mindset? This is something I will not comment
11 on. As I said, our company has guidelines in place, so
12 we must apply these standards.

13 So, for continuous employment of someone who works
14 18 hours per week, we can ask them what other jobs they
15 have outside. That's why we set the threshold at
16 18 hours. We feel that we would not recruit less bus
17 captains on shorter hours, which would affect our
18 productivity, so the threshold of 18 hours is the right
19 trade-off between productivity, and that's why we set
20 this threshold.

21 MR ROGER LEE: (Via interpreter) If you do not set such
22 threshold, even if a captain has great driving skills,
23 if the captain only works one or two hours, it would be
24 very difficult to roster them. So this is something we
25 must bear in mind.

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1 CHAIRMAN: Mr Duncan, do you propose taking the
2 representatives to the declarations?

3 MR PETER DUNCAN: I do ultimately, but not at this point.

4 CHAIRMAN: Thank you.

5 MR PETER DUNCAN: We will come to those later, in
6 a different context, Mr Chairman.

7 CHAIRMAN: Of course.

8 But whilst we are on this topic -- you have given
9 some overall statistics for the jobs -- the fact they
10 don't have jobs, and those that have driving,
11 40 per cent clerical, 30 per cent no other employment,
12 25 per cent engaged in driving. Can you provide those
13 statistics to the committee?

14 MR GODWIN SO: (Chinese words not interpreted).

15 CHAIRMAN: And in particular details of the other driving
16 jobs?

17 MR GODWIN SO: (Via interpreter) Yes, it's possible.

18 CHAIRMAN: For example, presumably --

19 MR GODWIN SO: (Via interpreter) Like driving goods vehicles
20 or chauffeurs.

21 CHAIRMAN: Yes, that's what I have in mind: coaches,
22 chauffeurs, taxis, PLBs, and so on. If you could
23 provide that, that would be helpful.

24 MR GODWIN SO: Yes.

25 CHAIRMAN: Thank you.

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1 MR PETER DUNCAN: Was this change prompted by the accident
2 at Tai Po?

3 MR GODWIN SO: (Via interpreter) Yes, triggered by this
4 incident. This is because at that time, in the society,
5 there was this idea; that is, we as a bus company had
6 been engaging part-time bus captains. We weren't
7 talking about the skills of the part-time bus captains.
8 The question was maybe the bus captain had started with
9 us in the evening, we didn't know about his daytime job,
10 whether he was very tired. At that time, we thought we
11 could have done better, so we paused and then we
12 fine-tuned the arrangements and then we came up with the
13 criteria that it should be drawn at 18 hours, and we
14 have got 300-plus bus captains, we offered them the
15 chance to convert and the new policy has been in place
16 since then.

17 MR PETER DUNCAN: Prior to the Tai Po accident, how many
18 part-time bus captains did you have working less than
19 18 hours a week?

20 MR GODWIN SO: (Via interpreter) Among the 300-plus bus
21 captains, I can't give you the exact figure, 200-plus
22 could work for more than 18 hours. Less than 100 worked
23 less than 18 hours.

24 MR PETER DUNCAN: Could I take you, please, to page 104 of
25 the same bundle. This is the part 4 of the report sent
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1 to the Transport Department following the accident at
2 Tai Po, so it's actually earlier in time. It's dated
3 12 March. Part 4 is concerned with recruitment, and the
4 first heading is, "Discontinuance of Employment of Part
5 Time [bus captains]". What is said in this paragraph
6 is, firstly, that:

7 "KMB has discontinued the employment of all
8 part-time [bus captains] whose working hours fall below
9 18 hours per week."

10 So you will see it's slightly differently expressed
11 from what is at page 58, in that 58 talks about stopping
12 the recruiting of new hourly-rated BCs, whereas this
13 mentions the discontinuance of all part-time BCs whose
14 working hours fall below 18 hours per week.

15 Leaving aside how it is expressed, are you conveying
16 the same message in each of these communications?

17 MR GODWIN SO: (Via interpreter) The two are consistent.

18 They all talked about those working short working hours,
19 that is less than 18 hours per week. First of all,
20 there won't be recruitment of new candidates in this
21 category. Second, for the one shown on the screen, for
22 the existing employees -- now, the two are different.
23 Just now I talked about stop recruiting new candidates,
24 and then here we talk about the existing staff; we talk
25 about discontinuing the employment. We weren't talking

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1 about dismissing them because they are hourly-rated,
2 it's just that at that time we stopped rostering them,
3 we didn't assign jobs with them, and then we discussed
4 with them, as mentioned in the second paragraph, that is
5 we persuaded them to convert into contract hourly-rated.
6 That is whether they could work longer hours. Because
7 some of them didn't have an alternative job or their
8 income would be affected. So at that time we said, "You
9 have been working shorter hours, maybe you would like to
10 take up another role, say for example being an assistant
11 at the terminus."

12 So we are talking about different things. For that,
13 we didn't want to affect their income.

14 MR PETER DUNCAN: I understand. Thank you very much.

15 What is meant by "convert to contract hourly-rated
16 BCs"? Would they not have been contract hourly-rated
17 before this change?

18 MR GODWIN SO: (Via interpreter) Correct. In the past, we
19 just called them part-time BCs. Since February, for the
20 newly recruited, they would fit the arrangement of four
21 weeks in a row, 18 hours a week, and we talk about
22 continuous work. So it would be confusing to use
23 "part-time", and that's why we use the term "contract
24 hourly-rated BC".

25 For this group of employees, they worked for less
26

1 than 18 hours in the past, then we talked to them. If
2 they could take up more work, then that means they would
3 drive for more than 18 hours. That's one way out.

4 Another way is they could take up other posts.

5 MR PETER DUNCAN: Thank you.

6 Could I take you through to page 145, please. This
7 is the first of two action plans which you have
8 provided. This first one was provided to the Transport
9 Department on 10 April. I am sorry, I should have
10 referred you to page 138. You can see the letter there
11 at 138, and the second paragraph refers to an action
12 plan.

13 Do you have page 138?

14 MR GODWIN SO: Yes.

15 MR PETER DUNCAN: Thank you. This response of 10 April --
16 so again, it was before the first submission to the
17 committee -- contained the action plan and I am asking
18 you to turn up, please, page 145.

19 We can see the first of the topics there, consistent
20 with what you have told us, number 1:

21 "To discontinue the employment of part-time [bus
22 captains] whose working hours fall below 18 hours per
23 week."

24 The action plan:

25 "No more new employment of part-time [bus captains]
26

1 with working hours below 18 hours per week since
2 15 February 2018."

3 So that was done?

4 MR GODWIN SO: Yes.

5 MR PETER DUNCAN: Secondly, number 2:

6 "To offer the previous part-time [bus captains] the
7 option to convert to contract hourly-rated [bus
8 captains] or to take up alternative duties in the
9 company."

10 Then the action plan states this:

11 "Status of the 209 previous part-time [bus
12 captains]:

13 Agreed to work [more than] 18 hours a week: 78.

14 Agreed to work over 10 hours a week; declare doing
15 part-time [bus captains] at KMB will not breach the
16 employment contract with their employer", and then
17 a third row, "Quitted".

18 So if I could concentrate on the middle
19 classification, do I read that correctly that some of
20 the previously employed part-time bus captains are now
21 permitted to work more than 10 hours a week but less
22 than 18 hours a week, provided they are not breaching
23 the employment contract with their employer?

24 MR GODWIN SO: Yes. Can I supplement?

25 MR PETER DUNCAN: It is not universally more than 18 hours?
26

1 If you have been previously employed by the company, you
2 can work, say, for 12 hours a week, provided there is
3 a declaration that the employment contract with other
4 employer is not breached?

5 MR GODWIN SO: Yes.

6 MR PETER DUNCAN: What about those who agree to work more
7 than 18 hours a week? There is nothing in this
8 particular box which suggests that they have to make
9 a declaration with regard to whether or not they are
10 breaching their employment contract. So what is the
11 position with those who agree to work more than 18 hours
12 a week? Do they have to make a declaration?

13 MR GODWIN SO: Can I one by one to explain slowly?

14 MR PETER DUNCAN: Please.

15 MR GODWIN SO: (Via interpreter) Someone was previously
16 a part-time BC, now he opted to become a BC with more
17 than 18 hours; he signed a new contract, and he is
18 regarded as a contract hourly-rated BC. He has to
19 disclose his outside employment. He has to disclose his
20 outside employment. So this is the first category:
21 agreed to work for more than 18 hours.

22 For the second group, they are still part-time BCs.
23 This is because at that time there was a group of
24 part-time BCs, they have been working for us, and all of
25 a sudden they haven't been assigned work. They talked

26

1 to us. They have expectations of us. We have been
2 employing them. We have stopped new employment. We
3 know about their driving skills. So we tried to do
4 something which is a compromise to both parties. They
5 can continue to drive, but then, as Mr Lee has said, we
6 don't want them to drive an hour or two. At least they
7 should drive 10 hours. And they have to declare that
8 doing so would not breach the employment contract of the
9 other job, because I know that for some employment
10 contracts part-time work would not be allowed and they
11 shouldn't have been working for us.

12 CHAIRMAN: Before you go on, Mr So, we have received
13 evidence from drivers in this very category, Part-time
14 Drivers Union.

15 Carry on.

16 MR GODWIN SO: (Via interpreter) I have finished.

17 MR PETER DUNCAN: I'm just wondering why, in the first
18 category, there is no reference to the requirement for
19 a declaration.

20 MR GODWIN SO: (Via interpreter) We have omitted -- well, in
21 fact, the 78 of them did declare, they did report to us
22 about their alternative employment.

23 CHAIRMAN: So was this done in a form?

24 MR GODWIN SO: (Via interpreter) Yes, and I can supply
25 a copy.

26

1 CHAIRMAN: Please do.

2 MR PETER DUNCAN: So whether you work more than 10 or
3 whether you work more than 18, you have to sign the same
4 declaration; is that correct?

5 MR GODWIN SO: (Via interpreter) They are two different
6 documents, but I can provide both to you.

7 MR PETER DUNCAN: Thank you.

8 While we are on the subject of these sorts of
9 documents, I don't believe in the bundle we have any
10 example of an employment contract with the bus captain.
11 Is there a standard letter of employment that is entered
12 into?

13 MR GODWIN SO: Yes.

14 MR PETER DUNCAN: Could you also provide that, please?

15 MR GODWIN SO: I will.

16 MR PETER DUNCAN: Is there just one form for all bus
17 captains or are there different forms depending on their
18 status?

19 MR GODWIN SO: (Via interpreter) For the new recruits, one
20 form, and then there is another one. That's for the
21 re-employment of retired BCs. So two types.

22 MR PETER DUNCAN: Thank you. We would be grateful if you
23 could make available the two types. Thank you.

24 MR GODWIN SO: Yes.

25 MR PETER DUNCAN: Now, if we could go back, please, to
26

1 page 124. I have a few more questions about part-time
2 bus drivers, bus captains.

3 In fact, I think if you start with page 117 in the
4 bundle. This I think is the first letter which was
5 written by the Transport Department to the company after
6 the Tai Po tragedy. The letter is dated 12 February,
7 and there are a number of -- (a), (b), (c), (d) --
8 questions, and the first of those questions we can see
9 at (a). At the moment, I'm concerned with question (b):

10 "KMB's policy on part-time bus captains and details
11 of these captains, including the number of part-time
12 captains, deployment and working hours, et cetera".

13 If you then turn to page 124, you will pick up the
14 question at the top of that page.

15 KMB's response is described to issue (b), as we can
16 see it in (i):

17 "KMB's policy on part-time [bus captains]".

18 If you go through the bullets, there are seven of
19 them, they basically say that part-time bus captains are
20 treated in the same way as full-time bus captains in
21 each instance, save for the third, which is concerned
22 with training. So the first bullet:

23 "Part-time BCs have the same entry requirements as
24 full-time BCs ..."

25 The second requirement:

26

1 "Part-time BCs are subject to the same assessment of
2 instructors ..."

3 Then we get the third one:

4 "Part-time BCs receive appropriate training before
5 passing out for duty ..."

6 So it's not "the same training", it is "appropriate
7 training".

8 If I could just try to identify any differences
9 which existed at least at this time, that's February
10 2018, between the training which was provided to
11 full-time bus captains and the training which was
12 provided to part-time captains respectively.

13 In that respect, can I take you, please, to
14 page 120. I think the first difference -- sorry, is
15 there a difference in the qualification and recruit
16 requirements in that for a full-time candidate, the
17 alternative requirement is the holder of a private car
18 licence for at least three years, or the holder of
19 a valid class 10 or class 17 licence, whereas for
20 a part-time candidate, in (ii), you must have either the
21 class 10 or the class 17? Is that the first difference?

22 MR GODWIN SO: Yes.

23 MR PETER DUNCAN: Thank you.

24 CHAIRMAN: Presumably, that's because you weren't prepared
25 to bear the cost of training someone to be a part-time
26

1 captain if all he held was a driving licence; would that
2 be it?

3 MR GODWIN SO: Yes.

4 MR PETER DUNCAN: Thank you.

5 The second matter to which I wish to bring your
6 attention is (iii), "General training", and for
7 full-time candidates, I refer to the bullet under (iii),
8 he is required to "undergo an 18-day training (9.5 hours
9 a day) (subject to extension based on assessment of the
10 candidate's performance by instructor)."

11 And if we turn the page to page 121, we will see the
12 comparable requirement for the part-time bus captain.
13 Under (iv), he or she is required to undergo a training
14 of 2.5 days, as compared to 18 days, of 9 hours a day.
15 Is that the difference?

16 MR GODWIN SO: Yes, but I mention that for the (vi), this
17 part-time BC with class 10 or class 11 driving licence.

18 MR PETER DUNCAN: Yes. There is still a difference, is
19 there not, between the length of the training, in that
20 the full-time bus captain has to undergo an 18-day
21 training, whereas the part-timer has to undertake only
22 a 2.5-day training?

23 MR GODWIN SO: Yes, at the moment.

24 MR PETER DUNCAN: Then a third difference, if I understand
25 this correctly, if you look at page 121, "Phase 2", the
26

1 route training at the bottom of that box is conducted on
2 two routes; whereas if you look at the part-time
3 position at page 122, the route training is for one
4 route. Is that a difference?

5 MR GODWIN SO: Yes.

6 MR PETER DUNCAN: Then a further difference, if I understand
7 this correctly, at page 121, the full-time -- I'm
8 looking at the bullet just above (iv):

9 "A full-time [bus captain] candidate will have
10 a total of at least 68 hours of on-the-wheel bus driving
11 training (inclusive of the time for route training)
12 under the supervision of instructors."

13 And the equivalent at page 122, just under the box:

14 "A part-time [bus captain] candidate will have
15 a total of at least 16 hours of on-the-wheel bus driving
16 training (inclusive of the time for route training)
17 under the supervision of instructors."

18 So is that a fourth difference?

19 MR GODWIN SO: Yes.

20 MR PETER DUNCAN: Do you consider that the difference in the
21 training between full-time captains and part-time
22 captains is justified?

23 MR JAMES WONG: (Via interpreter) First of all, during the
24 time of -- that was the training situation at that time
25 around the incident, but not the current training
26

1 situation now.

2 Mr Duncan just now cited a number of training
3 requirements or factors. For training on full-time
4 captains, for the 18 hours, each instructor would train
5 two candidates. For part-time BCs, the training would
6 be one-to-one. So in terms of direct guidance and
7 education for bus captains, the time allocated would be
8 greater. At that time, the thinking was that this could
9 achieve the objective of enabling them to drive. So
10 that was the situation at the time.

11 Meanwhile, the requirements of 18 days and 2.5 days
12 refer to general training -- if a captain cannot fulfil
13 the requirements within 18 days, the period might be
14 extended, and likewise, for part-time captains, if the
15 training cannot be completed within 2.5 days, the
16 training would be extended.

17 MR GODWIN SO: (Via interpreter) I would like to add to
18 that. In terms of justification, in the past, the 18
19 days of training was provided in two phases. With the
20 first phase, the driver can secure a driving licence.
21 The captain would have held a licence already, ahead of
22 the training. So the direct comparison should be
23 between 2.5 days and nine days.

24 Secondly, for full-time captains, the ratio of
25 instructors to candidates is two to one, whereas for
26

1 part-time captains it would be one to one, and for
2 full-time captains they would train on four to five bus
3 types, whereas for part-time bus captains, they would be
4 trained on two bus types. For the number of routes
5 trained, for full-time BCs, two, and for part-time BCs,
6 only one.

7 So the scope of education would be less diversified
8 for part-time captains because they are likely to only
9 operate one to two routes, and the training given by
10 instructors would be on a one-to-one basis.

11 CHAIRMAN: So is the short answer to the question "yes"?

12 MR GODWIN SO: Yes, it's satisfied.

13 CHAIRMAN: Yes.

14 MR PETER DUNCAN: Do the full-time drivers and part-time
15 drivers drive the same buses?

16 MR GODWIN SO: Yes.

17 MR PETER DUNCAN: And leaving aside the number of routes,
18 the number of different routes that drivers drive on, do
19 they drive on the same routes?

20 MR GODWIN SO: (Via interpreter) It's hard to give a direct
21 answer. We have more than 400 routes. For our new bus
22 captains, whether or not they are full-time or
23 part-time, at the beginning they would drive the easier
24 routes. As to whether all captains would drive the same
25 routes -- well, we have four depots, but at the
26

1 beginning drivers would drive the easier routes.

2 MR PETER DUNCAN: I know you have reviewed the training

3 provisions in recent times, and we will come to those in

4 the morning, but can I just ask you this question.

5 Under the new proposals -- leave aside the practice note

6 but just your new proposals -- will the training for bus

7 captains be the same whether they are full-time or

8 whether they are part-time?

9 MR GODWIN SO: Yes.

10 CHAIRMAN: Mr Duncan, thank you. If that's a convenient

11 moment, then we have reached the end of our day, tiring

12 no doubt as it was for everyone, not least the

13 stenographers.

14 We will adjourn now and we will resume tomorrow at

15 10 o'clock. Thank you.

16 (5.30 pm)

17 (The hearing adjourned until 10.00 am the following day)

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PAGE

EVIDENCE FROM KOWLOON MOTOR BUS CO (1933) LTD AND1

LONG WING BUS CO LTD: DR NORMAN LEUNG, DR
JOHN CHAN, MR ROGER LEE, MR GODWIN SO, MR
LEUNG KIN WANG, MR PATRICK PANG, MR JAMES
WONG (simultaneous interpretation used only
where indicated)

Statement by DR NORMAN LEUNG1

Examination by MR DUNCAN (continued)4

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1 2018年8月10日

2 上午10時01分恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）梁博士，各位早晨，歡迎大家嚟到繼續出席我哋嘅聆訊。梁博士
6 有咩嘢你想講一講呢？

7 梁乃鵬先生：（經傳譯員）係，主席，各位早晨。我想用兩分鐘講一講。主席，我係
8 講關於鄧樂勤先生响4月提出嘅要求，要求星期二要求一個報告，2018年3月
9 12號。主席我有過一個機會係睇番個報告嘅第二、第三部分，我係信納第三部
10 分嘅報告，即係話關於巴士司機嘅事項呢部分，係唔會影響呢個警方進行嘅調
11 查，唔會受到影響。

12 我都覺得呢個報告應該儘快交畀呢個獨立檢討委員會，等委員會更加明白
13 我哋點樣招聘，點樣做訓練，同埋係點樣監察巴士司機嘅表現。請你接納我嘅道
14 歉，即係話我之前有提交呢個報告嘅第三部分畀委員會，至於話報告嘅第二部
15 分，即係有關意外調查嘅報告，我認為內容向公眾公告，係並不適宜。我亦都認
16 為呢個報告係同呢個委員會嘅職權範圍，並不符合。

17 我亦都想多謝委員會就提醒我，呢個綠色駕駛監察系統嘅事項，我已經同
18 管理層傾過，即係話究竟喺星加坡呢個 Tower Transit 公司，即係話响星加
19 坡佢哋係點樣實施呢個綠色駕駛嘅監察系統。我亦都從中得到一啲啟發，上次所
20 講呢份報導文章，或者我哋應該要重新考慮畀表現良好嘅司機係一個獎金嘅制
21 度，應該安排，唔需要一個係好大額嘅獎金，但係都係一種對於巴士司機係一種
22 獎勵，亦都可以係鼓勵安全駕駛同埋綠色駕駛嘅行為。

23 主席：（經傳譯員）多謝你梁博士。我想問一問關於嗰個報告嘅各個部分，有部分就
24 要求公開，有部分唔公開，咁上次你嘅信件佢响8月9號呢係信件嘅最後一
25 段，係向我哋提出一啲睇法，鄧生，你有咩嘢睇法？

26 MR DUNCAN：（經傳譯員）報告第三部分，我哋喺响377頁，九巴文件冊裏面377
27 頁。我就覺得第三部分只係一個簡介，就即係要求係附件5嘅一啲要求資料嘅
28 一個簡介。

29 主席：（經傳譯員）係，我哋收到回覆？

30 MR DUNCAN：（經傳譯員）係，收到，所以冇乜特別關於第三部分事項係需要再
31 睇。

32 主席：（經傳譯員）即係根據你嘅意見，第二部分我哋會採取跟進行動，第二部分有
33 一啲材料係唔同性質，而家我哋都唔知道佢有咩嘢內容。意見或者係睇法，對委

1 員嚟講係無關重要，但係嗰個係有關記錄，可能對我哋嘅工作有關係。正如你所
2 講，我哋可以稍後再跟進。

3 MR DUNCAN：（經傳譯員）我哋會咁做，主席。多謝你主席，梁博士各位，早晨，
4 上次研訊完之後，我哋收到公司嗰兩封信，我想睇第二封先。呢個係 KMB-1，
5 297 頁。我想請大家睇睇最底 297 頁第一段，佢就提述到第二項個項目，呢個
6 係關於嗰啲好急彎，二十九個嘅，我哋响星期二都講過。

7 信件就話關於第二項，即係話呢個我哋要求嘅第二項事項，佢哋就有啲附
8 件作為信件附件 B，咁就有羅馬數 I 去到第 VI 項，就提述一啲事項。跟住去到
9 第 VI 項羅馬數字，呢個係一個陳述書，有啲係電郵嘅紀錄，呢個 Owen
10 Eckford，當時係營運董事，就唔贊成呢個咁樣安全改進計劃。

11 我想喺呢度探討一下，喺呢方面我可唔可以請你亦都同時睇一睇同一套嘅
12 文件 309 頁。309 頁去到 311 頁，第一項就係嗰個信件提過，呢個係一個會議
13 記錄，即係話關於係辨析出嚟嘅急彎嘅安全速度限額嘅檢討，呢個 2014 年 7 月
14 31 號，呢個會議總共維持兩個半鐘頭，有啲人出席咗呢個會議。我哋可以自己
15 睇番個 309 到 311 頁就可以睇到個會議記錄嘅內容，312 就係第二項文件，正
16 如你文件所講第二個事項。

17 其實呢個係一個表格嚟，表格就列出嗰三十個急彎，312 頁到 314 頁，去
18 到 315 頁，呢個第三個事項，即係個文件所講嘅第三個事項，呢個係一個係通
19 訊嘅計劃，睇到即係打算點樣通知各方計劃，由 315 頁開始去到 316 頁，我認
20 為呢個係一啲好詳細提議，即係關於點樣溝通嘅，即係將當時嘅計劃點樣係通告
21 有關嘅方面。

22 318 頁，呢度就見到有一啲相片，好多張相片，就係有關嗰啲彎道，彎
23 位，一路可以去到 351 頁。352 頁就係所提出嘅信件第五項，呢個係一個係所
24 謂係草擬本嚟嘅，係嗰個安全速度嘅一張卡，352 頁見到呢個係草擬本，安全
25 速度嘅卡嘅草擬本；跟住第六項 353 頁到 355 頁，呢啲係一啲電郵嘅信件。

26 Eckford 先生，你首先喺信件講，就話佢並不贊成，並不通過呢個咁樣嘅
27 計劃，我想你睇睇呢啲係電郵嘅內容。首先開始嘅時候，就係有一份電郵 354
28 頁開始，呢個係 Gary Wong，咁頭先我發出，我哋都已經知道佢係當時安全服
29 務組別嘅主管，2014 年 8 月 14 號發出畀 Edmond Ho，何先生，當時係公司嘅
30 董事總經理。啱唔啱呢？何生係咪當時嘅董事總經理？

31 梁乃鵬先生：（經傳譯員）係。

32 MR DUNCAN：（經傳譯員）佢幾時就唔再做董事總經理呀？

33 梁乃鵬先生：Roger should say.

34 李澤昌先生：（經傳譯員）2015 年 1 月 1 號開始唔做。

1 MR DUNCAN: Thank you.

2 主席: (經傳譯員) 咁你開始就你嘅任期, 係咪呀?

3 李澤昌先生: Yes.

4 MR DUNCAN: (經傳譯員) 佢係咪離開公司呀?

5 梁乃鵬先生: (經傳譯員) 佢留低嘅, 就作為一個董事局嘅非執行董事, 我諗做咗過
6 去八年都係咁樣, 都係做呢個職位。

7 MR DUNCAN: (經傳譯員) 好, 睇番呢份電郵, 呢個係由黃生發出嘅電郵畀何先
8 生, 我就唔係成封電郵讀出嚟, 不過你可以快快咁攞一下, 你就見到, 佢就話畀
9 何生, 同埋有啲副本有送交到其他人。佢就講到一個係現場嘅一個測試計劃, 就
10 關於係嗰三十個急彎嘅安全速度嘅一個測試, 就 8 月 12 號完成咗。

11 主席: (經傳譯員) 鄧生, 你未講之前, 可唔可以建議下, 你可唔可以讀第一段出
12 嚟?

13 MR DUNCAN: Yes.

14 主席: (經傳譯員) 因為嗰度可能會引起一啲對我嚟講, 有用嘅一啲問題, 因為呢個
15 係公共嘅研訊嚟嘅, 因為除非佢哋有啲係背景佢哋好難明究竟發生咩嘢事?

16 MR DUNCAN: (經傳譯員) 好, 我而家讀出第一段「能夠好高興通知你, 關於安全
17 車速, 即係關於嗰三十個識別咗嘅急彎同埋迴旋處嘅現場測試, 就已經喺 2014
18 年 8 月 12 號星期二完成咗, 你可以睇番夾附喺呢一度嘅 Excel 個檔案呢, 就
19 可以睇到我哋嘅 EO, 佢計出嚟嗰啲安全嘅車速, 咁同埋訓練學校嗰啲授權嘅人
20 員, 就係點樣計出嚟, 然後就係將佢核實嘅, 咁之後 EO 有關嘅訓練學校、車
21 廠、龍運巴士公司同埋安全及服務質量部, 佢哋係一齊做咗一個最後嘅檢討
22 嘅。」

23 主席: (經傳譯員) 大律師, 呢度用咗好多簡寫, 你可唔可以話畀我哋聽呢啲簡寫係
24 咩嘢意思? 請你通過九巴嘅代表, 睇下呢啲簡寫係咩嘢意思?

25 MR DUNCAN: (經傳譯員) 請各位幫係我哋睇一睇呢啲簡寫係咩嘢意思, 我哋睇下
26 已經係抄寫咗喺嗰度嘅呢啲, 咩嘢叫做 DMD, 呢個 Evan Auyeung?

27 李澤昌先生: (經傳譯員) 佢就係副董事總經理。

28 MR DUNCAN: (經傳譯員) HR, 係咪即係人力資源部?

29 李澤昌先生: (經傳譯員) 係, 啱。

30 MR DUNCAN: (經傳譯員) OD 呢?

31 李澤昌先生: (經傳譯員) 車務總監。

- 1 MR DUNCAN：（經傳譯員）呢一個嘅位置，今日係咪都仲係存在呢？
- 2 李澤昌先生：（經傳譯員）有。
- 3 MR DUNCAN：（經傳譯員）係咪就係而家呢位梁生？
- 4 李澤昌先生：（經傳譯員）係，冇錯。
- 5 MR DUNCAN：（經傳譯員）DOD呢？
- 6 李澤昌先生：（經傳譯員）副車務總監。
- 7 MR DUNCAN：（經傳譯員）SSQ呢？
- 8 李澤昌先生：（經傳譯員）安全及服務質量部。
- 9 MR DUNCAN：（經傳譯員）好嘞，嚟番個電郵個本體。第一段EO呢？
- 10 李澤昌先生：（經傳譯員）工程主任。
- 11 MR DUNCAN：（經傳譯員）DI呢？
- 12 李澤昌先生：（經傳譯員）駕駛導師。
- 13 MR DUNCAN：（經傳譯員）BCTS？
- 14 李澤昌先生：（經傳譯員）巴士車長訓練學校。
- 15 MR DUNCAN：（經傳譯員）我諗我哋都處理咗第一段嘅簡寫。咁之後仲有提述到一
16 個檔案，就係夾附喺呢一度，就係用 Excel 嘅方式寫嘅一個檔案。咁第二段開
17 頭嗰度都有講，你睇唔睇到呀？咁呢個電郵繼續咁講，佢話關於嗰啲理論嘅計
18 算，同埋嗰三十個已經識別出嘅地點，安全車速嘅核實。
- 19 同埋如果係好可能令到巴士有翻側嘅風險嘅話，咁同埋有時就係轉彎嘅時
20 候，嗰個半徑係有唔同，令到車長可能會有錯誤，譬如話佢哋會記錯咗，即係無
21 論你畀幾好嘅訓練佢，呢一度就係打左窿，咁就係比較難睇，我相信呢個意思係
22 話即係你對佢哋簡介咗幾多次，佢哋都可能會唔記得。
- 23 但係如果有咁樣嘅人為錯誤，嗰個結果就係會好嚴重，即係如果巴士車長
24 係記錯咗，然後佢用嘅車速係唔應該用嘅車速，就會有大問題，就會導致嚴重嘅
25 巴七翻側意外，係會比其他嘅交通意外造成嘅風險係更加大嘅，呢一個風險呢係
26 不能接受，不能忍受嘅，因此我哋就認為係應該有更強嘅風險管理，去儘量減低
27 人為錯誤造成嘅不能接受嘅風險。
- 28 因此我哋就會係將安全車速嘅不同種類將佢簡化，變成係每小時 15 公里，
29 每小時 20 公里，每小時 25 公里，就去處理呢三十個我哋識別咗嘅急彎同埋迴
30 旋處，咁樣就令到車長更加容易明白，同埋記得。跟番我哋夾附嘅 Excel 嗰個
31 檔案裏面，我哋講最後檢討，我哋而家喺下面就係表列咗我哋建議嘅安全車速。

1 你就會睇到呢一段，就係講到唔同嘅車速限制。喺 355 嗰度佢仲會係繼續
2 講，我哋用安全速去處理車速，係對道理安全嚟講一個好基本嘅原素，我哋係認
3 為安全車速係一定唔可以喺同一個車廠區係高過我哋計過可能導致翻側嘅車速。
4 有一位車長佢係記錯咗嗰個安全車速應該係 15 公里，但係佢行咗 20 公里，咁
5 樣未必係會導致翻側。

6 因為我哋計過喺嗰個檔案裏面第二十段嗰度，就如果喺清水灣道，有關嘅
7 翻側嘅車速應該係 24.9 公里先至巴士會翻側，呢一個原則亦都係會適應該於其
8 他嘅車廠。呢一度你就係會講到有關其中一個車廠。你呢個 KBD 係咪即係話九
9 龍灣車廠。

10 李澤昌先生：係，冇錯。

11 MR DUNCAN：（經傳譯員）我哋結論嘅時候，下低就係一啲行動嘅計劃。

12 第一，我哋係要搵番呢啲彎位同埋迴旋處嘅地點去睇下邊度呢有最高嘅令
13 到巴士翻側嘅風險，呢一啲嘅做法首廿九個，就已經喺 2014 年 6 月 6 號做好
14 咗。

15 第二，就去計算一下所有呢啲識別咗嘅彎位，同埋迴旋處嘅安全車速，我
16 哋係根據技術嘅評估，咁呢個開頭嗰廿九個識別嘅地點，就已經喺 2014 年 6 月
17 27 號完成咗，而第三十個，就喺 2014 年 8 月 13 號完成咗，呢個就喺元朗方
18 向嘅博愛交匯處。

19 (c) 應該用實際駕駛測試去核實我哋計算出嚟嘅安全車速，咁開首嗰廿
20 九個識別嘅地點，就已經喺 2014 年 7 月 29 號完成咗，而第十三
21 個喺元朗方向博愛交匯處嗰個，就喺 2014 年 8 月 12 號係完成
22 咗。

23 (d) 就係要去檢討安全車速，個基礎就係要跟番駕駛測試嗰個計算結
24 果，就喺廿九個識別地點就已經喺 2014 年 7 月 31 日完成，第三
25 十個喺元朗方向博愛交匯處嗰個，就 2014 年 8 月 13 號完成咗。

26 (e) 就係要發展一啲溝通計劃，就可以將安全信息係傳遞出去，呢啲信
27 息就係關於安全車速，令到佢哋可以交界所有車長。

28 請大家睇下我哋夾附嘅溝通計劃，同埋我哋要去進行一啲車速嘅查核，然
29 後跟住下一個有一個提述，就係講到嗰個檔案，個電郵就繼續講，我哋認為實施
30 咗呢一個實施安全車速，應該可以喺 2014 年 10 月可以實施，即係話處理咗溝通
31 計劃第一至三項嗰啲行動之後，就可以實施。

32 個電郵就係寫畀何達文先生，當時嘅董事總經理，就係副本係交界其他
33 人，就係請董事總經理係批准，所以最耐就係話「請你批准」。然後喺 353
34 頁，就會有一封電郵係何生回應。

1 主席：（經傳譯員）你繼續之前大律師，委員會其中一樣要求，就係 8 月 8 個封信
2 嗰度寫到嘅，就係一個呢個 Excel 檔案嘅軟件，請問九巴嘅回應有冇處理呢一
3 點呀？

4 MR DUNCAN：（經傳譯員）我睇呢一個電郵，我就認為應該係處理咗，咁但係我就
5 會請佢咁直接回答。

6 主席：（經傳譯員）請你直接回答，你搵唔搵到呢一個 Excel 嘅檔案？如果你想睇
7 番有關嘅問題，我可以喺屏幕畀大家睇，就係一封信嘅附件嗰度，係 234 頁第
8 二頁。呢一個係問題本身，即係話如果你有，請你提供，咁呢一個就係所謂購物
9 表咁樣；第二點就係話希望你提供 Excel 嗰個檔案嘅軟件，...

10 梁健宏先生： Yes.

11 主席：（經傳譯員）...或者有任何嘅確都畀我哋，即係有冇一啲實體嘅覆本？

12 梁健宏先生： We have it.

13 主席：（經傳譯員）你有嘅，係唔係？你會唔會提供呢？

14 梁健宏先生：（經傳譯員）會。

15 主席：（經傳譯員）唔該晒。

16 梁乃鵬先生：（經傳譯員）主席，我理解，嗰啲實體嘅本，已經係交咗畀委員會。

17 主席：（經傳譯員）係咪所有嘅軟件嗰度嘅嘢，係咪已經用實體文件提交咗呢？咁嘅
18 理解正唔正確？

19 蘇偉基先生：（經傳譯員）我哋係印咗出嚟嘅，亦都係提供咗係 312 至 313 頁嗰
20 度，係我哋將呢一個提述過嘅 Excel 檔案係印製咗出嚟。

21 主席：（經傳譯員）好，唔該。

22 MR DUNCAN：（經傳譯員）或者我哋而家返番去嗰啲電郵嗰度。353 頁個底部，就
23 係何達文先生嘅回應，佢係寫畀黃嘉峰（譯音）先生，就即係話頭先嗰封電郵嘅
24 發出人，同埋 Owen Eckford，佢當時係車務總監。而家 Eckford 先生係咪
25 仲係受聘畀九巴呢？

26 李澤昌先生：（經傳譯員）冇。

27 MR DUNCAN：（經傳譯員）咁佢幾時離開？

28 梁健宏先生：佢 2015 年年尾離職。

29 MR DUNCAN：（經傳譯員）咁係咪啱啱係可以同何達文先生做完董事總經理嘅間時
30 間係膺合嘅呢？

- 1 梁健宏先生：（經傳譯員）並不是。
- 2 MR DUNCAN：（經傳譯員）何達文先生係 2014 年尾或者係 2015 年初嘅時候，係
3 冇再做董事總經理嘅。
- 4 梁健宏先生： Correct.
- 5 MR DUNCAN：（經傳譯員）咁呢一封電郵亦都係抄錄畀其他人嘅，咁同黃嘉峰先生
6 寫嗰個電郵呢都係一樣，大家睇唔睇到嗰個抄錄嘅表嗰度嗰啲人名？
- 7 梁健宏先生： Yes.
- 8 MR DUNCAN：（經傳譯員）好，我哋而家睇 354 頁，就係咁樣回應嘅「多謝你同埋
9 你嘅團隊係盡力去統籌咗呢一個家強安全嘅計劃，你建議嘅行動，我覺得冇問
10 題，如果要取得正式批准，請車務總監去查核同埋係批准同支持，好多謝你。」
11 後面係有一個加註，就係話呢一封電郵亦都係抄錄畀其他，「請車務總監去查
12 核一下，安全及服務質量部主管嘅文件同埋溝通計劃，然後正式由你決定係發出
13 正式嘅批准，多謝。」我同你查核一下，“HSSQD”係咩嘢意思？
- 14 梁健宏先生：（經傳譯員）就係安全及服務質量部嘅主管。
- 15 MR DUNCAN：（經傳譯員）好，唔該。下一份嘅電郵，喺當時...
- 16 主席：（經傳譯員）係咪即係黃嘉峰先生？
- 17 梁健宏先生：（經傳譯員）係。
- 18 主席： Thank you.
- 19 MR DUNCAN：（經傳譯員）下一份電郵，我哋收到就係一封電郵之後發出嘅 2018
20 年 4 月 6 號，就係由一位叫 Aman Fong 嘅人士發出，就係培訓及服務質素管
21 理部嘅，佢就係發出畀 Louisa Leung IA 嘅，嗰個題目就係一樣嘅，就係同
22 之前嗰兩份電郵嘅題目係一樣。即係話有三十個辨析嘅急彎同埋迴旋處嘅安全速
23 度限制，呢個 Aman Fong 係做咩嘢職位？
- 24 梁健宏先生：（經傳譯員）係經理嚟嘅。
- 25 MR DUNCAN：（經傳譯員）邊個部門嘅經理？
- 26 梁健宏先生：（經傳譯員）係培訓同埋服務質素管理部嘅經理。
- 27 MR DUNCAN：（經傳譯員）Louisa Leung？
- 28 梁健宏先生：（經傳譯員）內部稽核嘅主管理。
- 29 MR DUNCAN：（經傳譯員）呢個電求佢咁講嘅個電郵「Louisa 請留意呢個信件」
30 跟住就係話 Aman 發出嘅。即係話 Louisa 就收到呢個信件，就要求佢注意頭先
31 嘅電郵，係咪啱呀？係咪咁樣解釋定係啱㗎？

1 梁健宏先生： Yes.

2 MR DUNCAN：（經傳譯員）咁之後仲有一封電郵，我哋都曾經睇過，十一日後，4
3 月 17 號發出，由 Louisa 畀 Aman，嗰個標題一樣嘅。呢度就咁講「Aman，我
4 哋知道何達文先生要求黃嘉峰先生要搵營運總監嘅正式嘅批准，進行有關嘅計劃
5 嘅。」你有冇收到其他嘅電郵，就即係 Owen 先生係曾經就住呢個咁嘅事，畀過
6 正式嘅批准呢？

7 我哋睇到有另一個 Aman 去 Louisa 有一個回應，佢就「冇」，即係似乎
8 電郵發出之後，冇再收到其他電郵。我哋重組番呢個信件所講嘅事件，297
9 頁。發出信件嘅人，似乎佢有個結論 Owen Eckfordh 先生並冇批准呢個安全
10 改進計劃，但係委員會就有收到任何嘅--你有提供任何嘅文件，就話好正面咁
11 講話，Eckford 先生係冇批准呢個計劃，係佢冇批准到或者冇考慮過呢個計
12 劃。

13 有冇其他嘅資訊可以提供畀委員會？即係你哋公司有冇其他記錄可以提
14 供？協助委員會了究竟發生咗咩嘢事，即係關於呢個 Eckford 先生佢有啲咩嘢
15 行動，自從 2014 年 8 月 15 號何達文先生發出電郵之後，佢有咩嘢行動採取
16 過，等我哋比較 Eckford 先生？

17 梁健宏先生：（經傳譯員）我唔知道裏面嘅情況。

18 MR DUNCAN：（經傳譯員）公司有冇睇番佢嘅紀錄？即係話 2014 年 8 月 15 號到
19 2018 年 4 月 6 號之間可能發生咩嘢事？即係呢個關鍵嘅期間，有冇咩嘢事發
20 生，有冇睇番你哋公司紀錄？

21 梁健宏先生：（經傳譯員）我哋有睇。

22 MR DUNCAN：（經傳譯員）即係意思有任何書面嘅材料可以搵到出嚟？

23 李澤昌先生：可唔可以咁講，我哋公司有個 internal audit 嘅部門，我哋就搵咗
24 我哋個 internal audit 嗰個 head，睇過成個嗰個呢個之前嗰個 safety
25 service 部門，做過呢一個彎位嘅設計嘅嘢。我哋嗰個 internal audit 嗰
26 個報告到今日為止，頭先你睇到嗰啲 e-mail，應該係最接近嘅，不過我諗我哋
27 個 OD 係咪可以再返去再仲有啲咩嘢補充。

28 梁健宏先生：我哋可以再去再睇睇，但係正如李生頭先所講，我哋而家就係我哋手頭
29 上嘅資料。

30 主席：（經傳譯員）表面睇起上嚟就比較奇怪，因為董事總經理就回應嗰個安全部門
31 嘅電郵，佢就將呢個電郵就抄送咗嗰個營運總監，請營運總監畀一個正式嘅批
32 准，跟住四個月之後，呢個董事總經理先至離開公司。你係咪即係話有任何證據
33 就話嗰個係營運總監就住呢件事做過任何事，批准，唔批准，都冇任何資料？係
34 咪令人有啲疑惑，你同唔同意？不過你會搵㗎嘞。

- 1 梁健宏先生：Owen 佢年尾辭職，佢年尾離，2015 離開。
- 2 主席： Not the end of that year; it's the end of the following
3 year.
- 4 梁健宏先生：2015 離開，佢離開之前呢個計劃佢亦都冇任何表示過，我 4 月呢個--
5 (經傳譯員) 喺 2015 年做咗副嘅營運總監。
- 6 MR DUNCAN：(經傳譯員) 我明白你講嘅，不過我想你留意，就係話就咁表面睇
7 嚟，可能有得解釋，嗰個董事總經理將呢個電郵抄送畀營運總監，如果你需要正
8 式嘅批准，即係呢個係一個新嘅安全嘅計劃，你話即係話冇任何證據，你話畀委
9 員會聽佢冇做過任何嘢，即係不論係批准，唔批准定係冇資料？
- 10 梁健宏先生：你留意到當其時個 MD 覆番個 e-mail，佢喺下低嗰度亦都係話喺
11 subject to 一個 communicataion plan，咁當其時亦都做咗一個
12 communication plan，好多車務嘅同事，車務主任亦都去到各個站同車長去
13 溝通，當其時嘅反應就係不理想嘅，啲車長係有好多嘅意見。我相信呢個係其中
14 一個原因，當其時嘅 OD 佢會考慮嘅，至於係咪呢個佢唔批准嘅原因，就有正式
15 披露出嚟。
- 16 主席： Yes. Mr Duncan.
- 17 MR DUNCAN：(經傳譯員) 你有冇同嗰啲係巴士司機自己有溝通呢？
- 18 梁健宏先生：(經傳譯員) 冇嘅。
- 19 MR DUNCAN：(經傳譯員) 呢個只係你上任前？
- 20 梁健宏先生：(經傳譯員) 係，我未參與呢個工作。
- 21 MR DUNCAN：(經傳譯員) 你即係話畀我聽，就係你個理解嘅情況？
- 22 梁健宏先生： Correct.
- 23 MR DUNCAN：(經傳譯員) 有冇任何人當時係參與 2014 年，可以同我哋講當時發
24 生咩嘢事呀？
- 25 梁健宏先生： Not in --
- 26 主席：(經傳譯員) 有冇其他人？
- 27 梁健宏先生：(經傳譯員) 有其他嘅。
- 28 主席：(經傳譯員) 梁博士，可唔可以請有關嗰位人士，我哋可以從佢嗰度攞到啲口
29 述嘅證供？不論係男士，邊位男士或者女士，如果喺度。
- 30 梁健宏先生： Kelvin.

- 1 MR DUNCAN：（經傳譯員）我想了解下，Eckford 先生而家仲喺唔喺香港呢？
- 2 梁健宏先生：（經傳譯員）唔喺香港嘅。
- 3 楊晉瑋先生：係，多謝主席。正如我上一次個 hearing，我回覆過，當時我係有見過
4 頭先其中一張紙嘅，裏面係有...
- 5 主席：（經傳譯員）或者係記錄上係顯示究竟你係邊位？
- 6 楊晉瑋先生：（經傳譯員）我係 Kelvin Yeung（證人直接用本地話說）屯門車
7 廠。
- 8 主席：（經傳譯員）呢個係你之前都係响呢個作過證，處理過嘅事項，啱唔啱？
- 9 楊晉瑋先生：（經傳譯員）啱。
- 10 主席：（經傳譯員）我聽唔到，可唔可以再將你嘅答覆再講多次？
- 11 楊晉瑋先生：係，我係 Kelvin Yeung，楊晉瑋，assistant manager 助理經
12 理，operations of Tuen Mun depot，車務組嘅，屯門廠。
- 13 主席：（經傳譯員）我頭先問你嘅問題，呢件事你係之前作供嘅時候處理過，啱唔
14 啱？
- 15 梁健宏先生：正確。
- 16 MR DUNCAN：（經傳譯員）我可能都會重複嘅，不過請楊生你幫我哋講講點解嗰個
17 有關嘅計劃係有實行到？
- 18 楊晉瑋先生：喺當其時我收到一份文件，頭先喺個 PowerPoint 嗰度都見到有顯示
19 過嘅，就係顯示當其時嗰二十九個急彎裏面嘅 locations，同埋建議嘅車速。
20 我當其時就有份去落去同其他同事去唔同嘅車站去搵一啲車長，做我哋日常嘅溝
21 通嘅時候，就同佢哋傾過呢樣嘢。我收到車長嘅信息，就係佢哋覺得呢張紙...
- 22 MR DUNCAN：（經傳譯員）停一停，你當時係咩嘢職位？
- 23 楊晉瑋先生：嗰陣時我係一個 senior operation officer，高級車務主任，
24 係，我都係負責屯門嘅車務組。
- 25 MR DUNCAN： Thank you.
- 26 楊晉瑋先生：係嘞，咁我就喺嗰啲車站做，就同車長去做溝通，我收到車長嘅信息，
27 就係佢哋覺得呢一張紙裏面嘅信息，係唔可行，佢哋冇辦法就住每一個彎去記住
28 每一個彎嘅車速嚟行駛，咁樣會令到佢哋會有壓力，如果佢哋記錯嘅話，會唔會
29 公司有一進一步嘅懲罰，呢個係當其時佢哋提出嘅一啲問題嚟嘅，我亦都有將當
30 其時呢個情況轉達番畀我當其時嘅上級聽。
- 31 MR DUNCAN：（經傳譯員）你嘅上司係邊位呀？

1 楊晉璋先生：係，當時嘅屯門廠嘅總經理，胡堅強先生。

2 MR DUNCAN：（經傳譯員）仲喺唔喺公司做？

3 楊晉璋先生：佢已經退咗休。

4 MR DUNCAN：（經傳譯員）從呢個委員會收到嘅材料，就睇到你某一個階段，呢個
5 計劃就終咗，就有實行到，你可唔可以幫委員會了解下，邊個決定唔再實施呢個
6 計劃？

7 主席：（經傳譯員）如果唔知道呢一個答案，就唔需要猜測。

8 楊晉璋先生：我唔了解。

9 主席：（經傳譯員）好，唔該。好多謝你楊生。

10 MR DUNCAN：（經傳譯員）梁生，咁個理解啱唔啱，係咪應該會喺公司嗰度再進一
11 步搜查你哋嗰啲記錄...

12 梁健宏先生：Yes.

13 MR DUNCAN：（經傳譯員）...去協助委員去找出係邊一位決定咗唔繼續呢一個計
14 劃，同埋唔繼續嘅理由？

15 梁健宏先生：（經傳譯員）係。

16 MR DUNCAN：（經傳譯員）我都有興趣知道，喺公司個電腦嗰度，係咪都應該有呢
17 啲電郵嘅副本嘅呢？即係 Eckford 先生收到同埋係發出嘅電郵，喺 2014 年佢
18 喺公司工作嘅時候，係咪佢啲電郵都有副本喺你哋嘅電腦嗰度？你認為有關嘅資
19 料係咪應該會有嘅呢？

20 梁健宏先生：（經傳譯員）我唔係好肯定。

21 MR DUNCAN：（經傳譯員）好，唔該。

22 主席：（經傳譯員）呢樣嘢亦都係你進一步搜集嘅時候，可以為我哋找出答案，如果
23 有人知道邊一位係負責公司嘅記錄保存嘅呢，請你都話畀我哋聽。

24 梁健宏先生：Yes.

25 MR DUNCAN：（經傳譯員）多謝你梁生，而家我去講另外一個題目，不過我就會去
26 番一件事，就係星期二處理過嘅，就係關於超速報告，你係交過畀我哋嘅，喺
27 KMB-9 號，3993 頁。翻譯本喺 3995-1。

28 應該係黃祥明先生係協助過委員會講過呢一個報告，係星期二嘅時候。我
29 只係想澄清一啲事情啫黃生。喺你作供嘅時候，星期二，或者我畀番個參考嘅數
30 目你，嗰個謄本嘅頁數 134 至 135，你就畀咗一啲關於呢一個報告，就一啲嘅
31 限額，就係一啲 50 公里嘅區同埋 70 公里嘅區。

1 你就話如果係揸 50 公里車速嗰啲嘅地點，你嘅報告就會係記錄到一啲巴士
2 係行緊三種唔同嘅車速，而且係有唔同嘅時限。第一個就係 56 至 65 個公里，
3 如果係行咗三十秒呢，就係會記錄㗎；然後 66 至 70 公里，即係每一個鐘頭就
4 會行咗十五秒就會記錄；如果係 75 係兩秒都會記錄，跟住關於 50 公里嗰啲，
5 如果有關嘅速度係去到 76 至 79 公里，就會多過兩秒都會係記錄到，如果係高
6 過 80 公里就係兩秒都會係記錄到，呢一啲就係你畀我哋嗰啲限值。

7 由你嘅證供我亦都明白到嗰個黑盒，當時就係未能夠識別出不同道路嘅車
8 速限制，就係未能夠實時向車長發出警示，意思就係話個黑盒係唔能夠知道某一
9 條路嘅車速限制，唔知道係每小時 50 定係 70 公里，因此對於嗰個車長嚟講，
10 好多時個限值就係設定喺每一個鐘頭係 75 公里，但係喺大埔嘅意外之後，就將
11 佢變成 70 公里嘅，咁我嘅理解到而家嚟講啱唔啱？

12 黃祥明先生：（經傳譯員）啱。

13 MR DUNCAN：（經傳譯員）咁其中一個解釋就係話，因為喺當時 2018 年 6 月 7 號
14 公司係未有擁有運輸署畀嘅數碼地圖嘅。

15 黃祥明先生：（經傳譯員）正確。

16 MR DUNCAN：（經傳譯員）我哋記住呢一點，然後睇番呢一個報告。如果黑盒嘅數
17 據話唔到畀你聽，巴士係喺 50 公里嘅地區定係 70 公里嘅地址，呢一啲例外報
18 告點樣可以幫你識別出一架巴士係咪喺 50 公里嘅地區嗰度超速？

19 黃祥明先生：其實就係呢個正正就係原因，點解我哋需要一啲時間先至可以做到呢一
20 個嘅報告。因為當一個初步嘅資料得悉之後，我哋喺廠嘅同事，就需要喺我哋另
21 外一個可能叫做電腦程式，就係睇睇呢啲嘅道路，是否係 50 嘅限速道路，或者
22 係 70 嘅限速道路，從而喺嗰度就搵出佢究竟呢一架車係喺 50 嘅超速道路行
23 緊，定係 70 嘅限速道行緊，我哋先至可以得到你而家手頭上呢個報告，咁我先
24 至可以對證睇睇邊一個車長、喺邊一個時段、喺邊一度係有超速嘅行為。

25 MR DUNCAN：（經傳譯員）咁我嘅理解啱唔啱呢？就係話呢一個報告係最近先至做
26 好？

27 黃祥明先生：呢一個係 2018 年 5 月 1 號嘅報告，都係近期嘅。

28 主席：（經傳譯員）係用咩嘢嘅方法去知道嗰架巴士係喺某一個地區嗰度係超速緊，
29 用咩嘢方法知道？

30 梁健宏先生：而家係根據嗰條路線，架車行嗰個 route，我哋自己就將嗰架車嗰條
31 路線就自己就喺自己嗰個電腦系統嗰度就有地點嘅。點樣 identify 個地點，
32 就係當其時個時間同埋佢行車時速去定嘅，所以呢樣事情係真係需要啲時間，我
33 哋同事我哋嗰個軟件去處理。

34 MR DUNCAN：（經傳譯員）呢一類嘅報告，你係幾時開始能夠做到出嚟？

1 梁健宏先生：我哋 2013 年開始有呢樣黑盒，都已經有，用呢個方法去做。

2 MR DUNCAN：（經傳譯員）但係你話呢一個報告係今年 5 月先至做好，呢一類嘅報
3 告當時大埔意外嗰陣時，係咪已經係有呢啲報告呢？

4 梁健宏先生：就 5 月 1 號嘅，但係呢款咁嘅 report，呢啲咁嘅 exception，我哋
5 之前不嬲都有，我哋 2013 年都開始有呢啲咁嘅 exception report，睇到個
6 車長係喺 56 段超或者係 76 段超速。

7 MR DUNCAN：How long after --

8 主席：（經傳譯員）鄧大律師，等一等，畀啲時間我。

9 羅先生：（經傳譯員）我會問你一個問題。

10 梁健宏先生：Sure.

11 羅先生：（經傳譯員）如果嗰架巴士超速係 67.9，你應該知道佢應該係超速咗，過
12 咗 50 公里，係咪呢？

13 梁健宏先生：係。

14 歐陽先生：（經傳譯員）喺你公司嘅記錄，你應該有一個咁樣嘅紀錄，你應該係定
15 50 公里呢一個時速？

16 梁健宏先生：係。

17 羅先生：（經傳譯員）咁你喺運輸署嗰個數碼地圖，你唔需要一定有嗰個地圖先知道
18 你每一條線嗰啲嘅區？

19 梁健宏先生：嗰啲係我哋自己根據我哋自己個認知去判斷話邊段路係 50，邊段係 70
20 嘅。即係我哋啲同事要 manually 去喺嗰個自己個記錄嗰度，呢段路至到呢段
21 路就 50，呢啲路去到邊度係 70，變咗呢個係一個過程，我哋每日都要去做，變
22 咗有啲同事有啲有啲新嘅路段，我哋要 update，update 我哋自己嗰個記錄。
23 咁有啲路段，有啲新嘅路線，或者改路，我哋要自己去 update 嘅，呢樣又係
24 我哋要做嘅事情，就算有呢啲唔同路段嘅距離，50 好，70 好，亦都要同我哋而
25 家嗰啲黑盒嘅數據又要擺番落去先至 compare 到佢係咪超 50 或者超 70。

26 李澤昌先生：或者我補充少少，其實個黑盒嘅數據就會講咗嗰架車行駛嘅速度，同埋
27 佢嗰啲 X、Y、Z 嗰啲位置，咁就絕對唔知道嗰段路係咪超速，佢架車由開始去
28 到終點嘅時候，個黑盒係有個時間，係呢個 X、Y、Z 嘅位置同埋佢當其時行嘅
29 速度。

30 返到嚟公司嘅時候，我哋有一套系統，嗰個系統係知道 X、Y、Z 嘅位置嗰
31 段路嗰個 speeding limit，咁然後將黑盒嗰個東西 superimpose 落去嘅時
32 候，就睇到佢有冇超速定係唔超速，係非常長嘅時間，因為我哋有成四百幾條

1 線，每一條線有來回嘅方向，仲兼夾好多班，所以係一個好長時嘅時間，呢個係
2 咁嘅情況，但係你頭先講第二就係，個黑盒本身佢有兩個系統可以做到嘅。

3 一個系統就係黑盒嗰間公司可以 physically 有個 map 裏面，佢喺嗰度就
4 可以 dictate 咗個 X、Y、Z，有個速度，呢個佢哋係可以做到嘅，咁嗰陣時就
5 未做嘅；另外一個方法，就個黑盒嘅公司呢有提議到，如果有個 digital 嘅
6 map，係一個 live 嘅 map，就好似你講政府個 install 咗裏面嘅話，以上講
7 嘅情況就可以大大縮短好多，我諗呢個係梁生想講嘅嘢。

8 梁健宏先生：冇錯。

9 主席：（經傳譯員）好，或者係我係重複一下，嗰個黑盒，而家睇番轉頭就會話到你
10 聽有關嗰啲軸，即係 X 軸、Y 軸。

11 李澤昌先生：Correct.

12 主席：（經傳譯員）就話到聽某一個地點喺邊度，咁樣就話到畀你聽嗰個巴士喺邊
13 度，咁喺嗰個時候喺當時，因為你係每隔一秒都會係記錄個車速，所以你係知道
14 巴士車速嘅，咁你做嘅第三個步驟，就係要睇下嗰一啲有關嘅地區當時嘅車速，
15 所以就地點，然後車速，然後車速限制，然後你就要手動咁樣去做嘅，因為你當
16 時有數碼地圖？

17 李澤昌先生：Yes.

18 MR DUNCAN：（經傳譯員）你係聘請咗幾多人去做呢一個手動嘅工作呢？即係其實
19 數碼地圖都可以自動做到。

20 李澤昌先生：（經傳譯員）係三十七位。

21 主席：（經傳譯員）呢啲係咪慳錢嘅一個做法？係，大律師你可以繼續。

22 MR DUNCAN：（經傳譯員）我想澄清少少頭先重複嘅嘢，究竟公司係幾時開始提出
23 呢啲報告？即係可以分到每小時同 50 同 70 公里嗰啲地區？

24 梁健宏先生：其實我哋好早已經有嘅，有啲同事同我講 2007 年已經開始咁做，不過
25 當其時嗰個黑盒嘅數據就有咁詳細嘅，到 2013 年而家呢款嘅黑盒資料仲多啲，
26 變咗就可以做得更加仔細少少。

27 MR DUNCAN：（經傳譯員）如果係超出咗 50 公里，譬如話一個月嘅第一日超速，
28 咁嗰個報告會幾時出到嚟，等你可以即係有個咁嘅結論就發生咗呢件事，要幾多
29 日？

30 梁健宏先生：而家就四日就出咗個 report，同一時期黃生嗰度就會收到呢啲報告，
31 黃生就會處理。

32 MR DUNCAN：（經傳譯員）之前要幾耐？

1 梁健宏先生：之前就十日，再之前就十四日，再之前如果係 2007 年嗰陣時，可能仲
2 耐。因為當其時嗰個電腦記錄喺個黑盒嗰度，就唔可以經 server 經
3 internet 去傳送嘅，係需要係 physically 去 download 嘅，所以當其時就
4 比較時間可能仲長。

5 MR DUNCAN：（經傳譯員）呢三十七個人就喺度做緊呢啲嘢？

6 梁健宏先生：可能仲唔只，當其時因為如果講 downloading 嗰啲 data，你每人要
7 走去架車嗰度就 download，可能牽涉到維修組，每月月檢，我哋講緊幾千部車
8 嘅話，就一個好 tedious 嘅工夫，肯定就遠遠多於三十七人，但係我哋都有做
9 當其時。

10 羅先生：（經傳譯員）呢個十日或者十四，係咪即係要需要咁多時間？剛個車長拍
11 卡，咁個記錄係响個黑盒度，即係唔需要再去睇番十四日前或者四日前，如果係
12 咁樣做，係咪可以揀番呢？

13 梁健宏先生：正確。

14 羅先生：Why isn't that done?

15 梁健宏先生：而家我哋亦都循住呢個方向亦都係再做，就將個車長嘅資料會唔會擺咗
16 落去個黑盒嗰度，呢度係我哋會做嘅。我哋琴日畀 IRC 嗰個報告嗰度，其中一
17 樣 item 就講 geo-fencing 嗰度，我哋亦都加埋呢個元素落去，就係話將個車
18 長個資料擺埋喺個黑盒資料落去，變咗每一秘嗰個資料都有埋嗰個車長嗰個記
19 錄，咁就知嗰一秒鐘邊一個車長揸，呢樣嘢我哋就會去做。

20 主席：（經傳譯員）但係而家仲未做到呀？

21 梁健宏先生：No.

22 主席：（經傳譯員）而家嘅黑盒呢冇記錄，嗰個車長嘅八達通，即係佢拍卡開始揸
23 車，係記錄唔到呢個資料嘅？

24 梁健宏先生：冇。

25 李澤昌先生：咁所以需要有十日時間處理。

26 主席：（經傳譯員）可唔可以簡單啲講，你點樣知道嗰個巴士車長嘅身份？你有巴士
27 嘅編號、有速度、有位置，你可以計出嗰個，你都知道嗰個係限速係幾多，而家
28 你係點做，係點樣去搵出嗰個有關嘅司機嘅身份，點樣辨析？

29 梁健宏先生：而家就未做到，咁變咗我哋就要將嗰啲黑盒資料同我哋個站務記錄要去
30 相併，因為我哋站務記錄就知道邊個車長喺邊個時間揸緊邊架車同埋咩嘢路線，
31 時間同埋個車牌對番黑盒嘅資，因為黑盒資料就有時間同埋個車，咁就去對番嗰
32 啲資料就知道邊個時間就係嗰個車長揸，所以變就係用呢個...

1 李澤昌先生：唔係，簡答你，其實今日佢係個黑盒有個資料，跟住佢有一個站務嘅資
2 料，就另外一道系統，跟亦都有一個就叫做嗰個車嗰個行駛嗰個 fleet
3 management 個資料。即係佢個站務個資料係印嘅，車嗰個行駛嗰個資料個
4 fleet 嘅車，再加埋黑盒個資料，佢將嗰三套嘢併埋一齊先至答到法官嗰個問
5 題，所以係真係好長嘅時間。

6 主席：（經傳譯員）嗰個車站紀錄，係咪用一個你拍卡就會自動記錄？

7 梁健宏先生：係，呢個其中一個 input。

8 主席：（經傳譯員）鄧生。

9 MR DUNCAN：（經傳譯員）多謝你主席，我想向前睇睇其他另一個事項，就係嗰個
10 實時嘅巴士監察系統，即係巴士車長嘅監察系統。可唔可以請你睇番
11 Openmatics，Kulis 先生嘅證供。係研訊嘅第六日，158 頁。

12 主席：（經傳譯員）唔該。

13 MR DUNCAN：（經傳譯員）好，請睇第 14 頁。陳正隆（譯音）先生，即係代表委
14 員問 Kulis 先生呢個問題。如果係可以係即係譬如話嗰啲數據，就每隔五秒鐘
15 就可以傳送接收，佢哋公司有冇提供呢個服務，即係一係就硬件，一係軟件嚟到
16 係協助可以實時監察嗰個黑盒嘅數據。個答覆係「可以」，我呢個係背景。你話
17 畀我聽，而家有關嘅數據係用每隔三十秒就係傳送嘅，就唔可以減到每五秒做傳
18 送，有冇理解錯誤？

19 梁健宏先生：（經傳譯員）係。

20 MR DUNCAN：（經傳譯員）陳先生，睇下我有冇理解錯誤，陳生就話貴公司係提供
21 個黑盒，黑盒就收集數據，呢個系統係可以每五秒鐘傳送資料去一個指定嘅伺服
22 器。佢嘅答覆就「唔噃」

23 作為監察人員，我响寫字樓我點樣係實時監察司機，我需唔需要額外嘅軟
24 件，定係你間公司已經係提供咗有關軟件畀我做到呢樣嘢？Kulis 先生話有兩
25 個方法，可以畀我哋一個軟件嘅解決方案，呢個就係我哋有個 Openmatics 嘅
26 門站網路，同埋額外嘅一啲係軟件，但係有啲公司佢哋就淨係需要個數據，佢哋
27 背後有其他嘅資訊系統，我哋只係一個數據嘅提供者，我哋就唔理會佢點樣利用
28 有關嘅數據。

29 陳生問「响個九巴嚟講，你哋公司正係作為一個數據嘅提供者，咁你知唔
30 知九巴有冇利用你嗰啲數據，用一啲比較先進嘅用途嚟到做實時監察？」我諗你
31 响咁嘅情況之下，Kulis 先生話咁嘅情況之下，「九巴係個客戶，而家佢哋係
32 用佢哋嘅資訊系統嚟到處理嗰個數據，咁當然如果有協議，我哋可以改變呢個方
33 法。」

34 你覺得個世界上管理商業嘅車隊公司係點樣實時監察佢哋嘅司機嘅系統，

1 呢個普唔普遍？通常佢哋都普遍有咁樣嘅要求，佢哋係要去考慮到安全同埋經濟
2 嘅原因，有關嘅公司呢通常都希望係監察司機嘅表現，有啲國家就呢個會同嗰個
3 法律方面嘅規管嘅一啲衝突，要嚟保障佢哋安全，有啲係西歐國家，就唔容易咁
4 樣引一啲監察系統，不過呢個需要，呢個要求就一向都有。

5 我就想再進一步探討，不過第一先講一講嗰個背景脈絡。首先我想你再睇
6 番 KMB-4 號檔案，第 1202 頁。呢個係 2013 年年報，我哋都之前見過。

7 主席：（經傳譯員）係九巴㗎？

8 MR DUNCAN：（經傳譯員）呢個係嗰個控股公司嘅。

9 主席： Yes.

10 MR DUNCAN：（經傳譯員）然之後有九巴嘅同埋佢其他嘅附屬公司，有啲係上市公
11 司。

12 主席： Thank you.

13 MR DUNCAN：（經傳譯員）呢度有講過九巴嘅主要嘅人員，一個叫做 Alok Jain，
14 係嗰個規劃及發展部門嘅主管，你識唔識呢個人，呢個人當時佢嘅職？呢位
15 Jain 先生曾經向委員會提供過證供，你知唔知？

16 梁健宏先生：（經傳譯員）係，知嘅。

17 MR DUNCAN：（經傳譯員）想你睇 FE-1，第 40 頁。我想你睇番由 39 頁開始嘅呢
18 份文件，委員會從程艾樂，Jain 呢位先生收到嘅陳述書，你有冇機會睇東呢份
19 陳述書？

20 梁健宏先生：（經傳譯員）簡要咁睇過。

21 MR DUNCAN：（經傳譯員）我想你留意第 40 頁，第二段、第三段，為咗方便其他
22 人同埋你哋各位，我就讀出嚟嘞，佢喺第二段就話「實時嘅營運管理系統，係將
23 嗰啲黑盒裝咗上巴士之後嘅一個副產品嚟，呢個就係响我加入呢個公司嘅係一個
24 持續嘅工作，我就涉及有好多嘅會議同埋關於嗰個技術嘅指標，個特色同埋點解
25 選擇科技，同埋加入咗公司之後我就涉及呢方面嘅工作，我就冇涉及嗰個撥款，
26 管理同埋招標嘅，我亦都唔記得當時係幾時係邊決定，但我知道嗰個係計劃係當
27 時係進行緊，目的就係要改安全，希望有即時警示同埋對巴士車長嘅一啲回饋。

28 第二，就係改善現有嘅效率，就係希望可以改善駕駛嘅行為去咁樣做；第
29 三，就係希望可以更積極咁樣去處理任何嘅事件或者係嗰啲有問題嘅事件，就可
30 以提供更可靠嘅巴士服務，咁我哋可以用呢個 ROM 系統，就係可以處理咗呢啲
31 事情，帶嚟好多嘅得益。我哋係廣泛咁樣係討論咗呢件事。

32 因為巴士信息系統嘅數據，當時仲有嘅，就算我哋冇咗呢一個計劃都仲可
33 以有，我哋就唔可以冇咗呢一個實時監察，呢一個你可以話就係好似一個驗屍嘅

1 做法咁樣。然後(c)嗰度，我就有乜參與一啲嘅討論，就係講關於話呢一個計劃
2 實際嘅成本，不過通過開會同埋討論，我有一個印象，就係呢一個計劃係可以帶
3 嚟一個正面嘅 ROI。

4 好多巴士公司，即係喺已經發展嘅世界，都係用相同或者咁上下嘅呢一啲
5 嘅功能，就係好似九巴睇到 ROM 嘅制度裏面有嘅功能，當時九巴係制訂緊計
6 劃，我哋其實都係大大去學習首爾、星加坡、倫敦同埋幕尼黑嘅經驗。傳媒嘅報
7 告或者係一啲係公司嘅宣布，即係呢一啲嘅城市都話畀我哋聽，喺安全巴士司機
8 嘅行為同埋燃料效率方面，都有好多得益。

9 喺紐西蘭，佢其中一個嘅網站嗰度，巴士公司係可以減低百分之四嘅燃油
10 嘅耗用，同埋係超速係減低百分之八十一；星加坡嘅 Tower Transit，就係可
11 以慳油百分之七，然後就係因為不良嘅駕駛行為造成嘅事件係減半。關於碰撞嘅
12 意外，就減咗一半，而巴士司機造成嘅意外甚至係減咗七成。」

13 呢一個就係程艾樂先生書面畀委員會嘅一啲意見，程生亦都係喺呢一度作
14 過供，或者我又畀番有關嘅謄本嘅頁數畀你。

15 主席：（經傳譯員）應該係第 3 號文件。

16 MR DUNCAN：（經傳譯員）係，唔好意思，我講咗第 8，即係第 8 日研訊，3 號文
17 件，係由第 81 頁至到第 98 頁。同埋梁生，你有冇睇過有關嘅作供。

18 梁健宏先生：（經傳譯員）有，我用中文睇過。

19 MR DUNCAN：（經傳譯員）好，我而家唔係話要詳細同你講，但係佢就係進一步闡
20 釋程艾樂喺剛才佢嘅書面意見所講嘅嘢，講出嗰個效果就係話，公司係考慮過一
21 個計劃，係會處理實時嘅監測，但係根據程生所講，嗰個計劃就係被取消。

22 首先，我想請問你哋任何一位有冇記得有一個咁樣嘅討論，就係講到話可
23 以實時監察？

24 梁健宏先生：ROM 係 real-time operations management system，呢個就唔
25 係一個 real-time monitoring system。

26 MR DUNCAN：（經傳譯員）即係話佢個名唔係講出佢真正嘅功能？

27 梁健宏先生：呢個係一個車務實時嘅管理系統，係車務管理系統，係同駕駛安全係有
28 關嘅。

29 MR DUNCAN：（經傳譯員）首先，九巴有冇考慮過即係以前，即係程生講嗰啲，實
30 時嘅監系統，有冇考慮過？

31 梁健宏先生：呢個就係以前我哋有嘅喺車廂入面嘅 driver's alert, driver's
32 feedback，喺個車嗰度有個 real time alert to bus captain（經傳譯
33 員）係畀實時嘅警示畀車長，當佢係超速，大力煞車或者係突然加速。

1 MR DUNCAN：（經傳譯員）係，咁你知唔知道喺某個階段，公司係考慮過 Kulis 先
2 生喺佢作供嘅時候講嗰一類嘅系統呢？

3 梁健宏先生：呢個我曾經知悉過係有咁嘅念頭嘅，亦都曾經知悉過，亦都問過 ZF 呢
4 個 real-time 提示嘅車長用一個雙向嘅通訊去提示嘅車長，即時提點佢呢個車
5 長嘅行車態度，不過當其時嘅出發點就係，唔係叫佢安全嘅，係叫佢保持嗰個行
6 車間距，純粹係 for 車務嗰個運作。

7 MR DUNCAN：（經傳譯員）你睇到 Kulis 先生所講嘅嘢，就係話有一個概念，就係
8 有人收到資料知道巴士車長係超速，大力煞車，或者係突然加速，然後就係即時
9 同車長溝通，話畀佢聽佢嘅駕駛行為係咁樣，Kulis 先生所講就係咁樣咁公司
10 有冇一個咁樣嘅計劃，去考慮呢一種嘅設施？

11 梁健宏先生：冇。

12 MR DUNCAN：（經傳譯員）從來冇？

13 梁健宏先生：從來冇。

14 MR DUNCAN：（經傳譯員）咁即係你個理解關於程生所講嘅嘢，即係喺佢嗰封信頭
15 先講嘅嘢？咁你嘅理解係乜嘢，其實阿程係講緊係啲乜嘢？

16 梁健宏先生：我相信佢就係話，我哋而家講緊嗰個實時車務管理系統 ROM，real-
17 time operations management system。

18 MR DUNCAN：（經傳譯員）如果係咁，我就要請你睇番程生其他嘅證供。我想請你
19 第 8 日嘅研訊，第三套文件，係謄本嘅文件，第 86 頁。我想請你留意第 9 行，
20 86 頁第 9 行。

21 主席：（經傳譯員）我建議我哋由呢一頁嘅開頭開始，因為程生就係解釋到兩件事嘅
22 好處。一，就係將啲巴士組合；第二，就係點樣用嗰數據。

23 MR DUNCAN：（經傳譯員）好，主席。請問主席你係講 85 頁定係 86 頁？

24 主席：（經傳譯員）不如你由 85 頁開始，因為咁樣我哋知道成件事。

25 MR DUNCAN：（經傳譯員）梁生，第 85 頁第 2 行，Jain 先生就話到到嗰陣時之
26 前，好多九巴數據都係喺個別嘅部門嗰度，咁佢哋嗰度收集一啲工程嘅資料，然
27 後車務嘅數據就係車務嘅部門同埋係用唔同系統。嗰個計劃就係要全部將佢擺喺
28 一個單一嘅數據庫嗰度，主席就係問「究竟會點樣用如果有一個單一嘅數據
29 庫？」

30 程生就話「會三個階段，第一，就係要睇下當時靜態實際上發生緊咩嘢
31 事；第二個階段就係要有一啲模擬，等我哋可以喺短期將佢做一個即係計劃出
32 嚟；第三個目標就係話將佢帶到一個可預測嘅水平，等我哋可以用一啲數據或者
33 統計嘅工具去做一啲向前嘅推算。」「咁如果係第一步驟，係咪即係話實時？」

1 「呢一個就係完全係愛嚟做管理信息嘅，就亦都可以做調查喇，報告。」
2 「咩嘢叫調？調查乜嘢呀？」「譬如話我哋好多時都會收到乘客對服務嘅投訴，
3 我哋就可以返去睇啲數據，然後去核實有關嘅資料。」

4 「如果個投訴已經係話呢架巴士係超速，同埋係突然大力煞車，會唔會係
5 用數據分析，然後將佢去調查，即係如果已經有一個單嘅數據庫？」Jain 話
6 「理論上可以。」

7 好嘞，呢一個就係去回應嗰個投訴，「咁你會唔會好積極咁樣自己自動咁
8 樣用啲數據？」「喺第二個階段，我哋就用呢一個實時嘅車務管理系統，當我
9 哋有咗呢一啲嘅數據之後，我哋就將佢可以傳去一個另外一個水平，就可以分析
10 有關呢啲實時嘅數據，我哋就可以用實時監察整個車務嘅營運，我哋呢個就叫佢
11 做例外管理。」「即係話如果有任何嘢係超出咗一般嘅車務做嘅嘢，你而家就可
12 以積極咁樣即時去處理佢？」

13 「你點係考慮到可以處理巴士嘅駕駛態度呢？」「譬如話如果係有任何嘅
14 巴士超出咗一般車務應該有嘅參數，我哋就可以發出一個警示，全世界就會用
15 紅、綠、黃呢三種嘅警示，綠就係正常嘅車務，但係如果有任何嘢係超出有關嘅
16 限值範圍，就會有一個黃嘅警示，然後再進一步就會紅嘅警示。有時就係要即時
17 去干預。」主席就問「你會唔會認為如果係超出咗參數，就會發出警示，係咪應
18 該即時發出？」實時發出？程生就話「嗰個目的就當然係要喺當時做。」

19 呢個就係嗰一段，係我想提出，照你理解程生當時喺一方面講緊嘅系統係
20 咩嘢系統？

21 梁健宏先生：我哋現時嘅系統係冇嘅。

22 MR DUNCAN：（經傳譯員）呢樣嘢照你嘅理解，係咪等於一個實時監察系統，就係
23 Kulis 先生所講嗰個呢？

24 梁健宏先生：（經傳譯員）唔係。

25 MR DUNCAN：（經傳譯員）個分別係咩嘢？

26 梁健宏先生：我哋個 ROM 係實時車務管理，係講番一啲車務調動同個車長個駕駛安
27 全係完全冇關係。

28 MR DUNCAN：（經傳譯員）似乎程生個理解唔一樣，係咪呀？

29 梁健宏先生：同意。

30 MR DUNCAN：（經傳譯員）當佢話佢理解嗰個計劃係被取消，你記唔記得係曾經開
31 始過一個計劃，然後就取消咗？

32 梁健宏先生：係未有取消過嘅，呢個 project 係 2014 年 10 月開始做嘅，仲未停
33 止，仲繼續做緊。

1 MR DUNCAN：（經傳譯員）個背景搞清楚先，你講嘅計劃係咩嘢計劃？

2 梁健宏先生：呢個就係一個實時車務管理系統，因為有呢個黑盒，有呢個巴士嘅實時
3 地點，就可以令到車務調動更加有效率。

4 主席：（經傳譯員）用咩嘢方法？

5 梁健宏先生：每一條路線嗰啲巴士亦都知道佢喺唔同嘅地點，個前線員工包括站長、
6 督察、車務主任，佢每一刻都知道嗰條路線嗰啲車輛嘅位置。有啲情況交通擠
7 塞，啲車輛可能塞埋喺某一個地點，呢啲咁嘅資料，就令到我哋個車務調動更加
8 容易掌握，知道邊啲地方可能係邊啲站啲巴士可能好耐都返唔到嚟，變咗佢喺調
9 動巴可以更加有效率，呢個就係嗰個實時車務管理系統最核心嘅方面，可以畀到
10 我哋嘅車務同事。

11 MR DUNCAN：（經傳譯員）我哋未曾小休之前，我想再睇番 Kulis 先生嘅證供，同
12 埋佢所提述過之前嘅段落，我引述過佢提出嘅一啲，就响第 6 日提出嘅睇法，
13 第 158 頁都係第 3 號文件冊。搵到未？158 頁。

14 梁健宏先生：（經傳譯員）係，搵到。

15 MR DUNCAN：（經傳譯員）之前我都提過，係第 25 行，陳律師問，咁你喺咁嘅情
16 況之下，如果作為一個即係監督人員，坐喺寫字樓，可唔可以實時監察嗰個車
17 長？佢即係暗示就話如果有問題，可唔可以同個車長嚟到溝通？就話你要改變嗰
18 個駕駛行為，咁呢個就係佢個問題，當然呢個系統同你頭先所啱啱講嘅係好唔
19 同。

20 梁健宏先生：正確。

21 MR DUNCAN：（經傳譯員）我想講呢樣嘢作為實時嘅車長嘅監察系統，以免混淆，
22 我就話呢個係一個實時嘅車長監察系統，Kulis 先生就話呢個都好常見嘅，世
23 界其他地方常見嘅，你見唔見到佢呢方面嘅證供？

24 梁健宏先生：（經傳譯員）係。

25 MR DUNCAN：（經傳譯員）九巴有冇考慮過做呢樣嘢？

26 梁健宏先生：（經傳譯員）有。

27 MR DUNCAN：（經傳譯員）你哋關於呢個咁樣嘅系統，有咩嘢立場，因為而家九巴
28 未實施嘅，而你哋嘅立場係咩嘢？

29 梁健宏先生：（經傳譯員）唔現實嘅。

30 MR DUNCAN：（經傳譯員）你覺得即係決定就唔做，係咪呀？即係你哋決定就係唔
31 採納？

32 梁健宏先生：（經傳譯員）講得啱。

1 MR DUNCAN：（經傳譯員）可唔可以同委員會解釋點解係唔現實？

2 梁健宏先生：對啲車長會好大壓力，亦都未必有咁嘅系統可以處理到咁大量嘅車長同
3 一時間，亦都曾經徵詢過 ZF Openmatics 呢個情況，覺得個結論都係不可
4 行。

5 主席：（經傳譯員）你啲諮詢係幾時做？

6 梁健宏先生：一段時間㗎嘞。

7 主席：（經傳譯員）可唔可幫下我哋，幾時呀？

8 梁健宏先生：就唔係一個好 formal 嘅討論，不過亦都有啲傾談過，尤其是喺
9 Openmatics 嗰部分。

10 主席：（經傳譯員）幾時？

11 梁健宏先生：就唔係我去傾談，我啲同事同佢討論過，知道有啲咁嘅嘢。

12 主席：（經傳譯員）邊個做？邊個同佢哋傾？

13 梁健宏先生：（經傳譯員）我而家唔記得。

14 主席：（經傳譯員）或者畀啲時間你諗一諗，我哋而家就小休二十分鐘。

15

16 上午 11 時 36 分聆訊押後

17

18 上午 11 時 58 分恢復聆訊

19 出席人士如前。

20

21 主席：（經傳譯員）係，大律師。

22 MR DUNCAN：（經傳譯員）多謝主席。梁生，你仲有冇進一步嘅資料可以畀我哋，
23 就係話邊一位係同 Openmatics 講過呢一件事，同埋係幾時嘅事？

24 梁健宏先生：我問番啲同事，咁就了解番個情況就，呢個佢所提出嘅用一個
25 supervisor，經過一個軟件，睇住每一個車長嘅表現，其實呢個情況，我哋係
26 覺得唔可行嘅，所以變咗喺呢一方面，我哋亦都唔會再處理嘅，其實我哋同 ZF
27 講嗰樣嘢就第二樣嘢嚟嘅。換句話講，頭先嗰個一個 supervisor 睇住一個
28 車長，呢個咁嘅做法，我哋覺得唔可行，因為我哋有成四千個車長，我哋唔可能
29 有咁多個 supervisor 去睇住四千個車長。

1 主席：（經傳譯員）你同 ZF 講嘅係咩嘢？

2 梁健宏先生：我哋同 ZF 嘅設計就係點樣樣將啲實時數據可以傳遞到畀我哋公司，
3 咁而我哋公司啲數據點樣樣可以做到一啲實時嘅地圖，啲車長喺唔同路線嘅地
4 點，可以從而令到我哋啲個車務啲個實時管理係做得更加有效率嘅，呢個就係當
5 其時我哋設計呢個 ROM 嘅目的。

6 李澤昌先生：或者我呢度補充少少。

7 主席：（經傳譯員）幾時討論㗎，呢件事？

8 梁健宏先生：呢個應該係 2013 年我哋開始裝黑盒，當其時我哋知道有黑盒啲個用
9 途。

10 李澤昌先生：我想喺呢度補充多少少 Operation Director 頭先講啲嘢，其實今
11 日有兩個睇法，去點樣去實時去管理啲個車隊啲個狀況，一個睇法就係，佢啲個
12 所謂 real time，佢有個中央嘅控制室，然後就可以知道路面啲車點樣行法，
13 咁從而由個中央嘅控制室就同個車長去同佢溝通，就令到啲架車行嘅速度同前車
14 嘅距離唔好太近或者太遠，令到個運作上會係順啲嘅。當然呢樣會有個好大嘅問
15 題，一，實際上車長喺路面嘅真正嘅情況，喺個控制室裏面，你除非你嘅資料係
16 非常之準確，你知道路面嘅情況，即係話好多 TV 影住之類嘅嘢，即係佢唔係一
17 條鐵路嚟嘅；第二個問題，就係同個車長之間嘅溝通，呢個今日嚟講可能係唔理
18 想嘅，因為個車長喺個路面嘅壓力都相當之大，所以呢個溝通嘅時間亦都係--
19 呢個頭先梁生係憂慮嘅一點。另外，而家我哋做緊嘅，就係用啲啲數據，然後
20 我哋自己喺個 back end 嗰度，有一個叫做 TER 嘅 system，T-E-A-R（原文
21 照錄），我諗你大家都知道，呢一個就會係同我哋喺地勤啲啲督察，同埋喺站頭
22 嗰個站長嗰個，係比較即係有拿捏到嗰個交通擠塞嘅情況資料。當啲啲車長去到
23 個巴士總站嘅時候，而個站長同埋嗰個督察係好清楚呢架車係遲咗幾多。當然，
24 有啲情況係可能要個車長要做快少少，要追番啲班，或者係知道情況，咁呢個我
25 哋當其時覺得係比較人性化多少少。實際上，因為即係巴士同鐵路有少少唔同，
26 佢個中央控制去管理四千個巴士喺路面，係有個難度，咁呢個我諗就相信頭先我
27 哋講緊就係嗰個分歧就喺呢度，但係 Openmatics 畀啲數據畀番我哋個 back
28 end，都係做緊呢一樣嘢，不過就唔係一個中央去控制四千個車長。

29 梁健宏先生：多謝李生補充。

30 主席：（經傳譯員）我諗你都講咗三次嘞，我哋都明白嘅。大律師。

31 MR DUNCAN：（經傳譯員）梁生，我哋小休之前，我有個咁嘅印象就係話，關於呢
32 個實時嘅司機，巴士車長嘅監察系統，呢個係 Kulis 先生嘅講法，我嘅印象就
33 係，你話你問公司係同 Openmatics 講過呢樣嘢嘅，你其實而家係咪話，即係
34 冇講過呢件事？

35 梁健宏先生：我哋有同 Openmatics 商討佢啲個黑盒嘅，就住佢個軟件，話有個

1 supervisor 睇住個車長去管理嗰度，嗰部分我哋係唔會考慮，亦都應該有討論
2 過。

3 MR DUNCAN：（經傳譯員）即係話你決定唔做一個實時嘅車長監察系統，因為唔實
4 在？

5 梁健宏先生：我哋覺得如果係用一個 supervisor 睇住一個車長呢個方法去處理，
6 係不可行嘅，因為你睇番 ZF 佢嗰度，佢就 refer to 喺一啲 Western
7 country，佢 refer 番有啲個別嘅情況，因為安全嘅理由，因為商業嘅理由，
8 咁就用呢個方式。其實我哋亦都曾經自己內部討論過，有啲--我哋自己有啲
9 車，我哋有啲車可唔可以會裝啲呢啲咁嘅設施去監察佢，不過嗰啲車就唔係巴
10 士，譬如係我哋運 coin box 嗰啲車，或者我哋運 fuel 嗰啲 tanker，咁呢啲
11 車會唔會係一個 security reason 去做呢樣事情，就唔係我哋巴士，所以我
12 覺得佢 refer 番一啲 case，就未必就係 City bus 嘅，或者我哋咁大車隊嘅
13 application。

14 主席：（經傳譯員）你係講邊「佢」？邊個係「佢」？

15 梁健宏先生：我講緊就係喺個 exhibit--喺個 evidence 嗰度，你哋 Openmatics
16 嗰個代表。

17 主席：（經傳譯員）係，你係講緊 Kulis 先生？

18 梁健宏先生：（經傳譯員）係嘅。

19 主席：（經傳譯員）唔該。

20 MR DUNCAN：（經傳譯員）唔好意思，我就想講番程生嘅證供。梁生，關於佢描述
21 嗰個計劃，你似乎個理解同程生嘅理解係有啲唔同嘅，你有冇涉及佢講嗰個工作
22 計劃？

23 梁健宏先生：（經傳譯員）有嘅。

24 MR DUNCAN：（經傳譯員）我想你睇番佢證供嘅另一部分，係研訊第八日，係文件
25 冊第三號，89 頁。未睇呢個佢嘅證供之前，或者想同委員會--你可唔可以同委
26 員會講一講，你參與係點樣參與法？

27 梁健宏先生：呢個 project 就 2013 年，咁就當其時我就係負責 bus
28 maintenance，咁亦都有啲參與一啲 presentation，因為有黑盒呢個工具，
29 可以幫助到公司嘅車務嘅發展，當其時亦都有公司搵過個顧問公司，幫 KMB 喺
30 呢一方面有啲建議嘅。當其時對於車務，我就本人就唔係好參--我最主要係維
31 修嘅啫，但係都有參與呢啲咁嘅簡介，個 involvement 就係咁樣樣，知道嗰個
32 concept，車務點樣樣可以更加有效率，利用實時嘅資料。

33 到到我正式接任車務總監，我先至認認真真知道呢個情況，到到我知道呢
34 個情況之後，我 2016 年接任車務總監，知道有 ROM，real time

1 operation management system 呢個 project 進行中，我留意到有啲實時
2 嘅地圖，知道架車喺條路線喺邊度，呢樣嘢就幫到我哋站長督察去點樣調配車
3 輛，呢度係做咗嘅，當其時係 2016 年 1 月，我接任車務總監呢個職位嗰陣時。
4 但我亦同時發覺到呢個 project，原來係包含一啲另外一個功能嘅，就係代替
5 我哋 TER 站務管理系統嘅功能嘅。站務管理系統就係講 bus termini 嘅運
6 作，包括車長嚟到個站，佢去報到，開車，跟住到站，佢會 report duty，知
7 道架車幾時到站，車長亦都喺要接受站長個車務調動，呢個就係站務管理系統
8 TER，當其時就係 TER。頭先我講番呢個 ROM 其中一個功能就係代替 TER，
9 「代替」嘅意思就係佢會成立一個中央控制室，係遙控咁樣樣，remote 咁樣樣
10 去調派車長嘅工作安排，調派車輛喺唔同路線嗰個班次嘅調動，亦都遙控咁樣樣
11 收到車長嘅報告，就住任何事情，包括壞車，包括意外，包括乘客嘅種種狀況。
12 呢樣嘢就係嗰個設計就係中央去負責所有嘢...

13 MR DUNCAN：（經傳譯員）唔該晒，梁生。我想你留意...

14 主席：（經傳譯員）未做呢樣之前，大律師，我想問一個問題，梁先生，你頭先答我
15 哋嘅時候，你話當時有黑盒嘅數據係你考慮過，你又請咗顧問，咁顧問要求--
16 你要求顧問做咩嘢？

17 梁健宏先生：佢負責就住 service enhancement、service delivery 嗰度畀
18 啲意見嘅。

19 主席：（經傳譯員）包唔包括防止譬如話呢啲巴士去埋同一箇地方，即係堆埋一堆
20 咁？

21 梁健宏先生：（經傳譯員）呢個係顧問係即係--係服務嘅。

22 主席：（經傳譯員）譬如話啲巴士太集中一箇地方都包括，係咪呀？

23 梁健宏先生：（經傳譯員）係。

24 主席：（經傳譯員）大律師，請繼續。

25 MR DUNCAN：（經傳譯員）程生嘅證供，我想你睇一睇 89 頁，謄本嘅 89 頁，係第
26 八日嘅會議嘅，第 14 行，黃律師代表委員會問咗一個問題，問程生，「係咪你
27 加入公司到到你離開嘅呢段期間，你係涉及呢個 ROM 實時管理系統嘅計劃？」

28 「我唔敢講話我離開嘅時候都係參與，不過當時係討論嘅時候，即係實施
29 嘅時候，我係就好積極咁參與有關嘅計劃嘅。」

30 黃小姐話「我知道有個段落就係主要要實施呢個計劃嘅原因，係要通過實
31 時嘅警示，同埋畀巴士司機嘅提示，係改善安全。咁可唔可以--關於嗰個將訊
32 息回饋畀巴士司機，你可唔可以話畀我聽，呢個係一個實時、回饋定係一個畀人
33 投訴之後事後先至去向巴士公司提供個資訊？」

34 程生就話「個概念就係要係希望同巴士公司同埋嗰個控制中心，車務員控

1 制中心有一個雙向嘅溝通系統，咁巴士佢哋有一個叫做 DDU，即係話司機嗰個
2 顯示系統嘅，咁透過呢個系統，就可以有兩個方法嚟到去干預嘅。第一，就根據
3 預先設定嘅限值，就如果超出，就有個警示；第二個就係話，有啲人可以向控制
4 中心嚟到係提示個車長嘅。咁我哋假設，譬如話有人坐咗嗰個車務控制中心，咁
5 而家有架巴士太快，不過都仲係嗰個車速限制嘅範圍之內，嗰個車上嘅設備就
6 發現唔到咩嘢問題，不過嗰個控制中心嘅控制人員發覺譬如冇地--有某個路
7 段，天氣，或者其他嘅意外等等，應該係慢一啲嘅，咁呢個督導人員就可以係介
8 入，就請嗰個司機嗰個路段特別小心，咁呢個係有兩個方法嚟到--兩個水平
9 嘅干預嘅。」

10 「咁响第二個層面，嗰個係控制中心個督導人員，你點樣可以係同個司機
11 嚟到係聯絡？」

12 「我哋係經過好多唔同嘅選擇，我哋係講緊一個顯示系統。第二就係，我
13 哋都講過一個係聽力方面嘅做法。」

14 「咁即係話有兩個可能性，一個就係用顯示系統，另外就係用一個聲音嘅
15 系統？」

16 「係呀，如果已經有顯示，就另外一個可能性就係加埋嗰個聲音。」

17 「咁會唔會係用無線電，抑或用任何嘅方法？」

18 「應該係可以用無線電，或者用 3G 嘅溝通系統，當時我哋冇講到咁遠。」

19 黃律師就話「你就講過話有好多嘅會議，同埋好多討論係講到呢一個實時
20 車務控制系統，你記唔記得有冇一啲會議嘅紀錄，或者係一啲文件，係記錄咗呢
21 啲嘅討論？」

22 「如果我記得，係有好多嘅簡介，亦都有好多嘅電郵係做咗啲摘要，即係
23 話我哋主要嘅議題，主要要做嘅工作咁，但係如果你話正式嘅會議紀錄，我記唔
24 到話有冇準備過。」

25 你睇到呢一個證供，梁生，似乎程生描述呢一個嘅計劃，完全係同你對於
26 呢一個計劃嘅理解係截然不同，你覺得係咪咁？

27 梁健宏先生：（經傳譯員）係，正確。

28 MR DUNCAN：（經傳譯員）你有冇知道任何嘅計劃，係喺公司嗰度進行緊，係關於
29 程生講到話點樣講番畀啲巴士車長聽？

30 梁健宏先生：現時係我哋冇咁樣嘅 project 進行中，現時我哋個 ROM 就唔係做呢
31 樣事情嘅。

32 主席：（經傳譯員）頭先係問你喺嗰陣時，程生仲喺公司嘅時候，有冇一啲咁樣嘅計
33 劃係你知道嘅呢？即係唔係話你講嗰個。

1 梁健宏先生：（經傳譯員）冇。

2 MR DUNCAN：（經傳譯員）喺第 91 頁 19 行嗰度，程生就講到一啲簡介。你都有講
3 過一啲簡介，你頭先作供嘅時候，都係講番 ROM 呢個實時車務控制系統，咁而
4 家呢啲嘅簡介嘅資料仲喺唔喺度？

5 梁健宏先生：（經傳譯員）我要查一查先知。

6 MR DUNCAN：（經傳譯員）我哋會好希望你進一步睇一睇，等委員會可以睇番呢一
7 啲嘅簡介資料、電郵，係關於呢個實時車務控制系統，而係當時程生喺公司嘅時
8 候呢一啲嘅資料，你可唔可以搵人幫我哋搵下？

9 梁健宏先生：（經傳譯員）我哋會嘅。

10 主席：（經傳譯員）好，唔該晒。

11 MR DUNCAN：（經傳譯員）我哋...

12 主席：（經傳譯員）對唔住，大律師，等一等。

13 MR DUNCAN： Thank you.

14 主席：（經傳譯員）喺呢一方面，就住先前嘅一件事，我想請你提供一啲資料，係關
15 於保存呢一啲紀錄嘅公司嘅制度，大律師都已經講過話保存電郵，仲有就係其他
16 嘅紀錄，譬如今次呢啲就係簡介會嘅資料，我哋可唔可以都有一啲資料就係關於
17 你公司呢一方面嘅政策？唔係一定而家，而係你返轉頭可以畀我哋。

18 梁健宏先生：想補充一點，就住嗰個 ROM，我哋其實就係有一套 2014 年 10 月嘅成
19 份 ROM 嘅 proposal 係點做，就係喺度嘅，咁呢度講番呢個 ROM 係做咩嘢嘢
20 嘅，其中有部分係關於用中央控制室去取替站長呢一方面，我就暫停冇做嘅，我
21 覺得呢樣嘢係唔可行嘅，亦都未經過我哋公司尤其是董事會嘅討論嘅，所以如果
22 講 ROM 呢個系統，嗰啲資料就喺度㗎嘞。ROM 係乜嘢嘢，就係呢啲嘞，我亦都
23 可以交畀 IRC 去了解下實際係呢個 ROM 係咩嘢嘢。正如我頭先所講，“ROM”
24 係 real time operations management system，係同駕駛安全有關。

25 主席：（經傳譯員）我哋理解你嘅證供，我哋都有程艾樂先生嘅證供，好明顯佢係講
26 述一啲你有講嘅嘢，但係佢亦都講到用數據嘅另外一個輔助方法，即係嗰個數據
27 產生係為咗一個目的，但係其實亦都可以愛嚟做第二啲嘢嘅，我哋而家就係問呢
28 樣嘢，不過我哋好希望都睇到你而家有嘅一啲材料。大律師。

29 MR DUNCAN：（經傳譯員）多謝主席。我離開呢個題目之前，梁生，我哋就係講緊
30 實時車長監察系統，你都知，呢個就係 Kulis 先生所講嘅系統。我明白你嘅立
31 場，咁你就話唔實際，不過我希望你好清楚--我好清楚明白就係，究竟公司係
32 考慮咗幾多。你就話同 Openmatics 討論過，係講到其他嘅車輛，公司有冇做
33 過任何嘅研究，係呢一個系統可以點樣用？譬如話喺西歐啲國家，即係好似
34 Kulis 先生提過咁，公司有冇考慮過，考慮咗幾多？

1 李澤昌先生：等我答你呢個問題，有，星期二已經講咗，我哋已經係有一啲同事去咗
2 北愛爾蘭係學習緊。咁講番即係 Openmatics 個樣嘢，嗰個即時 real time
3 個樣嘢。過去就個車長喺嗰個行走嘅時候，佢知道佢係咪超速，今日嘅情況就
4 係，其實當嗰個油針去到 70 公里嘅時候，咁個車長就會提示佢。而家
5 Openmatics 同我哋公司已經開始係做緊一個研究，就係將佢嗰個地圖係放咗一
6 啲所謂叫做車速嘅限制，喺香港嘅地方，無論係 70 同 50 都會睇到嘅話，咁即
7 是話，嗰個所謂 real time，喺嗰個車長嗰個 dashboard 嗰度就會響起超過
8 70 同埋超過 50，呢個係進行緊嘅。其實呢個亦都喺 7 月 31 號已經開始我哋嘅
9 車隊係試緊呢樣嘢，咁亦都喺尋日我哋入咗啲文件--前日入咗啲文件畀你，都
10 解釋緊呢個係進行緊。

11 MR DUNCAN：（經傳譯員）係，呢個講到車速，如果大力剎車，突然加速，其他巴
12 士車長嘅行為係會導致不安全駕駛嘅行為？

13 李澤昌先生：有。

14 主席：（經傳譯員）唔好意思，你而家問嘅問題係咪都同實時嘅監察有關？

15 MR DUNCAN：Yes, real-time driver monitoring.

16 主席：（經傳譯員）如果係咁，你可唔可以再問一次，係包括埋實時監察？

17 MR DUNCAN：（經傳譯員）係，公司有冇採取任何嘅步驟，係關於實時巴士車長嘅
18 監察，就係除咗超速之外？具體嚟講，就係譬如話大力剎掣，剎車，突然加速。

19 李澤昌先生：今日其實喺嗰個 real time，喺架巴士上，個 sudden
20 acceleration 同埋個 harsh braking 已經有提示到個車長㗎嘞，今日已經
21 有㗎嘞，但係我哋過往呢一段時間都發覺到，其實除咗係個 Openmatics 之
22 外，其實車長--車裏面嘅乘客都要提醒佢哋，因為我哋發覺好多車嘅乘客，除
23 咗係老人家提醒佢之外，一啲年青人佢用手機，佢令到佢--有個 harsh
24 braking 同埋個 sudden acceleration 令到佢喺車裏面發生意外都有。我哋
25 都喺而家特別嘅路段發覺呢一個--我哋俗語叫做因為呢樣嘢而有嘅意外，都做
26 咗好多工作，喺--我相信有啲同事呢一段時間喺嗰啲譬如長沙灣道，我哋喺幾
27 個月前都做咗啲工作，就派啲 leaflet 就提醒一啲人喺坐巴士嘅時候唔好掛住
28 睇手機咁多，或者提醒啲老人家，呢個我哋繼續做。

29 去到嗰個 Openmatics 嗰度，我哋之後亦都有啲工作做緊嘅，就係我哋講
30 緊嗰個 geo-fencing 個樣嘢，geo-fencing 個樣嘢，其實我哋已經開始有啲
31 車隊係試緊呢樣嘢嘅，但係呢樣嘢係比較複雜，因為點解，其實係除咗個車佢本
32 身有個速度，架車本身有嘅，然後個 black box 係搵到個 location，知道嗰
33 架車個位置應該行嘅速度。咁第三樣嘢就 geo-fencing，個 geo-fencing 就
34 駁番入去架車裏面，嗰個用電子控制嘅，例如嗰個 brake，例如嗰個油門，例
35 如嗰個減速器，即係有個 gearbox，係點樣控制番佢呢樣嘢，呢個我哋係向呢
36 個工作行緊。我哋可以即係畀番啲補充少少，呢個係做緊嘅。

1 MR DUNCAN：（經傳譯員）係，我哋明白嘅，李生，多謝你。我頭先個問題係具體
2 講到 Kulis 先生描述嗰個制度，就係話好積極主動嘅監測，即係話喺中央控制
3 室嗰度係講到佢嘅速度，同埋其他駕駛嘅行為，咁你就話「係冇嘅，係唔實際
4 嘅，我哋考慮過，但係唔做。」我個問題就係，你有冇做過任何嘅調查，如果即
5 係喺公司裏面，去睇下究竟其他嘅國家司法管轄區係點樣用呢一個系統？咁而因
6 此可能喺香港都啱用呢？

7 梁健宏先生：或者我想再就住呢個問題再講多少少，科技嘅發達，科技嘅進步，如果
8 嗰啲資料係好容易咁知道呢個車長係咪超速，如果啲資料係咪即時可以睇到嘅
9 話，同埋嗰啲資料點樣傳送到，同埋點樣樣可以分辨到邊一位車長，我相信以前
10 我哋覺得有問題嗰啲，都可能會解決，所以變咗，都係視乎嗰個科技嘅發展，我
11 哋亦都希望科技係可以做到。所以點解我哋而家有 30 秒，希望去到 10 秒，或
12 者會唔會去到兩秒、1 秒，呢樣嘢就真係科技，呢樣嘢就真係科技，我哋都期
13 望，期望呢樣嘢可以做到。

14 MR DUNCAN：（經傳譯員）我諗你有答到我問題，不過由你嘅答案，我可以有一個
15 結論，就係其實你做咗好少我問關於嘅嘢，因為你相信有其他好啲嘅方法，用其
16 他嘅科技可以做到，咁我咁樣講係咪公道？

17 梁健宏先生：我意思就係話，如果嗰個科技可以令到嗰個 real time
18 monitoring，而家你講緊 monitoring，就唔係 real time assist 或者
19 real time alert，而係 real time monitoring，係有人睇住個車長嘅表
20 現。之前所講及到，西方國家有個 supervisor 睇住個 driver，安全理由，
21 商業理由，但係如果我哋講緊我哋巴士，四千個巴士，99%個巴士都係--車長都
22 係一個好稱職，好安全駕駛嘅車長。我哋係咪要用三千九百九十九個人睇住呢四
23 千呢個車長呢？呢個係一個技術上嘅問題，如果科技上係可以做到，幫到我哋，
24 可以由兩個人睇住四千個車長，而每個車長都係駕駛好嘅話，我相信我哋會極之
25 採納。

26 MR DUNCAN：（經傳譯員）就係因為呢一啲嘅事情，咁你就有進一步探索呢個問題
27 嘞，係咪呢，呢個情況係咪咁？因為你個結論就係唔實際咩，係嘅時間？

28 梁健宏先生：我哋係保持開放嘅態度。

29 MR DUNCAN：（經傳譯員）唔好意思，你話保持開放態度，係咪即係話仲喺檯面，
30 你仲會考慮嘅呢？抑或你已經係有一個結論就係唔實際？

31 梁健宏先生：當其時我哋覺得嗰個決定，或者當其時個決定有做到，係基於不可行，
32 如果將來有個情況，real time monitoring，係 practical 嘅話，我哋極
33 之開心咁採納。

34 MR DUNCAN：（經傳譯員）但係就唔係公司而家考慮緊嘅嘢，咁樣講啱唔啱？

35 梁健宏先生：暫時我見唔到有一個 practical 嘅方向畀到我哋，如果有嘅，我哋極

1 之樂意即時去採納。

2 MR DUNCAN：（經傳譯員）李生頭先講即係巴士上面乘客嘅一個嘅事項，我就想請
3 講到嗰一啲關於乘客嘅事項嘞，呢個係講緊係乘客嘅行為，即係巴士上乘客行
4 為。我相信你都知道，委員會聽過啲證供就話，差唔多每日你哋嘅車長都會受到
5 人口頭上，甚至有時係肢體上嗰啲係侵襲嘅，咁樣係咪一個合理嘅一個對事情嘅
6 簡述？

7 李澤昌先生：Yes.

8 彭樹雄先生：或者我回應呢個問題，確實係嘅。

9 MR DUNCAN：（經傳譯員）我想請你睇 KMB1 號文件冊，203 頁。呢一頁係一封
10 信，係由委員會發畀公司嘅，日期今年嘅 7 月 20 號。我想提醒你，就係呢封信
11 係希望擺到啲進一步嘅資料，呢個關於即係襲擊巴士車長嘅資料。第二到第四
12 段，即係 204 頁可以睇到呢兩段，我哋要求你提供一啲詳細嘅資料，就住五個
13 襲擊嘅事件提供資料嘅，你見到呢度有關嘅要求嘞。

14 彭樹雄先生：係，睇到。

15 MR DUNCAN：（經傳譯員）唔該晒。請你睇番 212 頁，係同一個文件冊，呢個係公
16 司嘅回信，你有提供啲統計嘅資料，關於襲擊嘅個案嘅，就從 2015 年 1 月 1 號
17 到 2018 年 7 月 22 號期間嘅一啲統計數字嘅。218 頁，我係睇緊一個翻譯本
18 嘅，你有睇到，呢度有五宗個案嘅詳情，即係委員會就係請你就住呢五宗係提供
19 資料嘅，全部都係今年四月發生嘅事件嘅，請你係咪揭到已經 218 頁嘞？

20 彭樹雄先生：（經傳譯員）係嘅。

21 MR DUNCAN：（經傳譯員）唔該。呢度有五個個案，你睇番嗰個懲罰或者係入獄嘅
22 刑期嗰度，你見到第一項第二個就係話，警方唔進一步處理，最後一個個案就仍
23 然係調查緊。

24 彭樹雄先生：係，冇錯。

25 MR DUNCAN：（經傳譯員）三、四呢兩個個案，個被告就係認罪嘅，就罰款 3,000
26 釐，另一個就罰款 1,000 釐，即係分開就兩個被告就分別就係罰款嘅。你知唔
27 知道最高嘅入獄嘅懲罰或者係裁判官關於襲擊，最高可以係罰幾多呢？就係
28 100,000 釐嘅罰款，同埋六個月入獄嘅，你知唔知道？

29 彭樹雄先生：係，知道。

30 MR DUNCAN：（經傳譯員）咁樣可唔可以咁講，既然有咁高--呢啲咁嘅高--最高刑
31 罰，咁呢幾個個案嘅懲罰似乎都係比較輕微，咁樣講公唔公平呢？

32 彭樹雄先生：我同意嘅。

1 MR DUNCAN：（經傳譯員）呢樣嘢係咪一個問題？公司認唔認為係一個問題，即係
2 話懲罰係輕微？

3 彭樹雄先生：呢個係我哋其中覺得一個嘅問題，亦都係我哋其中一個嘅 concern，
4 可以咁講。

5 MR DUNCAN：（經傳譯員）我想請你而家睇睇 293 頁，同一個文件冊，293 頁。呢
6 個係一個文件嘅翻譯本嚟嘅，文件大概會响 286 頁嗰度睇到㗎嘞。

7 彭樹雄先生：係，睇到。

8 MR DUNCAN：（經傳譯員）咁而家我睇 293 頁呢個信件嘅翻譯本，呢封信你可以睇
9 到係嗰個簽名，九巴嘅法律部門嘅簽名下面嗰度，即係 2018 年 3 月 8 號，呢度
10 即係話係巴士車長受到多宗襲擊嘅個案。

11 彭樹雄先生：係，冇錯。

12 MR DUNCAN：（經傳譯員）呢個係寄畀警方嘅，特別係即係寄畀警務處處長嘅？

13 彭樹雄先生：係，冇錯。

14 MR DUNCAN：（經傳譯員）第二段呢度咁講嘅，「舊年嘅 5 月，我哋寫信畀警方就
15 係表示關注我哋個巴士車長一個接一個受到襲擊嘅。咁考慮過有關嘅個案，我覺
16 得有啲人根本就唔淨只係襲擊嘅，而係一個係違反咗公共巴士服務規例嘅第
17 13A(1)(c) 條，即係話乘客或者係打算搭巴士乘客就唔應該影響到巴士或者係
18 巴士嘅設備嘅，或者影響到造成干擾或者造成損害嘅，或者係造成任何人嘅受
19 傷，或者係唔舒服，或者係受到唔方便，或者係滋擾嘅。所以我哋請咗我哋嘅職
20 員，就住上述個案向警方提供資料嘅，希望警方可以控告呢啲--根據有關規例
21 嘅 13A 條，控告呢啲嫌疑犯嘅，咁我哋有關嘅陳述書證供就已經係附錄响本信
22 件嘅。」

23 跟住去到 294 頁，就係繼續嗰封信喇，跟住我--「本公司就寫咗畀係香港
24 警方就係考--查詢呢個發展嘅，我哋得到通知就係，佢哋淨係告呢啲人係--警
25 方淨係告呢啲人係普通襲擊嘅。我哋有同--呢度亦都有啲其他同警方嘅通信嘅
26 副本嘅，我哋就同--本公司最近同前線嘅巴士車長就見面，佢話香港警察就--
27 佢哋希望警方會根據規例嘅第 13 條例嚴格執法，去到警告嗰啲人會影響我哋巴
28 士車務嘅人，或者係襲擊我哋職員嘅人。我哋希望」--跟住咁寫，「我哋希望
29 香港警方將來將呢啲襲擊嘅巴士車長會係考慮下根據規例嘅第 13A 條控告佢，
30 即係再附加上嗰個普通襲擊嘅罪名嘅，我哋會同警方合作，嚟到係提供協助嘅。
31 如果你有咩嘢需要查詢，請隨時係接觸我哋嘅律師。」

32 296 頁就係嗰個警方回信嚟嘅，係 5 月 17 號，佢即係話「收到你嘅信，關
33 於嗰個係同你哋公司嘅見面--3 月 28 號見面之後嘅跟進行動，我哋已經係通知
34 咗總區，嚟到提醒前線嘅人員，就係要處理嗰個係襲擊或者係滋擾巴士司機嘅個
35 案，要係公平同理專業處理，我哋明白到呢個情況嘅性質，我哋都知道呢個係一

1 個應該要考慮下係咪根據香港法例第 203A 條（原文照錄），將公共巴士服務採
2 取行動嘅。」

3 關於襲擊車長，警方有冇試過，即係今年 5 月 17 號之後，有冇試過提出過
4 檢控？

5 彭樹雄先生：呢個我暫時收唔到個訊息，應該就有嘅。

6 MR DUNCAN：（經傳譯員）所以我哋唔知道究竟警方係咪接受你哋嘅要求，根據個
7 規例嚟到係檢控，我哋仲未知㗎？

8 彭樹雄先生：（經傳譯員）唔知嘅。

9 MR DUNCAN：（經傳譯員）咁到目前為止，一向個做法都唔係咁，係咪呀？

10 彭樹雄先生：（經傳譯員）你意思根據 230A 章提出檢控，係咪呀？

11 MR DUNCAN： Yes.

12 彭樹雄先生：從我公司嘅紀錄，我哋睇得到係從未有一單嘅案件係用 230A 係作出檢
13 控嘅。

14 MR DUNCAN：（經傳譯員）你知唔知道，規例裏面最高嘅罰則係 3,000 釐罰款，入
15 獄六個月？

16 彭樹雄先生：係，我知道嘅。

17 MR DUNCAN：（經傳譯員）所以要求警方根據呢度嚟到規例控告，係有咩嘢用途
18 呢？因為佢比起普通襲擊嘅罰則係低啲嘅。

19 彭樹雄先生：其實我哋公司嘅睇法，因為就住一啲嘅譬如話普通毆打等等，好多時個
20 個警方指出個個檢控，或者個調查，相對地係困難嘅，而喺--如果喺用 230A 作
21 出調查甚至檢控，可能相對地，去證明個個違法行為係會比較容易啲。兼且，
22 我哋亦都希望一啲毆打我哋車長，又或者“abuse”，我用個字，我哋車長--
23 abuse 我哋車長嘅乘客亦都能夠得知到，其實係有一條嘅 230A 係監管住乘客嘅
24 行為，有啲唔一定係話要 physically，即係要係郁手郁腳接觸到，有身體接
25 觸，其實 230A 嘅精神就係話，一個乘客嘅態度其實都係可能會觸犯到法律嘅。

26 MR DUNCAN：（經傳譯員）你覺得比較容易係成立個個控罪，係咪呀？就唔係--即
27 係比普通襲擊容易啲，係咪咁嘅睇法？

28 彭樹雄先生：當然，呢個我諗我哋都要交番畀警方去回答，不過站喺我哋一個公共巴
29 士服務營運者，既然有一條法例係能夠我哋叫做保障到我哋巴士公司，保障到我
30 哋前線嘅同事，點解我哋唔嘗試，試下用呢條條例去作出檢控呢？

31 MR DUNCAN：（經傳譯員）我唔係好記得，請佢哋打出呢一條規例出嚟，等我哋知
32 道實際上佢係點寫嘅，我哋或者而家顯示個個規例。

1 主席：（經傳譯員）當我哋咁樣做嘅時候，彭生，嗰個喺規例之下嗰個罪行好似係寫
2 得闊啲，係咪？即係佢包括嗰啲行為，係比較闊啲，係咪？

3 彭樹雄先生：（經傳譯員）主席，係㗎。

4 MR DUNCAN：（經傳譯員）我哋搵到嘞，係 THB 第 2 號文件夾，第 132 頁，
5 13A(1)(c)，就係你諗到嗰個規例嘅部分，佢係咁講㗎，「乘客或已成為乘客
6 嘅人，對巴士嘅任何部分或其設備故意作出或故意安排作出任何事情，而該等事
7 情阻礙或干擾巴士的操作，或引致損壞；或第二，導致他人受傷、不安、煩擾或
8 不便。」你係咪就係諗緊呢一方面嘅規例？

9 彭樹雄先生：（經傳譯員）係，鄧樂勤大律師。

10 MR DUNCAN：（經傳譯員）講番嗰個襲擊嘅問題，喺任何階段，你有冇要求過警方
11 要讓裁判官留意，乘客呢一方面嘅行為其實都頗普遍嘅？

12 彭樹雄先生：係有，Mr Duncan，所以點解我會喺 3 月 28 號，其實係由我同埋我哋
13 個 head of legal，梁律師，另外同一個負責交通意外或者調查嘅經理，我哋
14 係主動去警察總部，police headquarters，同一位總警司同埋佢嘅警司，
15 我哋係傾咗一個上晝，係表達我哋公司，甚至乎其他公共巴士服務營運者嘅
16 concern，我哋嘅關心。喺會上面，我哋亦都畀咗好多嘅數字警方，因為我哋覺
17 得，其實如果純粹睇嗰個數字，我哋會覺得係比較擔心，點解呢，容許我用少少
18 時間，其實喺襲擊車長，2017 年只係得三十五宗，但係 2018 年直至到 7 月 22
19 號，已經有四十一宗。我哋睇得到個情況係越嚟越差，所以係我哋希望警方能夠
20 可以真係確確實實，認認真真，好深入咁去調查呢一啲嘅案件，令到我哋嘅車長
21 可以喺一個安全嘅環境裏面去工作。

22 主席：（經傳譯員）你剛才畀嘅數字，即係你喺嗰個會議畀嘅兩位警司嘅，係咪同你
23 今次畀我哋嘅數字係一樣嘅呢？

24 彭樹雄先生：Mr Chairman，我哋 3 月 28 號嘅時候，我哋嘅數係去到 3 月嗰個數
25 嘅啫，呢個 7 月 22 號...

26 主席：（經傳譯員）我當然明白，但係喺另外一方面，我哋而家有嗰啲數字？

27 彭樹雄先生：係，冇錯，冇錯，主席。

28 主席：（經傳譯員）你係咪用同一個方式，同一個寫呢一啲日子嘅方法畀警方？

29 彭樹雄先生：係，應該係。

30 主席：（經傳譯員）你有冇返去，因為我哋係請你畀呢啲數字我哋，你有冇畀畀警方
31 嘅數字嗰度包括係去到 2015 呢？

32 彭樹雄先生：有嘅。

1 主席：（經傳譯員）咁我哋--當我哋睇呢啲數字嘅時候，有人係被監禁？

2 彭樹雄先生：根據我哋紀錄，係嘅，冇錯。

3 主席：（經傳譯員）大律師。

4 MR DUNCAN：（經傳譯員）咁警方嘅反應係點？

5 彭樹雄先生：其實喺個會面裡面，3月28號個會面裏面，其實我睇得出警方都係
6 關注嘅，咁個總警司，個 Chief Superintendent，佢亦都係喺個會度，亦
7 都承諾佢會出一啲嘅指引畀佢哋前線個車長--Sorry，對唔住，畀佢哋前線嘅警
8 員就係去第一，係會好認真咁去調查呢啲所有嘅 alleged assault，同埋佢亦
9 都會係提點佢前線嘅同事，睇下有冇一啲嘅案件係能夠適合用 230A 係去調查，
10 甚至檢控嘅。

11 MR DUNCAN：（經傳譯員）你請警方留意呢啲事情，其實你個目的係咩嘢呢？你想
12 達到啲咩嘢目的？

13 彭樹雄先生：其實我哋想達致就好簡單嘅啫，我哋唔想我哋啲前線車長係繼續受到一
14 啲即係係--我用個字係“excessive”，一啲 excessive 嘅 abuse，呢個就
15 係我哋想咁樣做嘅啫。又或者 Mr Duncan，如果你容許我都回應番又或者 Mr
16 Chairman 個問題就係話，其實 common assault 同埋 230A，我哋點解會想
17 有 230A 呢？或者都容許我舉一個剛剛嘅...

18 主席：（經傳譯員）咁好明顯，好明顯㗎嘞，一睇就知道嘞，因為佢好廣泛咁嘛？

19 彭樹雄先生：主席，你可唔可以畀我講一講啱啱有一單發生咗嘅事件，其實如果用
20 230A，係可以令到我哋嘅車長嘅工作更加安全，更加暢順？

21 主席：（經傳譯員）哦，好呀，當然可以喇，唔該。

22 彭樹雄先生：或者我想帶大家，其實呢一單事件發生係喺 7月29號，7月29號，
23 咁我好簡單咁概括講一講就係，我哋喺夜晚差唔多 11 點鐘嘅時間，咁有四個二
24 十幾歲嘅男乘客，咁佢上車，佢就係冇畀到足夠嘅車資嘅。當時個車長就曾經追
25 問佢哋，叫佢畀足夠嘅車資，但係呢四個男子就完全冇理會個車長。咁個車長就
26 繼續行車，因為有其他乘客。當佢去到又一城又一村落客嘅時候，呢四個男乘客
27 就想落車，咁個車長就再一次追討。咁呢四個男乘客就完全冇理會，就落咗車
28 嘞。

29 好嘞，跟住個車長就發覺，因為嗰架車當時個 engine 仲係應該 suppose
30 係行緊㗎嘛，但係個車長突然之間發覺架車死咗火，個 engine off 咗。咁個
31 車長即刻就落車睇，就發覺呢四個男乘客就一路跑住咁走咗。好嘞，咁個車長於
32 是乎就懷疑，同埋佢亦都聽到一啲踢我哋個車身嘅聲音㗎，有啲碰撞嘅聲音，其
33 實我哋嘅車長就懷疑，第一，佢就係將我哋車尾有個死火掣就係熄咗，於是乎個
34 engine 就 off 咗。但係嗰四個男子就跟住就跑走咗嘞，好嘞，咁個巴士車長

1 因為有乘客喺車，佢於是乎上番車，再重新 start 過個 engine，咁繼續行車
2 嘅。

3 好嘞，架車就喺大約十五、二十分鐘之後，佢就去完總站，再返番轉頭，
4 去到又一村達之路個燈位，當時個車長係因為燈位所以停咗車嘅，但係突然之
5 間，嗰個車長又發覺，個 engine 又熄咗，然後佢喺倒後鏡，又見番嗰四個男
6 子，咁車長再落車睇嘅時候，就發覺個車又係熄咗個 engine。咁於是乎個車長
7 追唔到喇，因為嗰四個男子走咗嘞。車長就即刻通知我哋當值嘅 inspector，
8 咁我哋報咗警嘅。但係警員到場了解事件之後，當時嗰個警員就將呢件事作為一
9 個糾紛咁樣處理，佢哋當呢個係一個 dispute case。然後巴士返番廠，咁就
10 收工。

11 我想指出，其實好似呢一個咁嘅案件，其實係好明顯地，好明顯地，230A
12 係有可能係有人干犯咗嘅，但係結果呢個案件係作為一個糾紛咁樣處理。所以即
13 係我都好希望就係話，喺保障我哋車長嗰個人身安全，保障我哋能夠提供一個適
14 切嘅服務畀市民大眾，其實我真係好想懇請有關當局能夠認真考慮 230A 嘅檢
15 控。

16 係，多謝 Mr Duncan。

17 MR DUNCAN：（經傳譯員）你有冇問過警方，去讓裁判官法庭去留意呢一類行為嘅
18 普遍性呢？似乎你嘅巴士車長係要受到呢啲...

19 彭樹雄先生：有，絕對有，absolutely 有。

20 MR DUNCAN：（經傳譯員）咁佢哋咁做呢？佢哋有冇喺法庭度企喺身，話畀裁判官
21 聽「呢一個係好常見，好普遍嘅罪行，我哋認為應該判得重啲，係可以有阻嚇作
22 用。」有冇採取咁嘅步驟？

23 彭樹雄先生：呢一方面，我哋係有同 police--即係有同警方係提出過嘅，但係 Mr
24 Duncan，我都希望你明白，就住 2017 年至到 2018 年 7 月 22 號，我哋總共係
25 有七十六宗嘅普通襲擊車長嘅案件，但係當中只有十單係被定罪嘅啫，
26 convicted 十單；有六宗就係和解咗；有七宗警方就係唔追究㗎，not
27 pursuable--即係或者 not pursued；另外一單警方係話佢哋畀咗口頭警
28 告。所以到底嗰十宗定罪，有冇喺法庭度，嗰個調查嘅警員係同法庭講咗嗰個嚴
29 重性呢？又或者個法官有冇因為呢個嚴重性，而去考慮判刑呢？咁呢個我諗我喺
30 呢度我答唔到，或者可以問一問警方有冇咁樣做法。

31 MR DUNCAN：（經傳譯員）你打唔打算同律政司司長提出呢件事？

32 彭樹雄先生：其實任何嘢可以保障到我哋嘅車長嘅，我哋都會做嘅，呢個其實我哋甚
33 至乎都考慮，會唔會可以有一啲所謂 follow up 嘅 civil claim，可以令到
34 市民大眾知道，其實呢一樣嘢係好影響到個巴士安全，好影響到個巴士運作。

35 主席：（經傳譯員）可唔可以請你回覆個答--問題呢？

1 彭樹雄先生：我哋喺呢刻就話，Secretary for Justice，我哋就--我哋有--喺
2 呢個階段，我哋有諗過。因為我哋都想其實...

3 主席：（經傳譯員）嗰個係檢控專員呢，刑事檢控專員呢？

4 彭樹雄先生：有呀，對唔住，主席，我哋有--喺呢個階段，我哋係有咁嘅打算，因為
5 我哋始終都係覺得，我哋同警察嘅溝通，我哋希望都能夠真係做到我哋想做嘅
6 嘢。

7 主席：（經傳譯員）唔該晒，睇個時間...

8 MR DUNCAN：Certainly, Mr Chairman.

9 主席：（經傳譯員）而家我哋可以係小休食午餐，咁晏晝就係從兩點半開始嘅。

10

11 下午 1 時 01 分聆訊押後

12

13 下午 2 時 30 分恢復聆訊

14 出席人士如前。

15

16 主席：（經傳譯員）各位，午安。鄧大律師。

17 MR DUNCAN：（經傳譯員）主席，午安。各位，希望大家就係攤出 TD-2 嗰個文件
18 夾，第 1 頁，呢度我哋有《公共巴士服務條例》，想麻煩你睇一睇呢個第 58
19 頁，文件夾嘅第 58 頁，你睇下呢個第 36 條，嗰個係關乎呢個附例嘅，嗰度就
20 係第(1)，喺嗰度嘅 36 就係話任何專營公司喺符合本條例同埋佢嘅專營權嘅規
21 例下面，可就以下所有或任何事宜訂立呢個附例嘅，嗰度就係有(a)、(b)、
22 (c)、(d)、(e)各項嘅，而(e)底下仲有一啲分段嘅，另外亦都係有第(2)、
23 (3)、(4)條，跟住嗰版嗰度就見到喇。

24 而大家可能覺得同我哋喺午飯之前所傾嘅嘢最有關嘅應該就係(1)(e)嗰
25 度，嗰度就係話專營公司有咁嘅權力係制定一啲附例嘅，就係關乎乘客一般嘅
26 行為嘅，即係話如果啲乘客係搭呢啲專營公司嘅巴士，我想問九巴有冇制定過
27 任何嘅附例呢？

28 蘇偉基先生：（經傳譯員）冇嘅。

29 MR DUNCAN：（經傳譯員）從來有冇考慮過話自己要制定附例呢？

30 蘇偉基先生：（經傳譯員）冇。

1 MR DUNCAN：（經傳譯員）想問公司有冇考慮過制定附例可能喺某程度上可以處理
2 到目前個情況，即係話你哋而家嘅車長係要處理乘客行為嘅問題？

3 蘇偉基先生：我理解，如果係成立 by-laws 嘅話，公司就係有個責任去 enforce
4 呢個 by-law，就要考慮公司有冇咁嘅資源、有冇咁嘅能力，同埋就係話當嗰啲
5 違反呢個 by-laws 嘅行為，佢喺嗰個地方嘅出現，公司係咪有員工可以即時去
6 處理得到呢？呢個係一個考慮。現有嘅情況就係 230A 就係由警方去執法，佢喺
7 個資源同埋嗰個嘅專業程度係比一個專營巴士嘅服務商嘅為大，同埋亦都更加
8 專業。

9 MR DUNCAN：（經傳譯員）想問下，公司有冇打算去考慮呢？

10 蘇偉基先生：暫時冇。

11 MR DUNCAN：（經傳譯員）我哋就係有聽取過一啲證供，就話喺某啲巴士嗰度就係
12 已經裝咗一啲鏡頭嚟到協助偵查嘅工作，亦都希望最後如果需要檢控一啲違例
13 人士嘅話，就有助嘅。我就想請你睇呢個 KMB-1 嗰個文件夾嘅，就係喺第 82
14 頁嗰度嘅，呢度就係委員會向你哋問咗一啲問題。

15 當時問嘅問題就咁嘅，「就想問下，向呢個車長有冇提供過一啲顧客服務
16 嘅訓練嚟到幫佢哋就有嗰個技巧去處理一啲麻煩嘅乘客？」

17 你哋提供嘅答案，其實就係喺第一份提交嘅陳述書嗰度有咁嘅答案，就包
18 括下者嘅，我而家想睇番一個係第三點，呢度就話：

19 「除咗培訓之外，我哋亦都採取下列嘅措施嚟到協助車長去處理一啲難搞
20 嘅乘客嘅」，其中就係話有一啲「監察嘅鏡頭，包括係方向向前嘅鏡頭，同埋
21 有一個係影到車長個位嘅鏡頭，自從 2015 年開始，所有新巴士都係有一個標準
22 嘅裝置。去到 2018 年嘅 2 月監察鏡頭就係已經係喺二千三百一十九部九巴嘅巴
23 士同埋一百四十六部龍運巴士上面係裝咗嘅。其餘嘅巴士亦都會裝呢一啲監察
24 嘅攝影機嘅鏡頭就係逐步咁去做嘅，呢啲監察鏡頭就可以影到嗰個行為，亦都
25 可以有錄音，就可以影到嗰啲難搞嘅乘客，就會係喺日後警方進行調查或者係
26 有法律訴訟或者程序嘅時候保障到車長嘅利益。」

27 我第一條問題就想問，呢啲嘅鏡頭或者係攝影機有冇讓你哋係有證據嚟到
28 係促成係成功咁檢控到嗰啲違例者呢？

29 蘇偉基先生：（經傳譯員）冇。

30 MR DUNCAN：（經傳譯員）根據我剛剛所讀出嘅二千三百一十九部九巴就已經有呢
31 一啲嘅相機，呢啲攝影機，目前有幾多部係未有呢啲鏡頭嘅呢？

32 梁健宏先生：有二千--接近二千八百部車係有 camera，我哋成個車隊就有四千三百
33 嘍，換句話說...

34 蘇偉基先生：喺九巴嘅車隊大約係有一千一百部係未有裝，喺龍運，我諗大約係有七

1 十至八十部係未有裝呢個 CCTV 嘅。

2 MR DUNCAN：（經傳譯員）有冇話出現過咁嘅情況，車長自己就係嘗試去影呢一啲
3 粗魯嘅乘客嘅行為，用佢哋自己嘅手機，有冇車長嘗試過呢？

4 蘇偉基先生：行車期間，車長係唔可以用自己嘅手提電話。

5 MR DUNCAN：（經傳譯員）我諗佢揸緊車嘅時候，好明顯呢個當然係咁嘅情況，因
6 為會影響安全，但係巴士停低落嚟嘅時候又點呢？准唔准佢哋用手机呢，喺咁
7 嘅情況之下？

8 梁健宏先生：我哋唔容許車長佢用自己嘅攝錄器材就擺喺個車廂度去攝錄嘅。

9 MR DUNCAN：（經傳譯員）有一位證人係工會代表，佢曾經就係作證嘅，或者我畀
10 番大家係嗰個有關嗰個係頁碼，第 10 日嘅聆訊，係 128 至 130 頁嘅，講到就
11 係佢哋嘅投訴，就係話車長就唔可以用手機嘅。

12 主席：（經傳譯員）其實佢係講手機定係相機呢？

13 MR DUNCAN：I think he mentioned cameras.

14 主席：（經傳譯員）因為嗰度有分別嘅，因為好多時譬如的士，我哋見到有呢個相
15 機，同手機嗰個相機又唔同嘅。

16 MR DUNCAN：（經傳譯員）係，等我再問過個問題。有一位工會嘅代表，我諗係月
17 薪車長聯盟嘅，佢哋就講過，就話有啲車長就係想用相機，但係出過通告係發
18 畀佢哋，就係禁止係咁樣用呢啲相機嘅，首先你有冇聽過呢啲咁嘅證供呀？

19 蘇偉基先生：正確。

20 MR DUNCAN：（經傳譯員）係咪出過份通告？

21 蘇偉基先生：有喺度。

22 MR DUNCAN：（經傳譯員）可唔可以係交界我哋委員會睇呢？

23 蘇偉基先生：可以。我可否解釋原因呢？

24 MR DUNCAN：（經傳譯員）可以，講。

25 蘇偉基先生：我理解，而家私人專員喺用 CCTV，佢係有個指引去收納呢啲牽涉到個
26 人私隱嘅數據，包括影像，首先就係要有個告示話畀人聽佢係被攝錄，然後
27 亦都有個指引，佢係要有一個 retention 嘅 policy，同埋如果有人去索取，
28 佢有個指引佢點樣去處理，亦都不需要嗰陣時，係要銷毀。

29 如果個別車長佢自己裝佢嘅 CCTV 喺個車廂入面，其實佢係有辦法係保證
30 到佢係符合到頭先嗰三樣嘅指引嘅，而家公司其實喺呢三樣嘢係明確做到，佢
31 喺個巴士個車廂，上車嗰陣時係有個告示我哋呢架車係有個 CCTV，公司亦有政

1 策去處理、保留或者 retrieve 嗰啲嘅錄咗嘅攝錄。公司唔係話停咗喺今日頭
2 先講緊二千四百架車嗰度，我哋會喺年底之前，會將我哋嘅車隊九成係裝番
3 CCTV，餘下嗰一乘唔裝原因，其實佢都相繼喺一年之內會係退役，因為佢亦都
4 架車老喇，十七、八歲，畀一個新車取替咗。變咗成件事就係話喺年底之內，
5 我哋嘅車隊係會有配置 CCTV。

6 主席：（經傳譯員）係咪保障私隱就緊要過保障你哋嘅安全呢？

7 蘇偉基先生：我哋要取個平衡。

8 主席：（經傳譯員）唔係你嗰個係平衡，呢個係講到法例上面要有一個平衡，係咪
9 呀？

10 MR DUNCAN：（經傳譯員）你哋係咪有徵求過法律意見呢？

11 蘇偉基先生：佢個指引其實係清楚、明白嘅，當時呢張嘅 circular 係唔畀車長自
12 行裝，我唔可以答，因為係我未加入公司。但係我可以今日去再問一次，因為
13 由而家到年底都仲有一個時間。

14 MR DUNCAN：（經傳譯員）公司有冇同呢個私隱專員係提過呢？

15 蘇偉基先生：（經傳譯員）有。

16 MR DUNCAN：（經傳譯員）你有冇同呢個私隱專員傾過？

17 蘇偉基先生：No, I have read -- 佢有個指引出嚟，而個指引亦都係列咗呢幾
18 點。

19 主席：（經傳譯員）你有冇同私隱專員係傾過就係話如果係車長用呢一啲相機，希望
20 就係影到啲人係襲擊佢哋嘅，...

21 蘇偉基先生：冇。

22 主席：（經傳譯員）...如果係咁樣嘅話，會唔會係違反法例，有冇問過呢？

23 蘇偉基先生：冇。

24 MR DUNCAN：（經傳譯員）我哋而家就講到係嗰個保護車長嘅嗰個保護屏或者係保
25 護罩，我就想請你就係落去呢一個你哋第一份陳述書嘅第 62 頁，呢一份係第一
26 份嘅陳述書，公司就講過以下嘅說話嘅，你話「鑑於就越嚟越多人襲擊呢個車
27 長，我哋因應就係採取咗下列嘅措施」，或者你睇一睇呢一個第三至到最尾嗰
28 段。「我哋就會裝一個保護板就係近住喺嗰個車長個位嗰度嘅，由 2018 年嘅 6
29 月開始咁做。」呢個過程係咪已經開始咗？

30 梁健宏先生：（經傳譯員）係。

31 MR DUNCAN：（經傳譯員）而家有幾多架巴士係有裝呢一個保護罩呢？

- 1 梁健宏先生：直到目前為止，一千五百部。
- 2 MR DUNCAN：（經傳譯員）車隊餘下嘅巴士會點樣做呢，有咩嘢計劃呢？
- 3 梁健宏先生：我哋預計年底內完成呢個裝置。
- 4 MR DUNCAN：（經傳譯員）我想你睇另一個文件冊，就係雜項嘅文件冊 2，第 913
5 頁，喺右下角，我哋見唔見到呢一塊嘅保護板？
- 6 梁健宏先生：（經傳譯員）係。
- 7 MR DUNCAN：（經傳譯員）邊個係負責設計呢一塊板嘅呢？
- 8 梁健宏先生：本公司嘅工程部，工程部。
- 9 MR DUNCAN：（經傳譯員）邊個負責製造呢塊板嘅呢？
- 10 梁健宏先生：KMB 自行設計，就去採購，亦都係試裝，亦都交過畀運輸署去檢視，
11 佢哋覺得同意，我哋先至大量今年 6 月開始安裝。
- 12 MR DUNCAN：（經傳譯員）你話你採購咗呢啲裝備，你係同邊一個買嘍？
- 13 梁健宏先生：外國嘅供應商。
- 14 MR DUNCAN：（經傳譯員）係邊個國家嘍？
- 15 梁健宏先生：我而家有資料。
- 16 MR DUNCAN：（經傳譯員）你可唔可以攞呢個資料呢？
- 17 梁健宏先生：（經傳譯員）可以嘅。
- 18 主席：（經傳譯員）請你提供呢一個資料。呢個係咪根據世界其他地方巴士嘅保護板
19 嚟設計嘍？
- 20 梁健宏先生：其他外國，尤其是英國，有部分嘅設計都未必啱我哋用嘅，因為我哋個
21 啲，首先第一，我哋有冷氣，我哋唔可以係一個 full enclosure 嘅，變咗呢
22 個亦都因應番我哋啲車長，最主要個情況就係佢左邊係有遮擋嘅，所以個原
23 意設計都係喺左邊，希望有個保障畀我哋嘅車長。亦都有啲--你留意有啲位，
24 有啲窿，其實係畀個度開車門嘅，所以變咗呢個 protection shield 純粹係
25 我哋自己設計，希望個車長又用得開心，亦都可以做到保養--保護佢個個功
26 能，希望--所以變咗係我哋設計。
- 27 當然我哋設計開始個陣時亦都安裝過程之中有少少 teething problem，
28 而家我哋都喺度處理中，有啲情況話個攝石個度係鬆嘅，我哋都搵個方法安裝
29 得企理啲。有啲投訴或者覺得意見話係反光嘅，我哋都諗有咩嘢方法去處理。
- 30 MR DUNCAN：（經傳譯員）你知唔知道有兩個工會嘅代表係有同委員會表示佢哋並

1 唔滿意呢個設計？

2 梁健宏先生：我收到有部分工會嘅意見，就住呢樣事情唔係幾理想，我亦都收到有啲
3 工會嘅意見，係覺得希望我哋加快啲裝。

4 MR DUNCAN：（經傳譯員）我就會畀一個資料你參考，係嚟自汽車交通運輸業總工
5 會，係喺第 9 日提供咗證供嘅，你可以睇番第 33 至 36 頁，而喺第 11 日，係
6 有巴士業職工會聯盟作證嘅，呢個就喺 150 至 151 頁。

7 主席：（經傳譯員）係咪都係第 9 日㗎？

8 MR DUNCAN：（經傳譯員）唔好意思，呢個係第 11 日，11 日嘅。梁先生，你有冇
9 睇過呢部分嘅證供呀？

10 梁健宏先生：（經傳譯員）應該有嘅。

11 MR DUNCAN：（經傳譯員）如果你已經睇過，我就想畀番你睇，首先第 9 日，文件
12 冊 4，第 33 頁，你可以由第 18 開始睇嘅，你就會見到提到一個安裝保護板嘅
13 事宜，而係第 34 頁嘅頁頂，我就想你睇一睇嘅，佢就話似乎有一啲保護，但係
14 個保護罩嗰個窿係好大嘅，而亦都係唔容易係開關嘅，同埋佢係反光，非常之
15 反光，而喺嗰個端端嗰度就有磁石，而當巴士行駛嘅時候，可能係會產生噪音
16 嘅，似乎喺呢一句有三項嘅不滿，首先就係反光，第二就係有磁石，第三就係
17 有噪音嘅。有冇人向公司反映咗呢啲問題呀？

18 梁健宏先生：有嘅。

19 MR DUNCAN：（經傳譯員）有冇做過任何嘢？

20 梁健宏先生：大部分我哋都處理咗，反光嘅問題，我哋亦都係在處理中。

21 MR DUNCAN：（經傳譯員）即係話反光仍然係一個未解決嘅問題，係咪呀？

22 梁健宏先生：正確，但係我哋覺得最主要嘅出發點就係希望畀個車長一個保障，反光
23 嗰度係喺左手邊嘅，亦都係喺佢駕駛嗰個視線係左手邊，所以正常嘅行車，絕
24 大部分時間都--我哋覺得係可以嘅，但係亦都希望睇下有咩嘢方法可以解決呢
25 個問題，希望儘量做到最好。

26 彭樹雄先生：Mr Duncan，我有嘢想補充少少。其實點解我哋 6 月會裝呢啲嘅保護
27 嘅裝置呢？正如我喺午膳休息之前都講，因為今年 2018 年，我哋車長被襲擊嘅
28 數目係急升得好犀利，所以我哋管理層覺得有需要係要即時係要處理呢個問
29 題，所以我哋喺嗰個設計、做 procurement 購物、裝置，其實我哋喺好短時
30 間裏面係去做個決定嘅，裝咗之後，我哋明白係有啲啲嘅 teething
31 problems，所謂一啲嘅問題，例如攝石可能會實得滯，又或者有--當嗰個車長
32 進出一啲光或者暗，即係比較大對比嘅地點嘅時候，可能會有啲反光，呢個其
33 實我哋知道嘅，但係裝咗之後，確實我有好多前線嘅車長係非常之歡迎我哋公
34 司呢一個嘅舉措嘅。

1 當然，我都咁講，我哋去決定嘅時候，因為實在嗰個我哋車長畀人襲擊，
2 我哋車長個 sentiment，我哋車長嗰個感覺、個感受，我哋覺得我哋一定要
3 address 嘅。當然我哋去同警方傾，我哋希望警方做多啲檢控，我哋儘快裝我
4 哋嘅 CCTV，我哋亦都係喺 4 月除咗裝呢個保護嘅裝置之外，我哋亦都係我哋嘅
5 司機駕駛室嘅隔離亦都新裝咗一個嘅標語，就係話「滋擾車長乃刑事罪行」，
6 呢個其實亦都係一連串我哋係真係好想畀到一個安全嘅駕駛環境我哋嘅車長。

7 呢個當然喺個過程裏面係咪可以做得好啲呢？我哋其實而家都仲係喺度係
8 去 rectify 緊呢一個 protective shield，譬如冇啲咩特別嘢，例如反光，
9 我哋可以點樣處理呢等等。

10 另外，我哋亦都係我哋每一架車，我哋有個叫做報站器嘅，我哋亦都係個
11 報站器度，我哋亦都加入咗一個嘅告示，大致上就係話我哋嘅車長係受到滋
12 擾，我哋可能會停車處理。呢個亦都係幫助到我哋嘅車長去處理呢一樣畀人滋
13 擾或者可能發生畀人滋擾嘅情況底下，我哋都希望我哋儘量可以做多少少嘢，
14 就去幫得到我哋嘅車長。

15 另外，除咗呢啲保護裝置，除咗嗰個報站器，除咗嗰個標貼提醒乘客，我
16 哋公司嘅法律部嘅同事亦都係好貼地咁樣、好 down to earth 咁係去幫助一
17 啲我哋被襲擊嘅車長，我哋前線嘅督察、前線嘅站長亦都係畀晒所有支援我哋
18 嘅車長，有車長被襲擊，我哋啲 inspector，我哋啲督察第一時間會到場，陪
19 同我哋嘅車長睇醫生，法律部嘅同事會陪同個車長，有需要嘅，畀口供等等。
20 呢個亦都係我哋會做緊嘅。

21 所以就住保護我哋車長方面，我覺得我哋公司係責無旁貸嘅，當然我哋都
22 希望警方可以儘量幫多啲手，但係我哋自己本身亦都係有一連串嘅工作係做緊
23 嘅。

24 主席：（經傳譯員）彭先生，你可唔可以向提供嗰句警告字樣嘅相片呀？即係喺車上
25 面嗰一句嘅字句，同埋就話嗰句「如果車長受到滋擾，架車就可能會停落
26 嚟。」可唔可以提供呢個字句？

27 彭樹雄先生：絕對可以，Mr Chairman，係可以嘅。主席，我想補充，嗰個報站器
28 就係個車長佢有個 button 會揸嘅，其實嗰個就係譬如話到到某個站，如果大家
29 家有搭巴士，譬如下一個站係彌敦道幾多號或者係咩嘢大廈或者係咩嘢公園，
30 佢揸，佢就會 show 到個車長被滋擾等等嘅。主席，我會提供嘅，主席。

31 主席：（經傳譯員）唔該晒。

32 彭樹雄先生：多謝主席。

33 MR DUNCAN：（經傳譯員）你話有個報站器嘅，嗰個就係文字表述吖，定抑或係聲
34 音廣播呢？

35 講者（不能辨別）：Both.

1 MR DUNCAN：（經傳譯員）麻煩你打出嚟就係呢一個雜項 1，913 頁--對唔住，應
2 該就係雜項 2 嘅文件夾 913，我哋呢張相之前係打過出嚟睇㗎喇，913 頁，喺
3 呢度我哋睇唔睇到嗰個警告嘅字眼㗎？

4 彭樹雄先生：Mr Duncan，而家係喇，冇錯，呢個就係嗰個我哋嘅標貼「滋擾車長
5 乃刑事罪行」。

6 MR DUNCAN：（經傳譯員）唔該。關於係工會代表提過嘅事情，我想問下，而家公
7 司同工會方面係個情況係點樣樣呢？工會係支持你哋嘅做法定抑或係反對呢？

8 彭樹雄先生：Mr Duncan，你意思係咪話佢哋係咪支持裝呢一塊保護板定係啲乜嘢
9 呢？

10 MR DUNCAN：（經傳譯員）我係講緊佢哋話有個問題，即係話反光、冇聲噪同埋個
11 個攝石鬆，你就話已經處理緊，我想問下，而家你哋同工會就呢啲事情上面個
12 溝通個情況而家係點呀？

13 彭樹雄先生：佢哋知道我哋公司正在係處理緊個問題，佢哋係感覺到滿意嘅，不過當
14 然，嗰個 end product，即係將來嗰個製成品會係點樣呢？我哋其實都會再--
15 唔係淨係同工會，我哋亦都會聽所有車長嘅聲音嘅。

16 MR DUNCAN：（經傳譯員）而家又想請你睇一睇呢一個第 35 頁，呢一個係謄寫本或
17 者紀錄本嘅第 35 頁，應該喺你前面，呢個係第 9 天嘅，其中一位代表就係喺第
18 七行嗰度有提過嘅，呢度佢哋就話擔心係嗰個保護板就會妨礙咗車長嘅視線，
19 佢哋就無法就係睇清楚上車、落車嘅乘客，呢樣嘢係咪佢哋都已經同公司講過
20 㗎？

21 彭樹雄先生：Mr Duncan，或者我可以咁樣答你，因為本身我都有巴士牌嘅，本身
22 我都試過坐上一架有保護裝置嘅巴士度嘅，因為我哋個駕駛室嘅司機位--車長
23 位嘅左手面就係嗰個 protective shield，呢個 protective shield 其實
24 係透明嘅，除非有一個好大好大嘅 contrast，即係光同埋暗嘅對比，否則的
25 話，其實個視線係冇受到太大嘅影響嘅，但係當然我哋都明白個別車長嘅擔
26 心，所以其實我哋都係喺個過程裏面就係話去睇下點樣可以 modify 到呢一個
27 嘅 protective shield，呢個我哋係做緊嘅。

28 MR DUNCAN：（經傳譯員）而家呢一個保護板係唔係大程度上係唔阻佢嘅視線呢？

29 彭樹雄先生：我可以講佢唔係好大嘅影響，當然，你始終喺你嘅駕駛室--以往係完全
30 係冇遮擋嘅，但係當然，你有一塊透明嘅膠板喺你嘅左手面，當然喺個習慣上
31 係可能會突然之間啲車長可能會有啲啲咁多唔習慣。

32 MR DUNCAN：（經傳譯員）而家又想請你睇一睇呢個 KMB-1 呢一個文件夾，再睇番
33 呢個文件夾，83 頁，或者仲係講緊呢一個係塑膠嘅保護板，幾時係第一次係諗
34 起要裝呢一個保護板呢？

1 梁健宏先生：呢個就係舊年 2017 年有車長襲擊嘅事件多咗，就決定要做啲嘢去幫助
2 車長，亦都有啲車長就提議過，係舊年我哋諗住做呢一樣嘢，自行設計。

3 MR DUNCAN：（經傳譯員）唔該晒。

4 彭樹雄先生：Mr Duncan，我都想最後都有少少嘅回應，我同車長嘅接觸，其實大
5 部分嘅車長其實都係高興公司係行前咗一步，當然呢一步會唔會可以喺個細
6 節上可以做得好啲呢？即係 with hindsight，你問番，當然我哋係可以做得
7 好啲嘅，但係我哋始終係行緊第一步出嚟，我哋有第一步，就會有第二步，我
8 哋第二步，而家就係 source 緊有冇一啲物料係完全係唔會有反光，又或者個
9 啲 magnetic 我哋係咪可以係 source 過另外一種類型呢咁樣，我想講嘅就係
10 我哋係都需要行出第一步嘅。亦都我哋前線嘅車長亦都知道公司係行出呢一步
11 嘅，多謝 Mr Duncan。

12 MR DUNCAN：（經傳譯員）我理解到，講到巴士司機方面，巴士公司係需要面對七
13 個不同嘅工會嘅，係咪呀？

14 李澤昌先生：我哋暫時係主要同兩個係有個溝通，但係其實每一個同事，我哋都有同
15 佢哋有唔同嘅渠道溝通。

16 主席：（經傳譯員）係唔係工會就係有兩個工會，呢兩個工會就包括咗百分之九十嘅
17 車長，係咪呀？

18 蘇偉基先生：（經傳譯員）係。

19 主席：（經傳譯員）你同其他人係溝通嘅時候，就唔係以工會嘅身分，就以僱員嘅身
20 分？

21 蘇偉基先生：我哋唔係話睇佢有冇 capacity，我哋除咗同頭先所講嘅兩個工會，其
22 他每一個車長，其實我哋都有一個渠道畀佢去發聲，或者我哋去主動聽取佢嘅
23 聲音。舉例如，正如頭先彭生講，我哋車廠嘅主任、前線嘅督察或者彭生本人
24 都定期性，喺站頭、廠嘅上班、下班、中段時間去主動去接觸佢哋，聽取佢聲
25 音。

26 而我哋公司亦有一個叫做 JCC，joint consultation committee 嘅
27 組織，係每月定開會，聽取佢哋對工作上有啲咩嘢建議，而相關嘅建議我哋亦
28 都係合適嘅，會採納，呢一個係一個恆常嘅措施嚟嘅。

29 主席：（經傳譯員）其實個問題好簡單嘅，我諗你係明白嗰個問題嘅，除咗嗰兩大工
30 會，你就稱佢哋為工會，除此之外，你會唔會有其他嘅組織，你都係同佢哋係
31 打交道，唔一定係叫做工會嘅，有冇呢？

32 蘇偉基先生：（經傳譯員）有嘅。

33 主席：（經傳譯員）除咗嗰兩大工會之外，仲有邊啲工會你係有同佢哋傾嘅？

1 彭樹雄先生：Mr Chairman，或者--其實我哋公司係除咗有兩個所謂我哋嘅主要大
2 嘅 union，其實我哋都有同其他佢哋嘅所謂 union，我都有聯絡嘅，例如其實
3 喺呢個 hall 裏面有一位郭志成（譯音）車長，一個退休嘅車長，坐咗喺嗰度嘅
4 郭車長，其實我亦都親自同郭車長係傾談咗超過兩個鐘嘅，其實我係歡迎公司
5 任...

6 主席：（經傳譯員）我諗你話唔係以呢個工會代表嚟到係同佢講，係車長身分，所以
7 我就問你呢個問題。

8 彭樹雄先生：喺我嘅接觸裏面，其實係唔係工會喺我嘅接觸裏面其實唔係一個最主要
9 或者係第一個嘅因素。

10 主席：（經傳譯員）鄧大律師。

11 MR DUNCAN：（經傳譯員）其實我估我哋其實有一個工會嘅名單，不如將佢打上
12 嚟，而家既然係講開呢個課題，可以將佢哋個名貼咗出嚟嘅。我哋見到啲名，
13 我諗係有七個嘅工會嘅，而佢哋就係已經上嚟作證，協助呢個委員會嘅。我想
14 問，你所講嘅兩個主要嘅大嘅工會係邊兩個呢？

15 主席：（經傳譯員）即係話九巴會係同佢哋傾嘅嗰兩大工會？

16 MR DUNCAN：Correct.

17 蘇偉基先生：因為呢個係個英文譯名，我哋記得應該就係汽車工會嘅九巴分會，我想
18 睇下會唔會有中文，我易認啲？我相信應該係第 9，有個工會...

19 MR DUNCAN：（經傳譯員）係，我哋可以嘅，可以等陣間安排，就畀個中文名你。

20 主席：（經傳譯員）鄧律師，或者你可以口頭上講一講。

21 陳政龍先生：（經傳譯員）汽車交通運輸業總工會。

22 蘇偉基先生：呢個係，正確，我哋係其中一個。

23 主席：（經傳譯員）唔該晒。我諗佢哋而家都將嗰個中文名係打咗出嚟畀你睇。另一
24 個呢？另一個係邊一個呢？

25 蘇偉基先生：咁啱我搵到，佢曾經 submit 嗰封信，我好肯定個名喇而家，係九龍
26 巴士職工總會。

27 主席：（經傳譯員）頁碼係邊個呢？即係等我哋可以睇一睇。

28 蘇偉基先生：（經傳譯員）TU-1(A)，130 至到 131 頁，而佢哋嗰個陳述書就係
29 133 頁嘅。

30 主席：（經傳譯員）好，唔該晒。我哋可唔可以顯示蘇先生所講嘅嗰一頁呀？

31 蘇偉基先生：（經傳譯員）係，可以嘅。

1 主席：（經傳譯員）唔該晒。

2 MR DUNCAN：（經傳譯員）據我理解，有九成嘅司機都係屬於呢兩個工會嘅。

3 主席：（經傳譯員）其中一個？

4 MR DUNCAN：（經傳譯員）可能係兩個工會其中一個或者七個工會其中一個。

5 主席：（經傳譯員）據我所記得，喺口頭或者係書面證供嘅時候就講過--即係佢哋講
6 過，就佢哋會同兩個工會去交涉嘅。似乎梁先生係點頭，或者我哋之後可以睇
7 番嗰一部分。

8 MR DUNCAN：（經傳譯員）係，我哋之後會處理呢個問題。我咁樣理解正唔正確
9 呢，只有一成嘅車長係唔屬於任何嘅工會？

10 蘇偉基先生：首先呢度每一個車長可以參加多一個工會，所以加埋晒個數係未必等於
11 我哋車長嘅總人數八千六百位；第二，每一個工會講佢有幾多會員嘅人數，其
12 實係由個工會自己去提供，當然我哋日常都會有個知悉，係咪一個合理嘅估
13 算，我哋從頭先嗰兩個工會報告出嚟嘅數字，確實係佔我哋公司嘅車長數目大
14 約九成。

15 MR DUNCAN：（經傳譯員）我咁樣理解啱唔啱呢，你所講嗰兩個工會就係你最常接
16 觸或者係交涉嘅工會，係咪？

17 蘇偉基先生：正確。但係可唔可以補充？

18 MR DUNCAN：（經傳譯員）可以。

19 蘇偉基先生：正如頭先所講，有車長佢係不屬於任何工會，所以我哋一方面應工會要
20 求同佢溝通，我哋亦都會同員工--我哋唔會理佢本身係邊個工會，我哋亦都會
21 聽取佢意見，主動問佢嘅意見。

22 MR DUNCAN：（經傳譯員）如果我理解冇錯，你嘅意思就係你係會同巴士司機接
23 觸，有時係會直接同佢哋接觸，有時就會透過同佢哋接觸嘅？

24 蘇偉基先生：（經傳譯員）但係兩者係會同時發生嘅。

25 MR DUNCAN：（經傳譯員）我之前就請你睇 KMB-1 文件冊嘅第 83 頁。

26 主席：（經傳譯員）我哋係咪講另一個話題喇？

27 MR DUNCAN：Yes, we are.

28 主席：（經傳譯員）我哋去另一個話題之前，我就想先顯示 KMB-1 文件冊第 218-1
29 頁嘅，喺第 2 段，你就會見到有一項要求，第 3 段就話「請提供嗰兩份閉路電
30 視大綱調查報告嘅拷貝本」，同埋喺 218 頁有其中兩宗個案就有一個描述，呢
31 個就係個案 3 同個案 4，就係有講到有一個閉路電視嘅扼要報告嘅，你有冇提供

1 過呢個資料，可唔可以畀番個頁數我參考？

2 蘇偉基先生：（經傳譯員）可以嘅。你可以睇番第 300 頁。

3 主席：（經傳譯員）好，唔該晒。我想問嘅問題，就住呢個問題，根據你嘅經驗，閉
4 路電視嘅錄像同埋聲音嘅質素係好唔好嘅呢？就住對車長作出言語上面或者係
5 身體上嘅襲擊？

6 彭樹雄先生：Mr Chairman，我可以講其實嗰啲 CCTV 嘅質數係足夠可以睇得到嗰
7 啲人士嘅外貌嘅，個質素係都 okay 嘅。同埋亦都係可以幫到警方係好粗略咁認
8 到個 assailant，即係個施襲者嘅。

9 主席：（經傳譯員）而聲音或者錄音嘅質素係點呢？例如係如果有一啲口頭上面嘅滋
10 擾同埋身體嘅侵襲。

11 彭樹雄先生：Mr Chairman，咁又要視乎佢係距離嗰個咪有幾遠，如果一般喺嗰個
12 駕駛室嘅，其實都可以聽到嘅。同埋，主席，我都想補充，我哋架車總共係有
13 九個嘅 CCTV 嘅，九個鏡頭，所以唔係淨係嗰個我哋嘅 bus captain 嗰個駕駛
14 室，其實係有唔同嘅角度都係可以影到車內嘅情況嘅，與及車外嘅情況都可以
15 影得到嘅，我哋總共有九支嘅鏡頭。

16 主席：（經傳譯員）有冇一啲情況係--即係你有冇嘗試將呢個錄音就抄錄成謄本，然
17 後就再將呢一個謄本交界警方呀？

18 彭樹雄先生：其實唔係淨係呢啲毆打嘅案件，其實一般嘅交通意外等等，我哋好多時
19 都係會--我哋係會交個閉路電視嗰個影像畀警方。

20 主席：（經傳譯員）我係問緊個錄音，你有冇試過將個錄音嘅內容係抄寫出嚟，去顯
21 示呢一個襲擊嘅性質呢？定係你純粹就會交界警方呀？

22 彭樹雄先生：我哋通常做法，我哋係一套咁樣交晒畀警方嘅，係聲音...

23 主席：（經傳譯員）你係咪指閉路電視嘅錄像呀？

24 彭樹雄先生：係，冇錯，聲音，即係嗰個 video、audio 都係會交界警方嘅。

25 主席：（經傳譯員）第二個問題就係喺 4 月 4 號、5 號同 6 號嘅幾宗個案，就係
26 KMB-1 文件冊嘅第 218 頁，第二個問題就係就住乘客所用嘅八達通卡嘅問
27 題，...

28 彭樹雄先生：係，Mr Chairman，係。

29 主席：（經傳譯員）...呢個就係個案 1，你見唔見到？個案 1 就上面寫住「冇去跟
30 進，冇再進一步採取行動」，雖然係九巴已經向警方提供襲擊者嘅八達通紀
31 錄。

32 彭樹雄先生：係，Mr Chairman。

1 主席：（經傳譯員）有冇將相關嘅八達通紀錄交畀警方呀？

2 彭樹雄先生：我睇呢個案件，我哋係應該有交到出嚟嘅，我哋交咗出嚟嘅，不過 Mr
3 Chairman，我想強調，如果呢個八達通卡佢唔係一啲 personalised 嘅，即
4 係佢係非記名嘅，呢個如果佢係非記名嘅，其實嗰個跟進就可能會有啲困難
5 嘅，但係如果當然佢登記咗，即係有個 identity 嘅，警方...

6 主席：（經傳譯員）我明白嘅，我哋明白，因為我哋有問過警方係擺到啲咩嘢資料
7 嘅。喺你封信就應該係 KMB-1 嘅 297 頁，喺呢個回覆信入面，喺第二段你就講
8 番個案 1，而你最後嗰句就係咁嘅，就話係「大概喺 2018 年嘅 4 月尾，我哋係
9 同警方通過電話，就住呢個八達通紀錄同埋通知佢哋係收我哋嘅書面回覆
10 嘅。」究竟佢哋有冇收到呢個回覆呀？或者你可以嘅話，你答有或者冇。

11 彭樹雄先生：（經傳譯員）冇，佢哋冇嚟收嘅。

12 主席：（經傳譯員）你有冇提供到呢個回應呀？

13 彭樹雄先生：（經傳譯員）冇，...

14 主席：（經傳譯員）請你解釋一下--你可以解--但係呢一個八達通嘅問題係從來都
15 冇畀警方知道。

16 彭樹雄先生：呢個我哋講緊係一單喺天水圍發生嘅一單毆打案件，我記得因為我親自
17 睇過呢一個案件，我哋 4 月初就收到警方一個 fax 傳真，就嚟就想擺呢一個嘅
18 八達通紀錄，我哋喺 4 月 24 號，其實我哋已經準備好嗰個嘅 letter，同埋亦
19 都係有八達通嗰個紀錄，我哋嘅同事跟番個指引，因為警方係 fax 嗰張 memo
20 嚟畀我哋公司，所以我哋一定要 verbally，即係口頭上叫佢搵人親自嚟擺
21 嘅，否則的話，我哋係唔能夠證實到對方嘅身分。

22 我哋嘅同事係畀過電話天水圍警區，叫咗佢嚟擺，但係一路警方都有嚟擺
23 嘅，嗰封信仍然喺我哋公司度，嗰幾個八達通嘅紀錄仍然喺我哋公司度。Mr
24 Chairman，嗰個詳情就係咁樣嘅。

25 主席：（經傳譯員）你話你自己有參與呢個個案，究竟個襲擊嘅性質係乜嘢呀？

26 彭樹雄先生：呢個我記得係喺一個 B1 嘅車站，即係喺一個過境嗰個車嚟嘅，有個男
27 車長嘅，我記得，喺落馬洲。

28 主席：（經傳譯員）襲擊嘅性質係咩嘢呀？即係係咪有人打佢塊面或者係用樽扑佢個
29 頭等等？

30 彭樹雄先生：主席，或者你容許我--畀少少時我睇一睇，因為--唔好意思，因為實
31 在太多呢啲 assault case。

32 主席：（經傳譯員）好，你可以慢慢睇。

1 MR DUNCAN：（經傳譯員）主席先生，當佢哋搵緊嗰啲資料嘅時候，剛剛就係有人
2 話畀我聽就係文件 1 101 頁就講過話代表百分之九十嘅車長，或者呢度就可以
3 就係睇番，可能你剛才就問我哋啲證供係喺幾時提出嚟嘅，可能喺呢度，係個
4 一頁嘅第 4 段。

5 主席：（經傳譯員）係，係，我心目中都係諗緊呢一段。係，嗰個襲擊嘅性質係點
6 呀？

7 彭樹雄先生：Mr Chairman, it should be --佢係（經傳譯員）216 頁，216
8 頁。

9 主席：（經傳譯員）講個性質。

10 彭樹雄先生：（經傳譯員）車長就畀人推咗落地下，就受傷，臀部同埋頭部就受傷。

11 主席：（經傳譯員）有冇需要接受治療呀？

12 彭樹雄先生：（經傳譯員）對唔住，呢度係有講話係咪驗傷。（直接用本地話說）
13 冇，喺度冇表示到，sorry，對唔住。

14 主席：（經傳譯員）我關注嘅就係似乎件事就不了了之嘅，九巴同警方之間，但係呢
15 件事係涉及你嘅一位車長畀人推咗落地下，臀部、頭部受傷，你話畀我聽就係
16 話八達通嗰啲資料，你就入咗信封，就喺九巴公司嗰度就係不了了之，點會咁
17 發生嘅呢？

18 彭樹雄先生：Mr Chairman...

19 主席：（經傳譯員）你係咪真係保護你嘅車長㗎？點會容許呢啲事發生呢？

20 彭樹雄先生：其實我想講，其實我都有問過呢個問題，當我知道嗰個八達通紀錄係有
21 攞嘅時候，其實係上個月底，所以喺呢一方面，對唔住，係我哋可能跟進上面
22 係咪可以做得好啲呢等等，我哋係覺得係可以做得好啲嘅。

23 主席：（經傳譯員）彭生，我咁講啱唔啱呢？其實你以前都係香港警隊嘅成員嘅。

24 彭樹雄先生：係，冇錯，主席。

25 主席：（經傳譯員）你而家份工同埋你以前嘅職業，其實你係咪都應該處理到--係即
26 係應該個紀錄去到應該收到紀錄嘅人嗰度呢？

27 彭樹雄先生：我絕對可以嘅，主席。

28 主席：（經傳譯員）唔該晒。鄧樂勤律師。

29 MR DUNCAN：（經傳譯員）唔該主席先生。我就係想請你睇番第 83 頁嘅，呢個係九
30 巴文件夾 1，83 頁，委員會問，而你喺呢個初步嘅陳述書所回應嘅，就係話你
31 哋已經係有一啲係輔導嘅服務提供畀有需要嘅車長，呢個第二點，你就咁樣樣

1 回答呢個問題嘅，即係當時問你哋有冇提供呢啲服務，你就話有一個專責小
2 組，成員包括係副車務總監、係車廠嘅主管、係培訓及服務質素管理部門、通
3 訊傳訊以及係人力資源部嘅成員組成一個專責小組，就係睇下點樣樣為車長同
4 埋前線員工提供呢個情緒支援，你哋會係搵一個專業嘅顧問，幫你哋全面咁樣
5 樣去檢討目前嘅做法，而且就係睇下有邊啲地方可以提供建議，其中包括就係
6 招聘車長同埋就評估車長嘅情緒智商，佢哋能否就係抵禦呢一個壓力，培訓、
7 輔導同埋表現管理嘅；你哋預期就會係逐步咁樣樣去落實呢一啲建議嚟到去處
8 理嗰個即時嘅問題。

9 我想問，就係呢個專責小組係幾時成立㗎？

10 黃祥明先生：喺 5 月尾左右，今年嘅 5 月尾。

11 MR DUNCAN：（經傳譯員）係咩嘢事促使你哋係成立呢個專責小組呢？

12 梁乃鵬先生：（經傳譯員）律師，可唔可以等我答呢？其實呢個主意係嚟自我嘅，因
13 為當我知道我哋嘅車長經常畀人襲擊，我就覺得應該係尋求專業嘅意見，睇下
14 我哋可以點樣去處理嗰個處境，同埋特別係就如何去搵我哋嘅車長，如果佢哋
15 有需要嘅話，提供一個係輔導嘅服務嘅。

16 咁啱我就係識得中大嘅校長，佢哋之前係提供過一啲顧問嘅服務係畀警隊
17 嘅，其實係幾年之前嘅事，就喺佔中嘅時期，佢哋有提供過咁嘅服務，我就諗
18 下，可能對我哋嘅車長嚟講都有用嘅，因為我哋嘅車長經常都係有被乘客襲擊
19 嘅，作為一個公共服務嘅營運商，我哋係需要招標，睇下有邊間公司或者組織
20 係有興趣嘅，最後就係揀選咗中文大學。嗰個遴選工作我有參與嘅，因為咁樣
21 係要避免呢一個利益衝突嘅，因為咁啱我係認識中大嘅校長嘅。

22 而家佢哋係喺度制定緊一啲建議，希望可以幫到我哋手，幫我哋進行招聘
23 嘅工作，亦都可以為我哋提供呢個情緒嘅支援，如果我哋有車長係有需要呢一
24 方面嘅協助嘅話，所以就係咁樣樣嘅一個背景係形成嘅。

25 MR DUNCAN：（經傳譯員）唔該晒。而家想請你睇一個 229 頁...

26 主席：（經傳譯員）未落去之前，梁博士，想問一問，你知唔知道佢哋係專業嘅顧
27 問，而家嚟講，你知唔知佢哋喺招聘工作方面喺邊度可以幫到手？

28 梁乃鵬先生：（經傳譯員）基本上喺呢個招聘工作嗰度，佢哋會做一個評估嘅，評估
29 一下嗰個應徵者佢嘅情緒方面嘅特性，如果我可以咁樣講，換句話講，佢哋嘅
30 建議就係讓我哋就可以評估一下嗰個車長應徵者佢嗰個係情緒個表現嘅，或者
31 佢個能力嘅。

32 主席：（經傳譯員）唔該。

33 MR DUNCAN：（經傳譯員）而家想請你睇呢個 219 頁，其實想請你揭去跟住嗰版
34 220 頁，220 頁，就見到係你哋公司寫畀委員會嘅一封信，近期寫嘅，係 8 月

1 6 號嘅，呢度就講及一個行動計劃去落實一啲主要嘅建議。221 頁開始就係嗰個
2 行動計劃。

3 我想請你係去 229 個頁嘅，229 個度，就係嗰版嘅左邊，就係嗰個關乎係
4 心理支援嗰方面嘅情況，啱唔啱呀？呢個就係講及最初嗰個建議係點，係咪
5 呀？

6 梁乃鵬先生：（經傳譯員）係。

7 MR DUNCAN：（經傳譯員）中間嗰欄就見到係 2018 年 4 月 10 號嗰個嘅行動計劃係
8 有啲咩嘢里程碑同埋有啲咩嘢日期呀咁？

9 梁乃鵬先生：（經傳譯員）係。

10 MR DUNCAN：（經傳譯員）跟住喺右邊嗰欄，就知道目前個情況，我而家會將佢讀
11 出嘅，係「一所本地大學嘅心理學系嘅顧問團隊就係 2018 年 5 月 31 號獲委任
12 嘅，喺 6 月份就係開始咗係檢討目前嗰個做法，係睇下點樣樣提供呢一個情緒
13 支援，就係透過去參觀車廠、車長訓練學校同埋一個熱線中心，同埋係同呢個
14 副車務總監、車務嘅職員、分區嘅主管等等就見面嘅。」BCTS 係咩嘢意思？

15 梁乃鵬先生：（經傳譯員）就係呢一個車長訓練學校嘅。

16 MR DUNCAN：（經傳譯員）就係喺「2018 年 7 月，就話顧問團隊就係同呢一個專責
17 小組講及佢哋初步嘅觀察，雙方就係制定咗一個係一般嘅方向，即係點樣去做
18 嗰個項目，同埋喺嚟緊嗰幾個月會有啲咩嘢主要活動，就話會成立一啲焦點小
19 組嚟到直接向車長同埋前線嘅員工係收集佢哋嘅睇法，睇下佢哋就喺呢個心理
20 支援方面有啲咩需要，同埋就係去睇一睇就點樣去培訓嗰個駕駛嘅老師，就會
21 係 18 年嘅 9 月開始嘅，亦都再去睇一睇嗰個招聘嘅程序，嚟到係希望儘量就係
22 奏效嘅，亦都希望就係有一啲支援嘅活動，就希望佢哋最後身心平衡同埋工
23 作、生活都係好健康嘅。」

24 呢樣嘅工作，你知唔知道大概幾時會有啲成果呢？

25 黃祥明先生：根據中大畀我哋嘅資料同埋消息，其實我哋一定要係--呢個計劃係運作
26 緊嘅，嚟緊我哋將會安排唔同資歷嘅車長同埋前線嘅站長同埋 inspector，就
27 組成一啲嘅 focus group，等中大嘅同事可以了解到前線同事嘅工作壓力同埋
28 困難。根據我哋嗰個計劃，將會做一個全公司嘅前線同事嘅問卷調查，進一步
29 了解有關嘅困難，然後之後中大就會制定一個嘅方案畀我哋，係點樣可以去教導
30 有關嘅車長去減壓或者舒緩壓力嘅情況。

31 呢個亦都會由駕駛學校嘅導師開始，佢哋將會接受一啲課程，就等佢哋係
32 點樣將呢啲咁嘅舒緩工作壓力嘅或者情緒壓力嘅工作係點樣去教導呢啲車長，
33 從而我哋由呢個導師開始就教導呢個車長，等佢哋可以喺工作上獲得呢個舒
34 緩。

1 時間就係而家其實一路行緊嘅，嚟緊嘅 8 月，我哋就會有呢個 focus
2 group，9 月就係希望可以完成到嗰個問卷之後，就進行呢個導師嘅教導，一路
3 做落去，我哋希望嚟嚟緊嘅年尾能夠完成到成個計劃。

4 目標就係話我哋要訓練有啲導師，一個 train the trainer 嘅模式，等
5 佢哋日後可以留嚟九巴度繼續訓練有關嘅前線同事。

6 梁乃鵬先生：（經傳譯員）我就想補充我呢個提議其實並唔係得咁少嘅，我希望我哋
7 可以成立一個部門，係有一啲專業嘅心理學家同埋佢哋都會成為我哋公司嘅一
8 部分，咁樣佢哋就可以隨時支援公司其他嘅員工，所以換句話講，就會有一個
9 新部門，呢個就要睇顧問嘅建議。可能佢哋就會建議嚟四大嘅車廠度可能成立
10 一個部門，或者可能嚟全部嘅部門都有一個單位等等，但係呢個就並唔係一個
11 臨時或者即興嘅工作嚟嘅。

12 主席：（經傳譯員）梁博士，你覺得幾時先至可以嚟呢一個招聘入面係加入呢個嘅考
13 慮？

14 梁乃鵬先生：（經傳譯員）我就而家畀唔到一個答案，主席。

15 主席：No, I understand.

16 梁乃鵬先生：（經傳譯員）但係我希望可以儘快做。基本上我係想成立--即係儘早成
17 立呢一個新部門，同埋係邀請一啲專業嘅心理學家加入，成為我哋員工嘅。

18 主席：（經傳譯員）唔該。

19 黃祥明先生：主席，我有嘢補充，關於你嘅問題嘅，因為呢個 project 係由我做個
20 project manager，嚟呢個招募嘅時候，其實我哋考慮番每個車長，當佢做一
21 個九巴車長，都係一個專業嘅工作嚟嘅，佢哋嗰個工作嘅性質同埋嗰個佢個工
22 作態度係好成正比，我哋所以搵心理專家嘅協助，就係希望嚟佢招募嘅時候已
23 經可以搵啲正確嘅人去協助我哋日後執行呢個車長嘅工作，唔該。

24 主席：（經傳譯員）鄧律師。

25 MR DUNCAN：（經傳譯員）多謝主席。我想請你睇 185 頁，嚟同一份嘅文件冊，呢
26 個亦都係嚟最初嗰份文件嘅一個--應該係第二份呈交文件嘅一部分嚟嘅，即係
27 你哋公司呈交界委員會。我想你睇下嘅一頁嘅第三個問題，請你形容一下嚟分
28 析一個候選人嘅情商或者係抗逆能力嘅時候，呢一個評核係扮演咗一個咩嘢角
29 色呢，嚟聘請車長嘅時候？同埋嚟以往同埋現有嘅招聘系統底下，會唔會係問
30 一啲問題，即係就住呢一個相關人士佢哋處理一啲比較嘅手乘客嘅能力，呢個
31 問題就係嚟第 185 頁同埋 186 頁嘅，正唔正確呀？

32 蘇偉基先生：（經傳譯員）係。

33 MR DUNCAN：（經傳譯員）我想確認其中一點嘅，就係第 186 頁，嚟第二點，一個
34 車長面試評核表嘅樣本，就係嚟呢一個附錄入面嘅，或者我哋可以睇下個附

1 錄，呢個就係 KMB-10 文件冊，就係第 4439 頁，呢個就係嗰份--係咪就係而
2 家用嘅評核表格就係呢個情況？

3 蘇偉基先生：（經傳譯員）係，但係有一啲欄就已經係唔再適用。

4 MR DUNCAN：（經傳譯員）你可唔可以解釋一下？

5 蘇偉基先生：Okay，我哋可以睇一睇後面嗰頁嘅 4440 嗰頁，中間下低，你會睇到
6 “medical check” 上面有個 box，叫做“DISC Test Evaluation”，其
7 實呢一個係一個 personality check，係外面一啲嘅 professional firm
8 就做一啲問卷，個問卷就係話畀個投考人就去選擇，譬如話一條題目就係話點
9 樣去形容你嘅性格，你可以話你自己開朗、其他嘅形容詞，由個投考人自己去
10 剔邊個係最合適形容你、邊個最適合不形容你。呢一個嘅表格喺 2014 年已經係
11 檢討過，話嗰個成效係低，所以呢個係冇用到嘅，其他嗰啲其實就係現時係有
12 用緊嘅。

13 主席：（經傳譯員）即使係冇再用嗰個欄，或者你可唔可以解釋下 DISC 係代表乜
14 嘢？

15 蘇偉基先生：DISC 係一個 short form，會後我畀番出嚟，佢係一張表格嚟，我可
16 以會後畀番。

17 主席：（經傳譯員）唔該晒。

18 蘇偉基先生：（經傳譯員）我可唔可以繼續？

19 主席：（經傳譯員）可以。

20 蘇偉基先生：有咗呢個 DISC，唔係話任何去睇下嗰個投考人嗰個 EQ、tolerance
21 嗰啲嘢，我哋而家嘅方式就係由我哋嘅 interviewer，我哋嘅面試官係同投考
22 嘅車長進行一個面試，喺面試嗰度會有啲模擬嘅題目，舉例如，就係當你揸
23 車，有啲乘客好不禮貌地、好刁難地，就睇下嗰個投考人究竟佢會點樣反應，
24 作為一啲咁嘅假設性嘅過案，就等個投考人去睇番，「如果咁樣發生，你會點
25 樣做？」就睇到佢嗰個人個情緒、待人係咪禮貌、個和善，用一個面試嘅形式
26 係做一個評估嘅。

27 亦都除咗話做面試之外，其實每位考生亦都要係有個試車，即係話喺一架
28 私家車嗰度由我哋嘅駕駛嘅考官同佢一齊行大約三十分鐘嘅車程，就睇到佢喺
29 路面上遇到其他嘅道路使用者，其實已經係睇得到一個人嗰個嘅性格各方面嘅
30 嘢，綜合，我哋就可以評估到究竟呢個嘅考生係咪適合做一個職業嘅車長。

31 主席：（經傳譯員）鄧律師。

32 MR DUNCAN：（經傳譯員）多謝主席。我哋而家就講到招聘嘅問題，請你攞去 KMB-
33 1 文件冊嘅第 60 頁，呢個就係你哋公司第一次呈交文件嘅一部分嘅，就係 4 月
34 24 號呈交界委員會。第一個問題就係咁樣嘅，喺招聘同埋保留車長嘅時候遇到

1 啲咩嘢問題，或者你自己可以睇一睇頭嗰兩段嘅答案，你就向委員會表示呢一
2 個短缺嘅問題同埋車長--或者商用車輛司機老化嘅問題嘅，喺香港整體嘅運輸
3 業嚟講，你見唔見到呀？

4 蘇偉基先生：（經傳譯員）係，見到嘅。

5 MR DUNCAN：（經傳譯員）呢個司機短缺嘅問題係咪已經存在咗好多年㗎喇？

6 蘇偉基先生：係。

7 MR DUNCAN：（經傳譯員）我想你睇 KMB-9 文件冊，第 3840 頁嘅，Has the
8 company from time to time raised this shortage issue with
9 the authorities in Hong Kong?

10 蘇偉基先生：首先公司出現車長短缺係喺 2016 年嘅，我哋係有提出嘅，呢個我哋運
11 輸署亦都得知我哋個車長係短缺嘅。

12 主席：（經傳譯員）頭先就聽唔到有傳譯嘅。

13 蘇偉基先生：車長短缺嘅問題喺 2016 年開始，而呢個問題運輸署係知悉嘅。

14 主席：（經傳譯員）唔該晒蘇先生。

15 MR DUNCAN：（經傳譯員）文件冊嘅第 3840 頁，你見唔見到呢度有一份嘅新聞稿
16 呀？

17 蘇偉基先生：Yes.

18 MR DUNCAN：（經傳譯員）就係關於呢件事情就去到立法會，你見唔見到呀？

19 蘇偉基先生：（經傳譯員）係，見到嘅。

20 MR DUNCAN：（經傳譯員）呢個就係易志明議員嘅一個問題，就係運房局局長張炳
21 良教授就係喺 6 月 29 號喺立法會回應嘅，呢個就係 2016 年，我就唔會將問題
22 讀晒出嚟，但係呢個係咪同人手短缺嘅問題係相關嘅呢？

23 蘇偉基先生：（經傳譯員）係。

24 MR DUNCAN：（經傳譯員）呢一頁嘅底部，我哋就見到運房局局長嘅回應，我就想
25 將呢一個答案嘅第一段讀出嚟。

26 「政府係知道運輸業嘅人手短缺嘅人手問題嘅，唔同嘅運輸業界亦都係多
27 次提出喺近年嘅勞工市場係越嚟越緊張，招聘員工係唔容易嘅，同埋似乎係有
28 跡象顯示業界嘅勞動人口係老化緊，就住呢個問題，政府係將會係訂立一啲嘅
29 策略，同業界一齊，而亦都係會喺政策上同業界去合作，如果係可行同埋係有
30 幫助嘅。我哋希望業界係會努力改善工作嘅環境同埋待遇，同埋幫助年輕人去
31 了解多啲呢啲行業嘅，透過唔同嘅平台，咁樣就可以吸引多啲新血加入。」

1 我就讀到呢一度，我想問，政府其實有冇制定過任何嘅策略即係話同運輸
2 業係聯手去到應付呢個問題呢？

3 蘇偉基先生：我個人就有收到，我喺個 IRC THB 嘅指引，佢就話鼓勵專營巴士嘅服
4 務商係聘請足夠嘅車長，至於有冇一啲 strategies，我有睇到。

5 MR DUNCAN：（經傳譯員）落去下面啲頁，3842，喺啲一頁嘅第三、第四段，我想
6 請你睇番，局長當時就咁講嘅，就講到就係「從業員資格方面，專營同埋非專
7 營巴士、公共小巴、的士同埋貨櫃車司機，都需要持有相關嘅商用車輛駕駛執
8 照，現時法例上面就規定呢一啲嘅駕駛執照嘅申請者必須係持有有效嘅私家車
9 或者係輕型貨車駕駛執照最少係三年嘅，運輸署正喺度檢討係咪可以縮短呢個
10 要求嚟到吸引更多新人去入行嘅，個目標就係爭取今年裏面完成。」

11 我要問嘅問題就係，我想問下，法例有冇改到呢，就呢一方面嚟講，法例
12 有冇改呢？

13 蘇偉基先生：（經傳譯員）冇。

14 MR DUNCAN：（經傳譯員）即係話將啲個要求個期間係減短，係有冇發生過咩嘢事
15 呢？

16 蘇偉基先生：（經傳譯員）冇。

17 MR DUNCAN：（經傳譯員）公司支唔支持咁嘅改變呢？

18 蘇偉基先生：呢個就真係要諮詢同埋佢有咩嘢 compensation，因為如果你話揸咗
19 -獲得 private car licence 只得一年，其實有冇足夠嘅經驗可以駕駛一架
20 專營巴士，載一百五十位嘅乘客呢？喺安全嗰度係有個考慮。當然，你話攞咗
21 牌係咪等於佢有個駕駛經驗呢？可以未必成正比，但係你話一年嘅牌係咪呢？
22 我相信都要討論去研究。

23 MR DUNCAN：（經傳譯員）想問下運輸署有冇搵過你哋「我哋可唔可以傾下呢件
24 事？睇下關注啲乜嘢嘢？」咁呀？

25 黃祥明先生：運輸署曾經就邀請各個嘅專營巴士就係討論呢個問題，但係未有一個結
26 果嘅，應該係上個月嘅時候就討論，但係未有呢個結果。當時佢都有一個清晰
27 嘅立場係點樣，只係徵詢各個專營巴士嘅意見。

28 MR DUNCAN：（經傳譯員）有冇搵過你哋公司，喺上個月之前，有冇呀？

29 黃祥明先生：冇，之前係冇嘅。

30 MR DUNCAN：（經傳譯員）而家想麻煩你睇睇 KMB-9 呢個文件夾，其實同一個文件
31 夾嚟嘅，3844 頁，其實就想你睇 3855，我頭先就睇緊呢一個翻譯本，就係
32 3847-1，你睇緊嘅就應該啲個標題係咁嘅，「2018 至到 19 年審計開支預
33 算」。

1 蘇偉基先生：（經傳譯員）係。

2 MR DUNCAN：（經傳譯員）我相信係一個紀錄嚟嘅，呢個應該係立法會開會嘅一個
3 紀錄，今年較早時候嘅一個會議紀錄，係4月20號佢哋開會嘅一個紀錄。

4 蘇偉基先生：係。不過嗰啲資料就係喺3847-3。

5 MR DUNCAN：（經傳譯員）係。我首先想請你睇睇嗰個問題，我諗就係問政府嘅管
6 制人員，相信就係有關嘅管制人員就係勞工署嘅，我睇3847，嗰度就係請相關
7 當局提供以下嘅資料，第一就係話關於就係公共運輸服務同埋貨櫃車呢啲行業
8 嘅司機嘅老化嘅問題，嗰個(a)嗰個問題。(b)就係問-- 3847-2，就係想問下
9 嗰個空缺個情況，要求提供嗰個統計數字。(c)就係話講到係公共運輸業同埋呢
10 個貨櫃車嘅司機短缺嘅情況已經係存在一段長時間，會唔會係勞工處就係將佢
11 納入作為呢個輸入勞工嗰度呢？如果冇嘅話，係會有啲咩嘢措施嚟到幫業界可
12 以有效咁樣請到司機呢，同埋相關嘅人手同埋嗰個開支嘅。

13 講到嗰個回覆，(a)嗰個部分，2013至到17年，專營巴士司機嗰個聯營
14 分佈就係如下，大家可以睇到，嗰度有啲數字嘅，特別就係講到25至29歲，
15 係2013年嘅時候341位嘅，2017年係449位；另一邊，60至69歲嘅，
16 2013年就係1,167位，2017年嘅時候係有2,022位，就係屬於呢一個年齡
17 組別；對上一個年齡組別係50至到59歲，2017年就係5,886位就係屬於呢
18 個年齡組別。

19 跟住(b)嗰個答案，講到係嗰個職位空缺嘅，講到係專營巴士嘅司機嘅職位
20 空缺嘅數字係咁嘅，13至到17年，2013年就係192個空缺，去年2017年空
21 缺嘅數字係366個。

22 3847-4，就係有(c)項嗰個答案，根據呢個運輸署喺2017年年尾，係有
23 超過三十七萬人就係持有呢一個有效嘅商用車輛，下面有一個註釋，嘅駕駛執
24 照，即係話的士、私家巴士、專營巴士、小巴、掛接車同埋係貨車等等，但係
25 只係有多於九萬部商用車輛就係有牌照嘅，所以個問題就係話點樣去吸引嗰
26 啲合資格嘅個別人士就去加入嗰個行業嗰度。有鑑於此，政府唔應該倉卒咁樣
27 去考慮係話為商用車輛就係輸入司機，係應該就係考慮埋本地司機佢個生計。

28 你呢度可以睇到，呢度有一個提議，就話考慮搵外來嘅人士，輸入外來嘅
29 司機，讓佢哋嚟香港嗰度就係做嘢，就係去舒緩嗰個運輸業面對司機不足嗰個
30 情況。我想問你哋公司就呢一方面，就一個咁嘅建議，你哋有咩嘢立場呢？

31 蘇偉基先生：冇，我可唔可以解釋？

32 主席：Yes.

33 蘇偉基先生：呢一...

34 MR DUNCAN：（經傳譯員）有冇嘢解釋？有嘢解釋定點？

1 李澤昌先生：I think so.

2 MR DUNCAN：（經傳譯員）你一係支持，一係反對嘅，係咪？個情況係點呢？

3 梁乃鵬先生：（經傳譯員）可否讓我直接咁講呢？呢個係一個高度政治性嘅問題嚟
4 嘅，我可以預計會有強烈嘅反對嘅，即係話香港個工會一定會大力反對嘅，如
5 果話係要輸入勞工，喺新加坡佢哋有咁做嘅，喺新加坡嘅巴士公司佢哋有來自
6 中國大陸嘅司機，因而係可以解決人手不足嘅問題，喺新加坡佢哋有咁做，不
7 過我懷疑喺香港係咪可行嘅，有鑑於目前嘅政治氣氛。

8 主席：（經傳譯員）佢哋有冇話係抗議、示威反對呢一個輸入司機呢？

9 梁乃鵬先生：（經傳譯員）我諗係因為呢一個係薪酬不同嘅問題，但係呢個問題最後
10 解決咗嘅。

11 主席：（經傳譯員）你就將佢定性為一個政治嘅問題。

12 梁乃鵬先生：（經傳譯員）講喺香港。

13 李澤昌先生：其實都仲有少少輕微嘅實際上嘅，因為香港呢個城市好獨特，其實佢周
14 邊個個駕駛環境好唔同，即係唔似深圳或者上海或者喺台北，佢有好大個一個
15 國家，佢個個駕駛嘅技術好相似，即係香港係零零舍舍喺成個區，佢除咗係個
16 雙層巴士同埋佢個個右軚嘅揸法係非常之唔同，變咗係有一個困難嘅一點，所
17 以亦都係香港嘅道路同埋香港嘅乘客都係比較係比其他嘅一個整個內地係
18 好唔同，所以係有少少唔同嘅。

19 主席：（經傳譯員）鄧律師，我打算而家就係小休一下，讓大家稍事休息，我就打算
20 就係休息十五分鐘，呢個係咪一個啱嘅時候呢？

21 MR DUNCAN：（經傳譯員）係嘅，主席先生。

22 主席：（經傳譯員）好，我哋而家係休息十五分鐘。

23

24 下午 4 時 13 分聆訊押後

25

26 下午 4 時 29 分恢復聆訊

27 出席人士如前。

28

29 主席：（經傳譯員）鄧律師。

30 MR DUNCAN：（經傳譯員）多謝主席。黃先生，你向委員會表示就即係你講到有一

1 個措施係去解決人手短缺嘅，就係將呢一個擺到牌照嘅要求由三年縮短到一
2 年，你對呢個建議有冇保留？

3 黃祥明先生：剛才我講係運輸署係有搵過我哋嘅業界去討論呢個問題。

4 MR DUNCAN：（經傳譯員）你同唔同意縮短嗰個持牌年數嘅建議係有用嘅呢？

5 黃祥明先生：呢個我諗我真係要深入探討先得，因為而家嘅要求係需要有三年的私家
6 車駕駛執照，如果將佢降低嘅時候，我哋都係始終考慮佢嗰個乘客安全同埋駕
7 駛安全，所以呢個我有個人嘅立場，我諗係需要公司再詳細去探討，然後去
8 回應畀運輸署。

9 主席：（經傳譯員）你幾時係回覆運輸署㗎？

10 黃祥明先生：呢個商討係進行中嘅，就未有一個最終嘅確定回覆日子。

11 彭樹雄先生：我諗，Mr Duncan，我哋睇呢個問題嘅時候，我哋相信要平衡好多方
12 面嘅考慮，第一，我覺得有一樣嘢唔可以妥協嘅，就係嗰個所謂 safety。到底
13 我哋如果將三年嗰個年期去減短，如果純粹就咁講個年期，我相信我哋就唔係
14 睇緊一個大 picture，會唔會係譬如話我哋將個年期可能會縮短，但係可能嗰
15 個投考者佢可能要有其他提供到畀我哋資料佢原來係可能兩年佢係不停咁駕駛
16 又或者佢本身係嗰個駕駛技術都係有一定嘅水平，咁又會唔會有一啲額外嘅測
17 試，可以唔使三年，可以係一個短啲嘅時間，但係經過一個--我哋一個所謂合
18 格嘅測試，會唔會可以考慮呢等等。

19 我哋其實喺呢一方面，當然我知道成個業界唔係淨係 KMB，都係缺車長
20 嘅，但係問題就係我哋嘅前設就係第一，safety 係行先，然後其他嘢我哋係完
21 全係持一個開放嘅態度係去處理嘅。多謝 Mr Duncan。

22 MR DUNCAN：（經傳譯員）我想請你睇番嗰個紀錄本，係第 1 天嗰個聆訊嘅紀錄
23 本，66 頁，文件夾 1 號，第 1 天嘅聆訊，第 66 頁，第 66 頁第 8 行，呢度你
24 見到，我當時有問一個問題嘅，我就問黎以德先生「究竟嗰個係咪正確咁反映
25 政府嗰個立場，即係關乎人手短缺？」

26 黎先生回應嘅時候就咁講嘅，佢係黎以德先生，佢就話「我就係作為呢一
27 個運房局嘅代表，我係上任秘書長」--或者我將佢嗰個答案係打出嚟，我想請
28 你睇呢個第 16 行嘅。

29 「我哋嘅立場嘅另一個部分，即係關乎係商業司機嘅長久存在嘅短缺問
30 題，就係我哋已經採取步驟去係有一個全面嘅立法嘅修訂，我就可以講下嘅，
31 就係話要將商用車輛司機嘅牌照要求就係放寬，即係話基本上就咁嘅，目前如
32 果你想擺個牌照，想擺駕駛執照係揸商業車嘅話，你就需要有一個私家車嘅執
33 照，要擁有咗三年，然後先至可以有資格係進行申請嘅，即係話係申請就係擺
34 個駕駛執照，揸呢個係商業車輛。

1 由於長期都係人手短缺，我哋就已經作出咗一個建議，而業界以及立法會
2 亦都同意咗，就係呢一個三年期係可以將佢縮減到一年期嘅，所以喺日後你只
3 需要係有一個係私家嘅駕駛執照一年，然後就已經可以係申請攞呢個商用車輛
4 嘅駕駛執照，商用車輛當然就包括巴士，亦都包括埋係專營巴士嘅。

5 我哋而家草擬緊相關嘅法例嘅修訂，我哋希望就可以喺今年年尾之前係將
6 佢提交畀立法會，如果立法會係通過嘅話，應該喺某程度上都可以舒緩到呢一
7 個短缺嘅問題。未必可以全部解決個問題，但希望都可以提供一啲舒緩嘅，喺
8 我哋嗰度，呢個就係我哋所做緊嘅工作。

9 不過正如我講過，亦都要講埋，我諗亦都係專營巴士公司作為一個專營權
10 嘅獲授權者，係採取一切合理嘅步驟，去確保佢哋有所需嘅司機嘅數目去提供
11 個服務。」

12 好，呢度你見到喇，睇番呢一個紀錄本，睇嚟就係政府係立意就係要將個
13 三年期就係縮減到一年嘅，而且已經係草擬緊嗰個法例嘅修訂。我喺未將呢一
14 段文字讀出嚟畀你聽之前，之前你哋公司知唔知悉呢件事嘍？

15 李澤昌先生：呢一樣嘢就好肯定清楚就係因為每一次--知道嘅，佢三年嗰個駕駛經驗
16 係唔多唔少係減少咗一啲有機會投考做巴士司機嗰個機會，將三年去 relax 到
17 一年嘅時間，其實變咗有多啲人可以入到個學校裏面去考呢個巴士牌。最後，
18 最重要都係考個巴士牌，我哋所謂叫做 17 牌，就係有資格揸巴士，係嗰個先至
19 為目標。

20 當然如果你將三年去到一年嘅時候，變咗佢入去個學院嘅人數就可能多
21 咗，變咗都係最後嗰個關卡都係考到嗰個巴士牌為基準。咁係幫到嘅，因為喺
22 無論你三年又好，兩年都好，有啲真係有能力去做，呢個我哋係知道嘅。好似
23 我哋頭先有個同事講緊，就係而家仲係喺度討論緊，就未有一個我哋嘅時間
24 表。

25 MR DUNCAN：（經傳譯員）你知唔知道業界係支持呢個改變嘍？因為呢度黎秘書長
26 係咁講嘅。

27 李澤昌先生：一半一半，一半一半，有啲係當然覺得有啲 trade，當然覺得某啲因
28 素會對佢自己嗰個嘅利益嘅關係；從另外一半，有啲真係覺得而家係喺嗰個揸
29 商業車越嚟越少人，嗰個門檻最重要都係考到巴士牌。今日我哋九日有兩個門
30 檻嘅，一個就係頭一 part，就係令到佢入嚟個學校嘅時候就考到嗰個巴士牌，
31 呢個巴士牌係政府運輸署批出嚟嘅，如果有咗呢個牌之後，佢基本上就已經可
32 以揸得巴士，同理其他嘅好似例如嗰啲旅遊巴士嗰啲咁嘅東西，對個業界係多
33 咗，因為你入嚟嘅 applicant 係多咗。一半半囉，可以咁答你。

34 主席：（經傳譯員）唔該晒。

35 MR DUNCAN：（經傳譯員）黃生，你話政府係有同你哋商討過嘅，係淨係同九巴傾

- 1 吔，定抑或係同其他持份者傾？
- 2 黃祥明先生：係同所有嘅呢個巴士公司係一齊商討。
- 3 MR DUNCAN：（經傳譯員）開過幾多次會呀？
- 4 黃祥明先生：我印象中係記得只係一次啫，只係一次啫。
- 5 主席：（經傳譯員）呢個係上個月嘅，係咪呀？你講過。
- 6 黃祥明先生：冇錯，係，剛才我講過係上個月，但係日子我要 check 番我個行程表
7 先記得番邊一日。
- 8 主席：（經傳譯員）但你頭先亦都講過就話係冇清楚嘅立場顯示嘅？
- 9 黃祥明先生：講咗一啲嘅佢哋嘅大概預算嘅做法，包括其中一樣就話要啲--如果係改
10 低嗰個有駕駛執照嘅年份嘅時候，就要佢哋進行一啲叫做商業駕駛嘅訓練，佢
11 英文叫做 passenger service course，但係呢啲都係好初步同我哋講，所
12 以而家都未有一個好大嘅 picture 知道佢哋係點樣做法。
- 13 主席：（經傳譯員）當時黎先生係三個月之前作證嘅，佢當時就話業界係支持嘅，你
14 而家就話只係上個月先同巴士公司係問呢個問題？
- 15 黃祥明先生：係，冇錯。
- 16 主席：（經傳譯員）唔該。
- 17 MR DUNCAN：（經傳譯員）喺今年嘅 2 月份，有新嘅指引，呢個就關於就係佢哋嘅
18 當值時間、休息時間，呢個新嘅指引就發咗出嚟嘅，呢啲新嘅指引，我想問有
19 冇影響咗你哋係招募員工、招募車長嘅工作呢？
- 20 彭樹雄先生：Mr Duncan，我如果直接答你，如果我哋係要--不過首先我想講，運
21 輸署今年嗰個修訂本嗰個 revised guidelines 係要到到出年嘅第二季先係
22 全面咁樣去落實嘅，但係我哋初步嘅估計，其實我哋而家開始做緊一啲嘅
23 system modifications，就係一啲電腦程式嘅 upgrade，就去 fit 番呢一
24 個新嘅 guideline，我哋估計，如果呢個新嘅工時指引係完全行嘅時候...
- 25 主席：（經傳譯員）彭生，其實呢個問題唔係一個開放式嘅問題，
26 好簡單嘅咋，有冇影響到你哋係招募車長呢？有定抑或冇？
- 27 彭樹雄先生：如果純粹講 recruitment，係會有影響。
- 28 主席：（經傳譯員）我諗鄧律師要問嘅問題就係咁嘅。
- 29 MR DUNCAN：（經傳譯員）你話有影響係喺邊方面受影響？
- 30 彭樹雄先生：如果--我哋計過，用呢個新指引呢，我哋要額外請多
31 二百個車長，同埋新指引底下有一個所謂特別更，呢個特別更，

1 如果我哋係將來取消呢個特別更，一更過，一個 straight
2 shift，我哋更加額外要請多一千個車長。

3 MR DUNCAN：（經傳譯員）對於嗰個特別更嗰個影響，我哋遲啲先
4 至講。或者我頭先講得唔清楚，唔好意思。自從 2 月份，我想
5 問，呢個指引係令到你容易啲吖，定抑或難啲，定抑或係有咩嘢
6 影響，即係對於你哋招募車長方面係難咗吖，易咗吖，定抑或有
7 影響呢？

8 蘇偉基先生：呢個其實可以喺番投考人佢點樣 respond 呢個新嘅 guideline 去決
9 定，因為公司喺 2 月呢個新 guideline 期間做咗好多嘢，呢個我哋好 focus
10 講個 guideline，我就唔感覺到招聘人其實對呢啲嘅 guideline 有幾大嘅認
11 識或者關注。

12 MR DUNCAN：（經傳譯員）即係據我嘅理解，即係話冇影響？

13 李澤昌先生：唔係好嚴重。

14 蘇偉基先生：暫時未反映。

15 李澤昌先生：唔係好嚴重。

16 黃祥明先生：暫時未反映。

17 MR DUNCAN：（經傳譯員）你表示為咗符合新嘅指引，你係要請多二百名嘅車長，
18 喺大埔意外之後，你係已經係更改咗你對兼職車長同埋聘請兼職車長嘅政策，
19 係咪呀？

20 李澤昌先生：係。

21 MR DUNCAN：（經傳譯員）你就話要請多二百個車長係咪已經反映咗呢一個新嘅政
22 策？

23 李澤昌先生：冇。

24 MR DUNCAN：（經傳譯員）你哋就住兼職車長嘅決定係咪即係意味住呢個數字係會
25 唔止係二百？

26 蘇偉基先生：二百個車長係需要增加去配合呢個新指引，其實講緊嗰個係全職嘅車長
27 嚟嘅。我另外都想答一答，就係話我哋 2 月喺嗰個 part-time 嗰個嘅改變，我
28 哋要了解其實 part-time 車長 2 月前或者 2 月後對公司成個車長嗰個勞動
29 力，佔嗰個比例其實都係講緊 3 至 4% 嘅啫。

30 MR DUNCAN：（經傳譯員）明白，唔該晒。我想你睇 58 頁，KMB-1 文件冊，個問
31 題--呢個亦都係你第一份呈交嘅文件之一，問題就係你公司有冇聘請足夠嘅全
32 職車長去提供有效同埋有效率嘅服務呢？你公司需唔需要持續咁樣去聘請一啲

1 兼職嘅車長去解決呢一個人手短缺嘅問題，或者係去輔助一啲核心嘅員工去處
2 理一啲特別嘅活動同埋處理一啲缺席嘅問題呢？請你提供唔同聘請條件嘅車長
3 數目同埋現有嘅員工能唔能夠係符合你嘅運作需要呢？

4 我想你睇番呢一頁嘅最後一段嘅，你回應指車長聘請嘅招聘類別就係根據
5 佢哋嘅招聘日期去分類嘅，而以日薪嘅車長嚟講，就係1999年嘅5月之前嘅，
6 呢個意思係咪即係話如果以日薪去聘請--即係呢啲係咪指以日薪去計算薪金嘅
7 車長？

8 蘇偉基先生：（經傳譯員）係。

9 MR DUNCAN：（經傳譯員）而月薪車長嘅意思即係話佢哋每月去支薪嘅，正唔正
10 確？

11 蘇偉基先生：（經傳譯員）每月支薪嘅，係。

12 MR DUNCAN：（經傳譯員）第三類就係退咗休嘅車長，佢哋就係重新被聘請，佢哋
13 可以係每月支薪或者係用一個第三個方法，即係用月薪嘅。

14 蘇偉基先生：呢個係跟佢個 employment 而定嘅，唔係話佢選擇嘅，即係如果佢係
15 一個揀咗時薪 hourly rate 嘅，我哋就計佢每一個鐘頭去編更，就計佢每一
16 個鐘頭嘅工資，如果佢揀係一個月薪車長嘅，我就以一個每個月嘅形式去編
17 更，佢收嘅就係月薪嘅工資。

18 MR DUNCAN：（經傳譯員）唔該晒。我哋睇到啲相關嘅數字，就係4月24號嘅情況
19 嘅，就係第59頁，就有日薪嘅車長，2,105名就係九巴嘅，月薪車長就係
20 5,201，退咗休嘅車長而係重新聘請，如果以時薪計就係577名，一啲退咗休
21 而再聘請嘅車長，以月薪計就有383名嘅，另外就係有啲外來嘅時薪車長就係
22 有371名嘅。據我嘅了解，外部嘅時薪車長全部都係兼職車長嚟㗎嘛？

23 蘇偉基先生：正確。

24 MR DUNCAN：（經傳譯員）然後你就列出咗巴士車長空缺嘅數目，直至喺2月28號
25 就係有280個空缺嘅。

26 蘇偉基先生：（經傳譯員）係嘅，當時係。

27 MR DUNCAN：（經傳譯員）我哋睇番第58頁，喺二啲一點，呢個係關於兼職車長
28 嘅，「自從18年嘅2月中開始，九巴已經係停止招聘新嘅外來時薪車長，如果
29 佢哋嘅工時係短嘅（即係話每星期係少過十八小時）。」因為咁樣，九巴係會
30 繼續去聘請兼職車長嘅，只要佢哋每星期係工作超過十八個鐘？

31 蘇偉基先生：Yes.

32 李澤昌先生：呢個有點補充，我哋覺得 part-time 同埋 full-time 呢樣嘢有一個
33 好唔同嘅，其實十八個鐘頭每一個星期或以上其實係令到我哋好清楚可以同個

1 個員工知道佢之前如果有其他嘅工作，我哋一定要清楚知道佢嗰份咩嘢工作，
2 兼夾佢揸車嘅時候可以知道佢之前有冇揸過其他車或者個身體嘅狀況，所以其
3 實好難定論一個 full-time 佢工作嘅時間係咪十八定十九，有啲人嘅 full-
4 time，其實佢每日係工作四個小時都係叫做 full-time，所以其實我哋將呢個
5 part-time 呢個字係清楚地用「十八個鐘頭以上」，係我哋畫咗一條線喺度
6 嘅，每個星期。

7 MR DUNCAN：（經傳譯員）根據我嘅了解，即係話每星期工作超過十八個鐘嘅人就
8 唔會--即係再有其他工作係影響佢嘅駕駛工作嘅，係咪？

9 李澤昌先生：Yes or no，係，我哋覺得如果佢連續性每一個星期都做十八個鐘
10 頭，我哋就會問嗰個車長佢有冇其他嘅工作，如果有其他嘅工作嘅話，我一定
11 要了解清楚佢嗰份工作係咩嘢工作，而佢嗰個工作嘅僱主容唔容許佢揸車，呢
12 個係一個好重要嘅問題嚟嘅，因為有啲情況，譬如假設一個車長佢嚟出面揸緊
13 的士嘅，佢嚟到我呢度佢揸十八個鐘頭，其實我有機會唔知嘅，十八個鐘頭樓
14 下，所以我哋係好肯定地，我哋想 draw 十八個鐘頭就--其實呢個係我哋一條
15 例係畀自己，就我哋係一定要令嗰架車入嚟嘅時候係知道佢嗰份工作--另外嗰
16 份工作係咩嘢工作。呢個重要嘅，因為相反，如果我哋唔知道嘅話，我哋就唔
17 知道佢個情況。

18 MR DUNCAN：（經傳譯員）如果有人係淨係想幫你係工作十二個鐘，有咩嘢問題呢
19 其實？

20 李澤昌先生：No. Simply just reject.

21 個問題係點解，個問題係點解，即係你點解會有興趣知道呢？

22 蘇偉基先生：如果嗰個投考人佢冇提供，其實我哋都做唔到我哋可以一個
23 reasonable step 證明佢嘅工時或者佢另外有招聘，有個疲勞嘅考慮。佢如
24 果而家過十八個鐘，我哋就要佢有幾個嘅 declarations，首先就係佢嚟出面
25 有啲咩嘢職業，我知道佢做緊咩嘢職業，我哋而家個紀錄就係我嗰三百幾個車
26 長，其實四成係文員工人，其他三成就係有職業嘅，餘下大約 25%就係佢從事
27 其他駕駛嘅工作。

28 佢亦都要向我哋講佢做九巴呢個兼職係冇抵觸同埋佢嗰個僱主係知悉，佢
29 自己講得啱喇，一個 in good faith 嘅 system，起碼我知得到佢唔會打緊
30 兩份工，而做到有個駕駛疲勞，呢個我可以做到嘅嘢，我做咗，自己。如果你
31 話佢係一個少過十八個鐘嘅，基本上佢好難提供呢啲嘢畀我嘅，亦都我哋覺得
32 part-time 車長雖然係 part-time，但係佢都要對佢嗰個職業係有一個著
33 緊，seriousness，你一個禮拜你揸得十八個鐘頭，就唔係話揸兩、三個鐘
34 頭，我都知道佢個駕駛技術唔好有生疏咁樣盛，係一個考慮嚟。

35 MR DUNCAN：（經傳譯員）但係呢個系統嘅底線，根據我嘅了解，就係你收集返嚟
36 嘅資料，就係關於嗰個人士嘅其他嘅工作，而你收集返嚟嘅資料就係視乎究竟

1 嗰個員工係幫你工作十二個鐘定係二十個鐘嘅，你明唔明我嘅問題呀？

2 蘇偉基先生：唔認同呢個，我。

3 MR DUNCAN：（經傳譯員）點解你唔認同呀？

4 蘇偉基先生：我哋睇得到好多坊間都有講好多嘢人佢好喜愛揸巴士，揸唔同嘅型號，
5 所以佢就做兼職巴士車長，但係佢有冇個 mindset 呢？呢個我唔敢去喺呢度批
6 評。正如頭先所講，公司一定係有個 guideline，一定係有把尺嘅，我就要擺
7 呢把尺喺度，而呢把尺我哋參考就係話今日香港連續招聘十八個鐘頭就係一個
8 連續招聘，佢可以係我嘅員工，我可以問佢「究竟你出面有啲咩嘢職業呀？」
9 咁樣做。我哋就係擺咗呢十八個鐘喺度，我哋亦都覺得擺咗十八個鐘嘅度，唔
10 會因為咁樣而招聘少一啲短工時嘅車長而令到我嗰個車長個團隊個勞動力少
11 咗，所以其實我十八個鐘以上係安全同勞動力中間一個嘅 trade-off 嚟，我就
12 擺十八個鐘喺呢度。

13 李澤昌先生：或者你試下可以想像一下，如果你有十八個鐘定咗喺度，就算佢個駕駛
14 技術點咁好都好，一個鐘，返兩個鐘，聽日又或者唔返，下個禮拜就唔知去咗
15 邊度，喺嗰個編更同埋喺嗰個人事安排係非常之後困難嘅，我諗呢個都係一個
16 我哋比較都要諗一諗嘅一點。

17 主席：（經傳譯員）鄧律師，你會唔會建議講番呢一個申報嘅問題？

18 MR DUNCAN：（經傳譯員）遲啲會，不過而家就暫時未住。

19 主席：（經傳譯員）喺呢個議題上，你係提供咗一啲整體嘅數字，就係關於呢啲工作
20 嘅情況，譬如話四成就係做一啲文書工作，然後有三成就係冇工作，另外有兩
21 成半就有其他嘅駕駛職務，你可唔可以提供呢啲嘅數據畀委員會呀？

22 蘇偉基先生：可以。

23 主席：（經傳譯員）特別就係其他駕駛職務嘅資料。

24 蘇偉基先生：可以。

25 主席：For example, presumably...

26 蘇偉基先生：貨車或者係私人嘅司機等等。

27 主席：（經傳譯員）係，我都喺心目中諗嘅，即係揸旅遊車、的士、公共小巴或者私
28 人司機，請你畀多啲資料我哋，係會有用嘅。

29 蘇偉基先生：Yes.

30 主席：（經傳譯員）唔該晒。

31 MR DUNCAN：（經傳譯員）你有咁嘅改變係咪都係大埔嘅車禍之後促成嘅呢？

1 蘇偉基先生：係由嗰件事而引起嘅，因為當時社會上係有個聲音，就係話作為一個巴
2 士公司，你招聘咗 part-time 車長，大家唔係討論 part-time 車長嘅技術，
3 而係覺得作為個巴士公司，你點知道呢個 part-time 車長佢返你份工，可能佢
4 黃昏返工，佢朝頭早做份咩嘢工、有幾勞動，呢個係要知嘅，我哋嗰陣時亦都
5 係醒覺到係可以再做好嘅嘅，就停咗先，跟住我哋就優化佢，所以我哋就跟著
6 就係話做一個十八小時嘅一個 criteria，當時剩咗喺度嗰三百幾，我哋亦都
7 都有一啲轉職嘅安排係畀佢哋，就變咗嗰個新嘅 policy 亦都係沿到今日都喺度
8 做緊。

9 MR DUNCAN：（經傳譯員）喺大埔車禍之前，想問下，你哋當時係有幾多車長每周
10 係工作少於十八小時？

11 蘇偉基先生：其實喺嗰三百幾個車長入面，之前--我 exactly 唔記得，約莫喇，二
12 百幾個係做十八個工時以上嘅，百幾個係十八個工時以下。

13 MR DUNCAN：（經傳譯員）我想請你睇呢個 104 頁，同一個文件夾嘅第 104 頁，呢
14 一個就係報告嘅第 4 部分，呢個係你哋交畀運輸署嘅報告，呢個係喺大埔車禍
15 嘅報告，個日期就係 3 月 12 號嘅，第 4 部就關乎係招聘嘅。你呢度就講話喺停
16 止係聘用呢個兼職車長，喺呢一段裏面所講嘅就係首先，你就話九巴已經不再
17 係聘用工作時間低於每周十八小時嘅兼職車長，所以呢度嗰個表達嘅形式係少
18 少唔同嘅，即係對照番呢個第 58 頁，58 頁就係話停止係招聘新嘅時薪計嘅車
19 長嘅，但係你呢一度就講停止聘用佢哋係少過十八個鐘一個星期。兩者有啲唔
20 同，其實你係咪兩者想講嘅係同一樣嘢嘅呢？

21 蘇偉基先生：係一致，兩個講法，都係話對短工時，每個禮拜返少十八個鐘嘅人，第
22 一，係不再新招聘，唔再招聘新嘅，第 13 點，而家大家螢光幕見到嗰個，就係
23 話現有，當時已經請落嘅，兩個唔同嘅，頭先我第一次講就係不再招聘新嘅，
24 而家呢度提，就係喺現有嗰陣時我哋點呢？呢個 “discontinued the
25 employment” 唔係講緊解僱住，因為呢班 part-time 車長佢係 hourly
26 rate 做，我哋只不過嗰陣時係停止咗派更畀佢，然後去同佢商討一個方法，
27 正如第二段講，係勸誘佢轉去一個 contract hourly rate，即係話「你短
28 工時，可唔可以做多啲，做長工時呀？」可能有啲根本佢係無職業嘅，或者可
29 能係影響佢收入，當時我哋亦都話「你以往做開短工時，不如你就做其他嘅崗
30 位。」舉例如，一個站務嘅助理，起碼唔好因為咁樣係影響佢個收入。所以係
31 講緊唔同嘅嘢嘅。

32 MR DUNCAN：（經傳譯員）好，明白，唔該。轉為呢個合約嘅時薪係咩嘢意思呢？
33 佢哋唔係呢個合約嘅時薪嘅車長，以前唔係都已經係嘅喇咩？

34 蘇偉基先生：冇錯，以前我哋統稱叫做 “part-time BC”，喺 2 月之後，我哋就
35 再請嗰啲就係符合連續性每周工作十八個小時，呢啲其實我哋叫做
36 “continuous employment”，長工時。其實係咪再用個 “part-time” 個
37 個字呢，有啲混淆，所以呢啲我哋叫做「合約時薪車長」，“contract

1 hourly rate BC” ，呢班同事以往佢係少過十八個鐘嘅，所以正如頭先我
2 講，我哋同佢商討，如果佢可以返多啲更分，返多啲工嘅，佢咪揸多過十八個
3 鐘囉，呢個係一個方法。或者就係 take other 嘅 posts。

4 MR DUNCAN：（經傳譯員）唔該。我想請你睇呢個第 145 頁嘅，你哋就提交咗兩份
5 嘅行動計劃，呢個係第一份嘅，第一份就係你提交畀運輸署，呢一個就係喺 4
6 月 10 號所提交嘅，其實應該請你睇呢個 138 頁先嘅，因為嗰度係有封信嘅。喺
7 第二段嗰度就係提及一個行動計劃嘅，138 頁，睇到嘛？

8 蘇偉基先生：（經傳譯員）係嘅。

9 MR DUNCAN：（經傳譯員）唔該。呢個就係 4 月 10 號嘅回應，亦都係第一次提交陳
10 述書畀委員會嘅文件嘅，想請你睇番呢個 145 頁，因為之前嗰度，138 嗰度提
11 及一個行動計劃。呢度睇到第 1 個項目，就係符合你剛才所講，就話「不再係
12 聘用兼職車長，而佢嘅每周工作時數係低於十八小時。」呢個行動計劃就話兼
13 職車長如果佢工時間係每周少於十八小時嘅話，自 2018 年 2 月 15 號開始就唔
14 再有新嘅聘用，係咪呀？呢個就做咗喇？

15 蘇偉基先生：（經傳譯員）啱。

16 MR DUNCAN：（經傳譯員）第 2 點就話「之前嘅兼職車長就佢哋係有一個選擇，將
17 佢轉做呢個合約時薪嘅車長，又或者係喺公司裏面擔當其他嘅職責嘅。」嗰個
18 行動計劃就咁講嘅，就話「209 位係之前嘅或者前兼職嘅車長佢而家個情況係
19 點，第一就係話同意每周係工作超過十八小時就有 78 位；同意就係一周工作超
20 過十小時，申報就係話喺九巴嗰度做兼職車長係不會就係違反佢哋原本僱主同
21 佢嘅僱員合約嘅；最後一項就係離職。」

22 讓我就係集中睇中間嗰個類別，我咁嘅理解啱唔啱呀，就係有一啲你哋以
23 前就係請佢做兼職車長嘅，而家畀佢哋就係做超過十個鐘，不過就少過十八個
24 鐘嘅，只要佢哋咁樣做係唔會違反佢哋另一份工嘅僱主同佢個合約嘅，係咪
25 呀？

26 蘇偉基先生：（經傳譯員）係。

27 MR DUNCAN：（經傳譯員）所以就唔係全部人都係超過十八個鐘，如果你之前已經
28 公司請咗你嘅，你都仲係可以譬如話一周就係工作十二小時嘅，只要你作出咗
29 聲明，就話你同另一個僱主嘅僱傭合約就係全部都遵守到條款，冇違反，係咪
30 呀？

31 蘇偉基先生：（經傳譯員）係。

32 MR DUNCAN：（經傳譯員）如果係願意係做多過十八個鐘呢？呢個表格呢一欄嗰度
33 冇講話佢哋都要作一個聲明㗎嘅，冇講話要求佢哋聲明就話唔會違反另一份工
34 嘅僱傭合約嘅，究竟個情況係點呢？嗰啲願意係做多過十八個鐘嘅情況又點
35 呢？要唔要作一個聲明呢？

1 蘇偉基先生：（經傳譯員）或者我逐個逐個係慢慢解釋。

2 MR DUNCAN：（經傳譯員）好，好，唔該你。

3 蘇偉基先生：之前佢係 part-time 車長，佢揀咗轉去一個多過十八小時嘅，佢係簽
4 過一份新嘅 contract，叫做 contract hourly rate 嘅 contract，佢係
5 需要 disclose 佢嘅 outside employment，佢係需要 disclose outside
6 employment，呢個就係第一個行講，“Agreed to work more than 18”
7 個鐘頭個組。

8 第 2 個組就係其實佢仍然係 part-time 車長，我哋當時因應有一班
9 part-time 車長佢繼續喺度工作，突然間唔派更分畀佢哋，佢哋有訴求同我哋
10 講，因為我哋已經係招聘咗佢哋，我哋冇再請新嘅，佢嘅駕駛技術我哋知嘅，
11 佢有個紀錄喺度，我哋就做一啲大家都可以 compromise 嘅嘢，就係話佢可以
12 繼續駕駛，但係都唔好--正如頭先李生講你返一個鐘、兩個鐘，你一個禮拜都
13 返番十個鐘，亦都需要佢 declare 佢唔好同佢現有嘅工作嘅合約係違反嘅。因
14 為我哋所知悉有啲嘅僱傭係唔畀你做 part-time 嘅，你如果喺我哋做 part-
15 time，其實就唔應該嘅。

16 主席：（經傳譯員）蘇先生，未繼續之前，其實有呢一類嘅巴士車長嘅，佢哋嘅陳述
17 書有畀我哋，你可以繼續。

18 蘇偉基先生：我完喇呢度。

19 MR DUNCAN：（經傳譯員）我就想知道第 1 類，你就冇提及就話佢哋要作一個聲
20 明，要申報。

21 蘇偉基先生：呢度係寫漏咗，其實佢有做嘅，呢七十八位同事，係有報告佢喺
22 outside employment 嘅資料畀我哋。

23 主席：（經傳譯員）係咪用一張表格嘅形式？

24 蘇偉基先生：有，可以提供。

25 主席：（經傳譯員）麻煩你畀一個副本我哋睇。

26 MR DUNCAN：（經傳譯員）即係話無論你係做多過十個鐘定抑或多過十八個鐘，你
27 都係要簽署同一份嘅申報嘅表格去作一個聲明嘅，係咪呀？啱唔啱？

28 蘇偉基先生：兩份唔同嘅文件嚟嘅，我都可以分別提交。

29 主席：（經傳譯員）唔該。

30 MR DUNCAN：（經傳譯員）唔該你。我哋講緊呢一類嘅文件嘅時候，我諗我哋手頭
31 上嘅文件夾就並冇任何嘅僱傭合約嘅樣本嘅，有冇一份標準嘅合約嘍？

32 蘇偉基先生：（經傳譯員）有，有。

1 MR DUNCAN：（經傳譯員）可唔可以亦都係畀份我哋睇呢？

2 蘇偉基先生：（經傳譯員）係，我可以嘅，我會嘅。

3 MR DUNCAN：（經傳譯員）我想問下係咪得一種表格畀晒所有嘅車長，定抑或係有
4 唔同嘅呢？好視乎佢哋嘅身分呢？

5 蘇偉基先生：喺現有新招聘，我哋係用一款，另外一款就係話退咗休之後續聘，暫時
6 係用緊兩款。

7 MR DUNCAN：（經傳譯員）唔該，希望你都畀埋我哋睇，兩款都畀我哋，唔該晒。

8 蘇偉基先生：Yes.

9 MR DUNCAN：（經傳譯員）我哋而家睇番第 124 頁，就住兼職車長，我仲有一啲問
10 題嘅，或者由第 117 頁開始，第一點就係由運輸署--呢封信就係喺大埔意外之
11 後，運輸署畀九巴嘅第一封信，日期係 2 月 12 號，就有幾個問題，有(a)、
12 (b)、(c)、(d)項，而第一個問題，你就見到喺(a)嗰度，我而家就比較關心
13 係問題(b)，就係話九巴對兼職車長嘅政策同埋呢啲車長嘅詳情，包括係兼職車
14 長嘅數目、佢哋嘅工作嘅時數同埋調配。

15 而家我哋睇番 124 頁，你就會見到喺頁頂有呢個問題嘅，九巴嘅回應，就
16 住問題(b)，你見到呢個羅馬數字(i)段，就係九巴對兼職車長嘅政策，如果你
17 睇番下面啲幾點，就有七點嘅總共，基本上意思就係兼職車長嘅佢對待嘅方式
18 同全職車長係一樣嘅，除咗第三點，第三點就係講培訓嘅。

19 第一點就係兼職車長同埋全職車長嘅入職要求係一樣；第二點就係兼職車
20 長接受嘅評核同全職車長係一樣嘅；而第三點，兼職車長就係會接受合適嘅培
21 訓先至會係開始工作嘅，即係佢講到係要接受合適嘅培訓。我就嘗試去搵究竟
22 兩者之間有咩分別，呢個係講緊 2018 年 2 月嘅，就住對全職車長提供嘅培訓
23 同埋對兼職車長提供嘅培訓。

24 就住呢一點，想你睇一睇第 120 頁，首先喺資歷同埋招聘條件方面，全職
25 嘅申請人，即係一個另外嘅要求就係持有私家車牌照三年或者持有第 10 類或者
26 第 17 類嘅駕駛執照嘅，呢個係全職嘅申請人；而兼職嘅申請人就喺第(ii)
27 段，羅馬字(ii)段，你就係要有第 10 類或者第 17 類嘅駕駛執照嘅，呢個係咪
28 第一個嘅分別呀？

29 蘇偉基先生：（經傳譯員）係。

30 MR DUNCAN：（經傳譯員）唔該晒。

31 主席：（經傳譯員）我假設就係你唔會花錢去培訓一個兼職嘅車長，係咪？

32 蘇偉基先生：（經傳譯員）係。

1 MR DUNCAN：（經傳譯員）唔該。我想講嘅第二個議題，就係羅馬字(iii)段，就
2 係一般嘅培訓，全職嘅申請人就係必須接受十八日嘅培訓，每日係 9.5 小時，
3 係有可能係延長嘅，根據駕駛導師嘅表現評核。而我哋睇番第 121 頁，我哋係
4 見到對兼職車長嘅相應要求，就係羅馬字(iv)段嘅，呢個車長係必須接受 2.5
5 日嘅培訓，同全職車長嘅十八日每日九個鐘係唔同，呢個係咪有個分別呀？

6 蘇偉基先生：（經傳譯員）係。但係正如我提到羅馬數字(vi)段，就係呢一個兼職
7 車長嘅申請人就係有 10 號或者 17 類嘅駕駛執照，

8 MR DUNCAN：（經傳譯員）但係培訓嘅長度仍然係有分別，係咪呀？全職車長係必
9 須接受十八日嘅培訓，而兼職車長只需要接受 2.5 日嘅培訓。

10 蘇偉基先生：（經傳譯員）係，當時係咁嘅。

11 MR DUNCAN：（經傳譯員）第三個分別，以我嘅理解，你睇番第 121 頁，第 2 階
12 段，嗰個一個表嘅最後一個部分，就話就會係兩條路線進行嚟講嘅訓練，但
13 係如果你睇番 122 頁兼職車長嘅要求，路線嘅培訓只係會係就住一條路線進行
14 培訓嘅啫，呢個係咪有個分別呀？

15 蘇偉基先生：（經傳譯員）係。

16 MR DUNCAN：（經傳譯員）另一項嘅分別，正如我理解，就係睇番第 121 頁，我哋
17 睇番就係羅馬字(iv)段上面嗰一個部分，「全職嘅車長申請人就會係接受起碼
18 六十八小時嘅駕駛訓練，包括係路線訓練嘅，就會係導師嘅指導下完成。」

19 而第 122 頁，兼職車長方面，嗰呢一個表下面就講「兼職車長嘅申請人就
20 會接受總共起碼十六小時嘅駕駛訓練，包括係接受路線培訓嘅時間嘅，係係駕
21 駛導師嘅指導之下完成嘅。」呢個係咪就係第四項分別呀？

22 蘇偉基先生：（經傳譯員）係。

23 MR DUNCAN：（經傳譯員）就住全職車長同埋兼職車長之間培訓要求嘅分別係有原
24 因或者係合理嘅呢？

25 黃祥明先生：首先剛才我哋喺度睇嗰啲就係喺之前，即係喺呢個事件發生之後，即係
26 嗰段時間發生嘅訓練情況嚟嘅，就非係而家嘅訓練情況。剛才 Mr Duncan 都舉
27 出咗好多唔同嘅訓練元素喺度，我想舉出多一樣，就係話如果係一個全職嘅訓
28 練，即係十八日--所謂十八日嘅訓練裏面，當時係導師一對二嘅訓練嚟嘅，而
29 喺呢個 part-time 嘅訓練嘅導師係一對一嘅，即係話喺個導師嘅直接監管同埋
30 嗰個學習車長嘅駕駛亦都係時間會多咗嘅。呢個喺當時嘅安排係咁樣樣，當時
31 亦都嘅諗法係可以達到佢哋嗰個出嚟駕駛目標，所以呢個係當時嘅情況。

32 同時呢個所謂十八日同埋兩日半係一個正常嘅訓練，如果一個車長喺十八
33 日唔能夠達標，我哋係會延長佢嗰個訓練期，同樣地，一個 part-time 車長，
34 如果佢兩日半唔能夠完成--唔能夠達標，佢亦都會延長個訓練期。

1 蘇偉基先生：呢度我補充，即係頭先講過 justification，因為喺以前嗰十八日係
2 分開兩個階段，第一個階段嗰個嘅後果就係話佢可以攞到嗰個駕駛執照，喺
3 part-time 車長，其實招聘嗰陣時佢已經領有駕駛執照，所以如果 like-to-
4 like 嘅比較，就應該九日同兩日半，呢個先至做一個 adjustment。

5 第二，正如頭先黃生講，喺個導師同嗰個學員以一比二，呢個就一比一，
6 所以又一半；第三，正如文件所講，如果全職，佢學嘅車型，學四至五款，但
7 係兼職學嘅車型就係兩款；再者，就係話全職學嘅路線就兩條，兼職學嘅路線
8 就係一條。所以雖然時間係短，但係佢學嘅嘢冇咁 diversify，佢係兩個車
9 型、一條線，因為佢做兼職，佢就係可能淨係揸嗰兩個車型，就揸嗰一條線嘅
10 啫。亦都導師係一對一。

11 主席：（經傳譯員）簡單嘅答案係咪就係「係」呢，就住呢個問題？

12 蘇偉基先生：（經傳譯員）係嘅。

13 主席：（經傳譯員）唔該晒。

14 MR DUNCAN：（經傳譯員）全職同埋兼職嘅車長係咪駕駛同一啲巴士㗎？

15 蘇偉基先生：（經傳譯員）係。

16 MR DUNCAN：（經傳譯員）如果我哋唔考慮路線嘅數目或者唔同路線嘅數目，啲司
17 機係咪都係揸同一啲路線嘅呢？

18 蘇偉基先生：呢個好難去直接答你呢個問題。我哋有四百幾條線，我哋嘅新同事，無
19 論佢係全職車長或者兼職車長，佢開首都會揸一啲容易啲駕馭嘅線，至於你話
20 會唔會全部都係揸同一條線呢？因為我哋起碼有四個廠，就一定唔會大家都係
21 揸同一條線，但係大家都會開首係嘗試一啲容易嘅線。

22 MR DUNCAN：（經傳譯員）我知道你有檢討過呢個培訓嘅安排喇最近，我哋今朝亦
23 都傾過，但係我有一個問題想問嘅，喺呢一個新嘅建議底下，即係如果我哋唔
24 考慮呢一個實務守則，我哋只係講呢個新嘅安排，就全職同埋兼職車長嘅訓練
25 要求係咪一樣呀？

26 蘇偉基先生：（經傳譯員）係。

27 主席：（經傳譯員）鄧律師，呢個會唔會係一個適當嘅時間就係結束今日嘅聆訊呢？
28 我諗大家都係好叻㗎喇，起碼負責記錄嘅都係喇，係咪呀？我哋而家會就係暫
29 停，就聽朝早 10 點鐘再繼續，唔該晒。

30

31 2018年8月10日

32 下午5時30分聆訊押後

[Blank Page]

1 If I may just refer to the summary of documents
2 submitted before the committee. On 31 July 2014, the
3 action plan -- it says that the action plan will be
4 submitted to operations director and managing director
5 for endorsement.

6 Then on 14 August 2014, an email was sent by Mr Gary
7 Wong to Mr Edmond Ho, stating that "For your approval,
8 please." Then on 15 August 2014, an email was sent by
9 Edmond Ho to Gary Wong, "Please ask the operations
10 director for formal approval after checking and
11 endorsement."

12 Then came 2 February 2015. There was an email sent
13 by Mr Gary Wong to all the general managers of the
14 depots, saying that "it is now the right time to
15 reconsider the implementation of the speed limits on
16 these identified bends."

17 And on 5 February, another email was sent by Gary
18 Wong to all the general managers of depots, "I will
19 submit them to operations director and operations and
20 planning director for final approval."

21 If I may refer the chairman to exhibit 5 of this
22 bundle.

23 CHAIRMAN: Yes, I have that.

24 DR NORMAN LEUNG: Thank you, Mr Chairman. This is
25 a circular sent by Mr Gary Wong to all the general
26

1 managers and managers of the operations department as
2 well as other departments. It is stated in this memo:

3 "A meeting with [operations director] this morning
4 regarding the above captioned subject. We have a new
5 approach" -- and I repeat, "a new approach" -- "to
6 manage this issue and the actions are summarised as
7 follows:

8 (1) SSQD [namely his department] will prepare
9 a safety poster 'Safety driving through sharp bends' for
10 the month of April. Depots are required to place and
11 display the safety posters at prominent places inside
12 the depot areas and all [bus terminals] and [driving
13 instructors] are required to conduct safety briefings to
14 [bus captains] at all [bus terminals] as normal
15 practice;

16 (2) SSQD will prepare an internal notice which to be
17 issued by Traffic Department to enhance the safety
18 awareness among [bus captains] and to remind all [bus
19 captains] to watch a safety video by means of e-learning
20 (same approach for bus fire handling).

21 (3) SSQD will liaise with [Bus Captain Training
22 School] to post a safety video on staff website to
23 specify the general safety guidelines/precautions when
24 driving through sharp bends. The sharp bend
25 'Po Shun Road onto Tong Ming Street' will be selected as
26

1 an example for the 30 second safety video. All [bus
2 captains] are required to log in or make use of other
3 means to watch the safety video and their names should
4 be captured/recorded.

5 (4) [Bus Captain Training School] to quote
6 Tseung Kwan O toppled over incident as a lesson learnt
7 for all new [bus captain] trainees and all other [bus
8 captains] through appropriate safe driving training."

9 At the end of the paragraph, it is stated:

10 "Please note that there is no need to issue the safe
11 speed limits cards" -- no need to issue the safe speed
12 limits cards -- "and the speed limits will not be
13 specified" -- will not be specified -- "in the safety
14 video and internal notice. It is expected that we will
15 start to take the above ... actions in April 2015.
16 I will keep you informed of the updated progress."

17 Mr Chairman, I just want to point out that all the
18 proposals set out in this memo have all been acted upon.
19 The management has taken action to implement all these
20 proposals.

21 CHAIRMAN: Thank you.

22 DR NORMAN LEUNG: Thank you, Mr Chairman.

23 CHAIRMAN: Mr Duncan, have any steps been taken to paginate
24 this material? Because it's likely to be referred to,
25 and it would help if we were to paginate it.

26

1 MR PETER DUNCAN: Mr Chairman, we will arrange for that.

2 These pages just arrived on my desk a few moments ago.

3 CHAIRMAN: I appreciate that. If somebody could perhaps
4 start doing that, then we can write the numbers in
5 ourselves.

6 MR PETER DUNCAN: Certainly.

7 Dr Leung and gentlemen, good morning. Thank you for
8 your homework overnight and thank you for that
9 explanation this morning.

10 DR NORMAN LEUNG: I have to apologise on behalf of the
11 management. So much time was spent on this topic
12 yesterday. If our management had done their job better,
13 you know, the whole thing could have been explained
14 clearer yesterday. Please accept my apology.

15 CHAIRMAN: Yes, thank you for that gesture, Dr Leung.

16 Examination by MR PETER DUNCAN (continued)

17 MR PETER DUNCAN: Dr Leung, I just have a couple of
18 questions arising from the material we received
19 overnight.

20 If you look at exhibit 1, this is the email from
21 Gary Wong of February 2, 2015:

22 "Following the clearance of protest areas in
23 December 2014, it is the right time to reconsider the
24 implementation of speed limits for the identified sharp
25 bends/roundabouts."

26

1 So the word "reconsider" would suggest that this
2 matter had already been the subject of consideration.

3 We don't have any documentation with regard to what
4 happened subsequent to the email of Mr Edmond Ho on
5 15 August 2014, which sought formal approval from the
6 operations director, Mr Eckford.

7 Has the management been able to find any information
8 as to what happened after August 2014 and before
9 February of 2015 with regard to that request for formal
10 approval?

11 DR NORMAN LEUNG: We have to look up the file. The
12 documents submitted before the committee are all we have
13 got, the relevant material we have got, from our file.

14 CHAIRMAN: We understand that, but the question is very
15 simple: where are the records of what was being
16 considered between 14 August 2014 and 2 February 2015?
17 Where are they?

18 Mr Lee, perhaps you can help.

19 MR ROGER LEE: I will try to help but I joined the company
20 in January 2015.

21 CHAIRMAN: Yes.

22 MR ROGER LEE: And no doubt I will go back to the office and
23 find out a bit more.

24 CHAIRMAN: Yes, but you weren't the managing director at the
25 time this decision was taken on 13 February 2015,
26

1 because you told us previously that this was something
2 that had been decided when Mr Edmond Ho was the managing
3 director. That's not the case, is it, from the
4 documents you have provided today?

5 MR ROGER LEE: Can you just let me to get back to the office
6 to find out more information?

7 CHAIRMAN: Yes. Thank you.

8 DR NORMAN LEUNG: Chairman, perhaps if I may make a point of
9 clarification, because I raised the same question with
10 our management.

11 It started with:

12 "Following the clearance of protest areas in
13 December 2014 ..."

14 They were referring to the Occupy --

15 MR PETER DUNCAN: Occupy Central, yes.

16 If I could raise another matter, please, that we
17 addressed yesterday. This is the matter of the
18 exception reports that we were provided with yesterday.

19 I am referring to two types of reports, one relating
20 to speeding and the other relating to harsh braking and
21 sudden acceleration which we saw yesterday. Just so
22 there is no misunderstanding here, can we look first of
23 all at KMB-9 at page 3993.

24 You will recall that we spent some time on this
25 document in the last couple of days. That's the first
26

1 type of report I'm referring to.

2 And the second type of report is that which we can
3 find at KMB-1 at page 362.

4 CHAIRMAN: What kind of report is that?

5 MR PETER DUNCAN: This pertains to speed, and then also
6 acceleration, and then also harsh braking.

7 You will recall that sort of report?

8 MR JAMES WONG: (Via interpreter) Yes.

9 MR PETER DUNCAN: Thank you.

10 With regard to the accident in Tai Po on 10 February
11 this year, can I ask this question: was the bus involved
12 or the driver of that bus identified after the incident
13 in any of these two types of reports generated for
14 10 February?

15 MR JAMES WONG: (Via interpreter) At that time, we did not
16 identify the bus through these reports because, at that
17 time, we looked at the specific incident and bus
18 involved without having to wait for these reports.

19 MR PETER DUNCAN: So were the reports ever produced for
20 10 February?

21 MR JAMES WONG: (Via interpreter) At that time, the focus
22 was on the bus itself. I did not realise or pay
23 attention to the occurrence of this bus in these
24 reports.

25 MR PETER DUNCAN: So this type of reports had never been
26

1 produced for 10 February?

2 MR JAMES WONG: (Via interpreter) These reports are regular
3 reports. In other words, for buses that contravene our
4 guidelines, they would show up on these reports. So
5 these are regular reports.

6 For the Tai Po incident, it was an exceptional
7 incident, which was why we looked at that bus
8 specifically. I cannot recall whether the bus was
9 covered in these reports.

10 MR PETER DUNCAN: Could you undertake a check as to whether
11 there were such reports issued for 10 February?

12 MR JAMES WONG: (Via interpreter) Yes. I can check whether
13 such reports appeared at that time.

14 CHAIRMAN: And having done so, will you provide them to the
15 committee?

16 MR JAMES WONG: (Via interpreter) If I am able to identify
17 the records, of course I would provide them to the
18 committee.

19 CHAIRMAN: Thank you.

20 MR PETER DUNCAN: Had the bus been travelling in excess of
21 70 kilometres per hour -- had that bus been
22 travelling -- would a report such as the two types we
23 have seen automatically have been produced?

24 MR JAMES WONG: (Via interpreter) First of all, for the
25 table we see right now, the speed threshold was

26

1 75 kilometres per hour. If the bus succeeded 75kph, it
2 should show up on this table.

3 As for another, shorter table, it depends on the
4 road speed limit at that time before we ascertain
5 whether a bus was speeding. If there was speeding,
6 again, it would show up on the report.

7 MR PETER DUNCAN: If there was harsh braking or extreme
8 acceleration, would that have automatically generated
9 the second type of report?

10 MR JAMES WONG: (Via interpreter) Yes.

11 MR PETER DUNCAN: If those reports were not generated at
12 that time, would the system today allow for the
13 production of those reports?

14 MR JAMES WONG: (Via interpreter) If there was harsh braking
15 or sudden acceleration, there would be such record. If
16 there was such occurrence, it would show up on the
17 report. So if I am able to identify that report, I will
18 share that with the committee.

19 MR PETER DUNCAN: My question is a little different. If the
20 report does not exist, can you produce a report today
21 from what consists in the company's records, in its
22 computers?

23 MR JAMES WONG: (Via interpreter) I don't quite understand
24 the question. If there was harsh braking or sudden
25 acceleration, it should have shown up on the report
26

1 already.

2 MR PETER DUNCAN: I see. Thank you.

3 MR LEUNG KIN WANG: (Via interpreter) It should be possible,
4 but since the records or figures were from half a year
5 ago, they were already archived in other systems, so we
6 might need to identify the data involved. So we have to
7 study the feasibility, but I believe it's possible.

8 MR PETER DUNCAN: Thank you.

9 CHAIRMAN: Yes, Mr Duncan.

10 MR PETER DUNCAN: We moved, at the end of yesterday, to the
11 matter of training. Before I resume with that, I just
12 want to ask a few more questions about the issue of
13 manpower shortage.

14 As a comment, it would seem that given the likely
15 effect of the new guidelines, the problem of the
16 shortage of bus drivers is going to get worse rather
17 than better. Is that a fair comment?

18 MR PATRICK PANG: (Via interpreter) Yes, I agree, Mr Duncan.

19 MR PETER DUNCAN: Has the company developed any recent
20 initiatives with regard to how the situation might be
21 improved?

22 MR ROGER LEE: (Via interpreter) This is a diverse issue.

23 First of all, something must be done on recruitment, and
24 the company also needs to promote staff morale. In
25 terms of the recruitment of bus captains, something must

26

1 be done by way of remuneration. Our chairman mentioned
2 some measures this Tuesday, and in terms of recruitment,
3 in different districts and different types of roles, we
4 hope to do something.

5 These days, not many staff are prepared to stay in
6 the job for a very long time, unlike in the past, so we
7 suggest recruiting different types of people to our
8 company. In terms of promoting a sense of belonging for
9 staff, we have also done a lot. We would enhance depot
10 facilities. We are providing different services and
11 facilities such as resting areas and hairdressing
12 service. We have also introduced gym rooms and
13 ping-pong tables and at bus termini a lot has been done
14 to enhance comfort for bus captains. So we have done
15 quite a lot.

16 In terms of lifestyle, we implemented recreation
17 clubs, including football activities. Most bus captains
18 are males, so we want to allow them to take part in
19 various facilities or activities after work; for
20 example, singing events. And at the instruction of the
21 chairman, we also set up a scholarship. This way, we
22 can do something for the children and kids of our bus
23 captains or staff. So hopefully this can help us retain
24 staff and attract new blood in the recruitment of bus
25 captains. The work is certainly not easy. This is

26

1 something we would continue in light of the shortage.

2 MR PATRICK PANG: (Via interpreter) Mr Duncan, our managing
3 director, Mr Lee, talked about our work in terms of
4 staff retention and recruitment. So in terms of
5 software and bus operations, I would like to share what
6 we have done to address the crew shortage.

7 Mr Lee talked about hardware, including rest kiosks,
8 et cetera, so I won't repeat what he said. Meanwhile,
9 in terms of bus operations, we want to adopt a more
10 people-based approach. This way, we can improve a sense
11 of belonging for our bus captains and boost retention
12 rates. We also took out a number of encouraging
13 measures to facilitate the application of sick leave for
14 bus captains, and we would also streamline our journey
15 times or durations and hopefully we can provide for
16 adequate journey time and resting time.

17 In terms of application of leave, redeployment,
18 application for rest days, et cetera, by bus captains,
19 we hope to be adopting a people-based approach or
20 people-oriented approach.

21 And for applications for bus captains on
22 redeployments, leave, et cetera, this is something we
23 will deal with. In April, we conducted a questionnaire,
24 to allow BCs to choose their preferred work
25 arrangements. The need of each BC might be different.

26

1 Some might work eight hours while others might want to
2 work ten hours, and we would try our best to accommodate
3 or facilitate their request.

4 (Chinese words not interpreted) ... like they have
5 been harassed and I have talked about my measures
6 yesterday. We have also stepped up our training for
7 frontline staff. In June, 200 operations officers and
8 instructors at all levels have been trained for two days
9 and altogether eight courses were arranged. During the
10 training, what we were doing was to enhance ways to give
11 support to frontline bus captains when they encountered
12 difficulties.

13 In addition -- Mr Chairman, well, a number of points
14 here. A bus captain may get involved in a traffic
15 accident. A bus captain may encounter what I said
16 yesterday, incidents of abuse. So we have enhanced the
17 ability of our operations officers and inspectors, so
18 that they can arrive at the scene to help BCs to deal
19 with a traffic accident.

20 We tried to enhance our frontline capacity to
21 provide appropriate assistance to the bus captains. Our
22 company has also got dedicated people to deal with
23 traffic accident investigation. We have also got the
24 legal department. We have also got the Road Safety Unit
25 from the Hong Kong Police Force to give us talks. It's
26

1 a two-hour talk, to talk about road safety.

2 So in June that was done and I believe that it was
3 well received by our staff members.

4 So we would like to enhance the frontline management
5 so that we are able to provide assistance to our
6 frontline bus captains. For bus captains, they face
7 a lot of problems on a daily basis, like the traffic is
8 getting more and more congested, the number of vehicles
9 on the road is not in proportion to the sort of road
10 network. More and more vehicles are illegally parked.
11 More and more of them are illegally parked in bus bays
12 or at bus stops. Then, as a result of traffic
13 congestion, as a result of illegal parking, our bus
14 captains find that they have to get a longer journey
15 time, and what is worse is that the journey time is such
16 that bus trips have been lost, and in fact our bus
17 captains are facing huge pressure.

18 Well, we have got verbal abuses, quarrels and
19 sometimes physical abuses arise from such external
20 factors.

21 As to illegal parking, especially illegal parking at
22 bus stops -- I hope you would understand that there are
23 wheelchair-bound passengers and buses have to be stopped
24 right at the bus stop before the wheelchair passenger
25 can make use of the specific point along the kerb to
26

1 board the bus.

2 CHAIRMAN: Mr Duncan's question was not an open-ended
3 enquiry into everything you might choose to tell us
4 about what had been done. He was asking what
5 initiatives have been taken.

6 You have told us about stepped-up training. Is
7 there anything else you want to describe?

8 MR PATRICK PANG: (Via interpreter) I just want to summarise
9 and say that the bus captains face many difficulties and
10 in fact we are trying to solve the problems one by one,
11 gradually.

12 As to the question of retention, Mr Chairman, I hope
13 you will understand the pressure on the bus captains has
14 a lot to do with retention and recruitment.

15 CHAIRMAN: You have told us repeatedly about what the
16 pressures are. The question is what initiatives have
17 been taken. You have probably told us all of the ones
18 that exist.

19 Mr Lee wants to say something.

20 MR ROGER LEE: (Via interpreter) Mr Pang was saying that
21 while a bus captain is driving, even if the bus is
22 stationary, say for example caught in traffic
23 congestion, the bus captain suffers from a huge mental
24 stress. Many bus captains have been complaining that it
25 is hard for them to be trapped in a traffic jam, so it
26

1 is a difficult job.

2 Mr Pang is saying that we have been reminding being
3 departments that traffic congestion is serious and the
4 road conditions are bad. We hope that by raising this
5 point, we are able to ease the traffic congestion and we
6 hope that we can improve the road congestion. So such
7 are our initiatives.

8 CHAIRMAN: Thank you.

9 Mr Duncan.

10 MR PETER DUNCAN: To which government departments have those
11 complaints been issued?

12 MR ROGER LEE: (Via interpreter) You refer to the road
13 conditions?

14 MR PETER DUNCAN: Yes.

15 MR ROGER LEE: (Via interpreter) A number of them.

16 Of course, first of all, the police force. Say, for
17 example, because of illegal parking and also the loading
18 and unloading activities blocking our access to the bus
19 stop and we can't park right at the bus stop and we are
20 not able to get the wheelchair passengers on board.
21 Other passengers also find it difficult to get on board.
22 And you recall the incident in Central on
23 Connaught Road.

24 CHAIRMAN: I think you are repeating yourself.

25 MR PETER DUNCAN: So one is the police. What other
26

1 department?

2 MR ROGER LEE: (Via interpreter) The other is the Transport
3 Department.

4 CHAIRMAN: Anyone else?

5 MR PATRICK PANG: (Via interpreter) Highways Department as
6 well, because the conditions on the road may not be that
7 satisfactory, and then the FHD, Food and Environmental
8 Hygiene Department --

9 CHAIRMAN: What conditions? Road surface or ...?

10 MR PATRICK PANG: (Via interpreter) Uneven road surfaces or
11 obstacles on the road.

12 CHAIRMAN: Any other departments?

13 MR PATRICK PANG: (Via interpreter) The Food and
14 Environmental Hygiene Department, FHD. The trees,
15 especially in the rural area, after the rainy season,
16 the branches are blocking or obstructing.

17 CHAIRMAN: Yes, so the trees need pruning, obstacles on the
18 road, congestion and illegal parking, that's Police and
19 Transport Department. Anybody else?

20 MR PATRICK PANG: (Via interpreter) I think basically those
21 are the departments. Thank you, Mr Chairman.

22 CHAIRMAN: What's the overall response been from government?
23 Perhaps Mr Lee can sum this up, shortly, if you can.
24 Satisfactory or not?

25 MR ROGER LEE: (Via interpreter) Could have been quicker,
26

1 faster.

2 CHAIRMAN: So it has been done, has it, but it could have
3 been done quicker?

4 MR ROGER LEE: (Via interpreter) Sometimes we have to take
5 our own efforts to do so.

6 CHAIRMAN: Has the problem of illegal parking at and around
7 bus stops and elsewhere been solved?

8 MR ROGER LEE: Not all of them, especially at night.

9 CHAIRMAN: Thank you.

10 Mr Duncan.

11 MR PETER DUNCAN: Has the problem of traffic congestion been
12 resolved?

13 MR ROGER LEE: No.

14 MR PATRICK PANG: No.

15 CHAIRMAN: Sorry, what was the answer to that?

16 MR ROGER LEE: No.

17 CHAIRMAN: Thank you.

18 MR PETER DUNCAN: What proportion of the company's bus
19 drivers are women?

20 MR GODWIN SO: (Via interpreter) 6 per cent, roughly.

21 MR PETER DUNCAN: Does the company have any initiatives to
22 attract more women to this position?

23 MR GODWIN SO: (Via interpreter) We do, and we have been
24 studying the matter. In particular, for the Tuen Mun
25 Depot, we have been working harder on it because it is
26

1 a mainly residential area. During our recruitment
2 exercise, of course we observe equal opportunities but
3 still we want to attract more female candidates.

4 We have considered whether we can have facilities to
5 cater for the needs of the females. Say, for example,
6 someone may be a housewife, and if we can have nursery
7 facilities for childcare, if we can set up such
8 a facility within our depot, I believe it will be
9 helpful.

10 But then, of course, land use is a restriction and
11 we are not able to do that yet.

12 MR PETER DUNCAN: Have these considerations led yet to any
13 particular initiatives undertaken by the company to
14 attract women?

15 MR GODWIN SO: (Via interpreter) In addition, as far as the
16 post or the job design is concerned, we have the
17 so-called half-time bus captains. In other words, they
18 work shorter hours or the number of days that they work
19 in the week would be fewer, so as to cater for mothers
20 who have to take care of their children.

21 MR PETER DUNCAN: Has that resulted in any significant
22 increase in the number of women who are employed?

23 MR GODWIN SO: (Via interpreter) Yes, it does help with the
24 number of applicants. As I have said, we try as much as
25 possible to provide separate toilet facilities at our
26

1 terminus. We will try as much as possible to have
2 different toilets for different sexes.

3 MR PETER DUNCAN: I want to ask that a slide be brought up
4 on the screen now which summarises the profits of KMB
5 and Long Win Bus in recent years, I think for the years
6 2011 to 2017. This has been gleaned from the reports in
7 the bundles. So if I could just explain this chart, the
8 top heading is "Profit for the years of 2011 to 2017 for
9 [Kowloon Motor Bus]", and the references you will see
10 across the top are all from the bundle KMB-6.

11 And the profits after taxation are shown across from
12 the year 2011 up until the year 2017.

13 We can see from this chart that losses were made in
14 the years 2012 and 2013. Do you see those losses
15 recorded as 51 million and 21 million respectively?

16 MR ROGER LEE: Yes.

17 MR GODWIN SO: Yes.

18 MR PETER DUNCAN: It would be fair to say that since 2013,
19 the profits of the company have increased quite
20 steadily; is that a fair comment?

21 MR ROGER LEE: Not fair comment.

22 DR NORMAN LEUNG: I agree, but there is a reason for that.

23 Mr Duncan, perhaps I can explain better the financial
24 position of the company by referring to KMB & Long Win-1
25 submissions, page 93, if I may have that, please.

26

1 Yes, Chairman. May I say that we have been, and
2 still are, labouring under very difficult position to
3 operate a franchised bus business. If I may refer to
4 this table, yes, Mr Duncan, you rightly pointed out that
5 in 2012 we made a loss of \$51 million, and in 2013 we
6 made a loss of \$21 million.

7 But when you say that, we had been making steady
8 profit from 2014 to 2017.

9 May I please point out one thing. Please look at
10 the profit of 2016. We made a profit of \$618 million.
11 But if you look -- if I may draw your attention to the
12 fuel costs. In 2012, the fuel cost was \$1.46 billion.
13 In the year 2013, the fuel cost was \$1.4 billion. Then
14 it comes down to \$1.2 billion in 2014, thereby giving us
15 a profit of \$197 million.

16 If you look closely at the profit of 2016, we made
17 a profit of \$618 million, but if you look at our savings
18 of the fuel costs, in that year we spent only
19 \$624 million on fuel costs.

20 So it tells us that while in 2016 there was
21 a marginal increase of our revenue, our profit was not
22 resulted from the rise in revenue but rather because of
23 the savings from the fuel costs.

24 The same applies to the year 2017. The amount of
25 profit equals to the amount of fuel costs we saved.

26

1 That is important to note.

2 More importantly, I would like to point out that in
3 last year, 2017, our staff costs amounted to
4 \$3.6 billion, and this equals to roughly 60 per cent of
5 the total operating expenses. These staffing costs will
6 continue to rise from year to year because of the annual
7 pay increase exercise. So you will see that, in the
8 case of fuel costs, we have completely no control
9 whatsoever over such expenditure. So that's why I would
10 like to bring out to the attention of the committee that
11 I have been doing my level best to promote the wellbeing
12 of our staff. They are very important assets of the
13 company. We are here to serve people; we have to keep
14 them.

15 I would say that within my level best -- I will do
16 my level best to improve the wellbeing of our staff and
17 to care for their wellbeing, so hopefully we can recruit
18 new bus captains and to keep our serving bus captains in
19 the company. But on that point, I have to say that I am
20 painfully aware of the fact that we have been running
21 short of bus captains for a number of years, but we have
22 got to look at the larger issue, the market situation in
23 Hong Kong. But right now the unemployment rate of
24 Hong Kong is 2.8 per cent. This is virtually full
25 employment in Hong Kong. But there is nothing -- well,

26

1 you know, we talked about imported labour -- there is
2 not too much we can do about it. But what I have been
3 trying to do, at least I have a strategy, to improve the
4 remuneration of our bus captains, in the hope that other
5 commercial drivers will come over to join our company,
6 and basically a movement of drivers from other transport
7 sector to KMB and Long Win. That's my strategy for
8 attracting bus captains.

9 I appreciate and fully recognise that it is
10 difficult to get new bloods, new recruits, into bus
11 captains, as explained by the management, because of the
12 working conditions, the abuse of our bus captains by
13 passengers, et cetera.

14 But I will continue to look after -- you have my
15 assurance that I will continue to do my level best to
16 promote the wellbeing of our staff, in the hope that the
17 bus captain shortage problem can be addressed.

18 Thank you, Mr Duncan.

19 MR PETER DUNCAN: Thank you, Dr Leung.

20 If I could just pick up one of the matters you
21 mentioned. You said a few moments ago that you have
22 a strategy to improve the remuneration of the bus
23 drivers. Are you able to disclose what that
24 strategy is?

25 DR NORMAN LEUNG: Basically, we are talking about the
26

1 remuneration of the bus captains. I did that, you know,
2 at the board meeting of December last year, to
3 incorporate the bonuses into the basic salary, and
4 I told you at the Tuesday hearing that there will be
5 further upgrades -- I will be expanding the grades of
6 the monthly bus captains, and also to expand their
7 annual increment from eight to twenty; I told that at
8 the hearing.

9 But basically money, I'm talking about money, and
10 the working conditions of our bus captains. No efforts
11 will be spared in attracting, if I may say so, new
12 bloods to our staff force, I would say that.

13 MR PETER DUNCAN: We will come to the starting salary of new
14 recruits later today, but in the light of what you have
15 told us about price of fuel and so forth, what scope is
16 there to increase the basic remuneration of your bus
17 captains, in order to attract more people to this
18 position?

19 DR NORMAN LEUNG: Apart from -- well, let's say we want to
20 recruit a new bus captain. After the implementation of
21 all the initiatives that I mentioned, plus the annual
22 increment of pay in 2018 being implemented later in the
23 year, subject to agreement of the trade unions, I work
24 out that a new bus captain would be earning about
25 \$23,000 per month, roughly, for 10 hours of working.

26

1 Working on a 10 hours basis, it would be about 23,000.

2 MR PETER DUNCAN: That's 10 hours a day, six days a week?

3 DR NORMAN LEUNG: Yes, six-day week, and as I say, in the
4 hope that perhaps some commercial drivers may consider
5 to join our company as well as new bloods might consider
6 joining our company.

7 MR PETER DUNCAN: Has the company developed any particular
8 initiatives to attract young people to the position? We
9 saw the statistics yesterday and saw that the number of
10 young people is much less than the number of middle-aged
11 people.

12 MR ROGER LEE: (Via interpreter) Yes, we did. I will talk
13 about our HR initiatives. In terms of male bus
14 captains, and as Mr Leung said, the labour productivity
15 is limited, so in terms of remuneration -- well, many
16 staff, including frontline staff, would not only
17 consider salary; they would consider the working
18 conditions, and we have enhanced the arrangement of
19 family cards for staff, and family members of our staff
20 can take the bus for free, and we are creating an ideal
21 environment. As I said, the proportion of female
22 drivers is 5 to 6 per cent, whereas in Hong Kong the
23 proportion of males and females are comparable.

24 In terms of what we will do, perhaps I will defer to
25 Mr So.

26

1 MR GODWIN SO: (Via interpreter) We strive to hire young
2 drivers.

3 MR PETER DUNCAN: I am particularly interested in the young
4 people.

5 DR NORMAN LEUNG: Young people.

6 MR GODWIN SO: (Via interpreter) Yes. In terms of
7 recruitment channels, apart from the traditional medium
8 of newspapers, we have been using social media in order
9 to reach out to the younger generation.

10 And in terms of benefits, there is something we can
11 do. As we said, we have recreation clubs which might be
12 appealing to younger people. We have sports activities
13 such as soccer, basketball, badminton, or singing
14 activities. As Mr Pang said, in terms of rostering, we
15 would try to cater for the young people and their
16 lifestyle, and at depots we have introduced recreation
17 facilities to appeal to young people.

18 And in terms of shuttle service to depots, we have
19 expanded our service so that people who live far would
20 not be discouraged from joining the company. In terms
21 of promotion, we have been proactive and in the past
22 half a year we have organised multiple open days and
23 recruitment days, and we have sent outreach teams to our
24 depots in order to reach out to younger prospects.

25 So this is what we have been doing.

26

1 MR PETER DUNCAN: Have you noticed any improvement in regard
2 to young people?

3 MR ROGER LEE: (Via interpreter) KMB has four depots and
4 when we open our depots, apart from -- well, we
5 encourage young people to bring their family members to
6 visit the depots so that the family members of our
7 captains can understand the working environment, and
8 this is rather appealing.

9 MR PATRICK PANG: (Via interpreter) Mr Duncan, I have
10 something to add to what Mr So said.

11 MR PETER DUNCAN: I am only interested in whether these
12 initiatives have actually resulted in any improvement.
13 Or is it too early to say?

14 MR PATRICK PANG: (Via interpreter) I can only say that we
15 are gradually achieving improvements. We do not want
16 our young captains to feel that they become captains
17 only because they are at a dead end or they have no
18 choice. In the last nine months, some captains have
19 been promoted to inspectors or operations officers. We
20 hope to motivate young people to join the bus trade.
21 This is something we want to do.

22 Thank you, Mr Duncan.

23 MR ROGER LEE: (Via interpreter) In the past, captains were
24 seldom promoted to inspectors or to clerical grades, but
25 this is something we are trying to do.

26

1 DR NORMAN LEUNG: Basically we are saying that we have
2 accelerated promotion policy for the talented young men.

3 MR PETER DUNCAN: Thank you.

4 Is there a minimum age before you will engage a bus
5 captain?

6 MR GODWIN SO: (Via interpreter) Can you repeat the
7 question, please?

8 MR PETER DUNCAN: Yes. Is there a minimum age which applies
9 to persons who can join your company as a bus captain?
10 Do they have to be 20 or 25 or 30?

11 MR GODWIN SO: (Via interpreter) So long as the applicant
12 holds a private vehicle licence for three years, they
13 will be considered.

14 MR PETER DUNCAN: Thank you.

15 Dr Leung, you touched, in one of your answers a few
16 moments ago, on the matter of fare increases.

17 When was the last fare increase approved by the
18 Administration?

19 MR GODWIN SO: (Via interpreter) 2014.

20 MR PETER DUNCAN: The committee has heard of the mechanism
21 by which fare increases are considered. Has the company
22 applied for any fare increase since 2014?

23 DR NORMAN LEUNG: No, we have not. Again, to explain our
24 position better, may I please refer to page 95 of this
25 same file.

26

1 CHAIRMAN: Yes. Thank you.

2 DR NORMAN LEUNG: We have to apply for fare increase in
3 accordance with the formula as set out in
4 paragraph 33(vi). There is a formula stated there: 0.5
5 times increase in wage index plus 0.5 times increase in
6 Consumer Price Index minus 0.5 times productivity gain.

7 If the result of this formula equals to or exceeds
8 2 per cent, then we can apply to the government for
9 a fare increase. That's the trigger point for it. But
10 as in the last two years, because our profit -- also,
11 there was another cap -- if our profit reaches the level
12 of 9.7 per cent of our net asset value --

13 DR JOHN CHAN: Net average fixed assets.

14 DR NORMAN LEUNG: -- net average fixed assets, we can't
15 apply for any increase. This is the case for 2016 and
16 2017, so we couldn't apply for any increase, according
17 to this formula.

18 So unlike our big brother, MTRC, they have
19 a formula, but the increase is automatic; they don't
20 have to apply for it. But in our case, we have to make
21 an application for fare increase, and more often than
22 not we never get the rate of increase that we apply for.
23 That's the situation.

24 MR PETER DUNCAN: Thank you.

25 The obvious question, Dr Leung, is this: are you
26

1 content with the current formula?

2 DR NORMAN LEUNG: Sorry?

3 MR PETER DUNCAN: Are you happy with regard to the current
4 formula?

5 DR NORMAN LEUNG: Of course not. Why would I be happy?

6 Of course not. Mr Duncan, how can I be happy with such
7 a formula?

8 MR PETER DUNCAN: Do you have any particular suggestions as
9 to what formula should be applied?

10 DR NORMAN LEUNG: I think we have been talking to the
11 Transport Bureau for a number of years, and so far we
12 have achieved nothing. We just have to keep on talking
13 with them, to convince them that it is time for
14 a revision of the formula.

15 MR ROGER LEE: (Via interpreter) The biggest problem with
16 this formula is it is looking at what happened in the
17 past, and then on that basis you apply for a fare
18 adjustment. We talked about the staff costs as well as
19 the fuel costs, and they are about the future costs.
20 Say, for example, recently, the fuel prices have gone
21 up. In the past year or two, prices have come down. So
22 it's a matter of the time-lag and we are not able to
23 reflect the situation.

24 DR NORMAN LEUNG: Mr Chairman, I missed out one important
25 issue. The oil price is not included in this formula.

26

1 We know how much we spend on gas, but this is not
2 included in the formula. A very significant cost factor
3 of our operation is excluded from this formula.

4 CHAIRMAN: Fuel is not a part of Consumer Price Index?

5 DR JOHN CHAN: No.

6 MR PETER DUNCAN: Could you have in front of you, Dr Leung,
7 the file THB-2, and in particular page 23.

8 Perhaps if I go back to the commencement of the
9 document. It's actually at page 1. It is a document
10 issued by the Transport and Housing Bureau and it's
11 called, "Public Transport Strategy Study", dated June
12 2017.

13 Are you familiar with the fact that this report
14 exists?

15 DR NORMAN LEUNG: Yes.

16 MR PETER DUNCAN: Could you go, please, to page 23 of the
17 bundle.

18 DR NORMAN LEUNG: Yes.

19 MR PETER DUNCAN: Do you see a heading on that page, "(d)
20 Fare adjustment arrangement"? Do you see that?

21 DR NORMAN LEUNG: Yes.

22 MR PETER DUNCAN: And in paragraph 4.25, you will see the
23 formula which you have included in your submission at
24 page 95. Do you see that?

25 DR NORMAN LEUNG: Yes.

26

1 MR PETER DUNCAN: If I can take you over the page to
2 page 24, and bring your attention to paragraph 4.28:

3 "The aforesaid existing arrangement was put in place
4 in 2006 after consultation with the LegCo. The
5 arrangement was subsequently fine-tuned having regard to
6 the outcome of the review in 2009."

7 Then at 4.29:

8 "In this regard, the government has conducted
9 a review of the FAA. The initial findings indicate that
10 the arrangement should be kept intact, while the data
11 could be updated on two fronts".

12 Then you can see those fronts there described, "(a)
13 Productivity gain value" and then the "Passenger reward
14 arrangement". I think you will see in the "Passenger
15 reward arrangement" reference to the 9.7 per cent, which
16 I think you have touched on during the course of your
17 evidence this morning.

18 DR NORMAN LEUNG: Yes, the annual fixed assets, that's
19 right.

20 MR PETER DUNCAN: Yes.

21 Then at 4.30 we have this statement:

22 "The government has initiated discussion with the
23 franchised bus companies on the initial review outcome
24 and the details of the above two data updates. We will
25 announce the discussion outcome and expect to implement
26

1 them in the first half of 2018 upon approval by the
2 Chief Executive-in-Council."

3 Have you heard anything from the government on this
4 matter?

5 DR NORMAN LEUNG: Not on -- basically, I have been
6 talking -- I have had discussion with the government,
7 you know, on the passenger reward arrangement, and we
8 haven't come to --

9 MR GODWIN SO: (Via interpreter) May I supplement?

10 DR NORMAN LEUNG: No, no, no. Let me finish first.

11 I have been, you know, talking to the government.
12 I have had discussion with the government on this, on
13 the passenger reward arrangement, and no definitive
14 agreement has been reached between us.

15 MR PETER DUNCAN: There is reference to the fact that this
16 matter was going to be considered by the Executive
17 Council, and then an implementation in the first half of
18 2018.

19 Have you had any news in that respect?

20 DR NORMAN LEUNG: No, no implementation as of today.

21 MR PETER DUNCAN: If the recommendation which is described
22 at the top of page 25 is accepted, will that ease your
23 concerns with regard to the fare adjustment arrangement?

24 DR JOHN CHAN: Mr Duncan, we, as of today, have not been
25 told of the outcome of the review and of any submission
26

1 to Executive Council. This has not happened.

2 If you look at what this says here, if we may go to
3 the next page. Yes, the sentence at the end of
4 paragraph 4.29, it says:

5 "The consultant recommended that the triggering
6 threshold of 9.7 per cent should be adjusted downwards
7 slightly ...", et cetera.

8 Just looking at that figure --

9 CHAIRMAN: Sorry, where are you reading from?

10 DR NORMAN LEUNG: 25.

11 DR JOHN CHAN: 25, I think, paragraph 4.29 of the document.

12 CHAIRMAN: Yes, I have it, thank you.

13 DR JOHN CHAN: If the triggering threshold of 9.7 is
14 reduced, purely from a financial point of view that is
15 bad news for KMB.

16 MR PETER DUNCAN: So, as matters stand, from the perspective
17 of KMB, it does not appear that there is any imminent
18 likelihood of an improvement in the fare adjustment
19 process? Is that a fair summary of the situation?

20 DR JOHN CHAN: That's right.

21 MR PETER DUNCAN: So the comment that Dr Leung had with
22 regard to being the younger brother of the MTRC would
23 remain; is that fair?

24 DR NORMAN LEUNG: We are the poor little cousin!

25 MR PETER DUNCAN: Right. I now wish to return to training.

26

1 MEMBER LO: I just have a question on the cost structure.

2 You mentioned that the fuel cost is a big part of the
3 variation, fluctuation of your business.

4 DR NORMAN LEUNG: Yes.

5 MEMBER LO: Have you thought about a scheme to stabilise the
6 variation over time, over the years, maybe with the
7 government?

8 DR NORMAN LEUNG: The government will leave this matter to
9 KMB and us only, and in fact, at one time, in previous,
10 many -- some years ago, we discussed with the government
11 the possibility of having a surcharge, you know, for our
12 fares, arising from the increase, significant increase,
13 in fuel costs. It came to nothing because the
14 government would not agree to that.

15 Of course, we have considered all sorts of options
16 for cost-saving in this aspect, but we made a conscious
17 decision not to do any oil hedging. We find that it's
18 not advisable to hedge against oil -- you know, the gas
19 oil price, because we learned the unfortunate experience
20 of Cathay in that aspect. You know, they got
21 a substantial loss as a result of hedging.

22 So what we have done is to talk -- we have in fact
23 reached an agreement with the oil supplier. That's what
24 we are doing today. Then we have agreed that they will
25 supply gas oil to us, for a number of years, normally

26

1 for three years. Then we agree the capped price for the
2 gas oil.

3 Currently, we have a capped price of US\$85 per
4 barrel. That's what we are doing now. If the gas oil
5 price goes up, goes beyond US\$85, we are still paying
6 \$85. But, on the other hand, if the gas oil price comes
7 down, say comes down to \$40, \$45, we don't have any
8 floor on the price and we just pay the market price --

9 MR ROGER LEE: (Chinese words not interpreted).

10 DR NORMAN LEUNG: Yes, the floor is US\$45.

11 MR ROGER LEE: (Chinese words not interpreted).

12 DR NORMAN LEUNG: Currently, we don't have such floor.

13 MR ROGER LEE: (Via interpreter) We do not conduct hedging
14 against oil, because oil costs are a major cost
15 component. We agreed with the oil suppliers that the
16 cap is US\$85 per barrel, which is the crude oil cost
17 plus a margin, and we would have a spot rate and we
18 would add a premium on top. Of course I cannot disclose
19 the exact figure. It's meaningless to have a floor
20 price. Coming up, we will have a floor price of about
21 US\$45 and we have shifted the risk to the oil suppliers.

22 And, like the chairman said, we are trying to come
23 up with our own way to protect ourselves against fuel
24 costs. Fuel once made up 20 per cent of our costs,
25 which was significant.

26

1 As for the toll charges, they are rather high. Most
2 people do not know that KMB is paying the full toll
3 charges, even for government tunnels.

4 So these are crucial cost components which we are
5 monitoring.

6 MR PETER DUNCAN: Back to the question of training,
7 gentlemen. Can I have you, please, at page 145 of
8 KMB-1.

9 We are looking here at the action plan as of
10 10 April 2018, which was submitted to the Transport
11 Department on that date, and at paragraph 3 on page 145
12 through to paragraph 7 on page 147, we see the action
13 plan for training.

14 If I could pick it up at item 3, the statement is
15 made there -- and this is the point we reached at the
16 end of yesterday's hearing -- that henceforth "all newly
17 recruited bus captain candidates should be subject to
18 the same standard of training".

19 MR JAMES WONG: (Chinese words not interpreted).

20 MR PETER DUNCAN: Whether they are full-time or part-time,
21 they will receive the same standard of training; is that
22 correct?

23 MR JAMES WONG: (Via interpreter) Since that time, we no
24 longer recruited part-time captains, so we applied the
25 same standards to all.

26

1 MR PETER DUNCAN: Will there be part-time captains who
2 perform for more than 18 hours a day -- will they be
3 recruited in the future?

4 MR PATRICK PANG: (Via interpreter) A week?

5 MR PETER DUNCAN: 18 hours a week, yes.

6 MR GODWIN SO: (Via interpreter) Yes.

7 MR PETER DUNCAN: And they will receive the same form of
8 training as any bus captain who is proposing to work on
9 a full-time basis?

10 MR GODWIN SO: Yes.

11 MR PETER DUNCAN: Thank you.

12 Now, we can read for ourselves the contents of the
13 new training programmes, as set out in items 3, 4, 5, 6
14 and 7.

15 I just ask, with regard to item 7:

16 "The number of ... driving instructors should be
17 increased to a total of 110."

18 And in the action plan, it is stated that the
19 canned:

20 "The ... candidates would complete all training and
21 necessary exams before 30 June 2018... to form a cadre
22 of 81 [driving instructors]."

23 Has that been completed?

24 MR JAMES WONG: (Via interpreter) This is already completed.

25 We have now a cadre of 89 DIs.

26

1 MR PETER DUNCAN: I would like now to refer you to another
2 bundle, which is TD-1, at page 403.

3 You should be looking at a document dated July 2018,
4 issued by the Transport and Housing Bureau and Transport
5 Department, for discussion in the Legislative Council on
6 25 July. Do you have that paper in front of you?

7 MR JAMES WONG: (Via Interpreter) Yes, I see that.

8 MR PETER DUNCAN: Now, in the portion on page 403 with
9 regard to the background, it refers to the setting up of
10 a working group following the accident on 10 February.
11 Do you see that?

12 MR JAMES WONG: (Via interpreter) Yes, I see that.

13 MR PETER DUNCAN: And we see that the scope of the work is
14 described in paragraphs (a) and (b)? And was one of the
15 scope of work described as the reviewing of the training
16 arrangements adopted by the franchised bus operators?

17 MR JAMES WONG: (Via interpreter) Yes, that's described in
18 paragraph (b).

19 MR PETER DUNCAN: At the bottom of the page, there is
20 a footnote which describes the composition of the
21 working group, to include the five franchised bus
22 operators, together with the bus manufacturers and
23 of course the representatives of the Transport
24 Department itself.

25 May I ask whether any of the gentlemen present were
26

1 members of this working group?

2 MR GODWIN SO: (Via interpreter) For KMB and LWB, myself,
3 Godwin So, Mr Leung Kin Wang, operations director, and
4 Mr James Wong, the head of the training and quality
5 assurance department, represented our company.

6 CHAIRMAN: Was there not also a subgroup dealing with
7 technical matters?

8 MR GODWIN SO: (Via interpreter) Yes.

9 CHAIRMAN: And what was the KMB representation on the
10 subgroup?

11 MR LEUNG KIN WANG: (Via interpreter) Technically speaking,
12 myself and another engineer represented the company.

13 MR JAMES WONG: (Via interpreter) For the relevant training,
14 I attended the meeting.

15 CHAIRMAN: What was the name of the other engineer who
16 attended the safety device subgroup?

17 MR LEUNG KIN WANG: Ivan Ho.

18 CHAIRMAN: And, Mr Wong, were you the only representative on
19 the training group?

20 MR JAMES WONG: (Via interpreter) Yes, I was the
21 representative. I was the lone representative for the
22 training subgroup.

23 CHAIRMAN: Thank you.

24 MR PETER DUNCAN: On page 403 --

25 CHAIRMAN: Sorry, before we move on, Mr Duncan, would you
26

1 explore who the representatives of the Transport
2 Department and the other franchised bus companies were?

3 MR PETER DUNCAN: Certainly, Chairman.

4 Who on the working group represented the Transport
5 Department?

6 MR GODWIN SO: (Via interpreter) In the past, TD was -- the
7 group was chaired by Rachel Kwan, the Assistant
8 Commissioner for Transport, and after she went on
9 retirement leave Macella Lee, the Deputy Commissioner,
10 chaired the group.

11 MR PETER DUNCAN: Did the Transport Department have other
12 representatives?

13 MR GODWIN SO: (Via interpreter) Yes, they had plenty.

14 I cannot name each one of them. They had a senior
15 transport officer, et cetera, and they were from a bus
16 and railway unit as well as a road engineering unit, but
17 I cannot remember all the names.

18 CHAIRMAN: Were minutes not produced of these meetings?

19 MR GODWIN SO: (Via interpreter) Yes.

20 CHAIRMAN: Can you provide them to us?

21 MR GODWIN SO: (Via interpreter) Yes.

22 CHAIRMAN: Thank you.

23 MR PETER DUNCAN: I would ask you, please, to turn up one of
24 the other bundles, CTB --

25 CHAIRMAN: Before we do that, can we pursue the other
26

1 franchised bus company representatives, or will they be
2 reflected in the minutes that you are going to provide
3 us?

4 MR GODWIN SO: (Via interpreter) Yes, their names are
5 present on those minutes.

6 CHAIRMAN: Thank you.

7 Yes, Mr Duncan.

8 MR PETER DUNCAN: Thank you, Chairman.

9 CTB & NWFB-3, please, at page 588. Do you see
10 a document headed, "Working group on enhancement of
11 safety of franchised buses" dated 13 March?

12 MR GODWIN SO: Yes.

13 MR PETER DUNCAN: Is it followed by a document which is
14 described as an annex, and the heading, "Working group
15 on enhancement of safety of franchised buses"?

16 MR GODWIN SO: Yes.

17 MR PETER DUNCAN: If you go to page 590, do you see
18 a heading, "Membership"?

19 MR GODWIN SO: Yes.

20 MR PETER DUNCAN: Does that assist with regard to those
21 persons from the Transport Department who worked on the
22 working group?

23 MR GODWIN SO: Yes.

24 MR PETER DUNCAN: Was it the same people at each meeting?

25 MR GODWIN SO: Almost.

26

1 MR PETER DUNCAN: Right. It would appear that this document
2 does not include the names of any of the bus
3 manufacturer representatives.

4 MR GODWIN SO: (Via interpreter) For bus manufacturers, they
5 attended the meeting of the technical subgroup. Here,
6 this is about the main meeting; they did not attend.

7 MR PETER DUNCAN: Thank you.

8 Did members of the Transport Department attend the
9 subgroup meetings?

10 MR JAMES WONG: (Via interpreter) Yes, within the subgroup,
11 some of the Transport Department representatives and
12 representatives from franchised bus operators, including
13 myself, hold meetings together.

14 MR PETER DUNCAN: Who chaired the subgroup?

15 MR JAMES WONG: (Via interpreter) If I remember correctly,
16 it should be Amy Tse.

17 MR PETER DUNCAN: From the Transport Department?

18 MR JAMES WONG: (Via interpreter) Correct. Yes, she is
19 responsible for training.

20 MR LEUNG KIN WANG: (Via interpreter) For the technical
21 subgroup, a number of them were involved, David Tsang,
22 once, and I think he retired and he was replaced by
23 others, and at the last meeting it was chaired by
24 Assistant Commissioner, a Mr Chan Ying Kit.

25 MR PETER DUNCAN: I notice on page 403 of TD-1 that the
26

1 major bus manufacturers were invited to join the
2 technical meetings. Did they actually attend the
3 technical subgroup meetings?

4 MR LEUNG KIN WANG: (Via interpreter) Yes, they did.

5 MR PETER DUNCAN: And which of the bus manufacturers named
6 there -- Alexander Dennis, Volvo, and Regal-MAN -- which
7 of those were represented at the subgroup meetings?

8 MR LEUNG KIN WANG: (Via interpreter) For Alexander Dennis
9 Ltd, it was represented by Andrew Boulton. Volvo, by
10 Julia ...

11 (In English) I forgot the first name. And
12 Jacky Chan of Volvo.

13 MR PETER DUNCAN: Julia for Volvo and Jacky Chan for?

14 MR LEUNG KIN WANG: Volvo.

15 MR PETER DUNCAN: Two for Volvo?

16 MR LEUNG KIN WANG: Two for Volvo.

17 MR PETER DUNCAN: And what about Regal-MAN?

18 MR LEUNG KIN WANG: Rex Wong for Regal.

19 MR PETER DUNCAN: Are these all local representatives of
20 those companies, or are they resident overseas?

21 MR LEUNG KIN WANG: Local resident engineers.

22 MR PETER DUNCAN: Thank you.

23 MR LEUNG KIN WANG: Julia Lu, L-U.

24 MR PETER DUNCAN: The chairman asked whether minutes of the
25 working group meetings were retained, were kept, and you
26

1 indicated yes and you are going to supply those.

2 Were there minutes of the subgroup meetings kept?

3 MR LEUNG KIN WANG: The minutes are distributed by the
4 working group chairman and they sent the minutes to us.

5 MR PETER DUNCAN: Do they include the minutes of the
6 subgroup as well as the main working group?

7 MR LEUNG KIN WANG: Different meeting minutes, yes.

8 MR PETER DUNCAN: When you provide the minutes, could you
9 provide the minutes not just of the working group but
10 also of the subgroup?

11 MR LEUNG KIN WANG: Yes.

12 MR PETER DUNCAN: Thank you.

13 CHAIRMAN: Mr Duncan, if the hiatus suggests that you have
14 in mind a break, that is certainly welcome.

15 We will take a 20-minute break, gentlemen. Thank
16 you.

17 (11.36 am)

18 (A short adjournment)

19 (11.58 am)

20 CHAIRMAN: Yes, Mr Duncan.

21 MR PETER DUNCAN: Thank you, Mr Chairman.

22 We were at page 403 of TD-1, the paper which briefed
23 members of the Legislative Council on the recommended
24 measures to further enhance safety of franchised buses.

25 Could I ask this question. As the first sentence of
26

1 the document indicates, these are recommended measures.
2 Does the company regard itself as being bound by these
3 measures, or is the company going to regard these
4 measures as recommendations only, as is stated in the
5 paper?

6 MR GODWIN SO: (Via interpreter) On page 413, which is
7 annex A, there would be a target time frame for each
8 recommendation, and this is for the trade's
9 consideration. So these are technical bus features.

10 In terms of the training of bus captains, there are
11 practice notes which the trade has to comply with, and
12 in the last paragraph of the practice note there is
13 a requirement for a monitoring and audit system to be in
14 place for each company, and they must ensure that the
15 practice note is complied with and the matter must be
16 reported to the board.

17 MR PETER DUNCAN: So with regard to the technical matters,
18 do I understand your answer to mean that you go through
19 the trials and then make a determination as to what can
20 be implemented?

21 MR ROGER LEE: (Via interpreter) As far as engineering is
22 concerned, a lot is ongoing. They are recommendations
23 but from the perspective of the company, we will
24 certainly try our best to enforce them vigorously.

25 MR PETER DUNCAN: Without going into the detail of the
26

1 document yet, it is apparent from this document that if
2 many of the recommendations are adopted, this will have
3 quite an impact on the way in which bus captains are
4 trained and also on how bus captains carry out their
5 duties. Do you agree with that?

6 MR GODWIN SO: Yes.

7 MR PETER DUNCAN: We notice that neither the unions nor the
8 bus captains were represented on the working group.
9 What consultation has taken place with the bus captains
10 and/or the trade unions during the period that this
11 working group has operated?

12 MR GODWIN SO: (Via interpreter) Allow me to elaborate on
13 this. For this working group, the Transport Department
14 hasn't invited any trade unions. When the discussion
15 reached the third meeting, as you know, then we got the
16 guidelines for the training of bus captains. It was
17 suggested that individual operators, according to our
18 needs, should consult the trade unions.

19 Now, for our company, that is KMB and LWB, read the
20 guidelines. In fact, it is a matter of setting out all
21 the practices among all the bus operators, and then the
22 TD grouped them together and produced the practice note.
23 For this practice note, our company is able to meet all
24 the requirements, and in fact this is what we have been
25 doing, and what we are doing. Therefore, we haven't

26

1 consulted our trade unions or our staff members again.
2 This is because they are already in place. Nothing new
3 there, as far as KMB is concerned.

4 MR PETER DUNCAN: What about the technology devices which
5 have been recommended; what consultation, if any, has
6 taken place with the trade unions with regard to those
7 matters?

8 MR GODWIN SO: (Via interpreter) Again, as I have said, they
9 would defer to the bus companies to carry out the
10 consultation. We have to look at the broad suggestions
11 made. First of all, for newly acquired buses, there
12 should be seat belts. As of today, 44 of our buses in
13 the fleet are fitted with seat belts for all, and bus
14 captains have had the experience of driving such buses.
15 So it isn't something new.

16 Then, as to the second recommendation, it is said
17 that we should have real-time speeding alerts. Well,
18 two days ago, you know that we do have the real-time
19 alerts. We have got it already.

20 The TD is saying other than the 70km per hour, we
21 should also cover 50km per hour. I have covered that so
22 I don't want to repeat.

23 Then there should be another feature to alert bus
24 captains who are sort of falling asleep. We have got
25 four buses on a pilot basis. It is merely a matter of
26

1 reminding them. There won't be a record and we are not
2 going to resort to disciplinary actions. We want to ask
3 bus captains to try them and then they can tell us
4 whether such a device would be helpful to them.

5 Therefore, as far as the bus features are concerned,
6 the first one I have covered, we have the seat belt;
7 second, the drowsiness alert, we have got four on trial
8 to get views from the bus captains; and then the other
9 one, we have also got it in our company as well.

10 MR PETER DUNCAN: Thank you.

11 You have mentioned the practice note, and I wonder
12 if we could turn the practice note up. I believe it
13 would be at 470.

14 CHAIRMAN: This was provided on 9 August; am I correct?

15 MR PETER DUNCAN: Yes. If you look at page 463 of the
16 bundle, you will see a letter from the Transport
17 Department of 9 August, which was in response to
18 a letter from the committee of 23 July.

19 You will see at page 471 to 473 a practice note
20 which bears the date August of 2018. Do you see that?

21 So if you look at the practice note --

22 CHAIRMAN: Sorry, which page is this, the practice note?

23 MR PETER DUNCAN: 471.

24 CHAIRMAN: Thank you. But we were told, were we not, by
25 a submission of the Transport Department, that this had
26

1 been promulgated in July?

2 MR PETER DUNCAN: Indeed, that was the position,
3 Mr Chairman.

4 If you go to page 427, please.

5 CHAIRMAN: That gives us the date.

6 MR PETER DUNCAN: Yes. There is a letter from the Transport
7 Department dated 20 July, which provides an attachment,
8 and then you will see the attachment running from
9 page 428, and at page 435 there is reference, in the
10 first complete box, to the fact that the TD had recently
11 issued a practice note to franchised bus operators in
12 respect of the training for bus captains, et cetera.

13 What date did the Transport Department issue the
14 practice note to Kowloon Motor Bus?

15 MR GODWIN SO: (Via interpreter) 6 August.

16 (In English) Through a fax.

17 MR PETER DUNCAN: Had you received any practice note from
18 the Transport Department prior to 6 August?

19 MR GODWIN SO: Yes.

20 (Via interpreter) Well, for the practice note, it's
21 an output from the working group. On 25 July, they went
22 to the Transport Panel of LegCo, but they didn't have
23 that paper, as you can see. Then, on 6 August, we
24 received a fax, telling us that it would be formally
25 launched and we were expected to implement it.

26

1 MR PETER DUNCAN: Yes. My question is whether before
2 6 August the Transport Department had issued a practice
3 note to Kowloon Motor Bus.

4 MR LEUNG KIN WANG: Not a formal one.

5 CHAIRMAN: Were you issued an informal one?

6 MR GODWIN SO: (Via interpreter) Please ask the question
7 again; I don't quite grasp the question.

8 CHAIRMAN: Well, the Transport Department are telling the
9 committee in a written submission that they have
10 recently issued a practice note to the franchised bus
11 operators and they told us that on 20 July, and then,
12 when they provide us with a practice note, it is dated
13 August, and you tell us that you've got one that's dated
14 6 August. Were you given any earlier version of the
15 practice note, one that is consistent with what the
16 Transport Department are telling us?

17 MR GODWIN SO: (Via interpreter) I can provide what I have
18 received, so we have attachments to a discussion paper
19 for meetings before that.

20 CHAIRMAN: What was the date that you received that practice
21 note?

22 MR GODWIN SO: (Via interpreter) 6 August.

23 CHAIRMAN: Nothing prior to that, in any form?

24 MR GODWIN SO: (Via interpreter) Yes, there's an attachment
25 to a discussion paper of the working group's meeting.

26

1 CHAIRMAN: And what's the date of that document?

2 MR GODWIN SO: Mid or early July.

3 (Via interpreter) I can't recall the exact date.

4 CHAIRMAN: Do you have a copy of the document?

5 MR GODWIN SO: (Via interpreter) Yes.

6 CHAIRMAN: Can you provide it to the committee?

7 MR GODWIN SO: (Via interpreter) Yes.

8 CHAIRMAN: Thank you.

9 Mr Duncan.

10 MR PETER DUNCAN: Thank you, Chairman.

11 Let's have a look at the practice note itself.

12 TD-1/470. We will be able to read for ourselves the
13 general content of the document, but one matter I would
14 like to bring to your attention, please, is paragraph 4
15 on page 471, and the minimum requirement.

16 The working group, with regard to the induction
17 course, has suggested a certain period of time for
18 classroom training and then a certain period of time for
19 behind-the-wheel road training, and the working group
20 has drawn a distinction between full-time and part-time
21 drivers.

22 What is the intent of the Kowloon Motor Bus Company
23 in the light of the earlier evidence on the action plan
24 that it's your intention in the future to treat all bus
25 drivers in the same way whether they be full-time or

26

1 whether they be part-time?

2 MR JAMES WONG: (Via interpreter) When this item was
3 discussed, the other FB operators were also present. As
4 far as training is concerned, different companies have
5 different arrangements and needs. Therefore, in the
6 light of the different circumstances of different
7 operators, the TD came up with the minimum requirement.
8 So you can see that the topic is called "minimum
9 requirement". In other words, for some companies, they
10 would still be engaging part-time bus captains, and
11 I clearly stated that for KMB, we have stopped
12 recruiting part-time bus captains, but then the TD has
13 to take into account the other operators when they drew
14 up the guidelines. That's why they have included this
15 point about part-time bus captains, but it doesn't apply
16 to KMB.

17 MR PETER DUNCAN: Does the company envisage any changes in
18 its training programme, as set out in the action plan
19 and in the other documentation provided to the
20 committee, as a result of this practice note?

21 MR JAMES WONG: (Via interpreter) No, no need to change or
22 revise. This is because we have made our suggestions
23 and the TD came up with this in the light of our
24 submission.

25 MR PETER DUNCAN: Thank you.

26

1 I would like to leave training now and turn to
2 another matter.

3 Could you in this respect, please, turn up KMB-1 at
4 page 129.

5 The original documentation here is at page 128 to
6 129, and I'm working off the translation at 129-1.

7 This is a document headed, "Declaration". What is
8 the purpose and what is the use of this document?

9 MR GODWIN SO: (Via interpreter) In February or March, the
10 company set up an investigation committee in the
11 aftermath of the Tai Po accident, and the idea was that
12 we had to know more about our employees, in a process
13 known as "know our employees", and we wanted to find out
14 whether their other employments outside might affect
15 their work and whether our employees have significant
16 medical history which might affect their work, and also
17 whether they have been convicted of dangerous driving in
18 the past and also criminal conviction records.

19 And during recruitment, we would look at the
20 information submitted by the applicants when considering
21 whether they would be hired.

22 MR PETER DUNCAN: So, prior to the Tai Po accident, was
23 there any form such as this required to be set out when
24 a potential bus driver joined the company?

25 MR GODWIN SO: (Via interpreter) It wasn't that detailed but
26

1 there was still similar work. For example, in terms of
2 dangerous driving, we would ask them to give their
3 records. For medical history, no declaration was
4 needed, but there would be a medical check upon
5 induction.

6 MR PETER DUNCAN: Did the form enter into the position of
7 what other employment a person was undertaking, the old
8 form?

9 MR GODWIN SO: (Via interpreter) No, not before.

10 MR PETER DUNCAN: Do you happen to still have a copy of the
11 old form which was in use?

12 MR GODWIN SO: (Via interpreter) Yes, we can provide that.

13 CHAIRMAN: Please do.

14 MR PETER DUNCAN: Who was required to fill out this
15 declaration?

16 MR GODWIN SO: (Via interpreter) The applicant for the post
17 concerned.

18 MR PETER DUNCAN: So this form is signed upon the applicant
19 being engaged in employment; is that correct?

20 MR GODWIN SO: Yes.

21 MR PETER DUNCAN: On an ongoing basis, what checks does the
22 company undertake to understand what an employee might
23 be doing outside his working hours, both part-time
24 employees and full-time employees?

25 MR GODWIN SO: (Via interpreter) We rely on the candidates
26

1 to make their own declarations in good faith and they
2 would provide the information.

3 MR PETER DUNCAN: So there's a check when a person commences
4 his employment. What, say, he's been working with the
5 company for five years or so: is there any ongoing
6 declaration such as this, or any other measure to
7 understand what, for example, a part-time driver might
8 be doing in other forms of employment?

9 MR GODWIN SO: (Via interpreter) Internally, we have a staff
10 handbook, and there is a requirement that if a staff
11 member engages in part-time work outside, it must be
12 declared.

13 MR PETER DUNCAN: So it depends solely on what an employee
14 would choose to tell you; is that the situation?

15 MR GODWIN SO: (Via interpreter) Our staff are obliged. The
16 rules are there in the staff handbook and they must be
17 complied with.

18 MR PETER DUNCAN: What measures are taken to audit and
19 enforce the rules which are in the handbook in this
20 respect?

21 MR GODWIN SO: (Via interpreter) If the rules are not
22 followed, and if we find that a staff member engages in
23 work outside, there would be sanctions, and in the past
24 there were cases in which bus captains were dismissed
25 for this reason.

26

1 CHAIRMAN: Is there any checking mechanism, due diligence,
2 as it were?

3 MR GODWIN SO: (Via interpreter) No.

4 CHAIRMAN: Thank you.

5 MR PETER DUNCAN: Do you have any initiatives to change this
6 situation whereby the company undertakes some sort of
7 checking system as to what other employment activities
8 an employee may be involved in?

9 MR GODWIN SO: (Chinese words not interpreted).

10 MR PETER DUNCAN: We requested yesterday --

11 CHAIRMAN: We didn't get a translation of the answer.

12 MR GODWIN SO: Yes, we will consider, actively consider.

13 CHAIRMAN: Thank you.

14 MR PETER DUNCAN: We did not receive last evening -- this is
15 by way of a reminder -- a copy of any employment
16 contract. Is that still to come?

17 MR GODWIN SO: (Via interpreter) Yes, we will provide that.

18 MR PETER DUNCAN: I want to ask you to turn now, please, to
19 page 109.

20 CHAIRMAN: Before you do that -- are you moving away from
21 this topic?

22 MR PETER DUNCAN: Yes, I am.

23 CHAIRMAN: You mentioned the staff handbook, and certainly
24 I've seen the provision you're talking about. Do you
25 happen to know the reference for it in our bundles, or
26

1 Mr Duncan, do you happen to know, just so we can have
2 a quick look at it?

3 MR GODWIN SO: (Via interpreter) If I can find that, I would
4 provide the page number.

5 MR PETER DUNCAN: I've got the annex number but not the
6 page number. It's annex 1a-iii-7, I think. Sorry, that
7 would be the outdoor operations staff handbook; is that
8 it?

9 MR GODWIN SO: (Via interpreter) In bundle KMB-8, page 3072,
10 point 1.

11 (In English) In English version, 3042.

12 CHAIRMAN: Yes, thank you.

13 This of course refers to full-time employees, does
14 it not?

15 MR GODWIN SO: Yes.

16 CHAIRMAN: So is there a provision that applies to part-time
17 employees?

18 MR GODWIN SO: (Via interpreter) As we said, our bus
19 captains who work 18 hours a week for four continuous
20 weeks would be considered full-time employees. That's
21 why they have to follow the requirement under 1.8.

22 CHAIRMAN: But prior to the Tai Po accident, when you were
23 recruiting part-time captains, was there a requirement
24 that they declare their employment elsewhere, if they
25 engaged in that after they had first been employed?

26

1 MR GODWIN SO: (Via interpreter) No.

2 CHAIRMAN: Thank you.

3 MR PETER DUNCAN: What about the former employees who are
4 now allowed to work between 10 hours and 18 hours? Are
5 they regarded as full-time employees or are they
6 part-time employees?

7 MR GODWIN SO: Full-time.

8 MR PETER DUNCAN: So would they be aware of this, if they
9 read this provision? Full-time employees, et cetera,
10 et cetera, would they regard themselves as full-time
11 employees if they read this handbook?

12 MR GODWIN SO: (Via interpreter) They were once our
13 employees, after they retired they were re-engaged, and
14 therefore they were aware of the provision 1.8.

15 MR PETER DUNCAN: Do you have any intention to amend 1.8 to
16 reflect these new employment arrangements?

17 MR GODWIN SO: (Via interpreter) Yes.

18 MR PETER DUNCAN: If I could take you back, please, to KMB-1
19 at page 109. We have here considerable detail with
20 regard to the remuneration of bus captains, and the
21 first thing I would bring to your attention with regard
22 to the monthly rates is the distinction between those
23 employed before 2004 and those employed after 2004.

24 Could you just amplify why there is this
25 distinction?

26

1 MR GODWIN SO: (Via interpreter) First of all, some history.

2 In 2003, Hong Kong's economy took a hit because of SARS,
3 and in 2003 the company did not recruit new bus captains
4 and the bus operations declined that year. After 2004,
5 we started hiring bus captains again. Based on the
6 market pay level at that time, we adjusted the
7 remuneration of new bus captains to reflect market
8 changes.

9 So, for monthly-rated captains, there were two
10 types. The first type, BCs employed before 2004, their
11 remuneration would not change, but for those employed
12 after 2004, based on the job market and economic
13 environment, we paid remuneration based on market
14 prices. So there are two types of BCs.

15 MR PETER DUNCAN: Thank you.

16 If we move down to item (E), the split shift duty
17 allowance, does this reflect an allowance paid in
18 respect of the split shifts which are now provided for
19 in the 2018 guidelines?

20 MR GODWIN SO: (Via interpreter) If you pause here, the 2018
21 guidelines are to be implemented in the first quarter of
22 2019. Currently, we are following the government
23 guidelines talking about 14 hours a day, out of which
24 11 hours for driving duties; in other words, three hours
25 for rest. Currently, we have got colleagues on split
26

1 duties. When somebody is assigned split duties, he will
2 be drawing an allowance measuring \$1,950-plus. In
3 between, he has three hours' rest, and we cover that
4 period by using this allowance.

5 CHAIRMAN: So currently you are following the 2010
6 guidelines?

7 MR GODWIN SO: (Via interpreter) Correct.

8 CHAIRMAN: Thank you.

9 MR PETER DUNCAN: Do you envisage having split shift duties
10 once the new guidelines are implemented?

11 MR GODWIN SO: (Via interpreter) We will consider as to how
12 it will be revised. Since there will be the need to
13 consult the staff -- well, we will certainly consider,
14 but it is difficult to tell how it would be revised.
15 Yes, there will be.

16 MR PETER DUNCAN: There will be some split shifts?

17 MR GODWIN SO: (Via interpreter) Yes.

18 MR PETER DUNCAN: And will that allowance be the same or
19 will that change?

20 MR GODWIN SO: (Via interpreter) We will consider
21 enhancement.

22 MR PETER DUNCAN: How is that calculated -- when you say
23 \$1,951.50 a month, a driver would not be on a split
24 shift for a whole month, would he?

25 MR GODWIN SO: (Via interpreter) No, because in the case of
26

1 a monthly-rated BC, and if he is on a split shift duty,
2 he will be on such a duty for the whole month.

3 MR PETER DUNCAN: So how many days in a month would you
4 expect a driver to work? Say, would it be 27 days out
5 of 30 or 31?

6 MR GODWIN SO: (Via interpreter) A rest day for every six
7 days. So assuming that we haven't got a public holiday,
8 then for a 30-day month he has to work 26 days.

9 MR PETER DUNCAN: And that would entitle him to \$1,951.50 in
10 addition?

11 MR GODWIN SO: Yes.

12 MR PETER DUNCAN: Right. Would you have drivers who work
13 split shifts for less than the whole month, say for five
14 days or for ten days?

15 MR GODWIN SO: (Via interpreter) It's possible.

16 MR PETER DUNCAN: So what sort of allowance would they
17 receive? Do they get the whole 1,951 or is there
18 a proportion?

19 MR GODWIN SO: Proportion.

20 MR PETER DUNCAN: Is that based on a daily proportion or
21 what? How is that calculated?

22 MR GODWIN SO: (Via interpreter) Depending on the number of
23 days worked for that month and then for how many days he
24 has been doing split shift duty and then that would be
25 multiplied by the figure of 1,950-plus, and then that's

26

1 the amount of his split shift duty allowance.

2 MR PETER DUNCAN: So approximately how much per day does
3 that amount to, approximately?

4 MR GODWIN SO: (Via interpreter) Roughly \$70.

5 MR PETER DUNCAN: If we go over to page 111, we can see at
6 table 3 the daily-rated salary provisions, and we see
7 the split shift duty allowance here at item (H). That
8 is a sum of \$21.90, and I notice at (H) it's provided
9 for on an hourly basis. So if a person is on a split
10 shift for one hour, presumably he gets paid an extra
11 \$21.90; if he is on a split shift where he has a rest
12 time of three hours, presumably he gets \$60. Is that
13 the way it's calculated?

14 MR GODWIN SO: Yes.

15 MR PETER DUNCAN: So there is a difference in the treatment
16 between the monthly-rated and the daily-rated bus
17 drivers with regard to the split shift duty allowance;
18 is that correct?

19 MR GODWIN SO: (Via interpreter) You have to take a holistic
20 view. You can't just look at the split shift duty
21 allowance. For daily-rated BCs, they have a higher
22 basic salary. So it is right to say that there is
23 a difference, but then you have to look at the whole
24 picture.

25 MR PETER DUNCAN: In the event that the company utilises the
26

1 new guidelines and engages in split shift duties, will
2 this allowance also be reviewed, will this be a matter
3 of review?

4 MR GODWIN SO: Yes.

5 MR PETER DUNCAN: I wonder if we could turn up the new
6 guidelines, please. We find these in KMB-2 at page 61.

7 And in fact the previous guidelines, those currently
8 in force, are happily on the previous page, at page 60.
9 You can see the two together.

10 Currently, what is a typical shift as opposed to
11 a split shift, currently?

12 MR PATRICK PANG: (Via interpreter) If I may talk about it
13 briefly. There are usually two types of shifts: first
14 of all, what we call the straight duty or the straight
15 shift. So maybe you work for eight hours or ten hours,
16 or it could be 12 hours. So I'm talking about the
17 working hours.

18 Then we have about 23 per cent of our BCs who are on
19 special duties, so the split duty that Mr Duncan
20 referred to, the working hours would not exceed 14.

21 MR PETER DUNCAN: So with regard to the new guidelines, are
22 you able to indicate to the committee whether there is
23 likely to be any material change to what you have just
24 described?

25 MR PATRICK PANG: (Via interpreter) Under the new
26

1 guidelines, for straight duties, the working hours will
2 not exceed 12, out of which the driving hours should not
3 exceed 10 hours. There isn't any obvious difference.

4 But then for the split duties, I think relatively
5 speaking the difference is greater. This is because,
6 according to the Transport Department's guidelines, for
7 the special duty, that is the split duty, the working
8 hours should still be no more than 14 hours. But then,
9 for the driving hours, the driving hours must not exceed
10 10 hours.

11 So, when compared with the current guidelines, for
12 the current guidelines, not exceeding 11; under the
13 revised guidelines, the driving hours would be one hour
14 short.

15 Then there is another feature. Under the new
16 guidelines, for the split duty BCs, the bus captains
17 must have a rest break of no less than three hours and
18 on a continuous basis.

19 So that's the main difference.

20 MR PETER DUNCAN: What are the dynamics? Are there persons
21 who want to work the split shifts as they are at the
22 moment, in order to earn more money, or is it
23 a situation where the company has to order drivers to
24 work those split shifts?

25 MR PATRICK PANG: (Via interpreter) For our company, we
26

1 would never force any colleagues to take up any special
2 or split shift duties. All bus captains who are on such
3 split shift duties do so on a voluntary basis.

4 MR ROGER LEE: (Via interpreter) If I may add a point. The
5 dynamics are such that as far as KMB is concerned, we
6 cover a large catchment area. During the morning peak
7 hours, by 6 or 7 am in the morning, it is already the
8 start of the morning peak and the demand is huge, and
9 then the peak will come up again at about 6, 7 or 8. So
10 it's like two humps for the peak periods. Someone may
11 live in Tuen Mun. After the morning peak period, the
12 bus captain can go home and then come back for the
13 evening duties. So there is this geographical factor.

14 So some of them are like that, and that's the
15 minority, and they do have such a need.

16 MR PATRICK PANG: (Via interpreter) All in all speaking, for
17 BCs on split shift duties, as Mr Lee has pointed out, we
18 need to cover the morning peak as well as the evening
19 peak.

20 KMB is in a unique position because we do cover
21 a large area, and we have got four main depots, and we
22 have also got satellite depots. For BCs on split shift
23 duties, well, indeed, they may go home to take a rest in
24 the middle of their shift, for those few hours involved.

25 MR PETER DUNCAN: Given the remuneration rates that we have
26

1 seen, will the new guidelines, if they are adopted, with
2 reduction in the maximum working hours and the
3 requirement for rest times -- will they result in some
4 of your drivers receiving less by way of remuneration?

5 MR PATRICK PANG: (Via interpreter) To answer your question,
6 if we don't consider the remuneration -- in other words,
7 if the remuneration package is the same, if we simply
8 look at the driving hours -- it may be the case that
9 some BCs may have a reduced take-home pay. But then, as
10 Mr So has said, in fact we are actively considering
11 measures, in particular how we are able to enhance the
12 allowance covering the rest break, so that for BCs,
13 especially those on split shift duties, they have more
14 rest time but more -- they would not be suffering from
15 a reduction in their take-home pay. The management and
16 chairman asked us to consider this.

17 DR NORMAN LEUNG: Mr Duncan, the board has made a direction
18 to the management to the effect that in respect of the
19 split duty shift drivers, although they would be working
20 10 hours instead of 11 hours per day, their remuneration
21 should not be less favourable, let me put it that way.

22 MR PETER DUNCAN: Has that been communicated to the bus
23 captains?

24 DR NORMAN LEUNG: In fact, this is stated in our action plan
25 for the recommendation, and I think the management has

26

1 already talked to the trade unions.

2 Perhaps Mr Pang can elaborate on that.

3 MR PATRICK PANG: (Via interpreter) Mr Duncan, I touched
4 base with representatives of staff unions, and the
5 depots also convey such messages to the bus captains,
6 that our management would actively look to optimise the
7 remuneration package so that even with the new
8 guidelines the take-home salaries of bus captains would
9 not be less. So the captains are positive about this.

10 DR NORMAN LEUNG: May I also add that if their working hours
11 are reduced from 11 to 10, then we may also consider
12 whether it is necessary to have 14 hours a day, when it
13 can be changed from 14 hours to 13 hours. Although this
14 is permitted by the Transport Department, to have 14
15 working hours per day, we will review that, and our
16 intention is to reduce the working hours from 14 to 13.

17 CHAIRMAN: Thank you.

18 Mr Duncan, am I correct in recalling that that is
19 what we have been told in evidence that Citybus will be
20 doing, that the split shift which they don't operate at
21 the moment but which they will implement will only be
22 a maximum of 13 hours?

23 DR NORMAN LEUNG: Yes.

24 MR PETER DUNCAN: I believe that is a correct recollection,
25 Mr Chairman.

26

1 If I could just have that confirmed through the
2 action plan, Dr Leung. If I can refer you, please, to
3 KMB-1 at page 149. Is that reflected in item 12 on
4 page 149?

5 MR PATRICK PANG: (Via interpreter) Yes, Mr Duncan.

6 DR NORMAN LEUNG: On the right-hand side.

7 MR PETER DUNCAN: That is what is meant by that last
8 paragraph; is that correct?

9 DR NORMAN LEUNG: Exactly.

10 MR PETER DUNCAN: Yes, thank you.

11 DR NORMAN LEUNG: Thank you, Mr Duncan.

12 MR PETER DUNCAN: I have just been handed a note,
13 Mr Chairman, that that evidence from Citybus appears at
14 Day 4 of the transcript, page 75, lines 1 to 6.

15 CHAIRMAN: Thank you.

16 MR PETER DUNCAN: Moving on, gentlemen, to page 180, please,
17 this time of TD-1.

18 CHAIRMAN: Before you do that, before you move on -- Mr Lee,
19 you told us about the rest pattern of bus captains
20 working split shift hours, where they take that longer
21 period of rest. You said that a minority of them are
22 able to go home.

23 MR ROGER LEE: Yes.

24 CHAIRMAN: Can you help us with, in rough terms, the
25 proportion of bus captains driving these split shifts
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1 who begin their rest period at a bus station rather than
2 a depot? I ask that question because the secretariat
3 and I have visited bus stations and the Tuen Mun Bus
4 Depot and we are aware of the difference in the
5 facilities available.

6 So the question is what proportion of bus captains
7 working special shifts commence their period of rest at
8 a bus station.

9 MR ROGER LEE: (Via interpreter) We will come back and
10 identify these figures. We do have such figures. They
11 take their rest at three places: one, at home; two, at
12 bus stations; and three, at bus depots.

13 CHAIRMAN: Thank you.

14 MR PETER DUNCAN: Thank you.

15 Page 180 of TD-1, please. You will see at this
16 page an extract from the forward planning programme for
17 the years 2018 to 2022, submitted by the company to the
18 Transport Department. If I understand correctly, this
19 is one of the requirements of the franchise, that such
20 a programme be provided each year to the Transport
21 Department, and I believe this is the latest one that is
22 available. Is that correct?

23 MR GODWIN SO: (Via interpreter) The latest forward planning
24 programme was for 2019 to 2023, and it will be submitted
25 on 17 August. It is ready for submission by early next
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1 week. So this is the latest programme submitted.

2 CHAIRMAN: So when was this submitted, the one we are
3 looking at?

4 MR GODWIN SO: (Via interpreter) It was submitted in June
5 2017.

6 MR PETER DUNCAN: This portion of the forward planning
7 programme concerns the matter of bus safety.

8 CHAIRMAN: Before we move on, you are going to be submitting
9 one on or by 17 August of this year; is that right?

10 MR GODWIN SO: Yes.

11 CHAIRMAN: Would you please provide the relevant chapters of
12 that report to the committee?

13 MR GODWIN SO: Yes.

14 MR PETER DUNCAN: Thank you.

15 If we look at bus safety -- it is referred to as
16 clause 8 of the forward planning programme, and I wish
17 to bring your attention, please, to paragraph 8.2, which
18 is concerned with the analysis of bus accidents in the
19 past two calendar years.

20 If I could bring your attention in particular,
21 please, to page 181, and the "Accident rate by bus
22 captain age". Have you made the point in that paragraph
23 that the results show that younger bus captains are more
24 prone to higher accident rates, mainly due to the fact
25 that these bus captains have relatively less bus driving
26

1 experience and they are more prone to accidents in their
2 first few months of service? Is that a point which is
3 made on page 181?

4 MR GODWIN SO: Yes.

5 MR PETER DUNCAN: Then if you turn the page to 182, is there
6 a similar point made in clause 8.2.4?

7 "The results of an analysis on accident rate by
8 experience in terms of years of service ... are shown in
9 figure 8.3. As mentioned above, the likelihood of
10 an accident occurring in the first year immediately
11 following recruitment is relatively higher."

12 CHAIRMAN: Is that what's stated there?

13 MR PETER DUNCAN: Is that what's stated?

14 MR GODWIN SO: Yes.

15 MR PETER DUNCAN: Are there any particular provisions made
16 to meet what seems to be this trend with regard to what
17 happens at the commencement of the career of a bus
18 captain?

19 MR GODWIN SO: (Via interpreter) I do not quite get what you
20 mean.

21 MR PETER DUNCAN: If I could give you something from my own
22 experience. When I was a young boy and travelled
23 regularly to school on a bus, the bus driver often had
24 a co-bus driver with him, sitting with him, giving him
25 tips and so forth. Is there any sort of provision like
26

1 that within the company?

2 MR GODWIN SO: (Via interpreter) Yes. We realise the
3 figures you pointed out. The new bus captains are often
4 younger, and in the initial period there would be
5 a buddy bus captain to accompany them, to reinforce
6 their confidence and familiarise the bus captains with
7 the roads, and so that they know how to deal with
8 passengers. At around the third month, there would be
9 a workshop for bus captains so that they can share their
10 experience as a bus captain. We hope that new bus
11 captains would be able to familiarise themselves with
12 the work environment and minimise occurrences of
13 accidents, or accident rates.

14 MR PETER DUNCAN: How long have these buddies been
15 operating?

16 MR PATRICK PANG: (Via interpreter) Mr Duncan, perhaps
17 I would briefly introduce these buddy drivers or buddy
18 inspectors and their work.

19 For all full-time bus captains and half-time bus
20 captains, for example, the housewives as mentioned by
21 Mr Duncan, they might work four hours a day and five or
22 six days a week, they are considered half-time drivers.
23 After the bus captains complete two phases of training
24 at our captain training school, we would assign buddy
25 drivers on a full-time basis for the first and second

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1 days of work, and on the seventh and 16th day, the buddy
2 drivers would accompany these new bus drivers in their
3 driving duties.

4 For our part-time captains, again we would assign
5 buddy drivers, but for part-time captains recruited in
6 the past, they all held class 10 and class 17 licences,
7 in other words licences for buses and franchised buses.
8 So our buddy drivers would accompany them on their first
9 day of work.

10 Earlier this year, we introduced a buddy inspector
11 programme. For each new bus captain we would assign
12 a designated inspector who would liaise with the bus
13 captain and we also prepared cue cards, containing the
14 contacts of our inspectors as well as the phone numbers
15 of depot managers, assistant depot managers and
16 operations officers.

17 So apart from driving skills, our buddy inspectors
18 can provide holistic support, so you can consider them
19 mentors. If bus captains run into any questions or
20 doubts, they can approach the buddy inspector. That
21 way, we hope the new bus captains can familiarise
22 themselves in the job as soon as possible, and like
23 Mr So said, for all our new bus captains, after they are
24 on the job for three months, we would arrange a workshop
25 for them, and all depot managers, driving instructors

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1 and myself would attend the workshop to check with the
2 bus captains to identify the difficulties they
3 encountered in the first three months.

4 Then every time we would invite a very experienced
5 bus captain to share tips as to how to cope with the
6 daily work. So, for a new bus captain who has three
7 months' experience, he will certainly go through such
8 a process.

9 MR PETER DUNCAN: Yes. My question was: when did these
10 buddies first start operating?

11 MR GODWIN SO: (Via interpreter) For the concept of the
12 buddy driver, it was conceived in the year 2013 and it
13 has undergone enhancement all the time.

14 MR PETER DUNCAN: Thank you.

15 CHAIRMAN: Mr Duncan, if that's not inconvenient, we will
16 take our luncheon adjournment now.

17 MR PETER DUNCAN: Thank you, Chairman.

18 CHAIRMAN: Gentlemen, we will adjourn now and resume at 2.30
19 this afternoon. Thank you.

20 (1.01 pm)

21 (The luncheon adjournment)

22 (2.30 pm)

23 CHAIRMAN: Good afternoon, gentlemen.

24 Mr Duncan.

25 MR PETER DUNCAN: Thank you, Mr Chairman.

26

1 Gentlemen, could I ask you please to be at page 180
2 of TD-1.

3 Before the lunch break, I had taken you through to
4 page 182. Could you now please turn to page 183, where
5 we have analysis by the company of accidents by nature.

6 If I could just ask you a few questions, please,
7 arising from table 8.1. We have the first column,
8 referring to "Passenger loss of balance"; percentage,
9 51.5 per cent.

10 There is another heading further down the table,
11 "Injury to passenger inside bus". What is the
12 distinction between those two headings?

13 MR GODWIN SO: (Via interpreter) For "passenger loss of
14 balance", it means the passenger doesn't hold the
15 handrail and he loses balance. And "injury to passenger
16 inside bus" means there is an accident and the passenger
17 is inside the bus, and the passenger is injured just
18 sitting there, not loss of balance, and he is injured
19 due to the accident.

20 MR PETER DUNCAN: How would a passenger just sitting there
21 receive an injury? How does that happen?

22 MR GODWIN SO: (Via interpreter) Let's say there's
23 an accident, a collision, and the passenger is sitting
24 there inside the bus, and let's say the bus rolls over,
25 and then the sitting passenger is injured, so that would

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1 mean injury to passenger inside bus.

2 MR PETER DUNCAN: I don't want to be pernickety but we have
3 a different percentage for a bus which rolls over, the
4 last heading. Would it not be covered under that?

5 MR JAMES WONG: (Via interpreter) Maybe I can give you
6 another example. A passenger can still get injured
7 while sitting inside bus. For example, when the bus
8 brushes against some trees or tree branches and the
9 passenger is injured. So it's a different category from
10 the passenger loss of balance category.

11 MR GODWIN SO: (Via interpreter) Last month, there was
12 a case in Central, the bus was on the road and suddenly
13 the bottom of the bus deck was hit by protruding
14 concrete.

15 MR PETER DUNCAN: So do I understand correctly that the
16 company has set out these categories and in the case of
17 an accident there will be a classification according to
18 the categories which are here listed?

19 MR GODWIN SO: Yes.

20 MR PETER DUNCAN: Thank you.

21 The passenger loss of balance, 51.5 per cent. At
22 8.2.7, there is a reference to the fact that more than
23 half of these cases were caused by bus braking in
24 traffic. Do you have any information for the committee
25 with regard to the other half or so of these cases as to
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1 the cause of those accidents?

2 MR JAMES WONG: (Via interpreter) Passenger losing balance
3 can be due to a number of reasons. One of them might be
4 that the driver is not quite aware of the passenger
5 situation, whether he has already been standing there
6 properly or has taken a seat, or maybe the bus captain
7 is not driving the bus properly. We talked about
8 acceleration or harsh braking a few days ago, and that
9 can be another cause. Sometimes, after alighting a bus,
10 the passenger doesn't -- boarding the bus, rather, after
11 boarding the bus, the passenger doesn't hold the
12 handrail and when the driver has to take some evasive
13 action of driving, the passenger then loses his balance.

14 MR PETER DUNCAN: The second item, "Head on/tail collision",
15 13.5 per cent --

16 CHAIRMAN: Before you move on, Mr Duncan -- when there is an
17 incident where a passenger loses balance and becomes
18 part of these statistics, over half of the injuries
19 involving buses, do you investigate the data available
20 to you as to deceleration and acceleration?

21 MR JAMES WONG: (Via interpreter) In the case of a passenger
22 losing balance, we would investigate into whether there
23 is an acceleration or deceleration on the part of the
24 bus captain. So the short answer is yes. And also the
25 CCTV can also capture what happened on board the bus.

26

1 CHAIRMAN: Do you do the investigation -- let me ask the
2 question neutrally. What data do you use to investigate
3 deceleration or acceleration?

4 MR JAMES WONG: (Via interpreter) As we have discussed, the
5 black box will record the relevant data, and we can have
6 access to such data on our server, and then we know
7 whether the bus captain suddenly accelerates or brakes,
8 decelerates the bus harshly.

9 CHAIRMAN: Do you have statistics that are the result of
10 these investigations, for example the rate of
11 deceleration or acceleration?

12 MR JAMES WONG: (Via interpreter) We don't have formal
13 statistics on this issue.

14 CHAIRMAN: Why not?

15 MR JAMES WONG: (Via interpreter) If there is a case of this
16 nature, we would handle the irregular driving behaviour
17 of the bus captain, but no record is kept about the
18 analysis.

19 CHAIRMAN: But half of the injuries on your buses are caused
20 by this factor alone.

21 MR GODWIN SO: (Via interpreter) I agree that records should
22 be kept, but it's in relation to 2015/2016, we cannot
23 provide any statistics for that period. But I will
24 check that if in the new system, we would see if we can
25 keep statistics about acceleration or deceleration in
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1 respect of cases involving passengers losing balance.

2 CHAIRMAN: Are you doing that at the moment, 2018?

3 MR GODWIN SO: (Via interpreter) We can do it.

4 CHAIRMAN: But have you done it, past tense?

5 MR GODWIN SO: (Via interpreter) I don't know at this
6 moment.

7 CHAIRMAN: But you can do it?

8 MR GODWIN SO: Yes.

9 CHAIRMAN: Do you know how many passengers have been injured
10 by loss of balance so far this year, approximately?

11 MR GODWIN SO: 300.

12 CHAIRMAN: Thank you.

13 Presumably, when you investigate the circumstances
14 in which a passenger has been injured through loss of
15 balance, you have available the data from the black box
16 which you can obtain on the server, but you also have
17 the data from your various cameras on the bus?

18 MR JAMES WONG: Correct.

19 CHAIRMAN: So by a combination of the technological devices
20 you have available, you can determine reasonably,
21 perhaps, whether or not the braking was justified?

22 MR JAMES WONG: Correct.

23 CHAIRMAN: Do you keep any statistics as to that?

24 MR JAMES WONG: (Via interpreter) As I said, we would
25 investigate into such cases, but the records, the data
26

1 of the investigation, are not kept.

2 CHAIRMAN: You don't keep a simple statistic like 445
3 persons injured but the braking was justified in 300
4 cases? Nothing as simple as that?

5 MR JAMES WONG: (Via interpreter) Well, we have the data but
6 we don't transform such data into so-called statistics.

7 MR LEUNG KIN WANG: (Via interpreter) Maybe I can supplement
8 here. All accidents will be looked into, and we would
9 categorise cases into whether the bus captains should be
10 held responsible or not, and whether the sudden braking
11 is justified by the traffic conditions. Of course we
12 can carry out more analysis.

13 CHAIRMAN: But presumably, when you do that, you must keep
14 statistics?

15 MR LEUNG KIN WANG: (Via interpreter) I believe the data are
16 there, but of course we can go back and do some analysis
17 to seek further improvement.

18 CHAIRMAN: Well, isn't it an important tool, to monitor the
19 behaviour of bus drivers, to know whether or not the
20 deceleration was harsh, and from your investigation it
21 was unnecessary?

22 MR LEUNG KIN WANG: (Via interpreter) I agree with you.

23 CHAIRMAN: Yes, Mr Duncan.

24 MR PETER DUNCAN: Thank you, Chairman.

25 Just leaving table 8.1 for a moment and going down
26

1 to table 8.2, we have again the same "Accidents by
2 nature", but this time not percentages, actually the
3 number of accidents.

4 Now, the chairman asked with respect to "passenger
5 loss of balance" whether the number of passengers
6 affected is recorded, and my understanding is that you
7 said that so far, for 2018, the passenger loss of
8 balance number would be 350. Is that correct?

9 MR GODWIN SO: (Via interpreter) It's 300, approximately
10 300. I'm speaking from memory.

11 MR PETER DUNCAN: Approximately 300, yes, thank you.

12 Is it possible for you, from your records, to go
13 down the columns and indicate the numbers of persons
14 affected by each of these accidents?

15 MR GODWIN SO: (Via interpreter) We are talking about the
16 number of cases here, the data are not kept in this
17 table.

18 CHAIRMAN: No. Table 8.2 simply describes the number of
19 accidents. There might have been 1,000 passengers who
20 lost their balance; is that what you are saying?

21 MR GODWIN SO: I agree. I know what you mean.

22 (Via interpreter) Yes, I agree, but there is no
23 number for the passengers, but we can have the figures
24 for 2018.

25 CHAIRMAN: Both of the number of accidents, 300,
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1 approximately, and you can then also provide us with the
2 number of passengers who lost their balance?

3 MR GODWIN SO: (Via interpreter) Yes, I can do that.

4 CHAIRMAN: It might have been all of those standing up who
5 might have lost their balance?

6 MR GODWIN SO: Yes.

7 CHAIRMAN: Would you please provide us with that
8 information, for 2018?

9 MR ROGER LEE: Yes.

10 MR GODWIN SO: (Via interpreter) Yes, we will do that.

11 MR PETER DUNCAN: Can you do that for each of the columns
12 thereunder?

13 MR GODWIN SO: (Via interpreter) I will try, but I may have
14 difficulty, because these have to do with 2015-2016, but
15 we can provide case numbers and also passenger numbers
16 for 2018 with regard to loss of balance accidents.

17 MR PETER DUNCAN: Yes. I'm only concerned about 2018. But
18 say -- you've got a heading there, "Bus
19 overturn/topple", there's just one accident -- can the
20 number of passengers injured by that be easily
21 ascertained?

22 MR GODWIN SO: (Via interpreter) Yes. There is only one
23 case. Certainly we can look up the figures.

24 MR PETER DUNCAN: And likewise, hit a street object or a
25 vehicle or an animal, there are 27 accidents, is it
26

1 possible for you easily to retrieve the number of
2 persons injured by that?

3 MR GODWIN SO: (Via interpreter) Yes, we can do that.

4 MR PETER DUNCAN: I would be grateful if that can be
5 supplied when you supply the records for 2018.

6 MR GODWIN SO: (Via interpreter) Yes.

7 MR PETER DUNCAN: Thank you.

8 Just going back to get a further understanding of
9 these charts, the second heading is "Head on/tail
10 collision". We have another heading further down the
11 chart, "Collision with other vehicle (rolling
12 back/forward/reversing)". What is the distinction
13 between those two? I notice the first one is
14 responsible for 13.5 per cent of accidents. What is the
15 distinction?

16 MR JAMES WONG: (Via interpreter) For head-on/tail
17 collision, usually we look at static objects, and if
18 there is head-on/tail collision then we classify it as
19 this.

20 The second collision column, very often it is
21 because we changed lanes and that leads to collision
22 between vehicles, and then we would classify it as
23 collision with other vehicles in lane-changing.

24 MR PETER DUNCAN: So that's the distinction between the
25 second heading and the third heading?

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1 MR JAMES WONG: (Via interpreter) Correct.

2 MR PETER DUNCAN: What about the heading further down,
3 "Collision with other vehicle (rolling
4 back/forward/reversing)"; what's the distinction with
5 that?

6 MR JAMES WONG: (Via interpreter) Sometimes vehicles would
7 reverse and that leads to collision, then it would be
8 classified as this one.

9 MR PETER DUNCAN: Going back up, "J/O collision" at
10 6 per cent and 48 incidents in 2016. What is a "J/O"
11 collision?

12 MR JAMES WONG: (Via interpreter) This means junction,
13 junction collision.

14 MR PETER DUNCAN: Thank you. And further down, "Entering
15 R/A collision"; what does that refer to?

16 MR JAMES WONG: (Via interpreter) It's a roundabout,
17 entering roundabout collision.

18 MR PETER DUNCAN: When you supply the statistics with regard
19 to 2018 with regard to the number of passengers
20 affected, could you also distinguish between persons
21 injured and fatalities?

22 MR JAMES WONG: (Via interpreter) Yes.

23 MR PETER DUNCAN: Thank you.

24 I wish to turn to another subject now, and that is
25 a matter which has been referred to this morning by at
26

1 least two of you, I think, and that's the subject of
2 illegal parking.

3 The committee has heard not only from you but also
4 from previous witnesses that this is very much a safety
5 hazard, and I think this morning one of you gentlemen
6 assisted the committee by indicating what steps you had
7 taken with regard to this, in particular reports to
8 different government departments, but without any
9 apparent improvement in the situation.

10 Could you look, please, at miscellaneous
11 bundle number 2, at page 644. In fact, I think the
12 document starts at page 643, and runs into page 644, and
13 with a translation at 644-1, which continues on
14 page 644-2.

15 You will see this is a document received by the
16 committee from the persons from the Democratic Alliance,
17 and if I could turn to the second page of the
18 translation -- in fact, I think at the bottom of the
19 first page of the translation, 644-1, we have this
20 opinion expressed:

21 "To eradicate illegal parking at bus stops, it must
22 be dealt with from its roots and by formulating suitable
23 policies, revising the outdated laws. The problem can
24 only be resolved by multipronged measures."

25 It continues to say:

26

1 "Suggestion 1: Following Singapore and installing
2 cameras on all bus fleets. Singapore has since 2008
3 installed cameras on buses and the cameras are installed
4 next to the driver's seats. When drivers discover cars
5 parking inside the bus stop, they can press the button
6 and record a video of 5-10 minutes. The bus companies
7 will then hand the recording to the police, thereafter
8 the police can review the recording and in around two
9 weeks' time the ticket will be sent to the car owner's
10 home. Each penalty ticket costs nearly [\$800], there is
11 additional charge of [\$5,000] and imprisonment of 3
12 months for late payment of penalty.

13 For the first year, Singapore has recorded 2112
14 incidents of drivers driving into the bus lanes or bus
15 stops to pick up and drop off customers. For 2014, the
16 number of cases of driving into the bus lanes and
17 illegal parking has already reduced to 886, it has
18 successfully deterred most drivers not to stop at the
19 bus stops."

20 Now, we have heard evidence already that the company
21 installs a camera which is I think directed towards the
22 driver's seat, and there is also a camera which is
23 a forward-looking camera, described I think in the
24 submissions as a surveillance camera.

25 Could I ask, first of all, presently, are either of
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1 those cameras used to record cars which are illegally
2 parked or vehicles which are illegally parked, at the
3 moment?

4 MR PATRICK PANG: (Via interpreter) Mr Duncan, my short
5 answer is no. However, if you would allow me, I can
6 supplement.

7 MR PETER DUNCAN: Please.

8 CHAIRMAN: Yes, please do.

9 MR PATRICK PANG: (Via interpreter) Regarding the recorded
10 clip being given to the police for the purpose of
11 prosecuting against illegal parking, in October/November
12 last year I started to do it, because I was responsible
13 for Lai Chi Kok Depot at that time, and it was a pilot
14 scheme that was agreed with the police, and we took that
15 approach in order to report cars that were illegally
16 parked at bus stops.

17 CHAIRMAN: So what did you do?

18 MR PATRICK PANG: (Via interpreter) What we did was, I used
19 one trial location and that is in Tsim Sha Tsui, on
20 Canton Road, at bus terminus 271, we used that route
21 which travels from Lai Chi Kok Depot to Sha Tin Depot,
22 because at that terminus there was always illegal
23 parking, and also, at Canton Road, you call it the
24 luxury shop street, actually there is a high traffic
25 volume there, and at that time I was the general manager

26

1 of Lai Chi Kok Depot and I had a meeting with the
2 police.

3 I myself wrote a standard statement, a statement,
4 and then I asked my frontline inspectors that if they
5 should see illegal parking, we should use our mobile
6 phones to record a footage which, together with
7 a standard pro forma -- well, we will just record the
8 date and time. The location is already known because
9 that is the only trial location, and we would give it to
10 the traffic section of Kowloon West of the police for
11 prosecution.

12 We found that it was very effective, because when
13 prosecutions started I could see that on some social
14 media there were reports of this and that if you park at
15 bus stops, you might be prosecuted. And on Canton Road,
16 very often there is illegal parking, we would call the
17 police, but when the police come the cars would have
18 gone, and then the police would go and then the cars
19 would come back. So it was only tackling the symptoms
20 but not the root of the problem.

21 Therefore, we used our own initiative. We joined
22 hands with the police and we found that it was
23 effective, and you can see that recently the police have
24 also carried out two pilot schemes, and now the pilot
25 scheme has been expanded to all five land-based police
26

1 regions, and the police is doing that now.

2 Therefore, Mr Duncan, my short answer is we do not
3 use our on-board CCTV for prosecution, but in our pilot
4 scheme, together with what the police are doing, and
5 also we can see that there is more prosecution and fines
6 being meted out for illegal parking at bus terminus.

7 Thank you.

8 CHAIRMAN: Why don't you use the on-board, rolling-all-day,
9 CCTV cameras?

10 MR PATRICK PANG: (Via interpreter) Well, we can do that,
11 but in that pilot scheme, it would be more convenient,
12 because our inspectors would be driving a patrol vehicle
13 to patrol the area, and if they use their mobile phones
14 it would be more convenient.

15 But of course, Chairman, if -- well, in the on-board
16 CCTV we can also do recording, we can do that.

17 CHAIRMAN: Presumably, it would be very simple to have
18 a button that would keep a log of the time at which
19 someone should view the CCTV?

20 MR PATRICK PANG: (Via interpreter) You are correct,
21 Chairman. If we can reduce illegal parking, we will
22 certainly do that.

23 CHAIRMAN: Yes, Mr Duncan.

24 MR PETER DUNCAN: So I take it from the scheme that you have
25 described, this has brought some improvement to the
26

1 illegal parking problem?

2 MR PATRICK PANG: (Via interpreter) If we are talking about
3 the terminus of 271 at Canton Road, then I would say
4 a significant improvement has been made.

5 MR PETER DUNCAN: Just with regard to that terminus?

6 MR PATRICK PANG: (Via interpreter) Because the police have
7 just launched the scheme, the full scheme, we have to
8 monitor the effectiveness now.

9 But as of yesterday, on the whole, illegal parking
10 has not really been improved significantly. That's not
11 what we have seen.

12 MR PETER DUNCAN: Is there any correspondence between KMB
13 and the police with regard to the pilot scheme that you
14 have described?

15 MR PATRICK PANG: (Via interpreter) We have some emails, and
16 also we use the so-called standard pro forma, the
17 statement, in respect of the terminus of 271 at
18 Canton Road. I can hand over the information to the
19 committee.

20 MR PETER DUNCAN: Thank you.

21 CHAIRMAN: Please do so.

22 MR PATRICK PANG: (Via interpreter) We will do that.

23 CHAIRMAN: That's the emails, communication with the police,
24 and your standard form.

25 MR PATRICK PANG: (Via interpreter) No problem.

26

1 CHAIRMAN: Thank you.

2 MR PETER DUNCAN: Do I understand correctly from your
3 evidence that you will pursue the possibility of the
4 system which is described as being in use in Singapore?

5 MR PATRICK PANG: (Via interpreter) We do have an open mind.
6 We agree that we should do that.

7 MR PETER DUNCAN: Sorry, when you say you have an open mind,
8 are you going to look into it or not?

9 MR PATRICK PANG: (Via interpreter) Yes, yes, we will follow
10 up. We will look into that.

11 CHAIRMAN: You are complaining on the one hand of having
12 a problem. This is a beyond belief simple way of
13 solving it, is it not?

14 MR PATRICK PANG: (Via interpreter) Chairman, the pilot
15 scheme we launched for Canton Road last year was carried
16 out when there was no precedent of basing a prosecution
17 on just video footage. That never happened before the
18 trial scheme.

19 CHAIRMAN: There are lots of prosecutions that are based on
20 the use of video, CCTV evidence, are there not?

21 MR PATRICK PANG: (Via interpreter) Yesterday, Chairman, you
22 said I had worked for the police, and I have also worked
23 in the traffic section of the police. So in respect of
24 illegal parking, in the past there was no prosecution
25 based on video footage. There might be prosecution for
26

1 jumping a red light and things like that.

2 CHAIRMAN: That might be a limitation of the police force or
3 the Department of Justice, but there is no barrier in
4 law to using that evidence.

5 MR PATRICK PANG: (Via interpreter) I agree. Earlier this
6 year, I learned from the press reports that the police
7 had started to do this based on video clipping, to
8 prosecute illegal parking vehicles, and I'm talking
9 about stationary vehicles, not those vehicles in motion
10 involved in speeding or jumping red light, et cetera.

11 DR NORMAN LEUNG: Mr Pang, I think we should do it on our
12 own, take our own action, and see how the police respond
13 to our action.

14 I think, Mr Chairman, that's the action I'm going to
15 direct my management to take.

16 CHAIRMAN: Thank you, Dr Leung.

17 Yes, Mr Duncan.

18 MR PETER DUNCAN: Gentlemen, could you turn up, please, the
19 transcript for Day 11.

20 CHAIRMAN: In which bundle do you find that?

21 MR PETER DUNCAN: Bundle 4.

22 CHAIRMAN: Whose evidence are we going to?

23 MR PETER DUNCAN: This is the evidence of Mr Lam Kam Piu,
24 who is a representative of the Federation of Bus
25 Industry Trade Unions.

26

1 If I could direct your attention to line 2 on
2 page 153, Ms Wong has brought the witness's attention to
3 the fact that his union had expressed concerns about the
4 use of 12.8-metre-long buses that have a rear wheel
5 steering function in Hong Kong.

6 At line 13, you will see that Mr Lam Kam Piu makes
7 this statement:

8 "Because for 12.8 [metre] buses in light of the road
9 conditions in Hong Kong, because we have narrow roads,
10 and heavy pedestrian flow ... there is a hazard using
11 very long buses."

12 At line 17, he says this:

13 "As for 12.8 [metre] bus[s] with the rear axle
14 steering function, when manoeuvring a bend of course it
15 would be very good for the driver. But for other
16 vehicles they may not know that the bus comes with this
17 rear wheel steering function, and the Transport
18 Department would issue something to let the driver know
19 that it has the function, but other drivers may not
20 know. So when the rear axle steers during a bend, when
21 another vehicle approaches very closely the back of the
22 bus, the wheel would actually go outside its own lane,
23 causing danger to the vehicle next to it."

24 And Mr Lam continues right through to the middle of
25 page 155.

26

1 Could I ask this question: to what extent are
2 12.8-metre buses used in Hong Kong; and secondly, does
3 the company share the concern of Mr Lam that these may
4 pose a hazard in some of the regions of narrow streets?

5 MR LEUNG KIN WANG: (Via interpreter) 12.8-metre buses? We
6 have them. KMB has these buses. Most are not
7 rear-wheel steered. There are advantages. We did try
8 such buses. We had some concerns, so we converted them
9 to ordinary 12.8-metre buses. They are not rear-wheel
10 steered.

11 Of course, 12.8 metres means that these buses are
12 longer, with a higher passenger capacity. We will use
13 them for busy routes, especially long-haul routes, so
14 that we can carry more passengers. That's helpful, to
15 improve our services.

16 It's longer than the 12-metre-long buses, but we
17 would try them out first on the routes. The routes for
18 which we would deploy such buses would be determined
19 after carrying out tests in conjunction with the
20 Transport Department. The deployment will come after
21 the trials.

22 So far, for KMB, we have some 200 buses,
23 12.8-metre-long buses.

24 MR ROGER LEE: (Via interpreter) Maybe I can supplement.

25 What is meant by the rear-wheel steering -- most are
26

1 front-wheel steering vehicles. They have three axles.
2 So, when the bus makes a turn into a bend or when
3 there's a sharp bend, the outward displacement would be
4 less serious. For the first batch, we only got one with
5 rear-wheel steering and our colleagues don't think
6 highly of that, so we stopped the use of this kind of
7 buses with rear-wheel steering.

8 CHAIRMAN: Mr Leung, you said you had some concerns about
9 rear-wheel steering. What were those concerns? Are
10 they the ones Mr Lee has just told us about?

11 MR LEUNG KIN WANG: (Via interpreter) The concerns are the
12 bus captains' concerns. The turning circle would be
13 smaller. But the characteristic of outswing would be
14 different. The outswing is bigger. That is, when you
15 negotiate a bend, you have to make some adjustment to
16 adapt to it. If you drive a rear-wheel steering this
17 day, and then tomorrow you drive another one which is
18 not rear-wheel steering, you need to do some adjustment
19 yourself. So that's the concern of bus captains.

20 MR ROGER LEE: (Via interpreter) It's not related to safety.
21 It's about the adaptability.

22 CHAIRMAN: Thank you.

23 MR PETER DUNCAN: So, if I understand correctly, there are
24 no rear-wheel 12.8-metre buses now in the fleet?

25 CHAIRMAN: Rear-wheel steering.

26

1 MR PETER DUNCAN: Rear-wheel steering, yes.

2 Is that correct?

3 MR LEUNG KIN WANG: Correct.

4 MR PETER DUNCAN: With regard to the 12.8-metre buses that
5 do exist in the fleet, how many are there?

6 CHAIRMAN: I think you have told us about 200?

7 MR ROGER LEE: Yes, 200.

8 MR PETER DUNCAN: When you say you would deploy them on
9 certain routes after contact with the Transport
10 Department, has that already happened?

11 MR LEUNG KIN WANG: Correct.

12 MR PETER DUNCAN: And are these buses simply used on defined
13 routes?

14 MR LEUNG KIN WANG: Correct.

15 MR PETER DUNCAN: Do you have any concerns about their use,
16 given what the committee was told by the trade union
17 representative?

18 MR LEUNG KIN WANG: No.

19 MR PETER DUNCAN: Do you have any concerns that when the
20 vehicle goes around a bend, it might end up going
21 outside the lane, causing a hazard to other vehicles?
22 Is that a concern at all?

23 MR ROGER LEE: (Via interpreter) First of all, in deciding
24 which route would be suitable, we will talk to the
25 Transport Department. For some routes, it would not be

26

1 appropriate to deploy such buses, and the bus captains
2 would have to learn to drive 12.8-metre-long buses,
3 before they really drive these buses.

4 So we would do it only if it is not a rear-wheel
5 steering 12.8-metre-bus and only when the bus captain
6 has been properly trained.

7 MR PETER DUNCAN: So are you aware of any particular issue
8 with any of the unions at the present time with regard
9 to this matter?

10 MR LEUNG KIN WANG: (Via interpreter) No.

11 MR PETER DUNCAN: I want you to go to another volume now,
12 this time TU-1(A). At page 84, you will see a copy of
13 a submission received by the committee from the KMB
14 Employees Union. The translation of that commences at
15 page 90-1. I am working on the translation and I wish
16 to refer you, please, to page 90-3, which refers to the
17 matter of facilities safety.

18 Do you have that?

19 MR LEUNG KIN WANG: Yes.

20 MR PETER DUNCAN: Thank you. The union has said this to the
21 committee:

22 "In order to save repair cost, KMB has, since 2015,
23 inappropriately removed all defog heater installation,
24 causing the front window panel to have serious fogging
25 issue under cold and wet weather (when the difference
26

1 between external and internal temperature is big) ..."

2 And they have referred to annex 1 which I think you
3 will find at page 91, the original, and 90-1 as the
4 translation.

5 The question I would like to ask is: is it correct
6 that since 2015, the company has removed all defog
7 heater installations?

8 MR LEUNG KIN WANG: (Via interpreter) That is not correct.

9 MR PETER DUNCAN: Do you know what the union may be
10 referring to here?

11 MR LEUNG KIN WANG: (Via interpreter) I believe they were
12 talking about some demisters. We have two models. Some
13 used heated air, and then in 2010 we changed it to using
14 cold air ones. The bus shown in annex 1 with the plate
15 UF 2751, it had a cold air defog installation.
16 I believe this bus was two years old.

17 Why is it that we changed from hot air to cold air
18 defog installation? Before 2010, all the defog
19 installations were heaters, and the heated air would use
20 the coolant at the end of the bus and then it would be
21 heated up, and then the hot water would travel from the
22 end of the bus through pipes to the front of the bus,
23 and it runs throughout entire bus for 12 metres, and
24 a two-way pipe would measure 24 metres. The hot water
25 would be travelling along the 24-metre hot-water pipe.

26

1 The defog heaters would use such hot water to generate
2 hot air, so that the windscreen will not see any
3 condensation, especially when the weather is wet and
4 cold.

5 However, that installation was not reliable. Very
6 often, the pipes might burst. If the pipes burst, the
7 very hot water, which is of a very high temperature, and
8 in certain cases some hot water travelled into the bus
9 itself, and in 2010 we changed it to a cold air
10 installation in order to resolve that problem.

11 But whether we use hot air or cold air defog
12 installation, you have to turn it on for five to ten
13 minutes before you can remove the condensation.

14 In 2010, we started to use cold air defog
15 installation to replace the heaters, but the bus
16 captains did not welcome it because it was already cold
17 and there was cold air blowing onto the windscreen. So,
18 by 2015, we heard those views from bus captains and we
19 had to resolve the problem, because this might affect
20 the driving situation of the buses, and then we found
21 some anti-fog coating to remove the fog. This would be
22 painted onto the windscreen. It sounded old-fashioned
23 but it was effective. You paint it on the windscreen,
24 there would be no condensation.

25 At the same time, we looked for other ways to deal
26

1 with the problem. At the same time, we researched into
2 other demisters together with bus manufacturers. We
3 discussed with Volvo to see whether we could find
4 anything, and then we found two things. One, heated
5 windscreen. There would be heated wires within the
6 windscreen. That is very common for private cars, but
7 if you don't ask, if the manufacturer doesn't do it for
8 you, you cannot do it yourself. But was it immediately
9 available? No. It was not as simple as buying it from
10 a supermarket. This had to be particularly manufactured
11 for buses, and we tried it on 25 buses in 2016, and the
12 situation is still the same now.

13 Then, at the same time, together with ADL, another
14 manufacturer, we researched into another thing, and that
15 is to use electrical demisters. We would use heated
16 wires to generate hot air to remove condensation.

17 Many trials were done because it involved heating
18 elements and we had to resolve other possible problems,
19 and in the end we resolved the problem this year, and
20 functional electrical demisters that can be installed
21 now.

22 So, at this moment, we have electrical demisters, we
23 have heated windscreens. These are the two options for
24 now. And the bus company has decided that these two
25 will be installed on buses without heaters. We will
26

1 retrofit those buses with these installations. We will
2 do this on the cold air demisters so that the entire
3 fleet can be provided with proper demisters so the bus
4 captains will welcome using them. And in future, we are
5 inclined to use heated windscreens in our new buses.

6 MR ROGER LEE: (Via interpreter) Let me add something here.
7 From this picture, we actually know -- well, actually,
8 with regard to the coating, the anti-fog coating, there
9 would be different problems because bus captains did not
10 know there was this coating and they might remove it,
11 and at the depot we had to rely on our staff to do the
12 anti-fog coating, and the staff did not like it. Now,
13 we have posted notices to say that some windscreens have
14 had anti-fog coating painted on them.

15 And in the past, we have always been trying to
16 research into new ways to deal with the condensation,
17 and even in future, if we embed demisters within the
18 windscreens, we would be the first in the whole wide
19 world.

20 We have spent over a year with the manufacturers.
21 As Mr Leung was saying, buses are very different from
22 private cars. We have to do so much more.

23 MR PETER DUNCAN: Can I ask you, please, to turn to KMB-1 at
24 page 98. You will see that this is the commencement of
25 the report which was sent to the Commissioner for
26

1 Transport on 12 March after the accident. I want to
2 bring to your attention page 115 of the bundle.

3 At paragraph 46 is the question, this issue of
4 condensation, addressed and communicated to the
5 Transport Department. Is that where you can see that?

6 MR LEUNG KIN WANG: Yes.

7 MR PETER DUNCAN: The second sentence:

8 "Prior to the incident, for the sake of defogging,
9 anti-fog coating would be applied to the windscreens of
10 buses that were without hot air demisters. Having
11 reviewed the mechanism, either hot air demisters or
12 heated windscreens will be adopted, for more effective
13 and faster dehumidification."

14 Does that statement recognise that before the
15 incident, ie the accident on 10 February, the defogging
16 provisions were not satisfactory?

17 MR LEUNG KIN WANG: Yes.

18 MR PETER DUNCAN: Can I ask you, please, to turn to the
19 action plan, the first of the action plans, at page 151.

20 At item 20, is the matter of condensation addressed?

21 MR ROGER LEE: Yes.

22 MR PETER DUNCAN: Thank you. The second of the bullets
23 indicates that the existing buses, as opposed to new
24 buses, will be retrofitted with hot air demisters or
25 heated windscreens by phase within the next 12 months.

26

1 So how far through this programme are you at the
2 moment?

3 MR LEUNG KIN WANG: As I said, we have already started some
4 of the retrofit and we are already ordering most of the
5 components.

6 MR PETER DUNCAN: How many buses will require to be
7 retrofitted?

8 MR LEUNG KIN WANG: (Via interpreter) A total of about
9 2,700.

10 MR PETER DUNCAN: And how many have been done already?

11 MR LEUNG KIN WANG: Probably ten, as at today.

12 MR PETER DUNCAN: Is the union aware of this programme?

13 MR LEUNG KIN WANG: (Via interpreter) They do.

14 MR PETER DUNCAN: Are you aware of any disagreement between
15 the company and the reason why presently with regard to
16 this matter?

17 MR LEUNG KIN WANG: (Via interpreter) There is none.

18 MR PETER DUNCAN: Could I go back to the union submission,
19 that's the KMB Employees Union submission, again at
20 page 90-3 -- that's the translation -- in
21 bundle TU-1(A).

22 In the paragraph which immediately follows that to
23 which I referred previously, we have this information
24 that the union has brought to the attention of the
25 committee:

26

1 "Besides, the company altered the gear buttons
2 installation for safety driving, cancelled the
3 [overdrive] gear button and manual retarder
4 installations and relies only on computer-controlled
5 singular automatic D-gear to control vehicle speed ...
6 Under emergent situation it is very dangerous for there
7 to be no saving devices for the bus captains to use.
8 For example (such as aeroplane, mass railway transit,
9 Express Rail Link and cruises) all adopt computer
10 navigation, but during emergency, manual operation mode
11 is used to avoid danger. This is like all
12 automatic-transmission private vehicles are equipped
13 with ... [plus or minus] M gear ..."

14 There are references then to annexes 2 and 3 in the
15 bundle, which one can find on pages 92, 92-1, 93, and
16 93-1.

17 The representative of the union spoke of this during
18 the hearing, during an earlier part of this hearing.
19 The reference is Day 10, pages 13 to 18.

20 Have you had the opportunity of reading his
21 evidence?

22 MR LEUNG KIN WANG: Yes.

23 MR PETER DUNCAN: Could I just ask, first of all, was there
24 a time when there was what the document described as
25 a manual retarder available to the captain?

26

1 MR LEUNG KIN WANG: (Via interpreter) All buses are equipped
2 with a retarder. All retarders are handled by the foot
3 pedal in automatic mode. But for specific routes, we
4 have manual retarders. Those running on Tai Mo Shan
5 with long, steep slopes, they will use hand-retarders.
6 All buses are equipped with retarders.

7 MR PETER DUNCAN: The written submission seems to imply that
8 the manual retarder was cancelled. Is that correct?

9 MR LEUNG KIN WANG: (Via interpreter) It's not correct.

10 MR PETER DUNCAN: Let us have a look at what was said to the
11 committee on Day 10. Bundle 4.

12 At page 13, line 6, Ms Wong says this:

13 "If I may go to the next issue which relates to the
14 gear button installation."

15 She then refers to the section that I have just read
16 out:

17 "... the company altered the gear buttons installing
18 for safety driving, cancelled the O/D gear button and
19 manual retarder installations and relies only on
20 computer-controlled singular automatic D-gear to control
21 vehicle speed ..."

22 Then further on, on page 14, line 25, the chairman
23 brings Mr Kwok to this question:

24 "The specific question was: how does the removal of
25 the manual retarder affect bus safety? Could you
26

1 address that question."

2 And Mr Ivan Lee replies:

3 "In the system, there is a device that allows you to
4 select. It includes a manual selection, automatic
5 selection, and a third one is a combination of manual
6 and automatic control."

7 Then at page 17, again the chairman intervenes and
8 asks this question:

9 "Before you go on. Does it come to this, that the
10 absence of a manual retarder removes from the bus driver
11 a choice of how to retard the vehicle, and therefore it
12 would be better to have it? Is that what it comes to?

13 Mr Ivan Lee: You can put it this way."

14 Mr Kwok at line 9:

15 "Let me answer. Manual retarder is very important,
16 especially when it comes to going downhill."

17 Then at page 18, line 5.

18 "Without manual retarders we would use this system
19 by controlling the gear instead of relying solely on the
20 brake."

21 So there is no further information from the
22 witnesses as to the cancellation -- direct evidence as
23 to the cancellation of the manual retarder. It seems to
24 be implicit in those replies that at some stage the
25 manual retarder device has been cancelled. Do you know

26

1 what he getting at here, Mr Leung?

2 MR LEUNG KIN WANG: (Via interpreter) Let me try to say
3 this. We have not cancelled any retarder. If you may
4 refer to appendix 2.

5 MR PETER DUNCAN: Of ...?

6 MR LEUNG KIN WANG: (Via interpreter) Annex 2 of the union
7 submission.

8 CHAIRMAN: Yes?

9 MR LEUNG KIN WANG: (Via interpreter) If you take a look at
10 the gear selector -- that's not a gear selector as such.
11 That's a gear inhibitor. To limit the gear, you can
12 engage, for old buses, we have this gear inhibitor. In
13 2008, we switched to automatic gear, so there is no need
14 to have this gear inhibitor anymore. The design of the
15 gear inhibitor is that when you go up a slope, and the
16 power is not sufficient, then the bus captain can choose
17 not to go beyond number 2 gear or number 3 gear, because
18 if you don't have the power to go up, you may have to --
19 the gear would go up and then down, so that would be the
20 selection allowed for the bus captain to ensure
21 a smoother journey. That's the gear inhibitor. That
22 would mean they would limit the gear from going up to
23 a certain level.

24 If it's pressed when it goes down a slope, it will
25 not drop from a higher gear to a lower gear instantly.

26

1 If you press number 2 gear and you are travelling at
2 gear number 4, you will not drop to gear number 2, as in
3 the case of a private car. So this gear inhibitor is
4 not for the purpose of deceleration or slowing down the
5 speed. We are talking about a very big bus with
6 passengers, a number of passengers. So to ensure safety
7 we have pneumatic decelerator. It's within the gearbox.
8 It's in the annex. It's in every bus. This pneumatic
9 device is operated like this. It's in the brake. What
10 it requires is to press the brake lightly, to trigger
11 the pneumatic braking, to slow down the vehicle. It's
12 used by exerting -- it's operated through pneumatic
13 transmission, and you would not damage the brake, and
14 the brake lining would not be damaged. The brake is not
15 subject to additional loading. It's a safety device.
16 It has been a safety device, a standard safety device,
17 on every bus for a long time, and it cannot be
18 dismantled by us.

19 In 2008, when we adopted the automatic gear, there
20 would be no need for this inhibitor. So it's D, N, R,
21 the three buttons, and we don't have that gear inhibitor
22 button anymore. So that's already the smart gearbox
23 that we have adopted since 2008. And the gearbox would
24 be able to tell whether the journey is uphill or
25 downhill or whether the bus captain is stepping on the
26

1 accelerator and also whether he's trying to accelerate
2 or decelerate and to what extent, and a suitable gear
3 would be automatically set or selected. If it's
4 an uphill journey, the gearbox knows that and it would
5 not allow the gear to go up a higher level, and the bus
6 captain doesn't have to expend a lot of effort to try to
7 reduce the gearing, and the bus captain can pay more
8 attention to traffic conditions. That's the advantage
9 of this smart system.

10 We have never dismantled any safety device on the
11 buses, and we are here talking about standard
12 installations or devices.

13 MR PETER DUNCAN: So are you aware of any issue at the
14 moment with any of the unions with regard to the manual
15 retarder system?

16 MR LEUNG KIN WANG: (Via interpreter) I repeat, we don't
17 have manual retarder system now. And we haven't heard
18 views on this subject from other unions.

19 MR PETER DUNCAN: There is one other matter raised by the
20 unions with the committee which I wanted to give you the
21 opportunity of commenting on. That is the number of
22 routes that any one driver might be asked to travel on
23 during the course of one shift.

24 The committee heard evidence from representatives of
25 two unions who said that some drivers would be required

26

1 to drive up to three routes in a day, and this was
2 regarded as too much of an onus on the drivers.

3 First of all, are some drivers required to drive on
4 three different routes in the course of one day's work?

5 MR PATRICK PANG: (Via interpreter) Mr Duncan, yes, that
6 happens. So yes.

7 MR PETER DUNCAN: And the union takes the view that it's too
8 much of an onus on the drivers. What is the company's
9 position with regard to this?

10 MR PATRICK PANG: (Via interpreter) We have an internal
11 guideline on this issue. In a day's work, a bus captain
12 is not to be asked to drive on more than three different
13 routes, and also our duty despatch staff know this. If
14 individual bus captains say they may drive on three
15 routes in a day -- well, it can happen. This is within
16 the scope of our guidelines.

17 MR PETER DUNCAN: Have the unions raised with you the fact
18 that the view is that three routes is too many?

19 MR PATRICK PANG: (Via interpreter) This really depends --
20 well, if you are only talking about the unions, they
21 have not really mentioned that three routes are too
22 many. Very often, many bus captains are equipped to
23 drive on a number of routes, but our guidelines are
24 there to ensure that within any shift on a day, there
25 will not be too much change, because they may have

26

1 difficult remembering the stops.

2 But all the routes must be despatched to drivers
3 only when they have been trained on those routes, but we
4 don't want them to drive on too many routes because they
5 have to remember the stops, and to a certain extent this
6 may be difficult for them.

7 MR PETER DUNCAN: Sorry, I don't quite understand your
8 answer. I asked you whether any of the unions had
9 complained three routes are too many, and your answer
10 was "have not really mentioned". Either they have
11 mentioned it or they haven't.

12 MR PATRICK PANG: (Via interpreter) Individual bus captains,
13 a minority of bus captains, mentioned that, that is
14 a fact. So the company said that it should be three
15 routes or fewer in any shift.

16 MR PETER DUNCAN: Those who have mentioned to you that three
17 routes is too many, is that a very large majority of --
18 a large number of the bus drivers or is it a small
19 number? Can you give the committee some idea of that?

20 CHAIRMAN: I think Mr Pang has already said it was
21 a minority, but can you give us an idea of the number
22 you are describing?

23 MR PATRICK PANG: (Via interpreter) At this moment, I cannot
24 give you an exact figure, but we can go back and take
25 a look. We can look at one particular day and -- we can

26

1 look at that.

2 DR JOHN CHAN: (Chinese words not interpreted).

3 CHAIRMAN: Thank you, Mr Chan.

4 MR PATRICK PANG: (Via interpreter) Sorry, Chairman, to my
5 knowledge there are not many, as far as I know. As to
6 how we can quantify it and what is regarded as
7 a majority or what is regarded as a minority, but to my
8 knowledge there are not too many.

9 CHAIRMAN: Thank you, Mr Duncan.

10 MR PETER DUNCAN: Mr Chairman, this would be a convenient
11 time for the afternoon break, if it suits the Chairman.

12 CHAIRMAN: Yes, certainly.

13 Gentlemen, as we have done on previous days, we will
14 take an afternoon break to give everyone a rest.
15 15 minutes, please.

16 (3.49 pm)

17 (A short adjournment)

18 (4.04 pm)

19 CHAIRMAN: Yes, Mr Duncan.

20 MR PETER DUNCAN: Thank you, Mr Chairman.

21 Gentlemen, would you be good enough, please, to turn
22 up TD-1 at page 477.

23 You should be looking at a copy of a letter from the
24 Transport Department to the franchised bus operators,
25 dated 7 June 2018, the date of course after the

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1 committee was set up and commenced its deliberations.

2 Do you see that letter?

3 MR LEUNG KIN WANG: Yes.

4 MR PETER DUNCAN: Prior to receiving this letter which
5 informs the receivers of the availability of digital
6 road mapping, prior to receiving this letter dated
7 7 June 2018, was KMB aware of this facility?

8 MR LEUNG KIN WANG: You mean geo-fencing?

9 MR PETER DUNCAN: Yes. Digital road mapping, rather.

10 MR LEUNG KIN WANG: (Via interpreter) Yes.

11 MR PETER DUNCAN: When did you first become aware that
12 digital road mapping was accessible?

13 MR LEUNG KIN WANG: (Via interpreter) I thought you were
14 talking about geo-fencing. The map was only
15 available -- well, we only knew about the map after
16 receiving this letter, 7 June.

17 MR PETER DUNCAN: Right --

18 CHAIRMAN: There are two matters here, are there not? It's
19 a digital map but it also contains speed limit
20 information, and that's the question: did you know that
21 this was available before the letter of 7 June 2018?

22 MR LEUNG KIN WANG: No.

23 CHAIRMAN: Thank you.

24 MR PETER DUNCAN: In the second paragraph, the writer of the
25 letter says that the speed limits managed by the

26

1 Transport Department in the geographical information
2 system format is "already available", do you see that,
3 "already available"?

4 MR LEUNG KIN WANG: Yes.

5 MR PETER DUNCAN: Do you know now when that information
6 actually became available?

7 MR LEUNG KIN WANG: (Via interpreter) We have since talked
8 to our suppliers, and we have tried to access the
9 information through the data set. We have to deal with
10 the format in some way, but we are in the process of
11 accessing the information.

12 CHAIRMAN: No. The question is simply this: do you know at
13 what date the information was available? Because it's
14 said to be "already available". Do you know now when it
15 was available?

16 MR LEUNG KIN WANG: I only learn from this letter.

17 CHAIRMAN: No, I appreciate that. You have been given the
18 good news that there is a digital map of Hong Kong and
19 it's got speed limits on it, and you can redeploy your
20 37 people who are involved in tracking this information.

21 Did you then find out when it was that this was
22 first available?

23 MR LEUNG KIN WANG: (Via interpreter) I don't quite get the
24 question.

25 DR JOHN CHAN: (Via interpreter) We know that it's
26

1 available; not when we knew about this, when it was
2 available.

3 MR LEUNG KIN WANG: (Via interpreter) It was available for
4 a long time.

5 CHAIRMAN: That's what I'm trying to find out, and that's
6 what Mr Duncan is asking you. It's been available for
7 quite a long time. Do you know when it was -- not
8 "quite", it was available for a long time. Do you know
9 when it first became available?

10 MR LEUNG KIN WANG: I don't know.

11 CHAIRMAN: What did you mean when you said it was available
12 for a long time? What's the time period?

13 MR LEUNG KIN WANG: Sorry about the confusion. I was not
14 aware that the government is releasing this information
15 to us freely.

16 CHAIRMAN: No, we understand this, but having -- as I've
17 tried to put it -- received the good news that this
18 digital map with speed limits is available, have you
19 troubled to find out for how long it has been available,
20 for how many years, for example?

21 MR LEUNG KIN WANG: I think our IT department is able to get
22 one last year, so I know this exists.

23 CHAIRMAN: Are you suggesting that they didn't tell you
24 about it?

25 MR LEUNG KIN WANG: You mean TD?
26

1 CHAIRMAN: Yes. No, your IT department, "I think our IT
2 department was able to get one last year".

3 MR LEUNG KIN WANG: But that is not a live map. I know
4 that --

5 CHAIRMAN: Mr Leung, they are very simple questions. You
6 are being told by this letter that there is a digital
7 map available and it has a function which allows you to
8 know speed limits, and the question is, subsequently,
9 have you found out how long this has been available?
10 "How long have we been missing out on this device?"
11 Have you troubled to find that out?

12 DR JOHN CHAN: Sorry, Mr Chairman.

13 (Via interpreter) Not when we were told by the
14 government about it but when was it available first on
15 the part of the government?

16 MR LEUNG KIN WANG: (Via interpreter) Sorry about this. The
17 answer is I don't know.

18 MR ROGER LEE: (Via interpreter) GIS, that is something in
19 the last couple of years. The geographical information
20 system has been around for a long time on the part of
21 the government.

22 CHAIRMAN: Thank you.

23 Yes, Mr Duncan.

24 MR PETER DUNCAN: Prior to the receipt of the letter of
25 7 June, had the company made any enquiries of the
26

1 government to ascertain whether this digital mapping
2 system was available?

3 MR LEUNG KIN WANG: No.

4 CHAIRMAN: Are you aware that, for example, in London,
5 a digital map with speed limits on has been available
6 since at least 2008-9; are you aware of that?

7 MR LEUNG KIN WANG: No.

8 CHAIRMAN: Yes, Mr Duncan.

9 MR PETER DUNCAN: Thank you, Chairman.

10 If you could look, please, at KMB-1 at page 279.
11 Perhaps we should start with page 235, just to see what
12 this document is. You can see there your letter of
13 8 August, which is addressed to the committee, and
14 addresses items 1, 3, 6 and a poster plus a circular
15 under item 4. It's the second paragraph of the letter.
16 Do you see that?

17 DR NORMAN LEUNG: Yes.

18 MR LEUNG KIN WANG: Yes.

19 MR PETER DUNCAN: Then if we try to find out what item 6 is,
20 we have to go back one page to the annex to the
21 committee's letter of 8 August. We see there, it's:

22 "Copies of the documentation that describe and
23 evidence the steps taken, including the involvement of
24 Openmatics, to enable data to be obtained in real-time
25 to distinguish between speeding in speed limits of
26

1 50 kilometres per hour and speeding in speed limits of
2 70 kilometres per hour and the documents describing and
3 evidencing the results of those tests ..."

4 You kindly then provided an amount of information,
5 and that which I am interested in is at page 279,
6 item 6.

7 If I could bring your attention there to paragraphs
8 under the heading "Works undertaken":

9 "A number of initiatives have [been] carried out to
10 improve the above.

11 Openmatics has manually defined 50 ... and 70
12 [kilometre per hour] zonings (please refer to annex).
13 KMB had started a conceptual trial on 31 July 2008 by
14 comparing the above speed limits with the actual speed.
15 Such [speed] is to verify whether the real-time on-board
16 speed alert would notify the bus captains upon the
17 actual speed of the trial bus exceeds the speed limit of
18 the road. The result of the initial trial is so far
19 positive. Further testing will be carried out. We are
20 prepared to introduce the government's digital map into
21 the Openmatics black box, which will take three to four
22 months. However, the government's digital map does not
23 contain live information, and can only be updated every
24 6 months."

25 The question is, what deficiencies do you regard
26

1 there as being with regard to what you have identified
2 in the last sentence, "The government's digital map does
3 not contain live information, and can only be updated
4 every 6 months"; what's the problem there?

5 MR ROGER LEE: (Via interpreter) By "live information", it
6 means if there is a road situation which may affect the
7 speed to be used, the information should be sent to the
8 digital map. This is what we mean by "live
9 information". Say, for example, tonight a tunnel will
10 be closed, and another tunnel, there would be just one
11 tube for both directions, then the speed would have to
12 be reduced, and within a very short time the map should
13 tell us the new speed limit in a tunnel.

14 But right now the digital map is updated only every
15 six months. In other words, if the time period is
16 shortened, it will become more like a live situation.

17 CHAIRMAN: Is that accurate, that it is updated every six
18 months, or is that what it says on the website?

19 MR LEUNG KIN WANG: (Via interpreter) We discussed this with
20 government officials. We hope we can be given a live
21 map. But so far, it is still only updated every six
22 months, and they only update the permanent road speeds.

23 CHAIRMAN: With whom did you have this conversation?

24 MR LEUNG KIN WANG: This is an email message between our
25 staff and TD.

26

1 CHAIRMAN: Do you have that with you?

2 MR LEUNG KIN WANG: Yes, I bring it with me.

3 MR ROGER LEE: August 8.

4 CHAIRMAN: Can you provide a copy of it to us?

5 MR LEUNG KIN WANG: Yes.

6 CHAIRMAN: Can you do it now? We can copy it -- it's not
7 marked, is it? Thank you very much.

8 Can we have multiple copies.

9 You were answering my question when I interrupted
10 you. With whom did you have the conversation? Perhaps,
11 now the document has been taken away from you, you can't
12 answer.

13 MR LEUNG KIN WANG: It was an email to the TD engineer, my
14 email to Mr Danny Chan.

15 MR PETER DUNCAN: We will find out when we get it.

16 Prof Lo, please.

17 MEMBER LO: It seems to me the speed limit will not change
18 every day. Once in a while, certain segments will
19 change speed limit, maybe construction sites, maybe
20 certain kinds of scenario. So it's not going to change
21 every day; is that correct?

22 MR LEUNG KIN WANG: Depending on the road conditions,
23 because sometimes you have a temporary construction
24 site.

25 MR ROGER LEE: Accident.

26

1 MR LEUNG KIN WANG: So you may have some shortened.

2 CHAIRMAN: But these are all gazetted, are they not,
3 government gazette?

4 Well, let's approach this step by step. There is
5 a system, is there not, so that speed limits can be
6 changed legally, and that involves the government
7 posting gazettes, saying such and such a section of
8 road, the speed limit which is 70 will change for the
9 next three months and become 50? Are you familiar with
10 that system?

11 MR ROGER LEE: Yes, I do.

12 CHAIRMAN: And that system of gazettes deals with both
13 changes for months, or some of them are even for a year,
14 and it also deals with short-term changes?

15 MR ROGER LEE: Yes.

16 CHAIRMAN: Sometimes it deals with changes that are for
17 a certain hours of the day for a few days or a month?

18 MR LEUNG KIN WANG: Yes.

19 MR ROGER LEE: Like tunnel or accident.

20 CHAIRMAN: So what I am asking you about, these are all
21 gazetted, are you saying there is another system of
22 changing speed limits legally that are not gazetted?

23 You are not saying that? So they are all gazetted.

24 If one looks back at the 2018 gazettes, I think you
25 will find there are 22 gazettes that deal with this

26

1 issue. Some of them are temporary and some of them are
2 long term.

3 Perhaps we had better wait for the document.

4 Mr Duncan, are there some other matters you can deal
5 with?

6 MR PETER DUNCAN: I was simply going to ask whether the
7 Transport Department has yet responded to your email.

8 MR LEUNG KIN WANG: The TD hasn't replied to last reply yet.

9 CHAIRMAN: Well, don't hold your breath.

10 MR PETER DUNCAN: I'm going to turn now to a number of the
11 technology devices that have been referred to in the
12 submissions to the committee, possible technology
13 devices which are available and which relate to safety
14 matters.

15 Could I start, please, by asking you to look at
16 KMB-1, page 114. This is an extract from the report
17 sent to the Transport Department on 12 March, and on
18 this page we see part 5, "Other measures to enhance bus
19 safety", and what I wish to bring to your attention is
20 paragraph 43, which is under the heading of "Tilt
21 alarm". What is contained under that heading is the
22 following:

23 "A tilt alarm will be installed on every bus on the
24 entire fleet. Upon reaching a specific inclination, the
25 alarm will be triggered to alert the driver."
26

1 Do you see that entry?

2 MR LEUNG KIN WANG: Yes.

3 MR PETER DUNCAN: Thank you.

4 We heard on Tuesday -- in fact, we saw the statement
5 of Mr Kulis that the black box that was supplied by
6 Openmatics contained a provision for a tilt parameter.
7 Do you remember that?

8 MR LEUNG KIN WANG: Yes.

9 MR PETER DUNCAN: And I think it was you, Mr Leung, who
10 explained on Tuesday that the company did not provide
11 any value for this parameter because you could not
12 identify any particular reference values. Do you
13 remember saying that?

14 MR LEUNG KIN WANG: Yes, I did.

15 MR PETER DUNCAN: Can we go back to page 114, that
16 paragraph 43. Would it be fair to say that that
17 statement was made in reaction to what had happened to
18 the bus involved in the Tai Po incident?

19 MR LEUNG KIN WANG: This is after the incident.

20 MR PETER DUNCAN: Yes. Was it a reaction to it, because
21 that bus had in fact tilted and it in fact overturned?

22 MR LEUNG KIN WANG: This is the recommendation of the
23 committee, so this is after the incident.

24 MR PETER DUNCAN: Well, this was very shortly after the
25 incident, wasn't it?

26

1 DR NORMAN LEUNG: Yes.

2 MR PETER DUNCAN: 12 March.

3 DR NORMAN LEUNG: Yes.

4 MR PETER DUNCAN: What do you mean by "the committee"?

5 DR NORMAN LEUNG: The special committee of the board of KMB.

6 MR PETER DUNCAN: Thank you.

7 If you could then go, please, to page 150.

8 CHAIRMAN: Before you move on, the context in which this
9 statement is made at paragraph 43 is paragraph 39, under
10 the heading, "Other measures to enhance bus safety",
11 specifically this, the last three lines:

12 "The special committee has considered these issues,
13 in consultation with KMB's bus suppliers, and made
14 various recommendations which KMB's management will be
15 implementing or further examining."

16 That's the context, is it?

17 MR LEUNG KIN WANG: That's the context.

18 (Via interpreter) With regard to the tilt alarm and
19 the tilt angle, we would decide on the angle. Before
20 that, we did not know how to do it. Together with ADL
21 and Volvo, we discussed this, and their advice was that
22 they could not give us any specific recommendation.
23 They could not recommend any particular tilt angle.
24 Their recommendation was that it would be difficult to
25 decide on an angle, because if the angle was too narrow

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1 it would not be meaningful, and the bus captains would
2 be receiving a lot of misleading information, and if the
3 angle is too broad, it may be dangerous and the bus
4 captains will either steer the bus or apply the brake.

5 Therefore, ADL and Volvo both did not recommend
6 a tilt angle. Rather, they proposed to deal with this
7 with ESP or ESC, in order to deal with this matter of
8 tilting, and in fact we could not take reference from
9 other countries. We could not find any relevant tilt
10 angle for reference.

11 CHAIRMAN: Did you raise this with Openmatics, since it is
12 in their equipment, whether or not it is used anywhere?

13 MR LEUNG KIN WANG: We did, we did.

14 CHAIRMAN: What was their response?

15 MR LEUNG KIN WANG: There isn't any relevant -- they didn't
16 recommend anything for us.

17 CHAIRMAN: Did they indicate to you whether or not they knew
18 that this alert was used by anybody?

19 MR LEUNG KIN WANG: Not any double-decker that is relevant
20 to us, no.

21 CHAIRMAN: By that, is it to be inferred it is used by
22 vehicles other than double-decker vehicles? Is that
23 what you are saying?

24 MR LEUNG KIN WANG: They are referring to some coaches,
25 presumably.

26

1 CHAIRMAN: So it is used on coaches; is that what Openmatics
2 told you?

3 MR LEUNG KIN WANG: Not exactly. We asked them any relevant
4 double-decker for reference. They didn't -- they come
5 up with a figure but that presumably is not
6 double-decker, so we still awaiting for their
7 confirmation but it is not double-decker.

8 CHAIRMAN: Was this done in writing?

9 MR LEUNG KIN WANG: Yes, in writing.

10 CHAIRMAN: Are you in a position to provide us with copies
11 of this exchange?

12 MR LEUNG KIN WANG: Yes, I try to, yes.

13 CHAIRMAN: When was this done, approximately?

14 MR LEUNG KIN WANG: One or two weeks ago.

15 CHAIRMAN: Thank you. So please provide the exchange of
16 correspondence that addresses this issue.

17 MR PETER DUNCAN: Mr Leung, having regard to what you have
18 just said, if I can go back to page 114, the statement
19 at paragraph 43 seems to be quite unequivocal:

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

23 Was that in fact the resolution of the company at
24 this point, 12 February 2018?

25 CHAIRMAN: Well, it's 12 March I think when this report was
26

1 made. The accident was on 10 February.

2 MR PETER DUNCAN: 12 March, I beg your pardon, yes.

3 There's a positive statement there at paragraph 43
4 that the company will install a tilt alarm on every bus
5 in the entire fleet.

6 MR LEUNG KIN WANG: (Via interpreter) That should be in the
7 black box, and we are talking about triggering the
8 alarm, the one in the black box, not that we would
9 install another alarm, another tilt alarm.

10 CHAIRMAN: No, that's understood, but perhaps if one stands
11 back, this was a recommendation from the special
12 committee. It was recommended that:

13 "A tilt alarm will be installed on every bus of the
14 ... fleet. Upon reaching a specific inclination, the
15 alarm will be triggered to alert the driver."

16 Now, that's 12 March. Since then, you have carried
17 this forward, from what you have said. You have spoken
18 to ADL and Volvo and you have spoken to Openmatics.

19 MR LEUNG KIN WANG: Right.

20 CHAIRMAN: So what is the result of that? Just summarise it
21 because I think I understand what the result is.

22 MR LEUNG KIN WANG: Volvo, ADL --

23 CHAIRMAN: There is no need to go through the details. What
24 is the end result?

25 MR LEUNG KIN WANG: (Via interpreter) There is no suitable
26

1 angle. They cannot specify any particular angle.

2 CHAIRMAN: So is the result this, that although this is
3 a recommendation of the special committee, it's not one
4 that you are able to enforce or put into practice?

5 MR LEUNG KIN WANG: That's correct. Thank you very much.

6 MR PETER DUNCAN: So if we look at the second action plan,
7 at page 231 of the same bundle -- this is the action
8 plan provided to the committee on 6 August -- have you
9 summarised in writing what you have just told the
10 chairman --

11 MR LEUNG KIN WANG: Yes.

12 MR PETER DUNCAN: -- in the right-hand column on that page?

13 MR LEUNG KIN WANG: Yes.

14 MR PETER DUNCAN: So the upshot is there will in fact be no
15 tilt alarm; is that correct?

16 MR LEUNG KIN WANG: That's correct.

17 MR PETER DUNCAN: Now, you mentioned in the course of those
18 remarks the electronic stability control system.

19 Could you go, please, to page 114 of KMB-1. Do we
20 see there what was contained in the report to the
21 Transport Department on 12 March, and to put into proper
22 context it was said that the special committee had
23 considered the issues which had been described in
24 consultation with the bus suppliers and it made various
25 recommendations with KMB's management will be
26

1 implementing or further examining.

2 There is then reference at paragraph 41 to the
3 electronic stability control system, and it is described
4 as follows:

5 "[It is] an important safety feature available for
6 buses. It is a mandatory safety feature on coaches in
7 Europe. ESP reduces the risk of skidding and rolling
8 over. Installation of ESP in Euro V and Euro VI buses
9 is under testing and verification with the suppliers.
10 Upon confirmation by the suppliers, ESP will be
11 installed in the entire fleet phase by phase."

12 Now can I ask this question: prior to the incident,
13 had the company considered the application of this
14 system?

15 MR ROGER LEE: Yes.

16 MR PETER DUNCAN: When did it first consider the application
17 of the electronic stability programme?

18 MR ROGER LEE: (Via interpreter) It is between 2014 and
19 2015. We tried to approach a German company, MAN, they
20 had this ESP programme. In 2016 we purchased 20 buses
21 with ESP system. We used them on the road. 21
22 altogether, 21 buses altogether.

23 CHAIRMAN: From MAN?

24 MR ROGER LEE: Yes.

25 MR LEUNG KIN WANG: Double-decker.

26

1 MR PETER DUNCAN: So these had been in use for some time
2 prior to the accident on 10 February?

3 MR ROGER LEE: Correct.

4 MR PETER DUNCAN: Had any decision been made by the company
5 as to whether the use of this system should be extended
6 beyond that's MAN buses?

7 MR ROGER LEE: Yes.

8 MR PETER DUNCAN: What was that decision?

9 MR ROGER LEE: (Via interpreter) All new buses that we are
10 going to purchase, all Euro VI new buses will be
11 equipped with ESP.

12 CHAIRMAN: But when was that decision made?

13 MR LEUNG KIN WANG: (Via interpreter) Volvo and ADL, we need
14 some time. We have to talk to them further as to when
15 these will be available. So those buses will be
16 available after that happen.

17 DR NORMAN LEUNG: Mr Chairman, if I may, this was actually
18 reported in the updated action plan as of 1 August 2018.

19 CHAIRMAN: Can you give us the page reference? 235,
20 something like that?

21 MR PATRICK PANG: 230, should be.

22 CHAIRMAN: Yes. Thank you.

23 I think the context of Mr Duncan's question was
24 this. From 2016, you had 21 buses, double-decker buses,
25 supplied by MAN which had ESC. Had you made any
26

1 decision whether or not to go ahead with installing ESC
2 on new buses prior to the Tai Po accident?

3 I see you are shaking your head, Mr Leung.

4 MR ROGER LEE: (Via interpreter) Well, it was still on
5 trial. We wanted to get more data. We only had 21
6 buses at that time. But we found out that ESP could
7 help us in preventing skidding and rolling over, so we
8 wanted to speed up the programme.

9 CHAIRMAN: So the decision to act in the way that is set out
10 at page 230 of KMB-1 is a consequence of, firstly, the
11 10 February accident and, secondly, the investigation of
12 the special committee, and thirdly its recommendation?

13 MR ROGER LEE: Yes.

14 CHAIRMAN: Thank you.

15 MR PETER DUNCAN: Could you describe the current position
16 then with regard to the retrofitting of the ESP
17 programme? It is said on page 114 that:

18 "Upon confirmation by the suppliers, ESP will be
19 installed in the entire fleet phase by phase."

20 Have you received any confirmation by suppliers that
21 this is feasible?

22 MR LEUNG KIN WANG: (Via interpreter) They are still
23 developing their own equipment. The new buses will
24 arrive in 2019 and these will be equipped with this
25 system then the next step will be for the retrofitting
26

1 of the same device or system to our existing buses.

2 The initial response is positive; the initial
3 indication is positive.

4 MR ROGER LEE: (Via interpreter) For Volvo it's 18 to 24,
5 but for ADL, we don't have a timetable for the
6 retrofitting programme.

7 MR PETER DUNCAN: Have ADL indicated whether it is feasible?

8 MR LEUNG KIN WANG: (Via interpreter) Yes. It can be done.
9 It can be retrofitted.

10 MR PETER DUNCAN: So does that then cover the entire fleet
11 by referring to --

12 MR LEUNG KIN WANG: (Via interpreter) We are restricted to
13 Euro V buses.

14 MR ROGER LEE: (Via interpreter) Pre Euro V vehicles, there
15 is no electronic braking system.

16 MR PETER DUNCAN: So does that mean some of the fleet will
17 not have this system?

18 MR LEUNG KIN WANG: Correct.

19 MR PETER DUNCAN: What numbers?

20 MR LEUNG KIN WANG: (Via interpreter) Euro V or newer buses
21 account for more than half of our fleet.

22 CHAIRMAN: So just under or some figure under half will not
23 have this fitted --

24 MR LEUNG KIN WANG: Correct.

25 CHAIRMAN: -- when retrofitting has been complete?
26

1 MR LEUNG KIN WANG: Yes.

2 MR PETER DUNCAN: Is that correct?

3 MR LEUNG KIN WANG: That is correct.

4 MR PETER DUNCAN: Just to complete the picture on this,
5 could we go to TD-404 again, please.

6 CHAIRMAN: Which bundle is that in?

7 MR PETER DUNCAN: TD, I beg your pardon, TD-1.

8 Has the working group recommended that all
9 franchised bus operators, in paragraph 4, have committed
10 that all new double-deck buses procured from July 2018
11 onwards will be incorporated with that device, the
12 electronic stability control device?

13 MR LEUNG KIN WANG: Yes.

14 MR PETER DUNCAN: And does that contain, in paragraph (a),
15 a description, full description, of the nature of that
16 device?

17 MR LEUNG KIN WANG: (Via interpreter) For KMB, all new buses
18 starting from 1 January 2019 will be fitted with this.

19 MR PETER DUNCAN: While we are on page 404, do you see the
20 reference in paragraph (b) to "'Retarders for capping
21 the maximum speed of the speed limiters on downhill
22 ('speed limiting retarder')"? Do you see that
23 reference?

24 MR LEUNG KIN WANG: Yes.

25 MR PETER DUNCAN: Could I ask you just to keep that open,
26

1 but to refer again to the report to the Transport
2 Department after the accident, at page 115, please.

3 CHAIRMAN: Of KMB-1?

4 MR PETER DUNCAN: KMB-1, yes.

5 Can you read paragraph 45 to yourself, please.

6 MR LEUNG KIN WANG: Yes.

7 MR PETER DUNCAN: Does it finish by saying this?

8 "A retarder is a hydraulic system that slows down
9 the gearbox. Speed limitation systems could be offered
10 on new buses after a period of engineering and testing."

11 Who supplies these sorts of devices?

12 MR LEUNG KIN WANG: The bus manufacturer.

13 MR PETER DUNCAN: How long have they been available?

14 MR LEUNG KIN WANG: They will become available on our new
15 buses for ADL in early next year.

16 CHAIRMAN: I think Mr Duncan's question is more general than
17 that. How long have they been available to buy or fit,
18 purchase?

19 MR LEUNG KIN WANG: Not at the moment.

20 MR PETER DUNCAN: Let me ask it -- I haven't made myself
21 clear, I'm sorry -- were these devices available prior
22 to the Tai Po accident?

23 MR LEUNG KIN WANG: No.

24 MR ROGER LEE: No.

25 MR PETER DUNCAN: When did they become first available?

26

1 MR LEUNG KIN WANG: They will become available.

2 MR ROGER LEE: Maybe the first one in KMB.

3 CHAIRMAN: They are not available elsewhere in the world?

4 MR LEUNG KIN WANG: For double-decker, no. I'm not sure.

5 I'm not sure.

6 CHAIRMAN: By all means be cautious.

7 MR LEUNG KIN WANG: I'm not sure.

8 MR PETER DUNCAN: Let's go back to square one. Before the
9 accident, were you aware of the existence of these
10 device?

11 MR LEUNG KIN WANG: We did, we did, but not with ADL. We
12 did go to Wrightbus, we did go to Belfast, we did go to
13 Queen's University to talk about a lot of new features,
14 safety features. Yes, we know this technology. We know
15 this technology, especially on vehicles.

16 CHAIRMAN: Are you saying that this was a technology that
17 was offered on Wrightbuses?

18 MR LEUNG KIN WANG: Not at that moment.

19 MR ROGER LEE: (Via interpreter) Actually, after the
20 accident, we talked to ADL and Volvo in order to explore
21 whether retarders can be fitted onto buses. At that
22 time they spent some time to think about the possibility
23 and we can only say this, because it was not readily
24 available.

25 CHAIRMAN: Yes, Mr Duncan.

26

1 MR PETER DUNCAN: Presumably, before the incident, before
2 February this year, you would have been aware of the
3 fact that the retarder mechanism that you had to keep
4 buses below 70 would not be effective on a downhill
5 slope; you must have known that? Would that be correct?

6 MR LEUNG KIN WANG: Yes.

7 CHAIRMAN: Because that system simply works by starving the
8 engine of fuel, doesn't it, reducing the amount of fuel?

9 MR LEUNG KIN WANG: Correct.

10 MR PETER DUNCAN: So given that you were aware that the
11 system did not retard a bus going in excess of 70
12 downhill, had you before the incident made any enquiries
13 into whether there was available in the market any
14 device which would offer assistance in that respect?

15 MR LEUNG KIN WANG: (Via interpreter) There should have been
16 but I don't know where we mentioned this.

17 If the buses use hand-retarders, this can be done.

18 The speed going downhill can be limited.

19 MR PETER DUNCAN: That's not quite the question. Had you
20 considered with the bus manufacturers before the
21 incident anything in the nature of what you discovered
22 since the incident with regard to inhibiting the speed
23 downhill?

24 MR LEUNG KIN WANG: (Via interpreter) Not that, from my
25 memory, nothing.

26

1 DR JOHN CHAN: May I try to explain what is a slightly
2 technical question. We had referred earlier to a system
3 of hand-retarders on certain bus routes coming down
4 Hiram's Highway, because it is particularly steep. In
5 the context of Mr Duncan's question, yes, those buses
6 and those hand-retarders had been in use for a long time
7 before the Tai Po accident. So to that extent, yes, we
8 knew.

9 But this particular type of speed retarder that we
10 are talking about here, that's something that has
11 occurred to us only since, after the February accident.

12 MR PETER DUNCAN: Thank you, I understand.

13 CHAIRMAN: By that you mean the hydraulic system?

14 DR JOHN CHAN: Yes.

15 MR PETER DUNCAN: Can we go to the action plan, please, the
16 first action plan, to understand the situation here.
17 I think this can be found at page 150.

18 Is that the reference, "Speed limitation -- speed
19 limitation system which will automatically activate the
20 brakes to slow down the gearbox should be installed on
21 new buses after a period of engineering and testing"?

22 MR LEUNG KIN WANG: Yes.

23 MR PETER DUNCAN: And the action plan as at 10 April:

24 "Both ADL and Volvo are studying how this system
25 could be implemented on new bus. Feasibility will be
26

1 updated in due course."

2 Then if we follow this through to action plan no. 2,
3 item 19.

4 CHAIRMAN: Which page?

5 MR PETER DUNCAN: This will be at page 232, Mr Chairman.

6 CHAIRMAN: Thank you.

7 MR PETER DUNCAN: We are informed that:

8 "ADL's Euro VI new buses will come with this
9 feature. Volvo will have this feature available in July
10 2019 and their Euro VI new buses delivered before this
11 time will have the feature retrofitted."

12 Does that cover all the new buses that you will be
13 acquiring in the future, just ADL and Volvo?

14 MR LEUNG KIN WANG: Yes, all new Euro VI buses.

15 MR PETER DUNCAN: So are you going to be acquiring new buses
16 apart from Euro VI buses?

17 MR ROGER LEE: All the new buses will be Euro VI.

18 MR PETER DUNCAN: And they will be restricted to ADL and
19 Volvo, will they?

20 MR ROGER LEE: So far, only these two manufacturers.

21 MR PETER DUNCAN: If we go back to the working group's
22 recommendations, are we able to see those in detail at
23 TD-1, pages 404 and 405?

24 Do you see those entries?

25 MR LEUNG KIN WANG: Yes.

26

1 MR PETER DUNCAN: With regard to retrofitting, you will
2 notice that the working group recommends that the
3 operators and the bus manufacturers start the
4 development of these two add-on devices for existing
5 buses with a working target to commence the tests of the
6 devices and trials of the retrofitting work in about 12
7 to 18 months. That's the second half of 2019.

8 Could you just confirm for us, please, what the
9 company's intentions are with regard to retrofitting
10 with regard to this device?

11 MR LEUNG KIN WANG: (Via interpreter) We will do it.

12 MR PETER DUNCAN: And will you do that in accordance with
13 the working group's recommendations?

14 MR LEUNG KIN WANG: (Via interpreter) We will do that
15 accordingly.

16 MR PETER DUNCAN: I would now like to move to the next
17 device referred to by the working group. This is under
18 the heading of page 405 of "Trials of new safety
19 technology".

20 If I could just introduce this by reading the
21 introductory paragraph:

22 "In order to enable the [franchised bus] operators
23 to step up their management and control of their bus
24 fleet, and reduce the potential risks arising from human
25 errors or effect of unsafe driving behaviour, the
26

1 [working group] considered that new safety technology
2 which can assist the [franchised bus] operators in
3 monitoring and controlling bus safety should be actively
4 explored. Generally, the [franchised bus] operators
5 have committed to further exploring sources of supply of
6 various latest safety devices/technology and launch
7 trials with a view to establishing the technical
8 feasibility and cost-effectiveness of their application
9 in [franchised buses]".

10 The first matter to which the working group has
11 referred is what is described as the "bus monitoring and
12 control system". Could I just read out, please, what
13 this is said to contain:

14 "In view of the latest technological development in
15 bus fleet management system and black box with functions
16 on real-time fleet supervision, bus speed recording,
17 Global Positioning System ... location recording,
18 et cetera, the [working group] considered that it should
19 be a medium-term goal for [franchised bus] operators to
20 develop a comprehensive BMCS with positioning function,
21 operational information monitoring function, and
22 variable speed limiting function with geo-fencing
23 technology. In brief, by making use of GPS or other
24 positioning technologies, the system will match the
25 legal speed limit at the actual bus location. This
26

1 real-time speed limit information can then be used to
2 control the enhanced speed limiter (ie speed limiter
3 with 2 speed settings). In other words, the bus speed
4 could be controlled or limited within the applicable
5 speed limits (50 [kilometre per hour] or 70 [kilometre
6 per hour] depending on the road section). The system
7 will also enable the [franchised bus] operators to
8 monitor their bus fleet more closely and to take
9 appropriate management action against overspeeding and
10 other unsafe or improper driving behaviour such as heavy
11 braking or inappropriate speed during cornering or
12 downhill. To this end, [franchised bus] operators have
13 agreed to proceed with developing the system and
14 conducting trials in two phases ...:

15 (i) Phase 1: a BMCS with positioning function,
16 operational information (such as vehicle speed, brake
17 status, deceleration, et cetera) monitoring function and
18 geo-fencing technology for fleet management will be put
19 on trial to achieve detection of speeding and provide
20 real-time alert to the bus captains; and

21 (ii) Phase 2: Subject to the successful development
22 of the phase 1 trial, the BMCS so developed will be
23 incorporated with additional application of enhanced
24 speed limiter being developed by bus manufacturers so as
25 to limit the bus speed in accordance with the
26

1 corresponding speed limit of various road sections."

2 If we go there to the company's action plan --

3 CHAIRMAN: Before you do that, Mr Duncan, may I interrupt --

4 and this is a question for you, Mr Leung.

5 If you go back to page 402, where the Transport
6 Department provided the committee with information
7 relating to progress of the working group's meetings,
8 you will see that in the final two lines it says that:

9 "... the report of the working group will be
10 provided the soonest possible for the committee's
11 reference."

12 Now, this letter is dated 19 July. You are a member
13 of the working group. When might we expect to receive
14 the working group's report?

15 MR LEUNG KIN WANG: (Via interpreter) I haven't received it.

16 CHAIRMAN: I appreciate that. Can you help us as to when we
17 might all expect to receive it?

18 MR LEUNG KIN WANG: (Via interpreter) The working group is
19 still in session.

20 CHAIRMAN: I understand that. It's obviously gone over the
21 time that we were told by the Commissioner for Transport
22 was to be its reporting time, when she gave evidence in
23 May, but I'm trying to get some indication from you, as
24 a member of the group, nothing more than that, when we
25 might expect to receive the report.

26

1 MR LEUNG KIN WANG: (Via interpreter) There are minutes of
2 meeting, and all I've got are the minutes of meetings.

3 CHAIRMAN: You misunderstand me. At the end of the day, the
4 working group is going to produce a report. When might
5 we expect to get the report?

6 MR LEUNG KIN WANG: (Via interpreter) I have to ask the
7 chairman of the working group.

8 CHAIRMAN: I understand that, but you are a member of it.
9 Are you close to the end? Is it about to be signed off
10 or not?

11 MR LEUNG KIN WANG: I think it's close to the end.

12 CHAIRMAN: Thank you.

13 Sorry, Mr Duncan.

14 MR PETER DUNCAN: That's perfectly in order, Mr Chairman.

15 Is it proposed to have any more meetings of the
16 working group, or has the working group fulfilled its
17 function?

18 MR GODWIN SO: (Via interpreter) According to the agenda,
19 there have been three general meetings on training and
20 fleet management. We have made some progress. We
21 expect a report to be written up. And there will be
22 a fourth meeting. The agenda will be on bus training
23 and the monitoring mechanism of bus captain training.
24 It will be convened in mid-September.

25 CHAIRMAN: Thank you.

26

1 MR PETER DUNCAN: Thank you. Let us go to the action plan,
2 the first of the two action plans, at page 150 of KMB-1.

3 Is it at paragraph 16 on that page that this matter,
4 that is to say BMCS, is reflected?

5 MR ROGER LEE: (Via interpreter) We are working towards this
6 objective. We have talked about digital map and black
7 box, and these are being worked out. We have
8 a timetable. If we achieve that goal, then the next
9 stage -- there will be a second stage. In the future,
10 we will be able to give alerts to the bus captain
11 instantaneously, real-time, whether it's a 50km speed
12 limit or 70km speed limit.

13 But geo-fencing is more complicated. There will be
14 information fed into the black box and the black box
15 will identify whether there is speeding, and then the
16 CAN system will be provided with the input so as to
17 reduce the speed, to reduce the fuel supply. We have to
18 be very careful because this will mean taking over the
19 captain's driving.

20 We have a bus being tried for this new system but it
21 is still on trial.

22 MR PETER DUNCAN: So is it at item 16 of the action plan
23 which reflects the work to be done on the bus monitoring
24 and control system?

25 MR ROGER LEE: Yes.

26

1 MR PETER DUNCAN: Thank you. For a further update on that,
2 can we go to the second action plan, at page 231 of
3 KMB-1, please. Do we see on page 231 the action plan,
4 as of 1 August 2018, and in the first paragraph, does it
5 refer to the test drive which you mentioned a few
6 moments ago?

7 MR ROGER LEE: Yes.

8 MR PETER DUNCAN: So going back to the recommendations of
9 the working group, according to the Transport
10 Department, where is KMB exactly with regard to phase 1
11 and phase 2 respectively?

12 MR LEUNG KIN WANG: (Via interpreter) Phase 1 will involve
13 giving alerts only. Only alerts would be given.

14 MR PETER DUNCAN: Yes. What stage has been reached? Is
15 phase 1 completed? Is it halfway done? What's the
16 situation?

17 MR LEUNG KIN WANG: (Via interpreter) We are still doing the
18 trials. We haven't reached the stage where we can have
19 the findings.

20 MR ROGER LEE: (Via interpreter) We have to install the
21 digital map in the black box so that we can tell between
22 50kmh and 70kmh, and this test drive is about finding
23 out whether this will work, the digital map will work,
24 this can be done in the short term.

25 MR LEUNG KIN WANG: (Via interpreter) Let me supplement. We
26

1 have manually installed information on some road
2 sections in the black box. That is to say for certain
3 GPS coordinates, it is subject to -- it is a 50-kmh
4 zone, we have manually inputted the information to the
5 black box. But if we have a live map, the entire map
6 would be installed and then we can carry out a more
7 comprehensive test.

8 CHAIRMAN: And how many road sections have you dealt with by
9 installing that manually, the distinction between
10 a 50-kilometre zone and a 70-kilometre zone?

11 MR ROGER LEE: (Via interpreter) The manual input is done
12 this way. If the section is 70kmh zone, we would
13 manually install or input the map, and then we can
14 actually test all buses but we are just doing this for
15 one bus. Then, if the alarm doesn't go off when it
16 exceeds 70kmhkmh we know whether it works.

17 If it works on one bus, it will work for all 4,000.
18 This is done manually now. If we can install the
19 digital map, of course we need to verify the format
20 first, and if that can be done then we can
21 comprehensively do this for both 50kmh zones and 70kmh
22 zones.

23 CHAIRMAN: But the question was, in this manual trial, how
24 many sections of road have you installed with these
25 latitude/longitude parameters?

26

1 MR ROGER LEE: In fact all of them.

2 CHAIRMAN: Thank you.

3 MR PETER DUNCAN: Are you able to provide any sort of
4 indication to the committee as to how long it might take
5 for these two phases to be totally trialled?

6 MR ROGER LEE: (Via interpreter) We have given you the
7 indicative information.

8 CHAIRMAN: Yes. Can you remind us where we can find that in
9 the bundles? You have given us a bar chart, haven't
10 you?

11 DR NORMAN LEUNG: 279 to 281.

12 CHAIRMAN: Thank you very much.

13 Can you help us then as to what is meant by the
14 first heading, "Incorporate speed limit into black box
15 by Openmatics", end of November 2018?

16 MR LEUNG KIN WANG: (Via interpreter) This is about the
17 government's data set.

18 CHAIRMAN: Digital map with speed limits?

19 MR LEUNG KIN WANG: Yes, right.

20 CHAIRMAN: Installed by Openmatics into all black boxes?

21 MR LEUNG KIN WANG: All black boxes. But for the trial, it
22 may be one or two, but ...

23 CHAIRMAN: This is what you hope to achieve, presumably?

24 MR ROGER LEE: Yes.

25 MR LEUNG KIN WANG: Correct.

26

1 CHAIRMAN: But going through the steps, what is meant by
2 "Validate the speed limit accuracy"?

3 MR LEUNG KIN WANG: (Via interpreter) We hope the system can
4 operate normally. We would like to try whether, at
5 a certain location, that it can really fulfil the
6 requirement.

7 CHAIRMAN: So cross-check; is that it?

8 MR LEUNG KIN WANG: Cross-check.

9 MR ROGER LEE: (Via interpreter) Chairman, sometimes it
10 relies a lot on the GPS for positioning. Sometimes
11 certain road sections, even if the map speed limit is
12 accurate, the bus speed as fed into it might not be
13 accurate, because if you only rely on GPS it may not be
14 accurate and it needs to be adjusted.

15 MR LEUNG KIN WANG: (Via interpreter) One of the
16 considerations is whether the signals of the GPS are
17 stable and accurate. That has to be adjusted.

18 MR ROGER LEE: (Via interpreter) Say, for example, on
19 Tuen Mun highway, we have a bus speed at 70 kilometres
20 per hour, but then if you rely on GPS for positioning,
21 sometimes they would tell you that the bus is on
22 Castle Peak Road and the speed limit is 50km there.
23 Therefore, sometimes the roads can be very close and we
24 have to adjust the positioning.

25 CHAIRMAN: This is a problem that occurs when one road is on
26

1 a flyover and the other road is beneath?

2 MR ROGER LEE: Yes, and also the parallel one.

3 CHAIRMAN: Yes.

4 Just going through the steps here -- so you are
5 going to carry out an internal trial. What is meant by
6 that?

7 MR LEUNG KIN WANG: (Via interpreter) Well, it may be a test
8 drive by our own staff, or a trial on a specific route.
9 We need to carry out the trials to see whether the
10 operation will meet expected results.

11 MR ROGER LEE: (Via interpreter) Because today, if the light
12 would be activated at 70km, there will be a light on the
13 speedometer. But later on, the 50km and 70km alert will
14 be done by the system. So it is totally different.
15 From the angle of the bus captain, today there will be
16 a light, it is because today he is reminded that it
17 exceeds 70km, but later on, whether it is 50km or 70km,
18 we will have to rely on the system to check it against
19 the speed limit of the road section, and bus captains
20 have to adapt to this and we have to give them some time
21 to tell them that this is the incentive behind the
22 change of the system.

23 CHAIRMAN: You have another bar here, "Consultation with
24 frontline staff"; I suppose that speaks for itself.

25 "Implementation to full fleet", by the end of
26

1 January of 2019.

2 MR ROGER LEE: Yes.

3 CHAIRMAN: Then in terms of time, if one goes to the bottom
4 of this bar chart, you repeat the matters that you have
5 set out earlier: carry out internal trial, consult
6 frontline staff. Why is that repeated?

7 MR ROGER LEE: (Via interpreter) They are different. This
8 is phase 2, Chairman. The first one is that on the
9 dashboard there will be two real-time indicators,
10 telling the bus captain that he has gone beyond 50km and
11 he will be alerted, or whether he is exceeding 70km so
12 we alert him. But the one that is below, it is about
13 phase 2. When the bus captain exceeds the speed limit
14 or is driving at a high speed, then the geo-fencing
15 system will take over the bus captain's driving, and to
16 tell him that he has to cut the fuel supply.

17 We have left out 70km here. In other words, when it
18 comes to phase 2, if the bus captain goes beyond 70km,
19 say for example when he goes downhill, then the bus will
20 use geo-fencing technique in order to cut the fuel
21 supply. We will not just alert the bus captain. This
22 is about phase 2.

23 CHAIRMAN: So phase 1 will be complete on this timeline by
24 the end of January 2019?

25 MR ROGER LEE: We hope.

26

1 CHAIRMAN: Yes.

2 Yes, Mr Duncan.

3 MR PETER DUNCAN: Thank you, Chairman.

4 TD/406, please. TD-1/406, please, leads on to the
5 next device to be trialled. This is the collision alert
6 and lane-keeping devices. It is said that:

7 "The collision alert system is an add-on device
8 which will give an alert to the bus captain in the event
9 of a possible crash. The lane-keeping device is also
10 an add-on device to alert the bus driver when the bus
11 starts moving away from the lane other than proper
12 steering. Both devices are available in the market.
13 Thus, trial of using the devices in [franchised buses]
14 to assess their applicability and effectiveness is
15 recommended."

16 We saw earlier today in the accident statistics that
17 head-on and tail collisions, and collisions involving
18 a changing of lane, were responsible for something like
19 25 per cent of bus accidents.

20 CHAIRMAN: Remind me, if you would, Mr Duncan, where those
21 figures are to be found.

22 MR PETER DUNCAN: Yes. That's at page 183, Mr Chairman, of
23 the same volume, TD-1.

24 Had the company given any consideration to the
25 application of these devices prior to the accident in
26

1 Tai Po in February?

2 MR ROGER LEE: (Via interpreter) Yes, we did.

3 MR PETER DUNCAN: Could you please describe what
4 consideration was given and what the outcome of that
5 consideration was.

6 CHAIRMAN: Before you answer that question, I'm looking at
7 183. Lane collision seems to be 11 per cent, does it
8 not? Are you including some other figures?

9 MR PETER DUNCAN: Yes, I'm sorry, Mr Chairman. I should
10 have broken it down. I was combining "head on/tail
11 collision" with "collision (changing lane)", giving
12 approximately 25 per cent.

13 CHAIRMAN: Yes. Thank you.

14 I'm sorry, please put the question again.

15 MR PETER DUNCAN: Yes.

16 What consideration had been given to the engagement
17 of these sorts of devices prior to the accident in
18 February?

19 MR ROGER LEE: (Via interpreter) Actually, in 2017, our
20 engineering department -- well, myself and our
21 operations director, Mr Leung, together with some young
22 engineers in the company -- we thought of new ways to
23 help those two things that you mentioned, and because of
24 that, as I said, in the spring or actually in the autumn
25 of last year we went to Northern Ireland to go to

26

1 Queen's University in Belfast, exactly to look into
2 these two matters.

3 KMB in-house has a group of engineers who actually
4 have been sent to Northern Ireland to do this, and
5 Queen's University sent professors to Hong Kong to look
6 at our buses.

7 These are two main projects. The first one is
8 collision alert. We would like to know the distance
9 between our bus and the vehicle in front of the bus,
10 because we have found that direct collision on long-haul
11 routes can be fatal, and we want to do something to see
12 whether our bus can be a distance away from the vehicle
13 in front, and if the braking distance is not sufficient
14 we will have to alert the bus captain and we have been
15 doing this internally. Now we have engaged a university
16 in Belfast so that we can develop this together.

17 If you look at the W-Tech document, you will see
18 that when there is a change of lanes, when the bus
19 captain engages in lane changing but he doesn't do
20 proper steering, there will also be alerts. We are
21 researching into this now.

22 But today, I can only tell you that we are still
23 doing the research. We don't even have initial
24 conclusions or results.

25 MR LEUNG KIN WANG: (Via interpreter) I would like to add

26

1 one point. In the market, we will be watching out for
2 third-party products. Later on, we are going to address
3 driver monitoring device. We don't know whether the
4 device would be applicable, but we hope so.

5 MR PETER DUNCAN: According to the Transport Department's
6 account of the working group's deliberations at
7 page 406, there are already devices available on the
8 market. Do you see that reference?

9 MR LEUNG KIN WANG: Yes.

10 MR ROGER LEE: (Via interpreter) That's right, for (c), on
11 drowsiness.

12 MR PETER DUNCAN: No, for (b).

13 MR LEUNG KIN WANG: (Via interpreter) I know that some other
14 bus companies are also trying this out. We will be
15 keeping a close watch. We will try it out again. We
16 will do that.

17 Talking about lane-keeping devices and the alert,
18 I remember many years ago we tried out something, but
19 the results were not satisfactory. But given present
20 technology, we will be keeping watch and we will be
21 doing further trials.

22 MR PETER DUNCAN: I'm just wondering why you are entering
23 into this research project with the overseas university
24 if there are in fact already devices available on the
25 market.

26

1 MR LEUNG KIN WANG: (Via interpreter) Mr Duncan, even if
2 some products are available, you may try them out and
3 you don't know whether they are good for your buses.

4 MR ROGER LEE: (Via interpreter) I would like to say
5 something more here. Actually, a product may be very
6 good for a particular place, but we drive on different
7 roads. We have long-haul routes. We have urban routes.
8 We have routes where there are many people and many
9 vehicles. The situation is complex. There is no one
10 third-party product that can be applicable to our buses.
11 We are talking about very congested and sometimes
12 long-haul routes. It is very difficult to find one
13 product. We can only try them out. But at the same
14 time we should also try to seek a way out for ourselves.

15 CHAIRMAN: Mr Duncan, we have reached the close of play and
16 it's been a very long day for everyone, as always for
17 the stenographers the longest, but that's why it's time
18 to close.

19 Gentlemen, it's clear, as was obvious during the
20 day, that you have much information to provide us. We
21 will go through the transcript, as no doubt you will,
22 and we will identify exactly what it is that you are to
23 provide to us, which is most helpful. We would ask you,
24 if you could, to make that available to us within two
25 weeks of today, because it is clear that we will need to

26

1 have another oral session. But it is helpful to
2 everyone if we can get the documents in good time, have
3 them paginated. You can then digest them and so can our
4 counsel.

5 So can I ask that you provide the information that
6 you have undertaken to provide within two weeks and we
7 will fix another hearing thereafterwards.

8 Thank you very much for attending. I know these
9 have been long days but it has been helpful to the
10 committee.

11 So we will adjourn now and the hearing will resume
12 when we are able to fix a date. Thank you.

13 (5.32 pm)

14 (The hearing adjourned to a date to be fixed)

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EVIDENCE FROM KOWLOON MOTOR BUS CO (1933) LTD AND1
LONG WIN BUS CO LTD: DR NORMAN LEUNG, DR JOHN
CHAN, MR ROGER LEE, MR GODWIN SO, MR LEUNG
KIN WANG, MR PATRICK PANG, MR JAMES WONG
(simultaneous interpretation used only where
indicated)

Statement by DR NORMAN LEUNG1

Examination by MR PETER DUNCAN (continued)5

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1 2018年8月11日

2 上午10時01分恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）梁博士同埋各位先生，早晨。

6 梁乃鵬先生：（經傳譯員）早晨，主席，早晨。

7 主席：（經傳譯員）鄧律師。

8 MR DUNCAN：（經傳譯員）唔該你主席。

9 梁乃鵬先生：（經傳譯員）主席先生，或者等我先講，可唔可以畀幾分鐘我？

10 主席：（經傳譯員）當然可以。

11 梁乃鵬先生：（經傳譯員）主席先生，琴日聆訊之後，我哋向委員會係提供進一步嘅
12 文件，呢個係關乎行動計劃嘅，就關於二十九個彎位嘅時速限制。另外我講一
13 講提交畀席前嘅提交文件總結。

14 或者讓我講一講，主席先生，你問咗一個問題，就係都好公道嘅同埋好切
15 題嘅，你就問過點解王家豐先生所作嘅建議，我哋管理階層係未有係落實嘅，
16 我一定要承認，我自己心中亦都有咁嘅疑問，就想知道點解係冇加以實施嘅。

17 或者我哋睇一睇嗰個提交文件嘅一覽，喺2014年嘅7月31號，嗰度就係
18 話行動計劃就會提交畀車務總監同埋總經理，以供佢哋係通過嘅。跟住就係喺
19 2014年嘅8月14號，當時就係王家豐先生就係寫電郵畀何文達先生，就話請
20 你係批准嘅。跟住就係14年嘅8月15號，當時就何先生就係畀電郵就係黃
21 生，就叫佢就係請車務總監就係去正式批准，當然事先就係查核咗同埋通過咗
22 先。

23 跟住就係喺15年嘅2月2號，當時就係有一封電郵嘅，就係王家豐先生
24 就係發出係畀所有車廠嘅總經理，嗰度就話「而家就係適當嘅時候去再考慮係
25 落實車速限制呢項事情嘅」，即係只針對嗰啲已經係搵出嘅嗰啲急彎。

26 喺15年嘅2月5號，王家豐先生就發電郵畀所有車廠嘅總經理，佢就話
27 「我會將佢呈交畀車務總監同埋另一位總監，就等佢哋作最後嘅批核嘅。」

28 主席先生，我想請你哋睇番呢一個證物5號，即係呢一個文件夾嘅證物
29 5。

30 主席：（經傳譯員）係，好，我有喇。

1 梁乃鵬先生：（經傳譯員）好，唔該晒主席先生。呢一份就係一個通函，就係王家豐
2 先生就係發畀所有有關嘅部門嘅主管。喺呢一份便箋嗰度，就話「今早係同車
3 務總監開過會，係關乎上述嘅題目嘅，我哋而家係有一個新嘅做法」，我要強
4 調，呢度就講話係「對於點樣處理呢個事宜就有新嘅睇法，新嘅做法。嗰個行
5 動就會係總結如下：

6 第(1)，就係嗰個安全服務及質量部就會預備一份安全嘅海報，一張咁嘅海
7 報就係話駛過急彎嘅安全駕駛，就會 4 月嘅時候做，車廠就需要將呢一啲安全
8 海報係擺放喺同埋展示喺一啲當眼嘅地方，喺車廠嘅地方同埋所有嘅總站嗰
9 度，係駕駛訓練導師就需要向所有嘅車長就係進行呢個安全嘅提示，作為一個
10 正常嘅做法；

11 第(2)，就係安全及服務質量部就會擬備一份內部通告，呢個就會由交通部
12 就係發出嘅，就加強車長嘅安全意識，亦都提醒所有嘅車長就係要觀看一個安
13 全嘅錄影帶，就係透過呢個電子學習嘅方法，呢個就 1 月就好似處理巴士火警
14 一樣；

15 第(3)點，就係安全及服務質量部就會同車長訓練學校商討喺職員嘅網站嗰
16 度上載一個安全嘅短片，就講明如果佢哋係駛過呢啲急彎嘅時候，一般嘅安全
17 指引同埋預防措施係乜嘢嘅，而嗰個寶順路轉入去唐明街呢一個急彎就會被揀
18 選作為一個例子，呢個就係三十秒鐘嘅安全短片嘅。所有嘅車長都需要登入或
19 者用其他嘅方法嚟到觀看呢一個安全嘅短片同埋佢哋嘅名就會係記錄低，會有
20 紀錄嘅；

21 第(4)點就係巴士車長訓練學校，就會引呢一個將軍澳巴士翻側意外作為一
22 個教訓，就係要所有嘅新入職嘅車長、學員同埋其他嘅車長就係知悉嘅，就透
23 過適當嘅安全駕駛訓練。」

24 跟住嗰段就話「請留意，而家係唔需要係發出嗰個安全車速限制卡嘅，而
25 嗰個安全短片嗰度係唔會」，係唔會，「講明嗰個安全車速嘅限制嘅，嗰個內
26 部通告都唔會咁樣嘅，預計就會喺 2015 年 4 月嗰度採取上述嘅行動。我會係適
27 時咁樣將嗰個進展向你匯報。」

28 主席先生，我想講，就係所有嘅建議、所有嘅行動，即係話喺呢份文件嗰
29 度所列出嘅行動全部都已經係做咗，管理層亦都採取咗行動嚟到去落實呢一度
30 所有嘅建議嘅。

31 主席：（經傳譯員）好，唔該晒。

32 梁乃鵬先生：（經傳譯員）唔該你，主席。

33 主席：（經傳譯員）鄧律師，我相信都會成日講番呢份文件，我諗要係編番個頁碼，
34 做咗未呢？

35 MR DUNCAN：（經傳譯員）我哋會安排嚟喇，呢幾頁就只不過係剛剛係嚟到我面前

1 嘅。

2 主席：（經傳譯員）我都明白嘅，會唔會係搵人幫我哋做咗呢樣工作，就等我哋自己
3 去填番個頁碼。

4 MR DUNCAN：（經傳譯員）係，肯定可以嘅。梁博士，各位先生，早晨，多謝你哋
5 做咗功課，琴晚做咗功課，交界我哋，亦都感謝你剛才作個解釋。

6 梁乃鵬先生：（經傳譯員）我要致歉嘅，我要代表管理層就係致歉，琴日大家花咗咁
7 多時間，如果我哋嘅管理層早啲做好呢樣工夫嘅話，其實就一早已係係喺琴日
8 係清楚解釋咗個事情，請接納我嘅道歉。

9 主席：（經傳譯員）唔該晒你，梁博士。

10 MR DUNCAN：（經傳譯員）梁博士，我係因應就係你哋交界我哋嘅新嘅文件，係有
11 啲問題要問嘅，請一請你睇番呢個 1 號證物，呢個就係王家豐喺 15 年 2 月 2 號
12 發出嘅電郵，呢個就係話「喺 2014 年 12 月示威區嗰度清咗場之後，而家係適
13 當嘅時候再考慮係落實啲啲已經係搵出嘅急彎同埋迴旋處嘅車速限制。」你呢
14 度就話再考慮，我睇呢個字眼就係意味住你呢一個課題之前已經係考慮過嘅。

15 我哋冇任何嘅文件係關乎究竟何先生喺呢一個 2014 年 8 月 15 號發出電郵
16 之後究竟係有啲乜嘢事做過嘅，當時就話希望就係得到車務總監嘅批准嘅，你
17 可唔可以話畀我哋聽究竟 14 年嘅 8 月 15 號之後一路去到 2015 年嘅 2 月之間
18 就係做過啲咩嘢，而係希望得到佢正式嘅批准呢？

19 梁乃鵬先生：（經傳譯員）我哋要搵番有關嘅文件，我哋呈交界委員會嘅文件就係我
20 哋手頭上嘅所有，即係相關嘅文件就係咁多，喺我哋嘅手頭上就係咁。

21 主席：（經傳譯員）係，我都明白，我哋就係 14 年 8 月至到 15 年嘅 2 月 2 號之間
22 係有啲咩嘢紀錄、有啲咩嘢文件，關乎呢件事？李生，或者你係咪會知道呢？

23 李澤昌先生：（經傳譯員）我嘗試去幫手。我係 15 年 1 月先加入公司嘅，但係我肯
24 定可以返去公司睇下有冇嘅。

25 主席：（經傳譯員）但係當時 15 年 2 月 15 號落呢個決定嘅時候，當時你就係個總
26 經理，你之前同我哋講過呢樣嘢就係喺何達文先生係總經理嘅時候就已經落咗
27 個決定嘅，係咁樣嘅，係咪呢？根據你今日所畀嘅資料就係顯示個情況係咁
28 嘅。

29 李澤昌先生：（經傳譯員）可唔可以讓我返去寫字樓再搵啲資料出嚟呢？

30 主席：（經傳譯員）係，唔該，好。

31 梁乃鵬先生：（經傳譯員）等我係澄清一下，因為我都同管理層就問過呢個問題嘅，
32 呢度就係話喺 2014 年 12 月係示威區清咗場之後，呢度講嘅就係佔中嘅。

1 MR DUNCAN：（經傳譯員）呢度所指嘅就係佔中。或者我亦都想問另一件事，跟進
2 琴日所講嘅，呢個就係講到嗰啲係例外嘅報告嘅，琴日都有提過嘅，我就係講
3 緊兩類嘅報告，一類就係關乎超速嘅，另外一類就係關於突然剎掣或者係加
4 速，我哋琴日都睇過，我就想澄清呢一點。

5 首先，我哋講下 KMB-9 文件冊第 3993 頁，你應該記得我哋過去嗰幾日係
6 講過呢一份嘅文件嘅，呢個就係我所講嘅第一類報告；而第二類報告就係係
7 KMB-1 文件冊第 362 頁。

8 主席：（經傳譯員）呢一類係咩嘢報告呢？

9 MR DUNCAN：（經傳譯員）呢個就係同車速有關嘅，同埋亦都關乎加速同埋突然剎
10 掣嘅問題。你應該記得呢份報告，係咪呀？

11 黃祥明先生：係。

12 MR DUNCAN：（經傳譯員）就住大埔嘅意外，就係今年 2 月 10 號嘅意外，我想問一
13 個問題，涉事嘅巴士或者嗰架巴士嘅司機喺意外之後有冇喺呢兩類嘅報告中嘅
14 任何報告係顯示出嚟，就係係 2 月產生嘅呢啲報告？

15 黃祥明先生：當時就並冇喺呢兩個報告裏面去留意有冇嗰單案件嘅車長或者架車嘅情
16 況出現嘅，因為其實喺當時我哋係獨立咁去睇番嗰架車發生情況嘅事件，就無
17 需要等呢一個報告嘅出現。

18 MR DUNCAN：（經傳譯員）當時有冇擬備呢啲報告，喺 2 月 10 號？

19 黃祥明先生：由於當時係集中喺即時搵呢個報告嘅——呢架車當時嘅情況嘅報告，我有
20 留意，亦都唔記得有冇喺呢個報告裏面再出現嗰個車嘅情況。

21 MR DUNCAN：（經傳譯員）即係話喺 2 月 10 號就從來都有產生過呢啲報告，係咪
22 呀？

23 黃祥明先生：呢啲報告係一個恆常性嘅報告嚟嘅，即係話所有車當佢係違反一個我哋
24 指定嗰個指引嘅時候，就會喺呢啲報告就出現，所以呢個係恆常性嘅報告，但
25 係當時你講大埔案件嗰單事件嘅時候，係因為佢係獨特嘅事件，我哋係獨特咁
26 樣去睇嗰個車嘅情況，就我唔記得有冇喺呢個報告再睇番。

27 MR DUNCAN：（經傳譯員）你可唔可以承諾去檢查一下究竟有冇發出過呢啲報告
28 呢，喺 2 月 10 號？

29 黃祥明先生：可以嘅，我可以再查番，睇下當時有冇呢個報告出現。

30 主席：（經傳譯員）你可唔可以同委員會分享呢份報告呀？

31 黃祥明先生：如果我 check 到，我當然會提交畀呢個 committee。

32 主席：（經傳譯員）唔該晒。

1 MR DUNCAN：（經傳譯員）當時巴士有冇係以超過時速 70 嘅速度行駛，如果巴士以
2 超過 70 嘅時速行駛，會唔會嗰架巴士--即係會唔會自動係產生呢兩類嘅報告
3 呢？

4 黃祥明先生：首先而家喺我哋螢光幕見到呢個表，當時我哋 set 嘅車速係 75 公里，
5 如果佢超過 75 公里，應該就會係喺呢個表嗰度出現。至於另外一個比較細嘅圖
6 表，就要睇下當時嘅道路嘅限速係幾多，我哋先至會睇下架車有冇超速，如果
7 有超速，同樣都會係喺嗰個報告度走出嚟。

8 MR DUNCAN：（經傳譯員）如果係有急速剎車或者係急速嘅加速嘅情況，會唔會自
9 動產生咗第二類嘅報告呀？

10 黃祥明先生：會嘅。

11 MR DUNCAN：（經傳譯員）如果當時係冇產生呢啲報告，現時嘅系統可唔可以產生
12 番啲報告呢？

13 黃祥明先生：因為呢個紀錄係當時如果佢係有一個 harsh braking 或者 excess
14 acceleration 嘅時候，已經係記錄在案㗎喇，如果係有嘅時候，已經喺個報
15 告裏面會出現㗎，我會搵到嘅時候，我提交番畀委員會。

16 MR DUNCAN：（經傳譯員）我個問題有少少唔同嘅，如果係不存在呢個報告，你可
17 唔可以喺今日去--即係根據你哋公司電腦系統嘅紀錄產生報告呢？

18 黃祥明先生：我唔係好明白個問題，因為如果佢係當時有 harsh braking 或者有
19 excess acceleration，就應該已經喺個報告度出現㗎喇。

20 MR DUNCAN：（經傳譯員）明白，唔該晒。

21 梁健宏先生：應該係可以嘅，但係啲數據因為都半年前，我哋所有啲數據已經係
22 擺咗喺 archive 去第二啲系統入面嘅，我哋可能要擺番當其時半年前嘅數據，
23 所以變咗我哋要睇一睇個可行性，我相信係可以嘅。

24 MR DUNCAN：（經傳譯員）唔該晒。

25 主席：（經傳譯員）鄧律師。

26 MR DUNCAN：（經傳譯員）琴日我哋最後講到培訓嘅問題，喺我繼續講呢個話題之
27 前，我就想就住人手短缺呢個問題再問一啲問題，喺新嘅指引底下，巴士車長
28 嘅短缺就似乎會更加係加劇，而唔係會改善嘅，咁樣講合唔合理呢？

29 彭樹雄先生：係，Mr Duncan，我同意嘅。

30 MR DUNCAN：（經傳譯員）你哋公司最近有冇推出過一啲措施去改善呢個情況呢？

31 李澤昌先生：其實呢個係多方面嘅，首先一，就係喺嗰個招聘方面做啲嘢，另外一方
32 面就係喺公司裏面點樣提高嗰個員工之間，佢嗰個對嗰間公司嘅嗰種 morale。

1 喺聘請車長方面，除咗喺個薪酬要做一啲工夫，主席星期二已經講咗一啲
2 舉措。我哋亦都係好希望喺請人方面，喺唔同嘅類型、唔同嘅性質，喺唔同嘅
3 區域，我哋都係想做啲工夫，因為而家大部分呢個世代嘅人做工作，有啲未必
4 真係好似以前嗰種長時間咁嘅，我哋而家喺呢個情況裏面都做緊一啲工夫。我
5 哋個人事部嗰度都有一啲建議，係請唔同類型嘅人嚟呢間公司。

6 至於喺嗰個公司裏面令到啲員工個歸屬感強啲，其實亦都做咗好多工作，
7 無論喺佢哋嗰個廠嗰個 depot 裏面優化佢哋嗰個設施，令到佢哋休息同埋譬如
8 我哋做咗一啲有啲畀佢買嘢方便啲，或者幫佢哋剪頭髮，或者有啲休息嘅地方
9 可以有啲譬如打乒乓球、gym room 嘅嘢。亦都喺佢哋喺個站頭裏面過去呢段
10 時間亦都做咗好多嘅工作，令到佢哋個站頭亦都舒適啲，呢個係做咗都幾多。

11 仲有就喺佢個生活方面，個 lifestyle 方面，我哋亦都做咗好多
12 recreation 嘅 club，好似係足球，令到好多--因為車長嘅數目都係比較多
13 係男性，就希望佢哋喺工作以外都有啲活動令到好多大家啲同事可以聚埋一
14 齊，唱歌會等等嘅嘢。

15 亦都我哋嘅主席吩咐我哋成立咗呢個獎學金，希望好多啲公司啲啲員工啲
16 家屬都可以有個機會可以幫--有啲嘢幫到佢啲細路仔可以讀大學等等，好多嘢
17 都希望可以挽留一啲同事之餘，亦都可以希望吸引一啲新嘅人做我哋嘅車長。

18 呢個工作係知道唔容易，亦都知道因為個短缺嘅問題，我哋向呢個方向會
19 繼續做。

20 彭樹雄先生：Mr Duncan，或者我哋個 managing director 李生都講咗我哋嗰個
21 喺招募或者喺嗰個挽留人才方面做咗啲工夫，我想係集中講一講我哋有啲乜嘢
22 嘅軟件，喺行動上，喺嗰個車務運作上，我哋係過去係做咗，而係去 address
23 呢啲 crew shortage 嘅問題。

24 正話李生講咗一啲嘅硬件，例如休息室等等，我就唔再補充，不過喺另一
25 方面，我哋而家嗰個車務運作，我哋係希望盡量做到係人性化啲啲，我哋就希
26 望係可以加強嗰啲車長嘅歸屬感，減少佢哋個離職嗰個比例、比率，亦都係做
27 咗好多鼓勵嘅工作，就去針對有啲車長嗰個病假嘅申請。另外，我哋亦都係不
28 時咁樣去優化我哋嗰個嘅行車時間，亦都係極力希望能夠提供一啲充足嘅行車
29 時間同埋一啲休息嘅時間。

30 就住車長申請假期、調更、調假、崗位嘅調配、休息日嘅申請，我哋全部
31 都係盡量做到人性化，我哋亦都係會接受車長，譬如話口述又或者正式入申請
32 去做一啲調更、調假、調崗位等等。我喺 4 月亦都係做咗一個問卷，就畀啲車
33 長去選擇一啲嘅工作嘅安排，因為每個車長，其實佢哋可能嗰個需要都係有啲
34 唔同，有啲可能要八個鐘頭嘅工時，有啲可能佢想做十個鐘頭嘅工時等等，我
35 哋亦都係盡量係去--我用個字就係用「盡量去遷就」或者「盡量去
36 facilitate」，facilitate 佢哋嘅 requests 嘅。

1 另外，琴日我都講咗我哋嘅車長面對好多嘅問題，有啲係客觀嘅問題，例
2 如佢哋受到滋擾，我哋琴日都講咗，盡咗好多工夫。另外，我哋亦都係加強咗
3 前線督導人員嘅訓練，喺 6 月我哋係同我哋有二百位嘅車務主任同埋各級嘅督
4 察，我哋做咗一個訓練課程，係兩天嘅，總共我哋係搞咗八個 courses。喺個
5 訓練課程裏面，其實我哋都係強化點樣可以支援到前線車長，當佢哋遇到困難
6 嘅時候，我哋點樣去處理。

7 另外，我哋亦都同其他政...

8 主席：（經傳譯員）有啲乜嘢嘅困難？你話佢哋面對困難。

9 彭樹雄先生：主席，佢哋主要係幾樣嘢嘅，第一，車長可能會遇到一啲交通意外，車
10 長可能會遇到一啲我琴日所講嘅 abusive 嘅事件。我哋就係強化咗我哋嗰啲車
11 務主任同埋嗰啲督察點樣去現場協助車長處理交通意外，點樣可以強化到我哋
12 前線嘅督導人員點樣能夠提供一個適切嘅幫助畀車長。

13 我哋公司亦都係搵咗我哋內部，我哋搵咗一啲專職交通意外調查、法律部
14 嘅律師，甚至乎我哋都請埋香港警務處道路安全小組亦都係嚟講咗--每一次都
15 嚟，就兩個鐘頭嘅安全駕駛、道路安全等等。我哋係 6 月舉行，就呢個我哋覺
16 得啲同事嗰個評價，睇得到係非常之高。呢個亦都係我哋希望強化我哋嗰個嘅
17 前線管理，從而令到我哋畀到前線車長嗰個幫助係更加多。

18 另外車長每日面對嘅問題其實都係好多，例如交通越嚟越擠塞，道路嘅車
19 輛嘅數目同道路嘅增長完全唔成一個正比，違例泊車亦都多，違例泊喺巴士站
20 裏面嘅車亦都多，因為正正呢個問題，好多時交通阻塞，好多時違例泊車令到
21 我哋嘅車長不但只行車時間係要加長，更甚嘅就係好多時因為行車時間又或者
22 因為咁樣脫班，其實我哋車長係面對一個好沉重嘅壓力。好多嘅言語上嘅衝
23 突，甚至乎肢體上嘅衝突，其實正正就係因為嗰個客觀嘅因素而引致到有所發
24 生。

25 交通個違泊，違例泊車，特別係巴士站，大家應該要明白我哋好多嘅輪椅
26 客，我哋嘅巴士一定係要停正喺嗰個巴士站，嗰啲輪椅客先至能夠有一個 curb
27 位係可以上到車，但係正正就係因為有某啲違例嘅泊車...

28 主席：（經傳譯員）彭生，鄧律師就唔係一個開放式嘅問題就係讓你選擇係你想答晒
29 你想講嘅嘢嘅。我哋想知道就係有啲咩嘢設施，你就講咗加強呢個培訓，除此
30 之外，仲有啲咩嘢想講呢？

31 彭樹雄先生：其實我想總結，就係話其實我哋車長面對好多嘅困難，我哋其實係每一
32 個困難喺度慢慢去同佢哋解決，所以其實呢個對於嗰個所謂 retention，其
33 實，主席，我想你--希望你明白，呢個其實對於車長嗰個嘅壓力，其實同佢個
34 個 retention 或者佢留任係有一個直接影響。

35 主席：（經傳譯員）我哋明白，...

- 1 彭樹雄先生：多謝主席。
- 2 主席：（經傳譯員）...其實你重複講咗佢哋有咩嘢壓力。我哋其實剛才問題就話你
3 用的咩嘢措施，我諗你已經講咗你係現有嘢喇，李生想講，係咪呀？
- 4 李澤昌先生：彭生講個樣嘢，譬如車長佢行車嘅時候，佢喺個個--佢架車唔啱呢，佢
5 喺架車--即係等如好塞車嘅時候，對佢個個精神壓力係好大，好多車長而家係
6 經常都講緊係好辛苦，因為塞車嘅關係，因為車塞車係辛苦過揸車，我諗好多
7 人都知，所以彭生嘅意思就話我哋做嘅嘢就係好多時同啲政府--提點佢啲道路
8 擠塞或者啲道路係個啲路面嘅條件好差，我哋係做緊呢啲 initiative 嘅嘢，
9 呢個可以從而幫到個車長喺塞車嘅時間，或者個啲路面個個 condition 可以有
10 啲改善，令到佢個個舒服啲，我諗呢啲都係我哋嘅 initiatives。
- 11 主席：（經傳譯員）唔該晒。鄧律師。
- 12 MR DUNCAN：（經傳譯員）你哋係向邊一個政府部門係提出呢啲投訴呢？
- 13 李澤昌先生：你講緊係關於個啲路面個啲，係咪呀？
- 14 MR DUNCAN：（經傳譯員）係。
- 15 李澤昌先生：我諗有幾個嘅，一個就當然係警務處，因為有啲違例嘅泊車或者係啲
16 loading and loading 個啲，會擋住個巴士站，令到個巴士司機泊唔到站，
17 就好似頭先彭生講搞個輪椅個板嘅時候又搞唔到。有啲乘客就會要好辛苦咁
18 上車，呢個我記得係上年有一件事就係喺中環干諾道發生個件事。另外有個情
19 況就係當...
- 20 主席：（經傳譯員）我諗你重複緊你講嘅說話。
- 21 MR DUNCAN：（經傳譯員）一個就係警隊，另外呢？
- 22 李澤昌先生：一個就係運輸署。
- 23 主席：（經傳譯員）係，唔該。有冇其他部門？
- 24 彭樹雄先生：我哋個別都有路政署，因為個啲路面個個 condition 可能有咁好，另
25 外 FEHD，食環署...
- 26 主席：（經傳譯員）你話個路面情況，係個路面...
- 27 彭樹雄先生：係，冇錯，路面譬如話凹陷，路面有一啲嘅障礙物。另外我哋喺雨季...
- 28 主席：（經傳譯員）有冇其他部門？
- 29 彭樹雄先生：食環署，食物環境衛生署，一啲樹喺個啲路，特別係郊區，雨季之後好
30 多樹伸咗出嚟係撞到我哋啲巴士。
- 31 主席：（經傳譯員）個啲樹就需要係修剪、路上嘅障礙物，另外就係塞車同理就係違

1 例泊車就警方？

2 彭樹雄先生：係，冇錯，冇錯，主席。

3 主席：（經傳譯員）仲有冇其他部門呀？

4 彭樹雄先生：大致上都係咁，主席。

5 主席：（經傳譯員）整體嚟講，政府有咩嘢回應呢？或者李生就可以總結一下，就簡
6 單咁講，係滿唔滿意呢，你哋？

7 李澤昌先生：可以快啲。

8 主席：（經傳譯員）即係都有做，不過你話佢哋應該係做得快啲？

9 李澤昌先生：有啲係靠自己去做嘅。

10 主席：（經傳譯員）違例泊車，喺巴士站違例泊車同埋其他地方違例泊車解決咗未？

11 李澤昌先生：（經傳譯員）未全部解決晒，特別係夜晚。

12 主席：（經傳譯員）唔該。鄧律師。

13 MR DUNCAN：（經傳譯員）交通擠塞，呢個問題解決咗未呢？

14 李澤昌先生：No.

15 彭樹雄先生：No.

16 主席：（經傳譯員）對唔住，你點答呀？

17 李澤昌先生：（經傳譯員）冇，未呀。

18 主席：（經傳譯員）唔該。

19 MR DUNCAN：（經傳譯員）車長裏面有幾多個百分比係女性呢？

20 蘇偉基先生：大約6%嘅。

21 MR DUNCAN：（經傳譯員）公司有冇措施就係吸引更多嘅女性嚟到係擔任呢個崗位
22 呢？

23 蘇偉基先生：呢個係有嘅，我哋亦都係有啲探討，呢個特別喺我哋屯門嘅車廠，我哋
24 會做得多啲，因為嗰度係住宅區多啲，我哋招聘嗰陣時都係會 equal
25 opportunity，但係我哋真係想吸納多啲女性嘅車長。呢度我哋有諗過就有啲
26 設施可以配到畀我哋女性嘅車長，舉例如，佢可能係一個 housewife 主婦，如
27 果有一啲育兒、nursery 嘅設施，我哋可以喺個廠某啲地方撥到出去，我相信
28 係有幫助，但係確實而家我哋用地嗰度係有個限制，我哋係未做到。

1 MR DUNCAN：（經傳譯員）呢啲嘅考慮有冇引致你哋就係做咗啲咩嘢措施嚟到係吸
2 引佢哋申請呢？

3 蘇偉基先生：另外我哋亦都喺嗰個崗位嗰度設計到有啲叫做半職嘅車長，意思即係話
4 佢工時短啲或者佢每周返嘅工作天會短啲，就適合一啲需要照顧小朋友嘅母親
5 去擔崗。

6 MR DUNCAN：（經傳譯員）咁樣樣有冇令到你哋大大咁增加咗女性擔任車長呢？

7 蘇偉基先生：喺申請嗰度係有幫助，頭先我哋亦都講多一樣，就係話儘可能我哋喺我
8 哋巴士總站嘅設施嗰啲嘅洗手間就係男、女廁係分開，如果我哋喺--儘可能做
9 得到。

10 MR DUNCAN：（經傳譯員）我就而家想請大家係擺張投影片出嚟，呢個就會係總結
11 咗九巴同埋龍運巴士嗰個喺近年嚟嗰個盈利嘅，去到 2011 至到 2017 年嗰個情
12 況嘅，呢啲就係喺你哋嘅報告嗰度就係抽出嚟嘅，或者我解釋一下呢啲圖表，
13 首先就係 2011 年至到 2017 年九巴嘅盈利，你哋度見到係頂頭嗰度亦都有講咗
14 佢喺邊一個文件夾嗰度擺出嚟，就係 KMB-6，喺呢個稅後嘅盈利，你哋度就可
15 以睇到，就由 2011 年一路去到係 2017 年嘅。

16 喺呢個圖表嗰度大家可以睇到喺 2012 年、2013 年係有虧損嘅，嗰度見到
17 就係五千一百萬同埋二千一百萬嘅，分別係。

18 李澤昌先生：（經傳譯員）係。

19 蘇偉基先生：（經傳譯員）係。

20 MR DUNCAN：（經傳譯員）我咁講公唔公道呢，自從 2013 年到而家，公司嘅盈利
21 就係都穩步咁樣樣上升嘅，咁講啱唔啱呢？

22 李澤昌先生：Not fair comment.

23 梁乃鵬先生：（經傳譯員）同意，不過呢度有原因嘅，鄧律師，或者我可以解釋一下
24 公司嘅財政狀況，我想講番九巴同埋龍運第一份嘅陳述書嘅第 93 頁，或者借用
25 嗰份文件就可以更好咁解釋一下我哋公司嘅財務狀況。

26 MR DUNCAN：（經傳譯員）係，唔該晒梁博士。

27 梁乃鵬先生：（經傳譯員）主席先生，我想講就係我哋而家都仲係喺好困難嘅情況底
28 下係營運專營巴士嘅服務嘅，我想請大家睇一睇呢個圖表，係，鄧律師，你講
29 得啱嘅，喺 2012 年我哋有一個虧損，就係五千一百萬，喺 2013 年，我哋個虧
30 損就係二千一百萬元嘅，當你哋話我哋之後係穩步咁樣係有呢個盈利，即係話
31 由 2014 年至到 2017 年有咁嘅情況，不過我想指出一點嘅。

32 請你睇一睇 2016 年嗰個盈利嘅，我哋就係有六億一千八百萬，我請你睇
33 睇嗰個燃油嘅成本，喺 2012 年嘅時候嗰個燃料嘅成本係十四億元嘅，喺 2013

1 年就係十四億，然後去到十二億，呢一個就 2014 年，因而讓我哋係可以有一個
2 盈利嘅，盈利就係一億九千七百萬元。

3 如果你睇番 2016 年嘅利潤，我哋嘅利潤係 6.8 億，但係如果你睇番我哋
4 嘅燃油度慳到嘅開支，嗰一年我哋只係花咗 6.24 億嘅燃油度嘅。換句話講，喺
5 2016 年，我哋嘅收入係輕微上升，但係我哋嘅利潤上升唔係因為收入增加，而
6 係因為我哋嘅燃油度慳到嘅錢係多咗。而到 2017 年，利潤就同我哋慳到嘅燃油
7 成本係相等嘅，我就想指出呢一點。

8 我亦都想指出喺舊年，即係 2017 年，我哋嘅員工開支就係達到三十六
9 億，呢個大概係等如營運開支嘅六成，員工嘅開支係會繼續上升，每年都會上
10 升嘅，因為每年都會有一個工資調整嘅。你見到我哋完全係控制唔到呢一類嘅
11 成本嘅，所以我就想向委員會指出我係一直係致力係促進我哋員工嘅福祉，因
12 為佢哋對公司係非常重要，我哋係希望服務大家，所以我會竭盡所能去改善我
13 哋員工嘅福祉，希望我哋係可以請多啲巴士車長同埋係可以挽留我哋現有嘅車
14 長。

15 但係我都好明白我哋已經面對咗車長短缺多年，但係我哋要睇番香港嘅市
16 場情況，現時香港嘅失業率係百分之二點八，幾乎係一個全民就業嘅狀態，我
17 哋講過輸入勞工，呢方面我哋係冇嘢可以做到嘅，但係我哋嘅策略就係改善我
18 哋巴士車長嘅薪酬，而我哋希望其他--即係揸其他商用車輛嘅司機亦都係會加
19 入我哋嘅，我哋係希望將業界其他嘅司機吸引嚟加入九巴同埋龍運，呢個就係
20 我哋就住車長嘅策略。

21 我非常明白係好難係吸引新血去成為車長，正如管理層亦都講過，關於因
22 為呢個工作嘅環境、乘客嘅態度等等，但係我可以向你保證，我會繼續竭盡所
23 能去提升我哋員工嘅福祉，希望我哋可以解決車長短缺嘅問題，多謝主席。

24 MR DUNCAN：（經傳譯員）多謝梁博士。你提到一點就係你有一個策略去改善車長
25 嘅薪酬，你可唔可以透露一下呢個策略嘅詳情？

26 梁乃鵬先生：（經傳譯員）基本上我哋係講緊車長嘅薪酬，喺舊年 12 月嘅董事局會
27 議，我哋傾過，我哋決定就將呢一個花紅納入為呢一個底薪之中，而我哋亦都
28 向委員會透露我哋會進一步提升車長級別嘅薪酬，我哋會將個增薪點由 8 個增
29 加到 20 個嘅，所以我哋係講緊薪酬同埋我哋車長嘅工作環境嘅。我哋係會繼續
30 努力去吸引新血加入我哋嘅公司。

31 MR DUNCAN：（經傳譯員）我哋今日稍後會講到你哋新車長嘅起薪點嘅。你提到呢
32 一個燃油嘅成本等等，有冇嘢計劃去提升你哋車長嘅起薪點或者係底薪去吸引
33 多啲人入嚟呢？

34 梁乃鵬先生：（經傳譯員）假設我哋要請一個新車長，當時我哋實質我哋提到嘅措
35 施之後，再加上每年嘅增薪點，喺 2018 年稍後實施新措施，即係當工會同意之
36 後，我預計新嘅巴士車長嘅薪金大概月薪係 23,000 釐，大概 23,000 釐，呢

1 個係講緊工時十個鐘，大概收入係\$23,000。

2 MR DUNCAN：（經傳譯員）係咪即係每日十個鐘，每個星期六日呀？

3 梁乃鵬先生：（經傳譯員）冇錯。正如我所講，我哋希望有一啲嘅商業車輛嘅司機係
4 會考慮加入我哋公司，同時係希望可以吸引到新血，呢個就係我哋嘅策略。

5 MR DUNCAN：（經傳譯員）你哋公司有冇引入任何嘅措施去吸引年輕人加入呢？我
6 哋琴日睇到一啲數據，我哋見到年輕人嘅數目係比中年人係少好多嘅。

7 李澤昌先生：有嘅，有嘅，我會畀少少時間我哋嘅 HR 嗰邊傾一傾。嗰個問題係其實
8 今日，如果你講一個男性嘅車長，佢係喺個--頭先啱啱講咗嗰個實際嗰個勞動
9 量其實係有限，所以除咗係個人工之外，好多工作嘅人其實--就算係前線嘅員
10 工，唔係單講個人工，亦都講嗰個環境、待遇，其實巴士公司，我哋都提升咗
11 譬如係嗰啲家屬卡，即係佢可以坐巴士係免費或者係有一啲嘢我哋巴士公司可
12 以做到嘅--營造個環境畀佢，相反個問題就係問，即係頭先你講緊譬如嗰啲女
13 性車長係 5 至 6%，其實香港嘅男性同女性其實嗰個量唔係相差遠嘅，嗰度係一
14 個好大嘅市場我哋去諗。

15 就你講緊我哋仲有啲乜嘢嘅要諗去做嗰樣嘢，或者蘇生可以補充少少。

16 蘇偉基先生：唔該，我哋係致力請一啲年輕嘅車長，...

17 MR DUNCAN：（經傳譯員）特別係年輕人。

18 梁乃鵬先生：Young people.

19 蘇偉基先生：Young people，冇錯，首先我哋就喺招聘嘅途徑嗰度，我哋除咗傳統
20 用報章，我哋用啲社交嘅媒體，social media，因為呢啲就先可以接觸到
21 younger generation，我哋亦都可以喺我哋公司嘅福利嗰度考量，正如頭先
22 所講，我哋嗰啲康樂會，我相信對一啲年青一代會吸引啲，舉例如，係有啲係
23 體育嘅活動，踢波、籃球、羽毛球或者係唱歌呢啲。

24 我哋亦都喺嗰個--頭先彭生講，編更嗰度係適合佢，佢哋有佢自己日常嘅
25 作息，亦都喺個廠嗰度設立一啲康樂嘅設施吸引一啲年輕嘅人，我哋亦都喺廠
26 車嘅接送嗰度，我哋做得更加滲透啲，就算佢住得遠啲，亦都唔好因為有所考
27 慮係唔走入嚟。

28 我哋亦都喺 promotion 嗰度儘量主動，舉例如，我哋過往嗰半年嘅亦都
29 舉辦多次嘅招聘日、開放日，喺車廠或者喺個巴士總站嗰度有我哋外展嘅招聘
30 員工團隊去接觸一啲稍為年青嘅，希望佢哋新入行，呢啲就係我所講嘅舉措。

31 MR DUNCAN：（經傳譯員）你見唔見到有任何改善，就住年輕人嘅方面？

32 李澤昌先生：有嘅，我哋譬如啱啱想講嗰個係個車廠，我哋九巴有四個車廠，我哋開
33 放個車廠嘅時候，就個車廠裏面除咗係有一啲車廠嘅設施，就吸引多啲年青

1 人，特別帶埋佢啲仔女嚟一齊參觀個車廠，等佢一家人知道如果佢爸爸或者佢
2 媽媽做呢個職業嘅時候，嗰個環境係吸引到嘅，呢過去呢幾個月。

3 彭樹雄先生：另外，Mr Duncan，我想補充一個點啫，就係正話蘇生講咗，我哋為
4 咗吸引年青啲嘅...

5 MR DUNCAN：（經傳譯員）我只係想知道呢啲嘅措施係咪有實際係得到任何嘅改善
6 呢？

7 彭樹雄先生：我可以講係慢慢、慢慢有啲成效，特別係我哋希望我哋唔想一啲年青嘅
8 車長覺得佢哋做車長係好似一啲所謂 dead end 嘅一種工種，我哋過去嗰九個
9 月，我哋亦都係有好多嘅升級，包括直接由車長升督察，車長甚至升車務主
10 任，其實我哋一路都做緊。我哋希望真係可以鼓勵到，亦都能夠真係可以
11 motivate 到一啲年青人加入我哋巴士嘅行列，呢個就係我哋真係好想做嘅。
12 多謝 Mr Duncan。

13 李澤昌先生：過往係比較少一啲車長係升做 inspector，然後再去寫字樓，而家我
14 哋係希望喺呢度--即係呢個 internal 個公司會做緊呢樣嘢。

15 梁乃鵬先生：（經傳譯員）基本上我哋對於一啲有才華嘅年輕人係有一個特快嘅晉升
16 機會嘅。

17 MR DUNCAN：（經傳譯員）成為你哋車長有冇一個最低嘅年齡限制？

18 蘇偉基先生：可唔可以重複個問題？

19 MR DUNCAN：（經傳譯員）要加入你哋公司做車長，有冇一個最低嘅年齡要求？會
20 唔會係二十幾歲或者三十歲？

21 蘇偉基先生：只要求職人佢有三年嘅私家車嘅駕駛執照，我哋都會考慮。

22 MR DUNCAN：（經傳譯員）唔該晒。梁博士，你喺稍早之前就係講過嘅，就係講及
23 呢個加票價。我想問，政府當局對上係幾時批准過你哋加車費嘅呢？

24 蘇偉基先生：2014年。

25 MR DUNCAN：（經傳譯員）委員會有聽過有個乜嘢嘅機制係可以係增加呢個票價，
26 或者係點樣去考慮呢個票價增加嘅申請嘅，我想問你哋公司有冇喺2014年之後
27 申請過加價呢？

28 梁乃鵬先生：（經傳譯員）我哋冇嘅，或者亦都要解釋一下我哋嗰個立場嘅話，或者
29 係想請你哋睇番呢個第95頁，同一個文件夾嘅第95頁。

30 主席：（經傳譯員）係，好呀，唔該。

31 梁乃鵬先生：（經傳譯員）第95頁，我哋係要申請嘅，我哋要根據一個方程式去申
32 請加價嘅。喺第33段嗰度，第(vi)--唔係十六，對唔住，係第(vi)小段嗰度

1 列咗有一個方程式出嚟嘅，嗰度就講咗，0.5 去乘工資指數嘅改變，再加 0.5
2 係乘呢一個係消費物價指數嘅改變，然後就減 0.5 去乘嗰個係生產力嘅增長。
3 如果用呢條算式計咗出嚟，而見到佢係等如或者係超過百分之二嘅話，我哋就
4 可以向政府申請就係加價嘅。呢個就係嗰個觸發點。

5 不過喺過去嗰兩年，由於我哋嘅利潤，你知喇。當然另外仲有一樣嘢嘅，
6 如果我哋嘅盈利係去到百分之九十七，呢個係以我哋嗰個資產淨值嚟到計嘅--
7 平均資產淨值嚟到去計算嘅，如果超過嘅話，我哋亦都唔能夠申請加價嘅，所
8 以 2016 年同埋 2017 年嘅情況就咁，我哋就不能係申請係調整票價嘅，因為就
9 係唔可以根據呢個公式去申請加價嘅。

10 好唔同嗰個大哥，係地鐵，佢哋係自動可以加價，唔需要申請嘅，我哋嚟
11 講，就唔同我哋係要申請去調整價格嘅，往往都係唔能夠加足我哋所申請嗰個
12 幅度嘅。

13 MR DUNCAN：（經傳譯員）好，唔該。好明顯我跟住就想問呢個問題，梁博士，你
14 對於呢一條方程式，你滿意唔滿意呢？

15 梁乃鵬先生：（經傳譯員）對唔住？

16 MR DUNCAN：（經傳譯員）你對呢條方程式你滿意唔滿意呢？

17 梁乃鵬先生：（經傳譯員）當然，如果你問滿唔滿意，梗係唔係喇，你點可以係期望
18 我會話係滿意呢？

19 MR DUNCAN：（經傳譯員）你有冇咩嘢提議呢？即係應該係嗰個方程式係點寫呢？

20 梁乃鵬先生：（經傳譯員）我哋同運房局已經傾咗幾年嘍喇，到而家我哋都唔成功，
21 我哋只能夠繼續同佢哋講，希望可以說服到佢哋就係話而家係時候要去檢討同
22 埋改變嗰個方程式。

23 李澤昌先生：呢個 formula 有一個最大嘅問題就係佢係睇緊過去嘅情況，然後你先
24 至 apply 一個 fare，其實啱啱講緊人工同埋油價，其實好多都係將來嘅情
25 況。呢個 picture 如果永遠都係好似啱啱--好似而家我哋嘅油價係升咗，但係
26 過去嗰一年、兩年，個油價係跌嘅，其實係有少少我哋滯後嘅，即係反映唔
27 到，可以咁講。

28 梁乃鵬先生：（經傳譯員）主席先生，對唔住，我漏咗一個好重要嘅一點，呢一個油
29 價，油價其實喺呢個方程式嗰度冇加埋落去嘅，我哋知道係譬如話用咗幾多錢
30 係買呢個汽油，但係就呢度方程式反映唔到嘅，一個咁重要嘅元素，但係呢個
31 方程式嗰度就係冇嘅。

32 主席：（經傳譯員）燃料唔係喺嗰個消費物價指數嗰度計算埋㗎？

33 陳祖澤先生： No.

1 MR DUNCAN：（經傳譯員）梁博士，請你睇番呢一個 THB 運房局嘅文件夾 2 號，特
2 別係想請你睇呢個第 23 頁，THB-2 運房局 2 嘅第 23 頁，其實第 1 頁就係呢份
3 文件嘅第一版，呢個係運房局發出嘅文件，嗰個標題就叫做「公共交通策略研
4 究」，嗰個日期就係 2017 年嘅 6 月，你知唔知道係有份咁嘅文件？

5 梁乃鵬先生：（經傳譯員）係。

6 MR DUNCAN：（經傳譯員）「公共交通策略研究」。你去睇一睇呢個第 23 頁，呢份
7 文件嘅第 23 頁。

8 梁乃鵬先生：（經傳譯員）你講 23？

9 MR DUNCAN：（經傳譯員）23，係。

10 梁乃鵬先生：（經傳譯員）係。

11 MR DUNCAN：（經傳譯員）你見到 (d) 嗰度就係話「票價調整安排」，見到嘛？

12 梁乃鵬先生：（經傳譯員）係。

13 MR DUNCAN：（經傳譯員）喺呢個 4.25 段，你就會見到嗰個方程式，而實質上，
14 你亦都係喺你個陳述書，喺第 95 頁嗰度亦都係包括咗呢啲文字嘅，不如我請你
15 睇跟住嗰版第 24 頁，就想請你就係睇第 4.28 段，嗰度就話之前所講嘅現有嘅
16 安排就係喺 2006 年嘅時候就係引入嘅，呢個就係同立法會諮詢過之後做嘅，就
17 係睇過 2009 年嘅檢討之後，呢一個安排係有將佢微調嘅。

18 2009 年就係政府係就呢一個票價調整嘅安排就係檢討過嘅，不過就基本上
19 係保留嘅，不過個數據喺兩方面就係要加以就係調整嘅，呢度就講咗，第一，
20 就係嗰個生產力嘅增長同埋嗰個乘客嘅優惠或者回贈計劃。呢度就有講就話百
21 分之九點七，我諗剛剛你亦都係提過呢一個數字嘅。

22 梁乃鵬先生：（經傳譯員）係，就係嗰個固定資產平均淨值回報。

23 MR DUNCAN：（經傳譯員）政府就係有同專營巴士公司就係展開過商討嘅，亦都有
24 講過就係有嗰兩項數據嘅更新嘅，政府就佢話會就預期喺 2018 年上半年就會將
25 嗰個討論結果公布同埋將佢落實嘅，當然首先就係要得呢個特首會同行政會議
26 嘅批准。喺方面，有冇聽過有啲咩嘢進展、有咩嘢消息？

27 梁乃鵬先生：（經傳譯員）我係有同政府討論過呢個乘客嘅優惠計劃嘅。

28 蘇偉基先生：我可以補充...

29 梁乃鵬先生：（經傳譯員）唔好，唔好，等我講埋先，我有同政府係傾過嘅，我有香
30 港政府講過嗰個乘客嘅優惠或者回贈計劃嘅，但係我哋仲未係達致一個共識
31 嘅。

32 MR DUNCAN：（經傳譯員）呢度就講話係會交由行政長官會同行政會議去考慮嘅，

1 同埋亦都講過話係預期 2018 年嘅上半年係落實嘅，呢方面有冇咩嘢消息呢？

2 梁乃鵬先生：（經傳譯員）冇，直到今日都係冇實施嘅。

3 MR DUNCAN：（經傳譯員）呢度所講及嘅建議，即係睇番第 25 頁頂頭嗰度嘅建議，
4 如果係獲接納嘅話，會唔會就係釋除你嘅疑慮呢？即係關乎呢一個票價調整安
5 排方面你嘅擔心嘅地方？

6 陳祖澤先生：（經傳譯員）鄧律師，直到今日，我哋都仲未知道嗰個檢討嘅結果，亦
7 都唔知道佢哋係有上到去行政會議嘅，呢個應該未發生嘅，你睇到呢度所講嘅
8 就係--或者不如咁，我哋睇番另一版，4.29 段最尾嗰度就話嗰個顧問建議就係
9 百分之九點七呢個觸發點就應該稍為向下微調嘅。

10 主席：（經傳譯員）對唔住，你讀緊係邊一段呀？

11 梁乃鵬先生：（經傳譯員）第 25 頁。

12 陳祖澤先生：（經傳譯員）4.29 段。

13 主席：（經傳譯員）係，我搵到喇，唔該晒。

14 陳祖澤先生：（經傳譯員）嗰個百分之九點七嘅觸發點，嗰個觸發嘅水平，如果係要
15 改嘅話，純粹從財務嚟到計，對九巴嚟講，係壞消息嚟嘅。

16 MR DUNCAN：（經傳譯員）以而家嘅情況嚟到計，亦都從九巴嘅角度，睇嚟，就係
17 即時嚟講，就唔會係喺呢一個票價安排方面係有啲乜嘢--對你嚟講係一個改
18 善，咁樣嘅總結啱唔啱呢？

19 陳祖澤先生：（經傳譯員）啱。

20 MR DUNCAN：（經傳譯員）梁博士，剛才就講到地鐵就係大佬，你哋係細佬，個情
21 況就係會繼續。

22 梁乃鵬先生：（經傳譯員）我哋係窮親戚。

23 MR DUNCAN：（經傳譯員）我而家想講番嗰個培訓。

24 羅先生：（經傳譯員）我有一個關於成本嘅問題，你提到燃油嘅價格係會影響你哋公
25 司嘅收入，你見到咁多年嚟個情況有冇穩定過呢？

26 梁乃鵬先生：（經傳譯員）政府會係叫九巴去自己處理呢個問題嘅，喺多年前我哋係
27 同政府去討論即係徵收一個附加費嘅可能性嘅，即係喺我哋嘅車費當中，呢個
28 附加費就係因為燃油價格大幅上升嘅，但係最後政府就不同意，所以就冇實行
29 到。

30 當然我哋考慮過好多唔同嘅方案，喺呢方面係節省成本嘅，但係我哋就決
31 定就冇採納任何對沖嘅安排，因為我哋認為就住油價去對沖唔係一個好嘅選擇

1 嚟嘅。不幸地，我哋見到國泰航空嘅例子，佢哋係因為對沖而係虧損咗好多
2 嘅。

3 我哋同期油嘅供應商係取得共識，佢哋係會以某一個年期，譬如話三年，
4 向我哋供應燃油，然後我哋就同意咗呢個汽油價格嘅一個上限，我哋同意嘅上
5 限就係每桶 85 美元嘅。如果汽油嘅價格係超過 85 美元，我哋仍然都只需要係
6 畀 85 美元一桶嘅啫。

7 另一方面，如果汽油嘅價格下降到每桶 40 或者 45 美元，我哋亦都係只需
8 要畀呢一個市價嘅啫，即係最低嘅價格係 45 美元一桶嘅，暫時我哋有一個咁嘅
9 最低價格。

10 李澤昌先生：或者我喺呢度補充，其實我哋就有 hedge 到 oil 嘅，因為油價係佔我
11 哋個基礎好大，主席頭先講咗，就係我哋其實係同啲油公司有一個協議，就係
12 我哋係 cap 咗佢個 gas oil，即係個 crude oil，你睇下個牌價，加多辣
13 個十零釐就係 gas oil，咁 cap 咗 85 釐。85 釐以上嘅我哋就唔會再畀多
14 過，但係以下，我哋畀緊佢嘅 spot rate，然後再加一個 premium，即係當
15 然呢個係我哋之間一個 trading 嘅銀碼，我唔方便講，即係話喺個 floor --
16 其實我哋頭個兩年都有 -- floor 都有乜意思，因為 gas oil 唔會變零嘅，大
17 概都係三十五、四十釐嘅，我哋而家嚟緊都有一個 floor，大約係四十零釐
18 嘅，我哋就會 trade 緊喺個之間裏面，咁係為咗保護自己。

19 就我哋其實就將個 risk 就畀咗個油公司去做，我哋發覺呢個係 -- 即係
20 好似主席講，呢個係自己係諗方法去 protect 番我哋嘅油 cost 係佔都差唔多
21 -- 曾經佔過 20% 我哋個 expenses，都相當之犀利。

22 另外有一個都要講嘅，就係我哋個 toll charge 個個都相當之高嘅，
23 因為好多人都唔知道其實我哋 KMB 係照畀足過海隧道費，無論係政府嘅隧道，
24 我哋都畀足，呢個都係相當之高嘅，所以我哋係呢幾個大嘅數據我哋係睇得都
25 幾緊。

26 MR DUNCAN：（經傳譯員）講番呢個培訓嘅問題，請大家撇去 KMB-1 文件冊嘅 145
27 頁，我哋睇緊 2018 年 2 月 10 號嘅行動計劃，係呈交咗畀運輸署嘅當日，喺第
28 3 段，即係第 145 頁嘅第 3 段至到第 147 頁嘅第 7 段，我哋就見到培訓嘅行動
29 計劃，我就想先講第 3 段，入面就講到個問題就係琴日我哋都有提過嘅，「所
30 以所有嘅車長嘅申請人係會有同樣嘅要求嘅」...

31 黃祥明先生：同意。

32 MR DUNCAN：（經傳譯員）... 「無論佢哋係全職或者係兼職都好」，啱唔啱呀？

33 黃祥明先生：其實喺個時間之後，我哋已經有再招聘 part-time，所以全部都係
34 用呢個準則去聘請嘅。

35 MR DUNCAN：（經傳譯員）會唔會有一啲兼職車長每日係 -- 或者每日工作 -- 或者每

1 星期工作超過十八小時呢？

2 蘇偉基先生：（經傳譯員）有嘅。

3 MR DUNCAN：（經傳譯員）佢哋係會接受相同嘅訓練，係咪呀？即係同全職車長去
4 比較。

5 蘇偉基先生：（經傳譯員）係嘅。

6 MR DUNCAN：（經傳譯員）唔該晒。就請你自己睇睇呢個新培訓計劃嘅內容，就係
7 喺第3至6段列咗出嚟嘅，同埋第7段，就住第7段，佢就話「九巴嘅駕駛導
8 師數目應該係增加到110名」，而根據行動計劃，呢啲申請人必須喺18年嘅6
9 月30日前完成所有嘅培訓同埋考試，先至可以完成一個有八十一位駕駛導師嘅
10 團隊，Has that been completed?

11 黃祥明先生：已經係完成咗，而家我哋已經係有八十一位嘅訓練導師。

12 MR DUNCAN：（經傳譯員）我而家想你睇另一份嘅文件冊，就係TD-1，第403
13 頁。呢份文件就係今年7月由運房局發出嘅，呢個就係7月25號係呈交界立法
14 會嘅，你見唔見到？

15 黃祥明先生：有，見到。

16 MR DUNCAN：（經傳譯員）喺403頁就係一啲背景資料，佢係關於成立一個工作小
17 組嘅，就係就住2月10號嘅嗰一宗意外嘅，你見唔見到呀？

18 黃祥明先生：係，見到。

19 MR DUNCAN：（經傳譯員）你見到喺(a)同(b)段，就係描述咗嗰個覆蓋嘅範圍或者
20 工作範圍，其中一項工作就係去檢討專營巴士營運商嘅培訓安排。

21 黃祥明先生：係，喺(b)項嗰度有咁寫。

22 MR DUNCAN：（經傳譯員）喺頁底就係有一個註釋就講到呢一個工作小組嘅組成
23 嘅，就包括咗五個專營巴士營運商同埋巴士製造商同埋運輸署嘅，我想問在座
24 各位有冇人係呢一個工作小組嘅成員？

25 蘇偉基先生：如果講番九巴同埋龍運巴士，係由我本人蘇偉基、我哋車務總監梁健宏
26 同埋我哋培訓部嘅主管黃先生呢三位係代表呢兩間公司。

27 主席：（經傳譯員）係咪仲有個--即係另一個--轄下嘅小組係處理一啲技術嘅問
28 題？

29 蘇偉基先生：係。

30 主席：（經傳譯員）九巴係邊個去代表呢一個小組呢？

31 梁健宏先生：技術層面嗰度就係我本人同埋我另外一位工程師。

- 1 黃祥明先生：有關訓練就係由我去出席呢個會議。
- 2 主席：（經傳譯員）另外一位工程師嘅名字係乜嘢呀？即係出席個小組。
- 3 梁健宏先生：（經傳譯員）佢叫做 Ivan Ho。
- 4 主席：（經傳譯員）黃先生，喺呢一個培訓小組，你係咪唯一嘅代表呀？
- 5 黃祥明先生：訓練係由我嘅，就喺呢個訓練方面係我一個人去出席嘅啫。
- 6 主席：（經傳譯員）唔該晒。
- 7 MR DUNCAN：（經傳譯員）喺第 403 頁。
- 8 主席：（經傳譯員）喺我哋繼續之前，鄧律師，你會唔會去了解一下其他嘅專營巴士
9 公司同埋運輸署嘅代表係邊個？
- 10 MR DUNCAN：（經傳譯員）係嘅，會嘅。邊個係代表運輸署出席呢？
- 11 蘇偉基先生：之前係由一個助理署長 Rachel Kwan 去做 chairperson，之後佢退
12 休休假，就由副署長 Macella Lee 係喺嗰個 call meeting 係做
13 chairman。
- 14 MR DUNCAN：（經傳譯員）運輸署有冇其他嘅代表？
- 15 蘇偉基先生：好多，當然我未可以喺而家逐一去記起佢哋嘅名字，分別係有一啲
16 principal transport officer、transport officer、senior
17 transport officer，佢分別係來自--佢入面有個 floor 叫做係巴士及鐵路
18 小組嘅，亦都有一啲係一個 road 嘅 engineering 嘅小組嘅出席，但係個別名
19 稱我記唔到。
- 20 梁健宏先生：亦都有啲係...
- 21 主席：（經傳譯員）呢啲會議有冇會議紀錄㗎？
- 22 蘇偉基先生：有嘅。
- 23 主席：（經傳譯員）你可唔可以向我哋提供？
- 24 蘇偉基先生：可以。
- 25 主席：（經傳譯員）唔該晒。
- 26 MR DUNCAN：（經傳譯員）我就請你睇另一個文件夾，就係 CTB...
- 27 主席：（經傳譯員）首先，我哋可唔可以都得悉其他嘅專營巴士公司有派咗邊個代表
28 定係你提供呢個會議紀錄度會顯示出嚟？
- 29 蘇偉基先生：可以，嗰度都見到佢嘅名字。

- 1 主席：（經傳譯員）唔該晒。鄧律師。
- 2 MR DUNCAN：（經傳譯員）多謝主席。想大家睇 CTB 同埋 NWFB-3 號文件冊嘅，喺
3 588 頁嗰度，你見到佢就係講及加強專營巴士安全工作小組，嗰個日期就係 18
4 年 3 月 13 號。
- 5 蘇偉基先生：（經傳譯員）係。
- 6 MR DUNCAN：（經傳譯員）嗰度就有個附件嘅，附件嗰個標題就係「加強專營巴士
7 安全工作小組」。
- 8 蘇偉基先生：（經傳譯員）係。
- 9 MR DUNCAN：（經傳譯員）去到 590 頁，見到嗰個標題就係話「成員」？
- 10 蘇偉基先生：（經傳譯員）係。
- 11 MR DUNCAN：（經傳譯員）呢度有啲人名嘅，包括就係運輸署嘅代表，呢個幫唔幫
12 到你呢？
- 13 蘇偉基先生：（經傳譯員）係。
- 14 MR DUNCAN：（經傳譯員）每次開會係咪都係同一班人呢？
- 15 蘇偉基先生：（經傳譯員）差唔多都係。
- 16 MR DUNCAN：（經傳譯員）係，睇嚟呢度就係冇巴士製造商嘅代表名嚟度嘅。
- 17 蘇偉基先生：喺 bus manufacturer，佢哋係出席嗰個叫做 technical
18 subgroup 嘅 meeting，呢個係一個 main meeting，佢哋係冇出席嘅。
- 19 MR DUNCAN：（經傳譯員）唔該。講到運輸署嘅代表，佢哋亦都有出席嗰啲下面嘅
20 小組嘅會議嘅，係咪呀？
- 21 黃祥明先生：佢亦都喺呢個 subgroup 裏面就將呢度部分嘅運輸署同事就同其他，
22 包括我在內嘅，專利巴士公司嘅同事係一齊開會。
- 23 MR DUNCAN：（經傳譯員）嗰個下面嘅小組係邊個擔任主席呢？
- 24 黃祥明先生：如果我有記錯，應該係 Amy Tse。
- 25 MR DUNCAN：（經傳譯員）運輸署嘅，係咪呀？
- 26 黃祥明先生：係，冇錯，佢係負責呢個 training 嗰面嘅。
- 27 梁健宏先生：Technical 個 subgroup 有幾個人都做過嘅，David Tsang 係做第
28 一次嘅，之後亦都有佢--因為佢應該係退休，有其他佢啲代替者，包括最禮嘅
29 嗰次有個 Assistant Commissioner 陳英傑先生。

1 MR DUNCAN：（經傳譯員）喺 TD-1 嘅 403 頁，嗰度就話主要嘅巴士製造商，都有
2 邀請佢哋出席呢一個技術嘅小組嘅，有冇佢哋出席過呢啲技術小組嘅會議呢？

3 梁健宏先生：有嘅。

4 MR DUNCAN：（經傳譯員）嗰度就有亞歷山大丹尼斯、富豪、猛獅，啲名就有喺
5 度，邊一個有出席呢一個下面嘅工作小組嘅會議嘅？

6 梁健宏先生：Alexander Dennis 就係 Andrew Boulton，Volvo 就係 Julia，
7 （經傳譯員）唔記得咗佢個姓，Jacky Chan 就係都係代表富豪嘅。

8 MR DUNCAN：（經傳譯員）富豪就係 Julia，Jacky Chan 係邊度？

9 梁健宏先生：（經傳譯員）Jacky Chan 都係富豪嘅。

10 MR DUNCAN：（經傳譯員）猛獅呢？

11 梁健宏先生：（經傳譯員）Rex Wong 係猛獅嘅。

12 MR DUNCAN：（經傳譯員）呢啲係咪都係本港佢哋嘅代表呢，定抑或佢哋係主要喺
13 海外嘅呢？

14 梁健宏先生：（經傳譯員）係當地--我哋香港佢哋嘅工程師。Julia Lu，佢個姓英
15 文係 L-U。

16 MR DUNCAN：（經傳譯員）剛才主席就問過，呢一啲工作小組係有冇會議紀錄嘅，
17 你就話有嘅，亦都會提交嘅，至於底下工作小組--下面嘅小組個會議又有冇紀
18 錄嘅呢？

19 梁健宏先生：（經傳譯員）由主席嚟到係分發畀小組嘅成員嘅，交界我哋嘅。

20 MR DUNCAN：（經傳譯員）包唔包括埋下面嘅小組嘅會議紀錄呢？

21 梁健宏先生：（經傳譯員）係有不同嘅會議紀錄嘅，係有嘅。

22 MR DUNCAN：（經傳譯員）你畀會議紀錄嘅時候，可唔可以唔係淨係畀工作小組，
23 係底下嘅小組嘅都畀我哋，好唔好呀？

24 梁健宏先生：（經傳譯員）可以。

25 主席：（經傳譯員）會唔會你就好似係暗示而家係小休呢？我哋而家係休息二十分
26 鐘，剛才你唔停，又有出聲，二十分鐘。

27

28 上午 11 時 36 分押聆訊押後

29

1

2 上午 11 時 58 分恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）鄧律師。

6 MR DUNCAN：（經傳譯員）多謝主席。我哋頭先講到 TD-1 文件冊嘅 403 頁，呢個
7 文件就係呈交界立法會嘅，內容就係關於點樣改善專營巴士嘅安全。我有一個
8 問題，正如文件第一句指出，呢啲係建議嘅措施嚟嘅，你哋公司認唔認為你哋
9 係必須要採取呢啲措施呢，定係你哋公司係覺得呢啲只係建議嘅措施，即係正
10 如文件所講？

11 蘇偉基先生：可以喺文件嘅 413 頁，annex A 嗰度，佢每一個嘅
12 recommendation 都會係有一個 time frame 係畀業界去考慮，呢一個就係
13 technical 嗰方面嘅 bus feature，如果係巴士車長培訓嗰個，佢有一個實
14 務守則，業界係需要遵循，亦都喺個實務守則最尾嗰段就係加入咗公司本身係
15 要有一個監控嘅程序，審計嘅程序，係要肯定嗰個實務守則係有遵從，亦都去
16 番公司嘅董事會匯報。

17 MR DUNCAN：（經傳譯員）講番啲啲技術事宜，我嘅理解啱唔啱呀，就係你哋就會
18 做試驗，然後就作一個決定，就睇下有邊啲係可以落實嘅，係咪咁呀？

19 李澤昌先生：喺工程方面其實就已經好多都係進行緊喇，佢係 recommend，但係
20 其實喺我哋公司角度嚟講，都係一定會係盡努力去嚴格去執行緊呢方面嘅嘢。

21 MR DUNCAN：（經傳譯員）唔需要講嗰個文件嘅細節住嘅，不過睇份文件，你都會
22 知道如果呢個建議全部都係落實嘅話，應該對於巴士車長嘅培訓以及巴士車長
23 如何去履行佢嘅職責都會有好大影響嘅，同意嘛？

24 蘇偉基先生：（經傳譯員）同意。

25 MR DUNCAN：（經傳譯員）我哋留意到工會同埋車長都有代表喺呢一個工作小組嗰
26 度嘅，我就想問你哋有冇諮詢呢個巴士車長，又或者有冇諮詢工會呢？即係當
27 呢個工作小組開會嘅時候有冇咁做呢？

28 蘇偉基先生：呢個我要講多少少，喺個 working group 入面，運輸署係有邀請工
29 會代表，喺個談-- discussion 去到第三次會議，大家都知道有一個嘅
30 guideline，就係個 bus captain 嘅 training 嘅 guideline，就提議係
31 由巴士公司自己個別按需要去同工會係有一個 consultation，公司--我講緊
32 係九巴、龍運睇到呢個 guideline，其實佢係將當時所有巴士公司各自對巴士
33 車長嘅培訓，大家就講晒然後你點樣做法，然後運輸署就將佢融會，然後
34 就出咗一個實務守則。

1 喺呢個實務守則入面嘅嘢，公司係達到所有佢所講嘅要求，亦都係現時做
2 緊嘅，所以我哋係冇同我哋嘅工會或員工去諮詢，原因係已經現有持之以恆執
3 行緊，係有新嘢嘅，對於九巴嚟講。

4 MR DUNCAN：（經傳譯員）嗰個技術裝置嗰方面，呢度係有一啲建議係加啲咩嘢技
5 術嘅裝置嘅，又想問下，同工會方面有冇咩嘢諮詢呢？

6 蘇偉基先生：都係頭先所講，佢係交番畀公司去做個諮詢，我哋要睇番佢提議嘅幾個
7 大點，佢第一個大點就係話全車--喺新添購置嘅車係有安全帶，今日喺九巴嘅
8 車隊其實已經有四十四架車係全車有安全帶，有大部分嘅車長都有機會係駕駛
9 過呢啲車輛㗎喇，好耐㗎喇，所以呢個唔係新事物。

10 第二樣嘢，佢嘅舉措，就係話要有一個實時嘅超速提示，咁呢樣嘢早兩日
11 嘅聽證會大家都知道，公司而家係有個實時嘅車速提示，亦都係現有㗎喇。運
12 輸署可探討就係話除咗 70 咪，就要做埋 50 咪，我哋講咗好多，我唔重複喇。

13 第三個，喺嗰個 bus feature，就係話提示有睡眠嘅一個裝置，呢個公
14 司用一個方式，就係話我哋就搵四部，用一個先導嘅形式，我哋純粹提示，我
15 哋唔會記錄，亦都唔會因為咁而做一個紀律處分，就係希望車長真係試過，佢
16 先至可以表達到究竟呢件裝置對佢哋有冇幫助。

17 所以其實喺 bus feature 嗰度，一，講咗，安全帶係現有㗎喇；提示睡
18 眠，我哋用四部去吸納員工嘅意見；至於即時一個超速嘅提示，公司亦都係現
19 有㗎喇。

20 MR DUNCAN：（經傳譯員）唔該晒。你講番嗰個實務守則，或者我哋可以係打番出
21 嚟，我相信喺 470 嘅。

22 主席：（經傳譯員）係 8 月 9 號畀我哋嘅，係咪呀？

23 MR DUNCAN：（經傳譯員）係。請你睇番 463 頁，就係呢一個文件夾嘅 463 頁，你
24 會見到就係運輸署 8 月 9 號嘅函件，嗰度就係回應我哋專責委員會喺呢個 7 月
25 23 號發出嘅信件嘅，你喺 471 頁嗰度，至到 473 頁，嗰度就係有呢個實務守
26 則，嗰個日期就係 2018 年嘅 8 月嘅，睇到嘛？

27 主席：（經傳譯員）對唔住，實務守則係邊度呀？

28 MR DUNCAN：（經傳譯員）係 471。

29 主席：（經傳譯員）係，唔該晒。我諗運輸署就話畀我哋聽呢個係 7 月就落實㗎喇，
30 係咪呀？

31 MR DUNCAN：（經傳譯員）係，的而且確係有個情況係咁，主席。去四七--對唔
32 住，係 435 頁--對唔住，應該去 427 頁，唔該。

33 主席：（經傳譯員）嗰個就睇到個日期，係咪呀？

1 MR DUNCAN：（經傳譯員）係呀，嗰個就係運輸署嘅信嚟嘅。日期就係7月20號，
2 嗰度亦都有個附件嘅。喺附件，你就係由428頁開始去到435頁嘅，嗰度第一
3 個格嗰度就係話運輸署最近係發出咗一份實務守則係畀專營巴士營運商，呢個
4 關乎係巴士車長嘅培訓等等。我想問運輸署係幾時係發出呢個實務指引畀九巴
5 嘅？

6 蘇偉基先生：（經傳譯員）係8月6號。

7 MR DUNCAN：（經傳譯員）運輸署有冇畀到嗰個守則你呢？即係喺8月6號之前有
8 冇呢？

9 蘇偉基先生：（經傳譯員）有嘅。（直接用本地話說）嗰個 practice note 係嗰
10 個 working group 嘅 output 嚟嘅，佢喺7月25號上立法會個 Transport
11 Panel，佢係有嗰個文件嘅，大家睇到。之後喺8月6號，我哋就收到一個傳
12 真，佢就話正式係推出，要我哋執行。

13 MR DUNCAN：（經傳譯員）8月6號之前係咪已經向運輸署發出咗畀你哋呢？

14 梁健宏先生：（經傳譯員）唔係正式嘅。

15 主席：（經傳譯員）你話非正嘅，係咪之前有個非正式嘅畀你哋呢？

16 蘇偉基先生：可唔可以再問多一次？我掌握唔到個題目。

17 主席：（經傳譯員）運輸署就話畀委員會聽，書面陳述就話佢哋最近就係出咗個實務
18 守則，佢哋就話畀我哋聽就係發畀呢一個專營巴士營運商嘅，就話係7月20號
19 咁講嘅，所以佢哋亦都係提供咗一份文件，就日期係8月嘅，你話你哋係有一
20 份日期係8月6號，有冇一個早啲嘅版本嘅實務守則呢？而佢哋嘅內容亦都同
21 運輸署所講嘅係符合呢？

22 蘇偉基先生：我可以提供番我收到嘅乜嘢，之前嗰啲係嗰個會議嘅 attachment，係
23 一個 discussion paper。

24 主席：（經傳譯員）你邊一日係收到嗰一個實務指引？

25 蘇偉基先生：8月6號。

26 主席：（經傳譯員）再早啲就有？咩嘢形式都好，再早啲有冇呢？

27 蘇偉基先生：有，係一個 attachment 落嗰個-- as an attachment of 呢個
28 discussion paper of 嗰個 working group 嘅 meeting。

29 主席：（經傳譯員）嗰份文件日期係幾時呢？

30 蘇偉基先生：（經傳譯員）8月中或者8月初。（直接用本地話說）我而家記唔到。

31 主席：（經傳譯員）你有冇文件副本？

1 蘇偉基先生：有。

2 主席：（經傳譯員）可唔可以交界我哋委員會呢？

3 蘇偉基先生：會。

4 主席：（經傳譯員）唔該。鄧律師。

5 MR DUNCAN：（經傳譯員）唔該主席。好喇，我哋睇番呢個實務守則，TD-1 嘅 470
6 頁，我哋自己都睇到究竟嗰個內容係啲咩嘢嘍嘍，不過有一樣嘢就想問你嘅，
7 係第 4 段，睇番 471 頁，講到嗰個最低要求，工作小組講到話入職培訓嘅時候
8 就講咗，就話喺課堂培訓方面係有啲乜嘢嘍嘍要求嘅，應該要幾多時間嘅，另外
9 就係路上駕駛嘅培訓又應該有幾多時間嘅，呢度亦都係分開全職同兼職車長嗰
10 個要求係點樣樣。

11 我想問，九巴--我哋係知道你哋較早時候有講過嗰個行動計劃，你就話打
12 算所有嘅車長你都會無論佢係全職定抑或兼職都會係一視同仁，你哋係點睇
13 呢？

14 黃祥明先生：喺討論呢個事項嘅時候，係其他嘅專營巴士公司都係出席嘅，每個公司
15 因為佢個訓練方面都有唔同嘅條件或者佢哋嘅需求，所以運輸署就因應各個巴
16 士公司嘅唔同情況，就訂定咗呢個最低嘅要求，我哋睇番呢個事項係寫「最低
17 嘅要求」。所以有啲巴士公司佢哋係會仍然係聘請一啲嘅叫做 part-time 嘅車
18 長，而我好清楚咁表示咗我哋九巴公司已經係停止咗聘請呢個 part-time 嘅車
19 長，但係運輸署係需要因應其他嘅同行去制定呢個指引，所以訂定咗有埋呢個
20 part-time 車長嘅範疇喺裏面，但係呢個並不適用於九巴嘅。

21 MR DUNCAN：（經傳譯員）我想問，公司喺自己嘅培訓嘅計劃裏面，即係你喺嗰個
22 行動計劃已經列出你嗰個培訓計劃喇嘛，同埋喺其他交界我哋嘅文件嗰度都有
23 提過嘅，會唔會因而受影響要改呢？

24 黃祥明先生：冇嘅，我哋無需要更正或者更改，因為呢個提議係我哋九巴提出之後，
25 佢運輸署因應而係制定。

26 MR DUNCAN：（經傳譯員）唔該晒。我而家就唔再講培訓呢個話題，我就想講另一
27 個議題嘅，請你睇 KMB-1 文件冊 129 頁嘅，原有嘅嗰份文件就係第 128 頁
28 嘅，我就會睇番個翻譯本，就係 129-1 嗰一頁嘅，呢份就係聲明書，呢份文件
29 嘅目標同理作用係乜嘢呢？

30 蘇偉基先生：呢份 declaration 其實係喺 2、3 月，公司成立咗一個調查委員會，
31 就著嗰個大埔意外之後嘅一個建議，個理念就係“know our employees”，
32 我哋招聘車長，但係我哋確認要對我哋招聘嘅員工多啲認識，所以就喺幾個範
33 疇嗰度透過呢張 declaration 去認知，第一，佢有冇喺外間係有其他嘅僱
34 用，會唔會影響佢工作；第二，就係佢有冇一啲嚴重病歷，係會影響佢嘅工
35 作；第三，佢有冇一啲過往違例駕駛嘅紀錄；去到第四，就係有冇一啲刑事嘅

1 紀錄。我哋喺做招聘嗰陣時就會睇嗰個投考人佢填嘅資料而作出一個嘅考慮係
2 咪去招聘佢。

3 MR DUNCAN：（經傳譯員）喺大埔意外之前，有冇任何嘅好似呢份咁嘅表格係要畀
4 一啲申請人去填寫呢？

5 蘇偉基先生：冇咁仔細，但係相對嘅工作係有做嘅，舉例如，就係查佢嗰個違例駕
6 駛，我哋係有做嘅，病歷，雖然唔使佢自己 declare，但係亦都係有人職前嘅
7 驗身。

8 MR DUNCAN：（經傳譯員）嗰份表格有冇包括係即係要填寫申請人有冇其他嘅工作
9 呢？

10 蘇偉基先生：之前係冇。

11 MR DUNCAN：（經傳譯員）你有冇嗰份舊表格嘅版本可以提供呢？

12 蘇偉基先生：可以提供。

13 主席：（經傳譯員）係，請你提供。

14 MR DUNCAN：（經傳譯員）係邊個需要填寫呢份聲明書呢？

15 蘇偉基先生：申請職位嗰個投考人。

16 MR DUNCAN：（經傳譯員）呢份表格係咪喺聘請申請人嘅時候需要簽署㗎？

17 蘇偉基先生：（經傳譯員）係。

18 MR DUNCAN：（經傳譯員）公司係持續去進行啲乜嘢嘅檢查去睇下究竟全職同埋兼
19 職員工喺外面有啲咩嘢工作呢？

20 蘇偉基先生：我哋係有賴嗰個投考人佢自己做一個 declaration，佢係一個 in
21 good faith 去填佢嘅資料。

22 MR DUNCAN：（經傳譯員）換句話講，當有人係開始工作嘅時候，即係譬如話如果
23 有個員工係為你工作咗五年，有冇任何持續嘅聲明要求呢，或者有冇其他嘅措
24 施去了解譬如話一名兼職嘅車長喺外面有冇其他嘅工作呢？

25 蘇偉基先生：我哋自己入面有個員工嘅手冊 staff handbook，入面亦都有規定員
26 工如果係從事外間嘅兼職，係需要申報嘅。

27 MR DUNCAN：（經傳譯員）換句話講，你係完全依賴員工去申報啲咩嘢資料畀你，
28 係咪呀？

29 蘇偉基先生：佢係有責任，因為嗰個員工手冊係所有好多規矩都擺晒喺度，佢係需要
30 遵循嘅。

1 MR DUNCAN：（經傳譯員）你哋採取咗啲咩嘢措施係去執行員工手冊入面嘅規矩
2 呢？

3 蘇偉基先生：如果發覺佢冇遵從，而我哋發覺外面有兼職，我哋會有紀律處分，亦都
4 過往我哋發覺我哋有車長係做啲咁嘅嘢，係解僱咗嘅，嗰個同事。

5 主席：（經傳譯員）但係有冇任何檢查或者盡職審查嘅工作呢？

6 蘇偉基先生：冇。

7 主席：（經傳譯員）唔該晒。

8 MR DUNCAN：（經傳譯員）你有冇任何措施去改變呢個情況呢？換句話講，即係公
9 司會唔會有一啲嘅檢查嘅安排去了解員工可能參與嘅其他嘅工作呢？

10 蘇偉基先生：會。

11 MR DUNCAN：（經傳譯員）琴日...

12 主席：We didn't get a translation of the answer.

13 蘇偉基先生：（經傳譯員）係，我哋會主動考慮。

14 MR DUNCAN：（經傳譯員）我哋冇收到任何嘅聘用合約嘅，會唔會係提供呀？

15 蘇偉基先生：我哋會提供。

16 MR DUNCAN：（經傳譯員）我請你揭去第109頁。

17 主席：（經傳譯員）首先係咪完成咗呢個議題喇？

18 MR DUNCAN：（經傳譯員）冇錯。

19 主席：（經傳譯員）你提到員工手冊，你知唔知係喺文件冊入面嘅頁數係幾多呀？鄧
20 律師，你知唔知道係邊一頁呀？我哋就可以好快咁睇一睇。

21 蘇偉基先生：如果我搵到，我提供。

22 MR DUNCAN：（經傳譯員）我哋有嗰個附錄嘅頁數，就係附錄 1a-iii-7 嘅應該
23 係。呢個就係戶外車務嘅員工手冊嘅，係咪呀？

24 蘇偉基先生：喺呢個 bundle KMB-8, page 3072, 第1點。（經傳譯員）英文
25 版，就喺 3042 頁嘅。

26 主席：（經傳譯員）唔該晒。呢個就係關乎全職嘅員工嘅，係咪呀？

27 蘇偉基先生：（經傳譯員）係。

28 主席：（經傳譯員）就住兼職員工，有冇任何安排呢？

1 蘇偉基先生：正如頭先所講，而家我哋嘅車長係符合每周十八小時，連續四周，係一
2 個持續性嘅僱用，我哋當佢根本係一個 full-time employment，所以佢
3 都要受呢個 1.8 嘅條款係約束。

4 主席：（經傳譯員）喺大埔交通意外之前，當你聘請兼職車長嘅時候，有冇一個要求
5 係要求佢哋申報其他嘅工作，喺聘請佢哋嘅時候？

6 蘇偉基先生：冇。

7 主席：（經傳譯員）唔該。

8 MR DUNCAN：（經傳譯員）至於你哋嘅前員工又係點呢？佢哋而家可能係可以工作
9 十個鐘或者十八個鐘，你會當佢哋係全職員工定係兼職員工呢？

10 蘇偉基先生：（經傳譯員）全職員工。

11 MR DUNCAN：（經傳譯員）如果佢哋有睇呢個要求，佢哋知唔知道--即係佢哋會唔
12 會當自己係全職員工，當佢哋睇呢本員工手冊嘅時候？

13 蘇偉基先生：佢哋係我哋曾經嘅僱員，佢哋退休之後，從事--退休再續聘，所以佢哋
14 係得悉呢個 1.8 嘅條款。

15 MR DUNCAN：（經傳譯員）你有冇計劃去修改條款 1.8 呢，就住呢啲招聘安排？

16 蘇偉基先生：會。

17 MR DUNCAN：（經傳譯員）請睇番 KMB-1 文件冊第 109 頁，呢個就係有一啲嘅詳
18 情，就住車長嘅薪酬，首先想你睇下呢一個月薪水平，喺 2004 年之前聘請嘅員
19 工同埋 2004 年之後聘請嘅員工，就有一個比較，你可唔可以解釋點解兩者之間
20 有區別？

21 蘇偉基先生：呢度要講啲歷史，因為喺 2003 年，大家知道香港嘅經濟唔係好，當時
22 係有個 SARS，喺 2003 年，公司係有招聘新嘅車長，當然當時亦都個車務係有
23 個萎縮喺度。喺 2004 之後，我哋再請番新嘅車長，因應當時嗰個勞工市場，當
24 時個市場嘅工資水平，我哋對新入職嘅車長係有一個嘅調節，反應番當時市
25 場，所以同係月薪車長，我哋分咗兩組，一組就係 2004 前佢哋現有--嗰時嘅
26 薪酬我哋唔會改變佢，但係喺 2004 之後，就因應番當時嗰個嘅就業市場經濟環
27 境，我哋係按市場水平係畀咗個工資出嚟，所以分開兩組。

28 MR DUNCAN：（經傳譯員）唔該晒。我哋睇番 (E) 項，就係呢一個分更嘅津貼，喺
29 2018 年嘅指引度有提到呢一個分更嘅津貼嘅。

30 蘇偉基先生：幾樣嘢要講一講先，2018 年嗰個 guideline，正如之前我哋講，係
31 喺 2019 年第二季實行嘅，現時公司遵循政府嗰個嘅 guideline 就係每日十四
32 小時，其中十一就係可以做駕駛職務，即係話有三小時係休息，公司而家係有
33 同事係行走呢個叫做 split duty，當 assign 呢個 split duty 畀佢，佢就

1 會申領有個 allowance，就一千九百五十幾釐，佢中間大約係有三個小時係休
2 息，呢三個小時，我哋用呢一個 allowance 畀佢。

3 主席：（經傳譯員）換句話講，你目前就係跟番 2010 年嘅指引？

4 蘇偉基先生：係。

5 主席：（經傳譯員）唔該。

6 MR DUNCAN：（經傳譯員）呢個分段更嘅派更，你新嘅指引落實之後，仲有冇呢個
7 分段更嘅呢？

8 蘇偉基先生：呢個會考慮，但係究竟係點樣改法呢，因為會牽涉到同員工會溝通，我
9 哋會係考慮，但係你話怎樣，我唔可以講，會有。

10 MR DUNCAN：（經傳譯員）即係仲會有分段更？

11 蘇偉基先生：有。

12 MR DUNCAN：（經傳譯員）嗰個津貼係咪一樣定抑或會改呢？

13 蘇偉基先生：會考慮優化。

14 MR DUNCAN：（經傳譯員）呢個點樣計嘅呢？你話\$1,951.50 係一個月，司機唔係
15 話成個月都做分段更嘅，係咪呀？

16 蘇偉基先生：呢個係唔會嘅，因為我哋派更，如果嗰個係月薪車長，佢係返 split
17 shift duty，佢會整個月都係返 split shift duty。

18 MR DUNCAN：（經傳譯員）一個月有幾多日司機係要做嘢呢？二十七日？三十日裏
19 面--三十一日裏面二十七？

20 蘇偉基先生：每六日有一個休息日，如果假設當個月係有公共假期，佢應該係三十天
21 嘅月份就返二十六天。

22 MR DUNCAN：（經傳譯員）就會讓佢係收到\$1,951.50，即係額外嘅？

23 蘇偉基先生：（經傳譯員）係。

24 MR DUNCAN：（經傳譯員）我想問，分段更嘅車長，你會唔會安排佢哋就係一個月
25 唔需要返足全個月呢？就譬如五日或者十日。

26 蘇偉基先生：有咁嘅機會嘅。

27 MR DUNCAN：（經傳譯員）如果係嘅話，就唔係全個月，佢哋又幾多錢嘅津貼呢？
28 係咪千九定係點呢？

29 蘇偉基先生：（經傳譯員）係按比例。

- 1 MR DUNCAN：（經傳譯員）係日計嘅比例咩，定抑或點樣計算出嚟嘅呢？
- 2 蘇偉基先生：睇番佢當月返工嘅日子，然後睇番佢喺呢段日子有幾多日係做
3 split duty，就乘番頭先講嗰個一千九百五十幾釐嘅數字，就得出佢當月享有
4 嘅 split shift duty 嘅 allowance。
- 5 MR DUNCAN：（經傳譯員）大概係計起上嚟，一日有幾多錢呀？
- 6 蘇偉基先生：約莫 70 釐嘅。
- 7 MR DUNCAN：（經傳譯員）落去 111 頁，表 3，日薪嘅待遇，我哋見到個分段更嘅
8 個津貼，喺 (H) 嗰項，個數字就係 \$21.90，我見到 (H) 嗰度係逐個鐘頭計嘅，
9 如果一個人就係做分段更，佢做咗一個鐘，換句話講，係咪即係會多收
10 \$21.90？佢會有三個鐘頭嘅休息嘅，即係話係有 60 釐，係咪咁計？
- 11 蘇偉基先生：（經傳譯員）係。
- 12 MR DUNCAN：（經傳譯員）即係話嗰個待遇唔同，月薪同日薪嘅待遇就不同？即係
13 如果淨係睇呢個分段更嘅津貼，佢哋嘅待遇唔同喇？
- 14 蘇偉基先生：要睇整體，唔可以淨係睇一個 split duty allowance，因為其實日
15 薪佢哋嘅員工佢個底薪亦都係比月薪高，所以首先兩者有差異，正確，但係差
16 異原因係要睇整體嘅。
- 17 MR DUNCAN：（經傳譯員）公司會用嗰個新嘅指引，如果你亦都推行呢個分段更嘅
18 話，我想問，呢一個津貼係咪都會去檢討呢？
- 19 蘇偉基先生：（經傳譯員）會嘅。
- 20 MR DUNCAN：（經傳譯員）或者我哋將嗰個新嘅指引嗰度打出嚟，呢個喺 KMB-2 嗰
21 度會有嘅，61 頁，而家目前仲係有效嘅，就係舊嘅指引，就喺前面嗰版，就係
22 60 頁嗰度就有個資料嘅，亦都可以將兩者一齊睇嘅。目前，一般正常嘅更分係
23 點呢，即係對比起呢個分段更？
- 24 彭樹雄先生：或者我簡單啲講，其實我哋嗰個 shift 就我哋大致上有兩種，一種我
25 哋叫做 straight duty 或者係 straight shift，就返可能係八個鐘頭或者
26 係十個鐘頭，又或者可能會係十二個鐘頭，個工時，呢個講緊工時。另外一個
27 我哋特別嘅，我哋每日約有二十三個百分比嘅車長就係返緊一個叫做特別更，
28 正話係 Mr Duncan 所講嘅 split duty，就係佢嘅工時係唔會超過十四個鐘
29 嘅。
- 30 MR DUNCAN：（經傳譯員）講到新嘅指引，可唔可以同我哋講下會唔會有重大嘅改
31 變呢，對於你剛才所提及嘅安排，有冇重大嘅改變㗎？
- 32 彭樹雄先生：如果喺新嘅指引底下，我哋一個直更，straight duty，一個
33 working hours，工時係唔會超過十二個鐘，而當中嗰個駕駛時間係唔應該超

1 過十個鐘，另外有--其實分別就同而家係有一個比較明顯嘅分別，但係反而個
2 個 split duty 個分別就會相對地比較大啲，點解呢？因為運輸署嘅指引底
3 下，呢個所謂特別更 split duty，佢嘅工時仍然係唔應該超過十四個鐘，但
4 係佢當中嘅駕駛時間就係唔會超過十個鐘，對比番而家嘅指引，我哋係唔應該
5 超過十一個鐘，新指引底下，個個駕駛時間係少咗一個鐘頭。

6 另外一個特色--特別嘅地方就係新嘅指引底下，呢個 split duty 嘅車
7 長佢一定要有一段唔少過連續三個鐘頭嘅休息時間，一定係連續唔少過三個鐘
8 頭嘅休息時間，呢個就係最主要嘅分別。

9 MR DUNCAN：（經傳譯員）有冇人係會想做呢個特別更，即係分段更，好讓佢可以
10 有多啲收入，定抑或唔係咁嘅，而係你要下令先至叫到啲人去做呢一個分段更
11 或者特別更呢？

12 彭樹雄先生：我哋公司係絕對唔會強逼啲同事係去返啲乜嘢嘅特別更分，split
13 shift，所有返呢啲所謂特別更嘅車長係全部都係自願咁去返嘅。

14 李澤昌先生：補充一點，個個 dynamic 就其實因為九龍巴士佢 cover 個個地區太
15 大，譬如假設你朝頭早繁忙嘅時間，佢凌晨六、七點鐘已經係繁忙時間，佢早
16 上嘅繁忙係好高嘅，去到夜晚黑個繁忙就會五、六、七、七、八點又上番嚟，
17 好似成個駱駝咁兩個峰喺度。有啲車長其實佢係長嘢譬如話屯門咁嚟計，佢朝
18 頭早揸完個個繁忙嘅時候，佢返到去，有一段時間，佢可以返番去自己屋企休
19 下息先，然後再返番去晏晝個段繁忙時間，其實佢係有一個地理個個問題--個
20 個因素，或者一個車長本身佢有一個--即係佢個工作環境嘅因素，呢個係比較
21 少部分，呢個係佢哋有呢方面嘅需要，係咁樣。

22 彭樹雄先生：其實整體我哋有特別更嘅車長，因為正如李生講，因為我哋係要
23 cover 個兩個 peak，即係 morning peak 同埋 evening peak，正正我哋九
24 巴嘅特色就係因為我哋--即係我哋個個函蓋嘅範圍實在都頗大。同埋我哋有四
25 個主要嘅大廠，亦都我哋有啲叫做衛星廠，satellite depot，我哋好多車長
26 做呢個特別更，佢係可以喺中段個幾個鐘頭，其實佢真係可以返屋企休息等等
27 咁樣嘅。

28 MR DUNCAN：（經傳譯員）睇番呢度，剛才亦都睇過個個待遇，個薪酬，我想問，
29 新嘅指引如果係採納，亦都會減少個個總嘅時數，亦都有呢個休息時間嘅要求
30 嘅，會唔會令到你哋部分嘅車長個個收入係會減少呢？

31 彭樹雄先生：我答你嘅問題，就係如果我哋唔去諗個個 remuneration 個個，或者
32 係維持不變，確實如果純粹睇番個駕駛時數，可能有車長係真係個個所謂
33 take-home salary 係會少咗嘅。不過正話蘇生都講咗，我哋其實都係積極考
34 慮點樣可以將個個--特別係個個休息時間個個 allowance 個個津貼點樣可以
35 優化佢，從而令到我哋返--特別係特別更嘅車長，佢駕駛時數少咗，休息時間
36 多咗，而希望佢個個所謂 take-home salary 都唔會減少嘅，呢個就係我哋
37 管理層，主席亦都係責成咗我哋會去考慮嘅。

1 梁乃鵬先生：（經傳譯員）鄧律師，董事局係指示咗管理層就住特別更嘅司機，雖然
2 佢哋係會每日工作十個鐘，而唔係十一個鐘，佢哋嘅薪酬唔應該係會少咗嘅。

3 MR DUNCAN：（經傳譯員）有冇同車長講過呢一個訊息呀？

4 梁乃鵬先生：（經傳譯員）事實上喺我哋嘅行動計劃下嘅建議中係有提及嘅，我相信
5 管理層係已經同工會溝通過。或者彭先生可以補充。

6 彭樹雄先生：好呀，主席。Mr Duncan，我其實亦都初步同啲工會嘅代表，亦都係
7 我哋同廠嗰個嘅管理層亦都係已經將個訊息帶咗畀啲前線車長，我哋管理層係
8 會認真咁樣去優化呢一個嘅 remuneration package，希望佢哋嗰個 take-
9 home salary，唔會因為個新指引實行而少咗嘅，呢個我哋係完全正面，車長
10 亦都係完全正面嘅。

11 梁乃鵬先生：（經傳譯員）我想補充，如果車長嘅工時係由十一個鐘減少到十個鐘，
12 我哋亦都會考慮係咪需要--即係個要求係咪需要由十四個鐘減低到十三個鐘。
13 雖然運輸署係容許可以每日有十四個工時，但係如果我哋嘅目標係想由每日嘅
14 工時由十四降至到十三，我哋都會考慮。

15 主席：（經傳譯員）鄧律師，如果我有記錯，之前作供嘅時候，城巴係會咁樣做嘅，
16 即係佢哋而家係冇特別更，但係佢哋之後係會實施，而嗰個每日嘅工時規定係
17 十三個鐘嘅。

18 梁乃鵬先生：Yes.

19 MR DUNCAN：（經傳譯員）我相信係正確嘅，主席。梁博士，我想你睇番 KMB-1 文
20 件冊嘅第 149 頁，喺第 12 項，即係喺第 149 項嘅第 12 項係咪已經反映咗呢一
21 點？

22 彭樹雄先生：Yes, Mr Duncan.

23 梁乃鵬先生：（經傳譯員）喺二嗰一段，喺右面嗰一欄。

24 MR DUNCAN：（經傳譯員）係咪就係最後一段所講呀？

25 梁乃鵬先生：（經傳譯員）冇錯嘅。

26 MR DUNCAN：Yes, thank you.

27 梁乃鵬先生：（經傳譯員）唔該晒鄧律師。

28 MR DUNCAN：（經傳譯員）城巴作供嘅時候，即係喺第 4 天嘅謄本入面，第 75 頁 1
29 至 6 行嘅。

30 主席：Thank you.

31 MR DUNCAN：（經傳譯員）我哋而家睇第 180 頁，呢個係 TD-1 文件冊嘅。

1 主席：（經傳譯員）首先，李先生，你同我哋講過返特別更嘅車長嘅休息時間，佢哋
2 嘅休息時間係會長啲嘅，你講有部分係可以返屋企，你可唔可以大概話我哋知
3 返特別更嘅車長之中有幾多車長係喺巴士站開始佢哋嘅休息時間，而唔係喺車
4 廠呢？因為我哋係參觀過屯門嘅車廠，我哋明白呢啲設施係有啲分別嘅，所以
5 我哋嘅問題就係大概有幾多嘅車長會喺巴士站開始佢哋個個休息時間呢？

6 李澤昌先生：我要返去畀呢啲數據你，我有嘅，我哋有嘅。主要佢哋係三個地方休
7 息，一個就係返屋企，一個就係喺巴士站嗰度，一部分就係喺個個巴士個個
8 depot 嗰度嘅。

9 主席：（經傳譯員）唔該晒。

10 MR DUNCAN：（經傳譯員）TD-1 文件冊嘅第 180 頁，呢一頁就係喺 2018 年至到
11 2022 年嘅遠期計劃嘅一部分嚟嘅，呢個就係你公司呈交畀運輸署嘅，如果我有
12 了解錯，呢個係巴士專營權嘅其中一項要求嚟嘅，係必須要提供一個遠期計
13 劃，就係每年要呈交畀運輸署嘅，我相信呢一份係最新嘅計劃嚟嘅，係咪？

14 蘇偉基先生：最新嗰份係由 2019 年去 2023，就我哋需要喺 8 月 17 號，淨係呢個
15 section，section 8 bus safety 提交，嗰份亦都係 ready to
16 submission，我哋應該係下個禮拜初係可以 ready，呢個現時 submit 咗最
17 latest version。

18 主席：（經傳譯員）呢一份，我哋而家睇緊呢份計劃係幾時呈交㗎？

19 蘇偉基先生：而家我哋見緊嗰份應該喺 2017 年嘅 6 月十幾。

20 MR DUNCAN：（經傳譯員）遠期計劃嘅呢一部分就係關乎巴士安全嘅，...

21 主席：（經傳譯員）首先，你話你會喺今年 8 月 17 號呈交一份新嘅計劃，係咪？

22 蘇偉基先生：（經傳譯員）冇錯嘅。

23 主席：（經傳譯員）你可唔可以提供嗰一份報告嘅相關章節畀委員會呀？

24 蘇偉基先生：（經傳譯員）可以。

25 主席：（經傳譯員）唔該。

26 MR DUNCAN：（經傳譯員）就住巴士安全，就係喺呢一個遠期計劃嘅第 8 章嘅，我
27 想你睇一睇 8.2 段，就係分析過去兩年嘅巴士意外，我想你睇第 181 頁，呢個
28 就係以巴士車長嘅年齡係分類呢一個意外率嘅，呢一段就講，結果顯示，一啲
29 年輕嘅車長就會同一啲更加高嘅意外率有關，因為主要係呢啲車長嘅駕駛巴士
30 嘅經驗係比較少，而佢哋喺頭嗰幾月嘅期間就會遇上更多意外嘅，呢個就係第
31 181 頁所講嘅。

32 然後喺第 182 頁亦都有一個相似嘅論點，就喺 8.2.4 段，「如果以服務

1 嘅年期去將呢個意外率去分析，結果就係顯示喺 8.3 呢個表嘅，就係招聘後嘅
2 第一年發生意外嘅機會係相對地高嘅。」

3 主席：（經傳譯員）係咪呢度所講嘅係咪咁樣呀？

4 蘇偉基先生：（經傳譯員）係。

5 MR DUNCAN：（經傳譯員）有冇任何嘅措施去針對呢一個現象呢，即係話針對頭一
6 年服務嘅車長？

7 蘇偉基先生：唔係好掌握到你問乜嘢。

8 MR DUNCAN：（經傳譯員）根據我嘅經驗，當我細個嘅時候，我都成日搭巴士，啲
9 車長通常有一個副車長喺旁邊，然後就畀一啲指示或者係提示佢哋嘅，你哋公
10 司有冇類似嘅安排呢？

11 蘇偉基先生：有，我哋亦都有留意到頭先你所指出嘅數字，新入職嘅車長通常都係年
12 輕啲，我哋而家喺佢揸車開首，我哋係有一個夥伴車長係陪伴住佢，等佢可以
13 個信心，嗰個對路面嘅實習、對乘客嘅處理係更加有信心。我哋亦都喺車長第
14 三個月度係有個工作坊，同佢分享佢開首做巴士車長嘅經驗，從而希望對一啲
15 新入職嘅車長儘快熟習嗰個工作環境，減少嗰個交通嘅意外率。

16 MR DUNCAN：（經傳譯員）呢啲夥伴車長呢個安排係開始咗幾耐？

17 彭樹雄先生：Mr Duncan，或者我簡單咁介紹呢啲所謂嗰啲叫做 buddy driver 或
18 者 buddy inspector 嗰個嘅工作。所有全職嘅車長同埋一啲嘅我哋而家有啲
19 叫做半職車長，就正話 Mr Duncan 所講嘅，譬如會唔會有啲家庭主婦佢每日可
20 以做四個鐘，一個禮拜做五日或者做六日，我哋嗰啲叫做半職車長？我哋個
21 buddy driver 就係會喺佢完成咗我哋駕駛訓練學校嗰兩個 phases 嘅
22 training 之後出嚟，我哋就會全日有個夥伴車長陪住佢，係包括佢第一日、
23 第二日嘅工作，然後就再喺第七日同埋十六日係會完全陪伴住呢個新車長嘅駕
24 駛嘅。

25 另外我哋嗰啲兼職車長，我哋亦都係會有夥伴車長嘅計劃，但係大家要明
26 白因為呢啲以往我哋所請嘅兼職車長佢哋全部係有 10 牌同埋 17 牌，即係換句
27 話講，佢哋亦有巴士牌同埋有專利巴士牌，我哋嗰個夥伴車長係會陪佢第一
28 日。

29 另外，我哋喺今年年初，我哋亦都有一個所謂夥伴督察嘅計劃，每一個新
30 加入嘅車長，我哋會有一個指定嘅督察，就會同佢聯絡，我哋亦都做咗一啲所
31 謂 cue card，一啲嘅 card 仔，裏面有晒我哋嗰啲督察嗰啲聯絡嘅方式，有晒
32 所有屬廠嗰啲經理同埋嗰啲助理經理同埋車務主任嘅電話。

33 呢個夥伴督察就會係一個除咗駕駛技術方面，都係一個全面嘅支援嘅，好
34 似一個 mentor 咁，係喇，你可以用一個字，就係“mentor”咁樣，個車長有

1 啲乜嘢疑難，有啲咩嘢困難，有啲嘢困惑，佢都會直接搵呢個夥伴督察，呢個
2 就係我哋希望就係能夠可以令到個新車長儘快融入嗰個工作裏面。

3 另外，蘇生講咗，我哋所有新車長，當佢工作咗三個月之後，我哋會搞一
4 個工作坊，就係會所有車廠嘅管理、駕駛導師，甚至我都會出席，同嗰啲車長
5 傾偈，睇下佢哋有啲乜嘢--過去嗰三個月遇到啲咩嘢困難。同埋我哋每一次我
6 哋都會請一個資深嘅車長嚟度同大家分享點樣可以處理日常工作等等。呢個我
7 哋每一個新出嚟三個月，我哋一定會做嘅。

8 MR DUNCAN：（經傳譯員）我個問題就問呢個咁嘅計劃，即係夥伴計劃係幾時開始
9 呢？

10 蘇偉基先生：Buddy driver 呢個概念喺二零一三-- 12 年已經有，但係我哋係不
11 停去優化佢。

12 MR DUNCAN：（經傳譯員）唔該；

13 主席：（經傳譯員）會唔會方便就而家開始我哋就係小休係午飯？

14 MR DUNCAN：（經傳譯員）好。

15 主席：（經傳譯員）各位，我哋而家休息，就兩點半再繼續，唔該晒。

16

17 下午 1 時 01 分押聆訊押後

18

19 下午 2 時 30 分恢復聆訊

20 出席人士如前。

21

22 主席：（經傳譯員）各位午安。大律師。

23 MR DUNCAN：（經傳譯員）多謝你，主席。各位先生，請你而家翻去 180 頁，嗰個
24 文件冊係 TD-1。响我哋食午飯之前，我就叫你睇咗 182 頁嘅。而家或者你都係
25 請翻到 183 頁。呢度一個分析，即係公司進行一個分析，意外嘅性質嘅分析。
26 我呢度想就住表格 8.1 問幾個問題。

27 第一行呢度講係乘客失去平衡百分率就係百分之五十一點五。另一個項目
28 响個表格中間下面嗰度，巴士內嘅乘客受傷嘅。呢個係--你有咩嘢分別？

29 蘇偉基先生：“Passenger loss of balance”，我哋係講緊一啲意外個乘客跌
30 倒，或者係冇緊握扶手，而架車箱係移動緊嗰陣時嘅。“Injury to
31 passenger inside bus”，就係因為有意外，而個意外個乘客喺個車箱本身

1 入面，因為外來嘅意外而導致乘客坐喺架車入面受傷，佢係坐喺度，佢唔係
2 loss of balance，但係意外會造成佢有個損傷。

3 MR DUNCAN：（經傳譯員）你意思就坐住响嗰度，點解會受傷嘅，點解會有咁樣嘅
4 事？

5 蘇偉基先生：假設有個意外係碰擊，佢坐喺嗰個車箱嗰度，假設我當番一個意外翻
6 側，佢坐喺嗰度，佢係因為一個意外而受傷，佢就係 “Injury to
7 passenger inside bus”。

8 MR DUNCAN：（經傳譯員）呢度有另一個百分比嘅，嗰度係巴士翻側，最後嗰個。
9 會唔會嗰度都已經包括咗？

10 黃祥明先生：或者另外一個例子可以話畀你聽，有啲乘客坐喺架車度都會有受傷，就
11 係有時我哋啲巴士經過啲樹突咗出嚟嘅地方，棵樹打落個巴士度係啲玻璃碎，
12 就會引致呢個乘客喺車裏面受傷，呢個同嗰個乘客喺車跌嚟嗰個受傷係兩樣嘢
13 嚟嘅。

14 蘇偉基先生：亦都最近有個例子，就係上個月喺中環，架車行行下，條路突然間有個
15 石屎撞爛咗個車底，嗰次就有乘客受傷，但係有機會就係咁樣，呢個咪意外。

16 MR DUNCAN：（經傳譯員）我有解釋錯--即係話公司係定咗呢啲唔同嘅類別，如果
17 係意外就會分類，根據呢個各種嘅分類，就係將佢定為邊一種，啱唔啱？

18 蘇偉基先生：（經傳譯員）係嘅。

19 MR DUNCAN：Thank you. （經傳譯員）呢度就乘客失去平衡就百分之五十一點
20 五。

21 8.2.7 佢話就超過一半因為係嗰個巴士向行駛中需要煞車，引致失去平衡
22 嘅。有冇其他一半嘅事件，佢哋係咩嘢原因造成？

23 黃祥明先生：呢個乘客喺車箱失平衡而跌嚟有好多個原因嘅，其中一個原因好可能係
24 啲車長駕駛嘅時候，就唔係太過為意呢個乘客是否係已經企好或者進入咗呢個
25 車箱。另外一個可能性，就係個車長本身佢嗰個操控架車嘅時候，就唔係咁妥
26 當。即係我哋幾日前曾經討論過嘅一啲叫 “acceleration”，或者佢嗰個
27 “harsh braking”，亦都會引致呢啲情況。另外一啲情況我哋睇到有好多時
28 啲乘客本身就係上車之後，就並冇緊握扶手，因而喺架車行駛期間，或者需要
29 有啲車進入佢嘅路線，亦需要閃避期間，呢個乘客係會失平衡而跌倒嘅。

30 MR DUNCAN：（經傳譯員）呢度第二行，撞頭、撞尾，相撞嘅事項...

31 主席：（經傳譯員）我想問一樣嘢先，如果有意外，乘客就失去平衡受傷，成為呢度
32 統計涵蓋嘅一個事件，就有一半係乘客失去平衡嘅。你有冇研究你哋嘅數據，
33 即係話加速、減速嘅情況，你有冇研究？

1 黃祥明先生：喺有啲乘客跌嘍嘅案件裏面，我哋係會喺調查呢架車嘅車長操控呢架車
2 是否有加速或者減速，所以答案係有，我哋有睇到。另外，我哋喺呢個車嘅
3 CCTV亦都可以睇得到當時個車嘅情況。

4 主席：（經傳譯員）或者我再問，你用咩嘢數據嚟調查加速、減速？

5 黃祥明先生：我哋都討論過個黑盒係會記錄當時個車嘅情況，呢啲情況我哋喺個
6 server嘅資料嗰度係能夠睇得到，亦都可以鑑別得到呢個車長當時操控架車嘅
7 時候係咪有突然加油或者突然減速呢樣嘢。

8 主席：（經傳譯員）有冇咩嘢統計數字，即係研究完之後，調查完之後個結果有冇統
9 計？譬如話係減速佔幾多，加速佔幾多？

10 黃祥明先生：有一個實質嘅統計數字。

11 主席：（經傳譯員）點解冇？

12 黃祥明先生：我哋遇有呢啲情況嘅時候，就會處理嗰個車長嘅違規，但係我哋就並冇
13 將呢啲數字綜合做一個嘅記錄。

14 主席：（經傳譯員）但係呢度佔咗你哋--呢個因素佔咗意外成因一半啲。

15 蘇偉基先生：同意係要有呢個記錄，因為呢個係講緊 2015/16，而家我哋係提供唔
16 到。但係正如頭先所講，我哋做緊新嗰個，我要睇清楚係咪有個記錄，loss
17 of balance有幾多，harsh braking幾多，係 acceleration做咗，我呢
18 刻我答唔到。

19 主席：（經傳譯員）而家係咪做緊，2018年你有冇做呢樣嘢？

20 蘇偉基先生：可以做番。

21 主席：（經傳譯員）你係咪做咗，過去式？

22 蘇偉基先生：我唔清楚呢一刻。

23 主席：（經傳譯員）不過係可以做到嘅？

24 蘇偉基先生：（經傳譯員）係嘅。

25 主席：（經傳譯員）今年有幾多個乘客係因為失去平衡受傷，大概有幾多人？

26 蘇偉基先生：三百嘍。

27 主席：Thank you.（經傳譯員）你調查嗰個乘客因為失去平衡嘅情況，你係有一
28 啲黑盒嘅數據，你响個伺服器有嘅，同埋你都有巴士上面嗰啲閉路電視嘅資料
29 嘅？

30 黃祥明先生：（經傳譯員）係。

1 主席：（經傳譯員）所以你將你嗰啲科技嘅設備一齊睇，你就可以有一個合理嘅推
2 斷，究竟當時嘅煞車係咪一個合理嘅原因？

3 黃祥明先生：Correct.

4 主席：（經傳譯員）有冇任何嘅統計數字？

5 黃祥明先生：我剛才講過，我哋有調查呢樣嘢，但係我哋冇將呢個記錄做一個數字。

6 主席：（經傳譯員）你有話簡單嘅統計數字，譬如話四百四十五人受傷，有三百宗個
7 案佢煞車係合理，有冇啲咁簡單嘅統計數字？

8 黃祥明先生：呢啲數字係有記錄嘅，但係我冇將佢歸納做一個統計，喺呢方面嘅。

9 梁健宏先生：或者我嘗試補充一點，所有呢啲意外都會分析嘅，所有啲意外都分番開
10 係咪嗰個車長係負責任嘅。如果個車長唔係負責任嘅話，佢可能真係就住當其
11 時個交通狀況，佢需要 sudden braking 嘅。所以如果我哋睇番個車長要負責
12 任嗰啲個案，我相信嗰度應該我哋再做多數據分析。

13 主席：（經傳譯員）但係假設當你做，你一定要有個統計嘅數據嘅。

14 梁健宏先生：我相信嗰啲資料喺度嘅，我哋應該返去做啲數據分析，從而睇睇有咩嘢
15 我哋可以再做好啲。

16 主席：（經傳譯員）呢個唔係一個重要嘅監察嘅工具，即係監察你個司機、車長嘅行
17 為，即係話係咪突然煞車？但係你調查，你又覺得有需要咁樣睇嘅？

18 梁健宏先生：同意。

19 主席：（經傳譯員）大律師。

20 MR DUNCAN：（經傳譯員）多謝你，主席。我哋暫時唔睇表格 8.1，睇番表格
21 8.2。呢度亦都係從個意外性質做分類嘅，今次就唔係百分率，而係實際有幾多
22 宗嘅意外。

23 主席問過你乘客失去平衡嘅呢個類別，呢度受到影響嘅乘客數目係咪有記
24 錄？你話 2018 年，到目前為止三百五十個乘客因為咁受傷。

25 蘇偉基先生：係，約莫呢個而家記到嘅數係。

26 MR DUNCAN：Approximately 300, yes, thank you. （經傳譯員）有冇可
27 能睇睇呢個記錄，根據呢個一行、一行睇落去，根據呢度乘客嘅數字、受影響
28 嘅人客數字，每一種類別嘅意外逐個睇？

29 蘇偉基先生：呢個係冇數據，嗰個係講緊個個案嘅宗數嚟。

30 主席：No. （經傳譯員）8.2.8 就只係好簡單咁樣描述咗呢一啲意外嘅性質，係咪
31 有可能有一千個咁嘅乘客係失去...

1 蘇偉基先生：I agree. I know what you mean. (經傳譯員)但係呢個報
2 告係有個乘客嘅數喺度。如果你話 2018 年，我哋可以提供番乘客嘅數字。

3 主席：(經傳譯員)係咪即係話三百個以外，同埋你都話畀我哋聽有幾多乘客係失去
4 平衡？

5 蘇偉基先生：可以。

6 主席：(經傳譯員)有可能所有企喺度嗰啲人都失去平衡個啲，你可唔可以畀呢一個
7 資料我哋，係 2018 年嘅？

8 蘇偉基先生：Yes.

9 主席：(經傳譯員)可唔可以呢一度每一欄嘅數字，你都畀埋乘客嘅數字我哋？

10 蘇偉基先生：我嘗試，但係我相信有困難嘅。因為嗰個數據講緊 2015、2016，但係
11 喺 2018 年，我哋可以提供番個案同埋涉及嘅人數，係關於 loss of
12 balance 嘅意外。

13 MR DUNCAN：(經傳譯員)係，我都係知道你係諗緊 2018。不過譬如話有一個題
14 目，就係話呢架巴士係翻側或者係直情翻車嘅，可唔可以有乘客數字？

15 蘇偉基先生：呢個可以，呢個一單個案當然可以。

16 MR DUNCAN：(經傳譯員)同埋如果係撞到啲動物或者其他廿七宗嘅，你會唔會
17 都好好容易搵到受影響嘅乘客或者係受傷嘅乘客？

18 蘇偉基先生：可以。

19 MR DUNCAN：(經傳譯員)好多謝你，當你畀 2018 年嘅數字我哋嘅時候，畀埋呢
20 啲就好嘞。

21 蘇偉基先生：可以。

22 MR DUNCAN：(經傳譯員)好，唔該。

23 講番轉頭，睇番呢一啲表，我想理解多啲。第二個就係話追撞，另外低啲
24 就係同其他嘅車輛碰撞，就係有向後、向前。呢兩個有咩嘢分別？第一個就係
25 13.5 個百分比，呢兩者有咩嘢分別？

26 黃祥明先生：Head-on/tail 嘅 collision，通常我哋係會睇一啲停定咗嘅物件
27 係頭尾相撞，呢個我叫做 head-on/tail 嘅 collision。第二個 collision
28 好多時係因為一個轉線而引致有車輛嘅碰撞，我哋要斷為呢個
29 classification，就係 collision with 呢個 changing lane 嘅
30 vehicle。

31 MR DUNCAN：(經傳譯員)呢個就係第二個標題同埋第三個標題之間嘅分別？

1 黃祥明先生：冇錯。

2 MR DUNCAN：（經傳譯員）再低啲，「同其他車輛碰撞」嗰個括號裏面，就係話向
3 後溜或者向前溜，或者係倒後，有咩嘢分別？

4 黃祥明先生：有時啲車輛嘅褪後而引致呢個碰撞，就係會喺呢個 classification
5 裏面。

6 MR DUNCAN：（經傳譯員）好，上番去“J/O collision”就係百分之六，有四十
7 八宗，呢個係咩嘢意思？

8 黃祥明先生：呢啲係喺啲 junction 位，路口嘅 junction 位嘅碰撞。

9 MR DUNCAN：（經傳譯員）好，唔該。下低係「進入 R/A 碰撞」咩嘢意思？

10 黃祥明先生：呢個係一個進入迴旋處引致嘅碰撞，roundabout。

11 MR DUNCAN：（經傳譯員）當你提供 2018 年嘅統計數字，即係關於受傷乘客嘅數
12 字嘅時候，請問你可唔可以都幫我哋區分一下，傷同亡嘅數字？

13 黃祥明先生：可以。

14 MR DUNCAN：（經傳譯員）好，唔該。我而家想講另外一個題目，今朝早都講過，
15 我相信你有兩位人士係提過，就係關於非法泊車嘅問題。委員會唔係淨係由你
16 哋各位，由其他嘅以前嘅證人都聽到，就係話呢個安全嘅隱患嚟。

17 我諗今朝早其中你哋一位都協助委員會，就話畀我哋聽你哋喺呢一方面採
18 取咗咩嘢步驟。尤其是係向唔同嘅政府部門係舉報或者報告，就令到個情況有所
19 改善。請問你可唔可以睇下雜項文件套第 2 號，第 644 頁。呢一度就係由 643
20 頁開始，一路去到 644，然後係有翻譯本，644-1，佢係繼續去到 644-2 嗰一
21 頁。

22 你會睇到呢一份文件係委員會收到，係來自一個民主聯盟咁樣嘅組織。我
23 哋睇番翻譯嘅第 2 頁嗰度，係民主陣線，應該係去番第 1 頁嘅底部嗰度，644-
24 1 嗰度。我哋睇到係有一個意見，就係話可以喺巴士站嗰度永遠停止有非法泊車
25 嘅時候，就話應該係有正確嘅政策，同埋係要睇下啲法律係咪已經過咗期，一定
26 係要多管齊下咁樣去處理。

27 佢就話第一個建議就係跟番新加坡喺成個巴士車隊嗰度係安裝攝錄機，新
28 加坡自從 2008 年就係喺巴士上面安裝攝錄機。呢一啲攝錄機就係裝置喺巴士司
29 機個位側邊，當司機發現係有車停喺巴士站，佢哋就可以揸一個掣，就可以錄影
30 五至十分鐘，巴士公司就會將有關嘅攝影帶交界警方，警方就可以檢討，睇番個
31 個錄影帶，然後大概有兩個禮拜之內就會將告票寄畀車主。每一張告票就係香港
32 800 元，另外如果係遲交嘅話，就會額外收 5,000 元，同埋甚至係監禁三個
33 月。

1 喺第一年，新加坡就記錄咗二千一百一十二宗嘅情況，就係啲司機入咗係
2 巴士線，或者係喺巴士站嗰度畀佢哋嘅乘客上落客嘅。2014年，喺巴士站同埋
3 係喺巴士線裏面非法泊車，就已經係降到八八六宗，就係好成功可以阻嚇啲司機
4 唔好再喺巴士站嗰度停車。

5 我哋聽到一啲證據，就係公司係裝置攝錄機，就係向住巴士個司機位，另
6 外仲有一個攝錄機，就係有一個前置鏡頭，就好似話係一個監察嘅攝錄機嚟嘅。
7 想請問你而家呢一啲嘅攝影機有冇其中一部係用嚟去攝錄喺巴士站嘅非法泊車嘅
8 啲車輛，而家有冇？

9 彭樹雄先生：Mr Duncan，我簡單嘅答案係冇嘅。不過如果你容許，我可以有啲嘅
10 補充。

11 MR DUNCAN： Please.

12 主席：（經傳譯員）請你講，請你講。

13 彭樹雄先生：其實就住呢一個，我哋將個錄影片段交界警方作出違例泊車嘅情況，我
14 舊年嘅10月、11月開始。因為我負責荔枝角廠，我有一個先導計劃同警方係
15 大家協調咗，就係正正用呢一個方式係去檢舉一啲嘅喺巴士站裏面嘅違例泊
16 車。

17 主席：（經傳譯員）你做咗啲咩嘢？

18 彭樹雄先生：我哋嘅做法就係我用咗一個嘅試點，就係我哋喺尖沙咀廣東道271巴
19 士總站嗰條線係去沙田廠嘅，由荔枝角廠去沙田廠嘅。因為嗰個巴士總站經常
20 係泊滿違例泊車。另外廣東道，大家俗稱嗰個「名店街」，其實嗰個車嘅流量
21 非常之高嘅。

22 我當時我係荔枝角廠嘅總經理，我就同警方開會。我自己寫咗一張
23 standard嘅statement，即係一個statement，然後就我叫我啲前線嘅督
24 察，如果見到違例泊車，我哋就用我哋嘅手機影低嗰個嘅片段，然後我哋將呢個
25 片段加埋一張我哋叫做“standard pro forma”，其實好簡單，我哋淨係寫
26 日期、時間，因為地點已經係--我哋係用咗嗰個做試點。我哋就畀西九龍交通
27 就作出檢控。

28 呢個做法，我哋發覺非常之有效嘅。因為我哋開始檢控嘅時候，我亦都睇
29 到有啲社交媒體開始報導，就話「咦，泊喺巴士站原來會畀人告」咁樣。因為我
30 哋曾經喺廣東道，我哋好多時有違泊，我哋報警。但係因為實在差人嚟到，啲車
31 走咗，and then差人走咗，啲車又返轉頭。呢個其實係一個治標但係唔治本嘅
32 方法。所以我就用我哋嘅initiative，我哋同police夾埋發覺係有效嘅。
33 大家都應該睇得到，最近警方亦都做咗兩個先導計劃，而家佢將個先導計劃係擴
34 充晒去五個陸上嘅警區，警方其實而家都係做緊呢一樣嘢。

35 所以Mr Duncan，簡單答，我哋係有用我哋嘅車上面裝嘅CCTV檢控，不

1 過我哋嘅先導計劃，加上而家警方嗰個做法，同埋最近嗰個違泊嗰個罰款嘅巴士
2 站，亦都係增加咗，呢個係我嘅答案，Mr Duncan。

3 主席：（經傳譯員）你點解唔用車上面嗰啲時時開著嘅閉路電視嚟用？

4 彭樹雄先生：其實呢個我哋都可以咁樣做，不過只不過我哋當時用嗰個先導計劃，就
5 係好多時我哋比較方便，就係我哋啲 inspector，我哋啲督察，佢哋本身會揸
6 住架巡邏車去巡邏嘅。如果用佢哋嘅手機，其實嗰個便捷度可能會快啲。當
7 然，主席，呢個係我哋下一步，我哋如果車上面嗰個 CCTV，其實我哋有錄像，
8 其實我哋都可以咁做嘅，主席，多謝。

9 主席：（經傳譯員）假設其實好簡單，你揸一個掣，然後就可以記錄咗嗰個時間，到
10 時有人睇嘅時候都睇到。

11 彭樹雄先生：冇錯，主席，冇錯。如果可以令到違泊減少，我哋一定會做嘅，主席。

12 主席：（經傳譯員）大律師。

13 MR DUNCAN：（經傳譯員）我諗從你所描述，呢個做法就令到個非法泊車嘅情況有
14 改善？

15 彭樹雄先生：如果用番我哋廣東道 271 線嗰個巴士總站，我可以答係有好大嘅改善
16 嘅。

17 MR DUNCAN：（經傳譯員）淨係嗰個總站？

18 彭樹雄先生：因為警方嗰個全面先導計劃，其實啱啱先至正式開始。我哋都要一啲時
19 間睇下到底嗰個成效係咪真係咁好，不過我可以答你，直至到琴日為止，嗰個
20 違泊嘅情況都唔係--整體嚟講，我講，都唔係一個好大嘅改善，我哋睇唔到。

21 MR DUNCAN：（經傳譯員）警方同埋嗰個九巴，關於呢個咁嘅試驗計劃，有冇咩嘢
22 通訊嘅記錄？

23 彭樹雄先生：我有一啲嘅電子郵件，我哋亦都有一啲嘅 standard pro forma，即
24 係我嗰個 statement，就有關於尖沙咀廣東道 271 總站，我可以畀到個委員會
25 嘅。

26 MR DUNCAN：（經傳譯員）唔該晒。

27 主席：（經傳譯員）請你交界我哋。

28 彭樹雄先生：冇問題，我哋會 provide。

29 主席：（經傳譯員）嗰個電郵，即係同警方，同埋你用嘅標準表格。

30 彭樹雄先生：冇問題，主席，冇問題。

31 主席：（經傳譯員）唔該晒

1 MR DUNCAN：（經傳譯員）如果有理解錯誤，你會係即係睇下可唔可以採納類似新
2 加坡嘅制度或者做法？

3 彭樹雄先生：如果--我哋絕對係持開放態度，我哋絕對係同意咁樣做。

4 MR DUNCAN：（經傳譯員）你話你開放態度，你係咪會研究？

5 彭樹雄先生：我哋會跟進，我哋會 look into it。

6 主席：（經傳譯員）你投訴有問題，有好簡單嘅方法嚟解決，係咪？

7 彭樹雄先生：主席，我想講一講，其實喺我哋呢一個舊年喺廣東道呢一個先導計劃之
8 前，其實係有試過淨係基於一個影像去作出交通違例嘅發出嘅定額罰款通知書
9 嘅，呢個係以前有試過用影像嘅。

10 主席：（經傳譯員）係有好多控告都係靠啲閉路電視好多錄影嘅片段嚟到進入，啱
11 唔啱？

12 彭樹雄先生：主席，容許--其實你喺琴日嘅聽證會都講咗，我都係一個喺警務處工作
13 過，我亦都喺交通部工作過。就住違例泊車，我淨係講違例泊車，illegal
14 parking，以往係有用影像去做檢控。佢用影像檢控啲可能係超速、衝紅燈
15 等等，主席。

16 主席：（經傳譯員）呢個可能係警察或者係律政司嘅一個限制，但係法律上有規定你
17 唔可以用啲做證據。

18 彭樹雄先生：所以今年年初我知道從報章得悉，警務處開始就係用影像去檢控一啲
19 illegal parking，即係我哋俗稱，即係或者 police 俗稱，呢啲叫「死
20 車」，即係 stationary 嘅 illegal parking，就唔同一啲嘅 moving
21 vehicle，such as speeding、jumping red light、crossing
22 double white line，et cetera，主席。

23 梁乃鵬先生：（經傳譯員）彭先生，我諗我哋應該係要自己做一個我哋應該做嘅行
24 動，睇下警方有咩嘢回應。我諗我哋會係做番我哋嘅本份。

25 主席：（經傳譯員）係，唔該晒。大律師。

26 MR DUNCAN：（經傳譯員）請你而家睇第十一日啲個聆訊嘅謄本。

27 主席：（經傳譯員）邊一個文件冊？

28 MR DUNCAN：（經傳譯員）第4號。

29 主席：（經傳譯員）邊個嘅證供？

30 MR DUNCAN：（經傳譯員）係 Lam Kam Piu，佢係巴士員工嘅工會嘅代表嚟。

31 請睇 153 頁嘅證供，工會就有啲關注嘅。佢話就係關於使用呢個 12.8 米

1 長嘅巴士，係用後輪驅動嘅巴士，佢哋對於喺香港使用呢種巴士有啲關注嘅。見
2 到第 13 行，呢個林錦培（原文照錄），佢話「由於香港嘅路面嘅情況，即係道
3 路比較窄，好多行人使用呢個 12.8 米嘅巴士係會帶來一啲危險嘅」，去到第
4 17 行，佢話「呢個 12.8 米巴士係後輪驅動嘅。响嗰個過彎嘅時候，對個巴士
5 嚟講當然好，但係其他嘅車可能唔知道呢個巴士係後輪嚟到驅動。即係話運輸署
6 都係出過一啲嘅通知，就等其他司機知道嘅，但係其他司機未必知道嘅。因此會
7 對隔離行駛嘅車輛造成一個危險」。林先生就一路講，講到呢一頁，155 頁
8 嘅。

9 我想問一個問題，12.8 米嘅巴士，香港應用得有幾廣泛？同埋巴士公司係
10 咪同意林先生嘅睇法，就係呢啲巴士响某啲窄嘅路會造成危險？

11 梁健宏先生：12 米 8 嘅車，香港有嘅，絕大部分所以都係冇尾輪轉向嘅。尾輪轉向
12 亦都有佢嘅好處，我哋舊年有一部試過，不過就有啲擔心，所以變咗嗰架車我
13 哋都改番做普通嘅 12 米 8 嘅車，就有尾輪轉向。

14 講番 12 米 8 嘅車，佢就個長度係長咗，不過就當然，嗰個乘客載客量就會
15 多咗嘅。呢啲係一啲繁忙嘅或者載客量高嘅路線，尤其是係長程嘅路線係的而且
16 確係幫到個服務。呢啲路線或者呢啲咁嘅 12 米 8 長嘅車，相對 12 米車係長
17 咗，但係啲路線都係特定要試過嘅，唔係話普通一條路線。呢啲 12 米 8 嘅車可
18 以行邊啲路線，係會同運輸署一齊試過路，知道呢架車係安全可行，我哋先至可
19 以將呢啲 12.8 米嘅車係 deploy 落去嗰啲路線嘅。暫時目前為止，九巴接近有
20 大約二百部呢啲咁嘅 12 米 8 車。

21 李澤昌先生：或者補充少少咩嘢叫尾輪轉向，其實佢因為大部分嘅巴士而家都係頭輪
22 轉嘅。因為如果你--因為後面佢係三軸嘅關係，佢後面有一個軸都係可以一齊
23 轉，所以個車轉彎嘅時候，或者係行一啲路比較即係急少少，轉啲急彎嘅時
24 候，佢入啲彎就有擺得咁犀利。當然即係香港其他好多公司都仲係有用緊，我
25 哋第一批初初出嚟嘅時候，就係有呢個尾輪轉向，所以我哋嚟咗試咗一架。嗰
26 架其實試咗啲同事，啱啱就講緊都對佢有啲唔係好舒服，我哋都停用咗。

27 主席：（經傳譯員）梁生，你有啲嘅關注即係後輪嚟到係轉向。你有啲咩嘢關注，係
28 咪頭先李生講？

29 梁健宏先生：我啲 concern 係車長嘅 concern，因為尾輪轉向，佢嗰個 turning
30 circle 會細啲嘅，但係佢揸起上嚟嗰個 characteristic 就有啲唔同，個
31 outswing 就同普通嗰啲冇尾輪轉向嗰啲車嗰個 outswing 係大咗啲，所以變
32 咗喺嗰個習慣個問題嗰度要適應嘅。有個問題嘅，如果你今日揸一架冇尾輪轉
33 向，而跟住你揸架冇尾輪轉向，可能適應--就要少少要適應，呢啲係有少少係
34 車長可能會 concern 嘅。但係就對於安全嗰部分...

35 李澤昌先生：關於安全係冇關，係揸車嗰個適唔適應到，嗰度比較係我哋要處理。

36 主席：（經傳譯員）唔該晒。

1 MR DUNCAN：（經傳譯員）如果我有理解錯誤，你係冇後輪轉向嘅 12.8 米嘅巴
2 士？

3 主席：（經傳譯員）我諗已經講咗，大概二百架。

4 梁健宏先生：Correct.

5 MR DUNCAN：（經傳譯員）你係會即係响某啲路線就係用呢啲巴士，你會同運輸署
6 接觸咗先。係咪已經發生咗，呢樣事？

7 梁健宏先生：（經傳譯員）啱嘅。

8 MR DUNCAN：（經傳譯員）呢啲巴士係咪有啲指定路線度使用？

9 梁健宏先生：（經傳譯員）係，冇錯。

10 MR DUNCAN：（經傳譯員）你會唔會擔心--鑑於工會同我哋講嘅嘢，你有冇任何嘢
11 關注？

12 梁健宏先生：（經傳譯員）冇嘅。

13 MR DUNCAN：（經傳譯員）你有冇關注到啲巴士轉彎嘅時候，會唔會係出咗條線，
14 令到對其他嘅車輛造成問題？

15 李澤昌先生：首先兩樣嘢先，一，嗰條路線係一定係運輸署、政府係大家同意咗條路
16 線行得先。因為有啲路線係行唔到 12 米 8。第二樣嘢係個車長，其實九巴嘅車
17 長揸 12 米 8，佢必先之前去咗我哋個學院嗰度係學習過揸 12 米 8 嘅車，佢先
18 至可以揸 12 米 8 嘅。所以其實路線同埋個車長嘅訓練，兼夾如一架車尾輪轉向
19 都有埋嘅，其實基本上嗰三件嘢係齊備，我哋先至行緊嘅。

20 MR DUNCAN：（經傳譯員）你知唔知道工會而家關於呢件事有咩嘢關注？

21 梁健宏先生：我哋冇。

22 MR DUNCAN：（經傳譯員）我想請你睇另一份文件 TU-1 (A)，84 頁。你會見到呢份
23 意見，就係委員會收到嘅。嚟自九巴僱員工會，嗰個翻譯就係第 90-1 個一頁。
24 我就係會倚賴呢一份翻譯本，我想請你睇 90-3 個一頁，就係講到安全嘅設施。
25 搵唔搵到？

26 梁健宏先生：Yes.

27 MR DUNCAN：（經傳譯員）唔該。委員會就係聽到工會咁講「為咗減低維修嘅費
28 用，九巴自從 2015 年開始就係不適當地係拆除咗所有啲防霧嘅熱氣裝置，令到
29 前面嗰塊嘅玻璃就有好多霧化嘅情況，如果個天氣係凍同埋濕嘅時候，即係當
30 外部同埋內部嘅溫差係大嘅時候」。佢哋就係講到附件 1，我諗應該係原本嘅
31 91 頁同埋 91-1 頁，就係睇到個翻譯。

1 我想請問係咪咁嘅，自從 2015 年開始，你就拆除咗所有嘅除霧器喺巴士
2 上面？

3 梁健宏先生：不正確。

4 MR DUNCAN：（經傳譯員）你覺得個工會當時係講緊乜嘢？

5 梁健宏先生：我相信佢係講緊我哋有啲除霧器係有兩款嘅，我哋 basically。以往
6 有啲係暖風，去到 2010 年，我哋就轉咗用啲冷風嘅。喺附件 1 個架車車牌
7 UF2751 係一個用冷風除霧器嘅裝配嘅，呢架車我相信大約係接近兩歲嘅。

8 點解我哋由暖風變做冷風，2010 年之前所有啲巴士嘅除霧器都係用暖
9 風，啲暖風就由我哋喺車尾個引擎啲冷卻水，經過引擎加熱，啲熱水就由車尾
10 沿住水喉接駁去到車頭嘅，嗰度長度有一架巴士咁長，係 12 米咁長，來回就有
11 24 米嘅。呢 24 米嘅熱水喉，啲熱水就係喺度流轉嘅。暖風除霧器就係用呢啲
12 咁嘅熱水，就產生啲熱氣，就令致到嗰個車長嗰個駕駛螢光幕，個
13 windscreen 就唔會有 condensation 嘅，尤其是喺比較天氣凍同埋潮濕嘅日
14 子。

15 但係呢個咁嘅裝置就唔係好可靠，好多時啲水喉可能會爆。如果爆水喉嘅
16 話，有啲好熱嘅水，嗰啲水熱呢，就溫度相當高。亦都有啲個案，有啲熱水就真
17 係流入到個車箱入面。去到 2010 年，我哋公司就將呢樣嘢就換咗做吹乾嘅冷
18 風，去解決咗呢個情況。不過係無論係暖風好、冷風好，你開著咗佢都需要五至
19 十分鐘先至可以將啲 fog，啲 condensation 去 remove 嘅。

20 呢個冷風除霧器 2010 年我哋開始代替個暖風，但係呢樣嘢，車長就唔係
21 好歡迎，因為天時凍，仲吹啲冷風。所以變咗去到 2015 年，2015 聽到啲車長
22 有啲咁嘅意見，就要搵啲--要解決。因為你唔多唔少都可能影響到嗰個駕駛狀
23 況，我哋就搵到啲 anti-fog 嘅 coating，除霧膏，搽喺嗰個 windscreen
24 上面。似乎就好 old-fashion，不過亦都係好 effective 嘅。你搽咗上去之
25 後，condensation 就唔會發生。

26 同一時期，我哋覺得都可能要搵其他方法。同一時期，我哋亦都同啲巴士
27 製造商去研究其他啲 demister。我哋同 Volvo 去傾傾，睇睇會唔會有啲東
28 西。有兩樣嘢可以走咗出嚟，其中一樣就係 heated windscreen，個
29 windscreen 入面係有啲發熱線嘅，呢啲其實都好 common 喺私家車，但係喺
30 double-decker 其實就--即係你唔問佢，佢唔幫你做，都做唔到。但係係咪
31 即刻有，亦都唔係咁簡單。你唔係喺超級市場就可以買到，要特登為巴士去做。
32 我哋 2016 年就試裝咗上去，有廿五部車有 heated windscreen 嘅，至到而
33 家。

34 亦同一時期，我哋亦都同 ADL，第二間巴士製造商，就同佢研究第二樣
35 嘢，就係用 electrical 嘅 demister，同發熱線製造啲暖風去 remove 啲
36 condensation。而呢樣嘢亦都經過一輪嘅測試，因為呢度牽涉到有啲

1 heating element, 唔多唔少亦都要解釋嗰個甚麼可能有啲其他嘅問題。所以
2 亦都卒之都今年亦都解決咗個問題, 卒之都有個可行嘅 electrical
3 demister 可以安裝。

4 所以去到呢個 moment, 我哋有 electrical demister、有 heated
5 windscreen 呢兩個 option。而公司亦都決定將呢兩樣嘢裝喺我哋嗰啲有暖氣
6 嘅、冇暖風嘅巴士度, 冇暖風嘅 demister 嗰度, 我哋會 retrofit 呢啲咁嘅
7 equipment 去到用冷風除霧器嘅巴士上面, 從而令到希望所有嘅車隊都可以提
8 供一個好 proper 嘅 demister, 令到車長係樂於使用嘅。我哋將來嘅新車都
9 傾向採用 heated windscreen。

10 李澤昌先生: 呢度補充一句, 其實塗呢個塗液, 其實過往我哋都知道有好多即係技術
11 性嘅問題。因為好多時啲車長佢唔知道, 佢塗咗, 佢用佢嘅過往嘅方法, 佢抹
12 咗, 可能係用咗。亦都係好倚賴我哋去到廠嘅時候, 係靠一啲員工係塗上去。
13 其實係喺嗰個人手方面係有啲--即係唔好聽啲, 有啲囉唆。我哋而家就都已經
14 竊咗啲告示牌話呢架車係塗咗。

15 但係你睇到成個過程, 呢啲前面車嗰啲除霧嘅嘢, 其實過往我哋係冇停過
16 手係諗緊啲新嘅方法去做。就算你講緊今日嗰個前面 windscreen, 未來我哋
17 嘅新車安咗嗰啲, 即係已經佢裏面 embed 咗嗰個 demister 係全世界嘅雙層巴
18 士第一架, 即係我哋同啲製造商都已經差唔多花咗超過一年嘅時間, 即係好似梁
19 生話喺巴士嗰度, 係真係同私家車好唔同, 做嘅嘢係要多。

20 MR DUNCAN: (經傳譯員) 我可唔可以請你睇番 KMB-1 文件冊, 第 98 頁? 你會睇
21 到呢一個係交界運輸署嘅報告嘅第一頁, 呢個係 2018 年 3 月 12 號係交界運輸
22 署, 呢個係巴士意外之後交界運輸署嘅報告。請大家睇第 15 頁, 即係呢一個文
23 件冊嘅 115 頁。

24 第 46 段就係講到話有霧氣呢個問題, 你有同運輸署係報告過關於呢個霧氣
25 嘅問題, 睇唔睇到?

26 梁健宏先生: (經傳譯員) 睇到。

27 MR DUNCAN: (經傳譯員) 第二行嗰度就話喺呢一個事件之前, 我哋就係會有呢啲
28 塗層係鬆上去嗰個擋風玻璃嗰度, 如果佢哋冇熱氣嘅除霧器, 我哋檢討咗個機
29 制之後, 無論熱氣嘅除霧器, 或者係加熱嘅擋風玻璃, 我哋都會採納, 咁樣係
30 會更加有效, 更加快咁樣除霧。

31 係咪即係話喺嗰個 2 月 10 號嘅巴士意外之前, 嗰啲除霧嘅做法係並不令人
32 滿意?

33 梁健宏先生: (經傳譯員) 係。

34 MR DUNCAN: (經傳譯員) 我可唔可以請你去睇番行動計劃, 即係第一個, 151
35 頁? 第二十項就係講霧氣嘅問題。

1 李澤昌先生：（經傳譯員）係。

2 MR DUNCAN：Thank you. （經傳譯員）喺第 2 段嗰度就話現有嘅巴士，即係唔
3 係新巴士，就會係加裝熱氣嘅除霧器或者加熱咗嘅，或者暖化咗嘅擋風玻璃。
4 你就話喺未來十二個月係分期咁樣做，你而家係做到邊個階段？

5 梁健宏先生：（經傳譯員）而家我哋係跟到個時間表，我哋已經開始咗加裝，我哋而
6 家已經係訂咗大多數嗰啲組件。

7 MR DUNCAN：（經傳譯員）有幾多架巴士係需要咁樣加裝？

8 梁健宏先生：（經傳譯員）總共係大約二千七百個。

9 MR DUNCAN：（經傳譯員）而家做咗幾多架？

10 梁健宏先生：（經傳譯員）大概做咗十架，今日為止。

11 MR DUNCAN：（經傳譯員）工會知唔知道呢個計劃？

12 梁健宏先生：佢哋知道嘅。

13 MR DUNCAN：（經傳譯員）你知唔知道公司同埋工會喺呢一方面有冇任何意見分
14 歧？

15 梁健宏先生：冇。

16 MR DUNCAN：（經傳譯員）我咪講番九巴僱員工會嗰個意見書，係 90-3，呢個係一
17 個譯本嚟嘅，嗰個文件冊係 TU-1 (A)。

18 跟住頭先我讀過嗰段下面緊接嘅，下一段我哋得到啲咁嘅資訊，工會就向
19 委員會提出呢個睇法嘅。「此外，公司改咗個變速器嘅按鈕，呢個係為咗安全駕
20 駛設備嘅。佢將呢個超檔嘅掣同埋人手嘅減速嘅裝置就係取消咗，淨係靠嗰個由
21 電腦嘅 D 波嘅控制器嚟到控制車輛嘅速度。响嗰個緊急嘅情況之下，就因為冇
22 任何嘅安全裝置畀巴士司機用，係好危險嘅。例如好似飛機、地鐵或者係高鐵，
23 或許係遊船，佢哋都係用電腦嚟到航行嘅。但係响緊急嘅時候，就會係用一個人
24 手嚟到控制嘅模式，嚟到防止避免危險嘅，呢個就等如全自動波嘅私家車都係會
25 有一個加減波嘅設備嘅。」

26 佢就話响有附件 2 同附件 3 嘅一啲資料嘅，你可以睇到呢一啲相片，92、
27 92-1、93 同 93-1。

28 工會代表响較早前嘅研訊就第十日，佢都有講過嘅，係 13 頁到 18 頁。你
29 有冇機會睇過佢哋陳述嘅？

30 梁健宏先生：係有嘅。

31 MR DUNCAN：（經傳譯員）首先我問一問係咪曾經有段時間，即係文件所講嘅，即

1 係話人手減速嘅一個裝置，即係車長可以使用呢個裝置？

2 梁健宏先生：我哋所有嘅巴士都有 retarder 嘅，我哋所有嘅巴士個 retarder 都
3 係自動波箱，有腳掣去控動嘅。唯一 hand retarder 就係我哋有特別嘅路線
4 which is 大帽山嗰條路線係好長、好斜，就有個特別嘅配置係需要特別嘅，
5 係用 hand retarder 嘅。我哋所有嘅巴士都係配置 retarder 嘅。

6 MR DUNCAN：（經傳譯員）佢哋嘅意見書就暗示似乎話有個人手嘅減速呢個掣就取
7 消咗，啱唔啱？

8 梁健宏先生：完全不正確。

9 MR DUNCAN：（經傳譯員）我哋睇睇佢哋响第十日向委員會講咗啲咩嘢，文件冊第 4
10 號，第 13 頁第六行。黃小姐就話「呢個講講嗰個係變速器嘅按鈕」，我頭先讀
11 咗出嚟，「公司改咗嗰啲係變速嘅按鈕，就係為咗安全駕駛，就取消咗 O/D 呢
12 個減速，同理人手減速嘅裝置嘅，就淨係靠嗰個由電腦控制嘅自動波控制系統
13 嚟到控制速度。」

14 就去到 14 頁，第廿五行，問郭生呢個問題，「就話取消咗呢個人手減速裝
15 置，點樣會影響巴士安全？你可唔可以回應？」呢位 Ivan Lee 先生講「呢個
16 裝置，就等你可以選擇一啲做--嘅行動嘅，可以有個自動嘅選擇--即係你可以
17 選擇自動操控，或者係混合自動人手操控，同理人手操控，唔同嘅方法嘅。」

18 去到 17 頁，主席就係問一個問題話「你未繼續之前，我想問，係咪即係呢
19 個情況其實係有咗呢個人手嘅減速器，就即係話巴士車長有機會揀點樣減慢個車
20 速，最好就有，係咪咁嘅意思？」Ivan Lee 先生話「可以咁講嘅。」郭先生喺
21 第九行就話「等我答覆，人手減速好重要，特別你係落山嘅情況。」十八行「如
22 果有嗰個人手減速，我哋就係利用嗰個變速器嚟到減速，唔係淨係靠煞車掣。」
23 證人就再講「冇咗呢個人手嘅減速器」--似乎佢哋嘅回覆就暗示某個階段，你
24 哋即係取消咗呢個人手減速嘅裝置。你明唔明白佢究竟想講咩嘢？

25 梁健宏先生：或者我嘗試咁樣答，我哋係冇取消到任何 retarder 嘅。或者你睇番
26 appendix 2。

27 MR DUNCAN：Of...

28 梁健宏先生：Annex 2 of 僱員工會嗰個，唔好意思。

29 主席：Yes?

30 梁健宏先生：你留意番佢講緊嗰個就係“gear selector”，其實嗰個唔係 gear
31 selector 嚟，嗰個係 gear inhibitor，嗰個就係限波掣嚟嘅。舊款車係有
32 限波掣嘅。我哋 2008 年就轉咗用智能波箱，就唔需要限波掣。限波掣係咩嘢，
33 限波掣嘅設計，就等你架車，尤其是你上斜路嗰陣時唔係好夠力，就唔想個車
34 長可以揀咗唔好上三波，唔好轉上二波。因為如果你上咗某個波段，跟住唔夠

1 力，又會跌番落嚟，跟住又上番去，又跌番落嚟。所以當其時呢個限波掣，就
2 令致個車長一個選擇，等架車嗰個 journey 就比較順暢啲，呢個就限波掣，佢
3 限住個波箱，就唔好跳上去高一個波。

4 調番轉頭，如果呢個限波掣，佢落斜路嗰陣時佢揸，佢唔可以由一個高波
5 即刻變做一個低波嘅。For example，如果佢行緊四波，你揸個限波掣二，佢
6 唔會好似私家車咁轉咗落去個二波度嘅，係唔會嘅。呢個 gear inhibitor 係
7 唔係好似大家所想像中係愛嚟減速嘅，呢個完全唔係嘅。

8 呢架車，呢架巴士，一個咁重型嘅巴士，尤其是載客嘅，安全個系數係點
9 樣樣去保持，就係用減速器。每一架巴士，我哋都有油壓減速器，而呢個油壓減
10 速器就係一個全動箱，喺個波箱入面，或者係附件嚟嘅。我哋每一架巴士已經有
11 嘅。呢個油壓減速器係點操作，就係喺嗰個逼力掌嗰度，當佢想啟動呢個減速
12 器，佢只要輕輕咁喺個腳掌，喺個逼力掣嗰度壓落去，就會啟動呢個減速器。
13 個減速器其實就係一個油壓嘅減速器，佢就利用嗰啲油壓嘅 friction 去減速。
14 但係呢個油壓減速器亦都唔會對嗰個逼力皮有損耗嘅，佢純粹係減速，令到架巴
15 士減速，但係唔會令致到嗰個逼力系統係受 loading 嘅，呢個係安全嘅設備，
16 係好多年已經係巴士標準嘅裝備嚟。所以我哋係完全冇--亦都係拆唔到嘅。

17 至於我哋去到 2018（原文照錄）年，2018（原文照錄）年智能波箱，呢
18 個限速器就唔再需要。所以變咗你見到有啲相片，就係有一、二咁嘅，淨係 D、
19 N、R，就有呢個 gear inhibitor 嘅 button。因為 2008 年嗰啲波箱已經係
20 智能波箱，你呢啲波箱，佢亦都知道架車係上緊斜或者落緊斜，佢知道個車長佢
21 係咪踩緊油，佢知道個車長踩油踩得幾深，或者佢踩 brake 踩得幾多，從而個
22 波箱會自自然然就住架車喺咩嘢狀況，喺咩嘢波段，令到入到一個適合嘅波段
23 嘅。譬如如果佢上緊斜，個波箱知道佢上緊斜，佢就唔會咁容易畀佢跳上一個高
24 啲嘅波段。所以呢啲其實就係一個智能波箱，就唔需要車長花太多嘅 effort
25 去兼顧去揀邊一個波段，從而希望減輕喺駕駛嗰陣時嘅壓力，集中精神留意交通
26 狀況，呢個係智能波箱帶嚟嘅好處。我哋從沒有拆除任何安全嘅裝置。而呢啲亦
27 都係大部分嘅標準裝置嚟。

28 MR DUNCAN：（經傳譯員）你知唔知道而家工會有冇呢方面--人工減速器有冇咩嘢
29 意見、睇法？

30 梁健宏先生：I repeat，我哋有 manual retarder system 嘅。我哋亦都聽唔
31 到其他工會就住呢個課題有咩嘢任何嘅意見。

32 MR DUNCAN：（經傳譯員）個工會亦都向委員會提出過另一個事項，我想畀你一個
33 機會嚟到回應嘅。即係話司機要揸嘅路線--即係話一更要揸幾條路--就一條路
34 線嘅問題。我哋收到兩個工會嘅代表嘅證供，佢話有啲司機某一日可能需要揸
35 三條路線，佢哋覺得對於司機嚟講負擔太大。

36 首先係咪有啲司機需要一日嘅工作要揸三條唔同嘅路線？

1 彭樹雄先生：Mr Duncan，係有嘅，係有嘅。

2 MR DUNCAN：（經傳譯員）工會認為呢個對於巴士車長就太大負擔，你哋有咩嘢回
3 應，公司有咩嘢回應？

4 彭樹雄先生：其實我哋公司亦都係有一個內部制定嘅指引，每一位車長喺每一日嘅更
5 分裏面，佢係唔可以揸多過三條唔同嘅路線，亦都係喺我哋嘅派更組嘅同事，
6 佢哋係會知道呢一樣嘢嘅。所以有個別同事車長講，佢哋可能會揸三條線，係
7 可能會發生嘅，呢個亦都係喺我哋個指引嘅範圍裏面嘅。

8 MR DUNCAN：（經傳譯員）工會有冇同你講過，就係佢哋話個意見，一日三條線太
9 多？

10 彭樹雄先生：呢個真係好視乎--如果純粹講工會，呢個其實佢哋比較少提及三條線係
11 多。其實好多時，我哋好多個車長，佢哋手頭上佢可以揸到嘅線路，其實都係
12 有一定數量嘅。但係我哋呢個指引，其實就係想確保佢哋喺每一日個 shift
13 裏面係唔會有太多唔同嘅變化。因為可能要記啲站等等，可能會有啲困難。不
14 過呢個歸根究底，佢所有啲嘅路線，佢一定要有相關嘅路線操練嘅，呢個就
15 絕對係肯定嘅。只不過我哋唔想佢揸咁多條線，就係因為可能有啲站等等佢要
16 記，某個程度上可能佢哋會覺得辛苦啲。

17 MR DUNCAN：（經傳譯員）唔好意思，我唔係好明你個答案。我問你有冇任何嘅工
18 會係投訴過話三條線係太多，你嘅問題就話，佢哋真係冇乜提過。即係佢真係
19 冇提過，係完全冇提過？

20 彭樹雄先生：佢哋有個別少數嘅車長有提出過，呢個係事實嚟嘅，所以我哋公司都制
21 定喺三條線或者以下，每一個 shift。

22 MR DUNCAN：（經傳譯員）啲啲同你提過話三條線太多啲車長，係咪大多數，抑
23 或係少數，你可唔可以話畀委員會聽？

24 主席：（經傳譯員）我諗彭生頭先就已經講咗話係少數，佢係講咗少數嘅。你可唔可
25 以畀啲數字我哋？

26 彭樹雄先生：我諗我即係喺呢一刻，我好難畀到個好確實嘅數字，不過我哋可以返去
27 睇一睇，譬如我哋可以擺一日嘅 example 可以睇一睇。

28 主席： Thank you, Mr Duncan.

29 彭樹雄先生：Sorry，對唔住，主席。喺我認知裏面，其實唔係好多，即係我
30 personally 唔係好多。即係當然，你話點樣 quantify 或者點為之多，點為
31 之少，其實喺我嘅認知裏面，就唔係太多嘅。

32 主席：（經傳譯員）係，得，大律師。

33 MR DUNCAN：（經傳譯員）或者而家可以小休，好唔好，主席？

1 主席：（經傳譯員）好呀，當然。各位，就好似以前咁多日，我哋下晝都會有一個小
2 休，等大家休息一下，十五分鐘。

3

4 下午 3 時 49 分聆訊押後

5

6 下午 4 時 04 分恢復聆訊

7 出席人士如前。

8

9 主席：（經傳譯員）大律師。

10 MR DUNCAN：（經傳譯員）多謝你，主席。各位請你揭去 TD-1，477 頁。大家見到
11 呢係運輸署發出嘅一封信，係發畀專營巴士公司嘅。日期呢係 2018 年 6 月 7
12 號，係委員會成立之後嘅，亦都開始咗討論㗎嘞。大家睇到？

13 梁健宏先生：（經傳譯員）睇到。

14 MR DUNCAN：（經傳譯員）喺未收到呢封信之前呢，咁個封信呢，就通知收信人就
15 有呢個係數碼嘅地圖嘅，喺呢封信，收到呢封信前呢，九巴知唔知道有咁樣嘅
16 設備，有咁樣嘅方便嘅呢？

17 梁健宏先生：（經傳譯員）你係話地理圍欄呀？

18 MR DUNCAN：（經傳譯員）我講緊係電子地圖。

19 梁健宏先生：知道。

20 MR DUNCAN：（經傳譯員）你幾時開始知道呢個電子道路嘅地圖係可以--你可以搵
21 到嘅，擺到嘅？

22 梁健宏先生：對唔住，我以為你講 geo-fencing，如果你個 map 係 accessible
23 to openly 呢就係呢封信先至知嘅，係 6 月 7 號。

24 MR DUNCAN： Right --

25 主席：（經傳譯員）呢度有兩樣嘢嘅，一係就數碼地圖喇，亦都係有講嗰個限速嘅資
26 料呢件事嘅，咁個問題就係話，你知唔知道响 6 月 7 號之前喇吓，收到信之前
27 呢，知唔知道有呢兩件事㗎？

28 梁健宏先生：（經傳譯員）唔知嘅。

29 主席： Thank you.

1 MR DUNCAN：（經傳譯員）第二段，發信嘅人呢，呢度就咁寫，運輸署所用呢個地
2 理嘅資訊系統嘅係一個道路嘅限速呢，已經係有嚟嘞，佢就咁講，已經係有嚟
3 嘞。而家呢你知唔知道，呢個資訊呢係幾時係有嘅呢，幾時可以--幾時開始你
4 係有嘅呢？

5 梁健宏先生：而家就我哋同啲我哋啲供應商，亦都嘗試去經過呢個佢畀我哋嘅資料
6 呢，係擺呢啲資料嘅，喺 data set 嗰度，咁雖然嗰個 format 就要需要處
7 理，但係係擺緊嘅。

8 主席：（經傳譯員）個問題就係，你知唔知道呢啲資料，第一次開始係幾時有，呢度
9 講話，封信就話已經有嚟嘞，咁而家你知唔知道係幾時開始有嘅呢？

10 梁健宏先生：（經傳譯員）只係從信件先知嘅。

11 主席：（經傳譯員）呢度佢就話好消息，香港有一個係數碼地圖嘞，咁當然喇已經係
12 有嚟喇，一段時間喇，你可唔可以睇睇呢個三--可以用呢個嚟去睇睇你嗰三十
13 七個地點嘅資料呢，嗰三十七個人點樣安排工作呀，你幾時知道有咁樣嘅資料嘅
14 呢？你幾時知道呢個資料係可以擺到嘅呢？

15 梁健宏先生：唔明。

16 陳祖澤先生：唔係我哋而家知唔知道呢個 system 嚟政府，佢話有呢個 system，係
17 幾時？

18 講者（不能辨別）：我哋幾時知嘅？

19 陳祖澤先生：唔係我哋幾時知，政府幾時有呢個 system。

20 梁健宏先生：政府有好耐已經有呢個 system 嚟喇。

21 主席：（經傳譯員）係，我就想知。等鄧生--大律師問呢，即係話已經有咗一段時間
22 嚟嘞，好長時間，咁即係話呢個資訊係幾時第一時係有嘅呢？

23 梁健宏先生：（經傳譯員）唔知。

24 主席：（經傳譯員）你話都好耐之前已經有嚟嘞，咁你講緊係咩嘢時間呀？

25 梁健宏先生：（經傳譯員）唔好意思，嗰個有啲混亂嘞，我係唔知道政府係會免費提
26 供呢個資訊畀我哋嘅。

27 主席：（經傳譯員）我明白，你收到呢個好消息，有數碼地圖，有速度限制嘅資料畀
28 到你嘞，你有冇嘗試搵已經有咗幾多年喇，咁樣呢個資訊其實？

29 梁健宏先生：（經傳譯員）我哋嘅資訊科技服務部門呢就係舊年擺過嘅，咁所以我當
30 時都知道係有咁樣嘅資訊嘅。

31 主席：（經傳譯員）你係咪你意思話佢哋冇通知你話有呀？

- 1 梁健宏先生：（經傳譯員）你係講運輸署呀？
- 2 主席：（經傳譯員）係呀，係呀，你個個資訊科技部門㗎，你話舊年就試過搵過一次
3 㗎嘛。
- 4 梁健宏先生：（經傳譯員）不過呢個唔係個即時嘅地圖。
- 5 主席：（經傳譯員）梁先生，其實呢好簡單嘅個問題，當時呢通過呢封信話畀你聽有
6 數碼地圖嘞，咁個個有個功能呢，等你知道個係速度嘅限制係乜嘢嘅，咁我
7 哋問嘅問題呢，之後，收到信之後，你有冇試圖搵出究竟第一次幾時開始有呢
8 個資訊呢？即係話我哋隔咗咁耐先--幾耐先至收到呢個消息呢？
- 9 陳祖澤先生：Sorry，我哋而家政府話畀我哋聽有呢樣嘢，但係我哋知唔知佢政府有
10 呢樣嘢有咗幾耐。
- 11 講者（不能辨別）：幾耐，係嘞，係。
- 12 講者（不能辨別）：你知唔知？唔知就唔知。
- 13 梁健宏先生：我唔知，我唔知，sorry about that，I don't know。
- 14 李澤昌先生：但係 GIS 呢樣嘢呢，係即係根本上我諗好多--已經唔係一件即係呢
15 一、兩年間嘅事嚟嘅，呢個係一個即係係政府嘅--係一個 geographical 嘅
16 information system 呢，呢個係有咗一段好長嘅時間。
- 17 主席：（經傳譯員）唔該晒。大律師。
- 18 MR DUNCAN：（經傳譯員）你未收到呢封信，即係話 6 月 7 號之前，你哋公司有冇
19 詢問過政府，嚟到確--即係問一問，究竟有冇呢個數碼地圖，係咪可以搵到呢
20 個數碼地圖，有冇問過呢？
- 21 梁健宏先生：冇。
- 22 主席：（經傳譯員）你知唔知道譬如話倫敦呢，數碼地圖有埋個速度嘅限制嘅資料
23 呢，自從 08 年、09 年都已經係有嚟嘞，你知唔知呢件事呢？
- 24 梁健宏先生：（經傳譯員）唔知。
- 25 主席：（經傳譯員）大律師。
- 26 MR DUNCAN：（經傳譯員）多謝你，主席。請你睇 KMB-1 號，279 頁。我哋首先睇
27 235 頁，等我哋知道呢份文件係關於咩嘢嘢嘅。你可以睇到呢日子係 8 月 8
28 號，呢一封信呢係交界委員會嘅。係處理第 1、3、6 項，同埋第 4 項嘅一個海
29 報，同埋一封通函㗎，你睇唔睇到呢？係第 2 段嗰度咁寫。
- 30 梁健宏先生：（經傳譯員）係，睇到。
- 31 MR DUNCAN：（經傳譯員）咁我哋呢就要睇下第 6 項係乜嘢呢，我哋就要上番去一

1 頁喇，睇番委員會寫嘅信呢，就係8月8號寫嘅。我哋可以睇到呢，就係一啲
2 文件，係去描述有關嘅證供喇，同埋關於嗰啲嘅步驟，係講到 Openmatics 點
3 樣去處理即時嘅呢一啲數據，就係話譬如每50公里，或者每70公里嗰啲咁嘅
4 地方點樣有人超速咗，係超速咗幾多，同埋係做過啲咩嘢嘅測試㗎。

5 咁你呢就好好喇，就畀咗一啲嘅資料我哋嘞，咁喺呢一方面呢，我有興趣
6 嘅呢就係279頁嗰度。呢一個係關於第6項。咁我呢想你睇一睇，做咗嘅工作
7 嗰一度嗰幾段。就話呢係做咗好幾樣新嘅措施呢去改善以上嘅情況，
8 Openmatics 呢就係用手動去分開咗50公里同埋70公里嘅區份㗎。九巴呢就
9 喺2018年7月31號呢開始咗一個概念嘅測試，就係將上面嘅車速同實際嘅車
10 速呢去比較㗎，咁呢一個呢就係要去核實一下呢一個即時嘅車上車速警示，係
11 咪可以通知到巴士車長，就話佢已經係超速嘞。

12 咁而家嗰個開頭嘅測試嘅結果係正面㗎，我哋會再進一步做其他嘅測試，
13 我哋係會準備引進政府嘅數碼地圖呢入去 Openmatics 嗰個黑盒嗰度，係需要
14 三至四個月㗎。不過呢政府嗰個數碼地圖就有包含即時嘅資訊㗎，而只係每六
15 個月呢先至會更新一次嘅啫。

16 個問題呢就係，你覺得喺過去，即係最靚嗰一行嗰度呢，你認為有啲咩嘢
17 嘅不足之處呢？你話政府嘅數碼地圖呢係有即時嘅資訊，只係每六個月先至更
18 新一次。

19 李澤昌先生：Live information 嘅意思即係話當個路面將會發生嘅情況，好快會
20 影響到嗰個路面嗰個車速，而呢個訊息會好快傳遞到去嗰個 digital map 個
21 information 裏面，咁呢個就喺我嚟講，係一個 live 嘅，即係例如今晚嗰條
22 隧道會封閉，或者另外一條隧道變做單管雙程行車嘅時候，個速度會大大減低，
23 咁好短嘅時間呢，嗰個 map 就會知道嗰條隧道嘅 speed limit。今天呢個
24 digital map 呢就係每六個月會 update 一次嘅，咁即係話，換言之即係話，
25 如果嗰個時間愈嚟愈縮短嘅話呢，咁呢就愈嚟愈接近嗰個 live 嘅情況。

26 主席：（經傳譯員）咁係咪真係準確呢，係咪真係每六個月先至更新一次，抑或係好
27 似佢網站咁講呢？

28 梁健宏先生：我哋亦都同嗰啲政府官員討論過，希望佢畀個 live map 我哋，但係
29 so far 都仍然係--都係六個月 update 一次，同埋 update 嗰啲係永久
30 permanent 嘅 road speed。

31 主席：（經傳譯員）你係同邊個講呢啲呀？

32 梁健宏先生：（經傳譯員）有一個電郵嘅，係我哋嘅人員同運輸署。

33 主席：Do you have that with you?

34 梁健宏先生：（經傳譯員）有嘅。

1 主席：（經傳譯員）你可唔可以畀一個副本我哋？

2 梁健宏先生：（經傳譯員）可以嘅。

3 主席：（經傳譯員）我哋而家可唔可以攞到呢？未編號嘅，咁你可唔可以複印畀我哋
4 呢？唔該。我哋印多幾份喇，唔該。你剛才答緊我問題，但係我呢就係打岔咗你
5 嘅，就係你同邊個講呢一個對話呢？唔好意思，而家你有嗰份文件喺手，拎咗去
6 影印，咁你就答唔到嘞。

7 梁健宏先生：（經傳譯員）其實係同運輸署嘅工程師呢，我哋通過電郵。

8 MR DUNCAN：（經傳譯員）我哋一陣間睇番個文件就知。

9 羅先生：（經傳譯員）似乎呢其實係個限速，唔係個車速，係有時呢同一日之內呢，
10 譬如話喺路上面有啲建造工程呀，都有可能變速㗎每一日，咁但係佢就唔係每一
11 日去更新㗎？

12 梁健宏先生：（經傳譯員）咁呢個係要睇番個道路情況，有時呢係有啲臨時嘅建造工
13 程，咁有啲路係縮短咗喇。

14 主席：（經傳譯員）咁但係呢啲都係刊憲嘅道路㗎嘛，係咪呀？不如我哋一步一步
15 咁講喇，應該有一個制度㗎，等呢一啲嘅速度限制可以合法咁樣改變，呢一個呢
16 就係政府要喺憲報嗰度刊登，就話呢一段嘅路，原本係每小時 70 公里呢，喺未
17 來三個月呢就會改到去每小時 50 公里，你知唔知有咁樣嘅制度？

18 梁健宏先生：（經傳譯員）我係知道。

19 主席：（經傳譯員）而呢一個刊憲嘅制度呢，係處理以月計、以年計嘅改變，但係甚
20 至係短期嘅改變都會係刊憲處理㗎，有時呢處理嘅改變呢，只不過係幾個鐘，或
21 者係幾日。

22 李澤昌先生：（經傳譯員）即係譬如話隧道有意外。

23 主席：（經傳譯員）咁我而家問你呢就係，呢啲全部都係刊憲嘅，你係咪話畀我聽有
24 另外一個嘅制度都可以合法咁樣改變道路嘅車速，而唔係通過刊憲嘅呢？我哋有
25 咁講，咁全部都係刊憲嘅。咁如果而家睇番轉頭，2018 年嘅憲報，你就會發覺
26 呢應該有廿二份呢啲憲報呢係處理呢一個問題嘅，有啲係臨時嘅，有啲係長期
27 嘅。或者我哋等一等，等下嗰份文件先。大律師你有冇其他嘅嘢想處理先？

28 MR DUNCAN：（經傳譯員）我就想問呢運輸署有冇回覆你嘅電郵？

29 梁健宏先生：（經傳譯員）運輸署並未回覆。

30 主席：（經傳譯員）唔緊要，照直講。

31 MR DUNCAN：（經傳譯員）而家呢，我想講一啲關於科技嘅裝置，係有一啲意見書
32 交畀委員會嗰度呢提起㗎，即係話而家已經有嘅，有可能用到嘅科技裝置，而係

1 同安全有關嘅。咁或者我呢，可以咁樣開始，請你睇一睇 KMB-1 號文件冊，
2 114 頁。呢一個界運輸署嘅報告嗰度係抽出嚟嘍，係 3 月 12 號嘍，喺呢一版
3 呢，你可以睇到第 5 部分，其他提升巴士安全嘅措施，我想請你留意呢就係 43
4 段，就係話傾側嘅警示。跟住佢係咁講，「全個車隊每一架巴士都會裝置傾側警
5 示，當巴士係達到一個指定嘅傾斜度，警示就會係引發，就會係向司機發出呢個
6 警示」，你睇唔睇到？

7 梁健宏先生：（經傳譯員）睇到。係，睇到。

8 MR DUNCAN：（經傳譯員）星期二呢我哋聽到--我哋睇到 Kulis 先生嗰個證供，嗰
9 個黑盒呢，Openmatics 提供嗰個呢，就係包括一個條文，就係有一個傾側嘅參
10 數嘍，你記唔記得呀？

11 梁健宏先生：（經傳譯員）記得。

12 MR DUNCAN：（經傳譯員）梁生，我諗係你呢，星期二解釋過，公司呢並冇為呢個
13 參數呢係講出一個價值，因為呢你識別唔到任何參照嘅價值，你記唔記得你講
14 過？

15 梁健宏先生：（經傳譯員）我記得，係，我講過。

16 MR DUNCAN：（經傳譯員）我哋可唔可以睇番 114 頁，第 43 段。咁樣講公唔公道
17 呢，就係話呢一句，係因為巴士發生嘅事，因為有大埔嘅意外，呢一個係一個反
18 應嚟嘍，咁樣講係咪公道呢？

19 梁健宏先生：（經傳譯員）係呀，的而且確係事件之後。

20 MR DUNCAN：（經傳譯員）咁係咪對嗰件事嘅一種反應呢？因為實際上係有傾側，
21 而實際上係翻車嘍。

22 梁健宏先生：（經傳譯員）呢一個係委員會嘅建議嚟，係嗰件事之後。

23 MR DUNCAN：（經傳譯員）咁唔係喺件事發生之後好耐，3 月 12 號，「委員會」即
24 係咩嘢意思呀？

25 梁乃鵬先生：（經傳譯員）九巴董事局嘅特別委員會。

26 MR DUNCAN：（經傳譯員）咁而家唔該去睇 150 頁。

27 主席：（經傳譯員）你繼續之前，喺 43 段呢一度嗰句，嗰個背景係咪第 39 段呢？
28 就係其他提升巴士安全嘅措施，最耐嗰三句係咁講嘅，「特別委員會考慮過呢啲
29 問題，就係同九巴嘅巴士供應商係諮詢過，咁呢就係作咗一啲建議，就話九巴嘅
30 管理層呢就會係實施，或者係進一步去考慮嘍」，呢一個係咪個背景？

31 梁健宏先生：（經傳譯員）係，冇錯。（證人直接用本地話說）哦，我哋就住呢個
32 tilt alarm, tilt 呢個 angle 呢去點樣定一個 angle，因為之前我哋唔

1 知道點定。咁呀同 ADL 呀，同 Volvo 亦都商討過，佢哋亦都嘅 advice 呢就亦
2 都有一個建議畀到我哋，佢就建議呢就係，佢哋有一個角度嘅建議畀到我哋。佢
3 哋嘅建議呢就係，好難定到一個 angle 呢，因為佢哋覺得，定個 angle 如果係
4 太細嘅話，其實就有乜意思嘅，咁呀變咗啲車長呢就收到好多啲錯誤嘅信息。

5 咁如果定個 angle 係接近太危險嘅話，亦都唔知道個車長點 react，唔知
6 知道個車長會踩逼力，抑或會擺軟。所以變咗 Volvo 同埋 ADL 呢都唔建議嘅，都
7 唔建議呢個 tilt angle 嘅，反為佢哋建議呢就係會唔會 ESP 呀，或者 ESC
8 去處理呢個 tilt 呢個 issue。而亦都有其他嘅 reference 可以參考，包括其
9 他巴士公司，或者其他國家有啲咩嘢規定，就住呢個 tilt angle 嘅 alarm，
10 亦都搵唔到任何相關嘅作為參考。

11 主席：（經傳譯員）你有冇同 Openmatics 講過呢件事呀？因為係睇番佢哋個器
12 材㗎。

13 梁健宏先生：（經傳譯員）我哋有呀。

14 主席：（經傳譯員）咁佢哋個反應係點呀？

15 梁健宏先生：（經傳譯員）佢哋都話呢係冇任何相關嘅嘢，佢哋冇建議任何嘅數字。

16 主席：（經傳譯員）咁佢哋有冇向你顯示話知唔知道呢一個咁樣嘅警示，係任何人用
17 得過嘅呢？

18 梁健宏先生：（經傳譯員）冇任何關於雙層巴士，即係同我哋相關嘅資料。

19 主席：（經傳譯員）咁你意思係咪即係話，如果唔係雙層巴士，就有一啲嘅汽車係用
20 過呢？

21 梁健宏先生：（經傳譯員）佢哋有講過一啲好似大嘅旅遊巴啲咁。

22 主席：（經傳譯員）係咪即係話 Openmatics 話畀你聽係喺啲啲旅遊巴，佢哋有用
23 過呢？

24 梁健宏先生：（經傳譯員）咁又唔係，我哋問佢有冇任何相關雙層巴士嘅嘢可以畀我
25 哋參考，佢哋畀咗個數字，不過呢具體上呢唔係關於雙層巴士㗎，我哋仲等緊佢
26 哋係確認一個資料。

27 主席：（經傳譯員）係咪係書面啲度咁樣講㗎？

28 梁健宏先生：（經傳譯員）係呀。

29 主席：（經傳譯員）你可唔可以將呢一個對話嘅副本可以交界我哋？

30 梁健宏先生：（經傳譯員）我哋可以。

31 主席：（經傳譯員）係幾時嘅事呀，大概？

1 梁健宏先生：（經傳譯員）一、兩個禮拜前。

2 主席：（經傳譯員）唔該提交有關嘅通訊，關於呢件事嘅通訊嘅資料畀我哋。

3 MR DUNCAN：（經傳譯員）梁生，鑑於你頭先所講嘅事呢，我想你睇 114 頁，第 43
4 段呢，似乎呢講得好實在嘅，即係我哋會係裝置一個係即係傾斜嘅警報嘅，係所
5 有巴士都會裝嘅，咁呀達到某一個傾斜角度呢，嗰個警示呢就會響嘅，嚟到係提
6 醒個司機。呢個係咪公司當時有咁樣嘅決議呢？係我講緊 2018 年 2 月 12 號嘅
7 時候。

8 主席：（經傳譯員）我諗係 3 月 12 號嘅，當呢個紀錄，做呢個紀錄嘅時候。

9 MR DUNCAN：（經傳譯員）唔好意思，係 3 月 12 號嘅。呢個係一個好正面嘅，43
10 段呢講得好正面嘅，公司呢會喺個總--你哋車隊呢所有巴士都裝呢個警報器
11 嘅。

12 梁健宏先生：呢個就應該係個黑盒嗰度嚟㗎嘞，就係個意思就應該係 trigger 嗰個
13 alarm，喺個黑盒嗰度 trigger 嘅，就唔係話要再裝一個 tilt alarm 嘅。

14 主席：（經傳譯員）我哋明白嘅。不過我哋企番後睇睇呢，呢個特別委員會嘅一個建
15 議㗎嘞，佢建議我哋有一個--要裝一個傾側嘅警報器嘅，咁呀去到某一個傾側
16 嘅角度呢，咁就會響喇，係提醒嗰個巴士車長，呢個係 3 月 12 號嘅。好嘞，跟
17 住呢你就之後呢，你就同 ADL 呀，同埋 Volvo 呀，兩間公司，同埋亦都同
18 Openmatics 講呢，咁呢個有咩嘢結果呢，可唔可以畀個即係簡述我呀？我哋知
19 道發生咩嘢事呢？

20 梁健宏先生：Volvo, ADL --

21 主席：（經傳譯員）唔需要詳細，即係講個結果得㗎喇。

22 梁健宏先生：有一個合適嘅 angle，定唔到一個 angle。

23 主席：（經傳譯員）咁個結果就係咁樣，雖然係特別委員會有咁嘅建議呢，咁就你係
24 冇辦法係真係實際上施行嘅，咁樣講啱唔啱？

25 梁健宏先生：（經傳譯員）係，咁係啱嘅，唔該晒。

26 MR DUNCAN：（經傳譯員）我哋睇番第二個個行動計劃，同一個文件冊嘅 231 頁。
27 呢個係一個 8 月 6 號提交畀委員會嘅一個工作或者行動計劃，呢度有一個簡
28 述，用書面簡述㗎頭先你同主席所講嘅說話，即係喺右手邊嗰一欄，咁呀講到底
29 就係話，即係話唔會有個傾側角度嘅警報器嘞。

30 梁健宏先生：（經傳譯員）咁講係啱嘅。

31 MR DUNCAN：（經傳譯員）你响嗰個意見嗰度，即係嗰個備註呢，呢個電子嘅穩定
32 系統，有提過嘅。請你去番 KMB-1 號文件冊嘅 114 頁。我哋見到呢度係報告，

1 即係向運輸署提交嘅報告，即係3月12號嘅報告嘅內容呢，咁呀呢度就配合番
2 有關嘅背景呢，即係話特別委員會呢考慮過呢件事，呢度就描述，咁呀亦都同巴
3 士製造公司呢就商討過，咁有個建議呢，咁個巴士公司呢係會實施，或者係進
4 一步研究嘅。

5 咁呢度第41段呢，就講到係電子嘅穩定嘅系統嘅，咁佢係咁樣描述嘅，呢
6 個咁嘅系統係一個重要嘅巴士安全嘅裝置嚟，喺歐洲嚟講，所有旅遊巴士係一
7 個必定要裝嘅安全設備嚟嘅，呢個係防止嗰個跌胎同埋係翻車嘅危險，喺歐盟 V
8 同埋歐盟 VI 巴士裝置呢個電子穩定系統呢，而家係正在測試緊，亦都會同--供
9 應商呢亦都係喺度做緊核實嘅過程。咁呀供應商證實咗可以做呢，我哋就會响-
10 -按一個分期嘅方法，將成個車隊嘅巴士就裝呢個電子穩定系統嘅。响呢件事
11 發生之前呢，你哋公司有冇考慮過採納呢個咁樣嘅系統呀？

12 梁健宏先生：（經傳譯員）有嘅。

13 MR DUNCAN：（經傳譯員）第一次係幾時考慮使用呢個電子穩定系統呀？

14 梁健宏先生：喺14、15年之間，我哋係嘗試搵一間廠，佢叫做MAN，喺德國，咁就
15 有呢個ESP呢個system，咁我哋喺16年嘅時間，就買咗二十架MAN嘅車，佢
16 就配置咗呢個ESP嘅system，係已經喺個路試緊，即係用緊，咁總共二十一
17 架。

18 主席：（經傳譯員）MAN嗰度畀你嘅？

19 梁健宏先生：（經傳譯員）係嘅，係雙層巴士。

20 MR DUNCAN：（經傳譯員）咁响2月10號發生意外之前，都用咗一段時間嚟嘞，呢
21 啲巴士？

22 李澤昌先生：（經傳譯員）係嘅。

23 MR DUNCAN：（經傳譯員）公司有冇決定究竟用呢個--應該係除咗MAN呢個巴士之
24 外，其他都要運用呢個系統呢？

25 李澤昌先生：（經傳譯員）而家我哋買嘅全部嘅新車，歐VI嘅新車，全部都會配置
26 呢個ESP嘅system。

27 主席：（經傳譯員）決策係幾時做嘞，幾時決定嘞？

28 梁健宏先生：因為嗰啲Volvo同埋ADL呢，佢要一段時間同佢傾，佢幾時開始有，
29 咁就我哋磋商咗一段時間，佢哋可以supply，所以先至係有嘅。

30 陳祖澤先生：（經傳譯員）我哋其實响嗰個更新嘅工作計劃，即係8月1號嗰個工作
31 計劃，2018年8月1號裏面有講嘅。

32 主席：（經傳譯員）可唔可以講邊一頁呀？等我哋可以參考嗰一頁。

1 彭樹雄先生：（經傳譯員）230。

2 主席：（經傳譯員）唔該晒。我諗呢鄧先生問嘅問題就係話，2016年呢你有二十一
3 架呢啲雙層巴士，係由MAN提供畀你嘅，有呢個電子穩定系統，咁猛獅公司，
4 咁你可唔可以幾時決定話新巴士呢就要有呢個系統嘞，即係响嗰個大埔意外之
5 前，你幾時決定話要咁做呢？

6 李澤昌先生：嗰陣時仲試緊呀，所以即係想攞多啲數據先，因為嗰陣時得二十一架。
7 但係我哋發覺到其實個ESP係可以幫助到，當架車skidding，特別係佢
8 rolling嘅時間呢，我哋就即刻將個速度會加快啲想做咗佢嘅。

9 主席：（經傳譯員）咁呢個決定話要咁做，即係話230頁呢個行動呢，你嘅決定係
10 因為2月10同埋有個特別委員會嘅調查，有個咁樣嘅建議，所以你決定咗要咁
11 做？

12 李澤昌先生：（經傳譯員）係嘅。

13 MR DUNCAN：（經傳譯員）可唔可以形容一下而家嘅情況係點呢？即係話從加裝呢
14 個電子穩定系統嘅現時嘅進展呢？即係114呢，你話巴士供應商證實做到嘞，
15 咁我哋就會係分期呢加裝呢個系統落去巴士度嘅，所有巴士度嘅，你有冇收到供
16 應商話證實係做得到嘅？

17 梁健宏先生：佢哋都仲係喺度發展緊佢而家嗰套設備嘅，咁新車嚟到呢就係2019年
18 嘅新車就會有，咁到期時佢就會下一步就睇睇點樣樣，呢啲咁嘅設備呢係去
19 retrofit落我哋嘅舊車度，初步嘅indication呢就係positive，咁就個
20 時間可能需要時間，但係嗰個indication係positive。

21 李澤昌先生：即係正如呢度講咗喇，Volvo係大概18至24，但係ADL就未有一個
22 確實嘅時間表，嗰個retrofit。

23 MR DUNCAN：（經傳譯員）咁ADL有冇講過可唔可行呢？

24 梁健宏先生：係嘅，可以嘅佢哋覺得，係可以retrofit。

25 MR DUNCAN：（經傳譯員）咁係咪即係成個車隊都包括在內？

26 梁健宏先生：淨係restricted to Euro V嗰啲車呢，係有電子逼力系統嗰啲車
27 先至可以。

28 李澤昌先生：因為歐V之前呢係有電子逼力系統嘅。

29 MR DUNCAN：（經傳譯員）即係話有啲車隊裏面有啲巴士就有嘅？

30 梁健宏先生：（經傳譯員）冇，係啱嘅。

31 MR DUNCAN：（經傳譯員）咁有幾多架呢？

- 1 梁健宏先生：我諗我哋歐 V 以上嘅，佔我哋而家係超過一半嘅車隊。
- 2 主席：（經傳譯員）即係話有一半係冇個囉嗎？即係重新安置，就住做完都係有一半
3 冇嘅？
- 4 MR DUNCAN：（經傳譯員）咁講啱唔啱？
- 5 梁健宏先生：（經傳譯員）係嘅。
- 6 MR DUNCAN：（經傳譯員）或者全面起見，我哋想睇睇 TD-404。
- 7 主席： Which bundle is that in?
- 8 MR DUNCAN：（經傳譯員）TD-1。工作小組有冇建議所有專營巴士公司响新嘅雙層
9 巴士，即係話 2018 年開始都係會裝呢個電子穩定嘅系統，係咪要咁樣做呢？
- 10 梁健宏先生：（經傳譯員）係㗎。
- 11 MR DUNCAN：（經傳譯員）喺 (a) 嗰一段，係咪就係話可以全面咁樣描述呢一個裝置
12 嘅性質呢？
- 13 梁健宏先生：九巴就會係 2019 年 1 月 1 號嗰啲新車就會有。
- 14 MR DUNCAN：（經傳譯員）當我哋仲睇緊 404 頁嘅時候呢，你喺 (b) 嗰一段呢，係
15 睇到一個參照呢就係講到減速器嘅，就係話你可以限制最高嘅車速，尤其是係落
16 坡嘅時候，就係有一個限速嘅減速器。你睇唔睇到有呢一個提述呀？
- 17 梁健宏先生：（經傳譯員）有嘅。
- 18 MR DUNCAN：（經傳譯員）我想請你呢記住呢一點，然後呢再去睇番交界運輸署嗰
19 個報告，即係意外之後，喺 115 頁。
- 20 主席： Of KMB-1?
- 21 MR DUNCAN：（經傳譯員）KMB-1 號文件冊。可唔可以你自己睇一睇第 45 段呀？
- 22 梁健宏先生： Yes.
- 23 MR DUNCAN：（經傳譯員）佢就係咁講，佢話呢一個咁嘅減速器呢，就係一個水壓
24 嘅設施㗎，佢就話呢，做完一啲工程同埋測試之後呢，就可以喺新巴士嗰度裝
25 上呢一啲嘅限速系統㗎。係邊一啲人會供應呢一類嘅裝置嘅呢？
- 26 梁健宏先生：（經傳譯員）係巴士製造商。
- 27 MR DUNCAN：（經傳譯員）已經有咗幾耐呢？
- 28 梁健宏先生：（經傳譯員）喺新巴士嗰度就會有㗎喇，出年呢就有㗎喇，就係 ADL
29 嗰啲，即係亞歷山大丹尼斯車廠。

- 1 主席：（經傳譯員）我諗頭先大律師所問呢就係話，究竟嗰啲供應商幾時開始有？
- 2 梁健宏先生：（經傳譯員）而家就有。
- 3 MR DUNCAN：（經傳譯員）唔好意思，我諗我問得唔清楚，呢一啲嘅裝置，喺大埔
4 意外之前係咪已經有嘅呢？
- 5 梁健宏先生：（經傳譯員）冇嘍。
- 6 MR DUNCAN：（經傳譯員）佢哋係幾時首先出現嘅呢？
- 7 梁健宏先生：（經傳譯員）將會有。
- 8 李澤昌先生：（經傳譯員）第一個呢就會喺九巴嘅巴士嗰度出現。
- 9 主席：（經傳譯員）即係話世界其他各地都有？
- 10 梁健宏先生：（經傳譯員）對雙層巴士嚟講係冇。我唔係好肯定。
- 11 主席：（經傳譯員）咁你要小心啲答，要謹慎啲。
- 12 MR DUNCAN：（經傳譯員）去番最開頭先。喺意外之前，你知唔知道有呢一類嘅裝
13 置？
- 14 梁健宏先生：（經傳譯員）我哋有去過皇后大學，就係貝爾法斯特嘅，我哋就唔去亞
15 歷山大丹尼斯車廠，我哋知道有咁樣嘅科技嘍，尤其是係車上可以用到嘍。
- 16 主席：（經傳譯員）你意思係咪即係話呢一個嘅裝置呢，呢一個科技呢喺 Wright 嘅
17 啲巴士嗰度有？
- 18 梁健宏先生：（經傳譯員）而家係冇嘍。
- 19 李澤昌先生：其實今次呢個交通意外之後呢，我地同咗呢個 ADL、Volvo 呢兩間公
20 司呢，係同佢傾嘅時候呢，我哋都係同佢探討緊呢，呢個 retarder 呢個東西
21 呢，係咪可以呢係喺個巴士裏面安裝，咁佢哋當其時呢，都係花咗一段時間呢，
22 係諗下呢個嘅可行性，咁我哋只能夠係講到呢度，因為即係唔係嗰件嘢，佢係好
23 readily available 咁樣畀我哋嘅感覺囉。
- 24 主席：（經傳譯員）大律師。
- 25 MR DUNCAN：（經傳譯員）喺今年二月嘅意外之前呢，其實你可能都知道你有嗰個
26 減速器嘅裝置呢，就係令到你啲巴士係 70 公里內，咁係唔會喺巴士減坡嘅時候
27 係受到影響，係咪？
- 28 梁健宏先生：（經傳譯員）我知道。
- 29 主席：（經傳譯員）因為你嗰個系統就係話會減少燃油供應落去嗰個引擎嗰度咁嘛？

1 梁健宏先生：（經傳譯員）係呀，啱。

2 MR DUNCAN：（經傳譯員）既然你係知道呢一個系統就算巴士係落坡嘅時候超過 70
3 公里，佢都唔會將佢減速嘅，咁喺意外之前呀，你有冇查詢過喺市場上面，有冇
4 任何嘅裝置，喺呢一方面會向你提供到協助嘅呢？

5 梁健宏先生：應該有，但係我唔知道喺邊一個情況講過。我哋有啲車係用 hand-
6 retarder 嗰啲車就有，落斜路我地會 restrict 咗嗰個車速嘅。

7 MR DUNCAN：（經傳譯員）呢個唔係問題嚟，你有冇考慮過，即係同巴士供應商喺
8 意外之前，即係話自從意外之後，你發現咗有嘅嘢，你喺之前有冇傾過，即係話
9 呢係可以喺落坡嘅時候限制車速？

10 梁健宏先生：我記憶中係冇。

11 陳祖澤先生：（經傳譯員）或者我嘗試處理呢一個有少少技術嘅問題。之前我哋係講
12 過一個某啲要喺西貢公路落斜嗰一啲巴士嗰度，可以有一啲手動嘅減速器，咁要
13 答大律師嘅問題呢，係有㗎。呢一啲有手動減速器嘅巴士呢，喺大埔意外之前
14 呢，好耐都有用㗎嘞，所以呢，你咁樣講就話我哋係知道，但係講到好似呢一類
15 咁樣嘅限速減速器呢，即係我哋而家講緊呢啲呢，只係喺個意外之後，我哋先至
16 知道有㗎。

17 MR DUNCAN：（經傳譯員）好，明白，我明嘞。

18 主席：（經傳譯員）咁你意思即係呢一個水壓嘅系統？

19 陳祖澤先生：（經傳譯員）係。

20 MR DUNCAN：（經傳譯員）我哋可唔可以睇番個第一個行動計劃，等我哋可以明白
21 呢一個情況。我相信呢應該係 150 頁㗎。係咪講呢一度呢，就係話有一個限速
22 嘅制度，就可以自動咁樣係可以剎車，等佢可以減低嗰個波箱嘅操作。

23 梁健宏先生： Yes.

24 MR DUNCAN：（經傳譯員）咁嗰個行動嗰度就話，喺 4 月 10 號，亞歷山大同埋富豪
25 呢，都係喺度探索緊點樣可以喺新巴士嗰度裝置呢一啲嘅設施㗎，咁就話喺適當
26 時間亦都更新資料。然後我哋去第二個行動計劃。第 19 項。

27 主席：（經傳譯員）第幾頁呀？

28 MR DUNCAN：（經傳譯員）應該係 232 頁喇，主席。

29 主席：（經傳譯員）唔該。

30 MR DUNCAN：（經傳譯員）我哋係收到資料呢，就係話亞歷山大丹尼斯歐盟 VI 型嘅
31 新巴士呢，就會有呢一個裝置，富豪呢就會係 2019 年 7 月呢就會有呢一種嘅設
32 施，而佢哋新嘅歐盟 VI 型巴士，如果喺呢一個時間之前，係交付嘅話呢，就可

1 以加裝呢一個設施㗎。咁樣係咪包括晒你將來會買嘅新車呢，即係從亞歷山大丹
2 尼斯車廠同埋富豪？

3 梁健宏先生：（經傳譯員）係㗎，所有新嘅歐盟 VI 型車呢都會包括晒。

4 MR DUNCAN：（經傳譯員）咁你會唔會將來買嘅車都會係歐盟 VI 型嘅呢？

5 李澤昌先生：（經傳譯員）所有嘅新巴士呢都會係歐盟 VI 型。

6 MR DUNCAN：（經傳譯員）係咪即係限制於亞歷山大丹尼斯車廠同埋富豪呢？

7 李澤昌先生：（經傳譯員）到而家為止都只係有呢兩間嘅製造商係製造歐盟 VI 型嘅
8 巴士。

9 MR DUNCAN：（經傳譯員）或者我哋睇番工作小組嘅建議㗎。我哋可唔可以睇到啲
10 細節呢，就係 TD-1，404 頁同埋 405 頁。你睇唔睇到呢一度寫嘅嘢呀？

11 梁健宏先生：（經傳譯員）係嘅，睇到。

12 MR DUNCAN：（經傳譯員）講到加裝呢，你就會發現呢，工作小組嘅建議就係話，
13 就係呢兩個新裝嘅裝置呢，就都要喺現有嘅巴士嗰度去加裝㗎，咁就係話呢，你
14 應該喺十二至十八個月之內，即係話 2019 年嘅下半年，就開始嗰啲試行嘅計劃
15 㗎，你可唔可以同我哋確認一下公司對於呢一個加裝嘅工作，你打算點樣做呢？
16 加裝呢一個裝置。

17 梁健宏先生：我哋會做嘅。

18 MR DUNCAN：（經傳譯員）咁你會唔會係根據工作小組嗰個建議咁樣去做呢？

19 梁健宏先生：我哋會跟進。

20 MR DUNCAN：（經傳譯員）我而家呢想睇工作小組講嘅另外一個裝置。就係 405
21 頁，嗰度講到話一啲測試嘅，一啲新嘅安全科技嘅測試，或者呢，我而家係讀咗
22 嗰個引旨嗰一段出嚟先，就係話令到專營巴士商可以更好咁樣管理同埋控制佢哋
23 嘅車隊，同埋呢係防止一啲不安全嘅駕駛行為造成嘅潛在風險。工作小組呢就認
24 為有啲新嘅安全科技呢，係可以協助專營巴士商係去監察同埋控制巴士嘅安全。
25 呢一啲應該係積極咁樣去探索嘅，一般嚟講呢，專營巴士商呢就係願意去睇下最
26 新嘅安全裝置，或者係科技嘅裝置，去睇下邊度有呢一啲嘅供應，同埋願意呢係
27 去測試佢哋嘅技術可行性，同埋呢係佢哋嘅——係咪物有所值㗎。

28 咁第一個建議就工作小組提出嘅就係所謂巴士監察同埋控制系統。我就可以
29 讀出呢度嘅內容，由於有最新嘅巴士管理系統嘅技術進步，技術發展呢，有
30 黑盒喇，亦都有即時嘅監察嘅功能，包括埋係速度呀，地球位置呀，同埋嘅紀
31 錄呀，咁嗰個工作小組覺得呢一個中期嘅目標，專營巴士公司呢，應該設立一
32 個，發展一個全面嘅巴士監察同埋個控制系統喇，有定位系統喇，亦都有啲係
33 營運嘅資料可以進行監察喇，同埋有唔同嘅限速，包括係地球圍欄嘅科技喇，

1 會使用地球定位系統，或者其他嘅定位科技，呢個系統就會係即係將嗰個實際
2 嘅巴士所在嘅位置，同埋嗰個法定嘅速度呢結合起嚟嘅。

3 咁跟住呢個實時嘅資料呢，限速資料就可以用嚟控制嗰個係限--加強個限
4 速器，即係話限速器係有兩個唔同速度嘅設定嘅，即係話巴士嘅速度呢，係可
5 以响嗰個速--即係譬如話每小時 50 公里、70 公里嚟到進行限制嘅，就視乎路
6 段喇。呢個系統亦都可以容許個專營巴士公司嚟到係監察佢哋嘅巴士車隊喇，
7 更加緊密咁樣去監察喇，亦都可以就住超速就採取適當嘅管理。就住超速同埋
8 唔安全，或者唔妥當嘅駕駛行為，譬如話大力剎車呀，或者係上山或者轉彎嘅
9 時候速度不當呢，進行一啲適當嘅管理行動。

10 咁呢方面就專營巴士公司同意呢係發展咁樣嘅系統，咁就會响另外一個階
11 段進行測試嘅。第一個階段就會有一個咁樣嘅管理系統，係有定位嘅功能嘅，
12 亦都有車務嘅資料嘅，例如車輛嘅速度呀，嗰個係剎車嘅狀態呀，加速等等，
13 減速等等喇，有啲咁樣嘅監察系統，同埋個地理圍欄嘅科技呢，就要嚟管理個
14 車隊，咁我會試用，嚟到係可以察覺到有冇超速，亦都可以即時提供實--警示
15 畀巴士車長嘅。

16 第二個階段呢，視乎第一個階段嘅測試係如果係成功嘅話，咁呢個新嘅系
17 統呢，即係巴士監察管理系統呢，就會有啲額外嘅裝--應用嘅功能嘅，咁就係
18 一個加強版嘅增加，即係改進版嘅限速嘅功能嘅，呢個會由巴士製造商發展出
19 嚟嘅，所以可以決定嗰個巴士嘅速度呢，就會係符合番唔同路段嘅相應嘅限速
20 嘅。咁而家我哋睇睇巴士公司嘅行動計劃。

21 主席：（經傳譯員）未去嗰度先前呢，我就想問梁生一個問題，請你睇番 402 頁。
22 運輸署呢提供咗啲資料畀委員會。呢個關於嗰個工作小組工作嘅進展，佢哋嘅會
23 議喇，你見到最後兩行，「工作小組嘅報告呢，我哋會提交--儘快提供一個副
24 本畀委員會參考嘅。」呢個係 7 月 19 號嘅信件，咁幾時可以收到，我哋幾時可
25 以收到工作小組嘅報告呢？

26 梁健宏先生：我未收到過。

27 主席：（經傳譯員）你可唔可以幫我哋呢，我哋幾時可以收到呢，你大概可以...

28 梁健宏先生：Working group 仲係開緊會。

29 主席：（經傳譯員）我明白嘅，可能亦都係過咗我哋之前即係運輸署講嘅時間嘅限度
30 喇，佢哋喺 5 月畀證供呀，我就想你唔可以指示一下呢，即係作為你都係工作
31 小組嘅一個成員喇，可唔可以畀我哋講一講大概我哋幾時可以收到報告呢？

32 梁健宏先生：有會議紀錄嘅，嗰啲我就收到會議紀錄嘅啫，Chairman。

33 主席：（經傳譯員）你唔明白我嘅講法，去到尾呢，個工作小組有個報告嘍，我哋幾
34 時，大概幾時可以攞到呢個工作小組報告？

1 梁健宏先生：我要問番個 working group 嘅 chairman。

2 主席：（經傳譯員）我都明白嘅，係咪差唔多完喇，差唔多即係做晒喇，就可以最後
3 簽字？

4 梁健宏先生：（經傳譯員）差唔多做完喇。

5 主席：（經傳譯員）唔該。大律師。

6 MR DUNCAN：（經傳譯員）係咪工作小組仲有其他會議要開呀？係咪已經做晒佢哋
7 嘅工作喇？

8 蘇偉基先生：個 working group 呢，根據頭先講個兩個 agenda，一個 bus
9 fleet，一個就係 training 呢，係開咗三次嘅大會呢，係叫做有一個階段性
10 嘅進展嘅，咁我哋都 expect 佢有個 report 嘅，咁出 report 就確實係主席、
11 副署長去處理，佢跟手就召開咗第四次嘅會議，嗰個 agenda 最主要係講 bus
12 captain training 入面有啲乜嘢嘅 monitoring mechanism，咁就係 9
13 月，我有記錯係 9 月中開嘅。

14 MR DUNCAN：（經傳譯員）唔該晒。跟住講下嗰個工作計劃嘞。150 頁，呢個係
15 KMB-1 嗰個文件冊嘅。呢個係第 16 段喇呢一頁，係關於呢件事嘅就係呢一段，
16 係 BMCS，即係巴士管理及控制系統，係咪呢？

17 李澤昌先生：而家我哋係有向呢個方向做緊嘅。首先我諗頭先都講咗嗰啲 digital
18 map 同埋嗰個 black box 嗰樣嘢，咁嗰樣嘢係而家係進行緊，有個時間表，咁
19 如果嗰樣係做得到嘅話，第一個階段就可以將車長今日佢嗰個 70 公里，而呢個
20 70 公里今日淨係架車本身係 set 咗出嚟。咁呀未來呢係真係可以 70 同 50 呢都
21 係提醒個車長，係即時呢，嗰個 dashboard 嗰度見到嘅。

22 咁第二個階段就係講緊嗰個 geo-fencing，geo-fencing 嗰個其實係比
23 較複雜，係首先一，就由個車本身佢嗰個 CAN system，輸入個資料嗰個
24 black box，然後 black box 分析完佢嗰個 location 係咪超速，然後就叫
25 個 geo-fencing 嘅 system 呢，就去番落去個 CAN system，即係架車本身
26 嗰個系統嗰度，做呢個動作，究竟係收油咩，抑或將佢嗰個速度，去番嗰個
27 speed limit 嘅速度咩，或者係逼力呢，呢個呢係比較要小心啲，因為我哋係
28 overtake 咗，我哋 takeover 咗車長嗰個行為。咁呢個我哋亦都有一架車行
29 緊係試緊呢樣嘢，但係就仲係嗰試緊嘅階段嚟嘅。

30 MR DUNCAN：（經傳譯員）呢個係咪第 16 段呢度所講嘅？就反映嗰個需要做嘅工
31 作，即係話呢個巴士管理同埋控制系統。

32 李澤昌先生：（經傳譯員）係嘅。

33 MR DUNCAN：（經傳譯員）咁有啲進一步嘅更新呢，我哋睇番第二個工作計劃，231
34 頁，都係 KMB-1 文件冊。大家睇唔睇到 231 頁，2018 年 8 月 1 號嘅情況，呢

1 個係一個駕駛測試，頭先我哋提過呢件事嘅。

2 李澤昌先生： Yes.

3 MR DUNCAN：（經傳譯員）咁褪番後喇，我哋睇番工作小組嘅建議，根據運輸署所
4 講呢，咁九巴就住第一個階段，第二個階段，而家嘅情況係去到邊呢？

5 梁健宏先生：Phase 1 呢就淨係畀 alert 嘅啫，淨係畀提示嘅。

6 MR DUNCAN：（經傳譯員）係，我哋達到邊一個階段呀？做咗一半，第一階段定係
7 第二階段？

8 梁健宏先生：未㗎，我哋仍然都係喺度試驗，都未曾去到一個即係有結果嘅階段。

9 李澤昌先生：今日呢仲係嗰個，因為要個 digital map 呢，即係裝咗喺嗰個黑盒裏
10 面呢，先至係可以完成咗 50 同 70，但係今日我哋試緊呢一架車呢，係試緊呢一
11 個 50 同 70 嗰個情況裏面呢，個系統係 work 唔 work 嘅啫，咁即係話其實個
12 digital map 嚟咗之後呢，第一個階段呢，應該喺短期內應該可以做到。

13 梁健宏先生：補充一點喇，我哋而家就 manually 將有啲 location 呢就擺咗喺個
14 黑盒度，manually 即係話邊一啲 GPS location 係個 zone 係 50 公里限制
15 嘅，我哋就係 manually 就已經 put 咗落去嗰個黑盒嗰度，即係如果有個 live
16 map 呢，我哋就成個擺咗落去呢就到期時就可以再認真真再去試。

17 主席：（經傳譯員）有幾多路段呢，你哋人手即係分辨 50 公里嘅路段，70 公里路
18 段，要涵蓋幾多路段呢？

19 李澤昌先生：我哋而家用手入嗰個係咁樣嘅，我哋將我哋行嘅車嘅路段係 70，咁呢
20 就 manually 就 digit--我哋自己 manually install 落去 70 嗰啲地方，
21 咁其實 install 70 嗰個 map 之後呢，即係 manual 嗰個，咁呢然後我哋就--
22 其實呢就全部車都可以試得嚟嘞，但係我試咗一部，嗰一部車試咗佢行，喺
23 70，佢唔響，如果佢超過 70 嘅時候，50 佢係咪響，如果超過 50 嘅時候，而家
24 我哋試緊一部，即係如果你可以想像呢，如果一部 work 嘅時候呢，其實我哋四
25 千幾部車都會成功嘅。

26 但係另外個問題就返番去，就係而家呢啲係我用手去做呢個動作，咁如果
27 嗰個 digital map，政府佢入咗去之後呢，咁嗰件事情呢，即係當然要
28 verify 啲 format 喇，咁呢就應該可以係實際可以好全面性就變咗一個 50 同
29 70，都會係做到嘅。

30 主席：（經傳譯員）個問題我問，頭先問呢就話，人手做呢個階段呢，你涵蓋到幾多
31 個路段呢？即係譬如話呢啲咁樣嘅參數呀，嗰啲定位系統嘅參數。

32 李澤昌先生：（經傳譯員）係所有嘅路段都得嘅。

33 主席： Thank you.

1 MR DUNCAN：（經傳譯員）你可唔可以同委員會講一講大概呢兩個階段呢，要做晒
2 啲測試要幾耐呢？

3 李澤昌先生：我哋畀咗你哋嘅，呢個係一個好 indicative，plan 咗邊啲路係
4 70，就係做 70。

5 主席：（經傳譯員）可唔可以提一提醒我哋响邊度搵到呢，文件度，係咪有一個好似
6 係條狀嘅圖表畀我哋呀？

7 梁乃鵬先生：（經傳譯員）279 至到 281。

8 主席：（經傳譯員）好，唔該晒。你可唔可以協助下我哋呢，第一個係咩嘢意思呢，
9 就係 Openmatics 呢將有關嘅限速呢，係擺入去黑盒裏面嘅。

10 梁健宏先生：呢個就係將政府嗰個 live data set，就係嗰啲 road...

11 主席：（經傳譯員）即係話嗰個數碼地圖係有限速嗰個？

12 梁健宏先生：（經傳譯員）係，啱嘅。

13 主席：（經傳譯員）係由 Openmatics 去裝置落去黑盒，係咪所有黑盒呢？

14 梁健宏先生：（經傳譯員）係。咁啲測試嗰陣時可能係一、兩個。

15 主席：（經傳譯員）呢個係你希望可以達到嘅，係咪？

16 梁健宏先生：（經傳譯員）係呀。

17 主席：（經傳譯員）睇番唔同嘅步驟，呢度話核實嗰個限速嘅準確性，咩嘢意思呀？

18 梁健宏先生：亦都希望嗰套系統真係正常咁去運作呢，咁就真係要試試佢係咪去到嗰
19 個地點，係真係做到嗰個要求。

20 主席：（經傳譯員）係咪即係話交叉咁樣查核？

21 梁健宏先生：Cross-check.

22 李澤昌先生：有時呢，因為其實佢係好依靠嗰個 GPS 話番你嗰個定位嘅，有陣時啲
23 路段呢，其實就算你嗰個 map 嗰個 speed limit 係準呀，但係實際上嗰個車
24 嗰個彈上去嗰個未必係準嘅，因為你靠 GPS，嗰個位置會未必係準，嗰度要做少
25 少調較㗎。

26 梁健宏先生：其中一個要考慮嘅就係嗰個 GPS 訊號係咪穩定，同埋係咪準確，呢樣
27 嘢都要去 validate 嘅，Chairman。

28 李澤昌先生：即係譬如你喺屯門公路，我哋係個巴士車速係可以去到 70，其實當佢
29 行緊屯門公路嘅時候，因為你靠 GPS 定嘅位呢，有陣時呢，佢會係度咗你行咗
30 青山公路，咁嗰度就會 50 㗎嘞。所以我哋要係即係有一段時間，因為有好多呢

1 响路，佢唔同嘅車速，但係佢好近㗎，咁所以喺嗰度要做嘅工夫。

2 主席：（經傳譯員）呢一個問題就係，係咪一條路係一條天橋，或者另外一條就唔
3 係？

4 李澤昌先生：（經傳譯員）佢哋平行嗰陣時都有問題，平行嘅兩條路都會有問題。

5 主席：（經傳譯員）我而家呢就再睇番呢度嘅步驟㗎，咁你就會進行內部測試喇，咩
6 嘢意思呢？

7 梁健宏先生：可能就係一個自己同事嘅 test drive，或者一個特別嘅路線嘅測驗
8 呀，呢啲係要去試下實際嗰個運作係咪達到預期嘅效果。

9 李澤昌先生：因為今日呢佢 70，佢響嗰盞燈嘅時候呢，係真係喺架車，佢本身嗰個
10 speedometer 嗰度呢，cut 咗個 70，佢響燈嘅，未來呢佢個 70 同埋佢個 50
11 alert 呢，係靠呢一個系統 alert，係完全兩樣唔同嘅事㗎，所以喺個車長嘅
12 角度，佢今日 70 響燈呢，係因為佢係一個車速裏面呢，就提醒佢一過 70 響
13 燈，未來 70 同 50 呢，都會靠呢一個系統呢，係同佢個實際上嗰個路面嗰個
14 limit 去響燈，咁即係同事呢，即係車長呢，佢可能要適應呢一樣嘢，所以要
15 一段時間，等佢知道嗰個改變咗嗰個系統嗰個背後嘅誘因囉。

16 主席：（經傳譯員）呢一度仲有另外，就係話同前線人員諮詢喇，咁我哋都顧名思義
17 㗎，咁然後就係 1 月，就係全個車隊要實施㗎，即係 2019 年 1 月。

18 李澤昌先生：（經傳譯員）係。

19 主席：（經傳譯員）咁關於時間嗰度呢，我哋去睇下最耐嘅一行，你又重複㗎，就係
20 之前所講嘅嘢，就係話進行內部測試，諮詢前線人員，點解要重複呢？

21 李澤昌先生：（經傳譯員）呢個同呢個唔同嘅。呢個係 phase 2，係兩樣嘢㗎嘅，
22 主席，phase 2 嗰個呢就係，頭嗰個就係佢嘅車喺嗰個 dashboard 裏面呢，
23 有兩個 real-time 嘅，有個 real-time 嘅指示，就話畀個車長聽，你係超過
24 50 嘞，嗰個 speed limit，你要提醒佢，或者超過 70，你提醒佢。

25 下邊嗰個就唔同嘅，下邊嗰個呢，就係第二階段㗎㗎，就係話當你嗰個
26 車長係超過某一個 speed limit，或者某一個更加高嘅速度嘅時候，就由
27 geo-fencing 呢個 system，係 takeover 嗰個車長嗰個行為，就即係話畀你
28 聽叫佢收油，咁呢一個呢，我哋係先做呢，呢個第一階段我哋寫漏咗係 70 公里
29 嗰個啫，50 嗰個未做住嘅。咁如果即係話換言之呢，即係話當第二階段呢，就
30 話如果個車長超過 70，有陣時落斜呀，等等嘅情況呢，咁個車就會係用 geo-
31 fencing 呢個系統呢，就幫架車去收油㗎，就唔會再依賴提醒車長咁簡單，呢
32 個係第二階段㗎。

33 主席：（經傳譯員）咁第一階段係咪即係話 2019 年 1 月就完成呀？

34 李澤昌先生： We hope.

1 主席：（經傳譯員）係，大律師。

2 MR DUNCAN：（經傳譯員）多謝主席。請大家睇運輸署文件 1 號文件冊，406 頁。
3 就係講到下一個要測試嘅裝置㗎，就係話呢，碰撞嘅警示同埋維持行車線嘅裝置
4 㗎。就係話呢一個係附加裝置㗎，就係會令到巴士車長呢係得到警示，就有可能
5 會撞車嘞，咁呢個維持行車線嘅裝置呢，都係一個附加裝置㗎，就係當巴士離開
6 佢係應該轉向嗰條線嘅時候呢，就會係警示個巴士車長㗎。

7 咁兩個裝置呢都係市場會有嘍，因此呢喺專營巴士嗰度去試用呢一啲嘅裝
8 置係應該㗎，我哋係會建議㗎。今日較早嘅時候呢，我哋睇番啲意外統計數字
9 嘅時候，追撞同埋係迎頭嘅相撞呢，同埋因為轉線而有嘅意外呢，都係有成百
10 分之廿五㗎。即係佢哋呢係總意外嘅百分之廿五㗎，呢幾種嘅相撞。

11 主席：（經傳譯員）鄧律師，你可唔可以話畀我聽呢啲嘅數字喺邊度呀？

12 MR DUNCAN：（經傳譯員）係第 183 頁㗎，係 TD-1，183 頁。公司有冇考慮過係
13 去應用呢一啲咁樣嘅裝置呢？大埔嗰個意外之前，有冇考慮過應用呢啲裝置？

14 李澤昌先生：有。

15 MR DUNCAN：（經傳譯員）你可唔可以形容一下你哋考慮過啲咩嘢？咁考慮過之後
16 嘅結果係點？

17 主席：（經傳譯員）你未答呢個問題之前呢，我睇緊第 183 頁，因為轉線而造成嘅
18 碰撞呢係百分之十一，係咪呢？抑或你係包括咗其他嘅意外呢？

19 MR DUNCAN：（經傳譯員）唔好意思，主席，我應該係講啲分項㗎，我呢係將迎
20 頭相撞、追撞同埋係轉線相撞呢，加埋係百分之廿五。

21 主席：（經傳譯員）好，唔該。唔好意思，請你再問嗰個問題喇。

22 MR DUNCAN：（經傳譯員）係嘅。公司有冇考慮過使用呢一啲嘅裝置呢？即係喺 2
23 月個意外之前。

24 李澤昌先生：其實喺 2017 年呢，就我哋個工程部，我本人同埋我哋嗰個車務總監梁
25 生，咁就喺公司裏面呢，我哋都有一班即係年青嘅工程師，一齊諗一啲即係新嘅
26 方法，係可以係幫到你頭先講啲兩樣嘢，亦都正正係咁樣，我哋喺正話我之前講
27 過喇，喺上年嘅春天呢--秋天呢，我哋就去咗呢個北愛爾蘭，就搵咗呢間大
28 學，Queen's University 喺 Belfast，咁呀正正就係研究緊呢兩個工作。

29 咁呀其實我哋自己 KMB in-house 都有個即係自己嘅一班工程師呢，都會
30 一齊同--我哋 send 咗啲工程師，去咗呢個北愛呢，都係做緊呢一樣嘢，咁亦
31 都北愛嗰啲，北愛爾蘭 Queen's University 亦都 send 啲 professor 過嚟
32 香港一齊睇下我哋啲車係點樣。咁呢兩樣係兩個主要嘅工程，一個就係你頭
33 先講嗰個，即係 collision alert 嗰樣嘢，就話前車同我哋架巴士嗰個距
34 離，咁呀呢個我哋察覺到呢，特別係嗰啲即係長途車呢，係嗰個意外呢，嗰個

1 direct 嘅 collision 呢，係可以好 fatal 㗎。

2 咁我哋係，即係我哋自己都做緊一啲嘢，係可唔可以將嗰架車，同前車距
3 離嘅時間係去到某一個距離，而你嘅車速亦都度咗你嘅 braking distance
4 呢係遠遠低過嘅時候呢，就應該要 alert 嗰個車長，咁呢個我哋自己裏面呢都
5 不停做緊呢個工作，咁但係呢又有一間，而家我哋又搵到一間學校呢，喺
6 Belfast 呢，將呢樣嘢係一齊共同去發展。咁如果你睇下呢個 vTech 呢份文件
7 裏面呢，亦都有介紹到呢，當佢轉線嘅時候呢，當個車長轉行車線嘅時候，而
8 佢冇做到佢基本嗰啲嘅動作呢，個 steering 點點嘅話呢，亦都有啲提示，咁
9 呢個而家我哋係研究緊嘅，不過係今日只係講畀你聽，係喺嗰個，即係我哋個
10 個研究之間，係有一啲即係實際上一啲即係初步嘅結論呀，或者結果出嚟。

11 梁健宏先生：補充一點喇，市面上喺可以搵到嘅 third party 嘅 product 呢，我
12 哋都會密切留意嘅，咁就正如稍後都會講到嗰啲 driver monitoring
13 device，咁呢啲 device 有時都即係係咪真係咁使呢，有時都我哋都希望係
14 嘅，我哋都希望係。

15 MR DUNCAN：（經傳譯員）根據運輸署，就講到工作小組嗰個商議嘅時候，喺 406
16 頁呢，其實市場已經有呢啲裝置㗎，你睇唔睇到呀？

17 李澤昌先生：(c) 嗰點係喇，drowsiness 嗰啲，yes。

18 梁健宏先生：（經傳譯員）睇到。

19 MR DUNCAN：（經傳譯員）唔係呀，(b)。

20 梁健宏先生：我知道有啲巴士公司都試緊嘅，咁我哋都會密切留意，咁我哋亦都會去
21 再去睇睇，再試嘅，我哋會嘅。咁其實講番呢個 lane-keeping devices 嗰
22 個 alert 呢，我記得亦都我哋嗰個神眼（原文照錄）我哋亦都試過嘅，好多年
23 前，咁就呢啲產品，咁就當然以前試過係效果不如理想，但係而家嘅科技我哋會
24 繼續留意，我哋會繼續再試。

25 MR DUNCAN：（經傳譯員）我想問點解你要進行呢一個研究計劃呢？仲要同一間海
26 外嘅大學去做，因為市場已經有呢一啲嘅裝置。

27 梁健宏先生：Mr Duncan，即係有時有啲 product available 呢，有時都試咗之
28 後係唔係合用呢，都要真係要試過嘅。

29 李澤昌先生：因為呢度呢，其實即係要講多啲咁多多，其實每一件 product 呢，佢
30 係喺佢當地嘅地方呢，可能呢係好適用，但係因為九巴佢涉及嗰個唔同嘅路呀，
31 長途嘅路有喇，市區嘅路有喇，人多擠迫嘅路亦都有喇，即係好複雜㗎，所以即
32 係有一個好零零舍舍嘅一個即係 third party 嘅產品呀，可以係真係即係
33 apply 咗喺我哋身上，因為正正我哋就係講緊咁多人數呀，喺嗰啲擠迫嘅路
34 呀，或者一啲長途嘅路呢，係好難係搵一個呢，只能夠去試，但係當然試嘅同時
35 呢，我哋都要自己呢，要搵一個自己嘅出路囉。

1 主席：（經傳譯員）大律師，我哋差唔多去到尾嘞，咁今日都係好長嘅，用咗好多時
2 間嘞，咁我就唔打算呢要大家再留多啲時間。各位先生，今日好明顯呢你哋要再
3 提供好多資料畀我哋嘅，我哋會睇個謄本喇，我相信你亦都會喇，你會睇睇究竟
4 嗰度點樣講喇，你要提供啲咩嘢資料畀我哋喇，希望提供嘅資料我哋覺得會好有
5 用。

6 我想請你可唔可以兩個禮拜，即係今日開始計，兩個禮拜內請你提供資
7 料，因為我哋都需要另一個係口頭取供嘅環節嘅，咁如果我哋可以攞到，即係
8 及時攞到個文件喇，編咗個號碼，咁呀會有幫助嘅，我都會請大律師都係喇，
9 同樣係咁樣。好嘞，我就想請你兩個禮拜提供你哋要提供嘅文件，跟住我會再
10 定一個日期做一個研訊嘅。

11 好，多謝大家出席，我知道今日都時間好長，咁亦都係大家都幫咗委員會
12 好多，而家我哋暫時休會，到我哋定咗日期呢，我哋會復會嘅，唔該晒。

13

14 2018年8月11日

15 下午5時32分聆訊押後

16

17

[Blank Page]

1 Wednesday, 12 September 2018

2 (10.00 am)

3 EVIDENCE FROM KOWLOON MOTOR BUS CO (1933) LTD

4 AND LONG WIN BUS CO LTD: DR NORMAN LEUNG, DR JOHN CHAN,

5 MR ROGER LEE, MR GODWIN SO, MR LEUNG KIN WANG,

6 MR PATRICK PANG, MR JAMES WONG

7 (simultaneous interpretation was used where indicated)

8 Examination by MR PETER DUNCAN (continued)

9 CHAIRMAN: Good morning, Dr Leung, gentlemen.

10 DR NORMAN LEUNG: Good morning, Mr Chairman.

11 CHAIRMAN: Mr Duncan.

12 MR PETER DUNCAN: Thank you, Mr Chairman.

13 Good morning, Dr Leung and gentlemen. Could I first
14 acknowledge receipt of a considerable amount of material
15 from the company since the last day of the hearing.
16 Thank you for providing the committee with that
17 information.

18 At the end of Day 14, I was asking you questions
19 about the possible engagement of collision-alert and
20 lane-keeping devices, and through Mr Leung we were
21 informed that the company was undertaking research with
22 Queen's University in Belfast, that had commenced last
23 autumn, which is now about a year ago. Also, we were
24 informed that in the market, you will be watching out
25 for whatever third-party products might be available.

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1 The committee has been made aware that there are
2 devices of that nature available under the trade name of
3 Mobileye, and I would like to ask the company whether
4 you are aware of those sorts of devices.

5 MR LEUNG KIN WANG: (Via interpreter) Yes, we were.

6 MR PETER DUNCAN: Have you considered the engagement of
7 those devices?

8 MR LEUNG KIN WANG: (Via interpreter) Yes, we will.

9 MR PETER DUNCAN: Have you not done so as yet?

10 MR LEUNG KIN WANG: (Via interpreter) In year 2014, we did
11 try it out with Mobileye. In 2014, we had a similar
12 trial scheme with Mobileye, but then the result wasn't
13 that satisfactory, but of course technology does
14 progress and in fact we have started to liaise with them
15 again.

16 MR ROGER LEE: (Via interpreter) If I may add to that. As
17 of today, we have already got something from Australia,
18 and in fact we have something similar to Mobileye
19 device, so that when a bus captain is driving, if he is
20 to sort of doze off, then we will alert him. So we are
21 carrying out a trial, and in fact at the same time we
22 have also got help from Japan. For the past two years,
23 we are looking for something similar, so that when the
24 signs of fatigue are detected from the driver, then we
25 can try to do something to help them.

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1 It is difficult because in Hong Kong, for long-haul
2 trips and short-haul trips, especially during peak
3 hours, the bus captain will have to move his head very
4 frequently, so it will be difficult to be precise. He
5 has to liaise with passengers and he has to watch out
6 for the road conditions.

7 So, to tackle the problem of fatigue, it will be
8 difficult to get a third-party product. Currently, for
9 Queen's University from Belfast, we are now tackling
10 a number of points. First of all, a driver, for no
11 particular reason, tries to change lanes, we would like
12 to alert him. We would also like to alert him if he is
13 keeping too close to the preceding vehicle. So we are
14 carrying out technological research.

15 For the Japanese product, later in the year, we will
16 have the chance to try it again. The Australian product
17 is being tried. Then, for Mobileye, we did try it but
18 for the time being it is not suitable for us.

19 CHAIRMAN: You are conflating a number of different devices
20 there, are you not? Mobileye 6, for example, has
21 a forward-looking anti-collision device. It picks up
22 the speed limits, because it reads speed limits. But
23 you are talking about an anti-dozing device as well.

24 MR ROGER LEE: (Via interpreter) Yes, basically, they are
25 two different products. For Mobileye or the two

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1 products being experimented by us, we are trying to
2 check the facial expression of the bus captain or his
3 visual -- his eyes, so as to alert him, so as to wake
4 him up. Then there is a sensor on board. Then it
5 measures the distance between the bus and the preceding
6 vehicle, and it is aware of the speed of the vehicle.

7 We have the braking distance, that is, at
8 a particular speed, you need to have a reasonable
9 distance from the preceding vehicle to brake in time.
10 So, if we know that it is very close to the preceding
11 vehicle, and if the speed is such that it is not
12 rational, then it is about something else, so it is
13 entirely a different product.

14 We are having a trial of both kinds of products.

15 MR PETER DUNCAN: Just so that we don't get confused by any
16 sort of conflation, can we just, for the moment, keep to
17 the collision-alert and the lane-keeping device, and
18 then I will ask some questions about the anti-dozing
19 device in a moment.

20 MR LEUNG KIN WANG: (Via interpreter) Yes.

21 MR PETER DUNCAN: So, with regard to the collision-alert and
22 lane-keeping devices, I understood you to say a few
23 moments ago that you have re-engaged the possibility of
24 the Mobileye device; is that correct?

25 MR LEUNG KIN WANG: (Via interpreter) We will make
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1 reference. In particular, I understand that the other
2 operators are also trying this out. So we will try to
3 look at the results of their pilot schemes. On top of
4 our work with Queen's University, we have an open
5 attitude as to the functions, the current functions, of
6 Mobileye, although the previous experience was that it
7 wasn't quite suitable, but I'm sure we can look at it
8 again.

9 MR PETER DUNCAN: Right. Have you started yet to go back to
10 Mobileye?

11 MR LEUNG KIN WANG: (Via interpreter) Not yet.

12 MR PETER DUNCAN: Is it your intention to do so?

13 MR ROGER LEE: (Via interpreter) For the time being, it is
14 a matter of reading the literature. We haven't yet
15 started any dialogue with Mobileye. This is because
16 there are similar products in the market, and maybe they
17 are better. So we are looking at a few other products
18 and we are also carrying out our own research.

19 MR PETER DUNCAN: Right. Have you commenced any sort of
20 engagement with any supplier of collision-alert and
21 lane-keeping devices?

22 MR ROGER LEE: (Via interpreter) Indeed. An Australian
23 company, we are now trying their Australian product.
24 For a Japanese company, we have had direct dialogue with
25 them, and they are developing a particular device. And

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1 on our own, we are also having an anti-collision device.

2 It is different from Mobileye's product and it is being
3 carried out in Northern Ireland.

4 MR PETER DUNCAN: Thank you. Are you prepared to provide
5 the name of the Australian company?

6 MR ROGER LEE: (Via interpreter) Yes.

7 MR PETER DUNCAN: What is it?

8 MR LEUNG KIN WANG: (Via interpreter) Guardian.

9 MR PETER DUNCAN: And are you prepared to provide the name
10 of the Japanese company?

11 MR LEUNG KIN WANG: Denso.

12 MR PETER DUNCAN: Thank you.

13 CHAIRMAN: Could you repeat that?

14 MR LEUNG KIN WANG: (Via interpreter) Denso. It's called
15 Denso.

16 MR PETER DUNCAN: Thank you. Perhaps you could spell that
17 for the committee.

18 DR JOHN CHAN: D-E-N-S-O.

19 MR PETER DUNCAN: Thank you. Going back to the research
20 with Queen's University, this, as you told us on the
21 last occasion, started about a year ago. What is the
22 stage that has been reached with that research?

23 MR ROGER LEE: (Via interpreter) First of all, the
24 professor, if I recall -- if I recall, the professor
25 from Queen's University came to visit KMB last month and

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1 he looked at the operation on board. We also sent one
2 of our engineers to Northern Ireland. I think he has
3 already started to study the matter together with them.
4 I think soon, in a month or two, the university's
5 researcher will also come to Hong Kong to base
6 themselves here, so as to look at the road conditions.
7 On my part, in the next month or two, I am going to go
8 to Queen's University to have a look of the update.

9 MR PETER DUNCAN: When do you expect the research will be
10 completed?

11 MR ROGER LEE: (Via interpreter) I think we only have
12 a tentative timetable. Summer of next year. But
13 of course it depends on the progress.

14 MR PETER DUNCAN: At this stage of the research, are you
15 able to provide the committee with any indication as to
16 what outcome you would expect?

17 MR ROGER LEE: (Via interpreter) I need to go back to check
18 the progress. Of course the outcome can be shared with
19 the committee.

20 MR PETER DUNCAN: Yes. My question really is: is the
21 research at the moment such that you are hopeful or
22 expecting of a particular outcome?

23 MR ROGER LEE: (Via interpreter) Well, I think, in our
24 documents, we have already told you about the nature of
25 the product ADAS. I think it's in the paper, in the

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1 documents.

2 MR PETER DUNCAN: Are you optimistic that this research will
3 result in an effective collision-alert and lane-keeping
4 device? Are you optimistic or are you not optimistic?

5 MR ROGER LEE: (Via interpreter) Well, the most that I can
6 say is as follows. For Queen's University, I think for
7 their mechanical faculty, I think it is such that few
8 other universities are interested in carrying out
9 double-decker buses related research, so it is quite
10 unique. Then, in the UK, they are in the UK, so it
11 would be good for them to look at it from an European
12 perspective.

13 I think we can claim ourselves to be a very large
14 bus company. Of course, I have high expectations of
15 them.

16 MR PETER DUNCAN: Let us move then from the collision-alert
17 and lane-keeping device, and move to the anti-dozing
18 device, if I might call it that, or the driver
19 monitoring device, in respect of which you have already
20 made certain remarks this morning.

21 In this respect, can I first take you back to one of
22 the files, KMB-1, and ask you to go to page 115.

23 Now, at page 115, you will find the penultimate page
24 of the report that the company provided to the transport
25 authorities following the Tai Po accident.

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1 CHAIRMAN: The investigation report?

2 MR PETER DUNCAN: The investigation report, that's indeed
3 it, Mr Chairman.

4 At page 115, paragraph 47, you will see the heading,
5 "Drowsiness of bus captain":

6 "KMB is conducting a trial with a supplier on
7 monitoring drowsiness of bus captains while they are
8 driving. The trial test will detect the level of
9 alertness of a driver to give an early warning of the
10 driver experiencing a 'microsleep'. If the trial
11 results are satisfactory, such system will be installed
12 in KMB buses."

13 If I could also just ask you to leave that open but
14 also have in front of you one of the recommendations of
15 the working group. We will find that at TD-1, page 406.

16 If I can just read into the record this
17 recommendation of the working group:

18 "Driver monitoring device -- such device monitors
19 the bus captain's behaviour on-board and alerts him/her
20 if it detects a lack of attention or drowsiness. When
21 the system detects potential unsafe behaviours such as
22 'looking aside', 'dozing', 'drowsiness' or 'bad
23 posture', the system will give visual warning and voice
24 alert. Such device is available in the market, and
25 trial of using it in franchised buses to assess its

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1 applicability and effectiveness is recommended."

2 Now, could I ask this: with regard to paragraph 47
3 of the investigation report, who was the supplier with
4 whom this trial was being conducted? Are you able to
5 reveal that?

6 MR LEUNG KIN WANG: (Via interpreter) The company name is
7 Seeing Machines, and the name of the product is
8 Guardian.

9 MR PETER DUNCAN: Can you inform the committee with regard
10 to the progress of that trial?

11 MR PATRICK PANG: (Via interpreter) Mr Duncan, if I may talk
12 about the process of the trial. Towards the end of June
13 this year, the system of Guardian was installed on four
14 buses from different depots. This is because we have
15 got long-haul trips for different depots, two for
16 Sha Tin Depot, one for Tuen Mun Depot, and also one from
17 Long Win Bus.

18 The initial trial results are such that it is
19 effective, and we are able to detect, say for example,
20 if the bus driver closes his eye longer than winking,
21 and there is a voice alert, then the back of the seat
22 will vibrate. I myself also tested it on two buses, one
23 from Tuen Mun Depot, the other from Sha Tin Depot.
24 Initially speaking, we believe that it is effective.

25 However, this system is such that it will scan your
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1 five sensory organs. I know it and I have been told by
2 the depots that since it is an Australian product, and
3 the Australian company also shared our opinion, that is
4 sometimes, say for example, if the bus captain tilts his
5 head to look at passengers, then the facial detection
6 may be lost, and then it will lead to the vibration.

7 We understand this point, but all in all, my
8 understanding and the feedback of the employees are both
9 positive. So, for this trial, we are going to extend it
10 so as to engage more bus captains to carry on with the
11 trial.

12 Thank you, Mr Duncan.

13 MR PETER DUNCAN: When do you expect the trial will be
14 completed?

15 MR PATRICK PANG: (Via interpreter) In mid-August -- well,
16 at the end of June, we trial tested with the first batch
17 of bus captains and then we tested with the second batch
18 of captains. We already prepared a questionnaire to
19 gauge the reactions of captains, and by the end of this
20 month we will decide whether we will conduct more tests
21 at different depots, and then we will look to implement
22 it by phases.

23 MR PETER DUNCAN: Do I infer from what you have said that
24 the likelihood is that this device will be implemented?

25 MR PATRICK PANG: (Via interpreter) According to results of
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1 the tests so far, we find it positive.

2 MR ROGER LEE: (Via interpreter) I would like to add
3 something. Any device that can facilitate road safety
4 is something we will try. We will move with the times
5 and we would certainly make a start on this.

6 CHAIRMAN: This device, Guardian device, is one that is used
7 in Singapore, is it not?

8 MR PATRICK PANG: (Via interpreter) Chairman, I know that
9 it's in use in Australia, but as far as I know, it is
10 not deployed in Singapore.

11 MR ROGER LEE: (Via interpreter) Singapore has not properly
12 started using it.

13 CHAIRMAN: Well, we can look at that, because it is
14 certainly my memory that Singapore has been using it for
15 some years.

16 But also, this was the device that was recommended
17 after the investigation into the Croydon or Sandilands
18 tram accident, was it not? It was recommended to be
19 installed and was installed after the investigation was
20 concluded? Transport for London.

21 Well, we have the report. We can make that
22 available to you.

23 MR ROGER LEE: (Via interpreter) Two or three years ago, we
24 were actively looking into this issue. For trains and
25 big coaches the device was already deployed. For train
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1 drivers, the captains, and also truck drivers, they
2 might doze off and in many cities the device is in
3 common use already. So, for metro or city buses, for
4 long-haul routes, for example airport routes, I feel
5 that this device has a key role to play and there are
6 benefits.

7 For busy areas or roads, since some captains would
8 have to tilt their heads quite a lot to look at
9 pedestrians and traffic lights, so we must be very
10 careful not to cause nuisance to the captains. That's
11 why, for the research in Northern Ireland and the work
12 done by Denso in Japan, I think the Guardian system can
13 be deployed in some routes. And, as we said, we should
14 have different strategies or treatments for different
15 routes.

16 MR PETER DUNCAN: Why would the different routes have
17 an impact on this?

18 MR ROGER LEE: (Via interpreter) In busy urban roads, since
19 the bus captains would likely move or tilt their heads
20 quite a lot to assess the road conditions or traffic
21 lights and there are a lot of bends, this would be very
22 different from road sections that are straight. For
23 example, for an airport route, the bus would often use
24 the highway, and the bus captains are unlikely to tilt
25 their heads quite as much. So the situation is

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1 different from cities that deploy big trucks or buses.

2 MR PETER DUNCAN: I am going to move now from these
3 anti-dozing devices to the question of seat belts.

4 Could I introduce this by referring you again to the
5 investigation report -- sorry, first of all, to the
6 recommendations of the working group. We will get this
7 again at bundle TD-1, this time at page 407.

8 CHAIRMAN: These are the recommendations that were expressed
9 in the paper made available to LegCo for discussion on
10 25 July of this year; is that correct?

11 MR PETER DUNCAN: That's correct, Mr Chairman. We see that
12 reference on page 403.

13 CHAIRMAN: Thank you.

14 MR PETER DUNCAN: The section on seat belts starts at the
15 bottom of page 407, and it runs through to page 410.

16 If I could just bring your attention, please, to
17 paragraph 16, which contains the recommendation and the
18 proposed way forward. If I could quote from
19 paragraph 16:

20 "Having regard to the points mentioned in
21 paragraphs 10 to 15 above, the working group has arrived
22 at the following recommendations with a view to giving
23 extra protection to seated passengers:

24 (a) seat belts should be provided for all seats in
25 future procurement of new bus; and

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1 (b) subject to further assessment on the technical,
2 operational and financial feasibility, consideration may
3 be given to retrofitting all seats in the upper deck
4 with seat belts on buses deployed for specific bus
5 routes, ie long-haul routes which are operated via
6 expressways with relatively fewer bus stops."

7 So we see there those recommendations, and could
8 I also ask you in this context to look again at the
9 investigation report which was referred to earlier this
10 morning, this time at page 114. If I quote from
11 paragraph 40, under the heading, "Other measures to
12 enhance bus safety", the report states as follows:

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

19 So, if I understand things correctly, what has been
20 said in the investigation report is consistent with the
21 recommendations of the working group.

22 Now, has the retrofitting of these seat belts yet
23 commenced?

24 MR ROGER LEE: (Via interpreter) To install safety belts on
25 the upper deck, technically speaking, we would have to

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1 consider the issue of gravity. The government and
2 ourselves -- well, the government has consulted us for
3 certain information and our supplier conducting
4 a technical assessment, and the progress has been
5 positive so far. The safety belts are relatively heavy.
6 If they are to be installed on the upper deck, the
7 government would have to conduct tilt tests. If this is
8 technically feasible, it won't be an issue to install
9 them. Whereas for the two main suppliers, Volvo and
10 ADL, the progress has been very positive, however we
11 would still have to wait until the tilt tests are
12 completed.

13 MR PETER DUNCAN: Can you give the committee some idea as to
14 the financial implications of the retrofitting of the
15 seat belts?

16 MR ROGER LEE: (Via interpreter) This is not cheap, or
17 should I say, in the beginning of this year, a special
18 committee of our company issued clear instructions. Our
19 buses procured in 2019 and after would be fitted with
20 safety belts. As for the retrofitting of safety belts,
21 where possible, especially on long-haul routes, we would
22 install safety belts on the upper deck. We do not want
23 to see further accidents, so cost is not our main
24 consideration. We have not considered the financial
25 implications yet. Retrofitting of safety belts would

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1 cost about \$200,000 per bus.

2 CHAIRMAN: That is on the upper deck?

3 MR ROGER LEE: (Nodded head).

4 MR LEUNG KIN WANG: (Nodded head).

5 MR PETER DUNCAN: Thank you. Approximately how many buses
6 do you expect would be retrofitted, how many buses in
7 your fleet?

8 MR LEUNG KIN WANG: (Via interpreter) I think nearly 3,600
9 long-haul buses.

10 MR PETER DUNCAN: I'm trying to do the maths.

11 MR ROGER LEE: (Via interpreter) I would like to add
12 something. Currently, we have 4,200 to 4,300 buses.
13 That is for KMB and Long Win Bus combined. Some buses
14 are fully equipped with safety belts. For some others,
15 as they will retire in the next years -- for buses that
16 will retire in two or three years, they might not need
17 to be retrofitted. For long-haul buses, I do not have
18 the exact figure, but about one-third of our buses would
19 go on long-haul routes, so that comes to about 1,000.

20 MR PETER DUNCAN: Do I understand that the new buses will
21 have seat belts --

22 CHAIRMAN: Before you move on, Mr Duncan -- earlier, Mr Lee,
23 you said this involved retrofitting 3,600 long-haul
24 buses. Are you now correcting that statement and in
25 fact it involves 1,000?

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1 DR NORMAN LEUNG: Yes.

2 MR ROGER LEE: Yes.

3 CHAIRMAN: Thank you.

4 Yes, Mr Duncan.

5 MR PETER DUNCAN: I'm just trying to do the mathematics.

6 1,000 buses at \$200,000 per bus?

7 DR JOHN CHAN: Yes.

8 MR PETER DUNCAN: \$200 million?

9 DR NORMAN LEUNG: Yes.

10 MR PETER DUNCAN: Is the cost of that something that has

11 been discussed with the government?

12 MR ROGER LEE: No.

13 CHAIRMAN: Sorry, Dr Leung --

14 DR NORMAN LEUNG: May I just add. Recently I had a meeting

15 with the government official and in fact I talked to him

16 and requested the government whether they can offer any

17 assistance to us in retrofitting these safety belts, and

18 the response was quite positive, if I may put it this

19 way.

20 CHAIRMAN: Can you identify with whom you had these

21 conversations?

22 DR NORMAN LEUNG: Yes, Mr Chairman. Mr Joseph Lai,

23 permanent secretary for transport, and his deputy,

24 Mr Kevin Choi, deputy secretary for transport.

25 CHAIRMAN: Thank you.

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1 DR NORMAN LEUNG: Thank you, Mr Chairman.

2 MR PETER DUNCAN: Has the company ever in the past
3 approached the government with regard to some
4 assistance, let's call it a subsidy, with regard to the
5 need to, I'd like to say, modernise its fleet?

6 DR NORMAN LEUNG: Never. Specifically this was the first
7 time I talked to him about subsidy for retrofitting the
8 seat belts.

9 MR PETER DUNCAN: Now, do I understand correctly that the
10 new buses will have seat belts upstairs and downstairs?

11 MR ROGER LEE: Correct.

12 MR PETER DUNCAN: Has the company given any consideration as
13 to whether -- or does the company have any view as to
14 whether the public will actually utilise the seat belts?

15 MR ROGER LEE: (Via interpreter) We conducted a rough
16 assessment on how the public would see safety belts.
17 For short-haul routes safety belts are unlikely to be
18 used, especially on the lower deck. For long-haul
19 routes, safety belts would be more popular.

20 But they are not hugely popular with passengers
21 because it is somewhat a hassle to put them on. But, in
22 our view, especially for long-haul routes, the trend is
23 that safety belts would be more and more important. For
24 passengers that want to have a nap on the bus, they can
25 choose to put on safety belts. I hope more and more

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1 passengers would use them in the future. At the moment,
2 they are not very popular. But KMB should follow the
3 trend. At the end of the day this is a safety device.

4 MR PETER DUNCAN: Does the company have a view as to whether
5 there should be any legislative backup for the use of
6 seat belts, in other words to make it compulsory that
7 persons utilise seat belts where they are provided?

8 MR ROGER LEE: (Via interpreter) This is somewhat difficult
9 because passengers can stand on buses in Hong Kong. So,
10 by way of legislation, this is a challenge. And the
11 second challenge is enforcement. Bus captains are often
12 harassed these days. KMB has not set up any rules to
13 enforce this, but we find it positive to allow
14 passengers the choice of putting on safety belts.

15 MR PETER DUNCAN: Thank you. I'm going to leave the subject
16 of safety belts now.

17 Can I move to something else, which I will introduce
18 by asking you to turn up KMB-4.

19 Can I ask you to turn, please, to page 1182 of the
20 bundle, which is an extract from the annual report of
21 the listed company, that's Transport International
22 Holdings Ltd, for 2012. On that page, you will see the
23 members of the board of directors, and in particular you
24 will see the names of the independent non-executive
25 directors.

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1 We can see those listed as Dr Leung and Dr Chan,
2 present this morning; Dr Eric Li Ka Cheung,
3 Mr Gordon Siu Kwing Chue, and Prof Liu Pak Wai. We see
4 the list of the independents.

5 If I could then ask you to go to KMB-5, at
6 page 1896. This is the list of the company directors,
7 as set out in the annual report for the year 2016. We
8 can see by reference to the asterisk the independents,
9 the independent non-executive directors. Again, the
10 name list: Dr Leung, Dr Chan, Dr Eric Li, Mr Siu and
11 Prof Liu.

12 I won't take you through each of the reports between
13 2012 and 2016, but you will, I think, confirm that there
14 were no changes in the independents during the course of
15 those years; is that correct?

16 DR NORMAN LEUNG: Correct, Mr Duncan.

17 MR PETER DUNCAN: Thank you.

18 Then if I could take you, please, to KMB-6 at
19 page 2108. This is a list of directors for the year
20 2017. We can see, at that page, 2108, that the
21 directors have changed, in that Mr Gordon Siu is no
22 longer an independent director.

23 DR NORMAN LEUNG: Correct, Mr Duncan.

24 MR PETER DUNCAN: And Mr Tsang Wai Hung has been appointed
25 as an independent non-executive director.

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1 DR NORMAN LEUNG: Correct, Mr Duncan.

2 MR PETER DUNCAN: Now, I'm going to ask a couple of
3 questions about the independent non-executive directors,
4 and please understand I am asking these questions with
5 the utmost respect to those who have served and continue
6 to serve as independent non-executive directors.

7 Firstly, is it a correct observation that none of
8 the independent non-executive directors have
9 a background of safety matters?

10 DR NORMAN LEUNG: Well, specifically safety matters -- well,
11 you can say that we know -- personally, I have been
12 involved with bus operation for a number of years. In
13 fact, I have been a director of KMB since year 2000, so
14 for 17 years. And of course we care about the new
15 buses, you know, for example, we have to upgrade our
16 buses with the latest model, with the latest, you know,
17 technology. And very often the new buses incorporate
18 what we call the safety features. So we spend money in
19 upgrading our buses, say from Euro IV and then to Euro V
20 and now to Euro VI. All this is buses with the latest
21 technology.

22 In that aspect, we ensure that the best available
23 buses are purchased by KMB and Long Win, in that aspect.

24 MR PETER DUNCAN: I think we are all aware of the fact that
25 new people bring new ideas to organisations.

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1 DR NORMAN LEUNG: Yes. Yes.

2 MR PETER DUNCAN: Does the company have any policy with
3 regard to how often the benefit of new ideas and
4 therefore new people as independent non-executive
5 directors might be appointed? Is there any particular
6 policy in that respect?

7 DR NORMAN LEUNG: We have a number of board committees, and
8 different directors serve on different committees, with
9 regard to their expertise, so to speak. That's why you
10 will see that Mr John Chan, for example, was formerly
11 the managing director of Kowloon Motor Bus and Long Win
12 Bus, and that's why he has been requested to serve on
13 the standing committee of the board, which is really the
14 executive committee of the board, and he also serves on
15 the nomination committee, and the remuneration committee
16 as well; whereas Prof Liu Pak Wai, for example, is
17 a very distinguished economist, he serves on the board
18 to offer strategic development of our bus company, just
19 to name them as an example, Mr Duncan.

20 MR PETER DUNCAN: Thank you, Dr Leung.

21 I want to now go back to a matter which was raised
22 at one of the previous hearings. I think it was
23 actually Day 13. This was the subject of real-time
24 monitoring. You recall this issue that arose on Day 13,
25 in particular when I raised with you, with the

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1 representatives from KMB, the evidence that the
2 committee had heard from a Mr Alok Jain; do you remember
3 that issue coming up?

4 You will recall that Mr Jain's evidence -- I will
5 give everybody the reference just for the record; it's
6 Day 13 at page 41 -- but his evidence was to the effect
7 that in 2014 -- sorry, Day 13, page 41 is a summary of
8 his evidence, but as I put it to you, his evidence was
9 that in 2014, the company had considered a project which
10 had involved the real-time monitoring of driver
11 behaviour, but this project had been scrapped.

12 Do you remember that was the nature of the evidence
13 that I raised? Do you recall that? Do you recall my
14 raising that?

15 MR LEUNG KIN WANG: (Via interpreter) Yes.

16 MR PETER DUNCAN: Thank you. And your response -- and this
17 was by Mr Leung -- if I understand it correctly, was
18 that the project to which Mr Jain had been referring was
19 a real-time operations management system, and that had
20 nothing to do with driving safety. Do you recall that
21 was what Mr Leung told us?

22 MR LEUNG KIN WANG: (Via interpreter) We were talking about
23 giving a real-time alert to the bus captain,
24 over-speeding or sudden acceleration or harsh braking.

25 MR PETER DUNCAN: Yes, and your recollection was that what
26

1 Mr Jain's project, if I could put it that way, entailed
2 was not that; it was, rather, a real-time operations
3 management system. Correct?

4 MR LEUNG KIN WANG: (Via interpreter) Correct.

5 MR PETER DUNCAN: Again, just for the record, I will give
6 members the appropriate references in the transcript.
7 It's Day 13, page 41, lines 10 to 14, and then page 42
8 at line 23.

9 In the light of that apparent difference, the
10 chairman invited you to provide to the committee some of
11 the presentations which had been made during the course
12 of consideration of the project to which Mr Jain had
13 been referring. Amongst the material that the bus
14 company has provided since the last hearing have been
15 a number of presentations. Do you recall that those
16 presentations have been provided?

17 MR LEUNG KIN WANG: (Via interpreter) We have provided some
18 information to the committee, I believe.

19 MR PETER DUNCAN: Thank you. I just want to refer to some
20 of those presentations and raise some matters with you
21 in this context, if I may.

22 First of all, could you turn up KMB-11, please.
23 Could you go to page 4492, please.

24 Page 4492, you will see the cover of a particular
25 document, "The Kowloon Motor Bus Company (1933) Ltd,

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1 system specifications for real-time operations
2 management system (ROM)", and this is a document which
3 runs from page 4492, and it goes through to page 4530,
4 if I understand it correctly.

5 Now, at page 4493, we will see the table of contents
6 in this presentation. Part II is referred to as the
7 introduction and the scope of work.

8 If we then go to page 4495, we will see some of the
9 details with regard to the introduction and the scope of
10 work, and you have, under part II, item 1,
11 "Introduction" -- if I could bring your attention,
12 please, to item 1.4:

13 "The main functions of ROM are to assist dispatchers
14 from operations control centres and terminus supervisors
15 from bus termini to:

16 Manage bus departures and bus trips.

17 Handle special situations that cause disruptions to
18 bus services."

19 Then this is the one which I would bring your
20 particular attention to, 1.4.3:

21 "Communicate with drivers, via voice, text and sound
22 recordings for any information or special messages that
23 needs driver's attention and action."

24 So do I conclude from that that the system did
25 envisage real-time contact between the system at the bus

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1 headquarters and the individual drivers?

2 MR LEUNG KIN WANG: (Via interpreter) The one that we
3 developed subsequent to this did not have this feature.

4 MR PETER DUNCAN: Mr Jain's evidence I think was that this
5 was one of the aspects that was being considered, but it
6 was scrapped. So was real-time communication with the
7 drivers at least part of the consideration?

8 MR ROGER LEE: (Via interpreter) Last time, our operations
9 director said it clearly. This function would involve
10 a central control centre, to remind bus captains over
11 the speed of the bus, and also the need to pause at some
12 bus stops so as to have a proper distance between buses.

13 Of course, in this course of action, there could be
14 communication with bus captains. But, as we said last
15 time, it would not be proper to distract the bus captain
16 while he is driving. Also, this function may take the
17 place of the function discharged by the dispatchers or
18 the management people at the bus termini.

19 So we did not think there would be the need to have
20 real-time verbal communication with bus captains while
21 they are on duty and it would be better to enhance the
22 functions discharged by the personnel, management
23 personnel, at the bus termini.

24 MR PETER DUNCAN: Yes. I'm not asking at the moment
25 questions with regard to the conclusion. All I'm asking

26

1 is whether, in the project that was being considered by
2 Mr Jain, which I understand to be part of this
3 presentation, there was, as part of that programme,
4 consideration as to whether there should be real-time
5 communication with drivers with regard to their
6 behaviour, including of course speed excesses.

7 So do I understand correctly from paragraph 1.4.3
8 that this was at least part of the project which was
9 being considered? Leave aside the conclusions.

10 MR ROGER LEE: (Via interpreter) Well, it is put down here.
11 Of course, there was such consideration. It was back in
12 2013/2014. At that time, the view taken was that
13 something should be done centrally so that the real-time
14 operation management should be more comprehensive, so
15 that, by some means, the central controls should be able
16 to communicate with bus captains.

17 But we are now actually talking about the black box
18 and geo-fencing, and the alert would be given to bus
19 captains on board the bus and that would cover the
20 behaviour of the bus captain. We are at this stage now.

21 MR PETER DUNCAN: Yes. Thank you. If I could just, before
22 I leave this particular document, refer you to some
23 other passages which also seem to refer to this
24 real-time communication with drivers. I think you will
25 see at page 4497 -- you see under the heading,
26

1 "Functional requirements" a heading, "Operations control
2 centre system", and at 1.1.4:

3 "Allow dispatcher to draw a certain area on the map
4 so that buses within the boundary of the drawn area are:

5 a. Highlighted for sending text and voice
6 messages.

7 b. Used for speed calculation so that the average
8 speed of highlighted area are displayed."

9 If I could also bring your attention to the next
10 heading at page 4497, "Core system functions", that's
11 item 1.2, and then we have a subheading, "Operations
12 management", and at (a) (7), which you actually find on
13 the following page, 4498, we have this entry:

14 "Regulation of bus departures are done automatically
15 based on a set of rules with elements of the rules
16 configurable. The configurable items should include but
17 not limited to the followings".

18 Then item (iv) mentions "driver working guidelines".
19 So that would cover, would it not, the driving behaviour
20 of drivers; yes?

21 MR ROGER LEE: (Via interpreter) Well, the regulation here
22 refers to the distance between the vehicles from
23 a safety perspective.

24 Allow me to say the following. On any one day, we
25 have at its peak over 3,000 buses running on the road at
26

1 any one time, and they can be found all over Hong Kong,
2 including outlying islands, that is Lantau. If you have
3 a central control system to control all the 3,000 buses,
4 of course, if we want to have precise information about
5 them, it will mean it is quite a difficult task.

6 But here it is quite clear this is about the safe
7 distance from preceding or following vehicles.

8 MR PETER DUNCAN: If I could then refer you, please, to --

9 CHAIRMAN: I'm sorry, could you elaborate what you mean by
10 "the safe distance"? Is this to do with the bunching of
11 buses?

12 MR ROGER LEE: Yes.

13 CHAIRMAN: That's nothing to do with safety, is it?

14 MR ROGER LEE: (Via interpreter) Well, in fact, bus drivers
15 do not know how far he is away from the preceding bus,
16 so he will just be following his speed. For passengers,
17 buses departed at different times, but then roads get
18 congested and, as a result, the preceding bus and the
19 following bus will have a longer and longer headway. It
20 means that passengers would have to wait in such a way
21 that he has got a bunch of buses arriving. This is
22 quite similar to the case of train service, but then
23 trains have to stop at platforms. Many passengers would
24 have to board and alight, and so they would stop there
25 for a longer time, and you can more easily control the

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1 distance between trains. This is not the same for
2 buses.

3 This is because we don't want to have the bunching
4 together of the buses. That's not desirable. Now,
5 of course, we have got something on mind to inform the
6 passengers about the arrival time, so it's not
7 safety-related.

8 CHAIRMAN: No, this is the efficient delivery of service,
9 nothing to do with safety.

10 MR ROGER LEE: Correct. Correct.

11 CHAIRMAN: Thank you, Mr Duncan.

12 MR PETER DUNCAN: Thank you, Mr Chairman.

13 Finally in this document, can I just bring your
14 attention to page 4501, and the heading, "Driver
15 communication system", under the overall heading of
16 "Functional requirements". At 2.1:

17 "A driver console will be installed on each bus.

18 The driver console will provide the following functions:

19 2.1.1 Display colour graphics and text data".

20 Then at item (c):

21 "Display real-time indicators showing driving

22 behaviour of the driver with information available from

23 the OBD. For abnormal driving behaviour, different beep

24 sounds shall be prompted to the driver. A global

25 parameter shall be provided to activate or deactivate

26

1 this function."

2 So, at least for consideration, was there suggested
3 a real-time system whereby abnormal driving behaviour
4 would be detected and would be communicated to the
5 driver?

6 MR LEUNG KIN WANG: (Via interpreter) Well, I think this is
7 what we call the on-board driver feedback device. We
8 are in the process of installing such a system.
9 Previously, the design was such that it would be
10 incorporated into the driver console, but today, in
11 fact, we have got a separate feedback device and the
12 real-time indicators are such that we have got lights as
13 well as audio alerts. That's for every bus.

14 MR PETER DUNCAN: Right. I'm going to move now to another
15 matter which came up at the last hearing -- this is on
16 Day 14 -- when the committee heard from the
17 representatives of the company that contrary to its
18 earlier intention, the company had decided not to
19 incorporate a tilt alarm in the buses.

20 Do you recall that evidence?

21 MR ROGER LEE: (Nodded head).

22 MR PETER DUNCAN: I will again give the committee
23 a reference to the transcript. It's Day 14 at pages 126
24 to 130.

25 If I understand Mr Leung's evidence correctly, the
26

1 reason for that was that neither ADL nor Volvo could
2 recommend a particular tilt angle. Is that a correct
3 recollection?

4 MR LEUNG KIN WANG: (Via interpreter) Correct.

5 MR PETER DUNCAN: And if the angle was too narrow, it would
6 not be meaningful; it would mean nothing. And if, on
7 the other hand, the angle was too broad, it would be
8 dangerous. Is that a correct recollection of what was
9 said?

10 MR LEUNG KIN WANG: (Via interpreter) Yes.

11 MR PETER DUNCAN: Thank you.

12 Now, I want to refer you to something which I was
13 alerted to only yesterday, and I'm not sure whether you
14 had a chance to look at it, but it's a document which we
15 can find at bundle MISC-2 at page 916.

16 Have you had a chance of looking at this document
17 yet, Mr Leung?

18 MR LEUNG KIN WANG: (Via interpreter) Not yet.

19 MR PETER DUNCAN: Thank you. In that case, I will perhaps
20 take you through it very slowly.

21 It seems to be notes of a lecture or presentation
22 which was given at a seminar very recently -- sorry,
23 a long time ago -- 29 August 2008, and it is headed,
24 "Seminar on safety aspects of double deck buses in
25 Hong Kong", and the subheading is, "Regulatory (Safety)

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1 Requirements of double-deck buses", and the presenter
2 appears to be a gentleman called Mr Steven Tse,
3 an engineer in the bus safety department of the Vehicle
4 Safety and Standards Division of the Transport
5 Department.

6 This may be too much to ask, but do any of the
7 members from the company here this morning have any
8 recollection of attending such a seminar?

9 MR LEUNG KIN WANG: (Via interpreter) I don't recall.

10 MR PETER DUNCAN: Thank you. I go straight to the page in
11 which I am interested. It's page 936. I will simply go
12 to that and then give you the opportunity of reading
13 through the slides which precede it.

14 At that page, there is this heading, "Tilt angle",
15 and on the left, "Regulatory requirement/directive", and
16 then on the right, "Tilt angle (DD bus)", which I infer
17 is double-decker bus, and the reference to
18 "United Nations -- Economic Commission for Europe,
19 28 degrees"; "EC -- European Union, 28 degrees"; and
20 "Hong Kong, 28 degrees".

21 Does this mean anything to you, Mr Leung?

22 MR LEUNG KIN WANG: (Via interpreter) Well, for each
23 vehicle, in particular for double-decker buses, for them
24 to be allowed to run on the road, they have to meet this
25 test requirement, namely the tilt test. It is a static
26

1 test. In other words, the bus is static when it is
2 tested for tilting. If the bus can tilt at an angle 28
3 and it won't topple, then it means that it can meet the
4 test requirement, it can get the type approval, it can
5 be registered for running on our roads. That's my
6 understanding.

7 MR PETER DUNCAN: I think the static test has been referred
8 to in previous documentation provided to the committee;
9 is that correct?

10 MR LEUNG KIN WANG: Correct.

11 MR PETER DUNCAN: Thank you.

12 I am going to move now to the subject of journey
13 times and lead up to the issue of what are known as --
14 what are described sometimes as "lost trips". I think
15 you know what I mean by that.

16 Can I start by taking you to the evidence of one of
17 the representatives that we heard from one of the
18 unions, I think it was the Staff Rights Association of
19 KMB, Mr Li Kwok Wah. We will find that at the
20 transcript for Day 10, if I could take you to that,
21 please, at page 62.

22 If I could just read you a passage from Mr Li's
23 evidence. He has been asked questions by Ms Wong for
24 the commission at line 14, and Ms Wong asks this:

25 "Mr Li, I would like to go to a specific topic on
26

1 scheduled trips and loss of time."

2 And a few lines down:

3 "And the passage is at page 120."

4 At line 20:

5 "... you stated that:

6 '... with the continued loss of bus captains, and
7 the need [to] maintain the scheduled trips and avoid
8 cancelling scheduled trips, causing bus captains'
9 entitled rest time during work subject to the situation
10 of lost trips and the road traffic circumstances that
11 day. For many bus captains who would need to drive
12 various bus routes, in order to have more time for rest
13 during work, will try to complete the bus routes as soon
14 as possible depending on road traffic condition and
15 return to the bus terminals for rest.'

16 Can you tell us or elaborate how the need to
17 maintain scheduled trips would affect bus captains'
18 entitled rest time?"

19 Mr Li's answer is:

20 "The bus company, say, for example, there is one
21 hour of journey time, it would be compressed to 55 to 58
22 minutes. Bus captains have little rest time. If you
23 compress journey time even by a few minutes, that means
24 a loss of a few minutes of rest time."

25 Can I ask you this: if a journey does take longer
26

1 than the scheduled time, does that have a potential
2 effect on the driver's rest time?

3 MR PATRICK PANG: (Via interpreter) Mr Duncan, my answer is
4 it may. It may. However, in each and every terminus,
5 we have got a terminus supervisor on duty. It is
6 exactly because of this the supervisor will make
7 corresponding adjustments, so that the bus captains,
8 though affected by the traffic congestion or owing to
9 other reasons come back late to the terminus, they would
10 still get rest time. So we will make arrangements.

11 MR PETER DUNCAN: Are there circumstances such that
12 sometimes bus drivers do have to forfeit their rest
13 time?

14 MR PATRICK PANG: (Via interpreter) Sometimes, this may
15 happen, but I just want to emphasise that for each bus
16 captain, when he returns to the terminus, he will
17 certainly have time. He will have a pre-scheduled rest
18 time. But then if this is being affected owing to one
19 reason or another, we will still give him a water break,
20 a toilet break -- he can have a sip of water, he can go
21 to the toilet -- before he commences the next revenue
22 trip to take on passengers.

23 MR PETER DUNCAN: How does the company actually calculate
24 the length of time that is necessary for a particular
25 route?

26

1 MR PATRICK PANG: (Via interpreter) We do. When we draw up
2 the journey time for each route -- well, there are two
3 types. First of all, we have got existing bus routes.
4 We do have a mechanism, and it is subject to regular
5 reviews. So once every three months we will look at
6 each bus route. We have got 380-plus routes under KMB.
7 So, on a quarterly basis, we have to re-examine each and
8 every route once every three months.

9 Then, secondly, in the light of special traffic
10 conditions, in the light of sudden changes of passenger
11 volume, and in the light of the increase or decrease of
12 express routes, and in the light of feedback from
13 frontline bus captains, inspectors and supervisors, we
14 also have ad hoc arrangements. We won't wait until the
15 next quarterly review. We will carry out a review of
16 the journey time instantly.

17 MR PETER DUNCAN: What does the review entail?

18 MR PATRICK PANG: (Via interpreter) Well, a number of
19 elements would affect the journey time. Say, for
20 example, changes in the traffic conditions. Say, for
21 example, in West Kowloon, in Jordan and Nathan Road,
22 traffic was congested because of the construction of the
23 XRL, and so we have to make adjustments about the
24 journey time.

25 Then another factor that would prolong the journey
26

1 time would be changes in the number of passengers. It
2 will have a direct bearing on the time taken. Say, for
3 example, more passengers boarding, more passengers
4 alighting. In other words, you have to stop at a bus
5 stop for a longer time. Then there may be road
6 diversions or we have to deroute a bus service. Say,
7 for example, the main route is the same but there are
8 slight changes to its side routes, then we have to
9 re-examine the journey time.

10 MR PETER DUNCAN: I'd like to refer you, please, to the
11 evidence of Mr Kelvin Yeung, who gave assistance to the
12 tribunal on Day 11. He I think is a current depot
13 manager within KMB. We find his evidence on Day 11 at
14 page 94.

15 In fact if I can take you by introducing the
16 question of him at page 93, line 19, again Ms Wong
17 asking the question. Ms Wong asks this of Mr Kelvin
18 Yeung:

19 "And moving on to another topic, it is about lost
20 trips.

21 We have heard evidence from your colleague, Ms Debby
22 Wong, that lost trips appear to be a frequent
23 occurrence, and it affects driving behaviour because of
24 the inaccurate estimation of scheduled journey time.
25 And also it would, in turn, affect the rest time period.

26

1 What is your view on this matter?"

2 Mr Yeung responds as follows:

3 "From my perspective, lost trip is due to various
4 reasons.

5 First, we may lose a trip because of shortage of bus
6 captains, there may be traffic jam in Hong Kong, there
7 may be emergency situations, public events,
8 demonstrations, rallies, or special traffic
9 arrangements, inclement weather, and vehicles breaking
10 down on the road. All these contribute to the problem
11 of lost trips. But we try our best not to affect the
12 rest periods of bus captains, because we have a schedule
13 of journey time, we have provided that to the bus
14 captains, and about 96 per cent of these, or 90 per cent
15 of these trips allow bus captains to have sufficient
16 rest periods."

17 Now, a lost trip, I assume that that means there is
18 a bus which is supposed to leave from A and arrive at B
19 but in fact, perhaps for one or more of these reasons,
20 it just doesn't happen.

21 Could you give the committee some idea as to how
22 frequent this occurrence occurs?

23 MR PATRICK PANG: (Via interpreter) The Transport Department
24 assigns a value to all franchised bus operators. In
25 terms of the lost trip rate, in the context of our
26

1 schedule of service, the benchmark is no more than
2 3 per cent of the trips.

3 MR PETER DUNCAN: I'm going to ask in that respect for you
4 to look at one of the Transport Department documents.
5 Again, we will need to go to TD-1 for this, at page 34.

6 At page 34, we have a document which was provided by
7 the transport authorities to the committee for the
8 purposes of this hearing. This document is headed,
9 "An overview of the regulatory and monitoring regime of
10 franchised bus[es]". You can see the purpose of the
11 paper, at page 34: "to give an overview of the
12 regulatory and monitoring regime under which the
13 government regulates the operation of franchised bus
14 services in Hong Kong."

15 Then there are a number of sections. The part
16 I would like to refer to at the moment can be found on
17 page 44, and it's paragraph (e). It's under the
18 heading, at page 41, of "Other measures and requirements
19 through exchange of letters and issuance of guidelines",
20 and there are a number of paragraphs -- (a), (b), (c),
21 (d) -- and we get to (e) on page 44. If I could read
22 that out quickly:

23 "In 2015, the Transport Department put forward
24 a revised sanction mechanism in respect of the bus lost
25 trips made by the franchised bus operators. The

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1 mechanism sets out the procedures and steps on the
2 issuance of letters of different degrees of gravity
3 (including reminding letter, advisory letter, warning
4 letter and serious warning letter) depending on the
5 frequency, level of lost trips incurred and
6 rectification actions taken by the FB operators. The
7 warning letters will make way for initiating further
8 statutory sanctions under section 22 of the Public Bus
9 Services Ordinance, such as financial penalty,
10 revocation of operating right of a particular bus route
11 or of its franchise in the event that no apparent
12 improvement is made by the bus operator concerned
13 without providing any reasonable explanations. See
14 appendix K on a sample of TD's letter to FB operators on
15 the promulgation of revised sanction mechanism."

16 Unfortunately, I was unable to find appendix K, but
17 reading on:

18 "Since the implementation of the above mechanism in
19 2015, the Transport Department has been closely
20 monitoring the lost trip situation of the franchised bus
21 operators and sent reminding letters, advisory letters
22 and warning letter to franchised bus operators for
23 rectification action and making service improvement.
24 These ... operators provided explanations to the
25 Transport Department and took prompt actions, including
26

1 deploying more standby bus drivers to fill up the
2 shortfall, to improve the lost trip situation. Given
3 the actions taken by the franchised bus operators, no
4 further penalty actions were imposed on them."

5 Just before I ask you a couple of questions on that,
6 could I ask you, please, to go through to page 117 of
7 the same bundle.

8 CHAIRMAN: Before you do that, Mr Duncan, the missing
9 appendix K, is that not at TD-2, page 291?

10 MR PETER DUNCAN: Thank you, Mr Chairman. I couldn't find
11 it.

12 CHAIRMAN: Don't let me divert you. It may not be directly
13 relevant.

14 MR PETER DUNCAN: I'm happy to go to that volume, if members
15 from the company can see that, at page 291.

16 Thank you, Mr Chairman.

17 Appendix K.

18 I think that is a general letter regarding the
19 subject, with respect to promulgating the revised
20 sanction mechanism. You will see that.

21 Thank you, Mr Chairman.

22 What I want to do before just asking you a couple of
23 questions on this topic is to take you through to
24 another of the Transport Department's papers, at
25 page 117, referred to as Transport Department paper 10,
26

1 which is headed, "Operation of franchised bus service --
2 route scheduling, fleet deployment and designation of
3 speed limit", and the purpose:

4 "This paper gives an account of the role of the
5 Transport Department in route scheduling, fleet
6 deployment and designation of speed limits on roads for
7 operation of franchised bus service."

8 Then if you go to page 122, you will see what's
9 described as a sample of the schedule of service of
10 a particular bus route. There's an example which is
11 described as the air-conditioned Kowloon urban route
12 no. 2.

13 Now, going back to the question of these possible
14 sanctions and letters, could you give the committee some
15 idea as to how many warning letters the company may have
16 received, say in the last six months?

17 MR GODWIN SO: (Via interpreter) Mr Duncan, in the past six
18 months, the company did not receive warning letters due
19 to lost trips, but for particular routes we received
20 advisory letters or reminder letters.

21 MR PETER DUNCAN: What were the advisory or reminder letters
22 about?

23 MR GODWIN SO: (Via interpreter) For certain routes, for
24 example during certain hours, for example at night, the
25 letters would remind us that the lost trip rate was over
26

1 3 per cent, and the letter reminded us to make
2 improvements and asked why these lost trips occurred.

3 MR PETER DUNCAN: Has the company received any warning
4 letters in the last 12 months?

5 MR GODWIN SO: (Via interpreter) We did not receive any
6 warning letters in the last 12 months.

7 MR PETER DUNCAN: Is it necessary, from time to time, given
8 the circumstances that might give rise to lost trips, to
9 approach the department and ask for amendments to the
10 schedule for a particular route?

11 MR PATRICK PANG: (Via interpreter) Our company often
12 contacts the Transport Department to report the specific
13 issues we encounter on certain routes. When the TD
14 calculates the lost trip rate, they would calculate it
15 based on four time periods, namely the morning peak
16 hours, morning non-peak hours, the evening peak hours
17 and evening non-peak hours. Based on road and traffic
18 conditions, including congestion and illegal parking, we
19 would often reflect to TD requesting a review of the
20 schedule of service, et cetera.

21 MR PETER DUNCAN: Does the Transport Department often grant
22 those review applications?

23 MR PATRICK PANG: (Via interpreter) I can only say that it
24 is very difficult. We have a lot of low utilisation
25 routes. Very often, due to change in passenger volume,
26

1 for example due to railway developments, our service
2 demand might drop. Very often, during the non-peak
3 hours -- we have repeatedly made written requests as
4 well as face-to-face requests that the TD would lower
5 the frequency of service for non-peak hours. These
6 applications are made based on certain guidelines, and
7 according to the guidelines, we are entitled to certain
8 journey reductions.

9 Even if we fulfil the guideline requirements, to be
10 very honest, if we need to increase our service
11 frequency, the TD would often want us to get it done
12 immediately, on the request of district personnel. But
13 if we want to reduce our service, it is very difficult.

14 Our manpower resources are limited, but at times we
15 would have to invest our resources on low utilisation
16 routes. I don't think this is a healthy development.

17 Very often, we communicate with TD, but progress is
18 relatively slow.

19 CHAIRMAN: So, although you have reduced usage, passengers,
20 and you ask for a reduced service to be permitted, you
21 don't get approval? And there are various forces
22 involved in impeding your request?

23 MR PATRICK PANG: (Via interpreter) Correct.

24 MR PETER DUNCAN: Just one more question before we break.

25 Who issues these guidelines?

26

1 MR PATRICK PANG: (Via interpreter) TD.

2 MR PETER DUNCAN: Do you have a say in the formation of the
3 guidelines?

4 MR GODWIN SO: (Via interpreter) The guidelines were in
5 place for a long time. They have proved effective. So
6 this is about the execution of the guidelines and we
7 agree with those guidelines.

8 MR PETER DUNCAN: Could you supply the committee with a copy
9 of the guidelines?

10 MR GODWIN SO: (Via interpreter) I think the guidelines are
11 already included in the bundles. I will tell you where
12 they are during the break.

13 MR PETER DUNCAN: Thank you.

14 CHAIRMAN: Thank you.

15 MR PETER DUNCAN: Sorry, one more question. So the problem
16 which seems to have been identified is not in the
17 guidelines, it is in the way in which the guidelines are
18 applied; that would be correct?

19 MR PATRICK PANG: (Via interpreter) I totally agree. The
20 guidelines are very clear. But in terms of enforcement,
21 I realise there is a lot of resistance, so I hope that
22 resources can be invested on the significant or useful
23 routes.

24 Thank you.

25 CHAIRMAN: Gentlemen, we will take a 20-minute break now,
26

1 and if you can locate the reference, we would be
2 grateful.

3 20 minutes. Thank you.

4 (11.38 am)

5 (A short adjournment)

6 (12.00 pm)

7 CHAIRMAN: Yes, Mr Duncan.

8 MR PETER DUNCAN: Thank you, Mr Chairman.

9 I think you were going to find a reference for us to
10 those guidelines.

11 MR PATRICK PANG: (Via interpreter) We do have it. KMB
12 Long Win Bus bundle 2, page 73, item (IV), "Frequency
13 reduction". Yes, it has been turned up on the screen.

14 MR PETER DUNCAN: Thank you very much.

15 Just while we are on the subject of references,
16 Mr Chairman raised the matter of the anti-dozing device
17 being utilised in Singapore. If a reference is needed
18 for that, it can be found at CTB-1 at page 63.

19 I now wish to move on to the issue of toilet and
20 rest facilities for bus captains. Can I commence this
21 by taking you to the volume TD-1 at page 438, please.

22 To introduce this particular page, we need to go
23 back to page 427, which is a letter from the Transport
24 Department to the committee of 20 July 2018, where the
25 Transport Department has provided a number of answers to

26

1 questions raised by the committee.

2 At 438, you will see question 28:

3 "Provision of toilet and rest facilities at bus
4 termini.

5 Has the Transport Department issued any guidelines
6 to franchised bus operators on provision of toilet and
7 rest facilities at bus termini? If so, please let us
8 have the details. If not, the underlying reasons for
9 not doing so. Does the Transport Department assume
10 an active role in facilitating the respective franchised
11 bus operators to pursue with relevant departments for
12 provision of the facilities?"

13 I will go through quickly the response of the
14 department to that question:

15 "The Transport Department has all along encouraged
16 the bus companies, being good employers, to provide
17 suitable toilets and rest facilities at bus termini for
18 their staff. When relevant departments/authorities
19 consider and vet the applications for setting up these
20 staff facilities, the TD has been providing appropriate
21 coordination so as to facilitate early installation of
22 such facilities.

23 There are no specific guidelines issued to the
24 franchised bus operators on the provision of toilets and
25 rest facilities. It is because toilets and rest
26

1 facilities are generally part of the basic facilities to
2 be considered when new bus termini are designed.
3 Requirements and comments from the franchised bus
4 operators on toilets and rest facilities would be
5 incorporated in the design of the bus termini as
6 appropriate. At bus termini where toilets are not
7 within reasonable walking distance, or rest facilities
8 are not provided or insufficient, the franchised bus
9 operators are active in applying for placement of these
10 facilities to meet their latest operational needs. As
11 at 31 March 2018, nearly all of the 295 bus termini over
12 the territory are provided with toilets [within]
13 a walking distance of 3 to 7 minutes, and about
14 86 per cent of the bus termini (ie 255 bus termini) over
15 the territory are provided with rest facilities in the
16 form of regulator's kiosk/office or rest kiosk for bus
17 captains. It is therefore considered not necessary to
18 issue specific guidelines to the franchised bus
19 operators on provision of toilet and rest facilities at
20 bus termini.

21 The Transport Department has been proactively
22 liaising with the relevant departments/authorities as
23 appropriate to resolve any difficulties encountered by
24 the franchised bus operators in applying for the
25 facilities, and to let the departments/authorities and

26

1 the ... operators understand the procedural requirements
2 with a view to smoothening the application process for
3 timely provision of the facilities. The successful case
4 of provision of a rest kiosk at the bus terminus on
5 Ma Wan Road outside Shan Shui House of Shui Pin Wai
6 Estate as mentioned in TD's paper 05 'Franchised bus
7 captain -- working conditions and environment' is one of
8 the good examples. Each department/authority may have
9 its own statutory power and considerations in processing
10 the FB's application for placement of toilets and rest
11 facilities under their jurisdiction. That said, the
12 Transport Department will continue to facilitate the
13 franchised bus operators if necessary to actively cater
14 for the needs of bus captains on provisions of toilets
15 and rest facilities, and endeavour to provide the
16 necessary assistance to the franchised bus operators in
17 this respect."

18 Then there was a second question that was asked by
19 the committee:

20 "Despite repeated and longstanding requests made by
21 franchised bus operators, the committee was informed
22 that some bus termini are still not provided with
23 adequate toilet and rest facilities. Please identify
24 these bus termini and whether they are major termini
25 serving a number of bus routes and whether any of those
26

1 routes are manned by bus captains employed by Kowloon
2 Motor Bus working on special shift who require adequate
3 rest facilities to take rest break no less than 3
4 consecutive hours. Please explain the constraints in
5 providing such facilities, particularly the reasons for
6 rejecting franchised bus companies' request for
7 provision of such facilities by the relevant
8 departments/authorities."

9 The answer provided by the department was as
10 follows:

11 "As at 31 March 2018, nearly all of the 295 bus
12 termini over the territory are provided with toilets
13 with a walking distance of 3 to 7 minutes, and about
14 86 per cent of the bus termini (ie 255 bus termini) over
15 the territory are provided with rest facilities in the
16 form of regulator's kiosk/office or rest kiosk for bus
17 captains. Among the remaining 14 per cent of the bus
18 termini without rest facilities, the franchised bus
19 operators have not applied for provision of rest
20 facilities at most, if not all of the bus termini.

21 On the other side, the franchised bus operators may
22 apply to relevant departments/authorities for
23 additional/enlarged rest facilities at bus termini to
24 meet their operational needs. A list of the bus termini
25 with toilets and rest facilities, to our best knowledge,
26

1 that were requested by the ... operators and were
2 rejected in the past 3 years or under processing by
3 relevant departments/authorities is attached at annex 3
4 for reference. We are afraid that the Transport
5 Department does not have the information on the duty
6 shift records of individual bus captain on each bus
7 route which may be subject to changes from time to time
8 and hence the information as to whether any of those
9 routes operating at these bus termini were manned by bus
10 captains employed by KMB working on special shift.

11 As shown in annex 3, the major reasons for rejecting
12 the franchised bus operators' request for provision of
13 toilets and rest facilities by relevant
14 departments/authorities are mainly because of the
15 physical constraints at individual sites (eg the bus
16 terminus is located on a narrow sidewalk) or because of
17 the views expressed by the community in the
18 neighbourhood. As the proponent of the facilities, the
19 franchised bus operators would explore feasible
20 solutions to overcome the physical constraints and
21 address the concerns from the locals for setting up
22 toilets and rest facilities at those bus termini for bus
23 captains. The Transport Department would assist the
24 franchised bus operators in canvassing support from the
25 locals by conducting site visits/meetings with them to

26

1 explore feasible solutions for erection of the rest
2 facilities in order to expedite the implementation plans
3 as and when necessary for the benefits of bus captains
4 and passengers."

5 Annex 3, we will have to go to another bundle for
6 that. It's to be found at TD-5 at page 1723.

7 You will see, at 1723, there is a heading, "List of
8 bus termini with toilets and rest facilities requested
9 by the franchised bus operators":

10 "(A) List of bus termini with toilets and rest
11 facilities requested by the franchised bus operators
12 under processing by the Transport Department.

13 (B) List of bus termini with toilets and rest
14 facilities listed by the franchised bus operators under
15 processing by the relevant departments/authorities.

16 (C) List of bus termini with toilets and rest
17 facilities rejected by the Transport Department and
18 relevant departments/authorities in the past 3 years."

19 Now, I will ask some questions later with regard to
20 some of the points that the Transport Department has
21 sought to make. It may well be that the company would
22 wish to respond, in any event, to some of those
23 assertions. But before I do that, before I come back to
24 the information provided by the department, I have some
25 questions of my own relating to the actual facilities or

26

1 the lack of the same. Then I will come back to the
2 Transport Department position.

3 My understanding is that KMB has four depots, as
4 they are called, and then a large number of termini;
5 would that be correct?

6 MR ROGER LEE: Yes.

7 MR PETER DUNCAN: So, if we look at KMB-1, at page 252, do
8 we see there the company's own map of depots and zones,
9 for the company's use, which sets out the locations, or
10 identifies, rather, the four depots that the company
11 has: one at Lai Chi Kok, the Kowloon Bay Depot, the
12 Tuen Mun Depot, and a Sha Tin Depot.

13 Just for the avoidance of any doubt, what exactly is
14 a depot?

15 MR ROGER LEE: (Via interpreter) Within a depot, we have two
16 functions. First of all, every night, buses return to
17 the depot for maintenance, refuelling and cleansing.
18 Some maintenance and repair work is being carried out
19 there.

20 Another major function is as follows. Bus captains
21 get their duty rosters and bus captains take a rest
22 there. Bus captains go there every morning to get their
23 duty list. There are four. At Tuen Mun Depot, it has
24 the specific function of carrying out annual inspection
25 and maintenance, and then at another one, Sha Tin,

26

1 training school. At Lai Chi Kok Depot, that's the
2 centre for dispatching to cater for special
3 circumstances, like a typhoon. For Kowloon Bay Depot,
4 that's our backup office.

5 MR PETER DUNCAN: So does each bus captain start his day by
6 going to a depot?

7 MR ROGER LEE: (Via interpreter) Most of them are, but some
8 of them would just report to a terminus. Most of them
9 will go back to the depot to get his duty list for the
10 day.

11 MR PETER DUNCAN: Do I understand correctly -- you touched
12 on this a couple of moments ago, I believe -- that the
13 depots do provide toilet and resting facilities for the
14 captains?

15 MR ROGER LEE: (Via interpreter) Certainly. Within
16 a depot -- well, in fact the depot is larger in size --
17 we have got showering facilities, we have toilets. And
18 for each depot, we have got a clinic for bus captains
19 who are not feeling well; they will be given a quick
20 check before deciding whether they should resume their
21 duties. There are also rest facilities for bus
22 captains.

23 The chairman reminded me that in fact we have got
24 a barber's shop for bus captains to have a haircut.

25 CHAIRMAN: That's certainly true in Tuen Mun, but is that
26

1 true in all four of the depots?

2 MR ROGER LEE: (Via interpreter) All four of them. All four
3 of them. There is even a grocery shop so that they can
4 buy basic groceries. The majority of the bus captains
5 would regard the depot as a place that they have
6 essential belongings.

7 MR PETER DUNCAN: May I refer you, please, to file MISC-2 at
8 page 902. You will see this is part of the document
9 which is headed, on page 899, as a report on KMB's bus
10 termini and the Tuen Mun Depot, visited by the chairman
11 and members of the IRC staff on 3 August.

12 There is reference at paragraph (E) on page 902 to
13 the Tuen Mun Depot.

14 If I could bring to your attention, please, just the
15 second bullet point at the bottom of page 902: on the
16 1st floor, there is "a recreation area with two table
17 tennis tables, a water dispenser, a locker and a soft
18 drink vending machine, a barber's shop; a convenience
19 shop; a restroom with A/C, four tables, 16 chairs,
20 a refrigerator, a microwave oven and a television; and
21 a small dark room with couches, which permitted bus
22 captains to sleep in a horizontal position. One bus
23 captain was sleeping in that position".

24 Then on the 2nd floor:

25 "a clinic, male and female toilets, storage room
26

1 (uniform) and offices."

2 Then we're assisted by annex E, which we will find
3 on page 912, and 913, which contain photographic images
4 of what is being described there in those paragraphs.

5 So that's the position with regard to depots.

6 Turning to the issue of termini, how many termini
7 does KMB have?

8 MR ROGER LEE: (Via interpreter) 217.

9 MR PETER DUNCAN: Can we go to KMB-1 at page 201, please.

10 You will see, at this page, a letter from the
11 committee dated 19 July 2018 to the company, and in the
12 second paragraph it asks the company to provide
13 information as to the location and address of the bus
14 termini, and the bus depot responsible for that bus
15 termini, at which KMB and Long Win bus captains working
16 a "special shift", permitted under the guidelines,
17 commence the minimum of a three-hour break which they
18 are required to be afforded on such a shift, and the
19 company is asked to describe in detail the resting and
20 staff facilities available at the terminal.

21 Then we can see the answer to that letter at
22 page 205, a letter dated 26 July:

23 "We refer to your letter ... dated 19 July ... by
24 which you requested us to provide details of the resting
25 and staff facilities available at bus termini that cater

26

1 for 'special shifts'.

2 The details are set out in the enclosed table."

3 And so on. Then we see the table at pages 206, 207
4 and through to 211.

5 Before I ask some questions with regard to that
6 schedule, this of course concerns termini which are used
7 for the special shifts. Do I infer correctly that there
8 are some termini which are not used for special shifts?

9 MR PATRICK PANG: (Via interpreter) Yes, Mr Duncan. Some
10 termini might not be used by captains on special shifts.

11 MR PETER DUNCAN: Now, approximately how many of those would
12 there be?

13 MR PATRICK PANG: (Via interpreter) Perhaps I can provide
14 a figure to reflect the situation.

15 As for the number of termini with bus captains
16 resting, this is something we have to look at or find
17 out. Perhaps I can provide the number of captains on
18 special shifts that would take rests at depots, how many
19 would take a rest at termini and how many of them would
20 take a rest back home.

21 MR PETER DUNCAN: Yes. I probably haven't made myself
22 clear, but this table would set out all the termini at
23 which captains may be at when they commence their
24 special or take their special shift and then have
25 a rest.

26

1 MR PATRICK PANG: Yes.

2 MR PETER DUNCAN: If I understand things correctly, there
3 would be some termini that would fall under that
4 category, they would not be used for resting in
5 a special shift situation. Is that correct?

6 MR PATRICK PANG: (Via interpreter) Perhaps I would put it
7 this way. According to the timetable, some termini are
8 not being used by bus captains on special shifts for
9 resting. However, even if a terminus has resting
10 facilities, operationally there might be different
11 arrangements or deployments.

12 MR ROGER LEE: (Via interpreter) Mr Duncan, KMB has 217
13 termini and at each terminus there are basic facilities.
14 As for terminus facilities, the kiosk approved by the
15 government is about 40 square feet in area, and these
16 are needed by bus captains, even those not on special
17 shifts. We do not make a distinction for those on
18 special shifts.

19 I have looked at all 217 termini. We are talking
20 about kiosks of 40 square feet. This is not a place to
21 sleep.

22 MR PETER DUNCAN: Sorry, when you say you looked at all 217
23 termini, did they cover termini used in a special shift
24 situation and also termini not used in a special shift
25 situation?

26

1 MR ROGER LEE: Yes.

2 MR PETER DUNCAN: So that's the total number of termini,
3 irrespective of the special duty situation?

4 MR ROGER LEE: Right.

5 MR PETER DUNCAN: If I understand your answer just a few
6 moments ago correctly, when you're considering
7 facilities you don't distinguish between the two?

8 MR ROGER LEE: Right. (Via interpreter) Yes.

9 MR PETER DUNCAN: I want you to go, please, to KMB-1 at
10 page 206.

11 We see, amongst other things, in this table, which
12 of the termini rely on the use of a public toilet, as
13 opposed to a chemical toilet, and as opposed to a KMB
14 toilet.

15 MR ROGER LEE: (Via interpreter) Of the 217 termini, we have
16 50 termini with purpose-built toilets, and we have
17 66 termini with chemical toilets and about 100 would
18 rely on surrounding facilities, including shopping
19 malls. One terminus has no toilet facilities.

20 MR PETER DUNCAN: Now, given -- the number of public
21 toilets -- if I could ask about that -- according to the
22 Transport Department document I showed you a few moments
23 ago, these toilets might be three to seven minutes away
24 from the terminus. Is that a correct reflection of the
25 situation?

26

1 MR ROGER LEE: (Via interpreter) I have not paid visits
2 myself, but many of them can be reached within ten
3 minutes' walk. Some termini rely on shopping malls, and
4 when the shopping malls are closed the captains might
5 have to walk further. This is possible.

6 MR PETER DUNCAN: Does the company consider that to be
7 a satisfactory state of affairs?

8 MR ROGER LEE: (Via interpreter) In the past year, we added
9 26 new chemical toilets, and now there is only one
10 terminus left. I think we are reaching a level that is
11 acceptable. By captains one year ago, the situation
12 might not be acceptable. For chemical toilets, since
13 there is a lack of power supply, ventilation and other
14 aspects might be worse than a complete toilet. But this
15 is being improved upon and more will be done.

16 CHAIRMAN: When you say there is one terminus left, what do
17 you mean exactly by that?

18 MR ROGER LEE: (Via interpreter) That is a terminus in
19 Yuen Long. So the situation is like what you heard
20 a few days ago: the footpath is rather narrow, and
21 district councillors do not find that location
22 appropriate, so it is still under application, so we are
23 yet to install chemical toilet in one of our termini,
24 and that terminus is in Yuen Long, in Yuen Long Park.

25 MR PETER DUNCAN: So, after the installation of those
26

1 27 chemical toilets, in how many instances will the
2 company be dependent upon public toilets?

3 MR ROGER LEE: (Via interpreter) For these 100 termini, the
4 situation is difficult because we have to rely on public
5 toilets. Some public toilets are located in parks. Or
6 let me put it this way: toilets are a complicated issue,
7 because the applications for toilets require
8 communication with government departments and district
9 councillors and a lot of time is needed, and there is
10 very little within our control on what we can do.

11 MR PETER DUNCAN: Assuming you did have control of the
12 situation, what would be the ideal outcome for the
13 company?

14 MR ROGER LEE: (Via interpreter) Personally, I often visit
15 the termini, and I want our captains and frontline staff
16 to know that we are listening to their challenges.
17 I think the main challenge today is not on toilets but
18 on the rest kiosks. Last autumn, there was an incident,
19 the rest kiosks are important to our staff. The
20 locations and sizes of the kiosks are an important part
21 of our work coming up for new termini in the future;
22 more should be done in terms of facilities, and this
23 should be our area of focus.

24 MR PETER DUNCAN: We will come to the rest facilities in
25 a moment, but assuming the way was much clearer than it

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1 appears to be at the moment, what outcome would you want
2 with regard to the provision of toilet facilities other
3 than not relying on public facilities?

4 MR ROGER LEE: (Via interpreter) For our chemical toilets,
5 very often power supply could not be connected in many
6 of them. I once asked our engineering department to
7 supply batteries and connect them to the toilets so that
8 24-hour ventilation and lighting would be possible. So
9 this was the first step we conducted.

10 Next, for all venues with no power supply, we have
11 installed solar panels on top of the chemical toilets,
12 in order to enable lighting and ventilation for our bus
13 captains. Within my ambit, we have done our best in
14 terms of chemical toilets. As for facilities in
15 shopping malls or parks, would we be allowed to install
16 more chemical toilets? This is something we would try
17 to do. But, as we said, there is involvement of
18 government departments and district personnel, so there
19 is some difficulty.

20 MR PATRICK PANG: (Via interpreter) Mr Duncan, I would like
21 to add something. I would like to thank you for raising
22 this issue of toilets.

23 The issue has bothered our captains. Sometimes, our
24 bus captains are rejected when they want to visit
25 toilets in shopping malls, and they might have to walk
26

1 eight or ten minutes to reach a toilet. Their rest time
2 might be jeopardised as a result, and this issue has
3 bothered our bus captains.

4 I am quite surprised that some termini have no
5 toilets. Even we can add chemical toilets, but for new
6 termini, I am quite surprised that they have not
7 factored in a permanent toilet.

8 Let me give you some examples. For example, the
9 West Kowloon XRL Station bus terminus. It's a sizeable
10 bus terminus but there is no toilet. For Hung Luen Road
11 in Hung Hom, there is a new terminus to replace the
12 Hung Hom Pier terminus. It is a public transport
13 interchange; again, there is no toilet, there is no rest
14 kiosk. For the Hong Kong-Macau-Zhuhai Bridge terminus,
15 as we see now, there will be no toilet.

16 So again I would like to thank you for raising this
17 issue for these resting facilities, including toilets.
18 They should be included, or they should include the
19 basic facilities.

20 CHAIRMAN: So is the root cause of the problem a failure of
21 the planning system? How can you have new termini set
22 up with new routes and have no regime that requires that
23 suitable toilets be made available?

24 MR PATRICK PANG: (Via interpreter) Thank you, Chairman.

25 I do not know whether this is a design failure. For
26

1 termini built in the past, there are permanent resting
2 facilities, including kiosks and toilets, but
3 surprisingly, for some new termini, there are no such
4 facilities.

5 For new termini, apart from a lack of resting
6 facilities, there are design deficiencies as well. For
7 the West Kowloon Station and Hung Luen Road termini,
8 after they were commissioned, the Transport Department
9 invited the bus operators to conduct trials, but we
10 found that the designs do not suit certain models of
11 buses, and eventually wholesale modifications must be
12 made at the termini before our buses can use these
13 termini.

14 For older termini, they weren't designed with
15 12-metre-long buses in mind. This is something we
16 understand. But for new termini, we are rather
17 surprised.

18 MR PETER DUNCAN: Could I ask you, please, to turn up file
19 FE-1B, and go to page 199-7. Do you see there a letter
20 dated 21 January 2016, addressed to the Commissioner for
21 Transport from the company, under the heading,
22 "Application for placement of chemical toilet on/over
23 government land at Allway Gardens bus terminus,
24 Tsuen Wan, New Territories."

25 Do you see a copy of that letter?

26

1 MR PATRICK PANG: (Via interpreter) Yes.

2 MR PETER DUNCAN: Does it constitute an application for the
3 placement of a chemical toilet at the Allway Gardens bus
4 terminus?

5 MR PATRICK PANG: (Via interpreter) Yes.

6 MR PETER DUNCAN: If you go through, please, to page 199-10,
7 do you see a copy of a response from the Transport
8 Department in April 2016?

9 MR PATRICK PANG: (Via interpreter) Yes, I see it.

10 MR PETER DUNCAN: Does it say in the second paragraph:

11 "This department has circulated your proposal to all
12 relevant government departments for comments and sought
13 Tsuen Wan District Office's assistance to conduct local
14 consultation on the subject matter. I would like to
15 advise that strong objection from local resident's
16 representative to the placement of the proposed chemical
17 toilet at Allway Gardens bus terminus were received due
18 to hygiene concern and proximity of toilet facilities
19 nearby. The details of the reasons for objection are
20 listed in annex A for your reference, please.

21 As such, we regret to inform you that the
22 application in relation to the placement of the chemical
23 toilet is not supported. You are advised to reconsider
24 the need and location of chemical toilet placement and
25 resubmit application, if necessary."

26

1 Then, at page 199-13, there is another letter from
2 the company to the Commissioner for Transport, on this
3 occasion saying, in the second paragraph:

4 "Please note that the chemical toilet has been
5 upgraded with better design and ventilation."

6 Et cetera, et cetera; do you see that?

7 MR PATRICK PANG: (Via interpreter) Yes.

8 MR PETER DUNCAN: We understand that Allway Gardens has been
9 a bus station, bus terminus, for more than 20 years.

10 MR PATRICK PANG: (Via interpreter) That's correct.

11 MR PETER DUNCAN: Then a further letter, which is dated
12 29 September 2017, at page 199-18, a resubmission of the
13 application.

14 MR PATRICK PANG: (Via interpreter) Yes.

15 MR PETER DUNCAN: Then finally, at 199-26, a letter from the
16 Transport Department of 29 September 2017, so almost two
17 years after the original application:

18 "With reference to your application for placement of
19 one chemical toilet ... I am pleased to inform you that
20 permission is hereby given ...", with attached
21 32 conditions pertaining to the installation of one
22 chemical toilet.

23 Is that the situation?

24 MR PATRICK PANG: (Via interpreter) That's correct.

25 MR PETER DUNCAN: If I may make an observation. This seemed
26

1 to have taken a long time to achieve?

2 MR ROGER LEE: Yes.

3 MR PATRICK PANG: (Via interpreter) That's correct.

4 MR PETER DUNCAN: Is this a unique case or does this reflect
5 the sort of situation that often occurs with regard to
6 applications for chemical toilet installations?

7 MR ROGER LEE: (Via interpreter) You can see that the date
8 is September 2016. That's after the Lok Wah incident.
9 During that period, within a short period of time, we
10 secured approval for 26 chemical toilets to be placed.
11 It was a very long process. As I have said, for another
12 100 termini, we have to rely on nearby facilities such
13 as parks and shopping malls. Much remains to be done.
14 But we are talking about an application time of
15 something couched in years.

16 MR PATRICK PANG: (Via interpreter) For this Allway Gardens
17 example, I was also involved. Why did we put in the
18 application in the first place? Well, as you observed,
19 the termini has been around for many years. All the
20 time, we had been relying on shopping malls. They allow
21 bus captains to use it, and suddenly they said no, and
22 our bus captains had to walk a long distance to use
23 a toilet.

24 Therefore, for the first time, we submitted
25 an application on 21 January 2016, and there was

26

1 correspondence, residents objected, the district
2 councillor said no and the Transport Department said,
3 "Sorry, the application is not accepted." Then, in
4 September 2017, I went on a visit to the terminus. The
5 I talked to the bus captains; the bus captains had
6 strong views. Then I told my manager that we had to
7 resubmit an application. And as Mr Lee has said, in the
8 middle of 2017, at Lok Wah Estate, we wanted to place
9 a kiosk there and it took years to get it approved.
10 Then the pace quickened. As Mr Lee has said, we are
11 talking about years in getting things done. Toilets
12 have been a source of nuisance or trouble for bus
13 captains for many years.

14 MR PETER DUNCAN: If we could go back, please, to KMB-1 and
15 the information that you provided to the commission with
16 regard to staff facilities and toilets.

17 It would seem, from analysis of these references,
18 that there are some seven termini which do not appear to
19 have any toilet facilities at all. If I look at
20 page 208, the third and fourth on that page, Handsome
21 Court and Sun Tuen Mun Centre, and then at page 209, the
22 Central (Macau Ferry), the Cheung Sha Wan -- maybe
23 that's just one, Cheung Sha Wan; Cho Yiu; and then,
24 second from the bottom, the Kwai Tsing Central terminus.

25 So how do your drivers get on at these termini?

26

1 MR ROGER LEE: (Via interpreter) They went to toilets in the
2 shopping malls.

3 MR PETER DUNCAN: Would that not be recorded as "public
4 toilet"?

5 MR ROGER LEE: (Via interpreter) Some are government public
6 toilets that can be reached within ten minutes.

7 MR PETER DUNCAN: When you've got a number of references
8 here to public toilets, and there's a great number --
9 about 100, I think you said -- some of those include
10 shopping malls?

11 MR ROGER LEE: Yes.

12 MR PETER DUNCAN: So why are these blank, these seven? That
13 implies they are not even available in shopping malls.

14 MR PATRICK PANG: (Via interpreter) It could be that they
15 relied on toilets in shopping malls, but the shopping
16 malls will close during certain hours and the toilets
17 would be locked up during those hours. I would have to
18 check and then I will come back later with an answer.

19 MR PETER DUNCAN: So let's move from toilets to rest
20 facilities. In this context, can I start by referring
21 you to the evidence of one of the union representatives
22 that the committee heard from, on Day 9, please, at
23 page 50.

24 This is the evidence of a Mr Chan Kwong Nung from
25 Long Win Bus. He was one of the representatives from

26

1 the Motor Transport Workers General Union. He gave
2 evidence on Day 9. I want to pick it up, if I could, at
3 line 20 on page 50:

4 "Mr Chan Kwong Nung: I'm from Long Win Bus, let me
5 supplement."

6 So he is supplementing a statement previously made.

7 "For E33P" -- which as I understand it is one of the
8 routes -- "in 2016, the route runs around the clock,
9 there are about 60 trips. The terminus is at Siu Hong
10 Station South. There are no rest facilities nor
11 toilets.

12 Originally, this route was already in operation, in
13 2016 it became a full day route. Colleagues had to eat
14 at the bus terminus, and to rest, at special space,
15 location, we had to rest, but there was no rest kiosk.

16 After repeated efforts, to have one, the result was
17 the local community and the Transport Department had not
18 approved it. So it has been close to two years we have
19 been asking for a kiosk, but still, to no avail.

20 We have not any notification as to when that can be
21 done.

22 Ms Maggie Wong: And about this E33P, was this
23 request made in writing, about the rest kiosk?

24 Mr Chan Kwong Nung: Yes.

25 Ms Maggie Wong: When was that?

26

1 Mr Chan Kwong Nung: The trade union at our meeting
2 with the company raised that in 2015. The company has
3 been telling us that it is making applications with the
4 relevant authorities, and then in 2016 the district
5 council approved that the route should be a whole-day
6 route to serve the residents of Tuen Mun, and we were
7 saying that without a rest kiosk how can we improve the
8 quality of service? Our views were relayed to the
9 district council and the Transport Department. Even
10 today, we have not heard anything from the parties."

11 Just before I ask questions about that, could I also
12 take you back to MISC-2. This is the report of the
13 chairman's visit. This time, at page 899.

14 From page 899, could you go, please, through to
15 page 902, where the observation of the visits is as
16 follows:

17 "There was no rest facility at the bus terminus.

18 It was noted that a bus captain driving bus route
19 E33P could only take a nap inside the bus compartment
20 between two bus trips as there was no rest kiosk at this
21 open-air terminus. According to another bus captain
22 driving the same route, there was a locker stand at the
23 terminus, in which bottles of water were occasionally
24 placed. An Octopus card was available for access to the
25 toilets inside the Siu Hong Station, but it took at
26

1 least seven to eight minutes to go to the toilets in the
2 station and return."

3 Then at annex D we have some photos. That's
4 page 911. So we have photos of the terminus but no rest
5 facility; a locker stand; and then the toilets inside
6 the Siu Hong Station.

7 So you, I think, anticipate my question, which is:
8 how could a terminus be approved and be installed
9 without, apparently, any provision for either a toilet
10 or a rest facility?

11 MR ROGER LEE: (Via interpreter) I think, as the chairman
12 has said, this is a core problem. I don't have
13 an answer for you. The latest situation is that the
14 Transport Department has approved some facilities for
15 this terminus. Of course, there is still work to do, in
16 that we need to apply for power supply. This is the
17 procedure: we need to get the approval from the
18 government first, before we can apply for power supply,
19 and that takes time.

20 So the next step for us is to do our best to get
21 power connected to the rest facilities there.

22 MR PETER DUNCAN: Without going back to the Transport
23 Department's submission, I think you will understand the
24 tenor of what they say is that they will facilitate
25 these sorts of applications and liaise with other
26

1 government departments.

2 MR ROGER LEE: That's right.

3 MR PETER DUNCAN: Is it your experience that that is
4 effective in any way?

5 MR ROGER LEE: Personally, I think some departments -- we
6 may not need to contact some of these departments.
7 These facilities are temporary structures, and they ask
8 those departments which have to do with permanent
9 structures. So they ask all those departments dealing
10 with permanent structures.

11 Then the other point is about power supply. We need
12 to get the approval before the power company would
13 entertain an application for power supply. We have
14 failed to make any headway about these procedures.
15 I have asked CLP to expedite the process. You can well
16 imagine that certain things can certainly be done much
17 quicker.

18 MR PETER DUNCAN: So how long ago was it that you first made
19 an application for a kiosk and a toilet at this
20 particular venue?

21 MR ROGER LEE: (Via interpreter) I need to check, but it is
22 not a short while ago, not like in terms of months. It
23 may well be over a year. Even for power supply
24 application, it would at least take a few months.

25 MR PETER DUNCAN: So it hasn't been granted as yet?

26

1 MR ROGER LEE: (Via interpreter) Not the power supply.

2 MR PETER DUNCAN: When do you expect all of the approvals
3 will have been obtained?

4 MR ROGER LEE: (Via interpreter) Maybe after this meeting,
5 things will gather pace, but it is not very complicated.
6 We are talking about four to six months and nothing less
7 than that.

8 MR PATRICK PANG: (Via interpreter) For the termini, we need
9 a lot of time to apply for the rest facilities, and
10 application for power supply equally takes a long time.
11 So our colleagues would ask why they could not use the
12 kiosks, but it's because we need to get the green light
13 from other departments, including the DSD, Drainage
14 Services Department, and some other formalities have to
15 be complied with first.

16 CHAIRMAN: Gentlemen, we have reached 1 o'clock. We will
17 take our lunch break now. We will resume this afternoon
18 at 2.30. Thank you.

19 (1.00 pm)

20 (The luncheon adjournment)

21 (2.30 pm)

22 CHAIRMAN: Good afternoon, gentlemen.

23 Yes, Mr Duncan.

24 MR PETER DUNCAN: Thank you, Mr Chairman.

25 MR PATRICK PANG: (Via interpreter) Sorry, Mr Duncan, prior
26

1 to the lunch break, we talked about the facilities at
2 the termini. Do you mind if I try to give you a reply
3 first?

4 Can we go to KMB Long Win Bus bundle 1(A), page 208.

5 CHAIRMAN: Yes.

6 MR PATRICK PANG: (Via interpreter) First of all, in
7 relation to the third as well as the fourth one,
8 Handsome Court as well as Sun Tuen Mun Centre, we were
9 talking about special buses. There was only service in
10 the morning, and therefore we don't have toilets, and
11 bus captains do not take a rest there.

12 In addition, if you may go to page 209, Central
13 (Macau Ferry) -- sorry, but there is an omission here.
14 In fact, there is a public toilet.

15 (Chinese words not interpreted) --

16 CHAIRMAN: Just a moment, please. So that's a mistake or
17 an omission?

18 MR PATRICK PANG: (Via interpreter) Correct. Sorry for the
19 mistake.

20 CHAIRMAN: That's the Shun Tak Centre, is it?

21 MR PATRICK PANG: (Via interpreter) Correct. You are right,
22 Mr Chairman.

23 CHAIRMAN: Yes?

24 MR PATRICK PANG: (Via interpreter) Further down, Cheung Sha
25 Wan, Kom Tsun Street South, we haven't got a chemical
26

1 toilet there, because we are looking at the chemical
2 toilet at Kom Tsun Street North, so the two termini
3 share one chemical toilet.

4 Then further down, second-last one, Kwai Shing
5 Central -- I'm sorry, again, there was a slip, and in
6 fact there is a KMB permanent toilet.

7 Then page 210, the last one, Yau Yat Chuen, for
8 Yau Yat Chuen we haven't actually got a bus terminus,
9 because route 203C goes to Tai Hang Tung. So there
10 isn't a toilet; there isn't a rest facility for bus
11 captains, as they don't rest there.

12 In addition, earlier on, some trade union
13 representatives talked about Long Win Bus E33P, in
14 particular Siu Hong South. Mr Duncan, you asked us when
15 we started to apply for the facility. For Siu Hong
16 South, it was August 2017 that we submitted our
17 application to the TD to ask for a rest kiosk as well as
18 chemical toilet. In July 2018, approval was given.
19 Currently, we are now applying for power supply.

20 Thank you, Mr Duncan.

21 Thank you, Mr Chairman.

22 MR PETER DUNCAN: Yes. Thank you, Mr Pang.

23 Can I ask you now to be at MISC-2, at page 899,
24 which, as we saw them this morning, is the report on the
25 visit to the bus termini, the depot, and ask you,
26

1 please, to go to the second page of the report, that's
2 page 900.

3 I notice the reference in line 3 under paragraph
4 (B), the Sha Tin Railway Station bus terminus", that
5 this contained the new style rest kiosk with
6 an air-conditioner, an exhaust fan, five chairs, and
7 then the reference at the bottom of the page to the fact
8 that "on an average day, there can be more than
9 10 drivers resting at the terminus at the same time."

10 If I read the report correctly, this seems to be
11 a situation which is not peculiar to the Sha Tin Railway
12 Station bus terminus. So if you look at page 901, which
13 refers to the Luen Wo Hui bus terminus, we have in the
14 second bullet in the first paragraph reference to
15 a small restroom with three chairs; and then, in the
16 second paragraph on that page, the fourth bullet:

17 "on the day of the visit, there were around 6 or 7
18 drivers resting at the terminus during peak hours".

19 I think if we go then to page 903 for the Shan King
20 terminus, we have five chairs, although there is no
21 reference on this occasion to the number of drivers who
22 might be in that kiosk at any one time.

23 I think there are two points here. We heard that at
24 the depot, there's actually a dark room with facilities
25 which enable the bus captain to have a sleep in
26

1 a horizontal position. That doesn't seem to be the case
2 for the kiosks at the termini. Do you believe that to
3 be a satisfactory situation?

4 MR PATRICK PANG: (Via interpreter) This may happen. What
5 I want to emphasise is that for the so-called kiosks,
6 there are two sizes, one smaller, the other larger. If
7 we would like to place a couch which is horizontal, it
8 takes up certain space. In fact, we have been doing our
9 best, and depending on the usage, for certain termini,
10 bus captains may not use the facilities at that
11 particular terminus during the three-hour break, but
12 whenever possible and if permitted we will try to place
13 a larger kiosk.

14 MR ROGER LEE: (Via interpreter) If I may also add to the
15 answer. Within a depot, yes, indeed, there is something
16 for you to lie down. For a purposely built terminus, we
17 aren't actually talking about a chair, but then it is
18 a lower chair that allows the employees to take a rest
19 more comfortably. They may not be able to lie down on
20 something like a bed, but still it is quite
21 a comfortable facility.

22 As to the point you are making, the kiosk is of such
23 a size that it is only 40 square feet, we can only
24 accommodate five or six chairs, and we believe that
25 there is a need. Very soon, at larger termini, we are
26

1 going to have two types of chairs, one for you to sit
2 upright, the other for you to be more comfortable. We
3 are already working on this at many locations.

4 MR PATRICK PANG: (Via interpreter) Mr Duncan, this morning,
5 during the hearing, I tried to provide some figures for
6 the committee. For us, the KMB, for bus captains doing
7 special shifts, what I want to say is that about
8 9 per cent of bus captains doing special shifts, that is
9 134 of them, they will take their rest at the four
10 depots. As Mr Lee has said, we do have horizontal beds.
11 So 134 of them would have their rest breaks at the
12 depots. For others taking their rest at the bus
13 termini, 17 per cent of them, in other words 262 of
14 them. Then for those who go home for the three-hour
15 rest break, in fact they account for 74 per cent of the
16 special shift bus captains, 1,117 of them. 74 per cent
17 of them can go home to take their rest.

18 So, relatively speaking, for us in KMB, we are in
19 a better position, because we have got differently
20 distributed depots, and bus captains can go home within
21 a short period of time so as to take their break.

22 Thank you, Mr Duncan.

23 MR ROGER LEE: (Via interpreter) If I may also add to the
24 answer. Of course, we have given you the figures. For
25 the rest facilities at the termini, we will continue to
26

1 work on them: better chairs, more comfortable chairs.
2 So they are not just for special shift bus captains.
3 Even for those doing straight duties, we will still try
4 to improve the facilities for them.

5 MR PETER DUNCAN: At the larger kiosks, is there room for
6 horizontal sleeping facilities?

7 MR PATRICK PANG: (Via interpreter) I don't think they can
8 actually lie down in a horizontal position, but then we
9 have something like an armchair for them to recline.
10 Of course, I'm not talking about a bed that is
11 horizontal, but then it is like an armchair that they
12 can sit more comfortably. Soon we are going to provide
13 more and more chairs like this.

14 So we do have them, and we are working on them, and
15 as long as their size allows, we can provide more such
16 chairs.

17 CHAIRMAN: Has anyone stipulated the maximum size of
18 a kiosk?

19 MR PATRICK PANG: (Via interpreter) Every time when we apply
20 to the TD to install the kiosk, there is a size
21 restriction. I think we are already talking about the
22 best size within the current framework.

23 CHAIRMAN: Is that an indirect answer that the Transport
24 Department impose a limit on the size?

25 MR PATRICK PANG: (Via interpreter) Yes, indeed. Not
26

1 necessarily the TD but in fact there is.

2 MR ROGER LEE: (Via interpreter) This is a size stipulated
3 by the government. So we have an open attitude towards
4 the size. It can certainly be bigger.

5 MR PATRICK PANG: (Via interpreter) Well, on many occasions,
6 we try to convert to another type of kiosk from type A.

7 CHAIRMAN: Which department of government stipulates
8 a maximum size of kiosk?

9 MR PATRICK PANG: (Via interpreter) The Transport
10 Department.

11 MR ROGER LEE: (Via interpreter) The Transport Department.

12 CHAIRMAN: For how long has it stipulated these two sizes?

13 MR ROGER LEE: (Via interpreter) Five years.

14 CHAIRMAN: Really? No longer than that?

15 MR ROGER LEE: I'd probably say at least five years.

16 CHAIRMAN: And have you asked to have bigger kiosks, perhaps
17 saying, "Look, we need somewhere for drivers to lie down
18 to sleep?" Have you asked the Transport Department?

19 MR ROGER LEE: (Via interpreter) Usually we will ask for two
20 40 square foot kiosks. Usually, that's what we try to
21 do. Usually we only get one, we are only given
22 permission to do one. If we ask for a size which is
23 larger than 40, I'm afraid we have never tried.

24 CHAIRMAN: So you don't know what the answer might be?

25 MR ROGER LEE: (Via interpreter) Correct.

26

1 CHAIRMAN: But you infer from the fact that they refuse you
2 to have two 40-foot ones, that they would refuse
3 a 100 square foot kiosk; is that it?

4 MR ROGER LEE: (Nodded head).

5 CHAIRMAN: Yes, Mr Duncan.

6 MR PETER DUNCAN: The armchairs you refer to, are they
7 visible in any of the photos that are attached to the
8 report?

9 MR ROGER LEE: (Via interpreter) No, not shown in the
10 photographs, but then for many bus termini we do have
11 these kind of chairs.

12 MR PETER DUNCAN: The second point which arises from those
13 descriptions that I read is the fact that you may have,
14 say, three to five chairs, but at any one time there may
15 be seven to eight people having a rest. Is that
16 a satisfactory state of affairs?

17 MR ROGER LEE: (Via interpreter) Of course, there is always
18 room for improvement. Personally speaking, I don't
19 think this is quite satisfactory. So, as I have said,
20 we have never stopped liaising with the government and
21 applying to the government. So, for the rest kiosk, it
22 isn't a problem that has been resolved; we are not
23 satisfied with the situation.

24 MR PETER DUNCAN: So, going back to, if I could, TD-1, where
25 we started this conversation this morning, at page 438,

26

1 where we saw the two questions of the department and
2 their responses. If I could bring your attention to
3 page 438, the second sentence of the first bullet:

4 "When relevant departments/authorities consider and
5 vet the applications for setting up these staff
6 facilities, the TD has been providing appropriate
7 coordination so as to facilitate early installation of
8 such facilities."

9 Is that in fact your experience of the situation?

10 MR ROGER LEE: (Via interpreter) Yes, they do play the role
11 as a coordinator. For applications like this, there are
12 two major departments involved. Generally speaking, the
13 Transport Department will deal with cases other than the
14 Housing Department or the Housing Authority. For those
15 cases falling within the Housing Authority, the Housing
16 Authority will be the coordinator. So we are mainly
17 talking about two different authorities dealing with the
18 applications.

19 MR PETER DUNCAN: Does the Transport Department's
20 coordination result in the facilitation of early
21 installation of the facilities, in your experience?

22 MR ROGER LEE: (Via interpreter) As an operator, I would say
23 that they could have done more quickly.

24 MR PETER DUNCAN: The second bullet, third sentence:

25 "Requirements and comments from the FB operators on
26

1 toilets and rest facilities would be incorporated in the
2 design of the bus termini as appropriate."

3 Is that the situation, in reality?

4 MR PATRICK PANG: (Via interpreter) Actually, it is very
5 difficult for me to give you either "yes" or "no". Some
6 would be known to us, but others, the information is not
7 known to us. So sorry, Mr Duncan, I cannot give you
8 a clear "yes" or "no".

9 MR PETER DUNCAN: Who's responsible for the design of a bus
10 terminus?

11 MR ROGER LEE: (Via interpreter) There are several types of
12 termini. Some termini are on government land or
13 government property. When they were built, the
14 government might not have decided which bus operators
15 would operate the routes there, and they seldom invited
16 the operators for comment. The TD would have their own
17 team of consultants to design the termini. So, over the
18 years, we were never consulted on where the toilets
19 should be installed.

20 MR PETER DUNCAN: So it is the Transport Department which
21 designs each bus terminus?

22 MR ROGER LEE: (Via interpreter) If it is on their land.
23 For termini on public transport interchanges, that might
24 have to do with the railway company, and we are unaware
25 of the property ownership situation, but we were never
26

1 informed.

2 MR PETER DUNCAN: So, when the Transport Department designs
3 a terminus on government land, do they incorporate in
4 the design the provision for a toilet and a rest
5 facility?

6 MR ROGER LEE: (Via interpreter) If they call it a bus
7 terminus, then terminus facilities should be
8 incorporated. But from what I see now, these facilities
9 are absent in some termini, so I cannot say or comment
10 on their standards.

11 MR PETER DUNCAN: Going down to page 439, the first bullet
12 on that page:

13 "The TD has been proactively liaising with the
14 relevant departments/authorities as appropriate to
15 resolve any difficulties encountered by the franchised
16 bus operators in applying for the facilities ..."

17 Is your experience that the Transport Department has
18 effectively resolved difficulties encountered by your
19 company?

20 MR ROGER LEE: (Via interpreter) Mr Duncan, I would only say
21 that it can be done better. This bullet point is
22 actually very broad. There is no way for me to gauge
23 what is meant by "proactively".

24 Or let me put it this way. The TD does not object
25 in principle the installation of rest kiosks and

26

1 chemical toilets at the termini, but whenever there is
2 district consultation, and it is also about whether
3 these facilities -- or whether there is space for these
4 facilities at the actual site. I feel that we have no
5 major differences with the TD and I see that they have
6 certain difficulties.

7 MR PETER DUNCAN: Page 440, the last sentence on that page:

8 "The Transport Department would assist the
9 franchised bus operators in canvassing support from the
10 locals by conducting site visits/meetings with them to
11 explore feasible solutions for erection of the rest
12 facilities in order to expedite the implementation plans
13 as and when necessary for the benefits of bus captains
14 and passengers."

15 Has the company experienced that sort of assistance?

16 MR PATRICK PANG: (Via interpreter) When we file
17 an application, I know that the TD would communicate
18 with the district council as relevant for the example of
19 Allway Gardens in Tsuen Wan, the TD said that there was
20 opposition from the residents and they asked us to apply
21 on another site. So this is a common problem we run
22 into.

23 MR PETER DUNCAN: I now want to conclude by asking you
24 a series of clarification matters, or matters that have
25 already been the subject of the assistance you have
26

1 given the committee.

2 First of all, with regard to the drivers actually
3 coming to work to start their shifts -- now, do
4 I understand correctly that, currently, drivers are not
5 provided with any special transport to enable them to
6 get to the start of their work? They have to use their
7 own resources, their own devices, to get to work?

8 MR PATRICK PANG: (Via interpreter) We do provide crew bus
9 service. The service is provided for morning shifts and
10 the scope is pretty wide. We do not have any depot on
11 Hong Kong Island, but we would provide crew bus service
12 on Hong Kong Island every morning to take captains to
13 work at their respective depots.

14 MR PETER DUNCAN: Right. Can you provide just a little more
15 detail about that so the committee knows the extent of
16 that crew bus service?

17 MR PATRICK PANG: (Via interpreter) No problem. We do have
18 routes for our crew bus, and the timetables, et cetera,
19 we can provide them.

20 For those on morning shifts, commuting is an issue,
21 whereas for those on night shifts, the captains can
22 often use the bus, and they can reach the depots they
23 need.

24 MR PETER DUNCAN: Can I ask you to go to KMB-12 at
25 page 5010.

26

1 This is one of the documents that you supplied after
2 the last hearing, and which provide statistics to which
3 you referred in different context just a few moments
4 ago.

5 It shows the statistics regarding what proportion of
6 the drivers will take their midday rest respectively at
7 the depot or at the terminus or at home. I think the
8 earlier point that you were making was the high
9 proportion -- I think you mentioned about 70 per cent --
10 who actually took their break by returning home.

11 MR PATRICK PANG: Mmm.

12 MR PETER DUNCAN: Is there any provision for transport
13 assistance with regard to taking the drivers home or
14 back from home to resume their duties?

15 MR PATRICK PANG: (Via interpreter) We have an inherent
16 advantage, in which we have a high number of termini, so
17 every bus captain who has completed training at our
18 company would be deployed somewhere near where they
19 live.

20 So you can see that 74 per cent of the bus captains
21 on special shifts are within walking distance of home,
22 and very often they would just live next to the termini,
23 so it is easy for them to go home.

24 MR PETER DUNCAN: Now, during the hearing, on the last
25 occasion -- if I could just give the members reference:

26

1 Day 14 at page 112 -- we were informed that drivers
2 might be required to drive up to three routes in a day.

3 Do you recall that evidence?

4 MR PATRICK PANG: (Via interpreter) Yes, I remember.

5 MR PETER DUNCAN: What would be the financial implications
6 if that was reduced to two routes a day, or would there
7 be financial implications?

8 MR PATRICK PANG: (Via interpreter) Financially, I do not
9 see any substantial difference, but in terms of
10 operation, there might be some impacts. For the
11 so-called interlining or the cap of number of routes at
12 three per day, we are not the only company with such
13 practice.

14 As far as I know, all franchised bus operators in
15 Hong Kong adopt this approach of interlining. In the
16 last hearing, as Mr Lee said, we asked a British
17 consultant to look at the maintenance and operation of
18 our bus routes, and from my experience with those
19 consultants, in other countries, sometimes more than
20 three routes are included in the interlining.

21 So, to answer your question, Mr Duncan, financially
22 there is no substantial difference, but in terms of
23 operation, you must understand that the passenger volume
24 might be different every day and some bus captains might
25 be on sick leave. If we allow them to drive no more
26

1 than three routes, there would be more operational
2 flexibility and for each bus route, there would be bus
3 route training, or else we would not deploy the
4 captains.

5 MR PETER DUNCAN: Are there any complaints from unions or
6 drivers that driving three routes is too many?

7 MR PATRICK PANG: (Via interpreter) I did not hear major
8 complaints, but for certain drivers there might be some
9 complaints, if they have to drive two routes a day.
10 I think there is a need not to drive more than three
11 routes a day and this is a common practice.

12 MR PETER DUNCAN: We have heard evidence with regard to what
13 happens when a driver is required to drive on a new
14 route. When he is required to try out a new route, does
15 he have the assistance on board of another captain?

16 MR PATRICK PANG: (Via interpreter) Captains must have
17 received route training for all routes. If they are to
18 drive a new route, they must receive route training at
19 our training school.

20 MR ROGER LEE: (Via interpreter) I think we are looking at
21 two issues here. For bus captains trained at our Bus
22 Captain Training School, at the beginning, the driver
23 would be accompanied by another person on board; whereas
24 for an experienced captain picking up a new route, the
25 captain would receive training from the training school.

26

1 MR PETER DUNCAN: When he drives that new route for the
2 first time, does he have the assistance of another
3 driver on board?

4 MR PATRICK PANG: Yes, buddy driver.

5 MR PETER DUNCAN: Buddy driver, yes?

6 MR GODWIN SO: (Via interpreter) It depends on the number of
7 years of experience for the bus captain. For
8 an experienced captain picking up a new line, that route
9 would not be completely new for him, so he can handle it
10 alone. For a new captain who has freshly graduated, we
11 would assign a buddy driver who is experienced, who
12 would give confidence to the new driver and provide the
13 information necessary.

14 MR PETER DUNCAN: Dr Leung mentioned the proposal to
15 introduce a 20-point increment instead of the current
16 I think eight-point increment. Are you able to indicate
17 to the committee when it is likely that this will be
18 introduced?

19 MR GODWIN SO: (Via interpreter) It was in effect from
20 1 September.

21 MR PETER DUNCAN: It has already been introduced?

22 MR GODWIN SO: Yes.

23 DR NORMAN LEUNG: In fact, Mr Duncan, for your information,
24 with effect from 1 September, if a new recruit joins KMB
25 or Long Win as bus captain, he will be earning about
26

1 \$23,000 a month, inclusive of the double pay at the end
2 of the year. That is a substantial increase over the
3 previous remuneration.

4 MR PETER DUNCAN: Thank you.

5 CHAIRMAN: You have provided us with this information in
6 a recent submission, have you not?

7 DR NORMAN LEUNG: I think we are happy to make -- Godwin,
8 will be happy to submit to this committee a comparison;
9 all right? The remuneration package before 1 September
10 and after 1 September. Compare the daily rate of bus
11 captains and the monthly captains -- provide those
12 figures to this committee, please.

13 MR GODWIN SO: (Via interpreter) We will provide it as soon
14 as possible.

15 CHAIRMAN: Yes. Thank you.

16 MR PETER DUNCAN: Does it sometimes happen that a driver
17 will fall ill during the course of his duties? Does
18 that sometimes happen?

19 MR GODWIN SO: (Via interpreter) Yes, it does happen.

20 MR PETER DUNCAN: Does the company have any procedures or
21 protocols as to what should happen in that situation?

22 MR GODWIN SO: (Via interpreter) First of all, in the
23 recruitment of captains, according to our agreement, if
24 a bus captain falls ill, he or she should apply for sick
25 leave, and we have our own clinic at each depot, and

26

1 when captains are deployed, when they check in at the
2 terminus, we would remind them that they can only work
3 that day if they are healthy, and they are allowed to
4 apply for sick leave otherwise.

5 MR PETER DUNCAN: What of the particular situation, though,
6 that during the course of driving a route a particular
7 driver falls ill? Is there any particular policy or
8 protocol or procedure that is required to be undertaken?

9 MR PATRICK PANG: (Via interpreter) If a bus captain feels
10 unwell during the course of driving a route, the captain
11 can pull over and call our inspector. We have
12 inspectors who make inspections, and the bus captain
13 simply has to pull over and our inspector would arrange
14 another bus so that the passengers can be transferred,
15 and then we would take the bus captain to a clinic.
16 This is our practice.

17 MR PETER DUNCAN: KMB-12 again, if I may, this time at
18 page 5063. This again is some of the material that you
19 provided the committee with since the last hearing, and
20 it contains a description of the regular training for
21 new bus captains, page 5063, and then the regular
22 training for serving bus captains at page 5064.

23 Does the company provide any training with regard to
24 fatigue management? And when I mention "fatigue
25 management", what I mean, if I can try and explain
26

1 this -- recognising fatigue, knowing what to do about
2 fatigue and knowing how better to take rest. That's
3 what I mean about "fatigue management". Is there
4 anything of that nature covered in the course of driver
5 training?

6 MR JAMES WONG: (Via interpreter) As Mr So has said, when
7 they join the company, we will remind them that if they
8 are not well, they should see a doctor; they should not
9 drive.

10 As for fatigue, we think this is covered by the
11 point on not being well.

12 MR GODWIN SO: (Via interpreter) On fatigue management, the
13 company has done a few things. First of all, the
14 Transport Department has issued Guidelines on Working
15 Hours. If we comply with the guidelines, then at least
16 we can ensure that there is sufficient rest taken by the
17 bus captains. We also have a chapter in the training
18 manual that as a driver, they should manage their health
19 properly. When they discover that they are not feeling
20 well, they should inform the company and do not work in
21 that particular shift that they have been deployed to
22 work. There are also facilities at the depot -- at the
23 terminus.

24 Every six hours, the bus captain has a coffee break,
25 and there is also a water break, a layover break and

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1 toilet break, for them to take a rest, and that's for
2 the purpose of keeping them healthy.

3 MR PETER DUNCAN: So do I understand correctly from those
4 answers that there is nothing specifically aimed at
5 fatigue management; that these are general matters that
6 are covered during the course of the training?

7 MR GODWIN SO: No.

8 MR PETER DUNCAN: Now, we have heard a lot at the last
9 hearing that it was in early June this year that the
10 company first learned from the Transport Department that
11 digital road mapping was available in Hong Kong. Do you
12 remember that evidence at the last hearing?

13 (People nodding)

14 Has the company yet started to make use of the
15 digital road mapping?

16 MR LEUNG KIN WANG: (Via interpreter) We have talked to the
17 black box manufacturer. We are working on it. We hope
18 we can make good use of the map. We are doing it.

19 MR PETER DUNCAN: When do you expect to commence making use
20 of the digital mapping facility?

21 MR ROGER LEE: (Via interpreter) We are doing this under
22 a two-pronged approach. For ZF, there are two systems,
23 one based on digital map; the other is an approach based
24 on manual input of information and data. We are doing
25 both. We hope that in January next year or so, we can
26

1 try to provide some information on the black box. For
2 example, speeding, or a speed limit for that particular
3 road section. We hope to achieve this by January next
4 year.

5 MR PETER DUNCAN: At the hearing on Day 13 -- I will give
6 everybody the reference just for the record: it's
7 page 31 of line 12 -- the committee was informed that,
8 at that time, that's earlier this month, or last month,
9 in August, it took four days for the speeding report to
10 be generated.

11 Then, in answer to a question from Prof Lo, Mr Leung
12 agreed that if the driver tapped in using his ID, and
13 that record was put in the black box, the information
14 would be instantaneous; you wouldn't have to wait for
15 the four days.

16 So what is the current situation? Do we still have
17 to wait for the four days or is it instantaneously
18 available?

19 MR LEUNG KIN WANG: (Via interpreter) Still four days now,
20 but we are working towards that particular direction.

21 MR PETER DUNCAN: When will you reach that direction?

22 MR LEUNG KIN WANG: (Via interpreter) We hope we can achieve
23 it as soon as possible.

24 MR PETER DUNCAN: What does that mean, a few weeks, a month?

25 MR ROGER LEE: (Via interpreter) We were talking about the
26

1 black box and the digital map. We can reduce it from
2 ten to four days because of the technology. We have to
3 merge the two sets of data, and it will take four
4 instead of ten days.

5 If we can further integrate the digital map into the
6 black box, we can certainly reduce the time taken from
7 four days to something less. Maybe it can be reduced to
8 one or two days. We don't know yet. But next year, the
9 real time taken -- the time taken will be much
10 shortened.

11 MR PETER DUNCAN: Thank you, gentlemen. I have, personally,
12 no further questions, but the committee may have some
13 questions for you.

14 MEMBER AUYEUNG: Thank you, Chairman.

15 You spent a lot of time today talking about how to
16 improve the working conditions of all the bus captains.
17 Can you give us some description on the hiring successes
18 of bus captains so far, using say the last month versus
19 three months ago to six months ago? Are you having much
20 success hiring bus captains?

21 MR GODWIN SO: (Via interpreter) At present, on a weekly
22 basis, we can recruit 20 to 30 new bus captains.
23 Compared with what it was six months ago, we were only
24 able to recruit 10 to 15 bus captains. But it has to do
25 with the market. But, at the same time, the company has
26

1 done certain things. First of all, pay and
2 remuneration. As our chairman has said, there was
3 an enhancement in March, and then in August there was
4 a pay increase. So altogether we are talking about
5 15 per cent increase in one year. With higher pay, we
6 can attract more bus captains.

7 Secondly, we were talking about the conditions, more
8 facilities for rest, and so on, and also in our
9 recruitment we have stepped up our efforts. We have
10 organised more open days and reaching out activities.
11 We would take the initiative to reach the target of
12 prospective bus captains so we can make up the shortage,
13 shortfall.

14 MR ROGER LEE: (Via interpreter) As for the target recruits,
15 and also we have to bear in mind different local
16 characteristics in different districts. For example,
17 Tuen Mun is very different from Lai Chi Kok, so we will
18 have to adopt a targeted approach. In Tuen Mun, we may
19 want to target more women. They might not be able to
20 work a full eight-hour day; they may only work half of
21 that. But we know that certain hours, they will be able
22 to work, and they don't want to have an assured working
23 shift designated.

24 So we will also look into child-care service so that
25 these bus captains can take care of their children when
26

1 they are off duty. Some of these people are in their
2 early 50s. They may have the driving licence; they may
3 not want to take up a full-time job.

4 So we will have to look at the district
5 characteristics and the people in different districts.

6 Also, we have gone to different districts, including
7 Lantau Island and Tung Chung, and we need to use some
8 new approaches.

9 MEMBER AUYEUNG: A second question I may have is to follow
10 up on the question Mr Duncan asked earlier about the
11 design of the bus terminus.

12 I get the impression from your feedback that it's
13 like you have no chance to ask for a toilet or whatever.
14 Is the arrangement all or nothing, either you do it or
15 you don't get the route? Is that how it works in the
16 system?

17 MR PATRICK PANG: (Via interpreter) Not that the design of
18 every terminus is without a rest kiosk or any toilet.
19 Some termini would factor in this in the design, but
20 somehow, in some of the termini, these facilities are
21 not taken on board.

22 MR ROGER LEE: (Via interpreter) I think Mr Auyeung was
23 asking about our role in the design of new termini.
24 Usually, the design of the new terminus is completed
25 before the award of new bus routes. So they would build
26

1 the termini first before they make a decision on which
2 operator, bus operator, should be granted the right to
3 run the routes.

4 For example, in respect of the Hong
5 Kong-Zhuhai-Macau Bridge, they have been talking about
6 offering bus service for a long time, but they haven't
7 made a decision on who, which company, to run those
8 routes. So they have no way to ask us about our ideas
9 or proposals in the design. So they would complete the
10 hardware first, before finding an operator, because when
11 the design is done we don't know whether we will run
12 those routes.

13 MEMBER AUYEUNG: You have no chance to go back and request
14 such facilities as a toilet?

15 MR ROGER LEE: (Via interpreter) In respect of the Hong
16 Kong-Zhuhai-Macau Bridge, we did try that, but the
17 hardware is already completed so that's a difficult
18 point.

19 MEMBER AUYEUNG: Thank you.

20 Thank you, chairman.

21 CHAIRMAN: You have provided the committee with redacted
22 versions of the notes or the minutes of various minutes
23 that were held in several different parts of the working
24 group that was convened in March 2018 and addressed
25 training and the use of technological devices to enhance
26

1 safety.

2 In response to the agenda being sent out, you sent
3 your own shopping list of what you would like to
4 address, and can I invite you to go to that. It's at
5 KMB-12 at page 4939. I think the agenda had been sent
6 out on 13 March, so this was an immediate response, and
7 no doubt what you were doing was taking the opportunity
8 to put down matters that you had had difficulties with,
9 for them to be discussed. This was an opportunity for
10 you.

11 Am I correct in that assumption?

12 MR GODWIN SO: Yes.

13 MR ROGER LEE: Yes.

14 CHAIRMAN: What you asked them to address was, first of all,
15 illegal parking and loading and unloading activities at
16 bus stops; traffic congestion is perhaps a broader
17 matter; but more specifically, bus captain assaults and
18 traffic black spots.

19 Two of those matters are matters that we have
20 received evidence on from various parties: illegal
21 parking, particularly at bus stops, and assaults on bus
22 captains.

23 The response from the Transport Department came in
24 the letter at page 4941, dated 26 March 2018. You will
25 see, in the second paragraph, reference is made to the

26

1 limited time span of the working group and the need to
2 focus on submitting a review report on the outcome in
3 three months' time. Then the response to your request:

4 "As for the four subjects that you have raised, we
5 would handle them separately outside the working group."

6 The question I have for you is this. This is now
7 five months later. Have these matters, illegal parking
8 at bus stops and assaults on bus captains, been handled
9 at all?

10 MR GODWIN SO: (Via interpreter) Perhaps I can answer this.

11 At that time, the working group under the Transport
12 Department focused on safety belts on buses and the
13 training of bus drivers. After the two priority agenda
14 items were completed, we wrote to the Transport
15 Department, as you can see in page 4945, and we
16 reiterated the four subjects.

17 Illegal parking, as we mentioned in earlier hearing,
18 Mr Pang told you that the company took the initiative to
19 liaise with the police in an attempt to do something
20 about this.

21 As for traffic congestion, we all understand there
22 is very little we can do.

23 The third one, harassment of bus captains, or bus
24 captain assault, we understand that the Transport
25 Department is conducting a campaign involving a number
26

1 of operators, railway operators and bus operators. This
2 is a publicity campaign on polite passengers.

3 And the fourth one, traffic black spots, we have
4 a fleet of 3,000 buses. We understand the road
5 conditions well. Some roads are uneven or the levelling
6 is not good, and also the marking may also affect -- may
7 cause traffic accidents. From time to time, we write to
8 the Transport Department. They have regional offices
9 responsible for road safety and design, road design. We
10 will relay the views collected from our bus captains and
11 our frontline people.

12 According to this letter, the department said the
13 matters would be dealt with outside the working group.
14 So we subsequently wrote to the Transport Department,
15 listing out all the 300 cases that we have gathered over
16 the period.

17 CHAIRMAN: Has anything at all been achieved about illegal
18 parking at bus stops in the five months since March?
19 Perhaps you can answer "yes" or "no", and then go on to
20 explain.

21 MR PATRICK PANG: (Via interpreter) The simple answer is no.
22 There has been no substantial improvement.

23 CHAIRMAN: Has anything been achieved about the issue of
24 assaults on bus captains?

25 MR PATRICK PANG: (Via interpreter) After the last hearing,
26

1 the police communicated with us, and we once again
2 provided detailed information about past bus captain
3 assault cases. So the information has been passed to
4 the police.

5 As I said last time, there was a case at Yau Yat
6 Chuen, four men twice pressed the emergency button on
7 the bus and the police took the initiative to talk to us
8 and also the police have contacted the bus captain
9 concerned.

10 CHAIRMAN: That's the total of the achievement, is it?

11 MR PATRICK PANG: (Via interpreter) I think in respect of
12 illegal parking or traffic congestion, we cannot expect
13 much to be done within such a short period of time.
14 There's the so-called "polite passenger" campaign
15 organised by the Transport Department to promote mutual
16 trust and politeness, and I think this would help our
17 bus captains in the long run.

18 CHAIRMAN: The other matter I would like your help on, if
19 I can ask for it, is -- and I give you an example -- the
20 way in which the minutes have been redacted, the minutes
21 of the meetings of the working group.

22 Now, the working group has been addressing issues of
23 training, issues of safety-related technological
24 devices. Those are very much matters that this
25 committee is concerned with in discharging its duties in
26

1 examining the system, regulatory system, the operation
2 of buses, as required by the Chief Executive in the
3 terms of reference. These are parallel, if you like,
4 enquiries into the same issue.

5 Can I ask you to go to page 4926. I'm just taking
6 this as an example. We are not dealing with a censor in
7 wartime, blacking out material that the enemy might get
8 hold of, are we? But when we come to the prosaic item
9 of "Installation of seat belts for all passenger seats",
10 page 4927, we've got half a page of black ink, and then
11 on the next page we've got another half-page of black
12 ink.

13 The more general question I would ask you is this:
14 on what basis have these minutes been redacted? What is
15 the logic behind it?

16 MR GODWIN SO: (Via interpreter) Well, it involves the
17 remarks made by other bus companies, so, in the absence
18 of their consent, we have to redact the relevant parts.

19 CHAIRMAN: So that is the basis? You have just taken out
20 what other people have said? You are happy to tell us
21 what you have said but you have taken out what others
22 said? Is that it?

23 MR GODWIN SO: (Via interpreter) Yes, you may say so.

24 CHAIRMAN: So what you have taken out is what Citybus have
25 had to say, what the Transport Department have had to
26

1 say, is that it?

2 MR GODWIN SO: (Via interpreter) We haven't redacted
3 anything spoken by the Transport Department because we
4 have asked them about it.

5 CHAIRMAN: So it's Citybus?

6 MR GODWIN SO: (Via interpreter) Yes, in my version of the
7 minutes, that's it.

8 CHAIRMAN: So did you ask Citybus if you could put in what
9 it is they said at these meetings?

10 MR GODWIN SO: (Via interpreter) I think it is better, more
11 appropriate, for the Transport Department to do this.

12 CHAIRMAN: So the answer to my question is you haven't asked
13 Citybus whether or not you can include what it is that
14 they had to say so that we would get a full version of
15 the minutes? You haven't even asked them?

16 MR GODWIN SO: (Via interpreter) After today, I will ask
17 them. If they give us the permission, we will give you
18 the full set.

19 DR NORMAN LEUNG: Sorry about that. The straight answer is
20 that, Mr Chairman, we have not asked Citybus and
21 New World First Bus for their consent to have the full
22 text presented before you. Sorry about that,
23 Mr Chairman.

24 CHAIRMAN: Thank you, Dr Leung, but, Mr So, you will now ask
25 Citybus. If Citybus decline, please tell us, because
26

1 then we will ask them ourselves, because we might be
2 able to save quite a lot of ink.

3 One final question is this. You have told us about
4 four depots that Kowloon Motor Bus have: Tuen Mun,
5 Sha Tin, Lai Chi Kok and Kowloon Bay. Of those four
6 depots, are any or all of them owned by Kowloon Motor
7 Bus or its subsidiaries?

8 MR ROGER LEE: (Via interpreter) Well, among the four
9 depots, for Sha Tin Depot and Tuen Mun Depot, they are
10 owned by the KMB. We bought it at an auction. For
11 Kowloon Bay Depot, it has been granted to us under
12 private treaty grant. So we paid the premium for using
13 it as a depot. For Lai Chi Kok Depot, it is under the
14 arrangement of a short-term tenancy with the government.

15 CHAIRMAN: And, as to the meaning of "short-term", can you
16 give us some indication?

17 MR ROGER LEE: (Via interpreter) This is true, for the KMB
18 Citybus and New World Bus, the government offers a site
19 under a short-term tenancy arrangement. It depends on
20 the duration. For Lai Chi Kok Depot, we have it renewed
21 automatically every year. We have to pay a rent for the
22 use of it.

23 CHAIRMAN: So it's an annual renewal?

24 MR ROGER LEE: (Nodded head).

25 CHAIRMAN: Yes. Thank you.

26

1 Mr Duncan, are there any matters arising from the
2 questions asked by the committee?

3 MR PETER DUNCAN: Just one matter. If I may follow up the
4 issue of women drivers, Mr Chairman.

5 CHAIRMAN: Yes, please do.

6 MR PETER DUNCAN: Thank you.

7 Previously, we were alerted or apprised of some of
8 the issues that surround women drivers, and a few
9 moments ago there was further information given with
10 regard to how to approach that topic.

11 Has there been any appreciable increase in the
12 number of women applying for positions in recent times?

13 MR ROGER LEE: (Via interpreter) Well, for female bus
14 captains, it is slightly over 5 per cent as of now.
15 Of course, it depends on the local factors. In
16 Hong Kong, I think we have sort of half male and half
17 female in our population. So I see a huge potential
18 here.

19 Just now, to follow up on Mr Auyeung's question, we
20 use Tuen Mun as an example, we hope that at Tuen Mun
21 Depot, we can do something about it, and the chairman
22 has also referred to the case in Sweden. I have also
23 noticed that in many European countries, they are
24 providing nurseries so that female drivers can drive.
25 They may not be working full-time for us, but still they

26

1 can spare some time and help us out as bus captains in
2 the short term.

3 MR PETER DUNCAN: Have you seen any fruits from your
4 endeavours?

5 MR ROGER LEE: (Via interpreter) Indeed, there is.
6 Personally speaking, I think in terms of stability and
7 in terms of passenger interaction, I have a high level
8 of hope for the women bus captains. But of course we
9 have to get approval from the government to allow us to
10 set up a nursery within our depot before we can move on
11 to that.

12 MR PETER DUNCAN: I think my question was a little more
13 specific. Has there been any increase, as yet, in the
14 number of applications by women?

15 MR ROGER LEE: (Via interpreter) Steady. Not really
16 an increase.

17 MR PETER DUNCAN: Thank you.

18 MR ROGER LEE: (Via interpreter) But many people did ask us
19 about that.

20 MR PETER DUNCAN: Yes. Thank you, Mr Chairman.

21 CHAIRMAN: Mr Lee, I understand that there is a concluding
22 statement that you wish to make at the end of the
23 evidence. Or is Dr Leung going to make it?

24 DR NORMAN LEUNG: Yes, Chairman and members of the
25 committee, I just want to say that we are grateful for
26

1 your time to receive representation from us. As I said
2 at the outset of the hearing we came before you with
3 a humble and receiving heart. We welcome any
4 recommendation that will safeguard bus safety for our
5 passengers. It has been a very educating experience to
6 us, and in particular to our management, and so with
7 that I ask our managing director, Mr Roger Lee, to say
8 a few words to wrap up our representation before you.

9 Thank you very much, Chairman.

10 CHAIRMAN: Thank you, Dr Leung.

11 Mr Lee?

12 Closing statement by MR ROGER LEE

13 MR ROGER LEE: (Via interpreter) Mr Chairman and members,
14 I would like to thank everybody. We fully understand,
15 over the past period of time, that the public in
16 Hong Kong have high expectations in relation to bus
17 service.

18 In our daily operation, there are many, many
19 challenges, in terms of recruitment of bus captains,
20 road congestion, and then there are many social changes,
21 and we have seen bus captains being assaulted. So in
22 fact it is a major challenge. But still we believe we
23 have to discharge our duty properly. We shall continue
24 to enhance our service.

25 In particular, in relation to safety, I am sure

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1 nobody from our team would give up our efforts.

2 For the traffic accident in Tai Po Road in February
3 this year, it was a huge blow to everybody in the KMB,
4 both in the senior management as well as at the
5 frontline. No words can describe how heart-breaking it
6 was for us. Personally speaking, ever since, I have not
7 been able to let it off. We won't allow the accident to
8 happen again and we don't want this to happen again.
9 This is one too many.

10 Since the accident, we come to recognise that there
11 are inadequacies in our work. We haven't stopped in
12 making improvements.

13 In the process of giving evidence, we come to
14 realise that KMB must progress with the times. We have
15 to do more in this regard to enhance our service. Say,
16 for example, in terms of the use of technologies, we
17 need to be comprehensive, and we have to aim at
18 precision and we have to work more on our safety system,
19 and we need to catch up with the times.

20 Now I turn to the bus captains. The management of
21 bus captains, the training of bus captains, are areas
22 that we need to improve. And in terms of our
23 facilities -- and in fact just now we have talked about
24 the rest facilities as well as the toilets -- well, in
25 fact we haven't stopped making improvements in such

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1 areas. The KMB has been serving the Hong Kong citizens
2 for 85 years as a bus company. Indeed, it is our duty
3 to be fully dedicated in serving the public.

4 Whatever that our passengers or staff need, it is
5 our duty to meet their requirements, but at the same
6 time it takes more than the KMB on its own to do the
7 job. We need the support and coordination of the
8 government departments, and then we can be effective in
9 service enhancement.

10 Finally, our team as a whole are most grateful to
11 the committee for your past work as well as your work in
12 the future.

13 As our chairman has said in the opening remarks
14 before you, with a humble heart and with the greatest
15 sincerity, the KMB team will be open to different
16 recommendations and suggestions.

17 Thank you.

18 CHAIRMAN: Dr Leung and Mr Lee and gentlemen, thank you for
19 attending now for four days to assist us with your
20 evidence. We are grateful for that, but these
21 proceedings are now concluded. We have other evidence
22 to take on Saturday, typhoon willing. Thank you for
23 your attendance.

24 (3.43 pm) (The hearing adjourned until 10.00 am
25 on Saturday, 15 September 2018)

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1 2018年9月12日

2 上午10時正恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）各位早晨，梁乃鵬博士早晨，各位先生早晨。鄧樂勤大律師。

6 MR DUNCAN：（經傳譯員）多謝你，主席。早晨，梁博士，早晨，各位先生。首先
7 我想講一講就係我哋係確定係收到大量嘅材料嘅，呢個係嚟自你哋公司，就係
8 自從上次召開聆訊之後，你哋一直都畀咗好多文件我哋嘅，亦都多謝你哋係提
9 供咗呢啲資訊。喺第十四日結束嘅時候，我當時係問咗你哋一啲問題嘅，呢個
10 係關於就係話一啲裝置嘅，譬如話係提醒唔好撞車同埋係保持啲行車線嗰度呢
11 一啲裝置，當時就梁先生話畀我哋聽就係公司當時係有做過呢一個研究嘅，就
12 係貝爾法斯特嘅 Queen 大學嘅，呢個就話係去年嘅秋天所做嘅事，即係話到而
13 家大概有一年嘅時間。當時你哋亦都同我哋講過，就話你哋會留意市場個情
14 況，睇下有冇一啲第三方嘅產品係可以用得著嘅。

15 委員會係知道市場係有咁樣嘅性質嘅產品嘅，佢個名--即係個產品個名叫
16 做 Mobileye，我就想問下你哋公司知唔知道係有呢一類嘅裝置呢？即係叫做
17 神眼嘅呢個 Mobileye。

18 梁健宏先生：我哋知悉嘅。

19 MR DUNCAN：（經傳譯員）想問下，你哋有冇諗過係用呢一啲咁樣嘅裝置呢？

20 梁健宏先生：會嘅。

21 MR DUNCAN：（經傳譯員）係咪仲未開始做呀？

22 梁健宏先生：其實我哋 2014 年同 Mobileye 亦都試過嚟喇，2014 年我哋就同
23 Mobileye 亦都試過一個類似嘅計劃，試過嘅，當其時嘅成果就唔係幾理想，
24 就當然技術會改善嘅，我亦都係開始聯絡--再聯絡佢哋嘅。

25 李澤昌先生：呢度都有少少可以補充，其實我哋今日其實已經採用緊一間公司，一間
26 澳洲嘅公司就係我哋嘅車上面都做緊一啲近乎 Mobileye，即係其實係等於車
27 長啲行駛嘅時間，如果係有啲瞓著眼瞓咁，就會提醒佢。呢個係我哋係啲呢個
28 做緊個 chart 嘅，亦都同一時間，我哋亦都搵咗一間日本嘅公司，過去嗰兩年
29 係都同--睇緊有咩嘢即係近似合適嘅嘢，喺車長行駛嘅時間有咁嘅狀況，即係
30 我哋所謂叫“fatigue”，就希望可以幫到佢哋，過去嗰兩年其實係頭嗰年就
31 係困難嘅，因為喺香港嘅道路上邊其實行長途嘅時間同埋行短途，特別喺繁忙
32 嘅路段，車長佢嗰個頭嗰個轉動比較多，所以好難好精準睇到佢嘅眼，例如同
33 啲乘客有交流或者係轉彎嘅時候，其實係困難。

1 所以其實香港嘅道路係搵一個好第三者嘅一間公司去做到呢個 fatigue 呢
2 個係困難，所以我哋亦都喺--而家喺 Belfast 喺北愛爾蘭嗰個 Queen's
3 University，我哋都好斟酌研究嗰幾樣嘢，一，就係喺車長喺無意中轉線嘅時
4 候而係有一個好合理嘅理由，呢個提醒佢，或者喺同前車太近個速度去提醒
5 佢。我覺得呢個係一個整體上嘅研究嚟嘅，當然日本嗰個牌子我哋應該喺今年
6 或者下年年初有機會再試，澳洲嗰個牌子而家試緊。

7 Mobileye 我哋曾經睇過，好似梁生講，但係呢個--暫時呢個我認係唔適
8 合。

9 主席：（經傳譯員）你講緊好多不同類型嘅裝置㗎嘛，同埋係譬如話你話 Mobileye
10 6 同埋佢係咪一個係防撞--另外仲有一啲係防碰撞嘅裝置？因為佢會睇你個車
11 速㗎嘛。另外你亦都係話有一個裝置係避免啲人係瞓眼瞓嘅。

12 李澤昌先生：Okay，呢個基本上有兩樣唔同嘅嘢嚟嘅，Mobileye 就係--或者係我
13 哋試緊嗰兩隻係望住個車長佢嗰個眼神或者個面部有啲咩嘢令到佢覺得係可能
14 係瞓著咗，就然後有一啲方法係搞醒佢。另外嗰種就係喺架車裏面有個
15 sensor，而呢個 sensor 係同你前車之間個距離有幾遠，而佢可以知道你當其
16 時你架車嘅車速，因為每一架車嘅車速，佢有一個既定嘅所謂叫做“braking
17 distance”，即係話你行緊某一個公里嘅時間，你如果喺嗰陣時急剎，你同個
18 前車有一個合理嘅距離仲係安全嘅，如果佢量度前車嘅距離係好近，而你嘅車
19 速去到某個階段，係基本上係即係唔係好理性嘅，呢個就係一個--即係喺另外
20 一樣嘢，其實係整體上一套嘢嚟嘅。我哋係喺研究喺呢兩套，我哋都會做。

21 MR DUNCAN：（經傳譯員）希望我哋就唔會係有乜嘢混亂，我就想講下，不如先集
22 中就係防碰撞同埋保持行車線呢一啲產品，然後之後先至再係睇嗰啲係防止瞓
23 眼瞓嘅裝置。

24 梁健宏先生：可以。

25 MR DUNCAN：（經傳譯員）講到話係避免碰撞同埋保持行車線呢啲裝置，我認你較
26 早時候有講過嘅，就話再睇番係咪可以搵番呢個 Mobileye 呢個裝置嘅，咁講
27 啱唔啱？

28 梁健宏先生：我哋會參考尤其是我知道其他啲 operator 都係試緊佢嘅，我哋都理
29 解下對方嗰個試驗個情況如何，除咗我哋喺 Queen's University 嗰個研究
30 之外，我哋都會保持開放嘅態度，理解下 Mobileye 而家嗰個功能係點樣樣。
31 雖然之前嗰個經驗就未必啱用，但係我覺得都可以去睇下佢嗰個狀況。

32 MR DUNCAN：（經傳譯員）我想問開始咗未呢？搵番呢個 Mobileye 未呢？

33 李澤昌先生：未。

34 MR DUNCAN：（經傳譯員）你係咪打算咁做呀？

1 李澤昌先生：暫時我哋係都係睇純粹啲文件裏面睇緊佢個發展，係冇直接同
2 Mobileye 呢間公司有任何嘅對話，因為頭先都講咗其實 Mobileye 嘅公司佢
3 做嘅嘢市面上都有好多係可能比佢適合我哋嘅，所以我哋係睇多幾款嘢，就亦
4 都我哋自己亦都研究緊。

5 MR DUNCAN：（經傳譯員）好，想問有冇同任何嘅供應商係傾談緊就係關乎呢啲防
6 碰撞嘅設施呢？

7 李澤昌先生：有，有一間澳洲公司，正正講咗我哋已經係研究緊喇喇，用咗佢嘅產品
8 係試驗緊，喺一間日本公司，我哋亦都有同佢哋已經有直接係有對話，係發展
9 緊係做緊佢啲套新嘅儀器，亦都頭先都講咗，我哋自己亦都研發緊啲個
10 collision，啲個同 Mobileye 有少少唔同嘅嘢，亦都係啱啱講緊喺北愛爾蘭
11 我哋亦都做緊。

12 MR DUNCAN：（經傳譯員）唔該。係咪可以講畀我哋聽澳洲公司嘅名？

13 李澤昌先生：（經傳譯員）可以嘅。

14 MR DUNCAN：（經傳譯員）邊間呢？

15 梁健宏先生：嗰間就係 Guardian 嚟嘅。

16 MR DUNCAN：（經傳譯員）日本公司個名呢？

17 梁健宏先生：Denso。

18 主席：（經傳譯員）可唔可以重複你個名？

19 梁健宏先生：日本間公司就係 Denso，D-E-N-S-O，Denso。

20 MR DUNCAN：（經傳譯員）請你再串一次個名。

21 陳祖澤先生：D-E-N-S-O。

22 MR DUNCAN：（經傳譯員）講番呢個 Queen's 大學嘅研究，其實你上次都有講過喇
23 喇，就話大概一年之前開展嘅，我想問而家去到咩嘢階段呢？

24 李澤昌先生：首先，佢哋 Queen's University 嘅 professor 應該--我記得係應
25 該上個月，上個月就佢哋亦都過咗嚟我哋九巴，就睇過我哋公司一啲我哋啲
26 個營運上啲嘢，即係喺架車裏面啲個營運嘅情況，我哋亦都派咗我哋一個工程
27 師去咗北愛爾蘭，喺--應該係已經開始同佢哋一齊研究緊，好快嘅將來，應該
28 係呢一、兩個月，佢哋亦都會有啲即係做 research，喺個 university 嘅
29 research 亦都會 base 喺我哋呢邊一段時間，係睇緊香港啲個道路嘅情況，而
30 家暫時去到呢個階段，我自己個人都會喺下一、兩個月會去一去呢個 Queen's
31 University 睇下佢哋個 update。

32 MR DUNCAN：（經傳譯員）你預期幾時會做完個研究？

1 李澤昌先生：暫時個時間表係好 tentative，係出年嘅 summer，但係就當然係要
2 睇個進展嘅情況。

3 MR DUNCAN：（經傳譯員）喺呢個階段講到個研究，可唔可以話到畀我哋聽你預
4 期到時會有啲咩嘢嘅結果呢？

5 李澤昌先生：我要返去 check 一 check 佢發展到咩嘢階段，當然絕對啲啲出嚟啲
6 結果係可以同呢個 committee 一齊分享嘅。

7 MR DUNCAN：（經傳譯員）但其實我個問題就問你而家做緊研究，你覺得係你都抱
8 有希望定抑或你有啲乜嘢係預期嘅結果呢？

9 李澤昌先生：其實喺文件裏面，我哋應該係交咗呢一個研究，呢個 ADAS 呢個東西係
10 咩嘢嘅東西，其實已經係文件上係有嘅。

11 MR DUNCAN：（經傳譯員）你是否樂觀呢？即係今次嘅研究係會得出一個有效嘅裝
12 置，避免碰撞同埋保持行車線，你樂觀定唔樂觀呢？

13 李澤昌先生：我只可以咁講，Queen's University 佢個 mechanical 個部
14 門係好少一間大學係願意做一啲同雙層巴士或者 city bus 有關係嘅研究，呢
15 個其實都係比較係一啲好特殊嘅，亦都正正喺英國，亦都有好好嘅環境畀佢從
16 一個歐洲個個角度去睇呢樣嘢，我哋作為一個全世界都算係一啲大嘅 bus
17 operator，我當然對佢好大嘅期望。

18 MR DUNCAN：（經傳譯員）好喇，我哋不如唔講呢個防止碰撞同埋保持呢個係行車
19 線，而家就講話防止就係呢個巴士司機就係瞓眼瞓嘅，你剛才就係講咗少少呢
20 一方面嘅情況喇。喺呢方面係想請你睇番 KMB 文件夾 1，想請你睇番 115
21 頁，喺 115 頁個度，你見到呢個就係你哋公司提交畀運輸當局嘅一份報告嘅最
22 尾個頁嚟嘅，就係其實--尾二個頁嚟嘅，其實就係大埔車禍之後你哋提交嘅調
23 查報告，尾二個頁嘅，喺第 47 段，115 頁，個度個標題就係話車長係瞓眼瞓，
24 你哋度就話九巴目前就進行緊一個測試嘅，就係有一個供應商就係有一啲係會
25 監察車長嘅昏昏欲睡嘅情況，如果係揸緊車係有咁嘅情況，就會睇下佢哋就係
26 有幾警覺，會唔會佢哋有呢個微睡眠嘅情況，如果係成績係滿意嘅話，就個系
27 統就會安裝喺九巴嘅巴士上面嘅。

28 我就係想請你睇一睇工作小組其中一項嘅建議，呢一個就係 TD-1 嘅文件
29 夾個度嘅，運輸署嘅文件夾 1，係 406 頁個度嘅。為咗紀錄起見，我就將佢讀
30 出嚟，呢個係工作小組所提出嘅一個建議嘅，就係監察司機嘅裝置，呢一啲裝
31 置就會係監察車上嘅車長嘅情況，就睇下佢係咪警覺嘅，如果佢就唔留意又或
32 者譬如話佢係周圍望、瞓眼瞓、係昏昏入睡或者係姿勢唔好，個系統就會就係
33 有啲視覺嘅警告同埋亦都會有個聲音嘅警示嘅，呢一個市場係有嘅，用佢嚟到
34 去進行一個試驗計劃，睇下佢有冇有效係運輸署嘅建議嚟嘅。

35 我就想問，講番呢個係調查報告嘅第 47 段，我想問，你哋度講話供應

1 商，究竟係邊一家嘅供應商呢？因為你進行緊呢個試驗計畫，可唔可以講呢？

2 梁健宏先生：個公司名就係 Seeing Machines，佢個 product 個名就叫做
3 Guardian。

4 MR DUNCAN：（經傳譯員）好，唔該。可唔可以話畀委員會聽就係你呢度所講個
5 測試究竟而家進展如何呢？

6 彭樹雄先生：Mr Duncan，或者我講一講我哋嗰個測試嗰個嘅進程，我哋喺今年嘅 6
7 月底，我哋就將呢一個 Guardian 嘅 system，我哋就裝咗落四架巴士裏面，
8 其實就唔同廠嘅，因為我哋唔同廠都有啲比較長途嘅巴士線，當中包括沙田廠
9 有兩部、屯門廠有一部、龍運巴士亦都有一部，初步嘅測試嘅結果都係有效
10 嘅，係有效嘅，亦都係可以偵測到譬如話個車長係如果佢瞓埋眼係比較眨眼長
11 嘅，其實嗰個 system 係會 alert 到嘅，有聲同埋喺個耳背後面會震動嘅。

12 我自己本身都測試過兩部巴士，一部就係屯門廠嘅，一部係沙田廠嘅，我
13 哋初步覺得有效嘅。但係因為呢一個嘅系統佢係會掃描你嘅五觀嘅，亦都我都
14 知道廠亦都同我哋講，因為呢個 product，呢個係喺澳洲嘅，澳洲其實同我哋
15 初步嘅發現都係就係喺某啲情況底下，如果個車長，舉個例係側頭同啲乘客係
16 去有眼神接觸嘅時候，佢嗰個 facial detection，即係嗰個就可能會有少少
17 係 detect 唔到，佢就會有少少會震動嘅。呢個其實我哋明白嘅，但係總整嚟
18 講，我哋接觸我哋嘅車長，我哋啲工會嘅工友其實對呢一樣嘢都係正面嘅。我
19 哋亦都將呢一個嘅測試就再擴展到搵多啲嘅唔同嘅車長係繼續咁測試嘅，Mr
20 Duncan，多謝。

21 MR DUNCAN：（經傳譯員）你認為個試驗會幾時完成呢？

22 彭樹雄先生：我哋而家啱啱喺 8 月中--我哋由 6 月底就試咗一班嘅車長，我哋而家
23 試緊第二班嘅車長，好 likely，好大可能我哋會喺今個月底做埋呢一輪嘅測
24 試，我哋其實係準備咗一啲嘅問卷嘅，即係睇一睇嗰啲車長嗰個嘅反應，然後
25 我哋喺月底，我哋會做一個決定，我哋會唔會再--除咗呢四部，我哋再訂多
26 啲，喺唔同廠繼續咁樣測試，然後 by phases，睇下點樣可以推到出嚟。

27 MR DUNCAN：（經傳譯員）根據你所講，呢個裝置就將會係被採用嘅，係咪？

28 彭樹雄先生：如果睇番而家我哋嗰個測試嘅成效，我哋覺得係 positive 嘅，正面
29 嘅。

30 李澤昌先生：呢度有少少補充，其實每一件可以幫到嗰個交通路面嗰個安全，我哋一
31 定都會去嘗試，與時並進，我諗每一件新嘅嘢都會越嚟越好，我諗我哋一定會
32 係有啲開始嘅。

33 主席：（經傳譯員）Guardian 呢一個裝置都係有喺新加坡採用嘅，係咪？

34 彭樹雄先生：主席，我知道澳洲係有用緊嘅，但係新加坡就應該就我嘅認知就應該

1 未。

2 李澤昌先生：新加坡應該係未正式開始用嘅，不過就...

3 主席：（經傳譯員）我哋可以再睇呢一點，因為根據我嘅記憶，新加坡已經係用咗呢
4 個裝置好幾年喇，呢個就係喺呢個 Sandilands 嘅電車嘅意外之後就係建議
5 採用呢一個裝置嘅，完成嗰個調查之後，就係開始用咗呢一個裝置。

6 李澤昌先生：嗰個係火車，呢個唔知。

7 主席：（經傳譯員）我哋有嗰份報告嘅，都可以同你去分享。

8 李澤昌先生：但係有一點想講，係因為其實我哋喺兩、三年前都係好積極睇緊呢樣
9 嘢，但係因為喺火車又好，喺啲大嘅 coach 又好，其實係用緊嘅，火車--揸火
10 車嘅時候，有啲人係會仍然瞓眼瞓，揸大貨車亦都好多人容易瞓眼瞓，其實喺
11 好多城市，呢啲已經係好 widely 用緊嘅，其實 metro--即係 city bus 今日
12 面對嘅問題，就係長途嘅巴士，即係譬如去機場嗰啲，我覺得呢一套嘢係應該
13 係--應該有一個好重要嘅功能我哋一定會睇到佢個好處，但係喺好繁忙嘅地
14 方，因為佢成日要睇交通燈，睇啲路面嘅行人過馬路，因為佢個頭比較郁得
15 多，所以呢一個我哋係要好小心處理，否則嘅話，就會令到啲車長好受滋擾，
16 所以我點解講係喺北愛爾蘭做緊個研究同埋喺日本 Denso 做緊嗰個嘢，正正就
17 係處理緊呢一個問題。

18 我相信呢個 Guardian 係應該係某啲路線係用到嘅，所以我正正講就話我
19 哋一定會喺唔同--即係唔同嘅嘢放喺唔同嘅身上去處理今日九巴嗰個問題裏
20 面。

21 MR DUNCAN：（經傳譯員）點解唔同嘅路線會影響到你嘅決定呢？

22 李澤昌先生：因為喺啲--譬如喺市區嘅繁忙嘅路段，因為個車長個頭部個郁動比較
23 大，而佢要睇紅綠燈，睇唔同嘅路面嘅情況，特別又多彎位，佢嗰個情況係同
24 走一條大直路好唔同，譬如假設你去機場，行一條機場嘅公路，其實佢行緊嗰
25 50 公里，基本上架車係一條行車線上邊，佢個頭嘅郁動基本上係冇嘅，連埋站
26 嘅機會都好少嘅，所以有啲相似火車，有啲相似嗰啲長途嘅大啲 coach，或
27 者嗰啲貨櫃車。

28 MR DUNCAN：（經傳譯員）我而家就唔再講呢啲防打瞓眼瞓嘅裝置，我而家想講下
29 安全帶嘅，我想你睇番呢一個調查報告嘅，或者我哋先睇工作小組嘅建議，呢
30 個就係 TD-1 文件冊，就係 407 頁嘅。

31 主席：（經傳譯員）呢啲就係呈交畀立法會，喺今年嘅 7 月 25 號嘅一啲建議嚟嘅，
32 啱唔啱呀？

33 MR DUNCAN：（經傳譯員）（經傳譯員）正確嘅，主席，403 頁係有提到呢一點。

34 主席：（經傳譯員）唔該晒。

1 MR DUNCAN：（經傳譯員）首先就係呢一個講安全帶嘅部分，就係 407 頁嘅頁底，
2 然後一直去到第 410 頁嘅，我想你睇下第 16 段，呢一段就係有啲建議，同埋未
3 來嘅路向，然後第 16 段就話「根據以上第 10 至 15 段所講，工作小組就係得
4 出以下嘅建議，目的就係去更加--即係為一啲坐低嘅乘客提供更加多嘅保護
5 嘅：首先，所有嘅--即係以後一啲新買嘅巴士必須要喺所有座位提供安全帶；
6 而第二點，就係之後進一步嘅技術，營運同埋財務嘅可行性研究之後，可以考
7 慮喺上層嘅所有座位係安裝安全帶嘅，呢個就係講緊係某一啲嘅巴士路線。」

8 呢個就係一啲建議。我而家就請你睇番調查報告，就係今朝早前有提到
9 嘅，呢個就喺 114 頁，第 40 段就係其他改善巴士安全嘅措施，根據報告，就話
10 九巴已經係要求佢嘅供應商係喺所有喺 2018 年 3 月 5 號之後訂購嘅新巴士入
11 面係所有座位都安裝安全帶嘅，而一啲現有巴士方面，如果某啲嘅路線有要求
12 嘅話，喺九巴巴士嘅上層座位係會局部去安裝安全帶嘅。

13 如果我冇理解錯，根據調查報告佢所講，係同工作小組嘅建議係一致嘅，
14 首先喺呢一啲現有巴士安裝安全帶嘅工作係咪已經開始咗？

15 李澤昌先生：因為其實喺上層要安置呢個安全帶最主要嘅問題就係嗰個技術性，係嗰
16 個 gravity 嘅問題，政府已經開始同我哋係做緊一啲--問一啲資料，亦都係嗰
17 個供應商亦都做緊呢個技術嘅研究，到今日為止，其實都仲係正面嘅，係正面
18 嘅，因為佢最擔心就係因為嗰啲安全帶係比較重，佢擺咗喺上邊嘅時候，因為
19 嗰啲係 retrofit 嘅關係，佢--因為佢個政府要做嗰啲叫 tilt test，將架
20 巴士係可以嗰個重心嘅問題，其實個技術性如果係做到嘅，就應該絕對唔係一
21 個問題，但係而家喺主要嗰兩大嘅供應商，Volvo 同埋呢個 ADL，就暫時都係
22 好正面嘅，就當然係要 subject to 到最後係擺咗上去，做咗個 tilt test
23 嗰個為準。

24 MR DUNCAN：（經傳譯員）你可唔可以同委員會講一講，喺財政上如果要安裝一啲-
25 -即係喺現有巴士安裝安全帶會有啲--成本係幾多呢？

26 李澤昌先生：其實係一個唔平嘅一個嘅東西嚟嘅，應該可以咁講，喺今年嘅年頭，我
27 哋公司個 special committee 已經好清楚畀咗個指引畀我哋，我哋 2019 年
28 嘅新車係全車安裝呢個安全帶，同埋 retrofit 裏面，我哋儘量配合政府，可
29 以嘅話，特別係長途車，我哋會喺樓上係配置安全帶，因為我哋個 special
30 committee 清楚嘅就係話交通意外係比我哋使任何嘅費用係更加高昂，所以我
31 哋係--暫時我哋係冇從呢個角度去睇，因為我哋就係想--唔想再見到有啲意
32 外。

33 Financial 嘅 implication，我諗我哋係--暫時我哋係冇睇到呢樣，但
34 係當然一條安全帶大概係二十萬一架巴士，喺 retrofit 嗰度，二十萬。

35 主席：（經傳譯員）呢個係講緊上層嘅，係咪？

36 李澤昌先生：（沒有可聽到的回答）

- 1 梁健宏先生：（沒有可聽到的回答）
- 2 主席：（經傳譯員）唔該。
- 3 MR DUNCAN：（經傳譯員）大概會喺幾架現有嘅巴士度安裝安全帶呀？
- 4 梁健宏先生：我諗接近有三千部嘍喇。
- 5 李澤昌先生：長途巴士喎。
- 6 MR DUNCAN：（經傳譯員）我係想計一計啫。
- 7 李澤昌先生：唔係，唔係，我想補充少少先，而家我哋現在有大概係四千二百部--四
8 千二至四千三，即係話九巴再加埋龍運，其實佢裏面已經有一部分嘅巴士已經
9 配置晒安全帶嘍喇，亦都有啲巴士係嗰個--即係隨住退役嘅關係，嚟緊呢幾
10 年，其實我哋因為退役嘅車，如果有架新嘅車到，嗰啲未必係需要係配置安全
11 帶，即係話兩、三年退役嗰啲，嗰啲未必需要。如果你睇長途嘅巴士，我喺呢
12 度有一個好準確嘅數字，大概有三分一嘅線係跑長途嘅，你即係當佢係大概一
13 千鬆啲左右。
- 14 MR DUNCAN：（經傳譯員）喺新嘅巴士...
- 15 主席：（經傳譯員）鄧大律師，喺你繼續之前，李先生之前就話會喺三千六百架長途
16 巴士度安裝安全帶，而家你係咪更正個數字應該係一千呢？
- 17 梁乃鵬先生：Yes.
- 18 李澤昌先生：（經傳譯員）冇錯。
- 19 主席：（經傳譯員）鄧大律師。
- 20 MR DUNCAN：（經傳譯員）我都係想計番啲啲數啫。一千架巴士，每架二十萬？
- 21 陳祖澤先生：Yes.
- 22 MR DUNCAN：（經傳譯員）就係總共要二億嘅，係咪？
- 23 梁乃鵬先生：Yes.
- 24 MR DUNCAN：（經傳譯員）有冇同政府傾過呢個成本嘅問題呢？
- 25 李澤昌先生：No.
- 26 主席：（經傳譯員）：梁博士。
- 27 梁乃鵬先生：（經傳譯員）我想補充一下，最近我係有同政府官員見面，我同佢哋講
28 --即係我問政府可唔可以為我哋提供任何嘅補助，即係就住呢個加裝安全帶，
29 個反應都係頗正面嘅。

1 主席：（經傳譯員）你同邊個係有呢個對話？

2 梁乃鵬先生：（經傳譯員）主席，呢個就係運房局常任秘書長黎以德，另外就係有呢
3 一個運輸署嘅副署長嘅。

4 主席：（經傳譯員）唔該晒。

5 MR DUNCAN：（經傳譯員）你哋公司之前有冇聯絡過政府係要求一啲嘅資助或者係
6 津貼呢？目的就係為咗現代--令到你哋嘅車隊更加現代化。

7 梁乃鵬先生：（經傳譯員）我哋有同佢哋講過加裝安全帶嘅問題。

8 MR DUNCAN：（經傳譯員）我咁理解啱唔啱呢？係新嘅巴士係會係上層同埋下層都
9 安裝安全帶嘅，係咪？

10 梁乃鵬先生：Correct。

11 MR DUNCAN：（經傳譯員）你哋有冇考慮乘客會唔會真係用啲安全帶呢？

12 李澤昌先生：其實我哋做咗一啲有啲即係好比較係籠統嘅--即係啲大眾點樣睇呢個安
13 全帶，喺坐短途啲，其實就唔係特別多人用，特別係樓下啲層，長途啲係
14 比較受歡迎嘅，但係都唔係話講緊一個好多人特別覺得係好接受，明白嘅，因
15 為其實係比較係麻煩嘅。但係我哋個睇法就係呢個趨勢係--特別係長途嘅巴
16 士線係會越嚟越重要嘅。因為每一個人上巴士嘅時候佢有個選擇就係話如果佢
17 想瞓一瞓嘅時間，特別係長途，佢有條安全帶係畀佢一個選擇。當然我希望呢
18 個數字會越嚟越多，今日個數字唔係一個太過受歡迎，但係我覺得係啲越嚟
19 越呢個趨勢嘅話，我哋覺得我哋作為九巴，應該係好接受啲個改變呢樣嘢，因
20 為最後都係講緊一個安全嘅一個裝置嚟。

21 MR DUNCAN：（經傳譯員）九巴有冇考慮過喺使用安全帶可能會係需要立法呢？即
22 係換句話講，係強制乘客係使用安全帶呢？即係如果係有提供嘅話？

23 李澤昌先生：呢個係有個難度嘅，因為香港嘅巴士係有企位嘅，所以如果你喺有一個
24 法例上要做呢樣嘢，一，佢企位係一個問題，第二，就係啲 enforcement，
25 因為個車長亦都今日係同乘客之間亦都好多滋擾。我自己公司就有一個特別即
26 係係咪呢個立例去做，但係就我覺得今日嚟講，我哋一定好覺得係安置安全帶
27 有呢個選擇畀市民大眾係一件正面嘅嘢，呢個係我哋嘅睇法。

28 MR DUNCAN：（經傳譯員）唔該晒。而家我哋就唔再講呢一個安全帶嘅問題，我就
29 想講另一個話題，我就請你攞去 KMB-4 文件冊。我就請你攞去 1182 頁，呢個
30 就係文件冊嘅 1182 頁，呢一個就係上市公司全年報告嘅一部分，呢個就係
31 2012 年，呢個就係載通國際控股有限公司嘅，然後呢一頁你哋見到就係董事嘅
32 名單，你就會見到呢個獨立非執行董事嘅名單，然後你哋就會見到梁博士同埋
33 陳博士同埋李家祥博士嘅，同埋蕭炯柱先生，同埋廖柏偉教授嘅。

34 我想請你而家睇一睇 KMB-5，請睇 1896 頁，呢個係有個董事嘅名單，呢

1 個 2016 年年報列出嚟嘅名單，我哋可以睇到呢度有打咗粒星嗰啲名，嗰啲係獨
2 立非執行董事嚟嘅，梁博士、陳博士、李先生、蕭先生同埋廖教授，我就唔會
3 逐個年報睇，即係 2012 到 2016 年嘅唔同嘅年報，我諗你可以證實係冇變到
4 嘅，即係話獨立非執行董事响嗰幾年係冇改變嘅，啱唔啱？

5 梁乃鵬先生：（經傳譯員）冇錯嘅，冇錯嘅，鄧生，冇錯嘅。

6 MR DUNCAN：（經傳譯員）而家我想請你又睇到去 KMB-6 2108 頁，呢度係董事嘅
7 名單嚟嘅，2017 年嘅名單嚟嘅，我哋睇到呢一頁 2108 頁，董事有改變喇，蕭
8 冚柱先生就唔再係獨立非執行董事。

9 梁乃鵬先生：（經傳譯員）講得啱嘅，係，冇錯。

10 MR DUNCAN：（經傳譯員）曾偉雄就做咗係獨立非執行董事。

11 梁乃鵬先生：（經傳譯員）係，冇錯嘅。

12 MR DUNCAN：（經傳譯員）我想問幾個問題嘅，關於呢啲獨立非執行董事嘅委任，
13 我希望你明白，我係非常之尊重嗰啲過去擔任過或者而家仍然擔任過獨立非執
14 行董事嘅各位董事嘅，咁樣講啱唔啱呢？有任何一個獨立非執行董事係有安全
15 嘅事務方面嘅背景嘅呢？

16 梁乃鵬先生：（經傳譯員）如果淨係講安全方面嘅背景，我哋--我個人就參與咗呢個
17 巴士嘅運作好多年喇，我係做咗九巴董事好多年，自從 2000 年，即係十七
18 年，做咗十七年，當然我哋係好關心新嘅巴士，我哋知道我哋要為改善嗰個巴
19 士，採用最新嘅型號，採用最新嘅科技，好多時候新嘅巴士係會有我哋所講嘅
20 即係安全嘅裝置，我哋就唔會係節省我哋呢方面嘅開支，我哋不斷咁樣嚟到係
21 改善，由歐盟 4 型、5 型，而家去到歐盟 6 型，即係話用一啲最新科技嘅新巴
22 士，我哋就會採用嘅。我哋就要保證我哋採用嘅係可以搵到嘅最好嘅巴士，九
23 巴、龍運，我哋都會採用呢啲新嘅巴士嘅。

24 MR DUNCAN：（經傳譯員）我哋都知道有新人士加入，就有一啲新嘅意念。

25 梁乃鵬先生：（經傳譯員）冇錯，冇錯。

26 MR DUNCAN：（經傳譯員）公司有冇咩嘢政策係關於你要幾耐就要有新人委任，希
27 望有啲新嘅諗法、新嘅意念，即係點樣委任新嘅董事呢？有冇咩嘢政策嘅呢？

28 梁乃鵬先生：（經傳譯員）我哋有啲係董事局嗰啲委員會嘅，唔同嘅董事就响唔同委
29 員會嚟到係參與工作嘅，特別係我哋就住佢哋嘅專長，所以你見到陳生之前係
30 董事總經理，係九巴嘅同埋龍運嘅，所以我哋要求佢就响呢個董事局嘅常任或
31 者係執行嘅委員會做事嘅，佢亦都喺一個提名委員會度工作嘅，同埋嗰個係薪
32 酬委員會，佢都係成員嚟嘅。廖柏偉教授，佢係一個係好出名嘅經濟學者嚟
33 嘅，佢就响董事局係向董事局提供一啲關於公司嘅策略嘅發展嘅意見，呢啲我
34 係作為一啲例子咁樣提出嚟嘅，鄧生。

1 MR DUNCAN：（經傳譯員）多謝你，梁博士。我想講番之前提過嘅一件事，或者之
2 前一個第十三日嘅研訊嗰日提過嘅，有關嘅課題就係話實時監察嘅系統嘅，第
3 十三日我哋提過呢件事嘅，當時我個具體嘅就係同你提出，同埋向九巴嘅代表
4 提出，我哋同呢個係程艾樂先生收到一啲證供嘅，你記得程生嘅證供，或者畀
5 一個參考編號，呢個第十三日嘅，41 頁，佢提出嘅證供就係話 2014 年--呢個
6 其實係一個係佢證供嘅摘要嚟嘅，佢所講嘅 2014 年公司曾經考慮過一個工程
7 嘅，呢個係話會用實時監察巴士車長嘅行為嘅，跟住呢個計劃就取消咗，你記
8 唔記得當時我同你提過佢有咁樣嘅作供㗎，你記唔記得？你記唔記得我提過呢
9 件事呀？

10 梁健宏先生：有。

11 MR DUNCAN：（經傳譯員）你當時嘅回應，梁先生回應，如果我冇理解錯，理解得
12 正確嘅話，程生所講嗰個計劃係一個實時嘅營運嘅管理系統嘅，呢個同安全駕
13 駛係冇關係嘅，你記唔記得？當時係梁先生話畀委員會聽嘅。

14 梁健宏先生：嗰度係講緊有個 real-time alert 畀嗰個車長，就住佢嗰個
15 speeding 或者 sudden acceleration 同埋 harsh braking。

16 MR DUNCAN：（經傳譯員）冇錯嘅，你記得喇，當時即係話呢位程生所講嘅嗰個計
17 劃係其實係一個實時嘅營運嘅管理系統嚟嘅。

18 梁健宏先生：係嘅。

19 MR DUNCAN：（經傳譯員）為我哋嘅紀錄清楚，呢個我係講清楚，係第十三日，第
20 41 頁，第 10 到 14 行同埋 42 頁第 23 行，呢方面有啲分歧，好明顯，當時主
21 席要求你提供--向委員會提供你哋有冇啲講解嘅材質，即係响考慮呢個項目、
22 呢個計劃，即係程生所講呢個工作計劃或者工程嘅時候，有冇咩講解嘅使用
23 嘅呢？同埋係你自從上次我哋開完會之後，你就記唔記得係有冇呢啲咁樣嘅材
24 料畀到我哋呀？

25 梁健宏先生：我哋係畀咗一啲資料畀個 board 嘅，我知道。

26 MR DUNCAN：（經傳譯員）我就想就住呢啲咁樣嘅資料，就講一講嘅，同埋澄清一
27 下嘅，如果可以嘅，請大家睇 KMB-11，請大家睇 4492，4492 呢一頁你見到
28 嗰個封面，呢個文件嘅封面，九龍巴士公司（一九九三）有限公司係嗰個系統
29 嘅標準，呢個係為嗰個 ROM，即係實時營運管理系統，呢份文件就由 4492 呢一
30 頁一路可以去到 4530，如果我冇理解錯誤嘅話，响 4493，呢個係嗰個目錄，
31 係呢個係呢份材料嘅目錄，第 II 部係簡介同埋工作嘅規模、範圍。

32 跟住我哋睇下 4495 有啲詳細嘅資料，就係話簡介同埋嗰個工作嘅規模或
33 者係範圍，就第 II 部，1，簡介，我想你請睇 1.4 呢一段，主要嘅呢個係實時
34 管理系統就係幫助嗰啲控制室嘅人嚟到係响嗰個巴士總站營運、操作嘅時候係
35 調配嘅，調配嘅巴士幾時離開同埋處理特別嘅情況同埋服務有冇受到需要終止

1 嘅情況點樣處理。1.4.3 就係話同司機嚟到係溝通，通過係語音、文字或者聲
2 音嘅錄音嚟到係發布一啲畀巴士車長知道需要嘅資訊或者特別嘅訊息嘅。

3 呢度係咪有一個實時同車長--即係話同响你哋嘅總部同巴士車長有冇實時
4 溝通，有冇呢個咁樣嘅部分嘍？

5 梁健宏先生：呢個係我哋稍後做咗 ROM，係冇呢個--冇呢樣嘢嘅。

6 MR DUNCAN：（經傳譯員）程先生就係話，佢話當時有考慮過呢個做法，但係之後
7 就取消，佢話實時同車長溝通係咪當時嘅考慮要做嘅一部分呢？

8 李澤昌先生：或者等我講，我諗上次我哋個 Operation Director 都講得好清楚，
9 佢呢個咁嘅功能係主要係一個中央有一個控制嘅中心，係提示個車長佢行車嘅
10 速度，甚至乎喺一啲巴士站嘅時間佢係要停一停，隔番喺前面行車之間嘅距
11 離，令到嗰個 management 嘅 fleet 係會嚟得比較--唔會一堆嚟，一堆走，
12 當然呢個溝通裏面亦都可以作出咗一啲同個車長之間嘅提示。

13 上次都講咗，係我哋覺得喺當車長行駛嘅時間，實在令佢分心亦都係唔係
14 一件恰當嘅事；兼夾呢個系統亦都可以係作嚟係取替咗喺巴士站頭裏面嘅站長
15 嘅功能，呢個我哋覺得係亦都確實係有個難度嘅，最後我諗喺 2014 年嘅時候，
16 就呢個計劃係擱置咗。所以亦都有一個中央嘅系統同嗰個車長喺行駛嘅時間有
17 呢個對話，就變咗採用番，update 番喺巴士站頭嘅站長個功能，會令到佢更加
18 完善同埋妥善咗。

19 MR DUNCAN：（經傳譯員）我而家唔係講緊嗰個結論，我係想問有冇--當程先生當
20 時考慮--佢話佢負責埋呢方面嘅考慮個工程，係咪其中一部分就話應該有實時
21 同巴士司機--巴士車長嘅溝通，嘅溝通嘅內容係關於佢哋嘅嗰啲行為，就包括
22 有冇超速，我有冇理解錯誤呢？呢度 1.4.3，起碼呢度--响呢一部分係當時曾
23 經考慮嘅一部分，先唔好講咩嘢結論。

24 李澤昌先生：當然呢度寫得出，我諗應該喺嗰段時間，係有咁嘅考慮嘅，當然嗰陣時
25 做呢個 project 嘅時候，我諗應該 back date 番去 2013、2014 嘅時候，喺
26 當其時，嗰個睇法應該係用一個比較喺中央嘅形式，令到呢個所謂叫做 real
27 time operation 嘅 management 係全面啲，係令到車長同埋嗰個中央嗰個
28 方法，我唔知係咪因為--或者嗰陣時嘅時候係有咁嘅睇法，但係因為而家我哋
29 講嘅 real time 同車長已經係講緊個黑盒，講緊個 geo-fencing，嚟緊嘅，
30 同埋係直接喺嗰個車裏面係提示佢嘅 behaviour 同埋佢速度，呢個我哋已經係
31 去到呢個階段。

32 MR DUNCAN：（經傳譯員）我哋去睇第二啲嘢之前，我想睇番呢份文件嘅其他嘅段
33 落，似乎都係有提過同呢個同巴士車長嘅實時嘅溝通嘅，4497 頁，嗰個頂部講
34 緊--即係嗰個標題有講功能方面嘅要求，呢個有一個係中央嘅控制系統嘅，
35 1.1.4，容許嘅調派嘅人係嚟到係可以响嗰個地圖畫出某一個部分，可以有啲地
36 方係可以標示嚟到係送出一啲文字或者係聲音嘅訊息嘅，亦都可以計算速度，

1 嗰個標示嘅地區計出嚟嘅速度可以展示出嚟，或者個平均速度可以展示出嚟。

2 呢度亦都有講嗰個核心嘅功能嘅，跟住就係有講呢個營運嘅管理，就係對
3 下嘅標題嚟嘅。喺個 a(7)，即係跟住嗰一頁，4498 頁嗰度，嗰度就係話巴士
4 離站全部都自動咁樣去調節，根據就係一啲可以改變嘅一啲規則嘅，就係應該
5 包括但係唔限於以下各項，第 iv 項度就有提及車長嘅工作指引，我就覺得係應
6 該包括咗嘅，係咪呀？包咗係車長嘅行為嘅，係咪呀？

7 李澤昌先生：我睇呢個 regulation 講嘅，佢主要係想緊同行車之間個距離多過從
8 一個安全嘅角度去睇嘅，但係我都想提點一樣嘢，其實係我哋每日同一時間喺
9 路面，我哋講緊係接近，最高峰嘅時間係超過三千幾部車喺路面行緊，三千幾
10 部車遍佈全香港、九龍、新界同埋離島，即係我指係大嶼山，其實如果你有一
11 個中央嘅系統控制嗰三千多部車喺路面，當然佢有好精準嘅資料、路面嘅情
12 況，呢個係有佢嘅難度。但係睇番呢度，佢係講緊--好清晰係講緊佢同行車之
13 間嘅距離多過同呢個安全方面係有一啲好清晰嘅掛鈎。

14 MR DUNCAN：（經傳譯員）或者等我再...

15 主席：（經傳譯員）對唔住，等等。你可唔可以講講話即係安全行車距離係咪話嘅車
16 係逼埋一齊，係唔想嘅車堆埋一齊定抑或係同安全有關？

17 李澤昌先生：Yes, yes, 唔係，佢做嘅時候好多時因為嘅車長佢係唔知道佢前面架
18 車個距離有幾遠，佢就跟住個速度係咁樣行，對乘客嚟講，好多時因為佢出車
19 嘅時間可能係唔同嘅時間出，但係因為去到某一啲擠塞嘅道路嘅時間，就前面
20 架車同後面架車就個距離可能越嚟越拉近，對乘客嚟講，一等就會變咗就會一
21 掙車嚟，所以如果你可以同個車長溝通，即係有啲似今日嘅火車，火車都係有
22 呢啲咁嘅情況嘅，但係當然火車係因為埋站嘅時候多人上落，而令到架火車停
23 咗喺站嘅時間長，你要控制後邊架車唔好行得咁快，但係巴士就好難嘅，巴士
24 就好難，所以呢個系統係令到佢唔好有個好似你話 bunching 呢個情況，即係
25 好 clustered，一班車嚟到，令到個客嗰個等車嘅時間就比較好啲。

26 但係而家我哋都有一個網上，有一個--即係做緊一個行車嘅到站嘅時間幾
27 長都幫到個客，但係呢個同當其時個 safety 係有少少未必係完全掛鈎嘅。

28 主席：（經傳譯員）呢個係有效咁樣樣去提供服務，就唔係同安全有關，係咪呀？

29 李澤昌先生：Correct. Correct.

30 主席：（經傳譯員）唔該晒。

31 MR DUNCAN：（經傳譯員）我又想請你睇睇呢個 4501 頁，個標題就係司機溝通系
32 統，呢個就係喺功能要求底下嘅，2.1 嗰度就係話喺每部巴士可以安裝一個巴
33 士嘅控制板嘅，就會提供以下嘅功能嘅，2.1.1 就係話可以顯示一啲有顏色嘅
34 圖表同埋一啲文字嘅數據嘅。嗰度係就話可以係睇一睇就係有一啲顯示一啲實
35 時嘅標誌，就睇下嗰個司機嘅駕駛行為，如果係有不正常嘅駕駛行為就會有不

1 同嘅嗶嗶聲就係提示嗰個司機嘅，同埋就會有一啲嘅全面性嘅參數嚟到去啟動
2 或者係停止呢一個功能嘅。

3 我想問，係咪話當時諗住有一個實時嘅系統就睇到一啲不正常嘅駕駛行
4 為，就偵察到，就同埋就係會話番畀個車長聽「你呢啲行為係唔啱嘅」？

5 梁健宏先生：呢個就變咗我哋而家裝咗喺車上面嗰個 driver feedback
6 device，而家我哋係裝咗一個嘅，之前佢個設計就係話將呢啲嘢就係喺埋嗰個
7 driver console 嗰度嘅，但係而家個情況實情就係我哋另外一個 feedback
8 device，亦都將嗰啲 real time indicator 喺嗰度有啲燈、有啲聲音提示
9 啲車長嘅，而家我哋每一架巴士都有。

10 MR DUNCAN：（經傳譯員）好，我而家就想講另一個課題，係上次聆訊嘅時候出現
11 嘅，係第十四日嘅聆訊，當時委員會聽到你哋公司嘅代表所講，就係同之前嗰
12 個打算係有所不同，就係你哋最後就係決定唔會安裝一啲係巴士傾側嘅警示系
13 統嘅，你記唔記得有咁提過呀？不如咁，我亦都等大家睇番我哋嗰個紀錄本，
14 係第十四日嘅聆訊，係 1620 到 1030 頁嘅，當時梁先生就話點解係有咁嘅決定
15 呢？就係因為呢個丹尼斯同埋呢個富豪都係無法建議係應該用一個乜嘢嘅傾側
16 角度，啱唔啱？

17 梁健宏先生：係嘅。

18 MR DUNCAN：（經傳譯員）唔該。如果個角度太窄嘅話，就有意思，因為都冇意義
19 嘅，但係另一方面，如果嗰個角度太廣嘅話，就會危險喇，啱唔啱呀？我所記
20 憶嘅啱唔啱呀？係咪咁呀？

21 梁健宏先生：係嘅。

22 MR DUNCAN：（經傳譯員）好，唔該。只係昨日先至有人提一提我要睇呢樣嘢嘅，
23 我唔知道你有冇機會睇過，呢一個就係喺雜項文件夾 2 嗰度嘅一份材料嘅，係
24 第 916 頁，我唔知你有冇機會睇過呢份文件呢？

25 梁健宏先生：未有嘅。

26 MR DUNCAN：（經傳譯員）好，唔該。我諗就要慢慢咁樣同你一齊睇呢份文件。睇
27 嚟，就係有個講解，又或者係一個演講嘅一啲筆記嚟嘅，當時就係好近嘅--唔
28 係嗎，其實係好耐，係 2008 年 8 月 29 號嘅一個講座，嗰個講座個標題就話香
29 港雙層巴士安全事宜嘅講座，佢嗰個題目就係話雙層巴士嘅安全規管要求，似
30 乎就係一位謝先生 Steven 嘅演講嚟嘅，佢就係負責巴士安全嘅工程師，就係
31 嚟自運輸署係車輛安全及標準部嘅。

32 我咁問可能係問得太多，不過我唔知道在座各位先生有冇邊一位係有記憶
33 話當時曾經係出席過呢一個講座呢？咁樣問法可能要求你哋太多，不過都想問
34 一個問題。

1 梁健宏先生：我唔記得。

2 MR DUNCAN：（經傳譯員）好，唔該。我想直接去番我有興趣嘅嗰一頁，936 頁，
3 我陣間先畀機會你去睇番之前嗰幾頁，不過喺嗰一版嗰個標題就係話傾側嘅角
4 度，喺左手邊就話有咩嘢規管嘅要求或者有咩嘢規管嘅指示，右邊嗰欄就講呢
5 個傾側嘅角度，「DD 巴士」我相信應該即係代表係雙層巴士咁解，呢一個簡
6 寫。就講及呢個聯合國係歐洲經濟委員會就係 28 度，同埋歐盟 28 度，香港都
7 係 28 度。我想問呢啲資料對你嚟講，你知唔知佢講緊乜嘢呢？

8 梁健宏先生：呢個係每一架車，尤其是雙層巴士佢需要喺--可以喺香港行走，就要經
9 過測試嘅，要符合到呢個傾斜嘅測試嘅，呢個測試就係架車就係 static 嘅，
10 係 static 嘅，架車係試傾斜嘅，當架車係可以傾斜到 28 度都唔會 topple，
11 先至可以合格嘅，先至會出到嗰個 type approval，先至可以註冊喺路面行走
12 嘅，我知道。

13 MR DUNCAN：（經傳譯員）你話嗰個 static test，即係話嗰個靜止嘅測試，就都
14 係之前提供嘅材料都係有包括呢點嘅，係咪呀？

15 梁健宏先生：係。

16 MR DUNCAN：（經傳譯員）唔該。我而家就想講呢個行車時間，呢個就關乎所謂脫
17 班，即係好多時都有人咁講㗎喇，行車時間同埋脫班呢一個關係，我想首先請
18 你睇一睇，我哋之前就係睇過係一個工會代表佢嘅證供嘅，就係李國華先生，
19 我諗你可以喺呢個第十日嗰個紀錄本嗰度係睇到嘅，第 62 頁，或者我將李先生
20 嘅證供嘅一部分將佢讀出嚟畀你聽，當時就係黃律師代表委員會就喺第 14 項嗰
21 度就向佢提出個問題嘅。

22 當時黃小姐就咁問嘅，「李先生，我就想講及一個係比較特定嘅題目，就
23 講及就係所編排嘅車程同埋一個係脫班。跟住就係喺第 120 頁嗰度嘅，你當時
24 就話由於係流失咗好多車長，亦都有需要維持嗰個係行車時間表，亦都避免取
25 消咗嗰啲定咗嘅班次，就令到就係車長本來應得嘅休息嘅時間就係受呢個脫班
26 嘅影響嘅，好多巴士嘅車長係需要行唔同嘅路線，為咗係有更多嘅休息時間，
27 佢哋會儘快咁完成嗰個路線嘅服務嘅，當然呢個亦都視乎係路面嘅交通情況，
28 然後就係將車揸番去總站嗰度休息。你可唔可以同我哋講一講點樣去維持咗
29 嗰個定咗嘅班次呢個咁嘅需要就影響咗車長佢應得嘅休息時間呢？」

30 當時李先生就咁講嘅，「巴士公司就話--譬如話就係有一個鐘頭嘅行車時
31 間嘅話，就應該將佢壓縮到係五十五至到五十八分鐘，巴士車長就會有少少嘅
32 休息時間嘅，如果你再將嗰個行車時間係再壓縮多幾分鐘，就會係少咗休息時
33 間嘅幾分鐘。」

34 我就想問，如果有一個車程真係長過原本所編排嘅時間，會唔會係影響到
35 車長嗰個休息時間嘅呢？

1 彭樹雄先生：Mr Duncan，我嘅答案係可能會嘅，不過正正因為我哋其實每一個總
2 站裏面都有站長當值，所以個站長係亦都會作出一啲相應行動上嘅調整，就係
3 去令到我哋嘅車長，就算因為交通阻塞，就算因為其他嘅關係佢係遲咗返個總
4 站，我哋一定都係有時間畀個車長去休息嘅，我哋係會作出行動上嘅安排。

5 MR DUNCAN：（經傳譯員）有時車長都係會唔會有咁嘅情況，就係車長係冇咗休息
6 時間㗎？

7 彭樹雄先生：我哋有情況可能--我想強調，就係每一個車長佢返到嗰個總站裏面，佢
8 係一定有時間可以有個--即係有個預先安排嘅休息，但係如果呢個休息係因為
9 某啲嘅理由而影響到，我哋一定都會有一個所謂 water break、toilet
10 break，佢可以飲啖水，可以去洗手間等等，然後佢先至會開始佢下一程個
11 revenue trip，即係嗰個下一程嗰個嘅載客嘅。

12 MR DUNCAN：（經傳譯員）公司其實係點樣樣計算係需要幾多時間去完成嗰個車程
13 嘅呢？

14 彭樹雄先生：我哋係有嘅，其實喺我哋制定每一條線嘅行車時間，呢個有兩種嘅，一
15 種就係一啲現有嘅行車線，其實我哋係有個機制，我哋係會有定期嘅檢視嘅，
16 呢個就係第一個機制，就係我哋每三個月，每三個月，我哋係會將每一條嘅路
17 線，舉例，我哋 KMB 有三百八十幾條線，我哋每一季每三個月一定會將個
18 journey time 要重新檢視嘅；第二個可以或者可能會檢視嘅就係話因應一啲
19 特殊嘅交通環境，因應一啲特殊嘅客量嘅改變，因應一啲特別嘅路線或者特快
20 線嘅增加、減少，同埋我哋前線嘅車長嘅反映、我哋前線督察嘅反映、我哋前
21 線站長嘅反映，我哋都有啲 ad hoc 嘅，即係所謂--唔係話三個月，我哋唔會
22 等三個月，我哋都會即時去檢視嗰個嘅行車時間嘅。

23 MR DUNCAN：（經傳譯員）你嗰個檢視會係涉及啲咩嘢呢？

24 彭樹雄先生：其實我哋有幾個情況係會影響到個行車時間嘅，正如我講，例如一啲嘅
25 交通嘅情況嘅改變，例如舉個例，西九龍佢喺起高鐵嘅時候，譬如佐敦、彌敦
26 道一帶其實就擠塞咗嘅，於是乎我哋就會喺嗰個行車時間裏面係酌量去調整。
27 又或者其實另外一個令到行車時間加長嘅理由就係其實客量嘅多少，其實呢個
28 都會直接影響到嗰個行車嘅時間嘅，譬如話多客上車，多客落車，即係你埋站
29 嗰個嘅時間其實相對地亦都會多咗嘅。另外有一啲另外一啲比較交通嘅改道，
30 或者嗰條線要我哋俗稱叫做 deroute 咗，即係有啲新嘅路線，佢條主線係一
31 樣，但係有啲支線改咗嘅，其實我哋都係會檢視嗰個行車時間嘅。

32 MR DUNCAN：（經傳譯員）我想你睇下楊先生嘅證供，佢就喺第十一日係作供嘅，
33 佢就係現時嘅車站經理，九巴嘅車站經理，呢個就係第十一頁，呢個就係喺第
34 94 頁嘅，第十一日。佢嘅問題就係喺第 93 頁第 19 行嘅，就係黃佩琪大律師係
35 問呢一個問題，佢就係問咗楊先生呢條問題，「我哋而家講另一個話頭，就係
36 脫班，我哋係從你嘅同事 Debby Wong 就係聽取咗證供，就似乎係經常有脫班
37 嘅情況，而佢係會影響到駕駛嘅行為嘅，因為就無法係準確地預測呢一個行車

1 時間，而你嘅睇法係點呢？就住呢個問題。」

2 楊先生嘅回應就係「對我哋嚟講，係有唔同嘅原因導致脫班嘅，首先，如
3 果巴士車長不足亦都係會脫班，香港亦都係會塞車，可能有一啲嘅緊急情況，
4 公眾嘅集會、活動同埋一啲特別嘅交通安排、惡劣天氣，喺路上係有車輛係故
5 障等等，呢啲都係會引致脫班嘅，但係我哋會盡量唔影響車長嘅休息時間，因
6 為我哋有一個嘅行車時間表，而我哋係會提供呢個表畀我哋嘅車長，而喺 96%
7 或者係 90 嘅車程之中，我哋嘅車--或者嘅行車之中，我哋嘅車長都會有足夠嘅
8 休息時間嘅。」

9 脫班嘅定義就係有架巴士係本身應該由 A 去到 B，但係最後就有去到嘅。
10 你可唔可以話畀委員會知道係有幾頻密呢，出現得，脫班嘅情況？

11 彭樹雄先生：其實運輸署就畀所有嘅專利巴士公司其實都有一個嘅數值，就係嗰個所
12 謂脫班率，如果比較起整個我哋叫做 schedules of service，嗰個行車時
13 間表，嗰個 benchmark 就係唔應該多過 3%，唔應該多過 3%。

14 MR DUNCAN：（經傳譯員）我就想請你睇一睇運輸署呢一份文件，呢個就係 TD-1
15 文件冊第 34 頁嘅，喺第 34 頁，呢份文件就係由運輸當局提供畀委員會，而呢
16 份文件就係叫做專營巴士嘅整體規管同埋監管制度，喺第 31 頁，你就見到呢份
17 文件嘅目的就係提供一個政府規管香港專營巴士服務嘅整體規管同埋監察架
18 構，我就想你先睇睇第 44 頁嘅部分，就係 (e) 段嘅，呢一個標題就係第 41 頁
19 其他措施同埋發出信件同埋指引，就有唔同嘅段落，有 (a) 至 (e)，(e) 段就係
20 喺 44 頁嘅，我就係想讀出嚟。

21 「喺 2015 年運輸署就係提供咗一個更新咗嘅懲罰機制，就係就住專營巴
22 士商嘅巴士脫班嘅情況嘅，呢一個機制就係包括咗係發出唔同--即係根據嚴重
23 嘅程度發出信件，包括係一啲提示信、警告信、嚴重警告信等等，就係根據脫
24 班嘅頻密程度同埋佢嗰個嚴重程度嘅，同埋有相關嘅解決--即係營運商所採取
25 嘅解決措施。呢啲警告信就係可能係會引起進一步嘅法定嘅懲處，根據呢一個
26 專營巴士服務嘅條例第 22 章，包括係罰款，係撤銷呢一個某條巴士線嘅營運
27 權，同埋如果係營運商係有改善嘅話，即係或者有一個合理嘅解釋嘅情況，都
28 會出現嘅。

29 而喺 2015 年引入咗呢個制度之後，運輸署就係有監察呢個專營巴士商嘅
30 脫班情況，同埋係發出一啲嘅提示信件同埋警告信等等，等佢哋係採用修補嘅
31 措施同埋改善服務嘅。而呢啲營運商亦都係向運輸署提供解釋同埋採取行動，
32 包括就係調派多一啲嘅後備車長去解決呢一個短缺嘅問題同埋改善呢個脫班嘅
33 情況嘅。而根據呢個營運商採取嘅情況，佢哋就有進一步遭到係懲罰嘅。」

34 我想你睇第 117 頁，就係同一份文件冊。

35 主席：（經傳譯員）鄧大律師，呢一個附錄 K 就係喺 KMB-2 文件冊嘅 217 頁--或者
36 291 頁。

1 MR DUNCAN：（經傳譯員）我就想畀大家睇下呢一個附錄 K 嘅第 291 頁，呢個就係
2 一封一般嘅信件，呢個就係關於實施呢一個新嘅懲處機制嘅，主席，你會喺呢
3 度見到呢封信。

4 我就先想問幾個問題嘅，就住呢個話題，我想你睇另外一份嘅運輸署文
5 件，就係 117 頁，呢個就係叫做運輸署文件 10 號，呢個標題就係專營巴士服務
6 嘅營運、安排路線、車隊嘅調配同埋設立呢一個車速限制嘅，呢份文件就係介
7 紹運輸署喺規劃路線、調派車隊同埋制定呢一個車速嘅角色，就係就住呢個專
8 營巴士服務嘅。

9 我想你睇番 122 頁，呢一份就係服務時間--即係某條巴士路線服務時間表
10 嘅樣本，呢個例子就係有空調嘅九龍市區巴士路線 2 號，如果我哋講番呢個可
11 能或者潛在嘅懲罰，你可唔可以話畀委員會知道九巴係喺過去嗰六個月係收到
12 幾多封警告信呢？

13 蘇偉基先生：Mr Duncan，喺過往六個月，因為 lost trip，公司係冇收過
14 warning letter，但係個別嘅線我哋係收--另外頭先所講嘅，advisory
15 letters，或者係 reminder letters。

16 MR DUNCAN：（經傳譯員）呢啲嘅提示信係關於啲乜嘢呢？

17 蘇偉基先生：佢會係講述我哋某啲線喺某一個時段，假設係夜晚嘅繁忙時間，佢個
18 lost trip rate 係大約多過 3%，就會提--我哋要係做一個檢討，改善，同
19 埋佢亦都會問我哋究竟原因點解會出現呢個 lost trip。

20 MR DUNCAN：（經傳譯員）九巴喺過去十二個月有冇收過任何嘅警告信呀？

21 蘇偉基先生：Warning letters，過往十二個月係冇收過，公司。

22 MR DUNCAN：（經傳譯員）基於呢個脫班嘅情況，你哋需唔需要定時係要求運輸署
23 改變某一啲路線嘅行車時間表呢？

24 彭樹雄先生：其實我哋公司係不時都有聯絡番運輸署，係主要就係闡述番我哋喺個
25 特別某啲線上面遇到啲乜嘢嘅問題，因為運輸署計嗰個嘅所謂脫班率，其實佢
26 係分開四個時段嘅，譬如話早上嘅繁忙時間、跟住就係早上嘅非繁忙時間、晚
27 間繁忙時間同埋非繁忙時間等等嘅。就住唔同嘅路面情況，就住路面可能嗰個
28 交通阻塞、違例泊車等等，其實我哋好多時都有同運輸署係反映，然後就話可
29 唔可以譬如話檢視下嗰個嘅 schedule of service，即係嗰個行車嗰個時間
30 表等等。

31 MR DUNCAN：（經傳譯員）運輸署通常會唔會批准呢一啲檢討嘅申請呀？

32 彭樹雄先生：我只可以答係好困難，我哋其實有好多我哋嗰啲叫做 low
33 utilisation，我想解釋，因為好多時有啲客量嘅改變，例如有啲鐵路嘅發
34 展，我哋嗰個服務可能嗰個需求係冇之前咁多嘅，好多時我哋就特別喺非繁忙

1 時間，我哋都係好多次、好多次都作出書面嘅同埋會議嘅要求，希望運輸署係
2 可以酌量咁樣去某啲非繁忙時間嘅班次係作出減少嘅。

3 其實我哋作出呢個申請，我哋係會依據一啲嘅--我哋有啲 guidelines，
4 有啲指引，其實我哋係跟番個指引，其實我哋係可以用一個字叫做--我哋應該
5 entitle 一啲嘅 journey reduction 嘅，但係就算我哋係達到呢個指引呢
6 個係可以減班次，但係往往--即係我要好老實咁講，如果需求我哋加班次嘅，
7 往往運輸署就想我哋即刻做嘅，因為可能地區嘅人士或者議會嘅人士，但係去
8 減班次，呢個我哋真係遇到好大嘅困難嘅。

9 我哋人手嗰個餅都係咁大㗎喇，但係問題就係我哋有時真係好無奈地，我
10 哋要將一啲嘅資源係擺咗落一啲我哋所謂 low utilisation 嘅線裏面，我覺
11 得呢個就其實就係個發展係唔健康嘅，我覺得。我哋好多時同運輸署我哋都有
12 溝通，但係就始終嗰個進展相對地係緩慢嘅。

13 主席：（經傳譯員）換句話講，雖然你係要求一啲減少嘅服務班次，但係通常都係有
14 獲得批准嘅，係咪？即係有唔同嘅原因係影響到你嘅申請。

15 彭樹雄先生：係，冇錯，主席。

16 MR DUNCAN：（經傳譯員）喺午飯前，我哋再問多一個問題，邊個係發出呢啲指引
17 㗎？

18 彭樹雄先生：運輸署。

19 MR DUNCAN：（經傳譯員）喺議定呢個指引，你有冇一個角度嘅呢？或者你有冇參
20 與？

21 蘇偉基先生：嗰個 guideline 本身都係出咗好耐，亦都持之有恆，而家係執行個
22 guideline，個 guideline 本身我哋係認同嘅。

23 MR DUNCAN：（經傳譯員）你可唔可以向委員會提供指引呀？

24 蘇偉基先生：應該喺啲 document 有，我講番喺邊頁喇，我小息嗰陣時講番畀大家
25 聽。

26 MR DUNCAN：（經傳譯員）唔該晒。仲有一個問題嘅，即係呢個問題就係點樣去實
27 施呢個指引呢？

28 彭樹雄先生：絕對同意，係個 guideline 就好清晰嘅，但係問題喺執行上始終我都
29 明白有好多嘅阻力嘅，呢個就係我哋都希望可以真係可以將啲 resources、將
30 啲資源用喺一啲有需要嘅路線上面，多謝 Mr Duncan。

31 主席：（經傳譯員）各位，我哋係會小休二十分鐘，如果你可以搵出嗰個指引喺邊
32 度，會好大幫助嘅，唔該。

1

2 上午 11 時 38 分押聆訊押後

3

4

5 中午 12 時正恢復聆訊

6 出席人士如前。

7

8 主席：（經傳譯員）鄧樂勤大律師。

9 MR DUNCAN：（經傳譯員）好，唔該你，主席先生。唔知你哋搵到嗰個係材料未？

10 彭樹雄先生：有，Mr Duncan，就喺 KMB Long Win Bus bundle number
11 two，page 73，73 頁，係第(IV)，“Frequency reduction”。係嘞，冇
12 錯，就係螢光幕呢一個。

13 MR DUNCAN：（經傳譯員）唔該晒。我哋講緊嗰啲係有關嘅材料，主席亦都有講過
14 話喺新加坡亦都有啲係防止瞓眼瞓嘅裝備，如果大家想參考嘅話，就係 CTB-
15 1，63 頁，就可以搵到相關嘅材料，CTB 城巴 1 號文件夾 63 頁。我而家係想講
16 另一樣嘢，關於嗰啲洗手間，同埋就係車長嘅休息嘅設施。我開始問問題嘅時
17 候，首先係想請你睇番呢個運輸署，TD-1，438 頁。講番嗰個背景，咁先睇番
18 427 頁，呢個係一封信嚟，係運輸署發出嘅信件，係寫嚟畀我哋委員會，日期係
19 2018 年 7 月 20 號。運輸署就係回應咗委員會嘅一啲問題，提供咗啲答案。喺
20 438 頁嗰度，你會見到問題第 28 號，就係講及係喺巴士總站提供洗手間同埋休
21 息嘅設施，就問運輸署有冇發出任何嘅指引畀嗰個專營巴士營運商，亦要提供巴
22 士總站嘅洗手間同埋休息設施，如果有，係畀個詳情，如果有嘅話，就要解釋點
23 解。運輸署有冇積極咁樣樣去便利係有關嘅專營巴士營運者，去同有關嘅部門去
24 跟進，好讓可以提供到咁嘅設施？

25 我而家好快咁講一講，係部門嗰個回應，「運輸署一直都係鼓勵巴士公司，
26 因為佢哋要作為一個良好嘅僱主，應該係喺巴士總站嗰度為僱員提供適當嘅洗手
27 間同埋休息設施，相關嘅部門同埋有關當局去考慮同埋批核呢一啲係申請嘅時
28 候，即係呢啲都係員工嘅設施嚟嘅，運輸署都有提供適當嘅協調，嚟到係儘早可
29 以安裝到。但係對於話提供呢個洗手間同埋休息設施，係有一啲具體嘅指引發過
30 畀營運商，因為休息嘅設施同埋係洗手間，一般都係喺設計新嘅巴士總站嘅時
31 候，作為基本嘅設施，考慮埋嚟嘞。有關嘅營運商嘅要求，同埋嗰個意見，都會
32 係入咗落去嗰個巴士總站設計嗰度，如果係適當嘅話。如果洗手間唔係係合理嘅
33 步行距離之內，又或者休息設施係冇或者唔足夠，咁樣佢哋就係會好積極咁樣去
34 申請係有呢啲設施嚟到符合佢哋嘅營運要求。

1 2018年3月31號，二百九十五個巴士總站差唔多全部都有洗手間，就係步
2 行三至七分鐘。百分之八十六，即係二百五十五個就係有休息嘅設施，就係站長
3 室，或者站長辦公室，又或者係車長嘅休息站或者休息室。因此就係考慮過，就
4 認為唔需要就係向呢一個營運商係提--發出一個具體嘅指引，講及呢啲總站係需
5 要呢一啲嘅設施。我哋就係會係積極就係同有關嘅部門就去係協調，咁亦都會係
6 讓相關嘅部門同埋當局明白，就係有關嘅程序嘅要求。咁最終目的都希望係履信
7 個申請嘅過程，希望及時可以有啲設施。咁譬如話係呢個係水邊圍邨山水樓
8 呢個馬灣道（媽橫路？）出面個巴士總站嘅休息室，正如 05 號文件嗰度就係
9 所載就係一個好好嘅例子，每一個部門同埋當局都有佢自己嘅法定嘅權力，同埋
10 就係有佢自己嘅考量，嚟到決定批唔批佢嘅申請，嚟到有洗手間同埋休息設施。
11 雖然係咁講，運輸署會繼續便利營運商，如果有咁嘅需要嘅話，嚟到去積極咁樣
12 去跟進，係回應同埋係滿足車長對於洗手間同埋休息設施呢一個嘅需要，亦都會
13 致力就係提供所需嘅援助畀營運商係跟進呢件事。」

14 咁跟住下面嗰度，就問題就問「縱使就係專營巴士營運商係時常同埋長久以
15 嚟咁嘅要求，我哋就知悉有一啲總站仲係未有足夠嘅洗手間同埋休息設施，請話
16 畀我哋聽，係邊一啲係總站，同埋係咪有一啲主--係咪一啲主要嘅大嘅站，有好
17 多巴士線嘅？同埋佢哋有冇係一啲車長就係返特別更，而佢哋特別需要足夠嘅休
18 息設施，嚟到去有一個不少於連續三小時嘅休息嘅時間？解釋就係有咩掣肘，
19 特別係就係點解佢哋係拒絕你哋係要求係提供咁嘅設施？即係話政府當局係有啲
20 咩嘢理由係提咗出嚟？」

21 當時部門所提供嘅答案係咁，「喺 2018 嘅 3 月 31 號為止，差唔多所有全
22 港九嘅二百九十五個巴士總站，都有洗手間，只需要行三至到七分鐘，而大概百
23 分八十六嘅巴士總站，換句話講二百五十五個巴士總站，即係遍佈全港九，就係
24 有休息室，咁佢嘅形式就一係站長嘅休息室，或者站長嘅辦公室，又或者係車長
25 嘅休息室，其餘嘅百分之十四嘅巴士總站，佢有休息設施，專營巴士嘅營運商就
26 有申請到提供休息設施，係要設立喺嗰度。大部分係咁，就算唔係全部都係，另
27 一方面就係，營運商就係可以向有關嘅部門或者當局就係申請額外或者係擴大個
28 個休息嘅設施，係符合佢哋喺總站嘅營運要求。咁照我哋所知，係有一個名單，
29 就係巴士總站係有洗手間同埋休息設施，咁就係營運商要求，就但係喺過去個三
30 年，就係被拒，或者係仲係部門或者當局係處理緊。咁我哋相信就係有嗰個係個
31 別車長佢個當更嘅紀錄，因為係逐條逐條線嚟講，就好難，因為佢哋時不時有
32 改變。至於話佢哋有冇係要返特別更，就唔知。」

33 咁喺附件 3 所顯示，主要嚟講，點解會拒絕佢哋嘅要求，話設立洗手間同埋
34 休息室，部門同埋當局主要拒絕嘅原因都係因為地理上面嘅掣肘，譬如話係個巴
35 士總站喺一個好窄嘅行人路側邊，又或者係當區係社區人士就係有意見。至於話
36 係嗰個營運商，佢哋係提出申請想有呢啲設施，佢哋係可以係搵出一啲可行嘅解
37 決辦法嚟到去克服呢一啲實際嘅困難。咁運輸署就會協助巴士公司，就係取得當
38 地人士嘅支持，譬如話進行一啲實地嘅視察，又或者係同當區嘅人士就係去開
39 會，去搵下有啲咩嘢可行嘅解決方法，嚟到去係設立呢啲設施，亦都希望可以加

1 快落實呢一啲規劃。即係話如果咁嘅需要，而且亦都為咗車長同埋乘客嘅便利，
2 同埋嘅好處。」

3 附件 3，附件 3，我哋就要去另一個文件夾，咁就係 TD-5，運輸署 5 號文件
4 夾，頁碼就係 1723 頁。1723 頁，嗰度就係個標題就話，係有個清單就巴士總
5 站係有休息設施同埋係洗手間，就係巴士公司申請，但係運輸署仲處理緊。咁就
6 係運輸署仲處理緊佢哋嘅申請；咁而 (B) 嗰度就係話，營運商係要求係有呢啲係
7 洗手間同埋休息設施，但係由其他嘅相關嘅部門同埋係當局係處理緊佢嘅申請，
8 嗰個就 (B) 嘞；(C) 嗰個標題就係話，係有一個清單，巴士總站就係運輸署已經
9 同埋其他嘅部門喺過去嗰三年拒絕咗佢哋申請，係安呢個洗手間同埋休息設施嘅
10 個案。

11 我稍後會問你一啲問題，呢個就係關乎運輸署係所作出嘅解釋，咁或者巴士
12 公司你哋都想作一個回應。不過我未講嗰度之前，我又想睇番一啲問題，我就係
13 想睇下究竟係呢方面嗰個問題喺邊一度。我嘅理解就咁嘅，九巴有四個車廠，你
14 哋係咁樣叫，係有四個車廠，咁另外亦都有好多嘅巴士總站，係咪？

15 李澤昌先生：（經傳譯員）啱。

16 MR DUNCAN：（經傳譯員）如果我哋睇番呢個九巴士文件夾 1，喺 252 頁，你睇到
17 嘛？就係你哋公司自己嘅車廠同埋分區嘅地圖。你哋度就係將嗰四個車廠，同埋
18 啲分區，係標示咗出嚟，你有荔枝角廠，有九龍灣車廠，屯門車廠，同埋係沙田
19 車廠。為免生疑問，其實所謂「車廠」，即係咩嘢意思？

20 李澤昌先生：佢嗰個車廠裏面，主要有兩個大嘅功能，一個就係嗰啲車每晚返到去，
21 做一啲維修、入油、清潔嘅工作，咁佢有一啲維修嗰嗰度；另外一個功能，另外
22 一個大嘅功能就係，嗰車長佢嗰個--嗰啲派更嘅時間表，同埋嗰車長好多時候
23 喺嗰度休息，每朝返到去，係擺佢嗰個更紙嘅嗰個功能。咁有啲其他嘅，四個唔
24 同車廠，有四個唔同嘅另外功能，喺屯門廠，就會做嗰個每年嘅年檢大維修；喺
25 沙田廠嗰個，就係我哋訓練車長嗰間學校；喺荔廠，就係我哋嗰個即係中心，係
26 調配嗰啲車輛，例如打風落雨，特別嘅情況；喺九龍灣廠，就會係我哋嘅
27 backup office，大部分都會喺個九龍灣廠。

28 MR DUNCAN：（經傳譯員）咁係咪車長每朝返工都係先去車廠？

29 李澤昌先生：絕大部分都會係，有啲就會去個站頭嗰度去擺車，不過好大部分都去個
30 depot 嗰度係擺佢嗰個當天嗰個派更嗰張紙。

31 MR DUNCAN：（經傳譯員）我咁嘅理解啱唔啱？你其實係較早時候有提過下，我嘅
32 理解啱唔啱，車廠係有洗手間同埋有休息嘅設施畀車長用？

33 李澤昌先生：絕對會有，佢個 depot 裏面，亦都係一個相當大嘅一個車廠嚟嘅，咁
34 佢裏面係有一啲沖涼嘅設施，有一啲呢個洗手間，有呢個甚至乎每一個 depot
35 都有一個 clinic，係會係畀啲車長如果唔舒服，喺嗰度驗一驗，先至係咪決定

1 返唔返去--返唔返工。咁仲有一啲休息嘅地方，等啲車長喺嗰度休息一下。主
2 席提一提，嗰度係甚至乎有間剪頭髮，係畀啲車長係剪頭髮。

3 主席：（經傳譯員）喺屯門肯定就啱，係咪所--四間都係？

4 李澤昌先生：四間都有，四間都有，四間都有，佢甚至乎有個 grocery shop，係
5 畀佢買啲一般基本嘅雜貨，都喺嗰度，咁其實基本上大部分嘅車長都會當嗰個係
6 佢一個即係地方，佢哋係有個歸宿嘅地方。

7 MR DUNCAN：（經傳譯員）我想你睇睇呢一個雜項文件夾 2，902 頁。899 頁嗰度
8 就係講及就係，九巴嘅係巴士總站同埋屯門車廠，就係主席同埋委員喺 2018 年
9 8 月 3 號去參觀嘅一個報告。咁其實就喺 902 頁嗰度，(E) 嗰個係標題底下，就
10 係見到係關乎屯門車廠。我就想請你睇一睇，第二點，902 頁底下嗰度，就話
11 「一字樓，一字樓嗰度有一個康樂地方，咁就有兩張乒乓波檯，有呢個飲水機，
12 有係儲物櫃，同埋一個係汽水販賣機，有埋髮店，有便利店，有一個係休息室，
13 就有冷氣嘅，四張檯，十六張凳，有雪櫃，係微波爐同埋電視機，同埋一個細嘅
14 黑房，就係有啲係休息嘅凳，就係讓車長可以躺下，即係馴平咁樣喺嗰度休息。咁
15 而當時就係有一位車長就係用咁嘅姿勢喺嗰度馴緊。」跟住下面嗰度，「二字樓就
16 係有一個診所，有男廁、女廁，係一個制服嘅儲存室，同埋係辦公室。」嗰啲相
17 就係呢個附件 E 嗰度係包括咗嗰度，912 頁嗰度就有嗰啲相，913 頁亦都係有嗰
18 啲照片，就係反映番剛才文字所講嘅情況。呢個就係車廠嗰個情況，我哋而家就
19 講番呢個車站嘅情況，九巴有幾多個車站？

20 李澤昌先生：二百一十七個。

21 MR DUNCAN：（經傳譯員）二百一十七個。我哋而家睇下 KMB-1 文件冊，201 頁。
22 咁呢一頁就係委員會喺 18 年 7 月 19 號發畀九巴，咁第二段就提到要求公司係
23 提供一個巴士車站嘅位置同埋地址，同埋係由邊一個車廠係負責嗰個車站，而係
24 有九巴同埋龍運嘅車長就係返特別更，就係根據呢一個巴士車長工作休息及用膳
25 時間指引，就係喺 18 年 2 月係更新，就係開始就係有一個最少三小時嘅休息。
26 咁呢封信就係--嘅回覆就係 205 頁，就係 7 月 26 日嘅，咁就講到「我哋就回
27 應你喺 18 年 7 月 19 號嘅信件，咁你係要求我哋提供車站，照顧呢啲特別更車
28 長所提供嘅休息同埋員工設施。咁就喺下表就係有詳情。」咁跟住我哋就見到個
29 表，就係 206 頁、207 頁，一直去到 211 頁。咁就住呢個表，我問問題之前，
30 呢個表就係列咗一啲有特別更嘅車站，咁我咁樣理解啱唔啱？某一啲嘅車站係冇
31 特別更，即係係特別更都有使用嘅，啱唔啱？

32 彭樹雄先生：係，冇錯，Mr Duncan，有個別嘅車站就未必會有啲特別更嘅車長嘅
33 使用。

34 MR DUNCAN：（經傳譯員）大概有幾多個咁樣嘅車站？

35 彭樹雄先生：或者我可以--不如我用一個數字可以--即係咁樣容易表達啲出嚟，因
36 為邊個站有，或者有幾多站有特別更嘅車長喺嗰度休息，我哋都要睇一睇，但係或

1 者容許我畀一個數就係話，我哋啲特別更嘅車長，譬如話有幾多會係喺個
2 depot 休息，有幾多個特別更嘅車長係會喺個站頭，即係 bus termini 休
3 息，又或者有幾多個佢哋係可以返屋企去休息嘅。

4 MR DUNCAN：（經傳譯員）或者我可能頭先講得唔係太清楚，呢個表就係列出咗一
5 啲車長開始特別更，然後休息嘅時候，可能會喺呢啲車站度。

6 彭樹雄先生：係。

7 MR DUNCAN：（經傳譯員）咁如果我理解啱嘅話，某啲車站係唔會被車長使用嚟休
8 息㗎嘛，即係返緊休息--返特別更嘅車長？

9 彭樹雄先生：我或者可以咁--係，我或者可以咁樣答，因為我哋如果跟番個時間
10 表，timetable，確實就某啲站頭，佢哋係有一啲嘅特別更車長嘅休息，但係
11 有可能喺行動上，譬如話個站頭就算有一啲嘅 resting facilities 咁計，
12 佢可能未必--因為個個行動上，即係個車務上嘅調配，佢可能會有唔同嘅，呢
13 度。

14 李澤昌先生：我可唔可以咁樣補充，Mr Duncan？其實我哋九巴有二百一十七個站
15 頭，或者佢哋講個 bus termini，其實每一站頭都基本上有一啲好--我哋講
16 緊啲基本嘅設施，而家你講緊個--呢一個站頭嘅設施，其實佢即係最大，而家
17 政府批一個 kiosk，佢哋講緊係大概係 40 呎，40 平方呎咁大㗎咋。即係就算
18 係咪特別更，或者係一般嘅車長嘅休息嘅設施，都係需要，而家我哋係冇刻意話
19 邊一個係特別更先，因為其實如果我哋--我就睇過個二百一十七個站頭，其實
20 每一個二百一十七個站頭裏面，佢個設施係基本上我哋講緊係一個 40 呎嘅一
21 個--平方呎嘅一個東西㗎咋，即係唔係一個可以馴覺嘅地方。

22 MR DUNCAN：（經傳譯員）你話你睇晒二百一十七個車站，佢哋包唔包括一啲即係
23 返特別更車長所用嘅車長--即係係咪包括晒呢啲車長用同埋冇用嘅車站？

24 李澤昌先生：有，有可能係。

25 MR DUNCAN：（經傳譯員）咁即係話呢一個係車站嘅總數，就無論係有冇特別更車
26 長用，係咪？

27 李澤昌先生：冇錯，冇錯，冇錯。

28 MR DUNCAN：（經傳譯員）咁如果我冇理解錯，你啱啱就話當你即係考慮呢啲設施
29 嘅時候，你就唔會特別係分係畀一啲特別更或者唔係特別更嘅車長用嘅？

30 李澤昌先生：冇錯。

31 MR DUNCAN：（經傳譯員）我就想你睇番 KMB-1 文件冊嘅 205 頁，或者係應該係
32 206 頁。咁呢個表我哋就會見到，邊個車站就係要即係依靠呢一個公廁，而唔係
33 一個化學廁所，或者係用一個九巴廁所。

1 李澤昌先生：其實今日二百一十七個站裏面，我哋叫做即係 purposely-built 有
2 一個 toilet 喺度，係五十個；而佢有化廁嘅地方，係有六十六個；咁跟住有一
3 百個左右，係倚賴周邊嘅設施畀個車長，例如係一啲即係 shopping mall，或
4 者啲商場嗰啲咁嘅地方，咁今日仲有一個係冇洗手間嘅設施。

5 MR DUNCAN：（經傳譯員）咁關於呢個公廁嘅問題，根據運輸署文件，即係我頭先
6 畀你睇嘅文件，呢啲廁所可能要即係行四至七分鐘先至去到，即係喺車站行四至
7 七分鐘，咁樣講啱唔啱？

8 李澤昌先生：我有親身行過，但係就有住大部分係可以去--係大概十分鐘之內左右，
9 因為有啲係好倚賴個商場，咁有時商場佢係門咗，咁佢可能會行得更遠，呢個係
10 有呢個情況發生。

11 MR DUNCAN：（經傳譯員）九巴認為呢個情況理唔理想？

12 李澤昌先生：我哋喺過去一年裏面，我哋係添置咗個化廁係二十六個，二十六個，而
13 家係剩番一個，咁基本上，已經去到一個我覺得係慢慢啲員工覺得係接受到嘅水
14 平。一年前你問我呢個問題，可能係我接受唔到。但係仲有一樣嘢，我哋需要係
15 要處理，就係因為化廁其實佢點都係缺乏咗一啲電嘅關係，所以好多時喺個通風
16 同埋嗰啲即係等等其他嘅設施，係有一個完整一個廁所咁好，所以呢個係--我
17 哋仲係改善之中，咁我相信會越嚟越--即係喺呢個方面會做多啲工夫。

18 主席：（經傳譯員）你話「剩番一個車站」，係咩嘢意思？

19 李澤昌先生：嗰個喺元朗，咁因為嗰個即係同近期你聽到，前嗰幾日個差唔多個情
20 況，因為佢嗰個--本身嗰個路，行人路係比較窄，咁亦都係當區嗰啲區議員亦
21 都係覺得嗰個位置同埋嗰個環境唔係咁適合，咁呢個仲係喺個申請之中，而家係
22 仲有一個我係仲未可以即係處理到嗰個化廁，喺元朗，exactly 嘅位置係元朗
23 公園。

24 MR DUNCAN：（經傳譯員）喺安裝咗呢二十七個化廁之後，即係仲有即係幾多--仲
25 有啲咩嘢情況，你哋係要靠公廁？

26 李澤昌先生：呢個比較--呢一百個站頭係困難，因為佢係倚賴個 public toilet，
27 咁有啲 public toilet 係其實係譬如係周邊係一啲公園嘅設施，係因為申--
28 應該咁講，洗手間係複雜，因為洗手間係佢申請嘅過程，係要同好多啲區議員，
29 唔單只政府部門，個時間係好長，所以係--我哋係即係掌握唔到呢方面即係可
30 以做得啲咩嘢囉。

31 MR DUNCAN：（經傳譯員）即係假設你可以控制到呢個情況，即係對公司嚟講，理
32 想嘅情況係點樣嘅？

33 李澤昌先生：我自己個人就係經常都落站頭，係同啲車長，前線員工，係畀佢感覺我
34 哋係多啲聽佢嗰個困難，其實今日佢個困難都未係個洗手間，其實佢個困難係個
35 個休息室，因為休息室，我諗上年嘅秋天，大家都記得呢個樂華事件，其實休息

1 室係員工嘅一個幾重要嘅問題嚟，因為個休息室嗰個位置同埋佢嗰個大細係呢個
2 需要我嚟緊嘅重要嘅工作，特別係未來香港--未來政府起嗰啲新嘅站，喺嗰個
3 設施裏面，應該要做多少少，呢個先至係我哋覺得應該要做多啲嘅工作。

4 MR DUNCAN：（經傳譯員）一陣問我哋會講呢個休息室嘅問題，即係就住呢個提供
5 廁所嘅問題，即係呢個理想嘅情況會係點？

6 李澤昌先生：我自己--Okay，我哋自己做咗啲咩嘢，今日啱啱我想講就係，我哋啲
7 洗手間、化廁，其實佢係好多地方係申請唔到電，我哋大部分嘅化廁今日，我曾
8 經係叫我哋啲工程部提供一啲電池，然後托個電池去嗰度，畀佢哋廿四小時有
9 燈，同埋廿四小時有抽氣嘅設施。咁呢個第一步我試完，而家第二步，我哋差唔
10 多係全部冇電到嘅地方，我哋係安置咗個太陽能嘅板，喺嗰個化廁上高，而提供
11 啲電畀我哋啲車長可以有燈同埋有抽氣扇。我哋--即係喺我自己嘅範圍裏面，
12 我諗我哋喺嗰個化廁嘅工作，已經我覺得係盡量去做嚟嘞。咁你話當然，即係你
13 話係咪喺其他商場或者公園嘅設施嗰度，佢即係可以再畀多啲機會我哋係裝多啲
14 化廁，我哋願意去做，但係即係正如頭先講，有好多地區同埋其他嘅部門，即係
15 我真係確實係有個難度。

16 彭樹雄先生：Mr Duncan，其實我想少少嘅補充，即係我好謝 Mr Duncan 你提出
17 呢個洗手間嘅問題，其實呢個洗手間嘅問題，其實都係--都幾困擾我哋前線啲
18 車長，因為往往個洗手間嘅問題，令到我哋啲車長去到商場，可能佢哋即係所謂
19 食閉門羹，畀人趕番出嚟。正正因為冇洗手間，佢哋可能真係要來回--淨係來
20 回個步程都可能要八分鐘、十分鐘，佢哋嗰個休息時間相對地係因為咁樣而係有
21 所減少，呢個係其實都幾困擾我哋啲車長。同埋我亦都有啲驚奇就係，一啲現有
22 嘅總站，你有一個永久嘅洗手間，我覺得即係呢個當然我哋可以逐步做，我哋公
23 司譬如話我哋會加自己嘅化廁等等，但係一啲啱啱起好嘅新嘅巴士總站，我覺得
24 都頗為詫異就係，佢完全冇 factor in 到一啲 permanent 嘅洗手間喺裏面。
25 我舉幾個例，例如西九龍高鐵巴士總站，一個係好有規模嘅巴士總站，但係完全
26 係冇洗手間嘅安排；紅磡嘅紅鸞道，啱啱使用，佢係要嚟取代嗰個紅磡碼頭，亦
27 都係一個好大嘅 PTI，我哋所謂 public transport interchange，亦都係
28 有一個洗手間嘅設備，冇站長室，冇休息室；港珠澳大橋，我哋初步睇，亦都係
29 有一個洗手間嘅設備。咁呢個其實正正多謝 Mr Duncan，我哋覺得係咪應該呢
30 啲 resting facilities，包括 toilet 等等，係咪應該喺包含咗一啲基本嘅
31 設施裏面？嘎。

32 主席：（經傳譯員）咁問題嘅根本係咪即係係規劃上嘅問題，點解會有一啲新嘅路線
33 同埋新嘅設施，但係就有一個制度去確保呢啲設施入面係有合適嘅廁所？

34 彭樹雄先生：多謝主席，我唔知道呢個係咪一個 design failure，但係有一啲以
35 往即係建造嘅巴士總站係有一個 permanent 嘅 resting facility，有洗手
36 間，冇站長室，但係就好奇，就係--正正就係有啲新落成嗰啲，就完全係冇
37 呢一樣嘢。同埋除咗--呢個新落成嘅巴士總站，除咗 resting facilities，
38 其實喺個設計上，其實都有問題。正正我講，紅鸞道、西九高鐵站，呢兩個站喺

1 落成咗之後，Transport Department 就邀請我哋巴士公司落去試路，但係先
2 發覺，原來佢個 design，佢個設計根本係對某啲嘅車種係唔適合，結果呢兩個
3 站係需要做一啲好大型嘅 modifications，先至可以令到我哋啲巴士係轉得
4 到，又或者係能夠出到嗰個出口。因為佢--即係嗰個--我相信一啲舊式嘅巴士
5 總站設計，當時係諗唔到會有十二米車，十二米八嘍，呢個我哋可以諒解。但係
6 一啲新嘅巴士站，呢個我哋覺得係比較驚奇，嘎。

7 MR DUNCAN：（經傳譯員）而家請你揸去 FE-1B 嘅文件冊，199-7 頁。你見唔見到
8 呢度有封信，2016 年 1 月 21 號，呢個係寫畀運輸署署長，公司發出，有關於
9 就係話擺一個化學廁响政府土地，一個荃灣嘅--新界荃灣嘅巴士總站，見唔見
10 到？

11 彭樹雄先生：見到。

12 MR DUNCAN：（經傳譯員）呢個算唔算係一個申請擺一個化學廁嘅，呢個就係荃灣
13 嗰個呢個地方？

14 彭樹雄先生：係，冇錯。

15 MR DUNCAN：（經傳譯員）請你睇 199-10，呢度就係响 4 月，運輸署--2016 年 4
16 月，運輸署一封回信嚟。

17 彭樹雄先生：係，見到。

18 MR DUNCAN：（經傳譯員）响第二段，「部門將你個建議畀有關嘅政府部門，係發-
19 -睇下佢哋有咩嘢意見，亦都要求荃灣民政處就嗰當地係諮詢啲人。我想同你
20 講，當地居民嘅代表係有強烈反對，擺呢個响個荃威花園嘅巴士總站擺化學廁，
21 因為佢哋關心衛生，同埋仲要附近亦都有洗手間，咁詳細嘅反對原因就係擺咗响
22 附件 A，請你參考。咁我哋好遺憾話畀你聽，你申請擺個化學廁呢個建議，係我
23 哋唔能夠支持，我哋想請你重新考慮下，係咪需要响呢個地方擺個化學廁，再重
24 新提交申請嘅，如果需要嘅話。」

25 咁跟住 199-13，係另一封信，係公司發去畀運輸署署長，今次第二段，
26 「請你--請留意化學廁已經係有更好嘅設計，同埋通風嘅等等一啲情況。」見
27 唔見到？

28 彭樹雄先生：見到，有。

29 MR DUNCAN：（經傳譯員）大家知道荃威花園即係已經有二十年係做巴士總站。

30 彭樹雄先生：係，冇錯。

31 MR DUNCAN：（經傳譯員）咁另一封信，日期 2017 年 9 月 29 號，係頁數 199-
32 18，係即係重新申請嘅。

33 彭樹雄先生：係，見到。

1 MR DUNCAN：（經傳譯員）咁 199-26，係 2017 年 12 月 29，即係話第一次申請之
2 後，差唔多兩年之後發生嘅事嚟，「關於你嘅申請化學廁，我好高興話畀你聽，
3 我哋而家批准等等，咁我哋夾附咗」--有三十二個條件，即係關於呢個化學
4 廁，你要遵守呢啲條件？

5 彭樹雄先生：係，冇錯。

6 MR DUNCAN：（經傳譯員）我睇嚟嘅，似乎用咗好多時間嚟到申請嗎？

7 李澤昌先生：Yes.

8 彭樹雄先生：Yes，係，冇錯。

9 MR DUNCAN：（經傳譯員）係咪一個好獨特嘅個案，定係呢個反映一般嘅經常發生
10 嘅情況？即係話你申請擺化學廁，係咪經常都係咁嘅？

11 李澤昌先生：我可以咁樣講，你睇--你留意到嗰個日子係 2017 年 12 月，呢個就係
12 樂華事件之後嘅事嚟。我頭先都講過，其實呢個化廁，我哋喺呢段時間，係有二
13 十六個係好短時間去得到呢個 approval，係一個非常之漫長，你頭先--我哋頭
14 先都講咗，你話仲有一百個係要倚賴周邊嘅設施，好似話公園同埋商場，我哋仲
15 有好多工作做，但係真係基本上申請一個化廁，係講緊係用年作為一個單位去
16 計算，係真係有個難度。

17 彭樹雄先生：Mr Duncan，其實呢個--你 quote 呢個例子，呢個荃威花園，其實我
18 都有參與。我哋第一次申請，點解我哋--首先我哋點解會申請，正如阿 Mr
19 Duncan 講咗，呢個站其實係好多年嚟嘞，一路我哋都係用喺個總站對面一個商
20 場嘅洗手間，佢哋係畀我哋啲車長用。但係唔知點解，佢突然之間就話「我唔會
21 再畀你哋車長用嘞。」咁於是乎我哋嘅車長就要行好遠。咁我哋就喺 2016 年 1
22 月 21 號，就第一次申請，咁一路就係來來往往，咁就基於居民嘅拒絕，區議員
23 嘅反對，咁運輸署就同我哋講就對唔住，佢就唔會申請。咁直至到我 2017 年 9
24 月，我落去呢一個站頭度去 visit，即係同啲車長傾偈，咁啲車長個反應非常
25 之大，咁於是乎我就同我哋個經理講就話「唔得嘞，我哋一定要再寫信去畀運輸
26 署。」咁正如李生講，因為大家都記得 2017 年年中，樂華邨，我哋想等一個休
27 息室，搞咗好多好多年。咁 eventually，結果我哋就成功爭取咗。咁之後就都
28 睇得到，嗰個步伐係快咗，但係都同阿李生咁講，我哋係用年做單位，申請一個
29 化廁，呢個我哋其實都話，我都想強調，對於我哋前線車長，前線同事，洗手間
30 呢個問題係真係好困擾，呢個係。

31 MR DUNCAN：（經傳譯員）請我哋大家睇番 KMB-1，同埋你提供嘅資訊、資料，係
32 你提供畀委員會嘅資料，就係關於員工嘅設施、廁所等。根據呢啲分析，有七個
33 總站似乎完全冇廁所，冇呢啲設施。如果大家睇 208 頁，第三、第四個記項，
34 新屯門中心同埋另一個喺屯門嘅，係跟住 209，港澳碼頭、長沙灣，咁呢度有個
35 係長沙灣、葵盛中、祖堯，呢啲總站，咁佢啲巴士車長點應付？

1 李澤昌先生：佢哋去嗰啲商場嘅洗手間度。

2 MR DUNCAN：（經傳譯員）算唔算係公廁？

3 李澤昌先生：佢有啲係，有啲 public toilet 係嗰啲政府嗰啲嚟，但係佢周邊喺
4 十分鐘之內，佢哋去得到啲嘞。

5 MR DUNCAN：（經傳譯員）呢度你講嘅公廁，你話有一百個，大部分有都包括係商
6 場？

7 李澤昌先生：Yes.

8 MR DUNCAN：（經傳譯員）咁有啲點解空白㗎，呢七個係完全冇任何嘢寫低？係咪
9 即係話就算係商場嘅廁所都有？

10 彭樹雄先生：Mr Duncan，我再去睇一睇，有個可能性就係，佢係倚賴一啲商場嘅
11 洗手間，但係因為商場洗手間佢係有時間限制，即係佢商場門門，嗰個洗手間就
12 會鎖，咁呢個我可以再睇一睇，我再--或者我稍後回覆 Mr Duncan。

13 MR DUNCAN：（經傳譯員）咁先暫時唔睇廁所，睇番休息設施。响咁樣嘅情況，我
14 想睇番工會嘅提供嘅證供，我哋聽到佢哋嘅第九日嘅--第九日嘅時候，聽到
15 佢哋嘅一啲證供。第九日，第 50 頁，呢個係陳先生，龍運嘅，陳廣龍（陳廣
16 能？），佢係其中一個巴士總工會嘅代表嚟，佢响第九日作證。

17 我想就去番--睇番第 50 頁嘅第 20 行，佢就話--陳生就話「我係龍運嘅，
18 我想補充一句。」即係佢話之前講過，而家就補充，佢話「响 E33P 呢條線」--
19 我相信係路--我相信--我理解呢個係路線，「2016 年，咁就係廿四小時咁樣營
20 運，呢條線，咁就大概就有六十程，有六十程，咁個巴士總站喺兆康南站，嗰度
21 係有休息室，亦都有廁所。原本，佢已經有一條線啲嘞，去到 2016 年，變咗全
22 日線，咁我哋就要响嗰個巴士總站嗰度食飯，同埋喺特別嘅地方就係休息，不過
23 就有休息室。咁我哋不斷嘗試過之後，最後有一個，咁當地同埋運輸署就唔批
24 准，咁而家呢個--我哋呢個亭就停咗，關咗兩年，咁我哋一路都要求有個休息
25 亭，不過始終都做唔到，亦都未收過通知話幾時可以提供到。」

26 咁黃小姐問「咁關於呢 E33P，你幾時申請要求有咁樣嘅休息亭，係咪用書
27 面？」

28 佢話「我哋响 2015 年同公司見面嘅時候提出，即係工會同佢見面，咁公司
29 話畀我哋聽，佢一路就向唔同嘅當局申請，不過 2016 年，區議會就話應該係呢
30 條全日線嘅嚟到係服務屯門居民，我話我哋如果有一個休息室，我哋點能夠佢改
31 善個服務嘅質素？我哋嘅意見就轉達咗畀區議會同埋運輸署，就算係到到今日，
32 到今日為止，都未再收到佢哋有咩嘢回應。」

33 咁我未問我呢個問題之前，我想你去番雜項 2，呢個係嗰個主席去探訪嘅紀
34 錄嚟，899 頁。由 899 頁，一路去到 902 頁，咁呢度觀察--即係探訪者嘅觀察

1 所得就係咁樣，「嗰個巴士總站就係有休息室，咁嗰啲駕駛 E33P 嘅車長只能夠
2 响兩程之間，就係响個巴士車箱裏面休息，因為嗰度冇--呢個係個露天嘅總
3 站，有休息室，根據另一個車長講，同一路線嘅，嗰度有一個係儲物櫃嘅地方，
4 咁可以擺水，咁另外兆康站係你可以用八達通去到裏面嘅廁所，不過要去，就要
5 來往要起碼七、八分鐘。」咁有啲相片，911 頁，即係呢個係總站，我哋就有個
6 擺儲物櫃嘅，就有廁所，咁廁所就响兆康站裏面。咁你都可以估到我想問乜嘢，
7 點解個總站--咁你批准設立總站，但係冇提供廁所或者係休息嘅設施？

8 李澤昌先生：我諗頭先主席都講咗，呢個係一個好核心嘅一個問題嚟，即係呢個我答
9 你唔到，但係就而家呢個最新嘅情況，就其實運輸署就已經係批咗佢呢個站頭個
10 個設施，咁當然批咗之後，仲有一個工作要做，就係申請電。咁因為佢嗰個程序
11 上，就係要申請咗，有咗個政府嘅 approval，然後先至可以申請電，咁申請電
12 都要一段時間，所以係我哋而家跟住嘅工作就係努力咁樣申請嗰條電線，駁到呢
13 個休息嘅設施。

14 MR DUNCAN：（經傳譯員）就唔想--我哋如果唔返番去嗰個運輸署嗰啲申請文件嘅
15 度，你明白佢哋嘅講法就係話，佢哋會協助方便你同其他嘅政府部門溝通。

16 李澤昌先生：係，冇錯。

17 MR DUNCAN：（經傳譯員）呢個係咪就係你嘅經驗？就係咁--有冇有效？

18 李澤昌先生：我自己個人覺得有啲部門，有啲係可能係真係未必需要，因為呢一個所
19 謂休息室嘅設施，其實呢一個都幾係一個 temperate，一個好臨時式嘅一個建
20 築物，咁佢有啲部門，佢問嗰啲部門其實同一啲即係永久性嘅建築物，係接近乎
21 係一模一樣，咁呢一個過程係我覺得有啲比較長。另外一樣嘢就係，嗰啲申請
22 電，咁因為佢個制度係通常我哋係批咗之後，然後啲電嘅公司先至有批文，先至
23 可以接受你個申請嗰條電線入嚟，咁嗰度亦都有啲程序上，我哋都有辦法可以即
24 係有個突破，咁所以而家就算等到申請咗之後，我係問緊中電可唔可以加快申請
25 條電，咁即係我可以--你可以想像到，其實係有啲嘢係可以做得快啲嘅。

26 MR DUNCAN：（經傳譯員）幾耐之前，你申請呢個咁嘅地方有個係亭同埋嗰個廁
27 所，係幾時申請？

28 李澤昌先生：我要即係返去 check check，但係唔係一個短時間，即係唔係用月嚟
29 計，可能已經遠遠超過一年嚟嘞。就算申請電，都要一段即係起碼要好幾個月，
30 最快都要。

31 MR DUNCAN：（經傳譯員）就未批准㗎，係咪呀？

32 李澤昌先生：電未。

33 MR DUNCAN：（經傳譯員）你覺得幾時可以擺晒啲批准？

34 李澤昌先生：可能開完呢個會就會快啲，但係即係我相信係，如果唔係好複雜，都要

1 講緊係四至六個月，係冇得少。

2 彭樹雄先生：其實 Mr Duncan，我哋有好多嘅--其實有好多嘅站頭，我哋用咗好多
3 時間去申請個休息室，但係好多時，個休息室擺咗喺度，我哋申請電，真係一
4 個--都係一個好漫長。同埋我哋最慘就係，啲同事就會講「喂，你都--休息室
5 都擺咗喺度，點解唔用得？」咁，但係查實就係，因為真係要等埋其他政府部
6 門，有啲甚至乎要睇埋渠務署等等，即係好多好多即係有啲要經過嘅程序。

7 主席：（經傳譯員）各位，而家已經 1 點鐘，我諗我哋而家係食午飯，咁今日下晝兩
8 點半繼續，唔該晒。

9

10 下午 12 時 59 分聆訊押後

11

12

13 下午 2 時 30 分恢復聆訊

14 出席人士如前。

15

16 主席：（經傳譯員）各位午安。係，鄧樂勤大律師。

17 MR DUNCAN：（經傳譯員）唔該你，主席。

18 彭樹雄先生：喺我哋嘅 lunch break 之前，就我哋會 check 一啲啲站頭啲設
19 施，或者介唔介意我匯報番先？我哋去--麻煩你去番 KMB Long Win Bus
20 bundle 1(A)，就係 Long Win Bus & KMB bundle 1(A) 208 頁。

21 主席：Yes.

22 彭樹雄先生：首先我第三個同埋第四個站，一個叫做 Handsome Court 同埋新屯門
23 中心。因為我哋啲車係特別車嚟，即係淨係朝頭早有服務，所以嗰度係有一
24 個洗手間嘅設定，同埋啲車長唔會喺嗰度休息嘅。

25 另外就去到 209 頁，嗰個 Central (Macau Ferry)，對唔住，呢度我
26 哋有少少遺漏，其實嗰度係有 public toilet 嘅，有公共洗手間嘅。然後落
27 去...

28 主席：（經傳譯員）麻煩你等一等。搞錯咗，就唔係話遺漏？

29 彭樹雄先生：係，冇錯，冇錯，對唔住，我哋係有啲粗疏㗎，呢度...

30 主席：（經傳譯員）信德中心，係咪呀？

1 彭樹雄先生：係，冇錯，係，冇錯，主席。

2 主席：（經傳譯員）係。

3 彭樹雄先生：好，另外落去，就有個長沙灣，Cheung Sha Wan，有個甘泉街
4 South，甘泉街南，嗰度我哋係有一個化廁嘅，個原因就係我哋用對上嗰個總
5 站，甘泉街北嗰個嘅化廁，即係兩個站係 share 一個化廁嘅。

6 好嘞，然後落去尅二嗰個，葵盛中。咁嗰度，對唔住，呢度又係我哋有啲
7 粗疏，其實係有一個嘅 KMB 嘅 toilet 嘅，嗰個係 permanent，嗰個係永久嘅
8 toilet 嚟。

9 然後去到第 210，最樓尅嗰個又一邨。其實又一邨我哋係冇巴士總站嘅，
10 因為我哋嗰條 203C 嗰條線，就係去大坑東嘅，不過係經又一邨，所以嗰度係冇
11 一個洗手間嘅設備，因為亦都有車長喺嗰度休息嘅。

12 好嘞，另外就睇番亦都先前有工會嘅代表講，就係龍運巴士嗰個 E33P 嗰
13 個兆康南。正話 Mr Duncan 你就問我哋係幾時開始申請，嗰個兆康南站，我哋
14 係 2017 年嘅 8 月係入紙同運輸署申請站長室、休息室同埋化廁嘅。而運輸署喺
15 2018 年嘅 7 月，2018 年嘅 7 月係已經批咗嗰個嘅 approval，我哋而家就係
16 喺度申請緊電力嘅供應嘅。

17 多謝，Mr Duncan。多謝主席。

18 MR DUNCAN：（經傳譯員）唔該晒你，彭先生。而家想請你睇呢一個雜項文件夾 2，
19 899 頁。今朝睇過嘅，呢個係一個報告，就係報告番委員就係去巴士總站同埋
20 車廠參觀。

21 請你睇呢個報告嘅第 2 頁，即係第 900 頁。喺第三行，即係 (B) 嗰度嘅第
22 三行，沙田火車站巴士總站，嗰度嘅第三行就咁講，就話有新型嘅休息設施，
23 有冷氣嘅，有空調嘅，有抽氣扇、有五張椅。然後喺底下嗰度，就話平均嚟
24 講，一日就會有多過十位司機喺嗰個巴士總站同一時間係休息嘅。

25 如果我理解得正確嘅話，似乎係咪就話呢個情況都唔係淨係沙田鐵路站嘅
26 巴士總站唯一係有咁嘅情況？因為你睇番 901 頁嗰度，就係講及聯和墟巴士總
27 站喺第 2 點嗰度，第 1 大段嘅第 2 點嗰度就提及一個細嘅休息室，裏面有三張
28 椅。

29 然後喺嗰一版嘅第 2 段，第 4 個大點嗰度，就話喺探訪嗰日，大概有六、
30 七名司機喺總站嗰度休息，當時就係繁忙時間。

31 落到去 903 頁，就係山景巴士總站，有五張椅，但係今次就有提及話究竟
32 係任何時間，同一時間裏面，總共會有幾多位司機喺度休息。呢度有兩點，我
33 哋聽到喺車廠嗰度，車廠有個係所謂啱啱話「黑房」，就係有設施係讓車長可
34 以攤平咁樣馴喺度。但係如果喺巴士總站嚟講，嗰啲休息室就有同樣嘅情況

1 嗎，你覺唔覺得咁樣係理想嘅呢？

2 彭樹雄先生：呢個係會發生嘅。我想強調其實我哋呢啲所謂 Kiosks，休息室，我
3 哋有兩種唔同嘅 size 嘅，一種係細啲，一種係比較大啲。我哋好多時因為個
4 張--如果要真係擺一張 horizontal 嘅椅喺度，其實佢佔用個個嘅空間都有--
5 即係會有一定嘅空間係會佔用到。其實我哋都盡量就係話視乎個個使用個
6 usage，因為有一啲嘅總站，其實車長未必會喺中段休息會使用--即係個三個鐘
7 頭未必一定會使用個個站頭嘅設施嘅，但係盡量如果我哋可以，我哋都會申
8 請，如果容許的話，我哋都會擺個比較大啲嘅 kiosk 喺度。

9 李澤昌先生：呢度有少少補充嘅，其實喺個車廠裏面，有啲真係好似馴低喺度個啲
10 咁樣。但係而家我哋有啲係本身係 purposely built 嘅 terminus，其實佢
11 有啲就唔係一張凳嚟嘅，佢有張比較低少少可以坐得舒服啲嘅凳，畀個啲員工
12 休息。咁個數量就係我今日手上有啲啲巴士總站，個啲係真係畀個啲員工，雖
13 然唔係坐低，可以橫--好似張床咁馴，但係個啲都好舒服。而家你所講個啲，
14 因為佢本身個 kiosk 嘅 size 係正正係得個 40 平方呎，咁就其實係擺得
15 五、六張凳。我哋係確確實實覺得係有呢個需要，嚟緊我哋係好希望喺好多站
16 頭裏面，都比較大個啲站係有兩個形式嘅凳，一種就係坐直個啲凳，另外一種
17 係坐低，比較舒服少少個種。而家我哋都已經係好多係做緊呢樣嘢。

18 彭樹雄先生：係，Mr Duncan，今朝早喺個聽證會度，我都想提供一啲數字或者畀
19 呢個 Committee 參考嘅。我哋九巴個啲特別更嘅車長，其實我想講就係我哋有
20 大約九個 per cent 嘅特別更嘅車長，即是一百三十四位嘅特別更車長，佢係
21 會喺個四個廠裏面休息嘅，即係換句話，正話李生講個啲，我哋會有一啲
22 horizontal 嘅床等等，呢一百三十四位同事就會喺廠休息嘅。

23 另外喺各個站頭休息嘅，就佔咗十七個 per cent，就係二百六十二位。
24 而返屋企呢三個鐘頭或者以上嘅休息，其實佔嘅總數係所有特別更嘅車長係七
25 十四個 per cent，係一千一百一十七位同事，七十四個 per cent 嘅同事係
26 佢哋可以返到屋企休息嘅。

27 正正我哋 KMB 相對地比較好嘅，就係因為我哋車廠嘅分佈比較多，同埋亦
28 都可以真係就到一啲車長，佢哋係可以係短時間裏面係能夠返到屋企休息。多
29 謝你，Mr Duncan。

30 李澤昌先生：即係佢係嚟緊個將來，我想補充，即係當然呢啲係一個數字，但係即係
31 個 terminus 休息個設施，我諗我哋都會再做緊啲工夫。我諗個啲凳，同
32 埋可以坐得舒服個啲，其實唔係淨係畀一啲特別更，我諗有一啲一般嘅值更嘅同
33 事，我諗我哋都要喺個度會做啲嘢喺度。

34 MR DUNCAN：（經傳譯員）大啲嘅休息室，我想問有冇個房係畀佢哋可以馴平呢？

35 彭樹雄先生：佢就唔可以係完全 horizontal，但係好似一啲 armchair，安樂椅咁
36 呢，佢係可以係躺臥到嘅，但係就唔係--完全唔係--即係都係當然，唔係一張

1 床咁，係 horizontal，但係都係一張安樂椅咁斜斜地，咁可以休息到。其實我
2 哋開始越嚟越我哋會擺得多啲呢種嘅椅嘅。其實係有，做緊㗎，不過我哋會繼續
3 --即係如果可以--喺個面積上面容許，其實我哋可以擺得更加多添。

4 主席：（經傳譯員）有冇人規定過嗰個休息室嘅大細？

5 彭樹雄先生：我哋每一次呢啲 kiosk 去畀運輸署申請，其實有個 size 嘅限制嘅，
6 呢個已經係最好嘅 size，即係喺而家嘅規架底下，呢個已經係最好嘅一個
7 size。

8 主席：（經傳譯員）呢個咪間接咁講，就係運輸署係限制咗個大細？

9 彭樹雄先生：有呀，有㗎，我諗唔一定係運輸署嘅。因為有啲地方...

10 李澤昌先生：係有嘅，係有嘅。

11 彭樹雄先生：係有嘅，係，但係個...

12 李澤昌先生：呢個 size 係政府 stipulate 㗎，所以其實我哋係呢個 size 係絕對
13 開放，係絕對希望可以係大啲嘅。

14 彭樹雄先生：其實我哋都好--係申請即係由 A 亭會轉個大--我哋都有咁樣做。

15 主席：（經傳譯員）邊一個政府部門係規定咗呢個休息室嘅大細？

16 彭樹雄先生：運輸署。

17 李澤昌先生：運輸署。

18 主席：（經傳譯員）佢規定咗嗰個呢兩種尺寸已經實施咗幾耐？

19 李澤昌先生：五年。

20 主席：（經傳譯員）真係？唔係仲多過五年咩？

21 李澤昌先生：（經傳譯員）我會話起碼五年囉。

22 主席：（經傳譯員）你有冇係申請過大啲嘅休息室？譬如話話畀佢哋聽，就係話我哋
23 想佢哋馴低，躺平咁馴，有冇咁問過？

24 李澤昌先生：我哋通常咁做，我哋係申請兩個 40 呎嘅，呢個我哋通常都會咁做，咁
25 得到嘅通常都係一個返嚟。如果你話即係可以係申請大嘅，大過 40 嘅，我哋應
26 該係未試過嘅，未試過。

27 主席：（經傳譯員）所以你有試過，亦都未必知個答案？

28 李澤昌先生：㗎。

29 主席：（經傳譯員）但係你就推論，就係你想擺兩個 40，即係話如果要 100，應該

1 佢哋唔會批准，你係咪咁樣推論？

2 李澤昌先生：(Nodded head)

3 主席：(經傳譯員) 律師。

4 MR DUNCAN：(經傳譯員) 你講嘅啲好似安樂椅嘅椅，我想問下報告裏面有冇
5 相？

6 李澤昌先生：呢度冇影到，但係我哋有好多我哋嘅總站啲啲呢，係有呢一種凳嘅。

7 MR DUNCAN：(經傳譯員) 第 2 點亦都係源至剛才我讀出嚟嘅啲啲描述，你有時就
8 話有三至到五張椅，但係同一時間就可能有七至八個人就係喺啲度休息緊，咁嘅
9 情況滿唔滿意？

10 李澤昌先生：當然即係永遠都可以做好啲嘅，我個人覺得唔係好滿意，所以我頭先都
11 講咗，我哋會係未停過係繼續同政府係再繼續申請，所以休息室啲個問題，我哋
12 係仲未解決嘅，所以我哋係未滿意嘅。

13 MR DUNCAN：(經傳譯員) 好嘞，而家讓我講番運輸署嘅文件夾，即係今朝早我哋
14 展開呢一段對話嘅時候，就已經係睇緊運輸署嘅文件，就係運輸署嘅 1 號文件
15 夾，438 頁。啲度睇到有兩條問題嘅，就問運輸署兩條問題，佢哋亦都答咗嘅。
16 咁想請你睇番 438 頁。第 1 點嘅第二句，就係相關嘅部門或者當局考慮同埋係
17 審核啲個申請，睇下畀唔畀你哋有呢啲員工設施嘅時候，運輸署一直都有提供適
18 當嘅協調工作嚟到係便利係早日可以安裝到咁嘅設施。

19 我想問，你哋嘅經驗係咪都係咁樣樣？

20 李澤昌先生：佢係做一個協調嘅工作，但係申請呢啲嘢，其實佢係有兩個最大嘅部門
21 嘅。運輸署佢通常係處理一啲係 Housing Department 或者 Housing
22 Authority 以外啲啲，啲啲係佢哋去處理。但係喺一啲 Housing Authority
23 啲啲範圍裏面，就會由番 Housing Authority 去做 coordinate。所以係基
24 基本上係兩個唔同嘅單位去處理。

25 MR DUNCAN：(經傳譯員) 想問下，運輸署嘅協調工作有冇令到你哋早日係得到批
26 准去造啲啲設施，即係從你嘅經驗嚟計？

27 李澤昌先生：即係如果作為一個--即係我哋一個營運者，我覺得佢可以快啲囉。

28 MR DUNCAN：(經傳譯員) 第二個要點，第三句「專營巴士營運商佢哋嘅要求同埋
29 意見，即係關乎洗手間同埋休息設施都會係喺適當嘅時候，加入咗巴士總站嘅設
30 計啲度。」

31 喺實際嘅經驗嚟講，係咪真係咁？

32 彭樹雄先生：其實我好難答 yes 或者 no，因為有啲可能我哋會知悉嘅，但係有啲我

1 咁冇知悉。所以我對唔住，Mr Duncan，我真係畀唔到一個好 yes or no 嘅答
2 案畀你。

3 MR DUNCAN：（經傳譯員）邊個負責設計呢啲巴士站？

4 彭樹雄先生：運輸署。

5 李澤昌先生：我覺得有幾種嘅巴士總站嘅，有啲巴士總站係應該屬於政府嘅地，或者
6 政府嘅產業，佢去做。咁喺做嘅時候，其實佢都未必決定咗係邊一間公司入嚟行
7 嗰條巴士線，其實就確實佢就好少係搵咗邊一間公司畀意見。佢哋運輸署亦都係
8 有一班專業嘅團隊，或者佢有佢自己嘅顧問係設計個巴士站。所以我就喺我過去
9 咁多年，我就應該就未有人諮詢過我哋嗰啲洗手間喺邊度，呢啲問題。

10 MR DUNCAN：（經傳譯員）換句話講係運輸署設計每一個巴士總站，係咪呀？

11 李澤昌先生：如果係佢哋嘅地方，但係當然譬如好似係--即係我頭先想講嗰啲 bus
12 transport interchange，即係可能同鐵路嗰啲有關係，我諗當然個業權，
13 呢個我唔係好清楚。但係我哋本身就真係冇喺嗰個諮詢裏面係有知會。

14 MR DUNCAN：（經傳譯員）當運輸署設計巴士總站嘅時候，即係如果係喺政府土地
15 上面嘅巴士總站，佢哋喺設計入面，有冇包括埋廁所同埋休息設施？

16 李澤昌先生：即係我覺得係應該如果佢叫呢個叫做“bus terminus”，佢係應該有
17 一啲 terminus 嘅設施喺裏面，但係就我眼見，而家暫時有啲係真係冇，我答
18 唔到佢哋本身嗰個標準係點樣。

19 MR DUNCAN：（經傳譯員）439 頁，第 1 點，「運輸署係有積極咁樣同相關嘅部門
20 同埋單位，就係聯絡去解決任何專營巴士公司喺申請設施嘅時候遇到嘅困難。」

21 根據你嘅經驗，運輸署有冇有效咁樣解決你公司所遇到嘅問題？

22 彭樹雄先生：Mr Duncan，我嘅答案，我只可以話可以做得好啲嘅。即係因為佢呢
23 一個 bullet，其實好 broad，即係我完全唔能夠 gauge 到到底即係佢所謂
24 “proactively” 嗰個程度係去到邊度。

25 李澤昌先生：即係或者我咁樣講，其實運輸署係冇原則上係反對個站頭個設施係有呢
26 啲咁嘅休息室，或者廁所、化廁嘅東西。但係因為即係每一次去到做嘅地方上嗰
27 啲咁嘅諮詢，或者喺個土地上有冇足夠嘅地方令到佢可唔可以擺到嚟嘢，佢係真
28 係面對咗好多呢啲咁嘅疑難。當然，處理呢啲嘢其實唔係咁容易，我好明白，但
29 係就我哋感覺到，我哋同運輸署係有一個好大概分歧，但係亦都睇到佢哋有一個
30 難度喺呢方面。

31 MR DUNCAN：（經傳譯員）第 440 頁最後嗰一句，「運輸署就會協助專營巴士公司
32 去得到當地或者當區嘅支持，就會透過做一啲實地嘅考察，或者係同佢哋會面去
33 搵出一啲可行嘅方案，咁呢去加快呢一個實施嘅方案，就可以幫助到車長同埋乘
34 客。」

1 你公司有冇即係得到咁樣嘅協助？

2 彭樹雄先生：呢個我可以答呢，就係當我哋入咗一個申請嘅時候，我都知運輸署係會
3 聯繫當區嗰啲區議員等等。如果真係有反對，大家都睇到，好似正話荃灣荃威花
4 園嗰個個案，運輸署嘅回覆最褻瀆嗰段就係話「當區居民反對，你哋巴士公司搵
5 過個位置再申請喇。」咁樣。呢個就係我哋好多時都會遇到呢一個咁嘅問題嘅。

6 MR DUNCAN：（經傳譯員）最後我就想問一啲問題去澄清一啲嘅事宜嘅，即係之前
7 你都已經向委員會講過呢啲議題。首先呢啲車長，即係返工，開始上班嘅時候，
8 即係以我所知，即係而家冇提供任何嘅交通工具畀啲車長去佢哋返工嘅地方，係
9 咪呀？佢哋要用自己嘅方法去到返工嘅地點，係咪？

10 彭樹雄先生：其實我哋公司係有提供到一啲我哋所謂嗰啲叫“crew bus”，我哋嗰
11 啲廠車。我哋嘅廠車就係早更，其實就基本上個涵蓋面都幾廣泛，甚至乎，雖然
12 我哋冇廠喺香港島，我哋香港島都會有朝頭早嘅 crew bus 廠車係接送啲同事
13 返番去個屬廠度開工嘅、工作嘅。

14 MR DUNCAN：（經傳譯員）你可唔可以提供多啲嘅詳情？咁樣委員會就會知道呢一
15 個員工巴士服務係點嘅。

16 彭樹雄先生：冇問題，其實我哋有嗰啲 Crew bus 嗰啲嘅路線，幾多點鐘開等等，
17 我哋都可以提供到嘅。早更，因為早更嗰個交通嗰個問題，有啲同事返夜更，咁
18 又點呢？其實同事--因為我哋嗰啲同事係可以自己搭巴士等等，佢哋好多時都
19 係用番我哋當日中午嗰啲巴士嘅服務，亦都係可以返到去個站頭度擺車工作嘅。

20 MR DUNCAN：（經傳譯員）我想你搵去 KMB-12 文件冊嘅第 5010 頁，呢份就係你
21 喺上次聆訊之後提供嘅，將份文件。呢度就係一啲數據，就係你啱啱有提到呢啲
22 數字嘅。呢啲數據就係關於有幾多嘅車長會喺車廠、車站或者屋企，即係佢哋下
23 午度休息嘅。你提到大概係七成嘅車長係會返屋企休息嘅，即係喺佢哋落更嘅時
24 候。

25 會唔會有任何協助幫呢啲車長返屋企，或者係由屋企返嚟去恢復工作？

26 彭樹雄先生：其實我哋有個叫做先天性嘅優勢，就係我哋屬廠比較多。我哋如果個車
27 長佢加入我哋嘅公司完成受訓，基本上佢哋係會派番去佢住嗰個地方嘅附近嘅。
28 所以正正就咁樣，你睇得到所以好多同事，74 個 per cent 嘅特別更嘅車長，
29 其實佢哋根本就係 walking distance，可以返屋企，有啲甚至乎住喺個巴士
30 總站樓上嘅屋邨等等，所以佢哋其實就係好容易地就可以返到屋企。

31 MR DUNCAN：（經傳譯員）喺上次嘅聆訊嘅時候，即係第十四日，就係喺 112 頁，
32 我哋知道車長一日可能會係揸三條路線嘅巴士嘅，你記唔記得？

33 彭樹雄先生：係，我記得係。

34 MR DUNCAN：（經傳譯員）即係如果係每日揸嘅路線係減少到兩條嘅話，即係喺財

1 政上會有咩嘢後果？

2 彭樹雄先生：我諗財務上，我唔覺得會係一個好大概分別，不過可能即係反而個車務
3 運作上可能會有啲影響。因為其實我哋所謂呢啲 interlining，或者每日唔揸
4 多過三條線，其實我想講就唔係淨係我哋個公司係會有呢一個做法。

5 其實我嘅理解，我哋香港所有啲專利巴士嘅 bus operator，其實都係
6 有呢一種 interlining 嘅方法，甚至乎李生喺上一次嘅聽證會都講咗，我哋
7 啱啱搵咗英國一間嘅顧問公司嚟睇我哋個巴士嘅運作，包括維修，包括個
8 車務。其實我同啲 consultant 嘅接觸，overseas 嘅國家，即係外國，其
9 實個 interlining，有啲甚至乎比我哋多過三條線添，即係佢哋都係一個幾
10 普遍嘅一個做法嚟嘅。

11 咁所以答番你嘅問題，Mr Duncan, financially 我諗個差別唔會太
12 大，但係可能個運作上，因為你要明白每一日個客量，又或者我上一次都
13 講咗，可能有啲同事擺病假、擺咗假，可能即係個調配上，個彈性，如果
14 我哋容許佢唔多過三條線，其實個運作上會暢順啲。同埋我都強調，佢哋每
15 一條線，佢一定要有個路線訓練嘅，冇路線訓練，我哋絕對唔會派車佢揸個
16 條線嘅。

17 MR DUNCAN：（經傳譯員）即係車長同埋其他嘅工會有冇向你投訴過要揸三條線係
18 太多？

19 彭樹雄先生：我大部分我認知嘅，其實我冇聽到啲好大概聲音，當然可能個別有啲--
20 即係可能個日佢要揸兩條線，佢可能會有啲聲音，但係整體嚟講，我覺得係
21 okay。同埋佢哋亦都明白到個運作上，唔揸多三條線，其實係有個咁嘅需
22 要，同埋即係基本上呢個都係一個幾普遍嘅一個運作嘅做法嘅。

23 MR DUNCAN：（經傳譯員）我哋聽到即係如果一個車長係要揸一條新嘅路線嘅時候
24 會發生咩嘢事，如果一個車長需要揸一條新嘅路線，會唔會有另外一位車長喺車
25 上面協助佢？

26 彭樹雄先生：所有車長，佢所有揸嘅路線一定要有個路線訓練嘅。如果佢要揸一
27 條新嘅線，佢一定要經過駕駛訓練學校，即係我哋 KMB 駕駛訓練學校裏面嘅路
28 線訓練，先至會揸個一條線嘅。

29 李澤昌先生：我諗呢個問題有兩個，第一個就係如果啱啱出嚟，喺我哋嘅駕駛學院出
30 嚟，佢初初接觸個盤軟嘅時間，佢側邊會有一個人陪住佢一段時間嘅。另外你講
31 個個，就話如果佢係一個有經驗嘅車長，然後再學一個新線嘅話，個個新線係一
32 定要經過個駕駛學院教佢，咁係咁樣。

33 MR DUNCAN：（經傳譯員）當佢第一次揸呢條新線嘅時候，係咪有另外一位嘅車長
34 喺車上面協助佢？

35 彭樹雄先生：Yes, buddy driver.

- 1 MR DUNCAN：（經傳譯員）即係夥伴車長，係咪呀？
- 2 蘇偉基先生：睇睇嗰個車長佢入職幾耐，如果佢係一個好資深嘅車長，佢再學咗一條
3 新嘅路線，其實呢啲路線對佢嚟講唔係算新嘅，咁就佢就可以駕馭得到。但係如
4 果一個新嘅車長，我哋喺佢出去學 until 一段短時間，我哋係有一啲 buddy
5 driver，一啲資深嘅車長，就喺佢嗰個駕駛艙側近嗰度，畀到佢一啲信心，同
6 埋有啲需要，有啲支援佢嘅。
- 7 MR DUNCAN：（經傳譯員）梁博士就提到，即係引入一個二十個增薪點嘅制度去代
8 替現有嘅八點增薪點嘅。你可唔可以話畀委員會知道，即係呢一個建議幾時會實
9 行？
- 10 蘇偉基先生：喺 9 月 1 號開始實行。
- 11 MR DUNCAN：（經傳譯員）即係已經係實施咗，係咪呀？
- 12 彭樹雄先生：係。
- 13 梁乃鵬博士：（經傳譯員）鄧大律師，由 9 月 1 號開始，如果即係有新車長加入九巴
14 或者龍運，佢嘅薪金就會係月薪--即係佢每個月大概係會賺 2 萬 3000 蚊，係包
15 括年中嘅雙糧嘅，所以比起之前嘅薪酬係大幅上升嘅。
- 16 MR DUNCAN：（經傳譯員）唔該晒。
- 17 主席：（經傳譯員）你喺最新呈交嘅文件都係有分享過呢個資訊嘅，係咪？
- 18 梁乃鵬博士：我哋好樂意係向委員會係呈交一個比較圖，即係喺 9 月 1 號之前嘅薪酬
19 同埋 9 月 1 號之後嘅薪酬嘅，我哋可以比較一個每日嘅薪酬，或者日薪車長同
20 埋月薪車長嘅薪酬。
- 21 蘇偉基先生：我哋會儘快提供番。
- 22 主席：（經傳譯員）唔該晒。
- 23 MR DUNCAN：（經傳譯員）有冇發生過呢，即係車長喺執行職務嘅時候就病咗，會
24 唔會發生？
- 25 蘇偉基先生：會有機會㗎。
- 26 MR DUNCAN：（經傳譯員）公司有冇任何嘅程序或者指引，即係如果發生呢個情況
27 嘅時候會點做？
- 28 蘇偉基先生：首先喺招聘車長嗰陣時，我哋嗰個招聘書提醒，如果車長係身體不適嗰
29 陣時係應該申請告假。我哋亦都喺每個廠嗰度係有自己嘅 clinic 係可以畀佢睇
30 醫生，亦都喺派更嗰陣時，佢喺嗰個站頭拍卡，亦都會係提醒佢，「你係要當日
31 嗰個身體良好，你先至可以搵車。」佢就可以係申請病假。

1 MR DUNCAN：（經傳譯員）如果即係車長揸緊某條路線嘅時候病咗，有啲咩嘢嘅程
2 序或者政策係會執行？

3 彭樹雄先生：如果有車長喺駕駛途中，佢感到唔舒服，其實車長會知道--佢係可以
4 點，佢停低架車，然後畀電話我哋當值嘅 inspector。因為我哋有啲督察，佢
5 哋係會做個所謂巡邏嘅，佢哋會揸車巡邏嘅。佢哋只要擺低架車，然後我哋督
6 察就會安排另外一架車，就等啲客過咗另外一架車，然後我哋會車個車長去睇
7 醫生，呢個係一向都係咁樣做緊嘅。

8 MR DUNCAN：（經傳譯員）KMB-12 文件冊，5063 頁嘅。呢個就係你喺上次嘅聆訊
9 之後向委員會提供嘅文件，呢度就係描述咗新車長接受嘅訓練，就係 5063 頁。
10 另外就係現有車長嘅訓練，就係喺 5064 頁。

11 公司就住駕駛疲勞，有冇提供任何嘅訓練？我所謂講話即係點樣處理疲
12 勞，我或者解釋下。我哋指即係佢哋點樣辨識，即係知道係有疲勞--唔係，知
13 道點樣防止，或者點樣休息，所謂嘅管理疲勞狀況，有冇呢啲咁樣嘅訓練？即
14 係你哋車長訓練有冇呢？

15 黃祥明先生：我相信頭先蘇生講咗喇，啲車長入職嘅時候，我哋都會提醒佢哋，如果
16 係有唔舒服，就需要睇醫生，直情唔好繼續揸車。Mr Duncan，你剛才講嘅
17 fatigue，我哋當佢係一種唔舒服嘅時候，佢都應該係跟番我哋呢個守則去做。

18 蘇偉基先生：基於一個疲倦嘅管理嗰度，有幾方面公司係做咗東西。第一，就當然運
19 輸署佢有個指引，對於車長嗰個工時。咁符合呢個指引，就起碼都有一個足夠嘅
20 休息。第二，就係喺車長嗰個安全手冊嗰度，亦都有個章節係提醒佢哋作為一個
21 專業車長，佢係要管理佢自己嘅健康。當佢發覺係身體不適嗰陣時，佢係應該唔
22 好去做個更次，更加通知公司去停止。呢點，我哋係有提佢。

23 再者就係話，頭先我哋講咗好多站頭嘅設施。我哋都希望佢而家就係話每
24 六個小時，就會有個 coffee break。每一個車與車之間，亦都頭先講咗有個
25 叫 layover 嘅 break，等佢有個 water break 或者有個 toilet break，
26 等佢可以喇一喇，去管理番佢自己嗰個嘅身體同埋疲倦。

27 MR DUNCAN：（經傳譯員）根據呢個回覆，我理解唔唔啱呢，即係冇話特別提過話
28 管理疲勞嘅，即係呢啲一般性嘅訓練內容，就唔係特別提過疲勞管理嘅，啱唔
29 啱？

30 李澤昌先生：冇。

31 MR DUNCAN：（經傳譯員）上次聽證嘅時候，聽咗好多人講，今年六月初公司第一
32 次從個運輸署知道係有個電子數碼嘅地圖，香港有咁嘅地圖。記唔記得上次聽證
33 係曾經提過？

34 梁健宏先生：係。

1 MR DUNCAN：（經傳譯員）公司已經係咪開始運用咗呢個電子數碼嘅地圖？

2 梁健宏先生：我哋同黑盒製造商喺呢一方面係做緊工夫，係希望可以用到嗰張 map，
3 亦都係做緊嘅。

4 MR DUNCAN：（經傳譯員）你預期幾時真係可以運用到呢個電子數碼嘅地圖？

5 李澤昌先生：我哋雙線做緊嘅，我哋同 ZF 之前同你哋 嘅 committee 都傾過，就係
6 佢有兩個系統，一個就用 digital map，另外一個就係用即係人手咁樣放一啲
7 資料入去。佢哋 兩樣嘢都一齊做緊嘅，我哋期望就希望下年嘅 1 月左右，應該
8 就可以將呢一套系統可以嘗試喺即時喺嗰架車個 dashboard 嗰度可以睇到佢個
9 個超速同實際上路面個速度，就反映番喺嗰個顯示屏嗰度。我哋 期望係下年嘅 1
10 月。

11 MR DUNCAN：（經傳譯員）第十三日我哋聽證嘅時候，呢個係關於記錄嘅，31 頁第
12 十二行，當時上一個月，8 月，嗰陣時都要四日先至可以編制到嗰個超速嘅報
13 告。

14 跟住回答羅教授嘅問題，佢話司機就用佢個證件嚟到拍卡，跟住就你就
15 唔使等四日，呢個就可以即刻知道嘅。而家個情況係點，而家仲使唔使等四
16 日，定係可以即刻知道？

17 梁健宏先生：而家都仲係四日嘅，但係循住嗰個方向，我哋係努力緊，希望縮短個日
18 子。

19 MR DUNCAN：（經傳譯員）幾時你能夠答到嗰個方向嘅目標？

20 梁健宏先生：我希望可以儘快。

21 MR DUNCAN：（經傳譯員）咁係咩嘢意思？

22 李澤昌先生：其實頭先講緊嗰個黑盒同埋嗰個 digital map，呢樣嘢係幫到點解由
23 十日變四日。因為十日變四日，因為佢個 black box 個 information，我哋
24 自己嗰啲資料嵌埋一齊，就由十日變咗四日。而嗰個黑盒，即係個 ZF 嗰個東
25 西，再加埋 digital map 係可以成功做到嘅話，相信呢四日嘅時間一定會縮
26 短，但係縮短幾多，可能係一至兩日，我哋唔知。但係如果你咁樣睇，我哋應該
27 嚟緊下年嘅一月，嗰個 real time 同埋嗰個縮短嘅時間係同一時發生嘅。

28 MR DUNCAN：（經傳譯員）我就冇其他嘅問題，唔知委員會嘅成員有冇嘢想問？

29 歐陽先生：（經傳譯員）多謝你，主席。我哋用咗今日好多時間，就講緊點樣能夠改
30 善車長嘅工作環境。你可唔可以描述一下你請司機嘅成功率，譬如上個月同六個
31 月之前比較，係咪容易咗，就成功率係高咗？

32 蘇偉基先生：唔該委員。而家嘅情況，我哋大約每個禮拜係請到有二十五至三十個嘅
33 新嘅車長，比對我諗半年前，三個月都係短嘅時間，當時係請緊十至十五個嘅。

1 呢個當然係市場供應一個考慮，我哋自己公司喺期間亦都做咗幾樣嘢。

2 第一樣嘢就係嗰個薪酬嗰樣，正如頭先主席講，我哋係喺今年3月一次嘅
3 優化，跟住喺啱啱8月嗰陣時，亦都係做咗今年嘅加薪，接近其實全年都有十
4 五個 per cent 嘅增幅。呢個人工高咗，就多啲人吸引咗。

5 第二就係嗰啲嘅 condition，頭先我哋講即係多啲嘅休息設施，...（說
6 話含糊）

7 第三就係我哋喺招聘嗰度，亦都係即係加大力度，我哋做多咗一啲招聘
8 日、開放日，我哋更加係--英文用“reaching out”，主動去接觸我哋嘅群
9 眾，即係一啲 target 嘅 driver，就從而去追番嗰個車長嘅短缺。

10 李澤昌先生：仲有一點想補充嘅，就係請人嗰個類別，同埋每一個區，因為你知道我
11 哋有四個唔同嘅廠。每一個區，佢嗰個人嗰個類型係好唔同嘅，譬如喺屯門區同
12 喺荔枝角廠區，或者九龍灣區係好唔同。

13 我哋可能會用一個對症下藥嘅方法，譬如屯門區，佢會係多啲比較女性，
14 佢有一啲時間可能未必足夠做到八或者十個鐘頭每日，可能做到嘅時間係一
15 半，但係最低限度可以知道佢邊個時間好穩定去返工，邊個時間好肯定係會放
16 工，呢度呢，我哋朝住呢啲方向去做啲工夫。你可能會喺個站嗰個 depot 裏面
17 做啲設施，呢個我哋都係同緊政府係傾緊可唔可以做一啲托兒嘅服務之類，係
18 令到佢可以--即係做完嗰幾個鐘頭，可以湊番啲細路仔。

19 咁有啲地方，譬如有某一啲工種佢係退休嘅時候，就係五十零歲頭，佢未
20 必係想工作一段好長嘅時候，佢同樣地，佢希望有份工作，佢可能又有車牌
21 嘅。我哋都向呢個方向做緊，即係變咗而家去招聘，唔只與時並進，係同個地
22 區性都要扣上關係。因為我哋涉及嗰個區域比較大，譬如你甚至乎去到大嶼
23 山、東涌都有，咁變咗即係嗰個類型係要有啲新嘅環...（說話含糊）

24 歐陽先生：（經傳譯員）呢個同鄧大律師頭先問嘅有關嘅，就係嗰個總站嘅設計。我
25 得到嘅印象，你嘅回覆，我得到嘅印象，即係話你有機會係要求有個廁所嘅，你
26 哋係有辦法，定係--如果唔係咁做，嗰啲路線就唔提供到？

27 彭樹雄先生：我諗答呢條問題，其實我諗要好搞清楚，就係其實唔係每一個巴士站都
28 係會喺個設計上有個洗手間，或者有站長室。其實有好多站，佢係 factor in
29 咗呢一樣嘢，但係只不過就係話 somehow 喺某啲嘅站嘅設施裏面，呢一樣嘢就
30 有包含咗落去。

31 李澤昌先生：我諗歐陽先生嘅意思係話，即係佢設計新站嘅時候，我哋個角色喺邊
32 度。我可以講畀你聽，佢設計新站，佢通常係先過係批咗條線畀邊個做，所以佢
33 通常佢係設計完個站，如果假設呢個新嘅巴士站，佢然後先至再決定畀邊一間公
34 司入去行呢條線。舉個為例，港珠澳大橋，佢會有一個巴士站喺嗰度。呢個巴士
35 站佢做嘅設計已經講緊好多年前嘅事嚟嘅，但係佢開條標畀邊一間公司入嚟行呢

1 條線係之後嘅事嚟嘅，所以前後嘅問題，佢都唔知搵邊間公司入去同佢傾個巴士
2 站嘅設計。如果你叫我入去同佢傾個巴士設計嘅時候，我就問「你條路線係咪畀
3 我行先？」咁，即係變咗有個前後嘅問題。所以佢有少少係佢做咗個硬件，然後
4 佢先至落標係搵一個 operator 入嚟做個條線。咁所以呢度有少少好似你話，
5 我哋個角色未必喺佢設計時間，佢搵得我哋入去，因為我都未必知道我有機會行
6 呢條巴士線。

7 歐陽先生：（經傳譯員）即係話你有辦法之後要求佢啲額外設施嘅？

8 李澤昌先生：喺港珠澳大橋，我哋嘗試做咗嘅，但係好多嘢已經係--即係個硬件已經
9 喺度，咁變咗係有啲困難。

10 歐陽先生：（經傳譯員）唔該晒。

11 主席：（經傳譯員）你提供咗畀委員會唔同嘅會議嘅會議記錄，即係工作小組 3 月-
12 -同埋啲訓練、使用科技嗰個記錄係有部分遮蓋咗嘅。响回應嗰個議程，你就有
13 另一個你嘅所謂購物清單，KMB-12，4939 頁。即係話 3 月 13 號就寄咗個議程
14 出去，呢度即刻有個回應，你就利用呢個機會，就寫低或者你哋遇到嘅困難，希
15 望討論嘅。因為呢個有個機會畀你哋可以討論，啱唔啱？

16 蘇偉基先生：Yes.

17 李澤昌先生：Yes.

18 主席：（經傳譯員）你要求佢哋睇嘅，就係非法泊車，响巴士站非法上落客貨嘅活
19 動，交通阻塞，呢個比較闊嘅問題。比較具體就係襲擊你哋嗰啲車長，同埋交通
20 黑點。其中呢兩件事，我哋從唔同各個團體收過啲證供，巴士站非法泊車同埋襲
21 擊車長嘅問題。

22 運輸署嘅回應，4941 頁嘅一封信，2018 年 3 月 26 號嘅一封信，你見到
23 第 2 段咁講嘅，佢就係講緊嗰個工作小組嘅時間有限，同埋要將嗰個報告要三
24 個月內交，同埋有埋嗰個結果，同埋建議。至於話你嗰四個課題，我哋會响個
25 工作小組以外另行處理。

26 我所以問你嘅問題，就係而家都五個月嘞，呢個問題，巴士站非法泊車、
27 襲擊嗰個巴士車長，有冇處理過？

28 蘇偉基先生：呢個我可以答一答先，佢頭先講咗三個月，佢就當時個 working
29 group 喺運輸署嘅領導下，focus 就係一啲 bus 嘅 safety belt，同埋一個
30 bus driver 嘅 training。喺完結咗呢兩個 priority 嘅 agenda，我再去
31 信去運輸署，你會見到喺第 4945 頁嗰度係再次重提呢四件事。

32 喺第一點，illegal parking。其實正如早幾時嘅會議，彭生都有講，
33 公司都主動地係同警方做一啲嘢，希望喺度做到啲工夫。

34 第二樣，traffic congestion，我諗大家都理解，真係可以做到嘅嘢真

1 係不多嘅。

2 第三樣嘢就係話呢個騷擾車長，我得悉運輸署佢係做緊一個運動，就幾間
3 公交公司，包括埋巴士公司、鐵路公司，就係宣傳一個叫做乘客禮貌嘅運
4 動，就係開咗兩次嘅會議，我都有啲進展嘅。

5 第四樣，就係 traffic black spots，咁了解到公司其實三千幾車，任
6 何時間喺個路面嗰度，其實我哋係好熟習個路面嘅，有啲路可能佢嗰個
7 levelling 唔平，會影響交通意外。或者劃線，會影響交通意外。我哋呢啲其
8 實係久不久就會去信畀運輸署，佢有一個叫做 regional office，運輸署除
9 咗監管我哋之外，個 regional office 仲係睇埋嗰個道路嘅 design 同埋安
10 全。我哋會同佢反映呢啲我哋嘅車長會反映畀我哋聽，我哋前線嘅員工反映畀
11 我哋聽，就會講畀佢聽。

12 因為佢封信同我哋講，就係話喺呢個 working group 以外處理，所以我
13 都有去信咗運輸署，詳列咗我哋曾經係接近三百個呢啲咁嘅個案去畀佢研究。

14 主席：（經傳譯員）有冇咩嘢實際上係處理到——即係嗰五個月，處理到巴士站非法泊
15 車？可唔可以就咁答話有處理到，定係冇？

16 彭樹雄先生：我簡單答你就係 no，即係有一個好大嘅進展。

17 主席：（經傳譯員）有冇任何進展，即係佢哋話滋擾、襲擊車長嗰啲，有冇咩嘢處理
18 到？

19 彭樹雄先生：喺上一次嘅聽證會之後，其實警方亦都主動再聯絡咗我哋，我哋亦都係
20 提交咗過去嗰啲我哋車長被襲擊嗰啲案件，嗰個詳細資料亦都係已經畀咗蒼方。
21 例如我喺上一次嘅聽證會講，我哋有架車喺又一邨就畀四個男子係兩次揸熄我哋
22 嗰個 emergency button，其實聽證會之後，警方亦都主動聯絡咗我哋，亦都
23 係同我哋個車長接觸咗嘅。

24 主席：（經傳譯員）呢個進展就係咁多，係咪呀？

25 彭樹雄先生：我諗有啲嘢係譬如話違例泊車、交通阻塞，即係好難話係喺咁短時間裏
26 面有一個好大嘅成效。例如正話蘇生講咗，我哋亦都知運輸署會做一個禮貌乘客
27 運動，就希望可以教育啲乘客點樣可以大家互相尊重，我希望呢個長遠係真係幫
28 到整個業界，幫到我哋嘅車長。

29 主席：（經傳譯員）另一件事我想你幫幫手嘅，我畀個例子你，如果係遮蓋咗嘅會議
30 記錄，即係工作小組嘅。工作小組一路都係處理緊訓練，關於安全嘅技術嘅裝
31 置，科技裝置，呢個都係我哋委員會需要關注嘅。我哋要睇嘅嗰個係規管巴士營
32 運嘅制度，呢個係我哋嗰個職權範圍，即係特首畀我哋嘅職權範圍，呢個可以話
33 係——我哋似乎大家同時都係睇緊差唔多嘅課題。

34 我想你睇番 4926 頁嘅，即係呢個作為一個例子嚟嘅。我哋唔係話好似喺

1 打仗嘅時候，就係要將啲重要消息或者點樣樣遮蓋咗，就避免敵人得知嗰個情
2 報。呢度我想講，就係話呢度提及嘅，就係為所有嘅乘客座位安裝安全帶，
3 4927 頁，半版紙都係塗黑咗，跟住嗰版又係有半版紙都塗黑咗。

4 我要問一個比較一般嘅廣泛嘅問題，就係話係根據乜嘢準則去將呢一啲部
5 分係塗黑咗、遮蓋咗，究竟背後嘅邏輯係乜？

6 蘇偉基先生：呢個其實係牽涉到其他嘅巴士公司嘅發言，所以我哋就未有佢同意下，
7 我哋就遮咗。

8 主席：（經傳譯員）即係話總之係人哋講嘅嘢，你就係塗黑咗佢，你哋自己講嘅說
9 話，你就係唔介意話畀我哋聽，嗰個情況係咪咁？

10 蘇偉基先生：可以係咁講。

11 主席：（經傳譯員）所以你擺走咗嗰啲就係運輸署所講嘅嘢，或者係城巴、新巴...

12 蘇偉基先生：Transport Department 係冇叔尸，因為我有問過佢。

13 主席：（經傳譯員）即係主要係呢個城巴？

14 蘇偉基先生：Citybus 係刪去咗，喺我版本嗰度。

15 主席：（經傳譯員）你有冇問下城巴係咪可以將佢哋講嘅說話捫上去？

16 蘇偉基先生：我覺得運輸署做呢個角色恰當啲。

17 主席：（經傳譯員）你回應，就係你有問過城巴，係咪呀？即係冇問過佢哋，係咪你
18 可以將佢哋所講嘅嘢都係包括在內？如果包括咗，就讓我哋嗰個會議記錄比較全
19 面。

20 蘇偉基先生：我會後問佢，如果佢準許我，全 set 交界委員會。

21 梁乃鵬博士：（經傳譯員）對唔住，其實主席先生，直接回答，我哋係冇問過城巴或
22 者新巴。我哋冇問佢哋擺同意去將嗰個整份嘅會議記錄交界你哋睇，對唔住。

23 主席：（經傳譯員）唔該你，梁博士。你而家就會去問下呢個新巴，如果新巴拒絕，
24 話畀我哋聽，我哋咪自己直接問佢哋，因為咁樣都可以慳番墨水。

25 梁乃鵬博士：唔該。

26 主席：（經傳譯員）最後有一個問題係咁嘅，你哋有問我講過係有四個車廠，九巴有
27 四個車廠，屯門、沙田、荔枝角同埋九龍灣。喺呢四個車廠嗰度，我想問有冇邊
28 一個或者全部都係你哋九巴所擁有，或者你哋嘅附屬公司所擁有？

29 李澤昌先生：其實喺呢四個車廠裏面，九巴有沙田廠同埋屯門廠係 owned by 九
30 巴，嗰陣時 auction site 買番嚟嘅。九龍灣廠係 under 一個 private
31 treaty grant，基本上係畀咗地價係作為一個車廠嘅用途。荔枝角廠係一個

1 short-term tenancy 嘅 arrangement with 政府嘅。

2 主席：（經傳譯員）你講話短期，有幾短期？

3 李澤昌先生：基本上而家包括即係城巴、新巴同九巴都有好多嘅，就係政府係畀笪地
4 方出嚟，係用一個短期租約，佢裏面其實係視乎你個年限幾長、幾短。荔枝角廠
5 今日係每一年 automatically 續，要交租。

6 主席：（經傳譯員）就係每年都續期？

7 李澤昌先生：(Nodded head)

8 主席：（經傳譯員）唔該。鄧大律師，我哋問咗之後，你有冇嘢想跟進？

9 MR DUNCAN：（經傳譯員）如果得嘅話，我想跟進一下，係講一講女司機，係如果
10 畀嘅話。

11 主席：（經傳譯員）好，你問。

12 MR DUNCAN：（經傳譯員）之前我哋都有講過係女車長呢件事，之前你哋亦都有進
13 一步嘅資料畀我哋，就話點樣樣去招聘女車長。我想問下，喺女車長嘅數目嗰方
14 面，或者申請人方面個數目，最近有冇大增？

15 李澤昌先生：而家嗰個女性嘅車長係已經微微超過五個 per cent，當然係好視乎個
16 地區性。當然即係喺香港，其實男同女嗰個比例，其實基本上係差唔多一半、一
17 半，我覺得呢個係一個好大概嘅空間，所以頭先同歐陽先生講，我哋好想用屯門係
18 一個例子，希望喺嗰個屯門嘅廠裏面可以做啲工夫，亦都 Mr Chairman 之前都
19 有講過，喺瑞典，我都留意過係有好多歐洲嘅地方都做緊一啲呢啲咁嘅提供
20 nurseries 嘅東西，係令到有啲女性嘅車長可以騰空一啲時間，未必係一個全
21 職，但係都有個穩定性嘅時候係一定幫到車長短缺嗰個情況。

22 MR DUNCAN：（經傳譯員）有冇成果，你哋呢方面嘅努力有冇成果？

23 李澤昌先生：有嘅，因為我自己個人覺得女性車長可能希望喺嗰個穩定性，同埋對客
24 方面，呢個都係公司嚟緊一個方向嚟，我對呢個係寄於厚望。當然係要政府批咗
25 我哋嗰個廠可以做呢個 nurseries 嘅工作先。

26 MR DUNCAN：（經傳譯員）我諗我問嘅問題比較具體嘅，有冇增加到嗰個申請者嘅
27 數目，即係女性嚟申請？

28 李澤昌先生：平穩，有特別向上，有特別向上。

29 MR DUNCAN：（經傳譯員）唔該。

30 李澤昌先生：但係好多人問過我。

31 MR DUNCAN：（經傳譯員）好，唔該晒。唔該晒你，主席。

1 主席：（經傳譯員）李先生，我明白你係想作一個總結嘅發言，喺作證完畢之後，係
2 咪呀，定抑或係梁博士會講？

3 梁乃鵬博士：（經傳譯員）係，主席先生，主席同埋委員，我係想講㗎。我哋非常感
4 謝你哋畀時間我哋係作證，正如我一開頭嘅時候所講，我哋嚟到你哋嘅席前，我
5 哋以一個謙虛嘅心同埋一個開放嘅態度，我哋係歡迎你哋所提出嘅建議，如果能
6 夠係加強乘客嘅安全。今次呢個經驗，對我哋嚟講係非常有啟發，特別係對我哋
7 嘅管理階層，所以我就會請我哋嘅董事總經理，李澤昌先生就係發言，係總結我
8 哋今日到嚟嘅作證。

9 主席：（經傳譯員）好，唔該你，李先生。

10 李澤昌先生：首先喺度即係多謝大家，我哋好深深明白到，其實睇到呢段時間，真係
11 香港嘅市民對呢個巴士嘅服務同安全係一個好大、好大嘅期望。亦都雖然你睇
12 到，喺營運方面係有好多、好多嘅挑戰，例如請車長、路面嘅擠塞，呢個社會有
13 好多啲情況發生喺譬如打車長等等嘅嘢，係一個非常大挑戰。我哋都覺得我哋一
14 定係做好我自己嘅工作，係繼續提高、提升我哋嘅服務，特別喺安全方面，我好
15 肯定我哋呢班同事係一定唔會放棄，做得差。

16 今年 2 月呢個交通意外，大埔公路呢個交通意外，其實對我哋公司上上下下
17 嘅員工嗰個打擊係非常之大，即係甚至乎可以講，唔可以用說話去形容。我
18 哋絕對覺得--即係我個人由嗰日開始到而家，都對呢件事都有辦法可以忘記呢
19 個日子。我哋絕對係唔會容許，亦都唔會畀呢個意外係會再發生。因為一次已
20 經其實係太過足夠。我哋喺呢個意外之後，我哋真係好承認到自己有好多地方
21 係做得唔足夠，我哋係未停過喺呢方面改善。

22 喺呢個聽證會裏面，呢件過程，我哋已經深深感覺到九巴一定要與時並
23 進，要喺呢方面做多啲工夫去提升我哋嘅服務。例如喺我哋個科技方面係要做
24 得全面，同埋係真係喺個準確性，同埋嗰個安全嘅系統係要真係與時並進，做
25 得要更加好。

26 至於喺車長方面，我哋喺嗰個 management 控制，喺個管理同埋喺嗰個培
27 訓方面係要做得更加要好，喺佢個設施，喺啱頭先講咗休息室同埋佢嗰啲洗手
28 間嘅服務，其實我哋係未停過。

29 九巴其實喺香港已經服務咗超過八十五年嘅一間巴士公司，根本上我哋係
30 絕對係應該要盡心盡力繼續服務呢個社會。如果我哋嘅員工、我哋嘅乘客要嘅
31 嘢，我哋一定會盡力去做好佢。不過呢度有一點要提及，其實九巴好難係一間
32 公司單方面可以做到，我好希望唔可以缺少各界同埋政府嘅部門嘅支持同配
33 合，先至令到呢啲方面可以有效咁樣去提升個服務。

34 最後我哋成個團體好感激呢個委員會過去呢段日子，同埋佢未來嘅工作。
35 正如我哋九巴嘅主席喺聽證會之前講過，我哋九巴嘅團隊一定以一個謙虛、誠
36 懇，同埋一個開放嘅態度接受唔同嘅意見，同埋建議，多謝大家。

1 主席：（經傳譯員）梁博士、李先生，同埋各位先生，感謝你哋係出席咗四日嘅聆訊
2 係提供證供協助我哋，我哋亦都感謝你哋。今日嘅聆訊到此為止，我哋喺星期六
3 就會聽其他嘅證供，希望唔受颱風影響。今日多謝你哋出席。

4

5 2018年9月12日

6 下午3時43分聆訊押後

7

1 principal of John Stanley & Associates Pte Ltd.

2 PROF JOHN STANLEY: (Nodded head).

3 MR DEREK CHAN: Can you tell us a bit about the work that
4 your company did during that period?

5 PROF JOHN STANLEY: Yes, Mr Chan. We did a lot of
6 consulting/advisory work in particular to governments at
7 the federal level in Australia, but also at the state
8 level, in particular in the transport space, for example
9 the National Road strategy, the Victorian government's
10 contribution to projects like that. We have undertaken
11 reviews of ports in Tazmania for the Tazmanian
12 government, work also for a range of local authorities,
13 local councils, about their road systems, not too much
14 work to that point about public transport. Until about
15 the early 1990s, I was primarily in the road space in
16 terms of transport. So I worked for the federal
17 government earlier on in that road area and did a lot of
18 consulting work around road economics in particular.

19 MR DEREK CHAN: And in 1991 to 1999, you were the deputy
20 chairman of the National Road Transport Commission, and
21 in 1999 to 2008, you were the executive director of the
22 Bus Association Victoria.

23 Can you tell us a bit about what you did there?

24 PROF JOHN STANLEY: Yes. The National Road Transport
25 Commission was set up in 1991 as one of the primary
26

1 initiatives in the microeconomic reform in programme in
2 Australia to try and improve the productivity, safety
3 and environmental performance of road transport in
4 Australia. Those responsibilities are in fact state
5 government responsibilities, so that the states got
6 together with the federal government to set up this
7 commission to propose nationally consistent laws for
8 everything essentially that happened on top of the road
9 system. So that was things like mass limits, it was
10 things like driving hour regulations and loading
11 regulations and law as well. Fatigue was an important
12 part of that, fatigue management.

13 Then the Bus Association, I had several roles there.
14 I was obviously, in a formal sense, to represent my
15 members, of whom there were 500, who held together at
16 that time contracts with the state government to a worth
17 of around about A\$900 million a year. So I was the
18 primary person responsible for negotiating their
19 contracts with the state government.

20 As part of that process -- and this is a point
21 I made in the submissions -- the bus industry receives
22 considerable subsidy from the state government in
23 Victoria, so a lot of the work I did as executive
24 director was on trying to identify the value of public
25 transport in general, but buses in particular, to the
26

1 Victorian community. So that involved work, for
2 example, on trying to look at the role that buses play
3 in social inclusion, and in fact I work very closely
4 with my wife, Prof Janet Stanley, who is here today
5 also, in that area; congestion reduction, the roles that
6 buses can play there; the roles that buses can play in
7 terms of improved environmental outcomes. These are
8 really important positions to develop, in the policy
9 sense, when you are going to government, looking for so
10 much support.

11 We also had a range of businesses that we did in the
12 association, and for example one of those businesses
13 operated at arm's length is Road Safety Inspections,
14 which is the largest bus tester in Victoria, bus testing
15 since about the 1980s has in fact been a privatised
16 industry in Victoria. The association actually took
17 over the state government's previous vehicle inspection
18 and testing business, and so we were the biggest bus
19 tester and, in fact, remain so today.

20 CHAIRMAN: Who are the members of the bus association?

21 PROF JOHN STANLEY: Yes, they are essentially operators,
22 Chairman, so they are route bus operators in Melbourne
23 and regional Victoria, as they are school bus operators.
24 In fact, the largest number of them, primarily because
25 they tend to have only a small number of vehicles each,

26

1 are school bus operators, but they are also charter and
2 tour operators. So we cover the whole range of those
3 market areas. The largest contract values are far and
4 away, though, in the route service area.

5 CHAIRMAN: How many such members are there?

6 PROF JOHN STANLEY: There were at the time over 500. The
7 number has come down a bit since I left them, because
8 there's a fair bit of consolidation going on among some
9 of the businesses.

10 CHAIRMAN: Can you give us an idea of the size of the staff
11 of the association?

12 PROF JOHN STANLEY: The staff -- the association had 50
13 staff when I finished my time, and that included, for
14 example, about 10 or 12 staff in the vehicle inspection
15 company. We had a range of people employed at the time
16 also as ticket inspectors, so we had our own ticket
17 inspectors; the state government provided us money to
18 employ ticket inspectors to work on buses. We had
19 a little marketing group as well and a group who looked
20 after member servicing, so they spent a lot of time
21 talking to members and looking at contract issues they
22 may have had with the government or with the Public
23 Transport Victoria, which is the government's
24 responsible organisation for programme delivery.

25 CHAIRMAN: And who in Victoria are the beneficiaries of the
26

1 fares received by the bus companies?

2 PROF JOHN STANLEY: The fares are collected by government,
3 go to government.

4 CHAIRMAN: So this was ticket inspection on behalf of
5 government as the recipient of the revenue?

6 PROF JOHN STANLEY: Yes.

7 CHAIRMAN: Thank you.

8 MR DEREK CHAN: Professor, you mentioned, during your role
9 in the National Road Transport Commission, you were
10 involved in driving hour regulations.

11 Did those driving hour regulations relate to heavy
12 vehicles?

13 PROF JOHN STANLEY: They did. The ambit of responsibility
14 of the National Road Transport Commission was vehicles
15 of 4.5 tonnes and above, so it was essentially heavy
16 vehicles, and the freight side of the business, trucks
17 if you like, was much more dominant than bus. So the
18 truck agenda tended to dominate the work of the
19 commission.

20 But in the process, the bus agenda got very much
21 linked to it, and one of the major issues in Australia
22 at that time was the distance between the major capital
23 cities, Melbourne and Sydney, Sydney and Brisbane,
24 required, if a truck was going to do it in one sitting,
25 fairly long driving hours. So the issue of what is

26

1 an acceptable length of drive and what kind of rest
2 provisions are needed for trucks became really important
3 in that process. But buses got vacuumed up in it at the
4 same time.

5 CHAIRMAN: Was this commission a federal commission?

6 PROF JOHN STANLEY: It was a national commission, so it was
7 established under federal legislation, but, if you like,
8 the people we were responsible reporting to were the
9 federal minister and all the state ministers.

10 So, Chairman, in my eight years on that board, I had
11 45 different ministers that I reported to.

12 CHAIRMAN: Thank you.

13 MR DEREK CHAN: Professor, in 2008 you became an adjunct
14 professor and a Bus Industry Confederation senior
15 research fellow in sustainable land transport, Institute
16 of Transport and Logistic Studies, the University of
17 Sydney.

18 Did that post involve touchings in public transport
19 or bus-related topics?

20 PROF JOHN STANLEY: It involved -- I taught the final unit
21 in the masters programme in transport management. The
22 institute is one of the top-rated transport institutes
23 in the world, and we run a number of master's
24 programmes, and at that time I taught the final subject
25 that everybody had to do, and then taught transport

26

1 policy as well, and the transport policy involved a lot
2 of bus policy work.

3 MR DEREK CHAN: And, in 2012 to 2016, you were a member of
4 the Ministerial Advisory Council advising Victoria's
5 planning ministers in two governments on long-term
6 Melbourne metropolitan planning strategy. I assume that
7 involved transport planning as well?

8 PROF JOHN STANLEY: Not as much as it should have. The main
9 focus in that work was in fact on land use planning.
10 The intention -- and in fact this is mentioned also in
11 the first report I did -- we had a 2010 Transport
12 Integration Act in Victoria that requires government to
13 produce an integrated land use transport plan. Six of
14 us were appointed by the planning minister to form
15 a ministerial advisory council and advise him on what
16 Victoria's long-term land use plan should be, and that
17 included some work on transport strategy. I have to say
18 I tried to write a transport strategy in that, but it
19 was taken out three times, so for some reason the
20 government did not want to include a transport strategy
21 within the long-term land use planning strategy. There
22 was a change in government in the middle of that period,
23 and the new government appointed us again to continue
24 doing our work.

25 MR DEREK CHAN: You list out a number of directorships at
26

1 the bottom of page 107.

2 PROF JOHN STANLEY: Yes.

3 MR DEREK CHAN: Can you please tell us which one of these
4 directorships are relevant to transport or bus policies?

5 PROF JOHN STANLEY: Yes. The work -- when I was
6 Commissioner of the Victorian State Services Authority,
7 the government of Victoria gave me that appointment to
8 look at the governance arrangements in land transport
9 between roads and public transport. So I produced
10 a report for the government, recommending new governance
11 arrangements between public transport and the road
12 authority at that time.

13 Metlink was the public transport marketing body for
14 Victoria's tram, train and bus systems, at the time that
15 I was in that role there. So we produced system-level
16 marketing campaigns to promote, if you like, the brand
17 of public transport, and the individual operators did
18 their own campaigns as well.

19 At that same time, I was on the board of the public
20 transport ombudsman representing bus, where complaints
21 from dissatisfied customers, if they are not adequately
22 dealt with by the operators, get sent to the ombudsman.
23 So there was a role there as well. And --

24 MR DEREK CHAN: Excuse me, how long were you in that role as
25 public transport ombudsman?

26

1 PROF JOHN STANLEY: I'm guessing a bit, but I think about
2 four years.

3 MR DEREK CHAN: Between which years, approximately?

4 PROF JOHN STANLEY: Between about 2000 -- sorry, 2008 it
5 would have finished, so 2004 to 2008.

6 MR DEREK CHAN: Sorry, I interrupted you; please continue.

7 PROF JOHN STANLEY: That's okay. I'm currently on the board
8 of Road Safety Inspections, which as I indicated earlier
9 is a bus testing company which is run at arm's length
10 from the Bus Association to conduct the annual
11 inspection that all heavy vehicles, or buses in
12 particular, have to go through. We do about 5,000 of
13 those inspections a year, which is around about
14 75 per cent of the relevant bus fleet in Australia.

15 CHAIRMAN: Is that in respect of the mechanical side of
16 buses?

17 PROF JOHN STANLEY: It is, Chairman.

18 MR DEREK CHAN: How long have you been a board member of
19 that company?

20 PROF JOHN STANLEY: That would be about seven years.

21 MR DEREK CHAN: Seven years counting from today, counting
22 back from today?

23 PROF JOHN STANLEY: Yes.

24 MR DEREK CHAN: Just going to page 108, where you list out
25 across several pages a number of reports, articles,
26

1 journals, books or book chapters, in which you have
2 written or contributed towards. I don't intend to go
3 through all of them, because there are quite a few, but
4 can you perhaps point out a few as examples that relate
5 to bus policies?

6 PROF JOHN STANLEY: Sure. If you look -- there are mainly
7 two or three particular topic areas. The first one is
8 a number of papers there are around, for example, the
9 value of public transport. So the book that Prof Janet
10 Stanley and I wrote with Prof Hanson came out about
11 a year or two ago, which is called "How Great Cities
12 Happen", which is "2017 books", that includes quite
13 a lot in it about public transport and the role that
14 public transport can play.

15 The issue of -- the next paper that appears under
16 that, "Getting the Prices Right", which is here, also
17 includes work on public transport policy.

18 If you scroll down further, you will see reports for
19 2017, "Moving People: Solutions for Policy Thinkers --
20 Improved public transport services supporting city
21 productivity growth". We have done quite a lot of
22 research on what role does public transport play in
23 enabling a city to be productive. So there are a number
24 of papers through here in that particular topic.

25 The journal articles: 2016, Stanley J and Levinson,
26

1 "Workshop 3 report: Sustainable funding sources" -- this
2 is a report of a workshop from a conference that was
3 held about three years ago, a conference series called
4 the Thredbo conference series which is held every second
5 year internationally, and the main topic of that
6 conference is competition and regulation in public
7 transport. I'm a member of a group of about eight who
8 chair workshops as part of that conference series. So
9 that particular workshop, and in fact another one that
10 I've just published an article that will be available in
11 the next couple of weeks, looks at what are the benefits
12 of public transport and how can you turn those benefits
13 into monetary flows to help fund services. So there are
14 quite a few services in that particular space.

15 Two underneath that, you will see, "Moving People:
16 Solutions for Policy Thinkers -- National Guidelines:
17 Bus services procurement and bus service contracts".
18 That is a paper that explores in some depth the sorts of
19 issues involved in deciding on bus contracting regimes.
20 It talks about questions, for example, of competitive
21 tendering versus negotiation, which one of the issues
22 I referred to in the report. It looks at things like
23 contract length, KPIs that you might see in contracts as
24 well.

25 The next one, "Equity in Transport", focuses very
26

1 much on the role that public transport plays in social
2 inclusion in contributing to a fairer society.

3 If we continue going on down, the next one,
4 "Reports", 2015, at the top of the page, "Moving People:
5 Solutions for Policy Thinkers -- Connecting
6 Neighbourhoods". One of the ideas that we came up in
7 the land use strategy work for Melbourne was trying to
8 shape the city in such a way that everybody could live
9 within 20 minutes' access to most of the things you need
10 for a good life by walking, cycling or public transport.
11 We are a very car-dependent city. This was is about to
12 try to reshape the land use in the city to enable public
13 transport to play a bigger role.

14 The next paper talks about the role of public
15 transport, in particular in promoting better development
16 densities in middle suburbs of Australian cities. The
17 report after that looks at governance arrangements which
18 includes how you integrate transport and land use in the
19 government sense.

20 In 2014, my book called, "Introduction to Transport
21 Policy", has quite an extensive discussion of public
22 transport issues in that.

23 MR DEREK CHAN: Perhaps can I summarise in this way: many of
24 the articles concern issues of policy?

25 PROF JOHN STANLEY: Particularly policy, but policy has been
26

1 my main focus, and strategic planning to help implement
2 that policy.

3 MR DEREK CHAN: Having regard to your background, the
4 various posts that you have had, the articles that you
5 have written and the research that you have done, how
6 would you describe your area of expertise?

7 PROF JOHN STANLEY: In terms of the subject matter of this
8 particular hearing --

9 MR DEREK CHAN: Yes.

10 PROF JOHN STANLEY: -- I think the expertise I would most
11 bring to this question is issues of public transport
12 governance and policy in a context of governance for
13 integrated urban planning and transport planning, so
14 it's really positioning public transport in a wider
15 setting.

16 Then, when you think about bus, it's really
17 governance and institutional arrangements with respect
18 to bus service delivery and planning for that delivery
19 and policy arrangements that are going to make it happen
20 to enable bus, if you like, to best achieve the goals
21 that government has for society. That's really the
22 level I tend to operate, rather than vehicle operations.
23 It's really the role that these modes play in terms of
24 delivering value for society and how can you set up your
25 governance arrangements, your institutional

26

1 arrangements, to maximise that value.

2 MR DEREK CHAN: And I think you have fairly stated in your
3 second report, at the start of it -- perhaps I will just
4 give the reference to the committee. That's page 56 of
5 the expert bundle.

6 CHAIRMAN: Yes.

7 MR DEREK CHAN: Mr Chairman, I'm looking at page 56, about
8 the third full paragraph down, so that's just past the
9 middle of the page.

10 Professor, you have fairly accepted there that you
11 are not an expert in bus operation, but have expertise
12 in matters to do with the institutional --

13 CHAIRMAN: Would you read out what you are referring to?

14 MR DEREK CHAN: I'm sorry, I'm reading from --

15 CHAIRMAN: Just read out the relevant part.

16 MR DEREK CHAN: Yes. You say, at this part of your report,
17 that you are not an expert in bus operation but have
18 expertise in matters to do with the institutional
19 environment within which bus operates and how this can
20 impact performance.

21 PROF JOHN STANLEY: Yes, Mr Chan.

22 CHAIRMAN: Thank you.

23 MR DEREK CHAN: Thank you, Professor. Unless you've got
24 anything to add to the background employment, I will
25 next introduce the background of the brief, which you
26

1 had been provided with, in writing these two reports.

2 PROF JOHN STANLEY: Thank you.

3 MR DEREK CHAN: For that purpose, can I please take you to
4 the expert bundle at page 4 where -- it's on the
5 screen -- at the second full paragraph of page 4, you
6 set out the task with which you have been provided in
7 writing these two reports.

8 In the first bullet point, you were asked to
9 describe the operations and management of the bus system
10 in Melbourne together with the regulatory and governance
11 arrangements, in particular with regard to the
12 monitoring of bus safety. So that's the first task, and
13 I believe that's covered by your first report which has
14 been included in the expert bundle.

15 In the second bullet point, you were asked:

16 "Having been provided with such information about
17 the franchised bus services of Hong Kong, if so
18 required, to summarise the system and, having regard to
19 the bus system in Melbourne, give an opinion of the
20 adequacy of the regulatory and monitoring systems in
21 Hong Kong, making recommendations as to any changes to
22 those systems, as in your opinion, are warranted to
23 enhance the safety of the franchised bus system in
24 Hong Kong".

25 I believe that's included in your second report,

26

1 which has also been is included in this bundle.

2 PROF JOHN STANLEY: Yes, Mr Chan.

3 MR DEREK CHAN: Can I start then with some simple practical
4 comparisons between the bus system in Melbourne and the
5 bus system in Hong Kong. Can I perhaps start with
6 page 5 of that same report, in the same expert bundle.

7 The first point of difference is the population of
8 Melbourne and Hong Kong. I can see that you state in
9 the first paragraph of page 5 that Melbourne has
10 a population of 4.8 million in 2017, and in the second
11 paragraph you say that Melbourne is a relatively
12 low-density city.

13 Do I understand that to mean there's a metropolitan
14 area and a large suburban area?

15 PROF JOHN STANLEY: We would call the whole lot
16 a metropolitan area. The function of the outer parts is
17 very suburban, yes.

18 MR DEREK CHAN: And in terms of annual bus trips in
19 Melbourne, we can pick that up at the fourth full
20 paragraph of that page, that's towards the bottom of the
21 page, where you say this:

22 "Victorian government budget papers ... indicate
23 that Melbourne's trains currently have around
24 240 million passenger boardings annually, trams
25 205 million and buses 120 million, giving a total ...

26

1 metropolitan public transport task of about 565 million
2 annual boardings."

3 So the bus takes up about 21 per cent of public
4 transport trips annually.

5 PROF JOHN STANLEY: Yes.

6 MR DEREK CHAN: I think, just to put that figure by way of
7 contrast to the Hong Kong context, we have about
8 1.4 billion annual bus trips.?

9 PROF JOHN STANLEY: About one month. Melbourne is about one
10 month of Hong Kong.

11 CHAIRMAN: Where do we get the 1.4 billion figure from,
12 Mr Chan?

13 MR DEREK CHAN: That's from the aggregate figures provided
14 by the Transport Department.

15 CHAIRMAN: In which submission?

16 MR DEREK CHAN: Perhaps I will come back to the committee
17 with a reference for that figure.

18 CHAIRMAN: Thank you.

19 MR DEREK CHAN: Perhaps a quick reference to that would be
20 at page 58 of the expert bundle, which is the first part
21 of your second report.

22 It may be convenient, Professor, to have the expert
23 bundle in front of you, because I will be going to it
24 repeatedly, basically nonstop throughout the day.

25 PROF JOHN STANLEY: I have a very good helper here.

26

1 MR DEREK CHAN: At page 58 of the bundle, which is the start
2 of your second report, in the middle of the first
3 paragraph, you say:

4 "The Hong Kong Public Transport Strategy Study --
5 July 2017 ... describes the role performed by each
6 public transport mode within the public transport system
7 and the passenger tasks involved. It notes that the
8 public transport system caters for 12 million passenger
9 trips daily, of which franchised bus services carry just
10 over 4 million ..."

11 And that's per day.

12 Mr Chairman, I will give the committee another
13 reference a bit later, but 4 million times daily for
14 a year would be about 1.4 billion trips annually.

15 CHAIRMAN: Thank you.

16 MR DEREK CHAN: Professor, roughly how many buses are
17 operating in Melbourne?

18 PROF JOHN STANLEY: About 1,700 as part of the route
19 service.

20 CHAIRMAN: How is the term "route service" defined?

21 PROF JOHN STANLEY: These are contracted services that
22 provide regular, scheduled -- daily, essentially --
23 service that's determined by the state government and
24 laid down in the operator's contract.

25 CHAIRMAN: Thank you.

26

1 MR DEREK CHAN: So it would not include school buses,
2 coaches --

3 PROF JOHN STANLEY: It doesn't include coaches and it
4 doesn't include dedicated school buses, but
5 schoolchildren often travel on the route services.

6 MR DEREK CHAN: Yes. Just by way of general comparison, can
7 I then talk about the contractual framework under which
8 the Melbourne buses operate, to contrast that with
9 Hong Kong. For that, can I please take you to page 7 of
10 the expert bundle. The third full paragraph of the
11 page, which is close to the bottom, you say there:

12 "Current route bus services in Melbourne are a mix
13 of competitively tendered services (about a third of the
14 network) and negotiated services, the former being the
15 previously government-provided services and the latter
16 those started by private operators (including
17 extensions/additions to those services)."

18 PROF JOHN STANLEY: Correct, Mr Chan. There's also, in the
19 services that are competitively tendered, an element
20 which is called the SmartBus system, which is a system
21 of a couple of circumferential services that provide
22 long-distance trunk services around the middle suburbs
23 of Melbourne. So they are also part of the tendered
24 regime, but they are a small part of it.

25 MR DEREK CHAN: Right. So I take it a third of the
26

1 contracts are competitively tendered and two-thirds of
2 the contracts are negotiated services?

3 PROF JOHN STANLEY: No, it's not contracts. There's
4 actually one contract that's competitively tendered.
5 That's about a third of the task.

6 MR DEREK CHAN: Perhaps you can give us a very general
7 description of how that competitive tender process
8 works.?

9 PROF JOHN STANLEY: Yes, sure. I have to say, as
10 an introduction to this, that I was not part of that
11 competitive tendering process, so I don't know the
12 contract in detail. The roles that I've had in contract
13 negotiation in detail have been the negotiated
14 contracts, which are the two-thirds rather than the
15 one-third.

16 However, the general process, as you ask for, is
17 that the government would invite people to express
18 interest in submitting a tender for a service, and the
19 government would nominate what it was looking for in
20 terms of those services, the kinds of routes that are
21 going to be involved, the frequency, if you like. It
22 would lay down the timetable and invite operators to put
23 in a price that they would require in terms of, if I use
24 the word, subsidy, to provide those services. So then
25 it becomes a case of the operators who are bidding,

26

1 bidding, if you like, the lowest price to government.

2 Now, government may also take things other than
3 price into account. It might take what it thinks is the
4 operator's capacity to provide a good service into
5 account as well. But that's essentially a bid to run
6 a series of services across a spatial area. So they are
7 essentially area-based services, apart from those couple
8 of circumferential trunk route services that I talked
9 about.

10 CHAIRMAN: Apart from the routes, presumably the government
11 would stipulate the schedule that it wishes the service
12 to be provided?

13 PROF JOHN STANLEY: Yes, Chairman. Frequency, the headways,
14 and so on, and start/finish times, yes.

15 And then government gets the fare revenue and the
16 government assumes profit risk but --

17 CHAIRMAN: Before we move on to that detail, perhaps I could
18 ask this: how many routes are tendered on how many
19 different occasions?

20 PROF JOHN STANLEY: Only one tender, and that's for a large
21 number of routes together. So it's in fact a franchise
22 area, if you like, a contract area, and all the routes
23 that are in that area. So it's a fairly large chunk of
24 Melbourne, given it's one-third of the routes in total.
25 I wouldn't know the absolute number of routes involved,

26

1 it could be a couple of hundred or more. But it's
2 essentially area-based.

3 CHAIRMAN: And over what period of time is the franchise, if
4 one uses that term, awarded?

5 PROF JOHN STANLEY: Yes, they are mostly seven years. The
6 negotiated contracts have been ten; they come back to
7 seven under the new contracts that are starting in
8 about --

9 CHAIRMAN: So the government offers one contract. Does it
10 receive multiple bids and then accept multiple bus
11 operators, or does it --

12 PROF JOHN STANLEY: Just a single operator, Chairman.

13 CHAIRMAN: Single?

14 PROF JOHN STANLEY: Yes.

15 MEMBER LO: What is the difference between negotiated and
16 tendered? Who negotiates with whom and how?

17 PROF JOHN STANLEY: Yes. The negotiated contracts
18 essentially relate to services that were started by the
19 private sector, often 50, 60, 70 years ago, and for
20 a long time ran out of the fare box, as yours still do,
21 but in around about 1970 that ceased, and there was
22 a requirement for service subsidies to come in at that
23 time.

24 There has been negotiation, though, between the
25 operator, at the start of those services, and government

26

1 to continue providing those services throughout the
2 process. Now, government at one stage tried to take on
3 the operators who have those negotiated contracts and
4 put their services out to competitive tender. That
5 ended up in the Australian Federal Court and the
6 operators actually won, probably more to do with
7 an issue of legal detail than much else.

8 But negotiation is still the way those contracts are
9 dealt with, but each time they are dealt with, the
10 contract is silent about what will happen at the end of
11 the contract period. So the next lot of contracts that
12 have just started now are seven-year contracts, they are
13 silent. Then what happens at the end of that seven-year
14 period, the industry could confidently believe they
15 would sit down for another negotiation. The government
16 probably wouldn't agree with that.

17 MEMBER LO: So the negotiation would involve changing the
18 operator at the end or not?

19 PROF JOHN STANLEY: No. It essentially involves determining
20 a price to provide those services, and agreeing on, for
21 example, key performance indicators that will lead to
22 incentive and penalty clauses that will be in those
23 contracts. Also things like driver training is
24 a provision of those contracts as well.

25 CHAIRMAN: When you say the essential factor being
26

1 negotiated is price, that is the price that the
2 government will pay the bus company to run the service,
3 the subsidy?

4 PROF JOHN STANLEY: Yes, correct. Essentially, it's the
5 total cost of the service. The government actually pays
6 the total cost to the operator --

7 CHAIRMAN: Because the government keeps the revenue in the
8 fare box?

9 PROF JOHN STANLEY: Correct. So there's a process that's
10 gone through which actually involves benchmarking, quite
11 detailed benchmarking, of operator costs across all the
12 operators, to try and identify, if you like, whether
13 there are outliers in some particular areas, whether
14 particular operators are low-cost or very high-cost.
15 That leads to a discussion about what would be
16 a reasonable band for those costs to fall within, and
17 operators sometimes have their remuneration reduced
18 because they look like they are too expensive relative
19 to their peers.

20 CHAIRMAN: Are there occasions when agreement is not reached
21 with the incumbent operator and the service then is
22 offered to other operators or not?

23 PROF JOHN STANLEY: I'm not aware of any such instances so
24 far, Chairman.

25 CHAIRMAN: And this is a system that has been developed
26

1 since the 1970s?

2 PROF JOHN STANLEY: Well, there's been a subsidy since the
3 1970s. The focus on the negotiated contracts, probably
4 30 or 40 years. I'm not aware of the history of the
5 1970/early 1980s period, but it's certainly been going
6 since the early 1980s, the way I've described it to you.

7 CHAIRMAN: Thank you.

8 MR DEREK CHAN: In terms of the competitive tendering
9 contractor, who is the current bus operator in Melbourne
10 that won the competitive tendering?

11 PROF JOHN STANLEY: It will come to me. Just give me --
12 Transdev, which is a French company.

13 CHAIRMAN: Could you spell that for me?

14 PROF JOHN STANLEY: T-R-A-N-S-D-E-V.

15 MR DEREK CHAN: And how long has that operator been
16 operating the competitive tender part of the system, bus
17 system?

18 PROF JOHN STANLEY: They have -- they have held it once. So
19 the contract was held by another company before that,
20 called Ventura.

21 MR DEREK CHAN: Can you spell that as well?

22 PROF JOHN STANLEY: V-E-N-T-U-R-A, was the previous holder
23 of the competitive contract, then Transdev won the
24 tender the last time that came around, and I think that
25 comes up again in the next 12 or 18 months.

26

1 MR DEREK CHAN: So the competitive tendering process
2 actually resulted in a change in the operator?

3 PROF JOHN STANLEY: Indeed.

4 CHAIRMAN: You describe Transdev as being a French company.

5 PROF JOHN STANLEY: Yes.

6 CHAIRMAN: Do they operate bus services elsewhere in the
7 world?

8 PROF JOHN STANLEY: Yes, a huge number in France, Chairman,
9 and they also I think operate services in other parts of
10 Australia as well.

11 MR DEREK CHAN: We have talked about one change in operator.
12 Have there been many changes -- talking about the
13 competitive tendering part -- in the operators?

14 PROF JOHN STANLEY: There have. If I can just go back. In
15 about 1998, I think Melbourne was the first city in the
16 world to privatise its train service. In fact we put
17 the train, tram and the competitive one-third of bus
18 routes that I've talked about before -- they all got put
19 out for tender at the same time. There were two tenders
20 let for train, two for tram, and one for bus. One
21 British company called National Express, one of the
22 train contracts, one of the tram contracts and the bus
23 contract, they surrendered that contract within about
24 three years, so that contract changed at that time, and
25 the holder of the other train and tram contract then got

26

1 full train and tram service at that time.

2 So we have had two changes in the operators.

3 CHAIRMAN: So who got the bus contract in 1998?

4 PROF JOHN STANLEY: That was National Express. They won
5 that contract in 1998.

6 CHAIRMAN: Was that a seven-year contract?

7 PROF JOHN STANLEY: I don't remember, Chairman.

8 CHAIRMAN: Was Ventura the successor?

9 PROF JOHN STANLEY: I would need to come back to you on
10 that, what time they took on that contract.

11 CHAIRMAN: So you have identified for us three different
12 contractors for the bus tender.

13 PROF JOHN STANLEY: Yes.

14 CHAIRMAN: Transdev, Ventura and National Express?

15 PROF JOHN STANLEY: Correct.

16 CHAIRMAN: Might there be a fourth?

17 PROF JOHN STANLEY: There might be something between
18 National Express and Ventura, which probably was other
19 operators taking over those services after National
20 Express fell through until it could be reconstituted for
21 a tender. But I will come back to you on that.

22 CHAIRMAN: Yes, if you could.

23 Am I understanding you correctly to say that
24 National Express services didn't run the length of the
25 contract; they fell out prematurely, is that the point?
26

1 PROF JOHN STANLEY: Yes, indeed. I think --

2 CHAIRMAN: Then someone took over?

3 PROF JOHN STANLEY: Yes, correct. I think there was
4 a feeling that -- and we will probably come to this
5 later, Mr Chan -- one of the challenges of competitive
6 tendering is that sometimes it encourages operators to
7 go in too low with their bid, perhaps hoping they can
8 encourage government to negotiate the price upwards
9 later on. In the case of the National Express rail
10 one -- one of my papers I wrote earlier on was about
11 this situation -- they did have one upward negotiation
12 in their remuneration with government, but only one, and
13 that's when they decided that they weren't going to
14 continue.

15 CHAIRMAN: But all events -- as far as the bus contract was
16 concerned, there was no successful negotiation that
17 resulted in National Express staying on?

18 PROF JOHN STANLEY: No.

19 CHAIRMAN: They pulled out of the contract?

20 PROF JOHN STANLEY: Yes.

21 CHAIRMAN: Thank you.

22 MR DEREK CHAN: Mr Chairman, in relation to the reference
23 for the 4 million bus trips per day in Hong Kong, which
24 works out to about 1.4 billion bus trips per year.

25 CHAIRMAN: Yes.

26

1 MR DEREK CHAN: That would be at THB-2 at page 103.

2 CHAIRMAN: Thank you.

3 MR DEREK CHAN: That's a figure as of December 2017.

4 Professor, that's the competitive tendering side of
5 it.

6 Can I then move briefly to the negotiated contract.

7 CHAIRMAN: Before we leave the competitive tendering side of
8 it, what are the key features of the competitive
9 tendering contract?

10 PROF JOHN STANLEY: I think it's to do with incentive and
11 penalty clauses, but as I said, Chairman, I wasn't part
12 of that negotiation process, so I can't express
13 an opinion on the detail of what those incentive and
14 penalty clauses are.

15 CHAIRMAN: Are these documents not made public?

16 PROF JOHN STANLEY: They tend to be heavily redacted when
17 they are.

18 MR DEREK CHAN: So you can't say, or can you, whether those
19 penalty and incentive clauses are related to safety
20 performance or not?

21 PROF JOHN STANLEY: I would expect that they aren't.
22 I think it's pretty unusual to have incentive and
23 penalty clauses that relate to safety. That's
24 unfortunate, but they aren't in an Australian setting,
25 to the best of my knowledge, in the operator, certainly

26

1 not in Victoria, clauses that relate safety as one of
2 the incentive/penalty components.

3 MR DEREK CHAN: So I assume it would relate to performance
4 indicators more than specific --

5 PROF JOHN STANLEY: They very much seem to relate to
6 operational performance, things like on-time running,
7 service cancellations, they tend to be where most of the
8 public transport systems around the world put their
9 focus, sometimes also on customer satisfaction survey
10 results, what customers think of the services. They
11 tend to be the elements you see in those incentive and
12 penalty clauses.

13 MR DEREK CHAN: Sorry, I think I might have interrupted you.
14 You were responding to the question from the chairman
15 about the key terms of the competitive tendering
16 contract.

17 PROF JOHN STANLEY: Yes. I'm saying that the main focus
18 is -- I think otherwise, on most of the elements, the
19 contracts are not vastly different between competitive
20 tendering and negotiation. I think it's really just
21 a matter of how that right to operate is provided.
22 A lot of the detail of the contracts is fairly similar
23 between the two.

24 CHAIRMAN: And the negotiated contracts are lengthy compared
25 with the franchise agreements of Hong Kong? I think you
26

1 have made that point.

2 PROF JOHN STANLEY: They are unbelievably long, Chairman.

3 My recollection is that I think the Hong Kong franchise
4 agreements are 31 or 32 pages. The comparable Melbourne
5 negotiated contract is 160 pages, plus a bunch of
6 schedules as well.

7 CHAIRMAN: Yes.

8 MR DEREK CHAN: Thank you. Professor, I think you have
9 talked a lot about negotiated contracts, but perhaps
10 I can just go through a couple of things, perhaps by way
11 of summary.

12 You have mentioned that the negotiated contracts
13 would be quite similar to the competitive tender
14 contract.

15 PROF JOHN STANLEY: Yes.

16 MR DEREK CHAN: Can I just confirm that under these
17 negotiated contracts, it's also the government who
18 collects the fares?

19 PROF JOHN STANLEY: Yes, Mr Chan.

20 MR DEREK CHAN: And the operator is basically paid to run
21 the service?

22 PROF JOHN STANLEY: Correct. The contracts are what we call
23 gross-cost-plus contracts, so they are gross cost
24 contracts, but they do have incentive and penalty
25 clauses as well. So the operator gets paid an agreed
26

1 amount to run the service, but then there's an at-risk
2 component that's tied up in those incentive and penalty
3 clauses, which is not huge but, relative to the margins
4 on the contract, it's enough to make you focus on
5 achievement.

6 CHAIRMAN: Can you estimate, if you can, the percentage of
7 the variable?

8 PROF JOHN STANLEY: Yes, Chairman. There are essentially
9 two main components that are operative in this space at
10 the moment. The first one is a patronage incentive, and
11 in a sense that's only got upside. So if an operator
12 grows patronage faster than a benchmarked rate, then
13 they are entitled to a patronage incentive.

14 Then there's an operational performance regime which
15 covers, as I said before, things like on-time running,
16 service cancellations. You put those sorts of things
17 together, you are talking about 2 or 3 per cent.

18 CHAIRMAN: That's the benefit side of it?

19 PROF JOHN STANLEY: That's the kind of swinging margin.

20 CHAIRMAN: So benefit and penalty?

21 PROF JOHN STANLEY: Yes. So you could go up by that or down
22 by about that. So it's not huge, but contracts like
23 this probably have margins of around about 10 per cent
24 on them.

25 CHAIRMAN: Thank you.

26

1 MR DEREK CHAN: Approximately how many operators would there
2 be under this negotiated contract system?

3 PROF JOHN STANLEY: There are 15 contracts and 12 operators.
4 When I was negotiating the contracts, about ten or so
5 years ago, there were a lot more; there were about 26
6 then. So there's been consolidation in the last decade.

7 CHAIRMAN: How has consolidation occurred?

8 PROF JOHN STANLEY: It's essentially occurred through
9 operators buying out other operators. So one of the
10 companies that I talk about a little bit in this paper
11 is a company called ComfortDelGro Cabcharge, CDC, who
12 operate also in Singapore, for example, and I think in
13 London as well. They have bought a substantial share of
14 the market. Ventura, whose name I mentioned before,
15 have absorbed another very large company in Melbourne as
16 well. Some of the smaller companies have been taken
17 over by slightly larger ones. So we have seen about
18 half of the operators disappear in the last decade, and
19 I expect we will see some continuing contraction.

20 MR DEREK CHAN: From a policy perspective, can you attribute
21 a purpose or reason to the expectation that there will
22 be market contraction amongst the number of operators?

23 PROF JOHN STANLEY: Yes. I think that it does create
24 benefits to particular companies in terms of cost base.
25 Some getting a little bit larger can help you with your
26

1 cost base, some of these operators have been quite small
2 and some of the larger ones are keen on buying market
3 share, they are really after a substantial share of the
4 market where they can give them a chance to grow their
5 business further.

6 MR DEREK CHAN: When you talk about creating benefits, do
7 I understand that to be benefits in economies of scale?

8 PROF JOHN STANLEY: Yes. There's also a part of it,
9 Chairman, that -- these are family companies, and
10 sometimes the next generation don't want to continue on
11 in the business. We had an interesting example a few
12 years ago where the Grenda Corporation, who are one of
13 the two or three largest bus operators in Melbourne,
14 a couple of generations in the family, the next
15 generation decided they didn't want to continue in the
16 business, so they sold the business, and in fact in that
17 sale process they gave one-third of the revenue to their
18 staff, which was an amazingly generous thing to do.

19 CHAIRMAN: So, as an overview, 1,700 franchised buses in
20 Melbourne, the pie is divided up one-third to the
21 current successful operator, Transdev?

22 PROF JOHN STANLEY: Transdev.

23 CHAIRMAN: Then the other two-thirds are divided up by 12
24 operators?

25 PROF JOHN STANLEY: Correct.

26

1 CHAIRMAN: So what is the largest number of buses that any
2 one operator operates?

3 PROF JOHN STANLEY: There would be about 500.

4 CHAIRMAN: About 500?

5 PROF JOHN STANLEY: Mm-hmm.

6 CHAIRMAN: Would that be Transdev?

7 PROF JOHN STANLEY: Transdev would probably have 500, and
8 I suspect that Ventura would have sort of around 300 or
9 400 as well. CDC would have a large number, around
10 about 400. I can get those numbers back to you.

11 CHAIRMAN: So if the tendered process takes up 500, that
12 leaves 1,200 to be divided by the 12 operators, and from
13 what you are saying, two of them occupy most of
14 those bus --

15 PROF JOHN STANLEY: In fact, three of them would account for
16 a very large proportion of that.

17 CHAIRMAN: Thank you.

18 MEMBER AUYEUNG: Professor, can you give us some idea about
19 the size of the smaller one, how many buses a small
20 operator would have?

21 PROF JOHN STANLEY: I'm thinking around 30 to 40, but there
22 would only be one or two.

23 MEMBER AUYEUNG: 30 to 40 buses only?

24 PROF JOHN STANLEY: (Nodded head).

25 MEMBER AUYEUNG: Thank you.

26

1 MR DEREK CHAN: In the Melbourne context, what happens to
2 the infrastructure -- the buses, the depots, the repair
3 facilities -- when one contractor moves on to the next
4 contractor as a result of the competitive tendering
5 process?

6 PROF JOHN STANLEY: Sure. The contract specifies how those
7 assets need to be handled in the process, and in fact
8 that also applies for the negotiated contracts. So
9 holding the depots in particular puts you in a very
10 powerful position as a bus operator. It's very hard to
11 build a new depot, particularly in highly built-up
12 areas.

13 But one of the ways -- government is concerned about
14 this, because government wants the opportunity to make
15 sure there is some competition in the process, and it's
16 hard to get competition if you've got a negotiated
17 contract. But given that the operators, with the
18 negotiated contracts, have a little bit of concern about
19 whether their services might at some point be put out to
20 tender, they have agreed with government to a process
21 whereby their assets -- and the same thing applies for
22 the competitively tendered ones -- are made available to
23 a successor operator on particular terms.

24 MR DEREK CHAN: Basically, the old operator sells the
25 infrastructure to the new operator?

26

1 PROF JOHN STANLEY: Yes.

2 CHAIRMAN: Including the buses?

3 PROF JOHN STANLEY: Yes.

4 CHAIRMAN: So the depots, the bus stations, the buses
5 themselves?

6 PROF JOHN STANLEY: Yes.

7 CHAIRMAN: So that's what would have happened with
8 National Express and Ventura and the other one?

9 PROF JOHN STANLEY: Correct. The three. They just change
10 the logo on the buses.

11 MR DEREK CHAN: In general terms -- and my question covers
12 both the competitive tendering part and the negotiated
13 contract part -- does the fare revenue that the
14 government receives cover the cost of running the bus
15 routes?

16 PROF JOHN STANLEY: It covers probably in the order of
17 20 per cent plus. So it's around about a dollar in five
18 or a little bit better than that.

19 Now, if fare concessions were added, that government
20 requires the operators to give fare concessions to
21 certain sorts of customers, and if the government
22 compensated the operators specifically for that, it
23 might get up to 30 per cent, but fare box recovery, as
24 it is, off the top, sort of just low 20s or 20 per cent.

25 MR DEREK CHAN: So, in that context, the bus operations are
26

1 heavily subsidised by the government?

2 PROF JOHN STANLEY: They are. In fact, one of the reasons
3 why, when I was running the association, we put a lot of
4 effort into defining or trying to measure the value that
5 the community got from those services. In fact, in the
6 paper that I wrote with my colleague, Prof Hensher,
7 I estimated that the value of Melbourne's route bus
8 services to the Melbourne society, Melbourne community,
9 is about ten times the financial cost recovery rate.

10 The main benefits are particularly social inclusion.
11 In other words, if you didn't have those buses,
12 particularly in the outer suburbs -- and Melbourne has
13 very extensive low-density outer suburbs that are
14 growing very fast -- if you didn't have those bus
15 services, a lot of those people would not be able to
16 participate in the range of activities that our society
17 makes available. We have estimated that alone is worth
18 more than the cost of the bus services. And the bus
19 services are also a very significant contributor to
20 congestion reduction. Those two benefits in particular
21 are more than double the cost of the subsidy.

22 MR DEREK CHAN: So that's an economic justification to
23 giving subsidy to those services?

24 PROF JOHN STANLEY: Precisely, Mr Chan, yes.

25 MR DEREK CHAN: Would it be fair to say that this subsidy
26

1 part would be a big point of difference between
2 Hong Kong and Melbourne, in the sense that in Hong Kong,
3 the operators keep the fares and they run the profit
4 risk of patronage?

5 PROF JOHN STANLEY: They are a huge difference. I guess the
6 corollary of that is probably Melbourne knows what the
7 societal worth of its bus services is, but Hong Kong
8 doesn't, because we have done the exercise, because we
9 have needed to do to say what it is that we are doing
10 for society that should make it worthwhile for
11 government to think about paying so much money. I would
12 think, if there's a really useful exercise to be done in
13 Hong Kong, it's trying to define more precisely and
14 measure the value to the Hong Kong society of the bus
15 services that are provided.

16 CHAIRMAN: But Hong Kong operates a "use pay" system that
17 works?

18 PROF JOHN STANLEY: It does indeed, Chairman, but there are
19 also other people who benefit from the services and
20 other people who incur costs.

21 CHAIRMAN: Yes.

22 PROF JOHN STANLEY: For example, the subject of the inquiry
23 is safety, and safety is a major externality of
24 transport operations. So, if you have an interest in
25 externalities, as I do, then trying to understand the
26

1 benefits and the costs that are associated with
2 providing bus services, and if you had, for example,
3 half the people who are travelling on the franchised
4 buses every day getting in cars instead, you would have
5 much poorer safety outcomes.

6 CHAIRMAN: Yes.

7 PROF JOHN STANLEY: So those sorts of things, I think, need
8 to be understood.

9 CHAIRMAN: Does the Hong Kong model work simply because of
10 the number of people who use our buses?

11 PROF JOHN STANLEY: I would have said yes, Chairman, and the
12 density that supports that.

13 CHAIRMAN: Yes.

14 Thank you, Mr Chairman.

15 MR DEREK CHAN: Professor, can I move on to a related topic,
16 but the focus a little bit different, and under this
17 topic I want to discuss with you the advantages and
18 disadvantages between competitive tendering and
19 negotiated contracts. So I want to assess not
20 necessarily which is better --

21 PROF JOHN STANLEY: Sure.

22 MR DEREK CHAN: -- but the good and bad of each system, if I
23 can use that term.

24 PROF JOHN STANLEY: Yes.

25 MR DEREK CHAN: Can I start that topic by taking you to
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1 page 20 of the expert bundle, which will be your first
2 report.

3 Excuse me, Mr Chairman, that may be a wrong
4 reference.

5 CHAIRMAN: Yes. Take your time.

6 MR DEREK CHAN: I'm sorry, Mr Chairman, it ought to be at
7 page 20 of your second report, which is at page 73 of
8 the expert bundle.

9 CHAIRMAN: Thank you.

10 MR DEREK CHAN: On page 73, the topic that you are
11 discussing there is the franchises and the method of
12 allocating the rights for service provision.

13 If I can draw your attention to the second paragraph
14 from the bottom, starting with the word "However" --
15 I will just read it out:

16 "However, Melbourne also tendered about one-third of
17 its route bus services, which adds an element of
18 performance pressure to the whole route bus system, both
19 tendered and negotiated. The tendering element has the
20 effect of creating a lingering concern among incumbent
21 operators with negotiated contracts that their services
22 are not guaranteed: there is always a risk that their
23 services might be tendered if they do not perform. The
24 absence of tendering in Hong Kong for the last two
25 decades suggests that this risk is likely to be lower in
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1 Hong Kong than in Melbourne."

2 So that's the where you deal with the advantage of
3 competitive tendering.

4 Can I also, in the same vein, take you to a second
5 reference.

6 CHAIRMAN: Before you move on, you identify this as a risk,
7 but it's a risk that is not eventuated: no incumbent
8 negotiated contract operator has lost its contract.

9 PROF JOHN STANLEY: Yes. I think there are two ways of
10 looking at this, Chair. One is the risk in terms of the
11 pressure on the costs of providing the service. The
12 real point of competitive tendering is to sharpen the
13 pencil in terms of what the costs are for running
14 services, and the people who've -- the jurisdictions
15 around the world that have gone into competitive
16 tendering, it's almost always where you have had a
17 government providing the service, not a private company,
18 and the government has decided that it can't afford the
19 cost, subsidy, if you like, to continue those services,
20 and so it's said, "Let's see if we can get this done
21 more cheaply by going out to tender." And the
22 international evidence I think is that competitive
23 tendering, if you are putting a private operator in to
24 replace a public operator, tends to give you savings
25 between 10 and 50 per cent.

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1 Now, if you've got a private operator who's already
2 operating, and operating commercially in a viable way,
3 the rights to operate are very valuable. The government
4 has essentially given that operator a free run in terms
5 of a market area on which they can earn a return by
6 providing a good service. It may well be, if they
7 tendered, that somebody would pay the government some
8 money to actually have the right to run that service.

9 CHAIRMAN: Yes.

10 PROF JOHN STANLEY: This is pretty unusual, Hong Kong.

11 There aren't many places where you could mount that
12 argument, but I think it's the case here. Because your
13 services are so successful, in that commercial sense, at
14 the end of the day, it's the government that has given
15 the operator the right to run a service and make
16 a profit, and it's a possibility that if that was
17 a contested service, the price would be lower and
18 an operator might pay the government some money to
19 provide the service.

20 CHAIRMAN: Thank you.

21 MR DEREK CHAN: The second reference to the issue of
22 performance pressure arising from tendering is at
23 page 87 of the expert bundle. The relevant paragraph is
24 at the top of that page. I will just read it out:

25 "Melbourne's route bus operators seem likely to be
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1 under relatively greater performance pressure than
2 Hong Kong's franchised bus operators because of: (1) the
3 ever-present threat of competitive tendering in
4 Melbourne, in the event of unsatisfactory operator
5 performance; (2) the inclusion of specific (albeit
6 small) incentive/penalty provisions in contract
7 remuneration arrangements; and, most importantly from
8 a safety perspective, (3) the existence of safety
9 duties ..."

10 I'm going to explore with you the second and third
11 part a bit later, but the first part refers to the
12 benefits from the existence of competitive tendering in
13 Melbourne.

14 To some extent, you have explained bits of it
15 already, but can I test with you the concept of
16 competitive tendering and how that fits within the
17 Hong Kong environment where the bus operators collect
18 the fares and assumes the profit risk from the provision
19 of route bus services. I think you have already started
20 on that topic during your previous answer to the
21 chairman.

22 I understand there are a number of options
23 available, but perhaps I can get you to explain some of
24 those options. So you have talked already about --
25 because the route bus operator collects the profit from
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1 patronage, and that's valuable, so you have talked about
2 the possibility of a contractor or bidder actually
3 paying the government a sum for the right to operate
4 this franchised area or franchised bus routes.

5 What about the option of no bidding price, so the
6 government opens up the right to run a certain franchise
7 area? What would be the bidding be based upon then, if
8 there's no price?

9 PROF JOHN STANLEY: I'm not sure if I'm understanding you
10 precisely, but let me answer what I think you are
11 asking. If the government is going to do that, it would
12 say, "Okay, in area X we are going to get rid of all
13 existing franchises for that and we are going to invite
14 anybody who wants to provide a service to put in a bid
15 to provide a service for that area."

16 Now, the bid might be to provide a particular
17 timetable, as we talked about before, Chairman, where
18 the government might specify fully what it wants the
19 services to look like, and then it invites an operator
20 to bid for that service. Now, you would expect those
21 bids would be pretty low, you know, in the sense of it's
22 not going to cost the government a lot of money, in that
23 sense. But the real issue is, I think, can the
24 government make some money out of it; will an operator
25 be prepared to accept a lower return, for example, than
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1 he might be getting at the moment, and transfer some of
2 that margin back to the government, to hold the right to
3 run that service?

4 I think, in the evidence you have received from
5 London, they talk about quite low margins on the
6 services there because of the competitive tendering
7 process, and I think the way London do it, they have
8 relatively small contracts, they have short contracts,
9 and they have performance pressure coming through that,
10 and that pushes the returns down. So an operator might
11 say, "I'm prepared to put in a bid, I'm not going to
12 drop my margin", so they would put in a particular
13 price. Another operator might think, "I'm prepared to
14 pay the government some money for this contract because
15 I think I can make money out of it and so can the
16 government."

17 I think it's hard to know how that would go, but --
18 and let me be clear, I'm not saying Hong Kong should
19 competitively tender. I wouldn't say that at all. But
20 if you wanted to hypothetically think how might you do,
21 then what I would do is I would pick a number of routes
22 and I would actually choose some routes and I would deal
23 with them. I would put some routes out to competitive
24 tender. Now, it would be a fairly messy process in
25 terms of assets and buses that need to get dealt, I mean
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1 how you deal with the equity that's invested in those
2 sorts of assets; it could be a very difficult thing to
3 do, but presumably in principle you could do it, for
4 a price. Then it's up to how big you want that area and
5 how many routes you want to think about putting out for
6 bidding.

7 CHAIRMAN: You referred to the London contracts as being
8 "short". As I understand it, the system in London is
9 the tender is for a five-year contract --

10 PROF JOHN STANLEY: Correct.

11 CHAIRMAN: -- with a two-year extension possibility, but
12 that after seven years, it's re-tendered.

13 PROF JOHN STANLEY: Yes.

14 CHAIRMAN: The seven years is the same as Melbourne; is that
15 right?

16 PROF JOHN STANLEY: Ours isn't a five plus two, it's seven.

17 CHAIRMAN: I follow that.

18 PROF JOHN STANLEY: They are also smaller contracts. They
19 tend to be route-based contracts, I think, in London.

20 CHAIRMAN: Yes, as I understand it, that is the case.

21 MR DEREK CHAN: So, if I understand your answer correctly,
22 there can be a number of possibilities, obviously. One
23 is a bidder proposing to pay the government a sum for
24 the operation, for the right to operate an area or
25 a number of routes. The second possibility is the

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1 bidder offering to share part of the margins with the
2 government, as part of the bid.

3 PROF JOHN STANLEY: Yes.

4 MR DEREK CHAN: So that's what you call a bidding price.

5 PROF JOHN STANLEY: Okay.

6 MR DEREK CHAN: I suppose a third possibility exists that
7 there is no bidding price and the competition is based
8 entirely on an assessment of the quality of the service
9 expected to be provided. Would that sort of tendering
10 be logical or not?

11 PROF JOHN STANLEY: Absolutely. I mean, normally the
12 criteria that are taken into account in competitive
13 tendering -- price is one, obviously, but quality of
14 service is very important, and often you will find
15 jurisdictions don't offer the contract to the lowest
16 bidder; they put more emphasis on quality of service in
17 that process.

18 So quality of service would certainly be a very high
19 priority in terms of determining what qualities you
20 would want the operator to bring to providing that
21 service.

22 CHAIRMAN: Presumably, another way in which it might be
23 negotiated is the prospective new operator might say,
24 "I can do these routes for 10 per cent less than the
25 fares that the incumbent is doing it"?

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1 PROF JOHN STANLEY: Exactly, lower fares.

2 CHAIRMAN: There would be no payment to government, "but we
3 are providing better value to the public"?

4 PROF JOHN STANLEY: Absolutely. That's the kind of degree
5 of freedom is what happens to fares.

6 MR DEREK CHAN: So that's the advantages of competitive
7 bidding --

8 PROF JOHN STANLEY: Mm-hmm.

9 MR DEREK CHAN: -- generally. Are there any perceived
10 advantages that competitive tendering brings about that
11 relate more specifically to the safe operation of buses?

12 PROF JOHN STANLEY: I think the risks are the other way with
13 competitive tendering, that you might find situations
14 where operators go in low with their bids and find out,
15 "Gee, we are not making the margins we thought we were
16 going to make; we will see where we can cut some
17 corners." That might lead, for example, to deferred
18 maintenance, which is a risk in this situation.

19 One of the things I mentioned in my first report was
20 that Road Safety Inspections, the bus testing company
21 that I'm a director of, was concerned about the
22 condition of the number of the buses that were providing
23 Melbourne's competitively tendered service. We drew
24 that to the attention of the regulator. The reason we
25 did that is that we operate under chain of
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1 responsibility legislation in Melbourne for our bus
2 services, and as a bus tester, if we know that
3 an operator's buses are not up to standard, then we
4 would be seen, we believe, as part of the chain of
5 responsibility if something untoward was to happen as
6 a function of one of those vehicles.

7 So I think that's a risk, and how would you deal
8 with that? I think you have to deal with that by
9 specifying quality criteria into your bidding document
10 that says what your expectations are about fleet
11 condition, for example, and how the maintenance is
12 undertaken.

13 MEMBER LO: In the tendering process, competitive bid, if it
14 were to make safety an explicit item, how would you pull
15 it into the tendering process? So, if safety becomes
16 an explicit item that somebody can bid for, what would
17 that be?

18 PROF JOHN STANLEY: I think you would be nominating things
19 like the condition of the vehicles, the maintenance
20 schedules that need to be done. You would be setting
21 limits on defects that operators would need to come up
22 to, and then they would be in default under the contract
23 if they didn't actually achieve those outcomes. So I'm
24 not essentially -- I'm not a lawyer, but I think that's
25 how you would deal with it. You would actually be

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1 setting benchmark targets for performance that the
2 operator needs to meet, and if those targets aren't met,
3 then you would go through a cure regime.

4 MEMBER LO: Is it common to put accident rate as part of the
5 bidding?

6 PROF JOHN STANLEY: Part of the bidding criteria?

7 MEMBER LO: I don't know. If you were to use safety
8 explicitly as a measure, do people use accident rate as
9 a --

10 PROF JOHN STANLEY: If you were to --

11 MEMBER LO: If you don't keep your promise you pay a fine or
12 something?

13 PROF JOHN STANLEY: I'm not aware of too many people who
14 actually have incentives or penalties that relate
15 explicitly to safety provisions, but if you were to do
16 that, then accident rate would be a really good place to
17 start, but you would need to take that a fair bit
18 further, I think.

19 CHAIRMAN: Is that not a provision in Singapore, a penalty
20 if the accident rate reaches a certain level?

21 PROF JOHN STANLEY: I think it is, Chairman, but I don't
22 know enough about it.

23 CHAIRMAN: It's quite a high level, is my recollection,
24 higher than is experienced in Hong Kong.

25 PROF JOHN STANLEY: Okay.

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1 MR DEREK CHAN: Yes, as a possible downside risk to
2 competitive tendering, you have mentioned in your answer
3 something about deferring costs. Let me try to flesh
4 that out a little bit more.

5 You gave an example of maintenance costs.

6 PROF JOHN STANLEY: Deferred maintenance, yes.

7 MR DEREK CHAN: Is that a consequence of the contract length
8 being only a specified period of time, so as long as you
9 keep up your performance within that period, you don't
10 care what happens after, or is that a wrong way of
11 looking at it?

12 PROF JOHN STANLEY: No. I think -- again as I said earlier
13 on, I'm not aware of the full detail of the
14 competitively tendered contract, but the usual practice
15 for government in this would be to put some requirements
16 in the contract about the condition of the vehicles at
17 the end of the contract period, so that you would avoid
18 that problem.

19 MR DEREK CHAN: But in terms of the general concept of
20 deferring costs as a downside risk of competitive
21 tendering -- I think you mentioned the operator going in
22 low -- what do you mean by deferring costs? If
23 I understand correctly, I go in low, I operate with low
24 cost, I cut corners here and there because of the length
25 of the contract, I don't look at the long term, I look

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1 at the short term -- is that the idea you are trying to
2 express or am I getting it wrong?

3 PROF JOHN STANLEY: Yes. I think, during the process, if
4 you are in that position you have a serious discussion
5 with the government about whether they might be prepared
6 to help you out a little bit in terms of giving you
7 a higher rate of remuneration. I mean, that's a thing
8 that happens. You will find operators do that. They
9 actually go to government and try to renegotiate their
10 contract if they feel they have gone in too low.

11 In the particular Melbourne case, as I say, we
12 identified a real problem that we believe was an example
13 of that situation. That's been dealt with and the
14 operator's fleet is now in a much better condition.
15 I don't know whether there was any payment from
16 government or not in that process.

17 MR DEREK CHAN: Perhaps -- I'm sorry for going back on this
18 issue, but I just want to make it absolutely clear I'm
19 understanding it properly. I've heard a lot about
20 advantages commercially for a competitive tender, but
21 are there any advantages that relate specifically to
22 safety that arise out of competitive tendering?

23 PROF JOHN STANLEY: I can't think of any, Mr Chan, but
24 others may be able to.

25 CHAIRMAN: You point to the fact that there is a risk.

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1 PROF JOHN STANLEY: I think there's a risk.

2 CHAIRMAN: The operator finds that he's underbid and so he
3 doesn't replace the tyres every 50,000 kilometres; he
4 says they will last 60,000 --

5 PROF JOHN STANLEY: They will go a bit further, yes,
6 exactly.

7 CHAIRMAN: -- so that's a risk to safety?

8 PROF JOHN STANLEY: That's the risk, I think.

9 MR DEREK CHAN: I note that one-third of the Melbourne
10 routes are competitively tendered. Have you seen how
11 that introduction of competitive tendering -- has that
12 brought about any benefits in terms of the safe
13 operation of the buses?

14 PROF JOHN STANLEY: I don't think there's any evidence of
15 that. I think, if you look at the transport ombudsman's
16 report about complaints against bus operators, you will
17 find that the company that holds the contract for the
18 competitively tendered service tends to rate relatively
19 high in terms of complaints from customers to the
20 transport ombudsman, and I gave you the other example of
21 the maintenance problem that we identified as well.

22 CHAIRMAN: Which of the competitive tendered companies was
23 that?

24 PROF JOHN STANLEY: The current holder, Transdev.

25 CHAIRMAN: Transdev?
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1 PROF JOHN STANLEY: Mmm.

2 CHAIRMAN: I know from London that they have had experiences
3 where a maintenance problem is in fact brought about by
4 a lack of strategic planning, where all the fitters and
5 engineers retired at the same time and they were unable
6 to recruit. Was the Melbourne problem of that kind of
7 origin or was it perceived to be a cost-cutting problem?

8 PROF JOHN STANLEY: No, I think it's really more to do with
9 bus -- we've got an incredibly high population growth in
10 Melbourne at the moment. It's growing about
11 2.5 per cent per annum. So the buses are being worked
12 much harder, and I think it's partly to do with that,
13 that the buses are doing more kilometres, they are being
14 kept a bit longer so they are getting a bit older.
15 That's I think probably what's been going on there.

16 CHAIRMAN: Thank you.

17 MR DEREK CHAN: Professor, can I then move on to look at the
18 pros and cons of a negotiated contract concept. Can
19 I start first by taking you to your second report, that
20 is the expert bundle at page 86. I am interested in the
21 bottom paragraph of that page.

22 Can I just read that passage out. You say at the
23 bottom of page 86:

24 "Route bus operators need to feel a certain amount
25 of performance pressure when they are essentially
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1 operating under a renewable negotiated
2 franchise/contract regime. The author supports the
3 negotiated approach to allocating the rights for route
4 service provision, provided this includes mechanisms to
5 ensure that operators are under pressure to perform
6 across a range of outcome areas. This needs
7 opportunities for a bonus for good performance but
8 penalties for poor performance and a plausible risk of
9 loss of franchise in the event of particularly poor
10 performance public definitions of which should be
11 embedded in the franchise agreement."

12 Can I first start with a general question: why do
13 you support the negotiated approach over a competitive
14 tendering approach?

15 PROF JOHN STANLEY: Yes. We have done a lot of work on this
16 in Melbourne, and I think the major benefit is that what
17 you can do with a negotiated contract, if you determine
18 that you want to do this, is develop a really strong
19 relationship between the operators and the government,
20 in terms of how best to develop the system as a whole.
21 Our experience would be that there are limited skills in
22 government, and limited skills in the operators, in
23 terms of things like system design and how to actually
24 get the best out of your public transport. And if
25 there's an opportunity to get government, the government
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1 experts in this space, and the industry working
2 together, you get a situation of one plus one equals
3 three.

4 That's really what we've tried to do, through --
5 I've written about this in some of my papers --
6 developing what we call a trusting relationship between
7 the government and the operator, but not to the point of
8 what some people call regulatory capture, where the
9 operators try to capture the regulator. That's
10 completely anathema to what I'm talking about. But we
11 are talking about really trusting partnerships between
12 the two, so there's really strong and open
13 collaboration, and that means that the contract or the
14 franchise can vary through the period of the contract.
15 It's an evolving thing. It's a live document. It's not
16 set in stone at the start, as competitive tender
17 documents tend to be, but you recognise going into it
18 that you are trying to improve the value of the service
19 all the way through that period, on the basis of
20 a trusting partnership between those players who are in
21 it.

22 I think we were able to do that in Melbourne at the
23 time when I was running the Bus Association, where we
24 achieved a very substantial increase in patronage and
25 service delivery because of the nature of the

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1 relationship we put in place with the government, that
2 hadn't been done for 30 or 40 years before that.

3 So I think there is evidence from our experience
4 that if you seek to develop a trusting partnership
5 between government and the authority, without regulatory
6 capture, but a partnership that holds accountability is
7 really important -- so the operator's got to perform; he
8 is not being given a licence just to receive money --
9 then you can get really good outcomes. That's why
10 performance pressure is important to guard against this
11 risk, if you like, of regulatory capture under
12 a negotiated arrangement.

13 CHAIRMAN: Could you expand on what you describe as
14 "regulatory capture"?

15 PROF JOHN STANLEY: Certainly, Chairman. This is the thing
16 we have talked about a little bit before, if you like,
17 where the operator might go into a tender, bid too low,
18 works very hard on the government to try and become
19 their best friends, and then seeks to ratchet up the
20 price of the contract later on.

21 People would often criticise negotiated contracts
22 for just that point, that they say that the operators
23 have captured the government, and negotiation just lets
24 them continue on in what could be said is a rent-seeking
25 behaviour. So we are really strong on the importance of

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1 performance pressure to mitigate that risk, because it
2 is a risk.

3 CHAIRMAN: And another way it might manifest itself would be
4 where the bus operator is able to resist any suggestions
5 made by the government about how to improve, for
6 example, safety devices on the bus.

7 PROF JOHN STANLEY: Sure.

8 CHAIRMAN: Never actually doing what is discussed, never
9 coming up with an actual change.

10 PROF JOHN STANLEY: If you have captured the regulator, you
11 can do that.

12 CHAIRMAN: That's the risk.

13 PROF JOHN STANLEY: It's a risk. That's why you need
14 performance pressure, and the performance pressure needs
15 to be seen for what it is, as genuine performance
16 pressure.

17 CHAIRMAN: Could you give some examples of what you regard
18 as performance pressure? In what areas?

19 PROF JOHN STANLEY: Yes. In particular, the safety
20 performance pressure. We approach that very much in
21 Melbourne through seeing -- and I think this may be one
22 of the things that we are pretty unique in -- we see
23 safety as a shared responsibility. All the parties in
24 what we call the chain of responsibility that can impact
25 bus safety have safety duties, and that requirement sits

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1 underneath our accreditation system and it sits
2 underneath our negotiated contracting arrangements.

3 So all of our operators are highly aware that they
4 are liable to be put in a position where they might find
5 themselves in court, if safety circumstances turn out to
6 be such that they can be shown to not have taken due
7 care and done all that is, so far as is reasonably
8 practicable, to reduce safety risks.

9 That's a really important element of performance
10 pressure, that chain of responsibility provision.
11 I would say the lower-level performance pressure, not as
12 significant as that, is to do with incentives and
13 penalties that we talked about before, things like
14 on-time running, and so on, but also, as Prof Lo talks
15 about, whether you can have some incentives as well with
16 respect to safety.

17 CHAIRMAN: Yes, because on-time running is a service
18 incentive for penalty, but safety, as Prof Lo has
19 mentioned, might be measured in accident rates?

20 PROF JOHN STANLEY: Absolutely.

21 CHAIRMAN: What other ways can one measure safety?

22 PROF JOHN STANLEY: I think accident rate is a really good
23 starting point, and if you look at some of the reporting
24 that has been done I think in the safety plans of the
25 five-year forward plans, there's information on

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1 fatalities, collisions, non-collisions -- "slips, trips
2 and falls" types of involvement involvements as well --
3 and in my view, if you are going to go down the path of
4 developing safety as an incentive or penalty provision,
5 I would drill down into where are the safety problems.
6 So you wouldn't use accident involvement rate in total;
7 you would look at the fatality rate, you would look at
8 "slips, trips and falls". And you would form a view,
9 I think, on what is the relative importance of those two
10 things.

11 I think one operator I saw, for example, had
12 an increase in the "slips, trips and falls" type
13 accidents, but a drop in fatalities. So, if you add
14 them up together, and say one incident is an incident,
15 you are missing that nuance. So I would be trying to
16 decompose it a bit and look at the major areas of safety
17 concern and make sure that there are KPIs, if you like,
18 or incentive/penalty clauses that relate to those. That
19 means you are going to really end up with a bundle,
20 I think, of measures. I don't know how many elements
21 are in that bundle. That's something that needs to be
22 settled by negotiation between government operators with
23 advice, for example, from committees such as your own,
24 about what the components are.

25 But I would start with what are the main sources of
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1 safety problems and start to target those.

2 CHAIRMAN: I think London have identified 42 components of
3 some measure of approaching safety in that way.

4 PROF JOHN STANLEY: That sounds too many for me.

5 MR DEREK CHAN: You focused on performance pressure. Can
6 I just put this to you, to see what observations or
7 comments you have.

8 In a situation in Hong Kong where the bus service is
9 in one sense also competing with other modes of
10 transportation for patronage -- for example the rail,
11 public light buses, taxis -- do you think that type of
12 competition also creates the type of performance
13 pressure that you are envisaging?

14 PROF JOHN STANLEY: It creates an element of performance
15 pressure, but I don't think it's anywhere near as strong
16 as the performance pressure that you get, for example,
17 under competitive tendering, because the consequences of
18 poor performance are much more severe under competitive
19 tendering than they are under the context that you
20 describe.

21 So, for example, you might lose some passengers if
22 you are not competing well against MTR, for example.
23 But that's different to losing your business. I don't
24 see the need for performance pressure to necessarily go
25 as far as losing your business, you know, probably as

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1 commonly as it does under competitive tendering, but
2 that needs to be a plausible proposition.

3 I think, for performance pressure, there needs to be
4 a plausible threat that if your performance is so bad,
5 then your negotiated franchise/contract finishes.

6 I guess the other thing I would say, Chairman, is
7 that the fare adjustment mechanism that exists under
8 your franchise agreement here provides a little bit of
9 slack in the sense there's a formula for adjusting the
10 fares, changes in operating costs and revenue, for
11 example, are one of those things, but the need to
12 provide the bus operator with a reasonable rate of
13 return is one element to be taken into account in fare
14 adjustment.

15 So plausibly somebody who's losing the sort of
16 business that you talked about in competition could make
17 an argument against a clause like that.

18 CHAIRMAN: We have received evidence from the bus
19 operators -- and I think it's fair to categorise it in
20 this way -- that they are not very happy with this fare
21 adjustment mechanism, and they have reached the extent
22 in which they don't even make applications because they
23 anticipate them being rejected.

24 PROF JOHN STANLEY: I think it's really important that
25 a franchise or a contract has a clear and unambiguous
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1 means of adjusting fares. In our case, it's not so much
2 fares as the return to the operator that gets subjected
3 to the same sort of formula. So you would look at
4 what's happening to wages, you would look at what's
5 happening to fuel costs, you would look at what's
6 happening to other elements of costs in the cost
7 structure, and we would take those into account in
8 changing the remuneration or the subsidy level, if you
9 like, that the operator receives from government;
10 whereas here it gets built into the fare-setting process
11 as the medium that you use to achieve the same outcome.

12 CHAIRMAN: Having said what I did about the bus operators'
13 views as a fare mechanism adjustment, I ought to add
14 that they have overcome their misgivings by both making
15 applications which are being considered by government at
16 the moment.

17 Mr Chan, if that's a convenient moment.

18 MR DEREK CHAN: Yes, I was actually going to move on to the
19 next topic, so that's very convenient.

20 CHAIRMAN: Prof Stanley, we are going to take a break now,
21 to give all of us a break, for 20 minutes, and resume
22 after that.

23 PROF JOHN STANLEY: Thank you, Chairman.

24 (11.35 am)

25 (A short adjournment)

26

1 (11.56 am)

2 CHAIRMAN: Professor, before we resume, might I just mention
3 two matters. One is, as you know, we have simultaneous
4 interpretation being performed for us. So, for the
5 benefit of those that are listening to the
6 interpretation, might I invite you to slow down in your
7 answers, perhaps even making pauses, so that they can
8 follow up with you.

9 The other is that perhaps you could speak more
10 closely to the microphone which enables all of us to
11 hear you better. It's no doubt adjustable. You will
12 find whatever is a comfortable distance.

13 PROF JOHN STANLEY: Thank you.

14 CHAIRMAN: Mr Chan.

15 MR DEREK CHAN: Thank you, Mr Chairman.

16 We had been talking about incentivising safety just
17 before the break. I am going to focus more specifically
18 on that topic now.

19 Before the break, you have talked a little bit about
20 what possible indicators to focus on if you want
21 a safety-related incentive. Can I just ask a general
22 question: how do you envisage this working in
23 an environment where the bus operator already assumes
24 the risk of profit from the bus operation, so they
25 themselves depend on patronage? Do you envisage this

26

1 sort of incentive being a direct cash payment or a cash
2 deduction, a fine of some sort? Is that what's being
3 envisaged, or is that something different?

4 PROF JOHN STANLEY: No, that's exactly what I envisage,
5 Mr Chan.

6 MR DEREK CHAN: So you would have targets or benchmarks, so
7 to speak, and if you don't make them, there will be
8 a penalty clause, and if you go over them, there will be
9 a bonus payment as such?

10 PROF JOHN STANLEY: Indeed, and I would imagine you would
11 set that up in bands, so you might fall short by
12 a little bit, or fall short by a big bit, or you might
13 accomplish the target by a small amount or by a large
14 amount, and that the level of the incentive or penalty
15 would reflect those thresholds, if you like.

16 I would just make a few comments which -- I talked
17 before the break about, for example, fatalities, "slips,
18 trips and falls", and so on, being some of the sorts of
19 things you might take into account. In terms of
20 developing KPIs or performance indicators, there's
21 a number of criteria that you would expect them to meet.
22 They need to be specific. You've clearly got to be able
23 to measure them. They ought to be achievable. They
24 clearly need to be relevant. The data, and so on, needs
25 to be available on a timely basis. And all of those

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1 KPIs need to be something that the operator can affect.
2 There's no point having a KPI if the operator is not
3 able to, by their performance, influence the outcomes of
4 them. So they are really important.

5 But I also go back to the point I said before about
6 we see safety as a shared responsibility, and I think it
7 would be a real shame if those KPIs focused excessively
8 on the bus captains and not enough on other people who
9 are also, I believe, part of the chain of responsibility
10 for bus safety. So you would look at particular sorts
11 of safety performance indicators, which might be things
12 like fatalities and "slips, trips and falls", and so on.
13 But you would also try and see if there's a way in those
14 indicators to target a range of people who can affect
15 safety outcomes, not just the bus captains. Bus
16 captains often tend to be the kind of target for a lot
17 of this sort of work and that's probably a bit unfair.

18 MR DEREK CHAN: By your previous answer, do you have in mind
19 actually a bonus system from the government that not
20 only extends to the operator but employees of the
21 operator or --

22 PROF JOHN STANLEY: I think that would be a matter for the
23 companies to work out, how they think they are going to
24 get the best result in terms of the objectives that
25 they've got. But I had initially envisaged that this

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1 would be a bonus or a penalty at the company level, and
2 then the company would make a judgment about whether it
3 would like to reward, for example, particular people who
4 have contributed to that outcome.

5 MR DEREK CHAN: We have talked about at a general conceptual
6 level. Can I take you to a specific example that we
7 have come across during the inquiry -- there are
8 a number of examples but I will just pick one of them.

9 PROF JOHN STANLEY: Thank you.

10 MR DEREK CHAN: Just to illustrate how the concept may or
11 may not work, and ask for your observations on that
12 example.

13 Can I first take you to the TD-1 bundle at page 192.
14 Just so you know what this document is, it is a KMB
15 forward planning programme, and this particular page is
16 one page of the section on bus safety for 2018 to 2022.

17 So this document, at page 192, would have been
18 submitted by KMB to the Transport Department in around
19 mid-2017.

20 So, at paragraph 8.8.1 of this document:

21 "KMB proposes to use the 3-year average of 2014 to
22 2016 actual accident involvement rate of 2.71 (defined
23 as the number of buses involved in accidents per million
24 kilometres operated) as a target for the purpose of this
25 five-year plan period. It represents a 6 per cent
26

1 reduction from the accident rate in 2014, the highest
2 record among 2014 to 2016."

3 So here we have the setting of a target or
4 benchmark, so to speak.

5 So this is the target that KMB set for themselves as
6 one possible safety indicator. This is in 2017.

7 If I can fast-forward one year and see what happens
8 in mid-2018, and for that can I invite you to go to
9 TD-5, page 1729.

10 Sorry, can I just go back a page, to 1728, just to
11 give the document some context. So, at 1728, you see
12 a letter from the Transport Department dated 21 May
13 2018, and it's from the Transport Department to KMB.
14 The first paragraph of the letter says:

15 "This is to provide you with a set of guidelines and
16 requirements covering the following aspects for your
17 compliance in preparation of the five-year forward
18 planning programme (2019 to 2023) ..."

19 So we are one year on, and we are on the topic of
20 the same forward planning programme.

21 Over the page, on 1729, you will see the Transport
22 Department's comments on bus safety. In the first
23 paragraph, the Transport Department says:

24 "We note that there was an increase in the number of
25 KMB buses involved in accident per million
26

1 vehicle-kilometres from 2.74 in 2016 to 3.04 in 2017,
2 which was at a high level."

3 In the next paragraph, I will just read the last
4 sentence:

5 "Also, the actual accident involvement rate, which
6 is 3.04 in 2017, was higher than the proposed target
7 accident involvement rate in your FPP" -- that's the one
8 we saw earlier" -- which was 2.71."

9 And you can see in the table below that the accident
10 rate per million vehicle-kilometres has been increasing,
11 2015, 2016 and 2017.

12 The paragraph below the table also notes that:

13 "In terms of number of traffic accidents/number of
14 cases involving KMB buses as shown in the table below,
15 it has also shown an increasing trend from 362 in 2015
16 to 423 in 2017."

17 From the passages I have just read, we see that KMB
18 did not meet the accident target rate that it set for
19 itself. You can also see an increasing trend in KMB's
20 accident rate per million vehicle-kilometres.

21 In this context, where KMB has failed to meet the
22 target it set for itself, do you see your suggested
23 incentive/penalty system operating in a situation like
24 this?

25 PROF JOHN STANLEY: Yes, but I wouldn't apply it the way
26

1 it's been applied here.

2 If you look through the rows in the table that's
3 headed, "Number of KMB buses involved in traffic
4 accidents", you will see the number of fatalities has
5 gone from 11 to 5 to 3; the number of serious injuries
6 has gone from 122 to 110 to 11; and the number of slight
7 injuries has gone from 737 to 787 to 889.

8 Now, to quote an accident rate per million
9 vehicle-kilometres that treats each of those rows as
10 equally weighted is, to me, an error if you are trying
11 to develop a performance indicator.

12 I would say fatalities are far and away more
13 important than serious injuries, which are a lot more
14 important than slight injuries. So you need a weight to
15 apply to reflect the significance of those types of
16 accidents, if you are going to come up with a KPI, if
17 you like, that measures accident safety performance.

18 And accident rates per million vehicle-kilometres
19 are a very blunt and, I believe, a misleading measure.

20 MR DEREK CHAN: You would need a more nuanced indicator or
21 set of indicators?

22 PROF JOHN STANLEY: Absolutely. You need a set of more
23 nuanced indicators. These should form part of it, but
24 it should be the components, not the total.

25 And the components need to be weighted in some way
26

1 to reflect -- I mean, as an economist, I would use the
2 cost of those different sorts of accidents, which we
3 regularly measure in Australia and I'm sure you do here
4 in Hong Kong: you have a value for a typical fatal
5 accident, you have a value for a typical serious injury
6 accident, and you have a value for a typical slight
7 injury accident. I would use those weights to come up
8 with a weighted, if you like, accident rate per million
9 vehicle-kilometres.

10 Have in mind also, though, there would be other
11 things you would want to include as well.

12 MR DEREK CHAN: If you go on to the next page, 1730, at the
13 bottom, section 3, the Transport Department proposes
14 a safety-related plan, or KMB proposes a safety-related
15 plan. I will just read the first paragraph under that
16 heading:

17 "With a view to lower accident involvement rate of
18 buses and further enhance the safety of bus services
19 provided to the passengers, your company is required to
20 propose respective plans/proposals", and there are
21 a number of them.

22 If you go over the page to 1731, the Transport
23 Department required KMB to propose a target accident
24 rate for the coming FPP, and proposed target reduction
25 of accident involvement rate.

26

1 Again, your opinion would be that these targets are
2 too blunt, even as a target?

3 PROF JOHN STANLEY: Absolutely, Mr Chan. They need to be
4 more nuanced than that.

5 I would have thought targets like that ought to be
6 the outcome of a negotiation between the Transport
7 Department and the operator, rather than something that
8 the operator is going to propose to the department.
9 I think this is the sort of thing that really should be
10 the subject of a discussion where both parties can put
11 their cards on the table and come up with a feasible
12 programme.

13 MR DEREK CHAN: Professor, I notice from your report that
14 the Melbourne bus contracts do not specify safety
15 performance as being subject to incentive and penalty
16 provisions under contract.

17 Can I first take you to the reference and then ask
18 for your opinion on that.

19 PROF JOHN STANLEY: Yes.

20 MR DEREK CHAN: Can I take you to page 26 of the expert
21 bundle. That should be in your first report.

22 Are you on page 26?

23 PROF JOHN STANLEY: Yes.

24 MR DEREK CHAN: Can I read the second full paragraph,
25 paragraph 3.4:

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1 "Under the ten-year metropolitan route bus service
2 contracts that expire in mid-2018, incentive/penalty
3 provisions relate to patronage growth ... and on-time
4 running/service cancellations. The contracts that will
5 replace those contracts generally retain this focus.
6 Safety is not a KPI [key performance indicator] under
7 the contracts and safety performance is not subject to
8 incentive/penalty provisions under the contracts but
9 poor safety performance could result in the safety
10 director removing an operator's accreditation, which
11 would mean loss of contract. The new contracts are
12 understood to provide for a passenger experience regime,
13 which is about the operator's performance with respect
14 to number, response and resolution of passenger
15 complaints that fall within the operator's control.
16 Relevant KPIs are yet to be developed but the focus is
17 wider than safety."

18 Now, my question is a very simple one. If the
19 incentivising safety concept is important, why is it not
20 being incorporated in the Melbourne contracts?

21 PROF JOHN STANLEY: Yes. Mr Chan, the reason for that is
22 that we rely very strongly, in our Melbourne contracts,
23 on the legislative base of safety duties and chain of
24 responsibility to achieve safety outcomes. So that
25 essentially makes all the parties who are able to
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1 influence safety outcomes responsible for and
2 accountable for their performance in that regard.

3 I personally believe that is the primary reason why
4 our services are held in a high regard from the safety
5 point of view. The Transport Safety Director, who I've
6 met many times during the preparation of the submissions
7 to your hearing, is firmly of the view that Melbourne's
8 route bus services are safe, and I believe that the
9 fundamental reason that that's the case is that people
10 can be held to account for their performance in the
11 event that it's not safe.

12 So we've really got a very strong underpinning of
13 the contract regime by safety duties and chain of
14 responsibility in the law.

15 MR DEREK CHAN: Just to give a very general understanding of
16 the concept that you just raised -- so you have legal
17 duties in Victoria to promote safety insofar as
18 reasonably practicable, but perhaps the peculiar feature
19 of that is that that duty is not just on the bus
20 operator but also on the employees that come under the
21 bus operator?

22 PROF JOHN STANLEY: Yes, Mr Chan. The Bus Safety Act, which
23 is the relevant legislation in Victoria, legislates
24 safety duties. The primary safety duty, if I can read
25 the line from the legislation, is an obligation to

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1 eliminate or minimise potential harm or risk by doing
2 all that is reasonably practicable to ensure safety.

3 Then, if you take an example, it talks about:

4 "An operator of a bus must, so far as is reasonably
5 practicable, ensure the safety of the bus service."

6 Now, the legislation then designates safety duties
7 that apply to a range of people, and it mentions --

8 CHAIRMAN: Just pause there, if you would, Professor.

9 Do we have this available so it can be displayed on
10 the screen?

11 MR DEREK CHAN: Yes, we have. It would be in, probably, the
12 professor's first report.

13 CHAIRMAN: But is it not in an annex to -- or one of the
14 documents to which reference is made in the report? Are
15 those documents available? Do we have the Bus Safety
16 Act?

17 MR DEREK CHAN: Perhaps the professor can assist on that,
18 but not as far as I can see from the references attached
19 to the --

20 CHAIRMAN: I must say, I have downloaded this myself and
21 I have it in my own bundle. Is this not available for
22 all of us?

23 MR DEREK CHAN: Yes, we can perhaps make it available.

24 CHAIRMAN: But is it not already available on the screen?

25 Is there a reference number -- I have three volumes of
26

1 references to Prof Stanley's report on my right-hand
2 side -- is it one of those?

3 PROF JOHN STANLEY: Pages 22 and 23 of my first report
4 contain most of the relevant bits of the legislation.

5 MR DEREK CHAN: Mr Chairman, the references annexed to the
6 professor's report contain articles and publications
7 that describe the chain of responsibility, but not the
8 Act itself.

9 CHAIRMAN: Then we need the Act.

10 MR DEREK CHAN: Perhaps I can make that available over our
11 next adjournment. Then we can come back to that issue.

12 CHAIRMAN: Yes. But, at all events, we have an excerpt from
13 it at page 23?

14 MR DEREK CHAN: Yes, we have.

15 CHAIRMAN: You were about to go on, Professor, to describe
16 upon whom these duties are imposed.

17 PROF JOHN STANLEY: Thank you, Chairman. The legislation
18 actually talks about, if I use your language, bus
19 captains. It talks about schedulers. It talks about
20 service procurers, maintenance staff, and so on.

21 There is a concept in the legislation called bus
22 safety workers, and these safety duties apply to bus
23 safety workers as well as to particular designated
24 people such as drivers or bus captains.

25 So there is an extensive range of parties who can
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1 affect safety, and the two -- or a fundamental principle
2 on which the legislation sits is the principle of shared
3 responsibility which I talk about at the bottom of
4 page 22 of the report.

5 CHAIRMAN: Does this duty extend to the public?

6 PROF JOHN STANLEY: It's not designated as such, no.

7 CHAIRMAN: I thought I had seen that in the legislation.

8 PROF JOHN STANLEY: I've missed that, if that's the case.

9 CHAIRMAN: I'm sure you are more familiar with it than I am.
10 I was a bit taken aback, if my memory is correct.

11 But, at all events, a chain of people who have
12 duties?

13 PROF JOHN STANLEY: Who can affect safety outcomes. It's
14 really, I think, to remind people that this isn't just
15 the bus drivers. You know, there are a lot of people
16 who can affect safety outcomes, and they all need to be
17 held accountable for their performance.

18 CHAIRMAN: So how are they held accountable; by being taken
19 to court?

20 PROF JOHN STANLEY: That can happen. The provisions
21 essentially have monetary fines that I --

22 CHAIRMAN: And there are different levels depending on
23 whether it's the company, the scheduler, the bus
24 captain, and so on?

25 PROF JOHN STANLEY: Yes.

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1 CHAIRMAN: With the highest level reserved for the upper
2 echelons of the company?

3 PROF JOHN STANLEY: Correct, and in the new national law
4 that's about to come into play on 1 October -- which, in
5 a sense, sets the background for the Victorian law --
6 they have introduced a category of "reckless behaviour"
7 as well, which can lead to prison as a possible
8 consequence.

9 CHAIRMAN: Yes.

10 PROF JOHN STANLEY: That's in the National Heavy Vehicle Law
11 update, but that will get reflected through shortly
12 into, if you like, the penalties that can apply under
13 this legislation. At the moment, they are mainly
14 monetary penalties.

15 CHAIRMAN: Before you go on, we've now got the Act. Which
16 section tells us about who's got the public duty?

17 PROF JOHN STANLEY: Clause 15 was where I was talking -- so
18 the duty of an operator, for example:

19 "An operator of a bus service must, so far as is
20 reasonably practicable, ensure the safety of the bus
21 service."

22 Then, if you go down to clause 16, it has similar
23 language for a procurer.

24 CHAIRMAN: What is a procurer?

25 PROF JOHN STANLEY: A procurer is somebody who buys a bus
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1 service, and there's a really interesting discussion
2 going on at the moment in Victoria about whether the
3 public transport authority, which buys and determines
4 the schedules, is a procurer and might in fact be one of
5 the chain of responsibility.

6 CHAIRMAN: Why would it not be?

7 PROF JOHN STANLEY: That would be my view, Chairman.

8 So this continues, going down, in that way.

9 Then, in section 14 of the Act, it talks --

10 CHAIRMAN: Can we just scroll down the list for the moment,
11 if we may. So we were going to 17. 17 is a bus safety
12 worker.

13 PROF JOHN STANLEY: 17 is a bus safety worker. Now, the
14 "bus safety worker" is defined up in the definitions at
15 the front part of the legislation.

16 CHAIRMAN: What does that encompass, broadly?

17 PROF JOHN STANLEY: I suggest it would be better to look at
18 that than to rely on me to remember it, Chairman.

19 CHAIRMAN: Very sensible. Can we go to the definitions
20 section, which is normally section 1.

21 "Definitions", section 3. Yes, "bus safety work".

22 Is there "bus safety worker"? There we are.

23 PROF JOHN STANLEY: So a bus safety worker means:

24 "... a person who has carried out, is carrying out
25 or is about to carry out, bus safety work", which is

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1 defined in the previous point, "including a person who
2 is --

3 (a) employed or engaged by a bus operator to carry
4 out bus safety work;

5 (b) engaged by any other persons to carry out bus
6 safety work;

7 (c) a trainee;

8 (d) a volunteer".

9 So this is quite broad, and, Chairman, this is where
10 we as bus testers in road safety inspection -- that's
11 why we were concerned, because we do testing of
12 vehicles, and we saw that this provision could pick us
13 up.

14 CHAIRMAN: Yes. Can we go to "bus safety work", the
15 previous definition.

16 PROF JOHN STANLEY: It means:

17 "... an activity that may affect the safety of bus
18 services including --

19 (a) driving a bus or activities associated with
20 driving a bus;

21 (b) designing, constructing, supplying, repairing,
22 modifying, maintaining, monitoring, examining or testing
23 a bus ..."

24 CHAIRMAN: That's the section that applies to you.

25 PROF JOHN STANLEY: That's us.

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1 "... (c) designing, constructing, supplying,
2 installing, repairing, modifying, maintaining,
3 monitoring, examining or testing equipment in or on
4 a bus;

5 (d) setting or altering a schedule or timetable for
6 a bus service;

7 (e) a prescribed activity"; I'm not sure what that
8 means.

9 But this is pretty comprehensive, and it's really
10 important, I think, to understand that the managers in
11 the bus companies know this. They are very conscious of
12 it. And, for example, in discussions about bus driver
13 working hours, this is really front of mind in terms of
14 what they will accept. So, for example, our bus drivers
15 or bus captains on average would work 44 to 46 hours
16 a week. They can, under the regulations, work more than
17 that. They don't, because the operators are concerned
18 about the safety implications of so doing.

19 In fact, the CEO of one of the larger operators,
20 when he took on that role in 2008, had an average of
21 about 48 hours, and he brought that down to within the
22 44 to 46 range over the subsequent four or five years.
23 And most of the Melbourne operators are running at
24 around about 45, in round terms, hours' driving a week.

25 CHAIRMAN: What are the maximum permitted hours of driving

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1 per week?

2 PROF JOHN STANLEY: They could do 72, Chairman, which we
3 wouldn't think very favourably on.

4 CHAIRMAN: And is it your evidence that it is, because
5 regard is had to this safety duty, one of the reasons
6 that these hours have been reduced?

7 PROF JOHN STANLEY: Yes. The operators are very conscious
8 of the scheduling requirements, and, for example, one
9 operator builds 35 minutes' I think slack into a five
10 and a quarter hour shift to allow for traffic congestion
11 affecting their run times because they don't want to go
12 beyond the five and a quarter hours which, under our
13 regulation, is the maximum you can drive without having
14 a break.

15 And if you talk to them, they have absolutely front
16 of mind that this is the potential safety consequences
17 and implications for them if, for example, somebody was
18 killed by a driver driving an excessive amount of time.

19 CHAIRMAN: Yes, Mr Chan.

20 MR DEREK CHAN: And the point that you were making, going
21 into this chain of responsibility topic, was that
22 because you have this underlying layer of legal
23 obligations and duties, that explains why you don't need
24 to specifically incentivise safety in the bus contract
25 itself?

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1 PROF JOHN STANLEY: Yes.

2 MR DEREK CHAN: So, in Hong Kong, where we don't have that
3 sort of underlying legislative regime of duties and
4 obligations on safety, would you say that it makes it
5 more important to incentivise or focus on safety in
6 other ways?

7 PROF JOHN STANLEY: I think it's a good way to increase the
8 focus on safety, but not nearly as powerful or
9 compelling as the safety duties and chain of
10 responsibility provisions that we have. But I would
11 also say that if you were to use safety penalties and
12 incentives then, to go back to a point I made earlier,
13 try and ensure that those incentives and penalties
14 encompass a number of parties who are able to affect
15 safety outcomes. In a sense, it's a de facto way of
16 trying to do chain of responsibility.

17 CHAIRMAN: Could you give us some context for the Bus Safety
18 Act? Is this the Act that brought into Victoria safety
19 duties of this kind?

20 PROF JOHN STANLEY: Yes. The way the law works, Chairman,
21 is that -- essentially, it is driven by the national law
22 that I was involved in when I was at the National Road
23 Transport Commission. We now have a National Road
24 Transport Commission, and Heavy Vehicle National Law is
25 set through that national process and it gets applied at
26

1 the state level.

2 Now, not all states have a Bus Safety Act like this.
3 Victoria and New South Wales, which are the two biggest
4 states that have gone the furthest in this regard, and
5 in fact the Bus Safety Act here got a bit ahead of the
6 national legislation by introducing this idea of "so far
7 as is reasonably practicable". The national legislation
8 until I think 1 October this year is still based on "all
9 reasonable effort" type of concepts. But this Victorian
10 Act has had "so far as is reasonably practicable" as its
11 basis since 2009, and the national law is picking that
12 up on 1 October. So, in a sense, the national law is
13 catching up a little bit to what the Bus Safety Act is
14 saying.

15 CHAIRMAN: But how many years in the making has this process
16 involved?

17 PROF JOHN STANLEY: Probably about three or four. It
18 happened when I was CEO of the Bus Association. The law
19 was in 2009 and I had that role from 1999 to 2008. So,
20 you know, the legislation and putting the industry's
21 views on the development of legislation was something
22 that I was involved in through that time.

23 And I think I said in my first paper that partly
24 because the industry receives a substantial amount of
25 financial support from government, we wanted to be seen

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1 as very proactive in terms of safety, that we are good
2 corporate citizens. So, in a sense, we were very
3 proactive or keen to see safety legislation of this kind
4 to which we thought we could confidently say we would
5 comply.

6 CHAIRMAN: That, of course, is not the factual circumstance
7 of Hong Kong.

8 PROF JOHN STANLEY: Indeed. I would say that if you look at
9 simple indicators like fatality rates per million
10 vehicle-kilometres, Hong Kong and London are not as good
11 as Melbourne, and one possible reason for that is the
12 fact that we've got this legislation. Another possible
13 reason is our bus operating circumstances are probably
14 a bit easier than they are in Hong Kong, in a physical
15 sense, and London too.

16 MR DEREK CHAN: Correct me if I am wrong, but I suppose one
17 factor in play here is that because you have a heavily
18 subsidised system, and a cost-plus-profit contract
19 structure, any increased costs that relate to safety can
20 in that sense be passed on to the government?

21 PROF JOHN STANLEY: Absolutely. But it also means that the
22 government then looks very closely at any potential
23 additions to cost that may be from a safety perspective.

24 An example would be we've had concerns for a number
25 of years, but more particularly in the last three or
26

1 four years, with abuse and assault of bus drivers, and
2 so installing security screens, closed-circuit
3 television, and so on, to deal with problems like that
4 have become a basis for sharing. So the operators are
5 in fact meeting part of the cost of that and the
6 government is meeting part of the cost of that.

7 So it's a negotiated outcome.

8 MEMBER LO: In proposing and enhancing this Bus Safety Act,
9 who are the possible resistance and opposition against
10 it? Who might be that?

11 PROF JOHN STANLEY: Who would be against it?

12 MEMBER LO: Yes. I mean, is it a straightforward thing
13 or --

14 PROF JOHN STANLEY: I can't think of anybody. The people
15 who might be opposed to it, you would think, would be
16 bus operators, because it really makes them accountable,
17 but our bus operators in Melbourne are very much behind
18 this legislation and the accreditation system, that is
19 one of the key elements to implement it, because they
20 know, or they believe, that it improves the safety
21 outcomes that they can achieve.

22 So, for example, it makes them a better place for
23 someone to go and work because they think their drivers
24 are more likely to be safer than in a system that
25 doesn't have this same level of focus.

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1 So I don't see anybody really opposed to this,
2 because the most likely candidate is one of the
3 strongest components for having it.

4 MEMBER LO: Yes, but it is imposing duties and obligations
5 and liabilities upon them, and they welcome it?

6 PROF JOHN STANLEY: They think they can perform to an extent
7 where they can meet their obligations to a satisfactory
8 level. In that event, they see that it can enhance
9 their standing as an industry that is a responsible
10 industry. So it has really been approached as
11 an industry, and I think that's one of the benefits that
12 we have in Melbourne from having a very strong operator
13 association, that we can speak as an industry rather
14 than as individual operators.

15 CHAIRMAN: Of course, there is an economic advantage to
16 enhanced safety, because accidents cost money.

17 PROF JOHN STANLEY: Indeed.

18 CHAIRMAN: That's a benefit to the bus operators.

19 PROF JOHN STANLEY: Indeed, Chair.

20 MR DEREK CHAN: In the same context, the committee has
21 received, in the form of a written report, some opposing
22 views to the concept of incentivising safety. Can
23 I invite your observations on that?

24 PROF JOHN STANLEY: Mm-hmm.

25 MR DEREK CHAN: Can I do that firstly by going to the expert
26

1 bundle, page 153.

2 Just to give this report some context, it is
3 a report prepared by Mr Mike Weston, who is a passenger
4 transport consult, and he specialises in the London bus
5 system.

6 The page is at page 153 at the bottom right-hand
7 corner, and the passage that I'm interested in is under
8 the heading, "Incentivisation of safety improvements".
9 I will just read that paragraph:

10 "As referred to in section 6.1 one of the
11 recommendations from the Greater London Assembly
12 Transport Committee was 'Revise its senior staff bonus
13 scheme to introduce a direct link between bus safety and
14 performance-related payments'. Also, within the body of
15 the report, there is a recommendation that 'TfL's
16 [that's Transport for London's] contracts with bus
17 operators do not incentivise safety and should be
18 revised'. During discussions with the London bus
19 operators it was clear that operators do not support the
20 direct incentivisation of safety within the route
21 agreement. Operators were concerned that direct
22 financial incentivisation might drive the wrong
23 behaviours, especially at lower levels within the
24 company, including potentially encouraging
25 underreporting. Also, operators felt that linking
26

1 safety performance to financial payments could lead to
2 a reluctance to collaborate with other operators on
3 safety-related issues as it now had a competitive and
4 commercial benefit. Overall options to incentivise
5 safety within the bus contracts were not seen as
6 a positive move."

7 So he's identified two possible risks. First, the
8 underreporting of issues, and secondly, reduces
9 collaboration between bus operators.

10 Do you have any observations or comments to make in
11 respect of these two potential risks identified by
12 Mr Weston?

13 PROF JOHN STANLEY: Yes. Look, I acknowledge that there is
14 a risk that you could incentivise underreporting, but
15 I think that's a case of trying to design monitoring
16 systems and compliance assurance systems that make sure
17 that doesn't happen.

18 For example, in our setting, the Transport Safety
19 Director is the system auditor. He is an independent
20 person, organisation, with a statutory brief to accredit
21 operators and to ensure that they are complying with the
22 provisions of that accreditation regime, and they
23 include things like reporting.

24 So I think, if you are going to design incentives
25 and penalties, you need to make sure that you do guard

26

1 against that risk. Now, that may be hard to do, but
2 that's something you've got to "suck it and see",
3 I think, try to find a system that deals with that risk.

4 As I say, our existence of a Transport Safety
5 Director as the system umpire or auditor I think is
6 a way that you can help to do that.

7 The issue of reluctant --

8 MR DEREK CHAN: Before you go to the next issue, can I just
9 flesh out that first issue, underreporting?

10 PROF JOHN STANLEY: Sure.

11 MR DEREK CHAN: Your evidence is that the risk of
12 underreporting can be met with putting in place
13 a reliable system that ensures that the data is
14 accurately collected and recorded? Am I understanding
15 your evidence properly?

16 PROF JOHN STANLEY: Yes. That would be where I would be
17 looking for the solution and, you know, that is
18 something that you would need to work through and see
19 that you can achieve that outcome. But the intention
20 would be to use that sort of process to try and deal
21 with that problem.

22 MR DEREK CHAN: So, to some extent, provide some automation
23 in the data collection and remove the human element?

24 PROF JOHN STANLEY: That, but also maybe trying to link up
25 databases because incidents or accidents come you

26

1 through various sorts of channels. Those --

2 CHAIRMAN: Yes. I am puzzling as to how one could
3 under-report accidents, because so many different
4 parties would be involved; it wouldn't just be -- it
5 would be the bus driver, it would be the passenger, it
6 might be the police, it would be ambulance. How do you
7 under-report that?

8 PROF JOHN STANLEY: Just thinking out loud, Chairman, we
9 have a problem in Melbourne sometimes of children
10 throwing rocks at buses on a freeway as the bus goes
11 underneath. If you were the operator and you were on
12 an incentive that's based on involvements of potentially
13 accident-type incidents, you might decide, "We will
14 ignore that, we won't report that", whereas in fact if
15 it had broken the window, hit the driver, you could have
16 killed X people.

17 CHAIRMAN: That would be a system where your fault doesn't
18 come into the equation. This is someone else's criminal
19 act and you might be penalised that.

20 PROF JOHN STANLEY: It is.

21 CHAIRMAN: There must be ways of getting around that.

22 PROF JOHN STANLEY: I think, when we were talking about the
23 criteria for indicators, it needs to be something that
24 you've got control over.

25 CHAIRMAN: Yes.

26

1 PROF JOHN STANLEY: So I think you've nailed that one well.

2 Thank you.

3 CHAIRMAN: I think, if my memory is correct, the 42
4 components of the London assessment contain the fact of
5 the bus driver being abused. How on earth that should
6 redound to the detriment of the bus company is difficult
7 to understand.

8 PROF JOHN STANLEY: It is important information to have, but
9 it's not something that you would want to be judging
10 a safety penalty on.

11 I think this needs some really creative thinking,
12 Mr Chan. This is not easy. But, you know, if you are
13 looking at it as an alternative to safety duties and
14 chain of responsibility, then I think the challenge
15 needs to be tackled to make sure you don't encourage
16 underreporting.

17 If I could deal with the second issue.

18 MR DEREK CHAN: Sorry, I interrupted you there. Please
19 continue to deal with the second issue.

20 PROF JOHN STANLEY: I think, in a competitive tendering
21 situation, if you are an operator who has good safety
22 processes, you would think the inclination would be that
23 you would use that to back your pitch, and you probably
24 would not share information with other operators.

25 So I'm not quite sure about this. A reluctance to
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1 collaborate, I think that's more to do with the problem
2 of competitive tendering than it is to do with the
3 challenge of safety KPIs. I think one of the things
4 we've found is that in a competitive tendering
5 environment, there's a general reluctance of operators
6 to collaborate because they don't want to give away
7 their competitive advantage, and if safety was one of
8 your competitive advantages, then you would keep that to
9 yourself.

10 So I don't really get that solution. I think one of
11 the other points that was made by the London report --
12 and I think it's a really important point to make -- is
13 the need for greater collaboration between the
14 operators, and between the operators and government, on
15 safety matters. That's something that I had
16 a recommendation of in my second report too.

17 CHAIRMAN: Whilst there might be a risk of lack of
18 collaboration between operators directly -- if, for
19 example, in the London system you have Transport for
20 London as the government side of things -- the fact that
21 one operator, for example, because he's using
22 Mobileye 6, has reduced the front and rear shunts in
23 accidents, that would be something that the bus
24 authority would pick up and be able to say, "We've had
25 some striking results from operator A", and they would
26

1 disseminate that information to the other bus operators?

2 PROF JOHN STANLEY: You would hope so, Chairman. You would
3 hope so. In fact, in a situation where you've got
4 incentives and penalties, they can all put in the same
5 technologies and all get a benefit from it.

6 CHAIRMAN: Yes.

7 PROF JOHN STANLEY: So I find that point a bit hard to
8 understand, the second point.

9 CHAIRMAN: Yes, Mr Chan.

10 MR DEREK CHAN: So that's the incentive to the operator
11 side.

12 Can I see if I can test the possibility of the
13 further benefit of incentivising safety. So would
14 a safety performance-related penalty/bonus system also
15 have the potential to motivate the government to monitor
16 safety-related performance indicators more closely,
17 because there is now an additional focus and financial
18 consequence that relates specifically to safety?

19 PROF JOHN STANLEY: You would expect that that would be one
20 of the consequences of this process, particularly if, as
21 I said earlier, there's quite a task to be gone through
22 first in actually devising what those incentives and
23 penalties are going to look like.

24 So the authority, the Transport Department, if you
25 like, has to involve itself in a pretty deep and

26

1 meaningful conversation with the franchised bus
2 operators in the development of those KPIs, which brings
3 up questions of how you would do that monitoring in the
4 process, and that's likely to therefore vest in a much
5 more rigorous process of monitoring and assessment.

6 MR DEREK CHAN: Yes, Professor. I am going to move on now
7 to a different topic, and that is the topic of
8 accreditation.

9 PROF JOHN STANLEY: (Nodded head).

10 MR DEREK CHAN: In the general sense, I understand from your
11 report that bus operator accreditation forms a central
12 part of bus safety in Melbourne. Basically, a bus
13 operator cannot operate unless it is first accredited,
14 and there is a possibility of that accreditation being
15 taken away.

16 Can I go to two places in your report where you talk
17 about that, to start off the topic.

18 The first page I would invite you to go to is page 9
19 of your first report. So that's expert bundle page 9.

20 Again, I introduce the topic by reading out the
21 first three full paragraphs of page 9:

22 "Bus operator accreditation, as a programme, was
23 intended to ensure that a person could provide a safe,
24 efficient and effective bus service. It started with
25 three elements:

26

1 1. A transport management course for bus and coach
2 operators run by Monash University, the scope of which
3 depended on the type of service an operator wanted to
4 provide. One senior representative of each contracted
5 route service operator needed to complete the course,
6 which included four units, one of which was 'safety risk
7 management for bus operators', but also included units
8 on the legal/regulatory framework, financial management
9 and business development.

10 2. Management information systems.

11 3. Maintenance management systems.

12 As discussed in section 3.3 below, these three
13 elements remain as key regulatory requirements for
14 accredited route bus operators. The safety focus of
15 accreditation more broadly has been
16 substantially enhanced over the decade or so since
17 inception, to focus increasingly on building what can be
18 best described as a safety risk management culture, as
19 discussed in section 3.3.

20 The bus operator accreditation system forms a major
21 focus of this report because the author sees it as
22 potentially the single most significant point of
23 difference between the Melbourne safety regime and that
24 in Hong Kong. As elaborated above, the institutional
25 setting of Victorian route bus operation was
26

1 particularly receptive to the development of this safety
2 agenda at the time of its inception."

3 So, as I understand it, the accreditation system
4 focuses on the general running of the bus operation, of
5 which safety forms part?

6 PROF JOHN STANLEY: (Nodded head).

7 MR DEREK CHAN: Now, I see a reference to the importance of
8 management information systems and maintenance
9 management systems in this accreditation programme. On
10 those two topics, can I invite you to go to page 25 of
11 this report, which refers back to those systems.

12 At the bottom full paragraph of page 25, I will just
13 read the first half of the bottom paragraph:

14 "BusVic has played a very active role in
15 establishing the implementing bus operator accreditation
16 in Victoria. For example, it has contributed
17 substantially to course content in the Monash University
18 training programme that accredited operators must
19 complete. Importantly, it has developed template
20 responses to the requirements for management information
21 systems (MIS) and maintenance management systems (MMS),
22 based on ISO 39001, which should enable its members to
23 develop and implement safety risk management systems
24 that meet the requirements of the accreditation regime,
25 provided they are diligently applied."

26

1 Now, I see the link between the accreditation system
2 and ISO 39001, to which I will come back. But, firstly,
3 can you describe generally what you see as the major
4 advantages for bus operator accreditation that relate
5 specifically to safety?

6 PROF JOHN STANLEY: Bus operator accreditation in Melbourne
7 is very much about safety. Essentially, that's the
8 fundamental rationale that sits behind the operation of
9 the accreditation system. It's really about ensuring
10 that the operator can provide a safe service, and it's
11 no surprise then that the accreditation is provided by
12 the Transport Safety Director. So the Transport Safety
13 Director is the person who has to say, "Yes, this person
14 can be an accredited operator", which then means they
15 are eligible to have a contract with the government.

16 And the maintenance management system and the
17 management information system, the scope of those two
18 systems is in fact determined by the Transport Safety
19 Director. So, under the relevant legislation -- and
20 I think I may have referred to the clauses somewhere in
21 my submission -- the Transport Safety Director tells the
22 operators what they need to -- what he's expecting to
23 see or they are expecting to see, in terms of their
24 maintenance management systems and management
25 information systems.

26

1 I've referred in my evidence to some of the
2 documents. For example, this is "Maintenance Management
3 Systems: For Accredited Bus Operators"; "Management
4 Information Systems: For Accredited Bus Operators";
5 "Managing the Risks to Bus Safety" -- these are
6 publications by the Transport Safety Director which are
7 intended, firstly, to leave operators in no doubt as to
8 what is expected of them if they are to become
9 accredited, but it also helps them through the process
10 of meeting those requirements. And then the Bus
11 Association, as I have referred in the bit that you've
12 got highlighted on the screen, has actually developed
13 template responses for its members to go through and
14 customise, to meet the expectations of those maintenance
15 management systems and management information systems.

16 The larger operators do a lot of particular
17 tailoring of that to their own circumstances, but for
18 some of the smaller operators those templates may get
19 them almost all the way there.

20 MR DEREK CHAN: Please correct me if I am wrong, but my
21 understanding is that the accreditation system, insofar
22 as the safety aspects are concerned, focuses a lot on
23 the risk management, and the setting up and running of
24 systems to ensure safety.

25 Now, what I'm interested in is the comparison of
26

1 that focus to ISO 39001. We've already seen a reference
2 to 39001 in this paragraph. Can I also take you to your
3 second report at page 78 of the expert bundle. I'm
4 looking at the paragraph in about the middle of the
5 page, just above the heading "Bus Captain Training".
6 Again, I will just read it out and ask you questions on
7 it:

8 "Final Transport Department" -- and I think that's
9 a reference to the Transport Department in Hong Kong --
10 "Road Traffic Management System, pointing out that this
11 has been adopted by some fleet management companies and
12 logistics companies but is not commonly adopted by the
13 Transport Authority. It is noted in the first report on
14 the current project that Victoria's operator
15 accreditation system mirrors ISO 39001, and all route
16 bus operators must achieve accreditation, but does not
17 involve formal certification under that standard."

18 Now, my question is this. In the Hong Kong context
19 where we do not have an accreditation system and we do
20 not yet have competitive tendering, would requiring bus
21 operators to achieve ISO 39001 have the same type of
22 benefits on safety that can arise under the Melbourne
23 accreditation system?

24 PROF JOHN STANLEY: You would expect that that would take
25 you a fair distance in that direction. I think the

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1 difference that you would also need to think about is
2 the role of the Transport Safety Director, what
3 mechanism you use, if you like, to assure compliance, as
4 it particularly applies to bus operations in Hong Kong.
5 So you would have the accreditation authority that does
6 the ISO accreditation or certification, if you like,
7 being sure that its expectations were met.

8 We don't have that, but we've got something like
9 that, but we do also, though, have this Transport Safety
10 Director who, in a sense, is the guardian of the system.
11 So I would be looking to say, if you are going to do
12 that, I think it's a really good idea.

13 I would think about, then, is there a role as well
14 for somebody like the Transport Safety Director as
15 an independent and accountable guardian, if you like, of
16 system safety.

17 MR DEREK CHAN: Yes. In Melbourne that guardian of system
18 safety, ensuring that the operator has the appropriate
19 risk management systems in place, would be the Transport
20 Safety Director?

21 PROF JOHN STANLEY: Correct.

22 MR DEREK CHAN: In an ISO 39001 context, that task would
23 fall on the accreditation company to perform the annual
24 audits?

25 PROF JOHN STANLEY: Yes.

26

1 MR DEREK CHAN: So that they can have the certification?

2 PROF JOHN STANLEY: Yes.

3 MR DEREK CHAN: Mr Chairman, I'm about to move on to the
4 next topic of a standing committee on bus safety. Would
5 that be a convenient moment?

6 CHAIRMAN: Yes, certainly.

7 Professor, we will adjourn now for our lunch break,
8 and we will resume again at 2.30 this afternoon.

9 PROF JOHN STANLEY: Thank you, Chairman.

10 (12.57 pm)

11 (The luncheon adjournment)

12 (2.30 pm)

13 CHAIRMAN: Good afternoon.

14 Yes, Mr Chan.

15 MR DEREK CHAN: Thank you, Mr Chairman.

16 Prof Stanley, I am about to move on to the next
17 topic. That is the standing committee on bus safety,
18 and also the Transport Safety Director. I'm going to
19 deal with these together.

20 You have already talked about, this morning, the
21 role of the Transport Safety Director in enforcing the
22 chain of responsibility and duties arising under the
23 ordinance. So I will be focusing on this different
24 aspect, if I may.

25 I am going to look at these two recommendations in
26

1 the context of being able to promote a more proactive
2 approach to safety and issues, rather than a reactive
3 approach.

4 Can I start first by going to places in your report
5 where you talk about these two recommendations. Can
6 I start first with going to page 100 of the expert
7 bundle, where you set out your main recommendations in
8 bold, in about the middle of the page.

9 The second bullet point there talks about your
10 recommendation for "the creation of the independent
11 position of Transport Safety Director, whose role is to
12 be responsible for administering matters related to
13 safety duties, ensuring compliance and enforcement".

14 So that is the context in which you are recommending
15 a Transport Safety Director, in the context of the
16 recommendation about setting out duties and chain of
17 responsibility and that sort of thing.

18 But what I am also interested in is an observation
19 that you made at the bottom of page 99, so the previous
20 page of the expert bundle. At the bottom of page 99,
21 you say:

22 "The independence of the Transport Safety Director
23 both elevates safety as a desirable policy outcome and
24 provides an independent source of accountability and
25 transparency on safety processes and outcomes that

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1 exceed what is likely to result if ... bus safety was
2 left solely to the public transport regulatory agency
3 and/or a governmental department to manage. The
4 Transport Safety Director's audit processes and industry
5 engagement has led the agency to the conclusion that
6 Melbourne's route bus services and practices are safe
7 and that the safety focus should be on developing
8 a proactive and forward-looking safety ... management
9 culture, as distinct from practices that react to safety
10 concerns after they happen."

11 So that's the context of the safety director. In
12 the same vein, can I then take you to the passage in
13 your report where you talk about the standing committee
14 on bus safety as another recommendation of yours. For
15 that, can I please take you to --

16 CHAIRMAN: Before we move on, could you help us understand
17 a bit more about the independent Transport Safety
18 Director?

19 PROF JOHN STANLEY: Yes, Chair.

20 CHAIRMAN: What support services does he have? Who is he?
21 Where does he come from?

22 PROF JOHN STANLEY: He was a position created by the
23 Transport Integration Act, which is a 2010 act of the
24 Victorian Parliament, that essentially reorganised a lot
25 of the institutional arrangements for delivery and
26

1 planning of transport in Victoria. So it created
2 an organisation, essentially, to be the peak policy
3 body, and then it created two agencies in terms of where
4 public transport is going that in fact are responsible,
5 if you like, for various elements of system planning.

6 The first one is Public Transport Victoria, who are
7 essentially the contract administrator and the system
8 planner. But it also created the independent position
9 of Transport Safety Director and Transport Safety
10 Victoria, because it wanted to put a significant focus
11 on safety improvement in the transport space, and it
12 felt that to do that, creating a separate entity with
13 a statutory duty to perform that role, was probably the
14 strongest way to do it.

15 An alternative, for example, might be to just make
16 that another responsibility of the public transport
17 agency, but I think the feeling at the time was that
18 safety is sufficiently important to benefit from
19 an independent, more arm's length approach, and so that
20 was the reason, I think, that it was done in that way.

21 CHAIRMAN: What support does he have to discharge his
22 duties?

23 PROF JOHN STANLEY: He has his own organisation with
24 a staff, I don't know the actual number, but they have
25 research staff; they have staff who do field audits, for
26

1 example.

2 I'm guessing -- I'm simply guessing -- their staff
3 numbers are probably around about 30 or 40, but I'll
4 come back to you with an answer on that.

5 CHAIRMAN: Thank you.

6 What qualifications does he have, the occupant at
7 the moment?

8 PROF JOHN STANLEY: He is an expert in safety risk
9 management, I think in aviation was his experience
10 background. So, essentially, because the focus has been
11 on safety risk management, I think the feeling was that
12 he would be a good person to come into that space and
13 apply those lessons, if you like, that he had been
14 learning and applying in the aviation field into the
15 land transport area.

16 CHAIRMAN: And land transport encompasses buses, trains,
17 trams?

18 PROF JOHN STANLEY: Yes, but he's also -- he's the director
19 of bus safety as well.

20 CHAIRMAN: Thank you.

21 MR DEREK CHAN: So does the government still have any role
22 to play in mandating safety behaviour, or is that all
23 down to the Transport Safety Director?

24 PROF JOHN STANLEY: I'm sorry, could you repeat that?

25 MR DEREK CHAN: Does the government still have a role to
26

1 play in ensuring bus safety, or is that all left to the
2 Transport Safety Director?

3 PROF JOHN STANLEY: No, the government's role is essentially
4 in setting the policy framework and attaching the
5 priority to safety, and then it's the safety director's
6 role to in fact implement and deliver on that policy
7 objective for government.

8 I included, I think it was in my second report,
9 a diagram that compared the structure of arrangements,
10 at page 71, in Hong Kong and Melbourne. I split that up
11 into three categories, which we often use to talk about
12 institutional design: strategic or policy level,
13 tactical or system design level, and the operational
14 level. And in terms of the way that Hong Kong's
15 organised and the way Melbourne's organised, you have
16 your Transport and Housing Bureau at the policy level;
17 we have an organisation called Transport for Victoria.
18 At the operational level, you have franchised bus
19 operators and we have contracted bus operators. Then in
20 the middle, you have the Transport Department; we have
21 Public Transport Victoria but we also have Transport
22 Safety Victoria, and probably in terms of institutions,
23 that's perhaps the biggest gap or the biggest difference
24 between the two sets of arrangements.

25 MR DEREK CHAN: Along the same vein --

26

1 CHAIRMAN: If you will excuse me, I have a nose bleed so I'm
2 going to adjourn for a short while. Excuse me.

3 (2.39 pm)

4 (A short adjournment)

5 (2.50 pm)

6 CHAIRMAN: Apologies for the interruption, but I think
7 normal services have been restored.

8 Yes, Mr Chan.

9 MR DEREK CHAN: Thank you, Mr Chairman.

10 Professor, just before the break, you were comparing
11 the institutional structure in Melbourne and contrasting
12 that with Hong Kong, and the observation being that
13 Hong Kong does not have a dedicated safety department or
14 body.

15 Along that same vein, at page 70 of the report,
16 which is the previous page from this chart, in the third
17 full paragraph you made some observations about the
18 Hong Kong system, and in the last sentence you make the
19 remark that:

20 "However, the absence of an independent safety
21 regulator in Hong Kong seems likely to lessen the
22 relative focus on safety matters."

23 Is that the point that you were making before, about
24 the benefits of having such an independent regulator?

25 PROF JOHN STANLEY: Yes.

26

1 MR DEREK CHAN: Turning, if I may, then to the
2 recommendation on the standing committee, which is at
3 page 94 of the expert report. At the bottom of page 94,
4 at point 6, you recommend establishing "a standing
5 committee on bus safety", and you suggest "meeting at
6 least twice yearly to review and evaluate the latest
7 technology that may impact on bus safety, particularly
8 for route bus operation, and advise government on
9 desirable safety inclusions in the franchised bus fleet
10 and other bus systems. The newly formed Working Group
11 on Enhancement of Franchised Bus Safety could form the
12 basis for this committee but membership should be
13 broadened to include other bus operators."

14 Again, do I understand it correctly that both these
15 approaches -- a standing committee on bus safety and
16 a transport director -- would assist in promoting
17 a proactive approach to bus safety issues?

18 PROF JOHN STANLEY: Mr Chan, I believe that's the case, yes.
19 The standing committee is really about trying to ensure
20 there is an ongoing dialogue between the respective
21 parties who have an influence in this bus safety area,
22 such as the bus manufacturers, the after-market
23 equipment providers, the government, the universities
24 that have a role in this place as well. It is really
25 about trying to have a mechanism for collaboration which
26

1 I also noted was an important point made by Mr Weston
2 about the London arrangements. We have those kinds of
3 arrangements at the national level in particular in
4 Australia as part of the process, going through the
5 National Heavy Vehicle Law, and it's working out in
6 relation to bus. That's been a good way of "open door"
7 all the way through and making sure there is knowledge
8 throughout the field about what is possible.

9 I noticed in some of the evidence that was
10 submitted, oral evidence to this committee, one of the
11 smaller operators, franchised bus operator, commenting
12 that perhaps he or she didn't have the information about
13 some of the technologies that they might have liked to
14 have had. This is really about trying to make sure that
15 everybody's got access to a lot of the better
16 information on a reasonably prompt basis so that you're
17 actually ahead of the game rather than responding once
18 an accident's happened.

19 CHAIRMAN: So this is to be proactive rather than reactive?

20 PROF JOHN STANLEY: Yes, Chair --

21 CHAIRMAN: Which is perhaps what this working group is,
22 reacting?

23 PROF JOHN STANLEY: Yes. I think if you get a major
24 catastrophe of the kind you had here in February, you
25 can expect some kind of reaction.

26

1 CHAIRMAN: Reaction is better than no action.

2 PROF JOHN STANLEY: Indeed.

3 CHAIRMAN: And best of all is proaction.

4 PROF JOHN STANLEY: That's really where I'm seeing this
5 going, that you use that as a basis to grow into a more
6 proactive approach, which could emerge from the working
7 group, but in my view it needs to have a wider
8 membership. I note that the working group started with
9 a relatively narrow range of issues that it was going to
10 look at, and that, I think, again is perfectly
11 understandable, in view of the reaction to the February
12 situation, for example.

13 But, going forward, at least to stand back from that
14 and say what are the most significant areas that we can
15 make enhancements, and I've talked here particularly
16 about technology, because I also think that you need to
17 focus much more on the working/driving/fatigue question
18 and dealing with that as well, so this is particularly
19 focused on bus safety, on the technology side.

20 CHAIRMAN: When you say "include other bus operators", all
21 of the franchised bus operators are members of the
22 working group.

23 PROF JOHN STANLEY: Yes. I'm thinking about the smaller bus
24 operators as well, not just the big ones.

25 CHAIRMAN: Not the franchised bus operators?
26

1 PROF JOHN STANLEY: Well, they would be franchised, but not
2 the big ones, the one who run the minibuses and so on.

3 CHAIRMAN: I see. We use the term "franchised buses" to
4 describe the six franchises and the five franchised bus
5 operators. They were all representatives on this
6 standing committee. But certainly minibus organisations
7 were no part of it. Do you have in mind including them?

8 PROF JOHN STANLEY: I do, Chair. They are a significant
9 part of your market. My recollection is it's 1.5 or
10 2 per cent, in terms of millions of passengers per day,
11 compared to 4 million with the franchised bus
12 operations. So they are significant in the marketplace,
13 and I think they also need to be a part of this process,
14 because if someone is going to catch a bus, any bus, it
15 seems to me they have the right to expect the same level
16 of safety, no matter who is providing that service.

17 CHAIRMAN: But, as you will perhaps be aware, we impose
18 different safety features on minibuses compared with our
19 franchised buses.

20 PROF JOHN STANLEY: Yes. That doesn't mean that the
21 conversation about what is the best technology that's
22 available for those different categories of vehicle is
23 not a conversation that should be had. That would be
24 the point I'm making, that the floor needs to be lifted
25 across the board if you are going to have these

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1 conversations, not just at the big end of town.

2 CHAIRMAN: The working group does not include any
3 representatives of unions. Do you have any suggestions
4 or views on that, for the proposed standing committee?

5 PROF JOHN STANLEY: Prima facie, I would be in favour of
6 that. That would be certainly part of the way we would
7 approach this in Australia.

8 CHAIRMAN: Thank you.

9 MEMBER LO: Is the standing committee advisory, or does it
10 have any statutory power to enforce implementation?

11 PROF JOHN STANLEY: Prof Lo, no. I see this as being
12 an advisory committee to government, in particular to
13 the responsible minister, but it wouldn't have powers of
14 those kinds.

15 But ideally, it's findings, it's deliberations, any
16 research that it supports would all be made public.

17 MEMBER LO: So what difference does it make if, let's say,
18 our Transport Department has a division or a branch
19 called transport safety, versus what you have in
20 Victoria, where it's a separate, parallel agency or
21 body? What difference does it make?

22 PROF JOHN STANLEY: They are different roles. The Transport
23 Safety Director, his role is essentially to do with
24 implementation of particular legislation. This standing
25 committee idea is about trying to improve knowledge and

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1 awareness and understanding across the industry of the
2 sorts of technologies that are available, so that they
3 are in people's minds, when they are going through
4 vehicle purchase decisions, for example. You know, this
5 is about awareness raising, collaboration, trying to
6 develop a stronger industry level understanding, as
7 distinct from implementing an administrative mechanism
8 to ensure that legislation is meeting its purposes.

9 MEMBER LO: I guess my question is why you want a separate
10 transport safety as a separate entity, rather than part
11 of public transport?

12 PROF JOHN STANLEY: Public transport, or in your case the
13 Transport Department, have multiple purposes that they
14 try to achieve, and safety is one of those but it is
15 only one. It's the question of the priority that you
16 put on safety, whether you are happy to see it dealt
17 with at that level, where it might get put down at
18 a lower level of priority than operating commercially,
19 for example. I'm not saying that's happening. But I'm
20 simply saying that if an authority has multiple
21 objectives, then it gets involved in doing trade-offs
22 that may mean that safety suffers.

23 If you think safety is a serious issue, then the
24 best chance of elevating it in a priority sense for
25 treatment, I think, is to give it a separate entity,
26

1 responsible for looking after its administration.

2 CHAIRMAN: Separate and independent?

3 PROF JOHN STANLEY: Especially independent, Chair.

4 MR DEREK CHAN: Just now, Professor, you talked about the
5 scope of the working group as well. Perhaps I can put
6 that in context by going to actually the document that
7 shows what the scope of the working group is.

8 Can I refer you to KMB-12, page 4867. Here, we have
9 the document which tells us the scope of work of the
10 Working Group on Enhancement of Safety of Franchised
11 Buses. In the first paragraph, it says that the working
12 group was set up after a traffic accident involving --

13 CHAIRMAN: Perhaps you could put this document in context.

14 MR DEREK CHAN: Yes. This document is an annexure to the
15 minutes of the first meeting of this particular working
16 group, and the first page of the document is at
17 page 4859, and it's the notes of first meeting of the
18 group.

19 CHAIRMAN: Was the starting point not an agenda, which was
20 issued on 12 March?

21 MR DEREK CHAN: Yes.

22 CHAIRMAN: I would like you to be familiar with the
23 chronology of what was involved in the setting up of
24 this group, the speed at which it met, and the speed at
25 which it made decisions, because I would like your views

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1 on that, in the context of the benefits of proactive as
2 opposed to reactive decisions.

3 We were given the agenda at an early stage by one of
4 the bus operators, and gradually we have managed to
5 obtain the minutes, now unredacted, are they not?

6 MR DEREK CHAN: Yes, the minutes are now unredacted.

7 Ms Wong has drawn my attention to the Citybus bundle
8 at page 588.

9 CHAIRMAN: Is that CTB-1, 1A, or B?

10 MR DEREK CHAN: CTB-3.

11 CHAIRMAN: Just put it on the screen, if you would.

12 MR DEREK CHAN: Page 588.

13 What we see on the screen is the agenda for the
14 first meeting of the working group to be held on
15 13 March 2018, and part of the agenda was the discussion
16 of the scope of works --

17 CHAIRMAN: Does this document have a date other than the one
18 at the top, 13 March?

19 MR DEREK CHAN: This document itself does not have a date.

20 CHAIRMAN: Thank you. My memory was incorrect then. So
21 13 March is when the agenda comes into being, but that
22 also is the first meeting, and that's what you were
23 taking us to at 4867, is it not?

24 MR DEREK CHAN: Yes, 4867 is a document that defines the
25 scope of the working group.

26

1 CHAIRMAN: Perhaps for purposes of the transcript you could
2 read out passages that are relevant to the questions you
3 are going to ask from this "scope of work" document.

4 MR DEREK CHAN: Yes. The first paragraph of this document
5 says:

6 "After a traffic accident involving a bus of Kowloon
7 Motor Bus Co Ltd took place on Tai Po Road on
8 10 February 2018, a working group is proposed to be set
9 up to review and study measures to further enhance bus
10 safety."

11 So, Professor, the first point to note is that the
12 working group is reactive to a serious accident
13 happening. And the scope of the working group
14 includes -- the first item is about enhancing training
15 arrangements; the second item is about seat belts; and
16 the third item is to explore technical feasibility,
17 cost-effectiveness, applicability and other issues
18 relating to installation of on-vehicle safety devices.

19 Professor, in the context of a proactive approach,
20 would you expect these issues to be discussed in
21 advance, or rather as a reaction to an accident
22 happening?

23 PROF JOHN STANLEY: These are the sorts of things that would
24 come up as a matter of course on the agenda of a
25 proactive set of circumstances. But given the situation
26

1 at the time and the concerns around, you can understand
2 these sorts of issues being put on the agenda
3 straightaway, recognising that it is reactive, but you
4 can't do much else in that circumstance, but going
5 forward, you would want to have this stuff on the agenda
6 on an ongoing basis so that you are ahead of the
7 problems.

8 MR DEREK CHAN: In a committee that is adopting a proactive
9 approach, would you expect the scope of the committee to
10 cover other aspects of bus safety, in addition to the
11 three mentioned here?

12 PROF JOHN STANLEY: Certainly. I think I have suggested in
13 my report that you have a technology-oriented committee,
14 but another one also focusing on training, which is the
15 first point there. But I think the technology committee
16 could really write its own agenda in terms of what are
17 the forward-looking initiatives we are going to see and
18 should anticipate and plan for that will be most
19 effective in terms of improving bus safety.

20 Now, there are a range of measures that are listed
21 here. The European process that they are going through
22 at the moment to look at their next set of mandatory
23 requirements has other elements as well that it's
24 including. I would imagine that your proactive,
25 forward-looking committee would be all over that sort of
26

1 European agenda and assessing its relevance to Hong Kong
2 going forward, for example.

3 There were some notes at the back of my first report
4 on some of the elements in that ongoing European agenda.
5 I just wrote them as notes for your information. But
6 they are the kinds of issues, for example, the kinds of
7 technologies, that you would expect a forward-looking
8 committee would be looking at and saying, "Have these
9 got a role in Hong Kong now? Will they have a role in
10 Hong Kong in three years' time?", with all the key
11 players being at the table.

12 CHAIRMAN: So you would expect such a proactive committee to
13 be examining what others are doing in other
14 jurisdictions?

15 PROF JOHN STANLEY: Absolutely, Chair.

16 CHAIRMAN: And you mention the European Union as an example,
17 but we also know, because we have a report from
18 Mr Weston, that that has been underway in London as
19 well, for Transport for London?

20 PROF JOHN STANLEY: Indeed. Transport for London have a lot
21 of investigations for themselves. Their Standard Bus,
22 I think they call it, looks a really good initiative to
23 me. But at the end of the day,
24 London/Hong Kong/Europe/Australia, we all tend to get
25 caught up in the UNECE standards.

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1 CHAIRMAN: Transport for London are going to promulgate
2 a bus safety standard, which I think is the term they
3 use for it.

4 PROF JOHN STANLEY: Yes, which is a really good initiative
5 too.

6 CHAIRMAN: So you would expect such a committee to be
7 proactive, ongoing, monitoring what is happening in
8 other jurisdictions?

9 PROF JOHN STANLEY: Yes, Chair, and looking in particular at
10 the kinds of safety problems that Hong Kong is facing,
11 and saying, "Which of these technologies are going to be
12 most useful here in the time frame that they might be
13 available?" And are there any areas of research that
14 need to be done for problems that we've got that maybe
15 nobody else has got to the same extent, because your
16 operating environment is pretty challenging in some
17 places.

18 CHAIRMAN: Would you expect such a committee to not only
19 monitor remotely, as it were, what is happening in other
20 jurisdictions, but to have exchanges of personnel so
21 that such developments are discussed in person between
22 the people involved, in Hong Kong and the EU, Australia,
23 Singapore, London?

24 PROF JOHN STANLEY: Certainly, and I think a lot of the
25 original equipment manufacturers, for example, would be

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1 falling over themselves with delight at the opportunity
2 to participate in a process like this, if you think
3 about the Volvos, the Scantias, and so on; they have got
4 a lot to contribute to this process and I'm sure would
5 be delighted at the opportunity to be involved in
6 an ongoing basis with that sort of deliberation.

7 CHAIRMAN: Thank you.

8 MR DEREK CHAN: Moving on, if I may, Professor, to the next
9 topic I want to cover with you, and that's the issue of
10 seat belts. We saw from the working group agenda just
11 now that installation of seat belts or retrofitting seat
12 belts was a major item on their agenda. Can I start
13 with this question: are seat belts required to be
14 installed --

15 CHAIRMAN: Just pause for a moment. The reference to seat
16 belts at 4867 is not in either the context of
17 retrofitting or fitting on new buses. It's general, is
18 it not?

19 MR DEREK CHAN: Yes.

20 CHAIRMAN: "The installation of seat belts on all seats".

21 MR DEREK CHAN: Yes, the discussion started with
22 installation of seat belts on all seats, and I will show
23 you in a moment the documents that show the progression
24 of the discussion to a point where the retrofitting
25 issue arises.

26

1 So can I just start with a general question, that is
2 are seat belts required to be installed on urban buses
3 in Australia?

4 PROF JOHN STANLEY: No.

5 MR DEREK CHAN: Is there a reason for that?

6 PROF JOHN STANLEY: The belief is that the mass of the
7 vehicle itself is normally going to provide sufficient
8 occupant protection in the event of an accident, such
9 that seat belts are not going to add much more on top of
10 that. There is also a challenge with existing vehicles
11 of retrofitting and the cost of so doing.

12 The way that we would approach this sort of question
13 in Australia -- and I don't know whether you might do
14 exactly the same thing -- is we have a process called
15 a regulatory impact statement, and if we were looking,
16 for example, to require seat belts to be mandatory on
17 route buses, that would probably need to go through the
18 process of a regulatory impact statement that would look
19 at the cost of various ways of going about undertaking
20 that work, and then do an assessment of the
21 probabilities of various sorts of incident types being
22 reduced, putting a dollar value on that, and coming up
23 with a view as the basis of that assessment. That's the
24 normal way we do this kind of assessment.

25 CHAIRMAN: And who does the regulatory impact statement?

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1 PROF JOHN STANLEY: It would be done by the relevant
2 government department. A lot of these sorts of things
3 would happen at a national level in Australia, so they
4 would be done by the National Transport Commission which
5 is the successor body to the National Road Transport
6 Commission that I was deputy chairman of for nine years.
7 We did multiple regulatory impact statements into
8 various aspects of vehicle requirements.

9 CHAIRMAN: Has such a study been done on the impact of seat
10 belts being installed on buses?

11 PROF JOHN STANLEY: I'm not sure if there's been a formal
12 one done at national level, but I know it's been looked
13 at many times at state level in terms of seat belts.
14 Probably the main pressure in Victoria that we get for
15 installation of seat belts is actually on school buses
16 in country areas, where the vehicles tend to be
17 operating at higher speed, you have younger children
18 sitting in the seats. But again that's not been
19 mandatory at all; it's not a requirement.

20 The only requirement for seat belts on our buses is
21 for coaches that are travelling interstate, usually at
22 high speed.

23 CHAIRMAN: Yes. As I understand it, that is the distinction
24 drawn in the United Kingdom. Seat belts have to be
25 provided on coaches, and the issue is speed.

26

1 PROF JOHN STANLEY: Yes.

2 MR DEREK CHAN: Just so that I understand the context of
3 that, when you talk about high speeds, interstate
4 travel, what speed do coaches travel at?

5 PROF JOHN STANLEY: These would be travelling at
6 100 kilometres per hour, most of the time.

7 MR DEREK CHAN: So that I understand the comparison being
8 drawn, are double-decker buses common in Victoria?

9 PROF JOHN STANLEY: We don't have double-decker buses
10 providing route service, but we do have a double-decker
11 bus that runs from the Melbourne CBD to the airport in
12 Melbourne and -- my wife and I were just discussing
13 during the lunch break -- we think that has seat belts.
14 In fact, Janet told me that I continually tell her to
15 put it on, so that suggests that they do.

16 MR DEREK CHAN: At what speed does the bus travel?

17 PROF JOHN STANLEY: It's mostly on a freeway so it would be
18 travelling at 100 kilometres per hour.

19 MR DEREK CHAN: What I am going to do now, Professor, if
20 I may, is just to take you to the stage at which the
21 working group has reached in terms of the considerations
22 that it has on seat belts and retrofitting seat belts.
23 Then I'm going to go back to take you to some
24 discussions leading up to that and ask for your views
25 and observations on some of the matters raised, if I

26

1 may.

2 PROF JOHN STANLEY: Thank you.

3 MR DEREK CHAN: If I can start at the end, so we know where
4 the end-game is. Can I take you to TD-1, page 403.

5 Just so you know what the document is: it is
6 a document drafted by the Transport Department for
7 discussion by the Legislative Council Panel on
8 Transport. That discussion was to take place on 25 July
9 2018.

10 So this, as it were, is a summary of what the
11 working group has arrived at in terms of recommendations
12 and considerations.

13 CHAIRMAN: I think the letter on the previous page is useful
14 in explaining what it is.

15 MR DEREK CHAN: Yes. Perhaps --

16 CHAIRMAN: You could go to that.

17 MR DEREK CHAN: Yes. Perhaps I can read that out. That's
18 a letter from the Transport Department to this
19 committee, and the Transport Department says in the body
20 of the letter:

21 "As you are aware from our previous submissions, the
22 Transport Department has set up in mid-March a Working
23 Group on Enhancement of Safety of Franchised Buses which
24 comprises members from all franchised bus operators and
25 major bus manufacturers to consider and study possible

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1 measures to further enhance bus safety. Whilst the
2 report of the working group is being compiled, the
3 findings and recommendations of the working group will
4 be reported to the Legislative Council Panel on
5 Transport at its meeting on 25 July 2018."

6 So that's the context in which this paper was
7 prepared. If I can go directly to the passage on seat
8 belts, which is at page 407, that's where the section on
9 seat belts starts, and if I may go straight to
10 paragraph 11, over the page, the Transport Department
11 notes that:

12 "As confirmed with the bus manufacturers, it is
13 technically feasible to supply all new buses with seat
14 belts for all passenger seats conforming to relevant
15 international standards. In this regard, all FB
16 operators have agreed that all passenger seats of all
17 new buses ordered from July 2018 onwards will be
18 installed with seat belts."

19 So that's in respect of new buses.

20 Paragraph 12 talks about retrofitting. I won't
21 trouble you with the details about that. The long and
22 short of it is that retrofitting seat belts on lower
23 decks was considered to be impractical or not feasible.

24 At paragraph 13:

25 "However, it should be more feasible to retrofit
26

1 seat belts on all passenger seats of the upper deck only
2 in some vehicle models of the existing double-deck
3 fleet. If all passenger seats on the upper deck are
4 retrofitted with seat belts, it is expected that the
5 weight of the bus will be increased by 300 to 400kg and
6 consequently the passenger-carrying capacity may need to
7 be reduced by 7 to 8 passengers."

8 So that's the consideration that has been reached at
9 this stage, just the upper deck.

10 Paragraph 14, the last sentence on that page:

11 "Some bus operators have expressed concerns that the
12 retrofitting of seat belts would not only incur
13 significant financial implication, but also considerable
14 time and manpower resources, not to mention the need to
15 redeploy or procure additional buses to maintain the
16 existing bus service level during the whole process."

17 Now, the "incur significant implication" part,
18 there's a footnote 5 to it, and if you look at the
19 bottom of the page, footnote 5:

20 "With the absence of detailed study on the technical
21 details for retrofitting seat belts on all seats in the
22 upper deck, a rough estimate on the costs of
23 retrofitting a bus is about HK\$200,000 (excluding
24 manpower and overhead costs)."

25 So that's what we are looking at.

26

1 Paragraph 15 talks about overseas experience and
2 practices, and it's similar to what you have told us
3 about Melbourne.

4 CHAIRMAN: Perhaps you would be kind enough to read that
5 out, because this is relevant.

6 MR DEREK CHAN: Certainly, Mr Chairman.

7 Paragraph 15 talks about overseas experience
8 a practices:

9 "The working group has reviewed the prevailing
10 overseas practices or requirements on the installation
11 and wearing of seat belts on buses. Currently, for
12 inter-cities or cross-boundary routes, some overseas
13 jurisdictions (eg United States, United Kingdom and
14 Netherlands) have mandated the provision of seat belts
15 for all passenger seats, while others (eg United
16 Kingdom, Netherlands, and Australia (Victoria)) have
17 imposed mandatory requirement of wearing seat belts.
18 Nevertheless, for buses serving urban routes buses or
19 buses allowed to carry standing passengers, none of the
20 overseas jurisdictions that the working group has
21 reviewed thus far have statutory requirements for the
22 provision of seat belts on passenger seats. According
23 to the transport authorities of those jurisdictions, the
24 urban buses are typically used for short journeys, in
25 terms of both time and distance, and undertaken at

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1 moderate speeds on urban routes. Thus, no seat belt
2 requirement at passenger seats on these urban buses has
3 been imposed. A summary of the findings is at the
4 annex B."

5 Paragraph 16:

6 "Having regard to the points mentioned in [the
7 paragraphs above], the working group has arrived at the
8 following recommendations with a view to giving extra
9 protection to seated passengers:

10 (a) seat belts should be provided for all seats in
11 future procurement of new buses; and

12 (b) subject to further assessment on the technical,
13 operational and financial feasibility, consideration may
14 be given to retrofitting all seats in the upper deck
15 with seat belts on buses deployed for specific bus
16 routes, ie long-haul routes which are operated via
17 expressways with relatively fewer bus stops."

18 That's the Transport Department's summary of the
19 position that it has reached, so the recommendation is,
20 in terms of retrofitting, upper deck and long-haul
21 routes.

22 CHAIRMAN: Well, as qualified.

23 MR DEREK CHAN: Yes, as qualified.

24 CHAIRMAN: Long-haul routes which are operated on
25 expressways.

26

1 MR DEREK CHAN: Expressways, yes.

2 We've got examples at footnote 6 as to what those
3 expressways are expected to be, and in footnote 7,
4 according to the franchised bus operators, this would
5 apply to around 2,000 buses currently being deployed on
6 those routes.

7 What I want to do is then go to some examples -- not
8 all of them, just certain examples -- of the concerns or
9 observations made by the bus operators during
10 discussions, and then I'm also going to refer you to one
11 passage in Mr Weston's report that talks about the same
12 thing, and then I'm going to ask you for your
13 observations on this topic.

14 PROF JOHN STANLEY: Thank you.

15 MR DEREK CHAN: So if I may refer you to some of the minutes
16 of the discussions of the working group. The first one
17 that I want to take you to is at KMB-12 at page 4869-1.

18 What you should be looking at, Professor, is the
19 first page of the notes of 1st meeting held on 13 March
20 2018, and you can see the parties present at that
21 meeting on the first and second pages. On the issue --

22 CHAIRMAN: Do we have unredacted versions of this document?

23 MR DEREK CHAN: Mr Chairman, 4869-1 ought to be unredacted
24 in my copy, and it's also unredacted on the screen copy.

25 CHAIRMAN: Thank you. I must have had the wrong page.

26

1 MR DEREK CHAN: I'm sorry, Chairman, 4869-1.

2 CHAIRMAN: Yes.

3 MR DEREK CHAN: If I can take you directly to the seat belt
4 passage, which is firstly at page 13.

5 CHAIRMAN: I think it's important perhaps to help
6 Prof Stanley with this: there was a division, was there
7 not, in the way in which the working group addressed
8 these issues? So the working group met generally; there
9 was then a technical group which dealt with safety
10 devices; and then there was a group that dealt with
11 training, a subgroup, I think that's called.

12 PROF JOHN STANLEY: Yes.

13 MR DEREK CHAN: And what we're looking at is the main group
14 meetings. I will be taking you to two parts in the main
15 group meetings, so we see the observations made by some
16 of the bus operators. I will also be taking you to
17 a minute of the subgroup, which includes bus
18 manufacturers, so you can see what the bus manufacturers
19 were saying on the same issue.

20 PROF JOHN STANLEY: Okay.

21 MR DEREK CHAN: If I may take you to page 4869-6, starting
22 at paragraph 13, which is a section on the installation
23 of seat belts.

24 I'm still on KMB-12, Mr Chairman.

25 CHAIRMAN: Yes. I was looking for the version, as with most
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1 of the documents in this inquiry, I work on
2 an unpaginated version because they are given to me the
3 night before, and then I come into this hearing and
4 I have a paginated version which has none of my notes on
5 it. So I'm going to try and work from both.

6 Thank you.

7 MR DEREK CHAN: Mr Chairman, I'm looking at paragraph 13 the
8 1st meeting note. That is the section on the
9 installation of seat belts.

10 In paragraph 13, it introduced:

11 "At present, all exposed seats on franchised buses
12 have been installed with seat belts. Taking the
13 technical feasibility into account, the Transport
14 Department proposed to install seat belts on all seats
15 for new buses and retrofit seat belts on all seats on
16 the existing buses."

17 At paragraph 16:

18 "Citybus/New World First Bus queried the
19 practicability of installation of seat belts on all
20 seats to enhance passenger safety because it would be
21 difficult for the bus captains to ensure passengers on
22 buses wearing seat belts. Besides, Citybus/New World
23 First Bus also raised concerns on the need of wearing
24 seat belts by standees who could not be provided with
25 seat belts. The Transport Department advised that there
26

1 were requests for a comprehensive review on seat belts
2 installation on bus after the traffic accidents. It had
3 been more than a decade since the last review on the
4 installation of seat belts on buses. The objective of
5 the prevailing discussion should focus on the technical
6 feasibility, cost-effectiveness, applicability and other
7 issues relating to installation of seat belts on all
8 seats other than exposed seats."

9 So the two issues identified by Citybus here are the
10 enforcement issue and also those standing wouldn't have
11 the benefit of seat belts.

12 CHAIRMAN: Before you move on, if that's what you are going
13 to do, there is a statement in the notes of this meeting
14 that the TD, as they are called, the Transport
15 Department, advised that "there were requests for
16 a comprehensive review on seat belt installation on bus
17 after the traffic accident". Do we have any information
18 as to that?

19 MR DEREK CHAN: Perhaps I will have to get back to you on
20 that, Chairman.

21 CHAIRMAN: I was wrong to call it "accident" singular. It
22 says "accidents". That begs the question: from whom
23 were these requests made, to whom were they made, when
24 were they made, and in respect of which traffic
25 accident?

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1 MR DEREK CHAN: Yes. It certainly calls for that to be
2 considered. Perhaps I can come back to you,
3 Mr Chairman, on that.

4 CHAIRMAN: Well, good luck.

5 MR DEREK CHAN: Anyway, that's the observations from
6 Citybus.

7 If I can take you then to a 3rd meeting. The notes
8 of the 3rd meeting are at page 4908-1, and the 3rd
9 meeting was held on 21 June 2018. Again, I am focusing
10 firstly on the main group meetings.

11 I want to focus your attention at paragraph 25 of
12 that meeting note, at page 4908-7.

13 CHAIRMAN: This is now 21 June?

14 MR DEREK CHAN: That's correct, Mr Chairman.

15 CHAIRMAN: Thank you.

16 MR DEREK CHAN: You see, Professor, at paragraph 26, that
17 the discussion about retrofitting has focused on the
18 upper deck, for the reasons that we've already covered,
19 about it being impractical to fit it on the lower deck.

20 At paragraph 26 -- I will just read it out:

21 "As for existing buses, the meeting noted that
22 retrofitting seat belts on all passenger seats of the
23 upper deck of some existing double-deck bus models
24 should be feasible. Kowloon Motor Bus/Long Win advised
25 that they would retrofit seat belts on all passenger
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1 seats of the upper deck or deploy buses with seat belts
2 on all passenger seats on routes which serve long-haul
3 passengers or are operated on expressways with limited
4 boarding or alighting activities at the enroute stops."

5 At paragraph 27:

6 "In the light of [that] initiative, the meeting had
7 discussed and come to the views that having regard to
8 the technical feasibility in retrofitting seat belts on
9 existing buses, operation of franchised buses in
10 Hong Kong which were mostly deployed on urban routes
11 with standing passengers; and the costs and downtime
12 incurred to retrofit seat belts on all existing buses,
13 as well as overseas experiences, that there were
14 insufficient justifications to make it a mandatory
15 requirement for all buses to be fitted with seat belts
16 on all passenger seats. Nevertheless, members reckoned
17 that in the case of exposed seats and in bus compartment
18 with no standees allowed, seat belts might give extra
19 protection to seated passengers to prevent passengers
20 from falling out from those seats."

21 Just to give you some context, the upper deck of
22 buses in Hong Kong would have no standing room on them;
23 standing room only applies to the lower deck.

24 In paragraph 28:

25 "In this regard, Citibank/New World First Bus was
26

1 requested to consider retrofitting seat belts on all
2 passenger seats on the upper deck for the buses
3 operating selected bus routes for long-haul passengers
4 or operating on expressways with limited boarding and
5 alighting activities along the routes. Citybus/New
6 World First Bus indicated that it would be difficult for
7 their companies to allocate their buses to solely
8 operate specific routes as their buses would serve
9 a number of routes in a day under their existing
10 operations. In addition, Citybus/New World First Bus
11 observed that very few passengers would make use of seat
12 belts, it would not be financially feasible to retrofit
13 existing buses with seat belts on all passenger seats."

14 So two points to note there. One is the narrowing
15 down of the retrofitting target to upper deck and
16 expressways/long-hauls. Secondly, you have observations
17 about financial viability and doubts about whether it is
18 actually useful.

19 CHAIRMAN: To give Prof Stanley the context, we have
20 received oral evidence from Citybus, have we not, and
21 they have spoken in strident terms about their views
22 about the deployment of seat belts on buses?

23 MR DEREK CHAN: Yes, they have.

24 CHAIRMAN: Are you going to take the professor to that
25 transcript, or are you in a position to summarise it?

26

1 It's 8 May, I think.

2 MR DEREK CHAN: Perhaps I will ask Ms Wong to locate that
3 part of the transcript.

4 In the meantime, perhaps I can take you to
5 Mr Weston's report, so we can complete the picture about
6 the various observations and views that this committee
7 has received on this issue.

8 Mr Weston's report, the relevant passage is at
9 page 134 of the bundle.

10 At page 134 of Mr Weston's report, the relevant part
11 on seat belts starts in the middle of that page. Again,
12 I will just read it out:

13 "Currently bus driver or passenger seat belts are
14 not a legal requirement in the UK on scheduled bus
15 services.

16 In terms of passenger seat belt the Department for
17 Transport guidance note makes the following statement:

18 'General requirements. Since 1 October 2001, seat
19 belts have been required to be installed in each forward
20 and rearward facing seat in all new buses. The use of an
21 approved and properly fitted restraint system can help
22 prevent death or serious injury, not only by restraining
23 the occupant from forward motion but also by preventing
24 their ejection from the vehicle, particularly in
25 accidents where the vehicle rolls over.

26

1 The only exemption from this requirement is for
2 buses that are designed for urban use with standing
3 passengers. An exemption is permitted for these vehicles
4 because they are typically used for short journeys, in
5 both time and distance, undertaken at moderate speeds on
6 urban routes. Although we are aware that vehicles
7 equipped with seat belts are used by some operators for
8 urban fare paying services, ultimately, it is for the
9 operator to choose the type of vehicle used to provide
10 a service'.

11 At present no London operators fit passenger or
12 driver seatbelts on buses contracted to TfL.
13 Historically First Group did fit driver seat belts but
14 sold out their London operations to Tower Transit and
15 Metroline ... in June 2013."

16 I think we have also located the passage from the
17 Citybus transcript. Can I just turn that up?

18 CHAIRMAN: Yes. Thank you.

19 MR DEREK CHAN: The transcript bundle, Day 3, page 6.

20 CHAIRMAN: How does that translate in the Augustinian
21 calendar, rather than the North Korean calendar? What
22 is Day 3?

23 MR DEREK CHAN: Tuesday, 29 May 2018.

24 CHAIRMAN: Yes.

25 MR DEREK CHAN: At line 15, Mr Samuel Cheng for Citybus
26

1 says -- the question was:

2 "... has the Commissioner required any specific
3 safety features to be installed on any of your bus?"

4 That's the question.

5 Mr Cheng then says:

6 "Let me cite two examples. The Transport Department
7 did ask the bus operators -- allow me to use English to
8 talk about this term -- in relation to exposed seats,
9 seat belts must be fixed.

10 In addition, a small number of our buses had
11 a straight and long flight of steps, so the Transport
12 Department asked us to fix an additional handrail."

13 I'm sorry, Mr Chairman, I think the more appropriate
14 reference to be the evidence of the following day, the
15 following hearing day. That is Wednesday, 30 May 2018.,
16 at page 58.

17 CHAIRMAN: Yes. Thank you.

18 MR DEREK CHAN: At line 19, Mr Duncan, that is counsel for
19 the committee, focused the witness's attention to
20 "Feasibility of installation of seat belts on (a) all
21 seats and (b) all seats on the upper deck on new buses".

22 CHAIRMAN: To what was Mr Duncan referring?

23 MR DEREK CHAN: Mr Duncan is quoting a statement made in the
24 Citybus forward planning programme, and if I could just
25 read it out:

26

1 "'It is feasible to install seat belts on all seats
2 or on all seats on the upper deck. However, our
3 observation shows that very few people wear the seat
4 belts currently available at the exposed seats. Without
5 any legislation to mandate the wearing of passenger seat
6 belts on a franchised bus and the enforcement authority
7 to strictly enforce the legislation, installing seat
8 belts on all seats will be a waste of resources because
9 vast majority of passengers will not wear seat belts
10 even though they are provided.'

11 That was a statement that you made in the latest
12 forward planning programme for Citybus."

13 Mr Duncan then draws his attention to another
14 passage in the Transport Department about the seat belt
15 issue. At page 60, Mr Chairman raised specifically this
16 issue of retrofitting and whether it's a waste of
17 resources. At page 60, line 17, this is a question from
18 the chairman:

19 "Before you embark on retrofitting, might I ask this
20 question. In your earlier answers, you said that it was
21 a waste of resources to fit seat belts because the vast
22 majority of passengers simply wouldn't wear them, so
23 that it required enforcement. Given that you have now
24 indicated that you have agreed to incorporate them, what
25 view do you have about whether or not this is a waste of
26

1 resources if there isn't enforcement?"

2 Mr Cheng has this to say:

3 "If it is not mandated by law, then it is impossible
4 to enforce the law. Currently, there is no requirement
5 that when you are on a bus you have to put on your seat
6 belt. Even if it is mandated by law, in the absence of
7 law enforcement, I'm afraid it is also a waste of
8 resources. We maintain the same view."

9 Chairman: Have you raised this view with the
10 Transport Department?

11 Mr Cheng: We did. Our colleagues did raise it with
12 the TD."

13 So you've seen actually Citybus raising that
14 observation in the minutes that we've just read of the
15 working group.

16 Before I ask you for your observation on that issue,
17 I can also inform you that the expressways on which the
18 buses operate, speed limits can go up to 80, but the
19 speed limiter is fixed at 70. So that's the speed at
20 which the franchised bus can go on expressways.

21 CHAIRMAN: Well, the expressway to the airport is 110, is it
22 not?

23 MR DEREK CHAN: The airport is 110, but the franchised bus
24 limiter will still be the same, at 70.

25 CHAIRMAN: The legal speed limit for a franchised bus is
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1 70 kilometres per hour?

2 MR DEREK CHAN: Yes, also. So that's the speed at which
3 buses would travel along the expressways.

4 With all that information in mind, what is your
5 observation or comment on the installation of seat
6 belts, firstly on all the seats, and secondly focusing
7 on the upper deck, where there is no standing
8 passengers.

9 PROF JOHN STANLEY: Thank you. This really takes me back to
10 an answer I gave maybe half an hour ago about the notion
11 of a regulatory impact statement. I think there are two
12 levels to this particular question. The first level is:
13 is it technically feasible to fit seat belts in certain
14 kinds of positions on buses, for example on the upper
15 deck of new buses, on retrofitting for older buses.
16 That's a technical question of feasibility.

17 The second level then is: if it is technically
18 feasible, what is the cost/benefit ratio of doing that
19 installation? In other words, what will it cost? That
20 is the probability of particular kinds of accidents
21 being reduced if those seat belts are installed? Will
22 people wear them, is one of the questions that needs to
23 be addressed in that setting?

24 I don't have a view in any particular circumstances
25 whether it is a good idea or not. What I would say is

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1 that that's exactly the kind of problem that you should
2 submit to a regulatory impact statement. There will be
3 information around on the probabilities of accidents,
4 these different varieties. You can put monetary values
5 on the probability of those sorts of accidents being
6 reduced. You probably can form a view too on the
7 probability of wearing seat belts, which would affect
8 the effectiveness of the wearing thereof.

9 So I think this is an exercise that needs a serious
10 piece of cost/benefit analysis done on it. Now,
11 government may decide it wants to make a policy decision
12 to install seat belts where it is technically feasible.
13 That's fine. As a matter of course, the way I would
14 approach this, though, is to say you need to go through
15 that cost/benefit analysis first, and I think that's
16 what should be done in this situation.

17 So, rather than taking it on the basis that people
18 think it's going to be this or going to be that, the
19 kinds of concerns that have been raised by the various
20 parties are really genuine and legitimate concerns and
21 they affect the values of the potential installation,
22 but until you have actually done that proper
23 cost/benefit analysis, it's just speculation.

24 If I had a gut feel, it's going to be that probably
25 it's not going to be worthwhile, with extensive seat
26

1 belt fitting, but that would be no more than a gut feel,
2 and ideally this needs to go through a proper
3 evaluation.

4 CHAIRMAN: Because a gut feel is not good enough; you should
5 do a cost/benefit analysis?

6 PROF JOHN STANLEY: Exactly, Chair.

7 CHAIRMAN: And in doing that, you would look at the various
8 components that you have described?

9 PROF JOHN STANLEY: Exactly. In principle, it's a pretty
10 straightforward cost/benefit analysis. Getting some of
11 the values or the probabilities you need will need a bit
12 of serious research, but the process and the sorts of
13 things you need to look for are very much encapsulated
14 by a lot of the responses that you have read out in the
15 various submissions.

16 CHAIRMAN: What parties ought to be involved in a proper and
17 effective cost/benefit analysis on this issue? Who
18 would you go to? What information would you want from
19 them?

20 PROF JOHN STANLEY: Firstly, you've obviously got to talk to
21 the equipment suppliers, the bus manufacturers, to get
22 a solid view of what's technically feasible with new and
23 older vehicles. That includes with the seat
24 manufacturers as well. You probably need to be talking
25 also to people who do customer survey work on the
26

1 vehicle, to get a sense of what are the sorts of factors
2 that would be influencing the probability of these seat
3 belts being worn. In that case, you might want to go
4 and look at vehicles where it is currently mandated, to
5 see if the seat belts are being worn in those situations
6 or not. For example, in Australia, you would have
7 a look at the coaches and see whether people are
8 actually wearing their seat belts there, and if they are
9 what are the sorts of reasons that they are; have they
10 been responding to some sort of market awareness
11 campaign? What is it that's actually encouraged them to
12 go through that process?

13 It's unlikely to be the fact that an inspector will
14 get on the bus and fine them if they don't do it. It's
15 more likely to be because they have thought about the
16 consequences of not doing it.

17 So I think that's the sort of process that you need
18 to go through there. There are a range of technical --

19 CHAIRMAN: Before you go on, if I might interrupt -- so in
20 Hong Kong, we've got seat belts on vulnerable seats, as
21 they are called, the top seats on the upper deck, for
22 example, at the front. So it would be simple enough to
23 survey whether or not people are actually prepared to
24 use them.

25 PROF JOHN STANLEY: Absolutely.

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1 CHAIRMAN: Even though this has been identified as
2 a dangerous or vulnerable place on a bus; are they
3 actually using them?

4 PROF JOHN STANLEY: Absolutely, Chair, and I have to say
5 that my wife and I wore ours yesterday in the front seat
6 coming from Victoria, which was the first place in the
7 world to make seat belt-wearing compulsory.

8 CHAIRMAN: Am I right in understanding that that was
9 a journey coming to and from Stanley?

10 PROF JOHN STANLEY: Exactly, Chair.

11 CHAIRMAN: That's no doubt a good reason to wear a seat
12 belt.

13 You were going on to describe the people from whom
14 one would seek assistance and the kind of information
15 you would want from them to do this cost/benefit
16 analysis.

17 PROF JOHN STANLEY: Thank you. On the cost side, we have
18 talked about the vehicle suppliers, the manufacturers of
19 the vehicles. When it gets to the question of
20 retrofitting, you would need to talk to people who do
21 that sort of work on buses, who actually -- I mean, we
22 have vehicle body builders in Melbourne who I would go
23 to, if I was doing this particular type of study in
24 Melbourne, to get an opinion from them. It's probably
25 going to be technically feasible to retrofit, it's just

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1 going to be very expensive. I think they are the sorts
2 of things you would need to look at. So it would
3 require a fairly major rebuild of the bottom part.

4 But then it's a case of what are the benefits, so
5 then you need to look at what are the sorts of accidents
6 that are happening in the vehicle, and, for example, is
7 this happening to people who are standing; is it
8 happening to people who are sitting; what is the
9 probability that exposure to those sorts of accidents
10 will be reduced in the event that seat belt-wearing is
11 required, and what do you need to do to encourage that
12 seat belt-wearing?

13 If I was doing that kind of exercise, I would
14 probably be talking to psychologists about how you would
15 get through the message about wearing seat belts, about
16 getting people to take this seriously. The point you
17 make, Chair, about looking at what happens in those
18 seats that are currently required to do it in Hong Kong,
19 very important in terms of forming a view on the
20 probabilities that will happen. I would be talking to
21 whoever are the custodians of the values or the costs of
22 different sorts of accidents. So, in other words, what
23 is the cost of a fatal accident in Hong Kong, what is
24 the cost of a serious injury accident, what is the cost
25 of a minor injury accident, those sorts of things,

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1 because they will be the sorts of unit values you need
2 to apply to the reductions in the probability of
3 an accident of a particular kind taking place.

4 CHAIRMAN: In finding out what is happening in accidents,
5 how it is that people are injured, where they are
6 injured, why they are injured, no doubt you would wish
7 to consult the police, perhaps; the bus companies?

8 PROF JOHN STANLEY: You would certainly do both of those
9 things, Chair. Also, if I was doing that kind of
10 exercise in Australia, I would talk to Monash University
11 Accident Research Centre, where they specialise in that
12 kind of analysis. So certainly the police, and I think
13 some of the data that I saw, I think it was from the
14 Transport Department, on fatal accidents here in
15 Hong Kong, looked good data, and I suspect there's a lot
16 more available behind that than what I read in some of
17 the summaries. But certainly those sources of
18 information are really important.

19 But also, if there are university knowledge hubs
20 that focus on safety in vehicles, then they would be
21 an important inclusion in an exercise like this.

22 CHAIRMAN: Thank you.

23 MR DEREK CHAN: As a matter of interest, Professor, in
24 Melbourne, when you've talked about urban bus routes
25 with standing capacities, excluding the route to the
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1 airport, at what speeds do the buses operate? Do you
2 have a 70km zone in your urban areas?

3 PROF JOHN STANLEY: We have a 60km general speed limit, but
4 on freeways it is 100 kilometres per hour. One of the
5 major transport corridors that the competitively
6 tendered service runs on is on the eastern freeway in
7 Melbourne, which has a bus lane, and that bus lane would
8 operate at up to 100 kilometres per hour. You know, in
9 part of the day, at the peak time, it wouldn't be able
10 to operate at that speed all its length, but because it
11 is a bus lane, they can operate at 100 kilometres per
12 hour for a good part of the day.

13 No most of the network, the average speed is about
14 22 kilometres per hour. If you look at the timetable
15 and the sort of implied speeds built into the timetable,
16 they average about 22 kilometres per hour, which means
17 the bus probably gets up to 60 for a short part, between
18 stops.

19 MR DEREK CHAN: Let's just make sure I'm not mistaken. So
20 some of the urban buses where there are no seat belts
21 can travel up to 100 kilometres per hour?

22 PROF JOHN STANLEY: Correct, Chairman.

23 MR DEREK CHAN: Now that we have discussed the costs
24 involved of retrofitting, it may be a good point to then
25 move on to my next topic, which is the case for subsidy,
26

1 which is a topic mentioned --

2 CHAIRMAN: Before you do that, might I raise with you the
3 issue of speed limit. What is the minimum speed limit
4 that's enforced -- I'm phrasing that badly. You say
5 60 kilometres per hour is the general speed limit. Are
6 there lower speed limits?

7 PROF JOHN STANLEY: There are, Chair. There are down to
8 40 kilometres per hour, for example, past schools.
9 There are areas where 50 kilometres per hour is common.
10 There is also a push from a number of municipal
11 authorities or local councils to try and reduce speed
12 limits to 30 kilometres per hour, particularly on local
13 streets.

14 CHAIRMAN: And how widespread is that amongst those
15 communities?

16 PROF JOHN STANLEY: Not very, Chair. It's in a few inner
17 metropolitan municipalities where there are a lot of
18 cyclists.

19 CHAIRMAN: But that hasn't resulted in those kind of
20 reductions?

21 PROF JOHN STANLEY: No, Chair. 60 is the most common.
22 There's a bit of 50 and then there's 100 on expressways.

23 CHAIRMAN: And 40 past schools?

24 PROF JOHN STANLEY: 40 past schools. Between certain hours,
25 in the morning, but I think it's between 8.30 and about
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1 9.30; in the afternoon --

2 CHAIRMAN: So that's a variable speed limit?

3 PROF JOHN STANLEY: Yes. It would be 40 past the school,
4 that school opening and closing time, and then probably
5 revert to 60 in most cases.

6 CHAIRMAN: Is that signalled by an electronic sign as it is
7 in London --

8 PROF JOHN STANLEY: Yes.

9 CHAIRMAN: -- telling you that the speed limit now is
10 different for this stretch of road as you go past the
11 school?

12 PROF JOHN STANLEY: Yes, there would be a red circle sign
13 with a 40 lit in it.

14 CHAIRMAN: Has any study been done in Melbourne in respect
15 of the link between speeds of vehicles and the damage
16 done to people in collisions or on buses?

17 PROF JOHN STANLEY: Funny you should ask that, Chair. There
18 was an article that appeared in The Melbourne Age. It's
19 not about buses per se but it's about speed and the risk
20 of pedestrian death, and it shows how that probability
21 or the risk of pedestrian death increases dramatically
22 beyond about 40 kilometres per hour. This is based on
23 reserve that was undertaken by the Monash University
24 Accident Research Centre. I'm happy to leave this
25 little piece of paper with your committee.

26

1 CHAIRMAN: Monash Accident Research Centre?

2 PROF JOHN STANLEY: Monash University Accident Research
3 Centre.

4 CHAIRMAN: Thank you for your offer, which we will gladly
5 take up. This is a matter you no doubt know about is
6 being looked at in London, Transport for London, where
7 they have correlated the risk of fatal injury to various
8 levels of speed.

9 PROF JOHN STANLEY: Yes.

10 CHAIRMAN: You will have noted the significant drop in the
11 risk of fatalities if the vehicle is doing, for example,
12 20 miles an hour rather than 30 miles an hour.

13 PROF JOHN STANLEY: Indeed, but the really big jump in
14 Melbourne at least happens beyond about -- getting
15 towards 40 kilometres per hour, so you have a relatively
16 flat curve up to there, then it climbs very steeply,
17 with a much higher probability of pedestrian death.

18 CHAIRMAN: Yes. When you say "pedestrian deaths", so that's
19 deaths outside a vehicle?

20 PROF JOHN STANLEY: Yes, walking in front of.

21 CHAIRMAN: Or being driven into.

22 PROF JOHN STANLEY: Yes. Thank you.

23 CHAIRMAN: Mr Chan.

24 MR DEREK CHAN: Thank you, Mr Chairman.

25 Can I then move on to the topic of subsidy.

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1 I think, in your report, you do look at the possibility
2 of subsidy, and your recommendation that the Transport
3 and Housing Bureau in Hong Kong should be looking at it
4 from the angle of societal benefits that a bus operation
5 brings, and I think you have explained a bit of that
6 this morning to us as well.

7 Can I first take you to page 92 of your report,
8 where you deal with that issue, and can I just read the
9 second full paragraph out:

10 "Hong Kong's public transport system would generate
11 large societal external benefits each year, some of
12 which may be captured by the PT provider through land
13 value increase, where the PT operator is a land owner.
14 This would apply to rail more than bus. Franchised bus
15 services will certainly produce more value to society
16 than operators can collect in fares, particularly
17 through easing road congestion levels, increasing social
18 inclusion and improving road safety outcomes. If fares
19 need to increase to find money for staffing needs, then
20 there will be some loss of these societal benefits.
21 This loss may be sufficient to justify government
22 providing some financial support to operators, such as
23 would enable them to retain/attract sufficient bus
24 captains. Franchised bus operations can still operate
25 commercially but on the basis that government is now

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1 remunerating the operator a sum for the societal
2 benefits that their service provides, benefits that the
3 operator is not able to capture through the fare box."

4 I think that's consistent with what you have been
5 telling us this morning.

6 PROF JOHN STANLEY: Yes.

7 MR DEREK CHAN: In the next paragraph, you suggest:

8 "The Transport and Housing Bureau and the Transport
9 Department should assess in economic terms the societal
10 benefits of Hong Kong's franchised bus services, to
11 enable them to evaluate the case for some financial
12 support to those services, should such an issue be
13 raised. It is noted that the matter of possible subsidy
14 in respect of added remuneration was raised by counsel
15 in discussion on the first day of committee hearings ...
16 The safety consequences of bus captain
17 working/driving/rest provisions are a classic example of
18 where this public policy trade-off may need to be faced,
19 given difficulties of attracting bus drivers and
20 particularly if this was to be compounded, in future, by
21 working hours greater than 12 per day being ruled out or
22 limited more than at present. The author is not arguing
23 for a 12-hour limit, Melbourne experience suggesting
24 that 12-14 hours can be safe, provided the institutional
25 setting has a strict focus on safety. However, without
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1 such a strict safety regime, there should be some
2 nervousness about working days exceeding 12 hours."

3 So here you are tying the case for subsidy to the
4 issue already experienced here about the hiring of bus
5 captains. In the same vein, can I take you also to
6 Mr Weston's report, who says also much the same thing.
7 Can I invite you to go to page 152 of the expert bundle.
8 I am focusing on the first two paragraphs under
9 paragraph 8.3. If I can just pick this up in the middle
10 of the first paragraph, where Mr Weston noted that there
11 is no public subsidy in Hong Kong, and he remarks in the
12 middle of the paragraph:

13 This is an exceptional achievement; however, the
14 question must be asked whether the emphasis on operating
15 a commercial network without public subsidy is
16 sustainable and potentially drives either the wrong
17 behaviours or lack [of] focus on certain aspects of the
18 operation. Also does this overly restrict the
19 investment the franchised operators can make in the
20 network especially in terms of developing and
21 introducing new technology and initiatives."

22 He then goes on to say:

23 "Consideration could be given as to whether certain
24 safety initiatives, such as the uptake of new ...
25 technology and bus driver training targeted specially at
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1 safety might need to be funded by the Transport
2 Department as direct grants outside of the franchise
3 agreements with specific outcomes linked to these
4 grants. Providing funding outside of the franchise
5 agreements is also justified especially if the benefits
6 accrue to the wider society."

7 Just two points, if I may pick up from those two
8 passages. The second part, Mr Weston links the
9 provision of subsidy to technology and training, whereas
10 you pick up the hiring. Is there any difference
11 conceptually to the cases that you are both making for
12 subsidy?

13 PROF JOHN STANLEY: None at all, Mr Chan. I think the key
14 point that we are both really making here is that public
15 transport in general and franchised buses in particular,
16 through their operation, generate external benefits to
17 the wider society, and those benefits have a value to
18 the community beyond just what's involved in the
19 commercial returns that are available to the operator
20 who's providing the service. And if there are -- and
21 I think it's really important to understand the value of
22 those external benefits. I think Hong Kong to me should
23 be having a look at what is the societal value of its
24 public transport services. I think the numbers are
25 going to be very big.

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1 Then, when you've got that sort of background, you
2 can look at particular policy initiatives, such as
3 initiatives in technology, initiatives with training, to
4 test whether they do have external benefits that flow
5 from them, and whether the changes in the safety
6 environment that you're going to generate, for example,
7 either through technology or through training or through
8 remuneration, if that's a link there too, is going to be
9 such as justifies the government putting some money in
10 to support that. In other words, the external benefits
11 are bigger than the costs involved, but they don't
12 accrue to the operator.

13 I think that's the key, really. The key concept of
14 an externality is it's accruing to the wider society and
15 it's not able to be captured through the fare box, or
16 land value in some cases.

17 MR DEREK CHAN: In the first paragraph that I read out in
18 Mr Weston's report, he refers to a concern that if you
19 don't have public subsidy, it may potentially drive
20 wrong behaviours or a lack of focus, or restriction on
21 the investment into new technologies and initiatives.

22 Would you share that concern or do you have any
23 additional comments on that?

24 PROF JOHN STANLEY: No, absolutely. I think the kind of
25 argument in, if you like, welfare economic terms, is

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1 that if you ignore the external benefits that are
2 available, then the level of service provision will be
3 not enough; that you should in fact, in terms of trying
4 to maximise the benefits to society, provide a larger
5 volume of service than will flow from solely
6 a commercial operator making a decision on commercial
7 criteria.

8 I mentioned earlier on in the day the Thredbo
9 conference that's held every two years, discussing
10 competition and regulation in public transport, which is
11 a forum that involves academics, operators in public
12 transport, and governments. I chair the workshop strand
13 in that and have done for probably the past ten years,
14 that looks at trying to value public transport services.
15 So there's an active conversation happening there in the
16 academic/public transport operation/government area,
17 through that forum, and it would be terrific if the
18 Hong Kong Transport Department and interested academics
19 from Hong Kong could participate in that forum, which
20 is, as I say, every two years, the next one being in
21 Singapore next year.

22 CHAIRMAN: Which other jurisdictions send representatives to
23 this conference?

24 PROF JOHN STANLEY: Chair, I think at the last one there
25 were 22 different countries present. Around about

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1 a third of the participants would be academics; a number
2 of public transport operators participate. I notice
3 when we were reading previously you talked about Tower
4 Transit in London -- Neil Smith, the principal of that
5 business, is a regular in this forum; South Africa,
6 South America are strong participants; a lot of European
7 countries participate in the venue; Australia is well
8 represented as well, new Zealand -- 22 countries -- and
9 senior-level representation from government, from the
10 universities, and also from operators.

11 CHAIRMAN: I take it, if the next one is in Singapore,
12 Singapore is also a participant?

13 PROF JOHN STANLEY: Yes, Chair.

14 CHAIRMAN: Is that government and bus operators?

15 PROF JOHN STANLEY: The Land Transport Authority will be
16 hosting the next event. I suspect that some of the
17 operators might be sponsors.

18 CHAIRMAN: When is that to be held?

19 PROF JOHN STANLEY: I think it's September next year. Maybe
20 August. I will send you that information.

21 CHAIRMAN: Thank you.

22 Does it publish information that is available
23 publicly?

24 PROF JOHN STANLEY: It does, Chair. In fact that's really
25 the most important part of the whole process. It's all

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1 published, and so --

2 CHAIRMAN: Is it available on the internet?

3 PROF JOHN STANLEY: A lot of it is. Some of it gets
4 actually published as journal papers, which means it's
5 not available on the internet necessarily but you can
6 get copies of those papers. Sometimes it appears as
7 books. But publication is the essence of the process.

8 In fact, it's an unusual conference in the sense
9 that it takes you -- it extends over four days, three
10 days of which is based on a workshop format in which
11 participants choose one topic only and spend three days
12 working through that topic, and that topic might be, for
13 example, how do we get more competition into public
14 transport operation, and they would spend three days
15 discussing that with colleagues. The workshop I chair
16 spends three days talking about what are the benefits of
17 public transport and how can we value them and can we
18 convert them into cash flows to help pay for services.

19 CHAIRMAN: Thank you.

20 PROF JOHN STANLEY: Chair, my wife points out the next
21 conference is Sunday, 25 to Friday, 30 August 2019.

22 CHAIRMAN: Thank you.

23 MR DEREK CHAN: Mr Chairman, may I then move on to the next
24 topic, which is working hour guidelines.

25 CHAIRMAN: You were dealing with the topic of subsidies,
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1 where government might play a role in addressing the
2 issues that Mr Weston has identified. This is an issue
3 that's been raised, has it not, by the bus operators in
4 respect of the cost of implementing the decision, if
5 that's what it is, to install seat belts on franchised
6 buses?

7 MR DEREK CHAN: Seat belts. We have heard evidence from
8 Kowloon Motor Bus, Dr Leung, I think it was, who said
9 that he had one discussion with a government official.

10 CHAIRMAN: Yes. Perhaps if you can turn up that reference
11 in the transcript. It is also dealt with, is it not --
12 and I'm working from my unpaginated bundle -- but the
13 sub-working group on vehicle safety devices, 12 June
14 2018, paragraph 8. Perhaps we could draw that to
15 Prof Stanley's attention.

16 You have already been told, Prof Stanley, of the
17 anxiety being expressed by Citybus of being involved in
18 an operation of installing seat belts at their cost on
19 buses where it is their experience that the passengers
20 won't use them and government won't mandate it and won't
21 even enforce it. It's a futility, I think is what
22 they're saying, the whole exercise.

23 Perhaps if we could go to paragraph 8 of those
24 minutes.

25 MR DEREK CHAN: Yes. Can I start first then by going to the
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1 second meeting notes of the sub-working group.

2 CHAIRMAN: Yes.

3 MR DEREK CHAN: It starts at KMB-12, page 4932-1. That's
4 the first page of the meeting note.

5 CHAIRMAN: What's the date of this meeting?

6 MR DEREK CHAN: 12 June 2018.

7 CHAIRMAN: Thank you.

8 MR DEREK CHAN: The relevant passage that Mr Chairman
9 referred to is at 4932-3, paragraph 8.

10 Perhaps I can just read that out:

11 "Citybus ... mentioned that the exposed seats on the
12 existing buses were already fitted with 3 point seat
13 belts. From their day-to-day operation experience, most
14 passengers sitting on exposed seats did not wear seat
15 belts. The retrofitting work with huge cost would be
16 a waste of money if nobody uses them. It was agreed
17 that promotion and education to passengers should be
18 conducted to promote the use of seat belts. Citybus
19 said that they had about 1,100 bus registered in or
20 after 2013 which might be feasible [for] retrofitting
21 seat belts to the upper deck. The estimated cost of
22 retrofit would be in the magnitude of about
23 HK\$240 million which is almost impossible for the
24 company to afford. Citybus requested the government to
25 provide funding or subsidy to such retrofit projects if
26

1 that is really required. Therefore they have no plan to
2 retrofit seat belts on their own. It was agreed that
3 the issue of financial implication would be brought up
4 in the working group for discussion."

5 Just to complete the picture in respect of the other
6 two companies, at paragraph 9:

7 "Kowloon Motor Bus ... emphasised that they
8 supported the seat belt installations for all new
9 buses", and in a phase-by-phase approach.

10 At the end of that paragraph:

11 "New Lantao Bus objected to such installation due to
12 low utilisation rate and huge cost. New Lantao Bus had
13 no plan to retrofit seat belts."

14 That's the position in respect of the three
15 providers.

16 CHAIRMAN: So KMB might consider to retrofit seat belts; is
17 that the point being made there?

18 MR DEREK CHAN: Yes.

19 CHAIRMAN: They were prepared to fit them on new buses but
20 they would only consider retrofitting them on existing
21 buses.

22 MR DEREK CHAN: Yes. We also saw in a previous meeting note
23 that we went through that it was KMB who came up with
24 the initiative or proposal about retrofitting upper deck
25 and on specific routes that are long-haul or go on

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1 expressways.

2 Perhaps just to complete the picture about the
3 evidence from Dr Leung in the last hearing, can I refer
4 the committee to the transcript for 12 September 2018.
5 That should be at transcript bundle 6. The relevant
6 part of it is at page 18, line 14. Again, maybe I will
7 read out Dr Leung's evidence:

8 "May I just add. Recently I had a meeting with the
9 government official and in fact I talked to him and
10 requested the government whether they can offer any
11 assistance to us in retrofitting these safety belts, and
12 the response was quite positive, if I may put it this
13 way."

14 And the person was Mr Joseph Lai, permanent
15 secretary for transport, and his deputy, Mr Kevin Choi.

16 CHAIRMAN: Now, this is ground that we have covered, in
17 a sense, already, but it is actually a real issue in
18 Hong Kong. So that we understand what you are saying,
19 this is what calls for an analytical cost/benefit
20 analysis. You say, on the one hand, government can make
21 a decision, "As a matter of policy, that's what we are
22 going to do", but even when government makes policy
23 decisions, surely it has regard to cost/benefit
24 analysis?

25 PROF JOHN STANLEY: You would hope so, Chair, but the
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1 evidence is that's probably not always the case. But in
2 a situation like this, you would hope that government
3 would go through the process of doing that cost/benefit
4 analysis and identifying the benefits, and if those
5 benefits look substantial, they are very much
6 externalities. These aren't benefits that are going to
7 be captured for the operator. So they are a case for
8 looking at subsidy as a means of helping this process to
9 happen.

10 CHAIRMAN: There might be benefits for the operator. If
11 accidents are prevented so the passenger doesn't get
12 injured when the bus brakes or hits something, that's
13 a benefit for the operator.

14 PROF JOHN STANLEY: It is, that's true.

15 CHAIRMAN: They don't have damages to pay.

16 PROF JOHN STANLEY: That's true. The larger component of
17 these will be externalities that are not able to be
18 captured by the operator. So you would make
19 the argument for a sharing on the basis of the cost
20 between the government and the operator.

21 CHAIRMAN: But when government is disposing of taxpayers'
22 money, it behooves government to have regard to what the
23 benefit and the cost is, does it not?

24 PROF JOHN STANLEY: Absolutely, to do the quantification and
25 to work through the exercise we were talking about

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1 an hour or so ago.

2 CHAIRMAN: Yes, Mr Chan.

3 MR DEREK CHAN: Mr Chairman, I have three more topics. One
4 is the issue of guidelines, the second being
5 transparency of safety data, and the third, bus captain
6 training. I suspect I will need about 20 minutes or
7 half an hour to finish that. Does Mr Chairman want
8 a break now or do you want me to head straight through?

9 CHAIRMAN: I am conscious that you have been on your feet
10 and the professor has been in the hot chair, as it were.
11 Shall we take ten minutes?

12 PROF JOHN STANLEY: I'm happy to go either way.

13 MR DEREK CHAN: Thank you, Mr Chairman.

14 CHAIRMAN: Ten minutes then.

15 (4.21 pm)

16 (A short adjournment)

17 (4.38 pm)

18 CHAIRMAN: Yes, Mr Chan.

19 MR DEREK CHAN: Thank you, Mr Chairman, and Professor.

20 If I may then go directly to the issue of working
21 hour guidelines. I think the biggest point you make
22 there is the difference between Melbourne and Hong Kong,
23 in the sense that in Melbourne, working hour guidelines
24 are embedded within legislation, whereas in Hong Kong,
25 we have them in the form of just guidelines.

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1 Can I take you to the relevant passage in your
2 expert report on that issue, and that is at page 91 of
3 your expert report. I'm looking at the middle paragraph
4 of page 91, and if I may read it out:

5 "Two notable differences between Hong Kong and
6 Melbourne with respect to working/rest hours are that
7 (1) the Melbourne (Victorian) requirements on
8 work/driving/rest are set out in a regulation (the
9 National Heavy Vehicles (Fatigue Management) National
10 Regulations 2013), with (2) a safety duties/chain of
11 responsibility link, whereas in Hong Kong they are the
12 subject matter of a Guidelines document" -- and you can
13 take reference to that -- "without specific legislative
14 reference to safety duties or chain of responsibility.
15 The Hong Kong Public Bus Services Ordinance (Cap 230)
16 provides for regulations of working/driving/rest hours
17 but this has not been taken up."

18 Pausing there, Mr Chairman, the reference to that is
19 section 35J of the Ordinance, and the page number,
20 without going to it, if I may --

21 CHAIRMAN: You are going to go into it?

22 MR DEREK CHAN: I don't propose to go to it.

23 CHAIRMAN: I'm familiar with the provision.

24 MR DEREK CHAN: The page reference is TD-2, page 56.

25 Professor, you go on to say in your report that:

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1 "This difference in mode of establishing
2 working/rest hour requirements between the two
3 jurisdictions seems likely to mean that there will be
4 a stricter focus by operators on compliance in
5 Melbourne, since the consequences of non-compliance
6 involve a breach of the law, which could have legal
7 consequences for a number of people in the business, and
8 others (possibly also including the government service
9 procurer), because of chain of responsibility."

10 The last part is a reference to the Bus Safety Act
11 that we already looked at this morning. And one of your
12 key recommendations is for our guidelines to be embedded
13 within some sort of regulation.

14 Mr Chairman, the reference for that is page 94 of
15 the expert report, which I won't go to. It's simply
16 a one-line reference to that.

17 CHAIRMAN: Yes, I see that. Thank you.

18 MR DEREK CHAN: Professor, it may be obvious, but can
19 I still ask you to elaborate on the advantages of
20 incorporating the working hour guidelines into
21 regulation and giving it the force of law.

22 PROF JOHN STANLEY: Thank you, Mr Chan. In the Melbourne
23 situation, and I think I have included in my first
24 report some examples of the potential consequences of
25 not complying -- this was at page 27 of my first report,
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1 which is ...

2 CHAIRMAN: I think the numbers marry up.

3 PROF JOHN STANLEY: So it will be page 27 also. They are
4 just some examples of the penalties that are there for
5 some of the problems that might occur for a breach.

6 CHAIRMAN: Yes. It's from that page that I got the feel of
7 how it is that the higher up the chain you are, the more
8 the penalty is.

9 PROF JOHN STANLEY: Yes. The consequences have potential
10 monetary amounts involved with them for a range of
11 parties, as I think I also indicated earlier today, and
12 the new revisions of the national law that are coming in
13 on 1 October, potential for imprisonment as well for
14 reckless behaviour and substantially increased penalties
15 at the top of end of this scale.

16 So this is taken very seriously because it has that
17 sort of embedding. I think maybe the police have
18 criticised the application of this possibility to date,
19 saying they don't think enough heavy penalties have been
20 imposed. This is primarily in trucking rather than in
21 the bus area. These provisions are mostly in
22 infringements coming up in terms of trucking. But
23 certainly the provisions are there, and from the
24 conversations that I have with our bus operators, they
25 are very conscious of these provisions and the

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1 consequences for themselves, as management, but also for
2 other potential players in that chain of responsibility.

3 Chair, I would also make the I think important point
4 that our regulation is embedded in something that's
5 called "fatigue management regulation". So it's Heavy
6 Vehicles (Fatigue Management) National Regulations, as
7 distinct from the Hong Kong approach which is guidelines
8 that refer to working.

9 CHAIRMAN: Yes.

10 PROF JOHN STANLEY: So it's quite a different focus, and
11 I think that's quite important. We have been on
12 a fatigue focus for quite some time.

13 CHAIRMAN: Forgive me for interrupting. May I ask that
14 somebody enquire why we are now being visited by
15 a bright flashing red light? Thank you.

16 MR DEREK CHAN: Can I ask the question in this way: can you,
17 Professor, see any downside in making the working hour
18 guidelines a matter of legal requirement under statute?

19 PROF JOHN STANLEY: No.

20 MR DEREK CHAN: Can I also ask you to consider the Transport
21 Department's explanation for not putting the working
22 hour guidelines into regulation, and the evidence from
23 the Transport Department I will ask you to have a look
24 at is on the first day of the evidence, which is on
25 7 May 2018, so it's the first set of transcripts in the
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1 first transcripts bundle, and can I please refer you to
2 page 121, starting at line 4.

3 CHAIRMAN: Who is giving evidence?

4 MR DEREK CHAN: This would be Ms Mable Chan, the
5 Commissioner for Transport.

6 CHAIRMAN: Thank you.

7 MR DEREK CHAN: If I go forward a page just to give some
8 context, Mr Duncan, in the middle of the page at
9 line 13, page 120, says:

10 "Ms Chan, you were present this morning, I think,
11 when I asked representatives from the bureau as to why
12 these guidelines with regard to working hours are simply
13 guidelines, as opposed to regulations, given that the
14 ordinance expressly stipulates that this topic can be
15 the subject of regulation.

16 Are you able to assist the committee as to the
17 reason why this has not been a regulation or has not
18 even achieved the status of a direction or a
19 requirement?"

20 The response or the explanation of Ms Mable Chan,
21 the Commissioner for Transport, was this:

22 "Because I was present at this morning's session and
23 the context in which this issue was raised was on
24 whether or not it should be better implemented or
25 enforced under the law or as a franchise requirement.

26

1 First perhaps I can express my view from an
2 operational and monitoring point of view. As I see it,
3 the history of the working hours guidelines is long and
4 it is an ongoing process. As revealed from the few
5 times that the guidelines are revised, the beauty of the
6 requirements as set out in the guidelines is that it
7 could be reviewed and revised in a more timely basis as
8 compared to if it is stipulated as the ordinance or in
9 the regulation; though I must admit that as and when
10 necessary, we should not spare ourselves from the effort
11 in reviewing the legislation or taking it through the
12 Legislative Council.

13 The fact remains that, being guidelines, it can be
14 more flexible and it can be sort of enhanced in the
15 light of the prevailing circumstances. Franchised bus
16 service is a very labour-intensive service. There are
17 also highly prescriptive requirements on the service
18 levels of franchised bus. So I think from the
19 government perspective, we are trying to strike a
20 balance in ensuring the delivery of bus service
21 according to franchise requirement on the one hand and
22 the enhancement of the working environment of bus
23 captains on the other."

24 So there is the explanation from the Transport
25 Department, for convenience, if I could sum it up in

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1 that way.

2 CHAIRMAN: Reviewed and revised in a more timely way, and
3 more flexible.

4 MR DEREK CHAN: Yes.

5 CHAIRMAN: Just remind me, prior to the February 2018
6 revision, when was the last revision of the guidelines?

7 MR DEREK CHAN: 2010.

8 CHAIRMAN: So eight years?

9 MR DEREK CHAN: Yes.

10 CHAIRMAN: And prior to that, 2010?

11 MR DEREK CHAN: 2004.

12 CHAIRMAN: So six years?

13 MR DEREK CHAN: Yes, and I think the evidence previously was
14 that the 2018 amendment kicked off because of the
15 September 2017 accident.

16 CHAIRMAN: Yes. That was when a review of the guidelines
17 was commenced, in consequence of that.

18 MR DEREK CHAN: Again, in reaction to that accident.

19 CHAIRMAN: Yes. So six and eight years?

20 MR DEREK CHAN: Yes.

21 CHAIRMAN: Timely? A more timely way?

22 MR DEREK CHAN: Perhaps I can just give the reference to
23 that table of amendments. It's at MISC-1, page 897,
24 just for the reference of the committee.

25 CHAIRMAN: Thank you. That's helpful. This details the way
26

1 that the guidelines have been changed.

2 MR DEREK CHAN: Exactly. 2004, 2007, 2010, 2018.

3 CHAIRMAN: Yes.

4 MR DEREK CHAN: Professor, do you have any observation --

5 CHAIRMAN: Before you ask the more general question, we have
6 seen that there are penalties available for infractions.

7 Given the work that you have done over the years with
8 buses in Victoria, how often are people prosecuted,
9 presumably, for this kind of infraction?

10 PROF JOHN STANLEY: Very rare, Chair, and not in fact in
11 relation to route bus operation. It's much more likely
12 to occur in the longer distance running.

13 CHAIRMAN: Yes. I can understand the different demands
14 there.

15 PROF JOHN STANLEY: Yes.

16 CHAIRMAN: But very rare in buses?

17 PROF JOHN STANLEY: Yes, in route buses, yes.

18 CHAIRMAN: In route buses?

19 PROF JOHN STANLEY: Yes. And if I might comment on that
20 issue of convenience. It seems to me that you have to
21 decide whether the guidelines or a regulation are about
22 convenience to the authority or whether they are about
23 outcomes to the public, and coming as a consequence of
24 compliance with whatever it is you are putting in those
25 guidelines. So my personal view would be it is more

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1 important to put weight on -- emphasis on compliance
2 than it is on administrative convenience.

3 CHAIRMAN: Is the fact that prosecutions are very rare for
4 infractions of this working hours legislation for route
5 buses because there is a high level of compliance?

6 PROF JOHN STANLEY: I believe so, Chair, yes. In fact the
7 scheduling and rostering processes that the operators
8 use have very much the provisions of the regulation
9 sitting behind them, and they build a little bit of
10 margin for error in there, so that they don't bump up
11 against the boundaries that are created with respect to
12 the lengths of time before they need to take a break.

13 CHAIRMAN: Yes.

14 The figures of compliance with working hour
15 guidelines in Hong Kong, have you looked at them?

16 PROF JOHN STANLEY: I think my recollection was 96 per cent.

17 CHAIRMAN: Yes. That accords with mine, 97, perhaps,
18 something like that.

19 PROF JOHN STANLEY: Yes. My concern there would be that
20 there's 4 per cent non-compliance, and why is that, what
21 is the consequence of that.

22 CHAIRMAN: Thank you.

23 Yes, Mr Chan.

24 MR DEREK CHAN: Thank you, Professor.

25 Can I move on then to the next topic, which I hope
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1 is more straightforward. That is the transparency of
2 the safety data.

3 You make that point at page 69 of your expert
4 report. At the first bullet point of page 69 you say:

5 "There are solid arguments favouring publication of
6 the bus safety chapter of the five year forward planning
7 programmes, because of the wider societal costs of
8 accidents."

9 I think you were referring to a number of analytical
10 statistics that relate to safety issues.

11 PROF JOHN STANLEY: Yes, Mr Chan. I thought that the
12 discussion in some of those bus safety chapters was
13 really informative, and it is the sort of information
14 that I believe, in the public interest, should be more
15 widely available.

16 I'm referring, for example, to the kinds of analysis
17 that was presented on the driving our links and how that
18 affected accident performance, I think it was.

19 CHAIRMAN: Yes, and non-links, as I think it was
20 established, between the number of hours you drive, the
21 age of the drivers, that sort of comparison?

22 PROF JOHN STANLEY: Exactly, Chair. Accident rate by years
23 of service, accident rate by hours on duty before the
24 accident. I mean, I think this is really good analysis,
25 and it shouldn't be stuck in documents that are only

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1 available to a few select people. It's really important
2 information in the public interest, in my view, and it
3 shows that there's some really good research being done,
4 trying to come to grips with the challenges that are
5 being faced in the safety sense and it would give people
6 confidence in what the industry is trying to do.

7 CHAIRMAN: The committee obviously agrees with you, because
8 initially we were denied access to this material, and by
9 a series of steps over several months we have managed to
10 obtain a great deal of this material by people being
11 willing to give it to us, perhaps recognising that it is
12 data of relevance.

13 PROF JOHN STANLEY: Indeed, and it is data that can inform
14 you on areas that are unique to focus the effort.
15 I drew attention in fact to a little jump in the kind of
16 six to eight-hour period after the start of shift in
17 which the accident rate seemed to go up a little bit,
18 and I didn't see that actually commented on in the paper
19 in which the evidence was presented, but it just shows
20 that the sort of analysis and the data presentation can
21 lead you into asking questions that might be able to
22 help better safety outcomes.

23 CHAIRMAN: Mr Chan, there is one matter -- I mention it now
24 so that perhaps Ms Wong can find it -- you raised or you
25 drew attention to the fact that the Transport
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1 Department, in the letter it wrote requiring KMB to
2 address why there had been an increase in accident
3 rates -- we now have the KMB forward planning report.
4 Presumably, that gives us an explanation. The latest
5 report was given to us during August 2018, again at our
6 request, when one of the members of the KMB
7 representatives told us that they were going to provide
8 it to the Transport Department, my memory is, on
9 18 August.

10 MR DEREK CHAN: Yes. The latest version has made it into
11 our bundles. I will ask Ms Wong to marry it up with
12 what the Transport Department asked for.

13 CHAIRMAN: Yes, that's what I'm inviting you to do: what was
14 the explanation for why the rate had gone up? You don't
15 have to do it immediately. Carry on with your list.

16 MR DEREK CHAN: Yes. Mr Weston also makes a similar point,
17 on the transparency of this sort of data. Can I quickly
18 take you to that at page 153 of the expert bundle, and
19 if I can just read you --

20 CHAIRMAN: Can you give me the paragraph number, because I'm
21 working from the set that I've marked up.

22 MR DEREK CHAN: That would be page 39 of the internal
23 pagination of Mr Weston's report.

24 CHAIRMAN: Thank you. I've got that open.

25 MR DEREK CHAN: Paragraph 84, under the heading, "Safety
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1 data transparency/performance". If I can read it out:

2 "It is clear from London's experience that greater
3 transparency of data in relation to the safety
4 performance of the bus network not only leads to greater
5 stakeholder and public scrutiny [but] it also leads to
6 a sharper focus from both the transport authority and
7 its contracted bus operators on the safety agenda.

8 An open approach to incident data leads to
9 accountability.

10 Consideration should be given to what safety data in
11 relation to the Hong Kong franchised bus network could
12 be placed into the public domain."

13 Professor, do you agree with that or do you have any
14 other observations in that regard?

15 PROF JOHN STANLEY: I agree fully with that, Mr Chan. My
16 view generally on the Greater London authority and
17 Transport for London is they are almost without peer in
18 terms of availability of data and information, in
19 a global sense, and they don't try and hide things, they
20 try and put it out there, and warts and all are prepared
21 to confront the sorts of challenges that that shows.

22 I think that really leads to a lot of confidence in
23 that process, so I'm very supportive.

24 CHAIRMAN: In fact this material is available on the
25 internet and they publish it every quarter.

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1 PROF JOHN STANLEY: They do, yes.

2 MR DEREK CHAN: Yes, Mr Chairman. Can I then move on to the
3 last topic in my notes, and that is bus captain
4 training.

5 In page 78 of the expert bundle, which should be the
6 second report, you have a section on bus captain
7 training. I think the point here is that the driver
8 training requirement is specifically required under the
9 Melbourne contracts.

10 PROF JOHN STANLEY: (Nodded head).

11 MR DEREK CHAN: And in Hong Kong, recently, the Transport
12 Department has recently promulgated a practice note in
13 respect of this training guideline, so I won't take you
14 to the details of that.

15 But there is one matter arising out of the captain
16 training that I would like to ask you about, and that is
17 on fatigue management training, which you expressly
18 mention at page 90 of your report. At page 90, can
19 I perhaps read from the second full paragraph, where you
20 deal with your recommendation that fatigue management
21 training should be part of our training programme. You
22 say in here that:

23 "Working for 13-14 hours in Melbourne or Hong Kong
24 puts a major focus on the question of how drivers use
25 their remaining hours, whether they are getting
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1 sufficient rest/sleep to avoid fatigue and on the
2 importance of including fatigue management training in
3 driver training programmes. Within the various bus
4 captain training materials included in the annexes to
5 the Transport Department submission at pages 1448 and
6 following, and also in the briefing paper to the
7 Legislative Council Panel on Transport on Enhancement of
8 Safety of Franchised Buses ... the author did not see
9 any mention of training in fatigue management. This is
10 an important part of bus driver training in Melbourne,
11 including attention to related matters such as diet and
12 exercise. The training also extends to supervisors, to
13 try to ensure that they do not roster drivers who may be
14 fatigued. More broadly, the idea of the Transport
15 Department developing a practice note on the training
16 framework for franchised bus captains is a good idea, as
17 outlined in the paper to the Legislative Council Panel.
18 This will help to ensure that all operators are aware of
19 desired standards and have a means of conveying these
20 standards to their bus captains. The training framework
21 that is developed needs to include a specific component
22 on fatigue management, which could form part of
23 an occupational health and safety module and should
24 extend to supervisors."

25 Professor, can you elaborate on what would be
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1 involved in this type of fatigue management training?

2 PROF JOHN STANLEY: Yes. The operators in Melbourne, when
3 they're training new drivers or when they're running
4 retraining programmes, refresher programmes, fatigue
5 management is an important component in that programme.

6 It is interesting, in our national legislation, that
7 is then adopted into Victorian law under an Act called
8 the Heavy Vehicle National Law Application Act, which
9 I talk about on pages 33 and 34 of the first report,
10 that legislation lists a whole bunch of signs of
11 fatigue. That's how seriously fatigue is taken in this
12 area in Victoria.

13 So if you go to page 34, you will see -- this is
14 a quote from the legislation that embeds the national
15 law in Victorian law -- it talks about:

16 "Signs of fatigue means that a person was or will be
17 fatigued when driving a fatigue-related heavy vehicle on
18 a road (whether the sign manifests itself before, during
19 or after the driver drove the vehicle)."

20 Then it gives a range of a dozen or so examples of
21 signs of fatigue. Those sorts of signs then would be
22 incorporated into that training programme, but a lot of
23 our operators will introduce dietitians, for example,
24 exercise people into their driver training courses, with
25 sitting on your backside for 10 or 11 hours a day

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1 driving a bus is probably not great health-promoting
2 exercise. So those sorts of things form a really
3 important part of driver training, because of the nexus
4 between understanding what causes fatigue and the risks
5 of safety associated therewith.

6 MR DEREK CHAN: I think your overall recommendation is that
7 this sort of training should form part of the practice
8 note that the Transport Department issued.

9 PROF JOHN STANLEY: It is, Mr Chairman, I think the practice
10 note is a really good idea in terms of raising the bar
11 on a common base level of training. But I think it is
12 important that fatigue forms part of that. In terms of
13 application, I think I commented that the guidelines, if
14 they are adhered to as they stand at the moment, if
15 anything, marginally tighter than the comparable
16 provisions in Melbourne. The main difference in fact is
17 in terms of how they are applied in practice, where
18 I talked earlier today on about 44/45 hours being our
19 norm, but I understand that it's a much bigger number
20 than that in Hong Kong, based on some of the evidence
21 that I've seen presented to the committee before.

22 CHAIRMAN: Yes, very significantly more than that.

23 PROF JOHN STANLEY: Yes. So that would make the issue of
24 fatigue management even more important here.

25 CHAIRMAN: And that's missing from the practice note?
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1 PROF JOHN STANLEY: (Nodded head).

2 CHAIRMAN: Sorry, a nod doesn't go on the transcript. Do
3 you agree?

4 PROF JOHN STANLEY: I haven't seen the practice note yet.

5 CHAIRMAN: Perhaps we can put it up, since we are on
6 training.

7 PROF JOHN STANLEY: Apologies. I have read that, Chair.

8 CHAIRMAN: Do we have a reference for that in the bundles?

9 MR DEREK CHAN: TD-1, page 470, is currently being shown on
10 the screen. The contents of the practice note are at
11 page 471.

12 CHAIRMAN: Thank you.

13 MR DEREK CHAN: Across the page at 472 as well, and I think
14 the point simply is that there is no reference to any
15 fatigue management training.

16 CHAIRMAN: There is no specific reference to it, is there?

17 PROF JOHN STANLEY: Chair, my suggestion was that it could
18 be picked up under the occupational health and safety
19 component of item (e), which is only 5 to 10 per cent,
20 I think you would need to beef that up if you were going
21 to do it that way, but it is part of occupational health
22 and safety but it needs a specific focus.

23 CHAIRMAN: Thank you.

24 MR DEREK CHAN: Mr Chairman, those are the questions that
25 I have arising from the professor's report. It remains
26

1 for me to follow up on two matters that Mr Chairman
2 raised with me during the course of the questioning.

3 CHAIRMAN: Yes.

4 MR DEREK CHAN: The first relates to the requests that the
5 Transport Department received --

6 CHAIRMAN: Yes.

7 MR DEREK CHAN: -- in respect of the seat belt installation.

8 I think Mr Chairman remembers the passage but I will
9 just give the chairman the page reference for that.
10 That was mentioned during the 1st meeting of the working
11 group which was held on 13 March 2018, and the page
12 reference for that in our bundles is KMB-12/4869-1, at
13 paragraph 16. I see it up on the screen now.

14 At paragraph 16, Citybus was querying the
15 practicality and raising the concern that standees could
16 not be provided with seat belts. Then the passage goes
17 on to record:

18 "TD advised that there were requests for
19 a comprehensive review on seat belts installation on bus
20 after the traffic accidents."

21 CHAIRMAN: Just a moment. Let me read that again.

22 "... comprehensive review on seat belts installation
23 on bus after the traffic accidents."

24 MR DEREK CHAN: Yes. Mr Chairman, the date of this meeting
25 was 13 March 2018, and there was actually a relevant
26

1 discussion on this in the LegCo Panel for Transport on
2 15 February 2018, and with the assistance of the very
3 helpful staff of the secretariat and Ms Wong, we have
4 actually located the relevant LegCo meeting minutes that
5 discuss this.

6 CHAIRMAN: Yes.

7 MR DEREK CHAN: I think that is now being shown on the
8 screen.

9 On the first page, we can see that it is the minutes
10 of a special meeting of the Panel on Transport in LegCo,
11 held on Thursday, 15 February 2018.

12 Can I direct Mr Chairman's attention to page 19.

13 CHAIRMAN: Yes.

14 MR DEREK CHAN: If I just go back a page to 18, at the
15 bottom of page 18, at paragraph 78, Mr Chairman can see
16 the context in which this happened. So:

17 "Mr Chan Hak Kan moved the following motion which
18 was seconded."

19 At page 19, you can see the motion being proposed:

20 "This panel expresses deep sorrow and regret at the
21 occurrence of a serious traffic accident on Tai Po Road
22 on 10 February resulting in 19 fatalities and 66
23 injuries and, in order to prevent the recurrence of such
24 a tragedy, this panel urges the administration to:

25 1. Request franchised bus companies to review the
26

1 staffing establishment of bus captains, provide
2 reasonable working hours, rest time, meal breaks and
3 remuneration packages for bus captains, and provide on
4 a compulsory basis regular training on a safe driving
5 attitude for full-time and part-time bus captains to
6 ensure that bus captains are equipped with the qualities
7 of a good driver."

8 So, Mr Chairman, that forms part of the working
9 group.

10 CHAIRMAN: Yes.

11 MR DEREK CHAN: "2. Apply anti-skid surface dressing, erect
12 additional deceleration warning signs and install speed
13 enforcement cameras on the subject road section
14 immediately, and review the 'high-risk' road sections
15 across the territory and expeditiously enhance the
16 relevant safety measures to safeguard the safety of road
17 users."

18 Thirdly --

19 CHAIRMAN: Just a moment, please. So, in context, the
20 reference to "the subject road section" is to the
21 Tai Po Road, the scene of the accident?

22 MR DEREK CHAN: Yes, according to the date of the panel
23 meeting, that must be the case.

24 CHAIRMAN: Yes.

25 MR DEREK CHAN: And:
26

1 "3. Explore ways to further strengthen the safety
2 installations on buses, including enhancing the
3 protection for high-risk seats, retrofitting seat belts
4 on more seats and making it compulsory in phases for
5 passengers to wear seat belts ..."

6 It goes on to talk about other devices. So that's
7 the context in which the seat belt request had been made
8 by the LegCo Panel.

9 Over the page at paragraph 79, you can see that the
10 motion was carried.

11 CHAIRMAN: Yes.

12 MR DEREK CHAN: I hope that answers at least part of
13 Mr Chairman's concern. We will probably raise it with
14 the Transport Department again.

15 CHAIRMAN: We will do, because they haven't told us what it
16 was, but this appears a logical explanation.

17 MR DEREK CHAN: Possibly, yes.

18 CHAIRMAN: But this refers to one accident. They refer in
19 the plural to "accidents".

20 MR DEREK CHAN: Yes. We have in the bundle documents dating
21 back to 2003 and 2006 in which this issue had been
22 raised, but perhaps it is more properly an issue that we
23 can take up with the Transport Department when they come
24 back.

25 CHAIRMAN: Well, I think it's a matter -- you are referring
26

1 to discussions, papers --

2 MR DEREK CHAN: Yes.

3 CHAIRMAN: -- where the Transport Department have considered
4 whether or not to require seat belts to be provided on
5 buses, but dismissed it.

6 MR DEREK CHAN: Yes, which also --

7 CHAIRMAN: I think it might help if you were to tell
8 Prof Stanley about that, and perhaps you can also tell
9 us which jurisdictions they looked at when they decided
10 it wasn't a good idea.

11 This is a matter that was considered 15 years ago,
12 was it not?

13 MR DEREK CHAN: Yes. I think the point -- I'm not going to
14 go to the document but I think the point is they have
15 consistently looked at it and consistently decided that
16 it wasn't going to be very useful, having regard to the
17 experience in overseas jurisdictions.

18 CHAIRMAN: Yes. Perhaps you can turn up a couple of those
19 in that journey towards the conversion on the road to
20 Damascus, which happened in April this year.

21 MR DEREK CHAN: Can I refer the committee to bundle SEC-1.
22 Page 274 is where one paper starts.

23 CHAIRMAN: Whoever makes these lever-arch files has failed
24 to make one that doesn't break whenever it is
25 transferred to the auditorium.

26

1 MR DEREK CHAN: Yes. Does Mr Chairman have the document at
2 page 274?

3 CHAIRMAN: Thank you. I do.

4 MR DEREK CHAN: The date of this document is January 2007.
5 You can find the reference to the date at page 280.

6 CHAIRMAN: And what is it?

7 MR DEREK CHAN: It is a briefing paper prepared by the
8 Transport Department.

9 CHAIRMAN: "Environment, Transport and Works Bureau", of the
10 Transport Department?

11 MR DEREK CHAN: Yes. And the purpose would be for a LegCo
12 Panel on Transport meeting. It's a progress report on
13 measures to enhance safety of the franchised bus
14 operation.

15 CHAIRMAN: Thank you.

16 MR DEREK CHAN: Mr Chairman, you can see at page 274,
17 paragraph 3, the immediate reference to retrofitting
18 seat belts on franchised buses. And the reference to
19 overseas data, we can find that at paragraph 4 on
20 page 275:

21 "We have collected information from other countries
22 on the requirements of fitting and fastening of seat
23 belts on buses. So far, we have not found any country
24 that have legal requirements for the provision of seat
25 belts on passenger seats of buses designed for urban use
26

1 and are allowed to carry standing passengers. According
2 to the transport authorities of these countries, the
3 benefit of imposing a seat belt requirement in their
4 buses is uncertain. A summary of the findings is at
5 annex I."

6 And annex I can be found at page 281.

7 CHAIRMAN: Yes.

8 MR DEREK CHAN: So that's January 2007.

9 CHAIRMAN: So the jurisdictions concerned are the
10 United States of America, Canada, the United Kingdom,
11 the state of Victoria in Australia, New Zealand,
12 Netherlands and Singapore?

13 MR DEREK CHAN: Yes. And we have seen references to those
14 similar countries in the 2018 briefing paper to the
15 LegCo Panel on Transport as well, which we have already
16 looked at today.

17 CHAIRMAN: This paper appears to be a response -- I'm
18 looking at page 274 -- to an earlier discussion in the
19 LegCo Panel on Transport in 2006.

20 MR DEREK CHAN: Yes. That can be found just before this
21 document. The 2006 document starts at page 266.

22 CHAIRMAN: Was it couched in a similar way to the note that
23 we just looked at in February or March of this year,
24 a request that there be a comprehensive review; is that
25 the same language?

26

1 MR DEREK CHAN: Yes, very much the same language.

2 CHAIRMAN: Perhaps you can read that out, at 266.

3 MR DEREK CHAN: 266 is the start of the document.

4 CHAIRMAN: Yes.

5 MR DEREK CHAN: The relevant part the document, which is the
6 one dated October 2016, is at paragraph 19.

7 If I can just read a little bit at the end of
8 paragraph 18.

9 CHAIRMAN: Yes.

10 MR DEREK CHAN: Because it has the phrase "traffic
11 accidents", which Mr Chairman picked up on, in the
12 minutes. I'm reading from the bottom half of
13 paragraph 18 on page 271:

14 "In the light of recent traffic accidents, TD has
15 been reviewing with the franchised bus operators on
16 retrofitting of seat belts on the existing buses, taking
17 into account of the technical difficulties such as the
18 structural strength of the seats, adequate anchorage
19 points and design of the bus, et cetera."

20 So we have the same process repeating itself.

21 Paragraph 19:

22 "We have conducted a research on overseas practices
23 regarding the fitting and wearing of seat belts in
24 buses. A summary of the corresponding seat belt
25 requirements is at annex."

26

1 Again, the same reference to no overseas
2 jurisdiction having this requirement.

3 CHAIRMAN: Yes. Thank you. So that's 2006, 2007.

4 MR DEREK CHAN: Yes, and we can't find anything between 2007
5 and 2018, when the issue raised its head again at the
6 moment.

7 CHAIRMAN: Yes. Thank you.

8 MR DEREK CHAN: The second issue that Mr Chairman raised
9 with me is the request --

10 CHAIRMAN: Perhaps having taken Prof Stanley through this
11 material -- this obviously is a matter for the Transport
12 Department to help us with -- on its face, it looks as
13 though this review has been conducted in the past and
14 it's been decided by reference to other jurisdictions,
15 including Victoria, that it's not necessary for
16 Hong Kong.

17 Is there any general reason -- you perhaps wouldn't
18 know any specific reason in Hong Kong -- but any general
19 reason that you can see for this I called it the
20 conversion on the road to Damascus moment?

21 PROF JOHN STANLEY: I think the findings from places like
22 Australia -- and we were involved in some of these
23 exercises when I was with the National Road Transport
24 Commission back in the 1990s -- the major benefit from
25 buses in terms of collision comes from the mass of the

26

1 vehicle, not from seat belts, and the question then
2 becomes what marginal value on top of that does a seat
3 belt generate for you?

4 Certainly, at the time this paper was written, that
5 would very much have been the result of cost/benefit
6 analyses, if you had done them on this circumstance.

7 Why might it be different now in Hong Kong? I think
8 it probably goes to the question of people seated
9 upstairs -- is there a possibility that the probability
10 of an accident is much higher in that circumstance?
11 I don't know the answer to that. But that's what
12 I would be looking for. Is there a higher risk, for
13 example, of injury associated with travelling in the
14 upper deck of a double-decker bus than there might be on
15 a single-level platform vehicle like we have in
16 Melbourne that might justify the use of seat belts
17 upstairs, so to speak? I don't think downstairs would
18 be much different to our buses.

19 CHAIRMAN: But, to come back to the way you have analysed
20 things, one would need empirical data to make this
21 judgment, what is the accident data, how many people are
22 thrown out of the bus, how many buses fall over --

23 PROF JOHN STANLEY: Exactly, Chair. It's exactly the kind
24 of analysis that should be done to resolve these kinds
25 of questions.

26

1 CHAIRMAN: Yes. Thank you.

2 Mr Chan, you were moving to your last point,
3 I think.

4 MR DEREK CHAN: Yes, and I think Mr Chairman raised with me
5 that in the 2018 letter from the Transport Department --

6 CHAIRMAN: Yes.

7 MR DEREK CHAN: -- they noted increase in certain things and
8 asked KMB to --

9 CHAIRMAN: Yes, increased accident rate, broadly speaking.

10 MR DEREK CHAN: If I can go quickly to that document. TD-5,
11 page 1729, just to see the context of it again.

12 CHAIRMAN: So this is the letter from the Transport
13 Department in advance of the annual update of the
14 five-year forward planning, spelling out what it is that
15 they want the company, KMB, to address, and stipulating
16 the increased accident rate, using that term broadly.

17 MR DEREK CHAN: That's correct. The request is at the
18 bottom of page 1729. Again, if I can just read it out:

19 "Your company is required to:

20 (a) conduct an analysis on the traffic accidents
21 involving KMB in 2017, in conjunction with the situation
22 in 2015 and 2016 ... The analysis should include the
23 trend, the nature and causes of the accidents, as well
24 as the reasons for the increases."

25 The answer we can find at KMB-12, starting at
26

1 page 5011. That's the start of the most up-to-date bus
2 safety section.

3 Can I just remark, Mr Chairman, that there is no one
4 easy place where you can find the reasons for the
5 increase. What we see is --

6 CHAIRMAN: It's not addressed specifically; is that what you
7 mean?

8 MR DEREK CHAN: Not directly. It's a similar format in that
9 they analyse the accidents by route, by bus type, by
10 hours and all that. But there are a couple of passages
11 which Mr Chairman may find relevant.

12 For example, at 5025, the analysis here is
13 "Accidents by type", and at 8.2.6.7, which is over the
14 page at 5026, you can see:

15 "Driving attitude of other road users is one of the
16 key in preventing accidents not blameworthy to bus
17 captains."

18 So that seems to attribute part of it to driving
19 attitudes of other people.

20 CHAIRMAN: Yes. I see your point.

21 MR DEREK CHAN: Then, in a similar vein --

22 CHAIRMAN: Just a moment, please. So, "It's not our fault;
23 it's other drivers", is that what it comes to?

24 MR DEREK CHAN: Yes. We also see other references in
25 a similar vein, for example at 5028, which is

26

1 paragraph 8.2.7.5. Again, if I could just read it out:

2 "Illegal parking at bus stops is one of the cause of
3 improper stopping of buses, by which road users' safety
4 will be jeopardised as passengers have to board and
5 alight on the roadway instead of using the bus stop.
6 [They] increased the chance of traffic accidents. Buses
7 and other vehicles overtaking illegally parked vehicles
8 pose safety concerns for boarding and alighting
9 passengers, as well as other road users."

10 So again other contributory factors are highlighted.

11 Perhaps just one reference for Mr Chairman and the
12 committee's reference. At 5031, again we find something
13 similar. At 5031, again we have an analysis of
14 "Accidents by district", and at paragraph 8.2.9.3, which
15 is at the bottom of that page, you see KMB saying:

16 "Traffic congestion is one of the causes of the high
17 percentage of accidents noted in the busy districts.
18 The company recommends that proactive measures should be
19 taken to resolve the congestion problem. We will
20 discuss with the government."

21 And over the page, they talk about bus priority as
22 a possible counter to that problem. So, again, it talks
23 about other contributory factors to the accident rate.

24 CHAIRMAN: Not entirely clear how traffic congestion causes
25 accidents. It may cause drivers to drive badly and

26

1 gives them more vehicles to hit. Is that perhaps what
2 is meant?

3 MR DEREK CHAN: Perhaps other vehicles hitting them is
4 probably what they are trying to say.

5 CHAIRMAN: Yes.

6 MR DEREK CHAN: Mr Chairman, I hope that assists the
7 committee.

8 CHAIRMAN: Yes.

9 You haven't seen this data before, have you,
10 Professor?

11 PROF JOHN STANLEY: No, Chair, but in terms of traffic
12 congestion being associated with accidents, I think
13 there are a number of studies that show one of the
14 correlations between accidents is with traffic volume.

15 CHAIRMAN: Yes.

16 PROF JOHN STANLEY: So the higher the volume you have, the
17 more accidents you are going to have, and congestion is
18 an example of that.

19 CHAIRMAN: There are more targets to hit, aren't there?

20 PROF JOHN STANLEY: Indeed, and closer together, so your
21 chances --

22 CHAIRMAN: The more you have to be aware, if you've got
23 people on the inside, outside, front. So to that extent
24 traffic congestion has a correlation to accident
25 increase; is that the point?

26

1 PROF JOHN STANLEY: Yes.

2 CHAIRMAN: Thank you for that.

3 I suppose the first point, driver attitude of other
4 drivers, speaks for itself. If other drivers are the
5 ones causing the accidents, then that's why there are
6 more accidents.

7 Is there no figure that breaks down their
8 assessment, KMB's assessment, of who was responsible for
9 the accidents?

10 I think in Hong Kong what we have learnt is, at
11 least with KMB, that this kind of assessment of the
12 accidents, I think I am right in saying, began with the
13 insurance department, and of course they attribute
14 culpability as, "Is this one we are liable for; is this
15 one where we are not?" I think this has been the
16 approach.

17 MR DEREK CHAN: At page 5020 we have a section on "Accidents
18 by cause", and the table is an analysis of the accidents
19 caused by bus captains' blameworthy factors.

20 PROF JOHN STANLEY: Chairman, the most frequent one in that
21 table is traffic congestion, "Failing to keep safe
22 distance from front vehicle".

23 CHAIRMAN: Yes. You can do that when there is no
24 congestion, though, can't you?

25 PROF JOHN STANLEY: It's a bit harder.

26

1 CHAIRMAN: I have looked at a Mobileye 6 collision, in fact
2 of course being an advert for the product collision was
3 avoided, but there is not much traffic around and the
4 danger is still there.

5 PROF JOHN STANLEY: Indeed.

6 MR DEREK CHAN: Unless there is anything else I can assist
7 the committee with --

8 CHAIRMAN: No. Thank you for that endeavour.

9 MEMBER LO: I just have two questions. Thank you for all
10 the information.

11 One question regarding the -- given all the context
12 in Melbourne, perhaps we can learn something in
13 Hong Kong. Who are the main drivers of new initiatives,
14 technologies or otherwise, that would have
15 an implication for bus safety? Are they operators,
16 government committee, or who are the people driving?

17 PROF JOHN STANLEY: I would say that comes from two sources.
18 One is from the vehicle manufacturers, companies like
19 Volvo, Scania, Mercedes. I think they are very
20 conscious of trying to get an edge in the safety space
21 at the moment, and really looking for that.

22 The other then is particular operators, and I quote
23 the example in my report of ComfortDelGro, who is a
24 Singaporean operator who operates in Melbourne, who have
25 installed the Mobileye technology, Chair, you just
26

1 mentioned on their buses in Melbourne and in Singapore,
2 and they are really consciously looking out for ways in
3 which they can improve safety and their attitude is very
4 much, "If it's not good enough for our own family, then
5 it's not good enough for our business". So they judge
6 safety decisions on that basis.

7 So it's both. It's the operator sometimes, more for
8 retrofitting or after-market solutions. But it's the
9 manufacturers in terms of what's embedded in new
10 vehicles.

11 MEMBER LO: Even though there's no explicit safety-related
12 KPIs in their system, they do it voluntarily?

13 PROF JOHN STANLEY: Yes.

14 CHAIRMAN: But presumably in that calculation -- and this is
15 a matter I suggested earlier on -- there is a cost to
16 bus operators having accidents, is there not? The bus
17 is out of operation, they may be left out of pocket from
18 the damages, never mind the loss of use of the vehicle,
19 and so on?

20 PROF JOHN STANLEY: Certainly. In terms of fitting of
21 after-market equipment, that's certainly true. I think
22 it's about the safety of their customers, but it's also
23 about business costs and part of the same process, and
24 I think one of the benefits of that technology like the
25 Mobileye technology is it's -- I think the cost in
26

1 Melbourne is something like A\$1,500 per vehicle to
2 install that equipment, and you would think that's
3 a pretty good investment in terms of --

4 CHAIRMAN: Yes, because that would easily be exceeded by the
5 cost of an accident, and damages you have to pay for the
6 person injured --

7 PROF JOHN STANLEY: Indeed.

8 CHAIRMAN: -- damages to the vehicle, loss of the use of the
9 vehicle.

10 PROF JOHN STANLEY: Indeed, and my view is you will see that
11 being built into the new vehicle, it's starting to
12 already, because it is such a sensible thing to do.

13 CHAIRMAN: Yes.

14 MEMBER LO: The other question I have is given a public
15 entity like Transport Safety Victoria, how would we
16 ensure that it will perform its best and it's not just
17 another bureaucracy that looks at numbers? Are there
18 targets given to them to achieve, or is there any
19 incentive or motivation for them to do their best?

20 PROF JOHN STANLEY: I don't know whether there are any
21 targets that have been set to them. I will have a look
22 at that and come back to you on that, Professor. But
23 rest assured that because they are regulating bus
24 operators, the bus operators will be doing all they can
25 to make sure that the Transport Safety Director is

26

1 performing the task in a vigilant way and not becoming
2 just another bureaucracy.

3 So I think there's accountability in the sense to
4 the customer, and the customer will be doing all that
5 they can do to make sure that the authority is genuinely
6 serving the role that it's supposed to be serving.

7 At the moment, there is a very good relationship
8 between the Transport Safety Director and the operators,
9 because I think they both understand that their interest
10 is in trying to build a stronger safety risk management
11 culture and that they can do that better together. But
12 as for specific KPIs on the organisation, I will speak
13 to the director when I get back to Melbourne, provided
14 the storm lets us out, and come back to you on that one.

15 MEMBER LO: Sure. Thank you.

16 CHAIRMAN: Mr Chan, is there anything arising from those
17 questions?

18 MR DEREK CHAN: Not from me, Mr Chairman.

19 CHAIRMAN: In which case, Professor, although we have gone
20 slightly over time, the estimate has been rather
21 accurate as to the time we required.

22 It remains for us to thank you very much for the
23 assistance you have given us, in particular in this oral
24 session where, having had the benefit of your report, we
25 have been able to establish what, to our mind, are the

26

1 matters that are particularly relevant, having regard to
2 the evidence that we have received, to Hong Kong, and
3 that's been of considerable assistance, and we look
4 forward to receiving whatever else it is that you might
5 feel is appropriate for us to receive.

6 With those words, we thank you for your assistance
7 and wish you a safe travel home.

8 MR DEREK CHAN: Thank you, Chair and members.

9 CHAIRMAN: Whenever that might be.

10 PROF JOHN STANLEY: Thank you very much.

11 CHAIRMAN: Thank you.

12 (5.38 pm)

13 (The hearing adjourned to a date to be fixed)

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EXPERT EVIDENCE OF PROF JOHN STANLEY1
 Examination by MR DEREK CHAN1

[Blank Page]

1 2018年9月15日

2 上午10時正恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
4 立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 羅康錦教授，香港專營巴士服務獨立檢討委員會委員

7 陳政龍大律師及黃佩琪大律師，由高露雲律師行委聘，代表香港專營巴
8 士服務獨立檢討委員會

9 Professor John Stanley，悉尼大學商學院運輸及物流研究學院客
10 席教授（委員會委任的專家）

11

12 主席：（經傳譯員）早晨，Stanley 教授，歡迎你嚟香港，多謝你向委員會提供協
13 助，交咗兩份報告畀我哋，亦都多謝你同意嚟呢度做口述證供，等我哋可以探
14 討你報告嘅內容，特別當然就係同香港相關嘅，我哋會向你提問題，由我哋嘅
15 律師陳律師向你提問題嘅，請佢而家開始，就係陳政龍律師。

16 陳先生：（經傳譯員）係，唔該主席，早晨，主席。首先，可唔可以講一講你嘅背景
17 呢？就係你個人嘅背景，就去你個個嘅履歷嗰度，喺我哋嘅專家證人文件夾嘅
18 第 107 頁。我哋睇到喺你嘅履歷嗰度，你係 1969 年開始你嘅事業，喺 1980
19 至 1999 年，你就係 Principal John Stanley and Associates Pty
20 Ltd 嘅主事人，請問你可唔可以講一下你公司當時係做咩嘢工作？

21 MR JOHN STANLEY：（經傳譯員）我哋係做一啲顧問嘅服務嘅，就特別係畀政府
22 嘅，喺聯邦政府同埋喺州政府嘅層面都有做，主要就係講話運輸嘅，譬如話域
23 多利州政府關於個個載重嘅規定等，我哋都提意見嘅，同埋港口亦都係塔斯曼
24 尼亞州政府，我哋都做咗啲關於港口嘅諮詢工作，同埋向當地嘅議會，亦都會
25 係畀啲意見係關於話道路系統係點嘅，唔係話做咁多關於公共運輸嘅，直至去
26 到 1990 年代，當時就係講話運輸嗰方面嘅道路空間嘅問題，嗰陣時就做好多嘅
27 諮詢工作係關於道路經濟學嘅，特別係呢方面嘅工作。

28 陳先生：（經傳譯員）喺 1991 至 99 年，你就係國家道路運輸委員會嘅副主席，而
29 1999 至 2008 年就係維多利亞巴士協會嘅執行董事，請你可唔可以介--講一講
30 你喺嗰度做咩嘢工作，執行總監？

31 MR JOHN STANLEY：（經傳譯員）係，我哋係 1991 年成立呢個國家道路交通委員
32 會，就主要係想改革澳洲嘅道路運輸嘅安全同埋各個方面，嗰啲職責主要就係
33 州政府嘅職責嚟嘅，即係話係州政府同埋聯邦政府共同成立呢個委員會，就可

1 以喺全國施行一啲一致嘅法例，就除咗係本州自己嘅道路系統之外，就定一啲
2 譬如話嗰個汽車嘅重量嘅限制，嗰個載重嘅規定等等，都係即係話做管理方
3 面，呢個係重要嘅一環嚟嘅。

4 同埋亦都我要代表我哋嘅業界嘅代表，就我哋個成員就有五百人，就要講話
5 佢哋同州政府嗰啲合約，當時嗰個價值每年係有九億澳元嘅，我就係主要負責
6 同--即係要同州政府去商討佢哋嘅合約嘅，而喺我嘅報告裏面都有提到，巴士
7 業喺澳洲嚟講，係接受州政府嘅大量嘅資助嘅，我作為執行總監，主要就係要
8 整體咁樣評估運輸嗰個價值，同埋亦都係牽涉一啲工作，就話睇下喺巴士嘅社
9 會融合方面扮演咩嘢嘅角色嘅，我太太其實都係做呢方面嘅工作，咁又睇下點
10 樣可以減少擠塞同埋巴士嘅改善環境方面又可以扮演咩嘢角色等等嘅，呢個都
11 係話喺要制定政策嗰方面，就要確保係一致。

12 我哋亦都係協助啲商業公司，譬如其中一位嘅巴士營辦商就係做道路安全嘅
13 檢查，即係喺維多利亞嗰度譬如係檢測嗰啲巴士嗰啲等等同埋類似其他嘅活
14 動，其實我哋亦都係已經係本來由政府做嘅巴士檢測嘅工作嘅，而家係由我哋
15 嚟做。

16 主席：（經傳譯員）呢個巴士協會有啲咩嘢成員呀？

17 MR JOHN STANLEY：（經傳譯員）佢哋就係嗰啲定線巴士嘅服務營辦商，咁就維多
18 利亞喇，亦都有學校巴士嘅營辦商，其實大部分都係嗰啲嘅，因為通常如果巴
19 士--即係學校嘅承辦商通常都係得好少量巴士，所以嗰個數目係比較多嘅、大
20 嘅。但係當然如果講話合約價值大嘅，就係定線巴士服務。

21 主席：（經傳譯員）總共有幾多個成員呀？

22 MR JOHN STANLEY：（經傳譯員）就有五百名成員，我走之後，就係降咗少少，因
23 為有啲嘅業務佢哋整合咗。

24 主席：（經傳譯員）可唔可以講一講協會有幾多職員呢？

25 MR JOHN STANLEY：（經傳譯員）我哋有五十個職員，當我離職嘅時候，就包括例
26 如話十至十二名職員就係嗰間做檢驗車輛嘅公司，我哋亦都有自己嘅稽查主
27 任，就負責係僱用稽查喺巴士上面工作。同埋我哋亦都有一組係服務成員嘅，
28 即係佢哋會花好多時間同成員傾偈，即係處理佢哋嘅事或者係幫佢哋聯絡政府
29 等等，就係因為佢哋負責係提供呢啲服務。

30 主席：（經傳譯員）如果係巴士公司收到車資，邊個係得益嘅？

31 MR JOHN STANLEY：（經傳譯員）係畀政府嘅。

32 主席：（經傳譯員）即係話做稽查工作係代表政府做，因為政府係最終接收嗰啲車資
33 嘅人，係咪呀？

34 MR JOHN STANLEY：（經傳譯員）係。

1 陳先生：（經傳譯員）教授，你提到話喺你做國家道路運輸委員會嘅時候，你就係講
2 到話係駕駛一啲--你會負責處理一啲駕駛規例，我相信係駕駛時數，係咪呀？
3 包唔包括埋重型車輛呀？

4 MR JOHN STANLEY：（經傳譯員）國家道路運輸委員會處理嘅車輛就係 4.5 公噸以
5 上嘅車輛嘅，可能係一啲嘅貨車，其實貨車嘅數量係比巴士多好多嘅，所以通
6 常委員會主要處理都係關於貨車嘅問題，但係亦都可能同巴士有啲關連，當時
7 澳洲最大嘅問題就係各個主要嘅大城市，譬如係悉尼、墨爾本，如果啲貨車要
8 一次咁去，佢個個其實揸個距離係好長嘅，所以我哋就要睇下應該係點樣為之
9 安全嘅駕駛距離等等，所以呢個過程好重要，但係同時都會一併就睇埋巴士嘅
10 情況嘅。

11 主席：（經傳譯員）呢個委員會係聯邦委員會嚟㗎？

12 MR JOHN STANLEY：（經傳譯員）係一個國家委員會，全國委員會，其實係根據聯
13 邦法例成立嘅，我哋要負責嘅就係聯邦嘅部長同埋所有州嘅部長，即係話所有
14 四十五個部長，我哋要向佢報告嘅。

15 陳先生：（經傳譯員）教授，喺 2008 年你做咗客席教授，亦都係巴士業聯盟嘅高級
16 研究人員，又喺悉尼大學嗰度，即係呢個係悉尼大學嘅工作嚟嘅，咁又會做一
17 啲研究生嘅教學同埋研究工作？

18 MR JOHN STANLEY：（經傳譯員）係，我係負責一個運輸管理嘅碩士學位課程嘅，
19 我哋其實有都當時有唔同嘅呢類嘅碩士課程，我就係教其中一科，就係關於運
20 輸政策，亦都係牽涉關於到巴士政策嘅。

21 陳先生：（經傳譯員）2012 至 16 年，你就係部長諮詢議會就係向維多利亞嘅規劃
22 部長，即係兩個政府，就係向佢哋提供意見係關於墨爾本都會規劃策略問題？

23 MR JOHN STANLEY：（經傳譯員）其實主要更多個係講話土地用途嘅規劃，喺第
24 一份報告我都有提及嘅。我哋有二十--當時就係有一啲嘅運輸規劃嘅，需要整
25 合嘅，有一個--所以有一個部長嘅諮詢委員會，就向佢提供意見話維多利亞長
26 遠個個土地規劃應該係點樣做，亦都包括一啲嘅運輸策略嘅，我係嘗試想制定
27 一份嘅運輸策略，但係當時唔知咩嘢理由，政府就唔想包括--即係喺呢個長遠
28 嘅土地規劃裏面包括埋呢個運輸策略，喺新嘅政府又再次委任我哋而家係繼續
29 做呢個工作嘅。

30 陳先生：（經傳譯員）你就列出喺 107 頁呢度第一部你列出你有一啲嘅董事嘅工
31 作，可唔可以講一講邊一啲嘅--呢啲工作係同運輸或者係巴士政策有關㗎？

32 MR JOHN STANLEY：（經傳譯員）我係維多利亞嘅國家服務委員會嗰陣時候，佢哋
33 就叫我哋睇番道路同埋公共運輸政策之間個關係，我就做咗一份報告，就建
34 議有一個新嘅管治嘅安排，就係關於道路同埋公共運輸嘅。而另外仲有一個機
35 構，Metlink 就係關於係公共運輸嘅推廣嘅，我哋就係一啲系統層面做一啲推

1 廣工作，由個別嘅營辦商就會做自己嘅推廣運動，當時我亦都係公共運輸申訴
2 專員嘅辦事處嗰度嘅，就話如果有啲乘客佢哋覺得有啲咩嘢投訴係關於啲承辦
3 商嘅，就會去到呢個申訴專員嗰度。

4 陳先生：（經傳譯員）你做呢個工作，即係喺申訴專員方面嘅工作做咗幾耐？

5 MR JOHN STANLEY：（經傳譯員）我要估一估，但係我諗係大概四年嘅。

6 陳先生：（經傳譯員）大概喺邊段時間呀？大概喺邊段時間，邊幾年呀？

7 MR JOHN STANLEY：（經傳譯員）應該係 199--2004 至 2008 年，應該係，而家
8 我就係道路安全檢查嘅委員會嗰度嘅，就係同嗰個巴士協會係保持一個距離，
9 可以咁講，就係佢哋就係每年為所有嘅重型車輛同埋巴士做檢驗嘅，每一年都
10 會佔咗維多利亞整個巴士數量百分七十五都係我哋檢驗嘅。

11 主席：Is that in respect of the mechanical side of buses?

12 MR JOHN STANLEY：It is, Chairman.

13 陳先生：（經傳譯員）你做咗呢間公司嗰個董事協會成員做咗幾耐？

14 MR JOHN STANLEY：（經傳譯員）大概七年。

15 陳先生：（經傳譯員）七年即係由今日數番轉頭七年，係咪呀？

16 MR JOHN STANLEY：（經傳譯員）係。

17 陳先生：（經傳譯員）好喇，再落下一頁 108 頁，你就列出你有好幾頁嘅一啲報
18 告、文獻或者係書本嘅章節等等，係你寫嘅，我就有打算全部去睇，因為好
19 多。你可唔可以特別指一指出一啲例子，就係同巴士政策有關嘅呢？

20 MR JOHN STANLEY：（經傳譯員）當然，可以。主要有兩、三個課題嘅，第一，就
21 有寫過一啲文章，就係關於公共運輸嘅價值，就係 2017 年，呢本書就係“*How*
22 *Great Cities Happen*”嗰度，就係講話公共運輸可以扮演啲咩嘢角色，跟
23 住喺知道--下一個文章，跟住下面呢份就話嗰個價格要定得啱，即係使用道路
24 嘅代價要定得啱。然後亦都有一份 2017 嘅報告，就係話點樣係令人可以流動
25 到，即係要做制定政策者要考慮啲啲解決方案，呢個有“*Moving People:*
26 *Solutions for Policy Thinkers*”。

27 又有睇下公共運輸點樣可以令到一個城市生產力能夠好呢，佢個扮演角色係
28 點，亦都係有提及。然後 2016 年，Stanley J and Levinson 嗰份文獻就
29 係話可持續嘅資助嘅形式，因為當時三年前有一個嘅會議係每兩年開一次嘅，
30 係國際嘅，當次就係講話公共運輸嘅競爭同埋規管嘅，我係其中負責主持一個
31 工作坊嘅，喺嗰次嘅國際會議裏面，所以呢度我亦都係有發表一份文章。就睇
32 公共運輸嘅好處喺邊度，同埋可以點樣去資助呢啲服務，所以喺嗰度係特別有
33 提。

1 再落去兩張，就係話令人流動呢？即係點可以令到啲人可以流動嗰方面，決
2 策者要考慮嘅解決方案等等。同埋比較深入咁探討就係巴士嗰個合約嘅制度係
3 點樣處理，譬如話係公開投標咩，定係通過商討去定個合約，亦都係睇話有啲
4 乜嘢嘅主要嘅表現、指標要定呀咁樣，即係關於巴士服務。同埋又話公共運輸
5 嚟社會融合同埋推動更公平社會方面扮演嘅角色。

6 再落，有份 2015 年嘅報告，亦都係繼續話即係點樣令人流動，決策者要考
7 慮嘅方案等等。就係講話墨爾本佢想定一個策略令到所有人都可以嚟佢哋最需
8 要常去嘅地方都只係二十分鐘嘅，可以係行路、踩單車或者係用公共交通嘅方
9 式等等，就令到公共運輸可以--呢個文章就講話點樣可以公共運輸扮演一個大
10 嘅角色。

11 下一份文件就係講話公共運輸嘅角色係點樣可以推動發展密度做得更加好，
12 特別係喺澳洲城市嘅一啲中部嘅市郊地方。就係亦都講埋嗰個--睇埋嗰個嘅管
13 治嘅安排，就係點樣係從政府角度睇，點樣係運用個土地等等嘅。

14 陳先生：（經傳譯員）或者我可以咁樣總結，你好多嘅文章都係講政策嘅？

15 MR JOHN STANLEY：（經傳譯員）特別係講政策，因為政策主要係我嘅關注嘅地
16 方，同埋策略規劃，點樣可以去執行嗰個政策嘅。

17 陳先生：（經傳譯員）睇番你嘅背景，你所寫過嘅文章，你所做嘅研究，你點樣會形
18 容你嘅專才係乜嘢呢？

19 MR JOHN STANLEY：（經傳譯員）講到話今次嗰個委員會要睇嗰個課題，我諗我可
20 以畀嘅專才，就係關於話公共運輸政策同埋管治，就係講到城市嘅規劃，當然
21 亦都牽涉到運輸，譬如你講話巴士，其實就係話嗰個管治同埋架構上嘅安排就
22 可以令我哋提供到巴士服務，同埋有啲嘅政策嘅安排令到真係可以提供呢啲服
23 務，可以話係令到巴士能夠最好咁樣達到政府所定嘅目標，係為公眾利益、社
24 會利益嘅，所以我主要就喺呢方面。你話講到運作，就係點樣可以去設立嗰個
25 架構等等嚟做到呢樣嘢。

26 陳先生：（經傳譯員）喺你第二個報告都係寫得好清楚，喺一開始嘅時候，或者我想
27 講一講，係第 56 頁嘅，係專家文件，主席，我睇緊第 56 頁，大概中段嗰度。
28 教授，你嗰度就講話喺巴士嘅營運方面你唔係專家，但係你嘅專才就係喺嗰個
29 架構方面，不如你係讀...

30 主席：（經傳譯員）你指邊一段？

31 陳先生：（經傳譯員）唔好意思，我係讀緊...

32 主席：（經傳譯員）讀佢出嚟，即係將相關嗰一段讀出嚟。

33 陳先生：（經傳譯員）你喺呢度就話你唔係巴士營運方面嘅專家，但係你有一啲關於
34 嗰個嘅架構嗰個環境，就係關乎巴士點樣運作同埋點樣能夠影響嗰個表現，呢

1 方面你係有專才嘅？

2 MR JOHN STANLEY：（經傳譯員）係。

3 主席：（經傳譯員）好，唔該。

4 陳先生：（經傳譯員）唔該你，教授。除非你喺你嘅背景方面仲有啲咩嘢補充，如果
5 唔係，我就進去下一步。就係你所收到嘅要寫呢兩個報告嗰個指引嘅背景，我
6 想請你睇第4頁，專家嘅文件第4頁，喺第二段，第4頁，第二段，你就係睇
7 到你寫呢兩份嘅報告係要個範圍係乜嘢，喺第二點嗰度話我哋邀請你去描述墨
8 爾本嗰個嘅巴士服務嗰個嘅制度同埋管治嗰個嘅安排，特別就係喺去監察巴士
9 安全呢方面，呢個係你第一份報告個範圍嘅，喺我哋嘅專家文件夾裏面有嘅，
10 喺第二點嗰度，我哋請你--我哋已經畀咗關於香港專營巴士服務嘅文件你，如
11 果係需要嘅話，就係同我哋嚟到去總結一下嗰個制度。

12 考慮到墨爾本嗰個巴士制度，就係畀啲意見，我哋香港嗰個嘅規管同埋監察
13 制度係咪足夠呢？亦都畀我哋一啲建議，係有邊啲需要改善，你認為係可以係
14 必須要做到去改善香港專營巴士服務嘅安全嘅，呢個係你第二份專家報告嗰個
15 嘅內容？

16 MR JOHN STANLEY：（經傳譯員）係，冇錯。

17 陳先生：（經傳譯員）我就首先係想做一啲比較實務嘅簡單嘅比較，就係墨爾本同埋
18 香港嗰個巴士制度嘅比較，想由第5頁開始，係同一項嘅專家嘅報告，第5
19 頁，第一樣，大家嗰個不同就係墨爾本同埋香港嘅人口嘅不同，喺第一段，第5
20 頁，你就話墨爾本嘅人口係有四百八十萬，喺2017年嘅時候，喺第二段，墨爾
21 本係一個相對低密度嘅城市。我嘅理解係咪正確呢？呢個係咪一個都會區抑或
22 大嘅市郊區呢？

23 MR JOHN STANLEY：（經傳譯員）我哋會係叫佢做一個都會區嘅。另外其他嗰個亦
24 都係有近郊嘅地區。

25 陳先生：（經傳譯員）講到乘搭巴士嘅次數，我哋睇到最低嗰度，你話域多利政府嘅
26 預算顯示而家墨爾本嘅火車就每年有二億四千嘅人次，電車就二億零五百嘅人
27 次，巴士一億二千萬嘅人次，即係話喺墨爾本公共運輸係每一年都係有五億六
28 千五百萬嘅人次，而巴士係佔百分之二十一次嘅乘客次嘅，係咪？

29 MR JOHN STANLEY：（經傳譯員）係。

30 陳先生：（經傳譯員）我就係想用呢個數字同香港方面對比下，香港每年有十四億...

31 主席：（經傳譯員）呢度十四億喺邊度得番嚟㗎？

32 陳先生：（經傳譯員）呢個係由運輸署畀我哋嘅總數字嗰度搵出嚟嘅。

33 主席：（經傳譯員）喺邊一份嘅文件呀？

1 陳先生：（經傳譯員）稍後我會畀番呢一個參考畀委員會嘅。

2 主席：（經傳譯員）唔該你。

3 陳先生：（經傳譯員）咁個參考，係，58 頁，即係你第二份報告書嘅第一部分，或
4 者你攞住嗰個嘅專家文件夾係會好嘅。

5 MR JOHN STANLEY：（經傳譯員）係呀，非常之好。

6 陳先生：（經傳譯員）好，第 58 頁就係你第二份報告嘅開頭，喺第一段嘅中部分
7 嘅，就係話「香港嘅 2017 年嘅公共運輸研究就係睇下香港嗰個嘅交通--總括
8 交通運輸嗰個情況，而嗰個嘅專營巴士每一日係有四百萬嘅人次嘅，呢個就係
9 每一日嘅人次，每一年係有一千二百萬嘅，呢個就係四--每一日係四百萬」，
10 將佢乘咗出嚟，成年就係大概十四億嘅人次。

11 主席：（經傳譯員）唔該。

12 陳先生：（經傳譯員）教授，墨爾本大概有幾多架巴士喺度營運呀？

13 MR JOHN STANLEY：（經傳譯員）大概一千七百架嘅，就係有路線嘅服務。

14 主席：（經傳譯員）點樣界定咩嘢叫路線服務？

15 MR JOHN STANLEY：（經傳譯員）呢啲係合約嘅服務，係有定班嘅，每一日嘅就係
16 由州政府決定，而且係寫咗喺營運嗰個嘅合約度。

17 主席：（經傳譯員）唔該。

18 陳先生：（經傳譯員）咁會唔會包埋，譬如校巴或者係旅遊巴。

19 MR JOHN STANLEY：（經傳譯員）係唔包旅遊巴，又唔包係一啲特定嘅校巴，但係
20 好多嘅學童都會搭呢啲嘅路線服務嘅。

21 陳先生：（經傳譯員）好，而家一個一般嘅比較，可唔可以睇下嗰個合約嘅架構，即
22 係墨爾本巴士服務嗰個合約框架同我哋香港係點樣比較。想請你搬去專家文件
23 夾嘅第 7 頁，第三段就係好近尾㗎喇，你嗰度話「而家墨爾本嘅路線巴士服務
24 其實係有一啲係有啲競爭性嘅投標服務嘅，亦都有一啲係經恰商而有嘅服務，
25 有一啲--前者就係政府所提供嘅服務，後者就係開始由一啲私人嘅營辦商，包
26 括呢啲服務嘅延伸或者係增加。」

27 MR JOHN STANLEY：（經傳譯員）冇錯，陳生，亦都喺呢一個服務裏面，有一啲係
28 叫做係有競爭性嘅投標，我哋叫佢做智慧巴士系統，係長途嘅服務，就喺我哋
29 墨爾本一啲市郊嘅地方，佢哋亦都係成個投標嘅機制嘅一部分，但係係佔好少
30 部分。

31 陳先生：（經傳譯員）好，大部分--有三分一嘅合約就係經過有競爭性嘅投標，而三
32 分二就係經過恰商之下就有合約。

1 MR JOHN STANLEY：（經傳譯員）唔係，唔係合約嚟嘅，佢哋其實係一份合約，唔
2 係幾份合約，都係經過有競爭性嘅投標，大概係佔三分一嘍。

3 陳先生：（經傳譯員）可唔可以好概括咁樣係描述下呢一個有競爭性嘅投標係點樣運
4 作嘍？

5 MR JOHN STANLEY：（經傳譯員）做一個嘅引子，我就唔係呢一個有競爭性嘅投
6 標，我有參與嘅，我就唔知道嗰啲合約嘅細節，我喺合約協議方面個角色就係—
7 —我就知道嗰啲經洽商嘅合約係點嘅，就係佔咗三分二，唔係三分一。但係嗰個
8 一般嘅程序，如果你問我，就係會政府會請人嚟到表達佢嘅興趣係咪想係投一
9 個服務，而政府就係會指出佢希望呢啲服務裏面有啲咩嘢呢？係有啲咩嘢嘅路
10 線、嗰個嘅班次，如果你咁講，亦都會將嗰個嘅時間表列出，就請一啲營運商
11 就係畀一個價格，佢哋係要求幾多呢，亦都可以話係要補貼去提供呢啲嘅服
12 務，就係嗰啲嘅營辦商去投標，如果你鍾意用呢個字，最低嘅價格去畀政府
13 嘅。

14 佢亦都—政府可以除咗價格之外，會將呢啲嘅事項係考慮在內嘅，呢個就
15 係營辦商有冇能力提供好個服務同埋係能唔能夠喺一個相當廣闊地方提供種種
16 嘅服務，其實係以一個地區為主嘅服務，除咗就係話我正話講過嘅嗰個一筆嘅
17 或者係比較整體嘅路線服務。

18 主席：（經傳譯員）除咗呢啲路線之外，係咪話政府係可以定嗰個嘅班次嘍？

19 MR JOHN STANLEY：（經傳譯員）係，應該係嗰個嘅班次，即係幾耐一班等等、幾
20 時開始、幾時結束服務。

21 主席：（經傳譯員）我哋未去講呢啲細節嘅時候，我想問有幾多嘅路線係畀嚟投標嘅
22 呢？同埋係幾多次呢？

23 MR JOHN STANLEY：（經傳譯員）其實只係有一次投標，就包括好多嘅路線嘅，好
24 似係呢一個嘅專營區咁樣，一個嘅合約地區，包括所有呢個合約區裏面所有嘅
25 路線，所以都係相當多嘅，可能三分一嘅路線，我就唔知道總共有幾多個路
26 線，但係可能都有好幾百嘅。呢個就係以地區為本嘅。

27 主席：（經傳譯員）通常一次嘅專營期係幾長呀？如果可以用呢個字嘅話。

28 MR JOHN STANLEY：（經傳譯員）通常都係七年嘅，嗰啲洽商嘅合約就可以去到有
29 係七、八個合約—就係可以係有七個嘅。

30 主席：（經傳譯員）政府就係提供一個合約，會唔會係接受多個嘅投標，亦都接受多
31 個嘅巴士營運商一齊運作？

32 MR JOHN STANLEY：（經傳譯員）唔會嘅，只係有一個單一嘅營運商嘅？

33 主席：（經傳譯員）一個，單一？

1 MR JOHN STANLEY：（經傳譯員）係。

2 羅先生：（經傳譯員）嗰個經洽談嘅合約同埋嗰個投標嘅有咩嘢唔同㗎？

3 MR JOHN STANLEY：（經傳譯員）嗰啲要經過洽商嘅合約就係五十、六十年係私人
4 嘅營辦商已經開始咗有㗎喇，佢而家都係仲有嘅，大概係1970年就停咗，當時
5 有一個嘅服務嘅改變，一路有一啲嘅洽商，就係由服務開始同埋政府去繼續係
6 成個過程裏面提供服務嘅，佢某個階段，政府就係想接收咗呢啲洽商嘅服務，
7 而將佢哋去有競爭嘅投標，結果就係去到澳洲嘅聯邦法庭，最後營辦商係勝訴
8 嘅，即係關乎嗰啲嘅法律細節，但係而家仍然喺度談判之中。但每一次佢哋處
9 理就係每一次嗰個合約都冇講到合約圓滿之後係點樣做嘅，下一組嘅合約就係
10 啱啱開始咗，都係七年期嘅，佢哋亦都冇講過七年期滿之後會點嘅，業界就係
11 好有信心佢哋可以繼續再有另外一次嘅談判，政府又可能亦都唔同意嘅。

12 羅先生：嗰啲嘅洽商會唔會係換咗嗰個營辦商？

13 MR JOHN STANLEY：（經傳譯員）唔會嘅，其實呢個係關乎決定嗰個價格、點樣嚟
14 提供呢啲服務，譬如話係大家要同意一啲主要嘅服務指標同埋有啲咩嘢誘因，
15 又有咩嘢懲罰嘅條款喺呢啲合約裏面，亦都有關於車長嘅訓練咁樣。

16 主席：（經傳譯員）你會唔會話嗰啲主要嘅度恰商嗰個因素只係嗰個價格嘅啫，就係
17 話政府要畀幾多錢呢間公司去提供呢個服務，呢個所謂補貼？

18 MR JOHN STANLEY：（經傳譯員）冇錯，呢個就係成個合約嗰個嘅價格，政府就係
19 畀所有嘅錢畀晒呢一個嘅營辦商...

20 主席：（經傳譯員）因為政府就係--即係嗰啲車資嘅收入可以保留，係咪？

21 MR JOHN STANLEY：（經傳譯員）冇錯，呢個就係呢一個點樣嚟到定出個基準，有
22 啲好詳盡嘅基準，嗰個營辦商嘅成本，亦都試下睇下喺某啲嘅地方，係咪有啲
23 嘅營辦商係特別係成本高或者特別低，佢哋就去討論下乜嘢叫做合理嘅幅度嚟
24 到去計算呢個成本，因為有時嗰個營運商係會減嘅，因為減低呢個薪酬，因為
25 可能佢哋嘅成本相對其他嘅同業係太高嘅。

26 主席：（經傳譯員）有冇試過係同一個做緊嘅營辦商達唔到協議，就要將嗰個合約畀
27 另外一個營辦商呢？

28 MR JOHN STANLEY：（經傳譯員）我就唔知道有咁嘅情況。

29 主席：（經傳譯員）呢個制度係咪自從1970年代已經開始？

30 MR JOHN STANLEY：（經傳譯員）自從1970年代已經係呢個補貼，嗰個焦點就係
31 嗰啲經洽商而出嘅合約，大概有三、四十年㗎喇，我就唔係好知道1970年代或
32 者1980年代嘅早期嘅歷史，不過應該自從1980年開始都係咁，好似我正話去
33 向你描述咁樣嘅。

1 陳先生：（經傳譯員）關於嗰個競爭嘅投標，而家墨爾本嗰個嘅巴士營辦商係得到呢
2 一個嘅合約，係咪呀？

3 MR JOHN STANLEY：（經傳譯員）等我諗下先，諗下，應該係法國嘅公司，係叫
4 做...

5 主席：（經傳譯員）點樣串呀？

6 MR JOHN STANLEY：（經傳譯員）T-R-A-N-S-D-E-V。

7 陳先生：（經傳譯員）呢個營辦商係經營呢一個競爭性投標得到嘅合約已經幾耐喇
8 喇？

9 MR JOHN STANLEY：（經傳譯員）佢哋做過一次咁樣嘅投標，之前由另外一間公司
10 係贏取嘅。

11 陳先生：（經傳譯員）就係可唔可以串出嚟嗰間咩嘢公司？

12 MR JOHN STANLEY：（經傳譯員）V-E-N-T-U-R-A，就係之前喺競爭性投標嗰度
13 中標嗰間公司，跟住 Transdev 就中咗標，我諗就喺嚟緊十二個月又會有另外
14 一次嘅投標喇喇。

15 陳先生：（經傳譯員）就係其實一個競爭性嘅投標程序就令到係個營辦商換咗？

16 MR JOHN STANLEY：（經傳譯員）冇錯。

17 主席：（經傳譯員）你就話 Transdev 係一間法國公司，係咪呀？

18 MR JOHN STANLEY：（經傳譯員）係。

19 主席：（經傳譯員）佢哋喺世界其他地方有冇提供巴士服務？

20 MR JOHN STANLEY：（經傳譯員）好似大部分都係法國嘅，我諗喺澳洲其他地方佢
21 哋都有提供巴士服務嘅。

22 陳先生：（經傳譯員）好，而家講番嗰個競爭性投標嗰度，本身專營商有冇轉過手？

23 MR JOHN STANLEY：（經傳譯員）去番 1998 年，墨爾本市係世界上首個城市去私
24 有化個火車服務，我哋嘅火車、電車，同埋有三分之一嘅競爭性投標路線同時
25 間係公開投標，本身係有兩個標做火車，兩個標做電車，一個做巴士，一個英
26 國公司叫做 National Express 係其中一個重要火車中標經營商，其中一個
27 三年內就交回嗰個合約。而另一個火車同電車嘅中標者，本身就擺晒--同時間
28 營運火車同電車。

29 主席：（經傳譯員）喺 1998 年係邊個中標呢？

30 MR JOHN STANLEY：（經傳譯員）應該係 National Express，佢哋係嗰年中標
31 嘅。

- 1 主席：（經傳譯員）係咪七年合約呢？
- 2 MR JOHN STANLEY：（經傳譯員）唔記得喇，主席。
- 3 主席：（經傳譯員）Ventura 係咪嗰個繼承營運商呢？
- 4 MR JOHN STANLEY：（經傳譯員）我要再查番佢哋幾時去接手嗰個合約。
- 5 主席：（經傳譯員）所以你辨認咗巴士方面有三個唔同嘅營運者？
- 6 MR JOHN STANLEY：Yes.
- 7 主席：（經傳譯員）Transdev、Ventura 同 National Express？
- 8 MR JOHN STANLEY：Correct.
- 9 主席：（經傳譯員）有冇第四個呢？
- 10 MR JOHN STANLEY：（經傳譯員）可能 National Express 同 Ventura 之間可
11 能中間有另外一個經營者，可能係其他經營，National Express 交換牌照之
12 後，喺未重新投標前可能有其他營運商臨時接手嘅，我會之後答覆你嘅。
- 13 主席：（經傳譯員）我有冇理解錯誤，就係 National Express 佢嘅服務冇法履行
14 佢成個合約期？
- 15 MR JOHN STANLEY：（經傳譯員）係。
- 16 主席：（經傳譯員）然之後有其他人接手？
- 17 MR JOHN STANLEY：（經傳譯員）係。我喺之後會講番其中一個競爭性中標嘅制度
18 就係佢哋鼓勵--就係個人標價就太低，就係希望佢哋--希望政府之後可以同佢
19 哋再協商個價格。喺個 National Express 嘅情況，嗰個--我哋之前嘅文件
20 講過就話 National Express 佢哋同政府商量過，至今方面就係淨係得一
21 個，同埋佢哋決定唔會再繼續。
- 22 主席：（經傳譯員）有關於個巴士嗰方面，就係個 National Express 本身就冇成
23 功協商到，令到 National Express 留低？
- 24 MR JOHN STANLEY：（經傳譯員）冇。
- 25 主席：（經傳譯員）佢哋係咪終止合約？
- 26 MR JOHN STANLEY：（經傳譯員）係嘅。
- 27 陳先生：（經傳譯員）有關嗰個香港每日四百萬人次，大約每年十四億嘅巴士人次，
28 呢個係嗰個運房局，第 103 頁，係 2017 年 12 月嘅數字，教授，呢個就係嗰個
29 競爭性投標制度，而家睇番嗰個...

1 主席：（經傳譯員）或者喺離開呢部分之前，呢個競爭性中標嘅特點係乜嘢？競標制
2 度嘅特點係乜嘢？

3 MR JOHN STANLEY：（經傳譯員）主要係嗰個鼓勵同埋罰則條款。主席，我本身冇
4 參與過協商過程，所以我無法評論嗰啲罰則同埋獎勵條款。

5 主席：（經傳譯員）呢啲係咪公眾文件呢？

6 MR JOHN STANLEY：（經傳譯員）當佢公開嘅時候，大部分都係刪走嘅。

7 陳先生：（經傳譯員）所以你有辦法講番譬如嗰啲鼓勵同埋懲罰條款會唔會同安全又
8 係有關呢？

9 MR JOHN STANLEY：（經傳譯員）我唔可以講話係咪同安全直接，主要係有個澳洲
10 背景，就係話有啲維省，就話有啲條款係直接係關於巴士安全嘅有關罰則同埋
11 獎勵條款方面。

12 陳先生：（經傳譯員）呢啲係主要係表現指標？

13 MR JOHN STANLEY：（經傳譯員）主要係關於營運嘅個表現，譬如話準時、取消班
14 次，呢啲係主要世界上嘅交通系統嘅重點，有陣時會擺一啲嘅乘客滿意度調
15 查，譬如話乘客嘅意見，呢啲係通常係鼓勵同埋懲罰條款方面常見嘅。

16 陳先生：（經傳譯員）我可能我唔覺意去中斷你，你係回答番主席有關於嗰個競標制
17 度嘅主要特點喇。

18 MR JOHN STANLEY：（經傳譯員）個主要重點，大部分嘅合作元素，其實兩--協商
19 同埋競標個制度大部分都一樣，主要係嗰啲佢啲啲條款都比較相似。

20 主席：（經傳譯員）而嗰個協商合約相比喺嗰啲香港嘅專營巴士協議係比較詳盡嘅？

21 MR JOHN STANLEY：（經傳譯員）佢啲係無法置信咁長嘅，我嘅記憶嚟講，香港嘅
22 專營巴士協議大約有三十一、三十二頁嘅，相比墨爾本嘅協商協議大約係一百
23 六十頁，仲有其他嘅附表呀咁樣。

24 陳先生：（經傳譯員）教授，你講番嗰啲協議合約，想探討下，不如少少總結，你睇
25 番嗰啲協商合約都同嗰啲競標制同合約都好相似嘅，可唔可以肯定就話嗰啲協
26 商合約，政府亦都係會負責收取車資呢？

27 MR JOHN STANLEY：（經傳譯員）係。

28 陳先生：（經傳譯員）而個營運商係畀錢去營運呢啲服務？

29 MR JOHN STANLEY：（經傳譯員）呢啲合約主要係嗰啲成本就附加，本身係有啲所
30 謂鼓勵同埋罰則條款嘅度，所以營運商根據議定嘅款項去營運呢個服務，然之
31 後仲有呢啲鼓勵同埋罰則條款本身個金額唔係咁大，但係主要係嗰個分別就會
32 令到你會有動力去達標。

1 主席：（經傳譯員）你可唔可以估計嗰個變數方面個百分比？

2 MR JOHN STANLEY：（經傳譯員）主要係有兩個元素，第一個就住嗰個乘客人數鼓
3 勵，如果個人數係比個指標率高過，就會係有獲得個獎勵，然後就有個營運
4 表現制度，譬如話準時、班次取消等等，你擺呢啲嘅因素一齊，就要係大約百
5 分之二至三--百分比二至三。

6 主席：（經傳譯員）呢個係個獎勵喇？

7 MR JOHN STANLEY：（經傳譯員）係，即係有獎有罰，可以上落百分之二至三，唔
8 係好多，但係呢啲合約本身個盈貿率大約有百分之十左右。

9 主席：（經傳譯員）唔該。

10 陳先生：（經傳譯員）大約喺呢啲協商制度入面有幾多個營運者呢？

11 MR JOHN STANLEY：（經傳譯員）大約有十五個合約，十二個營運者，我擬定合約
12 嗰時，十年前就會多好多營運商嘅，以前有二十六，所以係過去十年係有啲行
13 業整合嘅。

14 主席：（經傳譯員）佢哋點樣整合嘅呢？

15 MR JOHN STANLEY：（經傳譯員）主要係佢哋營運商互相收購，其中一間我提及嘅
16 公司，有一間叫做 CDC ComfortDelGro 係本身喺新加坡都有營運嘅，好似倫
17 敦都有，佢哋收購市場份額，Ventura，之前提及喇，本身亦都收購咗一間比
18 較大嘅營運商，而有啲小型嘅營運商亦都係畀比佢哋大嘅公司收購，所以大約一
19 半嘅營運商係過去十年畀人收購咗，我哋都會繼續睇到個營運商數目會持續減
20 少。

21 陳先生：（經傳譯員）响個政策角度睇，你睇唔睇到係有咩嘢原因就話會令到個營運
22 商個數目會減少呢？

23 MR JOHN STANLEY：（經傳譯員）本身對某啲公司嚟講，成本方面係會有益處嘅，
24 如果擴大規模，就會個控制成本有幫助，有啲營運商比較細，有啲大型，本身
25 佢哋購買市場份額，等佢哋可以再擴展業務。

26 陳先生：（經傳譯員）當你講番創造利益，就係話主要係個規模效益呢？

27 MR JOHN STANLEY：（經傳譯員）一部分都係歸因於--呢啲如果係家族企業，譬如
28 話下一代唔想繼承，有個幾有趣嘅例子，一個叫 Grenda Corporation，本身
29 喺墨爾本一間比較大嘅公司，本身係都係幾代人做嚟喇，亦都下一代決定就話
30 唔想繼續營運，所以就將佢賣咗，喺個出售過程，佢哋將三分之一嘅營運收入
31 畀佢哋嘅職員，呢樣係非常之慷慨嘅。

32 主席：（經傳譯員）總括嚟講，一千七百架專營巴士本身係由三分之一畀個目前成功
33 嘅營運商，其他嘅就係...

1 MR JOHN STANLEY: Transdev.

2 主席: Then the other two-thirds are divided up by 12 operators?

3 MR JOHN STANLEY: Correct.

4 主席: (經傳譯員) 譬如話最大一間嘅營運商本身係營運幾多間巴士呢?

5 MR JOHN STANLEY: (經傳譯員) 大約五百架左右。

6 主席: (經傳譯員) Transdev?

7 MR JOHN STANLEY: (經傳譯員) 可能大約五百嘍, 我懷疑 Ventura 都大約有
8 三、四百架嘍, CDC 本身大約都有四百架左右。我可以之後回覆番個數字。

9 主席: (經傳譯員) 如果個投標過程大約五百, 本身有一千二百架就有其他營運商瓜
10 分, 但係兩間大約係佔大部分路線。

11 MR JOHN STANLEY: (經傳譯員) 大約三間嚟講, 都佔一個好大比例。

12 歐陽先生: (經傳譯員) 教授, 可唔可以話畀我聽一間細嘅營運商本身會有幾多架巴
13 士嘍呢?

14 MR JOHN STANLEY: (經傳譯員) 大約三、四十架。

15 歐陽先生: (經傳譯員) 三、四十架巴士?

16 MR JOHN STANLEY: (經傳譯員) 然後有啲淨係得一、兩架--係一、兩個營運
17 商。

18 陳先生: (經傳譯員) 講番墨爾本, 譬如話嗰個基建、車廠同埋嗰個維修設施, 如果
19 將嗰個營運商轉換嘅時候, 嗰個競標制度轉換嘅時候點做呢?

20 MR JOHN STANLEY: (經傳譯員) 個合約會指明就話呢啲資產係點樣會處理嘅, 而
21 亦都安排亦都係嗰個協商合約方面, 本身擁有車廠本身係畀一個有利位置, 因
22 為係嗰特別市區係好難起一個新車廠。而家政府亦都比較關注, 因為有機會就
23 話有確保競爭, 如果你協商合約方面就比較難啲有競爭, 由於嗰啲協商合約嘅
24 營運商比較關注就話佢哋嘅服務--路線會畀咗出嚟投標, 所以佢哋同政府講,
25 就話佢哋嘅資產同埋對於競標制嘅人, 就會根據某啲條款, 係會畀嗰個成功中
26 標者, 基本上就會將呢啲設施就賣畀嗰個新中標嘅營運商。

27 陳先生: (經傳譯員) 包括巴士?

28 MR JOHN STANLEY: (經傳譯員) 係。

29 主席: (經傳譯員) 巴士站、車廠、巴士本身?

30 MR JOHN STANLEY: (經傳譯員) 係。

1 主席：（經傳譯員）所以就 Ventura 同埋 National Express 嘅情況係咪咁樣？

2 MR JOHN STANLEY：（經傳譯員）係，佢哋就淨係轉換巴士上面嘅標誌。

3 陳先生：（經傳譯員）一般而言，我嘅問題係同時關於競標同埋協商合約方面。譬如
4 嗰啲車，政府所收嘅車資可唔可以收回營運巴士成本呢？

5 MR JOHN STANLEY：（經傳譯員）大約係百分之二十幾，主要一釐收番兩毫幾子或
6 者再好少少。政府要求營運商界嘅車價優惠，而如果根據番啲特定津貼嚟講，
7 就會百分之三十幾，但係如果一般車資嚟講，大約二十至三十左右。

8 陳先生：（經傳譯員）喺咁背景下，政府係個津貼巴士營運商都幾大？

9 MR JOHN STANLEY：（經傳譯員）主要係當我個營運嗰個行業，就會啲力度就話去
10 衡量番社會嘅得益，而我哋嘅同事係估計就話巴士路線對於墨爾本社區嘅利益
11 大約係嗰個所收回成本嘅十多倍，主要係嗰個社會共融，如果你有一啲近郊區
12 嘅巴士服務，因為呢啲區增長好快，冇呢啲服務嘅話，好多人就有辦法去參與
13 社會提供嘅一系列嘅活動，我諗淨係呢樣嘢就主要係抵銷番呢啲嘅成本，而巴
14 士亦都係對減少擠塞係好有幫助，呢兩樣嘢絕對係比起津貼嘅效益嘅兩倍。

15 陳先生：（經傳譯員）呢個係嗰個經濟嘅理據去提供補貼？

16 MR JOHN STANLEY：（經傳譯員）係，正正係咁。

17 陳先生：（經傳譯員）可唔可以咁講，呢個補貼部分就係香港同墨爾本嘅分別就係香
18 港就係營運商收車資同埋佢哋負責嗰個財務風險？

19 MR JOHN STANLEY：（經傳譯員）墨爾本本身知道個社會效益，因為我哋之前係做
20 過一啲計算，就因為我哋計番對社會嘅效益同埋值唔值得係政府去畀咁多錢，
21 呢個係一個可以--香港嚟講，都應該係有用嘅，去量化對香港社會嘅價值，有
22 關於個巴士服務。

23 主席：（經傳譯員）香港嗰個用者自付制度係有效嘅？

24 MR JOHN STANLEY：（經傳譯員）係，係嘅，但係亦都係有其他人去受益，譬如話
25 嗰個安全，呢個安全係一個巴士營運嘅一個重大嘅外部因素，所以對我哋嚟
26 講，外部因素都幾緊要去了解嗰個成本同埋個效益，譬如話有一半人去坐專營
27 巴士而轉去坐私家車，本身個安全結果會比較差，所以呢啲係需要去明白嘅。

28 主席：（經傳譯員）香港模式有效係咪如果個人數呢？

29 MR JOHN STANLEY：（經傳譯員）我會話係，同埋個密度係支持到嘅。

30 主席：（經傳譯員）唔該。陳律師。

31 陳先生：（經傳譯員）係，教授，跟住我哋去講一個相關嘅課題，但係個焦點就會有
32 啲唔同，喺呢個課題下面，我想同你討論嘅就係競標同埋協商合約兩者個優

1 劣，我唔係話邊一樣係好啲，而係想講每一--探討下每一種方式嗰個優劣。我
2 可唔可以開始就係請你睇一睇專家文件夾嘅 20 頁？即係你第一份報告。主席，
3 唔好意思，講錯咗。

4 主席：（經傳譯員）係，慢慢喇。

5 陳先生：（經傳譯員）主席，應該係你第二份報告嘅 20 頁，即是專家文件夾嘅 73
6 頁。

7 主席：（經傳譯員）好，唔該。

8 陳先生：（經傳譯員）喺第 73 頁，你呢度講嘅題目就係專營權同埋係用咩嘢方法去
9 分配服務提供嘅權利，請你睇由尾數上去畀二個段，就係開始第一個字係
10 “However”，我會讀出嚟，「但係墨爾本亦都將大概三分之一嘅定線巴士服
11 務用招標方式判出去，就會令到喺表現方面增加咗個壓力嘅元素，對成個定線
12 巴士系統都係，而呢個投標嘅元素就會造成一個效果，就係令到現有嘅營辦商
13 喺--都一直有一個擔心，就話佢哋嗰個協商嘅合約唔係得到保證嘅，所以亦都
14 有個風險可能將來佢哋嗰條線嘅服務係會用投標方式判出去嘅，即係如果佢哋
15 表現得唔好嘅話。而喺香港就有一個競標嘅制度，即係過去二十年都冇，就顯
16 示喺呢方面個風險，香港可能就係低過墨爾本。」然後請你睇...

17 主席：（經傳譯員）或者你繼續之前，你就覺得呢個係一個風險，就即係話現有嘅服
18 務承辦商從來都未試過喺協商合約嘅時候係冇咗份合約嘅，係咪呀？

19 MR JOHN STANLEY：（經傳譯員）係，我諗就有兩方面去睇呢個問題嘅，一方面就
20 要睇嗰個風險同嗰個壓力，即係提供服務嗰個成本嗰度，而真正係競標嘅話，
21 就會令到人會警覺啲，即係要睇下佢嗰個營運個成本係點樣。喺全世界嘅好多
22 地方佢哋都係用競標個方式嘅，就但係好多時候都係由政府提供個服務，就唔
23 係私人公司，而政府決定佢可能係負擔唔到嗰個成本補貼，跟住就要繼續服
24 務，咁就點做，咁睇喇。而我哋如果用競標，通常由一個私人營辦商代表咗公
25 營營辦商，可能嗰個成本就會節省百分之十五至二十嘅。

26 如果係私人營辦商係一路都係有效咁樣經營緊、提供緊一啲服務，因為營辦
27 權係有值錢嘅，政府基本上就係畀營辦商--畀佢哋自由點樣去營辦，但係佢哋
28 可以賺到一個合理利潤，提供一個好嘅服務，但係如果係競標嘅話，即係有人
29 畀錢政府，可以攞到呢個營辦權。

30 香港就比較唔尋常，就因為唔係好多地方就可以用呢一個論據嘅，因為呢度
31 嘅服務真係做得咁成功，完全係商業營辦嘅，即係話政府就畀咗個權畀營辦商
32 去經營，咁都係一個可行嘅方法嘅，就嗰個費用會低啲，而營辦商可能亦都會
33 畀啲錢政府去提供個服務咁樣，都可以係咁嘅。

34 主席：（經傳譯員）好，唔該。

35 陳先生：（經傳譯員）第二個我哋想睇嘅，就關於話係表現壓力嗰度，就係第 87

1 頁，即係用競標形式就會有表現壓力，第 87 頁，相關嗰段就係第一段，嗰頁嘅
2 第一段，就係話「墨爾本嘅定線巴士營辦商，睇嚟係有可能會承擔比較大嘅表
3 現嘅壓力，就係相對於香港嘅專營巴士營辦商，原因就係第(1)，就係墨爾本經
4 常都存在呢個可以有競標嘅威脅，即係如果佢表現唔理想就會出現；第(2)，就
5 會包括一啲具體嘅獎勵或者罰則條款喺合約裏面；而最重要，從一個安全角度
6 睇，第(3)點，就係有存在安全嘅職責等等。」

7 或者我先講番第一部分，就係因為有競標嚟墨爾本佢個好處係乜嘢，首先講
8 呢點，某程度上，你都解釋咗一部分，或者我可唔可以再問一問你？關於呢個
9 競投或者競標嘅概念，嚟香港環境點樣可以用到呢？即係因為香港就係巴士營
10 辦商就收嗰個車費嘅收入嘅，你其實頭先已經開始講咗嘅，之前嘅答案裏面都
11 開始講呢一部分㗎喇，即係頭先你係答主席嘅問題，我知道係有唔同嘅方案可
12 以考慮嘅，你可唔可以解釋下各個方案呢？

13 因為定線巴士營辦商佢就從乘客嘅車資嗰度就收到佢嘅收入，呢個係個價值
14 好大，你又提到有個可能性就係由承辦商畀錢政府攞得呢個營辦權去提供譬如
15 巴士服務嚟一個專營地方咁樣，香港就有一個競標，但係政府係可以考慮係咁
16 樣做就開放畀人去競投嗰個營辦權，如果係咁競投嘅話，而家因為有一個價格
17 定咗嚟度，點樣用咩嘢基礎去做呢？

18 MR JOHN STANLEY：（經傳譯員）我未必完全明白你想問乜嘢，但係等我嘗試答。
19 如果政府係咁做，就會話「好喇，而家嚟 x 呢個區將現有嘅專營巴士權全部整
20 走，我哋就會邀請邊個想提供服務就嚟入一個標，就話要嚟呢個區度提供服
21 務。」而呢個競投可能係講話有一個時間表，即係個班次時間表，政府就可能
22 亦都具體講明話佢哋希望個服務係點樣嘅，然後邀請公司嚟去競投，可能會預
23 計嗰個競標價係會好低，因為政府嚟呢方面係唔需要話花啲乜嘢錢，政府係咪
24 最終可以賺到錢呢？譬如可能就係睇佢哋嗰個回報率，然後將其中一部分嘅利
25 潤係交番畀政府，等佢哋可以擁有呢個經營權。

26 譬如話嚟倫敦咁樣，佢哋講緊嗰個利潤--個利率都係好低嘅，即係個回報
27 率好低嘅，而嚟倫敦，佢哋嘅做法，佢哋嗰啲合約都係規模細啲，年期短啲，
28 因此就將佢嗰個回報率係撇低咗，所以可能個營辦商就會話「好喇，我而家就
29 係要投標，不過我都唔會降低我個利潤。」而另外一個競投嘅人就可能話「我
30 係會準備--我係願意畀番啲錢政府嘅，即係從呢個合約，因為我就可以賺到
31 錢。」所以政府都會畀佢賺啲錢。所以好難知道話最終嗰個結果係點。

32 我要講得好清楚一點，我唔係話香港都應該用競投或者競標呢個制度，但係
33 用個假設嘅情況話我哋可以做啲咩嘢呢？畀我呢，我就揀幾條路線，然後就處
34 理，就話呢啲路線我就拎出嚟畀人競投，就會令到個過程都會簡單啲，容易
35 嘅，就係譬如你要點樣處理已經係投放咗嘅資產、投資啲資產等等點樣處理當
36 然係困難，但係原則上其實係做得到嘅，即係畀錢之嘛，就可以買到嗰啲資
37 產，然後嗰個區幾大，又當中有幾多條路線你擺出嚟競投，就係咁考慮。

1 主席：（經傳譯員）你講話倫敦嗰啲合約個年期好短嘅，我知道倫敦佢哋個招標個合
2 約期係五年，...

3 MR JOHN STANLEY：Correct.

4 主席：（經傳譯員）...而有可能延展兩年，但係七年之後就要重新招標㗎喇。

5 MR JOHN STANLEY：Yes.

6 主席：（經傳譯員）即係同墨爾本一樣，係咪呀？如果你講七年就。

7 MR JOHN STANLEY：（經傳譯員）係喇，墨爾本都係五加二--倫敦係五加二。

8 主席：（經傳譯員）係，我知道。

9 MR JOHN STANLEY：（經傳譯員）而且佢哋嗰啲合約規模係細啲嘅，我都知道倫敦
10 個情況係咁，就係以路線為本嚟定嗰啲合約嘅。

11 陳先生：（經傳譯員）我知道當然亦都可以有其他嘅可能性，一個方法就係競投人就
12 建議向政府畀某一個數目金額，就等佢可以營辦咁多條路線喺某個區咁樣，而
13 另外一個可能性就係競投人係提出同政府分享個個利潤。

14 MR JOHN STANLEY：（經傳譯員）係。

15 陳先生：（經傳譯員）而我諗仲有可能有第三個可能性，就係唔係用競投價，而係完
16 全去評估佢哋可能將會提供個服務嘅性質係點樣樣，如果咁樣去競投，係咪都
17 合邏輯呀？

18 MR JOHN STANLEY：（經傳譯員）係一般去考慮，即係做競標呢個方式咩，抑或考
19 慮--價格當然係其中一個因素，但係質素係非常重要嘅，而好多時候你會發現
20 好多地方佢哋唔會將個合約畀最低投標價嗰個人，而佢哋睇番個服務，所以服
21 務質素肯定係一個好高嘅要考慮嘅因素㗎嘅，一個重要嘅考慮因素㗎嘅，就係
22 話要睇番嗰個競投人佢能夠提供啲咩嘢服務，呢一點係重要。

23 主席：（經傳譯員）可能亦都有其他嘅方法，即係個準新營辦商，佢就會話「我比現
24 任嗰個--而家嗰個承辦商，我會將嗰個票價降低百分之十。」從政府嘅角度考
25 慮，就當然會令到公眾得益，咁都可以係一個方法，係咪呀？

26 MR JOHN STANLEY：（經傳譯員）係呀，絕對可以係嘅。

27 陳先生：（經傳譯員）好喇，講番嗰個好處，即係競標呢個方式嘅好處，一般嚟講，
28 競標一般可以提供啲咩嘢嘅優勢，即係譬如話係改善到巴士服務嘅安全呢？

29 MR JOHN STANLEY：（經傳譯員）我諗競標，你哋可能會見到一種情況，佢嗰個競
30 投價係低嘅，然後可能賺唔到錢，可能佢哋個承辦商就話「如果係咁，睇下邊
31 度可以慳到錢。」譬如話係遲啲先做維修、保養，呢個係一個例子。

1 我喺第一份報告都有提到其中一樣，就係道路安全嘅檢驗，當時都係關注到
2 話有啲巴士嗰個狀況好唔好咁呢個問題，所以我哋當時就話喺競標嘅方式就有
3 呢個問題，當時我哋係向規管當局提出咗呢個問題，個原因就係如果用責任鍊
4 呢個方式，喺墨爾本個法例係咁定嘅，作為檢驗巴士嘅人，我哋就知道如果佢
5 嗰啲營辦商嘅巴士唔合標準，就我哋相信就要喺呢個責任鍊嗰度去處理，如果
6 唔係，就會出問題。

7 所以我覺得係會有風險嘅，就係你點樣處理，就係話你可能喺做嗰個招標文
8 件嘅時候就好明確訂明嗰個質素嘅準則係點樣樣，同理要講明嗰個譬如巴士車
9 隊個狀況要維持喺邊度。

10 羅先生：（經傳譯員）如果我哋係特別明確講出安全係一個考素，應該喺個招標過程
11 裏面加落去呢？即係要講明要安全呢個因素，點樣寫落去等啲人競投嘅時候考
12 慮呢？

13 MR JOHN STANLEY：（經傳譯員）我諗要講明話嗰個車嘅狀況係點、維修保養係點
14 樣做同埋營辦商需要保持到咩嘢狀況，咁可能喺合約裏面都要講明如果佢哋達
15 唔到嗰啲成效嘅時候就要點樣處理，我唔係律師，肯定你寫合約，你就會講到
16 定到一啲嘅基準嘅表現嘅指數，而呢啲基準表現目標達得到，就有問題，如果
17 達唔到，就要處理。

18 羅先生：（經傳譯員）你話喺競投嗰個準則嗰度點樣呢？即係如果我哋好明確講明話
19 安全係一個因素，會唔會用意外率呢？即係話如果你做唔到，你要罰款咁樣
20 呢？

21 MR JOHN STANLEY：（經傳譯員）我就唔知道有人會有啲獎勵或者係罰則係特別同
22 安全有關嘅，如果真係咁做，我就會覺得意外率都係一個好嘅起點嚟嘅。

23 主席：（經傳譯員）新加坡有冇一啲規定，就話如果個意外率達到某一個水平，就會
24 有個罰則咁樣呢？

25 MR JOHN STANLEY：I think it is, Chairman, but I don't know
26 enough about it.

27 主席：（經傳譯員）但係我知道嗰個意外率係定得好高嘅，高過香港現有嘅意外率
28 嘅。

29 MR JOHN STANLEY：Okay.

30 陳先生：（經傳譯員）喺競標，你提到話可能有一個壞處，就係個成本嗰方面嘅問題
31 或者係要遲啲計算，你又提到話保養嘅成本，會唔會係同嗰個合約年期有關
32 呢？譬如話只限定一段時間，只要你保持到你嘅表現，喺嗰段時間就得喇，之
33 後發生咩嘢事你就唔理喇，如果咁講，係咪錯呢？抑或係調番轉呢？

34 MR JOHN STANLEY：（經傳譯員）正如我之前講過，我唔知道嗰啲競標合約嗰個全

1 部細節係點嘅，但係通常做法，政府就會喺個合約定一啲規定，就話去到個合
2 約完嘅時候嗰啲汽車應該保持喺乜嘢嘅狀態嘅。

3 陳先生：（經傳譯員）嗰個一般個概念，即係話要延遲支付一啲成本，就會係競標嘅
4 一個弊端嚟嘅，你其實指話延遲成本係咩嘢意思呢？即係我理解，就係話因為
5 我要保持成本低，我就係呢度慳、嗰度慳咁樣，你想講嘅係咪係想講呢個觀點
6 呢？所以因此佢哋延遲支付某啲成本？

7 MR JOHN STANLEY：（經傳譯員）我諗就係你同政府當然會進行一連串嘅協商，睇
8 下政府會唔會係有啲情況幫到你一啲，譬如話畀多啲錢你去營辦咁樣，有啲承
9 辦商佢哋會咁做嘅，佢哋會嘗試去同政府重新再商討佢哋嘅合約嘅，如果佢哋
10 發覺佢哋個利潤太低嘅話，譬如喺墨爾本，我哋就睇到真係有一個問題存在，
11 所以嗰個情況最後就處理咗喇，而家營辦商佢哋個車隊嘅狀好咗好多，但係
12 我唔知道嗰次政府係咪有畀到幫助佢哋或者畀咗錢佢哋。

13 陳先生：（經傳譯員）唔好意思，我要講番返去呢個問題，因為我要確保我係好清楚
14 明白你講乜嘢嘢。即係從商業嘅競標就有弊端，但係又有好處，係同安全相關
15 嘅，係會因為競標係會提供咗呢個好處？

16 MR JOHN STANLEY：（經傳譯員）我就諗唔到，陳生，或者係有嘅。

17 主席：（經傳譯員）你就係指出話有風險？

18 MR JOHN STANLEY：（經傳譯員）係，我覺得係有風險嘅。

19 主席：（經傳譯員）所以你就覺得競標，譬如話--譬如每咁多公里，佢唔換嗰啲車
20 咁，就係因為想慳錢，呢個就係個風險，係咪呀？

21 MR JOHN STANLEY：（經傳譯員）係，就係呢個風險，類似呢啲。

22 陳先生：（經傳譯員）我知道三分一嘅墨爾本嘅定線巴士服務都係競標嘅，你覺得自
23 從引入咗競標之後，對於巴士安全運作有冇帶嚟好處呢？

24 MR JOHN STANLEY：（經傳譯員）我就唔認為有咩嘢證據，如果你睇番運輸申訴專
25 員嘅報告，就係講話針對嗰啲巴士營辦商，你就會睇到嗰啲競投嘅服務，佢哋
26 通常即係話如果呢方面服務，佢哋去到申訴員嗰個投訴都係屬於排得比較高嘅
27 公司嚟嘅，就主要係保養問題。

28 主席：（經傳譯員）有啲邊啲嘅競投嘅營辦商？

29 MR JOHN STANLEY：（經傳譯員）就係現有嗰個，Transdev。

30 主席：Transdev？

31 MR JOHN STANLEY：（經傳譯員）係。

32 主席：（經傳譯員）我知道倫敦佢哋一啲嘅可能就係因為有策略性嘅規劃，就令到佢

1 咁保養有問題，好多嘅工程師同一時間係退休嘅，佢哋又請唔到人，墨爾本個
2 個問題係咪都係因為咁嘅原因呢，抑或係同想節省成本嘅問題？

3 MR JOHN STANLEY：（經傳譯員）我諗應該係因為墨爾本而家都係有一個好快速嘅
4 人口增長，就係差唔多每年係百分之二點五，嗰啲巴士就要運作得頻繁啲，我
5 諗呢個係其中嘅原因佢哋要行多啲嘅里數，又要每日喺路上係用長咗，又老
6 化，我諗呢個就係墨爾本嘅情況。

7 主席：（經傳譯員）唔該。

8 陳先生：（經傳譯員）好，教授，我可唔可以去睇下一個協商嘅合約有咩嘢利弊，首
9 先，想請你睇你第二份嘅報告書，第 86 頁，喺啲一頁嘅最底啲一段，我讀呢一
10 段出嚟，你就話，86 頁下面，「定線巴士營辦商係需要感覺到某啲嘅表現方面
11 嘅壓力嘅，如果佢哋係一個可以係唔續約嘅，協商出嚟嘅專營權嘅話，作者就
12 係支持呢一個協商嘅方式嚟到去批呢一個定線服務嘅營辦權利，但係呢一個嘅
13 制度必須要確保呢一個營辦商係有一啲嘅壓力，要喺一啲嘅可以量度嘅啲嘅
14 表現方面係表現得好嘅，就有機會如果佢做得好，就有獎勵，如果佢做得唔
15 好，就有刑罰嘅，就係可能引致佢係會甚至損失咗呢個專營權嘅，呢啲就係要
16 全部擺晒落去嗰個嘅專營合約裏面。」點解你覺得呢一個比起競投方式更加好
17 呢？

18 MR JOHN STANLEY：（經傳譯員）我自己喺呢方面喺墨爾本做咗好多工夫，我覺得
19 一個協商嘅合約主要嘅好處，就係話你要決定如果你真係想用呢個方法，你就
20 要喺政府同埋營辦商之間有一個好牢固嘅關係，就係話到底呢一個制度點樣可
21 以發展得最好嘅，我哋就覺得政府方面係佢技巧方面有限，營辦商方面亦都
22 係，嗰個嘅制度嘅設計同埋點樣能夠最好咁樣得到你公共運輸嗰個嘅利益，就
23 有一個機會畀政府喺呢方面嘅專家同埋業界就一齊努力，就希望一加一係大過
24 二嘅結果，呢個我哋而家就係試緊咁樣做，喺呢方面我寫咗好多嘅文章，就係
25 話政府同埋營辦商要有一個互相信任嘅關係，就唔係講到話--即係唔係話規管
26 方面係做唔到，而係要嗰間公司--唔係話嗰間公司好似係控制咗個營辦商，而
27 係兩方面係有一個互相嘅信任嘅協作，嗰個嘅合約或者營辦商就係可以喺期內
28 有所變更嘅，係一路喺度更新緊嘅，係一份活嘅文件，就唔係話係已經係鐵板
29 一塊，開始係點就唔能夠改變嘅。就一路嗰個營辦期一路運作，就可以改善呢
30 個服務嘅，就係基於大家有一個相互嘅信任。

31 點解墨爾本佢哋做得到呢？因為我亦都係去經營呢個巴士協會嘅，我哋喺呢
32 一個乘客量同埋服務表現方面都有好大嘅改善，就係基於我哋同政府有呢一個
33 嘅關係，以前三、四十年都係做唔到嘅，從我哋嘅經驗，我哋睇到如果你--政
34 府同埋相關嘅機構有呢一個嘅互相信任嘅關係，呢一個制度亦都係需要雙方都
35 係負責嘅，咁嗰個營辦商就可以有好嘅表現。如果佢唔係話畀個牌照佢賺錢就
36 算嘅，佢係要有好嘅表現，點解？就係話要有一啲嘅表現方面嘅壓力係擺喺呢個
37 人身上嘅。

1 主席：（經傳譯員）你可唔可以解釋乜嘢叫做規管方面嘅即係一個嘅--大家困咗喺呢
2 一個嘅局裏面？

3 MR JOHN STANLEY：（經傳譯員）即係話有時可能嗰個嘅標係太低，政府就覺得好
4 難，如果佢哋大家唔太過親近嘅時候，就可能嗰方面又會想嗰個合約價格係升
5 高嘅，好多時候大家就會批評協商嘅合約就係話好似而家嗰個營辦商就已經係
6 俘虜咗政府㗎喇，政府冇辦法，惟有畀佢繼續嚟到去做。我哋其實就係要有一
7 個壓力，要佢有好嘅表現嚟到處理呢個風險，因為其實有個風險嘅。

8 主席：（經傳譯員）即係話可能係巴士營辦商就係可能抗拒政府有一啲嘅建議話叫佢
9 哋點樣改善，係咪咁呀？譬如話加一啲巴士上一啲安全嘅裝置。

10 MR JOHN STANLEY：（經傳譯員）係呀，係呀。

11 主席：（經傳譯員）就係有講，但係就唔做，就係有一個實質嘅改變，係唔係呀？

12 MR JOHN STANLEY：（經傳譯員）如果真係嗰個營辦商俘虜咗嗰個嘅規管者，就可
13 能會咁嘅。

14 主席：（經傳譯員）呢個係一個風險。

15 MR JOHN STANLEY：（經傳譯員）所以點解你要有一個嘅表現方面有壓力嘅，就係
16 係一個真正嘅壓力。

17 主席：（經傳譯員）你可唔可以畀一啲舉例例子，點樣叫做表現方面畀啲壓力佢呀？
18 喺邊方面呀？

19 MR JOHN STANLEY：（經傳譯員）特別係安全表現嘅壓力，我哋喺墨爾本就係覺得
20 安全係一個共同承擔嘅責任，呢個係好獨特嘅，所有相關嘅各方都係有一個嘅
21 責任鍊，呢個都可以影響巴士嘅安全，佢哋都安全嘅責任。呢一個就需要我哋
22 喺我哋嘅認證制度之下有一個洽商嘅合約安排，所有嘅營辦商都相當知道佢哋
23 如果做得唔好，佢可能係會被告上法庭嘅，如果證明佢哋冇盡佢哋嘅力嚟到去
24 盡佢嘅責任保障安全，就會咁喇。所以呢個係一個非常之重要嘅表現壓力，呢
25 個就係責任鍊方面。我哋覺得如果有一個太過低程度嘅表現壓力，呢個就係關
26 乎賞罰，我哋都講過喇。

27 主席：（經傳譯員）即係話喺佢哋可唔可以營辦係有一個服務嘅有獎賞，而係安全方
28 面，可唔可以用呢一個意外率嚟到量度？

29 MR JOHN STANLEY：Absolutely.

30 主席：（經傳譯員）有咩嘢其他方法去量度呢？

31 MR JOHN STANLEY：（經傳譯員）意外率係一個好嘅起點，如果你睇下一啲嘅報
32 告，我哋喺安全計劃同埋呢一個五年嘅計劃，你就提供一啲資料關於傷亡率、
33 撞車、非撞車，譬如話係踭倒、絆倒、跌倒等等呢啲嘅意外。如果你係發現一

1 的安全--你將安全變做一個可能係有懲罰嘅條件，我哋就會去處理嗰個安全嘅
2 問題，如果你唔去將嗰個意外率嚟到一齊嚟去睇，你就咁睇嗰個傷亡率，你就
3 會睇埋譬如話踎嘍、噉嘍、跌倒呀咁，我覺得呢兩點都係重要嘅。

4 我覺得有一個嘅營辦商就係見到越嚟越多係踎嘍、噉嘍同埋跌嘍呢一類嘅意
5 外，呢一方面處理咗，就減低咗嗰個傷亡，如果你將佢哋全部加起上嚟，一件
6 事件就係一個事件，你就睇唔到嗰個整體嘅情況，如果你將佢哋分析下，睇下
7 一啲安全嘅大嘅範疇，就係確保有一啲主要服務指標，你就可以有一條嘅條
8 款，可能係賞罰嘅條款，即係話你就係會有一系列嘅設施喇。

9 我唔知道呢一個一籃子嘅設施有幾多個元素，但係係要喺大家洽商，即係政
10 府同埋營辦商或者係委員會洽商之後嗰個結果嘅，我覺得呢個就係主要呢個安
11 全嘅問題同埋你要去處理嘅。

12 主席：（經傳譯員）我諗喺倫敦，佢哋有四十二個元素係關於安全嘅問題。

13 MR JOHN STANLEY：（經傳譯員）我就覺得好多。

14 陳先生：（經傳譯員）你正話就係重點講咗表現方面嘅壓力，我就想問下你，喺香港
15 呢個情況，巴士服務其實都係同其他公共交通模式去競爭嘅，譬如話火車、小
16 巴、的士等等，你覺得呢一類型嘅競爭會唔會都喺營辦商方面有壓力，要佢表
17 現得更好嘅呢？

18 MR JOHN STANLEY：（經傳譯員）係有嘅，都有一個程度嘅，但係就唔夠我哋正話
19 講到競投所造成嘅要佢表現得好啲嘅壓力，因為嗰個嘅後果係比較嚴重嘅，
20 喺競投嘅情況之下，佢哋係例如話你如果競爭得唔好，你就可能少咗啲乘客，
21 你同呢一個地鐵方面，但係呢個唔同，係完全冇咗你成檔生意嘅，我諗我哋係
22 需要嗰個壓力係去到一個地步，如果你表現得唔好，你可能冇得做生意，冇得
23 做嘅，呢個就係競投一般嘅情況。亦都要有一個好可能嘅一個情況，就係話呢
24 個好可能嘅威脅，就係如果你表現好差，你會成個嘅合約或者專營權係冇咗
25 嘅。

26 我諗另外一點，就係票價嗰個調整機制亦都喺你嘅專營合約裏面係容許有呢
27 方面可能係畀佢哋表現得冇咁好，因為有一條方程式嚟到去調整價格，改變咗
28 營運嘅開支同埋收入就係其中一樣嘢我哋畀呢個巴士營辦商係有一個合理嘅回
29 報率，呢一個喺票價調整方面係考慮埋嘅。我哋要畀佢睇到好可能，真係好可
30 能你如果係做得唔好，你冇咗呢個專營權嘅。

31 主席：（經傳譯員）我哋而家就係聽到一啲嘅證供，嚟自巴士營運商，佢哋話咁樣嚟
32 到係分類係唔公道嘅，佢哋對於呢個嘅價格調整機制唔係好開心，佢哋就話佢
33 哋有時去到一個地步，都費事申請加價，因為通常都係被拒絕㗎喇。

34 MR JOHN STANLEY：（經傳譯員）我諗一個合約或者專營權係要寫得好清晰，冇含
35 糊嘅地方，關乎票價嘅調整，我哋呢一度就唔係睇個票價，反而係營辦商嗰個

1 嘅回報，我哋都係有類似嘅方程式嘅。我哋會睇下譬如工資、燃油價格、其他
2 嘅營運成本嗰啲嘅元素係點呢，我哋會將呢啲全部考慮在案，嚟到去計算我哋
3 嘅補貼水平，即係話營辦商同政府收到幾多，佢就會將佢擺晒落去嗰個價格嘅
4 釐訂嗰個情況裏面嘅。

5 主席：（經傳譯員）你即係話巴士營辦商就係認為價格調整機制就係令到佢哋唔係幾
6 開心，佢哋就唔提出申請嘅。我諗而家都係一個合適嘅時間我哋係有一個小
7 休，我哋會休息二十分鐘，一陣間會再返嚟嘅。

8 MR JOHN STANLEY：（經傳譯員）唔該。

9

10 上午 11 時 35 分押聆訊押後

11

12 上午 11 時 56 分恢復聆訊

13 出席人士如前。

14

15 主席：（經傳譯員）教授，喺我哋繼續之前，有兩樣嘢嚟講，我哋同時間提供即時傳
16 譯，為咗方便聆聽傳譯嘅人，我希望你喺回答嘅時候可以放慢少少，同埋適當
17 時候停頓，可以令到佢哋可以追到你。同埋你或者可以或者會對準啲個咪去回
18 答，我哋大家都會收聽得清楚啲。希望你搵到一個合適嘅距離去回答。

19 陳先生：（經傳譯員）我哋之前提及到將安全列為獎勵嘅一部分，我想特別針對呢個
20 題目嘅，喺小息之前，你有提及到有啲咩嘢指標可以去聚焦嘅，即係作為獎勵
21 嘅一部分，想問一個一般性問題，喺有個環境，譬如話個營運者已經本身係靠
22 個乘客人數去獲利，你預計話呢啲嘅獎勵會唔會成為一個係直接嘅獎金或者係
23 扣錢？

24 MR JOHN STANLEY：（經傳譯員）呢個就係我係正正會預計到。

25 陳先生：（經傳譯員）本身係會有啲指標，係咪？如果你唔設定嘅話，就會係有個罰
26 則條款，如果你符合嘅話，就會有一個額外獎金？

27 MR JOHN STANLEY：（經傳譯員）我諗係會設定一個範圍，如果你稍為唔符合或者
28 你超過少少或者你係可以達標或者超過幾多，呢啲獎罰本身係會有個最高低範
29 圍。喺我小息前講過，譬如話嗰啲死亡、滑倒、絆倒、跌倒呢啲亦都會考慮
30 到。

31 去建立嗰啲表現指標，本身係有啲要求去符合，本身你要係具體，可量度同
32 埋可以達到，同埋明顯要有關，同埋嗰啲數據本身係要及時供應到，呢啲嘅主

1 要即效指標，主要係要營運商係可以去同佢嘅表現去--係影響個結果。

2 我哋認為安全係一個共同責任，我認為如果呢啲嘅主要即效指標傾斜於個責
3 任嘅個車長方面，而唔去涉及其他人還是本身係做個巴士安全責任鍊嘅一部
4 分，特別係啲啲有關呢啲巴士安全嘅指標，譬如話死亡、滑倒、絆倒、跌倒個
5 案。

6 亦都睇番呢啲嘅指標本身可唔可以針對可以影響呢啲指標嘅一批人，因為呢
7 啲係牽涉到只係車長，就唔係咁公平。

8 陳先生：（經傳譯員）根據你之前嘅答案，你諗緊係咪一個獎金制度？即係譬如話政
9 府設定嘅，唔係淨係畀營辦商，可能營辦商嘅僱員都可以有呢？

10 MR JOHN STANLEY：（經傳譯員）我諗呢個就要公司自己去決定，即係佢點樣做到
11 最--得到最好嘅效果，我就會覺得可能係有一個獎金制度或者一個罰則嘅制
12 度，係公司層面嘅，由佢哋去判斷，到底佢哋想獎勵邊個，特別係啲啲都一齊
13 努力導致個個成果做得到嘅人。

14 陳先生：（經傳譯員）譬如我哋講過呢個概念層面，可唔可以講一個具體嘅例子？即
15 係頭先講咗概念層面，而家可唔可以講個具體嘅例子？其實有好多例子，但係
16 我淨係擺一個，等我哋嚟睇下到底呢個概念係咪行得通，然後就請你就住呢個
17 例子畀啲評論，首先可唔可以請你睇 TD-1 文件夾 192 頁？

18 等你知道呢份係咩嘢文件，呢份就係九巴嘅遠期規劃嘅文件，呢度有一節就
19 係特別講巴士安全嘅，就係 2018 至 2002 年嘅，呢份文件 192 頁就係九巴交
20 畀運輸署嘅，就係大概 2017 年中左右，8.8.1 段，九巴建議用三年嘅平均數
21 字，係 2014 至 16 年嘅實際牽涉交通率，就係 2.71 呢個數，個定義就係話每
22 一百萬營運里數嘅牽涉交通意外嘅巴士數目，就比起 2014 年個意外率其實就
23 係減低咗百分之六嘅，喺 2014 至 2016 就係最高個紀錄嘅，就用呢個目標
24 做五年計劃期嘅目標，即係話佢定咗個基準喺呢度喇，可以咁講。呢個就係九
25 巴自己定嘅目標，就係其中一個可以用嘅安全指標。

26 然後我哋往前去，2017 年去到 2018 年，你就可以睇 TD-5 文件夾 1729
27 頁，唔好意思，可唔可以返番一頁先，1728 頁，等我哋知道呢份係咩嘢文件，
28 1728 頁，你就睇到有一封信，係運輸署，日期 2018 年 5 月 21 號，係由運輸
29 署畀九巴嘅。

30 第一段，「呢封信就講話係提供你一套嘅指引同埋規定，就係涵蓋下面嘅部
31 分，就係要你喺五年嘅規劃計劃裏面就遵循嘅，所以你準備嘅時候就要睇
32 喇。」

33 好喇，即係一年前，即係講緊同一個，就係話佢個未來五年嘅規劃工作。
34 然後去番 1729 頁，你睇到運輸署嘅評論，關於巴士安全嘅，第一段，運輸署就
35 話「我哋備悉喺九巴每百萬行車里牽涉交通意外嘅巴士數目就 2016 年嘅 2.74

1 就增加到 2017 年嘅 3.04，係屬於一個高水平。」

2 第二段，我淨係讀最後嗰一行，「仲有，實際嘅牽涉交通意外率就係 2017
3 年 3.04，就係比喺你 2018 至 2022 年規劃計劃裏面所建議嘅 2.71 呢個水平
4 係高嘅。」

5 就呢度就睇到，每百萬行車公里牽涉意外嘅巴士數目，嗰個 2016、17 嗰
6 啲數字你睇到晒，15 都有。

7 然後喺呢一個表下一段就話「如果講到話牽涉到九巴巴士嘅交通意外數目，
8 喺 2015 年 362 宗增加到 2017 年嘅 423 宗，就有一個上升嘅趨勢。」

9 喺我頭先讀嗰段，我哋睇到九巴並冇達到意外率嘅目標，呢個目標係佢自己
10 定嘅，你可以睇到九巴嘅意外率，即係按每百萬行車公里計，係達唔到，係高
11 咗嘅，即係話九巴自己達唔到佢自己設定嘅目標。

12 你覺得如果個獎罰嘅機制喺咁嘅情況，點樣做呢？

13 MR JOHN STANLEY：（經傳譯員）我就唔會好似喺呢度咁樣嚟應用嘅，如果你睇番
14 嗰個表，題目就係話九巴巴士牽涉喺交通意外個數目，你會睇到嗰個致命意外
15 由 11 降到 5，再降到 3；嚴重受傷就由 122 降到 110，再降到 11；而輕微受
16 傷就由 737 升到 787，再升到 889；如果你淨係講話每百萬行車公里嘅意外
17 率，就即係話將所有唔同程度嘅受傷都有平等嘅對待，咁係一個錯誤嚟嘅。當
18 然致命意外嘅考慮係最重要，跟住嚴重受傷都係重要，然後輕微受傷可能又有
19 咁重要，所以係應該要反映到各種唔同意外所造成嘅傷亡程度嘅。即係話就係
20 有一個主要表現指標，咁先至可以係量度到嗰個安全表現，如果淨係按每一百
21 萬行車里數嚟計嗰個意外率，咁可能會誤導嘅。

22 陳先生：（經傳譯員）即係你意思應該仲有另一套嘅數字？

23 MR JOHN STANLEY：（經傳譯員）係喇，你要有一整套嘅指標，呢一度就會係嗰套
24 指標嘅一部分，但係應該係其中一個元素，唔係佢嘅全部。係應該有其他指標
25 能夠反映到，如果我係作為經濟學家，我就會反映嗰個交通意外嘅總體成本，
26 譬如某一種嘅意外，譬如話嚴重受傷，輕微受傷或者致命意外，佢嗰個成本係
27 點樣，就變咗有個加權嘅因素加咗落去，就先至可以睇到每百萬行車里數嗰個
28 意外率點樣比較。

29 陳先生：（經傳譯員）好喇，如果睇下一頁 1730 頁，底部，第(3)節，運輸署建議
30 --或者應該係話九巴就建議相關嘅計劃，為咗要減低巴士牽涉喺交通意外嘅比
31 率同埋進一步加強巴士服務嘅安全，照顧到乘客，我哋要求你問公司要建議以
32 下嘅計劃嘅。然後我哋去睇 1731 頁，運輸署要求九巴提出一個建議，係個目標
33 意外率，即係喺下一期嘅長遠巴士服務計劃嗰度要提及，就係呢個都係講話巴
34 士牽涉喺意外個比率嘅。你就頭先都提到話呢個意外率就唔足夠嘅，太粗疏？

35 MR JOHN STANLEY：（經傳譯員）係呀，佢哋應該係要再仔細啲，我會覺得咁樣個

1 目標應該係佢哋協商個結果嚟嘅，就即係話運輸署同埋營辦商之間去協商到嘅
2 結果，唔係應該由營辦商向運輸署建議。以呢一啲嘅課題其實應該係雙方都去
3 協商嘅題目嚟嘅。

4 陳先生：（經傳譯員）教授，喺你個報告度，我睇到墨爾本即係訂價加呢個合約模式
5 就有具體講明嗰個安全指標同埋有啲咩嘢獎罰嘅，或者我首先我講緊邊一頁，
6 然後就請你評論，請你睇第 26 頁，就係專家文件夾嘅第 26 頁，即係你嘅第一
7 份報告。你而家係咪揭到去第 26 頁呀？

8 MR JOHN STANLEY：Yes.

9 陳先生：（經傳譯員）我可唔可以讀出第二段？即係 3.4 之下嘅第二段，「根據十
10 年嘅都會區定線巴士服務合約就會喺 2018 年中到期，獎罰條款就係同乘客人數
11 增長有關，亦都係同係咪能夠按時提供服務或者取消班次有關，而呢個合約就
12 會取代之之前嘅合約，就一般都係包括埋呢個焦點。但係安全就唔係一個主要嘅
13 表現指標嚟嘅，根據合約，所以安全表現亦都有獎罰嘅條款規定，如果係安全
14 表現惡劣，就可能只係會導致安全總監就係取消有關營辦商個認證，就即係話
15 佢會有咗份合約。而喺新嘅合約，據理解，就會提供一個乘客體驗嘅機制喺
16 度，就係話係要根據營辦商嗰個表現，睇下相關嘅乘客投訴嘅數目、佢嘅回應
17 同埋解決嘅方法，就會成為一個考慮嘅指標。」

18 你提到話安全係咁重要，所以點解唔會加咗入去墨爾本嗰啲合約裏面呢？

19 MR JOHN STANLEY：（經傳譯員）係，原因就係我哋好大程度係倚賴墨爾本嘅法
20 例，就關於佢哋嘅安全責任同埋義務，就導致佢哋可以達到安全嘅要求，即係
21 話要所有有關能夠影響到安全嘅人士都要負上責任，我個人猜測呢個就係主要
22 嘅理由點解我哋嗰個服務係咁受到讚賞，就係因為安全嘅考慮，而運輸安全署
23 長，我都自己見過好多次，佢喺--我喺準備你今次嘅聆訊嘅時候，我就係見過
24 佢好多次，佢都係深信墨爾本嘅定線巴士服務安全就係因為我哋最基本理由就
25 係要所有相關人士都要負責，所以就係喺法例裏面有關於安全嘅規定，亦都有
26 係責任鍊嘅規定。

27 陳先生：（經傳譯員）你頭先所講嗰個概念，嗰個一般理解就即係話喺維省係有法律
28 上嘅責任，要確保安全，係咪呀？呢個責任嘅特點就係唔係淨係巴士營辦商，
29 而係就算喺營辦商下面嘅僱員都要付上責任，係咪呀？

30 MR JOHN STANLEY：（經傳譯員）係，佢哋有巴士安全法，就係維省嘅法例，就係
31 就住安全責任立法嘅。即係話喺根據法例，有關有時有責任要儘可能去減少或
32 者係消除會威脅到安全嘅因素，確保安全，譬如一個例子，就係話巴士營辦商
33 要喺儘量合理可行嘅情況之下確保巴士服務嘅安全，而法例亦都訂明嗰個安全
34 責任係適用於一連串嘅人嘅。

35 主席：（經傳譯員）有關呢個文本，可唔可以喺個畫面度打出嚟呀？

- 1 陳先生：（經傳譯員）呢個應該係教授第一份報告嘅。
- 2 主席：（經傳譯員）唔係喺個附件或者另一份文件嗰度？即係佢提及呢份文件，嗰份
3 文件有冇呢？有冇就係巴士安全法，即係有冇呢份文件？
- 4 陳先生：（經傳譯員）或者教授可以喺呢度幫一幫手，就我所知，我就喺附夾嘅文件
5 嗰度有見到嘅。
- 6 主席：（經傳譯員）我自己就有下載到，喺我自己嗰查文件就有嘅，係咪其他人唔係
7 都有嘍？
- 8 陳先生：（經傳譯員）係呀，或者可以畀所有人。
- 9 主席：（經傳譯員）即係話係咪喺個螢幕上係咪有呢已經？有冇一個參考編號呀？就
10 住 Stanley 教授嘅報告就有三個文件夾嘅參考編號嘅，係咪喺呢度？
- 11 MR JOHN STANLEY：（經傳譯員）係有 22、23 頁，我第一份報告就有提到部分相
12 關嘅法例，嗰個文本喺嗰度有。
- 13 陳先生：（經傳譯員）主席，個參考編號就係教授報告裏面嗰啲文件，即係佢提過啲
14 文件，但係就有嗰個法例本身。
- 15 主席：（經傳譯員）我哋需要嗰份法例本身。
- 16 陳先生：（經傳譯員）或者下一次研訊，我哋會提供，然後再返嚟講嗰個部分。
- 17 主席：（經傳譯員）我哋喺 23 頁就有一個摘錄。
- 18 陳先生：（經傳譯員）係，冇錯。
- 19 主席：（經傳譯員）教授，你正想繼續講話邊啲人就有呢啲責任。
- 20 MR JOHN STANLEY：（經傳譯員）多謝主席。嗰個法例其實提及嘅，就係話用你哋
21 講法，就係巴士車長、嗰啲編更嘅人員、採購服務嘅人士、維修保養嘅職員等
22 等，即係喺個法例裏面嘅概念就係呢啲叫做巴士安全工作人員，佢哋就有安全
23 嘅責任，而指定嘅人員就會包括例如係車長，牽涉嘅人係好多類嘅，佢哋就可
24 能影響到個安全嘅情況嘅，所以嗰個根本嘅原則就係話共同嘅責任呢個概念，
25 喺 22 頁報告底部嗰度有解釋。
- 26 主席：（經傳譯員）呢個責任會唔會延展到去公眾人士？
- 27 MR JOHN STANLEY：（經傳譯員）係冇嘅。
- 28 主席：（經傳譯員）我覺得好似喺法例嗰度睇過喇。
- 29 MR JOHN STANLEY：（經傳譯員）如果係嘅話，我諗可能我睇漏咗。
- 30 主席：（經傳譯員）但係我肯定你係比我熟悉嘅，我睇到，因為我當時就記得就係覺

1 得好怪喇，即係講到話嗰個責任鍊有邊啲人似乎有提。

2 MR JOHN STANLEY：（經傳譯員）就話邊個會影響到個安全嘅成效嘅。我諗值得提
3 醒人--即係主要係想提醒人唔係淨係巴士司機嘅，仲有其他人都要負責嘅，因
4 此佢哋需要承擔責任。

5 主席：（經傳譯員）佢哋點樣承擔責任呀？係會係法庭告佢哋？

6 MR JOHN STANLEY：（經傳譯員）係呀，係可以㗎，因為有關嘅條文就有一啲嘅罰
7 款嘅。

8 主席：（經傳譯員）即係話如果係公層面，就可以係編更人員、巴士車長，而最高層
9 嘅就係公司嘅高層，係咪？

10 MR JOHN STANLEY：（經傳譯員）係喇。而新嗰個全國法律好快就會喺 10 月 1 號
11 生效嘅，嗰度就係定出維省法律嘅背景，就係講話有啲咩行為可能會引致有
12 啲咩嘢後果嘅，甚至係監禁嘅，呢個就係更新咗嗰個全國法例，係根據呢個法
13 例，而家嗰個罰則主要就係罰款嚟嘅，但係將來就會改。

14 主席：（經傳譯員）你未繼續之前，想講嗰條法例，邊一部分係講話公眾嘅責任㗎？

15 MR JOHN STANLEY：（經傳譯員）第 15 條嗰度就係講緊營辦商嗰個責任，譬如話
16 巴士營辦商一定要喺儘可能嘅情況之下確保嗰個巴士服務係安全嘅。第 16 條亦
17 都係類似咁講，一個採購商...

18 主席：（經傳譯員）邊個叫做採購人？

19 MR JOHN STANLEY：（經傳譯員）即係嗰啲購買巴士服務嘅採購人。而呢度都係喺
20 維省嘅一個好有趣嘅辯論係講緊嘅，就係講到係公眾嘅運輸當局就係購買同埋
21 決定呢啲嘅服務班次就有一個採購人，可能係其中服務鍊一員嘅。

22 主席：（經傳譯員）點解唔係呢？

23 MR JOHN STANLEY：（經傳譯員）我覺得，就主席，呢個應該係嘅。咁繼續，就係
24 去到第 14 條，...

25 主席：（經傳譯員）我哋可唔可以睇一睇，第 14 條一路去到第 17 條，第 17 條就有
26 一個「巴士安全工作者」，係咩嘢嚟嘅呢？

27 MR JOHN STANLEY：（經傳譯員）個定義就係喺法例嘅前部係定咗嘅。

28 主席：（經傳譯員）邊啲係嗰啲巴士安全工人呀？

29 MR JOHN STANLEY：（經傳譯員）我諗最好都係睇番嗰個定義。

30 主席：（經傳譯員）好合理。可唔可以睇番釋義嗰部，應該係第 1 條，第 3 條，「定
31 義」喺第 3 條，法例第 3 條，喺呢度，啱唔啱？「巴士安全工作」，係喇。

1 MR JOHN STANLEY：（經傳譯員）巴士安全工作者就係一個人係將會或者已經係做
2 緊一啲巴士安全嘅工作，包括一個人係由巴士營辦人係聘用嚟到係做一啲巴士
3 安全嘅工作，或者有其他人所聘用嚟到去做巴士安全工作，係一個受訓嘅人士
4 或者一個自願工作者，所以嗰個定義都好闊嘅，可能係巴士嘅測試，一啲嘅監
5 察。其實我哋就係負責驗車嘅，所以呢條條款都可以包埋我哋嘅。

6 主席：（經傳譯員）去番上面「巴士安全工作」嗰度。

7 MR JOHN STANLEY：（經傳譯員）指「一個活動可能影響到巴士服務嘅安全，包括
8 駕駛巴士，或者係同一啲駕駛巴士相關嘅活動、設計、建造、供應、維修、改
9 裝、驗車」或者係--等等。呢啲嘅嘢巴士上面嘅設備，或者係去定出或者係改
10 變巴士服務時間表個班次，或者一個指定嘅服務，呢個係範圍好廣闊。

11 即係話巴士公司嘅經理佢哋係知道嘅，佢哋都係好認識呢一點嘅，譬如話曾
12 經有討論到巴士司機嗰個嘅工作時間，其實就係佢哋係點樣可以接受。譬如舉
13 例，我哋嘅巴士司機或者係車長平均一個星期工作四十四至四十六小時，喺法
14 例之下佢哋可以工作長啲嘅，但係佢哋唔會，因為營辦商都係關心到咁樣做對
15 安全嘅影響。

16 其實做一間大嘅營辦商嘅總裁，當佢喺上任嘅時候，2008年就係將當時嗰
17 個嘅平均工作時數，四十八降到去四十四至到四十六，喺後來嗰四、五年之間
18 做得到嘅，而大部分嘅墨爾本承辦商都係大概一周就係定四十五駕駛小時嘅。

19 主席：（經傳譯員）最高可以容許嘅，每個星期駕駛幾多小時呀？

20 MR JOHN STANLEY：（經傳譯員）佢哋可以去到七十二嘅，我哋覺得就唔係幾好。

21 主席：（經傳譯員）你嘅證供就係話因為關乎到安全嘅職責，所以佢哋認為應該駕駛
22 小時係下降？

23 MR JOHN STANLEY：（經傳譯員）冇錯。營辦商都係非常之明白嗰個編更嗰個要求
24 嘅，譬如話有一個嘅承辦商就係喺一個五又四分一小時嘅更裏面係畀多咗三十
25 五分鐘，因為就都會計可能有交通阻塞，就會影響行車時間，佢哋就唔想佢超
26 過五又四分一嘅小時，根據我哋嘅法例，因為呢個係你最高冇休息之下連續搵
27 車嘅時數，如果同佢哋講，佢哋一定最關心嘅就係可能導致對於安全嘅影響、
28 一啲嘅後果，如果有一個人因為搵車時間太長，會唔會係會撞死另外一個人呢
29 咁。

30 陳先生：（經傳譯員）好喇，講到責任鍊呢個問題，你當然下面係有好一層嘅法律責
31 任同義務，就解釋點解你係唔需要特別嚟到話係有啲乜嘢嚟到去獎勵、鼓勵佢
32 哋係注重安全嘅？

33 MR JOHN STANLEY：（經傳譯員）係。

34 陳先生：（經傳譯員）喺香港，我哋就有呢啲嘅法例嚟到--喺法律方面係有要求到確

1 保安全嘅責任嘅，你覺得係咪更加重要應該係喺其他嘅方面嚟到去獎賞安全
2 呢？

3 MR JOHN STANLEY：（經傳譯員）我覺得呢個係一個好嘅方法嘅，but 就應該唔夠
4 好似我哋咁有一個責任鍊同埋有一啲嘅法例規定安全方面係咁有效嘅。我就覺
5 得如果你係想用一啲賞懲嘅制度嚟到促進安全，就會去番我正話所講，要確保
6 呢啲嘅賞罰都係會適用喺好幾方面嘅，凡係有機會影響安全表現嘅人應該都要
7 受制，呢個就係其實想建立一個嘅責任鍊。

8 主席：（經傳譯員）可唔可以話畀我哋聽喺嗰個法例方面係點樣嚟到令到維省係有安
9 全嗰個嘅職責？

10 MR JOHN STANLEY：（經傳譯員）係呀，嗰個法例嘅做法，就係主席，全國嗰個嘅
11 法律就係我自己係有份參與嘅，就係嗰個嘅國家道路安全委員會，我哋而家有一
12 個國家道路安全委員會，亦都有一啲重型車輛嘅全國法律，就係會喺省嗰個
13 嘅層面係實行嘅。

14 唔係所有嘅省都有一個巴士安全法好似我哋咁嘅，維省同埋新南威爾斯，呢
15 兩個最大嘅省就係喺呢一方面就係行得最前嘅，喺 10 月 1 號今年就會係開始嘍
16 喇。我諗喺儘可能嘅情況之下，自從 2009 年呢個國家嘅法律已經係會開始嘅，
17 我哋 10 月 1 號會開始，我覺得而家嗰個全國嘅法律已經係追上咗我正話所講嘅
18 巴士安全法呢一方面嘅水平。

19 主席：（經傳譯員）用咗幾年先至可以達到呢個嘅程度呢？

20 MR JOHN STANLEY：（經傳譯員）我諗就都要三、四年。當我係呢一個巴士協會嗰
21 個總裁，2009 年有呢個法例，當時我 1999 年至 2008 年係擔任呢個角色，呢
22 一個嘅法例同埋係將嗰個業界嘅意見就擺埋落去去發展呢一個嘅法例，就係我
23 自己當時有份參與嘅。

24 喺我第一份嘅文件，我就話主要或者係部分原因係業界接受政府好大程度嘅
25 財政資助，我哋亦都係想更加係主動咁樣喺安全方面令到佢哋成為好嘅企業公
26 民，我哋係好主動嘅，亦都希望呢一類型嘅安全法例係可以係繼續，亦都希望
27 佢哋係符合嘅。

28 主席：（經傳譯員）香港就情況唔係咁喇。

29 MR JOHN STANLEY：（經傳譯員）冇錯。但係如果你睇下啲好簡單嘅指標，譬如每
30 百萬行車公里嘅意外率，我哋香港同埋倫敦都有墨爾本咁好，其中一個原因可
31 能係因為我哋有呢一條嘅法例；另外一方面，亦都可能係個經營嘅環境，喺香
32 港同埋倫敦係--佢哋係好過香港同埋倫敦嘅。

33 陳先生：（經傳譯員）呢度係有另外一個因素，如果我講錯咗，你可以更正。就係你
34 哋有一個係好大嘅補貼，另外係成本增加亦都係可以增加佢哋嘅利潤嘅，任何
35 嘅成本增加都可以轉嫁畀政府嘅？

1 MR JOHN STANLEY：（經傳譯員）冇錯，你講得啱。不過亦都--即係話政府係可以
2 好緊密咁樣監察任何可能係增加成本嘅一啲事情，呢一個可以從一個安全嘅角
3 度去睇嘅，譬如話喺過去三、四年，我哋都係有一啲人係譬如襲擊或者係辱罵
4 司機嘅，喺呢一方面就引致我哋就加咗一啲安全嘅罩，亦都有一啲嘅閉路電
5 視，去處理呢個問題，政府同埋呢一個承辦商都係大家作負擔咗部分嘅成本
6 嘅，呢個都洽商出嚟嘅結果。

7 羅先生：（經傳譯員）去建議同埋改善呢一個呢一個巴士--增強呢個巴士安全法會有
8 啲咩嘢人係抗拒嘅呢？有啲咩嘢反對呢？

9 MR JOHN STANLEY：（經傳譯員）即係邊個會反對呢啲嘅法例呀？

10 羅先生：（經傳譯員）係。

11 MR JOHN STANLEY：（經傳譯員）我就諗唔到有咩嘢人會反對嘅，可能巴士營辦商
12 或者會反對，因為喺呢個法例之下佢哋就要問責。但係我哋嘅墨爾本嘅巴士營
13 辦商就好支持呢個法例，佢哋亦都係支持認證嘅，呢個認證制度。我諗一啲主
14 要嘅因素就係佢去實行咗呢啲嘅要求之後，佢哋知道或者佢哋相信就可以改善
15 到佢哋嘅安全表現，譬如話佢令到墨爾本成為一個大家去工作、出行都係更加
16 好嘅地方，因為巴士司機駕駛係會更加嘅安全，我睇唔到有咩嘢人會反對嘅，
17 因為嗰啲最可能反對嘅人可能係佢哋都係會有好處嘅。

18 羅先生：（經傳譯員）但係嗰啲變咗要係有多啲嘅責任同埋義務嘅人，佢哋會歡迎咁
19 嘅制度咩？

20 MR JOHN STANLEY：（經傳譯員）因為佢哋諗佢哋可以嘅表現只要達到呢啲嘅責
21 任，佢哋就係好滿意㗎喇，所以佢哋可以加強佢哋喺業界嗰個嘅地位，就亦都
22 畀人睇到佢哋係一個負責任嘅業界，所以其中一個好處就係我哋有一個非常
23 之強嘅業界協會，我哋可以係代表業界嚟發聲，唔係個別嘅營辦商發聲。

24 主席：（經傳譯員）當然呢度亦都係有一個經濟嘅利益，因為加強咗安全之後，因為
25 意外都係會引致有金錢損失嘅。

26 MR JOHN STANLEY：（經傳譯員）係呀。

27 主席：（經傳譯員）呢個對於巴士營辦商都有好處嘅。

28 MR JOHN STANLEY：（經傳譯員）冇錯，主席。

29 陳先生：（經傳譯員）喺呢一方面，我哋就係收到一份嘅報告，就係話有人反對係用
30 獎勵嘅制度嚟到去促進安全嘅，可唔可以請你喺呢一方面表達下意見？

31 MR JOHN STANLEY：Mm-hmm.

32 陳先生：（經傳譯員）我哋而家就去專家報告嘅第 153 頁，呢個就係 Mike Weston
33 先生嚟到做嘅一份報告，佢就係一個交通乘客嘅顧問，佢就係個專長就係倫敦

1 嘅巴士制度。153 頁嘅最底嗰度，我想講嘅就係用獎勵嘅形式去改善安全，呢
2 一段嗰個大題目，8.5。

3 我讀一讀，「喺 6.1 段其中一個大倫敦嗰個嘅運輸委員會就係有一個建
4 議，就係去『改善佢高級員工嗰個獎賞制度，就係有一個嘅直接嘅連繫，就係
5 巴士安全同埋表現有關嘅付款。』喺嗰個嘅報告書裏面就有建議，就係『而家
6 嘅巴士營辦商就係冇用錢嚟到去獎勵安全，呢個應該係要修改嘅。』咁同呢一
7 個倫敦嘅巴士營辦商傾過之後，好明顯營辦商係唔支持直接用錢嚟到去獎勵安
8 全嘅，即係喺嗰個合約裏面，承辦商就覺得直接咁樣用金錢嚟到去獎賞就會係
9 引致一啲錯誤嘅行為，特別喺比較低層嘅--公司嘅低層，包括就係會鼓勵佢哋
10 係唔匯報或者係唔舉報一啲嘅意外嘅，就覺得如果將兩者相連，就會令到佢哋
11 唔願意同其他嘅營辦商喺安全嘅問題上面係嚟到合作，因為呢個係會有一個喺
12 競爭嘅商業方面嘅利益考慮嘅，咁即係話如果用錢嚟到去獎勵安全，佢哋覺得
13 唔係一個積極嘅行為。」

14 佢就話有兩個可能嘅風險，第一，就係變咗有關嘅事就係會唔舉報，有一個
15 趨向；另外就係會減少咗巴士營辦商之間嗰個合作，你呢一方面又有咩嘢嘅睇
16 法呢？

17 MR JOHN STANLEY：（經傳譯員）我都承認呢個係有一個風險嘅，如果你可能係會
18 鼓勵人哋有事唔報嘅，但係我諗亦都係可能佢哋會設計一個嘅監察制度同埋合
19 規嘅保證嘅制度，確保唔會咁樣發生，例如喺我哋呢一度，運輸安全署署長就
20 係嗰個成個制度嘅批核者，佢係一個嘅獨立人士或者係機構，佢會有一個嘅法
21 定嘅指引，要佢係幫承辦商認證，亦都確保佢哋符合呢一個認證規度裏面嘅條
22 款，包括係有事係需要匯報嘅。

23 如果你設計一啲賞罰嘅制度，你要確保你係預防到呢個風險，可能係好難做
24 到嘅，但係我哋都係要去試下嘅，咁去試下呢個制度，去睇下可唔可以處理到
25 呢個風險，我哋有呢一個咁樣嘅署長就係好似我哋呢個制度嘅一個裁判或者係
26 批核人咁樣。而家話唔願意...

27 陳先生：（經傳譯員）唔係，你未講下一個事項嘅時候，我哋想再講多啲第一個事
28 項，就係遇事不報。

29 MR JOHN STANLEY：（經傳譯員）係。

30 陳先生：（經傳譯員）你嘅證供就係話遇事不報或者係傾向唔報嘅呢一個風險就可以
31 有一個--你點樣處理呢？就係有一個可靠嘅制度去確保呢啲嘅數據係能夠係準
32 確咁樣係收集得到同埋記錄得到，我理解唔唔唔？

33 MR JOHN STANLEY：（經傳譯員）係，我哋就要睇下有咩嘢方法，你要睇下可唔可
34 以達到呢一點，而我哋可以用一啲嘅程序去處理呢個問題嘅。

35 陳先生：（經傳譯員）某個程度嚟講，係咪話喺呢個數據收集方面係盡量機械化同埋

1 減少人嘅參與呢？

2 MR JOHN STANLEY：（經傳譯員）呢個亦都可以將一啲嘅數據庫同事件同埋意外嚟
3 到連貫起嚟，可以係有唔同嘅渠道嘅，...

4 主席：（經傳譯員）我就係諗緊點解可以話係唔報呢啲意外呢？因為有好多方係涉及
5 啲嘛，譬如話司機、乘客、警方等等，甚至乎係呢一個救護車嘅，你點可以話
6 大家聯合唔報嘅呢？

7 MR JOHN STANLEY：（經傳譯員）你諗下譬如有一啲細路仔向一架巴士掙石，掙啲
8 石頭，如果你係嗰個嘅營辦商，你會喺一個有賞罰為基本嘅制度，即係關於意
9 外方面嘅事項，你就會諗「我哋就唔好理呢件事，我哋唔去匯報。」其實佢已
10 經掙爛咗窗或者係傷咗，甚至係令到嗰個司機死亡，或者係可能係令到某啲嘅
11 人死亡。

12 主席：（經傳譯員）呢個嘅制度就係你嗰個嘅錯誤係唔擺落去個方程式嗰度，有一啲
13 嘅人係可能有--呢個可能係刑事嘅行為，你可以懲罰佢。

14 MR JOHN STANLEY：（經傳譯員）係呀。

15 主席：（經傳譯員）呢個係有辦法去處理嘅。

16 MR JOHN STANLEY：（經傳譯員）我哋而家係講緊一啲嘅準則，我哋係要點樣控
17 制。

18 主席：（經傳譯員）係。

19 MR JOHN STANLEY：（經傳譯員）你講到呢點啱喇。

20 主席：（經傳譯員）如果我記得啱呢，有四十二個元素喺倫敦嗰個評估裏面，就係話
21 嗰啲嘅巴士比欺凌或者係凌辱嘅，點解將佢--點解話唔會報畀巴士公司聽或者
22 點解係會嘅呢？

23 MR JOHN STANLEY：（經傳譯員）呢個係好重要嗰個嘅訊息，如果你唔去做呢啲，
24 你就會畀人哋係喺安全方面係有一個罰款嘅。我哋要有一啲嘅創意思巧，呢個
25 係唔容易嘅，但係如果你睇下其他嘅安全制度方面其他嘅方法，有一個責任鍊
26 嘅問題，就係有冇一個係遇事不報嘅問題。

27 陳先生：Sorry, I interrupted you there. Please continue to deal
28 with the second issue.

29 MR JOHN STANLEY：（經傳譯員）譬如話喺一個競投制度入面，有個營運商本身有
30 個好嘅安全步驟，你會認為就係話佢會有傾向就係話支持你所講嘅，而係唔會
31 去分享呢啲資訊畀其他營運商。呢啲我唔認同，我諗譬如話呢啲係同個競投制
32 度有關，而唔係同呢個安全指標有關。喺個競投制度下面，呢啲營運商一般都
33 唔想合作，因為就唔想畀人知道佢嘅競爭優勢。而如果安全就係一個佢哋嘅競

1 爭優勢，就更加唔想同人哋分享。

2 要解決問題嘅方法，倫敦嘅報告，我認為有一項好重要嘅，其中一個要點就
3 係需要唔同營運商更大合作，同埋政府同埋營運商更多合作喺個安全事宜方
4 面，喺我嘅報告第二部分方面亦都係有提到嘅。

5 主席：（經傳譯員）雖然就係話營運商之間可能有咩嘢直接合作，譬如話倫敦方面係
6 有嗰個 Transport for London 就從個官方嗰方面，譬如話有個營運商，譬
7 如話嗰個神眼系統，本身係去減少咗個追撞嘅意外，呢啲係個監管當局會留意
8 到，我哋營運商 A 有個好好嘅結果，然之後就會將呢啲嘅資訊畀其他營運商？

9 MR JOHN STANLEY：（經傳譯員）我哋希望係咁，主席，譬如話情況就係有獎有罰
10 嘅情況，都要可以安裝呢啲科技，然之後從中得益嘅。我哋就唔係話好明個第
11 二點。

12 陳先生：（經傳譯員）講番個營運商嘅獎勵方面，講到譬如話睇番有冇獎勵安全措施
13 嘅延伸利益，如果嗰個安全表現係有關嘅獎勵制度，會唔會係有潛質可以去鼓
14 勵政府去留意番嗰個安全有關嘅係即效指標？因為而家係有一個額外嘅焦點同
15 埋個財政後果。

16 MR JOHN STANLEY：（經傳譯員）你認為會係作為一個步驟嘅後果，首先就係已經
17 係需要去決定嗰啲獎勵同罰則係點樣，所以嗰個運輸部門本身係需要去深入去
18 同啲專營巴士營運商去討論去建立呢啲嘅即效指標，就延伸到個問題，就係話
19 你點樣去過程上監察，同埋需要有一個更強力嘅監察同埋評估制度個步驟。

20 陳先生：（經傳譯員）教授，而家我哋去另外一個範圍，就係個認證呢方面，一般嚟
21 講，喺你嘅報告入面，巴士營運商認證係墨爾本巴士嘅中央重要部分，基本上
22 如果佢未認證嘅話，就唔可以去營運嘅，而家係可能就係話呢啲認證就可能要
23 改變。

24 而家我哋係去睇番文件夾方面，第 9 頁，你嘅報告第 9 頁，第一部分嘅第
25 9 頁，我首先會提及番嗰三段，「巴士營運商認證，作為一個制度去確保就話某
26 個人係可以提供一個安全有效率嘅巴士服務，就有三個元素，係畀巴士同埋旅
27 遊巴、營運者嘅運輸管理課程，由 Monash 大學舉辦嘅，個範圍主要係譬如話
28 嗰個營運商提供嘅服務同埋一個每個合約嘅定線服務，高級員工就需要去完成
29 個課程，就有四個單元嘅，其中一個就係巴士營運商安全風險管理，其中包括
30 課題就係規管同法律架構、財政管理同埋商務擴展，另外一個就係管理資訊系
31 統，第三個就係維修管理系統。

32 喺 3.3 部分提及，呢三個元素係獲認證，巴士營運商嘅主要規管元素，而
33 個安全嘅重點係主要係過去十年係大大加強，主要集中在喺去建立認為係一個安
34 全風險管理文化。

35 而呢個巴士營運認證系統主要係個報告嘅主要焦點，因為作者認為主要比起

1 墨爾本同埋香港之間係一個最重要嘅單一分別，喺上文提及，維多利亞嘅定線
2 巴士運作個機制係一個特別對呢啲嘅安全議題發展特別重視嘅，所以就睇番呢
3 啲嘅一般營運。」我就對於嗰個管理資訊系統同埋維修管理系統嘅重視。

4 而家我哋去第 25 頁，去提及呢兩個嘅系統，最後嗰段，我就讀番上半段，
5 「BusVic 係好積極咁樣去建立維省嘅巴士營運商認證制度，例如佢--個課程
6 內容係提供左畀 Monarsh 大學方面，就係嗰啲認證--營運商一定要去完成嘅，
7 最緊要就係佢有一啲嘅範文回應佢關於管理資訊系統同埋維修管理系統嘅要
8 求，係根據 ISO 39001 嘅，因佢令到佢嘅會員能夠建立同埋執行安全風險管理
9 系統去符合認證制度嘅要求，只要佢係盡力去應用。」

10 我見到嗰個認證系統同埋 ISO 39001 嘅聯繫，之後我會再提及番。首先，
11 你可唔可以總括嚟講，你可唔可以形容嗰啲巴士營運商認證系統嘅主要好處，
12 特別係關於巴士安全呢？

13 MR JOHN STANLEY：（經傳譯員）呢個營運商認證主要係關於安全，主要就係佢哋
14 就係個認證系統嘅背後根本理據，就係確保就係營運商佢提供安全嘅服務，同
15 埋就唔會有--所以意外就係呢啲認證係由嗰個運輸交通總監提供嘅，所以佢就
16 「係，嗰個人就話係呢個人係可以係成為一個認證合格營運商。」所以就可以
17 合資格去同政府建立合約。

18 而呢個維修嘅管理系統同埋嗰個管理資訊系統，呢兩個系統嘅範圍本身係由
19 嗰個運輸署安全總監去決定。睇番嗰啲相關法例嘅條款，我本身啲文件都有提
20 及到嘅，本身呢個運輸安全總監本身係會話畀個營運商佢哋要做啲乜嘢同埋佢
21 對佢哋嘅期望係乜嘢，同埋佢要睇到啲乜嘢，譬如話佢哋嘅管理同埋維修系
22 統方面，同埋個管理資訊系統方面，譬如話我睇番我文件入面所提及嘅，譬如
23 話呢啲嘅管理資訊系統，呢啲譬如係佢巴士安全嘅管理方面，呢啲係由運輸安
24 全總監去出版嘅，就係令到佢哋嗰啲營運商確認，就係話佢哋有咩嘢期望，同
25 埋如果佢哋認證咗之後，就係佢哋去引導佢完成個認證過程。

26 而之後個巴士行業協會，我哋之前擺喺個螢幕上，就基本上係會建立一啲範
27 本回應畀佢哋會員去睇，同埋去定制，令到佢哋符合佢哋嘅維修管理系統同埋
28 管理資訊系統，就係呢啲比較大嘅營運商，佢哋會度身訂度一啲，根據佢哋嘅
29 營運情況，但係如果細嘅營運商，佢哋就基本上都會夠用嘅呢啲範文。

30 陳先生：（經傳譯員）如果我錯，你指正我，就係話呢啲嘅認證系統，就關於安全方
31 面，主要係集中於嗰個風險管理方面同埋設立同埋去營運呢個系統去確保安
32 全。其實點解我會去比較番嗰個譬如係 ISO 39001，可以睇番 39001 喺呢一
33 段，我睇番你第二個報告，第 78 頁，喺中間嗰段，喺巴士車長訓練對上嗰段，
34 我會讀一讀，然後再問一問。

35 「最後運輸部」--呢個係運輸局--「運輸署去參照番 ISO 39001 道路安
36 全管理系統指出，就係話呢啲係有啲嘅車隊管理公司同埋物流公司，但係唔係
37 畀個運輸監督採納。亦都係留意到，就係話維省嘅營運商管理系統亦都係參照

1 番 ISO 39001，然後所有嘅定線巴士營運商需要獲得認證，然後但係就有話
2 要去，根據呢個標準，然後獲得呢個證書。」

3 喺香港，我哋就有呢個認證系統，同埋亦都係有一個競標系統，例如我哋要
4 --如果我哋要求巴士營運商去達到 ISO 39001 會唔會好似墨爾本咁樣達到相
5 同嘅安全利益呢？

6 MR JOHN STANLEY：（經傳譯員）你會期望就係話應該會令你去相當嘅改進，我認
7 為就係話--要諗就係話嗰個交通安全嘅總監嘅角色、你要咩嘢機制，同埋你想
8 嘅話，去確保合規，特別係應用香港嘅巴士營運，所以你會有一個認證當局就
9 會做嗰個 ISO 認證，同埋頒發證書，如果你鍾意嘅話，去確保就係話個符合期
10 望。

11 我哋有呢啲咁嘅嘢，但係我哋有啲類似嘅嘢，但係如果我哋做嘅話，就會有
12 一個運輸安全總監，就會去作為成個制度嘅監察者。我哋如果睇番就係話，做
13 係一個好嘅提議。我會諗就係話如果有個角色，譬如話好似問責同作為一個獨
14 立同埋一個問責嘅守護者去確保個系統有效。

15 陳先生：（經傳譯員）喺維省，嗰個系統安全嘅守護者去確保個營運者係有合適嘅風
16 險管理系統就係嗰個運輸安全總監？

17 MR JOHN STANLEY：（經傳譯員）啱嘅。

18 陳先生：（經傳譯員）喺個 ISO 39001 嘅背景之下，呢個責任就係由嗰個認證公司
19 去處理，去進行一個年度檢查--審查？

20 MR JOHN STANLEY：（經傳譯員）係。

21 陳先生：（經傳譯員）佢哋而家係會得到嗰個證書？

22 MR JOHN STANLEY：（經傳譯員）係。

23 陳先生：（經傳譯員）主席，而家我想去另一個題目，就係巴士安全嘅常設委員會。
24 而家會唔會係一個合適嘅時間呢？

25 主席：（經傳譯員）而家會進行午膳，而家我哋會兩點半先返嚟繼續。

26

27 下午 12 時 57 分押聆訊押後

28

29 下午 2 時 30 分恢復聆訊

30 出席人士如前。

31

1 主席：（經傳譯員）下午好。係，陳律師。

2 陳先生：（經傳譯員）多謝主席。Stanley 教授，我就會開始去下一個題目，就係
3 巴士安全常務委員會同埋運輸安全總監嘅問題，我會兩樣一齊處理。你今朝早
4 都有提及運輸安全總監嘅角色就係點樣可以負責執行嗰個責任鍊嘅，我就會而
5 家集中講各個方面。

6 首先，我哋睇番呢兩個建議，就係話可以變咗促進更加積極嘅做法去達致巴
7 士安全，就唔係話比較被動咁做。或者首先，睇番你個報告有提及呢兩項建議
8 嘅，首先，去到第 100 頁，就係專家文件夾嘅 100 頁，呢度你就列出你嘅主要
9 嘅建議，大概喺頁嘅中間，第二點，嗰度第二點，你建議「設立一個獨立嘅運
10 輸安全總監，佢嘅工作就係負責管理同安全責任，確保遵守同埋執行嘅事宜
11 嘅」。即係話你建議設立一個運輸安全總監，就係確保安全責任鍊得以落實。

12 你亦都有講一點觀察，就係 99 頁底部嗰度，喺 99 頁底部，你就話「運輸
13 安全總監，如果係獨立嘅話，就既可以提升安全，將佢成為一個係可取嘅政策
14 成果，同埋亦都係提供一個獨立嘅問責嘅機制，亦都係有透明度去處理安全嘅
15 程序同埋成效，就會超越一個政府部門或者係公共運輸管理機構所能夠做到
16 嘅，而運輸安全總監佢嗰個審查嘅程序，同埋佢可以接觸到業界，就令到佢哋
17 都達成一個結論，就係話譬如墨爾本咁樣，佢個定線巴士服務嘅做法係安全，
18 咁就係可以達致到呢一點。」

19 呢個就係運輸安全總監可以做到嘅嘢，根據同一點，我哋又可以睇埋你另外
20 一個建議，就係關於話巴士安全常務委員會，...

21 主席：（經傳譯員）或者喺你繼續之前，可唔可以幫我哋再認識多啲，就係運輸安全
22 總監佢會得到啲咩嘢嘅支援服務，佢係咩嘢人？佢應該喺邊度嚟㗎？

23 MR JOHN STANLEY：（經傳譯員）喺墨爾本，就係 2010 年有一條嘅公共運輸整合
24 法，喺嗰度出嚟就有呢個職位嘅，主要就係重組番嗰個架構嘅安排，可以喺維
25 省嗰度就係提供到運輸服務同埋做規劃嘅，呢個法例亦都係設立咗一個機構，
26 主要就係一個政策機構嚟嘅，佢之下面就成立咗兩個處理機構，就係處理公共
27 運輸，同時亦都有一個獨立嘅職位就係運輸安全總監，即係維省嘅，因為佢哋
28 想特別聚焦睇改善運輸空間嘅安全，要做到呢一點，就需要成立一個獨立嘅組
29 織，所以呢一個方法就係最有力可以做到嘅方法嚟嘅，同時佢亦都有其他--即
30 係變咗佢係喺譬如好似其他嘅方案以外嘅一個選擇嘅，譬如好似一個係公共運
31 輸局咁樣，而且佢有獨立地位，亦都係會令到佢有空間可以去做到佢嘅工作。

32 主席：（經傳譯員）佢有啲咩嘢支援呀？

33 MR JOHN STANLEY：（經傳譯員）佢自己有一個機構，有職員嘅，我唔知道有幾多
34 職員，但係有做研究嘅，亦都有做實地審查嘅，我純粹係估嘅啫，應該佢哋嘅
35 職員人數大概係三、四十人，但係我之後可以畀番個答案你嘅。

1 主席：（經傳譯員）好，唔該。佢有啲咩嘢資歷呢？即係而家現任嗰位？

2 MR JOHN STANLEY：（經傳譯員）佢係安全風險管理嘅專家嚟嘅，佢嘅背景同埋經
3 驗就係咁，主要就係因為個焦點係放喺安全管理嗰方面，所以佢就會係一個好
4 適合嘅人選去做呢個工作，就可以應用佢嘅--佢原本係喺航空界嗰方面做安全
5 管理嘅，但係亦都可以將佢呢方面嘅經驗同知識應用喺呢度，即係陸路交通嗰
6 度。

7 主席：（經傳譯員）陸路交通係咪包括巴士、電車同埋火車？

8 MR JOHN STANLEY：（經傳譯員）係，但係佢亦都係巴士安全嘅總監嚟嘅。

9 主席：（經傳譯員）好，唔該。

10 陳先生：（經傳譯員）政府呢方面有冇咩嘢角色嘅呢？即係話係要要求嗰個安全行
11 為，抑或係由呢個總監負責？

12 MR JOHN STANLEY：（經傳譯員）你可唔可以重複你個問題？

13 陳先生：（經傳譯員）就話政府有冇啲咩嘢角色扮演嘅呢？

14 MR JOHN STANLEY：（經傳譯員）政府主要就係定立呢個政策，制定嗰個政策框
15 架，就係關於處理安全嘅，然後就由安全總監去執行有關嘅政府嘅政策。

16 我喺我嘅--我諗係我第二份報告裏面，就我有加一幅圖，就顯示到嗰個架
17 構嘅，應該係第 71 頁，就係喺香港同埋墨爾本，我將佢分為三類，因為好多時
18 候，我哋講話架構設計都係咁樣睇呢三類，就第一，就係嗰個政策層面--即係
19 或者策略層面，第二個就係執行層面，第三就係營運嗰個層面。

20 喺香港同墨爾本，如果喺執行層面，香港就有運輸署，澳洲就有一個公共運
21 輸署，然後去到--而喺最頂，即係策略層面，就係香港就係運房局，墨爾本就
22 係有維多利亞運輸局。中間嗰層，跟住最底嗰層營運嘅層面，香港就係專營巴
23 士營辦商，墨爾本就係合約巴士營辦商。

24 主席：（經傳譯員）唔好意思，我流鼻血，要暫停一陣。

25

26 下午 2 時 39 分押聆訊押後

27

28 下午 2 時 50 分恢復聆訊

29 出席人士如前。

30

1 主席：（經傳譯員）對唔住，唔好意思。不過我哋而家就可以係恢復正常喇。

2 陳先生：（經傳譯員）好，教授，未小休之前，你就係比較緊香港同埋墨爾本嗰個嘅
3 架構嘅，你嘅觀察就係香港有一個嘅特定安全部門，即係有一個專責嘅安全部
4 門，同一個話題，喺第 70 頁，即係喺呢一個圖表嘅前一頁，喺第三段，你就係
5 做咗一啲觀察嘅，就香港嗰個嘅制度，喺最後一句，你就話「但係因為有一個
6 獨立嘅安全規管機構喺香港，就似乎就係相對嚟講，係減低咗大家對於安全問
7 題嗰個嘅注重嘅。」呢個係咪你嘅觀察呢？

8 MR JOHN STANLEY：（經傳譯員）係。

9 陳先生：（經傳譯員）而家講到呢個常務委員會嘅建議，就係第 94 頁，專家報告嘅
10 94 頁，喺 94 頁最底嗰度，第 6 點，你就建設成立一個常務委員會，係關於巴
11 士安全嘅，就起碼一年要開會兩次嚟到去覆檢同埋去評估最新嘅關於巴士安全
12 嘅技術，特別就係定線嘅巴士營運，就建議政府一啲應該採用嘅安全需求嘅，
13 關於巴士嘅車隊同埋其他巴士系統，新成立嘅加強專營巴士安全嘅專責小組就
14 可以成為呢個基礎，但係裏面嘅成員可以係擴闊啲去包括埋其他嘅巴士經營者
15 嘅。

16 我明白呢兩個嘅做法，即係要建立一個常務委員會同埋呢一個嘅運輸總監就
17 係會係令到我哋更加主動積極咁樣去處理巴士安全嘅事？

18 MR JOHN STANLEY：（經傳譯員）係，我相信喺咁嘅情況，係嘅，呢一個常務委員
19 會就係去確保有一個恆常嘅對話，就係有關嘅方面都可以係對巴士安全有一個
20 影響嘅，都可以繼續係討論，譬如話巴士嘅製造廠、售後嗰個嘅零件供應、政
21 府、大學等等都有一個角色，呢個就係要建立一個協作嘅架構，我就覺得呢個
22 好重要嘅，我哋就係倫敦嘅 Mr Weston 先生所講嘅。

23 我哋喺墨爾本有呢一個國家層面嘅安排，就係有呢一個國家嘅重型車輛法，
24 亦都可以適用於巴士，呢一個係一個好好嘅、開放嘅做法去確保成個嘅業內都
25 係知道可以有咩嘢可能性嘅，我都係注意到有一啲嘅證供話，特別係口頭嘅證
26 供，就係有一啲細啲嘅營運商，專營嘅巴士營運商就話佢有咁樣嘅資訊，即係
27 關於有啲咩嘢最新嘅技術可以改善安全，我覺得呢個就係確保到每一個人都可
28 以得到好啲嘅資訊，喺一個好快速，即係相當迅速嘅時間得到呢啲資訊，就唔
29 好要等到有意外發生先至回應嘅。

30 主席：（經傳譯員）係應該係要主動，而唔係被動形式？

31 MR JOHN STANLEY：（經傳譯員）冇錯。

32 主席：（經傳譯員）呢個就係可能呢個工作小組係咪就係一個只係因為有嘢而要去應
33 對？

34 MR JOHN STANLEY：（經傳譯員）係嘅，要咁大型嘅災難，好似 2 月咁，你就知道
35 有咁樣嘅反應。

- 1 主席：（經傳譯員）但係有反應都好過冇反應㗎。
- 2 MR JOHN STANLEY：（經傳譯員）冇錯。
- 3 主席：（經傳譯員）最好就係可以係積極主動㗎。
- 4 MR JOHN STANLEY：（經傳譯員）冇錯，我覺得要持續咁樣有一個積極主動嘅做
5 法，由呢個工作小組，我覺得需要擴闊佢嘅成員，我見到工作小組就初初處理
6 嘅事項個範圍係比較窄嘅，我覺得呢個都係可以理解嘅。因為喺呢個 2 月個
7 事件個嘅回應，但係向前望，我諗我哋可以褪後一步話邊啲係最重要嘅關鍵
8 嘅位置，就係要去改善。我哋特別講到係技術，因為我哋要喺多啲關注無論係
9 營運、工作、揸車、疲勞呢個問題，特別係巴士安全，係點樣用技術嚟到去處
10 理。
- 11 主席：（經傳譯員）當你話其他嘅巴士營運者，係咪話所有嘅巴士營運者都係呢一個
12 工作小組嘅成員？
- 13 MR JOHN STANLEY：（經傳譯員）係，我諗唔係淨係啲啲大嘅經營者，係細嘅經營
14 者。
- 15 主席：（經傳譯員）即係佢哋會唔會係專營巴士營運商？
- 16 MR JOHN STANLEY：（經傳譯員）係，但係唔只淨係啲啲大嘅營運商，細嘅都要包
17 埋。
- 18 主席：（經傳譯員）我哋香港有六個嘅專營權，有五個嘅專營經營商，佢哋全部都係
19 有代表坐喺呢個常務委員會嘅，但係有一啲嘅細啲嘅機構或者係小巴嘅機構好
20 似係冇包括，你係咪應該加埋佢哋？
- 21 MR JOHN STANLEY：（經傳譯員）我覺得係，譬如百分之零點一至到二嘅，都係佢
22 哋佔咗呢個市場佔有率嘅，因為你有幾百萬嘅乘客嘅，每一日，比起呢一個專
23 營嘅巴士經營商，我覺得佢哋喺啲個市場都係有一定嘅位置，所以佢哋應--即
24 係譬如如果佢哋想去搭巴士，佢哋都應該係有權利係表達佢哋對於安全水平個
25 個期望嘅，無論係邊個提供服務都好。
- 26 主席：（經傳譯員）可能你都知道，我哋對於小巴要求嘅安全水準係同專營巴士有唔
27 同嘅。
- 28 MR JOHN STANLEY：（經傳譯員）係，但係都唔代表我哋唔可以用最好嘅技術嚟到
29 畀不同類型嘅車種，等大家有個持續一個對話，我就覺得應該成個業界裏面都
30 有呢啲嘅對話，唔係淨係啲啲大嘅經營商先至係參與其中嘅。
- 31 主席：（經傳譯員）但係而家呢個工作小組就有包埋啲啲工會嘅，你覺得我哋係咪應
32 該要加埋落去呢？
- 33 MR JOHN STANLEY：（經傳譯員）表面上嚟睇，我覺得我係支持嘅，當然我哋喺澳

1 洲係都有咁樣嘅方向嚟到去處理嘅。

2 主席：（經傳譯員）唔該。

3 羅先生：（經傳譯員）呢個常務委員會，你覺得係咪應該係諮詢性質呢？應唔應該有
4 咩嘢法定嘅效力呢？

5 MR JOHN STANLEY：（經傳譯員）我覺得應該係對於政府係諮詢性質係好喇，特別
6 係嗰個嘅負責嘅--問責局長，但係就有咩嘢法定嘅權力，不過最好佢嘅研究、
7 佢嘅討論、佢嘅一啲嘅結論都係可以公開嘅。

8 羅先生：（經傳譯員）如果話我哋嘅運輸署有一個嘅部門，可以叫做運輸安全，同你
9 哋維省嗰個係分開嘅或者一個平衡嘅，兩者有咩嘢分別呢？

10 MR JOHN STANLEY：（經傳譯員）佢哋嘅角色係唔同嘅，呢個運輸安全總監，佢嘅
11 角色主要就係要去實施一條特定嘅法例，而常務委員會就係去改善有關嘅知
12 識、意識，係等業內裏面更加知道有不同嘅科技就可以應用，等佢哋大家都係
13 喺買車嘅時候可以去考慮，譬如，呢個都係提高意識、協作同埋係喺業界係提
14 高佢哋嘅認知，呢個就唔同話係去實行一個行政嘅架構去確保呢一個嘅法律係
15 達到佢嘅目的嘅。

16 羅先生：（經傳譯員）我諗我問題就係問你點解要一個獨立嘅運輸安全嘅總監，而唔
17 係公共運輸嘅一部分？

18 MR JOHN STANLEY：（經傳譯員）公共運輸喺你哋度就係運輸署，就係有多重嘅目
19 的嘅，佢哋要有好多嘅目標要達到，安全係其中之一，但係唔係唯一，所以而
20 家個問題就係優次嘅問題，可能佢未必會將安全擺喺最高嗰個嘅次序，例如話-
21 -我唔係話而家個情況係咁，但係我只係話如果我哋有一個嘅總監或者一個機構
22 係要有多種嘅目的嘅話，佢就會有時有啲取捨，可能令到安全係有所犧牲，如
23 果你覺得安全係一個好重要嘅問題，最好就係將佢提高到去一個非常之高嘅優
24 先處理嘅位置，就係有一個獨立嘅機構嚟到係負責任嘅，係獨立，而且係--...

25 主席：（經傳譯員）真係要獨立嘅，分開嘅？

26 MR JOHN STANLEY：（經傳譯員）係，特別重要係要獨立嘅。

27 陳先生：（經傳譯員）正話，教授你就講到嗰個工作小組嗰個嘅範疇，或者我而家就
28 係想睇一睇嗰份嘅文件，係講到嗰個工作小組嘅範疇嘅，我想請你睇九巴文件
29 12 第 4867 頁，呢份嘅文件就話畀我哋聽呢個工作小組嘅工作範疇，佢係要係
30 改善專營巴士嘅安全，呢一段就話呢個工作小組係喺一宗交通意外之後...

31 主席：（經傳譯員）或者你講番呢一份文件嗰個背景。

32 陳先生：（經傳譯員）呢份嘅文件係一個附件嚟嘅，係佢哋呢一個工作小組第一次會
33 議嘅會議紀錄嘅附件，第一頁就係喺 4859，呢個就係佢工作小組嘅第一次會議
34 嘅會議紀錄。

- 1 主席：（經傳譯員）唔係應該講一講個議程咩？個議程係咪第一次會係3月12號。
- 2 陳先生：Yes.
- 3 主席：（經傳譯員）因為我想你知道啲事情發生嘅時序。呢個工作小組佢就係好快咁
4 樣就係開咗會，好快咁做咗一啲嘅建議，呢個就係一個採取主動嘅做法定係被
5 動嘅做法嗰個嘅分別，同埋係主動嘅做法嗰個好處。
- 6 喺好早期，我哋就其中一個巴士營運商界咗一個議程我哋，我哋而家就係睇
7 到佢哋嗰個冇經刪減嘅會議紀錄。
- 8 陳先生：（經傳譯員）黃女士係向我提出城巴文件588頁。
- 9 主席：（經傳譯員）城巴1、1A定1B呀？
- 10 陳先生：（經傳譯員）城巴3，城巴11--係第588頁。
- 11 主席：（經傳譯員）擺佢上網。
- 12 陳先生：（經傳譯員）我哋而家喺屏幕上見到第一次會議嘅議程，呢個工作小組係第
13 一個會議，2018年3月13號舉行嘅，而部分嘅議程就係去討論呢個工作小組
14 嗰個嘅範疇同埋委員...
- 15 主席：（經傳譯員）除咗3月13號嗰度，呢一份文件有冇日子㗎？
- 16 陳先生：（經傳譯員）呢份文件冇嘅。
- 17 主席：（經傳譯員）3月13號就係嗰個嘅議程，亦都係佢哋第一次嘅會議，跟住就
18 會帶到我哋去第4867頁，係咪呀？
- 19 陳先生：（經傳譯員）係，4867頁嗰個文件，就係工作小組嗰個範疇。
- 20 主席：（經傳譯員）為我哋謄本嘅緣故，或者你去讀出嗰啲同你嘅問題相關嘅段落，
21 好唔好？
- 22 陳先生：（經傳譯員）第一段就話「喺2018年2月10號大埔道涉及一宗九巴公司
23 嘅交通意外之後，就建議成立一個工作小組去檢討同埋研究一啲嘅措施去進一
24 步改善、加強巴士嘅安全。」呢一個工作小組嘅範圍或者工作範疇就係要回應
25 一啲嘅意外嘅，呢一個工作小組嘅範疇，第一，就係要去檢討同埋加強訓練嘅
26 安排，第二，就係研究安全帶嘅問題，第三，就係去探討一啲技術嘅可能性，
27 成本效益，是否可以應用嘅，同埋其他嘅事項，就係包括喺呢個車上面安裝一
28 啲安全嘅裝置。
- 29 如果你話係一個主動嘅做法嚟講，你會預期呢啲嘅事項應該係意外之前㗎，
30 抑或係之後嚟到去發生嘅呢？
- 31 MR JOHN STANLEY：（經傳譯員）呢啲嘅嘢係應該係理所當然喺議程上面出現，就

1 係回應當時嘅情況嘅，但係當時嗰個嘅回應同埋種種嘅關注，你可以明白呢啲
2 嘅事項係會即刻擺喺議程上面嘅，因為佢係要回應當時發生嘅事，但係喺呢一
3 次嘅事，即係單一嘅會議就係唔能夠做得太多，應該係要持續嘅。你會想呢啲
4 嘅事項係持續擺喺議程上面，嚟到係可以係預防某啲嘅問題嘅。

5 陳先生：（經傳譯員）如果喺一個會議係用一個積極嘅做法，你會唔會期望委員會嘅
6 工作範圍要包埋呢啲嘅嘢嘅呢？巴士安全同埋嗰啲三項提到嘅呢？

7 MR JOHN STANLEY：（經傳譯員）係呀，我覺得我已經建議--喺我報告嘅建議有一
8 個以技術為本嘅委員會，另外一個就係要專注訓練嘅，呢個就係呢度第一點。
9 我認為技術委員會就其實可以係有佢自己嘅議程，就係到底向前望要有啲咩嘢
10 嘅措施我哋應該要預期同埋要計劃下點樣係最好嘅方法去改善巴士安全，當然
11 亦都係有一系列嘅措施喺呢度列咗出嚟，歐洲嗰個嘅過程就係佢哋係而家係睇
12 緊下一輪應該有啲咩嘢強制性嘅要求，同埋要包括啲乜嘢嘅項目，我覺得如果
13 你係要積極、主動、向前望嘅委員會，應該係要處理晒，加埋呢個歐洲方面嘅
14 議程，去評估一下佢對香港係咪適用。

15 亦都喺我第一個報告，我都係有提到其中一啲嘅項目係關於而家喺歐洲進行
16 緊嘅討論，我就寫低晒作為資料畀你參考，亦都有其他嘅項目，例如一啲嘅技
17 術，你期望一個委員會係可以話「呢啲喺香港係咪有冇角色嘅呢？喺嚟緊三年
18 有冇角色嘅呢？」就同所有嘅持份者嚟到傾嘅。

19 主席：（經傳譯員）你會唔會期望一個積極、主動嘅委員會就會係喺其他嘅司法管轄
20 區會做緊啲咩嘢呢？

21 MR JOHN STANLEY：（經傳譯員）係會咁做嘅。

22 主席：（經傳譯員）你話譬如歐洲嗰方面，我哋知道嘅，就係有一個嘅報告，係
23 Weston 先生都係做緊，喺倫敦，係咪都係倫敦㗎？

24 MR JOHN STANLEY：（經傳譯員）係呀。倫敦嘅運輸署就係自己做咗好多嘅調查
25 嘅，佢哋嘅「標準巴士」，我諗佢哋咁樣叫喇。我覺得我睇嚟幾好嘅。最後，
26 香港、澳洲、歐洲都係應該要追番上 UNECE 呢一個標準嘅。

27 主席：（經傳譯員）倫敦運輸似乎就係想制定，公布一啲嘅巴士安全水平，就同佢哋
28 而家用緊嘅係相似。

29 MR JOHN STANLEY：（經傳譯員）係喇，呢個係一個好好嘅措施。

30 主席：（經傳譯員）你會唔會期望一個咁嘅委員會係積極嘅、持續嘅，一路監察其他
31 地方發生緊咩嘢事？

32 MR JOHN STANLEY：（經傳譯員）主席，係嘅，特別要睇下其他嘅地方係要面對咩
33 嘢嘅安全問題，香港就應該問呢啲嘅設施係咪喺香港都用得到、係咪可以適
34 用、要做啲咩嘢嘅研究去處理我哋而家嘅問題，因為你哋呢個環境比起其他地

1 方都係好有挑戰性嘅。

2 主席：（經傳譯員）你會唔會期望一個咁嘅委員會唔單只係遠程咁樣去監察其他地方
3 發生緊咩嘢事，而係同佢哋喺人事方面都有一啲嘅交流，睇下佢哋有啲咩嘢新
4 嘅發展，即係香港、歐洲同埋澳洲、新加坡同倫敦咁呢？

5 MR JOHN STANLEY：（經傳譯員）係呀，因為有好多嘅原材料嘅製造商，例如都係
6 會好高興有機會參與成個過程嘅，譬如話富豪、Scania，呢啲車種，佢哋都喺
7 呢一方面可以有好多嘅貢獻，我諗佢哋都好開心有呢個機會係參與嘅。

8 主席：（經傳譯員）多謝。

9 陳先生：（經傳譯員）我哋去下一個題目，就係嗰個安全帶嘅問題，我睇番嗰個工作
10 小組嘅議程，就係個加裝安全帶係一個重要嘅議程嚟嘅，可唔可以用呢個題目
11 開始呢...

12 主席：（經傳譯員）停一停先，就關於安全帶嘅參考，喺 4867 嗰面就唔係關於嗰個
13 加裝或者係新巴士上面，呢個係比較一般性嘅問題，呢個係關於喺所有座位安
14 裝安全帶嘅。

15 陳先生：（經傳譯員）我一陣間就會就睇番喺所有嘅座位安裝安全帶同埋睇番嗰個相
16 關文件，睇番嗰個文件嗰個討論嘅進展。所以我想開始一般性問題，就係澳洲
17 都市巴士嗰邊係咪規定咗安裝安全帶呢？

18 MR JOHN STANLEY：（經傳譯員）唔係嘅。

19 陳先生：（經傳譯員）有冇咩嘢原因呢？

20 MR JOHN STANLEY：（經傳譯員）就係覺得嗰個巴士嘅重量本身係會有畀乘客有足
21 夠嘅保護，喺意外發生嘅時候，而安全帶所帶嚟嘅額外保障未必太多，同埋喺
22 加裝亦都係會有啲困難，同埋個成本會關注。

23 可能我哋對澳洲呢個問題，就係我唔知你哋會唔會做，就係我哋會有個過
24 程，叫做規管影響陳述書，如果我哋譬如話想探討就話要求巴士強制性安裝安
25 全帶，佢哋就會可能要去有一個過程就係整一個規管影響陳述書，然之後去探
26 討譬如話呢啲嘅相關成本同埋去評估嗰個唔同意外嘅可能性同埋可以減少幾多
27 機率同埋睇番一個量化一個價值。呢啲係我哋通常都會做㗎喇。

28 主席：（經傳譯員）通常會邊個進行草擬呢個規管影響陳述書呢？

29 MR JOHN STANLEY：（經傳譯員）通常會由嗰個相關政府部門做嘅，好多嘢嘅話，
30 澳洲全國做嘅，佢哋會通常由嗰個國家運輸委員會，呢個本身係繼承嗰個國家
31 道路運輸委員會，我係喺嗰度做咗九年嘅副主席嘅。我哋亦都係做咗好幾次嘅
32 呢啲嘅陳述書，關於唔同嘅車輛規定。

33 主席：（經傳譯員）有冇一個關於巴士嘅規管影響研究呢？

1 MR JOHN STANLEY：（經傳譯員）我唔知道全國有冇正式做過，但係我知道喺省嘅
2 方面都做過好幾次嘅，所以維省個主要壓力就係我哋係校巴安裝安全帶，喺
3 啲鄉郊地方，因為啲車通常都會個車速比較快，然後你有啲好細嘅小朋友
4 坐喺個位嗰度，但係呢個唔係強制嘅，呢個唔係一個規定嘅，唯一嘅要求就係
5 我哋過州，啲嘅嘅旅遊巴係要安裝安全帶。

6 主席：（經傳譯員）我嘅理解就係呢個就係英國方面係有分別嘅，就係旅遊巴係要安
7 裝安全帶，個問題係個速度嘅問題喇？

8 MR JOHN STANLEY：（經傳譯員）係。

9 陳先生：（經傳譯員）所以我個理解嘅話，個背景就係話你講緊係個高車速，過州行
10 程，同埋啲嘅旅遊車咩嘢速度呀？

11 MR JOHN STANLEY：（經傳譯員）大約會係每小時 100 公里，大部分時間。

12 陳先生：（經傳譯員）我明白就係話個比較就係維省本身有冇雙層巴士呢？

13 MR JOHN STANLEY：（經傳譯員）我哋本身係有雙層巴士提供個定線服務，但係我
14 哋有定線巴士由墨爾本市中心去機場，我同我妻子剛剛係都午膳時間討論到，
15 就認為就話應該係有安全帶嘅，後來 Janet 話畀我聽就係我成日叫佢戴安全
16 帶，就應該就係佢係有安全帶嘅。

17 陳先生：（經傳譯員）佢哋呢啲巴士係咩嘢速度呢？

18 MR JOHN STANLEY：（經傳譯員）通常公路嘅話，大約係每小時 100 公里。

19 陳先生：（經傳譯員）教授，我而家想做嘅就係去睇番有關係安裝安全帶討論嘅進
20 展，然後就去睇番個討論點樣，同埋問你關於嗰方面嘅意見同埋一啲嘅觀
21 察。

22 MR JOHN STANLEY：（經傳譯員）係嘅。

23 陳先生：（經傳譯員）如果我睇番最後，睇番 TD-1 第 403 頁，畀你睇番呢份文件，
24 呢個係由運輸署草擬嘅文件，作為畀立法會運輸事務委員會喺 2018 年 7 月 25
25 日討論文件。呢個係嗰個工作小組嘅有關於建議嘅總結。

26 主席：（經傳譯員）我認為嗰封信之前嗰頁嘅話，係對於解釋比較有用。

27 陳先生：（經傳譯員）我諗我會讀番佢，呢個係由運輸署寫畀呢個委員會嘅，而信入
28 面亦都提到，就話「喺我哋之前嘅陳述書提到運輸署喺 3 月中嘅時候係建立咗
29 一個有關改善專營巴士安全嘅工作小組，主要係由所有專營權營運商嘅成員組
30 成，同埋主要嘅巴士製造商去考慮同埋去探討係咪可以改善巴士安全嘅可行措
31 施，雖然呢個工作組係進行緊，而佢嘅推薦同埋佢嘅結果要係响 2018 年 7 月
32 25 號向立法會匯報。」

1 有關係文件嗰度，就係睇番相關段落，譬如 407 頁，呢個就係關於安全帶
2 嘅段落，而家直接去到 11 段，個運輸署留意到就係「同個製造商確認就係所
3 有新嘅巴士係可以安裝安全帶去符合國際水準，喺呢方面嚟講，所有新嘅新巴
4 士自 2018 年 7 月就會安裝安全帶。」呢啲係新嘅巴士。

5 而第 12 段就講番喺現有巴士加裝，我唔會再講詳細。簡單嚟講，就係加裝
6 安全帶喺下層係認為係不實際或者不可行嘅。

7 第 13 段就講番，就係話「喺某啲嘅型號嘅上層巴士，現有雙層巴士係可行
8 去加裝嘅。如果上層嘅所有乘客座位都加安全帶，其實就話個增加嘅重量會大
9 約係 300 至 400 kg，然後之後個容納人數就會減少七至八個。」

10 第 14 段，就係最尾一段，就係話「有啲巴士營運商就關注到喺舊巴士加裝
11 安全帶唔單只會有重大財政影響，亦都可能會利用好多時間同埋人力資源，唔
12 單只就係需要去重新調動或者去購買額外巴士去維持現有巴士服務，喺成個過
13 程入面。」

14 而家睇番最後一段，附註 5，喺譬如話喺個個--如果--「由於有一個關於
15 去加裝安全帶嘅詳細報告，喺上層，主要係一個好粗略嘅估計，就係話每加裝
16 安全帶喺一架巴士大約係二十萬左右，就唔計呢個人力同埋啲雜項開支。」

17 第 15 段講番呢啲海外經驗同埋做法。

18 主席：（經傳譯員）不如你讀開啲一段，因為呢個係相關嘅。

19 陳先生：（經傳譯員）第 15 段，講番海外做法同埋個經驗，「嗰個工作小組亦都係
20 檢視番目前嘅海外做法同埋規定有關於巴士安裝同埋穿戴安全帶，喺跨城同埋
21 跨界巴士，譬如喺海外管轄區，譬如美國、英國同埋荷蘭係規定所有乘客座
22 位需要安裝安全帶，譬如話有啲國家，喺英國、荷蘭同埋澳洲維省係有呢個強
23 制規定要穿戴安全帶，然而有啲市區路線嘅巴士，同埋巴士佢有企位嘅話，有
24 一個海外管轄區，工作小組睇過嘅，就係有關法例規定乘客座位需要提供安全
25 帶，有關呢啲司法管轄區嘅交通當局，呢啲市區巴士通常係比較係短程嘅，無
26 論係個時間同埋個里程，同埋個速度亦都唔係咁快，所以佢哋唔會強加於呢啲
27 路線加安全帶規定嘅，而係附錄 B 嘅方面都係有個建議嘅總結。」

28 而去第 16 段，「參照番 10 至 15 段，然後之後工作小組有關於畀乘客更多
29 保障，佢有以下建議，就係所有新巴士購買時候應該提供安全帶；同埋視乎有
30 關於技術、營運同埋財政可能性，可能會考慮就有關舊巴士方面，就會有啲雙
31 層巴士入面嘅上層所有座位，只要係特定嘅巴士路線，就譬如話行快速公路嘅
32 長途路線，本身就唔係咁多停站嘅。」

33 呢個就係運輸署嘅建議總結，所以個建議就係話如果舊嘅巴士加裝安全帶就
34 主要就係長程路線。

35 主席：（經傳譯員）主要係有啲要求，主要就係行快捷公路嘅長途路線。

1 陳先生：（經傳譯員）而我哋亦都有啲附註 6 講明就話呢啲係咩嘢嘅快速道路。附錄
2 7 主要係講，就話目前啲啲專營巴士營運商大約涉及二千架目前調動嘅巴士。

3 而家我會舉啲例子，去提及番巴士營運商佢嘅關注同埋觀察，然後我就會
4 叫你去睇番 Weston 先生報告入面其中一段，然後佢亦都講番同樣嘢嘢，然
5 之後就問番你對關於啲個題目嘅觀察。

6 而家就睇番啲個工作小組討論嘅紀錄，而家就我想睇一睇番就係 KMB-12
7 第 4869-1 頁，而我想你睇番啲個會議紀錄嘅筆記部分，你睇番個出席者。

8 主席：（經傳譯員）我哋有冇一個冇刪節嘅版本㗎，呢個文件？

9 陳先生：（經傳譯員）主席，4869-1 本身係冇刪節，同埋擺喺個螢幕上亦都係冇刪
10 節嘅。

11 主席：（經傳譯員）我似乎唔係喺同一頁。

12 陳先生：（經傳譯員）唔好意思，係 4869-1。而家我哋直接去到安全帶啲個段落，
13 係第 13 段。

14 主席：（經傳譯員）可以幫一幫教授，個工作小組係咪呢方面係咪有少少嘅分歧？所
15 以佢哋有一個技術小組去講一啲安全裝備同埋細分有一個小組係講個培訓嘅。

16 MR JOHN STANLEY: Yes.

17 陳先生：（經傳譯員）而家我睇番個小組嘅會議，所以睇番呢啲巴士營運商嘅觀察，
18 同埋想睇番佢轄下嘅小組嘅紀錄，本身係有製造商參與嘅，所以可以喺呢度直
19 接睇番製造商對呢方面嘅睇法。而家我哋睇番 4869-6，由第 13 段起係關於安
20 全帶安裝嘅，我而家仍然喺 KMB-12。

21 主席：（經傳譯員）我一路睇緊個版本，又同其他嘅文件一樣，因為我本身係一個冇
22 編號嘅版本，因為佢哋之前咁樣畀我，然後我嚟到呢個研訊，然後我有呢
23 個有編號嘅版本--頁數嘅版本，然後我完全係冇我所做嘅筆記，所以而家我
24 而家想兩個版本同時都去睇。

25 陳先生：（經傳譯員）主席，我而家就睇番第一次會議嘅筆記第 13 段，呢個係關於
26 安裝安全帶嘅，「而家目前所有專營巴士嘅暴露座位都已經係安裝安全帶，考
27 慮到啲啲技術嘅可行性，運輸署建議就喺所有新巴士同埋喺目前嘅巴士入面喺
28 所有座位安裝安全帶。」

29 第 16 段，「城巴同埋新巴第一巴士質疑話有關於喺所有座位安裝安全帶嘅
30 可行性去增加顧客安全，因為係好難地由個車長去確保所有乘客穿戴安全帶，
31 同時巴士公司亦都係關注到企位，企喺巴士入面穿戴安全帶嘅需要，因為佢哋
32 本身畀唔到安全帶畀佢哋，運輸署建議就係話喺交通意外之後有要求就會進行
33 呢個全面嘅檢討嘅呢方面，而上次檢討之後已經係過咗十年，而呢啲嘅目標就
34 喺目前嘅討論係應該集中喺啲個技術可行性、成本效益、應用性同埋其他相關

1 問題，係關於所有座位安裝安全帶方面嘅。」

2 主席：（經傳譯員）好，呢個會議紀要嗰度就有一份陳述書嘅，就係話運輸署就提到
3 就話，係有要求--即係喺嗰次交通意外之後，就做一個全面檢討講安裝安全帶
4 嘅，呢方面有冇咩嘢資料呀，而家？

5 陳先生：（經傳譯員）或者我要之後話番畀你聽，主席。

6 主席：（經傳譯員）我話「一宗交通意外」就錯，應該係眾數，係「多宗交通意
7 外」。就係因為呢度就引出一個問題，係邊個提出要求，幾時提出要求同埋講
8 緊係邊幾宗嘅交通意外？

9 陳先生：（經傳譯員）係，或者我肯定係需要去考慮嘅呢點，或者我之後再話番畀你
10 聽。

11 主席：（經傳譯員）好，祝你好運。

12 陳先生：（經傳譯員）好喇，呢個就係城巴嘅觀察。跟住我就請你睇第三次會議嘅會
13 議紀要，4908-1，就喺 2018 年 6 月 21 號開嘅會，呢個亦都係工作小組嘅大
14 會會議，唔係分組，我想請你睇第 25 段，即係呢個會議紀要 25 段，4908-7。

15 主席：（經傳譯員）而家就係去到 6 月 21 號，係咪呀？

16 陳先生：（經傳譯員）係，主席。

17 主席：（經傳譯員）好，唔該。

18 陳先生：（經傳譯員）教授，你可以睇番第 26 段，就有討論到加裝安全帶，都係集
19 中講上層嘅，因為原因頭先我哋都講咗喇，就話如果要下層安裝安全帶就不切
20 實際，所以呢度 26 段就提到話「有關於現有嘅巴士會議嘅得悉係喺某啲現有嘅
21 雙層巴士型號，喺上層所有乘客座位加裝安全帶都係可行嘅，而城巴、龍運就
22 提出就話佢哋就會喺上層所有嘅巴士乘客座位安裝安全帶嘅，然後呢啲巴士就
23 用喺啲長途會上高速公路嘅巴士嗰度，即係話意思中間上落嘅站係少嘅相
24 對。」

25 「之後，會議之後，就話考慮所有嘅技術可行性」，即係下一段，即係 27
26 段，就提到話「而家就係大部分佢哋嘅巴士都係用喺市區路線嘅，就有乘客站
27 立嘅，如果話要強制規定所有嘅巴士乘客座位都要安裝安全帶，就唔係切實可
28 行嘅，而且有啲係外露嘅車位，譬如話有啲車廂又唔畀企位嘅，本身嗰個安全
29 帶先至會畀到額外保障畀坐咗喺度嘅乘客嘅。」

30 喺香港，而家就喺樓上係唔准企嘅，就喺樓下先至可以企嘅。即係巴士裏
31 面，「呢方面城巴同埋新世界第一巴士就話要佢哋考慮喺啲長途巴士上面，就
32 上層所有嘅乘客座位加裝安全帶，城巴同埋新世界第一巴就話如果佢哋有啲巴
33 士只限於用特定嘅路線，根據現時佢哋嘅操作模式就有困難嘅，而且城巴同埋
34 新一巴士就話好少乘客--佢哋留意好少乘客係有用安全帶嘅，所以喺財政上未

1 必係可行嘅，即係要加裝啲安全帶。」

2 所以呢度有兩點，第一，就係將嗰個加裝安全帶嘅範圍縮窄到會行長途高速
3 公路巴士嘅上層，第二，有提出一點，就關於嗰個財政上係咪可行，同埋係咪
4 有用。

5 主席：（經傳譯員）或者要講畀教授聽，我哋已經聽晒所有城巴嘅證供，係咪呀？佢
6 哋對於話喺巴士裝安全帶，佢哋亦都係表達咗好清晰、強烈嘅立場。

7 陳先生：Yes, they have.

8 主席：（經傳譯員）或者可以請教授睇番相關嗰個謄本，公聽會謄本，就係5月，等
9 佢睇番。

10 陳先生：（經傳譯員）係，或者我哋而家可以搵番出嚟，但係等緊嘅時候，就可以睇
11 番 Weston 先生個報告嘅，因為佢都有提及呢一點嘅，Weston 先生嘅報告就喺
12 134 頁，即係個文件夾 134 頁嗰度，134 頁係 Weston 先生嘅報告，相關部分
13 講安全帶嘅就係嗰頁嘅中間。

14 「目前巴士司機或者乘客安全帶喺英國唔係一個法律規定嚟嘅，有關於安全
15 帶嗰度，佢哋嘅運輸署嘅指引就提到話：

16 『自從 2001 年 10 月 1 號向前或者向後嘅所有新嘅巴士嘅座位，即係新巴
17 士裏面都要安裝安全帶嘅，就有助防止死亡或者嚴重嘅傷害，唔單只話因為個
18 乘客可能會向前，而係架巴士如果係翻側嘅時候亦都係有幫助嘅。

19 唯一可以豁免嘅就係如果巴士係有企位嘅，容許豁免就係因為呢啲巴士主要
20 係用嚟短途，而且喺時間上同埋行個距離嗰度，同埋考慮到佢嗰個喺市區路
21 線，佢個速度唔會太快，所以先至可以容許豁免，但係我哋都明白首先就要營
22 辦商決定揀選邊啲巴士嚟要安裝呢啲安全帶。」

23 目前倫敦嘅營辦商係有裝到安全帶嘅，但係有一間公司傳統上，以前一間
24 First Group 就係有裝到安全帶，但係之後佢哋賣咗佢哋嘅倫敦嘅業務畀
25 Tower Transit and Metroline，呢個就係 13 年 6 月。」

26 而家又或者睇番城巴嗰度，搵到喇，我哋搵到嗰個謄本，謄本紀錄第 3
27 日。

28 主席：（經傳譯員）第 3 日係咩嘢，我唔知你講緊，用緊咩嘢日曆，係北韓日曆定咩
29 嘢日曆呢？第 3 日係指乜嘢呢？

30 陳先生：（經傳譯員）係星期二，2018 年 5 月 29 號。

31 主席：（經傳譯員）係。

32 陳先生：（經傳譯員）第 15 行，鄭生係城巴嘅代表，問題就係「運輸署署長有冇要

1 求喺你巴士上面安裝任何具體嘅安全設備？」佢鄭生回答，佢就話「等我講兩
2 個例子，運輸署就有要求巴士營運商就係喺一啲外露嘅巴士就要裝安全帶嘅，
3 另外，我哋有少數嘅巴士因為嗰個樓梯係比較直同長，所以運輸署都要求我哋
4 加裝額外嘅扶手，即係嗰啲冇遮擋嘅座位。」

5 唔好意思，主席，更加合適嘅參考紀錄應該喺下一日嘅證供，即係 5 月 30
6 號 2018 年，係星期三嚟嘅，第 58 頁。

7 主席：（經傳譯員）好，唔該。

8 陳先生：（經傳譯員）第 19 行，Duncan 先生就係委員會嘅律師，佢就想證人睇一
9 點，就係關於話「喺所有座位；同埋 (b)，喺所有新巴士上層所有座位安裝安全
10 帶嘅可行性」。

11 主席：（經傳譯員）Duncan 先生提緊嘅係乜嘢？

12 陳先生：（經傳譯員）佢係引述一份聲明，就係城巴嘅遠期計劃裏面嘅聲明嚟嘅，或
13 者我可以講番，就話「可以喺上層所有座位都安裝安全帶嘅，不過我哋嘅觀察
14 顯示而家如果已經有--即係嗰啲譬如有遮擋嘅座位而家其實已經有安全帶，因
15 為法律冇規定一定要戴安全帶，所以好少人係會戴安全帶，而規管當局亦都有
16 執行，所以要加裝安全帶其實即係浪費資源嘅，因為絕大部分嘅乘客都唔會戴
17 安全帶嘅，就算你提供咗都好。」呢個就係 Duncan 先生喺佢哋講到城巴嗰個
18 遠期計劃時候就有作出一個咁嘅陳述。

19 然後 Duncan 先生就請城巴嘅代表睇另一段文字，就係運輸署提到關於安
20 全帶嘅問題嘅，然後喺第 60 頁，主席，就特別問到加裝安全帶嘅問題到底係咪
21 真係浪費資源，第 60 頁 17 行就係主席問嘅問題，就話「你之前答就話要加裝
22 安全帶都係浪費資源，因為絕大部分嘅乘客都唔會戴嘅，就因為唔係一個要求
23 執行嘅，你既然有咁提及，如果唔係法例規定，你係咪覺得佢哋浪費資源
24 呢？」

25 鄭先生亦都有問，「因為而家法例冇咁規定，你話巴士唔規定一定要戴安全
26 帶嘅，就算真係法例冇咁規定，但係如果有人去執法，我都擔心會係浪費資源
27 嘅，所以我哋係維持原來嘅睇法。」

28 主席就問「你有冇同運輸署提出呢個觀點？」鄭生就話「我哋有，我哋同事
29 係有同運輸署提過嘅。」所以係城巴就有表達咁樣嘅睇法，同佢哋嚟工作小組
30 嘅會議紀要所提嘅係一樣嘅。

31 好喇，喺我問你對呢件事嗰個觀察之前，我亦都想講畀你聽我哋嘅巴士所行
32 嘅高速公路係點嘅，個時速限制可以去到 80，但係巴士係有個時速限制係定喺
33 70 公里嘅啫，所以喺高速公路，巴士最多都係行 70 公里。

34 主席：（經傳譯員）但係去機場嗰個高速公路嗰個時速限制係 110 公里？

1 陳先生：（經傳譯員）係呀，但係喺巴士上面嗰個時速限制亦都係限咗喺 70 公里
2 嘅。

3 主席：The legal speed limit for a franchised bus is 70
4 kilometres per hour?

5 陳先生：（經傳譯員）所以巴士喺高速公路所行駛嘅速度都係咁。好喇，你聽晒所有
6 呢啲資料之後，你有咩嘢觀察或者評論，即係對於安裝安全帶呢點？首先，係
7 咪所有座位都安裝？第二，係咪淨係集中睇上層，巴士上層？上層就有企位
8 嘅。

9 MR JOHN STANLEY：（經傳譯員）好，多謝。或者咁係講番返去半個鐘頭時候我畀
10 一個答案，就話嗰個規管嘅問題，其實呢度，個規管嘅影響呢度係有兩個方
11 面，第一，就係技術上係咪可行，係咪可以喺巴士嘅某啲地方安裝安全帶？例
12 如話新巴士嘅上層，或者係所有現有巴士都係加裝呢？第一個問題，首先就係
13 技術上係咪可行？第二，就係如果係技術上可行，嗰個成本效益嘅比率係點樣
14 呢？即係裝咗呢啲安全帶，會係點呢？即係意思安裝安全帶要幾多錢，然後減
15 少意外嘅程度又會係點樣？同埋裝咗安全帶，啲人會唔會纜呢？又係要考慮。

16 喺任何具體情況，我都有咩嘢意見話纜安全帶係好定唔好，但係我諗就係應
17 該要做一個規管影響嘅陳述，就會睇下嗰個或然率，譬如話唔同嘅種類嘅意外
18 嘅影響係點呢？你亦都可以畀一個金額佢，就話以金額嚟計算，可以減少幾多
19 意外，同埋亦都睇下如果纜咗安全帶係咪可以減少傷害嗰個或然率亦都可以計
20 算，因此就需要先做埋嗰個成本效益嘅分析，政府先至可以能做到一個政策決
21 定，到底係咪需要裝安全帶，係咪可行，係咪值得。

22 所以我對呢個問題嘅睇法就係首先要做一個成本效益嘅分析，就唔係淨係話
23 啲人覺得會咁或者又係咁樣，唔係咁，而係既然有人提出一啲關注，即係唔同
24 方面都提出關注，呢啲亦都係真實，係合情合理嘅關注，因此就要睇下係咪真
25 係需要安裝，但係直至你做好個成本效益分析之前，所有呢啲睇法都只能夠當
26 成係揣測。

27 如果你問我嘅直覺，可能就係唔值得嘅，即係要大規模咁樣去加裝就唔值
28 得，但係呢個係一個直覺嚟嘅，肯定係需要做一個全面嘅評估先得。

29 主席：（經傳譯員）係喇，就正正因為憑正覺唔夠好，所以就要全面做一個成本效益
30 嘅分析？

31 MR JOHN STANLEY：（經傳譯員）係喇，冇錯，主席。

32 主席：（經傳譯員）然後先至可以--咁做嘅時候，就要睇番各個唔同嘅元素，係咪
33 呀？你頭先提到嗰啲。

34 MR JOHN STANLEY：（經傳譯員）係喇，正正係咁。原則上，做一個成本效益分析
35 係好直截了當嘅啫，就可以攞到一啲或然率或者計到個價值係點樣，睇下呢個

1 過程係咪值得嘅。同埋你喺呢個過程就會一定睇到各種嘅因素，係頭先即係你
2 提到嗰啲各人嘅睇法，就可以去從咁嘅角度去分析。

3 主席：（經傳譯員）應該有邊啲人係參與做一個成本效益嘅分析呢？你會嗌啲咩嘢人
4 做呢？你會想佢哋畀到啲咩嘢資料你呢？

5 MR JOHN STANLEY：（經傳譯員）好明顯，首先你要同嗰啲提供設備嘅人，即係嗰
6 啲製造商，佢哋就會可以畀到啲好實際嘅資料同埋意見畀你，話技術上咩嘢可
7 行、咩嘢唔可行，新嘅車、舊嘅車款可行定唔可行；咁又包括埋就係做安全帶
8 嘅製造商；可能你亦都會想問下其他做一啲譬如話顧客嘅調查，就係話有啲咩
9 嘢因素會影佢哋係咪纜安全帶，如果係纜安全帶，係咪大部分情況都會咁做
10 呢？

11 譬如話喺澳洲，你會睇番嗰啲巴士，旅遊巴，睇下啲人係咪會纜安全帶，如
12 果佢哋係有纜嘅，到底佢哋因為咩嘢理由、點解會纜安全帶呢？係咪因為佢哋
13 有啲市場嘅認知嘅運動，所以佢哋之後就會咁做呢？所以嗰個過程係點，係乜
14 嘢鼓勵到佢哋會咁做呢？可能唔係因為話巴士上面有稽查，所以佢哋就會罰佢
15 哋，佢唔纜安全帶。

16 所以你就要睇下有咩嘢原因，呢個過程...

17 主席：（經傳譯員）你未繼續之前，我想打個岔嘅，喺香港，我哋喺一啲冇遮擋嘅位
18 置係有安全帶，譬如話喺上層嘅最前排，要做一個嘅調查，就咁係咪可以好簡
19 單咁睇到大家會唔會用安全帶呢？

20 MR JOHN STANLEY：（經傳譯員）絕對係。

21 主席：（經傳譯員）雖然呢個已經係認為一個危險嘅位置，喺巴士度，但係佢哋係咪
22 真係用緊嘅呢？

23 MR JOHN STANLEY：（經傳譯員）係，絕對係，主席，我覺得我哋喺話我太太同埋
24 我自己都琴日係有戴安全帶嘅，我哋嚟自呢一個維省，我哋係即係話第一次去
25 見到一個地方係話必須要戴安全帶嘅。

26 主席：（經傳譯員）即係話據我所知，你係去赤柱，係咪呀？

27 MR JOHN STANLEY：（經傳譯員）冇錯。

28 主席：（經傳譯員）所以呢個係一個好嘅理由嚟到去戴安全帶嘅。你正話又去形容到
29 底邊啲人我哋係應該向佢求助同埋邊啲嘅資料係想問佢哋擺嘅，去做呢一個分
30 析嘅時候？

31 MR JOHN STANLEY：（經傳譯員）冇錯，就係嗰啲嘅成本方面，我哋係講緊車輛、
32 供應商同埋製造商嘅，去到事後安裝，我諗我哋要問下嗰啲事後安裝嘅人員，
33 即係譬如我哋喺悉尼，喺墨爾本就有一啲係車輛--車身嘅安裝嘅人，我哋就會
34 特別做呢樣嘅工作嘅，我就會問佢，就係睇下有冇辦法係事後安裝㗎？係咪好

1 貴嘍？我諗呢啲你都要全部要考慮嘅。

2 亦都會要求一個相當大嘅改裝嘅，喺個底部，如果真係咁，有啲咩嘢嘅好處
3 呢？你需唔需要睇下有啲咩嘢類型嘅意外呢？同埋係咪啲啲企喺度嘅人受傷，
4 定係坐喺度嘅人受傷呢？到底喺呢啲意外嘅時候，如果真係坐喺呢啲有遮擋嘅
5 位置嘅人戴咗安全帶，係咪就會減少咗意外呢？同埋要做啲乜嘢去鼓勵大家戴
6 安全帶？

7 如果我係做呢一類嘅工作，我會同啲心理學家傾下，點樣係將啲個訊息係傳
8 遞到畀人，即係知道戴安全帶係重要嘅。呢一點你就要睇下喺坐呢啲位置嘅人
9 佢哋做啲咩嘢呢而家，喺香港？我覺得要睇下啲個或然率，我哋應該同所有嘅
10 呢一方面嘅持份者同埋香港不同嘅意外帶嚟嘅成本，即係話一個致命嘅意外喺
11 香港嘅成本係幾多？一個有嚴重受傷嘅意外嘅成本又幾多？一個輕微受傷嘅意
12 外又有咩嘢成本呢？睇下呢啲個代價係乜嘢，然後就係睇下減少咗意外嘅或然
13 率啲個好處係咩嘢喇。

14 主席：（經傳譯員）去搵意外發生嘅時候詳情係點、啲人係點樣受傷、喺邊度受傷、
15 點解佢哋有受傷，我相信你係會想諮詢警方或者係巴士公司？

16 MR JOHN STANLEY：（經傳譯員）一定會，如果我喺澳洲係做呢啲嘅工作，我會係
17 同呢一個大學啲個意外研究中心，佢哋就係專做呢一類嘅分析嘅，當然要問
18 埋警方，佢哋會有一啲資料嘅，喺香港，就問埋運輸署，因為致命嘅意外都係
19 有相當之好嘅數據，我諗仲有，去睇呢啲嘅資料嘅撮要應該都有好多嘢可以睇
20 得到嘅。資訊嘅來源亦都係好緊要，如果係有大學嘅知識樞紐，即係一啲中
21 心，大學嘅研究中心，係專門做車輛安全嘅，我諗佢哋都係應該要參與嘅。

22 主席：（經傳譯員）唔該。

23 陳先生：（經傳譯員）我想問下，教授，喺墨爾本，當你講到市區嘅巴士路線如果係
24 有企位嘅話，佢哋嘅車速係幾多，我哋唔好計佢去機場啲個嘅車速，會唔會係
25 有 70 公里呢一個限制嘍？

26 MR JOHN STANLEY：（經傳譯員）我哋一般個時速限制係 60 公里，但係喺一啲高
27 速公路係可以去到時速 100 公里嘅，一個主要嘅運輸嘅走廊就係有競投嘅服務
28 嘅，呢個喺我哋東面嘅走廊，係墨爾本，嗰度有一條嘅巴士線，佢哋巴士可以
29 去到 100 公里嘅個時速，喺一日嘅某啲嘅時間，但係如果喺呢一個交通嘅高峰
30 期就唔可以嘅，但係呢條係一條巴士線，佢哋可以喺一日裏面大部分時間行到
31 100 公里，喺其他嘅網絡，平均嘅時速 22 公里，如果你睇下啲個嘅時間表，佢
32 哋嘅時速限制平均係 22 公里嘅，有啲可能喺一個短嘅路段可以去到 60 公里。

33 陳先生：（經傳譯員）我想澄清一下，即係喺有啲嘅市區巴士係冇安全帶，都可以行
34 到 100 公里嘅，時速？

35 MR JOHN STANLEY：（經傳譯員）係，可以嘅。

1 陳先生：（經傳譯員）我哋已經講咗事後安裝安全帶嗰個嘅成本，或者我哋而家可以
2 去下一個題目，就係補貼嗰個問題嘅，...

3 主席：（經傳譯員）未講呢一點之前，我想同你講一講時速限制呢一方面，車速，嗰
4 個最低嘅時速，或者我講清楚啲，嗰個一般嘅嗰個嘅時速限制，就係 60 公里，
5 咁有冇一個下限嘅呢？

6 MR JOHN STANLEY：（經傳譯員）有嘅，可以係 40，例如經過學校就係咁，另外
7 就係一般嚟講，係 50 公里，當然有一啲嘅市政府或者係地區議會就係想係略為
8 提高，或者甚至係減到係時速 30 公里嘅，特別喺一啲當區嘅街道。

9 主席：（經傳譯員）有幾常見嘅呢？

10 MR JOHN STANLEY：（經傳譯員）唔係太多嘅，喺一啲嘅大都會區嘅內面，內街，
11 就譬如有好多係踩單車人士就有呢啲要求。

12 主席：（經傳譯員）但係就冇去到咁低，係咪呀？

13 MR JOHN STANLEY：（經傳譯員）冇，一般嚟講係限速 50 公里，喺高速公路係
14 100。

15 主席：（經傳譯員）經過學校就係 40？

16 MR JOHN STANLEY：（經傳譯員）係呀，喺朝早某啲嘅時段，不過應該係朝早八點
17 半至到九點半，係下晝嘅...

18 主席：（經傳譯員）咁即係嗰個嘅時速限制係有變嘅？

19 MR JOHN STANLEY：（經傳譯員）係呀，因為學校朝早返學同埋放學嘅時候，就跟
20 住去番 60 嘅，之後。

21 主席：（經傳譯員）會唔會有一個電子嘅標示，好似係訊號，好似係倫敦咁樣，就會
22 話畀人聽「而家呢度經過學校，你嗰個嘅時速限制有變嘅」？

23 MR JOHN STANLEY：（經傳譯員）有嘅，會有一個圓圈，話裏面寫住“40”嘅。

24 主席：（經傳譯員）喺墨爾本，關於呢一個車速同埋一啲係巴士喺撞車嘅時候對於人
25 嗰個傷亡有冇一個連繫嘅呢？

26 MR JOHN STANLEY：（經傳譯員）你問呢一點好有趣，呢一個係有一份嘅文章，係
27 喺 Melbourne Age 呢一份報紙上面，呢個就唔係真係我講於巴士，but 係講
28 車速同埋呢一個行人死亡嗰個風險，就係講緊點樣路人嗰個死亡嗰個或然率係
29 會大大咁升高嘅，如果係超過咗 40 嘅話，呢個係基於 40 公里嘅，呢個係基於
30 呢一個大學做嗰個研究嘅，如果你鍾意，我會畀嗰份文件你睇嘅。

31 主席：（經傳譯員）呢一個大學嘅意外研究中心？

1 MR JOHN STANLEY：（經傳譯員）係呀，係喺一個嘅意外研究中心。

2 主席：（經傳譯員）多謝你，我哋都好樂意要睇到嘅。呢個我諗你亦都係睇到，喺倫
3 敦，佢哋嘅倫敦運輸就係將不同嘅時速同嗰個致命傷亡嗰個風險係有一個連繫
4 嘅？

5 MR JOHN STANLEY：（經傳譯員）係嘅。

6 主席：You will have noted the significant drop in the risk of
7 fatalities if the vehicle is doing, for example, 20 miles
8 an hour rather than 30 miles an hour.

9 MR JOHN STANLEY：（經傳譯員）你會睇到喺墨爾本，由 20 去到 30 係比較平
10 嘅，但係去到 40 嘅時候係大幅咁樣增加，所以嗰個嘅風險去到 40 之後係大幅
11 咁樣攀升嘅，就即係多咗呢個機會係行人會係死亡嘅。

12 主席：（經傳譯員）你話係行人死亡，即係佢哋喺車外面嘅，唔喺車上嘅？

13 MR JOHN STANLEY：（經傳譯員）係喇，佢哋譬如喺車前行過。

14 主席：（經傳譯員）或者係畀架車撞到呀咁。

15 MR JOHN STANLEY：（經傳譯員）係喇。

16 陳先生：（經傳譯員）而家我想講一講補貼呢個問題，喺呢個報告，你有睇過係提供
17 補貼呢個可能性嘅，你嘅建議就係香港嘅房運局從呢一個社會嘅利益去睇一
18 睇，為巴士公司提供補貼呢個問題嘅。想請你睇下你自己嘅報告嘅第 92 頁，就
19 係關於呢一點嘅，我想讀第二段：

20 「香港嘅公共運輸系統就係每一年有好大嘅社會對外嘅效益嘅，有啲就係譬
21 如嗰個嘅承辦者就係會有土地嘅增值，如果嗰個嘅營運者係一個地主，亦都係
22 適用於鐵路嘅，多過係巴士嘅。專營嘅巴士服務就係對於社會係提供多啲嘅利
23 益，就佢哋提供嘅利益係多過佢哋所收到嘅車資嘅，特別係減少道路擠塞，係
24 增加一啲社會共融同埋改善呢個道路安全嘅表現。如果係需要用收費嚟到係譬
25 如請人，呢個社會效益係會降低，呢一個嘅損失係足夠係有理據叫政府為呢啲
26 嘅營運商提供一啲嘅財政資助嘅。」

27 下一段，就係「房運局同埋運輸署就係應該要評估喺經濟方面，香港嘅專營
28 巴士帶嚟嘅社會效益，去確保佢哋去評估係咪有理由為呢啲嘅服務提供一啲嘅
29 財政支援，即係如果呢件事係提出嘅話。我哋亦都睇到有關嘅資助一定要係睇
30 下第一日呢一個委員會律師方面嗰個嘅意見。呢個對於安全嘅影響就係更加好
31 嘅，我哋就話將每一個嘅車長如果每日要揸車超過十二小時呢樣嘢係完全排除
32 嘅，我哋而家唔係話將十二個鐘頭就係一個限制，其實墨爾本嘅經驗，就係話
33 十二至十四個鐘都可以安全嘅，但係必須要有一啲制度性嘅安排，就係要著重
34 呢個安全嘅，如果真係有一個嚴格嘅安全嘅規管嘅話。如果有咁樣嘅安排，要

1 司機揸過十二個鐘一小時就係令人擔心㗎喇。」

2 我想請你睇下 Weston 先生個個嘅報告，都係講緊類似嘅事情嘅，搬去
3 152 頁，專家報告，頭一、二段，就係喺 8.3 之下嘅，喺大概中間--第一段中
4 間開始讀起，Weston 先生就話香港係冇呢一個補貼嘅，喺中間就話：

5 「佢話呢個係一個非常之難得嘅成就，但係呢條問題就要問嘅到底係營運一
6 個商業嘅網絡而冇公眾補貼係咪可持續嘅，同埋長遠嚟講，係咪會引致一啲錯
7 誤嘅行為或者對於營運嘅某啲方面，就係失咗焦嘅。呢個過分咁樣限制呢個營
8 運商個個嘅投資，就會令到呢一個嘅網絡就冇咩發展，就唔能夠發展一啲新
9 嘅科技同埋措施嘅。」

10 「其實有一啲新嘅安全措施，譬如使用新嘅安全呢一個嘅一啲嘅技術同埋巴
11 士訓練係可以改善安全嘅。從佢哋呢個營運權之外，提供一啲支援其實係有幫
12 助嘅，而且對公眾嘅利益嚟講，係有好處嘅。」

13 我想講下呢兩段嘅，Weston 先生就係講到提供一啲嘅資助，就係要嚟做科
14 技嘅應用同埋訓練嘅。你覺得你哋兩個人係咪有一啲唔相同嘅睇法呢？

15 MR JOHN STANLEY：（經傳譯員）我覺得我哋睇法係冇分歧嘅，而家重點就係話我
16 哋大家都係話公共交通一般嚟講同埋專營巴士，特別嚟講，喺佢哋營運嘅時
17 候，其實對於社會整體係有一啲嘅界外利益嘅，而呢啲嘅利益對社會係有價值
18 嘅，而個個價值係超過個個營運商所得嘅商業回報嘅，我覺得呢點好重要，
19 我哋要明白呢啲界外利益個個價值。香港，我覺得需要睇下呢一方面，佢即係
20 公共運輸服務嘅一啲社會嘅價值，我覺得個個嘅利益都係相當龐大嘅。

21 如果我哋睇番呢個咁嘅背景，你應該睇下會唔會有一啲嘅政策措施，例如係
22 鼓勵用科技、訓練去測試下佢哋係咪有一啲嘅界外利益，咁樣就如果係嘅話，
23 亦都可唔可以係改善到呢個安全嘅環境，我哋可以透過使用技術同埋訓練或者
24 透過一啲嘅錢，如果中間真係有關係嘅，都係有理據政府係用一啲錢資助呢啲
25 項目嘅。換句話講，如果個個界外利益係高過所涉及嘅成本，佢哋唔應該係由
26 營運商去出資嘅。

27 我覺得呢個就係重點，重點就係要睇下係對於整體社會嚟講，個個界外利益
28 係咪話單單係靠呢個車費嘅收入或者佢哋發展土地個度係收番嚟嘅。

29 陳先生：（經傳譯員）喺第一段，就 Weston 先生嘅報告就話，佢就係關注如果你唔
30 提供一啲公眾嘅補貼，有可能就係會引致一啲錯誤嘅行為，或者大家就係唔會
31 重點睇下有咩嘅技術、有啲咩嘅措施可以改善安全嘅，呢個係咪都係你嘅關注
32 呢？

33 MR JOHN STANLEY：（經傳譯員）我覺得呢度個個嘅論據就係一啲嘅福利、經濟嚟
34 講，即係如果你完全係漠視個界外利益，個個服務本身嘅提供係唔夠嘅，你應
35 該睇下，你要儘量增加對社會個個效益，提供多啲嘅服務，就唔好單單係從一

1 個商業嘅營運角度去考慮嘅。

2 我早前係提過嘅，喺每兩年有一個嘅大會，就係講到公共運輸嘅競爭同埋規
3 管嘅，就係有一個嘅論壇係有好多學者同埋營運者嚟到去參與嘅，政府又有參
4 與，我自己就係主持呢個論壇，就講到我哋過去十年喺呢方面所做過嘅嘢，亦
5 都睇下公共運輸服務帶嚟嘅價值。當時係學界公共運輸營運者、政府都有一個
6 非常好嘅對話，喺呢個論壇，我覺得如果香港嘅運輸署同埋有興趣相關嘅學者
7 都能夠參與呢個兩年一次嘅論壇應該係非常之好嘅，下一次就會係出年喺新加
8 坡舉行。

9 主席：（經傳譯員）有邊個司法管轄區同埋代表參與個會議嘅？

10 MR JOHN STANLEY：（經傳譯員）主席，我諗上一次嚟講，有二十二個唔同國家，
11 但係有三分之一嘅與會者係學者嚟嘅，有一部分就公共運輸營運商參與，我留
12 意到個文章，之前你提及到就係話嗰個 Tower Transit in London，而
13 Neil Smith 嗰個東主係經常參與呢個會議嘅，喺南非、南美亦都係好積極咁
14 參與，有好多嘅歐洲國家都有參與，而澳洲亦都係會有好多代表團同埋紐西
15 蘭，二十二個國家--政府、大學同埋營運商嘅高層代表亦都係有出席嘅。

16 主席：（經傳譯員）我亦都睇到就係下一個嚟講，會喺新加坡度舉行，新加坡本身亦
17 都會有參與？

18 MR JOHN STANLEY：（經傳譯員）係嘅。

19 主席：（經傳譯員）而政府同埋巴士營運商？

20 MR JOHN STANLEY：（經傳譯員）新加坡嘅陸地運輸局本身會係主持呢個會議嘅，
21 我認為有啲嘅營運商本身會係贊助人。

22 主席：（經傳譯員）幾時舉行呢？

23 MR JOHN STANLEY：（經傳譯員）我認為係下年9月嘅，或者8月，我會補充呢啲
24 資料畀你。

25 主席：（經傳譯員）多謝。有冇啲公開嘅--有冇會出版一啲資料畀公眾參閱呢？

26 MR JOHN STANLEY：（經傳譯員）有嘅，最緊要就係成個過程嚟講，係會公開
27 嘅，...

28 主席：（經傳譯員）網上有冇呢？

29 MR JOHN STANLEY：（經傳譯員）好多都有嘅，有啲最新就係嗰啲學術期刊嘅文
30 章，所以就唔係話互聯網好容易搵到，但係你可以搵到呢啲文章嘅副本，有時
31 佢哋係以書籍形式出版，但係而且出版就係成個過程嘅最重要嘅部分，呢個係
32 一個好唔尋常嘅會議，就係話佢哋四日間，三日就會有一個工作坊嘅形式，然之
33 後與會者就揀單一嘅題目，然後用三日時間去探討，而個題目可以係譬如點

1 樣可以喺公共運輸運作嗰度有更多嘅競爭，或者而且用三日嘅時間同同行去討
2 論，呢啲嘅我主持嘅工作坊，譬如話用三日睇番公眾運輸嘅益處，同埋我哋點
3 樣去評價同埋可以令到佢成為現金流去支付呢啲嘅服務嘅。

4 主席：（經傳譯員）多謝。

5 MR JOHN STANLEY：（經傳譯員）主席，我嘅太太指出，就話下次嘅會議係星期
6 日，8月25號，去到星期五。

7 陳先生：（經傳譯員）而家我哋去另一個範圍，就係去草擬呢啲嘅指引。

8 主席：（經傳譯員）我哋而家講番補貼，或者政府或者係有角色去解決 Weston 先生
9 所指出嘅問題，呢個之前都係提及過，就係由巴士營運商有關於呢啲去實施呢
10 啲決定嘅成本，就係話係有關喺專營巴士安裝安全帶。

11 陳先生：（經傳譯員）係安全帶，我哋聽到九巴嘅作供，係梁乃鵬博士，我認為就話
12 佢曾經同一個政府官員討論過一次嘅。

13 主席：（經傳譯員）或者我哋可以睇番相關會議嗰個對話紀錄嘅相關段落，就睇下--
14 唔係，就我而家睇番嗰個係有頁數嘅嗰查文件，嗰個有關於車輛安全裝置一個
15 轄下小組喺 2018年6月12號第8段，我想特別針對嗰段畀教授睇一睇。教
16 授，你之前亦都係知道，就係話你對於城巴，由於關於譬如話關於安裝安全帶
17 要自負成本，然後有啲關注，然後佢哋嘅經驗就係話佢哋嘅乘客本身唔會
18 用佢哋，然後政府係唔會強制去執行，呢啲係有用嘅。大約係佢哋嘅大意係
19 咁講。或者我睇番第8段。

20 陳先生：（經傳譯員）如果我哋睇番嗰個會議嘅紀要，KMB-12，第4932-1，呢個
21 係會議紀要嘅第一頁。

22 主席：（經傳譯員）咩嘢日期呀？

23 陳先生：（經傳譯員）2018年6月12號。

24 主席：（經傳譯員）唔該晒。

25 陳先生：（經傳譯員）就相關嘅段落，梁乃鵬博士講番嘅就係4932-3，第8段，或
26 者我就咁讀，「城巴講過就係話現有嘅巴士嘅暴露嘅座位本身有三點式嘅安全
27 帶，由佢哋嘅日常營運經驗，大部分坐喺嗰啲位嘅乘客都唔戴安全帶，而呢啲
28 嘅加設安全帶係成本好高，同埋如果有人用嘅話就會咁錢。同意就係話向乘客
29 嘅教育同埋推廣係應該係進行去推廣用安全帶，而城巴就話佢哋大約2013年之
30 後有一千一百架巴士可能係安裝上層座位安全帶係可行嘅，而預計個成本係二
31 億四千萬，係公司係負擔唔到，城巴要求政府去提供資金或者補貼畀呢啲加裝
32 安全帶嘅項目，如果係規定嘅話。所以目前佢哋係唔會自資去加裝安全帶，同
33 意就係話呢個財政嘅問題會係喺工作小組入面討論嘅。」

34 「而睇番九巴嗰面，佢哋強調就係話佢哋支持喺新巴士安裝安全帶，而視乎

1 係嗰個技術細節同埋嗰個巴士製造商嘅加裝計劃書，佢哋考慮就係話係以分期
2 數嚟去安裝特定路線嘅安全帶，因為嗰啲路線就啲乘客傾向會用佢哋嘅。而新
3 大嶼山巴士係反對，因為低使用率同埋高成本，佢係目前有計劃去加裝安全
4 帶。」

5 主席：（經傳譯員）基本上佢係預備嚟新巴士安裝，同埋嚟現行路線巴士裏面都會考
6 慮安裝。

7 陳先生：（經傳譯員）睇番之前嘅會議紀要，就係九巴就係有呢個提議，就係話嚟安
8 裝上層座位嘅安全帶同埋嚟啲特定嘅長途路線或者係行公路線。

9 提供一個完整嘅圖畫，就話梁博士嘅作供，嚟上次嘅聆訊入面，我睇番嗰個
10 聆訊紀錄，嚟 2018 年 9 月 12 日，呢個係第 18 頁，第 14 行。

11 主席：（經傳譯員）等少少，等佢嚟個螢光幕上面顯示。

12 陳先生：（經傳譯員）第 14 行，「我都想補充嘅，最近我同政府官員會晤，而我同
13 佢講，就係話要求政府睇下佢哋可唔可以關於嚟安裝安全帶嗰面可唔可以提供
14 援助，而個答案係正面嘅，如果我可以咁講嘅話。」

15 「你可唔可以講下你同邊個討論過？」

16 「係運輸署常秘 Mr Joseph Lai 同埋佢嘅副手 Mr Kevin Choi 先生，
17 運輸署副秘書長。」

18 主席：（經傳譯員）呢啲係我哋本身係討論過嘅範圍，但係佢本身嚟香港係一個實質
19 嘅問題，所以我哋明白你嘅意思就係要求去進行一個成本效益分析，你一方面
20 講到話政府係可以作一個政策決定，所以我哋就會係咁做，但係當政府作呢個
21 政策決定嘅時候，佢通常都要去進行呢個--參照呢個成本效益分析？

22 MR JOHN STANLEY：（經傳譯員）你希望會咁做喇，主席，證據就係唔一定成日經
23 常咁做，譬如話嚟呢個情況嚟講，你會希望政府會進行成個步驟，呢個成本效
24 益同埋辨悉嗰個效益，如果呢啲效益本身係明顯，呢啲係好大嘅界外因素，但
25 係呢啲嘅效益本身係唔會由個營運商去獲取嘅，所以絕對係有理據去探討下用
26 津貼嚟去促成呢個過程。

27 主席：（經傳譯員）呢個可能係對於營運商有利，但係如果能夠避免意外，令到乘客
28 唔會受傷，當個巴士撞到唔知--作故障嘅時候，呢啲係對個營運商亦都係相應
29 都係有利嘅。

30 MR JOHN STANLEY：（經傳譯員）係，呢啲係啱嘅。

31 主席：（經傳譯員）但係佢哋唔使咩嘢賠償㗎。

32 MR JOHN STANLEY：（經傳譯員）係，大部分嚟講，亦都係呢啲界外嘅利益唔係由
33 營運商去獲取嘅，所以你而家就建議就係話個成本係由個營運商同埋政府分

1 擔。

2 主席：（經傳譯員）係，但係如果政府係使用納稅人公錢嘅時候，政府係咪需要去睇
3 番嗰個利益--界外效益同埋成本呢？

4 MR JOHN STANLEY：（經傳譯員）係嘅，如果係去進行呢個承辦，我哋會--佢嗰個
5 過程都係之前一個鐘頭前講過。

6 主席：（經傳譯員）係嘅。陳生。

7 陳先生：（經傳譯員）主席，我而家有三個題目未講，主要係個指引嘅問題，第二個
8 就係安全數據透明度，同埋嗰個巴士車長嘅培訓，我預大約多二十分鐘至半個
9 鐘頭去做完嘅，你想唔想休息一下，然後之後返嚟繼續？

10 主席：（經傳譯員）我而家明白就係話你都企咗好耐，同埋教授亦都作供好耐。

11

12 下午 4 時 21 分押聆訊押後

13

14 下午 4 時 38 分恢復聆訊

15 出席人士如前。

16

17 主席：（經傳譯員）係，陳律師。

18 MR JOHN STANLEY：（經傳譯員）多謝主席。教授，或者我就直接去講嗰個工作時
19 數指引，我諗你提嘅最重要嘅點就係話墨爾本同香港嘅分別，喺墨爾本，工作
20 時數指引就係喺入咗法例裏面嘅，而香港我哋就純粹只係一個指引。

21 或者可唔可以請你睇你個專家報告嘅相關段落呢？就係 91 頁，你嘅專家報
22 告 91 頁，我睇緊中間嗰段，91 頁，或者我讀出嚟：

23 「香港同墨爾本兩個主要嘅分別，就係指話同工作時數或者休息時數有關嘅
24 就係第(1)，墨爾本（維省）嘅規定對於工作／駕駛同埋休息時間嘅規定就係寫
25 咗入去規例嗰度嘅，就係全國重型車輛（疲勞管理）全國規例 2013；而第(2)
26 點就係有關嗰個安全責任同埋責任鍊都係有提及嘅，而香港就純粹只係一個指
27 引文件，就冇任何具體法律嘅支持嘅，《香港公營巴士服務條例》香港法例第
28 230 章就規定要調節工作／駕駛同埋休息時數，但係有關呢點就係有特別有要
29 求點做。」

30 或者而家我可以講下...

31 主席：（經傳譯員）你係再詳細講？

1 陳先生：（經傳譯員）你唔需要講...

2 主席：（經傳譯員）係呀，我好熟悉嗰個條文，所以唔需要特別睇喇喇。

3 陳先生：（經傳譯員）就係畀番嗰個頁數畀你，就係 TD-2 第 56 頁。教授，你喺你
4 報告裏面提到話呢度即係話「點樣去確立工作時數同埋休息時數個規定，兩個
5 管轄區就有唔同嘅地方，似乎喺墨爾本要守規就係重要，因為如果唔遵守，就
6 會違反法例，就會有法律上嘅後果嘅，即係對嗰啲有關公司嘅人士，（甚至包
7 括埋採購服務嘅政府人員都有），因為佢哋係有一個責任鍊嘅制度。」

8 最後另外提到就係話巴士安全法，今朝都睇過，你其中一個主要嘅建議，就
9 係話將我哋嘅指引變成某啲嘅規例，呢度就係專家報告第 94 頁有提及嘅，我唔
10 會特別揭過去，因為只係有一項提到嘅啫。

11 好，教授，可能都係好明顯嘅，但係可唔可以請你都詳細再解釋一下，將工
12 作時數指引擺咗入去規例嗰度，等佢有法律效力嘅個好處係點呢？

13 MR JOHN STANLEY：（經傳譯員）多謝主席。喺墨爾本個情況，或者我喺第一份報
14 告其實都有畀咗啲例子，就話如果唔遵守，嗰個後果係點，就係我嘅第一份報
15 告嘅 27 頁，可能--應該係 27 頁，...

16 主席：（經傳譯員）我諗嗰度第一份報告嗰個頁數係一樣嘅。

17 MR JOHN STANLEY：（經傳譯員）係喇，第 27 頁嗰度就畀咗啲例子，就話會有啲
18 咩嘢罰則，即係如果違反咗，會點樣。

19 主席：（經傳譯員）係喇，呢一頁我都睇到喇，就睇到嗰個罰款會係點樣嘅，即係
20 上面。

21 MR JOHN STANLEY：（經傳譯員）係，所以嗰個後果就可能導致罰款，就係有好
22 多方面嘅人士嘅，今朝早我都提過喇喇。而最新會喺 10 月 1 號修訂嘅全國法例
23 亦都有講話大幅咁增加嗰個罰則嘅，即係喺呢個表嗰度，同埋處理埋嗰啲魯莽
24 行為，甚至可能會有監禁嘅，所以係好認真對待呢個問題嘅。

25 我知道警方嗰方面都批評話呢個政策到目前嗰個應用個情況係點樣，佢哋就
26 話冇足夠嘅刑罰，特別係講到話貨車就多過講巴士嘅。而呢啲條文主要都係講
27 話貨車違反嘅時候情況係點嘅，但係肯定嗰啲條文係喺度嘅，而喺我同巴士營
28 運商嘅傾談當中，佢哋亦都係好清楚知道有呢啲嘅條款同埋對佢哋可能會有啲
29 咩嘢後果嘅。

30 我亦都要講一點，我覺得好重要嘅，就係我哋啲規例亦都有一啲係關於疲勞
31 管理嘅，都係入咗法例裏面嘅，即係重型車輛（疲勞管理）規例，就同香港個
32 做法唔同，香港就係亦都係講指引嘅啫，所以大家個焦點好唔同，而我覺得呢
33 點好重要。我哋一路都已經喺疲勞管理有好一段時間喇喇。

34 主席：（經傳譯員）或者唔好介紹我打斷一下先，而家係咪有人問--即係有冇問點解

1 而家有盞紅燈喺度眨緊嘅呢？

2 陳先生：（經傳譯員）我可唔可以問一個問題？咁樣問呢，就係教授，如果你覺得要
3 將呢個工作時數變咗一個法定嘅指引，有冇啲咩嘢弊端呢？

4 MR JOHN STANLEY：（經傳譯員）冇嘅。

5 陳先生：（經傳譯員）亦都請你可唔可以考慮一下運輸署點解佢唔將工作時數指引變
6 為規例嗰個考慮，就係運輸署曾經就此作供，就係喺第 1 日嘅聽證會嗰度嘅，
7 2018 年 5 月 7 號，即係第一套嘅會議紀錄，請你可唔可以睇 121 頁，第四
8 行？

9 主席：（經傳譯員）係邊個作供㗎？

10 陳先生：（經傳譯員）係運輸署署長陳女士。

11 主席：（經傳譯員）好，唔該。

12 陳先生：（經傳譯員）或者我哋再睇番呢一頁，就變咗可以等你知道多啲背景，喺第
13 13 頁嗰度，Duncan 律師就話「陳女士，今朝早你喺度嘅，我相信，當時我問
14 運房局嘅代表點解呢啲有關工作時數嘅指引純粹只係指引，又唔係規例，因為
15 個條例本身都明確訂明呢一個課題可以係規管嘅課題㗎嘅，你可唔可以協助委
16 員會解釋點解到而家都仲唔係規例，或者都唔係一個行政嘅指引或者一個規定
17 呢？」

18 然後運輸署署長佢答就話「因為今朝早我都喺度，同埋呢個問題提出嘅時候
19 嗰個背景係點，就係話到底係咪可以根據--喺法例之後，作為一個專營巴士營
20 辦商嘅要求咁樣係會更加好能夠執行呢，就唔係講話執法。

21 其實我哋睇番工作時數指引呢個歷史係好悠長，而且呢個係一個持續嘅過程
22 㗎嘅，我哋都過去有幾次係修訂嗰個指引，而指引裏面所提嘅規定，咁樣做法
23 嘅好處就係可以適時咁樣去檢討同埋修訂，就唔係如果佢係作為法例或者係規
24 例，就冇咁靈活，但係當如果有需要嘅時候，我哋都應該要盡力睇下係咪可以
25 將佢做法例去檢討。

26 如果就係指引，即係意思就係能夠靈活啲，同埋可以因應當時情況就改善或
27 者加強，呢啲喺服務層面其實都係相當明確嘅指引--嘅規定㗎嘅，呢度就係講
28 話係巴士服務要取得一個平衡，提供巴士服務，一方面就係專營權嘅要求，另
29 一方面就係有其--即係對於車長嗰個工作環境要提升，兩者嘅平衡。」

30 呢個就係運輸署嘅解釋就係話係方便，即係我或者可以咁樣去歸納。

31 主席：（經傳譯員）就係更加適時咁樣去檢討同修訂同埋更具靈活性。

32 陳先生：（經傳譯員）係喇。

- 1 主席：（經傳譯員）或者提醒我一下，喺 2018 年 2 月修訂之前，對上一次指引修訂
2 係幾時呀？
- 3 陳先生：（經傳譯員）2010 年。
- 4 主席：（經傳譯員）即係八年喇？
- 5 陳先生：（經傳譯員）係。
- 6 主席：（經傳譯員）再之前呢？2010 年之前嘅修訂又係幾時呢？
- 7 陳先生：（經傳譯員）2004 年。
- 8 主席：（經傳譯員）即係六年？
- 9 陳先生：（經傳譯員）係。我諗之前嘅作供就 2018 嘅修訂就正係因為 2017 年 9 月
10 嘅意外，所以先至有嘅。
- 11 主席：（經傳譯員）咁就即係話當時就開始咗檢討嗰個修訂？
- 12 陳先生：（經傳譯員）係，就因應嗰次意外。
- 13 主席：（經傳譯員）即係六年同八年係咪適時呢？
- 14 陳先生：Yes.
- 15 主席：（經傳譯員）係咪更適時嘅方法呢？
- 16 陳先生：（經傳譯員）或者我哋睇番嗰個修訂嗰個表格，就係 MISC-1 第 897 頁，
17 係畀委員會參考。
- 18 主席：（經傳譯員）係有用嘅，因為呢度就解釋嗰個指引係幾時改過嚟。
- 19 陳先生：（經傳譯員）04 年、07 年、10 年、18 年。
- 20 主席：Yes.
- 21 陳先生：Professor, do you have any observation...
- 22 主席：（經傳譯員）你未問一啲一般性嘅問題之前，我哋睇到係會有一啲嘅罰則嘅，
23 即係過去，你喺維省做咗好多年呢一方面嘅工夫，我想問有幾多人--幾常見係
24 會檢控一啲違反嘅人呢？
- 25 MR JOHN STANLEY：（經傳譯員）好少有，主席，其實就係好少係關乎呢個定線巴
26 士營運，都係比較係常見喺嗰啲長途嘅運作。
- 27 主席：（經傳譯員）即係嗰度係有唔同嘅需求？
- 28 MR JOHN STANLEY：（經傳譯員）係。

1 主席：（經傳譯員）即係巴士係好少？

2 MR JOHN STANLEY：（經傳譯員）係，定線巴士係好少。我就亦都係想評論一下講
3 方唔方便嘅問題，我覺得你要去決定到底嗰啲嘅指引抑或係規例係對於當局係
4 咪方便，同埋對於公眾嗰個嘅結果，會唔會係結果對於合規方面會唔會係好
5 啲，我個人覺得應該係要更加著重嗰個遵守嗰個規則多過嗰個行政嘅方便。

6 主席：（經傳譯員）係咪話如果係違反嘅時候，呢一方面嘅檢控係好少嘅呢，即係關
7 於定線巴士嗰個嘅工作時數嗰個法例？因為佢哋合規嘅程度係高啲。

8 MR JOHN STANLEY：（經傳譯員）我相信係，主席，其實佢哋喺定班次同埋係編更
9 嘅程序都係好少係需要法例嘅，佢哋係都有一啲嘅走盞位，佢哋就唔需要咁近-
10 -即係唔會話去到砸界，令到佢哋--確保佢哋有一啲嘅時間，等佢哋係有小休
11 嘅。

12 主席：（經傳譯員）係。講到話香港工作時數指引嗰個合規情況，你有冇睇過呀？

13 MR JOHN STANLEY：（經傳譯員）大概係九成。

14 主席：（經傳譯員）我記得好似係百分之九十七。

15 MR JOHN STANLEY：（經傳譯員）我就知道係大概有百分之四就唔合規嘅、點解同
16 埋嗰個嘅結果係點。

17 主席：（經傳譯員）好喇，唔該。

18 陳先生：（經傳譯員）我想去下一個嘅題目，希望係比較直接啲，就係嗰啲安全數據
19 嘅透明度。你喺 69 頁嗰度講，喺 69 頁第一點，你話「有一啲好堅實嘅論據就
20 係支持將巴士安全嗰啲嘅--即係喺嗰個遠期計劃嗰啲關於巴士安全嘅一章就係
21 要公布嘅，因為呢個係--如果有意外嘅時候，對社會都係造成一定嘅代價
22 嘅。」冇錯，你係咪講緊一啲嘅分析數據呀？

23 MR JOHN STANLEY：（經傳譯員）係呀，我覺得而家喺呢一個巴士安全嗰啲嘅篇章
24 裏面講嘅嘢係好有資訊價值嘅，好多嘅資訊，我相信都係符合公眾利益，如果
25 係廣為嚟到係公布嘅話，譬如話嗰啲嘅分析，就關於點解會有意外同埋意外嘅
26 個表現等等。

27 主席：（經傳譯員）唔係嗰啲嘅關連，同埋嗰啲嘅--譬如話一日揸幾個鐘頭、司機
28 嘅年齡呢一類嘅比較。

29 MR JOHN STANLEY：（經傳譯員）冇錯，譬如話服務咗幾多年嗰啲嘅意外率、揸咗
30 幾多個鐘頭嘅意外率，我覺得呢啲係一啲好嘅分析，就唔應該只係畀好少撮人
31 嚟到去睇嘅，呢啲資料係如果係畀公眾知道，係符合公眾利益嘅，就可以有啲
32 好好嘅研究可以嚟做，大家就可以係更加好咁樣係處理交通意識呢一方面嘅挑
33 戰，令到業界同埋公眾都係做得更好。

1 主席：（經傳譯員）委員會好明顯係同意你嘅睇法嘅，因為我哋最初想攞得好多嘅材
2 料，最初都係唔肯畀我哋嘅，我哋而家就係都採取咗好多嘅步驟，就攞到，而
3 家佢哋肯畀我哋，因為呢啲嘅資料都係相關嘅。

4 MR JOHN STANLEY：（經傳譯員）係呀，呢個數據可以話畀你聽係一啲你需要關注
5 嘅、聚焦嘅項目。我覺得由呢一個六至到八個小時呢一個一更呢一點個意外
6 率都係好重要嘅，我就睇唔到一定要睇到呢啲嘅資料，有一啲嘅分析，我先至
7 可以覺得有好啲嘅安全表現嘅。

8 主席：（經傳譯員）仲有一點嘅，我就係提一點，要黃女士可以幫我哋搵嘅，你就話
9 你注意到運輸署喺一封信就話--即係佢寫畀九巴，即係去問點解係會有意外率
10 嘅增加，我哋而家就有九巴嗰個遠期報告，而家我諗我哋有個解釋喇，就係最
11 新嘅報告，喺2018年8月畀我哋，喺我哋要求之下先係提供嘅，就係九巴其中
12 一個成員嘅代表就話畀我哋聽佢哋就係會提供畀運輸署嘅，據我所記得係8月
13 18號。

14 陳先生：（經傳譯員）係呀，最新嗰個版本就係擺咗落我哋嘅文件夾度，我就想請黃
15 女士係幫我哋係同運輸署係攞嘅。

16 主席：（經傳譯員）我而家想你咁做：個解釋係乜嘢呢？點解個意外率係上升呢？你
17 繼續吖。

18 陳先生：（經傳譯員）係。Weston先生都係講到類同嘅一點，就係講到呢啲數據係
19 咪應該要更加透明，我好想請你哋去睇下第153頁。

20 主席：（經傳譯員）第幾段呀？因為我嗰個係標示版本嚟嘅。

21 陳先生：（經傳譯員）係Weston先生佢自己嗰度嘅第39頁。

22 主席：（經傳譯員）我有。

23 陳先生：（經傳譯員）根據--84段，就係安全數據嗰個嘅問題，「好明顯喺倫敦嘅
24 經驗，就係話有關嘅數據，公開啲，就係同巴士網絡嘅安全表現係有關嘅，亦
25 都令到持份者同埋公眾係可以睇得到，更加聚焦到運輸當局同埋佢嘅巴士營運
26 商喺安全方面嗰個計劃嘅，應該係一個更加開放嘅態度去面對有關嘅數據嘅。
27 我哋應該去睇下安全嘅數據喺香港嗰個嘅營運專營巴士網絡應該係公開嘅。」
28 你同唔同意呢一啲嘅觀察？

29 MR JOHN STANLEY：（經傳譯員）我完全同意嘅，我都認為喺倫敦當局佢哋差唔多
30 係有呢一個嘅--同業睇唔到之間嗰個數據同埋資訊嘅，佢哋就亦都係有嘗試係
31 去隱瞞，佢哋會將佢擺喺呢度，所有嘢，好嘅、壞嘅都擺晒喺度，就等佢哋可
32 以處理到有關嘅挑戰。我覺得係令到成個過程令人更有信心，所以我好支持
33 嘅。

34 主席：（經傳譯員）呢個其實喺網上係搵到佢哋每一季都公布呢啲數據？

1 MR JOHN STANLEY：（經傳譯員）係。

2 陳先生：（經傳譯員）可唔可以去講到我今日最後嘅一個題目，就係車長嘅訓練？78
3 頁，你嘅文件 78 頁，係第二份報告，你有一段係講車長訓練，呢度就係話司機
4 嘅訓練嘅要求，你哋喺墨爾本嗰啲嘅合約係寫埋嘅。

5 MR JOHN STANLEY：（經傳譯員）（沒有可聽到的回答）

6 陳先生：（經傳譯員）喺香港，運輸署最近就係公布咗佢哋嘅作業守則，我就唔會講
7 呢一個守則嘅詳情，但係喺車長訓練方面有一點我想問你嘅，就係疲勞嘅管理
8 或者係訓練，就喺你嘅文件 90 頁係有提到嘅，90 頁，第二段開始，你嘅建議
9 就係話疲勞管理呢一方面嘅訓練，你就話：

10 「喺墨爾本做十三至十四個鐘就會令--或者喺香港，就會係令大家係要問
11 到底嗰啲司機點樣用剩低一日嘅時間呢？佢哋有冇足夠嘅睡眠或者休息去避免
12 疲勞呢？同埋喺佢哋嘅訓練裏面點樣係加埋疲勞嘅管理呢？喺運輸署嘅 1448
13 頁，佢哋有一啲嘅附件嘅，就係關乎車長嘅訓練同埋後來畀立法會、交通事務
14 委員會嘅一啲嘅文件，嗰度有提到係疲勞管理嘅訓練。呢一個喺墨爾本司機訓
15 練嘅重要一環嚟嘅，包括就係要司機注意呢個飲食同埋做運動嘅。呢啲訓練亦
16 都係包埋嗰一啲嘅督察人員、督導人員，去確保佢哋唔會編更嘅時候唔會編一
17 啲可能會疲倦嘅司機係去當更嘅。而呢一個嘅訓練，運輸署亦都有一個作業嘅
18 守則，就係講到呢一個專營巴士嗰個嘅訓練框架係一個好嘅建議嚟嘅，呢個亦
19 都喺畀立法會嘅文件係包咗落去。呢個確保所有嘅營運者知道乜嘢叫做良好嘅
20 標準同埋能夠將呢啲嘅標準令到司機係認識得到嘅。」

21 你可唔可以講下乜嘢係叫做疲勞管理嘅訓練呢？

22 MR JOHN STANLEY：（經傳譯員）係喇，喺墨爾本有關嘅方面佢哋訓練新嘅司機嘅
23 時候，或者係佢哋做一啲再培訓計劃嘅時候，疲勞管理都係一個好重要嘅一環
24 嘅。

25 有好趣，喺我哋嘅國家法例裏面，係亦都有採納咗喺維省嘅法例裏面有一條
26 嘅法令，就係重型汽車國家法應用法令，我喺第 33 同 34 頁都係有講嘅。佢裏
27 面講到好多疲勞嘅徵狀，呢個就係話我哋維省對於疲勞呢一方面係好重視嘅。

28 如果你睇 34 頁，你就睇到我哋引述咗法例，嗰度係將國家法例擺咗落去維
29 省嘅法律嗰度，佢就講到「一啲疲勞嘅徵狀，即係話一個人揸完一個重型車輛
30 之後，可能會係疲倦嘅（呢啲徵狀係會點呢？係之前、揸車嘅時間同埋揸完車
31 之後嗰啲徵狀都係有嘅）。」

32 呢個可能就係會將嗰個訓練嘅內容係包埋呢啲。好多嘅營辦商會係話譬如有一
33 啲嘅營養師，亦都係會教佢哋點樣做下運動，或者每日就係坐--因為你坐十
34 至十一個鐘一日嚟到揸車，就係喺司機訓練方面係好重要嘅，因為我哋都係要
35 令佢哋去明白乜嘢係引致疲勞同埋帶嚟嘅相關嘅安全風險。

1 陳先生：（經傳譯員）你整體嘅建議就係呢一啲嘅訓練係應該成為呢一個運輸署嘅作
2 業守則一部分。

3 MR JOHN STANLEY：（經傳譯員）係嘅，我覺得係呢啲作業守則係一個非常之好嘅
4 做法，可以係提高嗰個大家對於一般基本訓練嗰個嘅水平，我覺得亦都要加埋
5 疲勞呢一點喺佢訓練裏面嘅，喺應用方面，我諗我都係對於呢啲指引係畀咗我
6 嘅意見，我覺得呢啲仍然係適用嘅。你哋呢一方面係畀我哋墨爾本係緊一啲，
7 我諗個重點就係應用方面係點，我哋而家講緊嗰個嘅一般嘅規範就係四十四至
8 四十五個鐘，但係我覺得係喺香港可能嗰個時數係更高，根據我自己所睇嘅一
9 啲證供有咁嘅結論。

10 主席：（經傳譯員）係，好多時係高過呢個時間嘅。

11 MR JOHN STANLEY：（經傳譯員）所以我哋要睇下疲勞管理喺呢度係更加重要嘅。

12 主席：（經傳譯員）呢個喺嗰個作業嘅守則裏面係冇嘅？

13 MR JOHN STANLEY：（經傳譯員）（沒有可聽到的回答）

14 主席：（經傳譯員）對唔住，你咁樣吸頭，我哋嘅謄本寫唔到嘅。

15 MR JOHN STANLEY：（經傳譯員）係喇，我就冇喺呢個作業守則嗰度見到呢一點
16 嘅。

17 主席：（經傳譯員）或者我哋就應該要係記住呢一點，因為我哋而家係--我哋搵番個
18 啲作業守則出嚟，因為而家係講緊訓練。

19 MR JOHN STANLEY：（經傳譯員）唔好意思，我睇過喇喇。

20 主席：（經傳譯員）我哋有冇一個嘅參考編號呀？喺我哋嘅文件度有冇一個編號？

21 陳先生：（經傳譯員）TD-1 470 頁，嗰個嘅內容就係喺 471。

22 主席：（經傳譯員）唔該。

23 陳先生：（經傳譯員）472 頁，其實主要就係話佢哋冇提到任何管理疲勞方面嘅訓
24 練。

25 主席：（經傳譯員）冇特定嘅指引，係咪呀？

26 MR JOHN STANLEY：（經傳譯員）係，我建議就係可以係睇下職業健康同埋安全嗰
27 一環，係(e)嗰一度，因而呢個其實--呢度可能要加強，因為呢個係同職業健康
28 同埋安全有關嘅，但係係要有一個--要特別係集中呢一點。

29 主席：（經傳譯員）唔該。

30 陳先生：（經傳譯員）主席，從教授嘅兩份報告，我係咁多問題。而家仲有兩個嘅事
31 項，就係今日喺發問期間主席提到嘅，首先就係運輸署所收到嘅嗰個嘅關於安

1 全帶安裝個嘅問題。我記得個一個嘅篇章，但係我就想畀你個嘅頁數，呢
2 個係喺個工作小組第一次會議，2018年3月1號開始講嘅，個嘅頁嘅編碼
3 就係 KMB-12 4869-1，喺第 16 段，我而家將佢擺咗出嚟，喺呢一度係城巴同
4 埋新一巴就係嚟到去質疑為所有嘅座位安裝安全帶係咪實際可行嘅，因為要車
5 長去確保乘客都係戴安全帶都係好難嘅，兩間巴士公司亦都係提出一個嘅關
6 注，就係話企喺嗰啲人點樣戴安全帶呢？

7 主席：（經傳譯員）等一陣，等我讀出嚟，呢度就係話「全面嘅檢討喺巴士嘅安裝番
8 安全帶。」

9 陳先生：（經傳譯員）係，個個會議嘅日期係 2018 年 3 月 13 號，呢個係立法會交
10 通事務委員會一個會議，個個會議就係關於 2018 年 2 月 15 號，亦都得到秘書
11 處同埋黃女士嘅幫手，我哋而家搵到個個相關嘅立法會會議文件，我哋可以討
12 論喇。呢度第一頁，我哋睇到係一個立法會交通事務委員會，2018 年 2 月 15
13 號一個特別會議嘅會議紀錄。

14 主席，想請你睇下第 19 頁，第 18 頁底，第 78 段就係個個--主席，而家
15 你要睇番個背景，陳克勤就有以下嘅動議，第 19 頁，就係睇番個動議嘅內
16 容，就係「本事務委員會深表遺憾，對於喺 2 月 10 號嘅大埔路嚴重車禍，大約
17 有十九人死亡、六十六個受傷人士，為咗避免同類事情再發生，委員會要求政
18 府當局於及後專營巴士公司檢討巴士車長嘅編制同埋提供合理工時、休息時
19 間、午膳時間同埋薪酬，同埋係強制定期訓練，就係訓練呢個安全駕駛態度畀
20 全職同埋半職車長去確保就係話車長本身係能夠有良好駕駛特質。」

21 第 2，「製造一個防滑馬路表面同埋設立警告路牌同埋安裝車速鏡頭喺上述
22 路段，立即進行同埋睇番嗰啲高危路段，同埋加快加強措施去確保道路安全使
23 用者嘅安全。」

24 主席：（經傳譯員）唔該等一等。個背景就係--你個個相關嘅路段就係大埔路？

25 陳先生：（經傳譯員）係，因為係之後舉行嘅會議，所以就應該係指係個個路段。

26 第 3，「就係探討去加強巴士嘅安全裝置嘅方法，譬如去加強高危座位嘅保
27 障，譬如話喺更多座位加裝安全帶同埋分階段強制乘客穿戴安全帶。」譬如話
28 喺車長座位安裝外部鏡頭同埋就提及其他嘅裝置，呢啲就係成個作出安全帶要
29 求嘅背景，由事務委員會作出嘅。而就睇番第 79 段就係個個動議係獲得通過
30 嘅。

31 我希望都至少可以回答主席部分嘅問題，咁會同運輸署--因為都同運輸署
32 再提及。

33 主席：（經傳譯員）我哋會做，因為佢哋冇同我哋講係咩嘢嘅，呢個似乎係一個合
34 理嘅解釋。

35 陳先生：（經傳譯員）都可能係嘅。

1 主席：（經傳譯員）呢個係參照番一宗嘅交通意外，佢哋用個眾數。

2 陳先生：（經傳譯員）我哋喺嗰個文件夾第 2003 年至 6，當呢個問題係提及過，但
3 係譬如話呢啲係可能係運輸署上嚟作證嘅時候，可以再提及嘅。

4 主席：（經傳譯員）我諗你係講番嗰個討論同埋嗰啲文件，譬如話運輸署嚟講，去考
5 慮要唔要求巴士提供安全帶，但係就唔贊成嘅。

6 陳先生：（經傳譯員）係。

7 主席：（經傳譯員）如果你話畀教授聽會有用，同埋你可以話畀我聽有邊個司法管轄
8 區檢視過，但係認為呢個唔係一個好嘅提議呢？呢個問題喺十五年前已經係檢
9 視過。

10 陳先生：（經傳譯員）我認為個重點就係我唔會話搵番嗰份文件，但係我諗個重點就
11 係話佢哋睇番--多次睇過同埋決定就話唔會話太有用，主要係根據番嗰個海外
12 司法區嘅經驗。

13 主席：（經傳譯員）所以你譬如話睇番就係話有啲轉去大馬士革轉營，睇番佢今年 4
14 月發生咩嘢事喇。

15 陳先生：（經傳譯員）我想要委員會去睇番 SEC-1 嘅文件夾，係 274 頁。

16 主席：（經傳譯員）等一陣。編理文件嘅人似乎唔為意就係話呢啲夾似乎有少少損
17 壞。

18 陳先生：（經傳譯員）睇番 274 頁。

19 主席：（經傳譯員）而家我到咗，我有嘅。

20 陳先生：（經傳譯員）個日期係 2007 年 1 月，你睇一睇番嗰個第 280 頁有個日
21 期，呢個係一個運輸署所預備嘅文件，係個工務部，呢個係一個畀交通事務委
22 員會嘅進度報告，係有關於改善專營巴士嘅安全嘅措施，睇番第 3 段，你可以
23 睇番有關喺現有專營巴士加裝安全帶嘅提述，而有關海外數據，第 4 段，第
24 275 頁，就係：

25 「我哋從其他國家收集有關要求安裝同埋配戴安全帶喺巴士方面，目前或者
26 我哋未有搵到一個國家有關於法定規定要求提供安全帶作為都市用途同埋可以
27 畀企位嘅乘客用嘅，而佢哋係--一啲交通當局佢哋認為嗰個規定配戴安全帶嘅
28 利益係不確定嘅，而嗰個研究結果嘅撮寫嚟講，可見附錄 I。」

29 呢個係 281 頁，呢個就係 2007 年 1 月。

30 主席：（經傳譯員）所以譬如話呢啲以上嘅司法管轄區，譬如就係美國、加拿大、英
31 國、澳洲嘅維多利亞省、紐西蘭、荷蘭同埋新加坡？

32 陳先生：（經傳譯員）係，所以亦都喺 2018 年畀交通事務委員會嘅文件方面亦都係

1 有提及上述嘅國家司法管轄區，所以我哋今日亦都係睇到。

2 主席：（經傳譯員）呢個文件而家睇番，就係回應喺--274 年嘅文件，係回應番喺
3 2006 年立法會交通事務委員會嘅早前嘅討論。

4 陳先生：（經傳譯員）係，呢個你可以搵文件之前，2006 年嘅文件就喺 266 頁有。

5 主席：（經傳譯員）本身係咪好似今年 2 月、3 月咁，係咪都可以同樣--差唔多嘅寫
6 法，就要求話要求全面檢討？

7 陳先生：（經傳譯員）係嘅，都好似嘅。

8 主席：（經傳譯員）你可以睇番 266 頁。

9 陳先生：（經傳譯員）就係個文件嘅開始，而相關嘅部分就係 2016 年 10 月，就有
10 關個段落就係第 19 段，我想讀少少出嚟，因為你睇番就係字眼，個「交通意
11 外」呢個字眼，主席亦都係留意到，就睇番第 271 頁第 18 段，「因應於最近嘅
12 交通意外，運輸署亦都係同專營巴士營運商檢討有關於喺現有巴士安裝安全
13 帶，考慮到譬如技術難度，譬如話佢哋座位嘅結構力量同埋固定點同埋巴士嘅
14 設計。」

15 所以亦都係有個同樣嘅步驟再重複一次。「然後亦都係研究過海外有關於
16 安裝同埋配戴安全--喺巴士安裝安全帶嘅做法。」而暫時嚟講，係唔見到有國
17 家係有啲咁嘅規定。

18 主席：Yes. Thank you. So that's 2006, 2007.

19 陳先生：（經傳譯員）睇番我哋係搵唔到 2007 年至到 2018 年當呢個議題再度浮
20 現。主席同我提及嘅第二個問題，...

21 主席：（經傳譯員）因為頭先我哋畀教授睇過以上嘅文件，呢啲係由運輸署去協助，
22 表面嚟講，呢個過去都有去檢討，同埋去參考過其他司法管轄區，譬如澳洲維
23 省就話香港係唔需要，有冇啲一般性原因或者啲香港嘅特定元素或者係一般嘅
24 原因而去改變個意願呢？

25 MR JOHN STANLEY：（經傳譯員）關於澳洲嘅情況，當然係 90 年代，對於能夠保
26 障個防撞衝擊係個體積，主要係額外嘅--巴士嘅額外利益--額外效益，而呢個
27 文件草擬嘅時候，主要係進行--喺呢個情況係進行成本效益分析，點解香港嘅
28 情況會唔同，我相信有啲人喺上層意外嘅發生機率可能會較高，我本身冇答
29 案，但係可能我去探討，譬如話受傷嘅機率，坐上層會唔會高啲呢？相比於單
30 層巴士，譬如係墨爾本有嘅，令到有理據係支持喺上層安裝安全帶。我唔認為
31 我哋下層嘅座位嚟講，同我哋嘅巴士會好大分別。

32 主席：（經傳譯員）睇番你點樣去分析，我哋係咪需要客觀數據去作出判斷，有幾多
33 人掙出巴士，有幾多會翻車，...

- 1 MR JOHN STANLEY：（經傳譯員）呢啲係本身應該去做嘅分析，去回答呢啲問題。
- 2 主席：（經傳譯員）多謝。陳大律師，你會去到最後個範疇喇。
- 3 陳先生：（經傳譯員）主席之前同我提及，喺 2018 年嘅信，由運輸署嘅書信，就話
4 留意到有啲嘢就係上升咗...
- 5 主席：（經傳譯員）譬如話個意外率係上升。
- 6 陳先生：（經傳譯員）講係 TD-5 1729。
- 7 主席：（經傳譯員）呢個係由運輸署嘅信函，就喺個五年遠期計劃嘅更新之前，就要
8 求九巴去回應一啲問題，如果我哋係嗰個意外涉及率嗰方面。
- 9 陳先生：（經傳譯員）嗰個要求係喺個 1729 頁嘅底部，「貴公司係要求進行 2017
10 年有關九巴嘅交通意外，睇番 2015 同 2016 年嘅情況，喺附錄 E，應該係計入
11 嗰個趨勢、本質同埋個原因同埋搵出個原因。」而家係我哋去第 5011 頁，呢個
12 係最新嘅巴士安全部分，本身唔係好容易搵到呢啲意外上升嘅原因。
- 13 主席：（經傳譯員）係咪冇針對回應呢？
- 14 MR JOHN STANLEY：（經傳譯員）冇直接回應。呢個主要係佢哋根據路線、巴士型
15 號、工時等，本身有相當幾段，主席或者會覺得有相關嘅，譬如 5025，呢個係
16 根據意外嘅種類，8.2.6.7，「其他道路使用者嘅駕駛態度係預防，唔係由巴
17 士車長引起嘅車禍嘅主要原因」，主要係其他道路使用者嘅駕駛態度，似乎係
18 可以歸因呢樣嘢。
- 19 主席：（經傳譯員）我睇到。
- 20 陳先生：Then, in a similar vein...
- 21 主席：（經傳譯員）唔該等一陣。就唔係佢哋嘅--唔係巴士司機嘅錯，係其他人嘅
22 錯。
- 23 陳先生：（經傳譯員）睇番類似嘅段落，譬如 5028，就係 8.2.7.5，畀我讀一讀，
24 就係「喺巴士站嘅非法泊車係令到巴士唔正確靠站嘅原因，然後會危害道路
25 使用者嘅安全，因為乘客需要喺馬路上落客，而唔係利用巴士站，而令到意外
26 嘅機會增加。而巴士同埋其他車輛非法--要爬嗰啲非法嘅泊車嘅頭令到一個安
27 全--對於乘客係有一個安全隱患，同埋亦都對其他道路使用者嚟講。」同樣
28 地，呢啲其他嘅引述亦都係有提及嘅。
- 29 仲有一項資料係畀委員會同主席參考嘅，係 5031，又搵到類似嘅，5031，
30 我哋有一個分析，就係跟分區去分析嗰啲意外嘅，喺 8.2.9.3 段，即係嗰頁嘅
31 底部，你睇到九巴話「交通擠塞係喺繁忙地區導致高意外率嘅一個原因，公司
32 就建議採取積極措施解決交通擠塞嘅問題，我哋會同政府討論。」

1 然後跟住就講話係巴士優先嘅，作為一個措施，可以處理呢個問題，然後亦
2 都有提及其他導致高意外率嘅因素。

3 主席：（經傳譯員）唔係好清晰睇到點解係交通擠塞會導致交通意外，係咪因為令到
4 司機揸得差啲，所以好易撞到其他車呢？

5 陳先生：（經傳譯員）我諗佢哋就可能真係嘗試咁講。主席，我希望咁樣係幫到委員
6 會。

7 主席：（經傳譯員）你之前係冇睇過呢啲數據，係咪呀？教授。

8 MR JOHN STANLEY：（經傳譯員）冇嘅，就係講話交通擠塞同意外有關係，其實都
9 有好多嘅研究都顯示交通流量係會同交通意外有一個正比嘅。

10 主席：（經傳譯員）即係話更加多目標可以撞到，係咪咁解？

11 MR JOHN STANLEY：（經傳譯員）係，係，冇錯。

12 主席：（經傳譯員）即係你要更加要小心知道兩邊都可能有人、有車，係咪咁解呀？

13 MR JOHN STANLEY：（經傳譯員）係。

14 主席：（經傳譯員）係，係從嗰個角度睇，交通流量同交通意外率係有個關係嘅。

15 MR JOHN STANLEY：Yes.

16 主席：（經傳譯員）好，唔該教授。我諗第一點，就話其他司機嘅態度，都好清楚，
17 就係嗰啲司機造成意外，係咪有一啲數字細分，就話譬如話九巴有冇評估過到
18 底邊啲人負責，即係係要對個交通意外負責任嘅呢？我諗喺香港，我哋所知道，
19 起碼係九巴嗰方面，呢一類咁樣嘅交通意外評估，我諗我咁講應該就啱
20 嘅，就由係保險公司開始嘅，佢哋就嘗試想將個責任推畀其他人，係咪咁呀？

21 陳先生：（經傳譯員）係 5020 就有按成因劃分嗰啲意外嘅，將佢分類，就係譬如話
22 係巴士車長造成，同埋或者唔係嘅理由，第一部分就係因為巴士車長造成嘅意
23 外，呢度有細分。

24 MR JOHN STANLEY：（經傳譯員）喺嗰個表，最常見嘅就係交通擠塞，就即係話冇
25 保持安全距離，同前車。

26 主席：（經傳譯員）係喇，其實如果冇交通擠塞，反而就可以做到啱，係咪？

27 MR JOHN STANLEY：（經傳譯員）難啲喇。

28 主席：（經傳譯員）我就睇到相撞形嘅意外，就算有咩嘢交通--即係唔係好多車，都
29 其實有危險嘅，係咪呀？仍然都係咁嘅。

30 MR JOHN STANLEY：（經傳譯員）係，多謝你。

1 陳先生：（經傳譯員）除非仲有咩嘢協助委員會喇。

2 主席：（經傳譯員）冇喇喇，多謝你。想多謝你畀所有嘅資料，教授。

3 羅先生：（經傳譯員）有一個問題，喺墨爾本，我哋睇到咁多資料，或者香港都可以
4 學習一下。有啲新嘅措施要提出，邊個會推動嘅呢？無論係新技術又好，咩嘢
5 都好，係承辦商吖，政府吖，委員會吖，定係邊個會通常推動呢啲改變？

6 MR JOHN STANLEY：（經傳譯員）有兩方面嘅，一個就係汽車製造商，譬如好似富
7 豪、斯堪尼亞等等，或者平治，佢哋都係好想喺個市場上佔有優勢，所以特別
8 係著重安全，另外一樣，就係個別嘅承辦商，我喺我報告都提過一啲例子，譬
9 如話新加坡嗰間 CDC，佢哋就喺墨爾本運作，但係佢哋就有安裝呢啲新嘅儀器
10 同埋設備，因為佢哋新加坡都有咁做，佢哋都係經常去睇下仲有啲咩嘢方法可
11 以改善安全，所以佢哋嘅態度係好好嘅。佢哋就覺得如果佢哋自己屋企人坐都
12 唔安全，肯定就唔足夠，就畀乘客都唔得嘅，所以有時就係承辦商佢哋自己會
13 提出嘅，可能係加裝或者睇下市場上有啲咩嘢解決方案。所以就係--當然亦都
14 睇下新嘅車輛可以加啲咩嘢。

15 羅先生：（經傳譯員）即係就算冇明確嘅同安全有關嘅主要表現指標，佢哋都係會咁
16 做，係咪呀？

17 MR JOHN STANLEY：（經傳譯員）係，佢哋會自願做，冇錯，係。

18 羅先生：（經傳譯員）假設喺計算對嗰個巴士營運個成本相對於交通意外係點樣，因
19 為其實有交通意外，根本佢哋架車會損毀咗，佢哋都要自己擺錢出嚟去整，所
20 以都係一個成本嘅考慮，係咪？

21 MR JOHN STANLEY：（經傳譯員）係呀，肯定係，所以加裝一啲其他嘅--事後加裝
22 一啲設備，都係肯定係有用，可能對乘客會安全啲，對於佢哋個業務成本都係
23 可能有好處嘅。譬如話神眼咁呢個技術，要裝就大概係 1,500 澳元，每一架
24 車，都係好嘅投資嚟嘅。

25 主席：（經傳譯員）係呀，因為如果一旦發生意外，譬如話你要賠償受傷嘅人，然後
26 架車又損毀咗，用唔到，計起嚟，個成本可能都係值嘅。

27 MR JOHN STANLEY：（經傳譯員）係，因為就的確係有呢啲考慮嘅。

28 羅先生：（經傳譯員）好似維省嘅運輸安全局，有呢啲咁嘅機構，點樣可以確保佢唔
29 係另外一個嘅政府架構，即係一個官僚架構咁呢？有冇即係咩嘢指標畀佢哋，
30 或者有啲咩嘢方法鼓勵佢哋會盡力係做到最好呢？

31 MR JOHN STANLEY：（經傳譯員）我唔知道有冇定啲目標畀佢哋嘅，我要返去睇一
32 睇，然後話番畀你聽，但係你可以放心，因為佢哋係負責規管巴士營辦商，巴
33 士營辦商會盡佢哋嘅能力去做嘅，要確保運輸安全總監嘅要求做得到，唔會只
34 係變成另一個嘅官僚機構，呢方面可能主要係睇個顧客，因為顧客會確保有關

1 當局係真正做到佢嘅功能，目前運輸安全總監同埋承辦商之間嘅關係係非常
2 好，因為佢哋都明白如果佢哋可以有一個更--建立到更強嘅安全風險管理嘅文
3 化係對雙方都好嘅。我或者返去墨爾本之後，如果嗰個颱風畀到我哋走，我就
4 可以畀番啲資料你。

5 羅先生：（經傳譯員）好，唔該晒。

6 主席：（經傳譯員）仲有冇乜嘢呀？陳律師。

7 陳先生：（經傳譯員）冇。

8 主席：（經傳譯員）好，教授，我知道我哋今日超時咗少少，但係我哋喺計算需要時
9 間嗰度都幾準確嘅，不過我哋喺呢度就要多謝你畀咗咁多協助畀我哋，特別有
10 你嘅報告可以幫到我哋去確立，喺我哋心目中有啲咩嘢問題特別相關，同埋可
11 能係考--我哋喺香港亦都已經係聽過啲證供，都係好有用嘅，我哋就期待如果
12 你覺得仲有啲乜嘢係適合要畀我哋嘅，我哋都期待可以收到嘅。好多謝你協助
13 委員會，祝你返屋企嘅旅途愉快，無論幾時都好。

14 MR JOHN STANLEY：（經傳譯員）好，多謝，非常多謝。

15

16 2018年9月15日

17 下午5時38分押聆訊押後

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1 Monday, 24 September 2018

2 (10.00 am)

3 EVIDENCE FROM THE HONG KONG POLICE FORCE: MS CHAN YI PING,

4 MR STEPHEN BAKER, MS YAU SIN MAN, MR LEE TAI WAI,

5 MR CHEUNG TIN LOK (simultaneous interpretation was used

6 where indicated)

7 CHAIRMAN: Good morning, and good morning, Chief

8 Superintendent Yau. Thank you for attending and we

9 thank your colleagues for attending to help us.

10 The way in which the proceedings will unfold you are

11 no doubt familiar with. We have counsel, and leading

12 counsel Ms Wong will be asking questions today. The

13 questions in the first place will be directed towards

14 you, but if one of your colleagues is better able to

15 assist us, by all means defer to that colleague and we

16 will happily take information/evidence from that person

17 or any one of the other colleagues you wish to depute to

18 perform that role.

19 If you have any difficulties with understanding

20 questions, please state so and we'll see if we can't

21 make sure it's elaborated.

22 Ms Wong.

23 Examination by MS MAGGIE WONG

24 MS MAGGIE WONG: Thank you, Mr Chairman, Ms Yau, and ladies

25 and gentlemen, for coming. I will be asking questions

26

1 on behalf of the committee.

2 I believe the police have provided in total eight
3 responses, letters of reply to the committee's
4 enquiries, providing different answers to different
5 aspects, and they are all found in the miscellaneous
6 bundle.

7 I will be first of all directing my questions on
8 a number of topics. The first topic is in relation to
9 the statistics of accidents.

10 Ms Yau, I believe that the police have developed
11 a database on all traffic accidents; is that correct?

12 MS YAU SIN MAN: (Via interpreter) May I answer in Chinese?

13 MS MAGGIE WONG: Yes.

14 MS YAU SIN MAN: Correct.

15 MS MAGGIE WONG: Thank you. I need to pause a bit so that
16 it can be translated.

17 And this database, can you tell us whether it is
18 based on the investigation reports compiled by the
19 police from time to time?

20 MS YAU SIN MAN: (Via interpreter) I will ask my colleague.

21 We have a database on traffic accidents. The
22 information is collected from the police regions. We
23 would also state the causes of accidents in that
24 database.

25 MS MAGGIE WONG: Now, in compiling these statistics, what
26

1 information would you use in compiling this data?

2 MS YAU SIN MAN: (Via interpreter) You mean what information
3 would be collected by us?

4 I will ask my colleague to explain in detail the
5 information that we will collect.

6 MR STEPHEN BAKER: In general terms, the information would
7 include the type of vehicle, the number of casualties,
8 the type and nature of the casualties, whether it was
9 a serious injury, slight injury or a fatality, and also
10 a list of driver contributory factors, things which,
11 according to the investigating officer, contributed to
12 the cause of the accident.

13 These are compiled pretty much in a tick-box kind of
14 way and submitted electronically to the Road Safety
15 Unit, and then shared with the Transport Department, to
16 enable the Road Safety Unit and the Transport Department
17 to analyse the causation factors of traffic accidents,
18 in order to design and adjust their road safety
19 strategy.

20 CHAIRMAN: Is there a template, therefore, for this method
21 of providing the data?

22 MR STEPHEN BAKER: Yes, my Lord.

23 CHAIRMAN: And do you have a copy of the template?

24 MR STEPHEN BAKER: I do.

25 CHAIRMAN: Would you be able to provide us with it?

26

1 MR STEPHEN BAKER: I would, sir, yes.

2 CHAIRMAN: Can you do that now?

3 MR STEPHEN BAKER: Yes.

4 CHAIRMAN: We will have it copied, please. (Handed).

5 MS MAGGIE WONG: Thank you.

6 Mr Baker, in this data form, in finding out what is
7 happening in these accidents, you would wish to find
8 out, first of all, how people are injured, where they
9 are injured, and why they are injured; is that correct,
10 in summarising the data to be collected?

11 MR STEPHEN BAKER: The information mainly concerns the
12 causation factors of the accident rather than the type
13 of injury. Classification of the type of injury is more
14 limited to whether it was a serious injury, that is
15 defined by the amount of time the person spent in
16 hospital, or if it was a slight injury, or if it was
17 a fatality.

18 CHAIRMAN: Is that the same definition that one finds in the
19 back page of the traffic report that the police publish?

20 MR STEPHEN BAKER: I haven't seen that document recently,
21 sir.

22 CHAIRMAN: Let me provide you with a copy of it.

23 Can you give this to the chief superintendent.

24 It has an explanatory note on the back page. For
25 the chief superintendent, please. Just give it to the

26

1 chief superintendent. (Handed).

2 There is a list of terms defined there. It's on the
3 back page.

4 MR STEPHEN BAKER: That's correct, sir, yes.

5 CHAIRMAN: So that method of definition is one that's
6 employed in the template?

7 MR STEPHEN BAKER: It's not in the template, sir, but it's
8 how we classify them.

9 CHAIRMAN: Thank you very much. We will have that copied
10 now, if we may. Thank you.

11 MS MAGGIE WONG: Thank you.

12 When this information has been compiled, would other
13 departments or in particular the Audit Commission
14 conduct an independent audit of the information
15 collected by the police and the Transport Department --
16 is that correct?

17 MR STEPHEN BAKER: I am not aware of the Audit Commission
18 being involved in the road safety process.

19 CHAIRMAN: Perhaps we can help you. We have an Audit
20 Commission paper --

21 MS MAGGIE WONG: Yes.

22 CHAIRMAN: -- where the Audit Commissioner is looking at
23 different things, but it also looked at administration
24 of road safety. This is March 2013.

25 MS MAGGIE WONG: Yes. May I take you to the SEC bundle,
26

1 page 467. I believe that's bundle 2.

2 Mr Baker, this is an Audit Commission report dated
3 28 March 2013, prepared by the Transport and Housing
4 Bureau, Transport Department, Hong Kong Police Force,
5 and Information Services Department, relating to the
6 administration of road safety measures.

7 We can see this report was tabled before LegCo
8 later, on 5 April 2013, as part of the report on the
9 results of value for money audits.

10 If I take you to the SEC bundle, the same bundle,
11 page 543, paragraph 5.3, we can see at paragraph 5.2 it
12 states:

13 "The police is responsible for investigating traffic
14 accidents."

15 And you have a database, if we look at line 4:

16 "The police requires its investigation officers to
17 keep their investigation findings and results in
18 individual physical files and input accident data into
19 a computerised case management database (known as the
20 traffic operations and management system -- TOMS) within
21 48 hours of the accidents. The data may be amended ..."

22 And 5.3 states:

23 "The police's TOMS is linked with the TD's
24 [Transport Department's] database (known as the
25 transport information system -- TIS ...) for the
26

1 electronic transfer of traffic accident data. The
2 Transport Department uses the traffic accident data in
3 the TIS to identify locations of accident block spots
4 and accident trends for in-depth investigation and
5 analysis. The data also serve as an important source of
6 information for formulation of road safety strategies,
7 publicity/education programme and ongoing review of road
8 safety legislation among other road safety initiatives."

9 It coincides with what you have told us earlier that
10 the information will be shared with the Transport
11 Department for devising road safety strategies. And one
12 of the issues raised in this report is --

13 CHAIRMAN: Before you go any further, if it helps you, Chief
14 Superintendent, this material is available in paper form
15 so that you can have a look at other pages, rather than
16 the ones you are being referred to, if that helps you.

17 MR STEPHEN BAKER: Thank you.

18 CHAIRMAN: Just ask for it and it will be provided to you.

19 MR STEPHEN BAKER: If I could take a look at it.

20 CHAIRMAN: Can we do that? Can we provide SEC -- I think
21 this covers two volumes, does it not, SEC-1 and SEC-2?

22 MS MAGGIE WONG: Yes, SEC-2.

23 CHAIRMAN: But it begins in bundle 1, am I right, 467?

24 MS MAGGIE WONG: Yes, 467.

25 CHAIRMAN: Take a moment to familiarise yourself with it, so
26

1 you have an idea of what it is you are being asked
2 about.

3 MR STEPHEN BAKER: Thank you, sir.

4 MS MAGGIE WONG: This report is compiled by the Audit
5 Commission, the purpose of which is to audit the data to
6 ensure or to check whether the information relayed by
7 the police and the Transport Department are accurate.

8 According to this report, it suggested that there
9 appear to be inaccuracies in the road traffic accident
10 data. We can see that at page 476, paragraphs 10 to 11.

11 First of all, we see "Accuracy of traffic accident
12 data", the heading. It stated "Traffic accident
13 locations" and also "Traffic accident contributory
14 factors". In the "Traffic accident locations", if we
15 look in line 4:

16 "The traffic accident location is identified using
17 a grid reference system. Due to inaccurate input of
18 grid references, the Transport Department has to spend
19 extra time and resources to rectify the problem ... In
20 Audit's view, prompt and effective measures should be
21 taken to ensure that the grid references for traffic
22 accident locations are correctly input in the first
23 place ..."

24 And it identifies relevant paragraphs in the report
25 which I am going to take you to in a moment.

26

1 The second matter, Mr Baker, as you have earlier
2 mentioned, is the traffic accident contributory factors.
3 It also mentioned that during a sample check -- that's
4 in line 4 of paragraph 11:

5 "In a sample check of the accident contributory
6 factors input for 50 traffic accident cases, Audit found
7 that 13 per cent of the input factors were inaccurate
8 and there was no record of supervisory check for the 50
9 cases. There is a need to tighten management control in
10 this regard ..."

11 So it appears the data compiled in both aspects --
12 that's the location and the contributory factors --
13 appears to be inaccurate. I understand this report was
14 made in 2013. First of all, may I ask a general
15 question: were you aware of the problems identified in
16 this report about the inaccuracy of the traffic accident
17 data?

18 MR STEPHEN BAKER: I was aware of this report when it was
19 written. Since that time, I have worked in other police
20 formations and so I haven't been able to follow what
21 measures were taken in consequence of this report. But
22 I recall at the time that the report was being prepared
23 that the main problem was a discrepancy between the
24 location of where the police said the accident occurred
25 and where the accident was recorded in the TIS system,

26

1 and I recall that what the police believed was the cause
2 of the problem was the TIS system was relying on
3 a mapping system prepared by the Highways Department or
4 used by the Highways Department which referred to grid
5 blocks or grid zones, which didn't necessarily coincide
6 with the police description of the location.

7 MS MAGGIE WONG: Yes. In fact, you are correct, Mr Baker,
8 and that problem has been identified in the report
9 itself.

10 If I could take you briefly to what was stated.
11 That is at page 505. If we start at 544, paragraph 5.5,
12 it stated there:

13 "Inaccurate grid references could adversely affect
14 the accuracy of the accident black spot list compiled by
15 the Transport Department in the following two ways:

16 (a) a non-accident prone site would be wrongly
17 listed as a traffic accident black spot if the same grid
18 reference was used for accidents occurring on different
19 locations of a road; and

20 (b) a location with frequent accidents would be
21 omitted from the accident black spot list ..."

22 And in paragraph 5.6:

23 "In the 2006 review, Audit found that the police
24 incorrectly input the same grid reference for 20
25 accidents occurring on different locations of
26

1 a highway."

2 If you go over the page, at page 545, paragraph 5.8,
3 you can see "TD's checking", Transport Department's
4 checking:

5 "To minimise the risks of inaccurate grid references
6 mentioned in paragraph 5.5, the Transport Department has
7 since 2008 carried out selective checks on grid
8 references input by the police. Notwithstanding the
9 launch of the map-based TIS, the TD still identified
10 inconsistencies between the grid references and the
11 description of the locations input by the police."

12 And we can see in paragraph 5.9, it noted that in
13 April 2010, in a meeting of April 2010, the Transport
14 Department informed the police that about 40 per cent of
15 the input grid references were found to be inconsistent
16 with the descriptions of the accident locations.

17 At the time of the review, that's 5.10:

18 "... Audit found that the problem of inaccurate grid
19 references still [existed]."

20 If you look at line 5, it stated:

21 "... the grid references of 7,314 (ie 26 per cent of
22 27,755) cases were inaccurate."

23 And if we look at 5.11, the Transport Department --

24 CHAIRMAN: I think this is a matter that concerns us less or
25 interests us less than the issue of the inaccuracy of

26

1 the attribution of contributory factors.

2 MS MAGGIE WONG: Yes.

3 CHAIRMAN: Perhaps we could deal with this more shortly.

4 MS MAGGIE WONG: Yes.

5 CHAIRMAN: There were recommendations about how to fix this
6 problem, and the real question is: has this been done?

7 Perhaps we can go to the recommendations, first of
8 all, at 5.14.

9 MS MAGGIE WONG: Yes.

10 If you go to 5.14, page 548, it suggested to enhance
11 the system by incorporating a validation check control
12 in the TOMS/TIS so that police investigation officers
13 would be alerted to any out-of-the-range error at the
14 time of data input.

15 And the police agreed with the audit
16 recommendations, as we can see at paragraph 5.15.

17 So my question is: has that situation been improved
18 since this Audit Commission report in 2013?

19 MR STEPHEN BAKER: I would like to put my answers in the
20 context that I was aware of the audit report in 2012,
21 and that I have been away from traffic policing for some
22 time, until 2017. Also, I was unaware that I would be
23 questioned about the audit report and so I haven't been
24 able to make enquiries to answer your questions before
25 the hearing.

26

1 I can say that, as I recall, from 2012 and 2013,
2 measures were implemented in terms of supervision of
3 data input, and I can say that since this report was
4 written, the TOMS system has been replaced by what we
5 call the case management information system, which is
6 a more modern facility for the police to input data on
7 all kinds of police enquiries, including traffic
8 enquiries.

9 And it is my understanding that this what we call
10 the CMIS, case management information system, is linked
11 to the Transport Department TIS system, but I am unable
12 to say at the moment in what way the system has been
13 enhanced in terms of the recording of the location of
14 traffic accidents.

15 CHAIRMAN: Yes, thank you, Chief Superintendent. We
16 of course understand and accept the caveats that you
17 enter. We will be receiving evidence in due course
18 again from the Transport Department, and perhaps the
19 question we could ask you now is simply this: are you
20 aware of any ongoing problems about location inaccuracy?

21 MR STEPHEN BAKER: I am not, sir.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: Turning to the second matter, the traffic
24 accident contributory factors, which is trickier than
25 the first one because it requires input, actual data
26

1 input, by police officers into the system, as to the
2 causes of the accidents.

3 If we look at the report, at paragraph 5.17 at
4 page 549, 5.17 states:

5 "The TD [Transport Department] relies on the traffic
6 accident contributory factors input by the police into
7 the TIS for identifying problems of road environment,
8 road users and driving behaviour, and [also to
9 formulate] strategies to tackle specific types of
10 accidents."

11 And during the 1998 review, the Audit's sample check
12 revealed an error rate of 25 per cent, and in the 2006
13 review, the error rate was 13 per cent.

14 During the audit examination, at 5.20:

15 "... Audit examined 50 traffic accident
16 investigation case files ... and the related 280
17 accident contributory factors input to the TIS. Audit
18 found that 37 (13 per cent) of the input factors in 34
19 cases were inaccurate ..."

20 And they identify two accidents, and in summary they
21 discovered that some of the cases where "mechanical
22 defects" were input as the accident contributory factor
23 when in fact it was not.

24 First of all, were you aware of this problem in
25 relation to the compilation of this particular aspect,

26

1 in terms of accident data?

2 MR STEPHEN BAKER: I was not. I was not aware of the
3 significant problem with the input of contributory
4 factors.

5 CHAIRMAN: Perhaps, as a way of trying to understand how
6 this might occur, if after an accident a driver was to
7 tell the policeman, perhaps having been cautioned, "My
8 brakes didn't work", would that then perhaps be entered
9 as "mechanical failure"?

10 MR STEPHEN BAKER: Yes, sir.

11 CHAIRMAN: And if the system wasn't rigorous enough to
12 correct that later, when the vehicle examiner said,
13 "There was no problem with the brakes -- there might
14 have been other issues but there was no problem with the
15 brakes", would that result in that error being carried
16 forward?

17 MR STEPHEN BAKER: The error could be corrected, sir.

18 CHAIRMAN: It ought to be corrected but it might explain why
19 it remains in the system?

20 MR STEPHEN BAKER: That is a possibility, yes.

21 MS MAGGIE WONG: And Audit at that time suggested a number
22 of recommendations in the report. The recommendations
23 can be found at 5.22 at page 551.

24 To sum up, it required the police to tighten
25 management control in terms of input into the system, by

26

1 reminding supervisory staff to critically check the
2 accuracy against the records kept in the case files; and
3 also to maintain records of their supervisory checks in
4 relevant case files for management review.

5 As far as you are aware, has that been done or have
6 the recommendations been carried out?

7 MR STEPHEN BAKER: The recommendations were carried out.

8 MS MAGGIE WONG: And, as far as you know, were you aware of
9 any inaccurate compilation of data in relation to the
10 accident contributory factors, as of to date?

11 MR STEPHEN BAKER: As far as I am aware, the data is input
12 as accurately as possible.

13 CHAIRMAN: I think perhaps you can only answer that
14 generally rather than saying "any", but generally, are
15 you satisfied that the system better presents accurate
16 data now?

17 MR STEPHEN BAKER: I am, sir, yes.

18 MS MAGGIE WONG: Thank you.

19 If I may take you to another document. The purpose
20 of this exercise -- perhaps Mr Baker and Ms Yau -- the
21 purpose of this exercise is to ascertain the accuracy of
22 the traffic accident data, as you are no doubt aware,
23 because this information is relevant to the Transport
24 Department in devising road safety strategy or
25 improvement measures. So the accuracy of the data is of
26

1 importance.

2 One of the aspects that we heard about from one of
3 the experts, who testified last week, is we need certain
4 procedures to consider whether there should be an impact
5 study in Hong Kong. So you basically look at the number
6 of victims you have, and then look at the cost of
7 installation of these devices and look at the cost of
8 serious injury in your jurisdiction.

9 So we need to have some objective data to see if
10 there is a legitimate approach to examine safety, and to
11 that extent, what information we have in Hong Kong to
12 compile that data -- so that you know what direction
13 I am going.

14 CHAIRMAN: Perhaps, in that context, might I indicate this.

15 This cost/benefit analysis, how you might approach, for
16 example, installing safety devices on vehicles, is one
17 that they apparently use in Australia, but it obviously
18 has as its core accurate data. We are particularly
19 interested in that in the context of seat belts, seat
20 belts in franchised buses. So that is an aspect that we
21 will be coming back to later.

22 MS MAGGIE WONG: Yes.

23 CHAIRMAN: Ms Wong, now that we have what I think I call the
24 template of factors that are listed as contributory
25 factors, perhaps at some stage you could detail them.

26

1 Obviously you might need first to read them, but it
2 would be helpful if we were to go to that at some stage.

3 MS MAGGIE WONG: Yes. I may come back to it later, after
4 the break.

5 CHAIRMAN: Yes.

6 MS MAGGIE WONG: To that end, in particular on seat belts --
7 I am coming to this topic -- first of all, I wish to
8 identify some of the statistics that we have from the
9 Transport Department and also from the forward planning
10 programme that was forward by the franchised bus
11 operators in relation to non-collision-type accidents.
12 May I --

13 CHAIRMAN: Again, forgive me for interrupting, that is
14 another area where, in the course of our hearings, we
15 have gathered together information to be found in
16 documents that are otherwise confidential, that went
17 between the franchised bus operators and the Transport
18 Department, in which they were asked to analyse the
19 causes of accidents on a whole range of different
20 parameters.

21 Have you had an opportunity to look at that
22 material? It is on our website, but if you haven't,
23 that's another area where we are going.

24 MR STEPHEN BAKER: I looked at some material over the
25 weekend, sir, which I believe is what you are referring

26

1 to.

2 CHAIRMAN: Yes. So, for example, in the context of seat
3 belts, a regular pattern of accidents in buses appears
4 to be, and are described as, loss of balance. The
5 figure seems to be maintained at around 50 per cent of
6 the injuries involved in and around buses.

7 Another aspect of the statistics is persons injured
8 on a bus separate from loss of balance. So that is
9 something we will come to in due course.

10 MS MAGGIE WONG: Thank you.

11 Mr Baker, first of all, may I ask some general
12 questions. We have been provided, as Mr Chairman
13 mentioned, the forward planning programme of these
14 franchised bus operators, which straddles five years and
15 it will be renewed on a yearly basis as to what the
16 safety features would be, and conducts an analysis of
17 accident trends and statistics.

18 Would the police be provided with a copy of this
19 forward planning programme from the Transport
20 Department?

21 MR STEPHEN BAKER: We have not been, and I wasn't aware that
22 we would be. We hadn't any expectation to receive it.

23 CHAIRMAN: No, as I indicated earlier, we have been given to
24 understand that this material was confidential, and it
25 is with some difficulty, over some months, that we have
26

1 obtained the documentation.

2 MS MAGGIE WONG: May I take you to some of the documents as
3 examples. It would be at TD-1, page 180. At page 180
4 is the extract of the forward planning programme for
5 2018 to 2022 submission by Kowloon Motor Bus.

6 If we look at paragraph 8.2.7, we can see the KMB,
7 the bus company, had identified or done an analysis of
8 the accident nature for the years of 2015 to 2016, and
9 we can see in particular, table 8.1, the passenger loss
10 of balance as 51.5 per cent, and at paragraph 8.2.7,
11 stating that:

12 "The majority of the accidents ... were due to
13 passengers losing balance while on the bus. More than
14 half of these cases were caused by the bus braking in
15 traffic."

16 It also named other accidents.

17 This report, this chapter, contained a number of
18 statistics, and this is just one of them. First of all,
19 my general question is: would this sort of information
20 assist the police in terms of compilation of data and
21 analysis of accident data, if you were given a copy of
22 this from the franchised bus operators? Would it assist
23 your department carrying out the duties?

24 MR STEPHEN BAKER: My first impression is that a lot of this
25 information is covered in our casualty causation factors

26

1 already.

2 MS MAGGIE WONG: Casualty causation factors?

3 MR STEPHEN BAKER: Our accident causation factors already,
4 and without spending more time to study this information
5 I wouldn't be able to comment further.

6 CHAIRMAN: But, if you had this information, you would have
7 the consolation of knowing that your own figures matched
8 those of people who are expert in running this
9 particular aspect of transportation?

10 MR STEPHEN BAKER: We would, sir, yes.

11 MS MAGGIE WONG: Because, as you know, one of the
12 recommendations in the Audit Commission report is to
13 critically check the accuracy of the data input to the
14 system. So, with this information, you could actually
15 cross-check or double-check the data you have compiled
16 to ensure it is accurate; would you agree with that
17 suggestion?

18 MR STEPHEN BAKER: It would be a useful reference, yes, but
19 actually, I think we would value the assessment of our
20 officers, to a great extent, although it would be
21 useful.

22 MS MAGGIE WONG: For the purpose of verification and
23 double-checking?

24 MR STEPHEN BAKER: As a cross-reference, yes, but how would
25 we verify it? We would verify it by looking at what our

26

1 officers found out in their enquiry, because their
2 enquiries would be rather thorough.

3 MS MAGGIE WONG: Now, in compiling your data, we can see, as
4 an example of that, the passenger loss of balance here
5 is 51.5 per cent, and if I may take you to the letter
6 compiled by the Transport Department as to the
7 statistics back in 2013, first of all. It is the letter
8 dated 16 May 2013. That would be in SEC-2, page 566.

9 This is a letter from the Transport Department to
10 the LegCo, and if we look at page 567, at paragraph (c),
11 it identifies the number of road accidents for
12 franchised buses. It stated that 58 per cent were
13 non-collision --

14 CHAIRMAN: Before you get into detail, perhaps you could,
15 for the record, and for Chief Superintendent Baker,
16 establish the context of this letter.

17 MS MAGGIE WONG: Yes.

18 CHAIRMAN: Is this a response to the Audit Commissioner's
19 report?

20 MS MAGGIE WONG: Yes. This is a response to the issues
21 raised in the LegCo, when considering chapter 2 of the
22 Director of Audit's report in administration of road
23 safety measures that we have looked at earlier,
24 containing recommendations, and the inaccuracies. And
25 the Transport Department provides certain statistics
26

1 based on the information compiled.

2 If we look at paragraph (a), it set out the 120 road
3 casualties in 2012, 15 involved traffic accidents
4 happened on expressways, and in paragraph (b):

5 "Not many major cities in overseas countries publish
6 statistics on accident involvement rates separately for
7 public transport."

8 And they could only obtain relevant figures for some
9 major cities in the United Kingdom.

10 If we go over the page, at paragraph (c), it
11 summarised that:

12 "For franchised buses, because of the large number
13 of passengers carried and the presence of standing
14 passengers, a significant proportion of accidents
15 involves injury of passengers even [when] there is no
16 collision. This type of accidents typically involves
17 passengers losing balance inside the bus compartment due
18 to various reasons, such as not holding the handrail
19 tightly or falling down when boarding or alighting.
20 These are classified as non-collision type accidents.
21 Of the [2,000-odd] franchised buses ... 5 per cent were
22 non-collision type accidents."

23 So, more or less, the figure matches the KMB figure
24 provided in their forward planning programme. We can
25 see more up-to-date statistics in the Transport
26

1 Department paper, but you need not go through that. The
2 new percentage that they have compiled is about 59 to
3 65 per cent of all accidents involving franchised buses
4 during 2012 to 2017 are non-collision type accidents.

5 CHAIRMAN: When you say "accidents", are you describing
6 injuries?

7 MS MAGGIE WONG: Yes.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: The reference is at TD-1, page 111,
10 paragraph 5.

11 Now, the question I would be asking is: in compiling
12 your data, would you differentiate accidents or injuries
13 caused to passengers while they are seated, or whether
14 they are standees in the bus compartments?

15 MR STEPHEN BAKER: As far as I recall, we don't have
16 a differentiation whether the victim was standing or
17 sitting.

18 CHAIRMAN: Is that because your approach is global, as it
19 were, rather than specific towards buses? Your
20 template, for example --

21 MR STEPHEN BAKER: Yes, sir.

22 CHAIRMAN: -- is not designed for that peculiarity?

23 MR STEPHEN BAKER: That is correct, sir, yes.

24 CHAIRMAN: Your template works for all vehicles?

25 MR STEPHEN BAKER: Yes, sir.

26

1 CHAIRMAN: At some stage, sooner rather than later, I think
2 it would be useful to get to the template, because that
3 probably gives us the direction in which the police
4 approach the attribution of causative factors in
5 accidents and injuries.

6 MS MAGGIE WONG: Maybe we can go to your template, to
7 establish a few matters first.

8 CHAIRMAN: Perhaps in the first place, Chief Superintendent,
9 you could describe what the document is, and where it
10 comes from.

11 MR STEPHEN BAKER: This is a list of driver contributory
12 factors, and the code on the left enables our officers
13 to input onto the computer system what the contributory
14 factor was.

15 MS MAGGIE WONG: There are two boxes there. The bottom box
16 seems to be a summary of the major accidents caused by
17 different driver contributory factors, based on the
18 number of accidents in descending order. Is that
19 correct? The bottom box is a summary extracting the
20 major causes of contributory factors in descending
21 order?

22 MR STEPHEN BAKER: I'm sorry, I haven't prepared for these
23 questions.

24 CHAIRMAN: Let's take it step by step. The list at the top
25 clearly provides an omnibus approach to factors that
26

1 might have been relevant to driver contributory factors,
2 and there are, it appears, 62 of them. Do I understand
3 this correctly? Never mind what happens on the
4 right-hand side of the page. These are the
5 pre-determined factors that may have been part of
6 an accident contribution?

7 MR STEPHEN BAKER: That's correct, sir, yes.

8 MS MAGGIE WONG: And, if we look at the bottom box, the
9 driver contributory factor, let's quote an example. We
10 see "Driving inattentively", that is 189 cases for the
11 first eight months in 2018; is that correct? That's
12 code number 56.

13 MR STEPHEN BAKER: Yes.

14 MS MAGGIE WONG: And we can see, in descending order, the
15 next one is number 60, "Failing to ensure the safety of
16 passenger", and we can see the number of cases here are
17 97, based on the statistics in the first eight months of
18 2018.

19 MR STEPHEN BAKER: Yes.

20 MS MAGGIE WONG: And the third major factor is "Driving too
21 close to vehicle in front".

22 MR STEPHEN BAKER: Yes.

23 MS MAGGIE WONG: The fourth one is "Careless lane changing".

24 MR STEPHEN BAKER: Yes.

25 MS MAGGIE WONG: The fifth one is "To avoid collision or
26

1 otherwise: swerving/stopping suddenly".

2 MR STEPHEN BAKER: Yes.

3 MS MAGGIE WONG: And the sixth one is "Improper or illegal
4 turn".

5 MR STEPHEN BAKER: Correct.

6 MS MAGGIE WONG: As we can see, I think there are a total of
7 I think ten -- I haven't calculated it but there are
8 around ten-odd contributory factors that have been
9 extracted here.

10 MR STEPHEN BAKER: Yes.

11 MS MAGGIE WONG: But the table doesn't identify the injuries
12 caused to the passenger. For example, in
13 passenger-losing-balance cases, where would we see this
14 data? It appears this table doesn't contain that sort
15 of information.

16 MR STEPHEN BAKER: That's right. For our statistical
17 purposes, we only categorise injuries into those three
18 categories, and we don't further categorise them. We
19 would have to look at the case file to obtain further
20 information about the injury.

21 CHAIRMAN: So your three categories are fatal accidents,
22 serious accidents and slight accidents, and the
23 explanatory notes on the back of the 2017 police report
24 on traffic accidents -- "Traffic Report", I think it's
25 called -- defines what those terms mean?

26

1 MR STEPHEN BAKER: That is right, sir, yes.

2 CHAIRMAN: And, in a sense, this is an arbitrary drawing of
3 lines when one comes to serious and slight accidents?

4 You've got to draw the line somewhere?

5 MR STEPHEN BAKER: Yes.

6 CHAIRMAN: There is nothing magic about being in a hospital
7 for 12 hours, rather than 15 or 20, or three days?

8 MR STEPHEN BAKER: That is right, sir.

9 MS MAGGIE WONG: Is there another template for injuries that
10 you have identified, the three categories of injuries
11 suffered by passengers on buses, franchised buses?

12 MR STEPHEN BAKER: I am not aware of another template.

13 MS MAGGIE WONG: Then how do you calculate the number of
14 cases where passengers lose balance on buses?

15 MR STEPHEN BAKER: I would have to look into that.

16 I haven't got that information with me.

17 CHAIRMAN: Is it possible that this is a detail that you
18 don't get involved in?

19 MR STEPHEN BAKER: It is, sir, yes.

20 CHAIRMAN: Professor.

21 MEMBER LO: I just want to understand who actually put down
22 the contributory factors; by the officer at the scene,
23 or determined afterwards? So who determines what
24 factors contributed to the accident?

25 MR STEPHEN BAKER: The officer who investigated the traffic
26

1 accident. Once he had been to the scene, he would go
2 back to his office later and input the contributory
3 factors onto the computer system. And the data would be
4 compiled by the Road Safety Unit in the Traffic Branch,
5 and analysed.

6 MEMBER LO: But there may be multiple parties. For example,
7 if the bus company investigated the accident afterwards,
8 would those factors be flowed back into the accident
9 record; for example, losing balance?

10 MR STEPHEN BAKER: No. It's all based on police enquiries.

11 MEMBER LO: What about TD? Who will maintain a record, as
12 the ultimate eventual authority, to say, "This is the
13 record"? Is it TD, is it police, is it -- how do you
14 flow information into it?

15 MR STEPHEN BAKER: All of the data is input by the police
16 based on their assessment, and transferred to TD, where
17 it is kept and analysed.

18 MEMBER LO: So the information would not go from TD back to
19 police records?

20 MR STEPHEN BAKER: We have access to the TD's information,
21 and we share the information regularly.

22 CHAIRMAN: But the Transport Department is using your
23 information?

24 MR STEPHEN BAKER: That's right, sir.

25 CHAIRMAN: And you don't have access to the franchised bus
26

1 accident statistics or their designation of contributory
2 factors?

3 MR STEPHEN BAKER: We do not, sir, yes.

4 MEMBER LO: So there could be inconsistencies among the
5 records kept by the bus company and the police and TD?

6 MR STEPHEN BAKER: There could be, but I would suggest that
7 we would rely on our assessment of what happened,
8 because the accident has been investigated by a police
9 officer who has interviewed witnesses, and I don't know
10 how the bus companies make their assessment of what
11 happened.

12 CHAIRMAN: The Transport Department would be at the apex of
13 the triangle, as it were; they get information through
14 this forward planning programme, certainly we know about
15 that now, and they get information from you. They have
16 two sources of information but you only have one.

17 MR STEPHEN BAKER: That's right, sir, yes.

18 MS MAGGIE WONG: Just a matter of logistics: if the
19 Transport Department discovered there are certain
20 inaccuracies in the information compiled by the police,
21 based on the data provided by the franchised bus
22 operators, do you know what they would do about it?
23 Would they consult you first?

24 MR STEPHEN BAKER: I am aware that when the Transport
25 Department think there is a discrepancy in the
26

1 information, they will consult with us about it. I am
2 not aware of all of the circumstances by which they
3 would believe there is a discrepancy.

4 CHAIRMAN: Are you able to give us any example to illustrate
5 that process?

6 MR STEPHEN BAKER: On a regular basis, our Road Safety Unit
7 does receive referrals of cases for which the Transport
8 Department would like us to review the data that we have
9 provided. But I don't know on what basis they think
10 there is a discrepancy, whether it is from the bus
11 company or for any other reason.

12 CHAIRMAN: And, in your review of the data that you
13 provided, what steps would be taken?

14 MR STEPHEN BAKER: We would contact the investigating
15 formation to double-check that the information they have
16 input to the computer system is correct, ie that it
17 matches the information they have produced on their
18 investigation file.

19 CHAIRMAN: At what stage in the investigation of the
20 accident is the data inputted by these codes into the
21 computer? How far into the investigation before that
22 happens?

23 MR STEPHEN BAKER: At a very early stage, within hours.

24 CHAIRMAN: And, in the process of a review, which by its
25 nature must happen much later, what other material is
26

1 available that might be looked at to determine whether
2 or not the initial assessment was accurate?

3 MR STEPHEN BAKER: The initial assessment is made almost as
4 soon as the officer goes back to his office. Further
5 enquiries might find that the data needs updating. The
6 example you gave of the driver saying the brakes didn't
7 work and yet, after examination, it is found that there
8 is nothing wrong with the brakes, is a good one. And it
9 takes time to find witnesses and to make analysis of the
10 facts that have been gathered at the scene.

11 CHAIRMAN: Yes, Ms Wong.

12 MS MAGGIE WONG: Thank you.

13 So do I understand it correctly that it is the
14 officer who is involved in the case who inputs the data
15 in the first place?

16 MR STEPHEN BAKER: That is correct.

17 MS MAGGIE WONG: And who will be conducting the
18 double-checking or critical checking?

19 MR STEPHEN BAKER: Normally, it would be the sergeant, and
20 there are different levels of supervision involved in
21 the handling of case enquiries.

22 MS MAGGIE WONG: Yes, and the sergeant will be the sergeant
23 in charge of that division of the officer in charge of
24 the case?

25 MR STEPHEN BAKER: Directly in charge of that officer.

26

1 MS MAGGIE WONG: We will move on to the topic of seat belts.

2 The reason we have spent quite a bit of time on
3 statistics is because it is related to this issue of
4 seat belts.

5 One of the things we have heard during the evidence
6 is that you can't give seat belts to people who are
7 standing, or standees; you can only --

8 CHAIRMAN: Forgive me again for interrupting.

9 Is the failure to use a seat belt one of the driver
10 contributory template factors?

11 MR STEPHEN BAKER: It is not a contributory factor to the
12 cause of an accident.

13 CHAIRMAN: No, but it is to the injury.

14 MR STEPHEN BAKER: Yes. I would have to look further, sir,
15 to answer that question.

16 CHAIRMAN: So this is limited to driver contributory factors
17 of the accident?

18 MR STEPHEN BAKER: Yes, sir.

19 CHAIRMAN: Not the consequences of the accident?

20 MR STEPHEN BAKER: Yes.

21 CHAIRMAN: Thank you.

22 MS MAGGIE WONG: These driver contributory factors, these
23 factors, for how long have they been revised or since
24 when they have been revised or updated?

25 MR STEPHEN BAKER: I don't know.

26

1 MS MAGGIE WONG: Would you mind checking and provide us with
2 the information in due course. Would your department
3 consider compiling a separate template for consequences
4 of accidents that cause particular types of injuries?

5 CHAIRMAN: I'm sorry, what are you inviting the chief
6 superintendent to do?

7 MS MAGGIE WONG: For example, to have certain statistics
8 compiled in relation to, like, passenger losing balance,
9 like statistics similarly conducted by the franchised
10 bus operators, or to expand the list here, to identify
11 which are the ones which caused the passenger losing
12 balance in that particular category, given it accounts
13 for the major proportion of the accidents.

14 MR STEPHEN BAKER: I would like to spend some time to
15 investigate further how -- we already record such
16 details. I'm sorry that I haven't brought such
17 information to the hearing.

18 MS MAGGIE WONG: Yes. Maybe I will go back to the seat
19 belts issue, because it is relevant to the seat belt
20 issue, as to -- we have the statistics which account for
21 about 59 to 65 per cent for non-collision-type accidents
22 due to passenger losing balance.

23 So, going back to my issue --

24 CHAIRMAN: Before you move on, may I ask this general
25 question: as an investigative tool, particularly having
26

1 regard to this issue on buses, it is a narrow issue from
2 your point of view, I understand that -- buses,
3 passengers being injured by loss of balance -- how
4 often, if you are aware, would the police have recourse
5 to the black boxes, telematics devices, on the bus, to,
6 for example, examine excessive braking, excessive
7 acceleration or excessive inclination?

8 MR STEPHEN BAKER: The police would have access to any
9 exhibit when they were investigating an arrestable
10 offence, and that would include causing death by
11 dangerous driving, careless driving, et cetera.

12 CHAIRMAN: I appreciate that. That's the general provision.
13 But the question really is more specific: how often
14 actually do the police examine this material? For
15 example, one can readily see why you might examine it
16 when you have a fatal accident, but when you have an old
17 lady who falls over because she lost her balance on the
18 bus and breaks her leg, is that something that would be
19 looked at or not? In the general it could be, but is it
20 in fact?

21 MR STEPHEN BAKER: I would have to consult my colleagues,
22 sir.

23 CHAIRMAN: Thank you.

24 MS MAGGIE WONG: Following on that question, will there be
25 a general protocol in terms of investigation into
26

1 traffic accidents that, as a matter of routine
2 procedures, you have to obtain black-box or telematics
3 data from the relevant franchised bus companies?

4 MR STEPHEN BAKER: I am not aware that it is done routinely,
5 and I would need to consult with my colleagues to find
6 out how often it is done.

7 MS MAGGIE WONG: And, in that regard, CCTV footages,
8 installed on buses?

9 MR STEPHEN BAKER: I am afraid it is not a level that I have
10 worked at, and I would have to consult with my
11 colleagues.

12 MS MAGGIE WONG: So may I take you to a working group. If
13 we start, in terms of this topic on seat belt, may
14 I start the process by inviting you to look at a paper
15 in relation to the Working Group on Enhancement of
16 Safety of Franchised Buses, which had been set up after
17 the Tai Po accident in February 2018.

18 That would be TD Paper 8, at TD-1, page 94.

19 Maybe I will give this in context. This working
20 group was set up arising from the Tai Po accident in
21 February 2018, with the representatives of all five
22 franchised bus companies, and bus manufacturers, as well
23 as the Transport Department, in mid-March 2018, to
24 review the technical feasibility and desirability of
25 installing new safety devices or applying new technology

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1 on the safety devices to franchised buses, to enhance
2 protection to passengers.

3 Were you aware of the existence of this working
4 group?

5 MR STEPHEN BAKER: No.

6 MS MAGGIE WONG: Or, within the police, do you know who
7 would -- so far as you are concerned, you do not know,
8 but what about people within the police department; do
9 you know who would be responsible for --

10 CHAIRMAN: I think it might help the chief superintendent if
11 you were to describe the limited number of parties to
12 this working group, if you were to take him to that
13 information.

14 MS MAGGIE WONG: Yes.

15 Mr Baker, if you look at paragraph 4, we can see the
16 number of people involved, and footnote 1, the people
17 involved would be the franchised bus companies, namely
18 the Kowloon Motor Bus, Long Win Bus, Citybus, New World
19 Bus and New Lantao Bus.

20 If we go up to paragraph 4 --

21 CHAIRMAN: I think we can start at the top of the page.

22 MS MAGGIE WONG: Yes, at the top of the page.

23 CHAIRMAN: "... the TD set up a working group with
24 representatives of all franchised bus companies ..."

25 "FB" is the acronym used for franchised bus

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1 companies, and they are listed as a footnote.

2 ... and bus manufacturers in mid-March 2018 [that's
3 13 March] to review the technical feasibility and
4 desirability of installing some new safety devices or
5 applying new technology on the safety devices of
6 franchised buses for enhancing protection to bus
7 passengers."

8 Yes. Thank you.

9 MS MAGGIE WONG: Yes. So the police is not one of the
10 members consulted or one of the members of this working
11 group. But, in that regard, I wish to ask you something
12 about the installation of seat belts, and invite your
13 comments on this.

14 We see, in this paper, at paragraph 5, we saw the
15 issue of installation of seat belts as one of the
16 matters discussed in this working group.

17 CHAIRMAN: Perhaps you would read this paragraph out, to set
18 the context for the chief superintendent.

19 MS MAGGIE WONG: Yes. If we read paragraph 5:

20 "In the light of an accident in July 2006 in which
21 a KMB bus collided with another vehicle resulting in
22 a passenger on the upper deck of the bus being thrown
23 out of the bus and another similar accident in December
24 2007 in which a bus of Citybus ... collided with another
25 bus of New World First Bus ... in Tseung Kwan O
26

1 resulting in three passengers on board the CTB's bus
2 being thrown out of the bus, the TD recommended and the
3 FB operators agreed that safety seat belts should be
4 retrofitted at the four front seats on the upper deck of
5 all post-1997 licensed buses to prevent passengers from
6 falling out from the upper deck front seats. At
7 present, the seat belts for all the exposed seats have
8 become a standard feature of all franchised buses."

9 It was in this context that the working group was
10 considering whether to implement the installation of
11 seat belts to all seats on franchised buses.

12 If I may take you to a few minutes of the meeting in
13 relation to this working group. This working group is
14 divided also into subgroups, which I am going to take
15 you to some of the meetings.

16 The reason I am asking you this --

17 CHAIRMAN: Before you move on -- Chief Superintendent, or
18 any of your colleagues, are any of you aware of whether
19 or not at this stage, when -- I think this is something
20 like 2008, in consequence of the 2006 and 2007 bus
21 accidents -- seat belts were fitted in vulnerable seats,
22 exposed seats -- I think the best example is the front
23 of the bus on the road to Stanley, where they put a bar
24 across the front of the bus and they put seat belts on
25 the front seats. There are other vulnerable seats where

26

1 people have nothing in front of them where there are
2 seat belts.

3 The question that I would pose generally is: are any
4 of you aware of whether or not the police were consulted
5 when these recommendations were being formulated? Maybe
6 you don't, but if you are, please share your experience
7 with us.

8 MR STEPHEN BAKER: I am not aware of that, sir.

9 CHAIRMAN: None of your colleagues?

10 Well, Chief Superintendent, perhaps you could make
11 enquiries as to whether or not the police were
12 consulted. This was the subject of debate in LegCo, and
13 one would have expected, in something like this, given
14 the police involvement in their investigation of
15 accidents, that the input of the police would have been
16 sought.

17 Do you have the references of the other material
18 that would help the chief superintendent narrow this
19 down?

20 MS MAGGIE WONG: Yes.

21 May I take you to, first of all, the end result of
22 this working group, and then I will work backwards to
23 the minutes of the meeting.

24 If I may take you to TD-1, page 403 to 426. This
25 was a LegCo paper submitted by the Transport Department

26

1 in July 2018 for discussion on 25 July 2018, basically
2 summarising the recommendations of the working group.

3 If we could go to page 407, at the bottom, it starts
4 with --

5 CHAIRMAN: I think, to give the chief superintendent
6 a context, let's go to the first page. This is a paper
7 prepared by the Transport Department, Transport and
8 Housing Bureau, for discussion at a meeting on 25 July
9 of this year of the Transport Panel of the Legislative
10 Council; is that right?

11 MS MAGGIE WONG: Yes, Chairman.

12 If we go to paragraph 10 at page 407, we can see
13 some of the recommendations set out there, and setting
14 out the position.

15 CHAIRMAN: Before we get there, perhaps we could start at
16 page 403. This is the background.

17 MS MAGGIE WONG: Yes.

18 CHAIRMAN: Perhaps you would be kind enough to read out
19 paragraph 2.

20 MS MAGGIE WONG: Yes.

21 Mr Baker, paragraph 2 reads as follows:

22 "Following a fatal traffic accident involving
23 a franchised bus of the Kowloon Motor Bus ... at
24 Tai Po Road on 10 February 2018, the Transport
25 Department ... set up in mid-March 2018 a Working Group

26

1 on the Enhancement of Safety of Franchised Buses ...,
2 which comprises members from all FB operators and the
3 major bus manufacturers, to consider and study possible
4 measures to further enhance bus safety. The scope of
5 work of the working group covers the following major
6 areas:

7 (a) to explore the technical feasibility,
8 applicability and cost-effectiveness of, and any other
9 issues relating to the installation of in-vehicle safety
10 devices/technologies and seat belts on all seats of
11 franchised buses; and

12 (b) to review the training arrangements adopted by
13 the FB operators."

14 Over the page:

15 "So far, the working group has held three meetings
16 since ... 2018; the technical group under the working
17 group has also met five times. The findings and
18 recommendations of the working group are set out in the
19 ensuing paragraphs."

20 Amongst other matters, on in-vehicle safety devices,
21 which starts at paragraph 4, may I invite you to go to
22 page 407, in relation to installation of seat belts on
23 passenger seats. Paragraph 10 sums up the position:

24 "At present, all the exposed seats on franchised
25 buses are installed with seat belts to prevent
26

1 passengers from falling out from the seats.

2 11. As confirmed with the bus manufacturers, it is
3 technically feasible to supply all new buses with seat
4 belts for all passenger seats conforming to ...
5 international standards. In this regard, all FB
6 operators have agreed that all passenger seats of all
7 new buses ordered from July 2018 onwards will be
8 installed with seat belts."

9 In relation to paragraph 12, it talks about the
10 retrofitting of seat belts on all passenger seats of
11 existing buses, and if we drop a few lines to line 6:

12 "In practice, retrofitting seat belts on passenger
13 seats, in particular those on the lower deck, will
14 involve substantial modification and reinforcement of
15 the bus chassis, including reinforcement of the
16 structure of the franchised buses, addition of support
17 mountings, replacement of all seats by those with seat
18 belts, as well as passing the pull tests of the seat
19 belts and seats to confirm their compliance with the
20 international standards ... Considering the above, the
21 bus manufacturers have advised that it is technically
22 impracticable, if not infeasible, to retrofit seat belts
23 on all passenger seats of both upper and lower decks.

24 13. However, it should be more feasible to retrofit
25 seat belts on all passenger seats of the upper deck only

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1 in some vehicle models of the existing double-deck
2 fleet."

3 At paragraph 14:

4 "... the working group considers that time and
5 manpower resources are critical. The bus manufacturers
6 do not have the required labour and workshop
7 facilities ... to conduct the retrofit work."

8 If we look through, ultimately, at the bottom:

9 "Some bus operators have expressed concerns that the
10 retrofitting of seat belts would not only incur
11 significant financial implication, but also considerable
12 time and manpower resources, not to mention the need to
13 re-deploy or procure additional buses to maintain the
14 existing bus service level during the whole process."

15 If we look at paragraph 16, the working group has
16 arrived at the following recommendations.

17 CHAIRMAN: Before you get to the recommendations, perhaps we
18 could go through such review as appears to have been
19 taken of overseas practices.

20 MS MAGGIE WONG: Yes. If we continue to look at
21 paragraph 15:

22 "The working group has reviewed the prevailing
23 overseas practices or requirements on the installation
24 and wearing of seat belts on buses. Currently, for
25 inter-cities or cross-[border] routes, some overseas
26

1 jurisdictions (for example United States, United Kingdom
2 and Netherlands) have mandated the provision of seat
3 belts for all passenger seats, while others (for example
4 UK, Netherlands, and Australia (Victoria)) have imposed
5 mandatory requirement of wearing seat belts.
6 Nevertheless, for buses serving urban routes buses or
7 buses allowed to carry standing passengers, none of the
8 overseas jurisdictions that the working group has
9 reviewed thus far have statutory requirements for the
10 provision of seat belts on passenger seats. According
11 to the transport authorities of those jurisdictions, the
12 urban buses are typically used for short journeys, in
13 terms of both time and distance, and undertaken at
14 moderate speeds on urban routes. Thus, no seat belt
15 requirement at passenger seats on these urban [routes]
16 has been imposed."

17 It also contained a summary of the findings at
18 annex B, but --

19 CHAIRMAN: Perhaps we could turn to that. That's at
20 page 415.

21 MS MAGGIE WONG: Yes.

22 CHAIRMAN: You will see the range of countries that are
23 encompassed in this statement, that in none of these
24 jurisdictions are seat belts required for urban bus
25 routes or where buses carry standing passengers.

26

1 MS MAGGIE WONG: So, Mr Baker, before I go to the
2 recommendations, the findings from the overseas
3 practices seem to suggest there is no point of having
4 seat belts installed where there are standing
5 passengers, because you can't give seat belts to
6 standing passengers, and those are the people that are
7 prone to injuries when there is a sudden braking or
8 sudden stopping, in those type of injuries. That's the
9 first point.

10 The second point is, in terms of urban routes, where
11 the travel speed is generally within acceptable range,
12 so it appears it is not as dangerous as highways,
13 expressways or cross-border routes where generally you
14 have a higher speed limit, to the tune of 70km per hour
15 or above.

16 What is your comment in relation to the usefulness
17 or effectiveness of seat belts on urban buses that run
18 urban routes?

19 CHAIRMAN: I think, before the chief superintendent is
20 invited to respond to such a general question, there is
21 a third factor that is identified in paragraph 15, and
22 it is this. It is not only that typically, as one would
23 expect, in an urban bus route, the speeds are more
24 moderate, but also these involve short journeys, both in
25 terms of time and distance. That of course is a factor

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1 that's relevant to the time in which a passenger has to
2 put a seat belt on and his assessment of whether or not
3 it is worth doing.

4 You have been invited to indicate whether or not you
5 have any view. Do you have any view?

6 MR STEPHEN BAKER: I do, sir. From a police and road safety
7 perspective, the police believe that seat belts save
8 lives. If we are to look at the Transport Department
9 web page, it states that wearing a seat belt can reduce
10 the chance of death or serious injury by about a half,
11 and it also says that seat belts are very effective at
12 reducing the effects of traffic accidents occurring at
13 quite low speeds.

14 Now, speaking purely from a road safety perspective,
15 we would encourage the use of seat belts as widely as
16 possible.

17 I would also like to observe that public light buses
18 are fitted with seat belts.

19 CHAIRMAN: We have received evidence that suggests that they
20 are to be categorised differently from franchised buses.
21 Broadly speaking, the difference suggested is those that
22 wish to go racing to their destination get on a PLB;
23 those who are more content to arrive alive go on
24 a franchised bus.

25 Are you aware of the circumstances in which seat
26

1 belts were mandated for PLBs?

2 MR STEPHEN BAKER: No, sir.

3 MS MAGGIE WONG: Before I go on, in relation to this PLB
4 situation, I think that was a topic covered in the Audit
5 Commission report, review, in that paper, as to the
6 situation of seat belts worn by PLB passengers.

7 CHAIRMAN: Before you get involved in that detail, in view
8 of your answer -- a statement that is clearly generally
9 accepted worldwide -- that seat belts save lives,
10 nevertheless, in the safety-conscious jurisdictions
11 listed in annex B, the United Kingdom, Netherlands,
12 Australia in the state of Victoria, New Zealand, Canada,
13 Singapore, none of them have found it appropriate to
14 require them to be installed on urban buses.

15 With that as a background, what view, if any, do you
16 have about not only their provision on franchised buses,
17 mandated provision -- what view do you have about the
18 requirement, if it was decided to have one, that they be
19 worn, and then the issue that arises of enforceability?

20 MR STEPHEN BAKER: I think that passengers should have
21 an option to enable them to travel as safely as
22 possible, that if seat belts are not fitted then that
23 option is denied, and that as to the enforcement aspect,
24 it can be seen from personal experience that most people
25 don't use seat belts on public light buses, and we can
26

1 expect the same thing on franchised buses, for the
2 reasons that have been discussed: convenience, short
3 journeys, things like that.

4 So enforcement will be an issue, and I don't think
5 the police would be able to regularly enforce such
6 regulations, if they existed. But at the moment they do
7 not for franchised buses.

8 CHAIRMAN: But they do for PLBs.

9 MR STEPHEN BAKER: They do, sir, yes.

10 CHAIRMAN: And what is the ease with which that is enforced
11 or the difficulty?

12 MR STEPHEN BAKER: It is difficult to enforce, and it is not
13 enforced regularly. I would say it is enforced
14 occasionally, when officers decide to take enforcement
15 as a road safety issue. There is always more than one
16 aspect to road safety -- publicity -- but it is also
17 coupled with enforcement from time to time.

18 CHAIRMAN: Am I right in -- forgive me, you were going to
19 carry on.

20 MR STEPHEN BAKER: I was going to add that we hope that
21 people won't obey the law only because they feel they
22 might be prosecuted for it, for not following the law.
23 Yes.

24 CHAIRMAN: It took a long time to persuade people when they
25 had a choice that they should wear seat belts in cars.

26

1 MR STEPHEN BAKER: Yes, sir. But going back to my earlier
2 comment, in our view, it is better if people have the
3 option to improve their own road safety, as a matter of
4 choice.

5 CHAIRMAN: Thank you.

6 MEMBER AU YEUNG: Just a quick question on the seat belt.
7 Using the experience you have on the PLB, how successful
8 has the police force been on enforcement?

9 MR STEPHEN BAKER: I don't have enforcement figures, but,
10 like I say, I would hope that people would follow the
11 law because it was good for them rather than because
12 they would be prosecuted if they didn't.

13 CHAIRMAN: But, as you said earlier, most people don't wear
14 them on PLBs, enforcement is difficult, and one can see
15 why, and you would expect that same trend to obtain with
16 buses?

17 MR STEPHEN BAKER: I would, sir, yes.

18 MS MAGGIE WONG: Thank you. Maybe just to wrap this up
19 before we break -- in general, you make a general
20 statement that seat belts save lives. I am asking from
21 the perspective of cost/benefit analysis. Does the
22 police have any empirical data or analysis as to the
23 accuracy of the statement that you made, in the context
24 of urban buses with standees?

25 CHAIRMAN: I'm sorry, I don't understand that question.

26

1 MS MAGGIE WONG: Whether they have conducted analysis on
2 standing passengers, of the number of standing
3 passengers that are injured as a result of accidents due
4 to lack of seat belts, or have you conducted any
5 analysis in terms of comparisons of passengers losing
6 balance, in percentage, as to whether they are
7 attributable to the lack of seat belts?

8 CHAIRMAN: By its nature, a standee cannot be provided with
9 a seat belt.

10 MS MAGGIE WONG: Yes.

11 So, in that regard, would you have statistics or
12 figures?

13 MR STEPHEN BAKER: We do not.

14 MS MAGGIE WONG: Mr Chairman, I see the time.

15 CHAIRMAN: Perhaps the real question would be this, the more
16 useful one: do you have any statistics about people who
17 are injured while seated on a bus, not wearing a seat
18 belt? The bus company figures suggest that that number
19 of passengers is very low, 1 per cent of the injuries,
20 something like that, 1 to 2 per cent. Do the police
21 have any such figures?

22 MR STEPHEN BAKER: I am not aware of any statistics, but
23 I can search later, if you would wish me to.

24 CHAIRMAN: This would perhaps be most obvious, and I think
25 unfortunately recently there has been an accident like
26

1 this, where somebody sitting in a vulnerable seat is
2 projected out of that seat and impacts on something hard
3 and either a serious or I think in this case a fatal
4 injury incurs, so that would give rise to an opportunity
5 for someone, if there was a template that said, "Seat
6 belt not worn but would likely have been beneficial", in
7 the general way that seat belts are. So perhaps you
8 could see if there has been any attempt at analysing
9 that.

10 MR STEPHEN BAKER: I will do, sir.

11 CHAIRMAN: Thank you.

12 Ms Wong.

13 MS MAGGIE WONG: Thank you, Mr Baker. If I may go through
14 the recommendations before we break.

15 In paragraph 16 of the TD Paper at page 409, the
16 working group arrived at the following recommendations:

17 "(a) seat belts should be provided for all seats in
18 future procurement of new buses; and.

19 (b) subject to further assessment on the technical,
20 operational and financial feasibility, consideration may
21 be given to retrofitting all seats in the upper deck
22 with seat belts on buses deployed for specific bus
23 routes, ie long-haul routes which are operated via
24 expressways with relatively fewer bus stops."

25 But the Transport Department will require the
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1 franchised bus operators to explore in more details in
2 conjunction with the bus manufacturers on this aspect.

3 So the suggestion or recommendation is for all new
4 buses that would be fitted with seats, but for existing
5 buses, they would only be retrofitted subject to
6 financial considerations, and even so, it would only be
7 supplied to limited seats on the upper deck -- sorry,
8 upper deck, with seat belts on specific bus routes, like
9 long-haul routes with fewer stops, and on highways.

10 Do you have any comments in relation to the
11 recommendations?

12 MR STEPHEN BAKER: I think the recommendations are positive,
13 but like I said, from the point of view of road safety,
14 we would encourage the use of seat belts as widely as
15 possible, although the recommendations are a step in the
16 right direction.

17 MS MAGGIE WONG: Thank you.

18 CHAIRMAN: Yes, Ms Wong. Is that a convenient moment?

19 MS MAGGIE WONG: Yes. Thank you.

20 CHAIRMAN: We are going to take a morning break for

21 20 minutes now, and we will resume in 20 minutes' time.

22 (11.33 am)

23 (A short adjournment)

24 (11.53 am)

25 CHAIRMAN: Yes, Ms Wong.

26

1 MS MAGGIE WONG: Just to wrap up the seat belt issue, may
2 I take you to one statement made by the Hong Kong Police
3 in your submission to the committee dated 7 May 2018.
4 That's in the miscellaneous bundle, page 124-1.

5 If we go over to page 124-2, at the top of the
6 paragraph, if you look at the three lines in
7 paragraph 3:

8 "The absence of seat belts in most franchised buses
9 and standing passengers may also contribute to
10 passengers sustaining injury and therefore causing
11 a reportable accident."

12 Can I just confirm, this is a generalised statement
13 rather than based on statistics, based on your answers
14 before the break; is that correct?

15 MR STEPHEN BAKER: Yes, it is.

16 MS MAGGIE WONG: Thank you.

17 Moving on to another topic, on illegal parking. We
18 have heard evidence from some of the franchised bus
19 operators that in relation to the enforcement actions
20 taken against illegal parking, especially at bus stops,
21 appears to be ineffective.

22 Can I take you to some of the evidence. That's
23 Mr William Chung of New World First Bus. That's in the
24 TSCP bundle, page 731.

25 CHAIRMAN: What day was this evidence?

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1 MS MAGGIE WONG: That would be Day 4.

2 CHAIRMAN: Day 4 in the Augustinian calendar?

3 MS MAGGIE WONG: Yes.

4 CHAIRMAN: What day of the month was this?

5 MS MAGGIE WONG: 30 May 2018. It is in TSCP-2A bundle.

6 CHAIRMAN: Thank you.

7 MS MAGGIE WONG: Thank you.

8 If you look at the top of the page, Mr William

9 Chung's evidence -- have you got that, Mr Baker?

10 MR STEPHEN BAKER: (Nodded head).

11 MS MAGGIE WONG: Mr William Chung said:

12 "In many bus stops, there is illegal parking, and
13 these vehicles are getting in the way of the buses, in
14 a way that they cannot pull up close to the kerb for
15 loading and unloading."

16 If we scroll down to line 16, when Mr Duncan asked,
17 "In what way?", Mr William Chung said:

18 "For instance, illegal parking would reduce the
19 width of the road when the buses drive past. Because of
20 the large size of the bus, it's likely to get into
21 problem, and if the passengers cannot get on and off on
22 the kerbside, there is a likelihood of them being hit by
23 vehicles or they may fall over."

24 In terms of the effectiveness of the enforcement,
25 Mr Duncan asked at line 23:

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1 "... has the company endeavoured to overcome this
2 problem?", and Mr William Chung said:

3 "We notified the Transport Department about the
4 black spots of illegal parking. We hope that these
5 sections, they will have 24-hour restricted zone. We
6 also notified the police to do enforcement work.

7 Mr Duncan: Has that eradicated the problem?

8 Mr William Chung: It doesn't help much."

9 And the chairman also raised this question:

10 "Did it result in any action?"

11 Mr William Chung: The police would take action, but
12 as soon as the police back is turned, then the illegal
13 parking problem would recur. Say, for instance, in
14 Causeway Bay, Yee Wo Street, near SOGO, outside SOGO, in
15 fact, this is a problem that occurs very often."

16 We also have evidence from trade unions; they
17 complain that it took a very long time to communicate
18 with the police in relation to the illegal parking
19 problem.

20 May I ask, first of all, is illegal parking
21 a problem that the police was aware of throughout the
22 years --

23 CHAIRMAN: Specifically illegal parking in and around bus
24 stops or --

25 MS MAGGIE WONG: In and around bus stops.

26

1 MR STEPHEN BAKER: Yes, it is a problem the police have been
2 aware of. In fact, in 2017 we issued 4,510 prosecutions
3 against people who parked their vehicles or stopped
4 their vehicles in a bus stop.

5 I'm sorry, can you elaborate your question again,
6 please.

7 CHAIRMAN: Is that a fixed penalty ticket?

8 MR STEPHEN BAKER: Yes. It's what we call a Pol. 570, which
9 is a fixed penalty ticket.

10 CHAIRMAN: What does that cost the miscreant; \$320, in 2017?

11 MR STEPHEN BAKER: \$450.

12 CHAIRMAN: Now.

13 MR STEPHEN BAKER: Yes.

14 CHAIRMAN: But then?

15 MR STEPHEN BAKER: Also then.

16 So, yes, we are aware of illegal parking problems
17 and the difficulties caused by persons who stop their
18 vehicles in unauthorised places.

19 CHAIRMAN: Do any difficulties arise with enforcement
20 because of the level of the penalty?

21 MR STEPHEN BAKER: I believe the penalty hasn't been
22 increased for many years, and so it has less of
23 a deterrent effect than it used to have.

24 CHAIRMAN: As I remember it -- correct me if I am wrong --
25 the submission that the police made was that in order to
26

1 keep up with inflation, the then \$320 ticket should be
2 \$800 or thereabouts. Is my memory more or less correct?

3 MR STEPHEN BAKER: It is, sir, yes.

4 CHAIRMAN: And the resulting penalty that was agreed upon by
5 government was \$450?

6 MR STEPHEN BAKER: That's correct, sir, yes.

7 CHAIRMAN: Yes, Ms Wong.

8 MS MAGGIE WONG: And the complaints -- we have heard
9 complaints from the trade unions. I'm going to refer
10 you to some extracts. But the main complaint is -- they
11 complained the police have failed to enforce the law in
12 relation to the illegal parking near bus stops, and that
13 has been a recurring problem.

14 They also raised questions about the lack of
15 manpower that the police put in tackling or taking
16 enforcement action against illegal parking.

17 They also stated that, since 2017, although the
18 police figures suggest they have stepped up enforcement,
19 they don't see any significant improvement.

20 In relation to this aspect, about failing to enforce
21 the law, what do you say or what is your response to
22 that suggestion?

23 MR STEPHEN BAKER: Well, we enforce the law to the best of
24 our ability. Taking enforcement action at bus stops,
25 whilst it is important, may not be the greatest of our

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1 priorities at any particular time. For example, the
2 public are complaining about vehicle obstruction and
3 illegal parking at many places, including places where
4 it causes traffic jams, whilst we have increased our
5 enforcement against illegal parking and vehicle
6 obstruction related offences, from the top of my head,
7 by about 40 per cent in the last year.

8 I would also say that approximately 30 per cent of
9 the calls received by frontline officers are related to
10 vehicle obstruction or illegal parking. So the police
11 have made, and are making, their best efforts against
12 illegal parking and vehicle obstruction.

13 If Ms Yau could add a point as well.

14 CHAIRMAN: Yes, please do, Chief Superintendent.

15 MS YAU SIN MAN: (Via interpreter) Apart from stepping up
16 law enforcement, we also do something in terms of public
17 education. In 2018, in our police call programme, we
18 particularly raised the issue of illegal parking at bus
19 stops, to alert the public.

20 CHAIRMAN: Thank you.

21 MS MAGGIE WONG: Thank you.

22 We have seen from the recent news reports that the
23 police, since 1 August this year, have launched
24 a six-month crack-down on vehicles in congested black
25 spots, and they include problems brought on by loading
26

1 and unloading goods in restricted zones, private cars
2 halting in areas meant for stop by buses, minibuses and
3 taxis, illegal entries into box junctions and
4 inappropriate U turns.

5 It is stated that in order to step up the measures,
6 these five offences now carry a fine of \$400, while
7 picking up or setting down passengers in restricted
8 areas carries a max penalty of \$560.

9 May I ask this question. About the selection of
10 these black spots, on what basis did the police choose
11 these black spots?

12 MR STEPHEN BAKER: The police have the ability, through
13 their case management information system, to identify
14 the locations where the greatest number of traffic
15 complaints are received. That's one factor.

16 Another factor is complaints made directly to the
17 police station made by members of the public, either by
18 telephone or by letter. And so, at a local level, it is
19 possible for frontline commanders to identify the
20 congestion black spots, and to share that information
21 with their regional command and with the headquarters
22 command.

23 MS MAGGIE WONG: So, following your answers, would some of
24 these complaints come from trade unions or franchised
25 bus operators?

26

1 MR STEPHEN BAKER: We have a mechanism for liaison with
2 trade unions and with the franchised bus companies, but
3 I would say that the greater part if not almost the
4 whole part is based on the statistics of complaint from
5 the public, with additional input from the bus companies
6 and the unions.

7 MS MAGGIE WONG: The news report mentioned about the
8 trial -- it is a trial run -- it will roll out cameras
9 with a city-wide two-month pilot, in Kowloon East and
10 New Territories North, between December last year and
11 January, and it stated that the initial scheme had been
12 satisfactory, with \$540 fixed penalty tickets.

13 About the installation of cameras, where would you
14 normally install these cameras?

15 MR STEPHEN BAKER: The pilot scheme that you have referred
16 to, which was conducted in December last year and
17 January this year, involved the use of officers using
18 a Handycam rather than a fixed-site camera.

19 CHAIRMAN: Isn't that an expensive way of enforcing traffic
20 infractions, manpower?

21 MR STEPHEN BAKER: We began the trial in an effort to reduce
22 the amount of manpower that was used to enforce these
23 kinds of offences. The trial focused on moving-traffic
24 offences which caused vehicle obstruction, for example,
25 setting down passengers or goods in restricted zones.

26

1 Normally, to enforce this kind of offence, take this
2 kind of enforcement action, the officer would have to
3 intercept the vehicle at the scene or, as is what very
4 often happens, the vehicle drives away then officers
5 would mount a pre-planned snap-check or roadblock
6 nearby, or an officer on a motorcycle would follow the
7 vehicle and stop the vehicle. Therefore, because of
8 this requirement, this necessity, more manpower would be
9 required for this kind of operation.

10 The aim of the pilot and the subsequent trial is to
11 enable two officers, one using the video camera, the
12 other making notes of what he saw, to take enforcement
13 action without intercepting the vehicle, and therefore
14 the manpower requirement for the interception, either by
15 following the vehicle on a motorcycle or by arranging
16 a roadblock nearby, is done away with.

17 So it was an attempt to increase the efficiency of
18 the enforcement.

19 CHAIRMAN: Has thought been given to just using cameras,
20 taking the man on his motorbike out of it, the camera
21 captures the infraction, it has the number plate, it has
22 the location, it has the length of time that the vehicle
23 has been breaking the law; you then track the registered
24 owner from the number on the car?

25 MR STEPHEN BAKER: That's what the trial is doing, sir, yes.

26

1 CHAIRMAN: Without men being involved is what I'm
2 suggesting.

3 MR STEPHEN BAKER: I see.

4 CHAIRMAN: Automatic cameras.

5 MR STEPHEN BAKER: That is something that we are looking at
6 in the longer term.

7 CHAIRMAN: That is something that is used widely in London,
8 is it not?

9 MR STEPHEN BAKER: It is, sir, yes.

10 CHAIRMAN: And it's used elsewhere -- Singapore?

11 MR STEPHEN BAKER: Yes, it is, sir.

12 CHAIRMAN: Why are we not using it here?

13 MR STEPHEN BAKER: I would say that was a policy issue, sir,
14 that is now being addressed.

15 CHAIRMAN: Is it a question of funding being made available?

16 MR STEPHEN BAKER: I don't think it's a matter of funding,
17 but it is a matter of policy support.

18 CHAIRMAN: Can I come back to my first question which is
19 this: using policemen, the man himself, the police
20 officer, to enforce traffic violations, is expensive, is
21 it not, compared with technology?

22 MR STEPHEN BAKER: It is, sir, yes.

23 MS MAGGIE WONG: Has thought been given to installing
24 cameras or CCTV on the bus stop or location near the bus
25 stop?
26

1 MR STEPHEN BAKER: Perhaps I could ask Ms Yau to answer
2 these questions.

3 CHAIRMAN: Certainly. Chief Superintendent.

4 MS YAU SIN MAN: (Via interpreter) The use of CCTV at bus
5 stops, for the purpose of law enforcement, is being
6 tried out in a pilot. This is something from the
7 Development Bureau and the Transport and Housing Bureau.
8 This is under the Energising Kowloon East Office of the
9 Development Bureau. They have a conceptual pilot. In
10 Kowloon East, some fixed cameras are installed there.
11 In the first phase, the cameras would target moving
12 offences, vehicles in motion. The second phase would be
13 on illegal parking cases.

14 This is ongoing. In August, we issued the tenders.
15 In the coming 24 months, we would look into how this
16 might take the place of enforcement by officers. If it
17 proves to be a mature technology, then the police will
18 further consider how the findings can be adopted by the
19 police to take the place of enforcement by officers
20 physically.

21 CHAIRMAN: This is a mature technology. It is used widely
22 in major cities. There is nothing immature about it.

23 MS YAU SIN MAN: (Via interpreter) Currently, we are trying
24 to get the computer to use video analytics to take the
25 image of a vehicle and how it constitutes illegal
26

1 parking.

2 I would also like to add that in relation to laws
3 against illegal parking, we are required to give the
4 fixed penalty ticket to the driver or attach it to the
5 screen, windscreen, of the vehicle, there and then. If
6 we use electronic ticketing or use CCTV image and then
7 issue a ticket, under current legislation, we are unable
8 to do it.

9 CHAIRMAN: You can't issue the ticket to the registered
10 driver by using a camera to identify the number plate
11 and then match it with the registered driver's
12 particulars?

13 MS YAU SIN MAN: (Via interpreter) If it is, for illegal
14 parking, that cannot be done. However, with regard to
15 driving offences, yes, that can be done.

16 CHAIRMAN: What is required for illegal parking; that
17 a ticket be put on the car itself?

18 MS YAU SIN MAN: (Via interpreter) Yes, the front of the
19 car, or give it to the driver.

20 CHAIRMAN: Well, that needs to change, doesn't it, in order
21 to catch up with technology that's been available for
22 ten years?

23 MS YAU SIN MAN: (Via interpreter) We are aware that the THB
24 has started work in legislative amendments.

25 CHAIRMAN: It's a lot easier to amend legislation by
26

1 deleting things.

2 Yes, Ms Wong.

3 MS MAGGIE WONG: Yes. About this conceptual scheme, can you
4 tell us when did you have this idea with the Development
5 Bureau, in developing this technology? When was that?

6 MS YAU SIN MAN: (Via interpreter) In April 2017, the
7 police, under Energising Kowloon East Office, was
8 invited to give comment. Our view was to tell the
9 contractor as to what constitutes a traffic offence.

10 MS MAGGIE WONG: Do you have minutes of the meeting in
11 relation to the development of the scheme with the
12 Development Bureau?

13 MS YAU SIN MAN: (Via interpreter) There may be some
14 material, but I have to go back to find it.

15 MS MAGGIE WONG: Would you be happy to provide us if you can
16 find it?

17 MS YAU SIN MAN: (Via interpreter) Yes.

18 MS MAGGIE WONG: In relation to this point, I understand
19 that the police have been using automatic number plate
20 recognition system, that is ANPR, since 2015; is that
21 correct?

22 MS YAU SIN MAN: (Via interpreter) I can't recall the year,
23 but yes, we have been using it.

24 MS MAGGIE WONG: I think it is stated in one of the LegCo
25 papers, a recent LegCo paper, placed before the
26

1 Legislative Council Panel on Security, Law Enforcement
2 Against Moving Traffic Offences, in April 2018.

3 It is a paper compiled by the Transport and Housing
4 Bureau, Security Bureau and Hong Kong Police Force. The
5 heading is, "Legislative Council Panel on Security, Law
6 Enforcement Against Moving Traffic Offences".

7 CHAIRMAN: Is there a reference in the bundle to this
8 material?

9 MS MAGGIE WONG: No, Mr Chairman. This is newly added this
10 morning.

11 We can see at paragraph 2, "Background":

12 "The police have been fulfilling their duties to
13 safeguard the safety of the public through different
14 means. One of the police's operational priorities is to
15 ensure road safety and reduce traffic accidents."

16 Then, jumping a few lines:

17 "The police have been adopting a multipronged
18 approach to promote road safety, combat moving traffic
19 offences, and launch publicity activities and educate
20 the public and drivers to comply with road [safety]
21 regulations."

22 If we go to paragraph 7, it is in this context that
23 there were suggestions about law enforcement action
24 against the moving traffic offences. We can see the use
25 of technology -- it is stated there:

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1 "At present, there are 195 red light cameras and 24
2 speed enforcement cameras operating at 130 camera
3 housing locations across the territory. Evidence
4 collected from the cameras allows the police to
5 subsequently identify the concerned vehicles and
6 initiate prosecution without the need to intercept
7 an offending vehicle, thereby effectively improving road
8 safety. The police have been using the automatic number
9 plate recognition ... system since 2015. The system
10 enables traffic enforcement officers to detect relevant
11 traffic contraventions, including those involving
12 expired vehicle licences, registered vehicle owners
13 driving while disqualified or having traffic arrest
14 warrants."

15 May I ask about this automatic number plate
16 recognition system. It appears this is a system also
17 originating from London or England; is that correct?

18 MR STEPHEN BAKER: Could I help with this part of the
19 question --

20 MS MAGGIE WONG: Yes, thank you.

21 MR STEPHEN BAKER: -- the ANPR part.

22 A trial was conducted on the use of automatic number
23 plate recognition, beginning in 2013, and it was
24 conducted on a very limited basis. It involved
25 a roadside-mounted camera, which was linked to data
26

1 provided by the Transport Department concerning vehicles
2 that were registered to persons who had an outstanding
3 traffic arrest warrant. This enabled the officers using
4 the equipment to identify such vehicles, and the vehicle
5 would then be intercepted either at a roadblock or by
6 following the offender's vehicle on a motorcycle, in
7 order that prosecution action would be taken.

8 So it was used in that very limited context, as
9 a trial.

10 Steps are now being taken to widen the use of
11 automatic number plate recognition, and to widen the
12 number of offences that can be linked to the database
13 which is provided by the Transport Department.

14 We are in the process of identifying equipment which
15 can be placed inside police vehicles, selected police
16 vehicles, which can patrol on the highways, and surface
17 such vehicles linked to persons wanted for criminal
18 offences, vehicles that are wanted, vehicles that are
19 registered to persons who have an outstanding traffic
20 warrant.

21 That is the limited context in which ANPR has been
22 used and is intended to be used. So it is a little
23 bit -- the context of paragraph 7 doesn't give
24 an accurate picture of what is going on.

25 CHAIRMAN: So it is limited to trying to detect people who
26

1 are already wanted?

2 MR STEPHEN BAKER: That's right, sir.

3 CHAIRMAN: It is not aimed at detecting people who commit
4 moving offences generally?

5 MR STEPHEN BAKER: That's right, sir.

6 CHAIRMAN: Is there any reason why not the latter?

7 MR STEPHEN BAKER: There is another system which is used in
8 police vehicles, which can record using video people
9 committing traffic offences on the roads. But these
10 systems all involve police officers operating them.
11 They are not automated systems, which are envisaged at
12 some time in the future, as Ms Yau has said, using video
13 analytics, and so on and so forth.

14 CHAIRMAN: What about the use of the equivalent of what they
15 use in London at yellow-box junctions?

16 MR STEPHEN BAKER: That is also linked to video analytics.

17 CHAIRMAN: Yes.

18 MR STEPHEN BAKER: Which is something we don't have yet,
19 sir.

20 CHAIRMAN: But they have had it in London for ten years.

21 MR STEPHEN BAKER: I know, sir, yes.

22 CHAIRMAN: In fact, they have been so successful that
23 millions of pounds were raised in the penalties people
24 had to pay.

25 MR STEPHEN BAKER: Yes. The installation of such equipment
26

1 in Hong Kong is not simply a police matter. It involves
2 other government departments and policy-level decisions.

3 CHAIRMAN: Well, it obviously has data privacy connotations
4 as well.

5 MR STEPHEN BAKER: It does, sir, yes.

6 CHAIRMAN: Balanced against breaking the law.

7 MR STEPHEN BAKER: That's right, sir.

8 MS YAU SIN MAN: May I supplement a bit on the yellow-box
9 junction involvement?

10 (Via interpreter) In September 2015, the THB started
11 a study on yellow box enforcement camera system, and in
12 April 2016, because of lack of financial backing, the
13 study came to a stop.

14 CHAIRMAN: Who was providing the money?

15 MS YAU SIN MAN: (Via interpreter) The THB could not come up
16 with funding support.

17 CHAIRMAN: This is a matter dealt with in Chief
18 Superintendent Cadman's letter of August 2018, is it
19 not?

20 MS YAU SIN MAN: (Chinese words not interpreted).

21 CHAIRMAN: Could we have that on the screen? I don't have
22 the paginated bundle.

23 MS MAGGIE WONG: That would be 124-538 of the miscellaneous
24 bundle.

25 CHAIRMAN: The page number again?

26

1 MS MAGGIE WONG: The letter starts at page 124-538.

2 And the paragraph Ms Yau mentioned is in paragraph 4
3 at page 124-539.

4 Maybe I will read that for the record.

5 CHAIRMAN: Yes, if you would.

6 MS MAGGIE WONG: In paragraph 4, you stated there:

7 "In respect of the yellow-box junction enforcement,
8 in September 2015 THB convened a study with police to
9 explore whether the yellow box enforcement camera system
10 is technically, financially and legally feasible in
11 Hong Kong. Since then, Hong Kong Police had tried to
12 identify suitable products that could fit the context of
13 Hong Kong. However, in April 2016 the study came to
14 a halt as there was no funding support to engage
15 a consultancy study. That said, the matter is now being
16 actively considered, along with other types of
17 enforcement cameras in the aforementioned
18 interdepartmental forum."

19 Now, Ms Yau, it stated there that the matter is now
20 being actively considered. What triggered a halt to an
21 active consideration of the matter?

22 CHAIRMAN: They ran out of money, I think we are being told,
23 or rather money was not forthcoming. I don't think
24 anyone has accused this government of running out of
25 money. It's the use of the money that's the issue, is

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1 it not?

2 MS YAU SIN MAN: (Via interpreter) In the THB, together with
3 the police and the Transport Department, there are
4 regular meetings, and we have presented many general
5 plans on how to use technology to enforce the traffic
6 laws, including yellow-box junction enforcement.

7 CHAIRMAN: When was the scheme revived or at least
8 consideration of reviving the scheme revived?

9 MS YAU SIN MAN: (Via interpreter) In February 2018, we had
10 some meetings on e-enforcement. The issue of
11 e-enforcement was brought up for discussion.

12 CHAIRMAN: E-enforcement is your shorthand for electronic
13 enforcement of traffic violations?

14 MS YAU SIN MAN: (Via interpreter) Correct.

15 CHAIRMAN: You detect the malefactor, you identify him
16 through the number plate to the registered owner, and
17 you send him an e-ticket; is that it?

18 MS YAU SIN MAN: (Via interpreter) Simply put, that's it.

19 CHAIRMAN: And for how long have we been pursuing trying to
20 do this?

21 MS YAU SIN MAN: (Via interpreter) If we are talking about
22 e-tickets, we started to raise this possibility in 2012.
23 The meetings that we are now having are to tie in with
24 the Smart City initiative of the government. We hope
25 that in traffic law enforcement that more technology
26

1 should be adopted.

2 CHAIRMAN: So we have taken six years and we are no further
3 along the road; is that it?

4 MS YAU SIN MAN: (Via interpreter) We are actively doing
5 something about it.

6 CHAIRMAN: Smart City, you say?

7 MS YAU SIN MAN: (Via interpreter) The general traffic law
8 enforcement will be considered in the context of the
9 general direction adopted by the SAR government.

10 CHAIRMAN: Yes, Ms Wong.

11 MS MAGGIE WONG: Ms Yau, you mentioned that in February
12 2018, you had some meetings on e-enforcement. What
13 triggered this meeting to consider the issues of
14 electronic enforcement?

15 MS YAU SIN MAN: (Via interpreter) It is mainly because of
16 the Smart City initiative formulated by the government,
17 and that's why we had some meetings.

18 MS MAGGIE WONG: Was this after the Tai Po accident on
19 10 February 2018?

20 MS YAU SIN MAN: (Via interpreter) No.

21 MS MAGGIE WONG: So you are saying it was before, the
22 meeting was held before?

23 MS YAU SIN MAN: (Via interpreter) Well, we had the meeting
24 with the THB, but it is not because of the accident.

25 CHAIRMAN: That's a separate question. The question is was
26

1 it before or after. Whether it was on account of is
2 another matter.

3 MS YAU SIN MAN: (Via interpreter) The meeting was prepared
4 before February.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: Now, you stated in that paragraph that it
7 involved interdepartmental forum about these enforcement
8 cameras. What are the departments concerned?

9 MS YAU SIN MAN: (Via interpreter) The THB, the police and
10 the Transport Department.

11 MS MAGGIE WONG: So do I understand correctly that this
12 yellow-box junction enforcement is now revived as
13 a discussion in tackling the illegal parking problem?

14 MS YAU SIN MAN: (Via interpreter) This is just a part of
15 it. In the meeting, we talk about generally the
16 adoption of technology to take the place of manpower in
17 traffic law enforcement.

18 MS MAGGIE WONG: What about the ANPR system? Has that been
19 discussed as one of the systems that could be utilised
20 to tackle illegal parking problem?

21 MS YAU SIN MAN: (Via interpreter) Not particularly
22 mentioned. ANPR was not particularly mentioned.

23 MS MAGGIE WONG: We have heard some recommendations from the
24 trade unions, bus companies, and some of the LegCo
25 papers, making some recommendations as to how to tackle
26

1 this illegal parking problem.

2 In summary, there are five recommendations. May
3 I ask you about each one of them? The first is we have
4 seen, in one of the answers given by William Chung of
5 New World Citybus, that there be a 24-hour restriction
6 zone. What is your view on this or what is the police
7 department's view on this?

8 CHAIRMAN: 24-hour restriction zone of what, where, for what
9 purpose?

10 MS MAGGIE WONG: 24-hour restriction zone in relation to
11 year the bus stop, to tackle -- to identify the cars
12 that have illegally parked near the bus station. That's
13 what I understood William Chung's evidence to be.

14 CHAIRMAN: That, in addition to the bus stop, there should
15 be a zone before and after --

16 MS MAGGIE WONG: Yes.

17 CHAIRMAN: -- the bus stop, where parking was prohibited,
18 24 hours a day?

19 MS MAGGIE WONG: Yes.

20 CHAIRMAN: Thank you.

21 MS MAGGIE WONG: Thank you to the secretariat who have
22 pulled up the screen the suggestions at the top:

23 "We hope that [these black spots] of illegal parking
24 these sections, they will have 24-hour restricted zone.
25 We also notify the police to do enforcement work."

26

1 So it is in that context that I raise this
2 recommendation. So what is your view on this?

3 MS YAU SIN MAN: (Via interpreter) We believe that 24-hour
4 restricted zones can be helpful, but the setting of
5 restricted zone is under the ambit of the Transport
6 Department. We need their collaboration.

7 MS MAGGIE WONG: It mentioned here that they notified the
8 police to do this enforcement work. Do you have any
9 recollection that this 24-hour restricted zone has been
10 raised with the police by franchised bus operators?

11 MS YAU SIN MAN: (Via interpreter) It is not very clearly
12 raised in writing, according to my recollection. I may
13 have to check when I go back.

14 MS MAGGIE WONG: Do you have any recollection of this matter
15 ever being raised in your meetings with the Transport
16 Department?

17 MS YAU SIN MAN: (Via interpreter) In our meetings with
18 representatives of the Transport Department and
19 franchised bus operators, they did mention illegal
20 parking causing obstruction to bus operation, yes, it
21 was raised.

22 When we received the message from them, we also
23 disseminated the same to different police regions and
24 formations so that they could take necessary action.

25 MS MAGGIE WONG: The second suggestion they made is signage

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1 at bus stop, putting signage at bus stop, that that
2 section where the bus stop is is not allowed to have any
3 illegal parking.

4 We have seen some photographs in one of the
5 documents provided by Kowloon Motor Bus. That's at
6 bundle 12A, page 5174. It's actually from 5173 to 5174.
7 We can see, in Chinese characters, "Illegal parking
8 strictly prohibited" in the green box, we see in the
9 photo.

10 MS YAU SIN MAN: (Via interpreter) I have never seen this
11 sign previously. Actually, all signs on the road have
12 to be approved by the Transport Department. I don't
13 know whether this is something prepared by the bus
14 operator or it has been approved by the Transport
15 Department.

16 MS MAGGIE WONG: Leaving aside the permission question, can
17 you tell us whether that sort of signage posted at bus
18 stops would assist the enforcement or would assist
19 public's awareness of combatting the problem of illegal
20 parking?

21 MS YAU SIN MAN: (Via interpreter) Well, such signs
22 of course can be good reminders, but are they good
23 enough to prevent illegal parking? I don't know how
24 effective they are going to be.

25 CHAIRMAN: Is there any problem with ignorance, people not
26

1 understanding that you can't park your car in the middle
2 of a bus stop? Is that a problem or not?

3 MS YAU SIN MAN: (Via interpreter) I know the public know
4 that they cannot park their cars at any bus stop. But
5 they may think it is okay to stop for a short while. So
6 we need to do some public education.

7 CHAIRMAN: So the real issue is that they take a chance
8 about breaking the law?

9 MS YAU SIN MAN: (Chinese words not interpreted).

10 CHAIRMAN: And that's where enforcement is required, so the
11 chance becomes too expensive?

12 MS YAU SIN MAN: (Via interpreter) Certainly.

13 MS MAGGIE WONG: Now, the third recommendation they made is
14 having double yellow lines around the bus stop area.

15 CHAIRMAN: By that you mean the approach and the exit from
16 the bus stop?

17 MS MAGGIE WONG: Yes, correct, the approach and exit.

18 How do you find that suggestion?

19 MS YAU SIN MAN: (Via interpreter) This is just the same as
20 the previous recommendation. We believe it is useful.
21 No parking zone, it is good for preventing illegal
22 parking. But I think the Transport Department has to do
23 something about the road signs.

24 MS MAGGIE WONG: Has that been raised with the Transport
25 Department, as far as you know?

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1 MS YAU SIN MAN: (Via interpreter) But there is no record in
2 the Traffic Branch Headquarters that this was raised,
3 but the regions also have their own traffic formations
4 and they would liaise with the local Transport
5 Department officers on road signs, signage, and yellow
6 lines. They have discussions separately.

7 CHAIRMAN: Is it currently the practice to have double
8 yellow lines in the approach to a bus stop and the exit
9 from a bus stop or not?

10 MS YAU SIN MAN: (Via interpreter) Usually, you find that.

11 CHAIRMAN: So the issue really is one of enforcement,
12 because, again, everyone knows what a double yellow line
13 is?

14 MS YAU SIN MAN: (Via interpreter) That's right.

15 MS MAGGIE WONG: The fourth suggestion we have explored is
16 by deployment of technology such as CCTV and the video
17 cameras as you have mentioned earlier on.

18 The fifth recommendation is a suggestion that we may
19 consider the practice in Singapore of having cameras
20 installed next to the driver's seat, and all the driver
21 needs to do is to press the button whenever he saw there
22 is illegal parking.

23 CHAIRMAN: At a bus stop?

24 MS MAGGIE WONG: At a bus stop.

25 CHAIRMAN: In other words, pray in aid the use of people who
26

1 are inconvenienced by this illegal parking, get them to
2 help.

3 And your question, Ms Wong?

4 MS MAGGIE WONG: It is, first of all, what do you think
5 about this suggestion? Because they are the
6 complainants and they have cameras already installed on
7 the buses; all they need to do is press a button and
8 pass the footage to the Transport Department. And the
9 suggestion is to simply invite them to assist in the
10 enforcement of the law. How do you find that
11 suggestion?

12 MS YAU SIN MAN: (Via interpreter) There are two parts. If
13 it is moving traffic offences, if we have footage from
14 bus companies, and if we get the assistance of bus
15 drivers in the investigation, we can fine the driver, we
16 can fine the owner of the vehicle, to enforce the law.

17 However, if it is a parking offence, illegal
18 parking, then, as I said, there are some legal
19 restrictions; we need to issue the ticket there and
20 then.

21 So it depends on the nature of the offence.

22 CHAIRMAN: Could you help me with the reference to the
23 legislation which provides, as I understand your
24 evidence, that a non-moving infraction, a parking
25 offence, requires the ticket to be either affixed to the
26

1 windscreen or given to the driver? What is that
2 legislative provision?

3 Perhaps one of your colleagues can look it up and
4 come back to it later.

5 MS YAU SIN MAN: (Via interpreter) Yes. It's Cap 237. I am
6 trying to find the provision.

7 CHAIRMAN: What's the name of the ordinance?

8 MS YAU SIN MAN: Fixed Penalty (Traffic Contraventions)
9 Ordinance.

10 CHAIRMAN: Thank you.

11 As I say, we can come back to this later.

12 MS YAU SIN MAN: Yes.

13 CHAIRMAN: But it clearly is an impediment to the efficient
14 enforcement of law.

15 MS YAU SIN MAN: (Chinese words not interpreted).

16 MS MAGGIE WONG: Yes. Ms Yau, we are moving on to another
17 topic. It is on assaults on bus captains.

18 We have heard evidence again on the enforcement of
19 assaults on bus captains by the police. There have been
20 complaints that the police did not appear to have given
21 these cases a high priority. We have been provided with
22 a list of assaults by the Kowloon Motor Bus for the
23 period of 1 January 2015 to 22 July 2018.

24 If we can pull up on the screen KMB-1, page 212.
25 This is a letter from KMB, setting out the statistics of
26

1 the alleged assaults on bus captains reported to KMB
2 from 1 January 2015 to "to date", that is 26 July 2018;
3 and also details of five specific alleged assaults.

4 One of the issues they raised is -- if we can look
5 at the table, there are 41 cases, and out of these 41
6 incidents we can see very few resulted in any
7 prosecution or meaningful result. Only two cases we can
8 see at items 162 and 164, at page 216. And most of
9 these cases we see are settled or with verbal warning or
10 not pursued by the police.

11 Can I ask your view on this matter: first of all,
12 their comments that the police seemed to not give
13 priority to these sorts of cases, when it touches on
14 assaults on bus captains?

15 MS YAU SIN MAN: (Via interpreter) I would ask my colleague
16 from the Traffic Branch Headquarters as well as those
17 from the Crime Wing to answer.

18 MR LEE TAI WAI: (Via interpreter) In relation to the 180
19 cases submitted by KMB -- well, after we received the
20 information, we liaised with KMB to ask for information.

21 Out of 188 cases, we have successfully found the
22 facts of the case as well as the result of 182 cases.
23 Out of the 182 cases, 131 of them are assault on bus
24 captains by passengers when the bus captains were
25 working. 99 cases were successfully detected. Out of
26

1 the 99 cases, 83 cases resulted in prosecution and the
2 cases were brought to court. 47 of them did not result
3 in prosecution.

4 CHAIRMAN: There would be no further action?

5 MR LEE TAI WAI: (Via interpreter) I agree, right, no
6 further action.

7 CHAIRMAN: And, of the 83 prosecutions, how many convictions
8 resulted?

9 MR LEE TAI WAI: (Via interpreter) Of the 83 prosecution
10 cases, 73[sic] of them resulted in convictions.

11 CHAIRMAN: Do you have statistics of pleas of guilty and
12 pleas of not guilty, constituting that figure of 73?

13 MR LEE TAI WAI: (Via interpreter) For the 75 convicted
14 cases, there are different penalties.

15 CHAIRMAN: No. The question was: how many pleaded guilty,
16 and how many were found guilty?

17 MR LEE TAI WAI: (Via interpreter) We don't have the
18 numbers.

19 CHAIRMAN: Thank you.

20 MS MAGGIE WONG: Have you completed your answer, Mr Lee?

21 MR LEE TAI WAI: Yes.

22 MS MAGGIE WONG: Apart from the increase of assault
23 incidents --

24 CHAIRMAN: Before you move on, Ms Wong -- do you have this
25 information available in written form? Just as KMB

26

1 provided us with their analysis, the 188 figure, do you
2 have a table in which you analysed it, from which you
3 appear to be reading?

4 MR LEE TAI WAI: (Via interpreter) Yes, we have the
5 information in writing.

6 CHAIRMAN: Can you provide that to us in due course?

7 MR LEE TAI WAI: (Via interpreter) Yes.

8 CHAIRMAN: Thank you.

9 Perhaps I stopped you prematurely. You wanted to
10 tell us about the penalties. How did you analyse the
11 penalties?

12 MR LEE TAI WAI: (Via interpreter) Of the 75 conviction
13 cases, 15 of them were imprisonment or a suspended
14 sentence.

15 CHAIRMAN: How many were actual imprisonment as opposed to
16 suspended imprisonment?

17 MR LEE TAI WAI: (Via interpreter) I don't have the
18 information in this regard.

19 CHAIRMAN: Thank you.

20 MR LEE TAI WAI: (Via interpreter) And in relation to bound
21 over, 22 cases; social service order, 16 cases; fine, 18
22 cases.

23 CHAIRMAN: Do you have the range of fines, maximum, minimum?

24 MR LEE TAI WAI: (Via interpreter) No. And there are four
25 cases of the probation order.

26

1 CHAIRMAN: Do you have the offences for which these persons
2 were convicted?

3 MR LEE TAI WAI: (Via interpreter) Of all the cases I have
4 mentioned, there are four types: wounding ...

5 CHAIRMAN: You are speaking now to the convictions, or
6 generally?

7 MR LEE TAI WAI: (Via interpreter) Generally.

8 CHAIRMAN: Yes, wounding ...

9 MR LEE TAI WAI: (Via interpreter) The second one is AOABH,
10 assault occasioning actual bodily harm. The third one
11 is common assault. The fourth one is fighting in
12 a public place.

13 CHAIRMAN: Is wounding confined to section 19 offences?

14 MR LEE TAI WAI: (Via interpreter) Section 17 and
15 section 19.

16 CHAIRMAN: Thank you.

17 MS MAGGIE WONG: Just on this last topic, fighting in public
18 place, we have heard from some of the representations of
19 the trade unions that they raise objection to this
20 offence being made against the bus driver as well, in
21 terms of fighting in public place, and they made two
22 reasons. One is they are the drivers who are supposed
23 to enforce the law based on Cap 230A, in terms of the
24 enforcement of safety, or bus safety. And the second is
25 the legislation or the enforcement should protect the
26

1 bus driver against assaults.

2 What do you say about those two complaints in
3 relation to the charge of fighting in public place?

4 CHAIRMAN: Presumably, you say that the charge wouldn't have
5 been brought unless it was appropriate. Would that be
6 the answer?

7 MR LEE TAI WAI: (Via interpreter) In relation to complaints
8 made by bus captains about assault, every case is
9 different. There are different factors. Under
10 Cap 230A, bus captains have certain power to deal with
11 misbehaving or law-breaking passengers. So bus captains
12 are protected by laws, in relation to those cases under
13 common assault or AOABH.

14 MR CHEUNG TIN LOK: (Via interpreter) Maybe I should
15 supplement. The counsel asked whether, in some cases,
16 the bus company may be of the view that the police have
17 dealt with bus captain assault cases in a way different
18 from what they would expect or we do not attach
19 importance to such cases.

20 I want to say that is irrespective of the status,
21 nationality, profession of the parties concerned, every
22 case is dealt with in an equal manner.

23 Our colleague has referred to the information that
24 we can provide in relation to the 188 cases referred to
25 by the KMB. We have been able to tell you the number of
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1 detected cases, the number of prosecutions and the
2 number of convictions. Compared with cases of similar
3 nature, the relevant prosecutions and convictions are
4 relatively higher.

5 So we do not think that in the case of assault on
6 bus captain cases, the police have tried to downplay the
7 importance. I have to stress again that in handling
8 cases of assaulting bus captains, we have adopted a very
9 even-handed and serious attitude.

10 In the investigation, we deal with the cases in
11 an even-handed manner, and if there is sufficient
12 evidence to support a prosecution, we would proceed with
13 prosecution, but that would depend on the case in
14 question. If necessary, we also seek advice from the
15 Department of Justice.

16 The counsel has particularly referred to the offence
17 of fighting in a public place. What I want to say is
18 that when we receive a report and our officer would come
19 to the scene to investigate, we will have to classify
20 the case according to the findings of the investigation.
21 Of course, the parties concerned might insist on their
22 side of the story, but the police would certainly make
23 an assessment and come to a conclusion on the charges to
24 be laid on one or both parties. It could be that we
25 would only prosecute one of them, but if the evidence

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1 shows that fighting actually took place, then we would
2 lay the appropriate charge against the relevant party.

3 It is not just a decision made by the police --

4 CHAIRMAN: Forgive me for cutting you off, Superintendent
5 Cheung. So my original suggestion was that if they are
6 charged, it is appropriate to do so?

7 MR CHEUNG TIN LOK: (Chinese words not interpreted).

8 CHAIRMAN: Yes. Very well. We have now gone past 1 o'clock
9 so we will take a lunch break now and resume again this
10 afternoon at 2.30. Thank you.

11 (1.06 pm)

12 (The luncheon adjournment)

13 (2.30 pm)

14 CHAIRMAN: Good afternoon.

15 Yes, Ms Wong.

16 MS MAGGIE WONG: Good afternoon.

17 Ms Yau, before the break, you were looking for
18 a section in Cap 237 in relation to the issue that the
19 fixed penalty ticket has to be served personally on the
20 driver or fixed on the vehicle.

21 Have you been able to locate the section?

22 MS YAU SIN MAN: (Via interpreter) Yes, we have located it.

23 MS MAGGIE WONG: Is that section 15?

24 MS YAU SIN MAN: (Via interpreter) Yes, subsection 15(2).

25 MS MAGGIE WONG: For the purposes of reading into the
26

1 record, may I read that out. I think I should read
2 subsection (1) as well.

3 CHAIRMAN: Yes, please do.

4 MS MAGGIE WONG: "If a police officer has reasonable cause
5 to believe that a contravention is being or has been
6 committed, he may give the registered owner of the
7 vehicle concerned or, where section 3(2) applies, the
8 driver liable an opportunity to discharge his liability
9 in respect of that contravention by payment of a fixed
10 penalty.

11 (2) For the purposes of subsection (1) notice in the
12 prescribed form shall be delivered personally to the
13 person in charge of the vehicle or fixed on the vehicle:

14 Provided that the operation of this section or
15 section 16 shall not be affected by a failure to comply
16 with this subsection."

17 Ms Yau, is that the section you refer to that
18 requires personal service?

19 MS YAU SIN MAN: (Via interpreter) Indeed.

20 MS MAGGIE WONG: But it appears from the proviso or the
21 "provided" part that a failure to comply with this
22 subsection would not be affected in terms of the
23 contravention of section 15(1).

24 MS YAU SIN MAN: (Via interpreter) Yes, I note that.

25 In relation to 15, we have consulted the advice of
26

1 the DoJ, but I haven't got the advice with me now. The
2 advice was saying that the notice has to be fixed to the
3 vehicle or served to the driver.

4 CHAIRMAN: If that advice was correct, for argument's sake,
5 the legislative amendment would be simply to delete
6 section 15(2), would it not?

7 MR STEPHEN BAKER: As I recall from the draft drafting
8 instruction, my Lord, it's not to delete it. It is to
9 add the facility to enable remote ticketing.

10 CHAIRMAN: Yes, but deleting it would have the same effect,
11 then service would be at large.

12 MR STEPHEN BAKER: I bow to your ...

13 CHAIRMAN: But, either way, the point really is this: this
14 can be solved very quickly, either with a blue pencil,
15 which is how words are struck out, or with a red one,
16 inserting them?

17 MR STEPHEN BAKER: We shall reflect your comments, sir.

18 CHAIRMAN: What we are encumbered with is legislation that
19 is 35 years old, 30-plus years old.

20 MR STEPHEN BAKER: That's right, sir.

21 CHAIRMAN: Computers have come a long way, technology has
22 come a long way, since then. This legislation wasn't
23 written for the technology that obtains now.

24 MS MAGGIE WONG: Mr Lee, earlier on you mentioned before the
25 break that there are, out of 188 cases provided by
26

1 Kowloon Motor Bus, 47 cases in which there were no
2 prosecutions.

3 Can you let us know what is the common factor which
4 led to this non-prosecution?

5 MR LEE TAI WAI: (Via interpreter) There were 47 cases where
6 prosecution could not be pursued. For 22 cases, we
7 could not identify or locate the suspect or the
8 assaulter. For 16 cases, the victims did not pursue the
9 cases, so the cases ended. For the other six cases,
10 insufficient evidence -- ineptitude, insufficient
11 evidence, and the cases were closed after advice by DoJ.
12 Another case is still under investigation.

13 MS MAGGIE WONG: Mr Lee, the real question I would like to
14 ask is -- we have heard evidence from the Kowloon Motor
15 Bus that they prefer to use Cap 230A --

16 CHAIRMAN: Before you move on from that -- these cases where
17 you couldn't identify the assailant, how useful or
18 otherwise is the fact that people pay to be on buses
19 with an Octopus card which contains, perhaps, personal
20 details? How useful is that in identifying
21 an assailant?

22 MR LEE TAI WAI: (Via interpreter) In trying to find the
23 assailant -- now, for those who paid by means of Octopus
24 card, that of course would be useful. But very often
25 Octopus card users might not be using a personalised
26

1 card and therefore there won't be sufficient evidence to
2 identify the persons. But if everyone is using
3 personalised card, it will help us to identify the
4 assailant.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: Thank you. Following on this Octopus card
7 issue, I believe that there are two cases in particular
8 that the Kowloon Motor Bus raised complaint that the
9 police did not proactively collect information in
10 relation to Octopus card records.

11 May I take you to a few documents on this issue.
12 First of all, can you refer to KMB-1A, page 297. If we
13 read -- I shall put this in context. There are two
14 cases -- and I apologise for that -- if we go, first of
15 all, to page 218 in the same bundle, 1A, there are five
16 cases mentioned there. Have you got that?

17 It's case number 3 and case number 4. If we look at
18 page 218-1, paragraph 2, it stated there -- it was
19 a letter from the IRC to the Kowloon Motor Bus, dated
20 27 July 2018, in which enquiries were made that:

21 "... in respect of cases 3 and 4, reference was made
22 to the preparation of a 'CCTV brief finding report' and
23 that in respect of case 1, reference was made to the
24 provision to the police of 'Octopus card records of the
25 assailant'."

26

1 Then we asked for the provision of copies of the
2 CCTV and Octopus card records. It was in this context
3 that the Kowloon Motor Bus replied on 9 August 2018, at
4 page 297. If you look under the heading, "Reply to your
5 27 July 2018 letter", paragraph 2, it stated there that:

6 "In respect of cases 3 and 4 referred to in the said
7 letter, the CCTV brief finding reports prepared by the
8 accident investigation and prevention team of our legal
9 department are enclosed ... Please note that, as the
10 respective defendants pleaded guilty, the CCTV
11 videos/records were not used in the legal proceedings.

12 In respect of case 1 referred to in the said letter,
13 by a letter dated 16 April ... the police requested us
14 to provide the Octopus card records of the assailant and
15 his ... companions who were the last three passengers on
16 board the relevant bus at the material time. In or
17 around end of April 2018, we had a telephone
18 conversation with the police concerning the Octopus card
19 records and informed them to collect our written reply."

20 During the oral evidence of Mr Patrick Pang, he said
21 that the police never came to collect this Octopus card
22 report.

23 If we also look at your reply in the miscellaneous
24 bundle at page 124-537-1, I will just read out what you
25 stated there.

26

1 Mr Lee, have you got that? Not yet.

2 MR LEE TAI WAI: Okay.

3 MS MAGGIE WONG: This is a reply from you to the committee,
4 dated 7 August 2018. You stated there, in paragraph 3:

5 "For case 1 ... according to the record of
6 Tin Shui Wai police division, it is confirmed that the
7 police had not received any Octopus card records of the
8 assailant from KMB despite a request was made to them to
9 provide such information."

10 You identify the information that can be obtained
11 from the use of an Octopus card, including the date and
12 time of the transaction, the machine being used for the
13 card, the transaction cost and the personal particulars
14 of the card owner in the case of a personalised Octopus
15 card was used.

16 Now, the complaint of the KMB is that they have the
17 document in hand but the police did not come to collect
18 it, and the document was hanging around in their office.

19 What is your answer to that?

20 CHAIRMAN: Perhaps we ought to go to the former chief
21 superintendent, now Mr Pang's evidence.

22 MS MAGGIE WONG: Yes.

23 CHAIRMAN: Because the ball appeared to have been dropped
24 between the two sides, and he undertook to pick the ball
25 up.

26

1 MS MAGGIE WONG: If I may invite you to look at transcript
2 Day 13, 10 August 2018, pages 108 to 109 of the
3 transcript, transcript bundle 5.

4 If you look at page 108 first, at line 6, the
5 question from the chairman was this:

6 "We understand that, because we have asked the
7 police about the information that is obtainable.

8 In your letter, which I think is at page 297 of
9 KMB-1, in the reply to this letter of request, the
10 second paragraph, you refer to case 1 and you say
11 this ...:

12 'In or around end of April 2018, we had a telephone
13 conversation with the police concerning the Octopus card
14 records and informed them to collect our written
15 reply.'

16 Were they collected? Try 'yes' or 'no' on that, if
17 you can."

18 Then Mr Patrick Pang said:

19 "No, they didn't come and collect."

20 And if we go to page 109, still Mr Pang's evidence
21 at line 9:

22 "We made a phone call to Tin Shui Wai district of
23 the police; we asked them to come and collect the reply.
24 But the police never came and the letter is still with
25 us and the Octopus records are still with us."

26

1 So that's what happened. That's the evidence of

2 Mr Patrick Pang --

3 CHAIRMAN: I think it culminated with Mr Pang agreeing that
4 that was a silly state of affairs and that he would do
5 something about it.

6 MS MAGGIE WONG: Yes.

7 MR LEE TAI WAI: (Via interpreter) With regard to the
8 Tin Shui Wai case, we consulted the Tin Shui Wai
9 division. According to their record, the information
10 they gave us was that they did ask from the KMB the
11 relevant information about Octopus, but then they sent
12 the letter but they never got a written reply from KMB,
13 and they did not say that they received any phone call
14 telling them to go and collect the information.

15 This is what we got from the Tin Shui Wai division.

16 CHAIRMAN: This is a matter that we must pursue with Mr Pang
17 and KMB.

18 MS MAGGIE WONG: Yes.

19 CHAIRMAN: Because it is a truly lamentable state of affairs
20 that people involved who both have a mutual interest in
21 an allegation being investigated and, if appropriate,
22 a prosecution being mounted, have somehow managed not to
23 achieve that, when the evidence apparently is available.

24 MS MAGGIE WONG: Mr Lee, you earlier mentioned that these
25 cases, these 188 cases of KMB, there were four types of

26

1 charges, and in none of those charges do they relate to
2 Cap 230A, and the evidence of KMB and the trade union is
3 all spoken with one voice, and they stated that it may
4 be easier to invoke Cap 230A with regard to passengers'
5 behaviour, because it doesn't involve physical abuse or
6 physical contact to constitute a breach, and in that
7 regard it is easier to prosecute.

8 What is your view on this matter?

9 MR LEE TAI WAI: (Via interpreter) Let me try to answer the
10 question first. Generally speaking, contraventions
11 under Cap 230A always happen, and very often an incident
12 may so develop that there is physical contact and then
13 the police would arrive on the scene.

14 The most ideal situation is that before an incident
15 deteriorates, the police can intervene and then we can
16 put a stop to the incident or we can use an easier
17 method to handle it, say, for example, to use any
18 offences under Cap 230A. But very often, when the
19 police arrive on the scene, there would be injuries and
20 there would be physical contact already.

21 MS MAGGIE WONG: I mean, in fairness to you, I should show
22 you a few documents in which I believe Ms Yau has
23 replied to KMB on this issue, as to whether you would
24 consider using Cap 230A in future.

25 CHAIRMAN: Perhaps before you get to that we could have the
26

1 relevant part of Cap 230A on the screen, so we can be
2 reminded about the ambit of that offence.

3 MS MAGGIE WONG: Yes. That would be at THB-2, page 132.

4 If we look at regulation 13A, and in particular
5 regulation (1)(c), it stated there that -- it governed
6 the general conduct of passengers and intending
7 passengers, and if we roll up regulation 13, which
8 provides that there is a power to remove passengers, and
9 then regulation 13A(1) is the offence creating
10 provision, that:

11 "No passenger or intending passenger shall:

12 (a) wilfully obstruct, impede or distract the driver
13 of the bus or any authorised person;

14 (b) wilfully obstruct the driver's view of the road
15 or any traffic;

16 (c) wilfully do or cause to be done with respect to
17 any part of the bus or its equipment, anything which:

18 (i) obstructs or interferes with the workings of the
19 bus or causes damage; or

20 (ii) causes injury, discomfort, annoyance or
21 inconvenience to any other person ..."

22 And it will be an offence.

23 And regulation 25 provides that:

24 "Any person who without reasonable excuse
25 contravenes any requirement ... under regulation 3(4) or
26

1 any of the provisions ... commits an offence."

2 And regulation 25(3) provides:

3 "Any person who without reasonable excuse
4 contravenes ... section 13A ... commits an offence and
5 is liable to a fine of \$3,000 and to imprisonment for 6
6 months."

7 So the members of the trade union and the KMB
8 consider this provision is effective in combatting
9 physical assaults on bus captains by passengers. You
10 don't need to prove actual assault in that regard; they
11 consider it is easier to prosecute.

12 What is your response on that? I am coming to the
13 point of referring you to some correspondence in which
14 I believe Ms Yau did reply on this issue.

15 MR LEE TAI WAI: (Via interpreter) With regard to invoking
16 Cap 230A -- well, I agree we can prevent incidents from
17 deteriorating, say, that would deteriorate into a fight
18 where people would be injured, therefore we have always
19 appealed to bus drivers to keep calm when there are
20 passengers who contravene the law, and they should
21 report to the police as soon as possible so the police
22 can come on the scene and handle the situation, instead
23 of disputing with the passenger and then enter into
24 physical contact with the passenger. That is not ideal.

25 Therefore, Cap 230A is effective. If bus drivers
26

1 can keep calm and call the police to arrive on the
2 scene, I am sure there will be fewer attack cases as
3 a result.

4 But we have to look at each case and then we will
5 look for the most appropriate offence for prosecution.
6 If there is actual physical contact and if there is
7 assault, I would think that we should go for the most
8 appropriate offences in order to take our prosecution.

9 MS MAGGIE WONG: Yes. So maybe to complete the picture, if
10 Ms Yau can refer to KMB-1A, at page 286 in Chinese and
11 293 in English. It is a letter from KMB dated 8 March
12 2018.

13 The date has not been translated, Mr Chairman, in
14 the English version, but it is dated 8 March 2018.

15 At page 293, the KMB stated there:

16 "In May last year, we wrote to the police expressing
17 that our bus captains had been assaulted one after
18 another. Upon considering the relevant cases, we found
19 that certain offenders not only committed the offence of
20 common assault but were ... likely to be in violation of
21 section 13A(1)(c) ..."

22 And then he quoted the section.

23 "As such, our company had specifically sent our
24 staff to the police station to provide evidence for the
25 following cases, and requested that the Hong Kong Police
26

1 may prosecute the suspects in accordance with
2 section 13A ..."

3 And they mention six cases there. Then, over the
4 page, at 294, at the bottom:

5 "In this regard, we now earnestly request that the
6 Hong Kong Police do, in future cases of assaults on bus
7 captains, seriously consider charging the offenders
8 under section 13A ... in addition to the charge of
9 common assault. Our company will definitely cooperate
10 with the Hong Kong Police to offer our assistance."

11 In this respect, Ms Yau replied on 17 May 2018, at
12 page 296. The Chinese version is at page 288. You
13 stated there, Ms Yau that:

14 "[Following] the follow-up action of the meeting
15 with your company on 28 March, you are hereby notified
16 that the division has notified the regions in writing to
17 remind the frontline staff to be fair and professional
18 when handling the cases of assault or harassment ... and
19 shall understand the nature of the case and the injury
20 of the injured to properly categorise the case and
21 seriously consider whether Public Bus Services
22 Regulations Cap 230A ... should apply."

23 So my question is this: has Cap 230A, regulation
24 13A, ever been invoked or used by the police to
25 prosecute?
26

1 MS YAU SIN MAN: (Via interpreter) We looked up the records
2 of the past few years. In 2016, we invoked 230A to
3 issue penalty tickets to a bus passenger, just one case.

4 MS MAGGIE WONG: Has that been used after your reply given
5 to the KMB? Has that been used?

6 MS YAU SIN MAN: (Via interpreter) We looked at the records
7 again. We did not use it this year.

8 MS MAGGIE WONG: Any reason why it was so rarely used?

9 MS YAU SIN MAN: (Via interpreter) I believe it would depend
10 on the cases and the evidence on site, and also the
11 facts of the case.

12 MS MAGGIE WONG: There is just one more matter. According
13 to Mr Patrick Pang's evidence, Mr Patrick Pang of KMB,
14 he stated there was a meeting on 28 March, in which the
15 head of the legal department, himself and another
16 colleague attended or met with the chief superintendent
17 and his superintendent, and during that meeting the
18 chief superintendent promised at the meeting that he
19 would issue guidelines to the frontline policemen, to
20 first allow them to seriously investigate into all
21 alleged assaults, and he would remind his frontline
22 staff to see whether there would be cases where Cap 230A
23 could be applied for investigation and prosecution.

24 Has that been done?

25 MS YAU SIN MAN: (Via interpreter) Yes. On 10 May 2018,
26

1 Traffic Branch Headquarters issued an internal notice
2 for all frontline staff, in dealing with cases of
3 alleged assault against bus captains.

4 MS MAGGIE WONG: Can we have a copy of this internal notice?

5 MS YAU SIN MAN: (Via interpreter) Yes.

6 MS MAGGIE WONG: Maybe we will have that through the
7 secretariat.

8 CHAIRMAN: Do you have a copy of it here today?

9 MS YAU SIN MAN: Yes.

10 CHAIRMAN: Thank you. Perhaps somebody would be kind enough
11 to come forward and take the document. We will have it
12 copied now.

13 May I have a look at it first. (Handed). Thank
14 you.

15 Thank you.

16 MS MAGGIE WONG: Just one last matter on this topic. There
17 is this evidence from Mr Patrick Pang, stating -- when
18 he was asked about this question, "Why would you use
19 Cap 230A when you can proceed with the charge of common
20 assault? What advantage do you see of using Cap 230A?",
21 to which I believe KMB replied at Day 13, page 73. That
22 would be 10 August 2018. Page 73, line 12.

23 Mr Peter Duncan SC, counsel for the committee,
24 asked:

25 "So what is the point of asking the police to
26

1 prosecute under a section which carries a maximum
2 penalty less than that for common assault?

3 Mr Patrick Pang: The company is of the view that in
4 respect of cases like common assault, the investigation
5 by the police is a difficult process. If Cap 230A is
6 invoked in the investigation or in the prosecution, it
7 would be relatively easier to prove the offence or the
8 offending act.

9 We also hope that those who abuse or attack our bus
10 captains, those passengers would be made known that
11 there is this regulation, Cap 230A, in regard to
12 passengers' behaviour, and it doesn't take physical
13 abuse or physical contact to constitute a breach ..."

14 So, in that regard, they have highlighted the
15 advantages of using this provision, and I believe your
16 evidence also confirms you would consider using it, even
17 though at the moment it is still rarely used. Is that
18 the position?

19 MS YAU SIN MAN: (Via interpreter) I would like to say that
20 for prosecution, we do not just go for the easy way out.
21 It all depends on the evidence of the case. If there is
22 sufficient evidence to show that there has been physical
23 assault, even though Cap 230A A can be invoked, we would
24 go for more serious offences, to show the significance
25 police attach to physical assault of bus captains.

26

1 So we will not just go for 230A simply because it is
2 easier to prove it. It all depends on evidence.

3 MS MAGGIE WONG: I would like to ask a more general
4 question: how do you ensure that passenger assault cases
5 are dealt with expeditiously?

6 MS YAU SIN MAN: (Via interpreter) We deal with all cases
7 immediately. Timing-wise, it depends on when evidence
8 can be given by the witness. We will ask the witness
9 concerned to give statement or evidence at once. If
10 further investigation such as medical reports are
11 required, or statements from other witnesses are
12 required, we would do that immediately.

13 MS MAGGIE WONG: Moving on to another topic, on Working
14 Group on Review of Speed Limits.

15 Before I engage on this working group, I would like
16 to explain a little bit as to why it was set up. It
17 arose on the Tai Po Road accident, and there was this
18 meeting of the Tai Po District Council, minutes dated
19 12 February 2018, and there was discussion as to --

20 CHAIRMAN: Before you go on any further, I don't think it is
21 the evidence that we have received that the Working
22 Group on Speed Limits arose from the Tai Po accident.
23 It existed already, did it not? I'm asking you,
24 Ms Wong.

25 MS MAGGIE WONG: Mr Chairman, I believe it should be it
26

1 existed -- I stand to be corrected.

2 CHAIRMAN: So there is a pre-existing Working Group on Speed
3 Limits on which Transport Department and the police have
4 representatives?

5 MS MAGGIE WONG: Yes.

6 CHAIRMAN: And, in this particular case, the section of road
7 involved in the Tai Po Road was referred to this working
8 group, with recommendations from the Transport
9 Department; is my summary of the evidence accurate?

10 MS MAGGIE WONG: Yes.

11 CHAIRMAN: Thank you.

12 MS MAGGIE WONG: Maybe Ms Yau can explain about this Working
13 Group on Review of Speed Limits. In terms of
14 membership, what does it comprise of?

15 MS YAU SIN MAN: (Via interpreter) I defer to my colleague,
16 Mr Lee Tai Wai.

17 MR LEE TAI WAI: (Via interpreter) Regarding the Transport
18 Department's Working Group on Speed Limits Review,
19 representatives include those from the TD and two NGOs
20 are the Motor Association of Hong Kong and Senior
21 Drivers Association of Hong Kong, and also
22 representatives from the police.

23 MS MAGGIE WONG: Can you tell us what is the police
24 involvement in this Transport Department's working
25 group?

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1 MR LEE TAI WAI: (Via interpreter) We have a representative
2 from the Traffic Branch Headquarters to attend regular
3 meetings of the working group to review the sections'
4 speed limit on the agenda.

5 CHAIRMAN: Who convenes the meeting?

6 MR LEE TAI WAI: (Via interpreter) Assistant Commissioner of
7 the Transport Department.

8 CHAIRMAN: So it is a Transport Department-driven committee?

9 MR LEE TAI WAI: (Via interpreter) Yes.

10 CHAIRMAN: Do they provide the secretarial side of it?

11 MR LEE TAI WAI: (Via interpreter) Yes. They are
12 responsible for all secretarial services, and the
13 meeting place is also at the headquarters of the
14 Transport Department.

15 CHAIRMAN: And presumably, in that role, they generate the
16 agenda?

17 MR LEE TAI WAI: (Via interpreter) Agreed.

18 CHAIRMAN: Thank you.

19 MS MAGGIE WONG: Can you tell us how the working group
20 functioned, in terms of does it involve considering
21 objective facts and assessment in deciding whether
22 suggestions for changing speed limits of certain roads
23 should be entertained?

24 MR LEE TAI WAI: (Via interpreter) The TD has a regular
25 mechanism for reviewing the speed limits of road
26

1 sections to ensure that the speed limit can ensure road
2 safety and smooth traffic.

3 In reviewing speed limits, the priority is to ensure
4 safety of users. There are a few factors to be
5 considered in deciding whether the speed limit should be
6 raised or lowered or kept the same. First, traffic
7 accidents of the section involved, and the second factor
8 is the usual speed of vehicles using that section. The
9 third factor is the characteristics and circumstances of
10 the road, the gradient, the sightline, the junctions,
11 and also the situation with pedestrians.

12 So, based on the factors I just mentioned, TD and
13 colleagues will come up with recommendations, as to
14 whether the speed limit should be raised, lowered or
15 kept the same.

16 MS MAGGIE WONG: You mentioned that the Transport Department
17 has a regular mechanism for reviewing speed limits. Can
18 you tell us what is the regular mechanism; how regular?

19 MR LEE TAI WAI: (Via interpreter) My understanding is the
20 working group meets on a quarterly basis, to review
21 different road sections. The choice of road sections is
22 for the TD to decide. So the working group will decide
23 the road sections to be included.

24 I believe the mechanism would target road sections
25 which have had frequent or serious traffic accidents.

26

1 Such road sections will mostly be reviewed by the
2 working group.

3 MS MAGGIE WONG: You mentioned that the mechanism would
4 target road sections which have had frequent or serious
5 traffic accidents. So, in that sense, it is reactive to
6 accidents happening in that road section; is that
7 correct?

8 MR LEE TAI WAI: (Via interpreter) This is one of the
9 considerations. There are other factors at play. For
10 instance, complaint from members of the public or views
11 of the district councils.

12 MS MAGGIE WONG: So am I correct to say it is not -- as far
13 as you know, it is not a proactive exercise, meaning the
14 Transport Department or the police would proactively
15 look for dangerous road sections that need to consider
16 reviewing speed limits; is that the position?

17 MR LEE TAI WAI: (Via interpreter) I dare not say whether it
18 is a proactive review or not. But I believe the review
19 mechanism is effective.

20 MS MAGGIE WONG: Now, going back to the specific example --

21 CHAIRMAN: Can you help the committee as to how long this
22 Working Group on Speed Limits has been in place?

23 MR LEE TAI WAI: (Via interpreter) According to records, it
24 meets on a quarterly basis, and the first meeting,
25 according to records, was held in 2000.

26

1 CHAIRMAN: Do you know in what circumstances it was
2 constituted?

3 MR LEE TAI WAI: (Via interpreter) I have no record to
4 check.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: Now, in relation to the specific
7 Tai Po Road section, may I refer you to a few documents.
8 The purpose of this is to show that in relation to the
9 Tai Po Road concerned, there have been complaints from
10 the district council, from residents, from schools, that
11 that particular road section is prone to accidents and
12 there are lots of speeding occurred, and there has been
13 correspondence written by the Tai Po District Council to
14 the Hong Kong Police, requesting for assistance.

15 CHAIRMAN: Before you get involved in that detail, can I ask
16 this general question: have any of the five police
17 representatives here today been a member of this working
18 group Working Group on Speed Limits?

19 MR STEPHEN BAKER: No, sir.

20 MR LEE TAI WAI: (Via interpreter) The regular members are
21 such that one of the police representatives is the
22 superintendent in charge of traffic control, and he has
23 just been deployed elsewhere and I am acting in that
24 position now.

25 CHAIRMAN: So the direct answer to the question is that none
26

1 of the five representatives have acted in that role,
2 until you acted as a deputy to whoever you have
3 replaced; is that it?

4 MR LEE TAI WAI: (Via interpreter) I agree.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: So, Mr Lee, since you're acting as deputy,
7 have you attended any of these working group meetings on
8 the review of speed limits?

9 MR LEE TAI WAI: (Via interpreter) I attended one or two
10 meetings, but it was two or three years ago.

11 With regard to the Tai Po incident review, I never
12 attended any meetings.

13 CHAIRMAN: On the occasions that you have attended the
14 working group meetings, typically, if there is such
15 a thing, on how many sections of roads were the speed
16 limits reviewed?

17 MR LEE TAI WAI: (Via interpreter) On the occasions when
18 I attended the meetings, about three sites and six
19 directions would be identified, because we will look at
20 both directions of any road sections. Therefore, there
21 will be six road sections to be reviewed at every
22 meeting.

23 MS MAGGIE WONG: Why six road sections?

24 MR LEE TAI WAI: (Via interpreter) As I said, usually three
25 sites or spots would be identified, and then we would
26

1 look at both directions of every site. Therefore, six
2 road sections.

3 MS MAGGIE WONG: Yes. And who selects those three road
4 sections?

5 MR LEE TAI WAI: (Via interpreter) The Transport Department.

6 MS MAGGIE WONG: And the basis of those road sections would
7 be on the factors you mentioned earlier on?

8 MR LEE TAI WAI: (Via interpreter) That's correct.

9 MS MAGGIE WONG: Do you have any say in the selection of the
10 road sections?

11 MR LEE TAI WAI: (Via interpreter) We would give some
12 advice, we would say whether we agree or disagree.

13 MS MAGGIE WONG: What about if you have received complaints
14 about a certain road section? Can you suggest that this
15 section be reviewed?

16 MR LEE TAI WAI: (Via interpreter) Certainly. We can make
17 the proposal to the Transport Department that we have
18 received a complaint with regard to speed review. But
19 usually, members of the public or district councils and
20 other departments would know that speed limit on roads
21 would be under the jurisdiction of the Transport
22 Department. Only the Transport Department has the power
23 to state and review speed limits on roads.

24 CHAIRMAN: And if a district councillor didn't know that,
25 that's what he would be told?

26

1 MR LEE TAI WAI: (Via interpreter) We would reflect the
2 situation to the Transport Department.

3 CHAIRMAN: But if the matter was raised by a district
4 councillor, I'm anticipating some documents you are
5 going to be taken to. If the district councillor chose
6 to raise it with the police, he would be told, "That's
7 not our job, that's the Transport Department's job"; is
8 that it?

9 MR LEE TAI WAI: (Via interpreter) I believe our district
10 staff, if they would receive views from district
11 councillors they would certainly reflect the views to
12 the Transport Department staff in that district, for
13 that would be forwarded to the working group for
14 handling.

15 CHAIRMAN: Well, we will see what happened.

16 MS MAGGIE WONG: Mr Lee, may I first of all --

17 CHAIRMAN: Before you do that -- you have told us about the
18 factors that come into play in reviewing speed limits,
19 the incidence of traffic accidents, the usual speed of
20 road users then generally the characteristics of the
21 road, topography, and so on.

22 Are these reflected in a written document?

23 MR LEE TAI WAI: (Via interpreter) These would appear in the
24 report, and also there would be some filmlets on car
25 patrol. In other words, they would use a car to patrol
26

1 the road section and demonstrate or introduce the
2 characteristics of that road section, and also the road
3 situation.

4 CHAIRMAN: More particularly, are there thresholds,
5 parameters, that are set, for example, for the increase
6 in the incidence of traffic accidents, that triggers
7 a review?

8 MR LEE TAI WAI: (Via interpreter) I am not sure but
9 I believe this would be one of the considerations.

10 CHAIRMAN: But nothing that you are aware of that is
11 a formula?

12 MR LEE TAI WAI: (Via interpreter) I don't think there is
13 a formula.

14 CHAIRMAN: For example, a 50 per cent increase in road
15 traffic accidents on that road section in the last year;
16 nothing like that?

17 MR LEE TAI WAI: (Via interpreter) No. There is no formula.
18 I cannot recall any formula.

19 CHAIRMAN: Thank you.

20 Please.

21 MEMBER AUYEUNG: Just to follow up on this working group.

22 When you guys meet, do you guys make a distinction
23 between heavy vehicle versus regular vehicles?

24 MR LEE TAI WAI: (Via interpreter) Normally, we don't,
25 because speed limit would apply to all types of
26

1 vehicles, except buses or light buses, for which the
2 speed is already limited.

3 CHAIRMAN: Thank you.

4 MS MAGGIE WONG: If I may first of all chronologically --
5 because I am going to take you chronologically to the
6 events that happened up until the Tai Po accident and
7 the final report.

8 The first is the letter dated 5 June 2017. It is in
9 bundle DC-2B. It's a complaint to the police by the
10 Tai Po District Council. It's at DC-2B, page 840-70, in
11 Chinese, and English at 840-74.

12 We can see the translation, that it was addressed to
13 the central traffic camera investigation unit, Traffic
14 Branch Headquarters, Hong Kong Police Force, dated
15 5 June 2017, and it is from the Tai Po District
16 Councillor, Ms Chan Siu Kuen, and the title was,
17 "Request to install 'speed camera' between Deerhill Bay
18 and Tai Po Mei", and the first paragraph set out:

19 "This office has received requests for assistance
20 from the residents in the vicinity of Tai Po Road
21 because there are often speeding and unlawful motor
22 racing on Tai Po Road, especially during overnight hours
23 and on holidays, when a large group of suspectedly
24 modified racing vehicles drive in high speed on
25 Tai Po Road. It is suspected that unlawful motor racing

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1 is being conducted and massive noise is generated ...
2 which causes nuisances to residents. In case a traffic
3 accident happens, the vehicle may collide into residents
4 and cause severe casualty as well as endanger the safety
5 of other road users. Thus the installation of a 'speed
6 camera' is requested."

7 Then at the end, it stated:

8 "... I hope that your office would accede to the
9 residents' request and install as soon as possible
10 a 'speed camera' on Tai Po Road near the location
11 between Deerhill Bay and Tai Po Mei ..."

12 CHAIRMAN: Do we have a map that would show us that
13 location?

14 MS MAGGIE WONG: Yes. It's the section between Deerhill Bay
15 and Tai Po Mei. That's around the areas in the middle.
16 If you can see number -- around the area in the middle.

17 CHAIRMAN: Yes. We certainly see Tai Po Mei, and this
18 of course is in the immediate vicinity of the bus
19 accident on 10 February.

20 MS MAGGIE WONG: Yes.

21 CHAIRMAN: And the partly obscured words "... hill Bay", is
22 that Deerhill Bay?

23 MS MAGGIE WONG: Yes. Correct, Mr Chairman.

24 Upon receiving this, the Hong Kong Police Force
25 replied on 16 June 2017, and if I may take you to 840-71
26

1 in Chinese, and 840-73 in English.

2 This letter, we can see it was addressed by Andrew
3 Lam Chi Hang, for the Commissioner of Police, to the
4 office of Chan Siu Kuen, district councillor of Tai Po,
5 dated 16 June 2017, and it was copied to a Mr Chiu Kang
6 Bor, Paul, Traffic Control Division, Technical Services
7 Branch of the Transport Department, as well as the
8 senior superintendent of police and district commander,
9 Tai Po.

10 The letter stated:

11 "The locations for installation of fixed speed
12 monitoring cameras are mainly determined by the
13 Transport Department. After installation, the police is
14 responsible for taking enforcement action. This office
15 understands that the Transport Department ... has no
16 plans to install fixed speed monitoring cameras in the
17 captioned road section. At the same time, the police
18 will continue to closely monitor the traffic situation
19 of the road section concerned."

20 Now, we can see that the Transport Department
21 refused the request to install speed camera, and the
22 police reply appears to suggest there is nothing they
23 can do about it, and their role is simply enforcement.

24 CHAIRMAN: On what basis do you say that the Transport
25 Department had refused to install a speed camera?

26

1 MS MAGGIE WONG: That's the sentence:

2 "This office understands that the Transport
3 Department currently has no plans to install fixed speed
4 monitoring cameras in the captioned road section."

5 CHAIRMAN: Well, we all can see what that says.

6 MS MAGGIE WONG: May I ask a general question first: if you
7 received a request from a Tai Po District Councillor in
8 relation to installing speed cameras or questions raised
9 about speeding in a certain road section, would that
10 complaint be placed as one of the items in the working
11 group on review of speed limits?

12 MR LEE TAI WAI: (Via interpreter) I don't think so. This
13 is just a request to install a speed camera on a road
14 section. It has nothing to do with a review of speed
15 limits.

16 CHAIRMAN: I think the point is this. If you, the police,
17 have an opportunity to raise matters that ought to be
18 considered on the agenda, is this something you would
19 have put forward, for the Transport Department to decide
20 whether or not to list it on the agenda of the meeting
21 of the Working Group on Speed Limits?

22 MS YAU SIN MAN: (Via interpreter) I think the police and
23 the Transport Department can have an exchange at many
24 committees. With regard to the installation of speed
25 cameras, this will not be considered at the Working

26

1 Group on Review of Speed Limits.

2 MS MAGGIE WONG: But what about if there is a specific
3 complaint by a district councillor to change the speed
4 limit or reduce the speed limit; would that reach the
5 working group?

6 MS YAU SIN MAN: (Via interpreter) If it is about the speed
7 limit of a road section, it would reach the working
8 group.

9 MS MAGGIE WONG: Yes. May I take you to a letter dated
10 24 July 2015 by Tai Po District Councillor Madam Chan
11 Siu Kuen but this time to the Transport Department. The
12 Chinese is at 840 --

13 CHAIRMAN: Before you move on, Superintendent Lee, your
14 point made earlier was that if the police received
15 a request like this, it would be referred to the
16 Transport Department, and that's made good, is it not,
17 by the way in which this letter was copied to the
18 Transport Department? I'm looking at 840-73.

19 So it has been sent to the Transport Department.
20 That's the point you were making?

21 MR LEE TAI WAI: (Via interpreter) Yes, I agree, but the
22 letter was cced to the Transport Department, but for
23 installation of speed monitoring cameras. It was to the
24 relevant division for installation of cameras.

25 I believe the letter would not have gone to the agenda

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1 of the Working Group on Speed Limit Review.

2 CHAIRMAN: That's an entirely separate point. Your point
3 that you liaise with the Transport Department is made
4 out by this letter, because this request for a camera
5 was notified in your letter, the police letter, back to
6 the district councillor.

7 Yes, Ms Wong.

8 MS MAGGIE WONG: Before I go to that specific complaint
9 letter, can I take you to the minutes of meeting of the
10 Tai Po District Council, minutes of the second meeting
11 on 13 March 2015; Chinese at page 840-81, English at
12 840-91.

13 You can see the persons in attendance include
14 a named officer at the bottom as "Head, Traffic Wing
15 (Tai Po police district)/Hong Kong Police Force", and
16 there were other departments concerned, like the
17 Transport Department, Tai Po District Tenancy Housing
18 Department and District Office, but a representative of
19 the police force was present.

20 If we go to 840-92, at paragraph 79, there was
21 a specific request from Japanese International School to
22 reduce the speed limit of Tai Po Road section at Tai Po
23 Kau). And at paragraph 79:

24 "The chairman [referred to] the receipt of a letter
25 from the Japanese International School which requested

26

1 to reduce the speed limit of the road section in front
2 of their school from 70km/hour to 50km/hour. They also
3 invited the transport division to visit the Japanese
4 International School to discuss with their students the
5 traffic problems in their vicinity. The chairman
6 requested the Transport Department to first respond to
7 the request for lowering the speed limit."

8 Then paragraph 80:

9 "Mr Wong Kwok Leung responded that the Japanese
10 International School suggested that the speed limit of
11 the road section in front of the [school] be reduced
12 from 70km/hour to 50km/hour in view of a traffic
13 accident on the section of Tai Po Road in front of the
14 Japanese International School in 2014 in which a member
15 of the public was killed. The Transport Department and
16 police were examining the cause of that traffic
17 accident, which might not necessarily be related to the
18 speed limit of that road section, including issues of
19 the motorists' driving attitude and problem ... The TD
20 would examine whether the present speed limit of that
21 road section was appropriate. Furthermore, the TD had
22 sent an interim reply to the Japanese International
23 School after the Chinese New Year and would provide
24 a detailed reply ..."

25 Now, this was a specific request, Mr Lee --

26

1 CHAIRMAN: Again, could we see the location on a map,
2 please.

3 MS MAGGIE WONG: That would be between 21 and 22. You can
4 see the Japanese International School.

5 CHAIRMAN: Yes. Perhaps we could zoom out to give the
6 overall context.

7 So beyond the site of the accident as one drives
8 from Sha Tin to Tai Po; is that correct?

9 MS MAGGIE WONG: Correct.

10 CHAIRMAN: Thank you. Yes.

11 MS MAGGIE WONG: This was a specific request by a school,
12 where representatives of the police were present and
13 they raised complaints about this issue and requested
14 for reduction of speed limits.

15 Would this request be normally placed before the
16 Working Group on Review of Speed Limits?

17 MR LEE TAI WAI: (Via interpreter) According to our minutes
18 of the meeting, I believe the police representative
19 present was a sergeant of the Traffic Wing of Tai Po
20 district.

21 According to the minutes, the district council
22 requested the TD to review the speed limit of the road
23 section. I believe the message received would have been
24 put back to the working group for inclusion to its
25 agenda or to further decide whether there should be
26

1 a review of the speed limit for that section.

2 CHAIRMAN: And that would have been communicated by the
3 police representatives to the working group; is that
4 what you are saying?

5 MR LEE TAI WAI: (Via interpreter) Well, from what I could
6 see here, in the main it was the TD representative who
7 answered questions of the district councillor. So
8 I believe the police would not have repeatedly conveyed
9 the message to the TD.

10 CHAIRMAN: No, not the TD, the working group is the
11 question. Would the police have taken it upon
12 themselves to communicate this to the working group?
13 For consideration of putting it on the agenda, perhaps.

14 MR LEE TAI WAI: (Via interpreter) I don't believe so,
15 because it was the TD's representative who was
16 responsible for answering questions on that day.

17 MS MAGGIE WONG: Before I go on on this topic, if someone
18 made a complaint on a particular road section, would the
19 police be required to compile certain statistics in
20 relation to that particular road section, to see if the
21 complaint is a valid one?

22 MR LEE TAI WAI: (Via interpreter) When the police receive
23 a similar complaint, it will be conveyed to the TD for
24 follow-up. We will not compile any statistics or carry
25 out an investigation.

26

1 MS MAGGIE WONG: So do I understand the evidence correctly
2 as even though you have a representative of the police
3 present in this meeting, and there were complaints by
4 a school, and there was a particular incident where
5 someone got killed in that road section, which is
6 serious and fatal, the police would not take up any
7 further investigation, unless it was asked by the
8 Transport Department? Is that the position?

9 MR LEE TAI WAI: (Via interpreter) Well, at that meeting,
10 according to the minutes, the police will investigate
11 the causes of the accident, and for that particular
12 meeting the district council put a question to the TD,
13 to request for a speed limit review. I did not see
14 anything to require the police to take any appropriate
15 action to reflect that view.

16 MS MAGGIE WONG: So do you know if the Transport Department
17 asked for statistics of the road accidents for that
18 particular section of the road at that time?

19 MR LEE TAI WAI: (Via interpreter) In this morning's
20 evidence, we said that statistics of traffic accidents
21 were shared between the TD and the police, so the TD has
22 got such statistics.

23 MS MAGGIE WONG: Now, four months after these minutes --

24 CHAIRMAN: Sorry, before you go on, the question was then,
25 2017. There has been a complaint -- 2015 -- there has

26

1 been a complaint about a fatality in 2014. Did the
2 Transport Department ask for road accident statistics
3 then, 2015? Not in 2018. 2015. Do you understand the
4 difference?

5 MR LEE TAI WAI: (Via interpreter) I understand the
6 difference. In the main, the TD will not ask us for
7 statistics involving traffic accidents, because we can
8 share our system and they have all the information we
9 have.

10 CHAIRMAN: So they can get the information on a shared
11 information system, they don't need to ask you; is that
12 it?

13 MR LEE TAI WAI: (Via interpreter) Yes.

14 CHAIRMAN: Thank you.

15 MS MAGGIE WONG: And, four months after the minutes of the
16 meeting, there was another follow-up letter by the
17 Tai Po District Councillor, dated 24 July 2015. That's
18 in DC-2B bundle, at 840-78, in Chinese; and English at
19 840-88.

20 If we drop to the second paragraph -- the letter is
21 dated 24 July 2015 from Mr Chan Siu Kuen, and it is
22 stated there in paragraph 2 -- first of all,
23 paragraph 1, the second line, that they:

24 "... have received request for assistance from the
25 residents in the vicinity of Tai Po Road. This is

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1 because owing to the absence of speed limit traffic
2 signs around the bend of Savannah Garden, traffic
3 accidents happened frequently.

4 To ensure the safety of road users, your department
5 is now requested to expeditiously install the '50 km'
6 speed limit signs at the above location to remind
7 motorists to pay attention to driving at safe speed for
8 prevention of unnecessary incidents."

9 Now, this is the follow-up letter, following on from
10 the minutes of the meeting in March 2015. In normal
11 circumstances, would this letter reach the Working Group
12 on Review of Speed Limits?

13 MR LEE TAI WAI: (Via interpreter) I believe the purpose of
14 the letter was mainly to request for signs to be
15 installed. It was not about a request to review the
16 speed limit. So I believe the letter would not have
17 reached the working group.

18 CHAIRMAN: What was the speed limit at that place, at that
19 time?

20 MR LEE TAI WAI: (Via interpreter) I don't have such
21 information.

22 CHAIRMAN: Do we, Ms Wong?

23 MS MAGGIE WONG: It is 70km/hour.

24 And we have evidence from Mr Chan that it is not
25 simply a letter. There are telephone conversations on
26

1 this matter, requesting for reduction of speed limit to
2 50km/hour. So this is just a follow-up letter,
3 following up on the conversations with the Transport
4 Department.

5 CHAIRMAN: Do you have a transcript reference for that so
6 that we can help Superintendent Lee understand the
7 evidence?

8 MS MAGGIE WONG: Yes. Mr Chairman, I need to look for that,
9 because I just remembered this off the top of my head.

10 CHAIRMAN: I am familiar with that myself.

11 MS MAGGIE WONG: May I have a moment?

12 CHAIRMAN: Yes, take your time.

13 MS MAGGIE WONG: Mr Chairman, that would be on Day 4,
14 page 9.

15 CHAIRMAN: And the date?

16 MS MAGGIE WONG: Sorry, Day 6, page 9.

17 CHAIRMAN: What is the date of page 6?

18 MS MAGGIE WONG: 14 July.

19 CHAIRMAN: Thank you.

20 MS MAGGIE WONG: On that page, it stated at line 18 --

21 Mr Chan Siu Kuen stated there:

22 "At that time, the Transport Department" -- this is
23 in reference to the matter that we discussed earlier on.

24 "At that time, the Transport Department did not give
25 me a direct reply. However, I have spoken to them on
26

1 the phone. They said that if the speed is to be reduced
2 to 50 they would have to consult residents as well as
3 owners corporations. And in 2014, near the Japanese
4 International School there was a traffic accident at the
5 signal junction, as a result a person was injured, and
6 the Transport Department replied to me. He said for the
7 speed to be reduced to 50 the TD would have to conduct
8 a study, and after the accident they have appealed to
9 the public to abide by road traffic regulations. They
10 said that from the perspective of the TD, for the speed
11 to be reduced to 50, they would have to do a lot of
12 consultation and to liaise with the police.

13 I have been waiting. And I have been in contact
14 with them. Well, Mr Wong of the Transport Department
15 has been transferred out. And regrettably we had the
16 traffic accident at Tai Po Mei. And I approached the
17 police, because the TD could not help us. I asked the
18 police to install speed cameras and I have been
19 following that up."

20 Now, Mr Lee, that's the evidence given by Mr Chan,
21 that it is not simply letters but there are follow-up
22 telephone conversations and repeated requests, and there
23 seems to be inaction.

24 Can you tell us why would that be the situation in
25 this particular case?

26

1 CHAIRMAN: The context of this, to remind ourselves, is
2 a letter from a district councillor to the Transport
3 Department.

4 MS MAGGIE WONG: Yes, correct, Mr Chairman.

5 CHAIRMAN: It may be that you don't know why the Transport
6 Department didn't do anything.

7 MR LEE TAI WAI: (Via interpreter) The letter was the
8 communication between the TD and the person who wrote
9 the letter, so we should not comment on it, and we don't
10 have any record on these matters.

11 MS MAGGIE WONG: So am I correct to say that the role of the
12 police in the working group is more or less like
13 a rubber stamp, with no particular active role in
14 requesting the Transport Department to do anything?

15 MR LEE TAI WAI: (Via interpreter) The police participation
16 in the working group is absolutely not as a rubber
17 stamp. We studied all the reports. We would also
18 consult our colleagues in that particular district, and
19 we would also consult our frontline staff, if
20 a particular view is proposed, as to what they think
21 about it, and then at the meeting we will reflect the
22 police's view to the working group.

23 CHAIRMAN: Perhaps approaching the matter the other way
24 around, to what extent, if at all, do the police have
25 a proactive role in putting forward suggestions? For
26

1 example, "We are concerned about the speed limit on this
2 stretch of road and we think it should be reviewed"? Do
3 the police do that?

4 MR LEE TAI WAI: (Via interpreter) I believe we must have
5 done that, especially at road sections where there have
6 been heavy or serious traffic accidents or, where there
7 have been a lot of traffic accidents, the division
8 concerned, according to the investigation records, would
9 put different views to the TD, including a review of
10 speed limits. Usually, this would be handled by the
11 five land-based traffic divisions of the police,
12 investigation would have been done, and then they would
13 reflect their views to the Transport Department.

14 CHAIRMAN: Are you able to provide us with any examples
15 illustrating that proactive role -- correspondence?

16 MR LEE TAI WAI: (Via interpreter) Well, generally speaking,
17 exchanges at the district level usually are not recorded
18 by us.

19 CHAIRMAN: Well, they must be recorded somewhere.

20 MR LEE TAI WAI: (Via interpreter) I believe so.

21 CHAIRMAN: That's what we are asking for. Can you give us
22 some examples illustrating the police having a proactive
23 role, "There have been too many accidents in this area.
24 For our part, we the police, who have to go there and
25 scrape people up off the road, think it's time we
26

1 reduced the speed limit."? Are there any illustrations
2 where the police have done that, so we can follow it?

3 MR LEE TAI WAI: (Via interpreter) We can go back to try to
4 get some records. We will consult our colleagues.

5 CHAIRMAN: That's what we are asking for, illustrations
6 demonstrating a proactive role.

7 MS MAGGIE WONG: Just as an example, if you receive a number
8 of complaints, I believe there would be a number of road
9 sections which citizens or other district councils would
10 complain about, and if there are more than three road
11 sections which require discussion, how do you select
12 those three road sections, if there are more complaints
13 than three road sections?

14 CHAIRMAN: That rather presupposes there is some kind of
15 arbitrary limit.

16 MS MAGGIE WONG: Yes.

17 CHAIRMAN: Is there a limit on the number of road sections
18 you can discuss at one of these meetings?

19 MR LEE TAI WAI: (Via interpreter) Well, it depends on the
20 nature of complaints, because there can be many
21 different kinds of traffic complaints. If the residents
22 complain to the police, our district staff or traffic
23 headquarters staff will process them.

24 MS MAGGIE WONG: We move on to the chronology, this time it
25 is after the accident. There was this meeting of the
26

1 Tai Po District Council dated 12 February 2018. We can
2 see that in bundle DC-2, page 285.

3 The minutes actually start at page 782 in English.
4 At paragraph 5, I believe a representative of the police
5 was present, that was Mr Chau Chung Mun, superintendent
6 of police, investigation and support division, Traffic
7 New Territories North, Hong Kong Police Force. And at
8 paragraph 5, Mr Chau, apart from the road accident on
9 10 February 2018, he referred to the cases that the
10 police detected in 2017, in terms of traffic violations.

11 If we see in the middle, it is stated there that:

12 "In 2017, the police had made 4 arrests, [including]
13 2 drunk drivers, 1 case of dangerous driving and 1 case
14 of drug-related crime. The police had issued a total of
15 32 fixed penalty tickets at the road section in 2017 for
16 speeding and traffic violations. A total of 29 traffic
17 accidents had occurred in the Chek Nai Ping to Wong
18 Yee Au section on Tai Po Road, out of which 2 were more
19 serious. Although there were no speed enforcement
20 cameras installed at the above mentioned road section,
21 the police would carry out operations to detect speeding
22 from time to time by placing detection equipment at
23 a few designated spots along the road section. The
24 Hong Kong Police Force would complete the
25 investigation ..."

26

1 Now, Mr Chau mentioned that 29 traffic accidents
2 occurred in this road section.

3 CHAIRMAN: Again, could we have a look on the map to show us
4 the section?

5 MS MAGGIE WONG: Yes. That's Chek Nai Ping to Wong Yee Au
6 section.

7 CHAIRMAN: Yes. Where is Chek Nai Ping? Ah, yes. Thank
8 you. And Wong Yee Au? Yes. Thank you very much.

9 MS MAGGIE WONG: Mr Lee, my question is: there were 29 road
10 traffic accidents, 30 offences of speeding and 32 fixed
11 penalty tickets for speeding and traffic violations for
12 that section of the road in 2017. Would you consider
13 these statistics warranted the attention of the police
14 in bringing this particular road section up for
15 discussion at the working group?

16 MR LEE TAI WAI: (Via interpreter) It depends on the causes
17 of these 29 traffic accidents. You need to know the
18 causes before you can decide whether to take it to the
19 working group, whether they were all related to
20 speeding.

21 I believe this should be left to the traffic
22 division of that district to decide whether this should
23 be reviewed by the Transport Department.

24 MS MAGGIE WONG: Now, can you tell us, in all the working
25 group sessions you have attended, would these kinds of
26

1 statistics be provided to the working group, traffic
2 accident statistics?

3 MR LEE TAI WAI: (Via interpreter) They would review traffic
4 accident figures. They would do comparisons to the
5 average accident rate.

6 MS MAGGIE WONG: You mentioned in your evidence earlier on,
7 before the break, that the working group would review
8 three road sections with six directions. And in the
9 meetings you have attended, have you come across
10 a particular road section in which the speed limit was
11 reduced?

12 MR LEE TAI WAI: (Via interpreter) In my impression, yes,
13 but it was not because of traffic accidents, but because
14 there was a major infrastructure nearby, and therefore
15 there was a reduction.

16 MS MAGGIE WONG: Was there an incident where the speed limit
17 was reduced because of the road accidents on the
18 particular road section?

19 MR LEE TAI WAI: (Via interpreter) Since I only attended two
20 to three meetings, I cannot say for sure, but I didn't
21 see that in those two or three meetings that I attended,
22 that the speed limit was reviewed and reduced as
23 a result of traffic accidents.

24 MS MAGGIE WONG: May I take you to the last document in this
25 chain. It's the information paper by Transport
26

1 Department to Tai Po District Council, dated 9 April
2 2018.

3 We can see that in TD-5, page 1617-1. This is
4 a translation. The Chinese document is at page 1611.

5 I will give a description of this document. It is
6 a paper prepared by the Transport Department, dated
7 9 April 2018, headed, "Traffic management measures on
8 Tai Po Road (Tsun King Road, Sha Tin to Yung Yi Road,
9 Tai Po)", and if we look at, first of all, the purpose
10 of this paper, it says:

11 "The Tai Po District Council ... held a special
12 meeting on 12 February ... to discuss the serious bus
13 accident happened on 10 February 2018 early evening.
14 The Transport Department ... has undertaken to review
15 the speed limit and traffic management measures of the
16 relevant road section. In view of the concerns of the
17 local community and the Tai Po District Council about
18 the progress of the implementation of improvement
19 measures, this paper briefs members on the progress of
20 TD in reviewing the speed limit of the relevant road
21 section of Tai Po Road and ... follow-up improvement
22 measures."

23 We can see, in this paper, that the Transport
24 Department in paragraph 2 has reviewed the speed limit
25 of the road section, and in paragraph 3 it stated:

26

1 "TD has established regular mechanism to review the
2 speed limit of the road with a view to ... road safety
3 and maintaining smooth traffic."

4 We can see over the page, at 1617-2, it stated there
5 that:

6 "... protection of road users' safety is of prime
7 consideration. In deciding whether the speed limit
8 should be reduced, relaxed or maintained, [three]
9 factors will be taken into consideration:

10 (a) traffic accident records of the subject road
11 section;

12 (b) speeds of vehicles travelling on that road
13 section; and

14 (c) road environment and features such as gradient,
15 sightline of motorists, road intersections, pedestrian
16 traffic, et cetera.

17 4. ... TD has comprehensively reviewed the traffic
18 accident records of the subject road section ... [in the
19 past two months]."

20 And then it suggested that, if we see section (c):

21 "Section between Chek Nai Ping and Yung Yi Road
22 [which we have seen earlier on] ...

23 The traffic accident rate of the relevant road
24 section was on a rising trend and above the overall
25 average traffic accident rate in Hong Kong in the past
26

1 year. The detected vehicular speeds in recent months
2 were lower than those of the past and generally below
3 the current speed limit ..."

4 And apart from other matters mentioned there:

5 "In light of the aforementioned new circumstances,
6 the speed limit of the relevant road section has scope
7 for downward adjustment. The speed limit of 70km/hour
8 is recommended to be lowered to 50km/hour for further
9 enhancing road safety."

10 If we jump to paragraph 6:

11 "Separately, TD and the Hong Kong Police Force ...
12 have started preparing for installation of a new batch
13 of fixed speed enforcement cameras for stepping up the
14 deterrence and enforcement against speeding motorists.
15 The subject road section of the accident ... has already
16 been included in the list of road sections for
17 consideration of installation. TD is currently seeking
18 resources and aims to firm up the installation of
19 a fixed speed enforcement camera at the section near
20 Chek Nai Ping of Tai Po Road ... before the end of this
21 year."

22 Now, within two months of the Tai Po accident, the
23 TD is said to have comprehensively reviewed the traffic
24 accident reports and suggested the reduction of the
25 speed limit to 50km/hour.

26

1 I have two questions. The first is, as far as your
2 department is concerned, have these statistics been
3 provided to the Transport Department before the
4 accident?

5 CHAIRMAN: I'm sorry, could you particularise that question?

6 MS MAGGIE WONG: Was the traffic accident records of the
7 subject road section provided to the Transport
8 Department prior to the Tai Po Road accident on
9 10 February 2018?

10 CHAIRMAN: Thank you.

11 MR LEE TAI WAI: (Via interpreter) As far as I know, no.

12 MS MAGGIE WONG: Do you know if this subject road section
13 has ever been placed before the Working Group on Review
14 of Speed Limit prior to the Tai Po accident on
15 10 February 2018?

16 MR LEE TAI WAI: (Via interpreter) As far as I know, no.

17 MS MAGGIE WONG: Mr Chairman, I am going to move on to
18 another topic -- unless you have some questions on this
19 matter.

20 CHAIRMAN: Thank you. Just give me a moment, please.

21 There were recommendations made on 9 April for the
22 installation of a speed camera for this stretch of road.
23 Do we have a map? Does the map show us where the speed
24 camera is proposed to go?

25 MS MAGGIE WONG: Mr Chairman, I believe the evidence is that
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1 the speed camera has not been considered until the end
2 of 2018.

3 CHAIRMAN: Was there any recommendation as to where it would
4 go or not?

5 MS MAGGIE WONG: Yes. It's at 1617-5.

6 CHAIRMAN: Thank you. Could we see that on a map?

7 MS MAGGIE WONG: Yes. We can see that at the right-bottom
8 box, with the red asterisk.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: It is stated there, "Initially recommended
11 location for installing fixed speed enforcement camera".

12 CHAIRMAN: Thank you. Can you help us as to what steps have
13 been taken, first of all, to obtain speed cameras --
14 apparently, there was a budget issue, we saw from that
15 9 April paper -- so that there is one available to be
16 placed here? Can anyone help us with that?

17 MS YAU SIN MAN: (Via interpreter) For the fixed speed
18 enforcement camera, it is mainly under the portfolio of
19 the Transport and Housing Bureau and the Transport
20 Department. In around July 2017, the Transport and
21 Housing Bureau started a new round of public
22 consultation on the installation of such cameras, on the
23 choice of locations and the type of camera to be
24 installed. The exercise started in mid-2017, and
25 subsequent to the Tai Po Road accident, the Transport

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1 Department, together with our CTCIU, central traffic
2 camera investigation unit, under the Traffic Branch
3 Headquarters of the police, the TD, together with CTCIU,
4 started to see how cameras should be installed and
5 designed for the site of the Tai Po Road accident.

6 CHAIRMAN: But the accident was six months ago. Where are
7 we now?

8 MS YAU SIN MAN: (Via interpreter) I understand that the
9 Transport Department has obtained funding and the camera
10 will be installed there as soon as possible.

11 CHAIRMAN: When?

12 MS YAU SIN MAN: (Via interpreter) I don't know the actual
13 date, but as far as I know they have confirmed the
14 location and they have got money to do it.

15 CHAIRMAN: But, from what you are saying, this is
16 a responsibility of the Transport Department and not the
17 police?

18 MS YAU SIN MAN: (Via interpreter) That is correct.

19 CHAIRMAN: So they provide you with information about how
20 they are proceeding; is that it?

21 MS YAU SIN MAN: (Via interpreter) That's correct. The
22 camera to be installed at Tai Po Road, as I said, was
23 part of the plan started in mid-2017 to install new
24 cameras.

25 CHAIRMAN: But presumably not at this particular location;
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1 there was a general review about installing new cameras?

2 Is that what you are saying?

3 MS YAU SIN MAN: (Via interpreter) That's correct.

4 CHAIRMAN: And am I right in recollecting evidence that was
5 given earlier, by Chief Superintendent Baker, I think,
6 that there are 24 fixed speed cameras in Hong Kong?

7 MS YAU SIN MAN: (Via interpreter) That's true. Right now
8 we have 24 such cameras installed at 130 locations.
9 They are in operation.

10 (In English) 130 housings.

11 CHAIRMAN: I'm not sure I follow that. How do you install
12 24 cameras, fixed cameras, in 130 locations?

13 MS YAU SIN MAN: (Via interpreter) So, from time to time,
14 the cameras are placed at different housings --

15 CHAIRMAN: They are moved around? They are not fixed at one
16 place?

17 MS YAU SIN MAN: (Via interpreter) They are not.

18 CHAIRMAN: At any given time they are fixed in one place and
19 then they are moved around?

20 MS YAU SIN MAN: (Via interpreter) That's true. The
21 Transport and Housing Bureau, when it sought funding
22 from the LegCo, provided a certain ratio.

23 CHAIRMAN: Are there about 4,000 kilometres of roads in
24 Hong Kong?

25 MS YAU SIN MAN: (Via interpreter) The latest discussion is

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1 page 1360.

2 This is a LegCo paper -- sorry, minutes of special
3 meeting held on 15 February 2018, Panel on Transport.
4 I invite you to go to page 1360, in which three motions
5 were passed at the Legislative Council. I won't read
6 all of them out but only read one of the paragraphs
7 which may relate to the question I am going to ask.

8 That's motion number 2. The panel urges the
9 administration to:

10 "apply anti-skid surface dressing, erect additional
11 deceleration warning signs and install speed enforcement
12 cameras on the subject road section immediately, and
13 review the 'high-risk' road sections across the
14 territory and expeditiously enhance the relevant safety
15 measures to safeguard the safety of road users ..."

16 Now, this motion was passed by the Legislative
17 Council, and in relation to this matter which I ask
18 this: has the police formed a separate department to
19 carry out the task of reviewing the high-risk road
20 sections across the territory?

21 MS YAU SIN MAN: (Via interpreter) I would like to say that
22 we have never seen this document before. In relation to
23 the road section concerned and the measures mentioned,
24 the only thing we were involved was the speed
25 enforcement cameras, and as I said the discussion

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1 started last year, and after the accident at
2 Tai Po Road, we understand that the Transport Department
3 is going to install a camera there.

4 As regards other measures, we have not set up any
5 committee to see to them.

6 MS MAGGIE WONG: Did the Transport Department consult you to
7 provide them with certain traffic accident data in
8 relation to particular road sections that have high risk
9 across the territory?

10 MS YAU SIN MAN: (Via interpreter) We have never received
11 any special request from the Transport Department.

12 MS MAGGIE WONG: I understand that the police has kept
13 a database for black spots, or spots that are prone to
14 traffic accidents. Is that correct?

15 MR STEPHEN BAKER: We do have a list of traffic accident
16 black spots, which is -- these locations are classified
17 by the Transport Department. The criteria for
18 a location to be classified as a black spot is six cases
19 with pedestrian injury within a 12-month period, nine
20 cases with any injury within a 12-month period, or two
21 fatal cases within five years. And this list is updated
22 every three months.

23 MS MAGGIE WONG: Is the list made available to the public?

24 MR STEPHEN BAKER: I honestly don't know the answer to that
25 question.

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1 CHAIRMAN: No doubt you can find out and inform us.

2 MR STEPHEN BAKER: Yes, sir.

3 CHAIRMAN: Thank you.

4 MS MAGGIE WONG: Thank you. You mentioned that it would be
5 classified as a black spot if two fatal cases within
6 five years. Once you made that classification as black
7 spot, what measures or what safety measures would be
8 recommended in terms of this particular road section?

9 MR STEPHEN BAKER: From a policing point of view, our
10 responsibility would mainly rest through enforcement,
11 but with all our departments working together, they
12 could also look at road engineering road engineering,
13 publicity and other measures to reduce the potential for
14 accidents to happen at that location.

15 MS MAGGIE WONG: Would the bus companies be informed of
16 these black spots?

17 MR STEPHEN BAKER: I would have to make further enquiries to
18 find that out.

19 CHAIRMAN: Can you help us as to whether or not you provide
20 the Transport Department with your list of black spots?

21 MR STEPHEN BAKER: Actually, the list is prepared by the
22 Transport Department, sir.

23 CHAIRMAN: So dissemination of it is a matter for them?

24 MR STEPHEN BAKER: Yes.

25 CHAIRMAN: It's their document.

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1 MR STEPHEN BAKER: Right, sir.

2 MEMBER LO: Actually, it is published on the TD website.

3 CHAIRMAN: Perhaps someone could look at that, whether or
4 not it's available on the Transport Department's
5 website.

6 MS MAGGIE WONG: May I move on to another topic, on Road
7 Safety Council. If I may take you to a document in the
8 SEC bundle, page 481.

9 CHAIRMAN: Which volume of SEC is this?

10 MS MAGGIE WONG: That should be bundle SEC-1.

11 CHAIRMAN: Thank you.

12 MS MAGGIE WONG: Page 481. It is a footnote contained in
13 the Audit Commission report that we have seen earlier
14 this morning. If we scroll down to note 1, it provides
15 a description of the Road Safety Council, and it
16 contains the composition or membership within the Road
17 Safety Council. We can see it:

18 "... is chaired by the Deputy Commissioner of Police
19 (operations) with members drawn from seven government
20 bureaux and departments (including the Transport and
21 Housing Bureau, the Transport Department, the
22 Information Services Department) and six
23 non-governmental organisations (including the transport
24 associations). It is supported by two committees, the
25 Road Safety Campaign Committee and Road Safety Research
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1 Committee."

2 So my first question is -- it is stated there that
3 the Road Safety Councils is chaired by the Deputy
4 Commissioner of Police (Operations). Does it hold
5 regular meetings with respect to traffic statistics for
6 reducing traffic-related injuries?

7 MR STEPHEN BAKER: Yes. It meets quarterly, at which the
8 traffic accident trends are discussed, and the trend is
9 mainly represented in the form of statistics.

10 CHAIRMAN: Have any of the officers here present today
11 served as a representative of the police force on the
12 council?

13 MR STEPHEN BAKER: Yes, sir. I have appeared at two
14 meetings, the last two meetings.

15 MS MAGGIE WONG: What role would the police play in the Road
16 Safety Council?

17 MR STEPHEN BAKER: The police play the role of secretariat,
18 to coordinate the meetings, and they also have
19 representatives on some of the subcommittees, for
20 example, the Road Safety Campaign Committee.

21 MS MAGGIE WONG: What would be discussed normally in the
22 Road Safety Council, apart from accident statistics?

23 MR STEPHEN BAKER: At the last two meetings, I can say that
24 the meeting mainly focused on the road safety trend. It
25 has also discussed items, for example, including

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1 driverless vehicles, topical subjects such as that.

2 CHAIRMAN: Does it publish papers?

3 MR STEPHEN BAKER: No, sir.

4 CHAIRMAN: Are its minutes available publicly?

5 MR STEPHEN BAKER: No, sir.

6 MS MAGGIE WONG: Would the meeting make recommendations to
7 the seven government departments as to how to enhance
8 safety features on the road, in particular bus safety?

9 MR STEPHEN BAKER: Such matters were not discussed in the
10 last two meetings.

11 MS MAGGIE WONG: Can it make suggestions, if they see
12 a problem in relation to particular aspect in relation
13 to bus safety, can it make suggestion to Transport
14 Department or different bureaux mentioned there?

15 MR STEPHEN BAKER: I believe so, because the different
16 government departments are represented there, and the
17 overall aim of the Road Safety Council is to reduce
18 traffic accidents.

19 MS MAGGIE WONG: It is stated there that there are two
20 subcommittees, the Road Safety Campaign Committee and
21 the Road Safety Research Committee. May I ask, first of
22 all, what's the membership of the Road Safety Campaign
23 Committee?

24 MR STEPHEN BAKER: The Road Safety Campaign Committee is
25 chaired by one of the civilian members of the Road
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1 Safety Council, and it consists of --

2 CHAIRMAN: By that you mean non-government?

3 MR STEPHEN BAKER: Non-government, sir, yes. Also sitting
4 on that subcommittee are representatives from the road
5 safety team in the Hong Kong Police, some people from
6 the private sector who are skilled at publicity.

7 MS MAGGIE WONG: Would they meet regularly?

8 MR STEPHEN BAKER: Yes. They meet every quarter, I believe.

9 MS MAGGIE WONG: Would they have any minutes of meeting for
10 this subcommittee?

11 MR STEPHEN BAKER: We are checking.

12 MS MAGGIE WONG: Thank you. Would the topic of attack on
13 bus captains be one of the topics that would be
14 discussed in the Road Safety Campaign Committee?

15 MR STEPHEN BAKER: No. It hasn't been discussed in that
16 way. It mainly focuses on how to convey road safety
17 messages to different groups within society. For
18 example, elderly people or young people. Things like
19 that.

20 MS MAGGIE WONG: Yes. And in terms of the Road Safety
21 Research Committee, what is the membership?

22 MR STEPHEN BAKER: Perhaps Ms Yau could answer that part.

23 MS YAU SIN MAN: (Via interpreter) The chairman of the
24 Research Committee is the Deputy Commissioner of the
25 Transport Department. Members include the police, the
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1 Highways Department, Transport Department, engineers
2 from different units of the Transport Department,
3 persons in charge, and in this committee, from time to
4 time, there might be consultancy studies. Consultants
5 would be there to give presentations. They are
6 commissioned by the Transport Department to carry out
7 studies, and they would give presentations at meetings.
8 Also, there would be university lecturers and also
9 transport experts who are on the committee.

10 CHAIRMAN: Transport experts who hold what positions
11 elsewhere?

12 MS YAU SIN MAN: (Via interpreter) According to what I know,
13 they are university lecturers, but I am not sure of
14 their research interests.

15 MS MAGGIE WONG: Do they meet regularly?

16 MS YAU SIN MAN: (Via interpreter) Yes, we do. We have
17 quarterly meetings.

18 CHAIRMAN: Are you a representative on this committee?

19 MS YAU SIN MAN: (Via interpreter) Yes, I am.

20 CHAIRMAN: Currently?

21 MS YAU SIN MAN: (Via interpreter) Yes.

22 CHAIRMAN: How long have you been a representative?

23 MS YAU SIN MAN: (Via interpreter) Starting from April 2017,
24 when I took up this position, I started to be on the
25 committee. But I did not attend the last two meetings
26

1 because I was otherwise officially engaged and I was
2 represented by other colleagues.

3 CHAIRMAN: But no doubt you were kept informed as to what
4 had been discussed.

5 MS YAU SIN MAN: (Via interpreter) Yes.

6 MS MAGGIE WONG: What topics were discussed?

7 MS YAU SIN MAN: (Via interpreter) From what I remember --
8 well, this may not be all the topics. For example, we
9 talked about child seat belts on vehicles, and also
10 extending the green phase for pedestrians of traffic
11 lights, so elderly people can have longer time to cross
12 the road. And also walkability, encouraging pedestrians
13 to walk more. This is what I can recall to have been
14 discussed at the committees. Actually, they are
15 research reports.

16 MS MAGGIE WONG: What about technological --

17 CHAIRMAN: Before you move on -- are these research reports
18 available publicly?

19 MS YAU SIN MAN: (Via interpreter) I'm not sure about that.

20 MS MAGGIE WONG: Would there be minutes of meeting?

21 MS YAU SIN MAN: (Via interpreter) Yes, there are.

22 CHAIRMAN: Although you only joined the committee in April
23 2017, although that's now the best part of 18 months
24 ago, no doubt you had access to records going back in
25 time earlier than that?

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1 MS YAU SIN MAN: (Via interpreter) Yes, I can.

2 CHAIRMAN: And, in order to prepare yourself for the job, no
3 doubt you had to read that material to see what this
4 committee was all about?

5 MS YAU SIN MAN: (Via interpreter) Well, with regard to
6 previous reports, I did not really look at them.

7 CHAIRMAN: Yes, Ms Wong.

8 MS MAGGIE WONG: Yes. Because the term is "Road Safety
9 Research Committee", would they discuss anything about
10 the reduction of speed limits of certain busy roads,
11 like in Central, Des Voeux Road? Would they raise those
12 sorts of matters?

13 MS YAU SIN MAN: (Via interpreter) From what I recall,
14 I don't think that was mentioned. That is about a
15 reduction of speed limits.

16 MS MAGGIE WONG: What about bus safety in a general sense?

17 MS YAU SIN MAN: (Via interpreter) No. I need to go back
18 and look at the research reports again before I can
19 remember, but that is what I think I can recall now.

20 MS MAGGIE WONG: Thank you. May I just ask a general
21 question: in what way you see Cap 230 could be modified
22 or strengthened to enhance bus safety based on your law
23 enforcement experience?

24 MS YAU SIN MAN: (Via interpreter) Well, I think all
25 regulations or ordinances would have been established

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1 with a particular intent. Cap 230A targets passenger
2 conduct on buses, and also it is to regulate the
3 operation of franchised buses. Since the police are
4 here to enforce the law, I would think that I would
5 emphasise how we can enforce the law better.

6 MS MAGGIE WONG: Since we are on the topic of enforcement of
7 the law, I am going actually to the last topic.
8 I believe in one of the replies, you have provided the
9 committee with 51 fatal cases.

10 CHAIRMAN: Before you move on to that detail, there are some
11 matters I would like to pursue.

12 We have, fortunately, representatives in you, Chief
13 Superintendent Baker, on the Road Safety Campaign
14 Committee, and in you, Chief Superintendent Yau,
15 the police representative on the Road Safety Research
16 Committee. I would like to pose this question to you
17 both.

18 Who is it, if it is anybody, in Hong Kong
19 government, that drives the safety of road transport?
20 Where does the impetus come from? Who directs others?
21 Who establishes policy?

22 MS YAU SIN MAN: (Via interpreter) I believe, in terms of
23 overall transport matters, the Transport and Housing
24 Bureau provides the steer for making policies, and the
25 Transport Department is an executive organisation. In

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1 terms of traffic laws and road design, this would be
2 executed by the Transport Department.

3 The role of the police, according to the law, is
4 that we are empowered by the law, so we do enforcement
5 work as dutifully as we can.

6 Talking about enforcement, as we said, sometimes
7 there would be nothing that we could do. Say, for
8 example, I mentioned illegal parking. With what powers
9 we are given by the law, we will do as much as we can.
10 And in terms of revision to the law or road design, road
11 improvements, the police also have a duty to give advice
12 to the Transport Department. Hopefully, we can improve
13 road safety. Hopefully, traffic can be smooth, and
14 every road user can be protected.

15 CHAIRMAN: So who is it that comes up with ideas about what
16 it is we should be pursuing? We have been discussing
17 today, for example, seat belts on franchised buses.
18 There are other issues about other safety devices that
19 can be used on vehicles to make them safer. Who is it
20 that comes up with these ideas?

21 MS YAU SIN MAN: (Via interpreter) I believe different
22 quarters will provide views. On a daily basis, we
23 enforce the law, and we can draw from overseas
24 experience, we think. And within the Transport
25 Department, they also do research, and in the end, it

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1 would be up to the policy bureau to give policy support;
2 say in terms of technology, funding, legal matters, we
3 need the backing of the Transport and Housing Bureau, so
4 the police and the TD can do a better job on a daily
5 basis.

6 CHAIRMAN: You describe the role of the bureau as giving
7 "steer".

8 MS YAU SIN MAN: (Via interpreter) Yes.

9 CHAIRMAN: What steer has the bureau given in respect of
10 enhancing safety on franchised buses?

11 MS YAU SIN MAN: (Via interpreter) I believe, within the TD,
12 there is already a working group that is tasked to look
13 at the operation of franchised buses, including the
14 licensing system, and how road safety can be ensured.
15 Hopefully, this is what the working group of the TD will
16 do, that it will put forward more views for the
17 enforcement departments to enforce the law and also for
18 the policy bureau to make more or better policies to
19 protect the public.

20 CHAIRMAN: Which working group are you describing?

21 MS YAU SIN MAN: (Via interpreter) This morning, I heard
22 that there was this working group. Please give me
23 a moment.

24 CHAIRMAN: If you are describing the Working Group on the
25 Enhancement of Safety, that was a working group

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1 established on 13 March of this year. Is that the one
2 you have in mind?

3 MS YAU SIN MAN: (Via interpreter) That's the one.

4 CHAIRMAN: Prior to that, what was the steer being given by
5 the bureau, about enhancing safety?

6 It may be a bit unfair to ask you, but it seems,
7 from the way you have described things, that you are in
8 the position of receiving the benefit of steer which you
9 then have to enforce. The intermediary, the Transport
10 Department, has come up with the implementation of the
11 steer.

12 MS YAU SIN MAN: (Via interpreter) From what I know, at the
13 Transport Department, there is a unit on buses and
14 railways which will watch over services provided by
15 franchised buses and railway companies, and there is not
16 much involvement from the police. It is hoped that the
17 Transport Department can do more through this unit.

18 CHAIRMAN: Is anybody actually driving safety for franchised
19 buses?

20 MR STEPHEN BAKER: For franchised buses, sir, I can't say
21 that -- it's not within my knowledge that anyone is
22 specifically for franchised buses. I think the Road
23 Safety Council is a useful forum where ideas are
24 exchanged, where all the different government
25 departments with responsibilities for transport and
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1 traffic are represented. And that forum does give steer
2 to road safety policies. But I'm not aware of
3 a committee that is specifically focusing on franchised
4 buses.

5 CHAIRMAN: Let me come to you again, Chief Superintendent
6 Yau. You are on this committee that does research, the
7 Road Safety Research Committee. Are you aware of any
8 research done by that committee into the benefits of
9 using seat belts on franchised buses, as opposed to the
10 difficulties of getting people to use them?

11 MS YAU SIN MAN: (Via interpreter) From what I remember, we
12 haven't talked about seat belts on franchised buses.
13 I can remember that we discussed child restraint
14 devices, that is seat belts for children.

15 CHAIRMAN: Yes. Thank you for your help.

16 MS MAGGIE WONG: Thank you.

17 Following on that, who would suggest the topics to
18 be discussed at the Road Safety Research Committee?

19 MS YAU SIN MAN: (Via interpreter) Usually, it would be for
20 the Transport Department to provide consultancy papers.
21 We read them before meetings and discuss them at
22 meetings.

23 MS MAGGIE WONG: Has any member raised a topic to be
24 discussed in the Road Safety Research Committee?

25 MS YAU SIN MAN: (Via interpreter) I am not clear who to
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1 suggest items for discussion. We are informed by the
2 secretariat of the Transport Department.

3 MS MAGGIE WONG: So it is predominantly driven by the
4 Transport Department?

5 MS YAU SIN MAN: (Via interpreter) Yes, as far as I know.

6 MS MAGGIE WONG: Going on to the last topic, Ms Yau, that's
7 in relation to some of the documents you have provided
8 to the committee on 7 May 2018, in relation to 51 fatal
9 traffic accidents, and your reference is at 124-1 to
10 124-2 of the miscellaneous bundle.

11 Now, my question is focused on asking you some of
12 the examples that you provided here as to the use of
13 black-box data in --

14 CHAIRMAN: Before you go on, this is not just 51 fatal
15 accidents. It's 51 fatalities occurring on or around
16 a bus, is it not?

17 MS MAGGIE WONG: Yes. 51 fatal accidents in relation to
18 a franchised bus.

19 If I may refer to the question first. The question
20 you can see is at page 124. The specific matter which
21 you are tasked to look at is paragraph (2):

22 "Please provide the details of all fatal and/or
23 serious accidents, as defined in the traffic reports, in
24 the period 2012 to February 2014 inclusive, involving
25 [specifically] franchised public buses, including:

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1 (i) a brief description of the accident and the
2 resulting fatalities and/or injuries;

3 (ii) a brief description of any consequential
4 prosecution, verdicts, reasons for verdict ..."

5 CHAIRMAN: Before you move on, on behalf of the committee,
6 might we thank Chief Superintendent Cadman, who is not
7 here, and those assisting him, for providing this
8 information. We are conscious that this must have
9 involved a lot of effort to gather together this
10 material and we are very grateful. It was done during
11 a short period of time.

12 MS MAGGIE WONG: Yes, and we are grateful for the provision
13 of documentation. And the 51 fatal accidents involving
14 franchised bus is listed at page 124-4, the dates and
15 the case numbers.

16 It sets out, basically, 30 cases of which 28 cases
17 have been convicted and two acquitted, and that's set
18 out at paragraph 4 of your letter. And 15 case
19 summaries were provided where the driver was not
20 prosecuted and no further action. And three cases with
21 three brief facts only, and case not yet concluded, and
22 two initial reports, are under active investigation, and
23 one case with only case result.

24 The purpose of taking you to these 51 cases is
25 I wanted to show some example to see the use of
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1 black-box data or tachograph data, or the use of
2 braking, deceleration and speed reports, and the use of
3 this in the legal proceedings.

4 If I may first take you to a few examples. It's at
5 page 124-5. That's a case in 2012, 5 September 2012,
6 involving dangerous driving causing death.

7 If we can scroll to page 124-7, the background of
8 this case relates to a fatal traffic accident at
9 To Kwa Wan Road, and paragraph 2, involving a KMB
10 double-decker bus, where an elderly woman was killed
11 when she was walking across the road from a safety
12 island to the other side of the road.

13 We can see at 124-8 that the police, apart from
14 photos, they obtained the driving data from KMB, and
15 also the data would reveal the speed when the bus pulled
16 out from the bus stop, at a particular time, and the
17 acceleration of the bus, the time when the defendant
18 accelerated the bus, and when the bus captain applied
19 the brake and how many times.

20 We have seen a number of examples; this is just one
21 of them. Is this sort of information frequently used in
22 legal proceedings?

23 MS YAU SIN MAN: (Via interpreter) In investigating serious
24 traffic accidents, those that involve fatalities in
25 particular, we will try our very best to get all
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1 relevant records, including those captured by CCTV and
2 also the black box.

3 Now, the installation of black box is not statutory,
4 but if it is available we will always get it from the
5 bus.

6 MS MAGGIE WONG: What about non-fatal accidents?

7 MS YAU SIN MAN: (Via interpreter) For accidents without
8 fatalities, but that are serious, if there is a black
9 box available, we will make use of it.

10 CHAIRMAN: Franchised buses have been required since 1 July
11 2004 to have a tachograph, black box, or rather vehicles
12 made after that date. I think the reality is every
13 franchised bus in Hong Kong's got a black box.

14 MS YAU SIN MAN: (Via interpreter) Not all franchised buses
15 have got such. For public light buses, yes, they are
16 all fitted with one, but not for all franchised buses.

17 CHAIRMAN: Could we have the requirement put on the screen?
18 I think we also have statistics coming from the bus
19 companies, telling us how they have retrofitted these
20 things.

21 But you are saying that the police encounter
22 franchised buses that don't have black boxes? Because
23 that is a surprise.

24 MS MAGGIE WONG: Whilst we are looking for this document,
25 may I ask this question: have you encountered
26

1 difficulties in obtaining this black-box data in any
2 non-fatal accidents?

3 MS YAU SIN MAN: (Via interpreter) Where there is really
4 such a black box, we have no difficulty obtaining the
5 data.

6 MS MAGGIE WONG: That's TD-5, page 1597.

7 We will see a letter from the Transport Department,
8 dated 17 October 2003, setting out the minimum
9 requirement for electronic data recording devices being
10 installed, and we can see the specific minimum
11 requirements for electronic data recording device at
12 page 1598.

13 We can see, at paragraph 1:

14 "The purpose of the electronic data recording device
15 is to provide tools for the bus company to monitor and
16 manage the on-road speed- and safety-related behaviour
17 of its buses, and indirectly to encourage better driving
18 behaviour."

19 And the device set out there includes the provision
20 of data at one-second interval, install data every 30
21 seconds for a period of two weeks, which includes the
22 operation time and vehicle speed -- start time, rolling
23 time, idle time, finish time.

24 We will also see in some of the representations
25 given by the KMB and Citybus that they have upgraded the

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1 black-box data to include more data, and we can see in
2 the TD Paper 8 -- I believe it's TD-1, page 87, and we
3 can see in this --

4 CHAIRMAN: This is the paper that the Transport Department
5 provided to the committee at the beginning of these
6 proceedings, and I think what your attention is being
7 drawn to is the last sentence in paragraph (c).

8 MS MAGGIE WONG: Yes.

9 CHAIRMAN: "Currently, all franchised buses are equipped
10 with black boxes ..."

11 MS MAGGIE WONG: Yes, "and speed limiters".

12 CHAIRMAN: Perhaps just digressing, we are conscious of the
13 fact that we are concentrating on buses and you have
14 a much wider portfolio. But the question really is
15 this: how much use do you make of the data on black
16 boxes for the purposes of prosecuting?

17 MS YAU SIN MAN: (Via interpreter) As I said, for fatal and
18 serious traffic accidents, we will make use of data from
19 the black box. In police investigation, if the records
20 are there, it won't be difficult for us to obtain the
21 data. Colleagues of the traffic accident investigation
22 unit would take into account all evidence and make
23 prosecutions.

24 MS MAGGIE WONG: Can you tell us whether there is any
25 difficulty as to why this sort of information was not
26

1 used in less serious cases, other than fatal accidents?

2 MS YAU SIN MAN: (Via interpreter) Well, all facts of the
3 case are different. For less serious traffic accidents,
4 if just a trip or minor injury, it is not a serious
5 traffic accident, and the investigation direction would
6 be different. So, in investigation of each and every
7 case, depending on the facts of the case, we will see
8 whether it is necessary to obtain such data regardless
9 of whether it is serious or not.

10 MS MAGGIE WONG: In all these cases, do you know whether
11 this evidence, in terms of black-box data and speed
12 reports, or acceleration reports/deceleration reports,
13 has ever been challenged in court?

14 MS YAU SIN MAN: (Via interpreter) I don't have such
15 information with me now.

16 MS MAGGIE WONG: Insofar as the 51 cases --

17 CHAIRMAN: Just allow the translation, if you would.

18 MS MAGGIE WONG: I apologise.

19 CHAIRMAN: Before you move on, could you make enquiries as
20 to that and provide us with an answer?

21 MS YAU SIN MAN: (Via interpreter) Yes.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: Would you find it useful -- I understand
24 that the public light bus has a specific provision in
25 the ordinance itself governing the admissibility of this
26

1 type of electronic data recording device evidence.

2 CHAIRMAN: Could we bring that up on the screen?

3 MS MAGGIE WONG: Yes.

4 CHAIRMAN: This is a provision to make it easier to
5 prosecute by using the black-box data.

6 MS MAGGIE WONG: Yes.

7 CHAIRMAN: Do we have any references for the ordinance?

8 MS MAGGIE WONG: Mr Chairman, we are locating the document.

9 But may I make the point first and -- or may we have
10 a few seconds?

11 CHAIRMAN: Yes, of course. Is there a separate ordinance
12 that deals with this?

13 MS MAGGIE WONG: Yes, that's the road safety ...

14 CHAIRMAN: Cap 374?

15 MS MAGGIE WONG: Cap 374.

16 CHAIRMAN: And it's therefore a separate part of the general
17 Road Traffic Ordinance?

18 MS MAGGIE WONG: Yes.

19 CHAIRMAN: Well, no doubt someone can look for that while we
20 move on.

21 MS MAGGIE WONG: Yes. In general terms, there is a specific
22 provision, following amendment of the ordinance itself,
23 to cater for admissibility of evidence for electronic
24 data recording device in public light buses, which makes
25 the prosecution adducing evidence much easier.

26

1 So my question is: would the police welcome
2 an amendment similar to the statutory provisions
3 applicable to public light buses, in admitting this
4 evidence in relation to black-box data?

5 MS YAU SIN MAN: (Via interpreter) I agree.

6 MS MAGGIE WONG: Mr Chairman, subject to finding the
7 appropriate statutory provision, I have completed my
8 questioning.

9 CHAIRMAN: Very well.

10 MS YAU SIN MAN: (Via interpreter) Can I please add
11 something?

12 Just now, we talked about the 51 fatal cases. Since
13 we did not have time to prepare the documents, actually
14 there was one, which is number 19, that was about the
15 PLB. It was not about a franchised bus. Therefore,
16 there should be 50 fatal accidents.

17 CHAIRMAN: Thank you. So no franchised bus involved?

18 MS YAU SIN MAN: (Via interpreter) There was not.

19 MS MAGGIE WONG: I believe that should be Cap 374A, the Road
20 Traffic (Public Service Vehicles) Regulations.

21 CHAIRMAN: Yes, these are the specifications for the device,
22 but then there is an evidential provision, is there not?
23 Perhaps section 25. No.

24 Perhaps scroll through section 24, please. Yes. Go
25 through the section. Yes.

26

1 Well, no doubt it can be located in due course, but
2 there is an evidential provision.

3 Can any of the police representatives present assist
4 us as to what use, if any, is made of this evidential
5 provision in relation to PLBs; how many prosecutions
6 involve reliance on the fact that the speed of the
7 vehicle can be established by the black box?

8 MR LEE TAI WAI: (Via interpreter) From what we understand,
9 right now we do not have accurate figures at hand as to
10 the invocation of such data from EDRD, but I can recall
11 one case in which the device was challenged by the
12 defence at court, and both sides supplied experts to
13 debate the legality and accuracy of the device. And the
14 conclusion was that the court accepted the EDRD, and
15 also the case was successfully prosecuted.

16 CHAIRMAN: There is another aspect of the different
17 legislation for PLBs which is relevant to one of our
18 considerations, and that is whether or not franchised
19 buses ought to have speed display units that one sees on
20 a PLB, telling the passengers what the speed of the
21 vehicle is.

22 The question that arises from that is this. Have
23 any difficulties arisen with conflicts between
24 passengers and PLB drivers as a result of the fact that
25 the passengers can see, for example, that the PLB driver

26

1 is breaking the speed limit all the journey, and they
2 remonstrate? Any difficulties with that?

3 MS YAU SIN MAN: (Via interpreter) We haven't met with such
4 difficulty. I believe, if passengers can see the speed
5 of the vehicle, it can more effectively ensure traffic
6 safety.

7 MS MAGGIE WONG: Mr Chairman, I have located the relevant
8 provision.

9 CHAIRMAN: Thank you. But before you move on to that --
10 have there been any incidents when, for example, members
11 of the public travelling on a PLB take a photograph of
12 the speed display unit and produce that in relation to
13 their complaint? Are you aware of that?

14 MR LEE TAI WAI: (Via interpreter) We don't have such
15 information here.

16 CHAIRMAN: Yes, Ms Wong.

17 MS MAGGIE WONG: Mr Chairman, that would be in section 67A
18 of the Road Traffic Ordinance itself.

19 CHAIRMAN: Yes.

20 MS MAGGIE WONG: If we look to subsection (6), this is
21 a section in relation to EDRD, electronic data recording
22 device, and it is a section on power to retrieve
23 electronic data, and if we look at subsection (6), it is
24 stated there:

25 "In any criminal proceedings, a document purporting
26

1 to be a record of the data retrieved under subsection
2 (5) (b) is admissible as evidence of the matters
3 appearing from the record without further proof."

4 And (5) (b) is, as we can see, the data stored in the
5 fitted EDRD to be retrieved by a vehicle examiner or any
6 person authorised by the Commissioner of Police, and
7 that's the provision in relation to public light buses.

8 CHAIRMAN: And I think, Chief Superintendent Yau, you agreed
9 that you would welcome such a provision in respect of
10 franchised buses?

11 MS YAU SIN MAN: Yes, I agree.

12 MS MAGGIE WONG: Yes. Mr Chairman, I have completed my
13 questioning in this regard.

14 CHAIRMAN: Thank you.

15 Just one or two matters remaining.

16 QUESTIONING BY COMMITTEE

17 We know that in relation to the availability of
18 black-box data, there is now available, it seems, on
19 many buses, CCTV film of the events, in particular
20 forward-looking cameras that allow you to see what has
21 happened, and perhaps cameras that actually record the
22 instruments in the cab of the driver.

23 Is film obtained from such cameras used in
24 prosecutions? I have in mind one of the 50, as it now
25 is, fatal accidents, the one at Lei Yue Mun where a bus
26

1 toppled over, and I think there, rather than using
2 black-box material, they were using CCTV film which
3 showed the speed.

4 MS YAU SIN MAN: (Via interpreter) In the police's
5 investigation of accidents, we can also use the film
6 captured by CCTV on vehicles, but we need witnesses to
7 supply the evidence. The images and oral evidence have
8 to be combined, and this can be used for prosecution.

9 CHAIRMAN: Just dealing with the CCTV, this is commonly used
10 in prosecutions for all kinds of things, is it not: bank
11 robberies, and so on, murders?

12 MS YAU SIN MAN: (Via interpreter) Indeed, this is used in
13 many criminal prosecutions.

14 CHAIRMAN: Right. So what are the witnesses that you need
15 in relation to the camera itself?

16 MS YAU SIN MAN: (Via interpreter) I think we need the
17 author of the film say who installed the CCTV and did
18 anyone tamper with the images of the CCTV film.

19 CHAIRMAN: So section 22 of the Evidence Ordinance? It's
20 a computer, isn't it, the CCTV?

21 MS YAU SIN MAN: (Via interpreter) Well, not necessarily
22 a computer. It may be a chip, or it may be an audio
23 tape.

24 CHAIRMAN: So you need someone to say it was installed, it
25 was working properly and no one has interfered with it?

26

1 So it's a technician you need, not a witness to the
2 event?

3 MS YAU SIN MAN: (Via interpreter) Well, then it depends on
4 how advanced the camcorder is. Sometimes the vehicle
5 owner can be that person or sometimes you need
6 a technician.

7 CHAIRMAN: We are ourselves concerned with franchised buses,
8 and they don't even allow their bus captains to put
9 their own cameras on board, so these are cameras
10 installed by the bus companies, maintained by the bus
11 companies, and we have seen where they are located and
12 we have seen the devices -- there are actually black
13 boxes on which this data is recorded.

14 MS YAU SIN MAN: (Via interpreter) I believe franchised bus
15 companies must have their devices monitored. I don't
16 think the bus captains can remove them, because apart
17 from data with regard to the driving, in fact the bus
18 companies may need the information for management.

19 Therefore, the CCTV of the franchised buses
20 of course is managed by the bus companies. We
21 understand that.

22 CHAIRMAN: Of course, and the bus companies have IT
23 departments, so it is simplicity itself, is it not, to
24 establish the installation, the lack of interference,
25 therefore the validity of the CCTV film?

26

1 You ask the KMB to give you a witness statement
2 saying that everything was working, that proves it.
3 Therefore, this is readily available material.

4 MS YAU SIN MAN: (Via interpreter) I don't know how much
5 time they need to have it prepared, and I hope, in
6 an investigation, I want them to be able to provide it
7 as soon as possible.

8 CHAIRMAN: Mr Auyeung.

9 MEMBER AUYEUNG: Thank you, Chairman. I want to come back
10 to this Road Safety Council, and maybe the two chief
11 superintendents can help me.

12 In your involvement with the two committees, are you
13 able of any recommendation that has ever been made to
14 the TDB by this council regarding safety issues?

15 MR STEPHEN BAKER: There were not any new initiatives
16 proposed at the two meetings that I attended.

17 MEMBER AUYEUNG: Or even looking back at minutes, are you
18 aware of any recommendations made by this council to the
19 TDB or the TDB turned it down for whatever reason?

20 MR STEPHEN BAKER: No, I'm not aware. I read through the
21 minutes of the last probably year, but I'm not aware of
22 any proposals being rejected in such a way.

23 Thank you.

24 Ms Yau, the same question.

25 MS YAU SIN MAN: (Via interpreter) I think I will have to
26

1 see what research studies have been done in the past few
2 years that might have mentioned safety measures. I have
3 to check first.

4 MEMBER AUYEUNG: Thank you, Mr Chairman.

5 CHAIRMAN: Prof Lo?

6 MEMBER LO: I have two questions. The first one is does the
7 TD regularly study the accident statistics on a regular
8 basis to figure out what can be improved, or is that
9 part of TD's job to do so?

10 MR STEPHEN BAKER: Yes, the TD go through the traffic
11 accident statistics and present their findings at the
12 Road Safety Council.

13 MEMBER LO: So the police does not do that?

14 MR STEPHEN BAKER: The police do it in order to target our
15 enforcement, and also to help in designing publicity
16 material and the targeted audience for publicity
17 material.

18 MEMBER LO: So is it fair to say that the role of the police
19 is really enforcement, accident investigation, and
20 maintaining the database, that would be basically the
21 major functions?

22 MR STEPHEN BAKER: Yes. I mean, the overall safety strategy
23 is the three Es: engagement, engineering and
24 enforcement. And the police have the major part of the
25 enforcement, obviously, and some of the engagement. But

26

1 engineering is more of a TD and Highways area. Yes.

2 MEMBER LO: Okay.

3 CHAIRMAN: Ms Wong, are there any questions arising from the
4 questions of the committee?

5 MS MAGGIE WONG: No. Thank you, Mr Chairman.

6 CHAIRMAN: In which case, it remains for the committee to
7 thank you for your assistance over this long day, and to
8 invite you to provide the material that we have
9 identified that you are going to seek to help us with.
10 We will do the best we can to put that together as
11 a list and we will send that to you as soon as we can,
12 with references to the transcript so that you will be
13 able to follow what it is that you were asked to
14 provide.

15 In those circumstances, our evidence is finished
16 today, and we will resume our hearing on Thursday.

17 Thank you.

18 (5.34 pm)

19 (The hearing adjourned until 9.00 am on
20 Thursday, 27 September 2018)

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EVIDENCE FROM THE HONG KONG POLICE FORCE: MS CHAN1
 YI PING, MR STEPHEN BAKER, MS YAU SIN MAN, MR
 LEE TAI WAI, MR CHEUNG TIN LOK (simultaneous
 interpretation was used where indicated)

Examination by MS MAGGIE WONG1

QUESTIONING BY COMMITTEE170

1 2018年9月24日

2 上午10時正恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
4 立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 羅康錦教授，香港專營巴士服務獨立檢討委員會委員

7 陳政龍大律師及黃佩琪大律師，由高露雲律師行委聘，代表香港專營巴
8 士服務獨立檢討委員會

9 邱倩雯女士，署理總警司（交通總部）（香港警務處代表）

10 白令嘉先生，署理總警司（交通總部）（香港警務處代表）

11 張天樂先生，警司（刑事總部）（香港警務處代表）

12 陳依萍女士，警司（行動）（新界北總區刑事總部）（香港警務處代
13 表）

14 李大偉先生，署理警司（交通管理），（香港警務處代表）

15

16 主席：（經傳譯員）各位早晨，早晨，邱總警司。好，多謝你同埋你嘅同事今日出席
17 呢個聽證會，我相信你都知道聽證會嘅程序係點樣，我哋有黃女士，我哋今日
18 嘅代表大律師，就會係引導大家作證，問問題。問題當然係向你提出，邱女
19 士，不過如果你嘅同事係可以提供協助，請你隨便叫個同事，或者其他邊位同
20 事，一位或多位同事可以提供資訊幫我哋，可以咁樣做嘅。你明唔明白？如果
21 你聽問題有問題，你可以提出，睇下我哋可唔可以闡述一下。

22 黃女士：（經傳譯員）係，多謝你，邱女士。我會代表委員會提出一啲問題問你嘅。
23 我相信警察就已經總共有八次回應咗委員會一啲嘅問題，响唔同嘅範圍回答咗
24 唔同嘅問題。呢個全部都係我哋响個個所謂 Miscellaneous，雜項個個文件冊
25 裏面擺晒好。

26 首先我會問嘅問題係就住幾個課題提出問題，首先第一個就係意外嘅統計數
27 字。邱女士，我相信警方係有一個所有交通意外嘅數據庫，啱唔啱？

28 邱倩雯女士：我可以用中文答，係咪？

29 黃女士：Yes, please.

30 邱倩雯女士：啱嘅，冇錯。

1 黃女士：（經傳譯員）唔該晒。我要等一等，等個翻譯做完。呢個數據庫，你可唔可
2 以話畀我聽係基於調查報告，即係警察不時進行嘅調查報告所制訂？

3 邱倩雯女士：我問一問我同事。我哋係有一個資料庫，係關於交通意外嘅資料庫。我
4 哋都係由我哋嘅警區嗰度收集資料返嚟，我哋會寫埋嗰個交通意外嘅原因。

5 黃女士：（經傳譯員）响制定統計數字，你用咩嘢資料嚟到係制定呢個數據？

6 邱倩雯女士：你嘅意思係我哋會收集啲乜嘢嘅資料，係咪呀？

7 黃女士：（經傳譯員）係嘅。

8 邱倩雯女士：我或者請我嘅同事去詳細咁樣解釋我哋係會收集啲乜嘢資料，好嘛？

9 白令嘉先生：（經傳譯員）一般嚟講有關嘅訊息，就係包括資料就係一個車輛嘅類
10 別，係咪有乘客，究竟嗰啲受傷嘅數字、性質，同埋如果係有嚴重受傷，究竟
11 係死亡、輕傷，如果嗰個司機係有錯嘅或者佢係其中一個原因，我哋就會睇睇
12 係根據調查人員所講，邊個人係有份造成呢個嘅成因嘅。

13 我哋係會用電腦嚟到收集有關嘅資料。呢個就好似响個格仔剔一剔咁做嘅，
14 如果係用電子嘅方法就提交畀道路安全嘅小組嘅，跟住就會畀運輸署。咁等到
15 運輸安全小組同埋運輸署係可以分析嗰個交通意外嘅成因，以便去到設計或者
16 改進嗰個安全策略。

17 主席：（經傳譯員）有冇一個所謂範本，即係表格嘅範本嚟到交呢個報告？

18 白令嘉先生：Yes, my Lord.

19 主席：（經傳譯員）你有冇一個範本嘅副本？

20 白令嘉先生：（經傳譯員）有嘅，係可以嘅。

21 主席：（經傳譯員）可唔可以而家畀？

22 白令嘉先生：（經傳譯員）可以嘅。

23 主席：（經傳譯員）我想要一個副本。

24 黃女士：（經傳譯員）唔該晒。白令嘉先生，响咁樣嘅數據表格，你响關於呢個意外
25 嘅成因，你會想知道究竟啲人係點樣受傷，响邊度受傷，或者係咩嘢原因係受
26 傷，啱唔啱，咁樣嚟到係概述你收集嘅資料？

27 白令嘉先生：（經傳譯員）嗰個資料主要係關於意外嘅成因，就唔係嗰個受傷嘅分
28 類。受傷嘅分類淨係話佢係咪嚴重受傷嘅，呢個係視乎嗰個人响醫院係住咗幾
29 耐，定係一個輕傷，定係還是係死亡個案。

30 主席：（經傳譯員）呢個定義係咪响呢個你哋發表嘅交通報告嘅背頁嘅定義？

1 白令嘉先生：（經傳譯員）我最近有睇過呢份文件。

2 主席：（經傳譯員）我畀份你睇睇，請你畀總警司睇一睇。嗰度有一個備註嘅，就咁
3 畀總警司睇一睇。呢度有幾個詞語嘅定義係响背面嗰度。

4 白令嘉先生：（經傳譯員）係啱嘅，主席。

5 主席：（經傳譯員）呢個定義都係你嗰個標準表格嘅所用？

6 白令嘉先生：（經傳譯員）其實喺個表格有咁寫出嚟，不過的確係咁樣用嘅。

7 主席：（經傳譯員）係，我可唔可以擺番我嗰份文件？唔該。

8 黃女士：（經傳譯員）唔該。當你係編製咗呢個資料嘅時候，其他部門或者審計署係
9 咪會唔會審計警方同埋運輸署收嘅數據，咁講啱唔啱？

10 白令嘉先生：（經傳譯員）我唔知道審計署點解會參加道路安全...

11 主席：（經傳譯員）或者我哋幫下你，我哋有份係審計署嘅一份文件，審計署就睇咗
12 一系列嘅事項，亦都睇咗交通安全嘅行政事宜嘅，嗰個係2013年3月。

13 黃女士：（經傳譯員）請你睇睇呢個文件，SEC-2號嘅文件冊。白先生，呢個係一
14 個2013年3月28號審計署出嘅報告。呢份文件其實係房屋署、運輸署、香港
15 警方同埋新聞處，就係話關於呢個題目，道路安全嘅行政事宜。呢份文件2013
16 年4月5號交咗畀立法會嘅，呢個係一個衡量量值嘅審計工作嘅一部分嚟嘅。

17 我想你睇SEC，同一份文件，543頁。我哋可以見到5.2段係咁樣講嘅，
18 「警方係負責調查交通意外」，你有個數據庫，我哋睇一睇第四行，「警方要
19 求調查嘅警務人員要保存番佢哋嗰個調查結果，同埋用一個實體嘅文件，亦都
20 將嗰個意外數據就係擺咗喺一個電腦系統，呢一個TOMS，或者係交通營運管理
21 系統，咁係意外四十八小時內要輸入。嗰個數據係可以修改。

22 警方呢個TOMS嘅數據庫係運輸署嘅數據庫，佢哋叫做運輸資訊系統，TIS
23 嘅，係利用電子嚟到輸送嗰個交通意外嘅數據嘅。運輸署就係利用呢個TIS嘅
24 意外數據，嚟到去搵出意外嘅黑點，同埋有冇咩嘢意外嘅趨勢，以便進行深入
25 調查同分析嘅。有關數據亦都係一個制定交通安全策略重要嘅資料來源，亦都
26 係可以愛嚟制定安全教育措施，或者係持續檢討交通條例，同埋其他道路安全
27 措施嘅一個資料來源嚟嘅。」

28 你頭先話畀我聽嗰個有關嘅資料係會同運輸署共用分享，即係以便制定嗰個
29 道路安全嘅策略。今次呢份報告...

30 主席：（經傳譯員）你未再講之前，我想幫一幫手，白令嘉先生，呢份文件其實我哋
31 有文件响度，可以睇番有關嗰份文件。

32 白令嘉先生：Thank you.

1 主席：（經傳譯員）你如果需要嗰份文件，我哋可以搵人畀你嘅，就係你提出得嘍
2 嘍。可唔可以畀嗰份文件佢？我諗呢個係 S--其實兩冊嘅，SEC-1 同埋 SEC-
3 2。但係開始嘅時候係 1？

4 黃女士：（經傳譯員）即係份文件最前嘅部分，喺 SEC-1。

5 主席：（經傳譯員）好，你或者用啲時間睇睇呢份文件，等你知道我哋問嘅問題係關
6 於咩嘢事嘅。

7 白令嘉先生：（經傳譯員）唔該晒。

8 黃女士：（經傳譯員）呢份文件係審計署編訂嘅，佢其實係要嚟審計有關數據，確保
9 警方同埋運輸署使用嘅數據係咪準確嘅。根據我哋睇緊呢份報告，佢係話似乎
10 有啲地方係唔準確嘅，即係話道路安全嘅數據有啲係唔準確嘅。

11 我哋可以睇 476 頁，第 10 段、第 11 段。首先我哋見到呢度個標題，就係
12 「交通意外數據嘅準確性」，第一就係嗰個位置，跟住嗰個引致交通意外嘅因
13 素。關於交通意外地點嗰段，第四行，「交通意外嘅地點係利用一個叫做座標
14 嘅參考系統嘅。由於輸入座標嘅參考數據唔準確，運輸署係用額外嘅時間同埋
15 資訊嚟到去改善呢個問題，或者糾正個問題。審計署覺得應該係即刻採取有效
16 措施嚟到確保嗰個有關道路座標位置嘅數據要準確輸入，首先第一。」

17 另一個就係嗰個「引致交通意外嘅因素」嘅。亦都有講有一個係抽樣檢查
18 嘅，第四行，「有一次進行抽樣調查有關引致交通因素嘅調查，我哋就睇到五
19 十宗嘅交通意外。審計署發覺百分之十三輸入有關嘅因素係唔準確，嗰五十宗
20 都有一個上級嚟到去檢查、複查有關記錄，所以需要喺呢方面加強管理嘅。」

21 似乎就喺呢兩方面，即係話地點同埋引致意外嘅原因，似乎係不準確。以我
22 所理解，呢一份報告就係 2013 年時候做。首先問一個比較概括嘅問題，你知唔
23 知道喺報告裏面指出有關於交通意外資料嗰個不準確性？

24 白令嘉先生：（經傳譯員）當報告寫嘅時候，我係知道。由嗰陣時開始，我就喺其他
25 嘅總區工作，所以就冇再跟進究竟採取咗咩嘢嘅續後措施。喺當時做呢份報告
26 嘅時候，以我所知，嗰個主要嘅問題就係來自位置，即係警察話意外發生嘅位
27 置同喺呢個交通資訊系統裏面記錄低嘅交通意外位置有差異。而我記得警方相
28 信呢一個問題嘅原因，就係交通資訊系統使用嘅地圖系統就係採納番路政署使
29 用嗰個嘅系統，使用就係一啲嘅格網座標。呢個未必一定同警方對於位置嘅描
30 述係一致嘅。

31 黃女士：（經傳譯員）白令嘉先生，其實呢個問題喺報告裏面都有指出。我想請你睇
32 一睇喺報告裏面所講嘅係乜嘢，就係呢一個嘅 544 頁嘅 5.5 段開始。544 頁，
33 5.5 段。呢度就話「格網座標不準確會對運輸署所制定嘅交通意外黑點準確度
34 有一個不良嘅影響，就係有兩個原因，因為就係話如果同一個格網座標用喺唔
35 同嘅交通意外位置嘅話，就會搞錯咗嗰個黑點嘅位置。同埋就有時可能一啲經

1 常有交通意外嘅地方可能就會遺漏咗。跟住就話喺 2006 年嘅覆核裏面，審計署
2 就發現警方就係將一個二十個嘅交通意外嘅地點，就係用同一個座標。警方就
3 係話佢哋因為好多時有啲新路，就未必有咁樣嘅座標。」

4 跟住第 5.8 段，545 頁，就係「運輸署嘅檢查」。佢就話「為咗減低呢個
5 座標嘅不準確度，運輸署喺 2008 年開始就因應警方輸入嘅一啲座標，就揀咗幾
6 個去檢查，但係仍然運輸署係搵到警方嘅描述同埋格網座標係有出入嘅。」

7 所以呢一個 5.9 段可以睇到「喺呢個 2010 年 4 月開會嘅時候，運輸署同
8 警方講話，大約係輸入嘅座標有四成係用意外地點描述有出入。」跟住睇 5.10
9 段，審計署就發現到，仍然係有呢個唔準確嘅格網座標，就搵到呢一個七千三
10 百一十四個，即係有兩成六嘅格網座標係唔準確。跟住睇番 5.11 段，運輸
11 署...

12 主席：（經傳譯員）呢個其實係可能對我哋嚟講就有咁有關，即係一啲意外嘅成因。
13 或者可以縮短咁講，有冇任何嘅建議去改善呢個問題？其實真正嘅問題就係話
14 有冇做到，可以先睇一睇個建議，就係呢一個 5.14 段。

15 黃女士：（經傳譯員）睇番 5.14 段，其實就係 548 頁。呢度就係建議喺呢個交通資
16 訊系統或者交通行動及管理系統裏面，就可以加一個嘅查核，令到調查嘅人員
17 係一發現出現問題嘅時候，就可以即刻知道。跟住 5.15 段，警方就話同意呢個
18 建議。

19 想問自從審計署報告 2013 年之後，有冇任何嘅改善？

20 白令嘉先生：（經傳譯員）我就想套番落去當時嘅情況回答，我知道 2012 年嘅時候
21 有呢份審計署報告，之後我係調離開咗交通部，去到 2013 年先返番去。而且我
22 都唔知道係要問我一啲審計署嘅問題，所以我唔知道要先問一問呢方面嘅資
23 料，先返嚟今日嚟答你。但係以我所記得，2013 年嘅時候係有採取一啲措施，
24 就係監察輸入資料。自呢一份報告寫咗之後，交通行動及管理系統其實都已經
25 由另外一個比較新嘅系統，一個個案管理資訊係司取代咗。呢一個較新嘅系統
26 有一啲新嘅設備，等警方可以將唔同嘅資料輸入去嘅，包括埋有關於交通嘅一
27 啲調查。

28 以我所知道，呢個個案管理資訊系統 CMIS，其實就係同運輸署嘅交通資訊
29 系統有聯繫，不過我而家講唔到呢個系統喺咩嘢方面有改善。譬如話係咪喺交
30 通意外地點嘅記錄方面會有任何改善。

31 主席：（經傳譯員）冇錯，我哋都明白你都有去過唔同嘅部門。我哋之後亦都會聽取
32 運輸署嘅證供，但係而家問你就係話，喺位置嘅錯誤方面，你知唔知道有問題
33 出現？

34 白令嘉先生：（經傳譯員）我唔知，我唔肯定。

35 黃女士：（經傳譯員）而家講番第二個範圍，就係意外嘅成因。呢個比較難嘅，因為

1 呢個就有關於警方輸入有關交通意外成因嘅資料。我哋睇番 5.17，就係 549
2 頁，「運輸署就使用警方輸入嘅交通意外成因入去佢哋自己嘅交通資訊系統去
3 搵出呢個環境、駕駛者同埋道路使用者佢哋個嘅問題，同埋嘗試去搵出呢一
4 個嘅改善建議。1998 年做咗一個覆核，當時審計署就發現到其實有個錯誤率，
5 就係呢一個 25%，但係喺 06 年再做一次覆核嘅時候，就係 13%。」

6 我哋睇番 5.20 段，就發現係五十宗嘅個案都係有問題嘅，牽涉就係二百八
7 十宗嘅意外。審計署發現到就係呢個 13%，即係三十七宗，即係全部三十四
8 宗，呢個三十七宗裏面就係唔準確嘅。佢哋就發現到其中兩宗嘅意外，就發現
9 當時警方就係話有呢一個機件故障，但係事實上唔係。

10 首先你知唔知道有個咁樣嘅問題，即係呢一方面有關於交通意外個資料輸
11 入係出現咗問題，你知唔知？

12 白令嘉先生：（經傳譯員）唔知，我唔知道資料輸入有關於交通意外成因有咁大嘅問
13 題。

14 主席：（經傳譯員）其實我哋就想搵出究竟點解會出現咗咁嘅問題，譬如話發生意外
15 之後，牽涉嘅人士就可能同警方講話「我個制動系統就係壞咗」，會唔會警
16 方就因此寫咗落去，就係話呢個係成因。但係之後驗過架車，就發現其實個
17 煞車系統係冇問題，所以就出現咗係有咁嘅問題。

18 白令嘉先生：（經傳譯員）呢個其實應該改番嘅。

19 主席：（經傳譯員）係，但係冇改到，就留番喺個系統入面，呢個資料。

20 白令嘉先生：（經傳譯員）有咁嘅可能。

21 黃女士：（經傳譯員）當時審計署作出一系列建議，喺 551 頁嘅 5.22 段可以搵到。
22 簡單嚟講係要求警方加強管理嘅控制，提醒監察人員要小心檢查個案記錄裏面
23 同輸入嘅資料係咪一致，亦都需要作出有關嘅檢查，作覆核。以你所知，有冇
24 做到——即係話呢啲嘅建議係咪真係有執行？

25 白令嘉先生：（經傳譯員）係有執行到建議。

26 黃女士：（經傳譯員）以你所知，你知唔知道有冇任何輸入資料錯誤，即係到目前為
27 止仲有冇呢一啲關於意外成因嘅資料錯誤輸入？

28 白令嘉先生：（經傳譯員）以我所知，資料輸入係盡量準確。

29 主席：（經傳譯員）其實你都係一般嚟講，而唔可以話答「有」、「冇」。一般嚟
30 講，你係咪滿意而家嘅做法，個嘅系統都係反映到實際嘅情況？

31 白令嘉先生：（經傳譯員）係。

32 黃女士：（經傳譯員）唔該。請你睇另外一份文件，我哋咁樣做，白先生同埋陳女士

1 (邱女士?)就係要搵出交通意外資料嗰個準確性。因為呢方面嘅資料對於運
2 輸署做交通安全政策或者改善措施係好重要,所以資料準確性係重要嘅。我哋
3 聽到其中一個專家嘅講法,就佢上個禮拜作證嘅,佢就話我哋需要冇啲程序,
4 即係話香港係咪要做一個影響評估。我哋睇番譬如話幾多受害人,亦都睇番個
5 安全個措施,睇番我哋本區裏面受傷嘅人帶嚟嘅費用成本,所以你覺唔覺得呢
6 個係一個比較合理處理安全嘅一個角度?同埋你睇下香港係咪應該制定有關嘅
7 數據?

8 主席:(經傳譯員)呢個所謂嘅利益成本嘅分析,無論你用咩嘢方法,譬如話你可能
9 想响車輛度裝一啲安全嘅設施,呢個咁樣嘅做法,呢個咁嘅分析帶來新嘅措
10 施,就係响澳洲有做嘅。當然需要嘅數據係要準確,我哋特別想睇嘅,就係專
11 營巴士係咪要裝安全帶,呢個問題我哋會事後再探討嘅。

12 黃女士:(經傳譯員)Yes.

13 主席:(經傳譯員)黃小姐,我諗我想睇一睇嗰個意外成因嘅一個標準一覽表,或者
14 某個階段,或者你可以詳細講一講,我哋再睇一睇裏面嘅內容。

15 黃女士:(經傳譯員)係,我可唔可以之後再係處理呢個問題?

16 主席:(經傳譯員)可以嘅。

17 黃女士:(經傳譯員)我其實都就嚟想講到安全帶嘅問題,我哋想知一啲統計數字,
18 我想睇一睇運輸署嘅一啲數據,同埋專營巴士佢哋有個管理系統裏面講過嘅即
19 係非撞車嘅意外。

20 主席:(經傳譯員)唔好意思,我再打擾你。呢個我哋响個聽證會,我哋係收集到一
21 啲機密資料,呢啲可能係專營巴士公司同埋運輸署之間嘅一啲溝通。佢哋得到
22 嗰個要求,就係要嗰啲公司研究一啲意外成因。有冇機會睇睇有關嘅資料,或
23 者响我哋嗰個網頁睇番個資料?

24 白令嘉先生:(經傳譯員)其實我週末有睇過某一部分嘅資料。

25 主席:(經傳譯員)如果係講緊作為安全帶,巴士成因係咪有好多都係關於失去平衡
26 嘅原因引致?個數字似乎就話受傷個案,巴士或者巴士裏面有50%,可能有一
27 啲意外嘅數字係除咗失去平衡,係仲有另一組數字。呢啲我哋會之後再睇睇
28 嘅。

29 黃女士:(經傳譯員)白令嘉先生,頭先我提過有個叫做遠期嘅計劃,即係話巴士公
30 司有個遠期計劃嘅,佢哋會睇睇五年嘅情況,佢哋就會每年睇一睇嗰個意外趨
31 勢數字。呢方面,警方會唔會收到呢個咁嘅遠期嘅計劃,即係運輸署一個遠期
32 計劃嘅文件或者內容?

33 白令嘉先生:(經傳譯員)我哋未收過,我都唔知道。我諗都有預期佢哋會畀我哋
34 嘅。

1 主席：（經傳譯員）我知道--我哋之前得到嘅講法，就係話係一個機密資料嚟嘅，我
2 哋都用咗幾個月，經過一啲困難先攞到嘅。

3 黃女士：（經傳譯員）我想你睇睇 TD-1，180 頁，呢個係 2018 至 2022，九巴提交
4 畀運輸署嘅遠期計劃。九巴就做咗一個分析，意外性質嘅分析。佢係講緊 2015
5 至 16 年嘅意外嘅，我哋見到呢個表，8.1，乘客失去平衡係佔咗 51.5%；
6 8.2.7 就話大部分嘅意外係由於乘客喺巴士上面失去平衡，超過一半嘅個案係
7 由於個巴士响行緊嘅時候就煞車嘅。呢度亦都有講其他意外嘅成因。

8 呢份報告有唔少嘅統計數字，呢個只係其中一部分。我第一個問題就話，呢
9 啲咁樣嘅資料，可唔可以幫到警方？你哋制定數據分析意外嘅時候，對你哋有
10 冇幫助？佢哋當時有畀呢個文件畀你，即係專營巴士公司畀一份咁嘅報告你，
11 會唔會可以幫到警方執行你哋嘅職務？

12 白令嘉先生：（經傳譯員）我第一個印象就係呢啲資料，其實响我哋個意外成因裏面
13 包含在內。我有法子進一步評論，因為我有時間睇呢份文件。

14 主席：（經傳譯員）如果你係有咁樣做，你就發覺你哋嘅數據同呢一方面嘅運輸專家
15 所制定或者分析嘅資料都好一致嘅。

16 白令嘉先生：We would, sir, yes.

17 黃女士：（經傳譯員）呢度其中一個審計署嘅建議，就係話即係要特別係睇睇輸入數
18 據係咪準確嘅，呢個係用一個要確保--你確唔確保應該有個叫做查核或者雙重
19 查核，同唔同意？

20 白令嘉先生：（經傳譯員）呢個會有用嘅，我諗呢個對於我哋嘅同事進行審核或者係
21 雙重審核。

22 黃女士：（經傳譯員）係作為參考？

23 白令嘉先生：（經傳譯員）係有用嘅，我哋可以對照一下，我哋同事响嗰個調查嘅時
24 候，都好徹底嘅調查搵到嘅資料可以進行一個對照。

25 黃女士：（經傳譯員）响編製你哋嘅數據，有一個例子，就譬如話乘客失去佔
26 51.5%。我或者想你睇一睇運輸署畀我哋嘅文件，佢係講緊 2013 年嘅統計數
27 字。2013 年 5 月 16 號，SEC-2，566 頁。呢個文件係由運輸署寫畀立法會，
28 响 567 頁，(c) 呢一段，佢呢度就列出專營巴士嘅意外，就話...

29 主席：（經傳譯員）未繼續講詳細情況，可唔可以幫助白令嘉先生講講個信件嘅背
30 景？

31 黃女士：（經傳譯員）呢個係回應審計署嘅，寫信畀番立法會。佢哋當時考慮審計署
32 報告嘅第二張，即係道路安全措施嘅管理系統，就頭先講過係輸入嘅資料唔準
33 確嘅問題。運輸署根據佢哋嘅資料提供咗一啲統計數字。

1 (a) 就話「2016年响一百二十宗交通死亡意外裏面，有十五宗係屬於公路
2 嘅。」佢就話「唔係好多海外嘅大城市都係會分別為公路交通提供一啲意外嘅
3 統計數字，佢哋只能夠搵到一啲英國嘅主要城市嘅有關數字。」去到(c)嗰段，
4 佢就有一個係摘要，就話「專營巴士嚟講，由於佢哋所載嘅乘客數量好大，同
5 埋係乘客係會企响度，有站立乘客嘅。就會見到，就算冇撞車，好多時候都會
6 令到乘客受傷嘅。因為乘客可以車箱裏面種種原因，譬如話冇緊握扶手，就失
7 去平衡，或者佢上車、落車失去平衡。呢啲係屬於佢哋所叫嘅非撞車型嘅意
8 外。如果係專營巴士，58%係所謂非撞車類別嘅意外嚟嘅。」

9 呢個同佢哋遠期計劃裏面提供嘅統計數字係咪相符？我哋其實有一份運輸署
10 比較新嘅數字，不過我哋唔需要睇啲嘅暫時。佢而家講緊個百分率係59%至
11 65%，即係2012至2017年涉及專營巴士嘅意外係屬於一啲非撞車嘅意外。

12 主席：（經傳譯員）你係咪講緊非撞車引致嘅受傷個案？

13 黃女士：（經傳譯員）係。我哋個參考編號就TD-1，111頁，第5段。我想問下响
14 你制定你哋嘅數據，你會唔會分開乘客坐低受傷，定係乘客係企位，即係站立
15 响巴士裏面？

16 白令嘉先生：（經傳譯員）照我記得，我哋冇咁樣分開嘅，即係話嗰個受害嘅乘客係
17 企响度定坐响度。

18 主席：（經傳譯員）因為你哋嘅工作方法，就住整體嚟講，你哋標準嘅範本就唔係設
19 計作為分開有咩嘢特別情況，即係嗰個標準範本文件係乜嘢車都唔用嘅？

20 白令嘉先生：（經傳譯員）係嘅，係嘅。

21 主席：（經傳譯員）我哋睇睇呢個文件係有用嘅，因為會等我哋知道警方係點樣睇嗰
22 個意外同埋受傷嘅成因，點樣進行一個歸類嘅。

23 黃女士：（經傳譯員）或者我哋睇睇你嗰份標準嘅範本文件，或者先確立某啲事實
24 先。

25 主席：（經傳譯員）首先總警司，你可唔可以同我哋講講呢份文件係點嚟，係咩嘢
26 嚟？

27 白令嘉先生：（經傳譯員）呢度即係話係由於司機引致嘅交通意外成因嘅一覽表，响
28 嗰個左邊有個編號嘅，呢度係畀我哋嘅同事可以輸入去個電腦系統嘅，即係話
29 呢個意外係咩嘢成因。

30 黃女士：（經傳譯員）呢度有兩個表格--唔好意思，其實有兩格，第一格似乎底嗰格
31 就係一個摘要，就係唔同嘅來自司機嘅成因，一啲大嘅意外。底部嗰一大個表
32 格，就係將一啲主要嘅成因列咗出嚟，就係由多一路係少咁樣列出。

33 白令嘉先生：（經傳譯員）唔好意思，我有諗過你會問呢啲問題，冇準備。

1 主席：（經傳譯員）或者我哋逐步問，頂部嗰個清單好清楚顯示咗，就係話一個係全
2 部都適用嘅。不過呢啲全部都係因為司機而引致嘅意外，總共有六十二種，係
3 嘛？即係唔好講右手邊做咩嘢，唔好理佢，淨係講番可能引致意外嘅原因，係
4 嘛？

5 白令嘉先生：（經傳譯員）係。

6 黃女士：（經傳譯員）睇番下面個表格，就係司機引致嘅意外原因。第一就係唔專心
7 駕駛，就有一百八十九宗。講緊嘅係 2018 年首八個月，係嘛？呢個編碼係 56
8 號。

9 白令嘉先生：（經傳譯員）係。

10 黃女士：（經傳譯員）跟住一路落去，下一個就係 60 號，冇確保乘客安全，可以見
11 到就係九十七宗，係 2018 年首八個月嘅數字。

12 白令嘉先生：（經傳譯員）係。

13 黃女士：（經傳譯員）第三個主要成因，就係與前車距離太近。

14 白令嘉先生：（經傳譯員）係。

15 黃女士：（經傳譯員）第四個就係不小心轉線。

16 白令嘉先生：（經傳譯員）係。

17 黃女士：（經傳譯員）第五個要係為免碰撞，同埋突然間扭軚或者停。

18 白令嘉先生：（經傳譯員）係。

19 黃女士：（經傳譯員）跟住嗰個就係不適當或者非法轉彎。

20 白令嘉先生：（經傳譯員）冇錯。

21 黃女士：（經傳譯員）我哋可以見到總共係有--我冇計過，不過大約有十零個成因係
22 抽咗出嚟。

23 白令嘉先生：（經傳譯員）係。

24 黃女士：（經傳譯員）呢個表冇搵出引致乘客受傷--譬如話失去平衡，我哋可以喺邊
25 度搵到呢類嘅資料？因為呢個表冇呢類資料。

26 白令嘉先生：（經傳譯員）冇錯。我哋做統計只係會將傷勢分類，唔會再進一步分
27 類。我哋就係要睇番嗰個案件報告先至知嘅。

28 主席：（經傳譯員）你哋個分類關於受傷，就係話死亡、嚴重同埋係輕傷。而喺
29 2017 年嗰個嘅交通報告釋義嗰度，就係有解釋到呢啲嘅名詞點解。其實以我
30 睇，即係話輕傷、嚴重受傷，其實都係你哋自己定嘅啫，因為你都係要區分究

- 1 竟咩嘢係嚴重，乜嘢係輕傷，冇話一個好特別嘅界定方法。
- 2 白令嘉先生：Yes.
- 3 主席：（經傳譯員）因為譬如話留院十二個鐘、十五個鐘、三日，你都分得到㗎喇？
- 4 白令嘉先生：（經傳譯員）冇錯嘅。
- 5 黃女士：（經傳譯員）你講過就係話有三類嘅傷勢，有冇再分你係關於專營巴士？
- 6 白令嘉先生：（經傳譯員）我唔知道有啲咁嘅範本。
- 7 黃女士：（經傳譯員）有關於喺巴士上面，乘客失去平衡，你點計番個數字出嚟？
- 8 白令嘉先生：（經傳譯員）我要再搵一搵，我而家手頭冇呢啲資料。
- 9 主席：（經傳譯員）呢啲其實係根本唔關你哋事嘅資料㗎？
- 10 白令嘉先生：（經傳譯員）冇錯。
- 11 主席：（經傳譯員）教授。
- 12 羅先生：（經傳譯員）係由到場嘅警員定係之後嘅人士先至去決定究竟因咩嘢原因發
13 生意外？
- 14 白令嘉先生：（經傳譯員）就係調查意外嘅警務人員，佢會去到現場睇番，跟住返去
15 就會將個成因係輸入番電腦入面。呢啲嘅資料就會由交通部嘅交通安住小組
16 負責。
- 17 羅先生：（經傳譯員）即係話有唔同嘅人士，譬如話有呢個巴士公司，佢就可能調查
18 過，佢哋嘅資料會唔會返番去你度，譬如話乘客失去平衡？
- 19 白令嘉先生：（經傳譯員）唔會，淨係我哋嘅警方調查。
- 20 羅先生：（經傳譯員）運輸署呢？邊個係最後保留話呢個先至係正式嘅成因，係你哋
21 定運輸署，定係咩嘢人？
- 22 白令嘉先生：（經傳譯員）警方輸入嘅資料都係基於我哋做嘅調查，跟住就會輸入電
23 腦，跟住交界運輸署佢哋去分析。
- 24 羅先生：（經傳譯員）即係話呢啲資料就唔會由運輸署再返番去你度嘅？
- 25 白令嘉先生：（經傳譯員）我哋可以入去運輸署嘅資料。
- 26 主席：（經傳譯員）但係運輸署就會用你哋嘅資料，但係你哋就有專營巴士公司意外
27 成因呢方面嘅資料，你有㗎？
- 28 白令嘉先生：（經傳譯員）冇錯。

1 羅先生：（經傳譯員）即係話其實喺巴士公司、警方同埋運輸署保存嘅資料可能有出入？
2

3 白令嘉先生：（經傳譯員）有咁嘅可能，不過我就想講，我哋係會睇番自己嘅評估去
4 決定究竟個成因係乜嘢。因為意外係由警務人員調查過，亦都係會見過一啲嘅
5 傷者。但係關於專營巴士公司方面，我唔知道佢哋點做。

6 主席：（經傳譯員）運輸署就喺呢個三角嘅頂部，佢哋會透過遠期計劃--我哋而家知
7 道呢個遠期計劃係乜嘢，同埋係從你嗰度會取得資料，即係話佢哋會有兩個源
8 頭，但係你哋只係得一個資料來源？

9 白令嘉先生：（經傳譯員）冇錯。

10 黃女士：（經傳譯員）如果運輸署發現有錯誤、有出入，即係警方輸入嘅資料，對番
11 專營巴士公司發現警方輸入嘅資料有錯誤嘅話，你知唔知佢哋會點做，會唔會
12 先問下你哋先？

13 白令嘉先生：（經傳譯員）我知道運輸署如果佢哋覺得資料有出入的話，會同我哋講
14 一講。我唔知所有嘅情況會點，即係因乜嘢嘅原因，佢哋會認為有出入。

15 主席：（經傳譯員）你可唔可以畀個例子去顯示嗰個程序究竟係點？

16 白令嘉先生：（經傳譯員）定期，我哋交通安全小組有時會收到運輸署交嚟嘅個案，
17 要求我哋覆核番提供咗嘅資料，但係就唔知道佢哋基於乜嘢嚟就話有出入嘅，
18 係咪因為巴士公司畀嘅資料或者咩嘢嘅原因。

19 主席：（經傳譯員）喺你哋覆核提供嘅資料裏面，你哋會採取咩嘢步驟？

20 白令嘉先生：（經傳譯員）我哋會聯絡番處理呢一次調查嘅總區，咁去再 check 番
21 一次佢哋輸入電腦嘅資料係咪準確，即係話係咪同佢哋呢個調查檔案裏面所寫
22 嘅資料係一致。

23 主席：（經傳譯員）調查意外嘅時候，喺邊一個階段會將呢啲編碼輸入去電腦入面，
24 係邊個階段？

25 白令嘉先生：（經傳譯員）係好早期，意外發生之後幾個鐘頭就輸入。

26 主席：（經傳譯員）喺覆核嘅過程中，應該都會係較後嘅時間。當時會有啲乜嘢嘅材
27 料畀你哋去睇番，去確認最初初個評估係咪準確？

28 白令嘉先生：（經傳譯員）初步評估其實就係警務人員返番寫字樓之後就會做，之後
29 有可能會作進一步調查發現到可能係需要更新，譬如話可能驗咗車之後，就發
30 現原來煞車系統係正常嘅，唔係好似司機所講係壞咗。所以我哋需要時間，就
31 係再向證人嗰方面搵出資料，同埋分析一啲事實，先至可以係作出呢個決定
32 嘅。

- 1 黃女士：（經傳譯員）即係負責調查嘅人員負責輸入資料，係嘛？
- 2 白令嘉先生：（經傳譯員）冇錯。
- 3 黃女士：（經傳譯員）邊個會複查？
- 4 白令嘉先生：（經傳譯員）通常係警長，仲有好多唔同程度，唔同層次嘅監察嘅。
- 5 黃女士：（經傳譯員）即係負責嗰一個分區嘅警長？
- 6 白令嘉先生：（經傳譯員）係，其實就係嗰個調查人員嘅上司。
- 7 黃女士：（經傳譯員）而家講安全帶，我哋頭先講咁多統計數字係因為同安全帶係有
8 關嘅。我哋其中一個聆訊裏面聽到嘅資料，就係企喺度嘅人係戴唔到安全
9 帶，...
- 10 主席：（經傳譯員）唔好意思，我再打攞。冇用安全帶係會唔會出現喺你哋嗰個司機
11 引致意外嘅範本裏面？
- 12 白令嘉先生：（經傳譯員）呢個唔係意外引致嘅成因。
- 13 主席：（經傳譯員）但係會引致受傷。
- 14 白令嘉先生：（經傳譯員）冇錯，我要再進一步睇番先至可以回答你問題。
- 15 主席：（經傳譯員）呢個範本只係限於因為司機引致嘅意外原因，唔係話之後嘅後
16 果？
- 17 白令嘉先生：（經傳譯員）冇錯。
- 18 黃女士：（經傳譯員）呢個司機引致嘅原因，呢啲嘅因素係佢哋對上一次更新係幾
19 時？
- 20 白令嘉先生：（經傳譯員）唔知。
- 21 黃女士：（經傳譯員）可唔可以搵下，跟住適當時候畀番資料我哋？你哋部門會唔會
22 考慮搜集資料有關於一啲嘅交通意外之後發生嘅事，即係有關於唔同嘅傷勢？
- 23 主席：（經傳譯員）你其實想要警司做乜嘢？
- 24 黃女士：（經傳譯員）譬如例如好似話乘客失去平衡，好似專營巴士公司做嘅統計，
25 或者將呢度嘅清單擴大，即係搵出就係話邊一個原因引致乘客失去平衡，同埋
26 搵番嗰個比例。
- 27 白令嘉先生：（經傳譯員）我都要時間先至可以搵出究竟點樣去調查，因為呢個係牽
28 涉進一步嘅資料。唔好意思，我而家有呢啲資料，係冇帶嚟。
- 29 黃女士：（經傳譯員）或者我講番安全帶，因為係同安全帶有關。因為我哋發現到，

1 咁係呢個非撞車嘅意外裏面，59%至到65%都係乘客失去平衡...

2 主席：（經傳譯員）未問呢個之前，我就想問一個一般嘅問題。作為一個調查嘅工
3 具，即係有關於巴士上面嘅巴士意外，呢個比較窄嘅範圍。乘客因為失去平衡
4 受傷，你哋其實知唔知道--即係睇下你知唔知道，警方會唔會睇番黑盒去調
5 查，搵下譬如司機係咪突然奪車，突然加速、減速咁？

6 白令嘉先生：（經傳譯員）我哋亦都可以睇到任何證物或者係調查任何證物嘅，譬如
7 話如果係調查嗰啲可拘捕罪行、危險駕駛、不小心駕駛等等，我哋都可以接觸
8 到啲證物嘅。

9 主席：（經傳譯員）我明白呢個係一個比較普遍嘅問題，我其實問題實際上警方真係
10 會睇番頭先我講嗰啲設備？當然有人死亡嘅個案，肯定你係會睇。如果佢話有
11 個女乘客失去平衡，就跌斷咗條腳，你會唔會睇嗰個黑盒？

12 白令嘉先生：（經傳譯員）一般嚟講可能會，不過我要先問一問我啲同事。

13 黃女士：（經傳譯員）我跟進呢個問題，係咪有個一般嘅標準做法，喺調查交通意外
14 嘅時候係一個恆常嘅做法，你要搵嗰個黑盒，或者佢哋遙距記錄嘅系統，即係
15 你會同嗰個專營巴士公司擺番呢樣嘢嚟睇，係咪一般嘅做法？

16 白令嘉先生：（經傳譯員）我就唔知呢個係咪一個常規嘅做法，我需要先問一問我同
17 事先知道究竟有幾常用呢個方法。

18 黃女士：（經傳譯員）呢方面，如果閉路電視有錄影，巴士上面如果有閉路電視有影
19 到嘢，會唔會睇？

20 白令嘉先生：（經傳譯員）呢個似乎就唔係我呢個層面，就曾經工作上接觸過，我要
21 問一問同事。

22 黃女士：（經傳譯員）我想請你睇一睇一個工作小組，即係關於安全帶嘅，工作小組
23 嘅工作。先睇睇個有關文件，呢個工作小組就關於專營巴士增強安全嘅一個工
24 作小組，呢個係2018年2月大埔巴士意外之後成立嘅。呢個係TD，即係運輸
25 署，TD-1，94頁。

26 先講講個背景，呢個係因為2018年2月大埔巴士意外，然後成立嘅工作小
27 組。所以五間專營公司都有代表响度嘅，亦都有包括製造商同埋運輸署嘅代
28 表。响2018年3月中，就要睇睇究竟係咪適合或者採用啲新科技，安裝一啲新
29 嘅安全設施嚟到去保障巴士公司。

30 你係咪知道呢一個咁嘅工作小組？

31 白令嘉先生：（經傳譯員）唔知嘅。

32 黃女士：（經傳譯員）警方方面，你就唔知道有咁嘅工作小組。警方裏面有冇人知，
33 你知唔知有冇邊個人負責...

1 主席：（經傳譯員）或者我可以幫幫總警司，你可唔可以描述一下呢個工作小組係有
2 啲乜嘢人參與，有邊方面參與？或者睇睇有關嘅文件。

3 黃女士：（經傳譯員）總警司，請你睇第4段，嗰個備註1所涉及嘅各方面，就係話
4 專營巴士公司，即係話九巴、龍運巴士、城巴、世界第一巴士同埋新大嶼山
5 巴士。去番第4...

6 主席：（經傳譯員）或者呢度睇睇嗰頁嘅最頂嗰度，「運輸署成立咗一個工作小組，
7 所以專營巴士」--“FB”即係專營巴士，呢度用咗個簡寫。跟住嗰裏面就有個
8 備註1，同埋巴士嘅製造商，成立嘅日期就係2018年3月中，其實係3月13
9 號嚟到係複檢究竟係咪適合，或者技術上係咪可行，或者採用啲新嘅科技嚟到
10 增加對巴士乘客嘅保障。

11 黃女士：（經傳譯員）警方就有代表喺呢個工作小組，冇代表參與。呢方面我想問一
12 問你，其實我想問下關於安裝安全帶嘅事，請你發表一個意見嘅。喺呢份文件
13 第5段，呢度有提過一件事，就係話安裝安全帶，呢個係工作小組嘅。

14 主席：（經傳譯員）或者可唔可以讀晒成段，畀總警司知道個背景？

15 黃女士：（經傳譯員）好，我哋讀番第5段。

16 「由於2006年7月，九巴就同另一架車撞車嘅意外，引致上層巴士乘客就
17 係被拋出咗架車。2007年12月有另一個類似嘅意外，城巴就同新巴嘅巴士喺
18 將軍澳相撞，有三個車上嘅乘客被拋出，即係話城巴嘅三個乘客就係拋出巴士
19 之外嘅。運輸署就建議同埋個巴士公司同意，就話上層最前嗰四個座位就要再
20 裝番安全帶，所有1997年之後擺到牌照嘅巴士都要有呢個安全帶，嚟到防止上
21 層嘅巴士被拋出車外。同埋所有嗰啲即係冇保護、暴露嘅座位都要有安全帶
22 嘅。呢個工作小組就係研究究竟係咪所有專營巴士嘅所有座位都要安裝安全
23 帶。」

24 我想睇睇關於呢個工作小組嘅會議記錄嘅某幾段，呢度佢哋亦都有唔同嘅工
25 作小組之下，仲有啲分組嘅，我想你睇一睇。

26 主席：（經傳譯員）未繼續之前，總警司或者你嘅同事，你哋有冇人知道，其實我哋
27 講緊2008年，有因為2006、2007年呢兩宗巴士意外，佢就裝咗--嗰啲容易
28 暴露，冇安全嘅座位，即係話就响前面嘅座位安裝安全帶，同埋有一個好似護
29 欄嘅一個橫柵嘅，冇遮擋嘅座椅就安裝咗--上層冇遮擋嘅座椅安裝安全帶。當
30 時佢哋制定呢啲咁樣嘅措施，有冇諮詢過警方？可能有，你唔知，不過如果知
31 嘅，請你將你嘅經驗同我哋分享。

32 白令嘉先生：（經傳譯員）我唔知道有件咁嘅事。

33 主席：（經傳譯員）你嘅同事？總警司，你可唔可以問一問，究竟當時有冇問過警方
34 嘅意見？呢個係立法會研究過嘅一個課題嚟嘅。我哋預期由於呢件事嘅性質，
35 同埋警方應該會有個參與，可能都會唔會問過警方嘅意見？應該係會問，係咪

1 呀？

2 你有冇其他啲參考嘅文件編號嚟到幫警方？

3 黃女士：（經傳譯員）首先我哋睇睇啲個工作小組佢哋最後得到嘅成果，然後我哋
4 之後睇番啲個會議記錄。請你睇 403 至到 427 頁，呢個運輸署响 2018 年 7 月
5 交界立法會，為佢哋 7 月 25 號進行討論提供嘅文件，呢個就一個摘要列出工作
6 小組嘅建議。大家可以睇 407 頁底啲度...

7 主席：（經傳譯員）或者令到總警司知道啲個背景，我先睇第 1 頁。呢個文件係由運
8 輸署、運房局提供嘅文件，係方便佢哋响今年 7 月 25 號立法會運輸事務委員會
9 進行討論嘅呢份文件嚟嘅。

10 黃女士：（經傳譯員）睇番 407 頁個底啲度，呢度有啲建議，佢就列出...

11 主席：（經傳譯員）或者我哋先睇 403 頁，啲度有啲背景嘅。

12 黃女士：（經傳譯員）Yes.

13 主席：（經傳譯員）或者請你睇第 2 段出嚟。

14 黃女士：（經傳譯員）係，白先生，第 2 段係咁講嘅，「由於响 2018 年 2 月 10 號
15 大埔道，九巴發生過致命意外嘅。運輸署就响 2018 年 3 月中成立一個促進專營
16 巴士安全嘅工作小組，成員來自所有專營巴士營運公司，同埋主要嘅巴士嘅製
17 造商，嚟到考慮有冇可能採取進一步嘅措施嚟到增加巴士安全嘅。工作小組嘅
18 工作範圍包括以下範圍：一，探討技術上是否可行，係咪可以適合，同埋是否
19 符合成本利益嚟到係响巴士上安裝一啲車內嘅安全設施，或者係採納啲科技，
20 同埋為所有嘅座位提供安全帶是否可行，同埋訓練方面係點進行檢討。」

21 佢就話「當時工作小組自從 2018 年 3 月係舉行咗三次--技術組亦都有五
22 次會議。有關嘅結論同埋建議就係响下面啲幾段列出嚟。啲個車內安全設施或
23 者採納科技就响第 4 段，去建議採納或者安裝某啲設備。」跟住請你睇 407，
24 呢個係特別講到乘客座位安裝安全帶。第 10 段就係列出佢哋當時嘅睇法，即係
25 話所有有遮擋嘅巴士座位都應該係安裝安全帶，防止佢哋跌出座位嘅。

26 佢就話「所以新巴士，只要係新巴士都可以安全啲符合國際標準嘅安全帶。
27 所有專營巴士營運商都同意自從 2018 年 7 月開始，佢哋所訂購嘅新巴士都會安
28 裝乘客嘅安全帶嘅。」第 12 段，呢個係講緊响一啲冇安全帶嘅巴士度，就安裝
29 番巴士嘅安全帶。第六行，睇一睇番實際上，裝番安全帶，特別係啲下座，
30 就會係需要喺巴士嘅底架就進行一啲改動，或者增強，亦都需要將佢嘅結構係
31 加強，嚟到加一啲支架或者係要換晒所有座位，先至可以符合國際標準，關於
32 啲係巴士安全帶嘅拉力等安全保障。

33 所以營運商覺得技術上唔係好實際，就算唔係話完全做唔到都係唔係好實際
34 嚟到將所有上層同下層嘅座位重新裝番安全帶嘅。第 13 段，「但係如果就係所

1 有上層，喺某一啲嘅汽車種類裏面都會加裝安全帶嘅話，就會更加可行。」喺
2 14 段繼續講，「工作小組就係考慮到時間同埋人手都好重要，巴士製造商就係
3 有呢個所需嘅設備同埋人手去加裝。」再睇番下面有一啲嘅巴士營運者表示關
4 注，就係話加裝安全帶唔單只會引致大量嘅成本增加，同埋需要時間、人手，
5 亦都需要去再買更多嘅巴士，同埋將佢調配，先至可以維持到現有嘅服務水
6 平。跟住第 16 段「建議係小組嘅」...

7 主席：（經傳譯員）未講之前，可唔可以講呢啲覆核有冇係就於外國嘅做法睇過？

8 黃女士：（經傳譯員）我哋睇番 15 段，「工作小組就話佢哋有睇過外國嘅做法，即
9 係有關於喺巴士上面要求安裝同埋要求乘客配戴安全帶。喺一啲城製同埋跨境
10 嘅服務裏面，有啲地方譬如英國、美國同埋荷蘭，就係所有嘅乘客位都一定要
11 提供安全帶。但係一啲其他即係英國、荷蘭同埋澳洲嘅維多利亞，就話一定要
12 配戴安全帶。但係喺城市裏面嘅一啲嘅巴士，就係容許企位。

13 所以工作小組就係覆核過有關於要求乘客一定要配戴安全帶。睇番呢一啲外
14 國地方個運輸當局，其實呢啲城市嘅巴士路線都係比較短，路程同埋時間都
15 係比較短嘅。」跟住睇番...

16 主席：（經傳譯員）係 415 頁，附件 B，你可以見到唔同嘅國家，有一個國家要求城
17 市內嘅巴士或者容許企位嘅巴士種類係要求乘客配戴安全帶嘅。

18 黃女士：（經傳譯員）未講建議之前，我就想睇番覆核外國做法，佢哋嘅結論就係話
19 如果可以乘客企的話，硬性規定配戴安全帶係冇用嘅。因為突然煞車、停車，
20 就會引致企喺度嘅乘客受傷。而且一啲市內巴士，一般嚟講路程都係比較短，
21 車速可以接受，所以就唔及跨境、高速公路咁危險。因為跨境同埋高速公路就
22 可能撞車速度會超過每小時 75 公里。

23 所以想請你講一下，市內巴士用安全帶有冇用？

24 主席：（經傳譯員）或者未叫佢答一個咁一般嘅問題之前，就想講下第三個成因，係
25 第 15 段有提到嘅，就係話即係唔似人哋預期話市內巴士車速比較慢，而且距離
26 時間都比較短，呢個都係有關。因為即係乘客上咗車仲要戴安全帶，喺咁短嘅
27 路程，係咪真係有咁樣嘅價值？係咪真係值得做？你有冇任何意見？

28 白令嘉先生：（經傳譯員）有嘅。從警方同埋交通安全角度嚟講，警方相信安全帶可
29 以救到你一命。睇番運輸署嘅網頁，就話配戴安全帶可以減低死亡或者嚴重受
30 傷機會一半。安全帶減低--即係喺車速比較慢嘅情況之下，發生意外都好有效
31 嘅。

32 如果喺道路安全角度嚟睇，我哋會鼓勵儘量使用安全帶。我哋亦都想講小巴
33 都有安全帶。

34 主席：（經傳譯員）我哋聽咗證供，就係話其實小巴係同專營巴士係唔同類型。一般
35 嚟講，即係如果想快啲去到終點嘅，就會係坐小巴嘅。冇乜所謂嘅，想到站嘅

1 時候都仲生存嘅，就會搭專營巴士嘅。你知唔知道因為乜嘢原因，所以硬性要
2 求小巴要戴安全帶？

3 白令嘉先生：（經傳譯員）唔知。

4 黃女士：（經傳譯員）我未講另外一樣嘢之前，即係有關於呢一個小巴嘅情況，其實
5 喺文件裏面，審計署都有講過小巴乘客戴安全帶嘅事。

6 主席：（經傳譯員）未講之前，頭先你就係話全世界都承認安全帶可以拯救生命。但
7 係喺附件 B 裏面，英國、澳洲、加拿大、新加坡、荷蘭，佢哋好似仲安全，但
8 係都唔認為市內巴士係需要加裝安全帶。

9 喺咁嘅背景底下，對於專營巴士強制要提供安全帶，如果真係強制要加裝安
10 全帶，對於話強制乘客配戴安全帶，同埋一個執法方面，你有冇任何嘅意見？

11 白令嘉先生：（經傳譯員）我覺得乘客應該係要有選擇，當然呢個選擇都係要確保乘
12 客係儘量安全。如果冇加裝安全帶，當然就連選擇都冇。有關於執法方面，個
13 人經驗嚟睇，大部分人都唔會戴安全帶，即係佢哋坐小巴嘅時候。可以預計專
14 營巴士情況都會係一樣，即係都係原因一樣，因為唔方便，同埋車程比較短。

15 所以執法係一個問題，我認為警方係好難定期可以真係有效率咁執到法，目
16 前冇咁樣嘅要求嘅，對於專營巴士。

17 主席：（經傳譯員）但係小巴有。

18 白令嘉先生：（經傳譯員）係，小巴有。

19 主席：（經傳譯員）但係對於小巴執法方面，容唔容易？

20 白令嘉先生：（經傳譯員）都難㗎，其實係久唔久先會執法，而唔係定期，係要當警
21 務人員覺得要因為交通安全執法嘅時候，先至會執法。其實對於交通安全有幾
22 個方面嘅，宣傳同埋不時執法。

23 主席：（經傳譯員）係，你係咪繼續？

24 白令嘉先生：（經傳譯員）我想補充，我希望公眾人士唔會因為怕犯法先至遵守法
25 律。

26 主席：（經傳譯員）其實都要好長嘅時間先說服到乘客喺私家車上面配戴安全帶。

27 白令嘉先生：（經傳譯員）係，正如我之前所講，以我哋嘅角度嚟睇，其實乘客有選
28 擇，等佢哋改善交通安全係好重要嘅，呢個係一個個人選擇㗎。

29 歐陽先生：（經傳譯員）我想好快問一問，有關於安全帶。即係有關於小巴嘅情況，
30 你覺得專營巴士上面執法會幾成功？

31 白令嘉先生：（經傳譯員）我冇有關嘅資料，不過我希望公眾人士係知道係對佢哋有

1 利，所以守法，而唔係話因為怕畀人告，所以守法。

2 主席：（經傳譯員）但係正如你先前所講，好多人小巴上面都唔戴安全帶而執法係困
3 難嘅。我哋都明白嘅，你係咪認為巴士都會有咁嘅情況？

4 白令嘉先生：（經傳譯員）係。

5 黃女士：（經傳譯員）我想先講一講再小休，一般嚟講，你都有提過安全帶係可以保
6 命。我就想講番有關於呢個成本效益分析方面，警方有冇做過任何實證嘅分
7 析，就係話城市內巴士有企位嗰個嘅準確性？

8 主席：（經傳譯員）我唔明你問咩嘢。

9 黃女士：（經傳譯員）有冇做過分析，就係話巴士有企位，乘客係咪因為冇安全帶而
10 受傷，你有冇做過任何分析比較即係嗰五十幾個百分點，乘客因為失去平衡而
11 受傷，係咪因為冇安全帶？

12 主席：（經傳譯員）企喺度嘅人係戴唔到安全帶，因為都有提供。

13 黃女士：（經傳譯員）係呀，喺呢方面，你有冇任何統計數字？

14 白令嘉先生：（經傳譯員）冇。

15 黃女士：（經傳譯員）我而家都知道咩嘢時間。

16 主席：（經傳譯員）其實真正嘅問題，一個比較有用嘅問題，你有冇任何統計數字，
17 就係巴士坐位嘅乘客冇戴安全帶因而受傷有冇統計？因為根據巴士公司所講，
18 就話嗰個數字係非常之低，得 1% 或者 2%，你有冇咁樣嘅資料？

19 白令嘉先生：（經傳譯員）我唔知有咁樣嘅統計，不過我可以再搵下。

20 主席：（經傳譯員）但係好明顯，如果係坐喺一啲冇遮擋嘅位，被拋出車外，跟住就
21 撞到硬物，就引致死亡或者嚴重受傷，呢個其實亦都可以喺你哋嘅範本裏面，
22 就話有安全帶對佢哋有利但係冇戴到，你哋有冇考慮過，從呢個方面去分析？

23 白令嘉先生：（經傳譯員）我哋會咁做。

24 主席：（經傳譯員）唔該。

25 黃女士：（經傳譯員）唔該晒，白令嘉先生。

26 我而家想睇一睇建議，喺第 16 段，即係運輸署嘅文件 409 頁。工作小組得
27 出以下嘅建議，(a) 就係所有新買嘅巴士所有座位都要提供安全帶；(b) 取決於
28 一啲技術、運作，同埋財務可行性嘅評估，就係話上層座位某啲特定嘅路線，
29 即係一啲長途嘅路線係要行高速公路比較少巴士站，就一定要冇。

30 但係運輸署就要求巴士營運商就喺呢一方面同巴士製造商再進一步研究一下
31 係咪技術上可行，即係所有新嘅巴士就會有安全帶。但係現有巴士只會係喺考

1 慮過財務可行性之後先至會加裝，而且只係喺某一啲嘅座位上層，某啲路線，
2 譬如長途路線比較少啲巴士站嘅，或者會駛經高速公路嘅，先至會加裝安全
3 帶。對於呢一個建議，你有冇任何意見？

4 白令嘉先生：（經傳譯員）呢個建議係正面嘅，我正所講從安全角度睇，我哋希望儘
5 量廣泛就使用安全帶。呢個建議係一個正確方向行嘅一步。

6 主席：（經傳譯員）黃小姐，呢個時候方唔方便？

7 黃女士：Yes. Thank you.

8 主席：（經傳譯員）我哋今日朝頭早而家小休二十分鐘，二十分鐘後我哋重新開會。

9

10 上午 11 時 33 分聆訊押後

11

12 上午 11 時 53 分恢復聆訊

13 出席人士如前。

14

15 主席：（經傳譯員）黃律師，請繼續。

16 黃女士：（經傳譯員）講番關於安全帶，想請你睇一睇警方寫畀委員會，日期係 18
17 年 5 月 7 號嘅嗰封信，喺雜項文件裏面，124-1。我哋睇番就係一橫二個頁，頂
18 部，就係第三段嘅尾三，就話「大部分嘅」--124-2 頂部，第三段嘅尾三行，
19 見唔見到？呢度就話「大部分專營巴士冇安全帶，同埋站立乘客亦都可能引致乘
20 客受傷，同埋就係--所以係構成一個要通報嘅議案。」咁想睇番，係你小休之
21 前嗰個嘅答--正如你小休之前所講，安全帶好重要？

22 白令嘉先生：（經傳譯員）係。

23 黃女士：（經傳譯員）咁講番另外一個範圍，係非法泊車。我哋聽到有啲專營巴士公
24 司就話，就於非法泊車執法，尤其喺巴士站，執法係冇力嘅，咁我就想請你睇番
25 一位鍾先生，William，佢係新巴嘅，文件頁數係 731 頁，TSCP 呢份文件夾。

26 主席：（經傳譯員）係邊一日？

27 黃女士：（經傳譯員）係第四日。

28 主席：Day 4 in the Augustinian calendar?

29 黃女士：Yes.

1 主席：（經傳譯員）咁係邊一個月？

2 黃女士：（經傳譯員）咁就係呢一個嘅18年5月，係喺TSCP文件夾2A。

3 主席：Thank you.

4 黃女士：（經傳譯員）請你睇番頂部，係一位鍾生，William Chung 佢作證嘅部
5 分，搵到未？

6 白令嘉先生：（Nodded head）.

7 黃女士：（經傳譯員）呢位鍾生就話「喺好多巴士站係有非法泊車，呢啲車係阻住巴
8 士，即係話巴士唔可以泊--行到接近呢一個嘅行人路邊先至可以上落客。」

9 第十六行，當時呢一個嘅鄧樂勤律師問「係邊方面？」鍾生就話「如果有非
10 法泊車，令到巴士經過嘅時候，嗰個道路嘅係寬度會減少，因為巴士比較龐大，
11 所以就可能會有问题。如果乘客係唔可以喺行人路邊上落嘅話，就會引致到佢
12 可能會畀車撞，或者跌倒。」喺執法方面係咪有效，喺二十三行，喺二十三行裏
13 面就講「公司有冇嘗試去解決問題？」鍾生就話「我哋通知運輸署有關於非法泊
14 車黑點，希望喺呢啲路段裏面會有廿四小時嘅禁止區，亦都通知咗警方要佢哋執
15 法。」律師就話「有冇解決問題？」鍾生話「冇乜。」主席亦都講「之後有冇任
16 何行動？」鍾生話「警方會採取行動，咁但係警方一轉背，又出現非法泊車。譬
17 如話喺怡和街，銅鑼灣近住崇光嗰度，呢一個問題成日出現。」

18 我哋亦都聽到公會講，話用咗好長嘅時間先至可以同警方溝通關於非法泊車
19 嘅問題。所以首先我想問，非法泊車，警方係咪一直知道呢個問題？

20 主席：（經傳譯員）尤其就係巴士站嘅非法泊車？

21 黃女士：（經傳譯員）係。

22 白令嘉先生：（經傳譯員）係，警方係知道有咁嘅問題。响2017年，我哋總共就進
23 行過四千五百一十次嘅檢控，我哋係告咗啲响啲巴士站停車或者泊車嘅人。
24 係，或者可唔可以請你再講講你嘅問題？

25 主席：（經傳譯員）呢啲係咪定額罰款嘅？

26 白令嘉先生：（經傳譯員）我哋個呢個所謂編號570嘅罰款行動。

27 主席：（經傳譯員）幾多錢，罰，320釐，2017年？

28 白令嘉先生：（經傳譯員）\$450。

29 主席：（經傳譯員）而家\$450？

30 白令嘉先生：Yes.

31 主席：（經傳譯員）當時呢？

1 白令嘉先生：（經傳譯員）當時都好似係。所以我哋知道係有咁樣嘅非法泊車嘅問
2 題，同埋咁呢個問題引起嗰啲人要响其他地方非法停車。

3 主席：（經傳譯員）有冇任何因為增加罰款而加強個檢控？

4 白令嘉先生：（經傳譯員）個罰款好多年都有改，咁呢個當然就比起以前嗰個阻嚇性
5 係低咗。

6 主席：（經傳譯員）警方嘅睇法就話，要追上通脹，320 釐嘅罰款應該係增加到 800
7 釐左右，當時係咁講，我有冇記錯？

8 白令嘉先生： It is, sir, yes.

9 主席：（經傳譯員）當時政府所同意就係罰款係 450 釐？

10 白令嘉先生：（經傳譯員）係。

11 主席：（經傳譯員）黃小姐。

12 黃女士：（經傳譯員）我哋聽到工會嘅人士係投訴，我想你請睇一啲嗰個紀錄嘅摘
13 要，佢哋投訴話警方冇有力咁去執法，針對响巴士公司非法泊車嘅車輛執法，咁
14 呢個係一個持續嘅問題。佢有提過，警方唔夠人手，或者係調派做執法嘅，針對
15 呢啲非法泊車車輛嘅人手係不足。佢哋亦都有講，自從 2017 年，雖然警方嘅數
16 字就顯示佢哋執法係加強咗力度，佢就見唔到一啲顯著嘅改善，關於呢一個即係
17 話未能夠--即係或者執法不力嘅呢個問題，你有咩嘢回應，對於呢啲咁嘅睇
18 法？

19 白令嘉先生：（經傳譯員）我哋盡力係執法，呢個係我哋會做。採取執法行動，即係
20 响巴士站執法當然係重要，但係未必係等於我哋當時任何一段時間嘅最高優先次
21 序，譬如話公眾可能投訴，好多地方非法泊車，引致阻塞，引起交通嘅問題塞住
22 咗，咁我哋當然係會增加我哋針對非法泊車嘅執法行動，或者係車輛引致阻塞嘅
23 罪行，我記得舊年我哋就增加咗大概係百分之四十，根據我而家記得。咁前線嘅
24 人員收到嗰啲投訴，就大部--有百分之三十係同嗰啲車輛引起阻塞，或者係非
25 法泊車有關嘅，所以我覺得警方係已經盡力嚟到係採取行動，針對引起阻塞或者
26 係非法泊車嘅罪行。或者我想請邱女士都可以補充幾句。

27 主席：（經傳譯員）係，請你講，邱女士。

28 邱倩雯女士：除咗喺加強執法方面，咁其實我哋喺嗰個公眾教育嗰度，我哋都做咗啲
29 嘢。喺 2018 年，我哋亦都喺警訊節目嗰度，特別提到就係關於係喺巴士站非法
30 停泊嘅問題，咁希望公眾係有留意到呢個事情。

31 主席：（經傳譯員）唔該晒。

32 黃女士：（經傳譯員）唔該晒。我哋見到最近一啲新聞報告，警方今年自從 8 月 1 號
33 進行咗開始咗個六個月嘅執法行動，特別係針對嗰啲交通阻塞嘅黑點，咁呢個亦

1 都包括响受限制區域嘅上落客、上落貨，咁私家車就係响巴士站或者小巴士站或者
2 的士站上落客，或者係非法進入嗰個黃格，或者係唔適當地進行調頭轉彎。咁為
3 咗加強執法，呢五種嘅罪行而家係會涉及罰款係 400 釐，如果喺禁區上落乘
4 客，就個罰款就係 560 釐。我想問，關於呢個--呢啲黑點，警察係點樣揀呢啲
5 黑點嘅？

6 白令嘉先生：（經傳譯員）警方係透過我哋個個案管理系統，係有能力辨識究竟邊箇
7 地方係有引致好多嘅交通方面嘅投訴，咁呢個係一個因素我哋可以睇嘅；另一個
8 因素就係，直接向警署--公眾直接向警署投訴，一係打電話，一係寫信收到嘅
9 投訴。所以响當區，嗰個指揮官係的確係有辦法知道，邊箇地方係擠塞黑點，咁
10 亦都可以同總區嘅管理指揮嘅單位係分享有關資訊。

11 黃女士：（經傳譯員）咁根據你個講法，呢啲投訴有冇部分係從嗰個工會或者係專營
12 巴士公司度提出？

13 白令嘉先生：（經傳譯員）我哋有個安排，嚟到同佢哋嗰啲工會同埋專營巴士公司嚟
14 到聯絡，就算唔係全部，都有大部分都係基於--我係講緊係公眾嘅投訴，公眾
15 向警方提出嘅投訴，同埋有部份--再加埋有部份就係巴士公司提出，亦都有啲
16 工會提出嘅投訴。

17 黃女士：（經傳譯員）你當時講呢個運動，執法行動係會試驗性質，咁跟住之後九龍
18 東、新界北亦都有一個試驗計劃，從舊年 12 月到今年 1 月就進行嘅，咁佢話初
19 步嚟講，似乎就效果你哋滿意嘅，咁有五百四十張嗰啲罰款單係發咗出嚟。一般
20 嚟講，你哋會响邊度裝呢啲咁嘅鏡頭？

21 白令嘉先生：（經傳譯員）呢個試驗計劃，舊年 12 月、今年 1 月進行嘅，咁我哋就
22 會叫我哋警方嘅同事就用一個手提嘅鏡頭嚟到執法，就唔係固定鏡頭。

23 主席：（經傳譯員）呢個方法嚟到執法，執行呢個交通法例，係咪貴㗎？係咪好貴，
24 或者人力需要好多？

25 白令嘉先生：（經傳譯員）我哋希望減少呢方面依賴人力嘅即係情況，响試驗計劃，
26 主要話嗰啲行車，即係車輛嘅罪行，譬如話禁區上落客，一般嚟講，要執法呢一
27 類嘅罪行，要針對呢啲罪行執法，嗰個警務人員係要截停架車，當場截停架車，
28 或者亦都有啲情況個車駛走咗，所以我哋就要根據一個--或者之前要整定一個
29 路障，或者有人係要揸車跟住架車，跟住截停架車，因為有呢樣咁嘅要求，我哋
30 需要多啲人手，做咁樣嘅執法行動係需要更多人手。呢個咁樣嘅試驗計劃就係容
31 許我哋警務人員就用一個錄影嘅設備，另外一方面就去寫低個筆記，佢見到啲咩
32 嘢，嚟到採取執法行動，又唔需要截停架車。咁所以截停車輛嘅人手，即係一係
33 就警務人員，一係就坐電單車截停佢，或者係用路障，就有再需要做。所以其實
34 我哋想增加嗰個執法行動嘅效率。

35 主席：（經傳譯員）有冇諗過淨係用鏡頭嚟到錄低，咁就唔需要嗰個人--警方人員嚟
36 到係即係揸電單車追佢，譬如話你可以影到佢嗰個車牌，咁你就請--叫嗰個車

- 1 主嚟到係--你就搵到個登記車主？
- 2 白令嘉先生：（經傳譯員）我哋試驗緊。
- 3 主席：（經傳譯員）我意思即係唔需要人做呢樣嘢。
- 4 白令嘉先生： I see.
- 5 主席：（經傳譯員）唔需要錄影嘅，自動嘅。
- 6 白令嘉先生：（經傳譯員）呢個喺我哋長遠啲會再諗。
- 7 主席：（經傳譯員）其實倫敦係廣泛使用緊，係咪呀？
- 8 白令嘉先生：（經傳譯員）係。
- 9 主席：（經傳譯員）其他地方都係喎，新加坡，係咪？
- 10 白令嘉先生：（經傳譯員）係。
- 11 主席：（經傳譯員）咁點解香港唔用？
- 12 白令嘉先生：（經傳譯員）我會話呢個係一個政策問題，而家我哋係處理緊呢個政策
13 問題。
- 14 主席：（經傳譯員）關唔關撥款嘅問題？
- 15 白令嘉先生：（經傳譯員）我諗同撥款冇關係，呢個係關於個政策嘅支持。
- 16 主席：（經傳譯員）可唔可以講番第一個問題？用警察，即係個人，警務人員嚟到係
17 執法，即係違反--即係針對交通事項執法，係咪好貴？係，係，係，需要費用
18 好高？係，即係相對於科技？
- 19 白令嘉先生：（經傳譯員）係。
- 20 黃女士：（經傳譯員）有冇諗過裝一啲閉路電視，或者一啲鏡頭响個巴士站，或者
21 附近裝鏡頭？
- 22 白令嘉先生：（經傳譯員）我想請邱女士答呢個問題。
- 23 主席：（經傳譯員）好，總警司，邱女士。
- 24 邱倩雯女士：利用 CCTC 喺個巴士站做個執法係有--而家係有一個嘅試驗計劃，
25 但係呢個係政府嘅 Development Bureau，呢個係發展局同埋運房局嘅一個計
26 劃嚟。而家就係由發展局嘅起動九龍東，Energising KE Office，咁樣就啟
27 動一個試驗計劃，proof of concept 嘅 trial，咁樣就係喺九龍東嘅地方，
28 就係會 install 一啲嘅固定嘅攝影機，咁第一個嘅計劃就係影一啲即係行車嘅
29 一啲嘅交通嘅範例；第二個個部分就會係個試驗計劃就會係用喺一啲嘅停車，

1 即係違例泊車嘅交通違例嗰度，咁呢個計劃而家係進行緊。其實啱啱正正今年嘅
2 8月份，就會係出個投標，咁希望喺未來嘅大概二十四個月裏面，會睇下點樣利
3 用呢個科技，可以喺呢個交通執法嗰度代替人手，咁樣當呢個技術係成熟嘅話，
4 呢個就會應用喺運房局嘅策動之下，就會係睇下喺而家警方係點樣可以利用到呢
5 啲試驗計劃嘅成果，而做到代替人手去做呢個交通執法。

6 主席：（經傳譯員）呢個係成熟嘅技術，亦都廣泛喺大城市應用，冇一啲唔成熟嘅地
7 方㗎。

8 邱倩雯女士：而家係校緊個電腦，點樣利用一個叫做 video analytic 嘅技術去影
9 一部車，點樣為之停泊喺一個地方，而造成一個係違例停泊嘅即係一個
10 offence。另外我想補充就係，而家喺違例停泊嗰個法例上面，我哋係必須要係
11 當時當地將嗰個告票交界司機，或者係擺喺嗰個即係車頭嘅玻璃嗰度。如果係離
12 開咗，即係如果係用一個類似電子告票咁樣，或者係一個閉路電視影到嘅影像，
13 然後發告票，喺現時嘅法例，係唔可以做到。

14 主席：（經傳譯員）即係唔可以將--用呢一個嘅係相機影咗嗰個車牌，然後將個告
15 票寄去地址？

16 邱倩雯女士：如果係違例告票--違例停泊，係唔可以，但係 for 一啲行車嘅交通嘅
17 犯法係可以。

18 主席：（經傳譯員）咁非法泊車要點，就係擺喺架車嗰度，將個告票？

19 邱倩雯女士：可以擺喺車頭嗰度，或者係畀司機。

20 主席：（經傳譯員）咁要改變個囉嗰，唔係咩？要追上技術嘅改善咁嘛。

21 邱倩雯女士：我哋知道運房局已經喺呢個修改法例嗰度，已經開始做緊啲嘢。

22 主席：（經傳譯員）改例法要刪除係容易好多個嗰。黃律師，請繼續。

23 黃女士：（經傳譯員）呢個概念計劃，可唔可以講係幾時有呢個意念，即係係運房局
24 去發展呢個技術，係幾時嘅事？係發展局。

25 邱倩雯女士：警方係喺 2017 年嘅 4 月，就由發展局嗰邊起動九龍東嗰個辦公室，就
26 係邀請警察去參與，就畀意見。主要我哋嘅意見就係講畀個承辦商，個合約商知
27 道，點為之犯咗一個交通嘅法例。

28 黃女士：（經傳譯員）有冇嗰次會面嘅會議紀錄，即係有關於發展呢個計劃，同發展
29 局一齊做？

30 邱倩雯女士：我哋應該可能會有啲材料，但我要返去睇一睇。

31 黃女士：（經傳譯員）如果搵到，會唔會樂意提供？

32 邱倩雯女士：可以。

1 黃女士：（經傳譯員）有關於呢一點，以我理解，警方一直用自動車牌認證嘅系統，
2 由2015年開始已經使用呢個ANPR呢個系統？

3 邱倩雯女士：我唔係好記得個年份，但係我哋而家係有用緊。

4 黃女士：（經傳譯員）喺立法會文件裏面，最近嘅一份有講，係保安事務委員會，有
5 關於係呢一個18年4月，有關於呢一個嘅行車罪行執法，咁係保安局、警方同
6 埋運房局，咁就係喺保安事務委員會裏面傾過，有關於行車罪行嘅執法。

7 主席：（經傳譯員）有冇號碼㗎？

8 黃女士：（經傳譯員）冇呀，呢個係新加嘅，今朝早加嘅，主席。我哋可以見到喺第
9 二段，「背景」嗰度，「警方係一直有執行佢哋嘅工作，就係確保道路安全，其
10 中一個就係要確保道路安全，同埋減少交通意外，呢個係佢哋嘅行動首先任務嚟
11 㗎，咁佢哋亦都採取多方面嘅工作，去促進交通安全，同埋打擊一啲嘅行車罪
12 行，同埋仲有宣傳、教育，要公眾同埋駕駛者遵守法例。」

13 跟住第七段，就係有關於係執法，行車罪行嘅執法使用技術，呢度話「目前
14 就係有一百九十五個紅燈嘅攝影機，另外有二十四個快相機，咁就係一個嘅係一
15 百三十個嘅位置裏面嘅，可以令到警方收集證據，亦知道係邊架嘅汽車涉事，同
16 埋唔需要截停架車，都可以拘控嗰個--都可以就係控告有關嘅人士。咁2015年
17 開始已經使用呢一個嘅自動車牌識別系統㗎喇，咁可以幫助到警方執法，包括埋
18 汽車行車證過期，咁同埋係冇駕駛執照情況底下行車等等。」

19 咁有關呢個自動車牌識別系統，似乎呢個系統係來自倫敦嘅，係嘛？

20 白令嘉先生：（經傳譯員）或者可以我幫手答。

21 黃女士：Yes, thank you.

22 白令嘉先生：（經傳譯員）喺使用自動識別車牌系統方面，係有做過--喺2013年嘅
23 時候，進行試行，咁係嗰個範圍有限，係喺路邊安裝一架攝影機，就同運輸署嘅
24 資料聯繫，資料就係有關於一啲同交通罪行有關嘅拘捕令。跟住就會喺路邊路障
25 截停佢，或者用電單車跟住呢架車，去拘控呢個涉事嘅人士，所以係喺有限範圍
26 下試行。而家我哋採取咗措施，擴大自動車牌識別系統嘅使用範圍，亦都擴大可
27 以聯繫到數據庫嘅一啲罪行。我哋目前搵緊一啲設備，可以擺喺警車入面，喺公
28 路巡邏，可以聯繫一啲犯罪人士、被通緝車輛，咁如果架車係登記係一啲未執行
29 嘅拘捕交通罪行拘捕令嘅汽車，亦都可以利用佢搵到。呢個系統，我哋想用嘅範
30 圍就係呢啲。第七段裏面所講，係有確實咁講到實際情況。

31 主席：（經傳譯員）即係話係只限於已經係被通緝嘅人士？

32 白令嘉先生：（經傳譯員）冇錯。

33 主席：（經傳譯員）唔係用嚟捉一啲犯咗行車嘅罪行嘅人？

- 1 白令嘉先生： That's right, sir.
- 2 主席：（經傳譯員）咁有冇原因點解唔係咁樣用？
- 3 白令嘉先生：（經傳譯員）其實仲有另外一個系統，係警車使用嘅，可以記錄低，利
4 用錄影記錄低喺馬路上面犯交通罪行嘅人士，不過都係需要警務人員去操作，唔
5 係自動系統嚟。正如邱女士所講，我哋將來係希望可以呢一個數據分析。
- 6 主席：（經傳譯員）咁使用好似倫敦裏面嗰啲黃格裏面嘅系統？
- 7 白令嘉先生：（經傳譯員）呢個都係同數據分析有關。
- 8 主席： Yes.
- 9 白令嘉先生：（經傳譯員）我哋目前有呢啲技術。
- 10 主席：（經傳譯員）但係倫敦嗰個已經十年前個囉嗎？
- 11 白令嘉先生： I know, sir, yes.
- 12 主席：（經傳譯員）佢哋好成功，成功到係因為啲人犯法，嗰個罰款數額係去到幾百
13 萬英鎊嘅。
- 14 白令嘉先生：（經傳譯員）係，但係如果安裝呢啲設備，唔係淨係警方嘅事宜，其實
15 就係政策方面嘅事宜嚟。
- 16 主席：（經傳譯員）咁當然仲有呢一個私人嘅問題。
- 17 白令嘉先生：（經傳譯員）係。
- 18 主席：（經傳譯員）呢個係權衡即係犯法呢一方面嘅考慮嗎？
- 19 白令嘉先生：（經傳譯員）冇錯。
- 20 邱倩雯女士：（經傳譯員）或者我再補充下黃格犯罪？（證人直接用本地話說）喺
21 2015年9月，運房局亦都係開始去研究喺嗰個黃格仔嗰個 yellow box 嘅
22 enforcement camera system，但係去到2016年嘅4月，因為有呢個財務
23 嘅支持，所以嗰個研究計劃亦都停止咗。
- 24 主席：（經傳譯員）邊個負責係支付？
- 25 邱倩雯女士：運房局嗰度係提出唔到有一個 funding support，嗰個財務嘅支持。
- 26 主席：（經傳譯員）呢個係總警司喺呢一個18年8月嗰封信裏，Cadman先生已經
27 提到嚟嘞，係？
- 28 邱倩雯女士：冇錯。
- 29 主席：（經傳譯員）可唔可以喺個螢幕上面打番出嚟？

- 1 黃女士：（經傳譯員）呢個係雜項文件裏面第 124-538 頁。
- 2 主席：（經傳譯員）再畀一次個頁數。
- 3 黃女士：（經傳譯員）就係 124-538。頭先邱女士提及嗰段就係第四段，就係 124-
4 539 頁。或者我讀出嚟，以作紀錄。
- 5 主席：（經傳譯員）係。
- 6 黃女士：（經傳譯員）第四段，你就話「有關於係黃格執法，喺 2015 年 9 月嘅時
7 候，運房局就係同警方開始研究，睇下可唔可以係技術上、財務上同埋法律上可
8 行，去用呢個黃格執法攝影系統。自此之後，警方就係嘗試搵一個適合嘅產品，
9 可以適用喺香港。但喺 2016 年 4 月嘅時候，呢個研究就終止咗嘞，因為係冇錢
10 做顧問研究。雖然如此，但係嗰件事就係同其他一啲執法嘅攝影機，其實係部門
11 之間係有傾過。」呢度就話，呢件事其實都係積極考慮。有乜嘢係令到係終止？
- 12 主席：（經傳譯員）我哋知道，係冇財務支持咁嘛。其實有人話政府冇錢，其實係啲
13 錢用喺邊度先至係問題？
- 14 邱倩雯女士：而家喺運房局嗰度，亦都同警方同埋運輸署，我哋有定期嘅會議，咁我
15 哋亦都將整體上面嘅用科技點樣去執行呢個交通嘅犯法，我哋都係即係將好多嘅
16 計劃都喺嗰度提出，咁亦都包括咗就係黃格嘅路口嘅執法。
- 17 主席：（經傳譯員）幾時會考慮重新進行計劃？
- 18 邱倩雯女士：我哋由 2018 年 2 月開始，我哋都有會議，我哋整體上面講，我哋叫
19 e-enforcement，電子執法嗰個議題擺上去，大家去傾。
- 20 主席：（經傳譯員）電子執法，你嘅意思係話用電子方法嚟到係執行交通法例，係咪
21 呀？
- 22 邱倩雯女士：冇錯，冇錯。
- 23 主席：（經傳譯員）你搵到啲方法，或者係點樣即係知道嗰個車牌，搵到個車主，就
24 畀個電子告票，係咪咁嘅意思？
- 25 邱倩雯女士：簡單嚟講，可以係咁講。
- 26 主席：（經傳譯員）我哋要想咁做，考慮咗幾耐？
- 27 邱倩雯女士：如果講電子告票，其實由 2012 年已經開始提出嚟嘞。相信係而家我哋
28 嘅會議亦都係集中配合政府一個智慧城市嘅一個概念，所以我哋喺交通執法嗰
29 度，我哋都希望儘量用多啲科技。
- 30 主席：（經傳譯員）即係話用咗六年，而家都好似冇乜再進一步進展？
- 31 邱倩雯女士：而家係好主動積極咁樣做緊。

- 1 主席：（經傳譯員）智慧城市，係咪呀，你頭先講？
- 2 邱倩雯女士：我係講整體性，喺交通執法方面，我哋係配合政府嘅方向。
- 3 主席：（經傳譯員）黃律師。
- 4 黃女士：（經傳譯員）邱女士，頭先你講 2018 年 2 月，你有啲會議，關於個電子執
5 法嘅討論，係咩嘢引發要咁樣開會，考慮用電子嚟到進行執法嘅工作？
- 6 邱倩雯女士：主要都係即係政府整體上面嗰個智慧城市嘅概念，所以我哋會有會議。
- 7 黃女士：（經傳譯員）呢個係咪大埔，即係 2018 年 2 月 10 號大埔意外之後發生？
- 8 邱倩雯女士：唔係。
- 9 黃女士：（經傳譯員）即係之前囉嗰，即係個會係响意外之前開？
- 10 邱倩雯女士：我哋同運房局嘅會議唔係因為大埔嗰個意外。
- 11 主席：（經傳譯員）即係另外一樣嘢嚟，另一個問題係之前定之後，即係係咪因為呢
12 件事發生就係問同之前之後唔同嘅。
- 13 邱倩雯女士：我相信會議嗰個籌備係早過 2 月份。
- 14 主席：（經傳譯員）唔該晒。
- 15 黃女士：（經傳譯員）你响嗰段，呢個涉及一個跨部門嘅一個場合，嗰個部門係有啲
16 咩嘢部門？
- 17 邱倩雯女士：我哋有運房局、警方同埋運輸署。
- 18 黃女士：（經傳譯員）咁我理解有冇錯，呢個關於黃格嘅執法呢個措施已經係重新展
19 開，因為你要處理個非法泊車？
- 20 邱倩雯女士：呢個就係其中一個部分，喺會議裏面，我哋整體上面都係即係針對一啲
21 可以用科技代替人手嘅一啲交通違例。
- 22 黃女士：（經傳譯員）呢個自動車牌識別系統有冇討論？即係話呢個系統可以嚟到處
23 理非法泊車嘅事項，有冇討論？
- 24 邱倩雯女士：我哋有特別係提到 ANPR。
- 25 黃女士：（經傳譯員）我哋見到有啲--聽過一啲建議，工會提出，巴士公司提出嘅，
26 一啲立法會嗰啲文件都有啲建議就話點樣處理呢個非法泊車嘅情況。簡單嚟講，
27 有五個建議，我想逐個問一問你，第一，我哋見過頭先鍾先生，William
28 Chung 先生，即係新巴嘅，佢嘅答覆講，就可以設立一啲廿四小時禁區，你對
29 於呢個嘅睇法，或者警方對呢個睇法係有咩嘢意見？

- 1 主席：（經傳譯員）廿四小時禁區，邊度設立禁區？係咩嘢--目的係咩嘢？
- 2 黃女士：（經傳譯員）我哋講嘅廿四小時禁區就話即係巴士站附近設立，嚟到係搵--
3 即係可以睇到邊啲車喺嗰度非法泊車，响巴士站附近泊車，呢個就係其中一個建
4 議。
- 5 主席：（經傳譯員）即係話除咗有巴士站，即係之前之後都應該係有禁區，係咪呀，
6 就？
- 7 黃女士： Yes.
- 8 主席：（經傳譯員）就唔准泊車，全日都唔准，係咪咁嘅意思？
- 9 黃女士：（經傳譯員）係。
- 10 主席：（經傳譯員）唔該。
- 11 黃女士：（經傳譯員）呢度睇--我哋而家响個螢幕度顯示出當時嘅講法，佢話「我哋
12 希望呢啲咁嘅路段係會係二十四小時禁區嚟嘅，我哋都通知咗警方就做執法工
13 作。」就响咁嘅背景，咁佢有個咁嘅建議，你哋嘅睇法係點？
- 14 邱倩雯女士：我哋相信，二十四小時嘅限制區係有幫助，但係需要去將嗰個區域嗰個
15 地段劃做一個限制區，就一定要係運輸署嗰個工作範疇，同埋佢嗰個配合。
- 16 黃女士：（經傳譯員）呢度有提過，佢哋都叫警方嚟到執法，有冇--你哋有冇任何紀
17 錄？記唔記得佢哋有冇向警方提過，話設立廿四小時--即係專營巴士公司有冇
18 向你哋提過，設立呢啲全日禁區？
- 19 邱倩雯女士：呢個喺我印象中，就有好明確咁樣係書面提出過，咁樣可能要返去再睇
20 睇。
- 21 黃女士：（經傳譯員）你有冇記唔記得，呢個問題有冇同運輸署開會嘅時候，有人提
22 過呢個課題出嚟？
- 23 邱倩雯女士：喺我哋同運輸署同埋一啲巴士公司代表嘅會議裏面，佢哋係有提出過一
24 啲非法泊車，令到即係阻礙咗巴士司機嘅運作，有提出過嘅。我哋收到呢啲嘅訊
25 息之後，我哋亦都有將呢啲訊息發放去唔同嘅警區，有關嘅警區，等佢哋可以去
26 繼續佢哋嘅執法嘅行動。
- 27 黃女士：（經傳譯員）第二個建議，就係話巴士站嗰個路牌，或者嗰個標示，即係話
28 標出嚟個巴士站係咁樣嘅，喺呢度唔准泊車，非法泊車嘅，我哋見過啲相片嘅，
29 其中一份係由九巴提出嘅文件，係有啲相片嘅，呢個係 12A, 5174 頁，5173
30 頁、5174 頁，你可以見到有啲中文寫出嚟嘅字「嚴禁泊車」，响裏面嗰張相係
31 講。
- 32 邱倩雯女士：係，我之前有睇過，有見過呢啲咁樣嘅即係標誌喺度，道路標誌。事實

1 上，所有擺喺路邊嘅道路標誌都係需要運輸署去批准，咁我唔知道呢一個係即係
2 巴士公司自己擺喺度，定係已經得到運輸署嘅批准。

3 黃女士：（經傳譯員）先唔好講嗰個得到批准個問題，你可唔可以話畀我聽，呢啲咁
4 嘅牌，標示，擺响巴士站，可唔可以幫到你哋執法，或者可唔可以幫到公眾或者
5 大家係處理非法泊車嘅問題，係咪有幫助嘅？

6 邱倩雯女士：我相信呢啲道路標誌有個提示性喺度，但係你話佢係咪真係可以禁止到
7 有司機係停泊喺嗰度，我唔知道個成效會係點樣。

8 主席：（經傳譯員）係咪有啲人唔知㗎？或者係唔明白，佢哋唔可以响嗰個巴士站中
9 間泊車，呢個認知度係咪一個問題㗎？定係唔係一個問題？

10 邱倩雯女士：我相信市民係知道巴士站係唔可以泊車，但係即係可能佢哋會覺得停一
11 停係冇所謂，呢個所以係其實需要多啲教育。

12 主席：（經傳譯員）個實際問題就係話，佢哋即係取巧，撞一撞運氣，咁所以需要執
13 法？

14 邱倩雯女士：冇錯。

15 主席：（經傳譯員）等到佢哋覺得咁做係成本太高？

16 邱倩雯女士：贊成。

17 黃女士：（經傳譯員）第三個建議，就有啲畫雙黃線，响個巴士站範圍畫雙黃線。

18 主席：（經傳譯員）你意思係入嚟入口、出口？

19 黃女士：（經傳譯員）佢入嚟嗰部分，出口嗰部分，出去嗰部分都係畫埋黃線，呢個
20 建議係你哋覺得點？

21 邱倩雯女士：呢個同之前嗰個意見都一樣，就係我哋相信係有用，即係禁止停車係有
22 用，但係喺道路嘅設計同埋嗰個道路嘅標記，呢個都需要係運輸署嗰度去處理。

23 黃女士：（經傳譯員）有冇同運輸署提過，據你所知道，有冇同運輸署提過呢個做
24 法？

25 邱倩雯女士：由交通總部，我哋個聯絡，我哋就有紀錄係話有特別提出過，但係我哋
26 嘅每一個總區，我哋有自己嘅交通單位，交通單位同運輸署都會就住佢本地，即
27 係 local，佢哋嘅道路標記，同埋道路畫線，佢哋會有多啲嘅商討。

28 主席：（經傳譯員）目前嘅做法，係咪喺進入巴士站同埋離開嗰個位有雙黃線，係咪
29 目前嘅做法？

30 邱倩雯女士：通常都有。

31 主席：（經傳譯員）所以係關於執法，因為每人一個個人都知雙黃線咩嘢意思？

1 邱倩雯女士：係。

2 黃女士：（經傳譯員）第四個建議，就係使用技術，譬如話閉路電視、錄影，之前你
3 都提過。第五個建議，就係考慮新加坡模式，即係話喺司機隔離位安裝攝影機，
4 司機只需要喺見到有非法泊車情況揸個掣。

5 主席：（經傳譯員）喺邊度，喺巴士站？

6 黃女士：（經傳譯員）係。

7 主席：（經傳譯員）換言之，係希望嗰啲受阻礙嘅人士可以幫助到，呢個係咪咁？

8 黃女士：（經傳譯員）首先想問，你對於呢個建議有咩嘢意見？因為嗰啲投訴人嚟，
9 佢哋車上都已經有攝影機，只係需要揸個掣，然後將影片交畀運輸署，個建議
10 就係話，請佢哋幫助執法。對於呢個講法，你有咩嘢意見？

11 邱倩雯女士：分開兩個部分，如果係一啲行車嘅交通違例，我哋係可以--即係如果係
12 有巴士公司嘅一啲嘅影片，亦都佢哋嘅司機係協助調查嘅話，我哋係可以搵番車
13 主，搵番司機出嚟，進行呢個執法嘅。但係如果係一個泊車停泊嘅違例嘅話，咁
14 呢個就頭先有提過，就係喺法例上面嘅限制，我哋係需要當時當地畀告票，咁所
15 以要睇下嗰個違例嘅性質係乜嘢。

16 主席：（經傳譯員）想請你講一講，喺呢個法例，以你所講話，咁係一個泊車嘅罪
17 行，架車就係一係擺喺個擋風玻璃，一係畀司機，你可唔可以話番畀我聽，係
18 邊一條條例？或者你同事可以搵一搵。

19 邱倩雯女士：我有個法例就係 Cap 237，Cap 237，我而家睇緊係邊一行。

20 主席：（經傳譯員）叫咩嘢名，呢條條例？

21 邱倩雯女士：（經傳譯員）定額罰款，違反交通條例--違反交通罪行條例。

22 主席：（經傳譯員）唔該。正如我所講，可以之後搵番畀我哋。

23 邱倩雯女士：Yes.

24 主席：（經傳譯員）呢個妨礙咗有效執法。

25 邱倩雯女士：冇錯。

26 黃女士：（經傳譯員）邱女士，我哋而家講就係，就係關於呢個車長，襲擊車長。我
27 哋聽到一啲嘅證供就係話，係有關於襲擊車長執法方面，就係投訴警方，話警方
28 就有將呢啲嘅案件列為優先，咁我哋有個清單，就係列出咗一啲毆打車長嘅事
29 件，係九巴嘅，咁就係呢一個開始嘅時候，就係2015年嘅1月至到2018年嘅
30 7月2號，KMB-1，212頁。呢封信就來自九巴，列出咗係聲稱襲擊巴士車長
31 嘅，就係呢一個2015年1月至到今日，即係至到2018年7月26號，就係話
32 有五宗。佢哋提出其中一個事項，可以睇番個表，有四十一宗，喺呢四十一宗入

1 面，可以見到係好少最後係控告嘅啫，就係 162 同埋 164 號，喺 216 頁可以見
2 到。大部分嘅個案都係和解或者口頭警告，或者冇再係追究。我想問一問呢一方
3 面，話警方似乎冇將呢啲個案列為優先處理，即係關於襲擊車長嘅個案？

4 邱倩雯女士：我會請我交通總部嘅同事，同埋一陣間都會有刑事部嘅同事去作答。

5 李大偉先生：係，針對九巴向委員會提供啲一百八十八單案件，我哋收到之後，亦都
6 聯絡咗九巴擷取呢啲資料。我哋成功咁喺一百八十八單裏面嘅案件裏面，可以搵
7 到一百八十二單啲個案情，同埋個結果。喺呢一百八十二單案件裏面，總共就係
8 有分類到一百三十一單係巴士司機喺工作期間，喺巴士上面畀乘客毆打，其中九
9 十九單係我哋破案，喺九十九單破案裏面，即係我哋有拘捕到人士，係有八十三
10 單係檢控上法庭，而四十七單係冇被檢控。

11 主席：（經傳譯員）即係冇再進一步行動嘞？

12 李大偉先生：同意，冇任何進一步行動。

13 主席：（經傳譯員）喺八十三宗嘅控告裏面，有幾多單係定罪？

14 李大偉先生：喺啲八十三單檢控案件裏面，七十三單係成功檢控。

15 主席：（經傳譯員）有冇數字，譬如話係認罪、唔認罪嘅案件，即係最後係七十三宗
16 係被定罪？

17 李大偉先生：七十五單成功檢控--成功定罪嘅案件裏面，就有唔同嘅法庭嘅判罰嘅，
18 刑罰嘅。

19 主席：（經傳譯員）唔係，我問嘅問題係有幾多宗係認罪，有幾多宗係審訊之後被定
20 罪？

21 李大偉先生：我哋冇呢啲咁嘅數字。

22 主席：（經傳譯員）唔該。

23 黃女士：（經傳譯員）你答完未，李生？

24 李大偉先生：Yes.

25 黃女士：（經傳譯員）除咗襲擊數字上升...

26 主席：（經傳譯員）黃律師，等等，呢啲嘅資料有冇係白紙黑字嘅？九巴有冇呢個分
27 析，即係話一百八十八宗跟住點點點，咁你似乎都係讀啲數字出嚟，有冇資料？

28 李大偉先生：我哋有呢方面嘅資料嘅。

29 主席：（經傳譯員）可唔可以提供呢一個書面嘅資料畀我哋？

30 李大偉先生：可以嘅。

1 主席：（經傳譯員）唔該。或者我打斷咗你，你想講話關於呢個懲罰方面，你係點樣
2 分析？

3 李大偉先生：喺七十五單成功定罪嘅案件裏面，有十五宗分別係判入獄或者緩刑嘅判
4 罰。

5 主席：（經傳譯員）有幾多宗就係真係入獄，而唔係緩刑？

6 李大偉先生：冇方--冇呢面嘅--呢方面就有呢個數字嘞。

7 主席： Thank you.

8 李大偉先生：另外簽保守行為，即係 bound over，有二十二宗；另外就係社會服務
9 令，十六宗；罰款係十八宗。

10 主席：（經傳譯員）有冇罰款範圍，數字範圍，最高罰款，最低？

11 李大偉先生：冇。另外四宗就係受教導，教導所--感化令，sorry。

12 主席：（經傳譯員）咁你係有冇佢哋嗰個罪行？

13 李大偉先生：頭先我講嗰所有案件係主要係包含四種嘅個案，第一種係傷人，
14 wounding...

15 主席：（經傳譯員）而家講緊嘅係關於一般定係定咗罪？

16 李大偉先生：概括，總共嘅。

17 主席： Yes, wounding...

18 李大偉先生：第二個控罪就係毆打，引致身體受傷；第三個控罪係普通毆打；而第四
19 個就係公眾地方打交。

20 主席：（經傳譯員）傷人係咪第十九條嘅罪行？

21 李大偉先生：Section 17 同埋 19 都有。

22 主席：（經傳譯員）唔該。

23 黃女士：（經傳譯員）最後呢個嘞，公眾地方毆打，我哋聽過一啲工會嘅人講，話佢
24 哋反對用呢一條，因為會係控告埋巴士車長，話佢哋公眾地方毆打，有兩個原
25 因，一，因為佢哋係巴--佢哋就係呢一個巴士車長嚟㗎喇，佢哋要根據 230A 章
26 係要確保安全；另外第二個就係，法例係要保護被打嘅人士吓嘛。對於呢一個投
27 訴，即係話公眾地方毆打，你有咩意見？

28 主席：（經傳譯員）你可能講，如果唔係適當，你唔會咁樣告喇，我諗佢會咁樣答，
29 係咪呀？

1 李大偉先生：因應巴士司機投訴畀乘客毆打嘅案件，係有唔同--好多時候都有唔同，
2 每一宗案件都有唔同嘅案情同埋因素，咁巴士司機係有佢--喺法例 230A，係有
3 法定權力，係佢嘅權力去點樣去處理一啲違規嘅乘客。咁如果係巴士司機毆打，
4 就會係另外一種--就另外會係畀其他罪行會所保護嘅，即係頭先我所講嘅傷
5 人，毆打之類嘅案件。

6 張天樂先生：方唔方便作啲補充，而家呢個時間？嘎，作少少補充，頭先大律師提到
7 就係話，會唔會有啲案件裏面，即係巴士公司佢有個意見，就係警方就住巴士司
8 機被毆打，受襲嘅案件，警方會唔會係有啲不同嘅處理方法，或者係對巴士司機
9 受襲嘅案件，含有任何不重視嘅情況出現呢？喺呢度重申，就係我哋警方係處理
10 每一宗案件，係不論受害人嘅身分、國籍、背景、職業等等，我哋都會係予以一
11 視同仁咁樣去處理。係就住剛才交通總部嘅同事，佢講話關於九龍巴士公司，佢
12 提供過一百八十八宗案件裏面，佢哋能夠搵到嘅數字，我哋比較過嗰個檢控，破
13 案率等等，破案率、檢控率、定罪率等等，係相比較整體同類案件嘅破案率、檢
14 控率、定罪率，嗰一百八十幾宗嘅案件嘅相關數字，係比相同嘅案件類別嘅整體
15 數字，都係要高嘅，呢個係一個即係我哋搵到出嚟嘅一個數字嘅比較。所以喺個
16 整體情況裏面，我哋見唔到有任何喺巴士司機受襲嘅案件裏面，係即係警方係有
17 輕描淡寫嘅情況出現，所以呢個必須要重申就係，再重複一次，我哋警方係處理
18 巴士司機受襲嘅案件，係採取一個一視同仁嘅一個態度，同埋認真去處理，處理
19 --即係喺個調查過程係作出一個一視同仁嘅態度，如果個調查搵到出嚟嘅證據
20 係充分，我哋會予以檢控。

21 咁檢控嗰個係採用邊一個條例，邊一個控罪去檢控，就要視乎嗰個案情。如
22 果我哋有需要嘅話，當然係會向律政師索取--尋求法律意見。剛才大律師提到話
23 喺公眾地方打交呢一個咁嘅情況係點樣去理解，我哋接報--即係警方接報去到場
24 調查之後，我哋會因應唔同案件個案情，係決定嗰個案情嘅性質係屬於邊一樣。
25 當然喺接報嘅時候，可能即係會各執一詞，即係雙方--即係牽涉--涉案嘅雙方
26 會各執一詞，但係當我哋警方係經過詳盡嘅調查之後，我哋會係作一個評估，有
27 一個結論，係決定係控以邊一方面，邊一個控罪，有機會係只係控告其中一方相
28 關嘅控罪，如果係案情係的確係證實係顯示雙方都有打交嘅情況出現，咁我哋亦
29 都會係控於適合嘅罪名。咁呢個亦都唔係單單係警方嘅決定嚟，亦都係一個案件
30 上到法庭，有法庭嘅檢控官，檢控主任去做一個...

31 主席：（經傳譯員）唔好意思，我截斷你，我原本嘅建議，如果係有咁樣嘅--即係如
32 果係咁樣控告，即係話咁嘅控告嘅罪名當然係你哋覺得係適當喇？

33 李大偉先生：同意。

34 主席：（經傳譯員）我哋而家過咗 1 點嘞，我哋而家就係午休，我哋兩點半再復會。

35

36 下午 1 時 06 分聆訊押後

1

2 下午 2 時 30 分恢復聆訊

3 出席人士如前。

4

5 主席：（經傳譯員）各位，午安。黃律師。

6 黃女士：（經傳譯員）邱女士，我哋未休會之前，就係睇緊法例第 237 章嘅，就係
7 講到嗰個定額罰款嗰方面，告票嗰度，就係畀呢一個車輛同埋司機嘅。Have
8 you been able to locate the section?

9 邱倩雯女士：我哋搵到喇。

10 黃女士：係咪第 15?

11 邱倩雯女士：係 section 15 嘅第 (2) 段。

12 黃女士：Subsection (2)?

13 邱倩雯女士：係。

14 黃女士：（經傳譯員）我就讀佢出嚟係以資紀錄，我應該都讀埋係第 (1) 款嘅，如果
15 呢一個嘅警務人員有合理嘅理由相信就係已經係有觸犯咗有關條例，佢可以就
16 係向呢一個車輛嘅司機或者係向嗰個嘅司機，就係要佢嚟到去遵守佢有關呢一
17 個違例嘅責任，呢個就係要畀一個定額罰款。

18 為咗第 (1) 款，呢一個嘅通知應該係一個定明嘅格式，就係要係面交係呢
19 一個掌管呢一個車輛嘅嗰個人士，但係就係要唔喺影響第 16 條或者係呢一條嗰
20 個嘅情況之下，即係唔會影響佢不能夠履行呢一條條款嗰個嘅要求。

21 呢個係咪關於要面交嘅嗰個條款呀？

22 邱倩雯女士：喺，冇錯。

23 黃女士：（經傳譯員）但係從呢一個嘅但書嗰度睇到，如果係唔能夠符合呢一條，就
24 唔可以違反第 15 (1) 條嘅。

25 邱倩雯女士：係，我睇到。我哋曾經就過就第 15 項，我哋都徵詢過律政司意見嘅，
26 但係嗰個意見我而家唔喺手上面，但係基本上個意思都係話需要係畀嗰個當時
27 當地嗰個司機，或者係我哋需要擺喺個車嗰度嘅。

28 主席：（經傳譯員）如果呢一--即係為講而講喇，如果嗰個嘅法律指示係合適，咁就
29 應該係刪除第 15 條第 (2) 款，係咪呀？

30 白令嘉先生：（經傳譯員）我從嗰個嘅草擬嗰個指示，就似乎唔係話係刪除，而係就

1 係去話畀我哋係--即係搖距咁發呢個嘅告票。

2 主席：（經傳譯員）即係其實同刪除呢一條一樣喇，嗰個結果？

3 白令嘉先生：（經傳譯員）係喇。

4 主席：（經傳譯員）即係一係就係好簡單咁樣擺支藍筆係劃咗呢度，又或者係要用一
5 支紅筆係加啲新嘅條款。

6 白令嘉先生：（經傳譯員）我哋會反映你嗰個評論嘅。

7 主席：（經傳譯員）我哋而家就係有一個嘅法例，就係三十五年咁--超過三十年咁久
8 喇喇，係咪呀？

9 白令嘉先生：（經傳譯員）冇錯。

10 主席：（經傳譯員）而家無論係電腦或者科技都係進步咗好多，呢個法例寫嘅時候唔
11 係為咗今日嘅科技而寫嘅。

12 黃女士：（經傳譯員）李先生，喺休息之前，你就係提到，喺一百八十八個個案之
13 中，呢個就係九巴提畀你，有四十七宗嘅個案係冇檢控嘅，你可唔可以畀我哋
14 睇下一般係乜嘢原因係令到有檢控嘅呢？

15 李大偉先生：就住嗰四十七宗不能夠檢控個個案，有二十二宗係未能夠搵到嗰個受疑
16 人嘅，即係話係施襲者，另外十六宗就係受害人最終就係不追究個事件嘅，所
17 以就案件就終結咗，六宗係不夠證據，另外兩宗不夠證據係經過諮詢律政司意
18 見而係就完結嘅，另外一宗就係案件調查之中。

19 黃女士：（經傳譯員）李先生，其實我想問你嗰個問題，基於九巴嗰個證供，佢話佢
20 哋係比較喜歡用第 230A 章嘅，...

21 主席：（經傳譯員）未去講呢一度之前，講到嗰啲搵唔到行兇者嗰啲個案，如果大家
22 畀錢搭巴士，如果係用八達通嘅話，有冇幫助呢？因為呢啲可能會係包咗嗰啲
23 個人資料嘅，呢一啲會唔會幫到你搵到行兇者呢？

24 李大偉先生：喺尋找施襲者，如果係用透過八達通嘅，係一定有幫助嘅，對警察嘅調
25 查，但係由於好多時候使用八達通卡者未必係一個私人登記嘅八達通卡，所以
26 警方未能夠就跟進到佢嘅身分，當然如果係個個都用個人登記嘅八達通，係會
27 幫助到警方調查去搵到呢啲咁嘅施襲者嘅。

28 主席：（經傳譯員）唔該。

29 黃女士：（經傳譯員）好，跟進話用八達通呢個問題，我諗係有兩宗嘅個案，九巴公
30 司係提出投訴，就係話警方係有積極咁樣去收集嗰啲個人資料，即係用八達通
31 卡嗰啲，我想你睇睇一啲嘅文件，可唔可以睇下九巴 1A，297 頁？

32 我哋講番個背景，有兩宗嘅個案，唔好意思，睇一睇 218 頁先，同一查文

1 件，218，1A 嗰個文件夾，第 218 頁，嗰度有提到五宗個案，搵唔搵到？3 同
2 埋 4 號，個案 3 同埋 4，我哋睇下 218-1 嗰一頁，第 2 段，呢度就係話，呢度
3 係被悉到，呢一封信係我哋委員會畀呢一個九巴嘅，係 6 月 27 號嘅，嗰個嘅回
4 應就係話關乎第 3 同埋第 4 宗嘅個案，係提到有一個閉路電視嘅報告嘅，就係
5 話喺第 1 個案裏面就係話到係警方方面有呢一個行兇者嗰個嘅八達通卡嗰個紀
6 錄嘅，我哋就要求有呢一個閉路電視同埋八達通卡嗰個紀錄嘅印本，喺呢一度
7 就係話九巴就喺 2018 年 8 月 9 號就係回覆呢一封信。

8 喺第 297 頁，你睇下嗰個大題目就係話回覆 2018 年 7 月 27 號嗰封信，
9 第二段度話「關於第 3、第 4 宗嘅個案，嗰個嘅閉路電視嘅由我哋法律部門嗰個
10 嘅意外調查同埋預防組畀嘅報告就係喺附件 A，就話呢一個嘅兩個被告人係認
11 罪，所以係冇用到閉路電視嘅紀錄嘅。」

12 然後，「關於第 1 宗案件，就喺 2018 年 4 月 16 號，警方係要求我哋提
13 供八達通卡嘅紀錄同埋邊個陪同佢一齊，因為佢哋當時係有最後三個嘅乘客就
14 係喺當時上車嘅。喺 2018 年 4 月尾度，我哋就同警方有一個電話嘅對話，就係
15 關於八達通嘅資料，就話畀佢哋聽係要攞我哋嘅書面回應嘅。」

16 Patrick Pang 先生口頭作供嘅時候，佢就話警方冇去攞嗰個八達通嘅資
17 料或者係報告，我哋睇下你嗰度嘅回應。喺嗰個雜項文件第 124-537-1 呢一頁
18 嗰度，124-537-1 呢一頁嗰度，537，我讀出嚟，李生，你搵唔搵到嗰份文件
19 呀？

20 李大偉先生：（沒有可聽到的回答）

21 黃女士：（經傳譯員）仲未。呢個係你畀委員會嘅一封嘅回信，係 2018 年 8 月 7 號
22 嘅，喺第 3 段，你咁樣寫，「關於第 1 宗嘅個案，就係天水圍嘅警區嗰度，警
23 方係冇收到任何嘅從九巴嘅嗰個疑犯或者係行兇者嗰個八達通資料。」

24 你亦都話呢啲嘅資料係可以喺嗰個八達通可以搵到嗰個交易嘅時間、日
25 期、用邊一個嘅器材、嗰個交易嘅幾多錢同埋嗰個八達通卡主嗰個嘅個人資
26 料，而家就話--九巴就話佢哋有呢啲資料，但係警方就冇去攞，於是乎呢份文
27 件仲喺九巴嘅寫字樓度，你嘅回應係乜嘢呢？

28 主席：（經傳譯員）或者我哋應該去番前呢一個警司彭先生嗰個嘅資料，因為我哋似
29 乎而家兩面就係喺度推卸緊，佢就彭生就似乎就接咗手。

30 黃女士：（經傳譯員）我想請你睇一睇我哋第 13 日嗰個嘅研訊謄本，2018 年 8 月
31 10 號，係 108 去到 109 謄本嘅，就喺謄本 5 嗰度，108 至 109 頁，你睇咗
32 108 頁先，第六行，主席係咁問嘅，「我哋知道，因為我哋問咗警方係有啲乜
33 嘢可以攞到嘅資料，喺你封信嗰度，我諗應該係喺 KMB-1 第 297 頁，就係話去
34 回應呢一封信嘅時候，喺二段，你就係講到第 1 個個案，你係咁講嘅，你話
35 『大概喺 2018 年 4 月咁上下，我哋就係同警方講過電話，就住關於八達通呢啲
36 紀錄嘅，就向佢哋講就話可以收到我哋嘅書面回覆嘅。』佢哋收唔收到呢？係

1 咪可以答有或者冇呢？」然後彭生就話冇，佢咁冇嚟到擺嘅。

2 然之後我哋去睇 109 頁，都仍然係彭生畀緊證供，第九行，「我哋打電話
3 去天水圍警區，我哋問佢，叫佢咁擺呢一個回覆，但係警方冇嚟過，封信依然
4 喺我哋度，嗰啲八達通嗰啲卡依然喺我哋度，就係咁樣發生咗喇，主席。」呢
5 個係 Patrick Pang 先生嘅證供，...

6 主席：（經傳譯員）我諗到最後彭生就話咁樣嘅做法係好愚蠢嘅，應該係做啲嘢。

7 黃女士：Yes.

8 李大偉先生：就住呢個天水圍個案件，我哋都諮詢過天水圍分區嘅，根據佢哋紀
9 錄，佢畀我哋嘅資料，就係佢哋係有向呢個九巴係索取呢個相關案件嘅八達通
10 資料，而發信之後一路都收唔到 KMB 書面嘅答覆，亦都有話收到任何電話通知
11 有關於可以去擺呢啲咁嘅資料嘅，我哋喺天水圍方面就可以擺到咁嘅資料啫。

12 主席：（經傳譯員）呢一件事我哋一定要跟進，我哋要同彭生同九巴跟進，因為咁樣
13 發生真係令人覺得好惋惜嘅，大家其實對呢件事都有一個興趣嘅，因為就係話
14 究竟係咪會調查咗一個指控，甚至係咪可以提出檢控呢咁，但係有人唔知做咗
15 啲乜嘢，就做唔到，但係好明顯嗰啲證據係喺度。

16 黃女士：（經傳譯員）李生，你先前提到呢個一百八十八宗九巴嘅案件係有四種唔同
17 嘅檢控嘅罪行嘅，冇一次係同 230A 章有關嘅，九巴嘅證供同埋個工會嘅證供全
18 部都係同一個意見嘅，佢哋就係話其實你動用 230A 章係更加容易嘅，如果你係
19 講到乘客嘅行為，因為係唔需要冇真係身體方面嘅接觸或者係襲擊嘅，咁都已
20 經係可以違例，係應該容易檢控啲嘅，你個意見點呀？

21 李大偉先生：或者我嘗試答下先，一般嚟講，普通嘅 230A 嘅違規，即係乘客唔守規
22 矩，係經常會發生，好多時候嗰個事件已經發展到可能已經係肢體衝突，直至
23 到警察到場喇喇，當然係最理想嘅方法就係嗰件事未發展到咁差嘅時候，就
24 警察開始介入就可以平息咗佢，或者係用比較容易嘅方法處理，譬如話可唔可
25 以考慮到 230A 嘅控罪，但係好多時候警察去到現場，好多時候已經係去到一個
26 階段，已經係可能肢體發生衝突又或者有人受傷嘅情況。

27 黃女士：（經傳譯員）對你比較公道，或者我畀幾份文件你睇睇，我諗邱小姐係回覆
28 過九巴嘅，佢係回覆過九巴關於呢件事，就係話究竟你係咪有考慮過將來都係
29 用 230A 章，...

30 主席：（經傳譯員）或者未講呢一點之前，我哋可唔可以睇一睇 230A 章有相關嘅部
31 分，等我哋睇一睇呢一個罪行嗰個範圍。

32 黃女士：（經傳譯員）應該喺 THB-2 第 132 頁，即係運房局嗰啲文件，我哋睇下第
33 13A 規例，尤其是係 (1) (c) 嗰一條，佢係咁寫嘅，就係講到乘客同埋將會乘搭
34 巴士人士嘅一般行為，我哋可以睇下第 13 條嗰個規例，就係咁寫嘅，即係話嗰
35 個巴士嘅車長可以係驅逐呢一位乘客嘅，而 13A 就係講到有關嘅罪行嘅，就係

1 話任何嘅乘客或者將會搭巴士嘅乘客係唔可以蓄意去阻礙或者係妨礙其他嘅人
2 或者係呢一個巴士嘅車長或者係蓄意阻礙巴士車長嘅視線嘅，同埋係唔可以蓄
3 意或者係令到巴士任何嘅器材係會受到破壞或者係令到其他人係會受傷或者覺
4 得唔舒服或者覺得煩厭或者唔方便嘅，呢個係會造成罪行嘅。

5 第 25 條嘅規例就係寫明任何人如果有合理嘅辯解係違反第 3 條規例，即
6 係第 3 條第 (4) 款或者以下規例嘅任何嘅條文，都係會犯法嘅。

7 第 25 條第 (3) 款就係話任何人有合理辯解，如果係違反 13A，係會犯法，
8 係可以被罰 3,000 元或者係入獄六個月嘅。

9 工會同埋九巴嘅人士就認為呢一個嘅條文已經係好有效可以去對付乘客對
10 巴士車長嘅人身嘅攻擊嘅，即係你唔需要真係證明到係有襲擊，因為佢哋認為
11 有呢一條係更加容易檢控嘅。你點樣回應呀？同埋我一陣間都會請你睇一啲書
12 信來往嘅，係邱小姐都畀過答覆嘅。

13 李大偉先生：至於用 230A 個控罪，係同意嘅，係可以喺每個事件裏面防止啲事件再
14 惡劣下去，即係演變得更加差，譬如話變成打交或者係受傷咁樣嘅，所以我哋
15 一路都呼籲啲巴士司機一定要冷靜處理呢啲咁嘅違規乘客，儘快報警，由警察
16 儘快去現場處理，而唔係用自己去同人口角，跟住肢體衝突係最唔理想嘅處
17 理方法，所以 230A 係有佢嘅作用嘅，如果係巴士車長可以喺保持冷靜，儘快通
18 知警察去現場處理，我相信就一定係將啲受襲嘅事件可以降低。

19 就住每宗案件，都要針對最適當嘅控罪，警方先會檢控嘅，相對如果係實
20 質係一啲肢體衝突、係毆打嘅案件，警方一定會用番頭先我上晝所講嘅啲四條
21 控罪，最適合嘅控罪採取檢控行動嘅。

22 黃女士：（經傳譯員）好嘅。我哋講番成個故事，或者邱女士，請你去睇九巴 1A 沓
23 文件，中文 286 頁，英文 283 頁，呢一封信係九巴 2018 年 3 月 8 號寫嘅，主
24 席，喺英文版嗰度，個日子係有寫出嚟嘅，但係係 2018 年 3 月 8 號出嘅。呢
25 封信，喺 293 頁，九巴就係咁樣寫嘅，就話「舊年 5 月，我哋寫信畀警方表達
26 話我哋嘅車長一而再被襲擊嘅，我哋考慮過有關嘅個案之後，我哋發現有一啲
27 嘅違例者不單只係犯咗普通襲擊，有可能甚至係違反咗公共巴士服務規例
28 13A(1)(c) 嘅，因此我哋公司實際上已經係派咗同事去警察局嗰度係為呢一啲
29 嘅個案提供證供，希望警方可以係根據規例嘅 13A 提出檢控嘅。」佢哋係提到
30 六個個案。

31 喺 294 頁嘅底部，佢話「喺呢一方面，我哋而家係熱切祈求警方喺將來如
32 果仲有襲擊車長嘅情況」，係請佢哋慎重考慮使用規例第 13A，即係除咗係告
33 普通襲擊之外，都係用埋 13A 嘅，「我哋嘅公司肯定會同警方合作，提供協
34 助。」

35 喺呢一方面，邱女士就係回覆過嘅，2018 年 5 月 17 號，喺 296 頁，中
36 文版 288 頁，你喺呢一度咁寫嘅，邱女士，你就係話「同你公司開過會之後，

1 即係 3 月 28 號，我哋而家通知你我哋嘅分區亦都係通知咗總區嗰度，係用書面
2 嘅，去提醒前線嘅人員喺處理巴士車長被騷擾或者係襲擊嘅時候，係要公平同
3 埋專業嘅，同埋要明白嗰個個案嘅性質，然後適當咁將佢分類嘅，然後去考慮
4 一下係咪公共巴士服務規例，即係 230A 章係可以適用。」

5 我個問題係 230A 章第 13A 條從來有冇援引過係警方擺嚟去檢控嘅呢？

6 邱倩雯女士：我哋曾經睇番呢幾年嘅紀錄，喺 2016 年我哋都有用過 230A 去控告--
7 發過告票畀巴士嘅乘客嘅，一共有一宗。

8 黃女士：（經傳譯員）你回覆咗之後，有冇再用過呢？

9 邱倩雯女士：我哋再睇過紀錄，今年冇嘅。

10 黃女士：（經傳譯員）點解呢？點解用得咁少呢？

11 邱倩雯女士：呢個我相信就係睇下究竟喺事件裏面究竟係嗰個證據--現場嘅證據有啲
12 乜嘢嘅案情。

13 黃女士：（經傳譯員）仲有一件事，就係根據 Patrick Pang 先生，即係九巴嘅
14 Patrick Pang 嘅證據，佢就話 3 月 28 號開過會嘅，佢自己同埋係法律部嘅
15 主管同埋另外一個同事，就係同總警司開會嘅，喺嗰一個會，總警司就係答應
16 咗，喺即係個會度答應，就話佢會發出一啲指引畀前線嘅警員去到首先，就要
17 佢哋所有指稱係有襲擊嘅個案，都要係認真咁樣調查，佢亦都會提醒佢嘅前線
18 同事，睇下會唔會有一啲個案係適合援引 230A 章做調查同埋檢控嘅，有冇咁做
19 呢？

20 邱倩雯女士：嗰個有嘅，我哋喺 2018 年嘅 5 月 10 號，係由警察嘅交通總部係發出
21 咗一個內部嘅通告畀前線嘅同事去留意巴士嘅司機係受襲嘅事件嘅。

22 黃女士：（經傳譯員）我哋可唔可以睇下呢一張內部嘅通告呀？

23 邱倩雯女士：可以。

24 黃女士：（經傳譯員）或者就係透過呢度嘅秘書處，可以畀呢一個我哋。

25 主席：（經傳譯員）你今日會唔會有嗰張通告㗎？

26 邱倩雯女士：Yes.

27 主席：（經傳譯員）如果有嘅，請搵同事去擺佢去影印，或者畀我睇一睇先，我可唔
28 可以睇下佢呢？唔該。等一等。唔該。唔該。

29 黃女士：（經傳譯員）呢個嘅題目仲有最後一樣嘢嘅，就係 Patrick Pang 先生嘅
30 口頭證供就係話「當我哋問佢呢一個問題話點解佢係如果可以用普通襲擊嘅
31 話，點解要援引 230A 章呢？有咩嘢好處呢？」我相信九巴係咁樣回覆呢個問題
32 嘅，喺第 13 日，嗰個嘅研訊嘅謄本第 73 頁，呢個就係 2018 年 8 月 10 號第

1 12 行，呢一個鄧樂勤資深大律師就係問，「如果嗰個嘅最高刑罰係會低過呢一
2 個 230A 章嗰個罰則，咁有咩嘢意思呢？」鄧資深大律師就係話「其實如果要普
3 通襲擊，警方嗰個調查過程係好複雜嘅，如果用 230A 章，就係比較容易去證實
4 呢一個罪行已經觸犯咗，我哋希望嗰啲襲擊車長嘅乘客佢知道其實係有 230A 章
5 呢個係關於乘客嘅行為，而且係唔需要冇真係肢體嘅接觸，都可以係觸犯呢個
6 罪行嘅。」

7 你就係強調話用呢一條嘅條例係有好處嘅，我相信你嘅證供亦都話強調雖
8 然而家係好少援引呢一章，你都會考慮援引嘅，係咪？

9 邱倩雯女士：我想提出就係檢控嘅工作唔係取易不取難，而係真係睇下嗰個案情係嗰
10 個證據去到邊度，如果個證據已經係可以顯示到有肢體嘅受襲嘅話，縱使 Cap.
11 230A 係可以同樣控告嘅話，我哋相信我哋一定會係去一啲較嚴重嘅罪行，去顯
12 示，更加巴士司機受襲係令到警方係重視嘅，就唔係話因為 230A 比較容易去證
13 明，而我哋就去 230A，所以一切都係睇證據。

14 黃女士：（經傳譯員）唔該。我想問一個一般嘅問題，你點樣去確保乘客襲擊嘅個案
15 係好快速咁樣得到處理？

16 邱倩雯女士：我哋對每一單嘅案件都係即時去處理，咁樣時間性上面亦都係睇下證人
17 幾時可以昇到證據，我哋嘅調查隊會係立刻、即刻咁樣要求證人去昇到口供，
18 咁樣如果有係需要到較後嘅調查，例如係需要攞醫生報告或者係其他嘅證人可以
19 以昇到口供，呢個我哋都係即時會做嘅。

20 黃女士：（經傳譯員）去另外一個題目，嗰個嘅係去檢討車速嘅工作小組，我未去講
21 到呢個工作小組嘅時候，我就想解釋一下點解會成立咗一個咁嘅工作小組，呢
22 個係完全源於大埔公路嗰個嘅意外嘅，有一次係大埔嘅區議會有一個嘅會議，
23 嗰個嘅議程就係記錄 2018 年 2 月 12 號嗰個嘅會議，...

24 主席：（經傳譯員）你未繼續落去之前，我哋就有話過呢一個嘅工作小組係因為大埔
25 嘅意外先至引起，其實一早呢個工作小組已經存在嘅，係咪呀？黃律師？

26 黃女士：（經傳譯員）係，係，主席，應--我相信--如果我講錯，請你係更正。

27 主席：（經傳譯員）即係佢呢一個工作小組，關於檢討車速嘅，就係運輸署同埋警方
28 都係有代表，係一直存在嘅。喺呢一個嘅個案，所涉及嘅大埔道嗰個交通意
29 外，就係運輸署嗰個建議係要包埋呢段落路去嘅，係咪呀？我咁樣嚟到去總結
30 我哋聽到嘅證供正唔正確？

31 黃女士：（經傳譯員）係正確嘅。

32 主席：（經傳譯員）唔該。

33 黃女士：（經傳譯員）或者邱女士向我哋去解釋下呢一個檢討車速嘅工作小組有啲咩
34 嘢成員嘅？

1 邱倩雯女士：我讓我同事李大偉去回答。

2 李大偉先生：有關個運輸署嘅檢討車速工作小組，成員包括運輸署嘅同事，另外有兩
3 個非政府組織、一個就係香港汽車會、一個就係香港高級駕駛人員協會同埋警
4 方嘅代表，係作為參與嘅。

5 黃女士：（經傳譯員）可唔可以話畀我哋聽警方响呢個由運輸署成立嘅工作小組佢有
6 咩嘢角色嘅？

7 李大偉先生：警方嘅代表就係喺我哋嘅交通總部派出一個代表係定期參與佢裏面嗰個
8 會議，主要係檢討議程上面所檢討嘅路段嘅速度嘅。

9 主席：（經傳譯員）邊一個召開呢一個會議嘍？

10 李大偉先生：運輸署助理署長。

11 主席：（經傳譯員）呢個係由運輸署策動嘅小組。

12 李大偉先生：同意。

13 主席：（經傳譯員）佢哋係咪提供埋秘書處支援？

14 李大偉先生：佢哋會提供秘書處，佢哋負責所有秘書處嘅服務，而開會嘅地方都係運
15 輸署總部裏面。

16 主席：（經傳譯員）即係話喺咁嘅角色之下，佢哋定議程嘅？

17 李大偉先生：同意。

18 主席：（經傳譯員）唔該。

19 黃女士：（經傳譯員）可唔可以話畀我哋聽呢個工作小組點樣運作嘅呢？會唔會係考
20 慮埋一啲嘅客觀嘅事實，同埋評估，當佢考慮到去更改某啲路段嘅車速限制嘅
21 時候。

22 李大偉先生：運輸署係有恆常嘅機制檢討道路速度限制嘅，確保定立嘅速度限制能夠
23 保障道路安全同埋交通暢順嘅。喺檢討嘅路段嘅時速限制嘅時候，儘量都會保
24 障道路使用者個安全為首要嘅。

25 檢討嘅時候會考慮有幾大因素嘅，無論係調低、放寬或者保持原狀個速度
26 限制嘅，第一個考慮就係路段發生意外嘅紀錄；第二個考慮因素就係車輛嘅常
27 用速度；第三個考慮因素就係道路環境同埋特徵，就包括路面嘅斜度、視線、
28 路口同埋行人情況等等。

29 根據上述頭先我講嘅因素，運輸署同同事就會作出佢嘅建議，究竟係嗰段
30 道路應該係調低咩，調高咩，或者保持現行嘅速度嘅。

31 黃女士：（經傳譯員）你提到運輸署有一個嘅恆常機制去檢討一啲嘅車速，你可唔可

1 以話畀我哋聽呢一個嘅定期機制有幾定期嘅呢？

2 李大偉先生：據我理解，呢個檢討小組一般嚟講，係以每一季度就開一次會，檢討唔
3 同嘅道路嘅，道路嘅選擇就係屬於運輸署範疇，究竟應該係檢討邊一段道路，
4 就純粹係關於運輸署個工作小組決定嘅。我相信就係特別針對一啲可能--個機
5 制就係特別一啲發生過嚴重交通意外又或者經常發生交通意外嘅地方，佢哋係
6 會比較容易啲呢個會議嗰陣討論關於車速嘅限制方面。

7 黃女士：（經傳譯員）你提到嗰個機制，就係會針對一啲嘅路段，可能係一啲頻密或
8 者係嚴重嘅交通意外嘅路段，咁即係話係一個回應有發生咗嘅意外嘅機制，係
9 咪呀？

10 李大偉先生：呢個係其中一個考慮嘅因素，其實仲有其他因素，就係可能係市民投
11 訴，或者係區議會嘅反映咁樣。

12 黃女士：（經傳譯員）我咁講啱唔啱呢？根據你所知，唔係一個主動嘅機制嚟嘅，即
13 係唔係話運輸署或者係警方會係主動出擊，睇下邊啲危險嘅路段係需要考慮嗰
14 個車速要去調整，係咪呀？

15 李大偉先生：我唔敢講係咪一個主--即係佢唔係一個主動嘅檢討，不過呢個檢討嘅機
16 制係--我覺得係有效。

17 黃女士：Now, going back to the specific example...

18 主席：（經傳譯員）可唔可以幫下我哋，呢個工作小組已經成立咗幾耐呢？

19 李大偉先生：根據紀錄，一般嚟講，係會三個月，季度性開一次會嘅。

20 邱倩雯女士：第一次。

21 黃女士：Since when?

22 李大偉先生：而第一次嘅會議，根據紀錄，係喺2000年第一次。

23 主席：（經傳譯員）你知唔知道喺咩嘢嘅情況之下佢係成立㗎？

24 李大偉先生：呢個我哋冇紀錄可以查到。

25 主席：（經傳譯員）唔該。

26 黃女士：（經傳譯員）關於呢一個大埔路嘅交通意外，可唔可以請你睇幾份嘅文件，
27 嗰個目的係想顯示大埔路段，即係關於乎呢一段嘅大埔路段，其實區議會、居
28 民、學校都係有投訴話呢一段嘅路係好容易有交通意外，亦都有好多超速嘅情
29 況，呢度有一啲嘅書信往來，係嚟自大埔區議會寫畀警方，要求佢哋協助
30 嘅，...

31 主席：（經傳譯員）未去講到細節之前，我想請問一個一般性嘅問題，呢五位警方嘅

1 代表，請問有冇任何一位係參加過呢一個車速嘅檢討委員會嘅呢？

2 李大偉先生：嗰個常任個會員係其中一個警察代表就係交通總部嘅警司，交通管理嘅
3 警司，其實嗰個啱啱就係調任咗，調離咗崗位，而家我就署任緊嗰個角色。

4 主席：（經傳譯員）即係話直接去答呢一個問題就係今日喺呢一度嗰五位警方人士係
5 冇積極咁係參與過呢一個委員會嘅工伴？直至到你係代替咗之後。

6 李大偉先生：同意。

7 主席：（經傳譯員）唔該。

8 黃女士：（經傳譯員）李生，自從你署任之後，你有冇參與過呢一個工作會議嘅會議
9 呢？即係呢一個工作小組。

10 李大偉先生：我曾經出席過一至兩次，不過係相信係兩、三次年前嘅事嚟。而家，就
11 住呢個大埔道呢個檢討，就我有出席過。

12 主席：（經傳譯員）當你參與呢一個工作小組會議嘅時候，即係參與過嗰啲，通常會
13 係一次會議檢討幾多個路段？

14 李大偉先生：喺我出席嘅兩、三次會議裏面，每一次嘅會議大致上係會搵出三個地
15 點、六個方向，即係每一個地點通常都係有來回線嘅，所以每一次會檢討六個
16 唔同嘅路段。

17 黃女士：（經傳譯員）點解係六個路段呀？

18 李大偉先生：頭先我講每--通常會搵三個地點，而每個地點都係有來回線，所以有六
19 個路段。

20 黃女士：（經傳譯員）係邊個去選擇嗰三個路段呢？

21 李大偉先生：運輸署同事。

22 黃女士：（經傳譯員）點解係咁樣選呢三個路段呢？係咪就係根據你剛才講嗰啲因素
23 呢？

24 李大偉先生：冇錯。

25 黃女士：（經傳譯員）關於去選擇呢啲路段，你有冇任何嘅意見嘅呢？

26 李大偉先生：我哋會畀意見嘅，我哋會畀同唔同意佢嘅建議。

27 黃女士：（經傳譯員）如果你係收到啲投訴，係關於某一個路段嘅，你可唔可以建議
28 話去檢討嗰個路段？

29 李大偉先生：當然可以提出嘅，可以提出，向運輸署同事，我哋有收到投訴係關於速
30 度嘅要求，但係一般嚟講，但係市民或者係好多區議會、其他部門都好清楚到

1 路面上面嘅速度限制係歸於運輸署嘅範疇去檢討，同埋去定制，只係佢哋有權
2 去檢討嗰個道路嘅速度限制。

3 主席：（經傳譯員）如果一個區議員係唔知道，你係咪會咁樣話畀佢聽？

4 李大偉先生：我哋會將呢件嘢反映畀運輸署嘅同事聽。

5 主席：（經傳譯員）但係如果係一個區議會係提出嘅，一陣間我哋都預計會畀啲文件
6 你睇，如果係一個區議員係向警方提出，你係咪會話畀佢聽「呢件事唔係我哋
7 做嘅，係運輸署嘅工作。」係咪咁呢？

8 李大偉先生：我相信區嘅同事收到呢啲每個唔同區議會嘅議員嘅反映，佢都一定會反
9 映畀佢當區嘅運輸署同事，由運輸署同事反映番上去呢個檢討工作小組裏面
10 處理。

11 主席：（經傳譯員）好呀，我哋一陣間睇下發生咩嘢事。

12 黃女士：（經傳譯員）李生，...

13 主席：（經傳譯員）等一等，唔該。你就同我哋講過一啲因素，就係話影響車速檢討
14 嘅，即係話多唔多交通意外、嗰啲車輛駕駛者一般駕駛嘅速度或者係嗰啲條路
15 嘅特徵等等，呢啲有冇喺任何書面嗰度可以睇到㗎？

16 李大偉先生：係會喺報告，除咗報告之外，佢哋係會播巡邏影片嘅，即係會有一架車
17 直頭係去巡邏，去示範嗰條路，即係介紹嗰條路嘅特徵同埋嗰個車輛--道路情
18 況嘅。

19 主席：（經傳譯員）比較具體咁講，有冇一啲嘅參數或者臨界點係話講到要有幾多嘅
20 交通意外先至可以引發一個檢討呢？

21 李大偉先生：我唔肯定，但係我相信都會係其中一個考慮因素。

22 主席：（經傳譯員）但係你所知道就唔會係有一個方程式？

23 李大偉先生：冇呢條方程式。

24 主席：（經傳譯員）譬如如果話係意外增加咗百分之五十，喺過去一年多咗百分之五
25 十嘅意外。

26 李大偉先生：冇一個方程式可以講到。

27 主席：（經傳譯員）唔該。請繼續。

28 歐陽先生：（經傳譯員）我想補充一下，關於呢一個工作小組，當你哋開會嘅時候，
29 你哋會唔會係分開重型車輛同埋係普通車輛㗎？

30 李大偉先生：一般嚟講，都唔會嘅，因為車速普遍嚟講係針對所有唔同種類嘅車輛，
31 除咗一啲巴士或者係小巴已經係--本身已經係呢個車輛可以行咁多車速嘅啫。

1 歐陽先生：（經傳譯員）好，唔該你。

2 主席：（經傳譯員）唔該。

3 黃女士：（經傳譯員）首先我跟番個時序，因為我都會同你講番啲事情，根據時間
4 咁樣去發生，一路喺大埔嗰件事一路去到最後個報告，首先，2017年6月5號
5 一封信，喺 DC-2(B) 嗰一查文件，係一個投訴，係大埔區議會寫畀警方嘅，
6 DC-2(B)，840-70 就係中文，如果英文，就係 840-74。

7 我哋係睇到呢個翻譯嘅，佢係寫畀交通部總部嘅，2017年6月5號，係
8 寫畀中央交通攝錄調查小組嘅，佢係寫畀一位張笑權先生嘅，個題目就係話希
9 望大埔尾同埋一個屋苑之間，請你哋係安裝超速嘅攝錄機嘅，就係話呢一個係
10 發現好多時候喺大埔道好多人喺度鬥車、賽車咁樣，尤其是係放假同埋半夜嘅
11 時候，佢哋發現有一大組嘅，經過改裝嘅車係高速咁樣喺大埔道行駛嘅，佢哋
12 發現有可能係有不合法嘅賽車情況，同埋係令到居民係受到好大嘅嘈雜滋擾
13 嘅。

14 喺咁嘅情況，如果有交通意外，就會係會撞到啲居民同埋係會造成嚴重嘅
15 人身嘅傷害嘅，因此係希望你哋安裝呢個超速嘅攝錄機，呢個就係喺大埔尾同
16 埋鹿茵山莊之間嗰一段大埔道，希望可以安裝呢啲嘅超速攝錄機嘅。

17 呢一個就係大埔區議會寫畀警方嘅一個投訴嚟嘅。

18 主席：（經傳譯員）我哋有冇一個地圖可以顯示到個地點呀？

19 黃女士：（經傳譯員）有嘅。就係喺大埔尾同埋鹿茵山莊之間，呢一度就係大概嗰個
20 路段，喺中間呢一度，喺中間嗰個部分。

21 主席：（經傳譯員）我哋肯定睇到大埔尾，呢個當然就係喺 2 月 10 號巴士意外嗰個
22 路段嘅附近喇？

23 黃女士：（經傳譯員）係，冇錯。

24 主席：（經傳譯員）呢一度有啲字係睇唔真嘅，淨係睇到“Hill Bay”，係咪即係
25 等如“Deerhill Bay”？

26 黃女士：（經傳譯員）正確嘅，主席。收到呢個投訴之後，香港警方喺 2017 年 6 月
27 16 號就係回覆咗嘅，請大家睇一睇中文 840-71 頁，英文就係 840-73 頁，我
28 哋睇到呢一封信就係警方代表 Andrew Lam Chi Hang 就係寫畀區議員 Chan
29 Siu Kuen 嘅，2017 年 6 月 16 號，佢亦都係副本抄錄畀 Paul Chiu Kang
30 Bor，就係運輸署嘅，亦都係抄錄畀大埔嘅指揮官同埋負責交通嘅高級人員嘅。

31 呢一度就係講到話你哋要求係喺鹿茵山莊同埋大埔尾之間安裝攝錄機，你
32 就話係「主要由運輸署負責嘅，安裝之後，警方就可以執法嘅，我哋就係明白
33 運輸署而家係冇計劃喺呢一個你講嘅路段係安裝固定嘅超速嘅攝錄機，但係同
34 時，警方係會緊密咁監察呢一個路段嘅交通情況嘅。」

1 呢一度就話運輸署係拒絕呢個要求係安裝超速嘅攝錄機，警方嘅回覆就似
2 乎就話你都有咩嘢可以做，因為你哋嘅角色只係執法，...

3 主席：（經傳譯員）你點解咁樣講呢，就話運輸署係拒絕去安裝呢啲攝錄機呢？

4 黃女士：（經傳譯員）因為有一句嘅，就係話「我哋係理解運輸署現時係有計劃去安
5 裝固定嘅超速攝錄機嘅，喺呢一個有關嘅路段」。

6 主席：（經傳譯員）我哋要睇下佢係咪真係咁講。

7 黃女士：（經傳譯員）我想請問一個一般性嘅問題先，如果你收到大埔區議員一個要
8 求，係講到話要裝置超速嘅攝錄機或者係某一個路段做啲乜嘢嘅，呢一個投設
9 會唔會交界車速嘅檢討工作小組去講呢？

10 李大偉先生：我相信係唔會嘅，呢個純粹係一個要求喺道路上面安裝呢個偵測器嘅
11 啫，同檢討道路速度限制係兩回事嚟嘅。

12 主席：（經傳譯員）我諗佢嘅重點就係話如果你警方有一個機會喺工作小組嗰度提出
13 一啲議程嘅，呢一樣嘢你亦都會唔會係向運輸署去提出，然後睇下佢哋會唔會
14 擺喺呢一個工作小組嘅議程上面呢？

15 邱倩雯女士：我相信就係我哋警方同個 TD--同運輸署我哋有好多唔同嘅委員會嘅傾
16 談嘅，嘅商討嘅，其中關於要設立呢啲偵速嘅攝影機就唔會喺嗰個速度限制嗰
17 個委員會嗰度傾嘅。

18 黃女士：（經傳譯員）但係如果有一個具體嘅投訴係區議員提出嘅，就係話要佢哋修
19 改或者係減低一個車速，會唔會終於都去到工作小組呢？

20 邱倩雯女士：如果係關於速度--個路段嘅速度限制，就會係去番頭先嗰個工作小組嗰
21 度。

22 黃女士：（經傳譯員）係，就想請你睇 2015 年 7 月 24 號一封信，係由一個嘅大埔
23 區嘅區議員係 Chan Siu Kuen 女士，但係呢個係寫畀運輸署。

24 主席：（經傳譯員）咪住，李先生，你早前就係話警方如果係接收到一個咁樣嘅要
25 求，就係會轉介畀運輸署，呢一封信其實都係已經抄送咗畀運輸署，嗰個嘅日
26 子--嗰個係 840-73 嗰一封嘅信係咪已經係畀咗運輸署？

27 李大偉先生：係，冇錯，同意，但係我唔清--我相信佢係--呢封信係副件係去咗運
28 輸署有關於處理一啲安裝一啲新嘅偵速器攝影機嘅運輸署部門，就唔係話佢哋
29 會--呢封信唔會去咗--我相信唔會去到嗰個速度檢討小組嗰個會議上面。據我
30 所知，運輸署係會有一...

31 主席：（經傳譯員）呢個係另外一點嚟嘅，你就話你會同運輸署方面嘅連繫就係嚟自
32 呢封信，因為呢一封信，你--警方嗰封信係有係畀區議會嚟嘅，亦都係謄本抄
33 送咗畀呢一個運輸署嚟嘅？係，黃女士。

1 黃女士：（經傳譯員）我未去到講番呢一封投訴信之前，我想去睇一睇大埔區議會嘅
2 會議紀錄，喺第二次嘅會議，2015年3月13號，中文文件840-81頁，而英文就係
3 840-91頁。呢一度出席嗰度，喺最底嗰度，就係大埔警區嘅交通部嘅
4 主管，另外亦都有大埔區嘅或者係房署嘅大埔當區嘅負責人或者係代表，亦都
5 有警方嘅代表喺呢個會議度嘅。

6 去番840-92頁嗰度，喺79段，嗰度係有一個特定嘅要求，係日本學校，
7 嗰度係要求喺大埔坳嗰度嘅路段嘅車速係要係限制嘅，喺79段嗰度就主席
8 就係表示收到日本國際學校嘅呢一封信，要求將呢一個嘅學校前面嘅路段嘅車
9 速就係由每小時70公里就減到50嘅，佢亦都係邀請呢個委員會去到呢一間嘅
10 國際學校同佢哋學生去討論下佢哋附近嘅交通。主席係要求運輸署首先就係去
11 回覆話要求降低車速上限呢一個嘅請求。

12 第80段，Wong Kwok Leung先生回應日本國際學校建議將呢一個學校
13 前面嗰個路段嘅車速限制由70減到去50，因為係喺2014年喺呢一段大埔路
14 嘅路段，喺學校前面係有一個交通意外，有一位公眾人士係死亡嘅，運輸署同
15 埋警方就係研究緊呢一個交通意外嘅成因，未必一定係關乎呢一個路段嘅車速
16 限制，可能係包括埋駕駛嘅態度同埋到底嗰個行人嘅視線係咪被遮住咗。運輸
17 署亦都會係睇下現時呢一條路段嘅車速限制係咪合適，另外，運輸署就係會向
18 學校畀一個臨時嘅回覆，係農曆年之後，之後就會畀一個更加詳細嘅回覆嘅。

19 主席：（經傳譯員）可唔可以畀我哋睇下嗰個地圖？

20 黃女士：（經傳譯員）呢度，21同埋22之間，香港日本人學校。

21 主席：（經傳譯員）我哋將佢再放番闊啲，睇到成個嘅情況，即係由意外嗰個地點，
22 由沙田一路揸車去大埔，沿路嘅，係咪呀？

23 黃女士：（經傳譯員）啱。

24 主席：（經傳譯員）唔該。係。

25 黃女士：（經傳譯員）呢一個係一個特定嘅要求，係由一間學校提出嘅，警方係有代
26 表出席呢個會議，當時係有投訴嘅，對呢個問題，亦都係要求將個車速上限降
27 低。通常呢啲會唔會係畀嗰個工作小組嚟到去討論㗎？

28 李大偉先生：根據會議紀錄，我相信出席嗰個警察嘅同事就係屬於大埔區交通組嘅警
29 長嚟嘅，我睇番個會議紀錄就係睇到係區議會要求運輸署去檢討當段嘅速度
30 嘅，我相信運輸署收到呢個訊息之後，應該係會將佢帶番去運輸署畀個工作小
31 組去考慮將佢擺落去個議程上面，或者係進一步去檢視下呢段路應唔應該去做
32 個檢討嘅。

33 主席：（經傳譯員）即係話係會由警方代表，將個訊息傳遞畀工作小組，係咪呀？

34 李大偉先生：由於嗰次會議我睇到主要都係運輸署同事喺個會議上面解答區議會所--

1 呢個問題，我相信運輸署--警方係唔會再重複番轉達番區議會嘅意見畀番運輸
2 署。

3 主席：（經傳譯員）唔係嗰個運輸署，而家係講緊嗰個工作小組，警方會唔會自己係
4 將呢一個訊息畀工作小組？因為叫佢哋考慮嘅議程度講呢樣？

5 李大偉先生：我相信唔會，因為當日係由運輸署同事負責解答呢個問題。

6 黃女士：（經傳譯員）我未繼續之前，如果有人對於某個路段有投訴，警方係需唔需
7 要係制定關乎嗰個路段嘅統計數字，睇下呢個投訴係咪有利呢？

8 李大偉先生：警方如果收到類似上述嘅投訴，係轉介畀運輸署同事處理嘅，我哋係唔
9 會做任何呢啲統計或者係去做調查。

10 黃女士：（經傳譯員）我咁樣理解你嘅口供唔啱呢？雖然你有警方嘅代表出席嗰個
11 會議，當時亦都有一間學校去投訴，亦都有一個嘅事件喺嗰個路段係有人死
12 亡，即係嚴重嘅死亡事件，但係警方都唔會係進一步嘅調查，除非運輸署要求
13 佢咁做，係咪？係咪咁樣嘅立場呀你哋？

14 李大偉先生：我相信喺嗰次會議上面警方係會調查交通--喺會議紀錄上面，警方係會
15 調查交通意外個成因同埋調查嘅，而運輸署係個問題嗰個--今次佢就住嗰個會
16 議，我睇到係區議會向運輸署提問，同埋要求有關於該段路段應該係去檢討個
17 個速度限制，我睇唔到兩個有咩嘢關係，關於警方話我哋冇做任何適當行動去
18 轉達呢個意見。

19 黃女士：（經傳譯員）你知唔知道運輸署有冇要求呢一個路段嘅交通意外嘅統計數字
20 呢？

21 李大偉先生：頭先喺上晝嘅證供裏面，其實運輸署同我哋警方嘅意外數字係互通嘅，
22 佢係有我哋嘅意外數字。

23 黃女士：Now, four months after these minutes of...

24 主席：（經傳譯員）你未繼續之前，個問題就係喺 2017 年有一個投訴--2015 年有
25 一個投訴，就係關於 2014 年嘅傷亡數字，運輸署當時會唔會係即係問--2015
26 年嘅時候問一啲嘅數字，一啲嘅--唔係 2018 年，係 2015 年嘅時候，你明唔明
27 白嗰個嘅分別？

28 李大偉先生：我明白，嗰個最主要就係運輸署係唔會問我哋攞交通意外嘅資料嘅，因
29 為本身我哋嘅系統係互通，佢係有晒我哋所有相關嘅資料。

30 主席：（經傳譯員）即係佢哋可以自己喺一個共用嘅訊息嘅系統去攞，佢哋唔需要問
31 你嘅，係咪呀？

32 李大偉先生：係，同意，冇錯。

1 主席：（經傳譯員）唔該。

2 黃女士：（經傳譯員）嗰個會議紀錄之後四個月，就有一封嘅跟進嘅信件，就係大埔
3 區議員 2015 年 7 月 24 號嘅個日期，喺 DC-2(B) 840-78 頁，呢個係中文，
4 英文就係 840-88 頁，如果我哋睇下第二段，呢封信就係 2015 年 7 月 24 號
5 Chan Siu Kuen 女士喺第二段嗰度話--第一段先，第二行，佢哋係從大埔道
6 附近嘅居民收到一啲求助嘅請求，呢個係因為喺呢一個屋苑嘅轉角位嗰度係有
7 一個交通嘅時速限制嘅標誌，所以好多時候都係有交通意外，去確保道路使用
8 者嘅安全，我哋希望你個部門儘快咁樣喺呢度裝一個嘅標誌，就係話車速嘅限
9 制係 50，就係去提醒駕駛者係去呢度揸車係以一個安全嘅時速，就避免不必要
10 嘅意外，呢個就喺呢一個翡翠花園附近嘅。

11 喺通常嘅情況，呢一啲咁嘅信會唔會係去到呢個工作小組手上嘅呢？

12 李大偉先生：我相信呢封信主要都係講話要求加裝一啲交通標誌，就唔係有關於要求
13 檢討個速度限制，我相信呢封信係唔會去到個工作小組度。

14 主席：（經傳譯員）嗰度當時嘅車速係幾多，限制係幾多？

15 李大偉先生：我有呢方面嘅資料。

16 主席：（經傳譯員）黃大律師，我哋有冇呀？

17 黃女士：（經傳譯員）係時速係 70，我哋從陳先生嘅證供，就唔係淨係得封信嘅，
18 其實係有電話嘅通話，要求係降低呢度嘅車速限制去到 50 嘅，呢個只係一封跟
19 進嘅信嘅，係嗰個同運輸署通完電話之後。

20 主席：（經傳譯員）有冇嗰個謄本嘅頁數，等我哋可以去理解下嗰啲嘅證供？

21 黃女士：（經傳譯員）可以，我要搵一搵，因為我都係臨時諗到呢一點，啱啱記得呢
22 一點

23 主席：（經傳譯員）我自己都係熟悉嘅，呢一點。

24 黃女士：（經傳譯員）請畀少少時間我。

25 主席：（經傳譯員）冇問題，慢慢。

26 黃女士：（經傳譯員）主席，係第 4 日，第 9 頁。

27 主席：（經傳譯員）日子呢？

28 黃女士：（經傳譯員）第 4 日，唔好意思，應該係第 6 頁--第 6 日第 9 頁。

29 主席：（經傳譯員）嗰日係幾多號呀？

30 黃女士：（經傳譯員）7 月 14 號。

1 主席：（經傳譯員）唔該。

2 黃女士：（經傳譯員）喺呢一頁第 18 行，陳笑權先生喺嗰陣時應該係關於頭先我哋
3 傾嘅嗰件事，佢話「當時運輸署冇直接回覆畀我，不過我同佢哋講過電話，佢
4 哋就話如果個速度係減到 50，佢哋就會係要諮詢居民同埋啲業主法團，喺
5 2014 年喺香港日本人學校附近就喺嗰個路口係有一個交通意外，有人受傷嘅，
6 運輸署就向我回應，就話如果嗰個速度係減到 50，運輸署係要進行研究嘅，而
7 喺嗰個意外之後，佢哋就係向居民呼籲就係要遵守交通嘅規則嘅。就話如果真
8 係要去減到 50，佢哋係要做好多嘅諮詢，同埋亦都要同警方去聯絡嘅。我就一
9 路等，我一路都同佢哋聯絡，運輸署嘅王生就調走咗，好遺憾，我哋就喺大埔
10 尾嗰度有呢個交通意外，我就再接觸警方，因為運輸署幫唔到我哋，我請警方
11 就係安裝超速攝錄機，而我一路都有跟進。」

12 李生，呢個係陳生畀嘅證供嚟嘅，就唔係淨係信，佢亦都係有跟進，同你
13 哋講電話，同埋佢係不斷重複佢嘅要求，似乎係咁樣一路做緊，請問點解喺呢
14 一個個案個情況係咁？

15 主席：（經傳譯員）個背景就係我哋自己提醒番自己，就係有一位區議員寫咗信畀運
16 輸署。

17 黃女士：（經傳譯員）係正確嘅，主席。

18 主席：（經傳譯員）有可能你唔知點解運輸署冇做過嘢？

19 李大偉先生：我相信呢封信純粹係運輸署同埋寫信嗰個人士嘅溝通，我哋冇得喺呢度
20 畀任何意見，亦都冇任何紀錄關於呢啲咁嘅事件。

21 黃女士：（經傳譯員）我咁樣講正唔正確呢？喺工作小組裏面，警方嘅角色可以話好
22 似一個橡皮圖章咁樣，係冇任何積極嘅角色嘅？你唔會要求運輸署做任何嘢
23 嘅？

24 李大偉先生：警方嘅參與喺嗰个工作小組絕對唔係一個橡皮圖章嚟嘅，我哋會審視晒所
25 有佢哋嘅報告，我亦都會諮詢番地區嘅——喺嗰個地點嘅總區交通嘅同事嘅意
26 見，有關於運輸署工作小組提出嘅建議，我哋會諮詢番我哋前線同事佢嗰段路
27 段如果係嗰個建議，係有咩嘢睇法，從而我哋喺個會上就反映我哋警方嘅意見
28 畀个工作小組知嘅。

29 主席：（經傳譯員）或者我哋用另外一個方法去問一問呢個問題，就係話究竟去到咩
30 嘢嘅程度，警方可以話係有一個積極嘅角色去提出一啲建議，譬如話我哋係關
31 心呢一個路段嘅車速，我哋認為應該檢討，你會唔會咁做？

32 李大偉先生：我相信一定會有嘅，特別係喺一啲嚴重交通意外發生或者經常發生交通
33 意外嘅地方，每個總區嘅交通都係會根據調查之後嘅結果，係會向運輸署提供
34 唔同嘅意見嘅，包括就係速度檢討嘅議題，呢个工作一般嚟講都係交界番五個
35 陸上嘅交通——警方嘅交通部嘅同事，喺佢哋調查之後，由交通部向運輸署嘅區-

1 -即係運輸署嘅適當部門反映番每個區嘅需要嘅。

2 主席：（經傳譯員）你可唔可以畀一啲例子我哋？即係我哋說明你一個積極嘅角色，
3 或者係一啲書信。

4 李大偉先生：手頭上我--因為一般嚟講，呢啲地區嘅來往，即係由總區同埋運輸署嘅
5 地區嘅同事，我哋一般我哋係冇記錄嘅。

6 主席：（經傳譯員）咁一定喺某啲地方有紀錄㗎？

7 李大偉先生：我相信會有，但係要諮詢...

8 主席：（經傳譯員）我哋而家就係想請你畀呢啲我哋，可唔可以畀啲例子我哋，說明
9 話畀我哋聽警方如果喺某個地方係有一啲意外嘅，「我哋呢個警方亦都係會有一
10 一個積極嘅角色就會去同人哋講，就話可能都要係減低嗰個速度。」有冇一啲
11 例子？

12 李大偉先生：我哋可以返去諮詢下，我哋會攞番呢個紀錄嘅，我哋會返去諮詢下啲同
13 事。

14 主席：（經傳譯員）我哋而家就係想咁樣，即係有一啲嘅說明，有一啲嘅證據可以顯
15 示出警方都有一個積極嘅角色。

16 黃女士：（經傳譯員）或者畀個例子你，如果你收到一定數目嘅投訴，因為我相信其
17 他嘅區議會或者係居民都可能會投訴嘅，如果有多過三個路段係需要討論嘅，
18 你點樣去選擇呢？三個嚟去討論呢，即係如果有人投訴嘅路段係多過三個。

19 主席：（經傳譯員）你好似講到係--啲人為嘅一啲限制咁樣，係咪每一個會你有一啲
20 咁樣嘅限制？

21 李大偉先生：要視乎佢哋投訴嗰啲係咩嘢性質，交通投訴有好多唔同嘅性質嘅，處理
22 投訴都係會由--市民都會係去--如果向警方投訴嘅話，區嘅同事或者係總區交
23 通嘅同事都會相應處理嘅。

24 黃女士：（經傳譯員）或者我哋而家繼續睇嗰個時序，而家就係喺意外之後，大埔區
25 議會 2018年2月12號開過會嘅，我哋可以睇 DC-2 嗰一沓文件 785 頁，其實
26 英文版本嘅會議紀錄係 782 頁就開始，喺第 5 段，我相信警方嘅代表係參加咗
27 呢一個會議，就係 Chau Chung Mun，就係一位警司嚟嘅，係屬於新界北嘅交
28 通警區嘅。

29 喺第 5 段嗰度，呢位 Chau 先生就話除咗 2018年2月10日嗰一次嘅意外
30 之外，佢係講到另外一啲嘅個案，係警方 2017年嘅時候偵破嘅，係關於交通違
31 例事件。

32 請大家睇呢一段嘅中間部分。佢話「2017年警方拘捕咗四個人，包括兩個
33 飲醉酒嘅司機，一個就係危險駕駛，一個就係同毒品有關嘅罪行嘅，警方總共

1 發出咗三十二張定額罰款嘅票，就係喺 2017 年喺呢一個路段嗰度，就係因為有
2 有人超速，同埋係有其他嘅交通違例事件嘅，總共係有二十九個交通意外，就係
3 喺赤泥坪同黃宜坳呢一段嘅，就喺大埔道嗰度，有其中兩個係比較嚴重嘅，雖
4 然嗰一度當時係有超速嘅攝錄機，警方都係會採取行動，不時係用一啲嘅偵察
5 嘅器材都喺呢一個路段嗰度係偵察車速嘅，警方亦都係會完成有關嘅調查程序
6 嘅。」呢位鄒先生係提及到曾經有二十九次嘅交通意外喺呢一個路段嗰度。

7 主席：（經傳譯員）不如我哋又睇番個地圖，睇番有關嘅路段。

8 黃女士：（經傳譯員）赤泥坪至黃宜坳，...

9 主席：（經傳譯員）赤泥坪喺邊度呀？好，見到喇，唔該。黃宜坳呢？好，唔該晒。

10 黃女士：（經傳譯員）李生，我個問題係咁嘅，有二十九個交通意外，三十個係關於
11 超速，三十二個就係關於發出咗定額罰款嘅告票嘅，喺 2017 年嘅時候，你認為
12 有咁樣嘅統計數字係咪應該令到警方有足夠嘅理由去將呢一個特別嘅路段應該
13 喺工作小組嗰度提出嚟討論呢？

14 李大偉先生：要視乎呢二十九宗交通意外嗰個交通意外嘅成因係乜嘢，先可以決定應
15 唔應該係咪--因為係咪二十九宗裏面有幾多單係關於車速嘅問題而引致交通意
16 外，亦都係一個考慮因素，就呢個當有--我諗要留番畀當區嘅總區交通決定需
17 唔需要將佢提交畀運輸署去檢討。

18 黃女士：（經傳譯員）你就參加過幾次工作小組嘅會議，你可唔可以話畀我哋聽呢一
19 類嘅統計數字係咪都會交畀個工作小組㗎？即係交通意外嘅數字。

20 李大偉先生：佢哋會檢討個交通意外數字嘅，整理嚟講，每一年對比其他路段交通意
21 外嘅平均率--發生意外率嚟作出比較嘅。

22 黃女士：（經傳譯員）之前，你作供嘅時候，即係喺早上嘅時候，你就話工作小組就
23 係會每一次睇三個路段六個方向，你參加過嘅會議裏面，你有冇見過某一個嘅
24 路段最後係減速嘅呢？

25 李大偉先生：喺我印象之中係有嘅，係有嘅，不過就唔係因為交通意外，係因為附近
26 嘅大型基建嘅工程問題而作出嘅調動嘅啫。

27 黃女士：（經傳譯員）有冇試過一次事件係減低嗰個車速，就係因為喺某一個路段係
28 有交通意外呢？

29 李大偉先生：由於我出席過只不過係兩至三次，我唔敢肯定，喺我兩、三次裏面應該
30 就係有，應該就有試過因為交通意外而需要檢討決定就係建議去減低個速度
31 嘅。

32 黃女士：（經傳譯員）我而家可唔可以請你睇呢一連串文件嘅最後一份文件，就係一
33 份資料文件，由警方寫畀大埔區議會嘅，就係 2018 年 4 月 9 號，TD 第 5 號文
34 件夾 1617 頁，呢個係翻譯嚟嘅，中文嘅文件就係喺 1611 頁。

1 我首先描述一下呢一份文件先，呢一份文件係運輸署 2018 年 4 月 9 號寫
2 嘅，佢嘅題目就係話大埔道駿景路沙田至雍宜路嘅交通管理措施，嗰個文件嘅
3 目的就係話大埔區議會喺 2018 年 2 月 12 號開咗一個特別嘅會議去討論 2018
4 年 2 月 10 號傍晚嘅一宗嚴重巴士意外，運輸署就承諾去檢討呢一個路段嘅車速
5 限制同埋交通管理措施，因為當區嘅關注，仲有區議會嘅關注就係到底呢啲改
6 善措施實施嘅進度如何，呢一份文件就係想話畀議員聽呢一個運輸署去檢討呢
7 一個路段嘅車速限制同埋其他嘅跟進改善措施嘅進度。

8 第 2 段就係話呢一個路段嘅車速限制係檢討咗。第 3 段就係話運輸署成立
9 咗一個恆常嘅機制去檢討呢一個路段嘅車速限制去確保係交通安全同埋安全暢
10 順嘅。

11 跟住第 2 頁，1617-2 就係話喺去檢討呢一個路段嘅車速限制嘅時候，有
12 三個嘅因素係要考慮嘅，首先，呢一個路段嘅交通意外紀錄，第二，行呢一個
13 路段嘅車輛嘅車速，另外就係個道路嘅環境，一啲特徵，譬如佢嘅斜度、駕駛
14 者嘅視線、有冇路口、行人嘅交通等等。

15 「喺過去嘅兩個月，運輸署就係全面咁檢討過呢一個路段係舊年嗰個嘅意
16 外紀錄，亦都係去評估過一啲嘅情況嘅，喺赤泥坪同埋雍宜路呢一個路段，我
17 哋正話睇到呢一度嘅交通意外率係有上升嘅趨勢，亦都係比香港去年嘅整體嘅
18 平均意外率係高嘅，而呢一度過去嗰幾個月，呢一度去偵測到佢哋車輛嘅速度
19 就係比過去同埋一般係低過 70 公里嘅。另外亦都有好多大型嘅發展喺附近嘅，
20 而家其實係有需要將呢度嘅車速下調嘅，我哋建議係將嗰個每公里 70 嗰個嘅時
21 速係降低到 50，嚟到去改善道路嗰個安全嘅。」

22 另外，我哋而家睇第 6 段，「運輸署同埋警方亦都開始係著手喺呢度安裝
23 新一批嘅偵速嘅攝影機就係加強嗰個阻嚇同埋執法，等啲人係唔好係超速嘅。
24 而家運輸署就係搵緊資源，就希望係喺呢一個赤泥坪大埔道附近嗰一段路，喺
25 今年年尾之前就裝咗呢啲嘅車速偵察攝錄機嘅。」

26 喺兩個月裏面，呢一個意外兩個月裏面，運輸署就已經係檢討咗--佢話佢
27 係全面咁檢討咗呢啲嘅交通意外報告，就建議將呢度嘅車速限制係下調到 50
28 嘅。

29 我而家有兩個問題，第一，係以你部門嚟講，有關嘅數字有冇係之前有冇
30 提供過畀運輸署嘅呢？喺意外之前。

31 主席：（經傳譯員）唔好意思，你可唔可以係講得具體啲，呢個問題？

32 黃女士：（經傳譯員）呢度嘅路段嘅交通意外數字有冇喺大埔道呢一個嘅即係 2018
33 年 2 月 10 號之前係向運輸署提供過呢？

34 主席：Thank you.

35 李大偉先生：印象之中，我有喇。

1 黃女士：（經傳譯員）你知唔知道呢一個嘅路段有冇曾經係畀呢一個工作小組討論過
2 嘅呢？即係喺 2018 年 2 月 10 號嗰個交通意外之前，有冇討論過呢？

3 李大偉先生：據我紀錄嚟講，我就見唔到喇。

4 黃女士：（經傳譯員）陳生，我就想去講另外一個嘅題目，除非主席係關於呢個項目
5 係有問題。

6 主席：（經傳譯員）好呀，唔該，畀少少時間我。4 月 9 號嗰個嘅建議就係話安裝一
7 啲嘅車速嘅偵察攝影機嘅，有冇嗰個地圖呀？

8 黃女士：（經傳譯員）據我所知，係應該係 2018 年尾嘅先至係安裝到呢啲攝錄機
9 嘅。

10 主席：（經傳譯員）係邊度呀？

11 黃女士：（經傳譯員）係 1617 頁第 5。

12 主席：（經傳譯員）嗰幅圖喺邊度？

13 黃女士：（經傳譯員）右手面，右下角嗰度話初步建議固定偵察車速攝影機位置，初
14 步建議固定偵察車速攝影機嘅位置。

15 主席：（經傳譯員）唔該。可唔可以幫下我哋，就係採取咗咩嘢步驟去裝呢啲嘅攝影
16 機？首先，就要嗰個預算，即係有錢，根據 4 月 19 號嗰個文件，到底係有冇錢
17 係喺呢度安裝呢？幫唔幫到我哋呢？

18 邱倩雯女士：我可以講一講嗰個固定嘅偵速攝影機，呢個都係主要由運房局同埋運輸
19 署嘅工作範圍，喺其實 2017 年嘅大概 7 月嘅，其實運房局嗰度已經展開另一個
20 階段嘅衝紅燈嘅攝錄機同埋個偵速嘅攝錄機嗰個諮詢，喺就嗰個地點嘅選擇
21 咁樣，同埋邊一類型嘅攝影機，事實上喺 2017 年嘅年中已經係做緊，喺大埔嘅
22 巴士意外之後，亦都運輸署已經係同我哋嘅攝影機嘅檢控組，我哋係叫
23 CTCIU，係 Central Traffic Camera Investigation Unit，係喺警察
24 嘅交通總部嘅，咁樣都已經同我哋 CTCIU 呢一個嘅單位就係去睇下點樣去落實
25 呢一個喺大埔交通意外嗰度嗰個地點嗰度嗰個偵速機嗰個設計咁樣。

26 主席：（經傳譯員）但係嗰個嘅意外係六個月前嘅囉，我哋而家有咩嘢進展呀？

27 邱倩雯女士：我知道就係而家運輸署已經攞咗有錢喺度，就會儘快咁樣喺嗰度設立偵
28 速嘅攝錄機。

29 主席：（經傳譯員）幾時呀？

30 邱倩雯女士：我唔知道實際嗰個日期，但係以我所知，係佢哋已經落實咗嗰個地點同
31 埋已經有錢可以做。

32 主席：（經傳譯員）根據你講，呢個係運輸署嘅責任，唔係警方嘅責任，係咪呀？

- 1 邱倩雯女士：冇錯。
- 2 主席：（經傳譯員）佢哋提供咗資料畀你，話佢哋諗住點樣做？
- 3 邱倩雯女士：冇錯，冇錯。同埋呢一個喺大埔嘅攝錄機亦都係喺整體上面，我頭先講
4 話係 2017 年嗰個新一期嘅紅燈、快相嘅偵測機嗰個計劃裏面嘅其中一部分。
- 5 主席：（經傳譯員）但係就唔係當時話係特定喺呢個地點，當時只不過係話去檢討下
6 喺邊度裝啲新嘅 camera？
- 7 邱倩雯女士：冇錯，係。
- 8 主席：（經傳譯員）我嘅記憶啱唔啱呢？就係之前就好似係白令嘉先生就係話有二十
9 四個--香港有二十四個嘅固定偵緝嘅車速攝影機。
- 10 邱倩雯女士：冇錯，yes，而家係有二十四部嘅偵速機喺一百三十個唔同嘅地點嗰度
11 係運行緊嘅，（經傳譯員）一百三十個地點。
- 12 主席：（經傳譯員）我唔係幾明，點解喺一百三十個地點，點解係可以裝到二十四個
13 嘅攝影機？
- 14 邱倩雯女士：呢個係不定期咁樣就將呢啲嘅偵速機就擺喺唔同嘅地點嗰度，希望係可
15 以係加...
- 16 主席：（經傳譯員）即係周圍搬嘅？
- 17 邱倩雯女士：冇錯。
- 18 主席：（經傳譯員）佢哋唔係固定喺一個地點嘅？
- 19 邱倩雯女士：唔係嘅。
- 20 主席：（經傳譯員）即係佢哋某一段時間擺定喺一度，但係都會搬來搬去嘅？
- 21 邱倩雯女士：冇錯，呢個亦都係喺運房局喺同立會擺錢嘅時候，有一個比例喺度嘅。
- 22 主席：（經傳譯員）香港有成四十萬公里嘅道路。
- 23 邱倩雯女士：我可以講而家最新嘅商談，咁樣係希望就將每一個地點，即係每一個
24 housing 都可以擺一個攝錄機喺度，呢個亦都係而家主要商討嘅重點。
- 25 主席：（經傳譯員）我嘅問題係更加具體，香港係咪有大概 4,000 公里嘅道路？
- 26 邱倩雯女士：係。
- 27 主席：（經傳譯員）但係就得二十四個嘅攝影機？
- 28 邱倩雯女士：冇錯。

1 主席：（經傳譯員）喺一啲明文嘅司法管轄區，係咪都係咁樣嘅比例㗎？係咪最低呀
2 我哋？

3 邱倩雯女士：我明白主席所說嘅話。

4 主席：（經傳譯員）黃大律師，我哋今日係咪去到五點半㗎？

5 黃女士：Yes.

6 主席：（經傳譯員）如果係咁，我哋就有一個小休，而家係咪一個合適嘅時間？

7 黃女士：Yes. Thank you, Mr Chairman.

8 主席：（經傳譯員）我哋而家小休十五分鐘，唔該。

9

10 下午 4 時 13 分聆訊押後

11

12 下午 4 時 28 分恢復聆訊

13 出席人士如前。

14

15 主席：（經傳譯員）黃律師，請開始。

16 黃女士：（經傳譯員）我開一個新嘅題目之前，或者我請大家睇一睇 SEC 嗰一沓係
17 1360 段，呢一個就係 2018 年 2 月 15 號一個特別會議嘅會議紀錄，我想你睇
18 一睇 1360 頁，嗰度係有三個動議係通過㗎嘅，係當時喺立法會嗰度，我唔會全
19 全部都讀晒出嚟嘅，我只會讀其中一段係有可能有關嘅，即係佢會同我一陣間問
20 嘅問題係相關嘅，呢個係第二個嘅動議。就係請佢哋係「安裝一啲防滑嘅路面
21 同埋係有一啲嘅額外嘅係減速警示牌，放置呢個偵速攝影機，並檢視全港高危
22 路段及儘快提升相關安全設施，以保證道路使用者安全」...

23 呢一個動議係由立法會通過嘅，關於呢一點，我想問警方有冇成立一個獨
24 立嘅部門去處理全港高危路段嘅安全問題呢？

25 邱倩雯女士：我可以答就係喺呢份文件，我哋之前就冇見過，咁樣喺呢個第二段嗰度
26 所講嘅建議，主要我哋有涉及嘅就係嗰個偵速嘅攝錄機，頭先亦都有提過，喺
27 偵速攝錄機嘅時候，我哋嗰個研究或者我哋嘅討論其實由舊年已經開始，而大
28 埔公路呢個意外之後，我哋亦都知道運輸署嗰度已經係做緊一啲--會將會喺嗰
29 度起一個攝錄機，至於其他嗰啲方面，我哋冇任何嘅 set up--即係成立乜嘢
30 委員會咁樣。

31 黃女士：（經傳譯員）運輸署就諮詢你哋，希望你哋提供某啲路段嘅某啲嘅交通意外

1 嘅數字，有冇呢？

2 邱倩雯女士：我哋冇收到運輸署嘅特別要求。

3 黃女士：（經傳譯員）我就知道警方係有一個數據庫，係關乎一啲交通意外嘅黑點，
4 係咪呀？

5 白令嘉先生：（經傳譯員）我哋係有一張係交通意外黑點嘅清單，呢啲嘅地點係由運
6 輸署嚟到係劃分嘅，呢一個地點點樣成為一個黑點呢？嗰啲嘅準則就係如果有
7 喺一個十二個月期內有六宗涉及行人嘅意外，同埋喺一個十二個月期內有九宗
8 係有任何嘅受傷或者喺五年裏面有兩宗有死亡嘅個案，呢個就係每三個月就係
9 會更新一次嘅。

10 黃女士：（經傳譯員）嗰張清單係公眾知唔知㗎？

11 白令嘉先生：（經傳譯員）老實講，我就唔知道個答案，呢個問題。

12 主席：（經傳譯員）相信你可以去查一查，然後話番畀我哋聽。

13 白令嘉先生：Yes, Sir.

14 主席：（經傳譯員）唔該。

15 黃女士：（經傳譯員）你提到一個嘅地點就會劃分為黑點，如果喺五年裏面有兩宗涉
16 及死亡嘅事件，一旦一笪地方被列為黑點，會有啲乜嘢嘅安全措施會建議喺呢
17 一個嘅路段度實施呢？

18 白令嘉先生：（經傳譯員）從警方嗰個嘅角度，我哋嘅責任主要就係執法，我哋咁多
19 個部門嚟到合作，可能係一個道路工程方面，亦都可能係宣傳，亦都係目的就
20 係要減低呢一度再發生意外嘅可能。

21 黃女士：（經傳譯員）巴士公司會唔會都係獲告知呢啲嘅黑點呢？

22 白令嘉先生：（經傳譯員）我要查下先至知道。

23 主席：（經傳譯員）可唔可以幫到我哋運輸署係咪會有--你會唔會將呢個名單交畀運
24 輸署？

25 白令嘉先生：（經傳譯員）其實係運輸署制定呢個交通黑點嘅名單。

26 主席：（經傳譯員）所以應該嗰個係咪要發布個消息應該係佢哋做嘅，係咪呀？

27 白令嘉先生：（經傳譯員）係。

28 主席：（經傳譯員）佢哋嘅文件？

29 白令嘉先生：（經傳譯員）係，佢哋嘅文件。

1 羅先生：（經傳譯員）其實就喺運輸署個網站上面有公布嘅。

2 主席：（經傳譯員）或者搵人去睇一睇運輸署嗰個嘅網站，睇下係咪有。

3 黃女士：（經傳譯員）我想去另外一個嘅題目，就係交通安全委員會，我就係想睇
4 SEC 嘅文件第 481 頁。

5 主席：（經傳譯員）SEC 嘅乜嘢？邊一沓嘅文件？

6 黃女士：（經傳譯員）應該係 SEC-1，481，就係我哋今朝見過嘅一個核數署嗰個嘅
7 報告，呢度就係講到道路安全議會，佢嘅成員我哋見到係副警務處處長（行
8 動）做主席嘅，另外有七個嘅政府署或者係局或者係部門嚟到代表嘅，呢個運
9 房局、運輸署、呢個新聞署同有六個非常政府機構，包括埋一啲嘅運輸委員
10 會，另外有兩個委員會就係呢一個道路安全宣傳委員會同埋呢一個嘅研究委員
11 會嘅。

12 呢度就係話道路安全議會係由副警務處處長（行動）嚟到去做主席，佢係
13 咪有定期會議嘅呢，關於一啲嘅交通數字，以減低同交通相關嘅傷亡呢？

14 白令嘉先生：（經傳譯員）係嘅，佢係每季開一次會嘅，就係會睇下一啲交通意外嘅
15 趨勢，而嗰啲趨勢就係睇嗰啲數字。

16 主席：（經傳譯員）我想問今日在座嘅代表有冇邊一個係喺呢一個嘅議會嘅一個成
17 員？

18 白令嘉先生：（經傳譯員）有，我係喺過去嗰兩次嘅會議，我都去出席嘅。

19 黃女士：（經傳譯員）警方喺呢一個道路安全議會扮演咩嘢角色㗎？

20 白令嘉先生：（經傳譯員）警方就係做呢一個秘書處，統籌會議，亦都喺嗰啲部分嘅
21 小組委員會上面係有代表，譬如話嗰個道路安全運動委員會。

22 黃女士：（經傳譯員）喺呢個道路安全議會一般討論啲乜嘢㗎？除咗交通意外嘅數字
23 之外。

24 白令嘉先生：（經傳譯員）喺上兩次嘅會議，我可以話嗰個嘅會議主要係集中喺道路
25 安全嘅趨勢，亦都有討論到一啲譬如話無人嘅駕駛嘅車輛，呢啲咁樣嘅專題嘅
26 項目。

27 主席：（經傳譯員）會唔會係有一啲嘅文件係會公布嘅呢？

28 白令嘉先生：（經傳譯員）冇嘅。

29 主席：（經傳譯員）佢嘅會議紀錄會唔會公開嘅呢？

30 白令嘉先生：（經傳譯員）冇嘅。

31 黃女士：（經傳譯員）嗰啲會議會唔會係提出建議畀嗰七個嘅政府部門點樣去改善道

1 路嘅安全，特別係關乎巴士安全方面，有冇嘅呢？

2 白令嘉先生：（經傳譯員）喺上兩次嘅會議係冇討論過呢啲嘅項目。

3 黃女士：（經傳譯員）呢個議會如果見到佢有一啲關於巴士安全嘅某方面，佢哋可唔
4 可以向運輸署或者不同嘅呢度所提過嘅局係作出建議嘅呢？

5 白令嘉先生：（經傳譯員）我相信可以嘅。因為不同嘅政府部門都有代表喺呢一個議
6 會裏面，而呢一個議會嘅整體目標就係減低交通意外嘅數字。

7 黃女士：（經傳譯員）呢度講到有兩個嘅委員會嘅，有道路安全運動委員會、道路安
8 全研究委員會，可唔可以話畀我哋聽呢個道路安全運動委員會係有咩嘢成員
9 㗎？

10 白令嘉先生：（經傳譯員）道路安全運動委員會嘅主席就係道路安全議會嘅其中一個
11 非官方嘅成員。

12 主席：（經傳譯員）你意思即係唔係嚟自政府嘅成員？

13 白令嘉先生：（經傳譯員）係。喺呢一個委員會亦都係有香港--我哋即係警方方面嘅
14 個道路安全組，另外就係呢一個私人界別裏面喺公共關係方面嘅一啲專家。

15 黃女士：（經傳譯員）佢哋係會唔會定期開會嘅呢？

16 白令嘉先生：（經傳譯員）會，佢哋我相信每季開一次會嘅。

17 黃女士：（經傳譯員）佢哋會唔會--呢個委員會有冇會議紀錄嘅呢？

18 白令嘉先生：（經傳譯員）我而家喺度查緊。

19 黃女士：（經傳譯員）唔該。會唔會道路安全運動委員會會唔會討論話對於巴士司機
20 方面嘅襲擊？

21 白令嘉先生：（經傳譯員）冇嘅，佢主要討論係點樣將道路道路安全嘅訊息嚟到去帶
22 到畀唔同組別嘅人士，譬如話老人家、後生仔咁樣。

23 黃女士：（經傳譯員）關於道路安全研究委員會有咩嘢成員㗎？

24 白令嘉先生：（經傳譯員）或者由邱小姐可以幫手。

25 邱倩雯女士：The chairman of the--我講番中文。嗰個 research
26 committee 嗰個主席就係 Deputy Commissioner of TD。另外嘅委員有警
27 方，有路政署，有 TD 本身佢唔同單位嘅工程師，即係唔同單位嘅主管，亦都喺
28 個委員會裏面會係間中會有一啲嘅 consultancy，會係做一啲解說咁樣，通常
29 都係由運輸署去請佢哋去做一啲研究，喺嗰個會裏面就會係有一啲嘅講解。亦
30 都個委員會會有譬如係大學嘅講師，有關於交通事務嘅專家會喺個委員會裏面
31 嘅。

- 1 主席：（經傳譯員）交通嘅專家，佢哋本身係一啲咩嘢職位嚟㗎？做啲咩嘢？
- 2 邱倩雯女士：以我所知，係有一啲嘅大學講師，但係佢哋主要嘅交通範疇嘅邊度，我
3 就唔太清楚。
- 4 黃女士：（經傳譯員）佢哋係咪都係定期開會嘅呢？
- 5 邱倩雯女士：會嘅，我哋每三個月，每季我哋會開一次會。
- 6 主席：（經傳譯員）你係咪參與呢個委員會嘅？
- 7 邱倩雯女士：冇錯，我係。
- 8 主席：（經傳譯員）而家？
- 9 邱倩雯女士：係。
- 10 主席：（經傳譯員）你已經代表咗警方幾耐？
- 11 邱倩雯女士：我由舊年嘅 2017 年 4 月開始，當我到任嚟交通總部呢一個崗位嘅時
12 候，我就開始有參與呢個會議，但係對上兩次我就冇去到，因為有其他公務，
13 就有其他同事代去嘅。
- 14 主席：（經傳譯員）但係你一路都知道係傾咗啲乜嘢，係咪？肯定。
- 15 邱倩雯女士：係。
- 16 黃女士：（經傳譯員）即係你傾過啲乜嘢？
- 17 邱倩雯女士：以我所記得嘅，就未必係全部，例如有一啲細路仔嘅安全帶，喺車裏
18 面，細路仔嘅安全帶，亦都有提過就係延長交通燈號綠公仔讓行人可以有長啲
19 嘅過路時間，例如畀老人家嘅長啲嘅過路時間，有一個--我哋而家講嘅
20 walkability，即係行人--多啲行人去行路，即係呢個係我印象所及嘅其中幾
21 個嘅研究報告。
- 22 黃女士：What about technological
- 23 主席：（經傳譯員）等一等先。呢一啲嘅研究係咪公開可以擺到嘅？
- 24 邱倩雯女士：呢個我唔係太清楚。
- 25 黃女士：（經傳譯員）你開會有冇會議紀錄？
- 26 邱倩雯女士：有嘅。
- 27 主席：（經傳譯員）你只不過係 2017 年 4 月先參與呢個委員會，當然而家都差唔多
28 十八個月，好肯定你係可以睇到以前嘅紀錄嘅，係咪？
- 29 邱倩雯女士：可以搵到嘅。

1 主席：（經傳譯員）肯定如果你想做得好呢個工作，你係要睇番以前嗰啲嘅物料、資
2 料。

3 邱倩雯女士：對於再之前嘅報告我就有特別去睇過。

4 主席：（經傳譯員）黃律師。

5 黃女士：（經傳譯員）因為呢一個委員會叫做道路安全研究委員會，佢哋有冇傾過喺
6 啲路段嗰度或者喺啲繁忙嘅道路，譬如話喺德輔道中嗰啲，會唔會將佢減速，
7 有冇傾過呢啲問題呢？

8 邱倩雯女士：以我印象中，就有特別提過，即係關於減低速度，冇。

9 黃女士：（經傳譯員）一般嚟講，巴士安全有冇傾過呢？

10 邱倩雯女士：冇，我要返去再睇下一啲研究報告先記得，但係而家即時諗起就有。

11 黃女士：（經傳譯員）唔該。我想請問一個一般性問題，230章，你覺得可以點樣將
12 佢修改或者係加強去加強巴士嘅安全呢？因為你有呢啲執法經驗，你認為可以
13 點樣做呢？

14 邱倩雯女士：我諗每個法例嘅成立都有一個立法原意喺度，Cap. 230A 主要都係針
15 對就係喺巴士上面嘅乘客嘅行為同埋整個專營巴士嗰個運作嘅一啲規管，在於
16 警方係需要執法，我諗就係可唔可以讓我哋比較順利執法，係我比較著重嗰個
17 重點。

18 黃女士：（經傳譯員）我哋既然係講緊執法，我而家就會去最後一個題目，我相信其
19 中一個你提供嘅回覆，你就話有五十一宗致命意外，...

20 主席：（經傳譯員）你未講呢啲細節之前，有一啲嘢我都想跟進，我哋好幸運，白令
21 嘉先生你就係參加道路安全運動委員會，同埋邱女士你係警方嘅代表就喺道路
22 安全研究委員會嗰度，我就想請問兩位一個問題，如果有人嘅話，係邊一個，
23 即係香港嚟講，係香港政府裏面邊一位係主導道路交通嘅安全嘅呢？即係嗰個
24 動力係來自邊一位呢？邊個係去指令其他人嘅呢？邊個設置嗰啲措施或者政策
25 嘅呢？

26 邱倩雯女士：我相信喺整體嘅交通嘅事務嚟講，香港政府運房局都係有個帶頭嘅
27 policy 嘅角色喺度，政策嘅角色喺度，至於運輸署就係一個行政嘅組織，喺交
28 通條例上面，或者喺交通嘅設計，道路嘅設計，都係需要 TD 去執行嘅。警方嘅
29 角色就係根據法例賦予我哋嘅權力，我哋可以點樣盡忠職守咁樣去做好我哋
30 個檢控嘅工作。對於有一啲檢控，我哋頭先都有提過有少少束手無策，就例如
31 係我講嘅違例泊車，咁樣我哋會盡量會喺現行嘅法例畀到我哋嘅權力裏面，我
32 哋都會盡量做。

33 另外，喺法例嘅譬如修改或者喺道路嘅設計、道路嘅改善，咁樣我哋都會
34 係--警方都係義不容辭咁樣希望可以提供到意見畀運輸署，從而希望可以改善

1 到道路嘅安全，希望交通係暢順，希望係道路亦都每一個使用者都係受到保
2 障。

3 主席：（經傳譯員）究竟係邊一位係提出一啲意見出嚟，就話我哋跟進啲乜嘢呀？我
4 哋今日都傾過專利巴士上面嘅安全帶嘅問題或者有其他嘢車輛上面可以有嘅安
5 全設施呀咁，究竟係邊啲人提出呢啲意見呢？

6 邱倩雯女士：我諗幾方面都會係有唔同嘅意見喺裏面，喺警方日常執法，其實我哋都
7 會預見到有一啲海外嘅經驗，係可以畀我哋用得到嘅，亦都喺 TD 裏面嘅
8 research，佢哋嘅研究工作，佢哋亦都會睇到，可能最終都係需要決策局運房
9 局嗰個支持，無論係喺嗰個科技上面、喺金錢上面、喺法例上面，都希望係可
10 以得到運房局嗰個最大嘅支持，咁樣喺 TD 同埋喺警方都希望可以喺日常嘅工作
11 做得更加好。

12 主席：（經傳譯員）你就描述過呢一個運房局係要帶頭咁嘅作用，點樣帶頭法呢？運
13 房局關於改善專利巴士嘅安全，佢提供過啲乜嘢嘅帶頭作用呢？

14 邱倩雯女士：我相信而家喺運輸署裏面已經有一個工作小組係著意咁樣睇專營巴士嗰
15 個運作，無論喺佢哋嗰個發牌嘅制度同埋佢哋點樣可以係保障到道路安全，呢
16 個希望就係運輸署嗰個工作小組可以提出更加多嘅意見畀我哋譬如執法部門可
17 以去執法，或者喺嗰個政策部門嗰度可以係有更加完善嘅政策去保障各位市
18 民。

19 主席：（經傳譯員）邊個工作小組呀？

20 邱倩雯女士：今朝聽到係有個工作小組，稍等。

21 主席：（經傳譯員）如果你講緊話加強專利巴士安全嘅工作小組，佢係今年 3 月 13
22 號成立嘅，...

23 邱倩雯女士：係，冇錯。

24 主席：（經傳譯員）...你係咪講緊呢個？

25 邱倩雯女士：係，冇錯。

26 主席：（經傳譯員）喺呢個小組之前，運房局又提供過啲乜嘢嘅帶頭作用呢？係加強
27 安全方面嘅。可能對你咁樣問係唔係好公道，但係好似你頭先描述你嘅認識嘅
28 時候，你就係話嗰個運房局就係會畀一啲帶頭嘅作用，然後你就會執法，然後
29 運輸署就係要去實施有關嘅政策。

30 邱倩雯女士：以我所知，喺運輸署嗰度亦都有一個關於巴士同埋鐵路嘅一個單位去處
31 理有關專營巴士同埋鐵路嘅服務嘅，咁樣呢個警方唔係太多嘅 involvement
32 喺裏面，但係期望就係 TD 可以藉住嗰一個嘅單位可以做多一啲嘢。

33 主席：（經傳譯員）有冇任何人真係帶頭去改善專利巴士嘅安全嘅呢？

1 白令嘉先生：（經傳譯員）主席，關於專利巴士，其實我係唔知道有任何一位人士係
2 特別係負責專利巴士，其實道路安全議會係一個好好嘅平台讓我哋同埋唔同嘅
3 有關交通運輸嘅部門可以一齊係交換意見，呢一個平台肯係可以為道路安全嘅
4 政策起一個帶頭作用，但係我就唔知道有冇其他係咪話有一個委員會係特別處
5 理專利巴士。

6 主席：（經傳譯員）邱女士，我想再問你，你就係參與道路安全研究委員會嘅，你知
7 唔知道有冇一個呢啲委員會做嘅研究係講到話專利巴士如果用安全帶有咩嘢好
8 處嘅？即係當然有啲人未必想用喇。

9 邱倩雯女士：以我嘅記憶，就有啲專利巴士講--即係有講過專利巴士嗰個安全帶問
10 題，只係有記得就係小朋友嗰個叫 child restraining device 嗰度有提
11 過，小朋友用嘅安全帶。

12 主席：（經傳譯員）好，唔該你。

13 黃女士：（經傳譯員）跟進呢一點，邊個負責建議議題畀呢一個道路安全研究委員會
14 商討嘅呢？

15 邱倩雯女士：通常都係由 TD 去畀一啲 consultant's paper，我哋喺開會之前，
16 我哋會睇，睇完之後，我哋就開會去傾。

17 黃女士：（經傳譯員）可唔可以有委員係去提議任何嘅項目，喺道路安全委員會度
18 傾？

19 邱倩雯女士：我唔太清楚係由邊度會提出啲題目，咁樣我哋都係由運輸署個秘書處嗰
20 度通知。

21 黃女士：（經傳譯員）即係話其實都係以運輸署所推動？

22 邱倩雯女士：係，以我所知，係。

23 黃女士：（經傳譯員）邱女士，去到最後一個嘅題目，就係關於 2018 年 5 月 7 號你
24 提供畀委員會嘅一啲文件，就係關於五十一個係有死亡嘅致命嘅意外，就喺
25 124-1 頁，就喺嗰個雜項文件夾嗰度，係第 124-1 至到 124-2 嗰個嘅文件，
26 我就係想問你係某啲嘅問題，係關於用黑盒裏面嘅資料...

27 主席：（經傳譯員）未落之前，呢個其實唔係淨係五十一宗致命意外，其實喺巴士上
28 面或者附近嘅？

29 黃女士：（經傳譯員）五十一項係致命嘅意外係涉及專營巴士嘅呢啲嘅意外。124
30 頁，呢度就係講第 2 段，請你係提供一啲細節，係關於係致命意外嘅，就係喺
31 呢一個嘅 2012 年至到 2014 年 2 月，特別係包括呢一個致命意外方面，同埋係
32 有啲乜嘢嘅後來嘅檢控，有冇一啲去搵下佢成因等等。

33 主席：（經傳譯員）你未繼續之前，我代表委員會，我就要多謝 Cadman 總警司，其

1 實係佢--佢今日唔喺度，但係佢向我哋提供呢啲資料，佢都係花咗好多工夫嚟
2 到去製備--喺咁短嘅時間裏面幫我哋製備呢啲嘅資料嘅。

3 黃女士：（經傳譯員）我哋都係好多謝你向我哋提供呢啲嘅文件嘅，有五十一宗嘅致
4 命交通意外係涉及專營巴士，係第 124-2 頁，呢度係有啲嘅數字--啲個嘅個
5 案嘅編號同埋啲嘅日期，有三十宗，有二十八宗係定罪，有兩宗係無罪釋放
6 嘅，係文件嘅第 4 段寫嘅；亦都提供咗係十五宗嘅個案嘅撮要，冇檢控到呢一
7 個司機，冇進一步嘅行動；有三宗只係有簡單嘅案情，有一宗仲未完結嘅，有
8 兩個嘅初步報告同埋一宗就淨係係有呢一個嘅案件嘅結果。

9 我哋其實就係想講下你用呢啲黑盒或者係啲行車紀錄儀啲嘅數據係點樣
10 用㗎？譬如佢哋減速或者係超速，喺一啲嘅法律訴訟程序裏面係點樣用㗎？舉
11 一啲嘅例子，124-5 頁，呢個就係 2012 年 9 月 5 號，就係一個危險駕駛引致死
12 亡嘅個案。我哋落去 124-7 頁，呢一個嘅背景就係一宗嘅致命交通意外，喺土
13 瓜灣道，第 2 段就係一架雙層巴士，係九巴嘅，有一個嘅老婆婆就係死亡，佢
14 喺啲個安全島過馬路嘅時候發生嘅。

15 喺 124-8 頁嗰度，除咗相片之外，警方都係從九巴攞咗啲嘅行車紀錄數
16 據，就顯示當啲個嘅巴士係離開車站嘅時候個車速、佢個嘅加速嘅情況同埋
17 當個車長係刹咗幾次掣、踩咗幾次嘅刹掣。

18 呢度有好多嘅例子，呢個係其中一個。我想問呢啲嘅資料係咪好常喺一啲
19 法律程序裏面使用嘅呢？

20 邱倩雯女士：喺調查一啲嚴重嘅交通意外，尤其是係有死亡嘅調查裏面，我哋都會係
21 盡所有嘅辦法，攞齊所有嘅交通紀錄，包括埋巴士上面嘅 CCTV、巴士上面嘅行
22 車紀錄。咁樣不過要提到一樣嘢，就係巴士個行車紀錄儀喺而家唔係法定必須
23 要做嘅嘢嚟嘅，如果佢架巴士有嘅話，我哋一定會攞嘅。

24 黃女士：（經傳譯員）一啲非致命意外，又點呀？

25 邱倩雯女士：喺其他如果係有死者嘅個案，係一啲嚴重嘅交通意外裏面，如果有個行
26 車紀錄儀，我哋都會攞取愛嚟做證據。

27 主席：（經傳譯員）專營巴士自從 2014 年 7 月 1 號已經係要裝呢個黑盒㗎囉，唔
28 係，抑或係話啲個日子之後所造嘅巴士，所有嘅專營巴士其實個事實就係已經
29 係有呢一個行車紀錄儀㗎喇。

30 邱倩雯女士：而家喺專利巴士唔係每一架巴士都有嘅，以我哋所知，係小巴、PLB 就
31 有，但係專利巴士就未係每一部都有。

32 主席：（經傳譯員）可唔可以將啲個嘅要求，有咁樣嘅要求擺上去屏幕嗰度畀我哋睇
33 呢？我諗我哋係巴士公司畀我哋有咁嘅數據，話佢哋已經事後安裝晒呢啲，你
34 而家係咪話警方係有遇到一啲專利巴士係冇裝呢個黑盒嘅呢？因為咁就有啲詭
35 異。

1 黃女士：（經傳譯員）我哋而家搵呢份文件，不如答咗呢個問題先，你有冇遇過一啲
2 咩嘢困難，想喺一啲非致命嘅意外度想搵黑盒嘅資料？

3 邱倩雯女士：我相信如果係佢本身已經有嗰個資料喺度，我哋係冇困難去擷取呢啲資
4 料嘅。

5 黃女士：（經傳譯員）TD-5 1597 頁，呢個係運輸署一封嘅信件，2003 年 10 月
6 17 號嘅，就講到電子數據紀錄儀器最基本嘅要求，我哋睇到最起碼嘅要求就係
7 有電子數據紀錄儀，呢個係喺 1598 頁，我哋第 1 段。電子數據紀錄儀嘅目的就
8 係畀巴士公司有一個工具去監察同埋管理路上嘅車速同埋安全，即係佢嗰個巴
9 士嗰個呢方面嘅行為，同埋係間接咁樣係鼓勵到良好嘅駕駛習慣，呢一個嘅儀
10 器應該係提供以下嘅數據嘅，每一秒同埋嗰個記--所能夠儲存嘅數據係喺一個
11 嘅兩星期嘅期內每三十秒佢嗰個嘅運作時間開車、嗰個嘅轉動時間、係完成嘅
12 時間等等。九巴同埋城巴亦都有一啲嘅講解話佢哋而家係更新咗黑盒嘅數字，
13 係可以裏面係包含多啲嘅數據。

14 喺運輸署文件 8，我相信係 TD-1 第 87 頁，...

15 主席：（經傳譯員）呢個係運輸署提供畀委員會，喺我哋一開始研訊嘅時候提供嘅文
16 件，我諗我哋要去睇 (c) 段最後一句，就話「而家所有嘅專營巴士都已經係有黑
17 盒同埋呢一個車速限制器嘅」。

18 黃女士：Yes, "and speed limiters".

19 主席：（經傳譯員）或者我哋岔開咗一啲，我哋而家嗰個嘅重點係講巴士，當然你嗰
20 個範疇係闊啲，我係想問你，你有幾常使用黑盒裏面嘅數據嚟到做檢控呢？

21 邱倩雯女士：而家喺--我頭先講過而家喺有--牽涉有死亡同埋一啲嚴重嘅交通意
22 外，都會用到黑盒裏面嘅資料嘅，咁樣呢個亦都係喺警方調查裏面都--如果有
23 嗰個紀錄，我哋都唔會係好困難咁樣擷到，我相信喺我哋嘅交通意外調查組嘅
24 同事都會係將所有嘅證據一併去考慮，然後作出檢控。

25 黃女士：（經傳譯員）可唔可以話畀我哋聽有冇困難，就話點解呢啲嘅數據係除咗喺
26 一啲致命或者係嚴重嘅意外之外，喺一啲輕微嘅意外你唔用？

27 邱倩雯女士：我諗就係即係每一個案情都會有唔同，如果即係講話一啲有咁嚴重嘅交
28 通意外，可能就係好普通嘅跌嘍、整嘍，咁樣呢個可能係唔牽涉係一個交通嘅--
29 --即係嚴重交通意外需要所調查嘅方向，呢個我諗我哋都會再作檢討，喺每一宗
30 嘅交通意外調查裏面，睇下係咪--都根據案情不論係嚴重或者唔嚴重我哋都需
31 要擷呢個證據。

32 黃女士：（經傳譯員）喺所有嘅個案，你知唔知道嗰啲黑盒數據係咪都係報告咗，譬
33 如嗰啲加速、減速，係咪所有嘅喺法庭裏面，有冇人質疑過呢？

34 邱倩雯女士：我手頭有呢一個分析嘅資料喺度。

- 1 黃女士：（經傳譯員）喺嗰五十一宗...
- 2 主席：（經傳譯員）畀時間傳譯員譯咗先。
- 3 黃女士：（經傳譯員）唔好意思，...
- 4 主席：（經傳譯員）你未繼續之前，你可唔可以係幫我哋去查詢下，然後畀番個答案
- 5 我哋？
- 6 邱倩雯女士：可以。
- 7 黃女士：（經傳譯員）我知道小巴喺嗰個有關嘅法例係有講到呢啲電子資料紀錄儀
- 8 嘅，係咪可以接納成為呈堂證供。
- 9 主席：（經傳譯員）可唔可以將佢擺上去個網度呢？
- 10 黃女士：Yes.
- 11 主席：（經傳譯員）係咪有一條嘅條款，就係令到用黑盒嘅數據做檢控係容易啲嘅。
- 12 黃女士：（經傳譯員）係。
- 13 主席：（經傳譯員）請問可唔可以話畀我哋聽嗰個參考嘅編號？
- 14 黃女士：（經傳譯員）係，我哋搵緊有關嘅文件，或者我講咗個要點先，或者我哋需
- 15 要幾秒嘅。
- 16 主席：（經傳譯員）係，冇問題。係咪有另外一條條例嘅呢？
- 17 黃女士：（經傳譯員）呢個係關於道路安全嘅。
- 18 主席：（經傳譯員）係咪 374 章呀？
- 19 黃女士：Cap. 374.
- 20 主席：（經傳譯員）道路交通，因此就係同呢一個一般性嘅《道路交通條例》係有
- 21 關，係咪？
- 22 黃女士：Yes.
- 23 主席：（經傳譯員）好肯定我哋有人會幫我哋搵，我哋不如繼續，好唔好呀？
- 24 黃女士：（經傳譯員）一般嚟講，有一個具體嘅條文，係我哋修訂咗個條例之後，就
- 25 係講到邊啲嘅證據可以係法庭接納嘅，即係譬如話係公共小巴上面嘅電子紀錄
- 26 系統，咁就令到控方更加容易係舉證嘅。我個問題就係警方會唔會歡迎類似嘅
- 27 一種修訂呢？即係好似公共小巴有嘅條文，你會唔會歡迎呢？令到專營巴士嘅
- 28 黑盒資料都可以係接納呢？
- 29 邱倩雯女士：我同意嘅。

1 黃女士：（經傳譯員）主席，視乎我哋搵唔搵到嗰個具體嘅條文，我嘅提問已經完結
2 喇。

3 主席：Very well.

4 邱倩雯女士：我想有少少補充，唔好意思。

5 黃女士：Thank you.

6 邱倩雯女士：頭先講嗰五十一宗嘅 fatal cases，因為喺預備嘅時間比較可能倉卒
7 咗一啲，其實有一單係 number 19，嗰一單就係牽涉係 PLB 嘅，就唔係專利巴
8 士，所以嗰個數字係有五十宗，一共係。

9 主席：（經傳譯員）唔該晒。即係嗰度係有專利巴士牽涉在內？

10 邱倩雯女士：係。

11 黃女士：（經傳譯員）我相信應該係 374A 章，《道路交通公共服務車輛規例》...

12 主席：（經傳譯員）係喇，呢啲就係嗰個儀器嘅規格，但係都應該有一條條文係關於
13 舉證，係咪？可能係第 25 條喎，有冇呢？或者我哋睇一睇 24 條，唔該，係，
14 我哋成條睇一睇。或者我哋遲啲再將佢搵出嚟，肯定有一條係關於舉證嘅。今
15 日喺呢度嘅警方代表可唔可以協助我哋，有冇試過動用過呢一個關於公共小巴
16 嘅舉證條文呢？即係話當你檢控嘅時候，你係可以用黑盒嘅資料嚟去確定當時
17 嘅車速㗎？

18 李大偉先生：有關--據我哋了解，我哋手頭有準確數字有關於幾多單案件引用呢個嘅
19 數字，但係我印象之中係有一單案件曾經呢個裝置曾經喺法庭畀辯方去爭議
20 嘅，亦都大家係會請咗互相嘅專家去爭論呢個個合法性同埋準確性嘅，結論就
21 係法庭接納咗呢個 EDRD 嘅作用同埋佢嘅指定安裝人，而成功檢控個個案嘅。

22 主席：（經傳譯員）仲有另外一個方面嘅，即係關於公共小巴，仲有其他嘅條例都係
23 同我哋今日考慮嘅事件係相關嘅，就係話專營巴士係咪都應該有呢一啲嘅速度
24 顯示器，就係好似公共小巴咁樣，讓乘客都知道個車速？我要問嘅問題就係有
25 冇一啲嘅困難或者衝突，係公共小巴嘅司機同埋乘客因為都睇到嗰個車速，就
26 令到譬如話公共小巴嘅司機就係冇符合呢個車速，因為乘客睇到，咁就造成困
27 難，有冇試過呢？

28 邱倩雯女士：有呢個難度，我相信就係如果乘客都可以睇到嗰個車速嘅話，呢個亦都
29 係可以更加有效地保障到嗰個交通安全。

30 黃女士：（經傳譯員）主席，我已經搵到有關嗰個條文。

31 主席：（經傳譯員）唔該晒你。你講之前，有冇試過喺公共小巴嘅乘客就係影相，將
32 嗰個車速顯示器係影相，然後就係提出一個投訴嘅，你知唔知道有咁嘅事呢？

1 李大偉先生：我哋冇呢方面嘅資料。

2 主席：（經傳譯員）黃律師。

3 黃女士：（經傳譯員）主席，係喺 67A 條，喺番個主體條例，《道路交通條例》
4 本身嗰度，67A 條，我哋可以睇第(6)款，應該係關於電子數據嘅紀錄系統嘅，
5 呢一度就係講到話可以撿取有關嘅數據嘅權力嘅，第(6)款就話喺任何刑事程序
6 當中，如果有一份文件就話係根據第(5)款(b)條撿取到嘅數據紀錄，佢就會係
7 被法庭接納作為證據，就唔需要再進一步去舉證嘅。(5)(b)，你可以睇到就係
8 話喺嗰個裝置咗嘅電子紀錄系統裏面嘅數據，而呢一個安裝嘅人就係由運輸署
9 署長--對唔住，係警務處處長係授權佢做呢一個安裝嘅。

10 主席：（經傳譯員）邱女士，我諗你會同意，你都會係歡迎一個咁樣嘅條文，係用喺
11 呢個專營巴士？

12 邱倩雯女士：（經傳譯員）係，我同意。

13 黃女士：（經傳譯員）主席，我係完成咗我嗰呢方面嘅提問。

14 主席：（經傳譯員）好，唔該。仲有一、兩件事係要處理嘅。我哋知道除咗黑盒數據
15 係有或者冇之外，而家其實喺好多巴士上面都有閉路電視，佢哋係可以攝錄咗
16 好多事件嘅，尤其是一啲係前置嘅鏡頭，就可以讓你睇到係發生咩嘢事，亦都
17 有一啲嘅攝錄機亦都係可以影到巴士嗰個車長個位嘅，呢一啲攝錄機裏面嘅紀
18 錄係咪都用過嚟做檢控呢？我就記得五十宗嘅致命意外裏面，喺鯉魚門嗰度有
19 一架巴士係翻側嘅，佢哋與其用嗰個黑盒嘅數據，佢係用番閉路電視裏面影到
20 嘅嘢係去顯示個車速嘅。

21 邱倩雯女士：喺警方嘅意外調查裏面，我哋都可以係用到車裏面嗰個行車嗰個攝錄裏
22 面嘅片段嘅，但係嗰個片段亦都係需要有證人去提供呢一個證據，咁樣結合咗
23 嗰個影像同埋口供嘅話，呢個係可以用嚟檢控裏面嘅。

24 主席：（經傳譯員）好，淨係講番閉路電視，係咪而家好多時都會用到嘅呢？就算你
25 打劫銀行等等，都會係用到閉路電視嘅。

26 邱倩雯女士：有，而家喺好多嘅刑事檢控嗰度都有用到嘅。

27 主席：（經傳譯員）你頭先講話要證人，關於嗰個攝錄機仲要需要咩嘢證人？

28 邱倩雯女士：我諗最主要我哋需要嗰個 author，個原作者，邊一個譬如係
29 install 嗰個相機，嗰個相機裏面嗰個影像有冇人去騷擾過、干擾過，呢啲資
30 料需要...

31 主席：（經傳譯員）即係話係《證據條例》裏面第 22 條，應該係有一個電腦嘅，係
32 咪？

33 邱倩雯女士：未必係電腦，可能係一個 chip，一個錄影帶，錄影嘅 chip。

- 1 主席：（經傳譯員）即係話你需要有人就係話係咪冇人干擾過佢，...
- 2 邱倩雯女士：冇錯。
- 3 主席：（經傳譯員）...即係你需要一個技術員，而唔係一個證人？
- 4 邱倩雯女士：呢個視乎嗰個 cam. recorder 係有幾先進，有一啲係可能比較容易
5 啲，自己車主可以做嘅，有啲可能係需要到譬如一啲 technician，一啲有技
6 術嘅人做。
- 7 主席：（經傳譯員）我哋而家係講緊專營巴士，其實巴士車長都唔可以自己擺自己嘅
8 攝錄機喺度，其實所有呢啲嘅攝錄機都係巴士公司安裝同埋維修嘅，我哋知道
9 佢哋係安裝喺邊度，我哋亦都見到係有黑盒嘅數據嘅。
- 10 邱倩雯女士：我相信專利巴士公司嗰個行車紀錄儀係一定有一啲監管喺嗰度，就唔係
11 個司機自己可以係擺到出嚟，咁樣，因為呢個除咗係一啲行車嘅紀錄嘅數據之
12 外，亦都對於巴士公司嘅管理可能佢喺嗰度一啲資料佢係需要嘅，所以喺專利
13 巴士嗰個 CCTV 係由巴士公司去管理，呢個係理解嘅。
- 14 主席：（經傳譯員）當然，巴士公司亦都有佢哋嘅資訊科技部門，好簡單，就係要有
15 安裝，唔可以有干擾，就可以確保到嗰啲嘅影片嘅有效性，係咪？你問九巴嗰
16 啲人畀你一個嘅證供，話所有嘢都係運作良好，就證明到佢喇。
- 17 邱倩雯女士：係。
- 18 主席：（經傳譯員）呢個就成為一啲好有價值嘅資料嚟喇？
- 19 邱倩雯女士：我唔知道佢哋需要幾多時間可以預備到，但係都喺一個調查裏面，我都
20 希望佢哋係儘快可以配合。
- 21 主席：（經傳譯員）歐陽先生。
- 22 歐陽先生：（經傳譯員）我就而家想講番道路安全議會，希望兩位警司幫到我。你哋
23 都係有參與過呢兩個委員會，你就知唔知道有冇任何嘅建議係畀房運局嘅呢？
24 由呢一個議會，係關於安全嘅問題。
- 25 白令嘉先生：（經傳譯員）喺我所參與嘅兩次會，有一啲新嘅建議。
- 26 歐陽先生：（經傳譯員）睇番下嗰啲嘅會議紀錄，你知唔知呢個議會有冇向房運局提
27 過啲咩嘢建議或者係畀房運局就係推翻或者係拒絕接受？
- 28 白令嘉先生：（經傳譯員）我就唔知道，我睇過過去嗰兩年嘅會議紀錄，但係我就睇
29 唔到話係有啲咩嘢嘅建議係被拒絕或者係唔接受。
- 30 歐陽先生：Thank you. Ms Yau, same thing?
- 31 邱倩雯女士：喺研究嘅委員會裏面，我諗我都需要再睇睇佢有啲乜嘢嘅研究報告喺過

1 往幾年係可能有提及過一啲安全措施，我返去要睇睇。

2 歐陽先生：（經傳譯員）好，唔該主席。

3 主席：（經傳譯員）羅教授。

4 羅先生：（經傳譯員）我就有兩個嘅問題，第一個就係運輸署會唔會定期咁樣研究下
5 啲啲意外嘅數字，睇下有啲咩嘢可以改善呢？係咪運輸署嘅工作之一呢？

6 白令嘉先生：（經傳譯員）係，運輸署係會睇下交通意外嘅數字，然後喺呢個議會嘅
7 度係提供一啲嘅結論嘅。

8 羅先生：（經傳譯員）警方會唔會咁做？

9 白令嘉先生：（經傳譯員）警方就會咁做就係希望係針對我哋嘅執法同埋去制定一啲
10 宣傳嘅資料去到特定嘅受眾，要嚟做宣傳。

11 羅先生：（經傳譯員）咁樣講公唔公道呢？警方嘅角色係執法、調查意外同埋去管理
12 呢一個數據庫，呢個就係警方嘅基本角色，係咪？

13 白令嘉先生：（經傳譯員）係。道路安全嗰個策略嗰個整體係有三方面嘅，就係要有
14 參與，有工程方面同埋係執法，警方個主要嘅角色就係執法，同埋部分係要去
15 令到公眾係參與，而喺工程方面，係多啲由運輸署同埋路政署嚟到去做嘅。

16 主席：（經傳譯員）好，黃大律師，委員問過嘅問題，你有冇進一步嘅追問？

17 黃女士：（經傳譯員）冇。

18 主席：（經傳譯員）如果係咁，委員會就想多謝幾位代表今日出席咗好長嘅聆訊，我
19 哋亦都希望你提供我哋所要求嘅資料，我哋就係希望儘快係將佢哋成為一個清
20 單，係畀你哋知道，亦都畀埋有關嘅研訊謄本畀你，就希望你係可以跟進
21 嘅。我哋今日嘅取供嘅程序就完成，我哋就會喺星期四再繼續，多謝。

22

23 2018年9月24日

24 下午5時34分聆訊押後

1 Thursday, 27 September 2018

2 (9.00 am)

3 EXPERT EVIDENCE OF MR MIKE WESTON

4 CHAIRMAN: Good morning, Mr Weston.

5 MR MIKE WESTON: Good morning.

6 CHAIRMAN: Thank you for travelling from London to Hong Kong
7 to assist us with our inquiry.

8 As you no doubt know, we are assisted by counsel who
9 will pose questions to you, although there may be
10 questions that we, the committee, wish to pose to you.
11 If any of our questions are less than clear, by all
12 means indicate that that is the case and we will see
13 what we can do to make sure that the question is
14 accurate.

15 I will ask Mr Duncan then to begin the evidence.

16 Examination by MR PETER DUNCAN

17 MR PETER DUNCAN: Thank you, Mr Chairman.

18 Mr Weston, good morning.

19 MR MIKE WESTON: Good morning.

20 MR PETER DUNCAN: I would like to echo the chairman's
21 remarks and thank you for the assistance that you have
22 rendered to the committee, and in particular for
23 furnishing the committee with a written report.

24 Could I ask you to turn up that report, please,
25 which will be found in bundle EXP-1 at page 115.

26

1 There are a number of topics that I wish to explore
2 with you, but before doing so I'm going to ask you a few
3 questions about your background and your experience, and
4 then also the context in which you have provided your
5 report.

6 So with regard, first of all, to your own
7 experience, can I direct you, please, to page 118 of the
8 bundle, and the section headed "Context", and the second
9 paragraph:

10 "This report has been prepared by [yourself]
11 an independent consultant with over 30 years' experience
12 within the bus industry including senior roles at
13 Transport for London most recently as director of
14 buses."

15 Then there is reference to a career resume at
16 appendix A.

17 I think if we would go to appendix A -- you will
18 find that at page 157, where we have the benefit of
19 "Personal profile", "Recent career history", and "Other
20 professional interests".

21 If I could just direct your attention to the section
22 headed, "Director of buses, Transport for London", and
23 under that part of the page, going back to 1999 to 2003,
24 "Head of bus infrastructure, London Buses". Can you
25 tell us a bit about what that involved?

26

1 MR MIKE WESTON: Yes. As head of bus infrastructure, which
2 I was appointed to in 1999, prior to that I had been
3 heavily involved in evaluation of bus route tenders.
4 But in 1999 I was appointed head of bus infrastructure
5 and had a range of responsibilities but was primarily
6 responsible for the provision of all the bus
7 infrastructure for the bus network; that's bus stops,
8 bus shelters, bus stations, some of the bus garages
9 which TfL owned but that wasn't the majority. So
10 responsible both for the provision of the infrastructure
11 but also for the day-to-day operation of that
12 infrastructure.

13 That role also included an oversight of the
14 engineering and bus specifications for the bus
15 operators, so buses were included in that definition of
16 infrastructure in that role.

17 MR PETER DUNCAN: Were you concerned with the safety of
18 buses at all in that role?

19 MR MIKE WESTON: No, not directly. Clearly, I was
20 responsible for the safety of the infrastructure. So,
21 for example, the safe operation of bus stations, and
22 monitoring of that locally. It was the role head of bus
23 operations in 2003 where I became responsible for the
24 safety of the London bus network, and then subsequently
25 in 2004 as operations director.

26

1 So clearly, as head of bus infrastructure, there was
2 clearly a role in terms of safety, as you would expect,
3 but in terms of overall safety responsibility for the
4 bus network, that was assumed in 2003.

5 MR PETER DUNCAN: And that's when you took up the position
6 of head of bus operations?

7 MR MIKE WESTON: Yes, that's correct.

8 MR PETER DUNCAN: Then operations director -- you have
9 touched on that already -- could I just ask where that
10 position sat within the management hierarchy of
11 Transport for London?

12 MR MIKE WESTON: Yes. So at the time there were three
13 directors, actually, reporting in on the bus side of the
14 Transport for London business. I was the operations
15 director. There was a performance director who was
16 responsible for the performance of the bus contracts.
17 And then there was a finance director who also had other
18 responsibilities for other parts of the organisation.
19 We reported into a managing director who, as well as
20 being responsible for London Buses, was responsible for
21 other modes within TfL, and he reported into the
22 Commissioner for Transport for London.

23 MR PETER DUNCAN: Then, in 2013, you were appointed director
24 of buses. How did that position relate to your previous
25 position as operations director?

26

1 MR MIKE WESTON: In 2013, the decision was taken to combine
2 the roles of performance director and operations
3 director into one role. So, effectively, this new role
4 of director of buses became responsible for the bus
5 network, reporting into the managing director. As
6 I said, the managing director had other responsibilities
7 for the surface transport operation within London, so
8 really the director of buses was responsible day to day
9 for the provision of the bus network, the management of
10 the contractors, and as it says there in the evidence,
11 the budget of about 2 billion pounds per annum for the
12 procurement of the bus network.

13 MR PETER DUNCAN: You have referred in the second paragraph
14 there to the fact that included responsibility for the
15 provision of a "safe network"?

16 MR MIKE WESTON: Yes. As I previously said, probably the
17 head of bus operations was when I first became
18 responsible for the safety team that was allocated to
19 London Buses. Operations director took forward that
20 role, but clearly, as director of buses, as the senior
21 manager responsible for the bus network, I also assumed
22 responsibility for the safe operation of that network.

23 MR PETER DUNCAN: You left that organisation, as
24 I understand it, in 2016, September.

25 MR MIKE WESTON: Yes.

26

1 MR PETER DUNCAN: Since then, you have been working as
2 an independent consultant. Can you tell us just
3 a little bit in your own words what that work has
4 entailed?

5 MR MIKE WESTON: Yes. It is probably worth just saying that
6 I took the opportunity to leave the organisation in 2016
7 as part of a sort of planned restructuring, and
8 I volunteered to leave after 31 years.

9 As an independent consultant, I now focus on the bus
10 industry, and there are two main areas of my focus. One
11 is the environmental management of bus fleets, and
12 that's an area where I gained quite a lot of experience
13 in previous roles at Transport for London, but also
14 franchising and tendering of bus services and network
15 design, and I have been providing some support to
16 a number of transport authorities within Europe on those
17 subjects.

18 MR PETER DUNCAN: Thank you. I now ask you to go back,
19 please, to page 118 of your report, and just focus on
20 the context in which you have provided this report.

21 I think if I could just read out quickly some
22 excerpts from this, so we all understand the context.

23 The first paragraph:

24 "This report has been commissioned by [the
25 committee] ... to seek further understanding on the
26

1 organisation and structure of the London bus franchising
2 system and to ascertain best practice which could
3 potentially be used in Hong Kong to further improve the
4 existing franchising model. The committee have already
5 had sight of Transport for London's document titled
6 'London's bus contracting and tendering process' dated
7 August 2015."

8 Then if we jump a couple of paragraphs down:

9 "In commissioning the report, the IRC have asked for
10 the following:

11 (i) A description of the regulatory and governance
12 arrangements together with the operations and management
13 of franchised buses in London, having regard to bus
14 safety.

15 (ii) A summary of the regime obtaining in Hong Kong
16 in respect of franchised buses.

17 (iii) So that, having regards to the differences in
18 the two regimes at (i) and (ii), you are asked to
19 express opinions as to the adequacy of the regime
20 obtaining in Hong Kong and make recommendations, as are
21 warranted in your opinion, to enhance the safety of the
22 franchised system in Hong Kong."

23 Then the final paragraph:

24 "Sections 2 to 5 of the report give an overview of
25 London's public transport system, explains the structure
26

1 of the UK bus industry and the history of London's bus
2 contracting regime and describes the current bus
3 contracting regime and how contractor performance is
4 monitored and managed. Section 6 gives an overview of
5 safety management within London's bus industry and
6 section 7 describes the various initiatives currently
7 being delivered by Transport for London and the
8 contracted bus operators under the bus safety programme.
9 The report concludes in section 8 with the author's
10 observations and opinions of how the approaches adopted
11 in London could be used to improve the Hong Kong
12 regime."

13 So there we have the context in which your report
14 has been written.

15 You have referred, in that section, to some
16 differences in the two regimes, between London and
17 Hong Kong, and in order that we all understand what
18 those differences are, I would just like to refer to
19 a few of those before I explore some of these topics
20 with you.

21 The first, if we go to page 120 of your report, you
22 will see the number of passenger journeys in London, at
23 2.2 billion, I think that's in a year. So that's the
24 approximate number of passenger journeys.

25 In Hong Kong -- I will simply give everybody the
26

1 reference rather than taking you to the document -- but
2 at THB-2, page 103, we can work out that the equivalent
3 number of passenger journeys in Hong Kong is
4 1.4 billion. So that's the comparison with regard to
5 numbers of passenger journeys.

6 The second comparison I would like to bring to your
7 attention is the proportion of the populations within
8 the two areas which use public transport.

9 Perhaps we will go to the bundle on this occasion;
10 I'm not sure whether you have seen this. If you look at
11 THB-2, page 2, footnote 2 on that page -- this is from
12 a public transport strategy study conducted by the
13 Transport and Housing Bureau in June of last year, and
14 if you look at the footnote at the bottom of that page:

15 "According to a study conducted by the Land
16 Transport Authority of Singapore in November 2014, the
17 public transport usage rate in Hong Kong was the highest
18 among 27 major cities."

19 And you can see from item 2 that the ratio in
20 Hong Kong is as high as 90 per cent, and the comparator
21 in London is 30 per cent. The 90 per cent you will see
22 in paragraph 1.4 on that page:

23 "Public transport services are closely related to
24 the daily life of the public. Every day, over
25 12 million passenger trips are made through different
26

1 public transport services in Hong Kong. This accounts
2 for over 90 per cent of the total passenger trips each
3 day, which is the highest in the world."

4 So I just bring your attention also to that
5 statistic.

6 The third matter perhaps which is worthy of mention
7 is the percentage of bus use as a percentage of the
8 overall public transport journeys undertaken. You have
9 referred to this yourself at page 120. I have
10 a reference to 56 per cent in my notes. Perhaps I will
11 have to check that.

12 In Hong Kong, if we are on THB-2 at page 103, we
13 will see that franchised buses, at item 2, account for
14 31.1 per cent, whereas heavy rail, which you can read as
15 the MTR, is at 38.9 per cent. So there is a greater
16 quantity in favour of the heavy rail system.

17 CHAIRMAN: Obviously that's the figure for Hong Kong, and
18 that accords with my own memory, but what are you
19 suggesting is the figure of the percentage of the use of
20 franchised buses in London as a proportion of public
21 transport in London?

22 MR PETER DUNCAN: Mr Chairman, I have --

23 CHAIRMAN: Perhaps Mr Weston can help.

24 MR PETER DUNCAN: Do you have that percentage at your
25 fingertips, Mr Weston?

26

1 MR MIKE WESTON: I can't -- no doubt somebody has
2 a calculator on the screen but it's over 50 per cent,
3 because obviously 2.2 billion out of just under
4 4 billion is more than 50 per cent, so it's 50-odd --
5 56 per cent it comes up as, yes.

6 CHAIRMAN: Right.

7 MR PETER DUNCAN: So that's the 2.2 billion over 3.9 million
8 on that page?

9 MR MIKE WESTON: Yes.

10 MR PETER DUNCAN: I think that's where I got the 56 per cent
11 from.

12 MR MIKE WESTON: Mr Chairman, those two tables aren't
13 entirely comparable, because for example, I noticed on
14 the Hong Kong figures you have ferries included, where
15 in London there are some river commuter services
16 included, so they're not -- but the magnitude of the
17 figures is correct.

18 MR PETER DUNCAN: Thank you. The fourth difference is the
19 number of buses on respective networks. You have
20 referred to this at page 126 of the report, where we see
21 a reference of the bus fleet in 2018 consisting of 9,200
22 buses.

23 I can give you the equivalent in Hong Kong -- I can
24 simply give members the reference to the page -- it's
25 THB-1 at page 30, paragraph 7. The equivalent number in
26

1 Hong Kong is approximately 6,000.

2 Moving on to another difference, and this is the
3 kilometres travelled annually by buses in the two
4 territories. We can see, for London, this figure at
5 page 120, just under the chart:

6 "During the period 2017/2018 the bus network
7 operated 490 million kilometres ..."

8 Now, the equivalent figure for Hong Kong -- I will
9 ask the assistant to turn up the bundle at THB-1,
10 page 30, at paragraph 7. By multiplication, we get
11 a figure almost the same as London, 500 million
12 kilometres:

13 "About 6,000 franchised buses operate on the road
14 every day. On average, franchised buses run over
15 1.4 million kilometres every day."

16 Now, there is an interesting result of those
17 figures, and that is the number of kilometres travelled
18 by each bus in each territory per year. So, in London,
19 if we divide 490 million kilometres by number of buses,
20 that's 9,200, we get 53,260 kilometres per bus per year.
21 In Hong Kong, if we divide the 500 million by the 6,000
22 buses, then we get a figure of something like
23 83,333 kilometres per bus per year.

24 Moving away from those statistics with regard to
25 road use, and looking at the periods of contracts under
26

1 which the bus operators work -- in London, you have set
2 out for us the fact that London bus contracts typically
3 run for an initial period of 5 years with the potential
4 for a two-year extension.

5 We can see that on page 129, in the very last
6 paragraph on that page.

7 In Hong Kong, by comparison -- and I will simply
8 give the committee the reference again: it's TD-1 at
9 page 73, paragraph 4; and TD-1, page 74, paragraph 8 --
10 we have a franchise period of ten years, and that can be
11 extended on application by five years or two years,
12 depending on when the application for the extension is
13 made.

14 Just one question for you, if I may, Mr Weston, with
15 regard to the London franchise -- London contracting
16 operation. It's five years, with the opportunity of
17 an extension for two. Can a bus operator normally
18 expect to get that same route back again at the end of
19 the seven-year period, or are the chances of renewal of
20 that route effectively not automatically in his favour.

21 MR MIKE WESTON: No. If the route runs for either five or
22 seven years, it will then go back out to competitive
23 tender. Clearly, the incumbent often has an advantage
24 because perhaps the reason that they were successful
25 with the route the first time was because they had
26

1 a garage or a depot nearer to the route than their
2 competitors. But, when it goes back out to tender,
3 clearly they will bid for it and so will other
4 operators, and it often depends on the state of the
5 market at the time. If another operator has recently
6 lost some routes, they may decide to be more competitive
7 on this route to try to win this route from the
8 incumbent.

9 I haven't got the exact percentages, but I think
10 it's about two-thirds -- about 70 per cent of routes
11 stay with the incumbent upon re-tendering; 30 per cent
12 move between operators at the point of re-tendering.

13 MR PETER DUNCAN: Thank you.

14 Then another matter I would like to raise with you
15 is the number of bus operators working on the London
16 network. You have referred to this at page 126 of the
17 report, where we see a reference to domination by six
18 large bus groups, and then several smaller companies
19 making up the remaining 5.6 per cent of the network.

20 Now, as you know, in Hong Kong, the franchised bus
21 operators consist of three groups, and I think it's fair
22 to say that the public in Hong Kong are quite aware of
23 the difference between, say, Kowloon Motor Bus on the
24 one hand and Citybus on the other.

25 With the number of bus networks in London, is the
26

1 difference between the different bus companies something
2 which is noticed or appreciated by the public? Does
3 that have any effect on public use?

4 MR MIKE WESTON: Some members of the public will realise
5 that their local bus is run by a particular operator,
6 but the big difference between Hong Kong and London in
7 this respect is that all the buses in London are painted
8 red and have the Transport for London, London Buses,
9 logo on the side. They also have the bus company logo
10 on the side, but to most members of the public, it is
11 a red bus, it is run by Transport for London as far as
12 they are concerned, and if you asked most people in
13 London who is responsible for the buses, they would say
14 the Mayor of London is responsible, and people -- I'm
15 sure a lot of members of the public realise there are
16 different companies, but I think they very strongly
17 understand that actually those companies are working for
18 the transport authority, because the ticketing is
19 provided by the transport authority, they pay the
20 transport authority for their fares. So there is
21 a strong recognition that there is a coordination by the
22 transport authority in London.

23 MR PETER DUNCAN: So the average Joe Public would see a bus
24 as being a bus of Transport for London rather than a bus
25 of, say, Stagecoach?

26

1 MR MIKE WESTON: Yes, that's correct.

2 CHAIRMAN: Although the name of the individual bus operator
3 is located on the bus itself, on the exterior, is it
4 not?

5 MR MIKE WESTON: Yes, that's correct. So as well as the
6 London Buses, Transport for London logo on the side of
7 the vehicle, the operator's logo is also displayed on
8 the side. But as I said, the buses are all red, so to
9 most members of the public they will appear the same.

10 CHAIRMAN: At an earlier stage, were different liveries not
11 used by different bus companies?

12 MR MIKE WESTON: Yes, in the early days of tendering from
13 the mid-1980s through to probably the early 1990s, the
14 private operators at the time, who were competing
15 against the in-house London Transport-owned bus company,
16 which was still publicly owned, were allowed to use
17 buses in their own liveries, and there were probably two
18 main reasons for this at the time. One was to show to
19 the public that things were changing, that things were
20 improving, and one of the ways of doing that was showing
21 that there were new operators coming into the market, so
22 having buses in different liveries was a good way of
23 illustrating that. And the second reason at the time
24 was really to show to the trade unions that things were
25 changing and that the system was moving from a publicly

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1 owned and publicly employed operation to a private
2 operation. So there were probably two main reasons.

3 Eventually the decision -- and I think it was
4 probably in the early/mid-1990s -- was taken that
5 actually the marketing benefit of having a common livery
6 was far stronger than those other messages that were
7 probably by that point already accepted by the public.

8 MR PETER DUNCAN: I would like to move now, please, to
9 another quite significant difference between London and
10 Hong Kong, and that is the difference in the contractual
11 framework which exists and which permits the bus
12 operators to undertake their work.

13 As you appreciate, in Hong Kong, there are
14 negotiated contracts by the form of a franchise under
15 which the bus operators operate, whereas, as is evident
16 from your report, in London you have what might be
17 described, and I think has been described, as
18 a route-based competitive tendering system.

19 I would just like to ask you some questions -- bring
20 to your attention, first of all, some matters, and then
21 ask you some questions about the system which operates
22 in London in this respect.

23 Could I ask you to go to page 124. If I take you
24 through the first few paragraphs of 3.3, I think we will
25 get a very good idea of the system operating in London.

26

1 You say:

2 "It is useful to understand the contract regime
3 pertaining to London to understand how safety
4 management, by both TfL and the bus operators, fits into
5 this regime. The competitive tendering of individual
6 bus routes with the whole network being controlled,
7 regulated and planned by the Transport Authority
8 (Transport for London) is currently unique to London due
9 to government policy dating back to 1985.

10 Route tendering was introduced in 1985 with the
11 overall structure of awarding 5-year contracts, with
12 operators receiving 2-year extensions if they meet
13 certain performance criteria, having remained unchanged
14 over this period.

15 Gross cost contracts are used by TfL with the
16 operators being paid for each mile operated with
17 additional bonuses and deductions based on the
18 reliability of the service. Passenger revenue is
19 retained by TfL so in practice any enhancements to the
20 contract, including safety or other improvements to
21 buses, are funded by Transport for London not the bus
22 operator."

23 Then you have taken us through, again, some of the
24 history behind the evolution of the system.

25 If I could bring your attention then to the last of
26

1 those paragraphs, "1994":

2 "Remaining routes placed onto negotiated contracts
3 with privatisation of the public owned companies. All
4 bus operation privately owned but controlled and managed
5 through the tendering process by London Transport."

6 So the first question I've got is: do negotiated
7 contracts exist at all now in London, or is everything
8 done by way of competitive tendering?

9 MR MIKE WESTON: No, they don't. Perhaps I can clarify the
10 1994 position. So, as it says in the report, by 1993
11 50 per cent of the bus routes had been competitively
12 tendered. Some of those had been successfully won by
13 private operators; some of them had been won by London
14 Transport in-house bus companies that were still
15 publicly owned. Because of a desire by the government
16 at the time to privatise the bus companies that were
17 still publicly owned and put them into the private
18 sector, it was necessary to put the remaining bus
19 routes, which at that point had basically received
20 a block subsidy internally from London Transport to
21 operate them -- it was necessary to put them onto some
22 sort of contract. So the decision was taken to put each
23 of these remaining routes that hadn't been subject to
24 competitive tendering onto a negotiated contract, where
25 the contract price was negotiated.

26

1 But the important thing that this probably fails to
2 explain is that those negotiated contracts had a fixed
3 life, so that the companies or the management that were
4 buying these bus companies from London Transport had
5 a portfolio of competitively won contracts but also
6 a portfolio of negotiated contracts, but they knew the
7 end date of each of those contracts. So they knew that
8 in five years' time or four and a half years' time, that
9 route would be subject to competitive tendering.

10 So it was a way, really, of sort of accelerating
11 putting everything onto a route contract for
12 privatisation, but with a clear view that those
13 contracts would be re-tendered after a certain
14 timescale, and they subsequently were all re-tendered
15 and probably -- I'm just trying to think -- about five
16 years later, they had all been then subject to the first
17 round of competitive tendering.

18 CHAIRMAN: So by 1998/1999, all routes were operated on
19 a tendered basis?

20 MR MIKE WESTON: Yes, roughly. Those dates are roughly
21 about right, yes.

22 MR PETER DUNCAN: Thank you.

23 If we go back to the second paragraph on page 125,
24 there are references in the second line to "additional
25 bonuses and deductions" to the gross cost contracts
26

1 "based on the reliability of the service".

2 I think if you go through to page 131, we get
3 further detail as to these bonuses and deductions, at
4 paragraph 4.3.3; is that correct?

5 MR MIKE WESTON: Yes, that's correct. So the quality
6 incentive contract was or is a gross cost contract but
7 with additional incentives for reliability and
8 performance.

9 MR PETER DUNCAN: We can see the matters which are taken
10 into account with regard to the incentives or
11 disincentives, and there is reference to EWT, excess
12 wait time. There is a quality of service indicator.
13 And you say, at the end of the first paragraph:

14 "These payments could range between plus 15/minus
15 10 per cent and were aimed at increasing operators'
16 focus on reliability of the service in addition to
17 quantity (ie mileage operated) which had been the focus
18 of the gross cost contracts."

19 Does the element of safety have any relevance in the
20 context of these bonuses or deductions?

21 MR MIKE WESTON: No, these bonuses are -- the potential
22 bonuses of plus 15 per cent of the contract price or
23 minus 10 per cent are purely related to the reliability
24 of the service, as measured either by excess wait time,
25 which is the measure for high-frequency services, or by

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1 on-time performance, which is the measure for lower
2 frequency performance.

3 So these payments only relate to the reliability of
4 the service provided by the operators.

5 MR PETER DUNCAN: Could I take you back now to 127.

6 CHAIRMAN: Before you do that -- and in context, is the fact
7 that a bonus of up to 15 per cent can be gained by good
8 performance and a deduction of 10 per cent from the
9 contract agreement important to bus operators, from
10 a financial point of view?

11 MR MIKE WESTON: Yes, from a financial point of view --
12 I mean, the ability to get plus 15 per cent -- to get
13 15 per cent is very, very difficult; the service has to
14 be running almost perfectly. To get minus 10 per cent,
15 again, is probably quite unusual because a service would
16 have to be very poor. So probably the average payments
17 range perhaps between 5 and 8 per cent of the contract
18 price for an operator's portfolio of routes added
19 together over the course of a year. That's significant
20 and that roughly equates to the average return that
21 a lot of the bus companies in London are making. So in
22 many ways an operator achieving their reliability
23 targets effectively is their profit on the contracts.
24 So it is an important element and it is an important
25 incentive to the operators to achieve those payments.

26

1 MR PETER DUNCAN: Could you give us an idea of what the
2 maximum contract price would be for -- I assume it would
3 be the longest route or the most complicated route?

4 MR MIKE WESTON: Yes. For a bus route of -- some of the
5 bigger bus routes in London will have about 60 vehicles
6 on them, and the contract price could be up to
7 20 million pounds a year, so quite a significant
8 contract, yes.

9 CHAIRMAN: And the basis of the contract is the bus operator
10 says, "I will do this route for 20 million pounds", and
11 Transport for London will pay them 20 million pounds,
12 plus or minus the bonus or the deduction?

13 MR MIKE WESTON: Well, there are two payment regimes.
14 There's the contract price which is then divided by the
15 annual scheduled mileage to get a contract price per
16 mile, and an operator is then paid that rate per mile
17 for every mile that they operate. So effectively they
18 lose the contract rate per mile for mileage that they
19 fail to operate due to reasons within their control.
20 So, for example, if they have no driver to run the
21 journey or they have no bus because of mechanical
22 failure, they would lose the rate per mile from the
23 contract price.

24 But it is fair to say those deductions are
25 relatively small. Probably, for mechanical loss

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1 mileage, it's about 0.3 per cent; for staff, it is
2 probably a very similar figure. So fairly small
3 deductions for mileage not operated.

4 For mileage that is not operated due to reasons
5 beyond their control -- so this is traffic delays, or
6 diversions due to planned or unplanned events -- they
7 are not deducted. That is considered not to be within
8 their control so they are not deducted. Then
9 separately, as we have said, there are these incentive
10 payments or deductions for the reliability.

11 So the contract price relates to the quantity on
12 a rate-per-mile basis, and then there is a relationship
13 with these additional payments for reliability of the
14 service.

15 CHAIRMAN: So, to crystallise that in a short example --
16 could you do that for us?

17 MR MIKE WESTON: Yes. I will use simple figures to
18 illustrate. So a contract price of 1,000 pounds and
19 an operator is supposed to run 100 miles, the contract
20 rate per mile will be 10 pounds per mile. For every
21 mile they don't operate, they would lose 10 pounds per
22 mile. These are very simple figures to illustrate the
23 point.

24 But clearly, if the service was better than the
25 excess wait time minimum standard within the contract,

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1 they could earn some bonuses up to 15 per cent of that
2 contract price. But, as I said earlier, plus
3 15 per cent is very, very difficult to achieve. The
4 average is probably nearer 8 to 10 per cent for a very
5 reliable service.

6 CHAIRMAN: So, in order to avoid deductions for mileage lost
7 that is your fault, it is important to have
8 a maintenance regime for your buses and to have adequate
9 staff numbers? Would that be a simple way of looking at
10 it?

11 MR MIKE WESTON: Yes, Chairman, that's correct. So making
12 sure you've got enough drivers every day to run the
13 service, and that's why most depots will have some spare
14 drivers because it is a way of protecting the mileage if
15 some drivers don't show up for work, perhaps due to
16 sickness. And then making sure you have adequate buses
17 each day that are ready for service, so that's around
18 adequate maintenance regimes but also adequate spare
19 vehicles to provide cover when other vehicles are being
20 maintained.

21 But it is fair to say that the maturity of the
22 tendering system in London is such that the amount of
23 mileage that operators lose due to staff and mechanical
24 reasons is relatively small. It is pretty low, because
25 there's a maturity in managing those aspects of the
26

1 service.

2 CHAIRMAN: That's because of experience; bus operators know
3 the margins that they need to have of staff and vehicles
4 not to fall into that problem?

5 MR MIKE WESTON: Yes, that's correct.

6 MEMBER LO: To operate the system, do you have to gather
7 information about the arrival time of every bus at every
8 bus stop?

9 MR MIKE WESTON: Yes. So the excess wait time calculation
10 and the on-time performance calculations historically
11 were done by surveys, sample surveys, with inspectors
12 standing on the roads noting down -- these are Transport
13 for London-employed inspectors -- when buses went past
14 that location, and that data was then used to calculate
15 the excess wait time.

16 It might be worth just briefly explaining what the
17 excess wait time is. The way that Transport for London
18 measure the reliability of high-frequency services is
19 through the statistic called excess wait time. So, for
20 a ten-minute frequency bus service, the assumption is
21 that passengers will arrive randomly at the bus stop.
22 They won't use a timetable, they will just arrive at the
23 bus stop. So, if the ten-minute service is running
24 perfectly, on average you should wait five minutes,
25 because you may have just arrived and missed the bus, so

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1 you wait nearly ten minutes; you may arrive five minutes
2 and wait five minutes, or you may arrive and literally
3 the bus arrives, but on average you should wait five
4 minutes.

5 So the excess wait time is how long you wait over
6 that ideal wait time, and for a route the minimum
7 standard may be one minute or may be 1.2 minutes' excess
8 wait time. So that's how the calculation is used.

9 Historically, as I said, it was done by manual data
10 collection. Now it is calculated automatically through
11 the vehicle location system. So historically it was
12 a sample; now it is effectively 100 per cent statistic
13 based on all buses on that route.

14 MEMBER LO: A follow-up question. You said for factors out
15 of their control, like congestion, would not be
16 deducted, so how do they factor in congestion in their
17 calculation?

18 MR MIKE WESTON: Sorry?

19 MEMBER LO: You mentioned about for factors outside their
20 control, like detour, congestion, those factors will not
21 cause any reduction or deduction in payment scheme, but
22 how do they factor in congestion effect in this kind of
23 calculation?

24 MR MIKE WESTON: Okay. So, for congestion, an operator,
25 when they are submitting their tender bid, would be

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1 expected to put in a timetable or a schedule. So
2 Transport for London will specify the frequency of the
3 service required and will specify the route of the
4 service. But the operator has to turn that into
5 an operating schedule and determine how many buses they
6 need to run that route reliably. And an operator is
7 expected to design a schedule to cope with the average
8 congestion on the majority of days.

9 In extreme circumstances -- I'm trying to think of
10 an example -- so an unplanned demonstration in Central
11 London, a terrorist attack in Central London, for
12 example, where there is a lot of disruption and major
13 chaos and congestion, Transport for London will then
14 void those days from the calculation. So, in extreme
15 examples where the congestion is very, very bad and it
16 is clear that the operator couldn't predict that and
17 also couldn't manage the service in those circumstances,
18 those days would be void from the calculation.

19 CHAIRMAN: So would that apply to, for example, a burst
20 water main, the Dartford Tunnel having a vehicle on fire
21 and being closed?

22 MR MIKE WESTON: Yes. What tends to happen for more
23 localised incidents is that individual routes could be
24 void for those days, not necessarily -- I think for --
25 I was managing the bus network on the day of the 7 July

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1 2005 attacks on the Underground and bus network, clearly
2 all the data for that day and subsequent days was void
3 because it clearly wasn't the right thing to do, to try
4 to monitor and penalise the operators.

5 But individual routes could be void due to a local
6 issue, yes.

7 CHAIRMAN: Thank you.

8 MR PETER DUNCAN: So, going back to page 127, if we could,
9 Mr Weston. You set out at paragraph 4.1 the contract
10 responsibilities, and if I could try and reduce this to
11 very simple terms by summarising four points -- if you
12 can just confirm this is the case or, if not, please
13 tell me -- first of all, Transport for London will
14 invite tenders for a particular route. Secondly,
15 a tender will put in a contract price for operating that
16 route. Thirdly, Transport for London will keep all the
17 fare revenue and thus assume the profits and the losses
18 associated with the patronage on that route. Then,
19 fourthly, Transport for London will simply pay the
20 contract price to the operator with the bonuses and
21 deductions you have just described.

22 Is that a very quick, very simple thumbnail summary?

23 MR MIKE WESTON: Yes, I think that's a good summary.

24 MR PETER DUNCAN: Now, on the routes which are made
25 available for tender, who decides on the routes and what
26

1 factors are taken into account in determining a new
2 route or discard of an old route?

3 MR MIKE WESTON: Yes. So the route planning is done by
4 Transport for London, and it is done under what are
5 called the service planning guidelines which are some
6 high-level guidelines which set the sort of aspirations
7 for running bus services in London, and within those
8 guidelines, for example, there is an aspiration that
9 nobody is more than 400 metres from a bus stop in
10 London. It's not totally achieved, it's almost achieved
11 but not totally. And there will be various other
12 guidelines about trying to provide a comprehensive
13 service seven days a week, from a certain time in the
14 morning to a certain time in the evening. So there are
15 some guidelines that set the aspiration.

16 So all the route planning is done by Transport for
17 London and they will determine which services should be
18 enhanced, which services should be reduced. Some of
19 that will be based on loadings and how busy routes are.
20 Some of it will be based on working with colleagues in
21 other parts of the organisation to determine changes
22 likely to happen.

23 So at the moment, for example, there is a new
24 railway line opening next year now, called the Elizabeth
25 Line, which goes across Central London. Clearly, that

26

1 will bring a lot of extra capacity to the Underground
2 network, and as a result a lot of the bus routes in
3 Central London will lose patronage and therefore they
4 will be changed when the line opens. Some of them will
5 be withdrawn and some will be reduced, to make sure that
6 there is an efficient operation in terms of the services
7 provided.

8 MR PETER DUNCAN: Does this involve consultation with the
9 bus operators, or is this done exclusively within
10 Transport for London?

11 MR MIKE WESTON: There will be some dialogue with bus
12 operators, but essentially it is a sort of central
13 planning process. There is a duty on Transport for
14 London to consult with the local authorities in London
15 and stakeholders, including members of the public, so
16 Transport for London have to consult before service
17 changes are made.

18 So there will be some dialogue with the operators
19 but I wouldn't necessarily -- I wouldn't describe it as
20 consultation.

21 MR PETER DUNCAN: You mentioned just a few moments ago that
22 there was an aspirational approach -- persons living
23 within a certain area should have access to a bus
24 service. Assuming that route is unprofitable, would the
25 route nevertheless continue, to enable that aspiration?

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1 MR MIKE WESTON: Yes. So the decision on each individual
2 service change is done on a cost/benefit analysis. So
3 there is a subsidy for the London bus network, and if
4 you take that subsidy, for every pound you spend, you
5 will be looking to maximise the passenger benefits. So
6 every service change will go through a small
7 cost/benefit calculation to make sure it is getting some
8 passenger benefits to make sure it is worthwhile
9 investing that pound of money.

10 But it's worth saying there is subsidy into the bus
11 network and ultimately, Transport for London, under the
12 direction of the mayor, in theory, could operate the
13 service without subsidy, through a combination of
14 running less unprofitable services and/or charging more
15 to passengers to use the service. So the amount of
16 subsidy that is put into the network is very much
17 a political decision by the mayor, who sets the strategy
18 for the organisation.

19 CHAIRMAN: So it could be user pay or it could be
20 subsidised, as it is?

21 MR MIKE WESTON: Yes. As it says in my report, one of the
22 key things that the mayor determines is passenger fares.
23 So the decision to change passenger fares rests with the
24 mayor, not with Transport for London. So, clearly, that
25 has an impact on the financial performance of the bus
26

1 network.

2 The current mayor, who was elected in 2016, in his
3 manifesto made a commitment not to increase fares on the
4 Underground or buses for four years of his initial term,
5 and that clearly has big benefits to the travelling
6 public in terms of value for money but obviously has
7 implications on Transport for London in terms of fares
8 income over the next four years.

9 CHAIRMAN: Where does the money come from?

10 MR MIKE WESTON: So the mayor has to find it from other
11 sources, so, for example, from the Council Tax, the
12 business rates; encourage -- well, part of it has been
13 encouraging Transport for London to become more
14 efficient as an organisation, through trying to reduce
15 its costs. So a whole combination of ways of trying to
16 balance the books.

17 CHAIRMAN: What proportion of the costs of running the buses
18 does the total amount of fares represent?

19 MR MIKE WESTON: I'm trying to see if we've got any figures
20 in here. At the moment, it is -- about a third of the
21 cost of the operation is subsidy, so it's about 600.

22 I'm just looking at my notes for the figure.

23 CHAIRMAN: Take your time.

24 MR MIKE WESTON: Yes, sorry, in the financial year 2016/17,
25 70 per cent of the cost of the network was covered by
26

1 passenger revenue. So the other 30 per cent was
2 subsidy, which was 626 million. But that's varied over
3 the years, and I think my report makes reference that in
4 1997/98, the network broke even, and the passenger
5 revenue covered the cost of operation.

6 But we are stressing that those decisions are
7 very -- are political decisions. They are decisions of
8 the mayor about how he or she wants financially the bus
9 network to operate.

10 CHAIRMAN: So if fares are frozen for four years, one could
11 expect the 70 per cent covered by fares to drop to
12 perhaps 60 per cent or some lower figure?

13 MR MIKE WESTON: Potentially, unless the service volume is
14 reduced, which the current business plan assumes it will
15 be slightly.

16 CHAIRMAN: Right. Thank you.

17 MR PETER DUNCAN: I think you have referred to the financial
18 performance and the subsidy aspects that the chairman
19 has been asking you about, at pages 120 and 121 of your
20 report. Do you see there reference to the financial
21 performance?

22 MR MIKE WESTON: Mmm.

23 MR PETER DUNCAN: I think, at the bottom of page 120, the
24 last sentence, you have referred to one of the points
25 you've just made:

26

1 "By financial year 1997/98 the network broke even
2 with passenger revenue covering operating costs."

3 Then you have referred to the impact of elected
4 mayors from 2000, at the top of page 121, and the
5 figures, with the cost recovery of 70 per cent, apparent
6 from the first paragraph on page 121.

7 MR MIKE WESTON: Yes. Correct.

8 MR PETER DUNCAN: So, for 2016/17, the amount of the subsidy
9 seems to be something like 626 million pounds.

10 MR MIKE WESTON: Yes, that's correct.

11 MR PETER DUNCAN: So that's over 600 billion in Hong Kong
12 dollar terms.

13 The chairman asked you who meets that subsidy. Is
14 it simply the ratepayers of London, or how is that
15 actually met?

16 MR MIKE WESTON: Historically, it was a combination of the
17 ratepayers of London, both domestic, private ratepayers,
18 but also businesses, but until this year it is also
19 an element of government subsidy, so national subsidy.
20 But from next year -- the government about three years
21 ago gave notice to Transport for London that they would
22 no longer be getting any revenue subsidy, ie subsidy to
23 cover operating costs; they would only give the
24 organisation capital grants, capital grants aimed at
25 improving the infrastructure, so, for example, building

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1 new Underground lines, enhancing stations, for example.

2 So the last two or three years, Transport for London
3 has seen its revenue grant from central government go to
4 zero, so it has had to make up that shortfall from
5 a combination of local funding from the 32 London
6 boroughs and business rates and domestic rates, but also
7 by some aggressive cost-cutting, in trying to cut
8 overheads and reduce the costs of operating the
9 business. So it's been quite a challenging time.

10 At the same time, the mayor made a decision to
11 freeze fares for four years. I refer in the next
12 paragraph to the fact that contract prices go up with
13 inflation. So, for the next four years, the contract
14 prices will go up with inflation, but the fares revenue
15 will effectively be frozen. So that's again a big
16 financial challenge for the organisation.

17 CHAIRMAN: What was the size of the central government
18 subvention at the time the government indicated it would
19 cease to provide it over a period of three years?

20 MR MIKE WESTON: It was around about 600 million, I think,
21 at the time they decided they were going to reduce it to
22 zero, and they took the decision to reduce it to zero
23 over about a three or four-year period.

24 CHAIRMAN: So 600 million pounds reduced to nothing over --

25 MR MIKE WESTON: Yes. It's quite a significant reduction.

26

1 That was a grant to the whole organisation, not just to
2 the bus parts of the business, but the whole of
3 Transport for London.

4 CHAIRMAN: Are -- or were, perhaps -- subsidies of this kind
5 provided for transport systems outside the metropolis,
6 London?

7 MR MIKE WESTON: For the railways, yes. For buses, no. So,
8 outside of London, bus services are deregulated, so that
9 any operator, or anybody that is approved to operate
10 buses, can operate, can register to operate, whatever
11 bus services they like commercially. So, in the big
12 cities, Manchester, Birmingham, for example, any
13 operator can commercially operate whatever service they
14 feel they want to, and the local authority or the
15 transport authority can then buy in the bits of service
16 that they feel are perhaps missing.

17 So, for example, if an operator operates a service
18 commercially Monday to Saturday, the transport authority
19 can then buy in a Sunday service, if it's not being
20 provided commercially, and probably 90 per cent plus of
21 the bus services are provided commercially, with the
22 local authorities and transport authorities providing
23 the top-up of what's not being operated commercially,
24 although the government last year passed legislation to
25 allow transport authorities outside of London to

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1 consider franchising bus services, to look at
2 introducing franchising systems, and at the moment
3 Manchester are looking at potentially moving from
4 a deregulated environment to a franchise-type system.

5 CHAIRMAN: Thank you.

6 MR PETER DUNCAN: Could I ask you to go back now to
7 page 127, where you have dealt with the contract
8 structure, and leading on to page 128, under the heading
9 4.2, "Contract life cycle".

10 If I understand this correctly, the operator would
11 be bound by two agreements, first of all the framework
12 agreement, which, according to the second arrow, sets
13 out the general contractual requirements for operating
14 bus services for Transport for London; and then, third
15 from the bottom, a route agreement also which is issued,
16 which details the specific route requirements, including
17 minimum performance standards.

18 Have you made available examples of those in your
19 supporting documents?

20 MR MIKE WESTON: Yes, there is a reference, web link, to the
21 route agreement, that includes an example of -- sorry,
22 the framework agreement, and the framework agreement
23 includes an example of the route agreement.

24 MR PETER DUNCAN: Thank you. Yes, I see that's referred to
25 at page 189. Yes, thank you.

26

1 MR MIKE WESTON: So the route agreement is a fairly big
2 document, 160 to 200 pages, but each operator only signs
3 up to the framework agreement once, and then every time
4 they win a bus route they get a route agreement, which
5 is the more specific information in relation to that
6 route.

7 MR PETER DUNCAN: Now, at page 129, in the second
8 paragraph --

9 CHAIRMAN: Before you move away from this -- we have had
10 an account from Prof Stanley about the system that
11 obtains in Melbourne, which involves an accreditation
12 system. In what way, if at all, does the system in
13 London, with a framework agreement, then prequalified
14 operators -- in what way does that compare or can one
15 contrast it with Melbourne and accreditation?

16 MR MIKE WESTON: The prequalification system is effectively
17 assessing the suitability of a business to become
18 an approved supplier for bus services. And it is trying
19 to -- it is looking for an established operator that has
20 an operator's licence from a government agency, and it
21 is not the decision point at which a business wins
22 a contract.

23 So the hurdles to become an approved supplier are
24 relatively low. You have to be an established operator,
25 you have to have an operator's licence, and you have to
26

1 have some experience of running buses. But it is set
2 relatively low because Transport for London, as well as
3 trying to encourage big companies and big businesses to
4 come in as approved suppliers, also see a place for some
5 very small companies. So there are some very small
6 companies who may operate 10 or 15 buses on school bus
7 contracts, for example.

8 So the prequalification process is a relatively open
9 process, to encourage people to participate in the
10 tendering process, and it is the tendering process that
11 then decides the suitability of an operator to win
12 a particular contract.

13 So I certainly wouldn't describe it as
14 an accreditation process. It is making sure that
15 a potential operator has got the basic components in
16 place to run buses in London.

17 CHAIRMAN: Thank you.

18 Yes, Professor.

19 MEMBER LO: Does it include whether they have a depot? Is
20 that a qualification criteria?

21 MR MIKE WESTON: No. The requirement to have a depot -- as
22 an approved supplier, you wouldn't have to have a depot.
23 It is clearly a barrier to entry to the market, because
24 getting a depot is a challenge, and where you locate it
25 would be a challenge, and obviously one of the

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1 challenges for TfL is that for a new operator, they
2 might award them a route with perhaps 20 vehicles' worth
3 of work, but your depot might be 150 capacity, so you
4 have to be confident you can win more work over time to
5 fill that depot up. But, as an approved supplier, you
6 don't have to have a depot in London. Logically,
7 because you are already an operator, you will have
8 a depot somewhere, but it could be somewhere else in the
9 UK. It could be somewhere else in Europe. It could be
10 somewhere else in the world, in theory.

11 MR PETER DUNCAN: At page 129, you have addressed the
12 question of the evaluation of an operator's bid, which
13 you describe in the first line:

14 "... an assessment of all aspects of their current
15 performance including safety."

16 If I may continue to quote:

17 "This approach allows Transport for London to
18 reflect an operator's current performance into the
19 tender evaluation process thus acting as a strong
20 incentive for operators to constantly improve their
21 performance. In terms of safety performance, along with
22 performance on all other aspects of the route agreement
23 this will feed into the tender evaluation process and
24 could result in either operating contracts not being
25 renewed or an operator failing to win a new contract.

26

1 However, safety is not currently scored as part of the
2 technical evaluation but treated as a 'red line' in
3 terms of the award of new contracts. An example given
4 by Transport for London was a contractor in 2015 who due
5 to concerns about maintenance standards, which were
6 visible due to high mechanical lost mileage and poor
7 engineering quality monitoring results, was not awarded
8 new contracts whilst they addressed the area of
9 concern."

10 You have given one example there of the red line
11 having been crossed, but could you give the committee
12 some idea as to how one does cross the red line in this
13 context?

14 MR MIKE WESTON: Yes. It is fair to say that the red line
15 is -- there is no definition of the red line in terms of
16 what is and isn't acceptable.

17 One of the big advantages of the route level
18 tendering system over perhaps an area-based franchising
19 system, such as for example in Singapore, is that the
20 ability of the authority to adjust the size of a company
21 through route awards is very, very flexible. The
22 challenge with a big area franchise is that if
23 performance in certain aspects of the contract isn't up
24 to standard, it is a very big decision to terminate that
25 contract. You may have a contract for 400 or 450 buses.

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1 A very, very big decision and potentially very
2 disruptive to the transport network and members of the
3 public.

4 The benefit of the London system is that you can
5 send some very clear messages to the operator by not
6 awarding them some contracts for a period of time. It
7 doesn't have a devastating effect on their business but
8 sends a very strong message that they've got to improve
9 their performance.

10 So I think the purpose for this red line is not
11 defined in black and white. It's not a clear
12 definition. It's just a very strong check, in terms of
13 the tender valuation. You are looking at the commercial
14 aspects of somebody's tender bid, you are looking at
15 their current performance in relation to quality of
16 service, volume of service on their other contracts,
17 looking at all the other monitoring data, to come up
18 with a score for their performance, and then separately
19 there is a look at their safety indicators to see
20 whether there are any areas of concern.

21 The example given there was it was pretty clear that
22 this company was struggling with maintenance, mainly due
23 to a high retirement rate of engineers. They were
24 losing a lot of engineers who had been with the company
25 for a large number of years, and they had failed to

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1 really anticipate that and recruit and train new people.
2 So they were struggling to maintain their vehicles.
3 That became visible in terms of a lot of mechanical
4 breakdowns on the road, and poor engineering -- the
5 quality monitoring that TfL undertook, the results were
6 showing issues.

7 So, it was then that, because of that concern, the
8 view was taken that that needed to improve. The
9 operator was given a warning to improve their
10 performance, and in the intervening period they were not
11 awarded any new contracts. So probably over that period
12 they may have lost four or five contracts that they
13 would have otherwise won. Then, once that performance
14 is returned to an acceptable standard, they were then
15 able to win contracts again.

16 But it is worth stressing that red line is not
17 defined; it's a judgment by the evaluation team and
18 board of directors who will ultimately award those
19 contracts. So they will have that discussion when they
20 make that contract award.

21 CHAIRMAN: But in the example that you have given, the
22 breakdowns, the high mechanical lost mileage and poor
23 engineering, those are factors that would have shown up
24 in quality performance monitoring, would they not?

25 MR MIKE WESTON: Yes. They will show up both in the lost
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1 mileage returns, because of the number of breakdowns on
2 the road will start to increase, so the operator would
3 be getting deductions for lost mileage, but they will
4 also show up through the independent assessments that
5 Transport for London undertake.

6 CHAIRMAN: I am just wondering where the two meet, the
7 safety side of things and the breakdown of buses and
8 therefore you are not meeting your requirements. Had
9 this reached the stage where the wheels were coming off
10 the bus and they were crashing into people?

11 MR MIKE WESTON: No. I think the first visual sign of sort
12 of poorer maintenance tends to be mechanical breakdown,
13 so vehicles breaking down because of perhaps gearbox
14 failure or engine failure. I think it is fair to say
15 that operators would always make sure that those sort of
16 safety-related engineering things are done correctly
17 because they realise -- because the other aspect is, as
18 well as TfL's sanction of not awarding contracts, the
19 government agency, who have a national role, do their
20 own monitoring of engineering standards of bus companies
21 across the whole of the UK, and they can ultimately call
22 the operator to a public inquiry, and the traffic
23 commissioner can restrict the number of vehicles that
24 they can operate.

25 So there is another sanction that the government

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1 level can apply to a bus company.

2 CHAIRMAN: So was this perhaps, really, a potential safety
3 issue? Your buses are breaking down so often that it
4 means you are not maintaining them properly and
5 therefore potentially there is a safety issue?

6 MR MIKE WESTON: I think if both the operator and Transport
7 for London hadn't recognised the urgency of the issue,
8 it could potentially become a safety issue. I don't
9 think it did. I think it potentially could have become
10 a safety issue.

11 CHAIRMAN: Yes. Thank you.

12 MR PETER DUNCAN: You did mention a couple of moments ago in
13 one of your answers safety indicators in this context.
14 Does Transport for London keep a list of particular
15 safety indicators, or is this looked at from a more
16 generic point of view?

17 MR MIKE WESTON: Yes, there's a whole host of safety
18 indicators, and at the moment, with the operators, they
19 have come up with a safety performance index which is
20 about 41 indicators, which they are going to turn into
21 a safety score for each operator, to try to bring all
22 the various monitoring together, to give a clear
23 indication of safety performance.

24 So there are a whole host of safety indicators, from
25 engineering, mechanical lost mileage, the engineering

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1 quality monitoring scores, driver quality monitoring
2 scores, a whole host of things that could, if they start
3 to look out of kilter with other operators, would be
4 an indication that something is not right. It might not
5 necessarily be safety-related but it tends to indicate
6 that something is not going right in the company.

7 CHAIRMAN: Are these safety performance indicators publicly
8 available yet, or are these matters to be announced
9 soon?

10 MR MIKE WESTON: Not yet. They will be, yes. I think the
11 intention is that the safety performance indicators will
12 be made public but they haven't been as of yet. I think
13 they will be announced shortly.

14 CHAIRMAN: So, at the moment -- or rather prior to, perhaps,
15 the trial of these safety performance indicators, how
16 was safety measured, if it was measured?

17 MR MIKE WESTON: There was a lot -- a lot of the
18 monitoring -- there was a lot of trend analysis around
19 collisions, falls on buses, all the measures -- all the
20 statistics and data that was being gathered around
21 safety and incidents was being -- there was a lot of
22 trend analysis and a lot of comparison of performance
23 between individual operators.

24 So, for example, TfL produced a lot of graphs
25 showing the trends in falls on buses, in pedestrian
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1 conflict incidents, and those were broken -- those
2 trends were shown both at a network level but also at
3 an operator level, and operators, through one of the
4 forums that was held with all the operators, would share
5 that data, and were happy that other operators saw each
6 other's data, so they were able to compare their
7 performance with their peer group.

8 So a lot of the data was monitored and then shared
9 amongst the operators.

10 CHAIRMAN: Is this data available on the internet?

11 MR MIKE WESTON: Yes. So the data of all -- TfL, with
12 regards to bus data, bus safety, currently publish two
13 lots of data. They publish every quarter an Excel
14 spreadsheet of all incidents that have occurred on the
15 bus network, all safety-related incidents, so slips,
16 trips and falls on buses, incidents with other vehicles,
17 incidents with pedestrians, incidents with cyclists. So
18 that's produced quarterly as an Excel spreadsheet.

19 CHAIRMAN: But is that done globally or is that done
20 operator by operator?

21 MR MIKE WESTON: Well, it's a spreadsheet of all incidents,
22 but on the front end of the spreadsheet, anybody,
23 including members of the public, are able to interrogate
24 that by operator or by route. So there is a front
25 dashboard where you can filter the spreadsheet by
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1 operator, by borough, which part of London, or by
2 individual bus route. So it allows the public to
3 interrogate that data on that basis.

4 Then, in addition --

5 CHAIRMAN: But it's not presented, for example, Abellio have
6 a lot more trips, slips and falls than Stagecoach; it's
7 not presented in that way?

8 MR MIKE WESTON: No, not at the moment, no. A member of the
9 public or some other organisation could do that analysis
10 themselves and come to that conclusion, but it is not
11 presented in that way.

12 Then, in addition, every quarter, there is
13 a performance dashboard for the safety performance of
14 the bus network, at a network level, so it's showing the
15 trends compared with previous quarters on various things
16 like slips, trips and falls, accidents, and showing the
17 trends with previous quarters. Again, that at the
18 moment is done at a network level, not at an operator
19 level.

20 CHAIRMAN: And the network level produces figures for
21 fatalities and serious injuries as well?

22 MR MIKE WESTON: Yes, so for any incident on the bus
23 network.

24 CHAIRMAN: Yes, thank you.

25 MR PETER DUNCAN: With regard to that data, what is the
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1 actual source of the data? Who provides the data into
2 the system?

3 MR MIKE WESTON: There are two -- the main source of the
4 data is the bus operators inputting into a central
5 database, which is called the incident reporting system.
6 So all operators have a requirement to enter all their
7 incidents onto this central database, and that's the
8 main source of the information, and there's audits
9 undertaken by Transport for London to ensure that
10 operators are correctly populating that database.

11 In addition, that data is cross-referenced with the
12 police data for serious incidents. So the police, if
13 they attend an incident, will have their own database.
14 It's about to change its name but it's currently called
15 STATS19 data. So TfL will cross-reference to make sure
16 that all incidents will be picked up. But clearly, the
17 police data is only the serious incidents they attend or
18 incidents that are reported to them.

19 So, for example, trips and falls on the bus that
20 aren't related to a road traffic incident wouldn't
21 necessarily be picked up by the police. But the main
22 source of that data is individual bus operators entering
23 data onto a central database.

24 CHAIRMAN: Is the police data available publicly?

25 MR MIKE WESTON: Yes, that's also published quarterly. Yes,

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1 that's also published quarterly.

2 CHAIRMAN: Under a website for the Metropolitan Police?

3 MR MIKE WESTON: It might even be a national website,

4 because I think it's actually national data.

5 CHAIRMAN: From which data can London be extracted or not?

6 MR MIKE WESTON: Yes, from STATS19 you can extract it, yes,

7 by the whole of London, by London boroughs, by certain

8 specified geographical parts of London, and I think by

9 vehicle type.

10 CHAIRMAN: So certainly, for example, you say the police

11 data encompasses serious incidents, so one could compare

12 all fatalities in or around buses from the police data

13 and the Transport for London database?

14 MR MIKE WESTON: Yes. I mean, those figures should

15 correlate. There should be no reason why they should be

16 any different, clearly. The minor injuries may not --

17 because there may be some minor injuries where the

18 police have attended, but there might be some minor

19 injuries where the police didn't attend. So the minor

20 injuries might not but certainly the serious and

21 fatalities should actually correlate with each other.

22 CHAIRMAN: Thank you.

23 MR PETER DUNCAN: In this context, could I ask you to turn

24 to page 150 of your report. At paragraph 7.8, is there

25 a paragraph on Transport for London's safety performance

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1 indicator, as part of the bus safety programme? Do you
2 see that?

3 MR MIKE WESTON: Yes.

4 MR PETER DUNCAN: Is that the safety performance indicator
5 which Mr Chairman referred to but which has not yet been
6 published?

7 MR MIKE WESTON: Yes. This is a proposal which TfL are
8 working on, and one of the bus operators explained to us
9 in August what would be involved in this basket. So,
10 basically, it is 41 measures that are brought together
11 into a safety performance score, and these measures may
12 be weighted in different ways. So the measures may be
13 "killed or seriously injured" figures, they may be
14 "slips, trips and falls", various other monitoring
15 results from engineering monitoring to driver
16 monitoring, and they are all brought together.

17 The idea is they are brought together into
18 a benchmark score of 80 for each operator, and the aim
19 then is to monitor an operator's trend against that
20 baseline of 80, and they are weighted in such a way
21 that -- it is weighted so that the whole basket -- the
22 trend is not just -- if you are unfortunate in having
23 a fatal incident, which may not even be down to the bus
24 company's fault, that doesn't send the score completely
25 off the scale. So it's about trying to monitor trends

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1 within the company and not to use it as comparing your
2 performance with your peer group, because I think the
3 concern then is that if you're the best, you think you
4 don't need to necessarily do anything else to improve,
5 but I think there is a recognition that everyone can be
6 better and be safer. So the idea is your safety
7 performance indicator is benchmarked at 80, and then
8 along with TfL you monitor your performance against that
9 baseline of 80 and you try and improve on it and improve
10 that score.

11 I think the intention is that will be announced
12 publicly, the content of it will be announced publicly
13 in due course, but it hasn't been as of yet.

14 CHAIRMAN: When you say, "This was explained to us", you are
15 referring, are you not, to a meeting that you and I had
16 with managing directors and other officers of RATP --

17 MR MIKE WESTON: That's correct.

18 CHAIRMAN: -- at the end of August?

19 MR MIKE WESTON: Yes. They showed us the table of all the
20 indicators, I think.

21 CHAIRMAN: And this was explained to us by Mr Jon Pike who
22 was the head of safety and risks?

23 MR MIKE WESTON: Yes, that's correct.

24 CHAIRMAN: But as you say, we are looking forward to having
25 this made available, if it is made available, in the
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1 middle of next month?

2 MR MIKE WESTON: Yes. I think it is going to be made
3 available as part of their intended announcement of
4 their bus safety standard in the middle of October.

5 MR PETER DUNCAN: Will this be likely to have any effect on
6 the red-line approach to safety which is currently the
7 manner in which safety is taken into account in
8 assessing an operator who applies for either a renewal
9 of a route or a new route?

10 MR MIKE WESTON: Well -- I mean, it is difficult to predict
11 how it will be used, but certainly, if your first
12 quarter or first period, you are benchmarked at 80, and
13 your score starts to get progressively worse, I would
14 expect that to start ringing alarm bells and potentially
15 being a red line.

16 So it will be a strong indicator that your safety
17 performance has deteriorated, because this is such
18 a wide basket of measures that, you know, any
19 significant deterioration would show up in this score.
20 So you would expect that to really start to ring the
21 alarm bells and be an area of concern.

22 MR PETER DUNCAN: Now moving to another topic --

23 CHAIRMAN: Before you do so -- why, if you have any view on
24 this, has it proved necessary to have such a wide
25 measure, encompassing 41 indicators, to determine
26

1 a benchmark for safety?

2 MR MIKE WESTON: I think, as it says in the report, the
3 methodology has been adopted from the rail industry, and
4 my understanding of it is that you are trying to come up
5 with a score that's not so sensitive to individual
6 incidents, because ultimately, if you are a large bus
7 operator, operating maybe 2,000 buses, you will
8 unfortunately have some incidents involved in running
9 those buses. So the idea is to come up with a group of
10 measures that are then weighted and brought together to
11 create a score.

12 If that score starts to move either way, you have
13 clearly done quite a lot to shift or to improve, or
14 not -- or allowed some to get worse -- a lot of those
15 individual indicators. So it is trying to provide
16 a more robust measure than just looking at one specific
17 area.

18 So, for example, if you took the view that your
19 prime measure would be the number of traffic collisions
20 that a bus company has, it's a measure, but it could be
21 perhaps an unfair measure because it could be that on
22 certain routes there's been some circumstances on the
23 road that have led to more collisions beyond the
24 operator's control. It may not be a robust overview of
25 an operator's safety performance, and this is trying to

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1 take a wider basket of measures into account to give
2 a broader indication of their safety performance.

3 CHAIRMAN: And what is the ambit of this wider basket?

4 MR MIKE WESTON: Sorry, what is the --

5 CHAIRMAN: Ambit. One can readily understand why you look
6 at collisions. You might look at what are described as
7 "trips, slips and falls". You might look at infractions
8 of road traffic law, speeding, harsh braking. But what
9 other factors come into play?

10 MR MIKE WESTON: I think included in these measures will be
11 things like the driver quality monitoring results, so
12 how well drivers are monitoring. I think they are also
13 going to include public correspondence around safe
14 driving. It's just trying to get a very broad basket of
15 measures that the overall score then becomes a sort of
16 good, high-level indicator of an operator's broader
17 performance in terms of safety.

18 CHAIRMAN: By public correspondence, you mean complaints?

19 MR MIKE WESTON: It could be complaints, yes.

20 CHAIRMAN: Thank you.

21 MR PETER DUNCAN: One of the topics, Mr Weston, which was
22 raised at the hearing when Prof Stanley was assisting
23 the committee was the possible engagement in Hong Kong
24 of a competitive bidding system, but where the bus
25 operator of course collects the fare revenue and assumes
26

1 the profit risk himself.

2 I want to ask you a little bit about this, but
3 perhaps just to put this in context can I take you to
4 the transcript of Prof Stanley's evidence where these
5 possibilities were identified. We will get that from
6 the transcript at Day 16, page 45.

7 CHAIRMAN: What was the date of that?

8 MR PETER DUNCAN: That was 15 September, Mr Chairman.

9 CHAIRMAN: Thank you.

10 MR PETER DUNCAN: Have you had the opportunity of reading
11 this evidence?

12 MR MIKE WESTON: Yes.

13 MR PETER DUNCAN: Thank you. In that case, I can take you
14 through it quite quickly, I think.

15 Perhaps I can start at page 45, at line 10, where
16 counsel for the committee says this:

17 "I'm going to explore with you the second and third
18 part a bit later, but the first part refers to the
19 benefits from the existence of competitive tendering in
20 Melbourne.

21 To some extent, you have explained bits of it
22 already, but can I test with you the concept of
23 competitive tendering and how that fits within the Hong
24 Kong environment where the bus operators collect the
25 fares and assumes the profit risk from the provision of
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1 route bus services."

2 Then, going down to line 22:

3 "I understand there are a number of options
4 available, but perhaps I can get you to explain some of
5 those options."

6 Then I think we can leave quite a bit out, because
7 all I want to do is to identify what those possibilities
8 appear to be from the evidence of Prof Stanley. I can
9 jump down, I think, to the bottom of page 48. At
10 line 21, Mr Derek Chan -- he is the counsel for the
11 committee:

12 "So, if I understand your answer correctly, there
13 can be a number of possibilities ... One is a bidder
14 proposing to pay the government a sum for the operation,
15 for the right to operate an area or a number of routes.
16 The second possibility is the bidder offering to share
17 part of the margins with the government, as part of the
18 bid."

19 Then, at line 6:

20 "... a third possibility exists that there is no
21 bidding price and the competition is based entirely on
22 an assessment of the quality of the service expected to
23 be provided."

24 Then, at line 22, the chairman offers I think
25 a fourth alternative:

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1 "Presumably, another way in which it might be
2 negotiated is the prospective new operator might say,
3 'I can do these routes for 10 per cent less than the
4 fares that the incumbent is doing it'?

5 Answer: Exactly, lower fares.

6 Chairman: There would be no payment to government,
7 'but we are providing better value to the public'?

8 Answer: Absolutely. That's the kind of degree of
9 freedom is what happens to fares.

10 Mr Chan: So that's the advantages of competitive
11 bidding --"

12 So, bearing in mind those four possibilities,
13 I would like then to take you to your report, at
14 page 131, at paragraph 4.3.2, and the first paragraph,
15 which seems to describe a situation which is not
16 dissimilar to Hong Kong, at least as far as sharing the
17 revenue is concerned. So it's "Net cost contracts":

18 "During the period 1995 to 2000 the organisation
19 adopted a net cost contract regime with bus operators
20 retaining the revenue for each route and taking the
21 revenue risk. Operators would bid for contracts based
22 on forecast revenue and either bid for a subsidy from
23 London Transport for unprofitable routes or offered to
24 pay London Transport a share of the surplus on
25 profitable routes."

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1 If I could just continue with the second paragraph:

2 "Net cost contract only operated for a short period
3 of time partly due to the heavy administrative burden it
4 placed on London Transport in allocating revenue (the
5 majority of which came from prepaid tickets) across over
6 700 routes. Also, it became clear that operators in
7 practice had very little influence over the actual route
8 revenue as route planning, setting frequencies and fares
9 was still controlled and managed by London Transport."

10 Now, let's assume, just for the sake of the
11 discussion, that the first of the two problems in the
12 second paragraph could be overcome, so we don't have
13 that administrative burden. Leaving that out of the
14 situation, is this net cost contract approach something
15 that you would suggest for consideration in Hong Kong,
16 or would you not think that it is workable?

17 MR MIKE WESTON: I think it becomes easier if you were
18 looking at area franchises, where an operator was
19 running and operating all the routes within a certain
20 part of Hong Kong, or even in a certain part of London.
21 The difficulty in London was one operator could be
22 operating one route down a corridor and there could be
23 four or five other routes operated by another operator,
24 or a number of operators. Hence, the ability to
25 actually influence your own route revenue is very, very

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1 small.

2 So I think the real issue is, there is nothing wrong
3 with net cost contracts; it's a model that is used for
4 a number of the railway contracts, operating contracts,
5 in the UK. There is nothing wrong with the model. You
6 just have to ensure that the operator has some influence
7 over the revenue and has the ability to change the
8 revenue, either through some control of fares, either
9 through the ability to change the level of service, or
10 the ability to perhaps market or promote the service.

11 And in London Transport's case, all these levers, as
12 I call them, were with the authority, not with the
13 operator. So, essentially, an operator had very little
14 influence over what the actual revenue would be, because
15 even if they ran a very good, reliable service, if they
16 were operating in a corridor with three or four other
17 operators, and a lot of those buses were still going to
18 the same common destination, passengers would just get
19 on the first bus that comes along. They won't choose
20 operator A over operator B.

21 So I think the real answer to the question is it can
22 work -- it can probably work better where an operator
23 has an area franchise, so manages all the routes in
24 a certain part of the city, but also you've got to make
25 sure the operator has the ability to control a number of

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1 aspects of the service, because if all those controls
2 are kept by the transport authority then it probably
3 doesn't really work.

4 Hopefully that answers the question.

5 MR PETER DUNCAN: Thank you. Incidentally -- I don't think
6 I have asked you this before -- but how many routes are
7 there altogether in London?

8 MR MIKE WESTON: There's about 700, and they vary from
9 individual routes that just do a school journey. There
10 are actually -- all the bus routes in London, even if
11 they run school bus routes, are still open to members of
12 the public, but there are some journeys at school time
13 specifically to take children to specific schools that
14 run dedicated routes but members of the public can use
15 them.

16 So some routes might be individual school buses, one
17 bus per route, up to some of the bigger routes, there
18 may be 60 to 70 buses, but overall there's about 700 bus
19 routes.

20 MR PETER DUNCAN: Thank you. Another matter, if I may, that
21 arose from Prof Stanley's evidence -- if we can go back
22 to that, Day 16, at page 50. It follows on from the
23 evidence to which I have just referred. At page 50,
24 line 9, Mr Chan then asks this question:

25 "Are there any perceived advantages that competitive
26

1 tendering brings about that relate more specifically to
2 the safe operation of buses?"

3 We can see then the answer of Prof Stanley which
4 really runs from page 50 right through to page 56, at
5 line 16. Have you had the opportunity of reading this
6 part of Prof Stanley's evidence?

7 MR MIKE WESTON: Yes, I have.

8 MR PETER DUNCAN: I think it's fair to say, if I may now be
9 permitted to try to summarise his evidence, that there
10 are no advantages relating specifically to safety out of
11 competitive tendering. In fact, he thinks that the risk
12 might be the other way.

13 Is that how you read his evidence?

14 MR MIKE WESTON: Yes. I mean, that's how I would read it.

15 I wouldn't disagree with the high-level view that there
16 are no advantages to safety of competitive tendering,
17 but I would say there are also no disadvantages, and it
18 then depends on the model of competitive tendering
19 that's adopted.

20 So, in London, the route level tendering process,
21 whilst the tendering process itself doesn't bring any
22 specific advantages in terms of safety, the tendering
23 evaluation process itself is an opportunity for the
24 authority to look at safety before making a decision
25 and, as we talked about earlier, the example of a bus
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1 company whose mechanical engineering standards were not
2 as good as they should have been, it gives the transport
3 authority the ability to then alter its recommendation,
4 taking safety into account.

5 So the tendering process and competition process
6 itself may not directly influence safety, but the
7 presence of the tendering process, certainly in London's
8 case, allows the authority to take safety into account
9 when awarding contracts and renewing contracts.

10 CHAIRMAN: That is, the example you have given, taking
11 safety into account where there is a negative side to
12 a particular bus operator -- for example, failed
13 maintenance programme. How, in this system, could the
14 willingness of a company to be involved in innovation,
15 with the use of technology, to be taken? In other
16 words, a positive side of safety. This company is
17 deploying forward-looking cameras on all its buses to
18 pick up safe distances to travel -- how could that be
19 picked up in this process of competitive tendering?

20 MR MIKE WESTON: I think the challenge is that clearly, if
21 the authority have set some minimum standards in terms
22 of safety, in terms of equipment, CCTV, on buses and
23 forward CCTV cameras is an example in London, then all
24 operators tendering for those routes have to meet those
25 common standards.

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1 So, if the authority set the standard, then it is
2 a given and all operators have to meet those standards
3 to be awarded the contract. I think the challenge of
4 a competitive tendering process is that ultimately you
5 have a commercial evaluation, you have a technical
6 evaluation, and it is very difficult for a relatively
7 small piece of innovation within a tender -- so, for
8 example, an operator deciding they are going to use
9 a new telematics system that might improve driver
10 performance -- that clearly will help their technical
11 score, but ultimately, to a degree, the overall
12 technical score and commercial score will still dominate
13 the decision.

14 So it is probably quite difficult to let individual
15 bits of innovation influence the overall decision of
16 contract award. That's the challenge and that's
17 probably why London will see a move towards more common
18 standards, safety standards, for all operators, in terms
19 of things like the bus safety standard.

20 So it probably -- the tendering process, because
21 clearly cost is always going to be an important element,
22 maybe discourages additional innovation over and above
23 what the operator has -- sorry, over and above what the
24 transport authority has deemed necessary, unless the
25 operator believes there is a strong business case in
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1 their own right for some of this innovation.

2 So, if they believe some of the technology or some
3 innovation will actually reduce accidents enough to save
4 them money, then they may do it off their own
5 initiative. But I think small bits of innovation are
6 very difficult to take into account in an evaluation
7 process of this nature.

8 CHAIRMAN: So this would lead to a regulator or central
9 authority-led imposition of minimum standards, rather
10 than bus operators volunteering improvements in safety
11 standards?

12 MR MIKE WESTON: I think that's probably the way it would
13 end up going, and I think if you look at what Transport
14 for London are doing with the bus safety standard,
15 that's basically -- my assessment of that is the
16 authority is saying, "There is lots of technology out
17 there. We can either leave it to individual operators
18 to innovate and adopt which ones they think are
19 appropriate, or we could set a standard that everybody
20 has to adopt, and if everybody has to adopt it,
21 everybody has to cost that into their tender bids." So
22 it keeps the playing field level, keeps the competition
23 fair.

24 CHAIRMAN: So, in such circumstances, competitive tendering
25 would be neutral to enhance safety?

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1 MR MIKE WESTON: Yes, and maybe that is the right
2 conclusion, that safety should be a given and the
3 standards should be -- you know, certain standards
4 should be achieved by all operators bidding for routes,
5 and where you are looking for innovation is in other
6 aspects of the way in which they provide the service.
7 You want competition to affect the efficiency of their
8 organisation, their overheads, how they run the routes,
9 and that's where you want the impact of competition to
10 give value for money back to the public sector.

11 CHAIRMAN: So performance rather than safety; that's where
12 competition comes in?

13 MR MIKE WESTON: Yes.

14 CHAIRMAN: Is there a parallel between that kind of scenario
15 and the airline industry, where standards are mandated
16 by the authorities rather than individual airlines
17 equipping their aeroplanes with better equipment, as it
18 were, for safety?

19 MR MIKE WESTON: Yes. I'm not an expert on the aviation
20 industry, but the impression you get of the industry is
21 that safety is not seen as a competitive advantage by
22 an airline over another airline. They treat it as
23 a given that they all have to achieve a safety standard,
24 and maybe that's the sort of approach that Transport for
25 London are trying to achieve, so there's a safety
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1 standard that's the given and it's not seen as
2 a competitive advantage for one operator over another
3 operator.

4 CHAIRMAN: Thank you.

5 MR PETER DUNCAN: Have you seen such a movement in any of
6 the cities in Europe towards that approach?

7 MR MIKE WESTON: In terms of safety?

8 MR PETER DUNCAN: In terms of a uniform standard for all
9 buses being imposed by bodies such as Transport for
10 London, rather than leaving it to the individual bus
11 operators to decide what innovations they will
12 introduce.

13 MR MIKE WESTON: No. I think from my knowledge, certainly
14 in Europe, Transport for London, with their bus safety
15 standard, are leading the way. It's fair to say that
16 most operators in Europe, most of the big operator in
17 Europe, will be trying some new technology to improve
18 safety, but I think, from my knowledge, TfL are the
19 first big transport authority to try to bring all of
20 this together and try to come up with a common standard
21 for all of their bus fleets.

22 MR PETER DUNCAN: Another matter you raised, in the context
23 of competitive tendering, with particular reference to
24 Hong Kong, is depot ownership and depot availability.

25 Can I bring your attention to page 151 of your
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1 report. Right at the end of that page, you have
2 introduced the topic by saying:

3 "The availability of bus depots is often seen as
4 a barrier to competition."

5 We can see the content of the paragraph for
6 ourselves, and it ends up by saying:

7 "Any future competitive tendering of bus services in
8 Hong Kong would require a clear strategy around depot
9 ownership and availability."

10 Would you like to expand on that for us and just
11 amplify the point you were making there, Mr Weston?

12 MR MIKE WESTON: Yes. If you look at the London competitive
13 situation, the biggest challenge for a new operator
14 coming into the market is depot availability. That's
15 the combination of finding a suitable site where you can
16 build a depot but also the economics of -- if you want
17 to come into the market and you decide to build a depot
18 for 150 vehicles, the first route you win might be
19 25 vehicles, but to make that depot economic to run you
20 have to be able to fill it up with contracts, otherwise
21 it won't be economic.

22 So, even in London, the main barrier to entry is
23 probably the availability of a depot site, and it's not
24 impossible but it is a barrier. That's with
25 a route-level tendering system. The challenge, if you

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1 were going down the road of an area-based franchising or
2 bigger franchises, is that investment in new depot
3 facilities would be enormous, and it would act as a big
4 barrier to competition. The model adopted in Singapore
5 for their tendering is that the authority have provided
6 both the depot and the vehicles, so effectively the
7 operators are bidding to run the contracts or run the
8 franchise but with the vehicles and depot provided by
9 the Land Transport Authority in Singapore. So that's
10 quite a different model.

11 So I think the point here is that unless -- if there
12 was going to be some competitive tendering of bus
13 services in Hong Kong, there would need to be a clear
14 strategy around the barriers to entry into the market,
15 and as I see, the biggest barrier to entry is probably
16 depot ownership, and unless there is a clear strategy
17 around depot ownership then the likelihood is that the
18 competition would be very weak and it would be probably
19 only the incumbent competing for some of the services.

20 MR PETER DUNCAN: Is there any sharing of depots in London
21 amongst the operators?

22 MR MIKE WESTON: The majority of bus depots in London are
23 owned by the bus operators. Probably, of the 85,
24 I think about 75, at least 75, are owned by the bus
25 operators. About ten are owned by Transport for London,
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1 for various historical reasons. Some of them were
2 vacant at the time of privatisation of the bus companies
3 in the mid-1990s, but due to the expansion of the bus
4 network, since 2000 these depots have been reopened and
5 then leased to the bus companies to use for their
6 contracts. Of those, two of those depots are shared.
7 So there is one in east London that's shared between
8 Hackney Community Transport and Arriva, and there is one
9 in north London that's also shared. It's fairly
10 unusual, it takes both operators working closely
11 together to make that work, but not impossible. So
12 there are two depots that are actually shared. They
13 will have separate parts of the depot for parking but
14 they are using the same sort of entrance and the same
15 sort of generic facilities.

16 MR PETER DUNCAN: So, in Singapore, have they provided
17 depots for individual operators or are they also on
18 a shared basis?

19 MR MIKE WESTON: No. The first two contracts in Singapore
20 are new, purpose-built depots, but it is on the back of
21 an expanding bus network in Singapore. So they have
22 expanded the network into new areas and then built
23 a depot to serve those areas. So a slightly different
24 approach. But, if they carried on tendering, at some
25 point they would probably have to think about a strategy

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1 around the existing depots and how they were brought
2 into the competitive tendering process.

3 CHAIRMAN: So the barrier that depots pose to competition
4 would be less dealing with new routes in developing
5 parts of -- for example, in Hong Kong, developing parts
6 of Hong Kong, a new town, we would have perhaps rural
7 land which is now being made urban and that would be
8 your opportunity for the authorities to secure depots?

9 MR MIKE WESTON: Yes, and my understanding is that's what's
10 happened in Singapore. It's been new services from new
11 depots. So it's been easier to achieve. But, clearly,
12 if there were bus services into a new part of Hong Kong
13 and there was a requirement for a new depot anyway, in
14 theory that could be provided by the Transport
15 Department as opposed to individual operators.

16 Depots is probably the biggest barrier that exists
17 to bringing in new competition.

18 CHAIRMAN: In London, has there been consolidation, where
19 perhaps a company outside of the UK has come into the
20 market and acquired smaller bus companies and thereby
21 acquired depots and entered the market in that way?

22 MR MIKE WESTON: Yes. The last big operator or the last
23 operator to enter the market was an Australian company
24 that had been trying to enter the market for a number of
25 years, but had found this barrier of depot availability,

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1 and also not just availability of the depot but where
2 across London do you decide to put your depot to compete
3 was the barrier. So, in the end, they acquired some of
4 the depots of a bus company called First Group who were
5 selling up their London business and they entered the
6 market on the back of acquisition as opposed to starting
7 from scratch.

8 CHAIRMAN: I'm looking at page 126 of your report, where we
9 have a list of the ultimate groups of the bus operators.
10 Is the Australian company you are describing
11 ComfortDelGro Corporation?

12 MR MIKE WESTON: No. The Australian company is under
13 "Other", because they run about 3 or 4 per cent of the
14 network. It's called Tower Transit.

15 CHAIRMAN: Ah, yes. They operate in Singapore, don't they?

16 MR MIKE WESTON: Yes, Tower Transit operate in Singapore and
17 so do ComfortDelGro. ComfortDelGro is a Singaporean
18 company. Go-Ahead also operates in Singapore.

19 CHAIRMAN: For example, a company like RATP Development --
20 is that a French company?

21 MR MIKE WESTON: Yes. There are two parts to RATP. RATP is
22 the publicly owned transport operator in Paris, so they
23 operate all the buses and the Metro in Paris. But RATP
24 Development is their commercial arm that bids for
25 overseas contracts. So I think, for example, they just
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1 won one of the contracts for the Riyadh Metro, for
2 example, to operate the Riyadh Metro. And as it says
3 there, they run about 11 per cent of the London bus
4 network.

5 CHAIRMAN: Which metro were you describing?

6 MR MIKE WESTON: I think it's Riyadh they just won.

7 CHAIRMAN: Riyadh, in Saudi Arabia?

8 MR MIKE WESTON: Yes.

9 CHAIRMAN: But did not RATP Development take over several
10 smaller London bus companies, historic bus companies?

11 MR MIKE WESTON: Yes, RATP also bought out a company called
12 Quality Line, and they bought out part of another French
13 transport company operating in London called Transdev.
14 So they sort of evolved a little bit over the last few
15 years. There has certainly been a lot of consolidation
16 of the smaller bus companies selling out to these six
17 big groups over the last few years.

18 CHAIRMAN: And how many of these companies have overseas,
19 overseas from the United Kingdom, ownership? We have
20 RATP, French.

21 MR MIKE WESTON: Running down the list fairly quickly,
22 Abellio is the Dutch railways; Arriva is owned by
23 Deutsche Bahn, the German railways; ComfortDelGro is
24 a Singapore-based company; Go-Ahead is a UK PLC, public
25 limited company in the UK; RATP, as I said already, is

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1 the French, Paris public transport operator; and
2 Stagecoach is again a UK public company. So effectively
3 three of them are overseas state-owned companies and one
4 is a private company. So quite a mix.

5 CHAIRMAN: Yes.

6 Mr Auyeung?

7 MEMBER AUYEUNG: When one company buys the other, is it part
8 of the condition that they take over the drivers?

9 MR MIKE WESTON: Yes. The framework agreement requires that
10 if any bus company in London wants to buy another bus
11 company, they need to seek agreement of Transport for
12 London and seek agreement and novation of the contracts
13 from one bus company to another. So ultimately TfL
14 could object to a takeover of one company by another,
15 and probably would if it led to -- if one of the big six
16 companies there listed was trying to take over another
17 one of the big six, TfL may object on competition
18 grounds, and also the competition authorities in the UK
19 may take a view that they want to intervene and review
20 the competitiveness of the market.

21 So they have to seek the agreement of TfL.

22 Also in the UK, if they were buying the company,
23 then they are assuming the assets and obligations of
24 that company anyway, but there is also legislation in
25 Europe, in UK and Europe, called the transfer of

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1 undertakings, the transfer of undertakings of
2 employment.

3 So effectively, if one operator wins a contract from
4 another, the operator that's lost the contract can
5 insist that the drivers move to the other company, and
6 the drivers have the right to move if they want to. So
7 they have to move with the contract, or they can move
8 with the contract. Sometimes an operator will take the
9 view that he wants to keep the drivers because he may be
10 short of drivers anyway, so he might decide to keep the
11 drivers, and often drivers will want to stay with the
12 company where they are because the depot is probably
13 closer to where they live, as opposed to where the new
14 company might be based. But ultimately drivers have the
15 right to transfer with contracts between companies.

16 MEMBER AUYEUNG: Thank you.

17 CHAIRMAN: And to do so on their existing terms of
18 employment?

19 MR MIKE WESTON: Yes, that's what the legislation says, that
20 they have to transfer on existing terms and conditions.
21 A company may subsequently decide to negotiate to change
22 those terms and conditions, but at the point of transfer
23 they have to stay on the existing terms and conditions.

24 CHAIRMAN: Was this not one of the -- declared as
25 an achievement of the mayor in the recent year or two?

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1 MR MIKE WESTON: Yes. The current mayor has done a number
2 of things around drivers' terms and conditions. It's
3 slightly different in the sense that the legislation
4 requires you to move with -- if the contract moves and
5 you want to move, you can opt to move to the new
6 contractor, but they have to take you on your existing
7 terms and conditions.

8 What the mayor has separately done, he has insisted
9 that if a driver applies for a job with another bus
10 company, perhaps because they are moving house and it is
11 more convenient to go and work for Go-Ahead as opposed
12 to Abellio, and they are successful in the job -- at the
13 moment, if you opted to move by applying for a job, you
14 start on the starter wage rate. What the mayor has
15 agreed with the operators or told the operators they
16 must do is if I'm a driver and I've got 15 years of
17 experience in driving, and I apply to move from Abellio
18 to Go-Ahead because it is more convenient for where
19 I now live, I must be paid the rate that a 15-year
20 service driver at Go-Ahead would be paid. So I haven't
21 got to go back to the start of the promotional ladder in
22 terms of driver seniority.

23 CHAIRMAN: Thank you.

24 MR MIKE WESTON: That's trying to make it fairer for drivers
25 to transfer for sort of personal reasons.

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1 CHAIRMAN: Mr Duncan.

2 MR PETER DUNCAN: Mr Chairman, are you minded to take
3 a break?

4 CHAIRMAN: Yes.

5 MR PETER DUNCAN: It would be a convenient moment, if you
6 are.

7 CHAIRMAN: I think it is. We think alike. We are going to
8 break up our morning. I'm conscious that it's been more
9 than two hours that you've been testifying. We'll take
10 a 20-minute break now and resume at 11.30. Thank you.

11 (11.10 am)

12 (A short adjournment)

13 (11.30 am)

14 CHAIRMAN: Yes, Mr Duncan.

15 MR PETER DUNCAN: Thank you, Chairman.

16 Mr Weston, can I ask you to turn, please, to
17 page 153 of your report. In section 8.6, you deal with
18 the matter of the contractual relationship between the
19 transport authority and the bus operators.

20 One of the points you make there appears in the
21 first paragraph, the second sentence:

22 "Whilst the contractual structure is different in
23 Hong Kong the high-level contractual model adopted in
24 Hong Kong does not necessarily need to change to achieve
25 improvement in terms of the contractual monitoring,

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1 performance management and collaboration between
2 franchised operators and the Transport Department."

3 A second point you have made, if I can refer you to
4 the following page, 154, in the second paragraph, is
5 what you described as an over-dependency on the
6 statutory regulations applied to all vehicles.

7 You follow this up, in the last paragraph, by
8 saying:

9 "In terms of experience from London, compliance with
10 the statutory requirements relating to both vehicles and
11 drivers is very much expected and it is the initiatives,
12 projects and collaborative working beyond these that
13 have and will make the real-world differences to
14 safety."

15 You then refer to:

16 "The collaboration between the London bus operators
17 and Transport for London and their willingness to
18 innovate and try new technologies and approaches has,
19 and as part of the bus safety programme, will deliver
20 real results in terms of incident and injury reduction.
21 [So] The Transport Department should consider how they
22 can improve the collaborative working with the
23 franchised bus operators."

24 So some sentiments there with regard to
25 collaboration.

26

1 The question I wish to ask you is: given that the
2 Transport Department here is the regulator in this area,
3 is there a danger of this close collaboration developing
4 into something too cosy between the regulator and the
5 bus operators?

6 MR MIKE WESTON: I think the two can sit side by side quite
7 happily, and I think the reason why I have made those
8 points in my report is, firstly, when I was at the TfL
9 and was director of buses, I think I rarely referred to
10 the framework agreement or the route agreement in any
11 discussions with operators around performance or around
12 issues, and I think that typified the nature of the
13 relationship.

14 I think, when the chair and I met with some of the
15 London operators in August, I don't think any of them
16 mentioned the contract. The contract wasn't seen as
17 an issue, wasn't seen as a barrier. I suppose I have
18 also made that point because I feel that if
19 an organisation -- and it would apply equally to TfL --
20 wanted to make significant changes to a certain aspect
21 of the operation, and safety is the one we are clearly
22 interested in today, then doing it via the contract
23 potentially becomes a very long process to actually
24 agree how you will change the contract and what you will
25 change in the contract.

26

1 I think if TfL had tried to introduce their bus
2 safety standard and some of the other safety initiatives
3 via changes to the contract, it would have taken a lot
4 longer to deliver and it would have been a far slower
5 process.

6 So I think there is an issue around the speed of
7 delivering things, and you can deliver some things
8 quicker through collaboration. I'm sure then at some
9 point some of those things will get incorporated into
10 the contract, into the framework agreement, at the
11 appropriate point in time.

12 So I think that's one of the reasons there's a speed
13 at which some of these things can be done if they are
14 not totally locked into the franchise agreement or the
15 contract.

16 I am also a strong believer that if -- it is
17 important that there is a franchise agreement, there's
18 a contract in place, or a framework agreement, that is
19 clearly important in case of some dispute around the
20 contract, but I am a strong believer that certain things
21 can be taken forward more quickly and more effectively
22 through collaboration, and that came out very, very
23 clearly in the discussions in August with operators and
24 with Transport for London, that collaboration, working
25 together, was making quite significant progress in this
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1 safety field and in terms of the safety agenda.

2 I think that's why I have emphasised on
3 collaboration.

4 There was a comment about the statutory requirements
5 and meeting those. In terms of the UK requirements,
6 there is just, in terms of vehicle maintenance standards
7 and in terms of operators' requirements to meet the
8 statutory requirements, there isn't a big issue. Most
9 operators comfortably achieve those in London. So
10 relying on those as your mechanism for improving won't
11 really drive forward improvement.

12 CHAIRMAN: What are the aspects of collaboration that exist
13 in London between Transport for London and the
14 franchised bus operators that you would point to as
15 evidencing the success that is to be achieved by
16 collaboration?

17 MR MIKE WESTON: I think there's a number. The first one
18 that's referred to in the report is the mechanism of the
19 Bus Operator Forum, which is the forum of the managing
20 directors of the bus companies and senior managers from
21 the Transport for London buses department, who come
22 together regularly to discuss issues of common interest,
23 and safety is clearly one of those.

24 CHAIRMAN: Where do we find this in the report?

25 MR PETER DUNCAN: It's at page 136, Chairman.

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1 MR MIKE WESTON: So the Bus Operator Forum, where operators
2 would come together on an eight-weekly cycle, to meet
3 with Transport for London managers, to discuss issues of
4 common interest, and there are various subgroups below
5 that that meet, again, to discuss issues of common
6 interest but also to share best practice. And there is
7 a safety subgroup --

8 CHAIRMAN: Before we get into the subgroup -- who are the
9 people that meet at the Bus Operator Forum?

10 MR MIKE WESTON: It will be the managing directors of the
11 individual bus companies, and the director level and
12 senior managers of Transport for London, who will come
13 together to that forum.

14 CHAIRMAN: Where is that meeting held?

15 MR MIKE WESTON: That's held at TfL's offices, usually on
16 about an eight-weekly cycle.

17 It's probably got three objectives. One is to share
18 good practice. It's a forum where operators can raise
19 concerns, generic concerns they have, that they feel
20 this forum can discuss. So they wouldn't necessarily
21 raise specific issues that they have to do with their
22 contract; it's more generic concerns.

23 CHAIRMAN: Could you give some examples?

24 MR MIKE WESTON: I'm trying to think of an example. It
25 might be around enforcement of bus stops, for example,

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1 parking at bus stops, where it's a generic issue for all
2 operators. So it's a good forum to discuss what TfL can
3 do to try to support enforcement at bus stops, for
4 instance. It's those sorts of generic issues.

5 So it wouldn't be a forum where an operator would
6 raise specific issues they've got with their contract or
7 with their route agreements. It would be more --

8 CHAIRMAN: Taking that as an example, how would action be
9 taken as a result? Who would do what?

10 MR MIKE WESTON: So TfL is then best placed to escalate
11 those issues to either local authorities, who will be
12 responsible for enforcement on certain highways, their
13 own operational staff who may be able to contribute to
14 enforcement, or the police, depending on the type of
15 road.

16 So, again, TfL is often very better placed to
17 escalate these things to other organisations who can
18 help.

19 So those are the common issues. And then it is
20 a good opportunity where TfL can use, through early
21 engagement on some of the issues that they are thinking
22 about, for example, sharing what the business plan might
23 look like for the next five years for the organisation,
24 which therefore could impact on the volume of work
25 that's available to the operators, giving them advance

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1 notice of schemes that may be coming in, so big planning
2 schemes for Central London, for example, changes to the
3 bus networks, so using it as a forum to share what the
4 organisation is planning to do.

5 CHAIRMAN: And, for example, things like the Elizabeth Line,
6 the consequences of that, would that be something that
7 would be raised?

8 MR MIKE WESTON: Yes. When I was at TfL, I can recall there
9 being a couple of presentations by the bus planning
10 department on the impact that line would have on the bus
11 network in terms of how routes might change. So it's
12 a good forum for sharing those sorts of issues.

13 CHAIRMAN: You mentioned subgroups. Can you describe them
14 for us?

15 MR MIKE WESTON: Yes. There are a number of subgroups. The
16 most pertinent ones in terms of safety are the safety
17 subgroup and the engineering subgroup. So the safety
18 subgroup is attended, again, by all the bus companies,
19 sometimes at a managing director or director level,
20 sometimes by the bus companies' head of safety. That's
21 where again common issues around safety would be
22 discussed.

23 The forum is also used as a place for operators to
24 share lessons learnt from incidents, road traffic
25 incidents. One of the things that I know the
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1 organisation was very conscious about, certainly when
2 I was there, and still is, is that if one operator has
3 an incident and does a very in-depth investigation and
4 gets down to the root causes, it's clearly important
5 that the other operators share the benefit and the
6 wisdom of that investigation. It might not be totally
7 applicable to them, but there might be some things that
8 are applicable to them, but I think it would be remiss
9 if the operators and TfL didn't share those lessons
10 learnt and that good practice amongst each other.

11 So the forum is also used to share the outcome of
12 investigations.

13 CHAIRMAN: For example, just by memory, there was
14 an incident involving a bus driver who got out of his
15 cab and hadn't put the handbrake on, and what that
16 particular bus operator did to ensure that couldn't
17 happen again.

18 MR MIKE WESTON: Yes. The incident you refer to, Chair, was
19 where a driver had a problem with a wheelchair ramp and
20 it wouldn't go back in correctly, so the vehicle
21 therefore couldn't move. He called out an engineer.
22 The engineer went to try and fix it but because the
23 driver hadn't put the handbrake on, when he fixed it,
24 the vehicle started to move, and unfortunately the
25 engineer was killed in that incident. So that led the

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1 company to install a warning system whereby, when the
2 driver leaves the cab, it warns him or her to make sure
3 the handbrake has been deployed.

4 It is likely that TfL's bus safety standard would
5 include that type of system as standard across the
6 network, and it may even be more of an interlock.

7 But again it is a good example of where it's
8 important that those sorts of lessons are shared across
9 the contracted bus operators, and that operators don't
10 see it as information that they should keep to
11 themselves, that they are willing to share it, and they
12 are willing to share with other operators those sorts of
13 lessons learnt.

14 Then the engineering subgroup is generally made up
15 of the engineering directors that will share issues
16 around maintenance of vehicles. So often operators will
17 have similar types of vehicles from the same
18 manufacturers, so again there is an opportunity to share
19 some of the lessons learnt for new vehicles coming into
20 the fleet for issues they have had around maintenance,
21 et cetera. So again another forum for collaboration and
22 sharing good practice.

23 CHAIRMAN: And how often would the subgroups meet?

24 MR MIKE WESTON: On a similar cycle to the main group.

25 I mean, you could achieve this in a number of ways, but
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1 I think the underlying message here I think is that the
2 bus operators in London are more than happy to
3 collaborate and work together on issues that aren't
4 necessarily of competitive advantage. And safety is one
5 they see actually it's the greater good of everybody to
6 improve safety, hence their willingness to work together
7 and to collaborate.

8 CHAIRMAN: Apart from the representatives of the bus
9 companies, and on the other hand Transport for London,
10 do any of these meetings involve the attendance of bus
11 drivers or trade union members?

12 MR MIKE WESTON: No. There's two separate lines of
13 communication with the trade unions. One, TfL hold
14 a meeting with -- I mean, London predominantly has one
15 trade union --

16 CHAIRMAN: That's Unite?

17 MR MIKE WESTON: Unite, who probably represent 95-plus
18 per cent of bus drivers, so in that sense consulting or
19 liaising with a trade union from TfL's point of view is
20 relatively easy, because there is only one trade union
21 to liaise with.

22 So TfL have some regular meetings with the trade
23 union to discuss things of generic interest. For
24 example, they would meet with the trade union probably
25 to share some of their thoughts on the bus safety

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1 standard, for example. But it is left down to the
2 individual bus companies to deal with their local trade
3 union representative in terms of local issues and local
4 terms and conditions.

5 So there is a sort of two-tier approach to dealing
6 with trade unions, with the official discussions and
7 negotiations taking place at company level, not by TfL.

8 CHAIRMAN: Mr Duncan.

9 MR PETER DUNCAN: Thank you, Mr Chairman.

10 When was the forum established?

11 MR MIKE WESTON: That's a good question. At least 15 years
12 ago, very established. I chaired it probably for six or
13 seven years. But a good 15 years, a very established
14 process, and maybe the fact that it's stood the test of
15 time perhaps gives it some credibility in terms of its
16 usefulness, otherwise I'm sure it wouldn't still be --
17 the forum and the subgroups still wouldn't be there, if
18 they weren't deemed to be useful.

19 MR PETER DUNCAN: Was it formed as a reaction to
20 a particular event, or was it a proactive move, just to
21 improve standards generally?

22 MR MIKE WESTON: If I recall, it was proactive, and I think
23 it was probably at some point post the privatisation of
24 the publicly owned companies, when it was felt there was
25 a need to bring everybody together to discuss these

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1 sorts of common issues.

2 MR PETER DUNCAN: I wonder if I could refer you to
3 Prof Stanley's report, page 94.

4 There's a paragraph 5.3, "Conclusions on other
5 matters", where he says in this part of his report:

6 "In light of this discussion, the main areas that
7 the author proposes that Hong Kong should consider in
8 terms of possibly improving working/driving/rest
9 provisions for, and technology used in, route bus
10 operation are to", and there's a number there, but he
11 refers to an item 6:

12 "establish a standing committee on bus safety,
13 meeting at least twice yearly to review and evaluate the
14 latest technology that may impact on bus safety,
15 particularly for route bus operation, and advise
16 government on desirable safety inclusions in the FB
17 fleet and other bus systems. The newly formed working
18 group on enhancement of franchised bus safety could form
19 the basis for this committee but membership should be
20 broadened to include other bus operators."

21 The question I've got for you is: is there a body or
22 a group of any sort in London which effectively meets
23 the objectives of Prof Stanley's standing committee,
24 something which reviews and evaluates the latest
25 technology with regard to what safety inclusions in the

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1 buses are desirable? Is there any equivalent body in
2 London for this?

3 MR MIKE WESTON: Well, the structure in London, it appears
4 to be that TfL are leading the development of those
5 standards and reviewing those technologies, but then
6 liaising with the operators, either through workshops or
7 through the Bus Operator Forum structure.

8 So I would say that the Bus Operator Forum and the
9 safety subgroup are the nearest to that committee, but
10 then it depends whether Prof Stanley was suggesting that
11 committee should be broader than the bus operators and
12 the Transport Department, whether it should have broader
13 membership than that.

14 So I think the equivalent would be the Bus Operator
15 Forum, in London's case.

16 MR PETER DUNCAN: Right, and if I understand your answer
17 correctly, initially any developments that might be
18 available with regard to technology would be something
19 which TfL itself would identify and then ensure that
20 it's discussed during the course of the forum meetings?

21 MR MIKE WESTON: Yes. Or operators have identified them and
22 brought them up through the Bus Operator Forum
23 structure. In all fairness, often the operators will
24 identify some of this technology before TfL does, but
25 the structure and the lines of communication are there
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1 for all these ideas to flow both ways between the
2 authority and bus operators.

3 MR PETER DUNCAN: Now, I would ask you to go to another page
4 of Prof Stanley's report, this time at --

5 CHAIRMAN: Before you do, just let me pursue this.

6 So, for example, the Guardian drowsiness machine,
7 that might be something that a particular bus operator
8 had raised at a safety group meeting, and then it became
9 something that Transport for London implemented a trial
10 of the device; is that what you are describing?

11 MR MIKE WESTON: Yes. The technology you describe there --
12 which was the Seeing Machines, I think it was called,
13 wasn't it, where the cameras identify when drivers
14 potentially were falling asleep -- the trial of that
15 came about because TfL introduced something called the
16 safety innovation fund and they went out to all the
17 operators, saying, "We would like to fund a number of
18 trials of new technology and make sure that we monitor
19 those trials properly, make sure we get some good data
20 on how successful they are", and so they asked for
21 operators to put in bids for some of this funding, and
22 that was an example of one of the trials that came
23 about, on the back of this safety innovation fund, which
24 I think at the time, the first round was 500,000 pounds,
25 so half a million pounds of funding was put into these

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1 various trials.

2 CHAIRMAN: And this, as I recall it, was July 2017, and
3 people were asked to bid and then awards were made in
4 November 2017?

5 MR MIKE WESTON: Yes, that's correct.

6 CHAIRMAN: Then the trials rolled out?

7 MR MIKE WESTON: Yes, the trials rolled out, and then the
8 output and the monitoring and the results of those
9 trials are fed into or are feeding into the bus safety
10 standard.

11 CHAIRMAN: And that's what will be reported on in the middle
12 of October, the success or otherwise of these various
13 trials?

14 MR MIKE WESTON: Yes. I think it's on 16 October TfL are
15 planning an event for bus operators and suppliers, not
16 only to announce the first phase of their bus safety
17 standard but also to feed back to all the operators the
18 results of the various technology trials that have taken
19 place.

20 CHAIRMAN: So the role of Transport for London was to come
21 up with the money to fund -- one part of the role was to
22 come up with the money to fund the trial of safety
23 devices?

24 MR MIKE WESTON: Yes, but I think also to help the operators
25 come up with the methodology for monitoring the trials.

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1 There are two aspects, in my view, to a trial of new
2 technology. It is easy to engage a supplier to fit
3 technology to your bus. What's important is you've got
4 some robust monitoring in place, that you clearly assess
5 the benefits and understand whether it's actually
6 delivering results, because that helps justify the
7 future investment in that technology. And in the past
8 I think things have been trialled where the monitoring
9 hasn't perhaps been as robust as it should be, hence it
10 is very difficult to determine whether or not that piece
11 of technology is successful.

12 CHAIRMAN: So who in Transport for London would have given
13 that assistance to the successful bus operators in their
14 bids to get money to do trials?

15 MR MIKE WESTON: What Transport for London did in early 2015
16 is set up a dedicated team to focus on the bus safety
17 programme, and it included somebody who was seconded
18 from the road safety team of TfL, and the aim was so
19 they would focus, and that team is still focusing, on
20 improving bus safety and delivering the bus safety
21 programme.

22 So there is a dedicated team of two or three people
23 whose job is purely focused on this agenda and driving
24 bus safety.

25 CHAIRMAN: But, more specifically, how would they have
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1 assisted in ensuring that the monitoring was done
2 properly?

3 MR MIKE WESTON: Oh, okay, sorry. So it's a combination of
4 they would have helped the operators develop the
5 monitoring framework, but they have also used
6 an external consultancy called TRL to undertake some of
7 the monitoring on behalf of TfL and the operators.

8 CHAIRMAN: TRL is Transport Research?

9 MR MIKE WESTON: Yes, it historically stood for Transport
10 Research Laboratory which was actually
11 a government-owned transport research centre focusing on
12 accidents and crashworthiness of vehicles but was
13 privatised a number of years ago. So it's effectively
14 a consultancy but specialising in road transport matters
15 and technical assessment of road transport matters.

16 CHAIRMAN: That is how the bus operators were assisted in
17 monitoring the trials?

18 MR MIKE WESTON: Yes. Some of them. Some of them, they may
19 have monitored themselves, but TRL have been involved in
20 trying to understand the costs and benefits of these
21 various technologies.

22 CHAIRMAN: TRL was involved in the test of the intelligent
23 speed assistance or assessment trial, was it not?

24 MR MIKE WESTON: Yes, they were, in 2000 --

25 CHAIRMAN: June 2015?

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1 MR MIKE WESTON: Yes, and then early 2016.

2 CHAIRMAN: Reported at the end of 2016?

3 MR MIKE WESTON: Yes, correct.

4 CHAIRMAN: Do we have that report in our bundle?

5 MR PETER DUNCAN: Yes. It's in SEC-3, Mr Chairman.

6 CHAIRMAN: Thank you.

7 MR PETER DUNCAN: I beg your pardon, it's in MISC-3.

8 I believe it starts at page 1002 of that bundle.

9 CHAIRMAN: So we see from this report, do we not, at
10 page 1003, that the report had been amended and issued
11 in November 2016? But I think it's apparent from the
12 report that the initial testing had begun in June 2015.

13 MR MIKE WESTON: Yes. So my understanding is that in
14 June/July 2015, the "before" data for the two selected
15 bus routes was collected.

16 CHAIRMAN: Yes.

17 MR MIKE WESTON: And TfL selected two routes, one that went
18 through Central London and then one that went from inner
19 London to outer London. So they selected two quite
20 different bus routes, the route 19 and the 486, and the
21 "before" data was collected in July 2015. I think it
22 took a number of months then for the technology to
23 settle down and to be properly calibrated. There were
24 some teething issues during 2015.

25 So the "after" data for route 19 was collected in
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1 September 2015, and for route 486 in January 2016.

2 CHAIRMAN: And one of the two bus companies involved, was
3 that Go-Ahead?

4 MR MIKE WESTON: Yes, the 486 is Go-Ahead.

5 CHAIRMAN: And Mr John Trayner is the managing director of
6 Go-Ahead?

7 MR MIKE WESTON: That's correct.

8 CHAIRMAN: Who we met in London?

9 MR MIKE WESTON: We did.

10 CHAIRMAN: Can you help us then to understand, just briefly,
11 what role Transport for London and TRL had played in
12 ensuring that this trial was monitored and assessed
13 properly?

14 MR MIKE WESTON: So effectively TfL commissioned this trial
15 of intelligent speed adaptation, and just to clarify,
16 effectively what this technology does is it uses the
17 digital speed map that's available for London, and each
18 of the vehicles fitted with equipment talk to the
19 digital speed map, and therefore restricts the driver's
20 ability to accelerate beyond the speed limit. So it
21 controls the driver's speed at the speed limit. So it
22 doesn't take away any of his or her braking ability, but
23 at the point at which the speed limit is reached, it
24 stops the driver accelerating any further.

25 So this technology was funded on these two routes by

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1 Transport for London, but they commissioned TRL to do
2 the monitoring, and the reason for that is that whilst
3 I think the bus companies quite rightly could get a feel
4 for how successful it was from driver feedback and from
5 their own observations, it does take quite a lot of
6 detailed monitoring to get some robust before and after
7 data to show the real impact on the average speed of
8 buses and the actual number of buses exceeding the speed
9 limit before and after.

10 So I think there was a recognition, and this is
11 a good example, of some new technology where it is
12 important that you have some robust monitoring in place,
13 ideally before it is installed but definitely after it
14 is installed, to make sure you understand the changes
15 and therefore understand what the benefits are.

16 So that's at TfL. TRL's role was the monitoring of
17 these two bus routes, both before and after the fitment
18 of the ISA kit.

19 CHAIRMAN: And to produce this very comprehensive report?

20 MR MIKE WESTON: And to produce the report, yes.

21 CHAIRMAN: This technology, intelligent speed assistance,
22 was a technology that had been around for many years,
23 had it not? Perhaps not implemented -- perhaps this was
24 the time when it was ready to be implemented -- but the
25 concept had been around for many years?

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1 MR MIKE WESTON: Yes. I think the concept has been around.
2 It's clearly dependent on the digital speed map existing
3 and being kept up to date. The concept of the
4 technology had been around but I think this was the
5 first time it had been trialled on buses. I think about
6 three or four years before this trial, it was fitted to
7 one of TfL's cars, and I had the opportunity to drive
8 the car to see how it performed, and at the speed limit,
9 you weren't able to accelerate beyond.

10 So this was the sort of first full-scale trial of
11 the technology on buses in London.

12 CHAIRMAN: This was technology that had been written about
13 in the EU, had it not? Had there not been papers
14 extolling its virtues and inviting people to experiment
15 with it?

16 MR MIKE WESTON: Yes. I think there was some reference to
17 that during our discussions in London, but I'm not
18 totally familiar with those papers.

19 CHAIRMAN: So the process of doing this trial, had it
20 involved the use of the equipment on a car, first of
21 all, three or four years earlier; then the funding of
22 the equipment to be installed on these two bus routes,
23 and then the funding of the consultancy --

24 MR MIKE WESTON: Yes.

25 CHAIRMAN: -- TRL to do the monitoring and the report?

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1 MR MIKE WESTON: Yes.

2 CHAIRMAN: The project had been underway, therefore, for
3 some years?

4 MR MIKE WESTON: Yes, but I don't think the funding was --
5 I don't think the availability of funding was the issue.
6 If I recall, the issue was the technology becoming
7 mature enough to be successfully fitted to a vehicle
8 that was in passenger service. So I think that was what
9 TfL were waiting for, as opposed to the funding wasn't
10 the reason that it wasn't being trialled.

11 CHAIRMAN: Is it known what the funding cost Transport for
12 London?

13 MR MIKE WESTON: I don't have those figures but I would
14 suggest that actually, probably, in reality, the
15 monitoring was probably more expensive than the actual
16 equipment for the number of buses fitted.

17 CHAIRMAN: Yes.

18 MR MIKE WESTON: I would suspect the monitoring would be the
19 bigger cost involved. But in the context of the bus
20 network, it would have been relatively -- well, it would
21 have been very small sums of money.

22 CHAIRMAN: But this is an example of the authority, in this
23 case Transport for London, funding the trial, the bus
24 operator agreeing to participate in the trial?

25 MR MIKE WESTON: Yes. And hopefully a good example of the
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1 level of monitoring and assessment that you need to go
2 into when looking at new technology. Hopefully the
3 report gives you a feel for the sort of depth of
4 analysis that's needed to make sure that you are
5 investing your money in the right types of technology.

6 CHAIRMAN: And a rigorous monitoring and then analysis in
7 the report itself?

8 MR MIKE WESTON: Yes, rigorous analysis, but also
9 independent analysis, which is quite valuable as well.
10 So commissioning somebody to independent monitor is of
11 value as well. And TRL have also been engaged in the
12 assessments of all the other technologies that are being
13 considered as part of the new bus safety standard in
14 London.

15 CHAIRMAN: By that, do you mean the various devices, the
16 drowsiness device, the forward-looking device, the one
17 that picks up the pedestrians about to cross the road?

18 MR MIKE WESTON: Yes.

19 CHAIRMAN: TRL have been involved in the monitoring side of
20 that?

21 MR MIKE WESTON: Monitoring and understanding the
22 cost/benefits of those different technologies.

23 CHAIRMAN: Yes, Mr Duncan.

24 MR PETER DUNCAN: Thank you, Chairman.

25 If I could ask you some supplementary questions on
26

1 that topic, Mr Weston. First of all, with regard to
2 when intelligent speed adaptation design was first
3 considered by Transport for London.

4 If you would be good enough to look at that volume,
5 MISC-3, at page 939, please.

6 Do we see there a report, dated as long ago as
7 December 2009, on the topic of intelligent speed
8 adaptation design?

9 MR MIKE WESTON: Mmm.

10 MR PETER DUNCAN: I think, if you look through to page 943,
11 we see the commencement of the executive summary:

12 "This report outlines results from a project
13 commissioned by TfL to further explore drivers'
14 attitudes towards intelligent speed adaptation ... and
15 specially to understand drivers' response to the design
16 of the user interface."

17 So there was a study as long ago as 2009.

18 If I can take you then to 945, the introduction to
19 the paper refers, in the first paragraph, if I may
20 quote:

21 "ISA software development began in France in the
22 1980s and has been trialled and evaluated in a number of
23 different markets since, proving effective at reducing
24 driver speed and incidents on the road. In May 2009
25 Transport for London commenced a trial of one of the
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1 latest ISA systems in an attempt to reduce speed and
2 road accidents in the capital."

3 If I could stop there. It would seem that this
4 particular trial was not restricted, as you referred to
5 before, to buses, or did not extend to buses; it was
6 vehicles, it looks like, in general?

7 MR MIKE WESTON: Yes, that's correct, because TfL also have
8 some generic road safety responsibilities as
9 an organisation, because the strategic road network in
10 London is TfL -- TfL owns and is TfL's responsibility.
11 So, within TfL, there is a road safety unit, responsible
12 for road safety generally. So these trials that this
13 report is referring to, which is the ones -- I wasn't
14 involved in but I recall because this would have been
15 the cars that were fitted -- this wasn't specifically
16 buses, this was vehicles generally, looking at the
17 appropriateness of ISA for vehicles generally.

18 MR PETER DUNCAN: And if we look at the penultimate
19 paragraph on the "Introduction" page:

20 "To date a year-long project has already been
21 undertaken by TfL to understand and explore the London
22 drivers' attitudes, motivations and barriers to ISA."

23 Then if we go through to page 960, in the context of
24 cost/benefit analysis, do we see set out at page 960
25 a list of the perceived benefits and barriers to the
26

1 introduce of ISA?

2 MR MIKE WESTON: Yes.

3 MR PETER DUNCAN: If I could then take you, please, through
4 to page 1004 of the same bundle. You will see the
5 contents page of the TRL client contract report,
6 published in November 2016.

7 I would just like to dwell upon some of the content
8 of the report, the details of which we can see by
9 reading the report, but in the context of the rigorous
10 analysis, as Mr Chairman referred to it, as far as cost
11 and benefits are concerned.

12 If we go through the contents, there's eight
13 headings:

14 "1. Is ISA an effective method of speed compliance?

15 2. Is ISA an efficient method ...?

16 3. What is the impact of ISA vehicles on the
17 behaviour of surrounding traffic speeds?

18 4. What is the impact of ISA vehicles on the
19 behaviour of surrounding vehicle actions?

20 5. ... benefits and disbenefits of ISA for Transport
21 for London."

22 Then you can see those headings and details set out
23 at 5.2 to 5.13 in detail, and then item 6, the benefits
24 and disbenefits of ISA for the bus operator; and then 7,
25 the benefits and disbenefits of ISA for the bus driver;

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1 and then 8, the benefits and disbenefits of ISA for the
2 bus passenger.

3 So those are the various matters which TRL have
4 explored and the details of which we can find in the
5 report itself, in the report that was submitted to
6 Transport for London.

7 I think, at page 1011, we can see the reference to
8 2015 for the trial that the chairman referred to.

9 I think it's in the last paragraph on that page:

10 "Subsequently, in 2015 TfL carried out a trial of
11 ISA on London buses using an intervening ISA system by
12 Zeta Automotive Ltd."

13 I think that's the trial that's been referred to
14 before; is that correct?

15 MR MIKE WESTON: Yes. That's the sort of -- yes, I think
16 that was a very small-scale trial before these two
17 routes were trialled on a slightly bigger basis, on
18 a larger basis.

19 MR PETER DUNCAN: Could I now take you back, please, to
20 Prof Stanley's report, this time at page 70. Have you
21 had the opportunity of reading this page of his report?

22 MR MIKE WESTON: Yes, I have.

23 MR PETER DUNCAN: On this page, Prof Stanley is bringing to
24 our attention the fact that one of the notable
25 differences between the arrangements between Melbourne
26

1 and Hong Kong is that Melbourne has a separate -- I am
2 quoting from the paragraph underneath the italicised
3 part:

4 "... Melbourne ... has a separate independent safety
5 regulator operating at the tactical level. Transport
6 Safety Victoria was first established under the state's
7 Transport Integration Act 2010, as discussed in
8 section 3.3.1 of the first report under this brief,
9 a role that has no equivalent independent safety entity
10 in Hong Kong. The Transport Department monitors safety
11 performance of franchised bus operators and is involved
12 in promoting safety initiatives. However, the absence
13 of an independent safety regulator in Hong Kong seems
14 likely to lessen the relative focus on safety matters."

15 So, to summarise that, it would appear that in
16 Melbourne, the safety aspect of the operation is taken
17 away from the regulator and put in the hands of
18 an independent regulator aimed at the safety aspects.

19 We can see more detail of this by going to page 99
20 of the same report. If I could read from the
21 second-last paragraph on that page:

22 "Operator support is available from BusVic, the
23 industry association, if desired, across all three
24 areas. For example, BusVic has developed templates ...
25 which are available to its members, these templates

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1 having been developed in collaboration with the
2 Transport Safety Director. The Transport Safety
3 Director has a strong focus on the development and
4 improvement of safety culture in a bus business and
5 safety risk management, working with operators and the
6 industry to improve practice. Guidance material is
7 available, such as Guidance -- Safety Culture, September
8 2016 ... and the director has indicated his willingness
9 to share materials and ideas with Hong Kong, if desired.

10 The independence of the Transport Safety Director
11 both elevates safety as a desirable policy outcome and
12 provides an independent source of accountability and
13 transparency on safety processes and outcomes that
14 exceed what is likely to result if ... bus safety was
15 left solely to the public transport regulatory agency
16 and/or a governmental department to manage. The
17 Transport Safety Director's audit processes and industry
18 engagement has led the agency to the conclusion that
19 Melbourne's route bus services and practices are safe
20 and that the safety focus should be on developing
21 a proactive and forward-looking safety risk management
22 culture, as distinct from practices that react to safety
23 concerns after they happen."

24 Then, going down the page, in bold:

25 "The major recommendation from the study is that the
26

1 committee should give consideration to, within the
2 legislative framework, recommending", and it's the
3 second bullet:

4 "the creation of the independent position of
5 Transport Safety Director, whose role is to be
6 responsible for administering matters related to safety
7 duties, ensuring compliance and enforcement."

8 Now, we can see the role of that body in Victoria
9 and the recommendation. I suppose one of the questions
10 that might be asked is whether we actually need another
11 bureaucracy, as it would be, to carry out this role. Do
12 you have any views on that?

13 MR MIKE WESTON: Yes. I think it does depends very much on
14 the sort of local structures and circumstances that
15 already exist in Melbourne or Hong Kong or London.

16 But I would suggest that if you look at some of the
17 progress that TfL are currently making with the bus
18 operators around safety, and the bus safety standard and
19 the bus safety programme, and the relative speed in
20 which that's being delivered, I would just -- I'm not
21 adverse to the idea of a separate safety regulator in
22 some way, and it is something that already exists in the
23 UK rail industry, as is referred to in my report, and it
24 is something that TfL are thinking of trying to
25 encourage for the UK tram industry, in terms of setting

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1 standards and good practice.

2 But my fear would be that if it was suggested to
3 establish this in London, for example, the potential is
4 that whilst that's being established you get a period of
5 inertia, with not much particularly happening. So
6 I would be fearful in London, if the suggestion was
7 made, that you may end up with a period of the current
8 activity and current progress that's been made slows
9 down whilst this regulator is established. So that
10 would be my concern.

11 But no particularly strong views, just a little bit
12 of a concern that it perhaps stifles progress in the
13 short term, and maybe progress can be made quicker
14 through collaboration and the current structures and the
15 current players working together more closely.

16 CHAIRMAN: If I understand your evidence correctly, you are
17 satisfied that appropriate progress is being made by
18 virtue of collaboration between the franchised bus
19 operators and Transport for London, in the various ways
20 you have described?

21 MR MIKE WESTON: Yes, but the caveat on that comment is that
22 that's within the tendering and competitive structure
23 that London currently has. So whether that model
24 transfers easily to other jurisdictions is a matter of
25 debate, I suppose.

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1 So, you know, it seems, from the evidence that
2 I have seen over the last few years and the evidence
3 that we have gathered for this report, it seems that
4 quite significant progress is being made around the
5 safety agenda for buses in London, but that's being made
6 within the current structure that they have in London.
7 So taking that model exactly and trying to put it into
8 another region may not necessarily deliver results in
9 exactly the same way. But the evidence from London is
10 it certainly seems to be delivering some quite
11 significant results and making some quite rapid progress
12 around the use of technology and setting standards.

13 CHAIRMAN: What view do you take on what I understand to be
14 Transport for London's claim that they are setting
15 global standards?

16 MR MIKE WESTON: From my knowledge, it is the only transport
17 authority that seems to be trying to set a bus safety
18 standard for its bus fleet, and so it will set the
19 scene, and it will certainly have a knock-on effect into
20 other parts of the UK and possibly places such as
21 Hong Kong and Singapore, mainly because the main bus
22 manufacturers into London also supply the rest of the
23 UK, and also the key suppliers into Hong Kong and
24 Singapore. So you can see how there's going to be some
25 obvious transition of some of this best practice to

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1 other vehicles that they build for other parts of the
2 world. So there is clearly some good crossover by those
3 manufacturers who I'm sure will be keen to sell some of
4 this technology into other regions.

5 CHAIRMAN: One example of that would be, for example,
6 changes to the design of the front of buses. As
7 I understand it, changes that would modify the box shape
8 of the front of the bus, putting in curves, so that
9 rather than being knocked down and put under the wheels
10 of a bus, the person who has impact with the front of
11 a bus would be knocked sideways; do I understand that
12 change correctly?

13 MR MIKE WESTON: Yes. So one of the initiatives that is
14 likely to be included in the bus safety standard, when
15 it is announced next month, is a sort of -- I call it
16 softening of the front-end design of a bus. So it's not
17 physical softening, but it's using more curves, looking
18 at the rake of a windscreen, looking at having the
19 spindles for the wipers at the top of the windscreen,
20 not at the bottom, because if they are at the bottom
21 they then become a point of impact for pedestrians if
22 they are hit by the bus and potential injury.

23 So I suppose it is trying to make the front end of
24 the design of the bus more forgiving. If a pedestrian
25 is hit by a car at a certain speed, at a relatively low
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1 speed generally they will be thrown off the bonnet onto
2 the pavement, onto the road, but at the same speed with
3 a bus, you are more likely to be more seriously injured
4 because of the design of the bus.

5 So it's trying to make the front end of a bus more
6 forgiving in an accident with a pedestrian. In my mind,
7 the likelihood is that is more of a design cost as
8 opposed to an actual manufacturing cost, and the logic
9 would be if that design is proved to be beneficial in
10 London, why wouldn't the likes of Alexander Dennis and
11 Wrights, who supply to the rest of the UK and to
12 Hong Kong, adopt that for buses that they sold into
13 their other markets. It would be a pretty obvious thing
14 to do. So I think that's a good example of where we
15 might see some good practice and best practice move
16 across into other markets relatively quickly.

17 CHAIRMAN: Just to come back to your observations as far as
18 this is concerned. The model works in London, that has
19 regard to the structure that obtains in London, and the
20 issue of a progressive, proactive transport authority
21 achieving the same success is going to depend on the
22 local structures in Hong Kong?

23 MR MIKE WESTON: Yes, and I think the question is which
24 model will deliver these benefits quickest, using the
25 current structures that are in place and trying to build
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1 on those or establishing a separate regulator that in
2 the short term possibly will slow the progress down.

3 So it's trying to, I suppose, learn from the
4 relative speed in which London has made some progress
5 over the last couple of years and trying to see how that
6 sort of good practice could be implemented sooner rather
7 than later.

8 CHAIRMAN: Mr Duncan.

9 MR PETER DUNCAN: Thank you, Chairman.

10 So I think, between you and Prof Stanley, you have
11 provided the committee with various options to improve
12 this aspect. One might be something equivalent to the
13 Bus Operator Forum. Another might be a standing
14 committee which Prof Stanley suggested, although there
15 doesn't seem to be a standing committee in Victoria.
16 Then a third option might be this independent regulator,
17 the transport safety regulator. So they all seem to be
18 matters for the committee's consideration. Would you
19 agree with that?

20 MR MIKE WESTON: Yes, and perhaps the difference between the
21 Bus Operator Forum structure and the standing committee
22 is perhaps fairly small and may be one of semantics and
23 description more than anything. They may be the same
24 thing in practice.

25 I suppose the question out of that is whether that
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1 committee would benefit from other third parties being
2 involved, such as obviously the police or other
3 authorities being involved in the debate.

4 MR PETER DUNCAN: You have no doubt heard of ISO, ISO 39001
5 in particular. Does that standard have any sort of role
6 in the bus system in London?

7 MR MIKE WESTON: I'm not sure. I know that certainly
8 Go-Ahead have got an ISO standard for their engineering
9 practices, but whether it's the same number or
10 a different one, I don't know. So there are some bus
11 companies in London that have ISO accreditation for
12 certain aspects of their operation, but it is not
13 a requirement of Transport for London to have any
14 particular ISO accreditation. But I certainly know
15 Go-Ahead do for their engineering practices, but whether
16 it's the same number or not, I'm not sure.

17 MR PETER DUNCAN: Could I take you to page 146 of your
18 report, where you deal in detail with the bus safety
19 programme, and introduced on page 146 in this way:

20 "In February 2016 Transport for London, partly in
21 response to increased public and stakeholder pressure,
22 launched its bus safety programme the core elements of
23 which can be summarised as follows".

24 We can see the "Core elements" in the left-hand
25 column, and we can see the "Recent additions" on the
26

1 right.

2 We may have touched on this earlier, just a few
3 moments ago, but one of the questions I was interested
4 in asking you was how long this bus safety programme was
5 in the making?

6 MR MIKE WESTON: Not very long, and partly the reason I know
7 is because I was still at TfL in February 2016 and was
8 responsible for launching the bus safety programme.

9 The background to it is not that safety wasn't
10 a priority and it's not that safety wasn't being
11 progressed and taken forward and the Bus Operator Forum
12 for safety existed and a lot of these things were
13 happening anyway.

14 There was increased public pressure around the
15 safety of buses, and that was partly driven by increased
16 transparency from TfL in terms of publishing safety
17 data, but it was also led by a number of stakeholders,
18 including some members of the public that had been
19 involved in serious bus accidents, that led to a lot of
20 pressure on the organisation to move the safety agenda
21 forward. So the bus safety programme was trying to pull
22 together various aspects of work that were currently
23 happening into a coordinated programme, where previously
24 there had been lots of initiatives but it wasn't being
25 seen as a coordinated programme. And February 2016 was

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1 when that was launched, to try to progress this agenda
2 in a more coordinated way.

3 MR PETER DUNCAN: So how many people would have participated
4 in the design of the programme?

5 MR MIKE WESTON: Probably two or three people. Very small
6 team. It would have been signed off internally at
7 a higher level, but it would have been brought together
8 by two or three people within the buses safety team.

9 MR PETER DUNCAN: And the programme, would you describe it
10 as a reactive step, a proactive step, or a mixture of
11 both?

12 MR MIKE WESTON: It wasn't reactive to a specific incident.
13 I think it was an evolution of a number of things that
14 were already happening, but probably a useful refocus on
15 the agenda.

16 So, you know, I think it's clear in my mind that the
17 bus operators and TfL have always taken safety
18 seriously, for a number of years, but this was a useful
19 point to try and refocus and rejuvenate the agenda and
20 give it a little bit more direction. That was the
21 purpose of this.

22 But it wasn't triggered specifically by a specific
23 event, but there was increasing public pressure. There
24 had been an increasing number of incidents with
25 cyclists, because the number of cyclists in London was
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1 rising quite dramatically. There had been some serious
2 bus accidents as well in Oxford Street. So a number of
3 things were bubbling under that were putting more
4 pressure on TfL to move this agenda forward.

5 But I should stress that a lot of this work was
6 already happening but probably not in such a coordinated
7 way.

8 MR PETER DUNCAN: If I could bring your attention to
9 page 148. There's particular reference within the
10 programme to the bus safety standard. That's introduced
11 in the first paragraph, if I may quote:

12 "A core output of the bus safety programme is the
13 development of a new bus safety standard. TfL have been
14 working in collaboration since 2016 with road safety
15 consultant TRL, Loughborough University, the bus
16 operators and manufacturers to assess and then recommend
17 features which should be incorporated into future bus
18 design to help drive safety improvements."

19 Then in the second paragraph:

20 "Several potential technologies including
21 intelligent speed assistance, autonomous braking,
22 runaway bus prevention, pedal confusion prevention,
23 acoustic and visual conspicuity, mirror design and
24 frontal crash protection are being considered as part of
25 this programme with both the costs and benefits of each
26

1 being thoroughly assessed to ensure that the causality
2 [I think that's casualty] reduction is maximised in
3 return for the financial investment made."

4 Then we see a reference to intelligent speed
5 assistance, and then the plan to announce the first
6 phase of its bus safety standard on 16 October 2018, to
7 which the chairman has referred, and the three
8 introductory phases.

9 If I could pick it up after that:

10 "Although it is currently envisaged the standard
11 will apply to new buses (around 700 per annum)
12 consideration is also being given to the potential for
13 retrofitting to existing buses possibly as part of their
14 midlife refurbishment which takes place around 7 years.
15 It is worth noting that TfL have adopted a rigorous
16 approach to the assessment of each potential option
17 using cost/benefit analysis to target the interventions
18 which will give the greatest return for each pound spent
19 in terms of injury/accident reduction.

20 It is not anticipated that seat belts will form part
21 of the new bus safety standard."

22 When you say, "It is not anticipated", is that as
23 a result of the rigorous cost/benefit analysis which has
24 been applied to this particular topic?

25 MR MIKE WESTON: I think, during the discussions with TfL

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1 staff about the bus safety standard, it was pretty clear
2 that they have discounted seat belts as one of the
3 options to be rigorously assessed fairly quickly. The
4 view has clearly been taken that they don't want to
5 pursue seat belts, I suspect because they know what the
6 cost is and they feel that there are greater benefits
7 from some of the other options that are listed above on
8 that page.

9 I don't want to use the word they were "dismissive"
10 of seat belts -- that sounds a little bit flippant
11 because I don't think they were dismissive -- but it
12 clearly is not featuring in their thinking in terms of
13 the new bus safety standard. That was pretty clear from
14 the discussions we held with TfL in August, that seat
15 belts were not being considered.

16 CHAIRMAN: Mr Duncan's question was whether or not it had
17 been dismissed, rejected, or not considered as a result
18 of a rigorous analysis. The contrary is the impression
19 that we anticipate to be confirmed in the future: it
20 hadn't even been considered?

21 MR MIKE WESTON: The impression we had -- we were given the
22 impression that it hasn't been considered.

23 CHAIRMAN: Not looked at?

24 MR MIKE WESTON: Not looked at.

25 MR PETER DUNCAN: If we look at page 134, have you set out,
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1 it appears in blue on that page, a quotation from the
2 Department for Transport guidance note, which states the
3 current situation with regard to seat belts on buses?

4 Is that the Department for Transport guidance note?

5 MR MIKE WESTON: Yes. The blue is a direct copy of their
6 guidance.

7 MR PETER DUNCAN: I'm going to ask you -- I will take you
8 through that, because we want to examine the situation
9 in Hong Kong, as it has evolved and as it is currently
10 recommended. So it is important, I think, that we
11 understand this.

12 "General requirements since 1 October 2001, seat
13 belts have been required to be installed in each forward
14 and rearward facing seat in all new buses. The use of
15 an approved and properly fitted restraint system can
16 help prevent death or serious injury, not only by
17 restraining the occupant from forward motion but also by
18 preventing their ejection from the vehicle, particularly
19 in accidents where the vehicle rolls over.

20 The only exemption from this requirement is for
21 buses that are designed for urban use with standing
22 passengers. An exemption is permitted for these
23 vehicles because they are typically used for short
24 journeys, in both time and distance, undertaken at
25 moderate speeds on urban routes. Although we are aware

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1 that vehicles equipped with seat belts are used by some
2 operators for urban fare-paying services, ultimately, it
3 is for the operator to choose the type of vehicle used
4 to provide a service."

5 So that's the Department for Transport guidance
6 note.

7 CHAIRMAN: Just for the record, this comes from a statement
8 made by the Department for Transport issued in May 2010,
9 does it not, headed "Seat belts on urban buses"?

10 MR MIKE WESTON: Yes, that's correct.

11 MR PETER DUNCAN: I think that note, Mr Chairman, to which
12 you referred, is now in the bundles.

13 CHAIRMAN: Yes. Can you give us a reference for that?

14 MR PETER DUNCAN: It's being shown up now on the screen.

15 CHAIRMAN: But do you have a page reference for future
16 purposes?

17 MR PETER DUNCAN: It's in MISC-3, Mr Chairman, at page 1274.

18 CHAIRMAN: Thank you very much.

19 MR PETER DUNCAN: Now, with regard to the position in
20 Hong Kong with regard to seat belts on buses, I'm going
21 to take you through some, if I can call it that -- I was
22 going to say the history, but various considerations of
23 this matter, and then will ask you a couple of questions
24 at the end with regard to your opinion on certain
25 matters.

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1 We can start, I think, at SEC-3 at page 1310. This
2 is a paper issued by the Environment, Transport and
3 Works Bureau, as it then existed, in 2006. You will see
4 that from page 1316. It is a submission to the
5 Legislative Council Panel on Transport, with the
6 heading, "Safety of franchised bus operations".

7 At 1315, you will see the topic, "Seat belt on
8 franchised bus[es]".

9 Paragraph 18:

10 "Under Road Traffic (Safety Equipment)
11 Regulations ... it is a mandatory requirement to provide
12 seat belt for the driver ... As regards the passenger
13 seats, about 34 per cent of franchised buses have been
14 equipped with seat belt[s] at exposed seats. These seat
15 belts had been installed by the bus manufacturers as
16 standard equipment when the buses were purchased. All
17 franchised bus operators have committed that new buses
18 to be purchased by them will have seat belts installed
19 at the exposed seats. In the light of recent traffic
20 accidents, Transport Department has been reviewing with
21 the franchised bus operators on retrofitting of seat
22 belts on the existing buses, taking into account of the
23 technical difficulties such as the structural strength
24 of the seats, adequate anchorage points and design of
25 the bus ...

26

1 19. We have conducted a research on overseas
2 practices regarding the fitting and wearing of seat
3 belts in buses. A summary of the corresponding seat
4 belt requirements is at [the annex]. It can be seen
5 that no overseas country requires fitting of seat belts
6 in passenger seats of buses designed for urban use or
7 for carrying standing passengers."

8 Then at 20:

9 "In view of the above, we consider that it is not
10 appropriate to introduce mandatory requirements for
11 installation and wearing of passenger seat belts for
12 franchised buses."

13 So that is the situation as per the Transport
14 Department's recommendation in 2006.

15 If we can move from that to SEC-3 at page 1323.
16 This is a paper headed for the information of the
17 Legislative Council Panel on Transport, so the same
18 panel, and the heading this time, "Progress on measures
19 to enhance safety of franchised bus operation".

20 At page 1329, we can see this is issued in January
21 2007.

22 If we look at page 1323, we have the subheading,
23 "Retrofitting seat belt on franchised bus[es]", and if
24 we look through paragraph 3, some reports on the
25 progress of retrofitting.

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1 I can pick it up, I think, at paragraph 4:

2 "We have collected information from other countries
3 on the requirements of fitting and fastening of seat
4 belts on buses. So far, we are not found any country
5 that have legal requirements for the provision of seat
6 belts on passenger seats of buses designed for urban use
7 and are allowed to carry standing passengers. According
8 to the transport authorities of these countries, the
9 benefit of imposing a seat belt requirement in their
10 buses is uncertain."

11 And there's a summary at the annex.

12 So I think it's fair to say that between 2016 and
13 2017, there was no change in the view of the department;
14 there was the same recommendation on each occasion.

15 The next report I would like to commend to you is to
16 be found at TD-1/94. So Transport Department volume 1
17 at page 94.

18 The heading on this page is, "TD_Paper_08",
19 "Application of new devices or technology on franchised
20 buses", and if you go through to page 107 --

21 CHAIRMAN: This is a submission made by the Transport
22 Department in April of this year?

23 MR PETER DUNCAN: That's correct, Mr Chairman, thank you.

24 So we have jumped from 2007 now, Mr Weston, through
25 to 2018, and this is not a submission made to the

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1 Legislative Council. It is actually one of the
2 documents submitted by the department to the committee,
3 assisting the committee in its work.

4 If I could bring your attention first to page 94,
5 you will see, at paragraph 4:

6 "Arising from the serious traffic accident involving
7 a franchised bus of the Kowloon Motor Bus on Tai Po Road
8 resulting in the death of a number of passengers in
9 February 2018, the Transport Department set up a working
10 group with representatives from all franchised bus
11 companies and bus manufacturers in mid-March 2018 to
12 review the technical feasibility and desirability of
13 installing some new safety devices or applying new
14 technology on the safety devices of franchised buses for
15 enhancing protection to bus passengers. The outcome of
16 the discussion and recommendations of the working group
17 are set out in the ensuing [passages]."

18 You will see then from that what had prompted the
19 setting up of this working group was the accident in
20 Tai Po.

21 Paragraph 7 of the report, under the heading,
22 "Installation of seat belts for all passenger seats" --
23 perhaps I should start with paragraph 5:

24 "In the light of an accident in July 2006 in which
25 a KMB bus collided with another vehicle resulting in
26

1 a passenger on the upper deck of the bus being thrown
2 out of the bus and another similar accident in December
3 2007 ... the TD recommended and the franchised bus
4 operators agreed that safety seat belts should be
5 retrofitted on the four front seats on the upper deck of
6 all the post-1997 licensed buses to prevent passengers
7 from falling out from the upper deck front seats. At
8 present, the seat belts for all the exposed seats have
9 become a standard feature of all franchised buses."

10 Then paragraph 7:

11 "As regards the installation of seat belts for all
12 passenger seats on franchised buses, the three
13 double-decked bus manufacturers ... have confirmed that
14 it is technically feasible, upon the request of the
15 franchised bus operators, to supply all new buses with
16 seat belts for all passenger seats which comply with the
17 aforesaid international standards. Correspondingly, all
18 franchised bus operators indicate that they agree to
19 incorporate this requirement for procurement of new
20 buses.

21 8. As for retrofitting of seats on all passenger
22 seats of existing buses, the bus manufacturers have
23 concerns that the floor structure (especially on the
24 lower deck) of the franchised bus is not designed for
25 seat belt installations for compliance with the
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1 international standards. To fulfil the requirements,
2 reinforcement of the existing floor structure and
3 replacement of all the existing passenger seats with new
4 passenger seats are required. Subject to detailed
5 assessment, the bus manufacturers have initially
6 confirmed that it may be technically feasible to
7 retrofit safety seat belts on all passenger seats of
8 upper deck of the existing buses which are manufactured
9 in certain specified years. They would also make
10 further study on such feasibility and advise the
11 recommended models or batches of buses used by the
12 franchised bus operators that are suitable for
13 installation of seat belts. Based on the Transport
14 Department's understanding, the retrofitting work will
15 involve substantial modifications, including
16 reinforcement of the structure of a franchised bus,
17 replacement of all seats with seat belts, as well as
18 conducting pull tests of the seat belts and seats to
19 confirm their compliance with the international
20 standards, et cetera. The retrofitting and testing work
21 for each franchised bus will take considerable time to
22 complete and hence will affect the bus availability rate
23 for bus operation during the process. The franchised
24 bus operators will further study the proposal."

25 So that was the situation at April 2018, this year,
26

1 as reported to the committee.

2 It's getting on for 1 o'clock so I will leave the
3 following developments until after the break.

4 CHAIRMAN: Yes, certainly.

5 Mr Weston, we are going to take our lunch break now.

6 Can I ask, Mr Duncan, what progress we have made and
7 what estimate, if any, you have of how much longer your
8 questioning would last, given that we acknowledge that
9 certainly my interruptions may delay you?

10 MR PETER DUNCAN: Thank you, Mr Chairman. I will do my best
11 to anticipate the extent of Mr Chairman's so-called
12 interruptions. I think we have made good progress.
13 I think we will finish this by 3.30; if not by 3.30,
14 before 4 o'clock, this afternoon.

15 CHAIRMAN: Thank you for that indication.

16 In which case, we will adjourn then until 2.30 this
17 afternoon. Thank you.

18 (1.01 pm)

19 (The luncheon adjournment)

20 (2.30 pm)

21 CHAIRMAN: Good afternoon.

22 MR PETER DUNCAN: Good afternoon.

23 CHAIRMAN: Yes, Mr Duncan.

24 MR PETER DUNCAN: Thank you, Mr Chairman.

25 Mr Weston, good afternoon.

26

1 MR MIKE WESTON: Good afternoon.

2 MR PETER DUNCAN: Prior to the luncheon break, I had taken
3 you to a document dated April 2018, that was Transport
4 Department Paper No. 8.

5 I am now going to ask you to look at another
6 document. Here, we are going to go back a little bit in
7 time, to March 2018. We will find this in KMB-12 at
8 page 4869-1. At this page, you will see the
9 commencement of a document which is headed, "Working
10 Group on Enhancement of Safety of Franchised Buses",
11 "Notes of 1st meeting held on 13 March 2018 at 3.00 pm
12 at ..." and it gives the place and it gives the people
13 attending the meeting.

14 If you go to page 4869-6, you will see the section
15 on "Installation of seat belts", and it's that
16 information which has been summarised in a different
17 form and provided to the committee in the document
18 I showed you just before lunch, TD_08, so I won't ask
19 you to dwell on that any further.

20 What I would like to do is to take you to 4869-9,
21 which confirms the scope of work for the working group.
22 So this is the scope of work that the working group set
23 for itself, and we can see that set out in full on
24 page 4869-9.

25 With regard to items (2) and (3), there is --

26

1 perhaps I will read them out quickly. Item (2):

2 "To examine the technical feasibility,
3 cost-effectiveness, applicability and any other issues
4 relating to installation of seat belts on all seats
5 other than exposed seats;

6 (3) To explore the technical feasibility,
7 cost-effectiveness, applicability and any other issues
8 relating to the installation of on-vehicle safety
9 device, including but not limiting to the following --

10 (a) Speed display unit for passengers;

11 (b) Active/passive roll stability control;

12 (c) Electronic stability control;

13 (d) Speed control aided by GPS;

14 (e) Speed limiter to cap maximum speed within
15 70 kilometres per hour;

16 (f) Collision prevention and lane-keeping device;

17 and

18 (g) Monitoring device on captain's condition
19 eg dozing, drowsiness."

20 What I would like to ask you is this. You told us
21 this morning, in fact, in your evidence and I think it
22 appears in your report, that with regard to safety
23 measures, there will, at least in London, be a rigorous
24 examination of the cost on the one hand and the effect
25 on the other, before any measure is introduced.

26

1 So what I am interested in is your opinion as to
2 whether the period of three months that you will see on
3 page 4869-11, "A report on the outcome and
4 recommendations of the review is expected to be
5 submitted to the Commissioner for Transport in 3 months'
6 time", whether you would consider that period to be
7 sufficiently adequate to undertake a rigorous cost and
8 effect analysis of all those matters set out in the
9 scope of work.

10 What is your opinion on that?

11 MR MIKE WESTON: On the face of evidence from London,
12 I suppose I would cite two examples. First, the ISA
13 study that we talked about this morning, and the time
14 that study took to gain both pre and post data, and also
15 the time it has taken so far for TfL to deliver its bus
16 safety programme, which started -- work started in early
17 2016 and has already delivered some elements, but the
18 main focus of that, the bus safety standard, phase 1
19 won't be announced until next month and will start to be
20 implemented on vehicles from 2019.

21 Now, you could ask the question, has TfL taken too
22 long to consider and deliver these suggestions, as
23 opposed to being able to do it a lot quicker? I would
24 suggest that to gather bus data from trials, you either
25 need to have a small number of trial buses in service
26

1 for a reasonably long period of time, or a very, very
2 large numbers of buses in service for a shorter period
3 of time, to collect robust data.

4 So in theory, yes, you could undertake trials and
5 assessments in three months, but in my view, to collect
6 robust data on the benefits of those trials, you would
7 have to do a large number of vehicles. I can't remember
8 quite how many vehicles were involved in the ISA scheme
9 but you would have to make sure you had a big enough
10 sample to get some robust data.

11 So three months does seem remarkably quick, although
12 I'm sure in London some people would say the time TfL
13 have taken could have been quicker. So maybe there is
14 a balance there between the two.

15 CHAIRMAN: As far as ISA is concerned in London, there were
16 two bus routes, but presumably, in order to sustain the
17 service on two bus routes, that would involve many, many
18 buses?

19 MR MIKE WESTON: Yes. I can't remember the exact number,
20 but I think the 19, for example -- the route 19 is quite
21 a big route, probably 30 or 40 buses. But I don't think
22 all the buses were installed with the ISA equipment. It
23 was just a smaller sample that were installed and
24 monitored.

25 So three months does -- if you use TfL as
26

1 a comparator and you assume that TfL hasn't been
2 dragging its heels, this three months does seem a very
3 quick turnaround of an assessment of all these
4 technologies and all these options.

5 MR PETER DUNCAN: Thank you. I'm now going to take you
6 through to April.

7 CHAIRMAN: Before you do that, although this initial
8 13 March agenda suggested that a report would be
9 expected to be submitted to the Commissioner for
10 Transport in three months' time, in fact six months have
11 gone past and no final report at least has been
12 submitted that we're aware of. Just to give you that
13 context.

14 MR MIKE WESTON: Which perhaps suggests that the three
15 months was ambitious in the first place.

16 CHAIRMAN: Mr Duncan, there is one other matter. Just let
17 me flag it. There was a LegCo meeting when issues
18 germane to this working group were discussed, I think on
19 15 February. Is that something you are going to go to
20 at some stage? Three motions were passed.

21 MR PETER DUNCAN: Yes. I can take the committee to that.

22 CHAIRMAN: At some stage, because it gives context as to why
23 it is that the Transport Department was considering the
24 matters that they did consider in the working group.

25 MR PETER DUNCAN: Certainly, Mr Chairman. I would like to
26

1 go to that now, to try to keep track of the dates in
2 a reasonably chronological order.

3 We can actually find that, I think, at SEC-3, at
4 page 1342.

5 At this page, Mr Weston, you will see minutes of the
6 meeting of the Legislative Council's Panel on Transport
7 of 15 February. So it is before the first meeting of
8 the working group which we have just seen was held in
9 March.

10 If we go to page 1359 -- just give me a moment,
11 please.

12 CHAIRMAN: Yes. Take your time.

13 One of the passages I had in mind is at paragraph 3
14 on 1360, one of the motions, which gives a shopping list
15 of matters that the LegCo Panel urges the administration
16 to explore.

17 MR PETER DUNCAN: Yes. I think the precursor to that can
18 actually be found on page 1356.

19 CHAIRMAN: Yes.

20 MR PETER DUNCAN: There is a discussion on measures to
21 enhance bus safety, and paragraph 59:

22 "The deputy chairman [of the meeting] suggested
23 that, to minimise the number of casualties in case of
24 bus accident, all franchised bus operators should
25 consider retrofitting seat belts to all seats in buses

26

1 by phases. Mr Luk Chung Hung recalled that there had
2 been times all seats of certain bus models of Long Win
3 Bus Company were retrofitted with seat belt. He asked
4 why there was no such kind of buses at the moment.

5 Commissioner for Transport advised that all exposed
6 seats of new buses purchased after 2003 had been
7 installed with seat belts. After a serious bus accident
8 in 2007, franchised bus companies had acceded to TD's
9 request for retrofitting seat belts to the exposed seats
10 and front-row seats on the upper decks for buses
11 designed after 1997. Transport Department would,
12 together with KMB and other franchised bus operators,
13 actively study measures to enhance safety, including the
14 technical feasibility of retrofitting seat belt to all
15 seats. Managing director for KMB supplemented that KMB
16 held an open mind on any suggestion to improve bus
17 safety and would discuss the above suggestion with the
18 Transport Department. In reply to Mr Luk, Commissioner
19 for Transport said that Long Win had once proactively
20 installed seat belts to all seats but no longer provided
21 them having regard to the low usage.

22 Ms Claudia Mo noted the view of some transport
23 experts that seat belt might not help reduce the number
24 of casualties for such kind of serious bus accident.
25 She was also concerned that, in case all seats were

26

1 retrofitted with seat belt, whether there would be
2 difficulties to require all passengers to wear the seat
3 belts. She enquired about the timetable of considering
4 the suggestion of retrofitting all seats with seat belts
5 and whether a consultation would be conducted in this
6 regard.

7 Commissioner for Transport said that the
8 administration kept an open mind on the suggestion of
9 retrofitting seat belt to all seats in franchised buses.
10 However, apart from technical feasibility, passengers'
11 acceptability should also be taken into account when
12 considering the suggestion of retrofitting seat belt[s]
13 to all seats. It would study the investigation report
14 to be submitted by KMB in one month's time and would
15 examine the suggestion having regard to relevant
16 considerations."

17 Then I think, Mr Chairman, the motions commence at
18 page 1359, at paragraph 77:

19 "The chairman advised that he had received three
20 motions respectively ... He considered that the proposed
21 motions were directly related to the agenda item under
22 discussion. Members agreed that the motions be
23 proceeded with ..."

24 And the motion was moved by Mr Chan Hak Kan and
25 seconded, and the translation appears at 1360, and
26

1 paragraph 3 reads:

2 "explore ways to further strengthen the safety
3 installations on buses, including enhancing the
4 protection for high-risk seats, retrofitting seat belts
5 on more seats and making it compulsory in phases for
6 passengers to wear seat belts, installing an external
7 camera at the bus captain's seat, modifying the speed
8 limiters on buses to ensure safe driving on high-risk
9 road sections, and installing an auxiliary system for
10 automatic emergency braking, so as to reduce the risk of
11 injuries among passengers in an accident."

12 So you can see the motions of the Legislative
13 Council which preceded the first meeting of the working
14 group, and reference there to seat belts and some of the
15 pros and cons.

16 MR MIKE WESTON: Yes.

17 MR PETER DUNCAN: So, if it is in order, I will then take
18 you further, please, into the chronology by asking you
19 to turn up minutes of the second meeting of the working
20 group, which we will find at KMB-12/4887-1.

21 CHAIRMAN: This is 23 April 2018?

22 MR PETER DUNCAN: This is the meeting, indeed, on 23 April
23 2018. These are the notes.

24 The relevant section I think you will find,
25 Mr Weston, on page 4887-5.

26

1 So:

2 "After checking with the bus manufacturers on the
3 feasibility for installation of seat belts for all
4 passenger seats for new buses, all franchised bus
5 operators advised that it was technically feasible to
6 install seat belts for all passenger seats for new buses
7 to be procured. KMB/Long Win supplemented that it would
8 cost about an additional of 5,000 pounds for each
9 double-decker to install seat belts for all passenger
10 seats. All bus operators agreed to incorporate this
11 requirement in their new single-decked buses and
12 double-decked buses to be procured.

13 For new buses which had been procured but not yet
14 delivered, KMB said they would request the bus
15 manufacturers to install seat belts for all passenger
16 seats if it would be feasible to include such
17 requirement. KMB/Long Win advised that 145 new buses to
18 be delivered before September 2018 could be able to
19 install with seat belts for all passenger seats.
20 Citybus and New Lantao Bus would advise Transport
21 Department by end of April 2018 if the bus manufacturer
22 could install seat belts for all passenger seats for new
23 buses being manufacture[d].

24 For existing buses, Citybus and Kowloon Motor Bus
25 advised that the technical feasibility for installation

26

1 of the seat belts on all passenger seats at upper deck
2 was still uncertain. Even if it proved to be
3 technical[ly] feasible, the subject still needed further
4 deliberation taking into consideration the financial
5 implications and impacts on bus operation (ie the
6 availability of bus) due to the time required for the
7 substantial modification of buses. Transport Department
8 encouraged all franchised bus operators to continue to
9 study the technical feasibility of retrofitting seat
10 belts on all passenger seats on each bus model before
11 reaching the final decision."

12 So that's the position after the second meeting, and
13 then the third meeting we can see, which was held on
14 23 June -- so we've had March, April, and now we have
15 June -- is at KMB-12/4908-1.

16 The relevant part of these notes with regard to seat
17 belts appear at page 4908-7. At 25:

18 "The meeting noted that it was technically feasible
19 to supply all new buses with seat belts for all
20 passenger seats conforming to relevant international
21 standards and all franchised bus operators committed
22 that all new franchised buses would be incorporated with
23 seat belts on all passenger seats."

24 And we have seen that the additional cost of that is
25 going to be about 5,000 pounds per bus.

26

1 Then at 26:

2 "As for existing buses, the meeting noted that
3 retrofitting seat belts on all passenger seats of the
4 upper deck of some existing double-deck bus models
5 should be feasible. Kowloon Motor Bus advised that they
6 would retrofit seat belts on all passenger seats of the
7 upper deck or deploy buses with seat belts on all
8 passenger seats on routes which serve long-haul
9 passengers or are operated on expressways with limited
10 boarding or alighting activities at the en route stops.

11 [Post-meeting note: KMB advised that there would be
12 about 400 new buses with seat belts on all passenger
13 seats by mid-2019. KMB would deploy these buses to the
14 required routes. Retrofitting seat belts to existing
15 buses would depend on the actual situation/requirement
16 at that moment.]

17 27. In the light of KMB's initiative, the meeting
18 had discussed and come to the views that having regard
19 to the technical feasibility in retrofitting seat belts
20 on existing buses; operation of franchised buses in
21 Hong Kong which were mostly deployed on urban routes
22 with standing passengers; and the costs and downtime
23 incurred to retrofit seat belts on all existing buses,
24 as well as overseas experiences, that there were
25 insufficient justifications to make it a mandatory
26

1 requirement for all buses to be fitted with seat belts
2 on all passenger seats. Nevertheless, members reckoned
3 that as in the case of exposed seats and in bus
4 compartment with no standees allowed, seat belts might
5 give extra protection to seated passengers to prevent
6 passengers from falling out from these seats.

7 28. In this regard, Citybus was requested to
8 consider retrofitting seat belts on all passenger seats
9 on the upper deck for the buses operating selected bus
10 routes for long-haul passengers or operating on
11 expressways with limited boarding and alighting
12 activities along the routes. Citybus indicated that it
13 would be difficult for their companies to allocate their
14 buses to solely operate specific routes as their buses
15 would serve a number of routes in a day under their
16 existing operations. In addition, Citybus observed that
17 very few passengers would make use of seat belts, it
18 would not be financially viable to retrofit existing
19 buses with seat belts on all passenger seats. Citybus
20 requested the government to fund the retrofit of seat
21 belts to existing buses if that was what the government
22 wanted."

23 And the section concludes, in paragraph 31:

24 "... the Transport Department requested all
25 franchised bus operators to estimate the number of
26

1 long-haul bus routes operating via expressway with
2 relatively fewer bus stops and the corresponding number
3 of buses involved, and provide the information to the
4 Transport Department for reference the soonest
5 possible."

6 If we can then move from what you can see in that
7 meeting to another document, this time at page 4938-1.
8 You will see the notes of what is described as the 3rd
9 meeting, held on 27 June this year, of the sub-working
10 group on in-vehicle safety devices for franchised buses.
11 So this is six days later, in the sub-working group.

12 If we go to page 4938-5, at paragraph 15 we see the
13 heading, "Installation of seat belts for all passenger
14 seats":

15 "Transport Department informed the meeting of their
16 view to retrofit seat belts for bus routes serving
17 long-haul passengers, or operating on expressways with
18 limited boarding or alighting activities at the en route
19 stops where passengers tend to use them. Transport
20 Department had already requested franchised bus
21 operators to provide return on the number of buses
22 involved in these service natures. New World/Citybus
23 emphasised that they did not [agree] to such retrofit
24 work unless it would be funded by the government.
25 New World also mentioned that it would take 3-4 skilled
26

1 labour one week to retrofit a bus (eg one man-month).
2 Taking into account the labour cost and material cost,
3 it was estimated that the retrofit cost for one bus
4 would be around \$240,000."

5 Then the final paper, I think, which I then need to
6 show you, is a paper which the Transport Department
7 provided by way of an update to the LegCo's Transport
8 Panel the following month, that's July of this year. We
9 will find that in TD-1 at page 403.

10 At page 403, we can see the heading, "For discussion
11 on 25 July 2018". It's to the Legislative Council Panel
12 on Transport, "Enhancement of safety of franchised
13 buses", and if you go through to page 412, you will see
14 that it's a paper which has been provided by the
15 Transport and Housing Bureau and Transport Department in
16 July.

17 The purpose of the paper is set out on page 403, and
18 the background is set out, referring to the working
19 group and its scope of work. There are various sections
20 in that paper. The one of relevance to seat belts,
21 I think I can take you directly to paragraph 16 which is
22 on page 409:

23 "Having regard to the points mentioned in
24 paragraphs 10 to 15 above ..."

25 And it's in that section where the detailed
26

1 matters -- I think which we have already gone through in
2 the previous notes.

3 "... the working group has arrived at the following
4 recommendations with a view to giving extra protection
5 to seated passengers:

6 (a) seat belts should be provided for all seats in
7 future procurement of new buses; and

8 (b) subject to further assessment on the technical,
9 operational and financial feasibility, consideration may
10 be given to retrofitting all seats in the upper deck
11 with seat belts on buses deployed for specific bus
12 routes, ie long-haul routes which are operated via
13 expressways with relatively fewer bus stops.

14 The Transport Department will require the franchised
15 bus operators to explore in more details in conjunction
16 with the bus manufacturers to ascertain the technical
17 feasibility of retrofitting seat belts on the upper deck
18 of different bus models, the operational and capacity
19 considerations in developing the timetable for the
20 retrofitting works and how such considerations may be
21 addressed, as well as the financial implications, in
22 order to decide whether and, if so, how all passenger
23 seats on the upper deck of existing double-deck buses
24 deployed for long-haul routes mentioned in
25 paragraph 16(b) can be retrofitted with seat belts. In

26

1 the meantime, the Transport Department will work with
2 the franchised bus operators to promote the use of seat
3 belts if they are available (at exposed seats or on new
4 buses)."

5 I think, in addition to those papers, I should also,
6 before asking you a couple of questions, refer you to
7 just some aspects of the evidence that the committee has
8 heard. First of all, evidence from Citybus, who gave
9 evidence at an early stage of the inquiry. We will find
10 this at Day 4 of the transcript at page 102.

11 CHAIRMAN: Which transcript bundle is this to be located in?

12 MR PETER DUNCAN: It will be in 2A, Mr Chairman.

13 CHAIRMAN: Thank you. To give this context, this is 30 May
14 2018.

15 MR PETER DUNCAN: That's right. That's before some of the
16 matters we have just seen.

17 The part I wish to bring your attention to is at
18 page 102. Perhaps I should go to the question, which
19 you will find at page 101, at line 15, where I am
20 examining Mr Samuel Cheng, who is a representative of
21 Citybus:

22 "Can you point to anything specific which you would
23 regard as beyond your financial capabilities at the
24 moment, but which, if it could be could funded, would
25 add materially to the matter of safety? Is there any
26

1 specific matter?

2 Mr Samuel Cheng: I cannot give any examples which
3 will substantially enhance the safety. Rather, there
4 are certain things which the public would think that,
5 when done, the safety would be enhanced.

6 I can give examples. Say, for example, this
7 morning, you explored the idea of retrofitting safety
8 seat belts for the upper deck. This morning, Mr Li
9 talked about the cost. It will be 15,000 to
10 20,000 pounds per bus, and we have got 1,100 buses
11 falling into this category. If they all have to be
12 retrofitted with safety belts on the upper deck, the
13 total cost, as we have given, will be HK\$180 million to
14 HK\$240 million."

15 That's Citybus.

16 Then if I could take you to Kowloon Motor Bus, more
17 recently, Day 15 --

18 CHAIRMAN: Perhaps before we leave that, there is
19 an observation that is relevant to the cost side of it,
20 and that's the usage side of it. That's at the bottom
21 of page 102. Perhaps you would draw Mr Weston's
22 attention to that. Line 19 -- or line 16, perhaps.

23 MR PETER DUNCAN: If I leave out the next couple of
24 paragraphs, Mr Weston, and pick it up at line 16:

25 "This morning, we have said that currently there are
26

1 certain exposed seats on board and they have been fitted
2 with seat belts, but then in fact I ride on the buses
3 many times. I seldom see passengers occupying such
4 seats put on the seat belts. In future, if you ask our
5 company to spend \$100 million to \$200 million, or more
6 than \$200 million to work on this, while we query very
7 much the effectiveness, of course, if the administration
8 would like to impose such a requirement, that is to
9 retrofit the seat belts, then I very much hope that the
10 government will provide a subsidy so that we can install
11 the seat belts.

12 So this is one of the examples. Thank you.

13 Chairman: So your point really is this: if the
14 government thinks that it's worthwhile doing because it
15 gives passengers who might want to put a seat belt on
16 the opportunity to do so, but it's your experience that
17 if they don't do so, then it's up to government to fund
18 this, rather than impose it on your own? Is that the
19 point?

20 Answer: If the government sees the need for seat
21 belts, in order for the passengers to put on the seat
22 belts if they want to, if that's the case then I hope
23 the government would fund the exercise because if we
24 fund it, it would be a waste of resources."

25 I think if you go to page 58 --

26

1 CHAIRMAN: Of this transcript on Day 4?

2 MR PETER DUNCAN: The transcript, yes.

3 CHAIRMAN: Yes.

4 MR PETER DUNCAN: -- there is a similar sentiment from
5 Mr Cheng at an earlier stage, at line 24 on page 58.

6 Yes, I had just referred to an extract from the forward
7 planning programme for Citybus, where Mr Cheng's
8 evidence is to this effect. I quote from line 25:

9 "It is feasible to install seat belts on all seats
10 or on all seats on the upper deck. However, our
11 observation shows that very few people wear the seat
12 belts currently available at the exposed seats. Without
13 any legislation to mandate the wearing of passenger seat
14 belts on a franchised bus and the enforcement authority
15 to strictly enforce the legislation, installing seat
16 belts on all [buses] will be a waste of resources
17 because vast majority of passengers will not wear seat
18 belts even though they are provided."

19 So, then, moving from Citybus to Kowloon Motor Bus.
20 Their evidence was given more recently, Day 15 on
21 13 September. That's in bundle 6 of the transcripts,
22 Mr Chairman.

23 CHAIRMAN: Thank you.

24 MR PETER DUNCAN: Day 15, page 18. At line 20, I have asked
25 a question about new buses having seat belts:

26

1 "Do I understand that the new buses will have seat
2 belts --"

3 Perhaps I need to go back a little further. At
4 page 15, line 24, Mr Roger Lee -- he is from Kowloon
5 Motor Bus -- is talking about the feasibility, first, of
6 installing safety belts on the upper deck for retrofit:

7 "To install safety belts on the upper deck,
8 technically speaking, we would have to consider the
9 issue of gravity. The government and ourselves -- well,
10 the government has consulted us for certain information
11 and our supplier conducting a technical assessment, and
12 the progress has been positive so far. The safety belts
13 are relatively heavy. If they are to be installed on
14 the upper deck, the government would have to conduct
15 tilt tests. If this is technically feasible, it won't
16 be an issue to install them. Whereas for the two main
17 suppliers, Volvo and ADL, the progress has been very
18 positive, however we would still have to wait until the
19 tilt tests are completed.

20 Question: Can you give the committee some idea as
21 to the financial implications of the retrofitting of the
22 seat belts?

23 Answer: This is not cheap, or should I say, in the
24 beginning of this year, a special committee of our
25 company issued clear instructions. Our buses procured
26

1 in 2019 and after would be fitted with safety belts. As
2 for the retrofitting of safety belts, where possible,
3 especially on long-haul routes, we would install safety
4 belts on the upper deck. We do not want to see further
5 accidents, so cost is not our main consideration. We
6 have not considered the financial implications yet.
7 Retrofitting of safety belts would cost about
8 \$200,000 per bus.

9 Chairman: That is on the upper deck?

10 ...

11 Question: ... Approximately how many buses do you
12 expect would be retrofitted, how many buses in your
13 fleet?

14 Mr Leung Kin Wang [another representative]: I think
15 nearly 3,600 long-haul buses."

16 Then there is an intervention at line 22 -- sorry,
17 Mr Roger Lee at line 11:

18 "I would like to add something. Currently, we have
19 4,200 to 4,300 buses. That is for KMB and Long Win Bus
20 combined. Some buses are fully equipped with safety
21 belts. For some others, as they will retire in the next
22 years -- for buses that will retire in two or three
23 years, they might not need to be retrofitted. For
24 long-haul buses, I do not have the exact figure, but
25 about one-third of our buses would go on long-haul
26

1 routes, so that comes to about 1,000."

2 Then the chairman at line 22:

3 "Before you move on ... earlier, Mr Lee, you said
4 this involved retrofitting 3,600 long-haul buses. Are
5 you now correcting that statement and in fact it
6 involves 1,000?

7 Answer: Yes."

8 At line 5:

9 "I'm just trying to do the mathematics. 1,000 buses
10 at \$200,000 per bus?

11 Mr John Chan: Yes.

12 Question: \$200 million?

13 Dr Norman Leung: Yes.

14 Question: Is the cost of that something that has
15 been discussed with the government?

16 Mr Roger Lee: No."

17 Finally, as regards material data I need to bring to
18 your attention, we have the evidence from the Hong Kong
19 Police Force representatives.

20 CHAIRMAN: Before you move on to that, there is something in
21 the transcript that you have just read out, at page 16,
22 line 17:

23 "... in the beginning of this year, a special
24 committee of our company issued clear instructions. Our
25 buses procured in 2019 and after would be fitted with
26

1 safety belts. As for the retrofitting of safety belts,
2 where possible, especially on long-haul routes, we would
3 install safety belts on the upper deck."

4 I think, to give that context, it would be relevant
5 to refer to the report to the Commissioner for Transport
6 by KMB on the bus accident on the Tai Po Road which is
7 to be found at KMB-1A at page 98, and to paragraphs 39
8 and 40.

9 MR PETER DUNCAN: Do you have that in front of you,
10 Mr Weston?

11 MR MIKE WESTON: Yes.

12 MR PETER DUNCAN: KMB-1A/98.

13 CHAIRMAN: Just to give you the context, Mr Weston, this was
14 a report that the Commissioner for Transport required
15 KMB to give in a period of a month. I think it was
16 delivered on 12 March.

17 This precedes the very first day, which was the
18 following day, when the working group met, and its
19 agenda was provided to those who attended.

20 Perhaps I could invite you, Mr Duncan, to read this
21 out, so we have it in the transcript, informing us as to
22 the position taken by KMB in advance of any working
23 group.

24 MR PETER DUNCAN: Yes.

25 If you go back to page 98 of this bundle, Mr Weston,
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1 you will see this is issued on 12 March. At
2 paragraph 39 the bus company say, in their report to the
3 Commissioner for Transport:

4 " In the aftermath of the incident, a number of
5 comments and suggests have been raised by members of the
6 Legislative Council, the media and members of the public
7 on measures which should be considered with a view to
8 enhancing the safety of public bus operations and of bus
9 passengers. The special committee has considered these
10 issues, in consultation with KMB's bus suppliers, and
11 made various recommendations which KMB's management will
12 be implementing or further examining.

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

19 CHAIRMAN: Thank you.

20 MR PETER DUNCAN: If I could then finally take you to the
21 evidence from the police. This is Day 17 of the
22 hearing. That was held on Monday, 24 September. That
23 will be in transcript bundle 7, Mr Chairman.

24 CHAIRMAN: Thank you.

25 MR PETER DUNCAN: If I could bring your attention, please,
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1 to page 50. The exchange is between the chairman and
2 Mr Auyeung, with Mr Stephen Baker, who is
3 a representative of the police force.

4 CHAIRMAN: Chief Superintendent Baker.

5 MR PETER DUNCAN: Thank you.

6 I think probably I need to pick it up at page 49,
7 where the chairman has indicated that the provision of
8 seat belts is required for public light buses, and the
9 chairman at line 8:

10 "But they do for PLBs.

11 Answer: They do, sir, yes.

12 Chairman: And what is the ease with which that is
13 enforced or the difficulty?

14 Answer: It is difficult to enforce, and it is not
15 enforced regularly. I would say it is enforced
16 occasionally, when officers decide to take enforcement
17 as a road safety issue. There is always more than one
18 aspect to road safety -- publicity -- but it is also
19 coupled with enforcement from time to time.

20 ...

21 I was going to add that we hope that people won't
22 obey the law only because they feel they might be
23 prosecuted for it, for not following the law. Yes.

24 Chairman: It took a long time to persuade people
25 when they had a choice that they should wear seat belts

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1 in cars.

2 Answer: Yes, sir. But going back to my earlier
3 comment, in our view, it is better if people have the
4 option to improve their own road safety, as a matter of
5 choice.

6 Then Mr Auyeung raises this question:

7 "Just a quick question on the seat belt. Using the
8 experience you have on the PLB, how successful has the
9 police force been on enforcement?

10 Answer: I don't have enforcement figures, but, like
11 I say, I would hope that people would follow the law
12 because it was good for them rather than because they
13 would be prosecuted if they didn't.

14 Chairman: But, as you said earlier, most people
15 don't wear them on public light buses, enforcement is
16 difficult, and one can see why, and you would expect
17 that same trend to obtain with buses?

18 Answer: I would, sir, yes."

19 So there is a lot of information there I have asked
20 you to digest, Mr Weston, but you can see what appears
21 to be looming here. First of all, not just looming, but
22 apparently decided that with regard to new buses,
23 henceforth it is proposed that all buses be fitted with
24 seat belts for each seat, irrespective of whether that
25 bus is plying an urban route, presumably a very crowded

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1 route where there is provision for standing passengers.
2 That's the first issue, and we have heard that the
3 additional cost to the bus companies for that facility
4 would be something like 5,000 pounds per bus. So that's
5 one aspect.

6 The second aspect is the retrofitting of the upper
7 deck seats, where it is technically possible for buses
8 which are plying on specific routes, exemplified by
9 expressways, at a total cost, if we take the two major
10 franchisees, of something like \$400 million.

11 So what I think the committee would appreciate would
12 be your reaction to these two matters, first of all the
13 provision for seat belts on each and every new bus, at
14 that not insignificant cost, and then secondly the
15 provision of a retrofitting on those buses which ply the
16 expressways and those specific routes.

17 Would you be able to assist the committee with your
18 views on those?

19 MR MIKE WESTON: Yes. I will give some sort of general
20 observations. I think, on first sight, it seems, from
21 the evidence this afternoon, that the decision to
22 install seat belts has been more led by technical
23 feasibility than assessment of the benefits. So there
24 has clearly been a very in-depth technical assessment
25 about whether it's possible. There has clearly been

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1 some work around the costs. What seems to be missing is
2 whether there is any real benefit.

3 I could conclude from the evidence this afternoon
4 that the decision to adopt seat belts in Hong Kong by
5 the franchised bus operators has been as quick
6 a decision as TfL's decision to dismiss seat belts. We
7 spoke earlier this morning about TfL's dismissal of seat
8 belts as an option, and maybe this has been as quick the
9 other way.

10 I think it is clear that seat belts clearly have
11 a benefit in an accident, whether it is a car or any
12 other vehicle, it's clearly a benefit, but it must be
13 worn, and we have talked -- or there is evidence around
14 the enforcement issue and the ability to enforce the use
15 of the seat belt.

16 The other issue that hasn't been mentioned and
17 I haven't seen in any of the evidence but I would also
18 be worried about is the ability to maintain these seat
19 belts in working order. At the end of the day, you will
20 buy a new bus with seat belts, and it is clearly
21 important then that if the Transport Department and the
22 franchised bus operators are going to encourage
23 passengers to use these seat belts, it's clearly
24 critical that they are maintained in working order, and
25 that in itself is potentially a massive financial

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1 obligation and a massive time obligation. So there is
2 an issue around maintenance, into continuous
3 maintenance.

4 I think in my mind the bit that is missing in a lot
5 of this assessment is really the cost/benefit, and
6 really considering the cost of seat belts, and certainly
7 the retrofitting is a huge cost. Even in new buses, the
8 5,000 pounds is still a fairly significant cost compared
9 with the overall cost of the vehicle.

10 The key question is what are the benefits of that
11 investment in terms of seat belts, in terms of reducing
12 injuries, compared with how that money could be spent on
13 other safety measures across the network. I think one
14 of the worries is that, you know, the commitment by
15 people like KMB to invest such huge sums of money is
16 credible, it's good, should be welcomed, but the danger
17 is some other technology is waiting to be installed that
18 then can't afford to be installed because the money has
19 been spent on seat belts.

20 So I think there's a whole piece of work missing
21 here about, for every dollar that's invested in bus
22 safety, are there bigger benefits to be obtained by
23 intelligent speed adaptation/assistance, autonomous
24 braking, front-end design, can that money be spent more
25 wisely on other things? And I think the worry is once
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1 the money has been spent on this, it's been spent.

2 Ultimately, from my understanding of the system in
3 Hong Kong, this money can only come from three places.
4 It can either come from the existing profits of the
5 franchised bus operators -- although I have read some
6 evidence that suggests that's not great -- it can come
7 from the passengers in terms of increased fares, or it
8 can come from the government; it's got to come from one
9 of those three sources.

10 So there's a question about can that money be spent
11 in a better way and get stronger results? If we added
12 up all those figures, it's a significant amount of
13 money, and I would question whether it could be spent on
14 other forms of technology that would get better results.

15 However, I think just drawing on a bit of
16 a difference between London and Hong Kong which I think
17 is significant -- the decision -- TfL appear to be
18 saying they are not really considering seat belts, but
19 London is a very flat environment. There are very, very
20 few roads where buses can run above 40 or 50 miles
21 an hour. Buses generally don't go on expressways or
22 motorways in London, so most buses are what you would
23 term urban in London, where clearly in Hong Kong you
24 have some quite challenging topography and you have some
25 fast roads. So in my mind, I think I would be looking

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1 at how you deal with those high-risk routes as opposed
2 to a blanket one-size-fits-all in terms of solution.

3 So I think there could be some routes which are
4 strong candidates for seat belts but it probably needs
5 to be perhaps more selective as opposed to a blanket
6 approach.

7 As I say, I think I would be interested in asking
8 questions around what is the ongoing maintenance
9 commitment going to be, in ensuring these seat belts are
10 in working order.

11 CHAIRMAN: Can I ask you to move closer to the microphone.

12 MR MIKE WESTON: In ensuring these seat belts are in working
13 order and are maintained properly, because that's quite
14 rightly, if there is a strong campaign to encourage
15 their use, the public then have a right that those seat
16 belts are working when they get on a franchised bus.

17 CHAIRMAN: Are you able to give us any idea of the cost of
18 maintenance of seat belts? I am right, am I not, in
19 thinking that they are required to be installed and worn
20 on coaches, in the United Kingdom?

21 MR MIKE WESTON: Yes. I suspect the challenge in London, if
22 they were on service buses, would be -- the challenge in
23 terms of maintenance would probably be in terms of
24 vandalism and -- well, vandalism of the strap or of
25 people putting things into the holder. So I suspect the
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1 challenge --

2 CHAIRMAN: Fortunately, in Hong Kong, that's very unlikely
3 to be the problem. Are there any --

4 MR MIKE WESTON: Which is less of an issue.

5 CHAIRMAN: -- technical factors about maintenance that might
6 be the problem here?

7 MR MIKE WESTON: I don't know. But I would be surprised if
8 there wasn't some regular maintenance requirement of
9 seat belts. On coaches in the UK, clearly, probably
10 vandalism is less of an issue or potential vandalism is
11 less of an issue.

12 Maybe if I can just refer to some interesting TfL
13 data in my submission, which I think was appendix D of
14 my submission, which --

15 CHAIRMAN: Just a moment.

16 Mr Duncan, can you give us a page number for that?
17 Appendix D.

18 MR MIKE WESTON: It was the presentation by TfL to myself
19 and the chairman.

20 MR PETER DUNCAN: 160, we believe, Mr Chairman.

21 CHAIRMAN: Thank you.

22 MR MIKE WESTON: There is an early slide of that
23 presentation that --

24 CHAIRMAN: Do you have a page number for us so we can --

25 MR MIKE WESTON: I don't. That one there, yes. Backwards,
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1 sorry. Yes, that's it.

2 CHAIRMAN: Yes.

3 MR MIKE WESTON: This is data for 2017, showing slips, trips
4 and falls on buses: 3,074 in the year 2017. I think it
5 helpfully illustrates that the majority of injuries to
6 passengers on board were those standing, while the
7 vehicle is in motion, while they are boarding or
8 alighting, while they are climbing or going up or down
9 stairs. 13 per cent is seated passengers. So there are
10 about 400 incidents of the 3,000 down to seated
11 passengers, which suggests that perhaps the focus needs
12 to be on -- as much as those, also needs to be on those
13 standing and moving around the bus whilst it's in
14 service.

15 I think that just hopefully illustrates the sort of
16 breakdown of the injuries in London by what the
17 passenger is doing on the bus at the time.

18 CHAIRMAN: In the statistics that we have in the forward
19 planning programme, Mr Duncan, KMB, for example, 2018 to
20 2022, distinguish between people who lose their balance,
21 which is how we describe "slips, trips and falls", from
22 people who are injured in their seat. My memory is that
23 in that year -- though I think, looking at the figures
24 for 2015 and 2016, two years -- 51.5 per cent were
25 standing, or "lost balance" is the way it's put, and

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1 only 1 per cent were injured in their seats, which
2 suggests perhaps a lower rate of injury for seated
3 passengers.

4 MR PETER DUNCAN: That does accord with my recollection,
5 Mr Chairman, but I will ask my assistant to try and turn
6 up the FPP reference to that.

7 CHAIRMAN: Yes.

8 One of the other issues that will arise if one was
9 addressing this as a topic -- as required by the LegCo
10 members in this panel, please have a look at seat belts,
11 as you have seen -- would presumably be, first of all,
12 what damage happens if you are not wearing a seat belt,
13 and from the figures I have just quoted, the main damage
14 appears to be people standing up or moving down
15 staircases, moving around the bus, as opposed to people
16 seated at seats, which seems to be small.

17 The other issue would be the usage of existing seat
18 belts on a bus, and would it not be sensible to have
19 some kind of survey to get empirical data about the
20 actual usage, rather than the managing director of
21 Citybus, who did tell us that he was a passenger on
22 buses frequently, say, "Nobody wears them"? Would it
23 not be sensible to have empirical data?

24 MR MIKE WESTON: It would be very easy to do, I would have
25 thought, from perhaps CCTV observations and sampling of
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1 a certain number of journeys. It would be probably
2 quite an easy thing to come up with, a current usage
3 rate.

4 But I would hope that if a decision to fit the seat
5 belts carries forward, there would be a strong campaign,
6 a publicity/marketing campaign, to encourage their use,
7 because at the end of the day, once the decision has
8 been taken to make that investment, let's hope that at
9 least the effort is then put in to maximise the benefit
10 from that investment.

11 But, as the data from TfL shows, it probably
12 supports the case in Hong Kong that that's not the
13 biggest issue in terms of passengers on board a vehicle.

14 CHAIRMAN: Perhaps another factor would be to conduct
15 a survey asking people if, because the authority thought
16 and the bus company thought it would be a safe thing to
17 do, to install seat belts, "Would you be prepared to use
18 them? What's your willingness to use them?"

19 Such a survey was conducted back in 2007, I think.
20 Perhaps Mr Duncan can find that reference. 2,200 people
21 were called up by telephone is my memory.

22 MR MIKE WESTON: I suspect, Chair, that there is a danger
23 with that question, in how it's asked, that people will
24 give the answer that they are expected to give.

25 CHAIRMAN: The opposite of the question asked at the
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1 referendum about Brexit.

2 MR MIKE WESTON: Yes. "Of course I would wear the seat
3 belt", but their actions in practice may be different.

4 CHAIRMAN: Yes.

5 MR MIKE WESTON: That's the challenge with one of those
6 sorts of questions.

7 CHAIRMAN: I understand, but I assume it was done
8 professionally, since the Transport Department quoted
9 the statistic.

10 MR MIKE WESTON: Yes. But again, it goes back -- I'm not
11 sitting here saying that the seat belts are necessarily
12 a bad idea. My question is can that amount of money
13 which has been quoted this afternoon be spent in a more
14 cost-effective -- in a more beneficial way and result in
15 greater benefits in terms of injuries to passengers and
16 other road users. That's the question.

17 CHAIRMAN: Your concern is that if the money is spent and
18 the pot is emptied, then money that might have been more
19 usefully, more beneficially, spent on other aspects of
20 safety will not actually be available to be spent?

21 MR MIKE WESTON: Exactly, and where we currently are, the
22 operators have made a financial commitment for future
23 years and could that financial commitment get greater
24 benefits somewhere else?

25 CHAIRMAN: Just let me explain. We are going to take
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1 a short adjournment, and the reason for that is that
2 Prof Lo has a commitment elsewhere that he must keep,
3 but we are going to continue with our hearing and
4 Prof Lo will have available not only the transcript of
5 the proceedings but also the audio tape. But it is
6 necessary now for us to take a short adjournment while
7 Prof Lo is able to leave.

8 So we will take two or three minutes. Thank you.

9 (3.40 pm)

10 (A short adjournment)

11 (3.44 pm)

12 (In the absence of Prof Lo)

13 CHAIRMAN: Thank you.

14 Yes, Mr Duncan.

15 MR PETER DUNCAN: Thank you, Mr Chairman.

16 I am actually going to leave the topic of seat belts
17 now, Mr Weston.

18 CHAIRMAN: Were you able to turn up the figures that I had
19 in mind?

20 MR PETER DUNCAN: Not precisely, Mr Chairman, no, I'm
21 afraid. Once we do locate what we think is being
22 referred to, we will bring that to the committee's
23 attention.

24 CHAIRMAN: I think they are on the screen.

25 MR PETER DUNCAN: Yes. I'm not sure that gives the
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1 distinction that Mr Chairman was referring to. It's
2 certainly got the loss of balance of 54 per cent.

3 CHAIRMAN: There we are: loss of balance, 54 per cent;
4 injury to passenger inside bus, that's 3 per cent.

5 MR PETER DUNCAN: Yes.

6 CHAIRMAN: And that I understand to mean the seated
7 passenger, because that's the distinction between
8 someone who has loss of balance.

9 MR PETER DUNCAN: Yes. I understand.

10 CHAIRMAN: To all events, it's a very marked difference in
11 the small number of people injured while seated,
12 although for obvious reasons there must have been
13 a basis for installing seat belts on exposed seats. So
14 the seat belts on the upper deck, at the front, I think
15 came about because people were projected out of the bus.
16 So at some stage a rail was put there, I think earlier,
17 and then seat belts.

18 Then there are obvious places seated in the lower
19 deck where there is no obstacle immediately in front of
20 you, so if you are seated with another seat in front of
21 you, you haven't got very far to go, and that seems to
22 have been the rationale to that limited use.

23 MR PETER DUNCAN: I will just give you the reference to that
24 page, Mr Chairman, which is now being shown. It's
25 KMB-12, page 5115.

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1 CHAIRMAN: Thank you.

2 MR PETER DUNCAN: So, subject to any other comments or
3 questions, Mr Weston, I'm going to move away from seat
4 belts and actually move to the final topic that I've got
5 that I wish to explore with you.

6 That arises from page 149 of your report. I beg
7 your pardon, it's page 146 initially. It's the issue of
8 fatigue management, which we can see on page 146, in the
9 introduction to the bus safety programme, was a recent
10 addition to the bus safety programme. I would like just
11 to ask you a few matters about this.

12 At page 149, at paragraph 7.6, you say in the last
13 paragraph:

14 "It is also clear that there has ... been a shift
15 towards 'behavioural safety' such as fatigue
16 management."

17 Could you give the committee the benefit of your
18 information with regard to that shift, and what is
19 constituted by "behavioural safety"?

20 MR MIKE WESTON: Yes. I think the shift is that
21 traditionally safety management has been around risk
22 assessments, accident investigation, and often coming up
23 with physical changes to either bus design or to
24 suggested changes to road layout or changes to working
25 practices.

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1 One of the things that's certainly come out as part
2 of the bus safety programme -- and it came out very
3 strongly when the chairman and myself were meeting the
4 London operators in August -- is that operators are now
5 trying to dig further down into what the root causes of
6 incidents may have been, and as part of that looking at
7 the sort of behavioural impact of drivers.

8 An example in terms of fatigue management may be if
9 a driver has an accident, traditionally the driver would
10 have been interviewed, and the questions very much would
11 have around what happened at the time of the accident,
12 what were the factors, was the driver a contributory
13 factor in the accident, very much focused on the
14 incident itself.

15 What a lot of the operators are starting to do --
16 and we saw examples -- is starting to look beyond the
17 accident and the incident itself, starting to talk to
18 drivers about what was happening perhaps half an hour
19 before, had they had any conflicts with passengers that
20 may have acted as -- may have not been a direct impact
21 on the accident but it was a distraction with them, if
22 they had had an argument with a passenger maybe half
23 an hour before; talking to drivers about their
24 lifestyle. What one operator noticed, from some
25 analysis they had done, is that often a lot of their
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1 longer-serving drivers who had a very good safety
2 records were far more conscientious about turning up for
3 work early, giving themselves plenty of time to check
4 their bus before they went into service, perhaps go to
5 the toilet before they go into service, perhaps have
6 a cup of tea before they go into service. So often
7 these drivers were more conscientious about turning up
8 on time, and in some interviews they had done -- and
9 also more conscientious about making sure they went to
10 bed at the right time the night before.

11 So operators appear to be broadening out their
12 thinking about how they look at safety from
13 investigating the incident itself and the factors around
14 that incident, to a broader looking at driver behaviour
15 and the impact that may have on fatigue. There are
16 examples in bus companies whereby every night bus driver
17 has a regular interview around their shift patterns and
18 anything that might impact on their ability to drive at
19 night.

20 So it's a sort of shift away, in simple terms, from
21 investigating incidents, to try to look at driver
22 behaviour more broadly.

23 CHAIRMAN: In that context, as I recall, questions asked
24 about why you want to be a night-time driver: is it
25 because you are delivering children to school and

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1 picking them up during the day, so that in fact you are
2 not actually getting a proper, sustained rest; you are
3 looking after family and doing a full-time job?

4 MR MIKE WESTON: Yes, and there were concerns expressed by
5 some bus companies that one of the reasons they do
6 regularly interview night bus drivers is to make sure
7 that their work-life balance is right, and obviously
8 a lot of pressure in big cities like London where
9 drivers may have to share family responsibilities with
10 their partners, to take children to school, then get
11 home, then perhaps have three or four hours' rest before
12 picking them up and then going to drive at night. So
13 companies are very conscious of making sure that they
14 understood more about a driver's ability to do the types
15 of shift they were being asked to do, which I think is
16 a new approach than has traditionally been the case.

17 MR PETER DUNCAN: To what extent is fatigue management made
18 part of the training of bus drivers?

19 MR MIKE WESTON: Probably not as much as -- probably not
20 that much, historically, and I think there are
21 opportunities for a lot of this work to actually up the
22 sort of interaction around the whole issue of fatigue
23 management.

24 I personally don't think it's around bus drivers'
25 hours. I think perhaps -- the danger is that the amount

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1 that bus drivers drive could be again another quick
2 reaction to a problem, a bit like seat belts. I don't
3 really think that's the issue. I think the drivers'
4 hours and regulations in the UK are pretty well
5 established. There is no suggestion that they allow
6 excessive driving hours. It's about making sure drivers
7 take enough rest between their shifts and they are not
8 doing other jobs, although most London bus operators
9 weren't overly worried about secondary employment, but
10 a lot of them did have processes in place to check that
11 drivers weren't undertaking secondary employment.

12 But I think this whole issue of fatigue management,
13 and also supporting drivers in getting enough rest and
14 living the right lifestyle to do the job, is just
15 becoming more of a focus.

16 CHAIRMAN: Bus companies in London have access to the
17 register, if that's the right name, of drivers who are
18 allowed to drive minicabs and Uber, and so on; is that
19 correct?

20 MR MIKE WESTON: Yes. So TfL, Transport for London, is the
21 licensing authority for taxis and private-hire drivers
22 and vehicles, and so they are able to share that
23 database with the bus operators, so the bus operators
24 can satisfy themselves that some drivers aren't also
25 driving for minicab companies as a way of boosting their
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1 income, because I think most bus companies see, quite
2 rightly, that bus driving is a primary job and if you
3 are full time it should be your only job, because you
4 should be resting the rest of your time.

5 CHAIRMAN: Am I right in recalling that some bus companies
6 have some kind of limited checking of that information,
7 surveillance of some kind?

8 MR MIKE WESTON: Yes. I think most of the checking tends to
9 be reactive, reactive to incidents or to information
10 that's received. So very few companies do blanket
11 checking of whether the drivers are doing other things,
12 but it will be in response to certain incidents, like,
13 for example, if a driver is off sick, sometimes they get
14 information to suggest the driver is working somewhere
15 else, and they will then follow that up with their own
16 internal investigation.

17 But, in summary, I think we are just seeing a shift
18 from investigations very, very focused on the incident
19 itself to try and look at the root causes, and trying to
20 dig down more into what some of the root causes of
21 accidents may be. Where traditionally and historically
22 there's probably been very much a culture of -- were we
23 as the bus company blameworthy or not blameworthy, and
24 that's almost been the point where the investigation has
25 ended, "Our driver wasn't blameworthy, it was the third
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1 party, there's a financial claim against the third
2 party, that's investigation finished."

3 I slightly exaggerate to make the point, but I think
4 what's happening now is there is more work going into
5 identifying the root causes, and some of those root
6 causes may only be small contributory factors but from
7 that you can learn things that allow you to improve the
8 safety culture and the safety practices.

9 CHAIRMAN: Where is the initiative coming from in this
10 gradual change of approach to fatigue management?

11 MR MIKE WESTON: It's coming from the renewed focus of
12 Transport for London to improved safety, and I think the
13 operators see that as a joint responsibility. I don't
14 think the bus operators in London have ever been
15 dismissive of safety management, and it's a constant
16 journey that in reality you will never finish because
17 you can always become safer and safer. In our
18 discussions in London in August, I think it was the
19 managing director of Go-Ahead London was saying that
20 when he joined as a apprentice probably 35 to 40 years
21 ago, the biggest risk was people slipping over in
22 garages because they were covered in diesel oil. That
23 risk was eliminated years ago. So it's just a case of
24 bus companies having to become more and more
25 sophisticated to reduce the risk even further in
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1 operational areas.

2 So I think it's a constant process but everybody is
3 becoming more focused and more sophisticated.

4 MR PETER DUNCAN: Does Transport for London govern the
5 training of bus drivers or is that left entirely to the
6 bus operators?

7 MR MIKE WESTON: There are two key aspects to training.
8 There's the driving test itself, which is a Department
9 for Transport national requirement. So, to get a public
10 service vehicle driving licence, you have to undergo
11 a driving test which is undertaken by either the
12 government agency, the Driver and Vehicle Standards
13 Agency, or a lot of bus companies will have dedicated
14 examiners, so they will have their own examiners who can
15 self-test but obviously are overseen to maintain
16 standards.

17 Once you have your driving licence, every bus driver
18 in the UK, and it applies -- it's European
19 legislation -- has to do five days of accredited
20 training every five years. Most bus companies will have
21 a day's accredited training each year, and that is to
22 maintain a bus driver's certificate of professional
23 competence.

24 So those requirements apply to all bus and coach
25 drivers across the whole of the UK, not just to London.

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1 What London then does, it requires certain training
2 courses to be undertaken, and the main one is
3 an accredited qualification, accredited by
4 an organisation called City and Guilds, which is called
5 Professional Bus Driving in London, and it is a course
6 that drivers must complete within one year of becoming
7 a London bus driver, and they must complete that
8 accredited training.

9 In addition, TfL has also developed some training
10 that's been part of the five days of accredited
11 training. So I refer in my report to one called In The
12 Zone, which was a half-day training course that we
13 developed, which was then delivered by bus company
14 trainers to all bus drivers, and it was effectively
15 a training course that used videos to show how drivers
16 manage and assess risk, and basically it was a series of
17 videos that took a bus driver through a typical morning
18 and showed you different outcomes depending on how they
19 had assessed risks during that half-hour prior to
20 an accident and various incidents that took place. It
21 was trying to illustrate that your behaviour and your
22 risk assessment as you are driving can dramatically
23 affect the outcome. So that was a half-day's training.

24 Then, more recently, they have undertaken something
25 called Hello London which is a two-day training that all

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1 25,000 bus drivers in London have been through, and this
2 was centrally organised and delivered by Transport for
3 London. This was about trying to enhance customer
4 experience and customer satisfaction, because one of the
5 key areas where Transport for London and the bus
6 operators were being criticised was around driver
7 interaction with customers and the customer satisfaction
8 with bus drivers.

9 So it was very much aimed at trying to improve the
10 interaction and the customer service drivers gave to
11 passengers.

12 CHAIRMAN: What was this course called?

13 MR MIKE WESTON: It was called Hello London, and it was
14 delivered to a group of 100 drivers at a time, and it
15 took two years to complete all 25,000 bus drivers. It
16 was delivered by a small team of actors using
17 interactive training. So they would play out a scenario
18 and they would get drivers to comment on how they may
19 have handled that differently.

20 It didn't specifically have a direct link to safety,
21 but fair to say that because it was trying to get
22 drivers to interact with passengers more positively and
23 to manage difficult situations with passengers --
24 I mean, one of the views is that if drivers can become
25 less stressed and agitated by the way in which they deal
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1 with passengers, then hopefully they are less distracted
2 when they are driving the vehicle after that incident or
3 that interaction. So there is a link to safety because
4 I think it was trying to help drivers deal with
5 difficult situations and to defuse situations from
6 becoming more difficult.

7 CHAIRMAN: So this would include the abusive/aggressive bus
8 passenger?

9 MR MIKE WESTON: Yes, and one of the scenarios in the
10 training is how you deal with that type of passenger,
11 and the way to deal with it is not to necessarily react,
12 and certainly not to get out of your cab and talk to the
13 person. It's to try and pull back from it and
14 hopefully, in most cases, that passenger will then board
15 the bus and move on. And that becomes a distraction.
16 That becomes a distraction to your focus on driving,
17 so ...

18 CHAIRMAN: This was a course provided -- structured by
19 Transport for London?

20 MR MIKE WESTON: Yes, structured by Transport for London,
21 accredited with the accreditation agency, so it counted
22 towards bus drivers' CPC, certificate of professional
23 competence training, and in this case delivered
24 centrally by Transport for London contractors. So it
25 was a big commitment. But it was also trying to

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1 achieve -- one of the other criticisms from passengers
2 often is inconsistency between drivers, and it was
3 trying to achieve more consistency in how drivers deal
4 with situations and how drivers deal with passengers.

5 As part of the bus safety programme there is the
6 intention to have another safety-related course,
7 centrally delivered and centrally accredited, as part of
8 the bus safety programme, I think sometime in 2019.

9 CHAIRMAN: Presumably, the course was structured so that
10 actors acted out a particular script, and the group of
11 drivers were asked to respond to it? Is that how it was
12 done?

13 MR MIKE WESTON: Yes. There were various scenes, and the
14 first scene of day one was a driver coming into the
15 garage. He asked to swap his shift in a week's time
16 because he's got a family commitment. The supervisor is
17 very dismissive of his request. He then has an argument
18 with the supervisor, then gets on the bus, then drives
19 the bus, and then a passenger gets on, but because he's
20 in a bad mood a fairly minor situation becomes a bigger
21 issue with a passenger.

22 So, initially, interestingly, a lot of the drivers
23 sit there -- so when the actors say to the drivers,
24 "Would you have dealt with that differently?", initially
25 the reaction often is, "No, the supervisor was wrong,

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1 they should have been more friendly or more helpful and
2 the passenger could have been nicer or more polite", and
3 then slowly they bring the drivers around to say,
4 "I suppose if we had done this differently and that
5 differently, maybe the outcome would have changed", and
6 then the actors re-act that scene, taking on board those
7 suggestions. It's trying to show that, yes, it might be
8 somebody else's fault but you can change the outcome and
9 you can influence what happens, and it is quite
10 interesting to observe, to see how drivers come around
11 to a different way of thinking, because their initial
12 reaction often is that everybody else is at fault,
13 "There's nothing I could have done better", but that
14 changes.

15 CHAIRMAN: Is the, as it were, syllabus of this course
16 available in written form?

17 MR MIKE WESTON: It should be. We can certainly find out.
18 It's been accredited by independent accreditation agency
19 for the CPC, but I would be very surprised if Transport
20 for London weren't willing to share it with the
21 committee anyway.

22 CHAIRMAN: Perhaps we might invite you to make those
23 enquiries.

24 MR MIKE WESTON: Yes.

25 CHAIRMAN: Just as a template of the kind of issues.

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1 Obviously local characteristics would present
2 a different script, but it might be that the formula
3 might be similar, or at least consideration could be
4 given to it.

5 MR MIKE WESTON: Yes. I will make the request.

6 MR PETER DUNCAN: Do we see some details with regard to the
7 In The Zone training and the Hello London initiative on
8 pages 144 and 145 of your report?

9 MR MIKE WESTON: Yes.

10 MR PETER DUNCAN: Just going back to the question of fatigue
11 management, can I bring your attention to page 146 and
12 the last paragraph on that page, when I think, during
13 the course of your preparation for your report, you had
14 discussions with London bus operators and witnessed
15 a demonstration of a driving fatigue monitoring system
16 called Seeing Machines, and you've given details of that
17 in that paragraph.

18 Has this actually been implemented by the bus
19 operators yet, or is this something which is still under
20 trial?

21 MR MIKE WESTON: No. This is one of the trials that has --
22 it's been trialled by a bus operator, in this case it
23 was RATP, and as part of -- and it's being assessed by
24 TfL to consider whether it should feature in their bus
25 safety standard. So I think, as part of the safety
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1 innovation fund, there were two trials of fatigue
2 management. There was the Seeing Machines and there was
3 another system that whilst it detected when drivers'
4 eyes were starting to close and it vibrated their seat
5 and it alerted the control room, it didn't video the
6 incident, so it was very difficult then to
7 retrospectively talk to the driver about what was
8 happening because it wasn't capturing a video of the
9 situation. With this system, it actually keeps the
10 videos and captures the video of the driver, so it's far
11 easier to engage and have a discussion with the driver.

12 The intention of the discussion is to move the
13 discussion into fatigue management, "The video suggests
14 you were starting to nod off and go to sleep; is there
15 any reason why that might be the case?" It might prompt
16 a discussion about some medical condition that perhaps
17 a driver hasn't declared. It's a useful way to create
18 a dialogue with the driver about their lifestyle.

19 So, from the various things trialled, this seemed to
20 be one of the stronger systems in terms of monitoring
21 driver fatigue.

22 CHAIRMAN: And this facility had a real-time function as
23 well, did it not?

24 MR MIKE WESTON: Yes.

25 CHAIRMAN: So that the image that was captured was sent to
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1 a control room, I think in the United States?

2 MR MIKE WESTON: Yes.

3 CHAIRMAN: And the controller in the United States would
4 then contact the control room in the bus company, who
5 communicated a real-time alert to the driver?

6 MR MIKE WESTON: Yes. Clearly, if the driver had at that
7 point fallen asleep, then that sequence of events
8 wouldn't stop any subsequent accident, but the idea is
9 that somebody in the central control room verifies that
10 it is a fatigue incident and then prompts the bus
11 company to speak to the driver as soon as possible to
12 either ask them if there is any issues and certainly
13 interview them when they return to the garage, to assess
14 what the causes might have been.

15 As it says on the bottom of that page, the operator
16 has observed a 25 per cent reduction in incidents since
17 May on that one route, so quite a significant result and
18 quite a significant benefit.

19 MR PETER DUNCAN: At present, are there any fatigue
20 monitoring systems in place in London buses?

21 MR MIKE WESTON: Only the trials. Only the trials. But we
22 will --

23 CHAIRMAN: But they are available or used, are they not, on
24 the Croydon tram?

25 MR MIKE WESTON: Yes. They were fitted to -- I think it was
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1 the same system, if I recall, Seeing Machines, was
2 fitted to the Croydon trams following an incident,
3 a serious accident, last year, I think it was, or the
4 year before, and a lot of long-distance coaches have
5 similar systems. I think National Express have
6 a similar system for driver fatigue, partly because
7 probably driving on an expressway, motorway, at
8 a constant speed, there is more chance of fatigue. So
9 it's become the norm in that industry, but it will be
10 interesting to see whether TfL, once they have gone
11 through their cost/benefits analysis, these various
12 options, decide this is one that should feature in their
13 basket of proposals for their bus safety standard.

14 CHAIRMAN: The Croydon tram accident happened at the very
15 early morning, did it not, around 5 o'clock in the
16 morning or something like that?

17 MR MIKE WESTON: Yes, very early. It was a change of speed
18 limit, so the speed limit going down from I think
19 50 miles per hour to 30 or something like that, and the
20 driver not observing the speed limit on a fairly tight
21 curve on the system.

22 CHAIRMAN: So the issue really is whether or not there might
23 be a difference between coach drivers on long, boring
24 motorways, tram drivers in the early hours of the
25 morning going down a track, compared with a bus driver

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1 having to stop every 300 or 400 yards, you wouldn't
2 expect him to be going to sleep; is that the
3 distinction?

4 MR MIKE WESTON: I think that's the distinction, but then
5 there are times of the day, even for a London bus
6 driver, where early in the morning, it's not as busy,
7 you might not be stopping at many stops, nighttime
8 drivers, in certain directions it can be a lot quieter.
9 So there are situations -- you would naturally assume
10 there is so much going on on a London road or even here
11 in Hong Kong that you wouldn't have time to nod off, but
12 I think there are times when you can be -- it can be
13 a lot quieter and maybe those situations could occur.

14 CHAIRMAN: But the RATP driver was driving an urban bus
15 route, was he not, and demonstrably going to sleep?

16 MR MIKE WESTON: He was. We saw the video.

17 But I think what the report at this point is trying
18 to do is say there is a whole host of technologies and
19 solutions out there, but they need to be properly
20 assessed, and the judgment needs to be made about which
21 ones will offer the best benefit, because ultimately it
22 would perhaps be naive to assume that you could adopt
23 all these technologies on every bus. It's clearly not
24 going to be financially feasible. So it's a case of
25 making sure there is a proper assessment to select the

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1 ones that offer the maximum benefit in terms of reducing
2 both passenger injuries but also injuries to third
3 parties, pedestrians, cyclists, et cetera. That's what
4 I think from my review of TfL's bus safety programme
5 they are trying to achieve. They are trying to really
6 go through quite a thorough cost/benefit analysis, to
7 make sure that the money they've got or the money they
8 need to find is spent in the best possible way.

9 CHAIRMAN: You have read Prof Stanley's report and you will
10 be aware that that is the analysis, even down to the
11 cost of life, that they undergo in Australia, before
12 they determine whether or not it is worth this device
13 which has these benefits, but there aren't very many
14 people who will help and therefore perhaps it's not
15 worth it; cost/benefit analysis to determine all these
16 things.

17 MR MIKE WESTON: Yes, and the Department for Transport in
18 the UK publish those figures for cost of life, cost of
19 major injury, so you can build those costs, because
20 those are the wider costs/benefits to society. So
21 clearly the cost of saving a fatality is a cost to lots
22 of people; it's a saving to the NHS or the hospital
23 services. So, yes, it's capturing those costs and those
24 wider benefits.

25 CHAIRMAN: And, at the end of the day, you choose the device
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1 that delivers most for the cost and delivers most
2 benefit for the cost.

3 MR MIKE WESTON: Yes. The logic would be, if you've tested
4 ten different systems and you understand the
5 cost/benefit, you can rank them in order of cost/benefit
6 and ultimately you can go down that list as far as you
7 can afford in terms of the funding you have available.
8 I think that's ultimately what the bus safety programme
9 in London will do.

10 CHAIRMAN: And, as you say, the money comes either from
11 profits, government, or fares?

12 MR MIKE WESTON: Yes. It's got to come from one of those
13 three. It's got to either come from -- in London's
14 case, it's either got to come from fares revenue, from
15 the transport authority or from reduced profits of the
16 bus companies.

17 MR PETER DUNCAN: Mr Chairman, that really completes the
18 matters that I was going to explore with Mr Weston.

19 CHAIRMAN: There is one other matter that looms large in the
20 Transport for London approach, and that is speed limits,
21 which we see no consideration of in what is being
22 undergone in Hong Kong at the moment. Perhaps you could
23 set us the scene.

24 And if you, Mr Duncan, can locate any material that
25 goes to this issue, perhaps in the material relating to
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1 London.

2 As I understand it, there is a digital map of London
3 roads and speed limits, is there not?

4 MR MIKE WESTON: Yes.

5 CHAIRMAN: And 20 miles an hour limits are in green, and the
6 map is green, is it not, now?

7 MR MIKE WESTON: Yes. There's been a trend across the
8 32 London boroughs to implement more and more 20 mile
9 per hour zones across large residential areas. So
10 20 miles per hour equates to about 32 kilometres per
11 hour. So we are seeing more and more roads becoming
12 20 mile per hour speed limited. Most other roads will
13 be 30 or 40, and perhaps a few 50. But in terms of bus
14 routes in London, very few bus routes would operate on
15 roads with a higher than 50 mile per hour speed limit.
16 The majority will be less than that.

17 I think one of the challenges is around appropriate
18 speed. The speed limit -- you could argue that for
19 a large bus, a speed limit of 30 miles per hour may be
20 the limit. It may not be the appropriate speed for that
21 piece of road at that particular time. So it's trying
22 to educate drivers to be aware of appropriate speed
23 limits -- sorry, appropriate speed as opposed to just
24 the speed limit.

25 CHAIRMAN: The appropriate speed for the section of road on
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1 which the vehicle is being driven?

2 MR MIKE WESTON: Yes, which could -- the appropriate speed
3 could vary by time of day, depending on --

4 CHAIRMAN: And does, in London, when schools are encountered
5 alongside the roads, the speed limit changes for the
6 time that the school comes out? Or perhaps there are
7 signs telling you what the speed limit is, reminding
8 you?

9 MR MIKE WESTON: Yes, I think there might be reminders of
10 speed limits, and there are often by schools warning
11 signs that activate during the school periods but not
12 actually change the speed limits.

13 CHAIRMAN: Very well.

14 Given that in Hong Kong, as you are aware, we have
15 parts of Hong Kong that are urbanly dense, with many
16 pedestrians on the sidewalk immediately adjacent to
17 where traffic is moving, buses are plying. With that
18 scenario, in London, are there now limits of 20 miles
19 an hour in streets that match that description?

20 MR MIKE WESTON: Yes. Some of the major Central London
21 roads now have 20 mile per hour limits. So it's not
22 just residential roads; it is some of the sort of --
23 I think, in the text on the screen at the moment, it
24 talks about March 2015 trials, including Clapham
25 High Street, which is a major thoroughfare.

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1 CHAIRMAN: The ISA test on those two routes that you
2 described earlier involved traversing 20 mile an hour
3 zones, did it not, even back then in 2015-16?

4 MR MIKE WESTON: It did, and the results of that trial was
5 that it was having -- the ISA trial on buses, 20 mile
6 per hour zones was having a greater impact on other
7 vehicle average speeds. So you tended to find that when
8 the limit was 30, the average speed of other vehicles
9 went down a lot less than when the limit was 20. So it
10 was tending -- the slower bus was tending to slow other
11 traffic down more as well, in greater proportion than it
12 was on a 30 mile per hour road.

13 CHAIRMAN: I think it was described as a platoon or
14 a convoy?

15 MR MIKE WESTON: Yes. One of the worries, when that trial
16 was done, was if you start to flow the following traffic
17 down, does some of the following traffic then start to
18 take risks in terms of trying to overtake the bus,
19 trying to nip past it at bus stops in dangerous
20 situations, but from my reading of the report, there was
21 no evidence of that. There was no evidence that it made
22 other traffic behave any differently.

23 So, in practice, there was -- certainly in 20 mile
24 per hour zones, restricting buses to 20 miles per hour
25 could be a good way of helping enforce the speed limit
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1 on other vehicles, because it would force other vehicles
2 to slow down.

3 CHAIRMAN: And the risk assessment that relates to the
4 likelihood of serious injury or fatalities related to
5 speed of buses shows that it falls significantly, does
6 it not, as one goes down the speed limits, 40 miles
7 an hour, 30 miles an hour, 20 miles an hour?

8 MR MIKE WESTON: Yes, I can't remember the exact ratios but
9 clearly, the chances of being killed if you are hit by
10 a bus at 25 or 30 miles an hour is significantly greater
11 than if it's at 10 or 18 miles an hour. That would be
12 the same for other vehicles, but with buses, as I think
13 we've said this morning, the front of a bus is less
14 forgiving perhaps than a car, if it's involved in
15 an incident with a pedestrian or a cyclist.

16 CHAIRMAN: And the mass of the bus is quite different.

17 MR MIKE WESTON: Yes.

18 MEMBER AUYEUNG: One question. What's the feedback from the
19 bus captains in terms of dealing with multiple speed
20 limits? Are they expressing concerns of having to deal
21 with too many speed limits?

22 MR MIKE WESTON: I'm not aware of anything, and partly
23 because a lot of these 20 mile per hour limits have gone
24 into wide areas on a blanket basis, so it's not as if
25 the speed limit is constantly changing. The chairman

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1 and myself saw some technology system called Mobileye
2 that actually reminds the driver of the speed limit as
3 it picks up speed limit signs painted on the road or on
4 signage and then reminds him in his or her cab that
5 that's the speed limit.

6 CHAIRMAN: So the camera reads the speed limit sign and then
7 reproduces it on a dial in front of the driver?

8 MR MIKE WESTON: A dial, to act as a reminder. It could be
9 that the driver didn't notice that speed limit sign
10 because he was looking the other way at that point.

11 The map on the screen now is the one that the
12 chairman was referring to in terms of --

13 CHAIRMAN: And I'm right in remembering that green was the
14 20 mile --

15 MR MIKE WESTON: Yes. So you see a lot of inner London is
16 20 miles per hour, apart from a few major corridor
17 through that area, and I suspect that will change --
18 that map will continue to get greener and greener.

19 CHAIRMAN: Have the statistics showed any positive change,
20 correlation to serious injuries and fatalities as
21 a result of lower speeds, or not, or not yet?

22 MR MIKE WESTON: Not yet, although I think if I recall the
23 last quarter for TfL, they quoted to us that they had
24 had no fatalities in the quarter.

25 CHAIRMAN: I think that's the first quarter of 2018?

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1 MR MIKE WESTON: Which is the first time for a long time
2 that they had had a quarter with no fatalities. So --

3 CHAIRMAN: The second quarter proved the dangers of being
4 complacent because they had six fatalities.

5 MR MIKE WESTON: Yes, but I think the average running rate
6 is still lower than the previous year. It takes a long
7 time to build those proper, robust trends, I think.

8 CHAIRMAN: Has there been any impact on the time that
9 journeys take, or is London so congested it makes no
10 difference?

11 MR MIKE WESTON: I think there's been bigger factors
12 affecting the time the journeys take as opposed to the
13 speed limit, because there has been -- certainly in
14 Central London, there's been a lot of roadworks
15 connected with the introduction of cycle lanes and cycle
16 superhighways, and a lot of construction work has had
17 a real impact on average bus speeds, and that's slowed
18 the bus network down certainly in Central London, more
19 so than the 20 mile per hour limit.

20 I think there's a lot of those corridors where even
21 today, if drivers could go 20 miles per hour, they would
22 be quite happy.

23 CHAIRMAN: Am I right in thinking that the average speed of
24 traffic is 9.2 miles per hour?

25 MR MIKE WESTON: 9.2 in Central London, so the average is
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1 very low.

2 CHAIRMAN: Is that an aspect of road safety enhancement,
3 franchised bus enhancement safety, that Hong Kong should
4 look at, speed limits?

5 MR MIKE WESTON: I think the answer to that question is
6 somebody should probably first understand what the
7 average speed is and what the range of speeds are.
8 I think, in London, just to clarify, these 20 mile per
9 hour speed limits apply to all vehicles, not just buses.
10 So they apply to all road vehicles.

11 First, I would suggest there is a case of
12 understanding what the average speeds are on certain
13 sections of road to understand the extent of the
14 problem. I would suggest that probably greater benefits
15 would come from reducing -- if there was a desire to
16 reduce the average speed of all vehicles on a section of
17 road as opposed to just buses, I think just to
18 differentiate it between buses and other vehicles would
19 probably be very difficult and quite challenging and
20 I suspect the benefits would be greater from actually
21 reducing the speed of all vehicles on sections of road.

22 But I think it's probably a case of first
23 understanding what the issue is and what the problem is.

24 CHAIRMAN: And, like these other issues that we have
25 discussed today, this is a matter where one needs to

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1 obtain information first of all, as you have just
2 described, average speeds, and so on, and then
3 ultimately apply a cost/benefit analysis, the cost of,
4 if traffic is going to move slower, and then the
5 benefit?

6 MR MIKE WESTON: Yes, because the logic is, if you do slow
7 all the bus routes down because you don't go as fast,
8 then to run the same frequency you potentially need more
9 buses and more drivers, so there's a cost to that, and
10 it's back to the earlier point, is that more beneficial
11 than fitting other safety features to the buses? It's
12 trying to take an overview of all the options that are
13 available and making an informed choice of all those, as
14 opposed to perhaps picking certain things off one at
15 a time. I think, if you do the latter approach, there
16 is a danger you make some of the wrong decisions.

17 CHAIRMAN: For how long has this reduced speed limit of
18 20 miles an hour, as opposed to the normal 30 miles
19 an hour speed limit in urban areas -- for how long has
20 that been available as an option for local authorities?

21 MR MIKE WESTON: I don't know exactly but I would say
22 between about five and ten years, and it's available to
23 all local authorities across the UK, not just London.
24 But I would say about five to ten years. It's
25 relatively new.

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1 CHAIRMAN: Yes. I think we have on the screen "January
2 2013" -- I think this is some kind of a publication by
3 the circular, by the Department for Transport --

4 MR MIKE WESTON: Yes.

5 CHAIRMAN: -- telling local authorities what they can do,
6 and the circumstances in which it would be appropriate.

7 MR MIKE WESTON: But initially, my personal recollection, it
8 was intended to be very selective on selected pieces of
9 road, in response to maybe the presence of a school or
10 some other incident, and now we are starting to see more
11 local authorities effectively doing wider blanket
12 20 mile per hour zones as opposed to individual pieces
13 of road. So we are seeing -- and that's probably
14 because people are starting to learn that actually the
15 impact of it on journey times is pretty marginal, but
16 the safety benefits potentially are great --

17 CHAIRMAN: You mentioned that it can be now found on major
18 London roads. You gave Clapham High Street as one.
19 What of inner London, Regent Street, Oxford Street,
20 roads like that?

21 MR MIKE WESTON: I'm not sure. I'm fairly confident that
22 the road outside the TfL offices in Southwark is
23 a 20 mile per hour zone, which is Blackfriars Road --
24 I think that's 20, for example. So it is on quite a few
25 major roads but I'm not sure about Oxford Street.

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1 In Oxford Street, I think if you were able to go
2 20 miles per hour you would be doing very well; it's
3 a very congested road.

4 CHAIRMAN: Mr Duncan, is there anything arising from the
5 topic that I --

6 MR PETER DUNCAN: Can I just give you a few references for
7 matters that have come up recently.

8 First of all, Department for Transport setting local
9 speed limits, you will find that at SEC-3 at page 1003.
10 There was the earlier sheet from the "Safe London
11 streets: our approach" document, October 2015, headed
12 "Travelling too fast", and the statement that "A 1 mile
13 per hour reduction in speed could reduce the frequency
14 of collisions by around 6 per cent in urban areas", that
15 can be found at MISC-3 at 987.

16 Then Mr Chairman also referred to --

17 CHAIRMAN: And that document is entitled "Reduction in
18 speed", is it?

19 MR PETER DUNCAN: The overall document is called, "Safe
20 London streets: our approach".

21 CHAIRMAN: Is this a Transport for London publication?

22 MR MIKE WESTON: Yes, it is. The major heading on page 986
23 is "Our priorities", and then the first priority is
24 "Travelling too fast".

25 CHAIRMAN: Thank you.

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1 MR PETER DUNCAN: Then you had referred earlier to
2 a preliminary passenger survey in May 2007 to gauge the
3 views of bus passengers on the wearing of seat belts.

4 CHAIRMAN: Yes.

5 MR PETER DUNCAN: And that involving some 2,000 respondents.
6 You will find that at SEC-1, page 295.

7 CHAIRMAN: Could we just put that on the screen so that
8 Mr Weston can see what I was referring to.

9 MR PETER DUNCAN: It's paragraph 7.

10 CHAIRMAN: Yes. As you say, Mr Weston, it depends on what
11 the question was.

12 MR MIKE WESTON: Yes.

13 CHAIRMAN: Thank you for those.

14 Are there any other matters, Mr Duncan?

15 MR PETER DUNCAN: No, Mr Chairman. Thank you.

16 CHAIRMAN: Mr Weston, are there any final matters that you
17 would like to draw to our attention?

18 MR MIKE WESTON: No. I think the only thing that we hadn't
19 talked about was incentivisation of contracts, financial
20 incentivisation.

21 CHAIRMAN: Oh, yes.

22 MR MIKE WESTON: I think that was the only other area that
23 I'm surprised you hadn't raised.

24 CHAIRMAN: Thank you for raising that. The issue, broadly
25 speaking, is this. Is incentivising safety indicators
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1 likely to be neutral, positive or negative to enhancing
2 safety of buses? So rewards to companies for performing
3 well in safety-related indicators, is that likely to
4 enhance safety of buses?

5 MR MIKE WESTON: In my report, I make the observation that
6 some concerns -- and there were concerns expressed by
7 the bus operators, interestingly, as well, whether
8 direct financial incentives potentially drive the wrong
9 behaviours in a bus company and potentially reduce
10 information-sharing and collaboration with their peer
11 group.

12 But I think, stepping back slightly from that,
13 I think I would suggest that -- firstly, I think
14 operators in London have always taken safety seriously
15 anyway, so I think the question is what behaviours are
16 you trying to change from a financial incentive, and
17 I think where it becomes difficult is when you start
18 paying a financial incentive for improvements in safety
19 performance, but an operator is still having accidents,
20 because effectively you then end up with a slightly
21 perverse situation that, yes, your safety performance
22 has improved this year compared with last year, but this
23 year you perhaps still had three fatalities and
24 80 serious injuries and here is your financial bonus for
25 this year. It seems rather a strange link to make.

26

1 Now, clearly the other way of doing it is you just
2 have pure deductions for safety performance. Now, the
3 danger with that is if an operator feels they can't
4 influence that safety performance quick enough, then
5 they will just build those deductions into their
6 original contract price to mitigate the impact.

7 So I think there is a whole host of concerns around
8 directly linking financial incentives to the bus
9 contracts. I think that's supported by TfL in their
10 document about the bus route tendering process dated
11 2015, where they explain why they don't think the
12 financial incentive would be right.

13 I think, on the other hand, there could be potential
14 for other sorts of incentives. The obvious one in my
15 mind is does the eligibility for the two-year extension
16 at the end of the first five years -- does that
17 eligibility -- at the moment, it's only related to
18 reliability -- could it be related to some trend in
19 safety performance over the previous five years, for
20 example? So there could be some other ways of
21 incentivising operators as not directly financial.
22 I think I have some big reservations about making
23 financial incentives to do with safety because I think
24 it just feels like the wrong approach, because you are
25 either still paying people bonuses who are still having

26

1 accidents or you are making deductions that they just
2 build into their contract.

3 But maybe there are some other ways and the one that
4 springs to mind is you are only eligible for a two-year
5 extension if your safety performance in years 3 and 4 of
6 the original contract have showed some positive trends,
7 for example. That could be quite a strong incentive to
8 operators. So it's not directly linked to financial
9 reward.

10 CHAIRMAN: You use the word "incentives" but you have in
11 mind deductions as well?

12 MR MIKE WESTON: It could be.

13 CHAIRMAN: So, to deal with the situation you posit, of
14 giving somebody an incentive/reward for having only
15 killed three people this year rather than six last year
16 as being a strange way of doing it, the other way of
17 doing that would be a deduction: "If you kill anybody,
18 we deduct"?

19 MR MIKE WESTON: It could be. I think, again, you've got to
20 make sure that over a reasonable period of time
21 an operator has some chance of influencing that trend.
22 Otherwise, if I am bidding for a contract for five years
23 and I don't believe I can significantly change that
24 trend over the period of five years, I will build that
25 deduction or the cost of that deduction into my original

26

1 contract price, because it's a cost I know I will
2 probably pick up during that five-year period.

3 So I think an incentive has got to drive a behaviour
4 but it has also got to be realistically achievable,
5 which is perhaps why, if I was asked by TfL to think
6 what I would do, I would maybe think they are coming up
7 with a safety performance indicator, this score for each
8 operator, you possibly could link an improved trend in
9 that score to the contract extension. That could be
10 a way of incentivising operators.

11 CHAIRMAN: As things stand, the primary driving force for
12 the extension is whether or not, am I correct in
13 thinking, the reliability performance is being
14 delivered?

15 MR MIKE WESTON: Yes. So, if an operator meets the minimum
16 performance standard or the extension criteria which is
17 slightly better than the minimum performance, as
18 I understand it, they would be eligible for
19 an extension.

20 CHAIRMAN: Yes.

21 MR MIKE WESTON: The other incentive that already exists --
22 and again we talked about it this morning -- is that
23 ultimately, because there is a rolling programme of
24 route tendering, ultimately the incentive to perform
25 well from a safety perspective is constantly there

26

1 because if you don't, it is very easy for Transport for
2 London to stop awarding you contracts for a period of
3 time, and we discussed the example this morning of where
4 that had occurred.

5 CHAIRMAN: Thank you for that.

6 Are there any other matters you wanted to raise?

7 MR MIKE WESTON: No, Chair.

8 CHAIRMAN: In which case --

9 MR PETER DUNCAN: Mr Chairman, may I be permitted to raise
10 just one matter arising from that?

11 CHAIRMAN: Certainly.

12 MR PETER DUNCAN: There has been some discussion during the
13 course of the hearing as to incentivisation of the
14 drivers by the bus companies for safety performance. Do
15 you have any views on that?

16 MR MIKE WESTON: Again, I think it has to be meaningful, and
17 it has to be well within the driver's control, and
18 again, during our discussions in August, there was one
19 company that used to have a direct driver incentive, but
20 had consolidated it into their base pay at some point
21 because they felt it had outgrown its usefulness and it
22 wasn't really having any impact.

23 I think it could, but the measures need to be very
24 meaningful to drivers, and also need to be designed in
25 such a way that if a driver is involved in an incident,
26

1 it then doesn't become a disincentive, "Because I've
2 lost my bonus for the year." So again it's trying to
3 calibrate it correctly.

4 But I think, during the discussions with operators,
5 there seemed to be bit of a move away from directly
6 incentivising drivers in terms of safety.

7 CHAIRMAN: One operator had a system, did they not, where
8 the bus driver got some relatively small reward, perhaps
9 50 pounds, I think it was, but his name went forward
10 into a hat and after nine months, all the drivers who
11 had won the driver of the month award were in the draw,
12 and the winner of the draw got a car, a new car?

13 MR MIKE WESTON: A new car. That was funded by the
14 telematics company. Actually, that was quite
15 an interesting incentive because basically each
16 four-weekly period in the garage, a list of the
17 best-performing drivers was put up in the garage and
18 I think it was a 50 pounds shopping voucher that those
19 drivers got. But it's quite a natural thing amongst bus
20 drivers in London, I'm sure it is in Hong Kong, that
21 everyone wants to be considered to be a good driver, so
22 actually having your name on the good drivers list was
23 an incentive almost in itself, and you could argue it
24 almost didn't need to be incentivised. People wanted to
25 be considered to be a good driver. And the car was

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1 relatively small cost in terms of the 2,500 bus drivers
2 that company employed.

3 CHAIRMAN: But it was an illustration of an incentive
4 directly related to a driver.

5 MR MIKE WESTON: Yes, but wasn't, Chair, a direct incentive
6 into their pay packet or into their wages. It was away
7 from their normal pay and terms and conditions.

8 MR PETER DUNCAN: Thank you, Mr Chairman. That was all.

9 CHAIRMAN: Mr Weston, may we close by inviting you to
10 communicate with us with some addendum to your report,
11 after Transport for London have delivered their bus
12 safety standard, whatever it is they deliver, on
13 16 October.

14 MR MIKE WESTON: Yes.

15 CHAIRMAN: That will be of great assistance to us, and any
16 material that you are able to obtain to assist us.

17 MR MIKE WESTON: Yes. I will also see whether we can obtain
18 the syllabus for the Hello London bus driver training
19 campaign.

20 CHAIRMAN: Thank you.

21 On that note, it remains for the committee to thank
22 you, as Mr Duncan said at the outset, for your report,
23 and for fleshing that out and answering our enquiries in
24 this oral session today. It's been most useful to be
25 able to draw on your experience of so many years working
26

1 with buses. It's certainly an assistance to our
2 understanding of the considerations that are relevant to
3 what we might recommend in Hong Kong.

4 On that note, may we wish you a safe return journey.

5 Thank you.

6 MR MIKE WESTON: Thank you, Chair.

7 (4.50 pm)

8 (The hearing adjourned until 10.00 am
9 on Thursday, 4 October 2018)

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1 2018年9月27日

2 上午9時正恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
4 立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 羅康錦教授，香港專營巴士服務獨立檢討委員會委員

7 Peter N. Duncan（鄧樂勤）資深大律師，由高露雲律師行委聘，代
8 表香港專營巴士服務獨立檢討委員會

9 Mr Mike Weston，獨立的客運交通顧問

10

11 主席：（經傳譯員）早晨，Weston 先生，係好多謝你就係由倫敦嚟到香港協助我哋
12 嘅聽證會。你可能都知道我哋就係有律師係協助我哋，佢就會係問你啲問題，
13 我哋委員會亦都會係向你提問嘅，如果啲問題問得唔清楚嘅說話，你就話畀我
14 哋聽，我哋就會確保我哋嘅提問係好準確，我哋就請鄧樂勤資深大律師開始。

15 MR DUNCAN：（經傳譯員）多謝主席。Weston 先生，早晨。我就會--主席頭先所
16 講，多謝你係協助我哋嘅委員會嘅工作，特別係提供畀委員會就有一個書面嘅
17 報告，我哋就係想睇一睇，話請你返去去呢一個嘅報告，就係專家嘅呢個文件
18 夾第 115 頁，就係第一份嘅，就有幾個課題，我就希望同你一齊探討嘅，但係
19 開始之前，我就係想會問一問你嘅問題，係關於你自己嘅背景同埋經驗嘅，同
20 埋就係話你寫個報告嘅時候你自己嗰個身處嗰個身分係點樣樣。

21 首先，你自己嗰個嘅經驗，我就請你翻開第 118 頁，呢度就係講個背景
22 嘅，第二段就係你話你自己就準備咗呢一個報告，你係一個獨立嘅顧問，就有
23 超過三十年嘅經驗，喺呢個巴士行業裏面，包括就係喺呢一個倫敦運輸局裏面
24 嘅高層人士，同埋就最近就係呢一個巴士總監嘅。

25 同埋你就跟住就喺附件 A 裏面就有你嘅履歷，所以請我哋去到附件 A，喺第
26 157 頁。我哋睇到有你自己嘅個人嘅簡歷、最近嘅工作經驗同埋其他嘅專業方
27 面嘅事宜。我哋睇一睇係關於巴士部總監倫敦運輸局，喺呢一段裏面，就 1999
28 就係 2003 就係講緊呢個巴士基建嘅主管同埋巴士營運主管，你可唔可以話畀我
29 聽？

30 MR MIKE WESTON：（經傳譯員）巴士基建嘅主管 1999 年我就開始做，之前其實我
31 就主要就係去評估一啲巴士嘅招標，1999 年我就係作為一個巴士基建主管嘅，
32 我係負責一系列嘅事宜，就包括提供呢個巴士基建、巴士站、巴士上蓋同埋巴
33 士站等等，同埋一啲倫敦運輸局嘅其他嘅設施，我哋就係要提供個基建同埋就

1 係平日嗰個營運，亦都係包括我哋會監管，特別係呢一個工程部同埋工程同埋
2 巴士嘅標準，呢啲一切都係包喺呢一個巴士基建個定義之內。

3 MR DUNCAN：（經傳譯員）呢個亦都有涵蓋巴士安全嘅？

4 MR MIKE WESTON：（經傳譯員）冇嘅，冇直接關係嘅，我亦都係負責基建嘅安
5 全，譬如話係巴士站係安全，同埋監察相關嘅事宜，喺 2003 年我係巴士營運嘅
6 主管，當時我就係負責呢個倫敦巴士網絡嘅安全，去到 04 年。喺作為巴士基建
7 主管，我都有啲安全都係有一定嘅責任嘅，但係係巴士整體嘅網絡嘅營運嘅安
8 全，我就係 2003 年先至開始做嘅。

9 MR DUNCAN：（經傳譯員）當其時你就係話係巴士營運部嘅主管嘅？

10 MR MIKE WESTON：（經傳譯員）冇錯。

11 MR DUNCAN：（經傳譯員）然後營運總監，你頭先就講過，喺成個管理層之中，呢
12 一個喺倫敦運輸局，究竟呢個營運總監個位置係點呢？

13 MR MIKE WESTON：（經傳譯員）當其時就一共係三個總監嘅，就係負責就係倫敦
14 運輸局嘅，我自己就係營運總監。就係譬如話巴士合約方面同埋另外一個財務
15 嘅總監，佢就係負責財務嗰方面。我哋就係係向董事總經理去負責嘅，亦都係
16 除咗係倫敦巴士之外，其實都喺倫敦運輸局之外，其他嘅交通運輸其實亦都係
17 有負責嘅，我哋都係向呢一個運輸部主管--運輸部部長負責。

18 MR DUNCAN：Then, in 2013, you were appointed director of buses.
19 How did that position relate to your previous position as
20 operations director?

21 MR MIKE WESTON：（經傳譯員）呢一個 2013 年嘅時候，我哋就決定就係將兩個總
22 監就合併咗，就變成一個巴士部總監，佢亦都係負責呢個巴士嘅網絡，亦都係
23 向呢個董事總經理去負責，當然佢亦都有其他嘅責任，包括係其他嘅服務。巴
24 士部總監都係每日嘅呢一個巴士嘅網絡嘅營運係需要負責，同埋係相關嘅合約
25 嘅事宜，每一年嗰個去購買呢個巴士網絡大概係 20 億嘅英磅嘅，個財政。

26 MR DUNCAN：（經傳譯員）你喺第二段你就講過，你亦都係話負責就係提供一個安
27 全嘅網絡嘅？

28 MR MIKE WESTON：（經傳譯員）係，冇錯。正如我頭先所講，我作為巴士部總
29 監，我起初嗰時就係都會負責呢個安全團隊嘅，但係巴士部總監就係一個更加
30 高層嘅職位，我就負責就係確保成個嘅巴士嘅網絡係安全營運嘅。

31 MR DUNCAN：（經傳譯員）你係 2016 年離開個機構，9 月嘅，之後你就係作為一個
32 嘅獨立顧問去工作，你可唔可以話畀我哋聽呢一個獨立顧問嘅工作係乜嘢呢？

33 MR MIKE WESTON：（經傳譯員）我就 2016 年離開，三十一年喺嗰度服務之後，我
34 就作為一個獨立顧問喇後來，我就主要都係巴士業嘅工作，主要係有兩點，一

1 個就係關於環保管理，特別係巴士車隊嗰方面，因為其實喺呢方面我都係經驗
2 係好豐富嘅，喺倫敦運輸局做咗咁多年。另外就係巴士嗰個網絡嘅設計同埋呢
3 個專營服務，我哋喺歐洲嘅運輸局當局，我都有同佢哋合作嘅。

4 MR DUNCAN：（經傳譯員）好，唔該晒。我就請你返番去第 118 頁，就係你個報告
5 裏面嘅。我哋就睇番你係寫呢一個嘅報告嘅背景，我好快咁讀一讀，就喺呢一
6 頁裏面嘅一啲嘅段落，第 1 點就係話呢個係我哋嘅委員會請你寫嘅報告，希望
7 就更加了解就係呢一個倫敦巴士個專營服務系統同埋就係睇下有啲咩嘢良好嘅
8 作法係可以令到香港可以繼續改善我哋嘅做法。我哋其實委員會就已經係睇過
9 呢一個倫敦運輸局喺 2015 年 8 月嘅時候嘅報告，叫做倫敦巴士合約及呢一個嘅
10 招標過程嘅。

11 然後繼續睇落去，你就有講到，呢度個報告就係有關於呢個規管同埋呢個
12 管治嗰方面，特別係倫敦巴士嘅營運同埋管理方面，同埋係我哋亦都係要求就
13 睇下--你睇下香港個專營巴士嗰方面嘅情況。同埋睇番 (i) 同 (ii) 之間嘅分
14 別，你就係畀咗啲意見。就睇下香港嘅制度其實係咪是否足夠同埋良好同埋係
15 提供建議，就可以改善香港專營服務同埋安全方面。

16 最後嗰段就係就「報告第 2 至第 5 段就係睇番倫敦嘅公共運輸服務，亦
17 都解釋咗英國巴士業嘅歷史同埋結構，同埋就係睇下嗰個巴士嘅合約制度係點
18 樣做同埋點樣監察。第 6 段就係講到嗰個安全管理。而第 7 個部分就係講到就
19 係而家目前嗰個巴士安全計劃底下嗰個合約巴士營運商係點樣做。第 8 個部分
20 就係講到作者對於呢一個嘅倫敦巴士嘅服務嘅觀察同埋相關嘅服務點樣可以幫
21 助改善香港嘅制度。」

22 你就講到就兩個嘅制度係有啲嘅分別嘅，即係倫敦同埋香港嘅制度，就係
23 令我哋明白有點樣唔同呢，或者我哋睇一睇，我以下所講，然後我哋再進一步
24 去探討，第 120 頁，你嘅報告第 120 頁，我哋睇到就係呢個乘客嘅人次，喺倫
25 敦，22 億嘅，呢個係 22 億人次嘅，喺巴士方面，喺香港，我就話畀你聽大概
26 係幾多，就唔睇嗰個文件，呢個運房局，THB 第 2 個文件夾 103，就喺香港嘅
27 乘客人次就係 14 億人次，所以呢個就係同呢個人次方面嘅比較。

28 第二個嘅比較，我想特別提一提就係兩個地方嘅人口，有幾多比例係用公
29 交嘅，我唔肯定你有冇睇過，我哋睇 THB-2 文件冊第 2 頁，喺嗰個註腳，呢個
30 係公交策略，就係由運房局進行嘅，係舊年 6 月進行嘅個研究，我哋睇番嗰個
31 嘅註腳，喺頁裏面。喺新加坡嘅相關嘅機構，運輸局，2014 年 11 月做嘅研
32 究，就係香港使用公交嘅比例喺二十七個城市係最高嘅。

33 喺第 2 點，喺香港嚟講，就係睇到係百分之九十嘅，係相比倫敦就係百分
34 之三十嘅啫，喺第 1.4 段你睇到呢個百分之九十嘅數字，呢個講公交就係同香
35 港市民嘅日常生活息息相關，每一日就係有一千二萬嘅人次，呢個等如就係呢
36 一個百分之九十嘅，喺世界嚟講，係首屈一指嘅。我就希望特別係提出呢一
37 點。

1 第三點我特別想提到嘅，就係話嘅巴士嘅比例，就巴士嘅比例相對於成個
2 公交個使用嘅比例，你就自己都有講到嘅，喺呢一點上面，喺第 120 頁，我就
3 睇到係百分之五十六嘅，喺我個筆記係咁寫，但係我就要再搞清楚。

4 喺香港，我哋就喺 THB-2 個文件夾第 103 頁，我哋睇到香港嘅情況，呢
5 一個專營巴士第 2 項，就係佔百分之三十一點一嘅，係重鐵，重型鐵路，就係
6 講緊港鐵，就係百分之三十八點九，所以喺重鐵方面，個佔嘅比例係較高嘅。

7 主席：（經傳譯員）好明顯，呢個就係香港嘅數字嚟嘅，對於我嚟講，我都記得係咁
8 樣嘅，你所講嘅就係話喺專營巴士喺倫敦個個佔嘅公交個使用率嘅比例其實就
9 係點樣呢？或者 Weston 先生可以講一講。

10 MR DUNCAN：（經傳譯員）或者 Weston 先生，你而家有冇呢方面嘅資料呢？

11 MR MIKE WESTON：（經傳譯員）我而家要係自己係計一計嘅，因為我哋講 22 億人
12 次，就係 40 億嘅總數，所以應該係超過百分之五十，可能百分之五十六嘅。

13 主席：（經傳譯員）係喇。

14 MR DUNCAN：（經傳譯員）呢個係喺呢一頁裏面？

15 MR MIKE WESTON：（經傳譯員）係。其實呢兩個表格都係可以去比較嘅，喺倫敦
16 其實都有啲呢一個河上面嘅交通工具嘅，所以有少少就未必係完全直接比較得
17 到。

18 MR DUNCAN：（經傳譯員）第四個不同之處就係巴士嘅數目，第 126 頁你有提到個
19 數字，你個個巴隊嘅數字，2018 年係有九千二百架巴士嘅，喺香港係幾多呢？
20 THB-1 號文件冊，第 30 頁嘅第 7 段，喺香港嚟講，就係大概六千部巴士。

21 另外一個我哋唔同嘅地方，就係我哋每一年巴士個個行嘅里數，喺倫敦，
22 喺第 120 頁，我哋睇到呢個數字，喺呢個表格嘅下底，2017 至 2018 年，就呢
23 個講到係 4 億 9 千萬嘅公里嘅，係呢個巴士網絡方面。

24 喺香港嘅相應嘅數字，我請佢哋睇一睇 THB-1 號文件冊第 30 頁第 7 段
25 嘅，我哋乘一乘，我哋得出嘅數字同倫敦係差唔多嘅，就係 5 億公里嘅，有六
26 千架專營巴士每日，而平均嚟講，專營巴士每日係行走超過 140 萬公里嘅。

27 呢啲數字係好有趣，每架巴士、每個地方、每年嘅行車公里就有一啲數
28 字，如果係倫敦嘅話，如果將 4 億 9 千萬除九千二百架巴士，我哋就會得出大
29 概 53,000 公里，每架巴士每年行走嘅距離。而香港嘅話，如果將 5 億公里除
30 以六千架巴士，大概就係 83,300 公里嘅每架巴士每年行走。

31 我哋而家講下一啲數字以外嘅事情，我哋睇下巴士公司嘅合約，喺倫敦，
32 你就講到倫敦嘅巴士合約期一般係五年，然後係可以續期兩年嘅，呢個就係
33 129 頁最後一段係有提到嘅。喺香港嚟講，我就想大家睇下 TD-1 文件冊第 73
34 頁第 4 段同埋 TD-1 文件冊第 74 頁嘅第 8 段，我哋嘅專營合約期就係十年，可

1 以透過申請，再延期五年或者兩年嘅，視乎係幾時作出呢一個續期嘅申請。

2 Weston 先生，我就想問一個問題，就係關於倫敦嘅專營巴士服務同埋合
3 約嘅，就五年合約期，然後可以續期兩年，巴士公司一般嚟講，係咪都即係喺
4 七年之後可以繼續經營一樣嘅路線呢，定係未必係一定會自動畀番個條--即係
5 一樣嘅路線佢呢？

6 MR MIKE WESTON：（經傳譯員）五年再過兩年之後，就會再有一個投標或者招標
7 嘅過程，當初間巴士公司可以擺到一條路線，可能因為佢哋有個車廠或者其他
8 原因，但係招標之後，佢哋就要同其他嘅經營商係去競爭，亦都係要視乎當時
9 市場嘅情況，一啲其他嘅公司可能會--即係以前可能失去咗一啲路線，佢哋可
10 能想去爭番返嚟，我就有啲個啲數字响手，但係就係大概有七成嘅巴士公司會
11 擺番相同嘅路線嘅。

12 MR DUNCAN：（經傳譯員）而我就想同你講另一個問題，就係喺倫敦嘅交通網絡經
13 營嘅巴士公司，就想你睇第 126 頁，就係報告嘅 126 頁，呢度就講到呢個市場
14 由六個主要嘅巴士集團係壟斷嘅，而餘下嘅百分之五點六就係由其他比較細嘅
15 公司去營運嘅。

16 正如你所知，喺香港，專營巴士商包括有三個集團嘅，可以咁講，香港市
17 民係知道九巴同城巴之間嘅分別嘅。喺倫敦嘅巴士網絡嚟講，市民知唔知道唔
18 同巴士公司之間嘅分別呢？

19 MR MIKE WESTON：（經傳譯員）有一啲市民會知道佢哋嘅巴士可能係由某個營運
20 商去經營，喺呢方面，香港同倫敦係好唔同，因為倫敦所有嘅巴士都係紅色
21 嘅，同埋亦都係有呢一個倫敦運輸局巴士嘅標誌，亦都係有巴士公司嘅標誌，
22 但係對市民嚟講，佢哋見到嘅巴士全部都係紅色同埋都係由倫敦運輸局去營運
23 嘅，如果你問倫敦嘅市民究竟邊個負責係經營呢，佢可能會話係倫敦運輸局，
24 而有一啲市民可能知道係由唔同嘅公司去營運，但係佢哋而家知道呢一個即係
25 所有嘅公司都係為運輸當局服務嘅，因為佢哋嘅車費亦都係畀呢個交通當局
26 嘅。

27 MR DUNCAN：（經傳譯員）所以一般市民都會覺得架巴士係由倫敦運輸局營運，而
28 唔係由一間公司譬如話捷達集團營運嘅？

29 MR MIKE WESTON：Yes, that's correct.

30 主席：（經傳譯員）呢啲巴士公司嘅標誌都會印咗喺個巴士嘅車身，係咪？

31 MR MIKE WESTON：（經傳譯員）係，亦都係會有倫敦運輸局嘅標誌，但係正如我
32 所講，呢啲巴士全部都係紅色嘅，所以對大部分市民嚟講，佢哋似乎都係一樣
33 嘅。

34 主席：（經傳譯員）以前唔同嘅巴士公司係咪有唔同嘅車身嘅顏色或者圖案呢？

1 MR MIKE WESTON：（經傳譯員）喺 80 年代中去到 90 年代初，當時嘅私人營運商
2 就係同倫敦運輸局自己嘅公司去競爭，當時佢哋可以有自己嘅車身圖案，當時
3 主要嘅兩個原因就係第一，話畀市民知啲服務係改善緊，其中一個方法就係畀
4 一啲新嘅營運商係有唔同嘅車身設計；而第二個原因就係話畀工會知道啲事情
5 係改變緊或者改善緊，服務係由公營係走向私營，所以呢兩個就係主要嘅原因。
6 喺 90 年代初，以一個市場推廣嘅角度，有一個統一嘅車身顏色係有利嘅，
7 而當時市民亦都係接受咗。

8 MR DUNCAN：（經傳譯員）我而家想講另一個主要嘅分別，喺倫敦同香港之間嘅分
9 別，呢個就係合約制度嘅分別，呢個就係就住巴士公司嘅合約制度。喺香港專
10 營服務嘅合約係可以商議嘅，根據你嘅報告，喺倫敦，你就係有一個以路線為
11 本嘅競價招標制度，我就想問一啲問題，就係關於倫敦嘅制度，我想請你睇下
12 第 124 頁，第 3.3 段嘅頭啲幾段，我哋就可以睇到倫敦嗰個系統或者制度係點
13 運作嘅，你就話「我哋係應該了解倫敦嘅合約制度，先可以了解倫敦運輸局同
14 埋巴士公司嘅安全管理係點樣可以融合喺呢個制度入面嘅。而一啲個別巴士路
15 線嘅競價投標制度就係由運輸當局，亦即係倫敦運輸局係管理同埋係控制嘅，
16 呢個就係由 1985 年開始嘅一項倫敦嘅政策嚟嘅。

17 1985 年就開始就就住巴士路線進行招標，而整體就會係批出一啲五年嘅合
18 約，而巴士公司如果係符合某啲嘅表現嘅目標，係可以有兩年嘅續期，而一啲
19 成本合約就係由倫敦運輸局就係用呢一類嘅合約。

20 根據行車嘅里數，巴士公司係可以有一啲嘅獎賞或者係扣減，就係就住佢
21 哋服務嘅可以靠程度嘅，而倫敦運輸局係會保留一啲乘客嘅或者客務嘅收入，
22 就如果需要係改善一啲巴士服務或者安全，就係會由倫敦運輸局，而唔係巴士
23 公司去支付嘅。」呢個就係一啲巴士服務嘅演變。

24 我想你睇下最後一段嘅，就係「1994 年-其餘嘅巴士路線都係已經納入咗
25 一啲協議嘅合約，而公營嘅公司亦都係已經私有化，而所有嘅巴士服務都係由
26 私人運作，而係由倫敦運輸局進行招標同埋管理嘅。」

27 而家喺倫敦係咪有一啲協商嘅合約，定係所有服務都係經呢一個競價嘅招
28 標完成呢？

29 MR MIKE WESTON：（經傳譯員）唔係嘅。我想澄清一下 94 年嘅情況，根據報告，
30 喺到 93 年，網絡嘅五成路線已經係經呢一個競價嘅招標係批出，而有四成就係
31 批咗畀私人公司，因為當時政府係希望將公營嘅巴士公司私有化，然後將佢納
32 入私人市場，所以係必須將餘下嘅巴士路線--即係當時係倫敦運輸局係提供資
33 助，而當時係要將佢哋納入某一啲嘅合約，而一啲餘下嘅路線就必須要納入一
34 啲協議嘅合約，但係報告冇講嘅，就係呢一啲嘅合約係有時限嘅，所以呢啲巴
35 士公司佢哋可能係有一啲合約係贏番嚟，亦都有一啲係經協議得番嚟嘅，但係
36 佢哋亦都知道四年半或者五年之後嗰條巴士路線就要進行一個競價嘅招標，所
37 以當時嘅目標就係私有化，而嗰啲合約經過某個年份或者期限之後都係要進行

1 招標嘅。大概五年之後，所有嘅合約都係要進行第一輪嘅招標。

2 主席：（經傳譯員）換句話講，98 或者 99 年所有嘅路線都係以一個招標嘅形式營
3 運，係咪？

4 MR MIKE WESTON：（經傳譯員）係，大概係咁。

5 MR DUNCAN：（經傳譯員）唔該晒。我哋睇番 125 頁嘅第二段，第二行就講到係有
6 一啲額外嘅獎賞或者係扣減，就係根據巴士服務嘅可靠性嘅，如果你睇番第
7 131 頁，呢度就係有多啲嘅詳情，即係呢一啲嘅獎賞同埋扣減係點樣運作嘅。
8 喺 4.3.3 段就係講到，係咪呀？

9 MR MIKE WESTON：（經傳譯員）冇錯，呢個就係同表現掛鈎嘅合約，係根據呢一
10 個可靠性嘅表現，就係有一啲嘅獎賞嘅。

11 MR DUNCAN：（經傳譯員）呢度就係睇到考慮到一啲嘅獎賞，就係講到呢一個額外
12 嘅等候時間，呢個就係其中一項服務指標嚟嘅，你提到，喺第一段尾就係「呢
13 一啲嘅獎賞或者係扣減可能係介乎正百分之十五或者係負百分之十，目標就係
14 鼓勵巴士公司係去更加著重服務嘅可靠性嘅。」就住呢啲獎賞或者扣減嚟講，
15 有冇考慮到安全呢？

16 MR MIKE WESTON：（經傳譯員）冇嘅，呢一啲嘅獎賞就係合約價格嘅百分之正十
17 五或者係負百分之十，呢個就係同可靠程度係掛鈎，包括就係呢一個額外嘅等
18 候時間同埋巴士係咪準時等等。所以呢一啲嘅獎賞只係同巴士公司嘅可靠程度
19 有關嘅，佢哋嘅服務。

20 MR DUNCAN：（經傳譯員）我想你睇第 127 頁。

21 主席：（經傳譯員）首先，巴士公司如果表現好，係可以得到高達百分之十五嘅獎
22 賞，相反，可能係會扣百分之十，呢一點對巴士公司係--即係喺財務角度，對
23 佢哋重唔重要呢？

24 MR MIKE WESTON：（經傳譯員）冇錯，喺一個財務角度，即係好難可以擺足百分
25 之十五嘅，因為佢哋嘅服務係幾乎要完美，相反--即係同樣，扣百分之十亦都
26 係好少見嘅，所以通常嗰個獎賞都係百分之五至八，即係合約價格嘅百分之五
27 至八，以一個全年嚟講，嗰個銀碼都係唔細嘅。即係好多嘅倫敦巴士公司佢係
28 可以透過呢個獎賞得到多啲嘅收益嘅，所以呢個制度好有效地可以鼓勵到巴士
29 公司。

30 MR DUNCAN：（經傳譯員）可唔可以同我哋講一講最高嗰個嘅合約價格係幾多呢？
31 我相信對於嗰啲長嘅路線咁講。

32 MR MIKE WESTON：（經傳譯員）對於巴士路線，一啲長嘅巴士路線，就有成六
33 十輛巴士嘅，根據合約價格去到就一年係 2 千萬鎊，個成本都幾高嘅。

34 主席：（經傳譯員）個合約就係承辦商就會係花 2 千萬鎊，而呢個倫敦運輸局就會支

1 付呢個費用，就唔計嗰啲獎金，係咪？

2 MR MIKE WESTON：（經傳譯員）其實呢個支付嘅制度嗰個合約價格就會係分開個
3 個里數同埋就住嗰個里數就會支付呢個咁嘅費用，其實就佢哋如果係唔能夠運
4 作呢啲嘅里數，佢哋就得唔到嗰個嘅支付嘅費用，譬如話佢哋冇嗰啲司機或者
5 係冇一啲巴士或者有機件故障咁樣，做唔到呢啲里數，佢哋就喺嗰個合約價格
6 嗰度損失咗呢啲嘅費用喇，但係嗰個扣減就唔係咁高嘅，百分之三點四嘅，
7 機件故意嘅問題，其實嗰個扣減--對於里數扣減唔係咁高嘅。

8 由於一啲佢哋不能控制嘅理由，做唔到嗰啲里數，譬如話係交通阻塞、改
9 道或者係一啲計劃、冇計劃嘅事項咁樣，嗰度佢哋都係喺佢哋嘅可控嘅範圍，
10 其實呢啲咁嘅獎金其實就係獎勵佢哋嘅服務嘅可靠性嘅，個合約嘅費用就係根
11 據嗰個數量同埋質量，同埋亦都係根據佢哋嗰個係咪可靠，嚟到去畀額外嘅獎
12 金嘅。

13 主席：（經傳譯員）或者清晰啲，畀個例子，可唔可以畀啲例子我哋呢？

14 MR MIKE WESTON：（經傳譯員）或者我用一啲簡單嘅數字嚟到去講，一個合約成
15 本，1,000 鎊咁樣，佢哋應該就係有 100 里嘅路程嘅，佢哋就如果做唔到，就
16 係會損失 10 鎊一里咁樣，好簡單嘅例子就係咁樣，咁顯然如果嗰啲服務係好過
17 呢一個過長嘅等候時間嘅情況，佢哋可以就係得到呢個去到百分之十五嘅獎勵
18 嘅，正如我所講，百分之十五呢個獎勵其實都好難做得到嘅，通常就係百分之
19 八嘅，對於嗰個服務可靠性。

20 主席：（經傳譯員）要避免扣減損失嗰個里數，最緊要嘅就係巴士有一個良好嘅維
21 修、保養同埋有足夠嘅人數，係咪？係咪好簡單咁嘅觀點？

22 MR MIKE WESTON：（經傳譯員）係，你確保要每日係有足夠嘅車長，所以就係好
23 多廠房都有一啲後備嘅車長喺度嘅，有一啲車長都可能返唔到工、病咗咁樣，
24 佢哋就有足夠嘅車長，亦都係有足夠嘅車嚟到去調配，亦都需要有一個足夠嘅
25 保養嘅計劃，足夠嘅車輛等佢哋可以係維持到個服務嘅。

26 但係公平咁講，倫敦嗰度嘅招標制度就好成熟喇，由於人手或者機件問
27 題係損失嗰啲里數嘅情況，嗰個情況都唔係咁高嘅，因為佢哋喺管理嗰方面都
28 係幾成熟喇。

29 主席：（經傳譯員）呢個係因為經驗，係咪呀？喺巴士運作嗰方面，佢哋係知道需要
30 有一定嘅額外嘅剩餘嘅能力咁樣，所以就唔會造成呢啲問題，係咪？

31 MR MIKE WESTON：（經傳譯員）係嘅。

32 羅先生：（經傳譯員）喺運作嘅制度嘅時候，喺每一個巴士到站嘅時間嗰度，係咪都
33 要規管？

34 MR MIKE WESTON：（經傳譯員）係，佢哋就係計嗰個到站嘅時間，通常就會係

1 有一啲嘅調查，有一啲嘅站長就會喺路上面就記錄晒--呢啲係倫敦運輸局嘅自
2 己嘅視察人員，佢哋就會係記錄晒有關嘅資料，個數據就用嚟計算嗰個超--即
3 係過長嘅候車時間嘅，呢個係解釋咗嗰個過長嘅輪候時間係點樣，咁其實佢哋
4 係量度嗰啲高班次嘅一啲嘅服務，佢哋就會計嗰個嘅過長嘅時間，譬如話十分
5 鐘一班嘅車咁樣，佢一定就--乘客就會係不斷咁嚟到嗰個巴士站，佢哋有一個
6 時間表，如果嗰個十分鐘嗰個班次係冇問題嘅話，佢哋可能會等五至十分鐘，
7 佢哋可能嚟到係走咗架巴士，係等十分鐘就會有架巴士嚟喇，咁可能就係有
8 啲就等五分鐘，有啲可能係一嚟就有巴士，通常就係等五分鐘嘅，其實嗰個即
9 係過長嘅候車時間就用呢個方法嚟到計算出嚟嘅，某一啲嘅路線嗰個標準嘅標
10 準就係一分鐘、一點五分鐘嘅過長嘅候車時間咁樣。

11 過去都係人手咁嚟到積累嗰啲數據，而家基本上都係自動咁樣係透過呢個
12 系統嚟到去計出嚟喇，其實我哋嘅數據就係根據個巴士嚟到去計嘅。

13 羅先生：（經傳譯員）好，跟進呢個問題，你話就係有幾個因素，交通嘅擠塞，呢個
14 唔會扣減嘅，嗰個係點樣計嗰個交通擠塞嗰個因素呢？

15 MR MIKE WESTON：Sorry？

16 羅先生：（經傳譯員）你提到有四個因素係佢哋控制唔到嘅，譬如話係一啲交通擠
17 塞，呢啲因素就唔會係導致有費用嘅扣減嘅，其實喺呢度計數嘅時候，點樣計
18 嗰個交通擠塞嘅？

19 MR MIKE WESTON：（經傳譯員）對於交通擠塞，當佢哋係入標嘅時候，佢哋預計
20 就會係有個時間表，有個行車嘅時間表，運輸局就會係考慮佢哋嗰個服務係點
21 樣，同埋係訂定嗰個嘅路線，承辦商就需要就制定一套嘅運作嘅時間表，決定
22 有幾多巴士係調配出嚟咁樣，佢哋就需要設計一個嘅時間表嚟到應付一般嘅日
23 子嘅擠塞情況嘅。

24 喺極端嘅情況，我而家諗緊一個例子畀大家參考，譬如話喺倫敦中部有示
25 威、有恐襲咁樣，就亦都會中斷咗好多嘅巴士嘅服務嘅，運輸局就會係避免喺
26 呢啲日子，喺計算嘅時候就唔計呢啲日子落去嘅，呢啲係極端嘅例子，係好清
27 楚營運商就唔可以預計呢啲咁嘅情況，亦都唔可以喺呢啲情況底下運作佢哋嘅
28 服務嘅，所以我哋就唔計呢啲日子落去嘅。

29 主席：（經傳譯員）呢個譬如話係爆水管，喺 Dartford 隧道嗰度係有車著火又唔
30 計，係咪呢？

31 MR MIKE WESTON：（經傳譯員）係，有一啲地方嘅情況，佢哋就會避咗呢啲嘅日
32 子，我相信我係--當時 2005 年 7 月就係喺巴士受襲嘅時候，我當時都係管理
33 呢啲巴士嘅，佢哋都係唔計呢啲咁嘅日子嘅，因為其實都唔應該係咁樣嚟到去
34 計呢啲日子，計埋落去嘅，嚟到去懲罰嗰啲營辦商嘅。某一啲嘅路線可以扣番
35 出嚟唔計嘅。

1 MR DUNCAN：（經傳譯員）好喇，睇番 127 頁，Weston 先生，請你睇 127 頁，
2 4.1 嗰度就有講到嗰個合約嘅責任，或者好簡單咁樣係濃縮一下，總括四點出
3 嚟，你確定咗就係話即係唔係咁樣嘅，你就話番畀我知，首先，就運輸局就會
4 係招標，對於某路線就進行招標，跟住就佢哋就會--入標者就會訂定嗰個合約
5 價格，對於嗰啲路線，第三，運輸局就會係保留所有嘅票價嘅收，咁就睇嗰個
6 乘客嘅量嚟到去支付個費用，然後運輸局就會係支付嗰個合約嘅價格畀嗰個營
7 辦商嘅，根據你正話所講嘅情況嚟到去做喇。好簡單講，係咪總括咗個情況
8 呢？

9 MR MIKE WESTON：（經傳譯員）係嘅，呢個總括得非常之清晰嘅。

10 MR DUNCAN：（經傳譯員）好喇，喺招標嘅路線，其實係邊個決定嗰啲路線㗎？同
11 埋有啲咩嘢因素係需要考慮嚟到決定一條新嘅路線或者係取消一啲舊嘅路線
12 呢？

13 MR MIKE WESTON：（經傳譯員）係路線規劃嗰方面其實就係倫敦運輸局做嘅，佢
14 哋係有一個服務計劃嘅指引，係高層次嘅一啲指引，呢個就係照顧到嗰個巴士
15 嘅訴求咁樣，其實有人係--喺巴士站嘅提供方面，有人會超過係 400 公里咁遠
16 嘅。

17 當然有其他嘅指引嚟度，但係要提供一啲全面嘅服務，一個星期有七日有
18 呢啲嘅巴士服務，就係早上、夜晚都有咁樣，其實都係包括晒所有對巴士服務
19 嘅訴求，呢個係運輸局做嘅，佢哋就會決定究竟提供邊啲嘅服務、減少邊啲嘅
20 服務，有啲就係根據嗰個量，乘客量，有啲就係根據就係同其他嘅機構一齊磋
21 商，睇下需唔需要作出調整呀咁樣。

22 譬如話有新嘅鐵路路線係明年通車喇咁樣，就係呢個伊利沙伯線，即係嗰
23 個橫貫嗰條嘅鐵路，就會有好多嘅容量，有啲巴士嘅路線喺倫敦中部就會係損
24 失咗乘客，佢哋就會係喺線鐵開通嘅時候就會調節，有啲會加，有啲會減，確
25 保就係會有一個有效嘅運作嚟到提供嗰個服務嘅。

26 MR DUNCAN：（經傳譯員）呢方面係咪包括同巴士營運商大家磋商呢，還是就淨係
27 呢一個運輸局自己作出呢個決定嘅呢？

28 MR MIKE WESTON：（經傳譯員）當時同巴士公司的確係有對話嘅，亦都係一個中
29 央--唔係單係中央規定，運輸局就會係磋商地區嘅當局，同理有關嘅持份者、
30 公眾人士咁樣，運輸局的確係需要啲諮詢，然後先至係作出任何嘅更改嘅。我
31 哋會有同巴士公司有對話，就可以話係一啲磋商、一啲諮詢咁樣。

32 MR DUNCAN：（經傳譯員）剛才你提到就話係有一啲嘅訴求，照顧一啲訴求，一般
33 人就喺居住嘅地點都應該係有巴士服務提供畀佢哋嘅咁樣，假定某一個路線係
34 無利可圖嘅，咁會唔會係都繼續落去係照顧有關嘅意願呢？

35 MR MIKE WESTON：（經傳譯員）係嘅，其實要決定一啲服務嘅改變，咁就根據呢

1 個成本效益嘅角度嚟睇嘅，我哋就睇嗰個巴士嘅網絡，如果你睇嗰個補貼，
2 你每花一鎊，就都需要係提供最大嘅乘客嘅利益，任何嘅改變都係要睇嗰個成
3 本效益嗰方面嘅角度嚟去睇，等乘客係有一定嘅利益，睇下係咪能夠係每一
4 鎊都使得物有所值嘅。

5 當然嗰個巴士路線嘅網絡係有補貼嘅，我哋倫敦運輸局嚟市長嘅指示底
6 下，係可以有補貼底下嚟到提供服務嘅，就係營辦少啲利潤低嘅路線，或者係
7 收費係收得高啲咁樣。其實嗰個網絡入面係有一定嘅補貼，呢個係一個市長
8 本身嘅政治嘅決定嚟嘅。

9 主席：（經傳譯員）可以係用者自付嘅，係咪呀？即係可以係補貼，係咪呀？

10 MR MIKE WESTON：（經傳譯員）係嘅，响我報告當中有講其中一個重點，市長決
11 定乘客嘅票價，就始終都係睇嗰個市長係咪改變嗰個嘅票價，呢方面對巴士個
12 網絡嘅財政係有一定嘅影響，目前嘅市長佢就 16 年係當選嘅，佢嘅政綱入面
13 作出咗一個承諾，就話係四年唔會加票價嘅。呢個好清楚就係對公眾人士、對
14 乘客就係有一定嘅優惠，但係對呢一個運輸局未來四年嗰個財政有一定嘅影
15 響。

16 主席：（經傳譯員）錢喺邊度嚟呢？

17 MR MIKE WESTON：（經傳譯員）市長就係需要從其他嘅渠道係攤呢啲財政，譬如
18 話係嗰個嘅稅收，佢哋會鼓勵呢個運輸局就更加提高嗰個效率，嚟到去減低個
19 成本，所以有不同嘅五花八門嘅方法嚟到去減低個成本嘅。

20 主席：（經傳譯員）其實比例上喺營運巴士--即係喺嗰個票價方面係佔咗個百分比係
21 幾多呢？

22 MR MIKE WESTON：（經傳譯員）我睇下個數字有冇先。而家就係三分一嘅成本就
23 係有補貼嘅，我睇番嗰個嘅數字，個筆記先。

24 主席：（經傳譯員）係，得。

25 MR MIKE WESTON：（經傳譯員）2016 年，七成嘅成本係乘客嘅收入嚟到去--嗰度
26 嚟嘅，三成就係其他，呢個就係 2 千 600 萬，呢個每年個數字都唔同嘅，我報
27 告當中，有講到 97/98 就係收支平衡嘅，嗰個票價係可以照顧到嗰個嘅運作。
28 但係始終呢個係一個政治嘅決定，係市長嗰個嘅決定，就係佢其實喺財政運作
29 上係點樣處理嘅。

30 主席：（經傳譯員）票價係凍結四年，七成就本來話係票價可以照顧到，而家可能係
31 跌到六成或者更低，係咪呀？

32 MR MIKE WESTON：（經傳譯員）除非嗰個乘客量係減低，估計可能會減低少少
33 嘅。

34 MR DUNCAN：（經傳譯員）我諗你提到嗰個財政表現同埋有關嘅補貼，主席剛才都

1 提到呢個問題，喺 120 頁、121 頁嗰度，你睇到其實有講到嗰個財政嘅表現
2 嘅，係咪？

3 MR MIKE WESTON：Mmm.

4 MR DUNCAN：（經傳譯員）120 頁最底嗰度，最後嗰句你就提到就 1997、98 年嘅
5 時候，個網絡其實就係收支平衡，票價係可以支付到嗰個營運嘅費用，跟住你
6 就講到市長喺 2000 年之後嘅做法，就係話 121 頁最頂嗰部分，同埋就係七成
7 嘅收回成本，就喺第一段嗰度，喺 121 頁嗰度係有咁講嘅。

8 MR MIKE WESTON：（經傳譯員）係。

9 MR DUNCAN：（經傳譯員）好，2016 年、2017 年，補貼嗰個數量，睇嚟就係 6 億
10 2 千 600 萬鎊嘅，就係 60 億港幣咁計喇。主席剛才問到你，就係你嗰個補貼嘅
11 金額喺邊度嚟，係咪就係佢哋嘅嗰啲嘅稅嗰方面呢？

12 MR MIKE WESTON：（經傳譯員）無論係商業機構或者係個人嘅畀稅嘅人士，佢哋
13 都會係負擔，當然亦都有政府國家嘅補貼嘅，但係從明年開始，就事實上，三
14 年之前政府就係話畀運輸局聽，其實就唔會再畀補貼佢哋，所以就只會係會畀
15 營運者就資本嘅投入，就佢哋譬如話好似興建新嘅地下鐵路或者係改善站頭嘅
16 設施等等。

17 所以運輸局喺過去兩、三年，就係從呢一個國家嘅運輸部就係冇任何嘅補
18 貼嘅，所以佢哋就要自己搵辦法，同埋就要去比較雷厲風行睇下點樣節省成
19 本，令到成個營運嘅情況係可以改善，呢個係好大嘅挑戰。同時間，市長亦都
20 係決定就係三至四年之內都唔會有一個--呢一個嘅津貼都係凍結嘅，所以其實
21 會係因為喺嚟緊四年係呢一個合約價格就會隨住通脹增加，但係喺其他方面就
22 係冇增加嘅。

23 主席：（經傳譯員）中央政府個補貼嘅大概係幾多呢？

24 MR MIKE WESTON：（經傳譯員）當佢哋講話嚟緊三年成個補貼會凍嘅時候，大概
25 係 6 億鎊嘅，佢哋決定就係三至四年就係減到零嘅。

26 主席：（經傳譯員）就係 6 億鎊就去到零嘅，...

27 MR MIKE WESTON：（經傳譯員）呢個其實都係一個好大嘅削減嚟，係呀，呢個係
28 講緊津貼成個運輸局，就唔係單單係講巴士嘅。

29 主席：（經傳譯員）呢方面嘅津貼喺倫敦之外，其實有冇嘍？

30 MR MIKE WESTON：（經傳譯員）喺鐵路嚟講，有，巴士就有。就喺倫敦之外嘅地
31 方，巴士服務其實就已經係放寬咗規管，已經唔規管嚟喇，所以任何人佢哋係
32 被獲准係可以經營巴士呢，佢哋都係用商業去營運巴士，譬如好似係曼徹斯
33 特、伯明翰等等，任何嘅營運商都係可以用商業原則去營運個巴士，當地嘅規
34 管嘅機構就可能就譬如話係提供一啲缺乏嘅服務嘅。譬如話佢哋商業嚟講，佢

1 咁就會係禮拜一至到禮拜六就先至係營運，而政府當局就可以購買佢咁服務就
2 係星期日去運作嘅。其實百分之九十嘅巴士服務其實係以商業形式嚟去運作
3 嘅，而剩番個百分之十就係由當局政府去購買嚟提供服務。

4 喺倫敦以外嘅地方其實都有考慮緊會唔會有一啲嘅專營巴士服務，而家就
5 探討緊，曼徹斯特特別就係諗緊就係從一個唔規管嘅環境就係去做到一個專營
6 服務嘅方面。

7 主席：（經傳譯員）唔該晒。

8 MR DUNCAN：（經傳譯員）我哋睇番第 127 頁，呢度就係講到關於個合約個架構，
9 去到 128 頁，4.2 就係講緊合約嘅週期，就有兩個嘅協議嘅，一個就係個框架
10 協議，跟住根據第二個箭咀，就係講到一般嘅合約嘅要求，就特別係巴士營運
11 商應該點樣遵守。另外就係一個路線嘅協議，裏面詳列咗係一啲特別嘅路線嘅
12 要求，特別係一啲最低表現標準等等。你有冇你嘅資料之中提供一啲相關嘅
13 例子呢？

14 MR MIKE WESTON：（經傳譯員）有。有關於路線協議嗰方面嘅，有個例子，對唔
15 住，應該係框架協議嘅。

16 MR DUNCAN：（經傳譯員）我睇到嘅，第 189 頁嘅，係咪呀？係，冇錯。

17 MR MIKE WESTON：（經傳譯員）個路線協議就有一百六十頁嘅，每一個營運商都
18 係要簽訂嘅，如果每一次佢哋去營辦一條路線，佢哋都係要簽呢個路線協議，
19 裏面有好詳細嘅資料點樣營辦。

20 MR DUNCAN：（經傳譯員）第 129 頁第二段，...

21 主席：（經傳譯員）喺離開呢個題目之前，我哋睇一睇我哋 Stanley 教授有提過墨
22 爾本嘅系統，裏面就關於一啲嘅認證嘅制度嘅，倫敦嘅制度有呢一個框架協
23 議，有預審制度，呢個同墨爾本嘅情況係點樣對比呢，就關於認證嗰方面嘅？

24 MR MIKE WESTON：（經傳譯員）呢個預審制度就係實際上係審視呢個嘅公司就可
25 唔可以成為一個嘅巴士服務供應商，我哋會睇番佢哋有冇政府機構嘅一個牌
26 照，呢個唔係話呢個公司一定係會贏到呢個合約嘅，其實嗰個門躡唔係太高
27 嘅，你係有一個公司成立咗，你有啲經驗係提供巴士服務，嗰個門躡係比較低
28 嘅，因為倫敦運輸局希望能夠鼓勵各類一啲細嘅公司都可以成為個供應商，當
29 然除咗有啲大嘅公司，譬如話其實佢哋可能係有啲細嘅公司佢哋係有--個車隊
30 係十至十五部巴士嘅，佢哋都能夠可以係認可，希望能夠鼓勵更多嘅人就係可
31 以參加招標個過程，然後我哋就可以決定究竟邊一間公司係能夠可以贏某一個
32 嘅合約。

33 我唔會講呢個係一個認證嘅過程嚟嘅，我哋只係想希望有可能有潛力嘅公
34 司佢哋係有基本嘅制度係可以提供巴士服務嘅。

1 主席：（經傳譯員）唔該晒。係，好。係，教授。

2 羅先生：（經傳譯員）會唔會包括佢哋係有一個車廠呢？

3 MR MIKE WESTON：（經傳譯員）冇嘅。你係唔需要有個車廠嘅，因為其實如果係
4 咁，就會成為一個佢哋進入市場嘅障礙添，因為要設置一個車廠係一個好大概
5 挑戰，譬如擺喺邊度。倫敦運輸局其實可能就會畀一間公司佢只係有二十部巴
6 士，但係一個車廠好多時候都係需要一百五十部車先至能夠營運得成功嘅，所
7 以你係唔需要有個車廠。但係如果你係一個嘅營運商，你就應該係有一個嘅車
8 廠去支持你嘅，可能英國，或者呢個車廠係喺另外一個地方嘅。

9 MR DUNCAN：（經傳譯員）好，我哋睇番第 129 頁，你就提到關於評審嗰方面，關
10 於個標書嘅評審，你就提到就會係佢哋嘅唔同範疇嘅表現，包括係安全表現，
11 「呢個咁嘅方法就係可以讓到呢個運輸局就係睇清楚佢哋嘅表現情況，亦都讓
12 到營運商佢有個誘因就係不停咁改善佢哋嘅服務。喺安全方面，亦都好似其他
13 方面嘅表現一樣，都會係我哋考慮嘅，亦都會令到我哋係考慮究竟會唔會續約
14 或者畀批新約佢。但係安全就唔係成為呢一個技術評審嘅一部分，但係成為一
15 個『紅線』，其中一個例子就喺 2015 年，就有一個嘅合約商，因為佢哋嘅維修
16 嘅呢個嘅標準唔達標，所以致使到佢哋失去咗好多嘅里數，因為嗰個器械嘅原
17 因嘅問題，所以佢哋就有一個新嘅合約畀佢哋。」

18 你提到一個嘅紅線嘅問題，你可唔可以話畀我哋聽你點樣會超越咗嗰條嘅
19 紅線呢？咩嘢為之超越嗰條紅線呢？

20 MR MIKE WESTON：（經傳譯員）紅線我哋就有一個定義嘅，就話乜嘢接受到或者
21 乜嘢唔接受到。喺呢一個路線為本嘅招標嘅好處，相對於譬如話新加坡嘅專營
22 嘅制度嘅好處就係話讓我哋運輸局就可以透過呢一個路線招標令到呢間公司就
23 係個大細隨時可以有彈性增大或者係減細嘅。其實如果我哋係要終止合約，尤
24 其是譬如話嘅四百或者或者四百五十部巴士嘅，係一個好大概嘅決定，對於我哋
25 嚟講，成個巴士嘅服務係一個好大概嘅影響，同埋好明顯我哋就可以對於呢一個
26 營運商，我哋--唔好嘅營運商呢，我哋就係唔批新嘅合約畀佢，就對佢哋嚟
27 講，係一個好強嘅訊息，就係佢哋做得唔好。

28 所以呢條所謂嘅紅線就有清楚去界定嘅，或者定義係點樣，就我哋就希望
29 就話我哋嚟招標嘅評審之中，我哋就會睇下清楚佢哋嘅服務質素同埋其他方面
30 嘅表現，就係會畀分，同埋睇番嘅安全嘅指標，睇下有冇問題。

31 呢度我舉咗個例子，呢度好清楚呢間公司嚟維修方面係做得唔好嘅，因為
32 有好多嘅工程師都已經退休，佢哋好多做咗好多年嘅工程師都退咗休，佢哋就
33 有預計到呢度咁嘅情況，亦都有做一啲嘅措施去培訓適合嘅維修人員；後來就
34 有好多嘅機械嘅故障同埋有個好差嘅呢個工程質素嘅監測。所以因為咁樣嘅問
35 題，我哋就決定佢哋係需要改善，喺呢段時間，我哋就有批新合約畀佢哋，喺
36 呢段咁嘅時間，佢哋可能其實就失去咗四至五個合約，可能佢哋之前可能會可
37 以贏到嘅，之後佢哋就係佢改善咗之後先至可以再入標。

1 所謂嘅呢一個紅線就係由我哋董事局同埋我哋嘅評審小組去決定嘅。

2 主席：（經傳譯員）你就頭先提個例子，關於個器械故障同埋就失去咗好多嘅里數
3 同埋好差嘅工程嘅質素，其實呢啲你哋去表現監察嘅時候，你哋都已經睇到
4 啲喇，係咪呀？

5 MR MIKE WESTON：（經傳譯員）其實就佢失去咗好多嘅里數，同埋好多嘅路上
6 機械故障嘅情況，所以佢哋就會扣減佢哋個筆款項嘅。

7 主席：（經傳譯員）我亦都係諗緊其實呢兩樣嘢同呢一個安全有咩嘢關係，係咪去到
8 一個情況就係話啲啲直情用咗落嚟，然後係撞嚟人呢？

9 MR MIKE WESTON：（經傳譯員）冇，冇，冇，唔係咁。第一個嘅警示其實係就好—
10 —就係通常都係機械故障嘅，即係講緊如果佢哋個維修情況係好差。營運商好
11 多時候都會確保安全都係好緊要嘅，因為倫敦運輸局會懲罰佢哋，就係唔會批
12 新嘅合約畀佢哋，一啲國家嘅機構亦都係會做一啲監察安全嗰方面，如果有問
13 題嘅時候，佢哋可能有公開聽證會等等，政府亦都會係有懲處嘅。

14 主席：（經傳譯員）其實呢個會唔會係一個潛在嘅安全嘅風險呢？因為呢個巴士成日
15 都死火，佢因為佢維修不善，所以都會係一個可能嘅安全嘅危機嚟啲嗎？

16 MR MIKE WESTON：（經傳譯員）無論係運輸局或者營運商都會明白呢個都係一個
17 問題嚟嘅，可能會真係會成為一個安全嘅危機，但係最後畀佢哋有啲真係係安全
18 方面出咗咩嘢問題，但係冇錯，係可能係一個安全嘅危機嚟嘅。

19 MR DUNCAN：（經傳譯員）你就頭先講到就話呢一個有安全指標嘅，運輸局有冇一
20 系列嘅一個清單嘅安全指標嘅呢？

21 MR MIKE WESTON：（經傳譯員）冇錯，係有一系列嘅安全指標嘅，目前營運商佢
22 哋自己都有一啲安全表現嘅呢一個表現嘅指數，就四十一個嘅，我哋就會將呢
23 啲所有嘢就考慮係一齊嘅時候，就睇番嗰個安全表現係點樣，實在譬如係呢一
24 個嘅工程或者係機械方面，或者係呢個司機嘅安全等等，都係有一啲嘅安全嘅
25 指標，我哋都會特別嘅監察。

26 主席：（經傳譯員）呢啲嘅安全指標係咪公眾人士可以參閱嘅呢，又或者係會不久將
27 來會係公布呢？

28 MR MIKE WESTON：（經傳譯員）未目前為止其實都有公開嘅，但係好快我哋就會
29 公開呢啲安全指標。

30 主席：（經傳譯員）你目前嚟講，或者係試行呢啲嘅安全指標嘅落實之前，其實而家
31 有一啲咩嘢嘅安全嘅措施嘅呢？

32 MR MIKE WESTON：（經傳譯員）冇，有好多嘅監察，有好多分析趨勢等等，我哋
33 會收集好多嘅數據同埋做好多嘅趨勢分析，有好多嘅比較、分析，就係譬如話
34 個別嘅營運商會比較，運輸局會做好多嘅圖表，就睇下唔同嘅情況，譬如話同

1 行人個個意外有咩嘢情況，呢啲嘅趨勢就會係我哋分析係一個網內嘅分析，亦
2 都會係個別嘅營運商嚟分析嘅。而一啲巴士公司就會同其他嘅巴士公司係分享
3 呢個數據，而佢哋之間都可以睇到大家之間嘅數據嘅，所以佢哋係可以比較佢
4 哋嘅表現。

5 主席：（經傳譯員）呢啲數據喺網上係咪可以攞到嘅呢？

6 MR MIKE WESTON：（經傳譯員）倫敦運輸局係有發布兩類嘅數據，首先就係巴士
7 網絡上面嘅任何意外，譬如話有人喺巴士上面跌低，即係踎低等等，每年--每
8 一季都會係發布呢啲數據嘅。

9 主席：（經傳譯員）係咪即係全部嘅公司都會發布嘅呢，定係由個別去發布呢？

10 MR MIKE WESTON：（經傳譯員）就係有一份嘅圖表就係所有市民都可以睇到嘅，
11 就係有一個嘅一覽表，你可以睇下倫敦唔同嘅郡或者唔同嘅巴士公司嘅表現，
12 所以市民係可以係查詢呢啲資料嘅。

13 主席：（經傳譯員）所以就唔會話跟公司，譬如話 Abellio 公司就有多啲嘅人係噉
14 到或者踎低？

15 MR MIKE WESTON：（經傳譯員）暫時唔係咁樣嘅。市民或者其他嘅機構可以自己
16 去根據呢啲數據分析，而每一季都會有一個表現嘅一覽表嘅，即係就住巴士網
17 絡嘅安全性，所以就睇到同上一季相比嘅表現。目前嚟講，就係一個網絡嘅層
18 面去做嘅。

19 主席：（經傳譯員）呢個巴士網絡嘅數據包唔包傷亡數字呀？

20 MR MIKE WESTON：（經傳譯員）冇錯，係包括任何喺巴士網絡上發生嘅事件嘅。

21 主席：（經傳譯員）唔該晒。

22 MR DUNCAN：（經傳譯員）呢個數據嘅來源究竟喺邊度呢？邊個提供呢啲數據嘅
23 呢？

24 MR MIKE WESTON：（經傳譯員）數據嘅主要來源就係巴士公司，佢哋就要將數據
25 入一個中央嘅資料庫，即係一個報告嘅系統--匯報系統，而巴士公司亦要將佢
26 哋嘅事故嘅數據係輸入呢一個系統，倫敦運輸局就會進行審核去確保嘅巴士公
27 司係正確咁樣去輸入呢啲資料嘅。而呢啲數據亦都係會同警方嘅數據係交叉去
28 檢查，如果係一啲嚴重意外或者嚴重事故。而家就叫做 STATS19，就嚟會改名
29 喇喇，而倫敦運輸局就會互相去檢查，去確保呢啲資料係正確。

30 譬如話喺巴士上有人絆倒或者踎低，警方係未必會統計嘅，但係呢個數據
31 主要嘅來源就係個別嘅巴士公司，佢哋會將資料輸入一個中央資料庫。

32 主席：（經傳譯員）呢啲資料係咪公開㗎？

1 MR MIKE WESTON：（經傳譯員）冇錯，係會每季發布嘅。

2 主席：（經傳譯員）倫敦警方嘅網站有冇呢？

3 MR MIKE WESTON：（經傳譯員）可能係一個全國嘅網站上面睇得到嘅。

4 主席：（經傳譯員）倫敦嘅數據係可唔可以睇得到呢？

5 MR MIKE WESTON：（經傳譯員）你可以睇成個倫敦嘅數據，倫敦個別嘅郡或者係
6 某啲嘅巴士公司或者甚至係車種嘅。

7 主席：（經傳譯員）你話警方嘅數據係會包括嚴重嘅事故，係咪包括所有嘅傷亡或者
8 係死亡數字呢？而倫敦運輸局嘅資料庫係咪都會有？

9 MR MIKE WESTON：（經傳譯員）冇錯，呢啲嘅數據應該係脗合嘅，至於一啲輕微
10 嘅受傷，因為可能警方係會有處理某啲呢啲輕微嘅受傷，所以輕微受傷嘅數字
11 未必係脗合，但係一啲嚴重嘅傷亡應該係脗合嘅數據。

12 主席：（經傳譯員）係，唔該晒。

13 MR DUNCAN：（經傳譯員）請你撇去第 150 頁，你報告嘅第 150 頁，第 7.8 段，呢
14 段就係關於倫敦運輸局嘅安全表現指標，呢個就係巴士安全計劃嘅一部分嚟
15 嘅，你見唔見到？

16 MR MIKE WESTON：（經傳譯員）係，見到嘅。

17 MR DUNCAN：（經傳譯員）呢個就係咪主席所講嘅未經發布嘅安全表現指標呢？

18 MR MIKE WESTON：（經傳譯員）呢個就係其中一間巴士公司嘅建議，佢哋就喺 8
19 月嘅時候向我哋簡介咗嚟喇，就有四十一項嘅建議，就得出一個安全表現嘅分
20 數，有一啲嘅元素，包括係可能乘客嘍倒或者跌低嘅數字，傷亡數字，司機嘅
21 監察等等，呢啲就會得出一個標準，一個分數，個基準就係 80 分，然後就會係
22 根據呢一個基準再去幫呢個巴士公司評分嘅。

23 如果你係遇上呢一個傷亡，有時未必係因為巴士公司嘅錯嘅，未必影響佢
24 哋分數，所以有一個加權嘅系數，我哋嘅目標就係所有巴士公司都可以做得更
25 加好、更加安全，所以我哋定咗一個安全表現嘅基準就係 80 分，然後你就會根
26 據呢一個基線就盡量去改善你嘅分數同埋表現，所以呢個我哋計劃係會公布呢
27 一個計劃嘅，但係暫時仲未。

28 主席：（經傳譯員）你話已經係向我哋解釋過，你係咪講緊我同你同埋一啲董事總經
29 理，即係喺 8 月嘅會面？

30 MR MIKE WESTON：（經傳譯員）冇錯，佢哋係有睇過啲啲表嘅。

31 主席：（經傳譯員）呢個就係 Jon Pike 先生向我哋講過，佢就係安全及風險主管
32 嘅？

1 MR MIKE WESTON：（經傳譯員）冇錯。

2 主席：（經傳譯員）呢個就係下個月中係會有嘅，係咪？

3 MR MIKE WESTON：（經傳譯員）冇錯。我諗佢哋喺 10 月中公布佢哋嘅安全計劃嘅
4 時候，就會公布嘅。

5 MR DUNCAN：（經傳譯員）呢個對於嗰個處理安全嘅嗰個紅線嘅做法係會唔會有影
6 響或者分別呢？而家就會有一個紅線嘅制度去決定會唔會同一間巴士公司續約
7 或者畀新嘅路線佢。

8 MR MIKE WESTON：（經傳譯員）好難去形容會點樣去用嘅，如果你嘅分數係越嚟
9 越差嘅話，我諗可能都會係--即係算係一條紅線嚟，即係可能反映你嘅表現係
10 惡化緊。因為我哋係會睇好多嘅因素，如果喺任何一方面差咗，都會係反映喺
11 個分數度嘅，所以如果你嘅分數係低咗，可能會係一個問題嚟嘅。

12 主席：（經傳譯員）點解係需要包括四十一個因素咁多呢？即係喺你計呢一個安全表
13 現嘅分數嘅時候。

14 MR MIKE WESTON：（經傳譯員）正如報告所講，我哋係從呢一個鐵路業就係借
15 鏡，即係得出呢一個制度嘅。我哋嘅原則就係個分數唔應該係受個別嘅事件影
16 響，因為如果你一間大嘅巴士公司，有二千架巴士，你係會遇上一啲嘅事故
17 嘅，所以我哋嘅設計就係得出一籃子嘅措施或者係因素去得出一個分數嘅。如
18 果呢個分數上升或者下降，可能你嘅表現係大幅度地改善咗或者係惡化，呢個
19 就係比起淨係睇某一個因素係好嘅。

20 例如如果你主要係睇一間巴士公司遇上嘅撞車嘅意外，可能係唔公平嘅，
21 因為可能喺某啲路線有啲路面嘅情況係會導致撞車，並不代表成間巴士公司嘅
22 整體表現嘅，所以我哋係要考慮一籃子嘅因素，先去評核佢哋嘅安全表現。

23 主席：（經傳譯員）呢一個一籃子因素嘅範圍係點呢？當然如果你睇呢個碰撞嘅數
24 字，係大家都會明白，你睇到如果有乘客跌低、蹺倒等等，或者違反交通規
25 例、超速、急速剎車等等，仲會考慮啲咩嘢其他因素呀？

26 MR MIKE WESTON：（經傳譯員）我哋會包括呢一個司機質素監管或者係監察，呢
27 個亦都係同公眾對安全駕駛嘅期望係有關，所以我哋係想包括一系列嘅因素，
28 先至得出一個分數去反映呢個巴士公司嘅整體表現嘅。

29 主席：（經傳譯員）即係你講緊公眾嘅回響，係咪講緊投訴呀？

30 MR MIKE WESTON：（經傳譯員）係，包括投訴。

31 主席：（經傳譯員）唔該晒。

32 MR DUNCAN：（經傳譯員）Weston 先生，喺 Stanley 教授喺向委員會--即係協助
33 委員會時候講，香港就係有一個競爭性嘅投標制度，而巴士公司就會係自己係

1 收呢啲車資，但係佢哋亦都係要承擔風險嘅，我就想你睇睇呢一個嘅 Stanley
2 教授嘅作供嘅謄本，呢個就係第 16 日嘅謄本，第 45 頁嘅。

3 主席：（經傳譯員）日期係幾時呀？

4 MR DUNCAN：（經傳譯員）9 月 15 號嘅。你之前有冇睇過呢份證供呀？

5 MR MIKE WESTON：（經傳譯員）有嘅。

6 MR DUNCAN：（經傳譯員）所以我就會好快咁樣帶你睇一睇呢份文件。我會由第 45
7 頁開始，第 10 行，委員會嘅大律師就講到呢一點嘅，「第一部分就係講呢一個
8 嚟墨爾本有呢個競爭性投標制度嘅好處，你都已經有提過呢一個議題㗎喇，所
9 以我想同你講下呢個競爭性嘅投標制度，同埋呢個點樣係應用喺香港嘅情況。
10 巴士公司就會自己收呢一個巴士嘅車資，而佢哋就自己承擔營運巴士路線嘅風
11 險。」

12 第 22 行，就話「我明白係有唔同嘅選項，但係我就想請你解釋下呢一啲
13 嘅選項。」我諗之後有一啲部分可以略過，因為我諗你都知道啲啲嘅選項或者
14 情景係乜嘢，就住 Stanley 教授所講。我就想跳去第 48 頁嘅頁底，第 21
15 行。

16 陳政龍大律師就講到「如果我冇理解錯，係可以有唔同嘅情景嘅，第一，
17 就係一個投標商就係建議係支付政府一個營運嘅金額去換取經營某一個區域或
18 者某啲路線嘅經營權，佢就會係同政府分享某啲嘅利潤。」

19 第 6 行就講到「第三個情景就係有一個競投嘅價格，而呢個投標嘅競爭係
20 完全係視乎服務質素嘅評核。」

21 第 22 行就主席話「另一個方法就係呢一個新嘅巴士公司就可能會建議佢
22 可以--我收嘅車費比現有嘅巴士公司係可以低一成嘅，即係呢個情景底下，就
23 唔會畀錢政府，但係巴士公司就可以幫到乘客。」陳大律師就話「呢啲就係競
24 爭性投標制度嘅好處。」

25 所以呢個就係有四個嘅情景，我就想睇番你啲份報告第 131 頁嘅，第
26 4.3.2 段，第一段就係形容一個同香港相似嘅制度，就住呢個盈利分享，就講
27 到呢一個淨價嘅合約。

28 「喺 1995 年至 2000 年，機構就係採納咗一個淨價嘅合約制度，而巴士
29 公司就會係保留路線嘅車資收入，然後就係承擔呢個相關嘅風險，巴士公司就
30 會係競投一啲合約，就住呢個預期嘅收入，佢會係競投一個倫敦交通局嘅資
31 助，就住一啲比較有咁賺錢嘅路線，或者喺一啲賺錢嘅路線就係同倫敦運輸局
32 係分享收益嘅。」

33 呢個淨價合約就只係運作咗一段短嘅時間，因為就倫敦運輸局佢嘅行政嘅
34 負擔係非常之嘅大，因為佢係要分配超過七百條巴士路線嘅利潤或者收入。而

1 實際嚟講巴士公司係好難影響實際嘅路線車資收入嘅，因為路線嘅規劃、班次
2 同埋車資嘅釐訂仍然係由倫敦運輸局去控制同埋管理嘅。」

3 我哋假定喺第二段嗰度所講嘅兩個問題都係可以克服得到咁講喇，即係個
4 行政嘅負擔，嗰個情況就係呢一個淨成本合約嘅做法，你覺得香港係咪可以參
5 考呢，還是係唔可以考慮呢？

6 MR MIKE WESTON：（經傳譯員）如果你係睇個專營權嗰度，嗰個營辦者就係喺香
7 港某一啲部分就係營辦所有嘅路線，就好似倫敦嘅情況咁樣，就容易啲嘅。倫
8 敦個問題就係營運者可以係有幾條線係有不同嘅營運者或者係若干營運者嚟到
9 去做，因此對嗰個收入係有一定嘅影響嘅。所以實際嘅問題就係喺呢個淨成本
10 合約係有乜問題嘅。

11 就睇下嗰個英國嘅合約，呢個係冇問題嘅，但係要確保就係嗰啲營運者係
12 對嗰個收入有一定嘅影響，同埋係有能力係改變嗰個嘅收入，譬如話可以控制
13 嗰個嘅票價或者係可以係將嗰個服務水平係改變，或者係有能力係可以係推廣
14 或者係推銷佢哋嘅服務呀咁樣。

15 喺倫敦運輸局嘅情況，所有呢啲咁嘅工具就係掌握喺嗰個當局當中，就唔
16 喺個營運者手中嘅，所以營運者其實對嗰個實際嗰個票價收入有好少嘅影響
17 嘅，即使佢哋服務嘅質量都好好，佢哋喺嗰個走廊上面有三、四間嘅營運商，
18 佢哋係有同樣嘅路線都好，乘客都係會有車嚟就搭喇，佢哋唔會揀邊間巴士
19 公司嚟搭嘅。

20 所以答你條問題，就係係可行嘅，可能就係如果營運者係有一個專營權係
21 可以處理自己嘅路線，可以喺自己嘅範圍入面係有一定嘅控制權，就好有用
22 嘅。呢個確保嗰個營運者係可以控制到若干嘅範疇，然後先至可行嘅，因為喺
23 倫敦嗰度當局控制咗好多嘅情況，睇嚟就唔係話咁可行。我希望答到你嘅問
24 題。

25 MR DUNCAN：（經傳譯員）唔該晒。其實我以前都有問過呢個問題，其實就係有幾
26 多條路線，倫敦總有幾多條路線？

27 MR MIKE WESTON：（經傳譯員）有七百，就視乎係個別嘅路線，有啲就係學校嘅
28 路線，倫敦嘅巴士路線加埋呢啲巴士路線，其實公眾人士都可以坐嘅，但係有
29 一啲嘅路線喺返學嘅時間就淨係畀學生嚟到去搭一啲專門嘅路線嚟嘅。有一啲
30 路線可能係個別嘅巴士線--校巴線，有啲就可能係長啲嘅路線，就係六百、七
31 百輛巴士都有嘅。

32 MR DUNCAN：（經傳譯員）唔該晒。另一個問題就係 Stanley 教授證供當中有提到
33 嘅。或者係返番去第 16 日嘅聆訊，第 50 頁嗰度，呢個就係喺正話我提嗰段嘅
34 之後嘅啫，第 50 頁，第 9 行，陳律師就問，「係咪有一定嘅優點呢，即係喺個
35 個競爭性嘅投標嗰度，而具體上就係同呢一個巴士安全運作係相關嘅？」我哋
36 睇到就係教授嘅回覆就係第 50 頁一路係答到去 56 頁嘅，第 16 行嗰度，你有

1 有機會睇過 Stanley 教授呢方面嘅證供？

2 MR MIKE WESTON：（經傳譯員）係有嘅。

3 MR DUNCAN：（經傳譯員）我諗公道咁講，或者係可以總括一下咁講，其實喺具體
4 上對安全同呢一個競爭性嘅投標係有一定嘅影響嘅，其實你睇呢個證供係咪咁
5 樣睇呢？

6 MR MIKE WESTON：（經傳譯員）其實我嘅睇法都係咁樣嘅，我唔會唔同意嗰個睇
7 法，就話係即係競爭性投標對安全係唔會話冇影響，但係亦都唔會話有一定嘅
8 優點。其實喺倫敦嗰度嗰個路線嘅投標，嗰個投標過程本身就並冇具體咁樣係
9 對安全帶嚟一啲嘅優點，但係嗰個投標嗰個評估，其實等當局就可以就係睇埋
10 嗰個安全嘅角度。

11 剛才我哋都講過，就有啲公司佢哋係有一啲機件--即係嗰個基建工程嘅水
12 平就唔係話咁好，等運輸當局就係可以係有能力係更改佢哋嘅建議，特別係照
13 顧個安全嘅問題，所以嗰個招標嘅程序或者嘅競爭性嘅招標未必係同安全有直
14 接嘅關係，但係嗰個招標嗰個目的，特別喺倫敦嗰個情況就容許有關當局係可
15 以係考慮埋嗰個安全角度，然後先至批嗰個合約或者係續嗰個合約嘅。

16 主席：（經傳譯員）呢個其實你係畀過呢啲嘅例子，考慮到嗰個嘅安全，就有一啲巴
17 士公司佢哋喺呢方面唔係咁好嘅，喺嗰個保養嘅計劃入面係做得唔足咁樣，其
18 實喺呢個制度入面，點樣--一間公司係咪願意進行呢個技術上嘅一啲創新，呢
19 個對安全亦都係有一定嘅影響嘅，其實公司可唔可以係有一啲嘅前置嘅一啲嘅
20 鏡頭咁樣，等佢哋可以睇到嗰個巴士同車輛嘅距離咁樣。喺呢一方面，呢個過
21 程，競爭性投標方面係咪有一定嘅影響呢？

22 MR MIKE WESTON：（經傳譯員）我相信嗰個挑戰顯然，就係如果當局係訂定一啲
23 最低嘅安全標準，譬如話一啲設備、閉路電視、即係巴士上面前、後嘅閉路電
24 視，倫敦都有嘅，所有嘅營運者如果佢哋係要入標嘅話，都要符合呢個標準。
25 如果當局係訂定呢啲標準，所有嘅營運者都係需要符合呢啲標準，然後先至可
26 以得到個合約嘅

27 對於呢啲競爭性投標方面嘅程序，個挑戰性就係最終始終我哋係有一個商
28 業嘅評估嘅，有個技術上嘅評估，有時就好難就話對一啲即係喺標書入面嘅少
29 量嘅創新、科技創新，譬如話有一啲嘅通話嘅系統就可以改善到嗰個表現，因
30 為未必得嘅有時。呢個會幫到佢哋嗰個技術上嘅得分，但係最終某程度上，整
31 體嗰個商業上面嘅分數就會係佔咗主要嘅一個嘅決定嘅，呢個對於嗰個合約方
32 面--喺呢方面又未必係有咁大嘅影響，所以個挑戰就喺呢度。所以喺倫敦就係
33 用一啲一般嘅安全嘅標準，即係一般嘅巴士安全嘅標準咁樣。

34 嗰個招標嘅程序始終係有一個重要嘅元素，我哋唔會話唔鼓勵嗰個技術上
35 嘅創新，即係佢哋可以係超越到呢個當局所要求嘅，當然如果佢哋覺得佢哋有
36 一定嘅業務上可行嘅話，有一啲嘅技術上嘅創新，就可以減低嗰個嘅意外，亦

1 都可以節省佢哋嘅成本，佢哋亦都係好樂意咁嚟到去採納嘅，但係你少少嘅技
2 術創新對嗰個評估方面又未必有大影響嘅。

3 主席：（經傳譯員）嗰啲規管當局其實就可以係訂定一啲最低嘅標準，就唔係話嗰啲
4 巴士公司係主動咁樣嚟到去改善個安全，係咪呢？

5 MR MIKE WESTON：（經傳譯員）我諗呢個就可能係最終係要咁樣走㗎喇，嗰條
6 路，喺呢個倫敦運輸局講到呢個巴士安全嘅水準咁樣。我嘅評估就係當局就會
7 話其實有好多嘅技術創新喺度，我哋要睇嗰啲巴士公司點樣去進行創新，同埋
8 係採納佢哋認為合適嘅科技，就唔係話訂定一啲標準等各方面係採納，否則，
9 亦都係需要加埋呢個成本入去，咁樣先至係會公平嘅。

10 主席：（經傳譯員）喺呢個情況底下，呢啲競爭性嘅投標其實係提升嗰個安全方面係
11 中性，係咪呢？

12 MR MIKE WESTON：（經傳譯員）係嘅，可能係咁樣，呢個可能係一個正確嘅結
13 論，安全基本係必定㗎喇，其實所有嘅營運者都係需要符合一定嘅標準，佢哋
14 喺其他方面可以係睇一啲技術嘅創新嚟到去改善嗰個服務，亦都係希望提升佢
15 哋嘅效率，亦都係會增加佢哋嘅成本，其實對公眾人士嚟講係咪物有所值係一
16 個問題。

17 主席：（經傳譯員）個表現，即係始終競爭係要提升表現，就唔係話安全？

18 MR MIKE WESTON：Yes.

19 主席：（經傳譯員）其實呢個情況同航空公司係咪可以類比嘅呢？當局訂定咗一定嘅
20 標準，就唔係個別航空公司就係裝某啲嘅設備咁樣嚟到去提升安全。

21 MR MIKE WESTON：（經傳譯員）喺航空方面我都唔係一啲專家，但係我嘅印象就
22 係你對呢個航空公司嘅印象，其實安全就喺航空公司嚟講，就唔係話一個乜嘢
23 嘅特別嘅優點，而係一啲係一啲既定一定要做嘅嘢㗎喇，咁可能呢個做法喺
24 倫敦運輸局都係要咁樣做嘅，安全嘅標準係必定嘅，就唔係話有一個競爭嘅優
25 點，等呢啲公司可以大家互相競爭嘅。

26 MR DUNCAN：（經傳譯員）其實喺歐洲有冇城市係朝住呢個方向嚟到去走嘅呢？

27 MR MIKE WESTON：（經傳譯員）就安全嗰方面？

28 MR DUNCAN：（經傳譯員）即係一致嘅標準，所有巴士必須係當局訂定一定嘅標
29 準，即係話喺倫敦運輸局係有一定嘅安全標準，就唔係話等公司嚟到去自己去
30 決定點樣創新嚟到去點樣提升安全。

31 MR MIKE WESTON：（經傳譯員）我所照我嘅所知，倫敦運輸局嗰個安全標準係佔
32 領先嘅地位嘅，其他歐洲嘅地方佢哋都係用一啲嘅科技嚟到提升安全，但係照
33 我所知，倫敦運輸局其實就係有一定嘅一致嘅標準，所有公司係遵守。

1 MR DUNCAN：（經傳譯員）另一點你提嘅就係喺呢個競爭性投標嗰方面，就係就住
2 香港，睇關於嗰個廠房嘅擁有權同埋係冇冇廠房嘅問題，我想你睇係你報告嘅
3 151 頁，最底嗰度，你就話「巴士車廠好多時就係對競爭嚟講係構成一個障礙
4 嘅」，你睇到「喺將來，競爭性嘅投標嗰方面的確係需要有一定嘅清楚策略就
5 係關於廠房嘅擁有權同埋有冇廠房提供嘅問題。」可唔可以同我哋係引申一下
6 呢方面嘅講法呢？Weston 先生。

7 MR MIKE WESTON：（經傳譯員）係喇，如果你睇倫敦嗰個情況，最大嘅挑戰，如
8 果你係新嘅營運者入嚟嘅話，始終都係冇冇廠房嘅問題，呢個係始終係搵一個
9 合適嘅地點嚟到起廠房同埋嗰個--如果你想係打入一個市場嘅話，你需要起一
10 啲嘅廠房畀百五部車咁樣，咁你係需要係要令到嗰個廠房係喺經濟上可行先得
11 嘅，等佢可以係攞到合約。

12 即使喺倫敦嚟講，嗰個要打入個市場都係嗰個廠房嘅問題，係咪有冇廠
13 房，唔係話冇可能嘅，但係呢個係一個障礙。另外喺嗰個路線投標嗰方面，如
14 果你係要用一個專營權嗰方面嘅做法，喺投資新廠房嘅設施其實就係好重要
15 嘅，呢個對競爭嚟講亦都構成一個障礙嘅。

16 喺新加坡嗰個嘅模式，佢哋當局就會提供嗰個廠房同埋有關嘅車輛嘅，基
17 本上個營運者喺入標嘅時候就係要營運呢個嘅專營權，而廠房、車就係呢個新
18 加坡嘅土地運輸局提供，呢個模式亦都係完全不同嘅。

19 不過問題就係除非有一啲嘅競爭性嘅投標，即係香港嚟講，我哋始終都係
20 需要係有一定嘅策略，嚟到處理呢一個嗰個嘅障礙，始終呢個畢竟都係嗰個廠
21 房嘅問題，我哋喺呢度需要有一定嘅清楚嘅策略，好可能嗰個競爭可能會好弱
22 㗎喇，而現有嘅巴士公司可能會係贏到個合約嘅。

23 MR DUNCAN：（經傳譯員）可唔可以喺倫敦係大家分享啲廠房嘅呢？

24 MR MIKE WESTON：（經傳譯員）係喇，大多數嘅倫敦嘅廠房都係巴士公司擁有
25 嘅，大約七十五間就係巴士公司所擁有嘅，十間就係運輸局所擁有嘅，其
26 他即係種種原因，有啲就係私有化嘅時候都係空置緊嘅，由於係 2000 年一路擴
27 展，啲廠房一路都係有用嘅，巴士公司就係佢哋合約上面就係用啲廠房
28 房，有兩間嘅呢啲廠房就係--即係倫敦東部其實就係 Hackney 同埋 Arriva 兩
29 間公司，即係大家係分享嘅，呢個係比較少有嘅，佢哋都係大家互相合作，令
30 到佢哋可行嘅，呢個做法都唔係話唔可行嘅，兩間廠房而家係大家係分享，有
31 啲嘅車廠就用嚟泊車，佢哋係用當中嘅設施嘅。

32 MR DUNCAN：（經傳譯員）新加坡佢哋就提供啲車廠畀啲營運商，佢哋係咪都
33 係分享啲廠房嘅？

34 MR MIKE WESTON：（經傳譯員）新加坡有兩份嘅合約，就係有啲新設嘅車廠，佢
35 哋亦都係--即係喺新加坡亦都係擴展啲嘅車廠嘅，佢哋嘅網絡亦都係擴展
36 㗎，亦都有新嘅車廠，佢哋嘅做法係同其他地方係有所不同嘅，如果佢哋係繼

1 續呢啲嘅招標嘅工作，佢哋可能係需要考慮而家嘅車廠嘅安排，睇下點樣可以
2 將佢係啲呢個程序入面係納入埋入面嘅。

3 主席：（經傳譯員）嗰個嘅障礙就係車廠，如果係講緊新嘅路線嘅時候，呢個障礙係
4 咪會細啲呢？譬如喺香港，就我哋要發展一個新市鎮，我哋係需要有一啲嘅農
5 村嘅地帶，我哋會將佢擺一啲城市嘅設施，所以就比較容易啲政府當局係可以
6 起車廠嘅，係咪？

7 MR MIKE WESTON：（經傳譯員）係，冇錯。我所知，其實就係新加坡係有個新嘅
8 服務嘅時候就有新嘅車廠建立。如果譬如喺香港有新嘅服去新嘅地方嘅時候，
9 係如果係理論上就係應該由運輸署去起呢個車廠，而唔係話個別嘅公司嘅。車
10 廠其實就係喺競爭方面係一個最大嘅障礙嚟嘅。

11 主席：（經傳譯員）喺倫敦嚟講，係咪有一啲嘅整合嘅情況呢？譬如話喺倫敦以外嘅
12 公司佢入地倫敦，佢就係收購咗一啲細少少嘅巴士公司，然後亦都係收購咗一
13 啲嘅車廠，就藉以進入個市場，係咪咁？

14 MR MIKE WESTON：（經傳譯員）係。最後一個人嚟市場嘅時候就係一間澳洲嘅公
15 司，佢哋嘗試好努力係好多年係進入個市場，但係嗰個車廠嘅障礙其實都係好
16 大。唔單只係咁，喺倫敦，你亦都係將係--車廠亦都係要有競爭力嘅地點嘅
17 度，所以佢哋就去--First Group 呢間公司就買一啲車廠，然後就進入呢個
18 市場，就由收購開始進入市場。

19 主席：（經傳譯員）好，我哋係睇 126 頁嘅，你嘅報告，你就係列出咗巴士營運商
20 嘅名稱，嗰個澳洲公司係咪 ComfortDelGro 呢？

21 MR MIKE WESTON：No. The Australian company is under "Other",
22 because they run about...

23 主席：（經傳譯員）佢係咩嘢邊間公司話？

24 MR MIKE WESTON：（經傳譯員）佢唔係呢度嚟嘅，佢大概係佔市場係百分之三至
25 四，Tower Transit。

26 主席：（經傳譯員）係咪都係喺新加坡嗰度係營運嘅呢？

27 MR MIKE WESTON：（經傳譯員）冇錯，佢亦都係喺新加坡嗰度叫做易塔通嘅呢間
28 公司，都係新加坡有營運嘅。

29 主席：（經傳譯員）譬如好似 RATP Development 呢間公司，呢個係咪一個法國公
30 司？

31 MR MIKE WESTON：（經傳譯員）係。佢有兩個部分嘅，RATP 就係公交嘅公司，喺
32 巴黎嚟嘅，就係營運巴士同埋地鐵嘅，喺巴黎。RATP Development 係一個就
33 佢哋嘅另外一間公司就係投資海外嘅業務嘅，佢哋係有成功投標咗一個叫做
34 Riyadh Metro，係呢一個倫敦嘅中心地點嘅一個巴士嘅。

1 主席：（經傳譯員）邊間話？Riyadh Metro？

2 MR MIKE WESTON：（經傳譯員）係。

3 主席：（經傳譯員）RATP Development 係咪收購咗倫敦幾間比較古老嘅、細嘅巴
4 士公司呢？

5 MR MIKE WESTON：（經傳譯員）係，RATP 亦都係收購咗一間叫 Quality Line
6 嘅公司，亦都係收購咗另外一間呢個法國公司，佢喺倫敦有業務嘅，喺過去幾
7 年，佢哋收購咗幾間公司，亦都係有好多細嘅巴士公司係有整合，亦都係將畀
8 呢啲大嘅公司去吞併嘅。

9 主席：（經傳譯員）有幾多間公司其實係倫敦以外嘅公司，RATP 呢？

10 MR MIKE WESTON：（經傳譯員）Abellio 就係荷蘭公司，Arriva 係呢一個德國
11 嘅鐵路公司，ComfortDelGro 就係新加坡公司，新加坡基地嘅公司，Go-
12 Ahead Group PLC 係英國嘅一間有限公司，RATP Development 正如我頭先
13 所講，係法國喺巴黎嘅一個公交公司，Stagecoach 係亦都一個英國公司嚟
14 嘅，所以係三間係外國公司公共公司，一個就係私人公司嚟嘅，所以其實都個
15 組合都係唔同嘅。

16 歐陽先生：（經傳譯員）如果佢哋係要去收購一間公司，其實佢哋係咪要繼續聘請啲
17 啲司機呢？

18 MR MIKE WESTON：（經傳譯員）係，冇錯嘅，嗰個框架協議就係如果有收購嘅情
19 況，佢哋係要--首先佢就係要得到運輸局同意同埋佢呢個運輸局其實係可以有
20 權反對收購嘅呢啲嘅行動嘅。如果呢個六個裏面嘅其中一個大嘅公司就想係收
21 購另外一間大嘅公司，倫敦運輸局可能就會反對，因為唔想個競爭係減少。佢
22 哋亦都會係喺第二啲情況係會介入嘅，因為佢哋想睇下成個競爭嘅情況會唔會
23 可以保留到。無論如何，佢哋係需要得到倫敦運輸局嘅同意。

24 喺英國，如果你要收購一個公司，嗰間公司嘅資產亦都係有相對嘅責任你
25 係要去履行嘅，咁嘅情況係喺英國同埋歐洲其實都係情況嘅，你係要將啲嘅
26 員工同時間去移交嘅。如果一間公司如果係冇--贏到一個合約嘅時候，呢間公
27 司嘅員工係有權係去到另外一間新公司嘅公司嗰度做。一間新嘅公司可能係決
28 定係需要繼續聘請原有原有嘅員工，因為其實佢哋亦都缺乏員工，但係可能員
29 工亦都可以決定去繼續留喺原有嘅公司嗰度嘅，可能個車廠已經係關閉咗等等
30 咁樣樣。

31 歐陽先生：（經傳譯員）係。

32 主席：（經傳譯員）係咪都係原有個僱用條件都係要保留？

33 MR MIKE WESTON：（經傳譯員）冇錯，法例係咁規定嘅，佢哋係要保留原有嘅聘
34 用條件嘅。呢間公司後來之後可能係同員工磋商，就係改變嗰個聘用條件，但

1 係喺呢個轉移嘅時刻，嗰個聘用條件應該係保留嘅。

2 主席：（經傳譯員）呢個係咪市長嘅成就嚟嘅，佢所做嘅呢？

3 MR MIKE WESTON：（經傳譯員）其實而家嘅市長其實已經做咗好多工作，譬如話
4 係立法嗰方面，如果個合約係改變咗，你就係要遵守番原用嘅一直嘅合約條
5 件，但係呢個而家嘅市長就係容許嗰啲員工係選擇過唔過去新公司嘅，個市長
6 就講「如果我係一個嘅司機，我已經有十五年經驗，然後我喺申請由 Abellio
7 去 Go-Ahead，因為 Go-Ahead 就近我住嘅地方，我仍然就係應該係享有十五
8 年工作經驗嘅巴士司機嘅待遇，所以我就唔需要從頭開始，即係話我嗰個經驗
9 會繼續係保留嘅。」對於咁樣嘅情況，如果啲司機係要調去另一間公司，就比
10 較公平一啲。

11 主席：（經傳譯員）唔該晒。

12 MR DUNCAN：（經傳譯員）你係咪會唔會想小休呢？而家係一個幾合適嘅時間。

13 主席：（經傳譯員）我哋會係有個小休。已經係作咗供兩個小時，然後我哋而家會小
14 休二十分鐘，我哋會係十一點半之前再返嚟嘅，十一點半會再返番嚟。

15

16 上午 11 時 10 分押聆訊押後

17

18 上午 11 時 30 分恢復聆訊

19 出席人士如前。

20

21 主席：（經傳譯員）鄧大律師。

22 MR DUNCAN：（經傳譯員）多謝主席。Weston 先生，請你撇去第 153 頁嘅，你報
23 告嘅其中一頁，第 8.6 段，你就提到運輸當局同埋巴士營運商之間嘅合約關
24 係，喺第一段第二句，你就提到「雖然合約結構喺香港係唔同嘅，香港所採用
25 嘅呢一個高層次嘅合約模式係未必需要改變先至可以改善合約監管、表現管理
26 同埋運輸署同埋專營巴士商之間嘅合作。」

27 另外我想你睇睇第 154 頁第二句，你就形容係過度依賴法定嘅規例，就係
28 適用於所有嘅車輛嘅，然後最後一段，你講到「喺倫敦嘅情況係車輛同埋司機
29 都係需要遵從呢個法定嘅要求嘅，而呢啲相關嘅措施、項目同埋合作，即係超
30 越呢啲法規嘅呢啲合作同埋項目就會令到實際嘅安全得到改善嘅。」

31 然後你提到「倫敦巴士公司同埋倫敦運輸局之間嘅合作，佢哋係願意創新
32 同埋試一啲新嘅技術同埋方法，同埋作為呢一個巴士安全計劃嘅一部分，呢啲

1 係會帶嚟一啲良好嘅結果，即係喺呢一個減少意外同埋受傷方面嘅，而運輸署
2 係應該考慮佢哋點樣可以改善同專營巴士商之間嘅合作關係。」呢度就係提到
3 一啲關於合作嘅觀點。

4 運輸署喺呢一方面係監管者嚟嘅，如果密切合作嘅話，會唔會引致監管者
5 同埋巴士之間嘅嗰個關係係太過係親近呢？

6 MR MIKE WESTON：（經傳譯員）我諗兩者係可以併存嘅，我喺報告度咁樣寫嘅原
7 因係因為我喺倫敦運輸局擔任巴士服務總監嘅時候，我哋好少係講呢一個--即
8 係我哋同巴士公司傾嘅時候好少講呢個框架協議嘅或者呢個路線協議，呢個就
9 係我哋當局同埋巴士公司之間嘅關係。

10 我喺 8 月就係同一啲巴士公司嘅代表見面，我諗我哋冇提到合約，合約並
11 唔係一個問題嚟嘅或者一個阻礙，我當時亦都係有咁樣講，因為我知道倫敦運
12 輸局亦都係想致力去改善營運安全嘅，如果係要透過合約去著手，可能係需要
13 好長嘅時間。如果倫敦運輸局係要引入一啲安全嘅標準，即係透過合約嚟講，
14 就要好耐先可以睇到成果，呢個過程亦都係會係好慢嘅。

15 我諗如果係想快啲係做到嘢，合作係一個好嘅方法嚟嘅，我諗到咗某個時
16 候，呢一啲元素可能係會納入成為合約嘅一部分。所以呢個可以獲得結果或者
17 成果嘅速度係一個考慮嘅因素嚟嘅。

18 我亦都深信有合約係重要嘅，如果我哋有任何嘅爭議，但係我係相信有一
19 啲事情透過合作，係更加快可以得到成果嘅，呢個喺 8 月同運輸局同埋巴士公
20 司傾嘅時候都好清楚地帶出呢一點。喺呢方面，即係喺安全方面亦都取得好大
21 嘅進展。所以我就強調合作呢一點。

22 至於法定嘅要求或者英國嘅要求，包括係一啲車輛嘅維修、車隊嘅管理等
23 等，呢啲並冇大問題，大部分嘅巴士公司都係可以係符合呢啲要求。

24 主席：（經傳譯員）呢個合作嘅機制係點嘅呢？即係喺倫敦運輸局同埋專營巴士商之
25 間嘅合作係點嘅呢？你就指出合作可以帶嚟成功嘅。

26 MR MIKE WESTON：（經傳譯員）報告所提到嘅第一點就係呢一個巴士公司會議嘅
27 成果，即係嚟自巴士公司高層同埋倫敦運輸局嘅高層係去定期見面去傾下一啲
28 討論點嘅，包括係安全。

29 主席：（經傳譯員）呢個喺報告邊一部分呀？

30 MR DUNCAN：（經傳譯員）第 136 頁嘅。

31 MR MIKE WESTON：（經傳譯員）呢個巴士營運商高峰會，喺呢個高峰會入面，每
32 個星期巴士公司嘅代表會同倫敦運輸局嘅代表係會面，然後去傾一啲共同關注
33 嘅問題，而轄下嘅安全小組亦都係會鼓勵啲營運商去分享佢哋嘅最佳做法，...

34 主席：（經傳譯員）喺呢一個巴士營運商嘅峰會有咩嘢人出席呢？

1 MR MIKE WESTON：（經傳譯員）就會係個別巴士公司董事總經理同埋倫敦運輸局
2 嘅總監或者係以上級別嘅代表嘅。

3 主席：（經傳譯員）呢個峰會喺邊度進行㗎？

4 MR MIKE WESTON：（經傳譯員）就會係喺倫敦運輸局嘅辦公室，就係為期係八星
5 期嘅為一個週期。有三大嘅目標，第一，就係分享一啲良好嘅做法，喺呢一個
6 高峰會入面，巴士公司就可以提出佢哋嘅有咩嘢擔憂同埋佢哋想傾嘅議題嘅，
7 佢哋未必係會傾一啲好個別嘅問題。

8 主席：（經傳譯員）可唔可以舉啲例子畀我哋聽？

9 MR MIKE WESTON：（經傳譯員）我諗緊就係一啲例子，譬如話關於啲巴士站嘅
10 執行嘅措施，呢個論壇其實等運輸局係支援一啲巴士站嘅設置咁樣，仲有其他
11 一般性嘅問題都係會討論嘅，而呢啲巴士公司係會提出佢哋嘅合約入面嘅事
12 項，...

13 主席：（經傳譯員）用呢個例子咁嚟講，究竟討論完之後會採取咩嘢行動呢？

14 MR MIKE WESTON：（經傳譯員）運輸局其實就係最有能力係提升呢啲事項畀有關
15 嘅當局，咁佢哋就喺--譬如話喺公路係可以執行呢啲嘅措施，佢哋有人力，有
16 警方呀咁樣，其實視乎啲個路段係點樣，運輸局其實就係可以有能力係引進其
17 他嘅機構係一齊參與嘅，呢啲係一般嘅事項。

18 呢個亦都係一個好好嘅機會等倫敦運輸局係接觸有關嘅機構係講不同嘅問
19 題，譬如話一啲嘅未來五年之後啲個--即係未來五年啲個嘅業務計劃係點樣，
20 對啲個營運者係有一定嘅影響，同埋有一啲計劃係等巴士公司係預先係知道
21 嘅，譬如改變啲個嘅巴士嘅網絡。呢個論壇其實就可以係大家分享啲個嘅工作
22 係點樣。

23 主席：（經傳譯員）譬如話喺呢個伊利沙伯線，呢方面會唔會係會提出呢？

24 MR MIKE WESTON：（經傳譯員）係嘅，我喺運輸局做嘅時候，亦都係有一啲講
25 解，一啲巴士嘅規劃嘅當局係解釋一下呢條新嘅橫貫嘅伊利沙伯線對巴士嘅路
26 線有咩嘢路線呢咁，呢個係一個好好嘅論壇，等大家可以分享不同嘅事項嘅。

27 主席：（經傳譯員）你提到一啲小組，可唔可以同我哋講一講咩嘢嘅小組呢？

28 MR MIKE WESTON：（經傳譯員）有幾個小組喺度嘅，主要就係安全方面嘅事項嘅
29 小組，有工程嘅小組，安全小組其實就係所有巴士公司都有參與嘅，有陣時啲
30 啲董事經理或者係一啲總監或者係喺安全方面嘅負責人係會有參與嘅。亦都係
31 大家討論一啲安全嘅問題，個論壇亦都係等巴士公司可以大家分享一啲嘅汲取
32 嘅--交通事故所汲取嘅教訓。

33 我知道巴士公司其實就係好關注呢方面嘅問題嘅，如果一間公司係有一啲
34 嘅事故，係做過深入嘅調查，係查出啲個實際嘅底因，其他嘅巴士營運者亦都

1 係可以從呢個調查當中嘅結果係得出一啲嘅經驗，可能未必係完全適用嘅，有
2 時都係會適用嘅。如果營運者同埋運輸局唔分享呢啲咁樣嘅結果，就係未必咁
3 好嘅，所以呢個論壇其實就會係分享個個調查嘅結果。

4 主席：（經傳譯員）譬如話係有一啲事件就係巴士司機就有係拉手掣嘅，釀成一啲嘅
5 後果，呢啲喺呢個論壇就可以分享，確保唔會有類似事件發生，係咪呢？

6 MR MIKE WESTON：（經傳譯員）係，主席你都提到呢個事故，就係有個車長就係
7 處理個個嘅輪椅嘅斜度，佢就係啞咗工程師嚟，工程師就係處理個個問題，但
8 係司機就係處理當中有拉手掣，車就郁，最終個工程師就係有咗命添嘅。其實
9 就我哋會有一個嘅警告，就話巴士車長離開佢座位嘅時候，就要確保係一定要
10 拉咗手掣先可以離開嘅咁，其實呢個運輸局個個嘅安全標準亦都會包括呢方面
11 嘅環節嘅，就有一個鎖咁樣。

12 但係呢個係一個好好嘅例子，就係呢類咁樣嘅教訓其實大家巴士公司、巴
13 士營運者係可以分享嘅。就有啲公司就係可能有一啲嘅資料同大家就係互相分
14 享，大家可以汲取一個教訓嘅。

15 而工程個個小組就係有一啲工程嘅總監就係參與，佢哋係分享一啲嘅維
16 修、保養方面嘅事項，好多時營運者都係會面對類似嘅巴士嘅車種，佢哋有一
17 個好好嘅機會等佢哋係有新嘅車加入車隊嘅時候，佢哋可以分開啲保養、維修
18 嘅一啲經驗，呢啲嘅論壇就大家互相合作、互相係分享一啲最好嘅做法。

19 主席：（經傳譯員）佢哋係幾耐開一次會㗎？

20 MR MIKE WESTON：（經傳譯員）同個個主要嘅論壇個時間差唔多，其實有最主要
21 嘅一個訊息就係巴士嘅巴士營運者其實係好樂意大家互相合作嚟到處理一啲非
22 競爭性嘅一啲問題，譬如話係安全，為咗整體嘅大局嚟到去分享一啲嘅經驗咁
23 樣，所以呢度大家互相係會合作嘅，喺呢方面。

24 主席：（經傳譯員）除咗巴士公司嘅代表同埋運輸局之外，呢啲咁樣嘅論壇、會議會
25 唔會係有巴士車長嘅參與或者係工會嘅參與呢？

26 MR MIKE WESTON：（經傳譯員）唔會嘅，其實係有--亦係兩方面嘅溝通嘅渠道嚟
27 嘅，倫敦運輸局--即係倫敦就係有一個嘅工會就代表九成五嘅巴士車長嘅，所
28 以我哋係會同工會諮詢、溝通，呢個比較容易，因為只係有一個嘅工會係進行
29 溝通咁樣。

30 運輸局都係同工會的確有定期嘅會議嘅，嚟到討論一啲一般嘅關注嘅事
31 項。譬如話佢哋係會分享一啲巴士安全標準嘅一啲嘅諗法，呢個就視乎巴士公
32 司睇下點樣處理佢哋嘅當地嘅工會，所以呢個係有兩層嘅做法嘅，喺處理工會
33 個方面。我哋有一個正式嘅討論磋商嘅公司層面嘅渠道，就唔係呢一個倫敦運
34 輸局嘅渠道。

35 MR DUNCAN：（經傳譯員）呢個論壇幾時成立㗎？

1 MR MIKE WESTON：（經傳譯員）呢個問得好好，起碼十五年前成立嘅。我做主席
2 都有五、六年，就有不同嘅程序嘅，呢個亦都係經得起時間嘅考驗，亦都係好
3 有用，係好有信譽，否則嘅話，嗰個論壇同埋小組亦都唔會係繼續存在嘅。

4 MR DUNCAN：（經傳譯員）呢個係咪某一個事件之後成立呢，還是係你哋主動嚟到
5 去成立嘅呢？

6 MR MIKE WESTON：（經傳譯員）如果記得嘅話，應該係主動成立嘅，我相信應該
7 係嚟私有化之後，當時就有個睇法，就話應該大家聚埋一齊嚟到去討論呢啲共
8 同關注嘅事項咁樣嘅。

9 MR DUNCAN：（經傳譯員）或者我想請你睇 Stanley 教授嗰份嘅報告，就係 94
10 頁，94 頁 5.3 段，就話其他事項嘅結論咁樣，佢提到就話「鑑於有關嘅討論，
11 作者建議香港考慮嘅主要事項，嚟到去改善工作、駕駛或者係休息嘅規定，同
12 埋係使用技術」，佢就特別提到第 6 項嘅，「成立一個巴士安全嘅常設委員
13 會，起碼一年開兩次會嚟到去檢討評估最新嘅科技，係對巴士安全有影響嘅，
14 特別係對一啲巴士路線嘅運作，同埋建議政府係睇下啲啲專營巴士方面點樣可
15 以加入呢啲嘅安全嘅措施。最新嘅工作小組改善呢一個安全，就可以就係作為
16 一個基礎，個成員可以係擴大到去加入巴士嘅營運者。」咁樣。

17 個問題就係倫敦有冇一啲嘅組織，一啲嘅小組，其實佢哋係符合到教授所
18 講嘅一啲嘅常設委員會嘅要求呢？譬如話呢個常設委員會可以檢討個最新嘅科
19 技，可以將呢啲安全嘅措施係納入去個車隊入面，倫敦有冇類似嘅機構喺度嘅
20 呢？

21 MR MIKE WESTON：（經傳譯員）倫敦嘅架構就係運輸局其實就係主導呢啲嘅安全
22 標準嘅，佢哋就會睇啲最新嘅科技，同埋跟住同巴士公司大家磋商，透過論
23 壇，透過呢啲工作坊，咁嚟到去同佢哋磋商嘅，可以話巴士營運者嘅論壇同埋
24 小組就可以係話類似嘅措施，教授所講嘅常設委員會係可能係闊過呢一方面
25 嘅，嗰個成員嘅組合可能係會闊啲，但係個相應嘅機構應該係我哋倫敦嘅一啲
26 營運者嘅論壇。

27 MR DUNCAN：（經傳譯員）照我理解，如果我明白你嘅答案嘅話，任何嘅科技方
28 面嘅發展，主要就係倫敦運輸局係做主導嘅，然後就喺嗰個論壇喺會議上面大
29 家討論，係咪呢？

30 MR MIKE WESTON：（經傳譯員）係，所有呢啲嘅營運者都係可以提出呢啲嘅建議
31 嘅，喺論壇上面提出嘅。好多時嗰啲營運者都係會搵出呢啲咁樣嘅科技--新嘅
32 科技，然後大家係喺論壇提出，大家可以溝通呀咁樣，其實就兩者喺當局同巴
33 士公司之間係有互動嘅。

34 MR DUNCAN：（經傳譯員）或者想你睇教授嘅另一份嘅報告，...

35 主席：（經傳譯員）等一陣間，律師，我就想跟一跟呢方面嘅問題。舉個例，譬如話

1 一啲防止瞓眼瞓嘅一啲嘅工具，佢哋可能喺呢啲安全嘅論壇上面提出。倫敦嘅
2 運輸局係可以係試行呢啲嘅做法，係咪呢？係咪可以咁樣做呢？

3 MR MIKE WESTON：（經傳譯員）係喇，你所講嘅一啲科技，我哋叫做 Seeing
4 Machines，即係一啲就係有一啲嘅鏡頭就睇下個車長會唔會係瞓眼瞓咁樣，有
5 呢啲咁樣嘅試驗，就係運輸局就覺得需要試行呢啲咁樣嘅做法，而巴士公司就
6 話亦都係想係提供經費嚟到去試下呢啲科技係做成點，同埋啲監察嗰個嘅試
7 驗，佢就係請呢啲巴士公司就提供部分嘅經費，就其實就我哋有一個嘅安全嘅
8 創新基金，第一輪就係 50 萬鎊，之後就係有一啲嘅試辦。

9 主席：（經傳譯員）喺 2017 年 7 月，就佢哋係入標，就係 17 年尾就係批咗個標，
10 然後就係進行嗰個試行嘅計劃？

11 MR MIKE WESTON：（經傳譯員）係喇。跟住就有監察同埋有關嘅試驗嘅結果就係
12 加咗入去嗰個嘅安全標準入面。

13 主席：（經傳譯員）呢個 10 月係有匯報嘅，個成功與否就會係 10 月匯報？

14 MR MIKE WESTON：（經傳譯員）係喇，10 月 16 號就會有匯報，運輸局係會有一
15 個嘅事項等供應商同埋巴士公司就宣布佢哋嗰個安全標準嘅水準，唔單只係
16 咁，仲有就係將營運者嗰個嘅結果--試行嘅結果係將佢入納入去嗰個計劃入
17 面。

18 主席：（經傳譯員）運輸局就係會出錢，係提供經費，即係其中一個角色就係試行呢
19 啲安全嘅設施安全嘅設備，係咪呢？

20 MR MIKE WESTON：（經傳譯員）係喇，同埋就係幫營運者係制定一啲嘅方法嚟到
21 去監察嗰個嘅進度嘅，喺試行呢啲新嘅科技嗰方面就可以請--好容易請供應商
22 就安裝呢啲設備，但係最緊要就係我哋要監察嗰個嘅進度，睇下係咪有效益嘅
23 同埋係取得一定嘅成效，而先至係證明係物有所值嘅。喺過去亦都係有一啲嘅
24 試行，但係就有監察，咁好難就確定到有關嘅科技係咪成功嘅。

25 主席：（經傳譯員）喺倫敦運輸局嗰度，邊個單位係協助呢啲巴士公司係取得經費嚟
26 到去做試驗？

27 MR MIKE WESTON：（經傳譯員）倫敦運輸局喺 2015 年所做嘅就係成立一個專責嘅
28 隊伍係集中睇呢個巴士安全嘅計劃，呢個係有運輸局嗰個道路安全小組嗰度調
29 咗一啲人手過嚟，等佢哋係改善專門改善巴士嘅安全同埋係推行呢一個嘅巴士
30 安全計劃嘅，所以當時係有一隊嘅專門隊伍，係有兩、三人係專門係負責處理
31 呢一方面嘅工作嘅，同埋係促進呢個巴士安全。

32 主席：（經傳譯員）具體嚟講，佢哋點樣係提供協助同埋確保係有關嘅監察係做得妥
33 當呢？

34 MR MIKE WESTON：（經傳譯員）係喇，其實做幾樣嘢嘅，佢哋就會幫巴士公司係

1 制定呢一個嘅架構，同埋亦都有一啲外部嘅一啲顧問，我哋叫 TRL，就做呢一
2 啲嘅監察嘅工作，就等...

3 主席：（經傳譯員）TRL 係咩嘢意思呀？運輸嘅研究，係咪呀？

4 MR MIKE WESTON：（經傳譯員）係喇，運輸研究嘅實驗室，佢哋係做一啲嘅運輸
5 嘅研究，特別係睇啲啲意外或者係一啲撞車嘅情況，後來就幾年前就將佢係私
6 有化咗，可以話係一個顧問公司，專門就係處理呢啲交通運輸技術上嘅分析、
7 評估嘅工作嘅。

8 主席：（經傳譯員）巴士公司就係得到呢啲協助，然後進行呢啲試驗，係咪？

9 MR MIKE WESTON：（經傳譯員）係喇，其實運輸局就係睇呢啲不同嘅科技個個優
10 點。

11 主席：（經傳譯員）呢啲實驗所就係亦都提供協助，係咪呀？喺呢個研究方面？

12 MR MIKE WESTON：（經傳譯員）係喇。

13 主席：（經傳譯員）2015年...

14 MR MIKE WESTON：（經傳譯員）當時2015年--16年初都係咁樣做嘅。

15 主席：（經傳譯員）16年就遞交報告，係咪？

16 MR MIKE WESTON：（經傳譯員）係嘅。

17 主席：（經傳譯員）個報告係喺文件夾入面有冇㗎？鄧律師。

18 MR DUNCAN：（經傳譯員）係有嘅，喺 SEC-1--SEC-3。唔好意思，應該喺 MISC-
19 3 嘅，MISC-3 嘅，應該係 1002 頁。

20 主席：（經傳譯員）我哋喺呢個報告睇到 1003 頁，係 2016 年 11 月係有發表同埋
21 修改嘅，好清楚喺呢個報告講，就係 2015 年 6 月就開始去試驗嘅？

22 MR MIKE WESTON：（經傳譯員）冇錯，喺 2015 年 6 月、7 月嘅時候，呢兩個嘅-
23 -呢個特別嘅巴士路線，我哋就收集一啲數據，然後嗰個研究實驗室，就會睇番
24 倫敦中心區同埋倫敦以外，就係 19 號同埋 294 號，然後係喺 2015 年 6 月嘅時
25 候就做一啲嘅數據收集，因為需要啲時間等啲啲嘅科技慢慢係可以係應用到出
26 嚟，同埋有啲校正嘅工作，所以喺 2015 年會有啲少少嘅問題，喺 2015 年 9 月
27 就係收集咗 19 號路線嘅數據，而係 2016 年我哋收集咗 486 號路線嘅數據嘅。

28 主席：（經傳譯員）邊間公司係 Go-Ahead 公司係有參與嘅？

29 MR MIKE WESTON：（經傳譯員）486 嗰個路線嘅試驗。

30 主席：（經傳譯員）John Trayner 就當其時係董事總經理，喺 Go-Ahead，我喺
31 倫敦，我有見過佢，係咪？

1 MR MIKE WESTON：（經傳譯員）係呀。

2 主席：（經傳譯員）你可唔可以幫我哋去明白倫敦運輸局同埋 TRL，即係你哋嘅研究
3 室，其實佢哋係扮演嘅咩嘢角色呢，特別喺監察呢一個嘅計劃之中？

4 MR MIKE WESTON：（經傳譯員）運輸局就係委託就係做呢一個智能車速輔助系統
5 嘅科技同埋做相關嘅試驗計劃，同埋係搞清楚究竟呢個科技係做乜嘢嘢，就係
6 關於呢個數碼地圖，然後呢個巴士佢又裝置呢個系統嘅時候，就會令到呢個成
7 個車速可以係限制嘅，換句話嚟講，就係會令到司機係唔會超速，亦都令到佢
8 個剎車嗰個功能係可以停止嘅，亦都唔可以加速嘅，如果已經達到咗個最高上
9 限。

10 呢個係倫敦運輸局資助嘅計劃，亦都係請我哋嘅研究中心去監察，呢個巴
11 士公司亦都可以從佢哋自己嘅觀察同埋巴士車長嘅回應，知道究竟有成功，我
12 哋亦都喺之前同埋之後收集數據，睇下有幾有效，同埋有幾多嘅巴士喺呢個試
13 驗計劃仍然都超速。

14 所以呢個係一個好好嘅例子，就話啲新科技係應用，亦都係一個好好嘅例
15 子，我哋係需要有一個有效嘅監察制度，無論係推行計劃之前或者係推行計劃
16 嘅期間，我哋都係需要去好好監察，呢個都係一個挑戰，令到我哋知道實際有
17 咩嘢好處。運輸研究室其實都係喺呢一個科技應用之前同埋之後去監察相關嘅
18 情況。

19 主席：（經傳譯員）亦都係佢哋係去製備呢一個嘅非常之完備嘅報告嘅，係咪？

20 MR MIKE WESTON：（經傳譯員）係。

21 主席：（經傳譯員）關於呢個科技，關於智能車速輔助系統或者科技，呢個科技其實
22 就已經係存在咗好多年，係咪呢？或者係冇落實到，喺起初嘅時候可能有落實
23 到，但係相關嘅概念其實就已經存在咗好耐？

24 MR MIKE WESTON：（經傳譯員）係，冇錯。其實就一直都有呢個意念㗎喇，其實
25 都係要睇番我哋有冇呢個數碼速度地圖嘅，但係其實今次係第一次就喺巴士嗰
26 度應用。喺呢個試驗計劃三或者四年之前，亦都係有喺運輸局上面有裝置嘅，
27 我亦都係有試過呢個嘅自己揸呢架車，但係其實有呢個裝置之後，我哋就好一
28 個司機如果超速，就好難加油嘅，但係今次第一次係全面係科技喺倫敦裏面有
29 一個試驗計劃。

30 主席：（經傳譯員）呢個科技係咪其實喺呢個歐盟其實都有出現過，其實有啲嘅文
31 件，有啲嘅——都有講話有啲人係嘗試去試驗？

32 MR MIKE WESTON：（經傳譯員）係呀，其實喺倫敦我哋會面嘅時候，我哋都有傾
33 過呢一點。

34 主席：（經傳譯員）會唔會首先係其實三、四年前其實就係呢個科技係應用喺一架車

1 上面嘅，我哋然後係有資金就係將呢個科技應用喺呢兩嘅巴士上面，同埋亦都
2 後來我哋亦都出資係畀呢一個 TRL，即係呢個運輸研究中心就係去監察嘅，係
3 咪？

4 MR MIKE WESTON：Yes.

5 主席：（經傳譯員）但係個科技其實已經係存在咗一段時間嘅？

6 MR MIKE WESTON：（經傳譯員）係，冇錯。關於個--其實個資金，有冇資金其實
7 唔係個問題，其實係反而個關鍵就係個科技係咪已經成熟，喺呢一個客運交通
8 方面，我哋一定係等緊嗰個科技成熟，其實我哋都一直都係有個資金嘅。

9 主席：（經傳譯員）大概嗰個資金係幾多？

10 MR MIKE WESTON：（經傳譯員）對唔住，我真係有個數字。我會話其實個監察仲
11 貴過嗰個裝置本身嘅，我懷疑其實嗰個監察其實仲貴過嗰個裝置，其實對於成
12 個網絡嚟講，其實個裝置個費用可能唔係咁貴。

13 主席：（經傳譯員）但係呢個係一個嘅例子，就係話倫敦運輸局就係出資係畀呢一啲
14 試驗計劃，而相關嘅營運商就同意參與嘅，係咪呀？

15 MR MIKE WESTON：（經傳譯員）係呀，呢個係一個幾好嘅例子，就係話我哋係需
16 要有一定程度嘅評估同埋監察一啲新科技，先至有用嘅，然後我哋係需要深入
17 嘅分析，我哋先至知道我哋係咪投資喺嗰嘅科技裏面。

18 主席：（經傳譯員）首先係監察，然後分析，同埋制定--去寫報告嘅，係咪呀？

19 MR MIKE WESTON：（經傳譯員）其實呢個運輸研究中心，其實佢哋都係好獨立
20 嘅，所以呢個獨立呢樣嘢都係好緊要，我哋係需要有一個獨立嘅研究中心幫我
21 哋做監察同埋分析嘅，TRL--對唔住，我成日都搞錯咗，混淆咗 TFL 同埋
22 TRL，但係 TRL 同運輸研究中心亦都係有參與呢一個嘅最新嘅關於呢個安全標
23 準制定嗰方面嘅，特別係喺呢個科技上面。

24 主席：（經傳譯員）你嘅意思係有唔同嘅裝置，譬如話向前嘅鏡頭，又或者有啲嘅鏡
25 頭知道有個行人喺附近等等？

26 MR MIKE WESTON：（經傳譯員）冇錯。

27 主席：（經傳譯員）係呢啲方面嘅監察？

28 MR MIKE WESTON：（經傳譯員）同埋睇下佢嗰個成本效益係點樣，佢哋都有參與
29 嘅。

30 主席：（經傳譯員）鄧律師，係。

31 MR DUNCAN：（經傳譯員）多謝主席。我會有個補充嘅問題嘅，關於呢個課題嘅。
32 首先智能車速輔助或者調節系統其實係幾時倫敦運輸局開始去考慮嘅呢？你睇

1 番 MISC 第 3 號文件冊，第 939 頁，我哋睇唔睇到？呢個係一個報告，2009 年
2 12 月嘅喇，好耐之前，就係關於智能車速調節設計嘅。

3 去睇番第 943 頁，我哋睇到呢個係個倫敦運輸局委託嘅一個嘅研究，就係
4 睇下司機對於呢個嘅科技嘅一啲嘅反應，同埋特別係呢一個用者個界面嗰方面
5 究竟有啲咩嘢反應，呢度係一個研究，係 2009 年做嘅研究。

6 然後我哋去睇第 945 頁，呢個引言部分，呢度有講到第一段，就係呢個講
7 「呢個智能車速嘅系統呢一個嘅軟件就係 1980 年喺法國已經開始開發嘅喇，亦
8 都係喺唔同嘅市場係試過，亦都係能夠減低車速係有效嘅，喺 2009 年 5 月呢一
9 個運輸局就係開展最新嘅試驗計劃，就係希望能夠減低個速度同埋減少呢個首
10 都嘅路上嘅意外嘅。」

11 我喺度停一停，似乎喺呢個嘅試驗計劃唔係單單係限於就係巴士上面去使
12 用，其他嘅車輛都係喺呢一個嘅試驗計劃裏面涵蓋嘅？

13 MR MIKE WESTON：（經傳譯員）係，冇錯。運輸局亦都係負責一般嘅道路安全
14 嘅，因為其實都有好多嘅道路網絡喺倫敦，我哋有一個道路安全嘅分布係特別
15 係負責呢方面，道路安全嘅，所以呢一個嘅就係呢度所指嘅，我都有參與其中
16 嘅。所以呢度唔係淨係講巴士嘅，就係其他嘅車輛都係涵蓋，亦都係一般嘅道
17 路安全嘅事項都涵蓋。

18 MR DUNCAN：（經傳譯員）喺引言最後一個嘅段，呢個第一年嘅計劃就係運輸局就
19 已經開始咗，亦都想明白去睇下倫敦巴士司機佢嘅態度、佢哋有啲咩嘢誘因同
20 埋佢哋有啲咩嘢障礙佢哋去實行呢個嘅科技，我哋睇番第 960 頁，我哋睇番個
21 成本效益分析，喺第 960 頁，我哋睇到一系列嘅，就有一啲嘅認為可以達到嘅
22 好處同埋啲障礙，就係話智能車速調節係科技嘅應用就係乜嘢係好處、乜嘢係
23 障礙，呢度列咗出嚟？

24 MR MIKE WESTON：（經傳譯員）係嘅。

25 MR DUNCAN：（經傳譯員）然後我哋去睇番 1004 頁，都係同一個文件冊嘅，如果
26 你睇到，喺呢個呢一頁裏面，2016 年 11 月係發表嘅報告，係 TRL 發表嘅，我
27 哋係--啲啲細節我哋自己可以睇，但係我想係特別講幾點，主席就係話一定係
28 要有一個好仔細嘅分析，特別係成本效益分析嗰度先至得嘅。

29 如果我哋睇番嗰個內容，一共有八個標題嘅，第 1 個就係呢一個嘅科技係
30 咪一個有效嘅科技去減低個速度--限制速度？第 2，呢個係咪一個有效益嘅方
31 法呢？第 3，就係話有呢個科技嘅車輛對於周圍嘅環境有乜嘢影響？第 4，就係
32 對於其他嘅附近嘅車輛嘅行為有啲咩影響？第 5，就係好處同唔好處，特別對呢
33 一個倫敦運輸局嚟講，有啲咩好處、唔好處？

34 第 5.2 至到 5.13 就係有講清楚啲啲嘅好處，第 6 項就係對於巴士營運商
35 嚟講，ISA 係有啲咩好處定啲咩唔好處？第 7 題，對於巴士車長嚟講，ISA 有

1 咩嘢好處同唔好處？第 8 條，對於巴士乘客嚟講，呢個科技係有帶嚟咩嘢好處
2 同埋唔好處呢？

3 呢個就係 TRL 係探討嘅事項，所有嘅詳情都係喺報告裏面可以睇得到，呢
4 個報告就係提交畀倫敦運輸局嘅後來。

5 第 1011 頁，我哋睇到 2015 年就試驗計劃開始，主席啱啱提到，我相信
6 應該係喺呢一個嘅係最後一段，係 2015 年就運輸局就係喺倫敦巴士就嘗試去試
7 驗智能車速輔助系統，就用咗一個呢個 Zeta Automative Ltd. 嗰個相關嘅
8 系統嘅。

9 呢個就係我哋頭先提到嗰個試驗計劃，係咪呀？

10 MR MIKE WESTON：（經傳譯員）呢個啱啱呢兩條路線去試驗之前，其實之前嗰個
11 試驗係一個規模非常細嘅試驗嚟嘅。

12 MR DUNCAN：（經傳譯員）我哋而家去 Stanley 教授嘅報告第 70 頁，你有冇睇過
13 呢個報告嘅呢一頁？

14 MR MIKE WESTON：（經傳譯員）有，有，我睇過。

15 MR DUNCAN：（經傳譯員）喺呢版裏面，Stanley 教授就讓我哋--希望我哋留意到
16 其實墨爾本同香港一個最主要嘅唔同，墨爾本係--我而家就節錄呢一個，喺呢
17 一個斜字下面嗰段，就係「墨爾本就有一個獨立嘅規管者，安全監管者，喺呢
18 一個營運嘅層面，維多利亞呢一個相關嘅安全部門就係 2010 年開始成立嘅，就
19 喺 3.3.1 段嗰度。呢個喺佢哋做--佢做嘅角色同香港--香港就有相類似嘅角色
20 或者機構，佢哋就係監察專營巴士營運系統佢哋嘅--營運者佢哋嘅安全表現，
21 亦都係推進安全嘅計劃嘅，但係喺香港就有一個咁樣嘅獨立嘅安全嘅規管者，
22 就令我哋對於安全嘅關注就有咁大。」

23 似乎喺墨爾本，監管者就有監管呢一個行車安全，而相反就係--即係呢個
24 工作就係交咗畀一個負責安全嘅獨立管理者，詳情我哋可以睇第 99 頁，就係同
25 一份報告嚟嘅，我就想讀出畀二個一段，「Bus Victoria 就係一個業界嘅組
26 織去提供支援，即係可以提供三個部分嘅支援嘅，例如 BusVic 就係提供一啲
27 嘅範本就畀佢哋嘅會員，而呢啲範本就係同交通安全總監共同係建立嘅，而總
28 監就係著重呢一個發展巴士業務嘅一個安全文化，同埋風險管理，而佢哋亦都
29 係同一啲業界同埋營運商係去改善做法嘅。係有一啲指引嘅文件，包括係呢一
30 份叫 Guidance - Safety Culture 2016 年 9 月嘅文件，而總監亦都表示
31 佢係願意同香港分享佢哋嘅資料同埋一啲理念嘅，如果有需要嘅話。

32 就呢一個總監嘅獨立性就係提升咗安全，亦都係可以提供咗一個獨立問責
33 嘅來源，亦都係提供一啲安全步驟嘅一個透明度嘅。而總結嚟講，墨爾本嘅巴
34 士服務係安全嘅，而應該係主動去建立一個安全嘅文化同埋安全管理嘅制度，
35 而唔係一個被動式嘅回應。」

1 然之後喺呢一頁嘅下面就講到「呢一個研究得出嘅主要建議，就係委員會
2 應該係改善或者應該係喺呢一個立法嘅框架下面考慮以下嘅，就係引入一啲可
3 以執行嘅安全指引」，同埋「建立一個獨立嘅交通安全總監職位，要求所有嘅
4 專營巴士公司商就係必須要得到總監嘅認證，先至可以攞到呢一個牌照嘅，同
5 埋將呢一個要求延伸到所有嘅商業車服務。」

6 呢一個就係墨爾本嘅情況，我哋嘅問題就係我哋需唔需要建立一個咁嘅職
7 位呢，喺我哋嘅編制底下？

8 MR MIKE WESTON：（經傳譯員）呢個就好視乎本地嘅情況，無論係香港或者倫敦
9 都好。如果你睇番倫敦運輸局同巴士公司所建立嘅一啲安全項目，或者一個關
10 於車速方面嘅事，我並不反對一個獨立嘅安全總監嘅，因為喺英國已經係有咁
11 樣做喇。而倫敦運輸局亦都係希望英國嘅電車業都係跟住做嘅，即係就住安
12 全方面。

13 但係我擔心如果喺倫敦成立呢一個職位嘅話，可能係會受到一啲阻力嘅，
14 所以我比較擔心如果喺倫敦實施嘅話，可能喺成立呢一個監管者嘅過程之中，
15 呢一個發展安全嘅進度可能會係受到影響，呢個只係我一個小小嘅擔憂，可能
16 會係影響短期嘅進展，所以透過合作--即係透過而家有嘅機構互相合作，可能
17 係會更加快得到成果嘅。

18 主席：（經傳譯員）如果我有理解錯，你認為係透過專營巴士公司同埋倫敦運輸局嘅
19 合作，係可以得到令人滿意嘅成果，係咪呀？

20 MR MIKE WESTON：（經傳譯員）係，係嘅，不過倫敦本身有一個具競爭性嘅投標
21 制度，究竟呢一個模式可唔可以喺其他嘅地區度使用就係另一個問題。根據我
22 過去嗰幾年所見，同埋呢份報告，即係倫敦巴士喺安全方面係有好大嘅改善，
23 呢個就係--即係個背景就係佢哋用一個現有嘅架構嘅。

24 如果喺另一個地區，未必可以得出同樣嘅結果，但係喺倫敦嚟講，好明顯
25 係取得好好嘅進展，同埋喺使用科技同埋制定標準方面亦都有好大嘅進展。

26 主席：（經傳譯員）倫敦運輸局係表示佢哋係定緊一啲世界級嘅標準，你係點睇呢？

27 MR MIKE WESTON：（經傳譯員）據我所知，佢哋係唯一一個為佢哋巴士車隊定立
28 標準嘅一個監管當局，一定係會影響英國其他地方嘅機構，亦都可能係會影響
29 到香港同埋新加坡嘅，因為製造倫敦巴士嘅供應商亦都有製造英國其他巴士，
30 亦都係有供應巴士畀香港同新加坡嘅。所以呢啲嘅最佳做法可能係會伸延去
31 世界其他嘅地方，所以係會有一個正面嘅影響嘅，因為呢啲製造商可能佢會想將
32 佢哋嘅技術應用喺其他嘅地區。

33 主席：（經傳譯員）其中一個例子就係巴士車頭嘅設計，係咪？佢哋係會改善一個車
34 頭，即係一個四方形嘅設計，個改善咗之後，如果畀個巴士車頭撞到，一個途
35 人可能係會向側面係飛，而唔係向前面嘅？

1 MR MIKE WESTON：（經傳譯員）而下個月就會有一個新嘅設計，就係叫做將個車
2 頭所謂令佢軟化一啲，我哋係會改變呢一個擋風玻璃，而呢一個水撥個鉸就
3 會喺上面，而唔係喺下面，因為如果喺下面嘅話，就如果撞到人嘅話，可能會
4 令到人受傷嘅，嗰個鉸。而改善咗設計之後，如果有途人係畀架車撞到，即係
5 係以低速去碰撞，佢可能會係被撞上呢一個行人路嘅，但係如果係以同樣車速
6 畀一架巴士撞到，可能佢哋係會嚴重受傷嘅，所以我哋係想令到巴士車頭嘅設
7 計係好啲，如果出現碰撞嘅情況。

8 呢個設計嘅費用係比呢個製造費係低好多嘅，呢一個亞歷山大丹尼斯公司
9 冇理由就唔喺佢哋賣去其他國家嘅巴士度採用同樣嘅設計嘅，佢哋好有機會會
10 咁樣做嘅，所以我哋可能會見到一啲良好嘅做法係延伸到去其他嘅市場。

11 主席：（經傳譯員）我哋講番你嘅觀察，呢個模式喺倫敦係可行嘅，呢個就係喺倫敦
12 嘅架構底下係可行嘅，係有一個進步同埋主動嘅運輸當局，如果要喺香港取得
13 成功，都係視乎香港嘅架構係點嘅？

14 MR MIKE WESTON：（經傳譯員）係嘅。我諗個問題就係邊一個模式可以最快取得
15 成果，即係根據現有嘅架構，但係喺短期嚟講，如果我哋要定立一個--建立一
16 個新嘅監管者，可能會影響短期嘅成果。過去幾年，即係運輸局亦都係有睇到
17 呢個問題嘅。

18 主席：（經傳譯員）鄧大律師。

19 MR DUNCAN：（經傳譯員）多謝主席。你同 Stanley 教授，你係向委員會提供咗唔
20 同嘅選項，點樣可以改善呢個做法，第一，就係呢一個巴士公司嘅峰會；第
21 二，就係一個委務委員會，就係 Stanley 教授有提議過嘅，雖然喺維多利亞省
22 就有一個咁樣嘅架構；第三，就係一個獨立嘅交通監管者。呢啲都係供委員會
23 參考嘅，你同唔同意？

24 MR MIKE WESTON：（經傳譯員）係，呢個巴士營運商峰會同埋常務委員會之間嘅
25 個分別可能只係文字上嘅分別啫，可能係同一件事嚟嘅，喺實際嚟講。我諗另
26 一個問題就係呢個委員會如果有一啲第三方參與，譬如話係警方，會唔會佢哋-
27 -即係可以幫助到佢哋嘅工作呢。

28 MR DUNCAN：（經傳譯員）你應該係會聽過 ISO 標準，就係特別係 ISO 39001，
29 呢一項嘅標準對倫敦嘅整個巴士系統係有冇影響呢？

30 MR MIKE WESTON：（經傳譯員）喺呢個工程嘅標準係會符合呢個 ISO 嘅標準嘅，
31 但係我唔知係咪同一個號碼或者有另外一個編號嘅。倫敦有一啲巴士公司係有
32 ISO 認證嘅，喺佢哋業務嘅某啲方面。但係倫敦運輸局就係冇要求任何巴士公
33 司係要有 ISO 認證，但係我相信佢哋嘅工程方面係得到一啲 ISO 認證，但係
34 我唔知道嗰啲標準係咪一樣。

35 MR DUNCAN：（經傳譯員）我想你睇第 146 頁，係你報告嘅一部分，你就詳細提到

1 呢個巴士安全計劃，第 146 頁就講，「喺 2016 年嘅 2 月，倫敦運輸局為咗回
2 應公眾同埋持份者嘅施壓，佢就開展咗一個巴士安全計劃，而主要嘅元素就係
3 以下嘅」，我哋見到呢一個核心嘅元素就係喺左面嗰一欄，而右面嗰一欄就係
4 一啲最近新加嘅元素，我哋頭先都講到呢個問題，我亦都問過你究竟呢一個巴
5 士安全計劃係籌備咗幾耐呢？

6 MR MIKE WESTON：（經傳譯員）唔係好耐嘅啫。點解我會知道呢？因為我 16 年 2
7 月我仍然係即係喺倫敦運輸局嘅一部分，我係有份係開展呢個計劃嘅，個背景
8 就係安全並唔係一個首要嘅考慮，而巴士營運商嘅峰會亦都有係著重呢個安
9 全。

10 當時公眾施加嘅壓力係越嚟越大，其中一個原因就係倫敦運輸局就係發布
11 呢個交數據嘅時候係更加高透明度，而有一啲嘅持份者，包括係公眾，佢係涉
12 及喺一啲嚴重嘅巴士意外嘅，所以呢個機構係受到好大嘅壓力要改善安全。所
13 以呢個巴士安全計劃就係希望係納入唔同嘅元素。

14 以前可能有一啲嘅措施，但係就並冇一個整合嘅計劃，所以喺 2016 年 2
15 月就開展咗呢項計劃，令到我哋可以更加有系統咁樣推展呢啲工作嘅。

16 MR DUNCAN：（經傳譯員）當時有幾多人係負責設計呢個計劃嘅呢？

17 MR MIKE WESTON：（經傳譯員）大概兩至三個人，只係一個好細嘅團隊嘅啫。係
18 由喺呢個巴士安全小組入面兩至三個人係設計嘅。

19 MR DUNCAN：（經傳譯員）呢個計劃係包括一啲主動嘅，還是一啲被動嘅措施？

20 MR MIKE WESTON：（經傳譯員）呢個計劃並唔係係為咗回應某一個嘅事件或者意
21 外，其實純粹係一個自然嘅進展，個目標就係去重新係聚焦喺呢個安全嘅。我
22 好清楚巴士公司同埋倫敦運輸局一直都係好著重安全嘅，呢個計劃係純粹係令
23 到呢一個問題更加聚焦，令到工作更加有方向，但係呢個計劃並唔係由某一個
24 事件引起嘅，但係係為咗回應一個公眾嘅訴求，包括係踩單車嘅人，因為係越
25 嚟越多人喺倫敦踩單車，亦都係佢哋涉及一啲嚴重嘅交通意外，所以市民係期
26 望運輸局係拓展佢哋嘅工作，但係之前其實好多工作已經做緊，只不過就唔係
27 喺一個好整合嘅方式去進行。

28 MR DUNCAN：（經傳譯員）我想你睇下第 148 頁嘅，呢度特別係講到一個巴士安全
29 嘅標準，第一段有介紹過，「巴士安全計劃嘅一個主要嘅成果就係發展一個新
30 嘅巴士安全標準，喺 2016 年開始，倫敦運輸局已經係同呢一個道路安全顧問
31 TR Loughborough University、一啲巴士公司同埋發展商係去評核同埋
32 建議一啲未來巴士設計應該有嘅一啲設計特點去改善安全嘅。」

33 而第二段就講到「有幾項嘅潛在嘅科技，包括係智能車速輔助、一啲自動
34 剎掣、一啲巴士嘅固定裝置、一個防止誤踏油門、一個鏡面嘅設計同埋巴士車
35 頭嘅防撞保護等等，亦都係有考慮到各項嘅成本同埋好處，同埋亦都係想喺財

1 務投資同埋係減低意外方面取得一個平衡嘅，亦都有提到一個智能嘅車速輔助
2 系統。」

3 跟住就係巴士安全標準嘅第一階段，就係喺 18 年 10 月 16 號宣布嘅，正
4 話都講過，就話有三個嘅階段，「儘管而家預計個標準就適用於新嘅巴士（就
5 一年大概有七百部），對於現時嘅巴士車隊都係會加裝呢啲設備嘅，作為一個
6 中期翻新嘅計劃嚟到去加裝，大概需要就係七年嘅就加裝嚟喇。運輸局其實就
7 係採取一個好嚴謹嘅態度嚟到睇不同嘅選項嘅，佢哋就會用成本嘅效益嘅分析
8 嚟到去睇每一個嘅選項，確保就係每一鎊使出嚟都係物有所值，同埋可以係減
9 低嗰個傷亡嘅數字。」

10 巴士嘅安全帶就有預計就係喺呢一個安全標準嘅一部分咁樣，你就話「有
11 預計有安全帶」，其實呢個係咪經過一個好嚴謹嘅成本效益嘅分析，然後先至
12 係作出呢個結論嘅呢？

13 MR MIKE WESTON：（經傳譯員）我諗喺同呢個運輸局傾呢個巴士安全嘅時候，好
14 顯然佢哋有係諗到呢一個安全帶係作為一個嘅安全嘅措施，佢哋嘅睇法就係佢
15 哋知道個成本係點樣，同埋就相對於其他嘅選項嗰個嘅效益係點樣，我唔會話
16 佢哋覺得係冇用，但係顯然喺佢哋嘅諗法入面就有諗到呢一個安全帶係作為一
17 個安全嘅標準咁樣，呢個當時就係 8 月嘅時候，當時有考慮到呢個安全帶嘅。

18 主席：（經傳譯員）鄧律師嘅問題就係話係咪有考慮到係--係咪經過嚴謹嘅考慮，然
19 後先至唔採納呢一個嘅做法呢？係咪將來都唔會咁樣考慮呢個做法呢？

20 MR MIKE WESTON：（經傳譯員）我哋嘅印象就係佢哋唔會考慮嘅。

21 主席：（經傳譯員）唔會睇？

22 MR MIKE WESTON：（經傳譯員）唔會睇。

23 MR DUNCAN：（經傳譯員）如果你睇 134 頁，你喺你藍色嗰部分就係引述呢個運輸
24 署嗰個嘅指引，講到目前嘅安全帶，即係巴士安全帶嗰個嘅情況咁樣嘅，呢個
25 係咪運輸署嘅指引？

26 MR MIKE WESTON：（經傳譯員）係喇，藍色就係直接係轉載呢一個嘅指引嘅。

27 MR DUNCAN：（經傳譯員）我會帶你睇一睇呢一方面，我哋會睇香港嗰個情況，即
28 係而家嘅建議係點樣，「一般嘅規定，係 2001 年 10 月 1 號以嚟，每一個向前
29 或者向後嘅座位都係需要呢啲嘅安全帶裝置嘅，用一個批准同埋係妥善安裝
30 嘅安全帶就可以防止死亡同埋嚴重受傷嘅，唔單只就可以係將個乘客綁住喺
31 度，同時亦都係防止啲乘客彈出嚟，特別係反車嘅情況。

32 唯一嘅例外就係某一啲嘅車可能係市區用嘅，係有企位嘅乘客嘅，對於短
33 途嘅情況，就係有呢啲咁樣嘅豁免，喺時間又短，距離亦都短嘅，速度亦都唔
34 快嘅，儘管我哋知道對於安全帶安裝方面，嗰個營運者係可以選擇邊類嘅車種

1 係安裝安全帶嚟到提供呢啲服務。」呢個就係運輸署嘅指引嚟嘅。

2 主席：（經傳譯員）為咗記錄，運輸署就係 2010 年 5 月嘅時候亦都係有一啲嘅文獻
3 就係講到巴士安全帶嘅情況嘅。

4 MR DUNCAN：（經傳譯員）係喇，主席亦都提供呢方面，亦都文件夾亦都有嘅。而
5 家喺螢光幕上面都有打出嚟喇。

6 主席：（經傳譯員）有冇編號㗎？

7 MR DUNCAN：（經傳譯員）MISC-3 嘅，1274 頁。講到香港嘅情況，係巴士安全帶
8 嗰方面，我想你係--我啱啱想講就話歷史，或者係對呢個問題嘅不同嘅考慮因
9 素，我跟住就想請你表達下啲個人嘅意見。

10 首先我就想睇一睇 SEC-3 1310 頁，呢一份文件係環境運輸局所發出嘅，
11 呢個係 2006 年嘅時候係寫嘅呢份文件，份文件就係畀立法會嘅運輸事務委員
12 會，係講到呢一個專營巴士嘅安全嘅問題嘅，喺 1315 頁嗰度，你可以睇到個標
13 題，就係專營巴士嘅安全帶。

14 第 18 段，「根據道路交通安全設備規例，司機係硬性規定係需要提供安
15 全帶，其實就係百分之三十四有遮擋嘅座位都係有安全帶嘅，而呢個所有嘅專
16 營巴士嘅經營者都係需要承擔新巴士係要喺啲有遮擋嘅座位嗰度就係安裝安全
17 帶嘅。鑑於最近嘅交通意外，運輸署同專營巴士經營者就係檢討個情況，睇下
18 現時巴士車隊入面係加裝安全帶，佢哋就會考慮嗰個技術問題，譬如話係座位
19 係咪結構上係強而有力同埋係咪有一啲嘅鞏固點。

20 同時亦都係有研究做過海外嘅做法，有啲就睇嚟，就有一啲嘅海外國家就
21 係規定安裝安全帶就係喺一啲市區使用或者係有企位嘅巴士上面係安裝嘅。

22 由於上述，我哋認為要引進強制規定安裝同埋係配戴安全帶，即係專營巴
23 士上面，呢個係唔合適嘅。」

24 目前就住運輸署嗰方面個情況就係咁樣，嘅立場，當時就係 2006 年嘅。

25 或者我哋想睇 SEC-3，1323 頁，呢份文件就係立法會運輸事務委員會
26 嘅，同一個事務委員會，個標題就係講到提升專營巴士運作安全嘅措施嘅進
27 度。

28 1329 頁，我哋睇到呢個係 2007 年所發表嘅一份文件，當時係 1 月。

29 我哋睇 1323 頁，有個副標題就係喺專營巴士上面加裝安全帶，第 3 段，
30 呢度就匯報番有關加裝安全帶嗰個嘅情況。

31 或者請大家睇第 4 段，「我哋從其他國家係關於加裝安全帶嘅情況，到目
32 前為止，我哋搵唔到一啲國家佢哋係有一啲法律嘅規定就係話喺市區使用嘅巴
33 士同埋係有企位嘅巴士上面就安裝或者使用一啲安全帶嘅。」

1 「所以專營巴士佢哋係同意係完成個改裝工程喺上層嗰度係安裝一啲強化
2 玻璃嘅擋風玻璃」咁樣，但係呢個就係 2008 年--即係 2007 年，當時就係對於
3 嗰個加裝安全帶係有任何嘅轉變嘅。

4 另一個事項係我想提嘅就係 TD-1 94，運輸署嘅第 1 沓文件嘅第 94 頁，
5 個標題就係 TD 文件 08，係喺專營巴士上面應用新嘅裝置同埋科技嘅，你或者
6 睇 107 頁...

7 主席：（經傳譯員）呢個係運輸署今年 4 月提交嘅文件，係咪？

8 MR DUNCAN：（經傳譯員）係嘅，主席。我哋由 07 年而家係去 2018 年，Weston
9 先生，呢個唔係交界立法會嘅文件，呢份文件其實係運輸署提交畀委員會，協
10 助委員會嚟到去進行佢嘅工作嘅。

11 或者我想請你注意第 94 頁，你睇到就係第 4 段，「跟進番牽涉專營巴士
12 嘅嚴重嘅意外，即係九巴大埔嘅事件，牽涉到若干人死亡嘅，呢個就係 18 年 2
13 月，跟住就係成立咗一個委員會就亦都係有牽涉專營巴士公司同埋巴士製造
14 商，喺 2018 年 3 月中就檢討安裝一啲新嘅安全裝置或者係應用一啲新嘅安全技
15 術嗰個嘅技術可行性嚟到去提升巴士乘客嘅安全保障嘅。有關嘅討論嘅結果
16 同埋係工作小組嘅建議，係已經開列咗喺下面嘅段落當中。」

17 你睇到就係成立呢一個工作小組嘅原因就係因為大埔嗰度發生交通意外，
18 巴士嘅意外，第 7 段，報告嘅第 7 段，嗰度有講，就係對於所有乘客座位安裝
19 安全帶嘅，第 5 段先，「鑑於 06 年 7 月嘅意外，當時九巴就同一輛車輛係相
20 撞，就喺雙層巴士上層嗰度有乘客被拋出」，「運輸署就建議，而巴士公司係
21 同意就係應該喺四個上層嘅前面座椅嗰度係加裝安全帶嘅嘅，呢啲就係 97 年之
22 後發牌嘅巴士就防止巴士乘客就係跌出嚟嘅，目前，淨係一啲冇遮擋嘅座椅先
23 至係需要加裝安全帶，呢個係標準嘅做法。」

24 第 7 段，「至於話對於所有座椅安裝安全帶，三間嘅雙層巴士製造商就確
25 定技術係可行嘅，如果係經營者係要求嘅話，佢哋可以喺新嘅巴士對所有座椅
26 係安裝安全帶，係符合上述所講嘅國際標準嘅；同樣，所有專營巴士嘅經營者
27 指出就話佢哋同意係將呢一個嘅要求係納入去喺採購新巴士嘅安排當中。」

28 「至於話現行巴士加裝安全帶，製造商表達關注就話喺地面嘅結構就有咁
29 樣嘅設計就未必能夠安裝起嚟，符合國際嘅標準，係要符合呢個規定，係加固
30 呢一個嘅地台嘅結構同埋係取代或者更換而家嘅巴士座椅。製造商亦都確定就
31 係技術上係可以喺所有嘅上層嘅座椅係加裝安全帶，而佢係一定係某個年份製
32 造先至得嘅，佢哋就會係就住呢個可行性做出研究嘅，同埋就係對於呢啲專營
33 公司嘅巴士睇下係咪適合安裝呢啲安全帶。根據運輸署嘅了解，加裝安全帶係
34 牽涉到重大嘅改裝，包括呢個專營巴士嗰個嘅結構同埋係更換所有嘅座椅，同
35 埋係進行一啲拉力嘅測試，嚟到確定係咪符合國際標準等等。加裝安全帶同埋
36 測試嘅工作係需要好長嘅時間嚟到去完成嘅，因此亦都影響巴士嗰個嘅出車率
37 同埋有關嘅運作嘅。專營巴士公司經營者係會進一步研究有關嘅建議嘅。」

1 呢個就係 2018 年 4 月嘅情況，呢個就係運輸署提供畀委員會嘅報告。而
2 家係已經 1 點鐘，或者可能就喺午膳時間我就會繼續。

3 主席：（經傳譯員）好，Weston 先生，我哋而家就會係午膳，所以我請鄧律師，你
4 會唔會話畀我哋聽你需要再多幾多時間呢？我哋知道其實我就自己都問咗好多
5 問題，所以亦都令到成個時間長咗。

6 MR DUNCAN：（經傳譯員）多謝主席。你亦都有打擾到我哋嘅，我哋其實個進展都
7 相當良好嘅。我相信就三點半應該可以完，如果唔得嘅時候，就起碼都係 4 點
8 之前可以完。

9 主席：（經傳譯員）我哋而家係午膳，兩點半先至再返嚟。唔該晒。

10

11 下午 1 時 01 分押聆訊押後

12

13 下午 2 時 30 分恢復聆訊

14 出席人士如前。

15

16 主席：（經傳譯員）午安。係，鄧律師，唔該。

17 MR DUNCAN：（經傳譯員）多謝主席。Weston 先生，午安。喺午膳之前，我就睇過
18 一份文件，2018 年 4 月嘅文件，係一個運輸署嘅文件，文件編號係 8 號，而家
19 就請你睇另外一份文件，就係返番去時序再較早之前嘅事件，係 2018 年 3 月，
20 係 KMB-12 號文件冊，4869-1。

21 喺呢頁上面，你睇到呢個嘅標題就係「專營巴士安全改善工作小組」，呢
22 個係 2018 年 3 月 13 號嘅會議嘅記錄，係 3 點鐘舉行，而跟住就有一啲出席者
23 嘅名單。去到 4869-6，呢度就係講裝置安全帶，呢度嘅資料就係有另外一個方
24 法係去總結，然後係提供畀委員會，啱啱喺呢個 TD-08 嘅文件嗰度有展示出嚟
25 嘅，喺食飯之前。我而家想做嘅就係就請你去到第 4869-9，就呢度講到佢個職
26 責或者工作範圍，就係呢個工作小組嘅工作範圍。

27 呢個佢哋嘅工作範圍，工作小組自行制定佢嘅工作範圍，呢度係羅列咗出
28 嚟，4869，就至到去橫劃第 9，第(2)同埋第(3)項，或者我讀出嚟，就第(2)
29 項就係話「去檢視個技術可行性呢一個嘅成本效益，同埋適用性同埋其他嘅方
30 面，就係話關於除咗係呢個會暴露嘅座位之外，係其他巴士所有座位都裝置安
31 全帶嘅，呢個講緊就係話技術可行性、成本效益同埋適用性就同埋係裝置呢啲
32 咁樣嘅裝置嘅安全設施，譬如話係呢個車速顯示器，同埋呢一個嘅電子穩定控
33 制，就係全球定位系統呢一個速度限制同埋呢一個速度限制器，就係每小時 70

1 公里，同埋防撞同埋呢一個保持行車線嘅裝置，同埋就係監察呢個巴士車長嘅
2 情況，包括究竟佢有冇係瞓眼瞓。」咁樣。

3 你今朝早就話畀我哋聽，喺你嘅證供裏面，亦都喺你個報告亦都有提到
4 嘅，就係話關於安全嘅措施，譬如係喺倫敦巴士嚟講，其實一方面你好謹慎去
5 睇嗰個成本，但係另一方面亦都好睇嗰個效益，就喺引入啲措施之前會咁樣去
6 做。

7 所以我就想問下你嘅意見，就係話三個月，4869-11 嘅，呢度講嘅就係話
8 喺檢討之後，就係會有一個啲建議，就係三個月之內去提交嘅。你覺得三個月
9 係夠定唔夠呢？就去好小心、好謹慎睇嗰個成本同埋個效益，就頭先我哋睇到
10 喺個工作範圍之中，有一系列嘅安全裝置，你覺得夠唔夠？

11 MR MIKE WESTON：（經傳譯員）喺倫敦嗰個情況，首先就係關於我哋今朝早講
12 嗰個智能車速輔助系統，我哋之前同埋之後我哋都要收集數據，呢個係一個嘅
13 經驗，同埋就係話我哋用咗幾多時間就係倫敦運輸局就係做嗰個巴士安全嘅計
14 劃，2016年開始嘅，但係我哋下一個月先至係2018年先至講第一期點樣做，
15 2019年先至落實嘅。所以你可以話倫敦運輸局用咗太多時間去考慮、去討論呢
16 啲咁嘅建議嘅，就其實我哋可以做快啲嘅。

17 但係試驗計劃裏面嘅數據，你係需要有一少部分嘅巴士就係用好長時間去
18 試，又或者好多巴士用比較少嘅時間去試，先至有足夠嘅數據。當然，理論上
19 你可以喺三個月之內係做個試驗計劃，但係如果我哋真係需要好謹慎去睇呢啲
20 嘅數據嘅時候，你就係要做--就係多啲時間，或者你需要更加嘅樣本嘅巴士先
21 至做得到，所以三個月好似係太少，喺倫敦嚟講，嗰啲人，當然有人會講話倫
22 敦運輸局係可能要做快啲都未定，但係我哋亦都要平衡嘅。

23 主席：（經傳譯員）關於呢個智能車速輔助系統喺倫敦就係有兩個路線係試驗嘅，係
24 咪牽涉到都有好多部嘅巴士呢？

25 MR MIKE WESTON：（經傳譯員）我其實就唔係好記得，19號其實都係條大線嚟
26 嘅，可能係三十、四十，但係486就應該係少啲嘅。三個月如果你假設對我哋
27 嚟講，如果我哋真係冇去延誤嘅說話，其實真係太過快，太短喇時間，即係要
28 去試咁多、咁多唔同嘅選項。

29 MR DUNCAN：（經傳譯員）唔該晒。而家我就想去睇一睇4月。

30 主席：（經傳譯員）喺做呢個之前，呢個係3月13號嘅議程，就係講話呢個嘅報告
31 會係喺三個月之內提交畀運輸署署長，但係其實已經係過咗六個月，最終嘅報
32 告都仲未提交嘅，就畀你知道。

33 MR MIKE WESTON：（經傳譯員）我覺得就三個月就太過有野心喇，如果咁樣做。

34 主席：（經傳譯員）鄧律師，或者有另外一件事我都想提一提嘅，喺立法會係有個會
35 議嘅，就係同呢個工作小組有關，係2月15號，你會唔會喺某個階段，你都會

1 講一講呢一點呢？因為佢哋就通過咗三個動議嘅。

2 MR DUNCAN：（經傳譯員）係，我係...

3 主席：（經傳譯員）因為可能你都要提一提，因為會話到畀我哋聽個背景點解運輸署
4 係要考慮佢哋工作小組裏面要考慮嘅事項。

5 MR DUNCAN：（經傳譯員）我就想希望按住時序去睇啲事件嘅，喺 SEC-3 嘅文件冊
6 嗰度會見到嘅，第 1342 頁，喺呢一頁上面，Weston 先生你見到就係喺立法會
7 嘅運輸事務委員會佢哋嘅會議，就係 2018 年 2 月 15 號嘅會議嘅會議記錄，就
8 係工作小組第一次會議之前，嗰個會議就係喺 3 月舉行嘅，我哋頭先睇到。
9 1359 頁--請畀少少時間我。

10 主席：（經傳譯員）好呀，你慢慢。其中有一段就係第 3 段嚟，第 3 段，1360 頁
11 嘅，其中一個動議裏面就係話裏面列出咗呢一個委員會--立法局委員會就係促
12 請政府係去考慮同埋探討一系列嘅措施。

13 MR DUNCAN：（經傳譯員）喺第 1356 頁，我哋就會睇到究竟呢個動議係點樣嚟嘍
14 喇。有討論到就話有啲咩嘢措施可以加強巴士安全，係第 59 頁講，就係「副主
15 席就係建議係減低巴士意外裏面嘅傷亡數字，所有嘅專營巴士公司就應該係考
16 慮係喺所有嘅巴士上面嘅座位係加裝安全帶，可以分期咁樣做，陸頌雄先生就
17 係話佢話喺龍運巴士公司嘅時候，其實係所有嘅巴士係有好多--全部都有安全
18 帶，但係點解而家有呢咁樣。

19 呢個運輸署署長就係話喺呢個新嘅巴士--喺 2003 年購置嘅巴士係一啲有
20 遮擋嘅位置嘅時候都有安全帶，但係 2007 年一個嘅意外之後，巴士公司就係已
21 經同意咗運輸署嘅要求，就係話有遮擋嘅位置同埋喺上層嘅前面都應該係有安
22 全帶嘅，呢個運輸署同埋其他嘅巴士公司，包括九巴，都會係會係積極考慮去
23 睇下可唔可以加裝所有嘅座位都有安全帶，呢個董事總經理九巴就話佢對呢個
24 持開放態度，佢亦都會同運輸署去傾呢樣嘢。運輸署答陸仲雄先生嘅問題嘅時
25 候，就係話佢哋曾經龍運就係所有巴士裏面嘅座位都有安全帶，但係因為太少
26 嗰個用--使用率太低，所以佢哋就有喇，而家。

27 毛議員--毛孟靜議員就係話其實有一啲嘅專家就話即使有呢個安全帶，亦
28 都未必可以減低傷亡數字嘅，佢亦都好關注如果即使所有座位都有呢一個嘅安
29 全帶，有冇困難就係要求所有嘅乘客都係去戴上呢；佢亦都就係會問下會唔會
30 係做一個公眾諮詢。運輸署署長就話政府當局係喺呢方面係持開放態度嘅，但
31 係除咗話呢一個技術嘅可行性，究竟乘客是否接受呢樣嘢都係應該要考慮嘅，
32 佢會係喺一個月之後，呢個九巴就會係提交一個調查報告，佢亦都會係睇番個
33 調查報告，然後先至去決定或者考慮使唔使去裝置一個安全帶。」

34 喺 1359 頁，喺第 77 頁，「個主席就係話佢亦都係收到三個嘅動議，佢認
35 為呢啲嘅動議同嗰個議程係有關嘅，而委員都係同意處理呢啲動議嘅。」

1 陳克勤先生就係動議人，呢個動議。喺 1360 頁就係有英文嘅翻譯嘅，呢
2 個第 3 段就講，就係「探討有啲咩嘢方法，點可以改善巴士嘅安全，包括就係
3 一啲高風險嘅座位亦都係增加個保護裝置，係喺更多嘅座位上面係加裝安全
4 帶，同埋係分期係強制乘客應該係戴安全帶，同埋係喺巴士司機嘅外面係裝置
5 一個嘅外置嘅攝錄機，同埋係改裝呢一個限速器，去確保喺一個高風險嘅道路
6 上面有係安全嘅行車嘅。」

7 所以你睇到立法會嘅呢一個動議就喺工作小組嘅第一次會議之前就舉行
8 嘅，所以都係有提到一啲譬如話係裝置安全帶嘅一啲好處同埋難處嘅。

9 MR MIKE WESTON: Yes.

10 MR DUNCAN: (經傳譯員) 然後我就想跟住時序，我哋就睇番工作小組第二次會議
11 嘅會議記錄，呢個係 KMB-12 4887-1。

12 主席: (經傳譯員) 呢個係 2018 年 4 月 23?

13 MR DUNCAN: (經傳譯員) 係，冇錯，呢個係 2018 年 4 月 23 號嘅會議，呢啲係個
14 會議記錄，相關嘅部分就喺 4887-5 頁，就去睇我哋呢啲嘅「巴士嘅營運者佢
15 哋就同呢一個製造商睇下有冇辦法、有冇可行性可唔可以係喺座位上面係安裝
16 安全帶，佢哋就會呢個都係可以，係有啲新嘅巴士去購買嘅時候就係可以裝置
17 安全帶嘅，九巴同埋龍運就話會差唔多係每一架雙層巴士就係要 5,000 英鎊
18 嘅，如果要咁做，所有嘅巴士營運商就都同意喺新購買嘅單層同埋雙層巴士都
19 會係安裝安全帶嘅。

20 至於啲已經採購但係仲未送運嘅新巴士，九巴、龍運表示佢哋係會要求呢
21 個生產商係喺所有嘅乘客座位度安裝安全帶嘅，如果係可行嘅話，而九巴、龍
22 運就話喺 18 年 9 月之前送抵嘅一百四十五架新巴士都可以係喺所有嘅座位度安
23 裝安全帶嘅。九巴同埋新大嶼山巴士就通知咗運輸署就係喺 18 年 4 月嗰陣時，
24 如果係供應商係可以--即係佢哋係可以喺所有嘅乘客座位安裝安全帶嘅。

25 至於現有嘅巴士，九巴、龍運同埋城巴、新巴就表示呢一個喺所有乘客座
26 位安裝安全帶嘅技術可行性評估仍然係未明朗嘅，即使技術上係可行，呢個問
27 題仍然係要進一步考慮，因為要考慮到相關嘅財務安排同埋對巴士營運嘅影
28 響，因為就要係相當嘅時間係去改裝啲巴士。運輸署就鼓勵所有巴士公司去繼
29 續探討喺所有乘客座位加裝安全帶嘅技術可行性，應該喺每個巴士型號都去探
30 討，然後先作出決定嘅。」

31 呢個就係第二次會面之後嘅結論，即係第二次同埋第三次嘅會議之後得出
32 嘅結果，呢個就係 6 月 21 號，即係有 3 月、4 月同埋係 6 月。

33 喺 KMB-12 文件冊 4908-1 頁嘅，同安全帶有關嘅部分就係喺 4908-7 頁
34 嘅，喺第 25 段，就話喺「會議上同意係可以喺所有新嘅巴士嘅乘客座位係安裝
35 安全帶嘅，係可以符合相關嘅國際標準，而所有嘅巴士公司就承諾所有新嘅專

1 營巴士都係會喺全部嘅乘客座位度安裝安全帶嘅。」而額外嘅支出將會係每架
2 巴士大概 5,000 鎊。

3 第 26 段，「至於現有嘅巴士，喺會議上係提到，喺某啲現有雙層巴士型
4 號上層嘅所有乘客座位加裝安全帶係可行嘅，而九巴、龍運就表示佢哋會喺巴
5 士嘅上層所有座位加裝安全帶，而喺呢啲係某啲長途嘅巴士或者喺一啲某啲行
6 走高速公路嘅路線嘅。

7 而九巴、龍運就話到咗 2019 年中就會大概有四百新巴士會係所有嘅乘客
8 座位度安裝安全帶嘅。九巴、龍運就會將呢啲巴士調配去上述嘅路線。喺現有
9 嘅巴士加裝安全帶就要視乎實際嘅情況或者要求。

10 就住九巴、龍運嘅措施，喺會議上係同意喺現有嘅巴士加裝安全帶嘅，而
11 係相關即係喺現有巴士安裝安全帶嘅成本同埋所需嘅時間，根據海外嘅經驗，
12 就有足夠嘅證據支持佢成為一個強制嘅--所有巴士嘅強制要求。但係委員同意
13 至於一啲冇保護嘅座位同埋一啲冇企位嘅車廂係需要嘅。

14 喺呢方面，城巴、新巴就被要求去考慮喺某啲長途巴士路線嘅上層所有座
15 位加裝安全帶或者喺一啲喺高速公路行走嘅某啲路線，城巴、新巴表示會好難
16 調配佢哋嘅巴士只係行走某一啲嘅路線，因為佢哋嘅巴士每日都會係調派去唔
17 同嘅路線嘅。同時城巴、新巴亦都係表示好少乘客會係用安全帶，所以喺現有
18 嘅巴士度加裝安全帶喺財務上係不可行嘅。城巴、新巴要求政府去支付加裝安
19 全帶嘅費用，如果政府係咁樣要求嘅話。」

20 而個結論，喺第 31 段，就係話「運輸署係要求所有嘅專營巴士營運商去
21 估計一啲行走巴士停站比較少、高速公路嘅長途巴士路線同埋相關嘅巴士數
22 目，並將呢一個資料係儘早交界運輸署參考。」

23 我哋而家就睇另外一份文件，就係 4938-1，呢啲就係第三次會議嘅記
24 錄，就係喺今年 6 月 27 號進行嘅，呢個就係一個專營巴士車內安全裝置嘅工作
25 小組，換句話講，呢個就係六日之後所進行嘅一個會議。

26 我哋睇 4938-5 頁，第 15 段，嗰個標題就係喺所有嘅乘客座位安裝安全
27 帶。「運輸署通知會議就係同佢哋就係喺長途巴士路線安裝安全帶嘅睇法，或
28 者就係一啲喺高速公路行走而上落係比較少嘅路線，運輸署已經係要求專營巴
29 士商係去提供參與呢啲服務路線嘅巴士數目。新巴、城巴強調佢哋唔同意呢一
30 項嘅加裝工作，除非係由政府係畀錢嘅，咁亦都係睇到係需要三至四名技術嘅
31 勞工，要用一個星期先可以為一架巴士加裝安全帶嘅，如果考慮到呢一個人手
32 嘅支出同埋物料嘅支出，加裝一架巴士加裝安全帶嘅成本會大概係 24 萬嘅。」

33 而最後一份文件，我都想帶你睇一睇嘅，呢份就係運輸署交界立法會交通
34 事務委員會喺今年 7 月提供嘅更新文件，呢一個就係 TD-1 文件冊 403 頁嘅。
35 喺 403 頁，呢個標題你見到就係 2018 年 7 月 25 號討論嘅事項，就係畀立法會
36 交通事務委員會嘅，標題就係改善專營巴士嘅安全。我哋睇第 412 頁，你見到

1 呢份就係由運房局、運輸署提供嘅文件就係喺今年7月嘅。

2 文件嘅目標就係寫咗喺403頁，而喺背景底下就講到呢一個工作小組同埋
3 工作範圍，喺呢份文件有一啲部分就係講到安全帶嘅，我想你睇下第16段，就
4 係409頁嘅，「就住以上10至15段所提到嘅要點」，嗰啲部分就講到一啲嘅
5 詳情，即係我哋已經提到㗎喇。

6 「工作小組就得出以下嘅建議，目標就係為呢啲坐低嘅乘客提供更加多嘅
7 保護，首先喺未來採購新嘅巴士應該喺所有座位都提供安全帶；而

8 (b)就係喺進行進一步嘅技術營運同埋財務評估之後，係可以考慮喺某一
9 啲嘅巴士路線嘅上層嘅座位提供安全帶嘅。換句話講，即係行走一啲巴士停站
10 比較少、高速公路嘅長途路線。

11 運輸署係會要求專營巴士商去進一步同巴士製造商去探討喺唔同巴士型號
12 嘅上層加裝安全帶嘅技術可行性，同埋亦都係要考慮到呢一個營運同埋容量同
13 埋係要決定一個加裝工程嘅時間表，同埋呢個財務嘅可行性，然後先至去決定
14 究竟會唔會喺16(b)段所講嘅長途巴士路線嘅上層可唔可以加裝安全帶嘅。同
15 時，運輸署會同專營巴士商去宣傳乘客使用安全帶，如果係有安裝嘅話（換句
16 話講，就係一啲冇保護嘅座位，即係新嘅巴士上面冇保護嘅座位）。」

17 我就會問幾個問題嘅，我就會講番委員會已經聽取咗嘅證供嘅某啲部分
18 嘅，首先就係城巴嘅證供，即係喺早前嘅聆訊佢哋係有作供嘅，呢個就係第4
19 日嘅謄本嘅，第102頁。

20 主席：（經傳譯員）邊一份文件冊㗎，你講緊？

21 MR DUNCAN：（經傳譯員）2A文件冊嘅。

22 主席：（經傳譯員）呢個背景就係18年5月30號。

23 MR DUNCAN：（經傳譯員）冇錯，呢個就係之前我哋聽取嘅證供㗎嘅。我想你睇
24 102頁，我想你睇番第101頁第15行，我就喺度問緊城巴嘅Samuel Cheng
25 先生，我就問到呢一個財務嘅安排，就係「如果係可以支付呢個部分嘅話，會
26 對安全有咩嘢幫助呢？」

27 鄭先生就話「我唔可以舉到任何可以改善安全嘅例子，但係有一啲事情可
28 能公眾會覺得係可以改善到安全嘅，其中一樣嘢就係喺上層加裝安全帶。今朝
29 李先生就講到成本，就會係每架巴士15,000至到20,000金鎊嘅，我哋係有
30 一千一百架呢一類嘅巴士，如果佢哋全部都要喺上層加裝安全帶嘅話，總成本
31 將會係1億8千萬至到2億4千萬港幣。」呢個就係城巴嘅情況。

32 我想你睇番九巴嘅部分，就係喺第15日，...

33 主席：（經傳譯員）首先想講下呢一個成本嘅問題，呢個就係102頁頁底嗰度，想
34 Weston先生睇睇嘅，第19行，或者第16行。

1 MR DUNCAN: (經傳譯員) 第 16 行就講話「今朝我哋講到喺車上有一啲嘅冇保護嘅
2 座位，佢哋已經係裝咗安全帶，我就成日搭呢啲巴士嘅，但係我就好少見到乘
3 客--即係呢啲座位嘅乘客會戴安全帶，以後如果你要我哋公司去使 1 億或者兩
4 億或者甚至超過兩億做呢件事情嘅話，我哋就好懷疑究竟係冇冇用，即係如果
5 政府係有呢個要求嘅話，如果係真係要加裝安全帶，我希望政府係會提供資助
6 畀我哋係去安裝安全帶嘅。呢個就係其中一個例子，唔該晒。」

7 主席就話「你嘅意思就係如果政府係認為係需要咁做，因為乘客可能係想
8 戴安全帶，但係根據你嘅經驗，如果佢哋唔咁做嘅話，應該係由政府去出錢，
9 而唔係由你哋自己畀錢嘅？」

10 鄭先生話「如果政府認為係有需要乘客去戴安全帶，我希望政府係會資助
11 呢一個安裝嘅工作，如果唔係，就--即係如果要我哋自己畀錢，就會係好浪費
12 資源。」

13 睇番第 58 頁，...

14 主席：(經傳譯員) 係咪呢個謄本，第 4 日？

15 MR DUNCAN: The transcript, yes. (經傳譯員) 鄭先生早前都係有類似嘅睇
16 法嘅，喺第 58 頁嘅 24 行，我就講緊一個城巴遠期計劃其中一部分嘅，第 25
17 行，我就話「係喺上層嘅所有座位安裝安全帶係可行嘅，但係根據我哋嘅觀
18 察，而家好少人係會喺呢個未經保護嘅座位嗰度戴安全帶嘅，如果係冇立法係
19 要求專營巴士嘅乘客安裝安全帶嘅話，而加上由執法單位去嚴格執行嘅話，喺
20 所有座位安裝安全帶只會係浪費資源，因為多數嘅乘客都唔會戴嘅，即使係有
21 提供嘅話。」

22 好喇，講完城巴，而家講九巴同埋近期啲嘅聆訊，第 15 日，9 月 13 號
23 嘅，第 6 份嘅資料夾，第 15 日，18 頁，第 20 行嗰度，我就問過一個問題嘅，
24 係關於新嘅巴士裝安全帶，我相信佢哋有安全帶嘅，或者睇番前少少，第 15
25 頁，24 行，李生，Roger Lee 就係九巴嘅，佢提到就係上層裝安全帶嘅可行
26 性，「喺上層裝安全帶，技術上我哋係需要考慮到嗰個地心吸力嘅問題，政府
27 諮詢過我哋同埋有關嘅供應商關於嗰個可行性--技術上可行性同埋個進度嘅。
28 安全帶比較重嘅，如果你係要喺上層安裝，政府係需要考慮到嗰個傾側嘅測
29 試，如果係技術可行，就唔會係一個問題，但係兩個供應商富豪同 ADL 嗰個進
30 度就係喺正面嘅。」

31 跟住佢就係講到嗰個財政上嘅影響，就係喺呢個加裝安全帶。

32 「價錢唔平嘅，即係喺今年初嘅時候，就有個特別委員會就發出一個清楚
33 指示，我哋嘅巴士 19 年買嘅同埋之後嘅就有安全帶，至於話加裝安全帶，如果
34 可行嘅話，特別係啲長途嘅路線，我哋係會喺上層加裝安全帶，我哋唔希望係
35 進一步有意外嘅，所以個成本唔係我哋主要考慮，有關安全帶就需要一加巴士
36 就係需要 20 萬嘅，係上層咁計。」

1 「有幾多架巴士係會加裝呢？喺呢個車隊入面有幾多架呢？」

2 梁生（另一位代表）就話「我相信係三千六百部長途嘅巴士。」

3 跟住就第 22 段嗰度，李生，Roger Lee 就話佢要補充，「目前我哋有係
4 四千二、四千三架巴士，呢個係九巴、龍運加埋，有啲巴士就係有安全帶，但
5 係其他佢哋係明年將來嘅年份就會退役喇，呢啲巴士係會兩、三年退役，佢
6 哋就唔會加裝嘅。對於長途線嘅巴士，我唔知道個實際個數字，但係三分一就
7 會係長途嘅。」

8 主席喺 22 行嗰度就話「李生，你講過就話加裝三千六部嘅長途巴士，你
9 係咪更改你嘅聲明，就話係一千呢？」佢就話「係嘅。」

10 第 5 行，就話「我就係嘗試就計一計數，一千部巴士，20 萬，每部巴士
11 20 萬？」「係。」

12 「個數字就係 2 億元嘅？」梁博士就話「係嘅。」

13 「呢一點就需要同政府傾嘅？」個答案就係「唔會。」

14 好喇，最後，我想你留意一下嘅，就係我哋係聽取過警方嘅證供，...

15 主席：（經傳譯員）我哋講呢度之前，或者喺嗰個謄錄本嗰度，你正話提到第 16 頁
16 嗰度，第 17 行，「喺今年年初就係我哋公司成立咗個委員會，就係特別委員會
17 發出指示，我哋嘅巴士 19 年或者之後採購嘅係會有安全帶嘅，至於話安全帶嘅
18 加裝，如果可行嘅話，特別係長途線，我哋係會喺上層嗰度係安裝安全帶
19 嘅。」

20 我諗清楚啲嘅，就係呢個係提到九巴係就住大埔道交通意外佢提交嘅報
21 告，呢個就係 KMB-1A 第 98 頁，同埋第 39 段、第 40 段。

22 MR DUNCAN：（經傳譯員）你睇到嘛，Weston 先生？

23 MR MIKE WESTON：（經傳譯員）係，睇到嘅。

24 MR DUNCAN：（經傳譯員）KMB-1A，98。

25 主席：（經傳譯員）呢個就講番個背景，係運輸署長係規定九巴喺一個月之內提交嘅
26 一份報告，喺 3 月 12 號提交嘅，呢份報告就係喺工作小組開會之前嘅，就正話
27 都有講過邊個出席咁樣。或者我想請 Duncan 大律師同我哋讀一讀，等我哋知
28 道九巴喺呢個工作小組之前嗰個立場係點樣嘅。

29 MR DUNCAN：（經傳譯員）或者睇番 98 頁，文件夾嘅第 98 頁，Weston 先生，你
30 睇到呢個就係 3 月 12 號，39 段，巴士公司就話喺報告當中係咁講嘅，呢個係
31 畀運輸署長嘅，「事件之後，就立法會議員提出咗不同嘅意見同埋建議，傳
32 媒、公眾人士都提到應該採取咩嘢措施嚟到去提升公共巴士運作嘅安全，特別

1 巴士乘客嘅安全，特別委員會考慮過呢啲事項，諮詢過九巴嘅巴士供應商，同
2 埋作出若干嘅建議，而九巴嘅管理層係會執行同埋係進一步探討嘅。」

3 第 40 段，「九巴已經要求咗供應商係喺所有嘅座位安裝安全帶，呢個新
4 訂嘅巴士，喺 18 年 3 月 5 號之後就會係既定嘅安排嚟喇。至於而家現行嘅巴
5 士，如果有啲路線係需要嘅話，係可以喺上層分階段咁嚟到去安裝呢啲安全帶
6 嘅，呢個係九巴嘅巴士。」

7 主席：（經傳譯員）唔該晒。

8 MR DUNCAN：（經傳譯員）好喇，最後就想請你睇一睇警方所畀嘅證供，呢個就係
9 第 17 日嘅作供，日期就係 18 年 9 月 24 號星期一嘅，第 7 號嘅文件夾。

10 主席：（經傳譯員）唔該晒。

11 MR DUNCAN：（經傳譯員）或者想請你睇一睇第 50 頁，當時就係主席同歐陽先生係
12 同 Stephen Baker 先生係對話嘅，Baker 先生就係警隊嘅代表，佢係總警司
13 嚟嘅，或者睇番第 49 頁先，主席就提到安全帶嘅問題，即係小巴，公共小巴就
14 有安全帶嘅。

15 主席就話「係咪小巴有？」Baker 先生話「係嘅。」

16 「其實喺執法嗰度有冇困難？係咪好容易嘅呢？」Baker 先生就話「好難
17 執行嘅，因為呢個都唔係定期咁執行嘅，呢個係有時咁樣執行，警務人員就決
18 定要執法，就係因為道路安全嘅問題，呢個係唔單只係一個環節嘅問題，即係
19 需要宣傳，需要經常嘅宣傳嘅。我希望啲人就唔會話因為驚住檢控，然後先至
20 係守法。」

21 主席話「呢個係需要好長嘅時間先至說服到啲人係坐車係戴安全帶。」佢
22 就話「我哋認為如果啲人有得選擇，咁就更加好嘅，即係去改善佢哋嘅道路安
23 全作為一個選擇，一個選項。」

24 歐陽先生就提咗一個問題，就話「安全帶嗰方面，根據小巴嘅經驗，警方
25 喺執法方面係咪好成功呢？」Baker 先生話「我有啲嘅執法嘅數字，但係我希望
26 市民係會守法，因為係對佢哋好嘅，即係而唔係進行檢控咁樣。」

27 「但係正如剛才所講，大多數嘅人就唔會喺小巴嗰度係繫安全帶，執法係
28 好困難嘅，我哋可以睇到點解你預計喺巴士嗰度亦都有同樣嘅趨勢嘅？」Baker
29 先生話「係嘅。」

30 好喇，有好多資料係提供咗畀你消化嘅，Weston 先生，但係你可以睇到
31 呢度嘅情況就係肯定就係有個決定就係話至於話新嘅巴士以後--有個建議就話
32 以後新採購嘅巴士就係會有安全帶嘅，每個座椅都係會有安全帶嘅，不管嗰輛
33 巴士係行走呢個市區路線，咁係好擠逼嚟喇，我相信應該，亦都係有一啲企位
34 嘅乘客。我哋聽到巴士公司嗰個額外嘅成本，就會係差唔多一架巴士就係

1 5,000 鎊嘅，呢個係其中一方面。

2 第二方面就係喺上層嗰度嘅座椅加裝安全帶，技術上係可行嘅，對於行某
3 啲路線嘅巴士，即係行一啲譬如話高速公路嘅路線嘅巴士，如果你替兩間專營
4 巴士公司嚟講，嗰個成本就差唔多係 4 億。

5 我相信委員會明白嘅就係你對呢兩方面其實都可能冇你嘅意見，即係新購
6 置嘅巴士係要安裝安全帶，呢個唔會話好大嘅開支。第二，就係加裝安全帶嘅
7 問題，喺行走一啲高速公司、特別路線嘅巴士加裝安全帶，我好希望係聽下你
8 嘅意見。

9 MR MIKE WESTON：（經傳譯員）係嘅，或者我畀一啲一般嘅觀察先，我相信初步
10 睇嚟，從今日嘅證供聽到就係安裝安全帶就係技術上係可行嘅，亦都係有佢嘅
11 優點嘅，即係有做過研究係咪可行，成本就係另一個問題，係咪有實際嘅優點
12 呢？

13 從我嘅聽到嘅證供，就係話喺香港專利巴士經營者加裝安全帶，呢個佢哋
14 接納呢個安排嘅速度好似呢個運輸局拒絕呢個安排係咁快咁樣，一樣咁快。我
15 相信安全帶的確有佢嘅優點嘅，喺交通意外嘅時候，汽車又好，咩嘢車都好，
16 的確係佢嘅幫助嘅。

17 我哋都係聽過一啲執法嘅問題，係咪有能力去到執法嘅問題，另一個問題
18 提到嘅，就係喺證供嗰度係未必有提，就係係咪能夠令到呢啲安全帶係成日都
19 係運作良好呢咁，最緊要就係你有啲安全帶，如果運輸署同埋專營經營者係要
20 啲人係攞安全帶，就確保佢哋係用得到先得嘅，呢個亦都可能係一個好大嘅財
21 政負擔嘅。喺保養嗰方面亦都係一個問題，經常要保養住呢啲安全帶。

22 我認為喺好多評估嗰度冇睇到嘅就係嗰個成本效益嘅問題，安全帶嗰個成
23 本，加裝安全帶亦都係一個好大嘅成本負擔嚟嘅，喺啲新巴士，5,000 鎊，亦
24 都係有一個成本嗰度㗎嘛。主要嘅問題就係投資呢啲錢落去，個效益係點樣，
25 安全帶喺減少交通意外傷亡嘅時候相對於嗰個--嘅價錢相對於嗰啲錢擺喺其他
26 嘅措施嗰方面係點樣比較呢？其中一個擔憂嘅地方就係九巴投資龐大嘅金錢，
27 呢個當然係值得歡迎，但係始終個危險就係有其他嘅高科技嘅措施係可以安裝
28 嘅，亦都係同樣可以係投資喺嗰度嘅。

29 呢點，每一釵使落去，愛嚟提升安全係咪可以係取得更加好嘅效益呢？譬
30 如話嗰個車頭嘅設計、自動減速、自動剎車等等嗰啲咁嘅措施，嗰啲錢係咪花
31 得更加有成本效益呢？

32 啲錢一係就係嚟自現時專營巴士嗰個嘅利潤；我聽到一啲嘅證供就係都唔
33 係好高嘅，一係就嚟自嗰個乘客，個票價會高啲；一係來自政府。始終都係呢
34 三個來源係得到經費嘅，始終問題就係點樣使呢啲錢，點樣可以使得物有所值
35 嘅，點樣可以取得更加好嘅成效。如果你加埋呢啲咁嘅數字，嗰個錢都唔係少
36 嘅。

1 其實我就要問，係咪可以係花喺其他嘅形式嘅科技以取得更加好嘅成效呢
2 咁？但係相對於倫敦、香港嘅比較，最重要嘅就係運輸局佢哋就唔係好贊成呢
3 個安全帶，倫敦就係好平坦嘅地方，唔係話好多車就係每小時四、五十里咁
4 行，大多數嘅巴士係喺倫敦就係同香港係唔同嘅，香港其實嗰個地勢就係好有
5 挑戰性嘅，亦都係有唔同嘅。

6 所以我就會睇下其實特別係一啲高風險嘅路線點樣去處理，我哋可能就唔
7 係話一刀切去做一啲嘢，可能係有啲唔同嘅方案。有一啲嘅路線其實可能真係
8 需要安全帶嘅，但係我認為你哋應該選擇得比較好啲，而唔係一刀切嘅去做。

9 正如我所講，我就會問一個問題，就係話究竟保養方面究竟有需要幾多嘅
10 承擔呢等等。

11 主席：（經傳譯員）你可唔可以埋啲個咪？

12 MR MIKE WESTON：（經傳譯員）就去確保呢個安全帶其實係保養得好，亦都係有
13 一個好嘅功能繼續，使到佢哋可以繼續被使用嘅。當嗰啲乘客去到架專營巴士
14 嘅時候，其實真係嗰啲安全帶真係情況係好嘅。

15 主席：（經傳譯員）你可唔可以話畀我聽嗰個保養費係幾多呢？而家喺啲——譬如係喺
16 英國，譬如旅遊車會唔會有嘍？

17 MR MIKE WESTON：（經傳譯員）喺倫敦嚟講，譬如話佢哋係一啲服務型嘅巴士嗰
18 度，嗰個保養嘅挑戰就可能有啲人刻意破壞，又或者有啲人就係喺個安全帶嗰
19 度就塞住嗰啲窿呀咁樣樣。

20 主席：（經傳譯員）香港嚟講，都係唔會係一個問題嚟嘅。喺呢一個保養會唔會係有
21 啲嘅技術層面都會係一個問題嚟嘅呢？

22 MR MIKE WESTON：（經傳譯員）我唔係好清楚，就我相信就應該一定係會有一啲
23 定期嘅保養嘅工作要做嘅，喺英國嘅一啲嘅旅遊車嚟講，其實即係刻意破壞呢
24 樣嘢就唔係話真係個問題好嚴重嘅。或者我亦都係喺我個報告裏面講，就係附
25 件 D 裏面，...

26 主席：（經傳譯員）請你稍等一下，鄧律師，你可唔可以畀我哋嘅頁碼呢？

27 MR DUNCAN：（經傳譯員）就係由運輸局係提交畀我同埋主席嘅，係第 160 頁嘅。

28 MR MIKE WESTON：（經傳譯員）有一個幻燈片呢度就係有講到...

29 主席：（經傳譯員）你有冇嘅頁數呢？

30 MR MIKE WESTON：（經傳譯員）冇錯喇，就係呢個喇，呢個。

31 主席：（經傳譯員）係。

32 MR MIKE WESTON：（經傳譯員）就係佢，呢一頁，2017 年嘅數字，就係話喺巴士

1 上面有啲人係跌嘍，就係 3,074 嘅數字，係 2017 年嘅數字。呢個就係睇到大
2 大部分嘅巴士上面嘅乘客受傷就係因為佢哋企喺度或者佢係上緊車、落緊車或者
3 佢哋係上緊樓梯、落緊樓梯，就大概係百分之十三嘅，就喺三千宗之中，大概
4 係四百宗係呢一類型嘅。所以其實我所認為我哋焦點應該就係睇下嗰啲企喺度
5 嘅乘客，呢個係說明喺倫敦嗰個受傷嘅情況嘅分類，就係有啲人企喺度咁樣
6 樣，同埋啲乘客喺乜嘢狀況底下喺架巴士上面係受傷嘅。

7 主席：（經傳譯員）喺遠期計劃裏面嘅一啲數字，鄧律師，2018 至到 2022 年就有
8 講到有啲人就係佢哋係失咗平衡，佢哋跌嘍，亦都有啲數字就係嗰啲人坐喺度
9 就係受傷嘅。2015 至 2016 年兩年，百分之五十一點五就係嗰啲企喺度嘅乘客
10 嚟嘅，或者佢哋係失去重心、失去平衡，只係有百分之一嘅人就係佢哋坐緊嘅
11 時候係受傷嘅，呢個似乎就係話就係坐喺度嘅乘客佢哋受傷嘅百分比係比較低
12 嘅。

13 MR DUNCAN：（經傳譯員）呢個，主席，呢個好似似乎係我記憶所及嘅情況，可唔
14 可以請我助手係將嗰個計劃再搵出嚟。

15 主席：（經傳譯員）另外一個問題係就呢個立法會議員就要求我哋審視下安全帶呢個
16 問題，首先如果你唔配戴安全帶，你有咩嘢嘅受傷，可能似乎啲人就係話啲人
17 喺架巴士行嚟行去、上樓梯或落樓梯，而唔係真係坐喺個座位受傷嘅，所以坐
18 喺度嘅人受傷嘅比率係比較少。

19 另外就係話，其實而家我哋睇下而家巴士嘅人去使安全帶嘅情況係點樣，
20 係咪應該做一個調查，呢一個城巴嘅董事總經理話畀我聽其實都冇人去戴嘅，
21 其實會唔會我哋其實搜集一啲客觀嘅資料會好㗎？

22 MR MIKE WESTON：（經傳譯員）係好嘅，如果譬如話我哋係用一啲閉路電視去睇
23 清楚究竟個使用率有幾多咁樣會係好。但係我認為你話要係裝安全帶嘅時候，
24 你亦都係有一個宣傳運動去鼓勵啲人去配戴安全帶，如果你真係決定去投資去
25 裝安全帶嘅說話，起碼都能夠將呢一個好處係擺到最大嘅。但係我哋嘅運輸局
26 嘅數據顯示其實就呢個真係一個--係車上乘客嘅問題，呢方面唔係最大嘅。

27 主席：（經傳譯員）另外一個因素可能就係話係進行一個調查，就問下啲人因為呢一
28 個巴士公司或者管理當局認為係安裝安全帶係安全啲嘅，佢哋願唔願意使用
29 呢？2007 年嘅時候，其實可能都--如果係，我冇記錯嘅時候，就係都做過咁嘅
30 調查嘅，佢哋就訪問咗，用電話訪問咗二千二百個人嘅。鄧大律師，可唔可以
31 證實下呢一點呢？

32 MR MIKE WESTON：（經傳譯員）其實你點樣去問嘅時候，都會影響嗰啲人點樣去
33 答嘅。

34 主席：（經傳譯員）係呀，係呀，譬如好似我哋話係脫鈎，咁都係有一個嘅全民投票
35 去問呢啲問題都係有啲問題嘅。

1 MR MIKE WESTON：（經傳譯員）其實你問問題係一件事，但係實際上啲人點做係
2 另外一件事嚟嘅。

3 主席：（經傳譯員）但係我認為如果係好專業咁去做，又會係好嘅。運輸署其實都畀
4 過呢啲相類似嘅數據畀我哋。

5 MR MIKE WESTON：（經傳譯員）我就唔係咁講話其實安全帶就唔好嘅、係唔需要
6 嘅，但係因為你要投資咁多錢，今日下晝我哋都講過有幾多錢，係咪啲錢係咪
7 用得其所一啲呢可以？係咪真係有呢一個嘅成本效益等等，亦都會係帶嚟更多-
8 -好多嘅好處。

9 主席：（經傳譯員）你就話如果我哋要花咁多錢嘅時候，呢筆錢就可能係用其--投資
10 嚟其他嘅安全裝置會好啲嘅，而家可能冇使緊啲方面嘅錢。

11 MR MIKE WESTON：（經傳譯員）個營運商可能就係嚟緊要使一筆錢嘅，嚟緊呢幾
12 年，但係其實呢筆錢係用緊其他用途更加物有所值嘅。

13 主席：（經傳譯員）等我解釋下，就我哋而家會小休，因為盧教授佢有其他嘅事情，
14 佢一定要去嘅，但係我哋仍然都係要繼續嘅。我諗我哋而家要小休直至盧教授
15 佢可以離開嘅。唔該晒。

16

17 下午 3 時 40 分押聆訊押後

18

19 下午 3 時 44 分恢復聆訊

20 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
21 立檢討委員會主席

22 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

23 Peter N. Duncan（鄧樂勤）資深大律師，由高露雲律師行委聘，代
24 表香港專營巴士服務獨立檢討委員會

25 Mr Mike Weston，獨立的客運交通顧問

26

27 主席：（經傳譯員）鄧律師。

28 MR DUNCAN：（經傳譯員）多謝主席。我就而家唔再講安全帶喇，Weston 先生。

29 主席：（經傳譯員）我哋頭先講啲啲數字，有冇搵到出嚟呢？

30 MR DUNCAN：（經傳譯員）對唔住，冇。如果我哋真係搵到嘅，我哋就會提交畀委

1 員會。

2 主席：（經傳譯員）我認為佢已經喺個螢幕上面。

3 MR DUNCAN：（經傳譯員）但係呢度就有講到主席你講過嗰啲嘅唔同類型嘅，就係
4 百分之五十四就係失去重心，但係就係個巴士個乘客受傷係百分之三

5 主席：（經傳譯員）我相信呢個就係講緊坐喺度嘅乘客，因為我哋前面係講話失去重
6 心咁嘛，呢啲就係嗰啲坐喺度嘅乘客喇。所以其實嗰個數字相距係好大，因為
7 佢哋係坐喺度嘅時候，相對係少人係受傷嘅，好明顯個原因--所以就我哋喺有
8 遮擋嘅座位嘅時候，我哋要裝置安全帶，我哋應該有原因嘅。

9 喺下層有啲座位前面就係有一啲嘅阻擋，所以即使你要拋開去外面，亦都
10 唔會拋好遠，所以亦都唔需要下底個下層嗰度裝安全帶嘅，似乎咁樣就係個原
11 因。

12 MR DUNCAN：（經傳譯員）主席，我就會話畀你聽個頁碼 KMB-12 第 5115 頁嘅。

13 主席：（經傳譯員）唔該晒。

14 MR DUNCAN：（經傳譯員）睇下仲有冇其他嘅意見或者問題，如果冇，我就唔再講
15 安全帶，我就嚟到我最一個課題希望能夠同你探討嘅。呢個係你個報告嘅第
16 149 頁，嗰度提到，唔好意思，係應該係 146 頁嘅，係關於疲勞管理嗰方面
17 嘅，喺 146 頁，呢個係巴士安全計劃嘅引言嗰度，呢個係講個係最近增加咗嘅
18 項目就係疲勞管理方面，我就想係就呢方面問你幾條問題。

19 喺第 149 頁，7.6 段，你就話，最後一段你咁講嘅，「好清楚就係而家我
20 哋嘅關注係越嚟越係關於行為安全嗰方面，特別係疲勞管理。」你可唔可以話
21 畀委員會聽點解會有一個咁樣嘅改變呢？你所謂嘅「行為安全」係咩嘢意思
22 呢？

23 MR MIKE WESTON：（經傳譯員）傳統嚟講，我哋就係講緊係安全管理或者係風險
24 管理、調查意外同埋譬如話喺巴士嘅設計方面係有咩嘢改變、道路設計方面有
25 咩嘢改變，同埋我哋嘅運作方面有咩嘢改變等等，呢個都會係呢一個巴士安全
26 計劃裏面嘅部分嚟嘅。

27 我哋之前主席同我同倫敦巴士公司喺 8 月會面嘅時候，呢度都有提到，但
28 係而家我哋就想掘深一啲，就係睇番嗰個根源嘅問題，特別係個司機嘅行為有
29 啲咩嘢影響。

30 喺疲勞管理嘅其中一個例子就係如果有一個司機係涉及一個意外，以前即
31 係傳統上就會問個司機發生咩嘢事，睇下嗰個司機即係喺嗰個意外嘅角色係乜
32 嘢，即係我哋以前係會著重個意外本身，但係而家好多嘅巴士公司就開始唔單
33 只睇嗰個意外本身，佢哋係開始同車長講喺意外之前半個鐘發生咩嘢事，即係
34 有冇一啲同乘客嘅互動可能係會令到佢哋分心，例如啲公司亦都係會啲車司傾

1 佢哋個生活方式係點。

2 佢哋好多即係一啲好有經驗嘅車長，佢哋好多時都會係預早去返工，令到
3 佢哋可以有充足嘅時間檢查佢哋嘅巴士先係去開車嘅，呢啲司機就會比較係準
4 時去返工，而佢哋亦都係會比較清醒嘅，而呢啲巴士公司係會--即係佢哋唔單
5 只係調查事件本身，佢亦都係會睇呢個同事事件有關嘅一啲元素或者環境，佢亦
6 都係會睇下疲勞嘅可能嘅因素，有一啲嘅巴士公司係會經常係訪問佢哋嘅夜更
7 司機，睇佢哋嘅個編更嘅情況等等。所以嗰個演變就係由睇個事件本身去到
8 係訪問個司機本身嘅。

9 主席：（經傳譯員）你問啲司機點解佢會想開夜班車，佢哋會唔會係因為日頭想去接
10 佢哋嘅小朋友，會唔會令到佢哋休息不足呢？

11 MR MIKE WESTON：（經傳譯員）有一啲巴士公司係表示一啲擔憂，點解佢哋經常
12 係同一啲夜更司機傾偈呢？因為佢哋想去確保佢哋嘅工作同埋佢哋生活取得平
13 衡嘅。因為有一啲嘅司機可能要同佢哋嘅另一半分擔呢個家庭嘅責任嘅，譬如
14 話佢哋接完啲小朋友之後，可能會即係要休息三、四個鐘，先至去開車嘅，所
15 以啲巴士公司就想了解多啲司機能唔能夠係履行佢哋嘅職務，所以呢一個相比
16 起傳統嘅做法，係一個比較新嘅做法嚟嘅。

17 MR DUNCAN：（經傳譯員）喺車長培訓方面，有幾多係融入咗呢一個疲勞管理呢？

18 MR MIKE WESTON：（經傳譯員）以前一直都唔算係好多嘅，我自己覺得就未必係
19 關車長嗰個工作時間事嘅，即係可能同安全帶一樣，可能有啲人會覺得個車長
20 嗰個工作量係有關係，但係我覺得並唔係一個問題，英國係對工時係有管制
21 嘅，就有跡象顯示呢啲司機係要超時去工作，佢哋喺更同更之間亦都有充足嘅
22 休息，大部分嘅倫敦嘅巴士公司都唔係好擔心啲車長另外有工作嘅，有一啲公
23 司會去睇下佢哋有冇其他嘅工作。佢哋亦都係會幫助車長，令到佢哋有足夠嘅
24 休息同埋有一個健康嘅生活嘅。

25 主席：（經傳譯員）倫敦嘅巴士公司係可以睇到--即係揸巴士或者 Uber 車嘅司機嘅
26 一個名冊，係咪？

27 MR MIKE WESTON：（經傳譯員）倫敦運輸局係的士嘅發牌機構同埋一啲私人預約
28 車嘅，佢可以將呢一個資料庫同巴士公司分享，巴士公司就知道有一啲車長就
29 會係--都係會開的士嘅，有一啲公司就覺得啲司機應該只係開巴士嘅啫，其餘
30 時間應該要休息嘅。

31 主席：（經傳譯員）如果我有記錯，有一啲嘅巴士公司係會有限度地去檢查呢一個資
32 料嘅，係咪呀？

33 MR MIKE WESTON：（經傳譯員）大部分呢啲檢查都係比較被動式嘅，就係就住一
34 啲收到嘅資料，比較少公司就係全面檢查個司機會做緊啲咩嘢工作嘅。如果有
35 車長病咗，如果佢哋認為呢個司機可能係去咗做其他工作，佢哋可能會調查

1 嘅。但係我哋嘅方向係由調查個事件本身去到搵一啲比較深層嘅原因，即係有
2 咩嘢原因會引致到事件或者意外嘅。

3 傳統上，我哋通常都係睇究竟巴士公司有冇錯，或者睇下啲司機係有冇
4 錯，定係會唔會向第三者進行索償，即係當然我係誇大少少咁講，但係而家會
5 比較多係去搵出呢個問題嘅根源嘅，有一啲原因就並唔係一個完全嘅原因，但
6 係你可以睇到呢一個係有建立咗一個安全嘅文化。

7 主席：（經傳譯員）喺呢個針對疲勞管理嘅文化嘅轉變，即係由邊個發起嘅呢？

8 MR MIKE WESTON：（經傳譯員）呢個就係因為倫敦運輸局係重新係重視呢個安
9 全，呢個係一個聯合嘅責任嚟嘅，我諗巴士公司都係有責任，呢個係一個無終
10 止嘅過程嚟嘅，喺今年 8 月，我哋會面嘅時候，倫敦運輸局嘅代表表示四十或
11 者五十年前，最大嘅車廂--就係啲人踎低，因為就好多汽油喺個車上入面嘅，
12 呢個就係好多年前，所以巴士公司係會越嚟越注意去減低呢個風險嘅，所以呢
13 個過程係持續嘅，但係會越嚟越著重安全。

14 MR DUNCAN：（經傳譯員）倫敦運輸局有冇負責監督車長嘅培訓，定係交由巴士公
15 司處理呢？

16 MR MIKE WESTON：（經傳譯員）培訓係可以分兩方面講嘅，首先呢一個駕駛考試
17 就係一個全國交通部嘅要求，如果你要攞一個公共車輛嘅駕駛執照，你就要考
18 一個駕駛試，就由一個汽車局進行考核，或者呢啲巴士公司亦都可以自己係進
19 行考核嘅。

20 你攞到呢一個車牌之後，英國嘅司機每五年就要接受五日嘅認證培訓，多
21 數嘅公司都會每年進行一日呢一個培訓，去維持司機嘅專業駕駛證書嘅，呢個
22 係全英國嘅巴士同埋旅遊巴士司機都要做嘅，唔單只係倫敦嘅司機。司機係要接
23 受一啲嘅訓練課程，而主要嘅課程，一個由 City and Guilds 認證嘅考核，
24 呢個係一個專業巴士駕駛嘅課程，呢一個課程就係要喺你成為倫敦巴士司機一
25 年內係完成嘅。而倫敦運輸局亦都發展咗一啲嘅培訓，呢個就係五日嘅認證課
26 程嘅一部分嚟。

27 另外，我哋發展咗一個半日嘅培訓，就係由巴士公司提供畀所有嘅司機
28 嘅，呢個培訓課程之中就有用一啲影片去話畀司機知道點樣可以去處理一啲嘅
29 危機，啲司機就會見到喺意外之前係可以點樣去處理，然後就會--就去我哋會
30 講解「你個駕駛表現點樣會影響到呢一個結果嘅」，呢個係一個半個鐘嘅培
31 訓。

32 然後就有一個兩日嘅培訓，就係畀成個倫敦二萬五千個司機嘅，呢一個就
33 係由倫敦運輸局安排嘅。呢個就係為咗改善顧客嘅滿意程度。因為好多人就批
34 評倫敦運輸局同埋巴士公司就係就住巴士司機同埋乘客之間嘅互動嘅，所以呢
35 個培訓就係想改善司機同埋乘客之間嘅互動嘅。

1 主席：（經傳譯員）呢個培訓叫咩嘢名？

2 MR MIKE WESTON：（經傳譯員）叫做 Hello London 嘅，就係每次就係培訓一百
3 個司機嘅，就要用兩年嘅時間去培訓二萬五千個司機，就會由一個角色扮演嘅
4 小隊去進行，佢哋就會進行一啲角色嘅扮演，然後就叫啲司機係去評論一下
5 佢哋自己就會點樣處理呢啲情景嘅。

6 就呢個培訓就同安全冇直接有關，但係可以話就係鼓勵啲司機係去用一個
7 正面嘅態度同顧客互動、乘客互動同埋去處理一啲比較困難嘅情景嘅，同埋令
8 到佢哋喺同乘客互動嘅時候就有咁大壓力，同埋可以平靜一啲。所以喺呢個方
9 面都係同安全有關嘅，因為佢係會幫助一啲司機處理一啲比較難纏嘅情況。

10 主席：（經傳譯員）所以呢個就係包括同一啲比較惡嘅乘客係去互動，係咪？

11 MR MIKE WESTON：（經傳譯員）係嘅，因為有時你係出嚟同個乘客理論未必係最
12 好嘅，你可能要係冷靜一啲，因為咁樣就可能引開咗你嘅注意力。

13 主席：（經傳譯員）呢個係咪由倫敦運輸局設計㗎？

14 MR MIKE WESTON：（經傳譯員）冇錯，就係由認證機構提供認證嘅。呢一個就係
15 持續專業進修嘅一部分，喺呢個情況下，就係由倫敦運輸局係去統籌嘅，所以
16 呢個係一項承諾嚟嘅，其中一個目標就係回應一啲乘客嘅投訴，就住呢啲司
17 機，同埋令到司機處理乘客嘅方式更加一致嘅。呢個亦都係根據呢個巴士安全
18 計劃底下，另外一個有同安全有關嘅課程，就係中央去統籌，同埋亦都係有認
19 證嘅，呢個就大概係 2019 年開始。

20 主席：（經傳譯員）喺呢個課程嘅設計底下，有一啲嘅演員進行一啲角色嘅扮演，然
21 後啲巴士司機就要回應，係咪咁樣做？

22 MR MIKE WESTON：（經傳譯員）冇錯，就係有唔同嘅情景，第一日就係司機入到
23 個車廠，佢就要求下一個星期就調更，然後佢嘅上司就有理佢，然後司機就同
24 呢一個上司係去理論，跟住之後佢開車，因為佢心情唔好，就因為一啲小事就
25 同乘客爭拗等等。當演員問個司機佢會點樣處理，佢哋都好多都會話呢個佢哋
26 嘅上司係唔啱嘅，佢哋啲乘客應該都要係有禮貌啲，跟住就講，如果司機處理
27 嘅乘客唔同，可能個結果係唔同，然後啲演員就會係再係處理呢一個情景，所
28 以就顯示其實你係可以改變呢個結果嘅，所以睇呢啲司機唔同嘅諗嘢嘅方法都
29 係幾有趣嘅，因為佢哋一開始都覺得佢哋都係會咁做嘅，但係係會改變嘅。

30 主席：（經傳譯員）呢個課程嘅大綱有冇一個文字寫低嘅呢？

31 MR MIKE WESTON：（經傳譯員）呢個課程係由獨立嘅認證機構係認證嘅。倫敦運
32 輸局係可以係向委員會分享嘅。

33 主席：（經傳譯員）即係可能係一個範本，本地嘅情況未必一樣嘅，但係嗰個方程式
34 可能係相似嘅，可能係值得參考嘅。

1 MR MIKE WESTON：（經傳譯員）我會要求佢哋提供。

2 MR DUNCAN：（經傳譯員）我哋睇過呢一個半日嘅培訓同埋呢個 Hello London 嘅
3 培訓，就係第 144 同 145 頁，就係你報告嘅一部分。

4 MR MIKE WESTON：（經傳譯員）係。

5 MR DUNCAN：（經傳譯員）講番呢個疲勞管理嘅問題，我想你睇第 146 頁同埋呢一
6 版嘅最後嗰段，喺你準備呢份報告嘅時候，你其實就係同呢一個倫敦嘅巴士公
7 司傾過嘅，就係有一個監察呢個疲勞嘅一個系統，就英文叫“Seeing
8 Machines”，喺呢段，你亦都係畀過一啲嘅詳情嘅。呢個系統巴士公司係咪行
9 緊，還是就而家都仲係試辦緊？

10 MR MIKE WESTON：（經傳譯員）呢個係一個試行，係巴士營辦商 RATP 係試行嘅，
11 運輸局就會係評估，睇下係唔係將來喺嗰個巴士安全標準嗰度係納入喺裏面
12 嘅，呢個係嗰個安全嘅創新基金嘅一部分，係關於嗰個疲勞嘅監察，我哋就會
13 係測察巴士車長係咪眼係會瞓埋，如果係嘅話，就嗰張座椅就會震嘅，如果合
14 埋眼就會係通知嗰個嘅上司，我哋喺嗰度有一啲嘅錄像嘅，係影住嗰個嘅車
15 長，亦都可以就係同呢一個車長大家傾，喺嗰個傾談嘅時候就會講到嗰個疲勞
16 嘅處理咁樣。就佢哋瞓眼瞓，跟住就瞓埋眼就瞓咗咁嘅情況。

17 佢討論嘅時候就會睇下係咪有一啲--有冇一啲嘅醫療嘅問題，亦都係同個
18 車長大家進行對話，傾下佢哋嘅生活方式咁樣。從嗰個試驗嚟睇，喺監察嗰個
19 疲勞駕駛嗰方面呢個係有效嘅。

20 主席：（經傳譯員）呢個亦都係一個即時一個嘅功能，係咪？

21 MR MIKE WESTON：（經傳譯員）係嘅。

22 主席：（經傳譯員）嗰個影像就會係捕捉咗，然後嗰個主管人士就會係知道嘅，喺美
23 國嗰度，個主管人員就會係--控制室就會係即時咁樣係提醒嗰個司機嘅，係咪
24 呀？

25 MR MIKE WESTON：（經傳譯員）係嘅，如果車長喺當時係瞓咗嘅話，有關嗰個
26 程序就唔會係導致任何意外發生，喺嗰個控制室嗰度如果係認為有疲勞駕駛嘅
27 情況，就會係知會巴士公司，同車長就大家進行對話，就睇下有冇一啲特別嘅
28 問題，喺佢返車廠嘅時候就要睇下嗰個原因係點解。喺呢一版嗰度最後一段就
29 講到，就話係自從 5 月之後，就喺呢條路線嗰個意外率嘅數目係減低咗百分之
30 二十五嘅，都係有好大嘅裨益嘅呢方面。

31 MR DUNCAN：（經傳譯員）目前有冇一啲嘅疲勞駕駛嘅監察系統，喺倫敦嘅巴士入
32 面有冇？

33 MR MIKE WESTON：（經傳譯員）淨係嗰個試行，淨係個試行嘅做法，...

34 主席：（經傳譯員）但係都係有用嘅，係咪呀？係咪即係喺呢個 Croydon 嘅電車嗰

1 度有用㗎？

2 MR MIKE WESTON：（經傳譯員）係，嗰個同嗰個 Croydon 嘅電車喺意外之後，嗰
3 個系統一樣嘅，應該係舊年或者前年嘅時候，有好多長線--長途嘅巴士亦都有
4 類似嘅系統，我相信就係亦都有好多好類似嘅系統係監察疲勞駕駛嘅，特別係
5 喺駕駛一啲長途車嘅時候，疲勞就會係更加容易發生嘅。我哋其實係好想知道
6 呢個運輸局睇過成本效益之後係咪覺得應該將佢納入埋喺呢個交通安全標準入
7 面嘅。

8 主席：（經傳譯員）Croydon 嘅電車事件就喺早上發生嘅，係咪呀？朝頭早 5 點發
9 生嘅？

10 MR MIKE WESTON：（經傳譯員）係嘅，當時好早，嗰個速限就由 50 里去到 30 里
11 嘅，嗰個司機就當時就喺嗰個好窄嘅彎位嗰度冇留意到嗰個速限咁樣咁出事
12 嘅。

13 主席：（經傳譯員）個問題就係究竟揸巴士喺呢啲長途嘅車長同呢個電車喺呢啲彎位
14 嗰度，即係三百、幾百嘅公里嘅里數嗰度係咪有差別呢，係咪有分別呢？

15 MR MIKE WESTON：（經傳譯員）係有分別嘅，喺倫敦嘅巴士車長喺大清早嘅時候
16 喺繁忙嘅時候亦都唔會話停咁多站嘅，夜晚就嗰條路比較靜，所以好多時你會
17 假定就係喺倫敦嘅道路上面就有好多情況發生，香港瞞著嘅機會就唔高嘅，倫
18 敦嗰度就比較靜，就好多情況係--好多時有咁嘅情況。

19 主席：（經傳譯員）RATP 佢哋當時係揸緊一條市區路線㗎嗎，係咪呀？即係佢哋都
20 瞞著㗎？

21 MR MIKE WESTON：（經傳譯員）係喇，我哋睇過呢啲咁嘅錄像嘅。我認為個報告
22 要做嘅就係指出有一啲技術係可以係用嘅，就需要作出評估，就睇下邊一樣係
23 有最好嘅效益，因為最終嚟講，如果我哋係採納晒所有呢啲嘅科技，就係--如
24 果採納得晒所有嘅科技，咁比較天真嘅想法，因為財政上都係好龐大嘅，所以
25 我哋要選擇一啲係有最大嘅效益，係可以減少呢個乘客嘅傷亡或者係對第三者
26 嘅傷亡，路人或者係騎單車嘅人士咁樣。呢一個運輸局嘅安全計劃其實就係會
27 做一個好全面嘅成本效益嘅研究，希望嗰啲錢係用得最好嘅。

28 主席：（經傳譯員）你睇過 Stanley 教授嘅報告，嗰度當時有分析過一啲生命嘅代
29 價咁樣，澳洲嗰度佢係有研究過嘅，就睇下係咪值得係花錢用喺某一啲嘅裝置
30 嗰度，就嗰個成本效益嗰個嘅研究嚟到去作出決定咁樣。

31 MR MIKE WESTON：（經傳譯員）係喇，英國嘅運輸署就會係睇到嗰個生命嘅代
32 價，因為畢竟呢個就係比較廣泛嘅對社會嘅代價嚟嘅，譬如話係減低嗰個傷
33 亡，其實對呢個醫療嗰方面亦都係有好大嘅節省嘅，所以呢個有廣泛嘅一啲嘅
34 效益喺度。

35 主席：（經傳譯員）最終嚟講，有關嗰個設備其實就應該係達到最高嘅效益㗎喇，係

1 咪呀？

2 MR MIKE WESTON：（經傳譯員）係，嗰個邏輯就係如果你係測試十種唔同嘅裝
3 置，亦都係要睇嗰個成本效益，你可以係排優次，睇下嗰個嘅最高嘅效益，一
4 路睇，睇落去嗰個清單上面，睇下你嗰個可以負擔得幾多，個經費有幾多咁
5 樣，始終嗰個倫敦嘅巴士安全計劃就係咁樣。

6 主席：（經傳譯員）因為嗰個錢係嚟自利潤、票價或者係政府，係咪呀？

7 MR MIKE WESTON：（經傳譯員）係喇，即係始終都係呢三方面嘅財政來源，喺倫
8 敦嗰度，喺票價嗰度或者係當局或者係嗰個利潤，巴士公司嘅利潤。

9 MR DUNCAN：（經傳譯員）主席，基本上我要探討嘅範圍都七七八八喇。

10 主席：（經傳譯員）仲有一個問題就都係好--呢個倫敦運輸局嗰度，我哋睇得好清楚
11 就係嗰個嘅速限嘅問題，睇嚟，香港呢度就係我哋都可以睇一睇嘅，鄧律師，
12 可唔可以同我哋睇下有冇一啲材料係關於呢方面嘅情況，亦都係同呢個倫敦係
13 相關嘅呢？照我理解，就係有一啲電子地圖或者係同埋有一啲嘅速限嘅，喺倫
14 敦嗰度。20 里係綠色嘅，個地圖就係綠色顯示嘅，係咪呀？

15 MR MIKE WESTON：（經傳譯員）係喇，其實有個趨勢就係三十二個倫敦嘅區佢哋
16 都係推行呢個每小時 20 里嘅一個速限嘅，係好多住宅區佢哋有咁樣嘅安排，即
17 係 20 里，即係 32 公里。有好多嘅道路而家漸漸都係 20 里嘅速限嘅喇，其他
18 嘅道路就係 30、40 或者 50 每小時嘅速限，喺倫敦嘅巴士就好少就巴士會去到
19 時速係 50 里嘅。

20 我相信其中一個挑戰就係要選擇一個合適嘅速度，個速限你可以話對於一
21 啲大型嘅巴士，30 里其實都係嗰個限制，即係極限嘅喇，某啲道路我哋係要教
22 育車長係要注意嗰個合適嘅速限--即係合適嘅速度，咁嚟到去即係要佢遵守嗰
23 個速限嘅。

24 主席：（經傳譯員）某啲即係嗰啲道路，即係有車行嘅道路，係咪呀？

25 MR MIKE WESTON：（經傳譯員）不同時間亦都可能有不同嘅速限嘅。

26 主席：（經傳譯員）喺倫敦，如果有學校嘅話，嗰個速限係咪亦都會減低呢？即係學
27 校放學嘅時候，亦都係會即係個速限會降低呢，或者係有一啲嘅牌寫明個速限
28 呢？

29 MR MIKE WESTON：（經傳譯員）係，呢個係會提醒佢哋嗰個速限嘅，學校亦都有
30 一啲警告牌，喺學校返學、放學嘅時候，佢哋就係可以改變個速限嘅。

31 主席：（經傳譯員）香港，照你所知，香港有部分嘅地方就係好人煙稠密嘅，喺行人
32 路上面有好多嘅行人，而馬路上面亦都係有好多嘅車輛，巴士係經常喺隔離係
33 行駛，以呢個咁嘅情景嚟講，倫敦係咪都係限喺 20 里呢？即係類似咁嘅道路係
34 咪都係每小時 20 里呀？

1 MR MIKE WESTON：（經傳譯員）係嘅，一啲主要嘅倫敦嘅道路的確就係 20 里，每
2 小時係 20 里嘅車速，有啲就係住宅嘅道路，其實就係有一啲就係 15 里，有一
3 啲道路就係一啲主要嘅道路亦都係有咁樣嘅安排。

4 主席：（經傳譯員）你正話所講嘅嗰個速限，即係嗰個 30 里嗰嘅道路就係會去到
5 15、16 里，係咪呀？

6 MR MIKE WESTON：（經傳譯員）呢個速限嗰個嘅試驗，即係呢啲 20 里嘅道路，呢
7 個係對其他車輛有一定嘅影響嘅，當個速限係 30，一般嘅平均速度就係會去到
8 20，巴士就會好慢，巴士甚至係會令到嗰個交通嘅流量係會減慢嘅，即係比起
9 30 里嗰度。

10 主席：I think it was described as a platoon or a convoy?

11 MR MIKE WESTON：（經傳譯員）其中我哋關注嘅，就係當我哋進行試驗嘅時候就
12 會係減慢嗰個車速，有啲車就可能係冒啲險就爬頭咁樣，亦都會係導致一啲
13 危險嘅景象嘅，喺我報告當中所講，暫時都有咁樣嘅證據，有可能就係令到個
14 交通就係個駕車人士個行為係有不同嘅。喺實際上，喺 20 里嘅地區，我哋將巴
15 士下限到 20 里，令到我哋係--幫我哋係--即係令到其他車輛係減慢嘅。

16 主席：（經傳譯員）風險評估係牽涉到有冇可能就係造成一啲嚴重嘅傷亡，即係有啲
17 巴士嗰個--如果將 40、30、20，一路減低，就會係減低嗰個嘅風險嘅？

18 MR MIKE WESTON：（經傳譯員）我唔記得個比例係點樣，其實如果你係一架巴士
19 行緊 25 或者 20 里，相對於 20 里嗰個被撞到嗰個傷亡嘅程度係有咩嘢唔同，
20 我就唔係好記得，正如我哋今朝所講，巴士嘅車頭其實就係牽涉到撞到乘客、
21 撞到單車，其實都係好嚴重嘅。

22 歐陽先生：（經傳譯員）我想跟進一個問題，車長佢哋嘅反應係點樣呢？就係有不同
23 嘅速限咁樣，佢哋有冇表達過關注呢？佢哋處理不同嘅速限咁樣。

24 MR MIKE WESTON：（經傳譯員）我唔知道有咁嘅情況，除咗話嗰啲 20 里嘅道路，
25 佢哋係一致咁嚟到去執行，呢個就唔係話嗰啲速限不斷咁改變，其實係有一啲
26 嘅裝置，譬如 Mobileye 呢啲咁嘅裝置係可以提醒個車長嗰個速限係點樣嘅，
27 又佢係感應到嗰個速限嘅標誌嘅，喺司機位嗰度就會知道嗰個速限係點樣嘅。

28 主席：（經傳譯員）嗰個鏡頭就係會睇到嗰個速限，然後就會同司機就係表達一個訊
29 息？

30 MR MIKE WESTON：（經傳譯員）提醒個訊息係點樣嘅，當然車長就未必留意到嗰
31 個嘅標誌，但係個機器就可以係睇到嘅，喺面前嗰個嘅地圖就可以睇到，譬如
32 主席都講過，就不同嘅顏色，...

33 主席：（經傳譯員）綠色就係呢個 20 里？

34 MR MIKE WESTON：（經傳譯員）喺倫敦好多地方，即係中部嘅地方其實都好多係

1 呢啲 20 里嘅速限嘅，我相信呢個係會嗰個地圖就可能越嚟越綠喇變咗。

2 主席：（經傳譯員）喺數字上，睇唔睇到一啲正面嘅轉變呢，即係相對於嗰個嚴重嘅
3 傷亡意外，喺減低咗呢個速限之後，有冇一啲嘅關係呢，還是有呀？

4 MR MIKE WESTON：（經傳譯員）暫時都未睇到。上一季佢哋係話嗰一季係冇一啲
5 嘅死亡數字嘅。

6 主席：（經傳譯員）呢個係第一季，係咪呀？

7 MR MIKE WESTON：（經傳譯員）呢個係好耐以嚟，第一季係完全冇死亡數字
8 嘅，...

9 主席：（經傳譯員）第二季就--呢個可能會係有自滿嘅情況，係有六宗嘅死亡意外。

10 MR MIKE WESTON：（經傳譯員）但係始終都係低過以前嘅數字，呢個係需要時間
11 嘅，即係先睇到個趨勢係點樣。

12 主席：（經傳譯員）有冇一啲嘅影響，對於嗰個車程有幾長還是咁擠塞都有乜大分別
13 呢？

14 MR MIKE WESTON：（經傳譯員）我相信就係有一個因素影響嗰個嘅車程嘅，因為
15 特別喺倫敦中部有好多嘅道路工程，係有一啲嘅單車徑、單車路亦都有一啲工
16 程嘅進行，亦都影響到嗰個車速咁樣，亦都係令到個巴士嘅速度，喺倫敦中部
17 係會減慢咗嘅，呢個影響比嗰個 20 里嘅車速限制影響就更加大嘅。呢啲司機就
18 對於 20 里都係冇問題嘅。

19 主席：（經傳譯員）就喺呢一個大概係九--平均嘅速度就係每小時係 9.2 里嘅，係
20 咪呀？喺倫敦。

21 MR MIKE WESTON：（經傳譯員）冇錯。

22 主席：（經傳譯員）呢個會唔會就係話我哋香港要改善我哋嘅道路交通同安全，其實
23 呢個係我哋應該係特別留意嘅呢？

24 MR MIKE WESTON：（經傳譯員）我哋係需要明白平均嘅車速係點樣樣，同埋大致
25 上嗰個幅度係幾多，喺倫敦嚟講，呢個 20 里就係適用於所有嘅車輛，唔係單單
26 係巴士嘅，所以我哋首先要明白喺某一啲嘅道路個平均嘅車速係點樣樣先，我
27 相信希望能夠就所有嘅車輛都平均減速，就唔係淨係巴士減速，就會有更大嘅
28 裨益。我相信所有嘅道路同埋所有車輛一齊減速就會係個裨益會更加大，但係
29 首先我哋要明白究竟個問題個根源喺邊度先嘅。

30 主席：（經傳譯員）我哋今日就傾到其他嘅課題，就同樣我哋係首先要搜集一啲數
31 據，譬如話個平均車速係點樣樣，跟住就係去就做一个成本效益分析，如果個
32 車速係減慢，究竟會係成本係點樣樣，個效益係點樣樣？

1 MR MIKE WESTON：（經傳譯員）係，冇錯，個邏輯就係咁，如果你就係要所有嘅
2 巴士減速，你唔係--如果你係要維持所有嘅班次不變嘅時候，你就需要更多嘅
3 巴士、更多嘅司機。返番去我哋頭先講嘅一點，究竟咁樣做呢，還是再裝置更
4 多嘅安全裝置更加有效呢？我哋應該係有所有嘅數據，然後先至做選擇。如果
5 你就咁純粹單一去做一個選擇可能會做錯選擇嘅。

6 主席：（經傳譯員）呢個 20 里嘅減速，市區，已經係行咗幾耐呢？係對於當地嘅政
7 府機關嚟講？

8 MR MIKE WESTON：（經傳譯員）我就唔係好知道，我會話係五至十年，就係已經
9 係喺英國各地佢哋呢一個嘅當地政府都係有呢個選擇，唔係淨係倫敦，但係已
10 經係五至十年喇。

11 主席：（經傳譯員）而家我哋睇番呢個文件係 2013 年 1 月嘅，呢個係一個通告，係
12 運輸部嘅，就話畀本地政府講佢哋可以做啲乜嘢嘢同埋係點樣為之適合嘅車
13 速。

14 MR MIKE WESTON：（經傳譯員）據我自己嚟講，如果我記得冇錯嘅時候，其實嗰
15 嘅本地政府都可能好選擇性去做呢樣嘢嘅，譬如話係有學校喺附近等等，但係
16 而家我哋越嚟越多嘅當地政府就係會喺某一啲嘅地段就有個 20 里嘅車速限制，
17 當然我哋啲人係睇到其實對於嗰個車程時間嘅影響，其實唔係好大，但係就有
18 好大嘅裨益，...

19 主席：（經傳譯員）你話係而家喺主要倫敦嘅道路都係有嘅？其他嘅道路，譬如
20 Oxford Street、Clapham High Street 等等？

21 MR MIKE WESTON：（經傳譯員）我就唔係好肯定，喺呢一個 Blackfriars Road
22 其實應該都係 20 里嘅，其實都係啲主要嘅道路都係 20 里嘅。如果喺 Oxford
23 Road，你都係可以做到 20 里，其實已經係個交通好暢通㗎喇，因為其實基本
24 上係好擠塞嘅嗰度。

25 主席：（經傳譯員）鄧律師。

26 MR DUNCAN：（經傳譯員）我就想畀你幾個參考嘅文件嘅，首先運輸部就係制定速
27 限嗰樣嘢，SEC-3 1003 頁嘅，就係呢一個 2015 年嗰份文件，就係個標題係
28 話行得太快，就如果你係減速一里，就可以喺市區嗰度減低咗撞車就百分之六
29 嘅，然後另外一頁就係 MISC-3 987 頁嘅，主席...

30 主席：（經傳譯員）呢個文件叫做咩嘢名？係「減速」，係咪嘅意思呀？

31 MR DUNCAN：（經傳譯員）呢個係安全倫敦街道，我哋嘅方法，我哋嘅方案，呢個
32 係喺 986 頁就話我哋嘅優先次序，第一個首要嘅次序就係話要係解決一個行得
33 太快嘅問題。

34 主席：（經傳譯員）得，唔該晒。

1 MR DUNCAN：（經傳譯員）你亦都睇到 2007 年 5 月嗰個一個調查，就係講緊乘客
2 嘅調查，有二千個嘅被訪者，呢個係 SEC-1 第 295 頁可以睇得到。

3 主席：（經傳譯員）我哋可唔可以擺上去屏幕嗰度，Weston 先生都可以睇得到我之
4 前所提及嘅嗰個調查。

5 MR DUNCAN：（經傳譯員）第 7 段。

6 主席：（經傳譯員）係，就係喇，Weston 先生，就係其實都係視乎嗰個問題點問法
7 嘅。

8 MR MIKE WESTON：Yes.

9 主席：（經傳譯員）多謝晒，唔該晒。鄧律師，仲有冇其他嘅事項？

10 MR DUNCAN：（經傳譯員）冇，主席，多謝，唔該。

11 主席：（經傳譯員）Weston 先生，你有冇最後有一啲嘅嘢你係想我哋特別留意嘅
12 呢？

13 MR MIKE WESTON：（經傳譯員）冇，唯一一樣我哋冇提到嘅，就係話點樣去鼓勵
14 或者一個合約嗰方面，呢個就我都覺得好奇怪點解你有提嘅。

15 主席：（經傳譯員）呢個咁樣嘅，關於呢個課題，其實係去做一啲鼓勵嘅措施或者係
16 安全指標係對於改善安全會有作用或者冇作用還是係有一個負面嘅作用呢？譬
17 如話我哋去獎勵一啲公司，如果佢哋個安全表現係好好嘅，特別喺安全指標嗰
18 方面，咁樣會唔會真係可以改善巴士安全呢？

19 MR MIKE WESTON：（經傳譯員）喺我個報告裏面，我就有個觀察，就係話呢個巴
20 士公司就有啲關注，就呢個--其實反而會唔會有一個直接嘅財務嘅獎勵，就會
21 令到佢哋唔願意分享資訊等等，但係無論如何，我都想提一提。

22 倫敦嘅營運者其實向來都好重視安全，所以個問題就係話你有一個財務上
23 獎勵，金錢嘅獎勵，你係想改變一啲嘅咩嘢行為呢？你開始係畀緊啲現金嘅獎
24 賞或者一啲嘅財務嘅獎賞，但係呢一個嘅營運者仍然都係有意外，個問題就係
25 話可能你今年嗰個安全表現相比於舊年就係改善咗，但係你仍然都係有三個人
26 就係死亡，或者係八十個人受傷，但係你仍然都係有個獎金，所以其實嗰個情
27 況就變得好奇怪。

28 另外一個方法去做就係話你係純粹係扣減，按住個安全嘅表現嚟扣減你個
29 合約價格，但係就係嗰啲嘅營運者，如果佢哋認為佢哋喺安全嗰度表現得唔係
30 好好嘅時候，佢哋係入標嘅時候，佢哋就會將呢樣嘢擺埋落去喇。所以話關於
31 財務嘅一啲獎勵，都係好嘅。喺倫敦運輸局 2015 年嘅文件之中，佢哋都有提到
32 呢一點，佢哋都解釋過就係財務嘅獎金或者鼓勵其實都係好嘅。

33 另外，其實其他嘅獎勵都可以嘅，可以考慮嘅，譬如我諗到就係話係喺頭

1 五年個合約期完咗之後，你之後啲兩年嘅續約就係有個優勢嘅，我哋而家就係
2 話個服務嘅可靠性我哋主要嘅考慮，但係會唔會我哋就係話之前啲五年佢個安
3 全嘅表現都可以考慮埋嚟裏面呢？亦都另外一個方法就唔係話一定財務上嘅獎
4 勵，我對於呢一個嘅安全表現有財務獎勵，我有好大保留，因為你可能--其實
5 佢仍然有意外嘅時候，你仍然係畀緊佢哋嘅獎金，然後或者佢哋係會入標嘅時
6 候將佢計埋個成本落去。

7 當然可能仲有其他嘅方法嘅，譬如話你係喺頭啲第三同埋第四年嘅時候，
8 你個個安全表現係好嘅時候，你就可以有資格可以續約多兩年嘅，呢個就亦都
9 會係一個幾好嘅鼓勵，就唔係一個財務嘅鼓勵嘅。

10 主席：（經傳譯員）你用呢一個「鼓勵」呢個字，但係你就係獎金咁，但係你就仍然
11 就你又諗緊呢一個扣減嗎？譬如你可唔可以話你獎勵啲人其實今年係有三個人
12 死亡，但係舊年有六個人嘅，所以你就有獎勵，但係另一個方法，你就係可以
13 係扣減嘅，你個個畀佢哋嘅錢？

14 MR MIKE WESTON：（經傳譯員）係嘅，我哋要睇一個合理長嘅時間，而相關嘅營
15 運商佢哋就有啲方法真係可以改變個情況，改變個趨勢，係如果我係得五年去
16 營運嘅時候，我係有辦法喺五年之內作出改變嘅時候，我就會將呢一條成本就
17 打埋落我個個人標價個度。

18 所以我認為所謂嘅獎勵真係可以令到啲啲人個行為有改變，亦都係可以達
19 到嘅，如果唔係咁，如果--倫敦運輸局應該點樣做呢？咁就會係有一個安全嘅
20 指標，然後之後我會畀分，然後之後將呢個畀分就係去同佢能唔能夠係兩年續約去
21 掛鈎，呢個就亦都可能係一個方法去鼓勵到相關嘅營運者嘅。

22 主席：（經傳譯員）而家目前嚟講，係話可唔可以續約就係關於佢哋嘅服務係咪可靠
23 嘅，係咪呀？

24 MR MIKE WESTON：（經傳譯員）係，主要嘅考慮係咁，係嘅，如果個營運商係能
25 夠滿足到最低表現嘅要求或者係做得好少少，佢哋就合資格係可以係續約嘅。
26 另外一個獎勵嘅方法就係話，我哋今朝早都有提過，因為我哋常常都會再招標
27 嘅，如果喺--所以呢一個安全表現我哋一直都係考慮嘅，如果你有個好嘅安全
28 表現嘅時候，我哋運輸局就唔會再係批新嘅約畀你。今朝早我哋亦都係傾咗好
29 耐喇呢一點。

30 主席：（經傳譯員）有冇其他嘅事項你想提出嘅呢？

31 MR MIKE WESTON：（經傳譯員）冇嘅。

32 MR DUNCAN：（經傳譯員）主席，我哋都會想睇一睇，我哋有提到點樣可以獎勵啲
33 巴士司機，就係由巴士公司去獎勵佢哋，特別係佢哋係喺安全係表現得好，你
34 喺呢方面有冇乜嘢嘅意見呢？

35 MR MIKE WESTON：（經傳譯員）我認為係要有意義，亦都係啲個司機係可以控制

1 範圍之內先至可以做。有一間公司有一個直接嘅司機獎勵計劃，後來佢就係將
2 佢納入咗佢嘅底薪嗰度，因為都覺得唔係好有用，冇乜影響，我覺得係可以做
3 嘅，但係要考慮嘅就係話對於司機嚟講係有意思嘅。同埋設計到一個地步，就
4 係司機可以參與嘅，而唔會話「因為我做得唔好，我就係冇咗個獎金。」唔會
5 係一個反效果。同營運商嘅討論，似乎佢哋都唔係好想喺安全方面特別去獎勵
6 司機嘅。

7 主席：（經傳譯員）有一個營辦商就係話有一個司機就係有被獎勵係 50 鎊嘅，同埋
8 佢後來就係 9 月之後，佢個名就係擺落個抽獎嗰度，佢就係抽到架車嘅，係咪
9 咁呀？

10 MR MIKE WESTON：（經傳譯員）係嘅，一架新車，呢個就係因為同一個遠程訊息
11 系統有關嘅，亦都係一個好好嘅一個獎勵嚟嘅，佢就係擺到 50 鎊嘅。喺倫敦嘅
12 巴士司機，好似香港都係，佢哋都想成為一個好嘅司機，有一個呢一個嘅好司
13 機名單其實都係好好嘅，啲人就會係有希望得到鼓勵係可以成為榜上有名嘅。
14 對於嗰架車嚟講，其實嗰個價錢都唔係好高嘅啫，我哋講緊係有二千五百個巴
15 士司機嘅。

16 主席：（經傳譯員）呢個亦都係一個獎勵司機嘅一個例子，係咪？

17 MR MIKE WESTON：（經傳譯員）但係呢個唔係話係獎勵佢係用佢嘅加薪或者係其
18 他嘅獎金去獎勵佢嘅。

19 MR DUNCAN：（經傳譯員）唔該晒主席，呢個係咁多喇。

20 主席：（經傳譯員）Weston 先生，我哋就結束喇，希望你能夠係就住你個報告，倫
21 敦運輸局佢哋係公布咗呢個係 12 月 16 號公布咗架巴士安全標準之後，你可唔
22 可以提交畀我哋呢？對我哋嚟講，係好大幫助嘅，又或者有其他嘅材料，你覺
23 得係對我哋有幫助，都請你提交嘅。

24 MR MIKE WESTON：（經傳譯員）好，我就會睇一睇可唔可以睇到嗰個嘅教程
25 Hello London 嘅課程嗰個畀大家嘅。

26 主席：（經傳譯員）好多謝你，唔該晒你哋有呢啲嘅報告提交畀我哋，同埋係嚟到作
27 證嘅。今日呢一個嘅聽證會都係非常之有用嘅。你嘅經驗，喺巴士業務嘅經驗
28 係非常之寶貴嘅，亦都令我哋明白我哋對香港可以得出啲咩嘅建議。希望
29 你一路順風嘅，唔該晒。

30

31 2018 年 9 月 27 日

32 下午 4 時 50 分押聆訊押後

1 Thursday, 4 October 2018

2 (10.01 am)

3 EVIDENCE FROM THE TRANSPORT DEPARTMENT: MS MABLE CHAN,
4 MS AMY LEE, MS AMY TSE, MR PATRICK WONG, MR YK CHAN,
5 MR WILLIAM SHUM, MR TONY YAU

6 CHAIRMAN: Good morning, Ms Chan, and good morning to your
7 colleagues.

8 Thank you for accepting our invitation to give
9 further evidence to the committee, to assist us in our
10 enquiries.

11 At the outset, I would like to make a few
12 observations about what happened yesterday. Yesterday,
13 at 5 o'clock, we received a bundle of documents from the
14 Transport Department. One of them is what appears to be
15 the final version of the report of the Working Group on
16 Enhancement of Safety of Franchised Buses, but we
17 received new documents dealing with the implementation
18 of a road safety audit and a study on low speed limit
19 zones. We received other material in relation to
20 facilities, the arrangements that are made, for bus
21 captains at bus stations.

22 Now, service of documents at 5 o'clock on the day
23 before a hearing obviously causes difficulties to
24 counsel who are assisting the inquiry, because certainly
25 so far as speed limits are concerned, low speed limits,

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1 20 miles an hour or its equivalent in kilometres, is
2 an area where there is a wealth of material to which you
3 will, in due course, be referred, to assist us. But of
4 course that material isn't available now. It has to be
5 found. It has to be put into our bundles. It has to be
6 scanned so that it can be put on the screens, and so on.

7 May I simply ask this question: why is it that the
8 documents were served on us at 5 o'clock yesterday?

9 MS MABLE CHAN: Chairman, if I may? On behalf of the
10 department, I would just like to send apologies to the
11 committee for the late delivery of the papers.
12 Actually, we have followed through the oral hearings
13 since May, when I last attended the hearing at the
14 committee, and we actually followed through carefully
15 and we noted a number of important areas that the
16 committee have expressed keen interest. Amongst those,
17 we are actually giving thought to a number of important
18 initiatives that we have to secure internal clearance
19 and also we are securing additional dedicated resources
20 to implement those initiatives.

21 So we would love to send those material across to
22 the committee to facilitate your consideration and
23 deliberation at an earlier juncture. Obviously, due to
24 a number of pressing urgent commitments, so we would not
25 be able to do that earlier. So I would send my deep
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1 apology for that. But hopefully, that will also serve
2 as a reference material for the committee. We are not
3 expecting the committee to take that into account in
4 a very detailed way in hearing our further evidence to
5 that, but in any event, we would just like to keep the
6 committee posted of some of the developments within the
7 government and within the department, and actually in
8 parallel we are seeking dedicated resources to push
9 forward a number of those initiatives. So we think that
10 it may help to give the committee an idea of what we are
11 thinking and what we are planning to do.

12 Thank you, Chairman.

13 CHAIRMAN: Thank you for that, and thank you for your
14 confirmation that you are following the evidence that we
15 are receiving, and from what I understand you to be
16 saying that you are proactively responding to it, as is
17 obvious from the topics that you have looked at. That
18 is to be welcomed. That is the journey that we are all
19 embarked on and we are pleased to learn that.

20 But let me give you an example. Apparently, in
21 August of this year, a department of the Transport
22 Department which goes by the initials VSSD issued a new
23 requirement, basic minimum requirement, for electronic
24 data recording device. That is August, the document is
25 dated. Why are we not told about it until October? And
26

1 this is a topic we have been raising with various
2 witnesses. Why is it that we are all operating from
3 a requirement promulgated in November 2003, but in fact
4 it's been superseded? Why was this not drawn to our
5 attention?

6 MS MABLE CHAN: Chairman, that August update is actually
7 a development arising from the deliberation of the
8 Working Group on Enhancement of Bus Safety. The working
9 group has actually gone through a number of rounds of
10 discussions with the various parties involved, and that
11 transpired to some of the updates.

12 With hindsight, we should have done that, on that
13 particular update, on that document, and informed the
14 committee on that occasion, but we actually have
15 incorporated that as part of the whole working group
16 report.

17 Let me just add a personal remark to that. It is
18 actually our pledge in previous hearings and in previous
19 submissions that we would like to complete the working
20 group first-stage study within six months. Due to the
21 various urgent commitments cropping up, especially in
22 the midst of the super typhoon, we have not been able to
23 schedule the last working group meeting with our bus
24 operators in early September. Our original target is to
25 finish it by then. So the last meeting had to be

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1 rescheduled to mid-September, and we actually made some
2 fine-tunes to the working group report and made sure
3 that everybody is well aware of the recommendations and
4 the findings of the working group report.

5 We sent the working group report to the committee at
6 5.00 last evening, it's actually subsequent to our --

7 CHAIRMAN: Forgive me for interrupting. Well, that's
8 an improvement, because in the past we've been getting
9 documents during the night, so at least we got it at
10 5 o'clock and we are grateful for that.

11 MS MABLE CHAN: We certainly want to improve and we strive
12 for the best, and my deep apology to the chairman for
13 causing you difficulty and inconvenience, but we would
14 like to keep you posted of any of our initiatives in
15 a timely manner. Thank you, Chairman.

16 CHAIRMAN: The problem is not for the committee. The
17 problem is for our counsel, because it is their job to
18 assist us by testing the evidence that you advance, and
19 in order to do so, they have to draw your attention to
20 relevant documents that perhaps you have not provided
21 but they are nevertheless relevant, and they can't do
22 that in the time that they have been allowed. But thank
23 you for what you have had to say.

24 Before I invite counsel to begin questioning, is
25 there any statement that you wish to make at the outset?

26

1 MS MABLE CHAN: Chairman, I know time is precious, and if
2 you allow I would just like to make brief remarks, just
3 to highlight a few things in response to the interest
4 areas that the committee has indicated and expressed
5 over the last few months.

6 CHAIRMAN: Please do so.

7 Opening statement by MS MABLE CHAN

8 MS MABLE CHAN: Thank you.

9 Chairman and members of the committee, my team and
10 I are pleased to appear today before the committee today
11 to give further oral evidence in support of the
12 committee's work.

13 Since our last attendance at the hearings in May, we
14 know that the committee has invited other parties to
15 provide oral evidence and have closely followed through
16 the submissions made by various parties.

17 As the mission of the Transport Department tells, we
18 strive to provide the world's best transport system
19 which is safe, reliable, efficient, environmentally
20 friendly, and satisfying to both users and operators.
21 Safety is of utmost importance to the transport
22 operation, including the provision of franchised bus
23 services. To this end, we have been trying our very
24 best to monitor franchised bus operations in accordance
25 with the law and having regard to the franchise

26

1 requirements.

2 Since May, we have provided supplementary
3 information for reference of the committee at the
4 committee's request and suggestion. Today, we stand
5 ready to answer any questions or issues to be raised by
6 the committee.

7 I just wish to highlight a few things to address
8 a number of aspects on which we think the committee has
9 expressed keen interest.

10 First of all, we have been taking some proactive
11 action in enhancing road safety and developing our road
12 safety management system. To ensure continuous
13 improvement of the system, the department reviews it
14 with reference to overseas practices and experience from
15 time to time. Apart from preparing in late 2017 for
16 embarking on a consultancy study on the review of
17 potential roadside safety hazards in the Hong Kong road
18 network in May this year, following a recent review in
19 May, we have identified a further area of improvement to
20 strengthen the performance evaluation and auditing of
21 the system by introducing a road safety audit mechanism
22 within the Transport Department.

23 We have proposed to set up a dedicated team to
24 implement road safety audit to all new roads, to enhance
25 road safety in a proactive, comprehensive and systematic

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1 manner, and are securing dedicated manpower resources in
2 this regard.

3 I wish to add that late last week, we have just got
4 information from the Financial Services and the Treasury
5 Bureau that we would be able to get a few spare hands
6 approved for implementing this road safety audit, and it
7 is on that basis that we can confirm that we will
8 implement this audit mechanism within the department in
9 the coming months.

10 Secondly, the Working Group on Enhancement of Safety
11 of Franchised Buses has completed its first six-month
12 study and come up with a number of recommendations to
13 further enhance bus safety, including the feasibility of
14 installation of in-vehicle safety devices and equipment
15 and review of training for bus captains.

16 Chairman, this is not the end, but rather
17 a beginning. The working group will continue its work
18 and will meet on a regular basis so as to monitor the
19 progress of follow-up actions and review the practice
20 note on training framework for bus captains to achieve
21 the best possible industry standard practices.

22 Meanwhile, I would like to report that the Transport
23 Department is actively taking forward the
24 recommendations of the working group, including the
25 various development and tests, trials and feasibility
26

1 studies, with the FB operators and bus manufacturers.

2 One of the initiatives that the working group has
3 been pushing for is the development of a prototype of
4 the bus monitoring and control system, BMCS in short,
5 for franchised buses. This embraces the black box, GPS,
6 geo-fencing, two-stage speed limiter with mapping
7 against the statutory speed limits.

8 As a first step, in particular Citybus and New World
9 First Bus have embarked on the phase 1 trial of the BMCS
10 on their whole fleet since 18 September this year,
11 whereby real-time audio alerts will be provided to the
12 bus captains when the vehicle speed exceeds the
13 corresponding legal speed limit.

14 Apart from overseeing such trials by franchised bus
15 operators, the Transport Department sees the need to
16 push it from ourselves by engaging a service provider to
17 carry out an independent trial on vehicles, to evaluate
18 the applicability and effectiveness of using geo-fencing
19 technology to control vehicle speed, which is one of the
20 vital parts of the BMCS.

21 We will review the outcome of the trials and will
22 have further discussions with bus operators with a view
23 to developing a clear roadmap for enhancing the
24 franchised bus monitoring through implementation of the
25 BMCS.

26

1 Meanwhile, we are also in the process of securing
2 manpower resources to have a dedicated team to oversee
3 transport technology, which will help speed up the
4 process of such trials and initiatives.

5 Thirdly, we are equally concerned with the welfare
6 of the bus captains and assisting in every possible way
7 in facilitating the provision of ancillary facilities at
8 the bus termini. Since December 2017, the Transport
9 Department has set up a task force with representatives
10 of relevant government departments and franchised bus
11 operators, to monitor the provision or upgrading of the
12 public transport ancillary facilities at public
13 transport interchanges, bus stops and termini, and will
14 continue to work closely with the relevant approving
15 authorities through regular meetings, with a view to
16 speeding up the processing of the applications.

17 Looking ahead, we will explore in consultation with
18 relevant government bureaus and departments to pursue
19 along the approach of providing such ancillary
20 facilities at new public transport interchanges and bus
21 termini at government cost, while the franchised bus
22 operators will pay the rent and recurrent costs for
23 using these facilities.

24 In this regard, we will have to pursue this and take
25 it further with the relevant bureaus and departments

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1 overseeing the management of such facilities and also
2 regarding the funding arrangements.

3 With the latest review of the guidelines of bus
4 captains' working hours, rest times and meal breaks in
5 early 2018, franchised bus operators have started to
6 implement the latest guidelines by phases since the
7 second quarter of 2018, targeting for full compliance by
8 the second quarter of 2019, subject to the recruitment
9 of sufficient bus captains to fill up the shortfall
10 arising from the shortening of duty hours and driving
11 hours of bus captains.

12 Bus operators have been trying hard to recruit new
13 bus captains and retain the existing bus captains,
14 including improvement in the remuneration packages.
15 This will inevitably have an impact on the franchised
16 bus operators' accounts. A number of developments are
17 happening on this front and I would like to report that
18 by now the government has just received fare increase
19 applications for all of the bus operators, and we will
20 take every effort to process these applications in
21 a timely manner and go through the due process,
22 including consultation with the various approving
23 authorities within the government.

24 Finally, Chairman and members of the committee, it
25 has always been my intention to personally attend before
26

1 the committee during the whole hearing today.
2 Regrettably, due to an urgent commitment to attend
3 a special meeting of the Legislative Council House
4 Committee later this afternoon to discuss the aftermath
5 issues arising from the super typhoon which cannot be
6 rescheduled, I will have to apologise for not joining
7 you throughout the hearing today, but please rest
8 assured that my team members appearing today will
9 continue to offer the best support to the committee for
10 the rest of the hearing, and if necessary for the
11 hearing on Saturday I will be able to join the rest of
12 my team to help the committee for your work.

13 Thank you very much, Chairman.

14 CHAIRMAN: Thank you, Ms Chan, and thank you for your
15 explanation which we were informed of in advance about
16 your unavailability this afternoon. Of course we
17 understand that, and I hope that the commencement of
18 proceedings today hasn't given you a bad start to that
19 whole day.

20 But I would ask counsel now to start asking
21 questions. Thank you.

22 MS MABLE CHAN: Thank you.

23 Examination by MR DEREK CHAN

24 MR DEREK CHAN: Thank you, Ms Chan, for those opening
25 remarks. I will be kicking off the questions today on
26

1 a number of copies topics, and Ms Maggie Wong, senior
2 counsel, will carry on questioning on other topics,
3 possibly later today or on Saturday, so it will be
4 mostly me today.

5 Ms Chan, can I start off with the first topic, and
6 that is on the issue of competitive tendering in
7 Hong Kong, and by competitive tendering I am referring
8 to both competitive tendering of franchises as a whole
9 or individual bus routes.

10 Just to give you some context to my questioning, the
11 committee has heard evidence from two overseas experts,
12 Mr Weston and Prof Stanley, on the operating environment
13 of urban buses in London and Melbourne respectively.

14 Have you had an opportunity to go through that evidence?

15 MS MABLE CHAN: Yes.

16 MR DEREK CHAN: In that case, rather than taking you in
17 detail through the report, perhaps I will just summarise
18 the position so that the questions I am about to ask
19 will have some proper context.

20 Firstly, the situation in London is that all urban
21 bus routes are open for competitive tender, with
22 contract lengths of five years plus a possible extension
23 of two years, after which the route will be open to
24 competitive tendering again. So that's the situation in
25 London. The market is dominated by six large bus
26

1 groups, comprising of around 94 per cent of the bus
2 network.

3 Mr Chairman, just for the reference, on record,
4 that's the expert bundle, page 126, in Mr Weston's
5 report.

6 CHAIRMAN: Yes. I'm familiar with the table.

7 MR DEREK CHAN: So that's London.

8 In Melbourne -- again, since you have been through
9 the evidence, I will just summarise it instead of going
10 to the report -- about two-thirds of the bus network in
11 Melbourne are subject to negotiated contracts, and there
12 are about 15 contracts with 12 operators.

13 Again, just as a matter of reference, that's Day 16
14 of the evidence, page 34, line 3.

15 Secondly, about one-third of the bus network in
16 Melbourne is provided for by way of a single contract
17 across a defined spatial area that is subject to
18 competitive tendering. The contract length would be
19 seven years.

20 Again, the reference, if I may just put it on
21 record, is Day 16 of the evidence, pages 22 to 27.

22 So that's the position in London and Melbourne.

23 Now, in Hong Kong, before I ask questions on that,
24 can I just take you to an annual report of Transport
25 International Holdings, which is the parent company to
26

1 KMB. I'm taking you to the 2015 annual report at KMB-5,
2 page 1523.

3 CHAIRMAN: For which year?

4 MR DEREK CHAN: 2015.

5 CHAIRMAN: Thank you.

6 MR DEREK CHAN: Do you have that, Ms Chan?

7 MS MABLE CHAN: Yes.

8 MR DEREK CHAN: You are looking at page 32 of the annual
9 report for 2015, which is page 1523 of our bundle. Can
10 I just draw your attention to the column at the
11 right-hand side of the page, at the first paragraph of
12 that column. I will just read it out into the record:

13 "In 2015, two competitive tendering exercises for
14 new bus routes were finalised by the HKSAR Government,
15 and KMB was awarded both tenders. As a result of the
16 first tender, routes 290 and 290A were introduced in
17 March 2015 to operate between Tseung Kwan O and
18 Tsuen Wan. The call for tenders for the route package
19 for Anderson Road Development Area was made in mid-2015
20 and KMB was notified that it had been award the tender
21 in November 2015. Services on the routes will commence
22 in phases from the first quarter of 2016 in line with
23 the population intake."

24 So there is a reference to some competitive
25 tendering of routes in Hong Kong. So, in the context of

26

1 all of this, I have a number of questions for you. The
2 first one is: what is the scale of competitive tendering
3 that exists in Hong Kong at the moment?

4 MS MABLE CHAN: I do not have the ready figure in
5 quantifiable terms, but as this statement in the KMB
6 report pointed out, there have been a number of
7 occasions whereby, should there be a new town
8 development, a new social transport need emerging, or
9 there is any particular circumstances whereby a package
10 of routes would involve profit-making or
11 non-profit-making, then the Transport Department will
12 venture out to proceed with competitive tendering.

13 Let me quote a recent example. It is the high speed
14 rail station in West Kowloon. We have introduced three
15 routes, one from Admiralty to West Kowloon, the other
16 one is from Kwun Tong to West Kowloon, and the last one
17 is from Sheung Shui to West Kowloon. We have actually
18 discussed the needs and designed the routing, and then
19 we have packaged the tender exercise in a way to
20 facilitate competitive bidding, while striving for
21 a sustainable financial operation of the routes
22 involved.

23 The outcome is that -- colleagues perhaps may
24 supplement on that -- one route is awarded to Citybus
25 Ltd --

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1 CHAIRMAN: I was at that bus station yesterday.

2 MS MABLE CHAN: Yes. One route is awarded to Citybus Ltd
3 and two routes are awarded to KMB.

4 For the reference of the committee, in the last two
5 routes awarded to KMB, our internal guesstimate is that
6 one of the routes would not be profit-making, and it is
7 through this competitive tendering strategy that we
8 would like to invite competition, although the spatial
9 area of the new routes may be perceived to be well
10 served or well covered by KMB, that doesn't stop us from
11 venturing out to proceed with competitive tendering to
12 attract competition while achieving sustainable
13 financial operation of the routes involved.

14 Let me also quote another example. It's the
15 Hong Kong-Zhuhai-Macau Bridge new routes. We also
16 proceed with a competitive tendering whereby we have
17 awarded at least one route to the New Lantao Bus Co Ltd,
18 and the route actually straddles service areas which is
19 currently also served by the major bus companies like
20 KMB.

21 My point is just to answer senior counsel's question
22 that under our current franchise model, we will also
23 proceed with competitive, route-by-route, tendering
24 exercise.

25 Thank you.

26

1 MR DEREK CHAN: After the hearing, or later on if possible,
2 can you give us some actual numbers of the proportion of
3 routes that are now subject to competitive tendering and
4 also the contract details --

5 MS MABLE CHAN: Sure.

6 MR DEREK CHAN: -- of those competitively tendered
7 contracts?

8 MS MABLE CHAN: Yes.

9 MR DEREK CHAN: Thank you very much.

10 CHAIRMAN: Before you move on, if that's what you are going
11 to do -- the competitive tendering what you've
12 described, has that been of the open public competitive
13 tendering nature, or restricted to certain participants?

14 MS MABLE CHAN: Perhaps I would ask my colleagues to
15 supplement on that detail.

16 CHAIRMAN: Certainly.

17 MS MABLE CHAN: Amy Tse.

18 CHAIRMAN: Ms Tse.

19 MS AMY TSE: The operator selection exercise is restricted
20 to the local market, namely the Citybus, the New World
21 First Bus, the Long Win, KMB and New Lantao.

22 CHAIRMAN: So restricted to those operators that currently
23 hold one or more franchises; is that the case?

24 MS AMY TSE: Yes, in the local service market.

25 MS MABLE CHAN: Local franchised bus operators.

26

1 CHAIRMAN: Five bus companies?

2 MS MABLE CHAN: Yes.

3 CHAIRMAN: Were these tenders in that restricted market --
4 were they promulgated publicly so it was known by
5 an interested member of the public that this exercise
6 was going on?

7 MS AMY TSE: Before we conduct the operator selection
8 exercise, when we plan the routing, we will consult the
9 district councils involved on the routings and the
10 details.

11 CHAIRMAN: Did you inform the district councils that you
12 proposed to embark upon a tendering exercise restricted
13 to these five bus companies?

14 MS AMY TSE: We will inform them that we will select the
15 operators and based on the routings and the details and
16 any comments they can provide.

17 CHAIRMAN: So you were consulting them about routes, not
18 about how you were going to tender? Is that the
19 position?

20 MS AMY TSE: Yes.

21 CHAIRMAN: So, if an interested member of the public wanted
22 to find out about, for example, West Kowloon -- we've
23 built this new bus station, next to the Express Rail
24 station -- who's going to be running the buses, how
25 would he have found that out, in advance of it actually
26

1 happening, in other words? If he had turned up, like
2 me, yesterday, he would have seen a Citybus going to
3 Admiralty, and he would have seen KMB buses going
4 elsewhere, but how would he have known in advance?

5 MS AMY TSE: We will just inform the district council and
6 conduct the consultation with the district council.

7 CHAIRMAN: So this is reflected in correspondence, is it?

8 MS AMY TSE: Yes.

9 CHAIRMAN: Is it reflected in the minutes of the councils?

10 MS AMY TSE: Yes.

11 CHAIRMAN: So perhaps you could provide us with that
12 correspondence, and if you've got the minutes, can you
13 provide us with the minutes?

14 MS AMY TSE: Yes. Okay.

15 CHAIRMAN: Thank you.

16 Prof Lo.

17 MEMBER LO: I just want to find out more about the tendering
18 process. Does it involve the safety record of the
19 company when you award a route contract, or what is
20 being considered? What are the major factors? Is the
21 fare being considered? What are the factors that award
22 one route to one company and not to the other?

23 MS AMY TSE: Fare is one of our criteria to assess. The
24 other is the accident rate that we would also compare.

25 MEMBER LO: So how exactly do you compare the accident rate
26

1 of two companies? Do you have parameters or do you have
2 factors you look at in a very explicit manner, so people
3 can actually know in a very transparent manner?

4 MS AMY TSE: It will be assessed based on the existing
5 parameters, like the number of accidents involvement
6 rate, as we are now using -- in the vehicle-kilometre
7 that we are now using as a parameter.

8 CHAIRMAN: These are statistics that one has seen in the
9 forward planning bus safety sections of the companies;
10 is that what you are describing?

11 MS AMY TSE: Yes, and the number of accident rates in the
12 past three years.

13 CHAIRMAN: But do you give any weighting for different kinds
14 of accidents, for example an accident kills ten people
15 or an accident where an old lady falls over in a bus?
16 Do you weight them?

17 MS AMY TSE: We will count all the types of accidents.

18 CHAIRMAN: But do you give different weightings for them?
19 Do you understand my point?

20 MS AMY TSE: No, we do not give the weighting to different
21 types of accident. We take it as a whole.

22 CHAIRMAN: So it's a raw figure?

23 MS AMY TSE: Yes.

24 CHAIRMAN: The number of accidents per millions of
25 kilometres or whatever statistic you use; is that it?

26

1 MS MABLE CHAN: Chairman, if I may --

2 MS AMY TSE: Yes.

3 MS MABLE CHAN: -- I would ask Amy or Patrick to elaborate
4 a little bit, that there are a number of factors that
5 they will consider in a restricted tender exercise. So,
6 in response to the member's question about safety, Amy
7 has quoted the indicator that we have used and made
8 reference to in the forward planning exercise. Apart
9 from the safety factor, there are a number of other
10 factors regarding performance and service standards that
11 they will also consider.

12 I would suggest we will provide, after the hearing,
13 the factors considered in the marking scheme --

14 CHAIRMAN: Thank you.

15 MS MABLE CHAN: -- for the complete reference for the
16 committee.

17 CHAIRMAN: Yes. Thank you very much. If you could provide
18 that before we have our hearing on Saturday, then we
19 would be in a position to ask questions that might
20 arise. Can that be done?

21 MS MABLE CHAN: Yes, sure.

22 CHAIRMAN: Thank you.

23 Yes, Mr Chan.

24 MR DEREK CHAN: Thank you.

25 Ms Chan, on the issue of the safety performance

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1 indicator, it is a matter I will come to in a moment,
2 but before I move on, may I just pick up on a question
3 Prof Lo asked, about whether fares is a criterion. Can
4 I just understand -- so in the tender exercise, the
5 bidder will put in a proposed fare for the route; is
6 that correct? So it's not set by the government?

7 MR PATRICK WONG: No.

8 CHAIRMAN: Sorry, was there an answer to that?

9 MR PATRICK WONG: Actually, because it's competitive
10 tendering, the bus company will put forth their proposed
11 fares, which we have -- the fare scale governs the
12 maximum fare per distance. Each company has their own
13 fare scale. So whenever they submit a bid for the
14 particular route under tender, they would put forth
15 their proposed fare, which may be below the ceiling fare
16 level under the scale I have just mentioned.

17 CHAIRMAN: How is the ceiling fare made known to the bus
18 company?

19 MR PATRICK WONG: It's been gazetted and basically
20 published.

21 CHAIRMAN: Is that a fare per kilometre and how is it
22 articulated?

23 MR PATRICK WONG: Basically, they set different kilometres
24 with different fares. In other words, the longer
25 distance, they can charge higher fares. Also, it

26

1 depends on different service types they provide. For
2 example, some recreational routes which can be operated
3 on Sunday and public holidays, they can be allowed to
4 charge higher fares, and overnight services, they can be
5 allowed to charge higher fares, and so on and so forth.

6 CHAIRMAN: And this is gazetted?

7 MR PATRICK WONG: Yes.

8 CHAIRMAN: Can you provide us with a copy of the current
9 version?

10 MR PATRICK WONG: Yes, sure.

11 CHAIRMAN: Thank you.

12 MR DEREK CHAN: Would these fares still be subject to the
13 fare adjustment mechanism for the normal franchise
14 agreements, or are they separately considered? So, once
15 they have bid for the route, according to the contract
16 price, and they want to increase it later on, is it done
17 under the same mechanism?

18 MR PATRICK WONG: Yes, once they offer and we accept the
19 tender, the fare will be charged in accordance with that
20 fare, and if they want to raise that fare they are
21 subject to the fare increase mechanism, as you have just
22 mentioned.

23 MR DEREK CHAN: If I understand correctly, from a policy
24 perspective, this competitive tendering exercise would
25 be restricted to new towns, or new developments, when
26

1 a package of routes becomes available.

2 Are there any plans, that the government may or may
3 not have, to expand the scope of competitive tendering,
4 and if so to what extent?

5 MS MABLE CHAN: Perhaps I will answer that question.

6 It is always the government's objective to promote
7 competition and to improve service standards. As
8 a forward-looking perspective, there are a number of new
9 development areas or districts like in the New
10 Territories or even in the urban Kowloon, like the
11 Kai Tak development. So, while we are venturing into
12 competitive routing in such new town developments or new
13 area developments, should there be any routes that
14 straddle across these new areas to the existing built-up
15 area, like between Kwun Tong and also the Kai Tak East
16 development, then we also will try out the approach of
17 competitive routing, route-by-route, tendering approach.

18 Looking ahead, under the current franchise model, it
19 will not preclude us from doing more in this regard.

20 I also wish to add that from the past experience, should
21 a franchised bus operator fail in the service standards
22 or compliance with the franchise requirements, like in
23 the 1990s there has been occasions that we actually
24 suspend the operation of certain routes or certain
25 package of routes, like in the case of the China Motor

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1 Bus, and then we take out those routes or package of
2 routes for competitive tendering, to invite new
3 operators to operate those routes. So there is always
4 the opportunity for us to do more and to use this as
5 a vehicle to salvage the service performance of existing
6 operators.

7 Thank you.

8 CHAIRMAN: When was the last open, public, competitive
9 tender in Hong Kong for bus routes? Open public.

10 MS AMY TSE: It was at 1998, when we first tendered the
11 routes for the airport service.

12 CHAIRMAN: Thank you.

13 MS AMY TSE: Sorry, to China Motor Bus, in 1998.

14 CHAIRMAN: So such competitive tendering as there has been
15 since has all been restricted competitive tendering?

16 MS AMY TSE: Yes.

17 CHAIRMAN: Thank you.

18 MR DEREK CHAN: Are there any plans, or at least plans under
19 consideration, to subject the old routes currently under
20 the franchise agreements -- subject those routes to
21 competitive tendering, in an open manner, not just
22 restricted to Hong Kong incumbents?

23 MS MABLE CHAN: At the present moment, we do not have
24 immediate plan, but we would not rule out such
25 opportunity because we always keep in view the service
26

1 performance of the various franchised operators in terms
2 of various bus routes.

3 MR DEREK CHAN: If I may then move on to the next topic,
4 which is the use of, firstly, safety indicators or
5 safety performance indicators. I will also ask
6 questions about the virtues or non-virtues of using
7 incentives or penalty clauses in contracts linked to
8 such a safety performance indicator.

9 If I may take it step by step, firstly, by looking
10 at the concept of a safety performance indicator.
11 I would like to start by looking firstly at what is
12 currently used by the Transport Department, and then
13 later on ask for your comments on the evidence that this
14 committee has received in terms of possible improvements
15 in this area.

16 Before I go to the details, can I start off by
17 asking you to clarify one aspect of the full report of
18 the Working Group on Enhancement of Safety of Franchised
19 Buses. That may or may not have relevance to this
20 topic, I'm not sure, so I want to ask you to clarify
21 that.

22 That report has made it into bundle TD-5.

23 Mr Chairman, I don't have the page references. If
24 I may just use the paragraph numbers of the report at
25 this stage.

26

1 CHAIRMAN: Yes.

2 Ms Chan, do you have the report in front of you?

3 MS MABLE CHAN: Just a minute.

4 MR DEREK CHAN: Please take your time.

5 MS MABLE CHAN: Yes, I am ready.

6 MR DEREK CHAN: Mr Chairman, just for the record, the first
7 page of the report is at page 1757 of TD --

8 CHAIRMAN: As normal, I am working on the document that was
9 provided overnight, so I don't have page numbers, as is
10 normal.

11 MR DEREK CHAN: So am I. Perhaps I can just put the page
12 numbers in for the record of the transcript, so that
13 when we come back to it later on, we have
14 a page reference there.

15 The first reference is TD-5, page 1757, and I wish
16 to refer you to paragraph 4.26, which is page 1798 in
17 the bundle.

18 Just to give some context to this paragraph, this
19 paragraph is contained in a section on training, so at
20 first blush it may not be relevant to the topic of
21 safety performance indicators. So I may just invite you
22 to clarify.

23 If I can just read out 4.26 first:

24 "The working group considers that in order to ensure
25 that adequate and appropriate trainings are provided to
26

1 bus captains, all franchised bus operators should also
2 enhance their internal monitoring and audit mechanism
3 for the training of bus captains, including developing
4 key performance indicators, monitoring the
5 implementation and their effectiveness, and formulating
6 appropriate remedial follow-up actions."

7 And the rest of the paragraph talks about reporting
8 to management.

9 Can I just ask you to explain what you mean by
10 development key performance indicators; what is it
11 a reference to?

12 MS MABLE CHAN: This key performance indicator is regarding
13 the training of the bus captains and it is not directly
14 relevant to the safety performance indicator as you may
15 have mentioned at the outset. For the committee's
16 background, in the past, the franchised bus operators
17 have volunteered to set an indicator for their training,
18 say the number of bus captains to be trained in the past
19 three years.

20 MR DEREK CHAN: I see.

21 MS MABLE CHAN: This is just a starting point, but with the
22 promulgation of the practice note on the training
23 framework of bus captains, one of the issues and
24 observations that we have found is that by just relying
25 on one single indicator of the number of bus captains to
26

1 be trained in the past three years, it does not suffice
2 to achieve the training requirement of bus captains.

3 The proposal of developing key performance
4 indicators will cover the performance of the bus
5 operators, in providing training of in-service bus
6 captains for refresher course, remedial course, and also
7 for those that are necessary to rectify the driving
8 misbehaviour of those bus captains committing traffic
9 offences. And, on the other hand, we have also observed
10 that while the bus operators have mentioned that they
11 will provide behind-the-wheel training for the
12 in-service bus captains, this may not be actually
13 provided for the in-service bus captains to the extent
14 that we expect. Say, for example, some of the
15 behind-the-wheel training will actually involve that
16 particular bus captain watching behind another bus
17 captain behind the wheel, so he's just observing from
18 behind. So this does not fulfil the expectations of
19 behind-the-wheel training.

20 So we are expecting the franchised bus operators to
21 develop key performance indicators along these fronts,
22 so that it is easier and more efficient for the bus
23 operators to achieve an internal monitoring and audit
24 mechanism.

25 We are also expecting them to provide regular
26

1 reports. If I remember correctly, it's half-yearly, at
2 least half-yearly, to their management boards. On the
3 other hand, they should also provide exceptional reports
4 to the management boards on their training indicators
5 and the effectiveness of their training. In parallel,
6 these reports should be provided to the Transport
7 Department for our regular monitoring and also for us to
8 review with them in our regular meetings with them, with
9 their senior management.

10 Thank you.

11 MR DEREK CHAN: For my purposes, just to make it clear,
12 these performance indicators do not relate to driving
13 behaviour as a result of the training?

14 MS MABLE CHAN: In a way, it is a training target.

15 MR DEREK CHAN: Training target. Thank you for that
16 clarification.

17 If I may then move on to looking firstly at how
18 safety indicators are presently, currently, being used
19 by the Transport Department.

20 Can I do that by first taking you to the bus safety
21 section of KMB's forward planning programme for 2018 to
22 2022. The page reference for that is TD-1, page 180.

23 Just to remind you of the context, this would be
24 a document prepared by KMB and submitted to the
25 Transport Department around mid-2017, which relates to
26

1 the next five years, 2018 to 2022.

2 If I can take you immediately to page 192 of this
3 document. Under paragraph 8.8.1, under the heading
4 "Proposed Target and Other Measures", the paragraph
5 states as follows:

6 "KMB proposes to use the 3-year average of 2014 to
7 2016 actual accident involvement rate of 2.71 (defined
8 as the number of buses involved in accidents per million
9 kilometres operated) as a target for the purpose of this
10 five-year plan period. It represents a 6 per cent
11 reduction from the accident rate in 2014, the highest
12 record among 2014 to 2016."

13 So the point that I wish to draw to your attention,
14 before I move on to the next document, is that the
15 target that KMB set for themselves is 2.71.

16 Can we then move forward a year to see what happened
17 in 2017, so the next document that I wish to take you to
18 will be the next forward planning programme for 2019 to
19 2023, and the page reference for that is TD-5,
20 page 1728.

21 Do you have that before you, Ms Chan?

22 MS MABLE CHAN: Yes.

23 MR DEREK CHAN: Page 1728, first of all, is a letter from
24 the Transport Department to KMB, dated 21 May 2018,
25 basically providing KMB with a list of what needs to be

26

1 included in the next forward planning programme. So
2 that's the context.

3 MS MABLE CHAN: Yes, please.

4 MR DEREK CHAN: Then over the page, at 1729 to 1731 is your
5 letter to KMB as to what needs to be included in the
6 next FPP.

7 If I may just read the first two paragraphs of
8 page 1729, under the heading of "Bus Safety":

9 "We note that there was an increase in the number of
10 KMB buses involved in accident per million
11 vehicle-kilometres from 2.74 in 2016 to 3.04 in 2017,
12 which was at a high level.

13 The table below which summarises the number of KMB
14 buses involved in the traffic accidents by severity of
15 accident from 2015 to 2017 reveals that there was
16 a decrease in the number of fatal accidents from 11
17 cases in 2015 to 3 cases in 2017. However, the number
18 of slight traffic accident has shown an increasing trend
19 from 737 in 2015 to 866 in 2017. Also, the actual
20 accident involvement rate, which is 3.04 in 2017, was
21 higher than the proposed target accident ... rate in
22 your FPP (2018 to 2022), which was 2.71."

23 So KMB did not meet a target that it set for itself.
24 And we can see in the table below the two paragraphs
25 I just read the number of KMB buses involved in traffic
26

1 accidents as a rate per million vehicle-kilometres had
2 been increasing from 2015 to 2016 to 2017, the rate
3 being 2.62, 2.74 to 3.04.

4 The second table below on that page also shows
5 an increasing number of traffic accidents involving KMB
6 buses throughout the same three years.

7 So it would appear from this analysis -- and please
8 correct me if I am wrong -- that the two safety
9 indicators that the Transport Department focused on here
10 are, firstly, accident rates per million
11 vehicle-kilometres, and secondly, the number, the
12 absolute number, of traffic accidents involving KMB
13 buses.

14 Would that be a fair summary?

15 MS MABLE CHAN: Yes.

16 MR DEREK CHAN: Then we can skip forward to page 1731, which
17 is the last page of that letter. Under subparagraph
18 (4), the heading is "Target for target accident rate",
19 and can I just read it out. The Transport Department
20 says:

21 "Your company is required to

22 a. propose target accident rate for the coming FPP
23 to pursue continuous improvement to the safety of your
24 operation

25 b. propose target reduction of accident involvement

26

1 rate per million kilometre yearly for the coming five
2 years."

3 Again, the focus is on the accident rate per million
4 vehicle-kilometres. Can I explore with you the utility
5 of using this accident rate per million
6 vehicle-kilometres rate as a safety performance
7 indicator.

8 Firstly, would you agree with me this rate covers
9 both accidents where the bus driver is at fault and also
10 accidents where the bus driver is not at fault? Would
11 that be correct?

12 MS MABLE CHAN: This is a general indicator of counting the
13 number of accidents. So the number of accidents may
14 cover some of the accidents involving driver's fault or
15 may not. The causes of the accidents may be multiple
16 and the investigation of the accidents and also the
17 determination of the causes of whether the driver is
18 a contributing factor will be subject to the judicial
19 proceedings.

20 Thank you.

21 CHAIRMAN: So the short answer is "yes"?

22 MS MABLE CHAN: Yes.

23 MR DEREK CHAN: And, therefore, this rate includes factors
24 to which the bus driver or bus operator cannot control;
25 would you agree with that?

26

1 MS MABLE CHAN: Yes.

2 MR DEREK CHAN: With that in mind, can I refer you to the
3 evidence of Prof Stanley on this point, and can I invite
4 your observations or comment on that.

5 Can I firstly take you to the transcript of Day 16,
6 which is 15 September 2018, which should be in
7 transcript bundle 7, page 67.

8 I would like to pick it up at page 67, line 16.
9 Just to give you some context to the answer, I was
10 asking questions of Prof Stanley about using a benchmark
11 safety performance indicator as a trigger to a penalty
12 or incentive clause. But can I just pick it up on line
13 16, where Prof Stanley talks about what he would expect
14 to be included in a safety performance indicator.
15 I will just read it out for the record, at line 16:

16 "I would just make a few comments which -- I talked
17 before the break about, for example, fatalities, 'slips,
18 trips and falls', and so on, being some of the sorts of
19 things you might take into account. In terms of
20 developing KPIs [that's short for key performance
21 indicators] or performance indicators, there's a number
22 of criteria that you would expect them to meet. They
23 need to be specific. You've clearly got to be able to
24 measure them. They ought to be achievable. They
25 clearly need to be relevant. The data, and so on, needs

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1 to be available on a timely basis. And all of those
2 KPIs need to be something that the operator can affect.
3 There's no point having a KPI if the operator is not
4 able to, by their performance, influence the outcomes of
5 them. So they are really important."

6 In the same vein, can I also take you to page 93 of
7 the same day's evidence, and can I pick it up at line 22
8 of page 93. Again, just to give you some context,
9 looking at the exchange above, the discussion was about
10 whether the indicator includes something that the
11 operator has or has not control over. At line 22,
12 Prof John Stanley says this:

13 "I think, when we were talking about the criteria
14 for indicators, it needs to be something that you've got
15 control over."

16 So, given that we have just looked at the accident
17 rate per vehicle-kilometres, which includes pretty big
18 weighting of accidents to which the bus operator has no
19 control over because the bus driver is not at fault,
20 what observations do you have in terms of Prof Stanley's
21 suggestion of what a performance indicator ought to
22 include, something that the bus operator does have
23 control over? Do you have any observations in that
24 regard?

25 MS MABLE CHAN: Firstly, in terms of key performance
26

1 indicator, I think it serves the purpose of having -- of
2 serving as a management tool or indicator for both the
3 regulator, ie the Transport Department, and the
4 franchise operators, to review their performance in the
5 aspect of safety at the outset.

6 As I answered your question a minute ago, in terms
7 of road transport or land transport, there could be
8 a number of contributing factors leading to accidents.
9 While following this KPI in terms of the number of
10 accidents in absolute terms and also the number of
11 accidents per million km, we are also in the process of
12 the forward-planning exercise, digging into the analysis
13 of the nature of accidents, in terms of the bus type,
14 bus model, the type of accidents, be it collision or
15 non-collision, and also the age of the drivers involved,
16 the routes of those accidents involved. Merely relying
17 on the KPI will just help us as a very high-level tool
18 to evaluate the overall safety performance of
19 a franchised bus operator, but that would not suffice.
20 We are actually asking the franchised bus operators to
21 cover in their safety chapter, as we have provided in
22 May for the committee's reference, that they actually
23 have to break down those accidents by the various
24 categories that I have just mentioned.

25 In fact, my Bus and Railway Branch and also the Road
26

1 Safety and Standards Division have joined hands in
2 analysing the trend of the accidents according to the
3 various categories as I mentioned, in order to evaluate
4 in more detailed terms the safety performance of the
5 franchised bus operators.

6 MR DEREK CHAN: Ms Chan, if I may -- obviously, if you want
7 to expand, please let me know -- but my question is more
8 focused on the indicator. Obviously, the evaluation, as
9 you have mentioned, it is important to dig deep into
10 different causes and all that --

11 CHAIRMAN: Forgive me for interrupting, Mr Chan, but I think
12 this matter can be put very simply. You don't agree
13 with Prof Stanley that a KPI must be something that
14 a bus operator can influence the outcome? You don't
15 agree with that?

16 MS MABLE CHAN: To answer your question, I would not agree,
17 because a KPI, in terms of a management tool --

18 CHAIRMAN: That answers my question. Let Mr Chan pursue his
19 question.

20 MS MABLE CHAN: Thank you.

21 MR DEREK CHAN: Thank you, Chairman.

22 You mentioned analysis and the different causes and
23 breakdowns and all that. From my reading of the
24 documents, there is no targets at all set for the bus
25 company in respect of individual categories of analysis.

26

1 The only target that I can see is this accident per
2 million vehicle-kilometres.

3 So, in terms of using something as a target, do you
4 agree that you should be using something that the bus
5 company has control over?

6 MS MABLE CHAN: If we are operating in a vacuum, and in
7 taking a purist approach, it would be good if we can
8 have some KPI that a company can have full control.
9 But, as I have answered the chairman's question, I do
10 not totally agree that a KPI will have to be fully
11 controlled by a company, because it is an indicator, to
12 start with, and it serves as a basis for us to evaluate
13 its performance. Because the accidents are complex and
14 could be contributed by various factors, it is by our
15 detailed analysis of the various types of accidents and
16 the nature of accidents involved that we can start to
17 dig deep into the various other related performance
18 indicators.

19 If I may, you have mentioned about the training
20 targets. In the working group discussions, the safety
21 is our utmost concern, and while the company may not
22 have full control of the number of accidents involving
23 their buses in a particular year, as far as the bus
24 type, the bus safety and the bus captains are concerned,
25 there are a number of ways that they can help to bring

26

1 down the number of accidents in absolute terms and also
2 the number of accidents involved per million kilometres.

3 It is actually on this front that we have come up
4 with the practice note, and then to expect them to
5 develop key performance indicators on training, and also
6 with the update of the specifications of the black box,
7 and also with the installation of the CCTV, all these
8 devices will help the company to investigate whether or
9 not a driver is particularly involved or cause fault to
10 that accident or there are other contributing factors.

11 So we will take all this into account in evaluating
12 whether the company has tried its best in providing
13 a safe bus, as also to equip the driver with a safe
14 driving behaviour and attitude.

15 MR DEREK CHAN: So, when you are weighting these various
16 different incidents and analysis that you are talking
17 about, different aspects, different causes, you
18 investigate through CCTV and all that, so the weighting
19 will be done in your head?

20 MS MABLE CHAN: Perhaps it would be helpful if I quote
21 an example of how we would deal with this. Say in the
22 case of KMB, we have pointed out that its accident rate
23 has actually exceeded its pledged target. We have asked
24 them to provide further analysis in terms of the nature
25 and category of the accidents. Our initial observation

26

1 has found that the number of non-collision accidents
2 have actually increased relatively over the last year,
3 and the installation of the black-box device and also
4 the CCTV would actually help the company to advise us of
5 whether or not there is something wrong with
6 a particular bus model or whether there is something
7 wrong with a particular bus captain's driving behaviour,
8 that has led to the increase in non-collision accidents
9 involving the falling of passengers or losing of
10 passengers' balance within a bus.

11 There are a number of routes, say, for example, that
12 we may observe there are higher occurrence of such kind
13 of accidents. We actually go deep down to that level of
14 detail to investigate and to ask the companies to come
15 up with focused measures. If the chairman and members
16 may remember correctly, when we last presented the
17 safety chapters, you can see that the companies have
18 presented quite standard paragraphs on the improvement
19 measures to enhance safety, but I think since the last
20 submission of the FPP we have actually, with the
21 comparison of the analysis of the accident trend, gone
22 deep into the accident analysis and asked them to
23 provide focused measures to address the various
24 occurrence of accidents by bus routes, by the bus type,
25 and also by the type of the accidents. This will help

26

1 us with the reference of the KPI, as a start, for us to
2 evaluate in a more comprehensive and holistic manner the
3 safety performance of franchised bus operators.

4 CHAIRMAN: Where is this request of the bus companies that
5 they perform a more detailed analysis?

6 MS MABLE CHAN: We have written to the various bus
7 operators, setting out our requirements. One of the
8 examples is just illustrated in the bundle, our letter
9 to the KMB. We can certainly provide other letter
10 samples for the committee's reference. And following
11 the issuance of those letters the various franchised bus
12 operators are in the process of finalising the coming
13 forward planning programme, in particular the safety
14 chapter. So the process is developing and is evolving.

15 The whole FPP exercise will end by the end of this
16 year, by which we will submit the finalised FPP,
17 including the route planning exercise, as well as other
18 chapters, in particular the safety chapters, to the
19 bureau for the agreement -- in accordance with the law.

20 CHAIRMAN: This is delayed compared with previous years, is
21 it not?

22 MS MABLE CHAN: Sorry, Chairman?

23 CHAIRMAN: Is this not a delay compared with the normal
24 timetable for the forwarding of the forward-planning
25 exercise?

26

1 MS MABLE CHAN: I think it is more or less in line, but
2 obviously --

3 CHAIRMAN: So it will be the end of the year before the bus
4 companies have given you this safety chapter in their
5 forward-planning exercise?

6 MS MABLE CHAN: To be correct, the franchised bus operators
7 have submitted a draft of the FPP, including the safety
8 chapter, by the deadline --

9 CHAIRMAN: The deadline being?

10 MS MABLE CHAN: End of June, and it is supposed to be around
11 the end of September/early October that we will come
12 back to them with comments, and hopefully we will reach
13 some sort of agreement on the contents of the chapter,
14 and then it will take us from early October to the end
15 of this year for us to submit to the bureau and for
16 clearance of the FPP.

17 CHAIRMAN: Is there not some statutory requirements about
18 this timetable?

19 MS MABLE CHAN: It is a statutory requirement, correct.

20 CHAIRMAN: Can you remind me where this is to be found? The
21 dates you have mentioned, as I recall, it was the end of
22 June and certainly September.

23 MS MABLE CHAN: End of September, yes.

24 While me colleagues are searching through the
25 bundles, you are correct, there are two dates mentioned
26

1 in the ordinance. They have to submit by the end of
2 June, and then we are supposed to reach agreement with
3 them by the end of September --

4 CHAIRMAN: Otherwise, you can go for an arbitration via the
5 Secretary for Transport and Housing; is that right?

6 MS MABLE CHAN: Yes, and the process beyond September and
7 taking us to the end of December is the internal process
8 for us to seek the clearance from the Secretary for
9 Transport and Housing, when we will submit all the
10 details of the route planning exercise.

11 CHAIRMAN: Which is why I asked the question. Are you not
12 past 1 September or the end of September? Have you
13 reached agreement with the bus companies?

14 MS MABLE CHAN: The date of end of September has passed. In
15 this particular year, because of a number of questions
16 we have posed to the operator, we are expecting them to
17 provide supplementary beefing-up sections to the safety
18 chapter, and that is why by now they are still
19 finalising the additional pieces of information to the
20 safety chapter.

21 CHAIRMAN: So you haven't reached agreement this year yet?

22 MS MABLE CHAN: No.

23 Chairman, the reference to the statutory provision
24 is clause 12A of the Public Bus Services Ordinance.

25 CHAIRMAN: Thank you. When do you expect to reach agreement
26

1 this year?

2 MS MABLE CHAN: We hope to agree with them as early as
3 possible.

4 CHAIRMAN: Obviously, but do you have any expectation when
5 that might be achieved?

6 MS MABLE CHAN: Perhaps a piece of information: we have
7 recently met with Citybus Ltd and New World First Bus on
8 the FPP, and we are also arranging a meeting with the
9 KMB and Long Win on the FPP. So a lot of work is
10 underway for us to reach an agreement as early as
11 possible.

12 CHAIRMAN: You've said that twice now. Are you unable to
13 put a date on it? If you are, just say so.

14 MS MABLE CHAN: I cannot mention a date at this juncture,
15 but it is my objective to reach an agreement as early as
16 possible, because we also have to finalise the routes
17 for the next year, for the planning purpose and for
18 early dissemination to the public of information.

19 CHAIRMAN: Yes, Mr Chan.

20 MR DEREK CHAN: Mr Chairman, again just for the record,
21 section 12A, the section Ms Chan referred to, is
22 contained in THB-2, page 109.

23 CHAIRMAN: Thank you.

24 MR DEREK CHAN: An earlier question by the chairman is about
25 your request to the bus operators to provide further
26

1 breakdown of the causes. I think one example of that
2 would be at TD-5, page 1729 to 1730, which is the
3 document we have just been looking at.

4 At page 1728, the letter dated May 2018, and then at
5 the bottom of page 1729 you require the KMB to conduct
6 an analysis of traffic accidents, and over the page you
7 ask them to analyse the traffic accidents related to
8 non-driver factors.

9 So is that the sort of request to bus companies that
10 you were referring to in your evidence?

11 MS MABLE CHAN: Yes. And actually over the page on 1730
12 there is also a long list of the analysis that we are
13 expecting the company to conduct and provide.

14 CHAIRMAN: At page 1729, the bottom of that page, "Your
15 company is required to (a)", and then the last sentence:

16 "The analysis shall include the trend, the nature
17 and causes of the accident, as well as the reasons for
18 the increases."

19 So you are requiring them to give you causes?

20 MS MABLE CHAN: Yes.

21 CHAIRMAN: Is that developed further on the next page, 1730?

22 MS MABLE CHAN: Yes, Chairman.

23 CHAIRMAN: Perhaps you can point out where that theme is
24 developed. Just read it out, when you find it.

25 MS MABLE CHAN: Okay.

26

1 So we are expecting the company to provide further
2 analysis on the identification of the causes of the
3 accidents and whether there are any common factors in
4 the accidents as identified. This will provide a basis
5 for them to tell us what specific proposals or the
6 improvement measures and programmes that they will
7 provide. Say in the case of non-collision accidents
8 involving falling passengers, the location of the
9 passengers, are they along the stairs or are they on the
10 lower deck or the upper deck.

11 CHAIRMAN: Where is that spelt out in this letter?

12 MS MABLE CHAN: I am just giving an example of --

13 CHAIRMAN: Before you give an example, can you read from the
14 text anything that supports what you are saying? We've
15 got this phrase "You are required to give us an analysis
16 of the nature and causes of the accident", that's page
17 1729.

18 MS MABLE CHAN: Yes.

19 CHAIRMAN: All I'm asking you is: is that developed further
20 on the next page?

21 MS MABLE CHAN: It is further developed on the next page,
22 down the page of 1730 we have mentioned the
23 safety-related plans, Chairman.

24 CHAIRMAN: Yes.

25 MS MABLE CHAN: So with a view to lower the accident
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1 involvement rate of buses and to further enhance the
2 safety of buses provided to passengers, we are expecting
3 them to propose the respective specific plans and
4 proposals: to enhance the existing monitoring system or
5 introduce new monitoring system on the safe driving of
6 buses; to enhance the awareness of the company's
7 employees on the consequences of the monitoring system,
8 what sort of disciplinary action and penalties that may
9 have; and also to develop action plan for automation of
10 monitoring of bus captain driving behaviour through the
11 data captured in black boxes of similar devices; as well
12 as to propose publicity plans and programmes in the next
13 two years to enhance passenger safety.

14 And also, over the page, to 1731, we also expect
15 them to provide programmes in the next two years to
16 enhance bus captain training for part-time and full-time
17 bus captains respectively -- this is also related to the
18 working group recommendation on the training framework.
19 And to provide a programme of surveys to assess the
20 utilisation rate of seat belts on buses which are
21 installed with 3-point seat belt on all seats as
22 suggested in the 2018-2022 FPP submitted to the
23 Transport Department.

24 On this latter point, we are also picking up some of
25 the initiatives they mention in the previous FPP and we
26

1 are expecting the company to follow through with
2 assessment and survey to evaluate the effectiveness and
3 utilisation, so that they can provide us more detailed
4 data and information for us to monitor the
5 effectiveness.

6 CHAIRMAN: Just coming back to page 1730, at the top, three
7 or four lines down, "Analysis on traffic accident
8 related to non-driver factors", and then there is a lot
9 of detail about that.

10 There is no requirement that I can see where there
11 is to be an analysis of driver-related factors, if
12 a driver braked too harshly because he was going too
13 fast as he approached the bus stop. Where is the
14 requirement to give you that analysis?

15 MS MABLE CHAN: Chairman, in the case of the KMB, here we do
16 not specify to that extent and ask them to provide
17 detailed analysis as to what kind of behaviour of the
18 driver has caused the traffic accidents. But can
19 I quote the example in the Citybus, whereby they are
20 upgrading the black-box specifications and the
21 installation. They are actually keeping a log of the
22 events caused by the driver and those will be the cases
23 whereby is there any very speedy acceleration or speedy
24 deceleration.

25 CHAIRMAN: 50 per cent of all accidents that are
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1 non-collision are loss of balance, are they not?

2 MS MABLE CHAN: Yes.

3 CHAIRMAN: And it's obvious beyond imagination that that
4 must be related to braking, accelerating or swerving,
5 for one reason or another. But then the information
6 that you need to help you with that comes as to the
7 cause of the accident, and that's why I'm asking you why
8 you don't ask for details of what caused the accident.
9 The answer might be the bus driver was driving
10 inattentively, and what then was the cause of the
11 accident? Because he had to brake too hard.

12 MS MABLE CHAN: In this current letter that we sent to the
13 KMB, we haven't gone down to that level of detail.

14 CHAIRMAN: Have you done so for Citybus?

15 MS MABLE CHAN: Can I check for that, because in the updated
16 minimum requirements for the black box, we actually have
17 specified them to illustrate the events where there is
18 an over-speedy acceleration or deceleration. Can I ask
19 my deputy commissioner to update the committee on that,
20 about the acceleration of the G force of that, so that
21 to facilitate the company to identify whether there are
22 any sudden braking or over-braking, harsh braking, by
23 the driver?

24 CHAIRMAN: Yes, please do.

25 You are addressing the August 2018 basic minimum
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1 requirements for electronic data recording device, are
2 you?

3 MR YK CHAN: That was a minimum requirement, but what I am
4 talking about is --

5 CHAIRMAN: Let's start with the minimum and then you can go
6 on to what is the maximum, what you are hoping they will
7 do. What's the minimum first of all? And what we are
8 looking for is data about acceleration or braking.

9 MR YK CHAN: May I have a minute?

10 CHAIRMAN: It's appendix 2, if that helps you.

11 MR DEREK CHAN: Just for the record, Mr Chairman, that's
12 appendix 2 to the working group report, and the page
13 reference is 1807 of TD-5.

14 CHAIRMAN: Not on the bundle I've got. There are no page
15 numbers.

16 MR YK CHAN: Mr Chairman.

17 CHAIRMAN: Yes.

18 MR YK CHAN: The basic minimum requirement for the
19 electronic data recording device, which we commonly
20 refer to as black box.

21 CHAIRMAN: Yes.

22 MR YK CHAN: For this update, we have sort of updated with
23 new additions or requirements.

24 CHAIRMAN: I understand that. What we are looking for is
25 acceleration and braking. Which one is that?

26

1 MR YK CHAN: Item 4(a):

2 "Accident report -- vehicle speed profile at time
3 interval of 1 second for the 3 minutes period preceding
4 detection of 0.4G deceleration."

5 This is a requirement that the equipment should be
6 able to record that sort of acceleration or
7 deceleration --

8 CHAIRMAN: This is deceleration. It used to be 0.2, didn't
9 it?

10 MR YK CHAN: No. 0.4 has been in this since first inception
11 already.

12 CHAIRMAN: Thank you. Why is 0.4 deceleration chosen? Is
13 that when you hit the wall? Is that what 0.4 means?

14 MR YK CHAN: No. Actually, 0.4 is a figure that we adopted
15 some time ago. It was actually based on a study.

16 CHAIRMAN: What does it represent?

17 MR YK CHAN: It represents the force, when you step on the
18 brake, the sort of gravitational force that you may
19 experience as a normal person.

20 CHAIRMAN: I understand --

21 MR YK CHAN: To put simply, 0.4 -- normally, we are talking
22 about gravitational force is 9.81 metres per second per
23 second. Now, 0.4 is a fraction of that. Now, on
24 a bus --

25 CHAIRMAN: What does this actually mean for a real driver?
26

1 Braking where smoke is coming off the wheels; is that
2 it?

3 MR YK CHAN: No.

4 CHAIRMAN: Give us a real example; what does it mean?

5 MR YK CHAN: No, the definition of this one is actually --
6 what it demonstrates is a deceleration force of 3.92
7 metres per second, which would be experienced by
8 a passenger sitting on a seat would fall off the seat.
9 So this is sort of a braking force that is large enough
10 or deceleration force large enough to cause a passenger
11 who normally sits on a seat and fall off. So this is
12 a requirement specified in this equipment.

13 CHAIRMAN: So a passenger seated but without a seat belt
14 would fall off a seat at this level of deceleration?

15 MR YK CHAN: Fall off the seat -- well, now, to put it more
16 technically, there was no dislodgement of passenger from
17 the seat in more than 95 per cent of the sample cases.
18 So this is a probability of 95 per cent of the
19 passengers would probably fall off the seat without
20 a seat belt, if a retardation force of 0.4G is applied
21 on the bus suddenly.

22 CHAIRMAN: Thank you. So what that then triggers is if you
23 have a deceleration of that kind, you must provide speed
24 for the previous three minutes, but that's it, is it?

25 MR YK CHAN: This is purely when you apply -- this is
26

1 an instant moment, but we also need records of what
2 happens in the previous three seconds.

3 CHAIRMAN: Yes. Thank you.

4 MR YK CHAN: Three minutes, sorry.

5 CHAIRMAN: At item 2 there is a reference to brakes at (c),
6 is there not, "Activation of brake"? So the machine
7 must always report when the brake has been applied?

8 MR YK CHAN: Well, the machine should be able to -- item 2
9 refers to it should be capable of recording those data
10 at every second interval.

11 CHAIRMAN: Yes.

12 MR YK CHAN: And store data every 30 seconds for a period of
13 two weeks.

14 CHAIRMAN: Yes.

15 MR YK CHAN: So all those (a) to (f), this black box should
16 be able to keep those information intact.

17 CHAIRMAN: Thank you for that explanation. That's the
18 minimum. But what is it that you say that you are
19 expecting the bus companies to do above the minimum?

20 MR YK CHAN: Well, actually, the system that we saw from --
21 understand from -- actually, we saw how it works from
22 Citybus and New World First Bus -- it actually can
23 record all those information.

24 CHAIRMAN: Can record what?

25 MR YK CHAN: Speed.

26

1 CHAIRMAN: Yes.

2 MR YK CHAN: Let me refer to this -- it actually, obviously
3 can record the operating time.

4 CHAIRMAN: Are you referring to a document?

5 MR YK CHAN: Yes, the document, the minimum specification we
6 just talked about, in paragraph 2. Vehicle speed;
7 activation of the brake, that can be seen on the screen.

8 CHAIRMAN: Yes.

9 MR YK CHAN: Actually, whenever the bus pulls into the stop
10 and opens the rear door, that can be shown on the
11 screen. Obviously the GPS coordination actually can --

12 CHAIRMAN: It's coordinates, is it not?

13 MR YK CHAN: Yes, the position of that bus, and whether
14 a bell has been pushed. All those information are able
15 to be provided by the bus company.

16 CHAIRMAN: But this is the minimum. I'm asking about what
17 it is you expect them to provide, because the black box
18 does a lot more than this, does it not?

19 MR YK CHAN: I think black box is a common term for
20 an equipment, telematics system installed on buses and
21 obviously they can provide various functions, but as far
22 as bus operation and fleet management is concerned, the
23 parameters specified are the parameters we are looking
24 for, particularly when you are talking about whether
25 a vehicle is actually speeding, whether the driver is

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1 driving in a proper manner, whether he's applying hard
2 brakes or not, whether the driver actually is servicing
3 the passengers in the correct manner, whether someone
4 might complain about the bus driver did not stop. So we
5 can actually see from the system that the driver
6 actually pulled into the stop and also, in response to
7 the bell, pushed bell, and see what happens, and also
8 let the passenger get off the buses with the doors open.
9 All this information is related to operation of the bus
10 services, and this is really the key information that we
11 are looking for.

12 Also, the bus companies are actually developing
13 their monitoring indicators as to how should this
14 information be recorded and also how they analyse it
15 later.

16 CHAIRMAN: All this information is recorded. The question
17 is getting them to analyse it and use it.

18 MR YK CHAN: That's right.

19 CHAIRMAN: The buses are awash with CCTV cameras. They've
20 got these telematics devices that store all this
21 information.

22 MR YK CHAN: Yes.

23 CHAIRMAN: But the question is: is it being used, and is it
24 being used to enhance safety?

25 On that note, we will take our morning break.

26

1 20 minutes.

2 MR YK CHAN: Okay.

3 (11.35 am)

4 (A short adjournment)

5 (11.55 am)

6 CHAIRMAN: Yes, Mr Chan.

7 MS MABLE CHAN: Chairman, sorry.

8 CHAIRMAN: Yes.

9 MS MABLE CHAN: Just before the break, on the point about
10 whether we have asked the FB operators to provide the
11 causes of --

12 CHAIRMAN: May I invite you to be closer to the microphone.

13 MS MABLE CHAN: Sorry. Before the break, you asked us to
14 provide some evidence to see whether we have asked the
15 FB operators to analyse the causes of those
16 non-collision accidents, in particular the
17 loss-of-balance accidents.

18 May I refer you to our letter to KMB in the bundle.

19 CHAIRMAN: The 21 May letter?

20 MS MABLE CHAN: Yes, 21 May.

21 CHAIRMAN: That's TD-5 at page 1728.

22 MS MABLE CHAN: Yes. Thank you, Chairman.

23 On page 8 of our letter.

24 CHAIRMAN: Yes, page 1729.

25 MS MABLE CHAN: May I refer to the last item, "Analysis of
26

1 traffic accidents involving KMB", and we asked them to
2 conduct an analysis on the traffic accidents involving
3 KMB in 2017, in conjunction with the situation in 2015
4 and 2016, presented in annex E(i).

5 May I refer to the annex E(i)?

6 CHAIRMAN: Yes. Where do we find that?

7 MS MABLE CHAN: Sorry, Chairman, perhaps the annex is not
8 included in the bundle, but I can certainly submit --

9 CHAIRMAN: What's included in the bundle is what we've been
10 given either by KMB or by the Transport Department. But
11 if you've got annex E(i), we can have it copied now.

12 MS MABLE CHAN: Yes. Should I --

13 CHAIRMAN: If someone can come forward and take the annex
14 from you and then we will have it copied.

15 MS MABLE CHAN: Sorry, Chairman, about that. (Handed).

16 CHAIRMAN: Perhaps you could come back to that in a moment.

17 MS MABLE CHAN: Sure.

18 CHAIRMAN: Mr Chan, are there other questions you could ask
19 in the meantime?

20 MR DEREK CHAN: I could perhaps follow up on one factual
21 matter arising out of the exchange between Mr Chairman
22 and Mr Chan of the Transport Department about the
23 black-box requirements, in the meantime.

24 CHAIRMAN: Yes.

25 MR DEREK CHAN: Perhaps, Mr Chan, I can take you to the new,
26

1 2018, black box minimum requirements which we had been
2 looking at before the break, which is at appendix 2 of
3 the working group's report.

4 Do you have that in front of you, Mr Chan?

5 MR YK CHAN: Yes. May I -- sorry.

6 CHAIRMAN: Let Mr Chan get to his question and then you may.

7 MR YK CHAN: I just want to make one point. Before the
8 break, I answered to Chairman that the requirement under
9 paragraph (a), the 0.4G, has it ever changed --

10 CHAIRMAN: I think you will find that's where Mr Chan is
11 taking you.

12 MR YK CHAN: But after I double-checked with the 2003
13 version, it's actually been changed from 0.2 to 0.4.

14 CHAIRMAN: So it's been doubled, the deceleration threshold,
15 0.2 to 0.4?

16 MR YK CHAN: That's right. Yes.

17 CHAIRMAN: And 0.4 is 95 per cent of people falling off
18 their bus seats.

19 MR YK CHAN: Yes, the chance of 95 per cent --

20 CHAIRMAN: What's 0.2? How many fall off their bus seats at
21 that level?

22 MR YK CHAN: 0.4 was actually a threshold taken a long time
23 ago, and at that time -- let me explain --

24 CHAIRMAN: No, can you help me with -- perhaps you don't
25 know the answer -- how many people fall off their bus
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1 seats if the braking is 0.2?

2 MR YK CHAN: I don't have the answer. I cannot answer.

3 CHAIRMAN: Can you answer this question: why was it changed
4 from 0.2 to 0.4?

5 MR YK CHAN: The reason is that in 2006, when we discussed
6 with the operators on this minimum specification,
7 actually when we have meeting with them and assessing
8 the performance of the requirement, it was come out that
9 because the 0.2 really is a very, very, very light
10 deceleration force which will come up very, very
11 frequently and doesn't provide any meaningful indication
12 for monitoring purpose, and at that time we have
13 discussed with the operators and agreed at meetings that
14 the 0.2G version was changed to 0.4, but unfortunately,
15 at that time, the number hadn't been changed in the
16 specification, so this time we take the opportunity to
17 update it. That's why.

18 CHAIRMAN: 12 years later? It took 12 years to update it?

19 MR YK CHAN: Yes. I think this is an overlook that we
20 should have done earlier.

21 CHAIRMAN: Do you have minutes of this meeting of 2006 where
22 this matter was discussed?

23 MR YK CHAN: Yes, I think we have notes of meeting too.

24 CHAIRMAN: Can you provide them to the committee?

25 MR YK CHAN: Yes.

26

1 CHAIRMAN: Thank you.

2 Now, Mr Chan, you were cut off. Perhaps, for the
3 record, you can give us the reference to the 2003
4 minimum requirements.

5 MR DEREK CHAN: Yes. That's at TD-5, page 1598.

6 CHAIRMAN: Perhaps we could have that on the screen.

7 Yes. There it is. 3(a).

8 This reference that you made to 95 per cent of
9 people falling off the seat at 0.4G deceleration, is
10 that a study that someone has conducted?

11 MR YK CHAN: From our search, it was a study conducted by
12 the US department of transportation in 1977.

13 CHAIRMAN: Can you give us the details of that? Do you have
14 that paper?

15 MR YK CHAN: We can provide it later.

16 MR DEREK CHAN: Does the study that you refer to include the
17 probabilities of standing passengers losing their
18 balance at 0.2 versus 0.4G?

19 MR YK CHAN: Unfortunately, there is no reference made to
20 the standing passengers, because for sitting passenger
21 you have a proper seat and people will sit in
22 a prescribed, defined area, but for people standing,
23 that is another matter, because how people stand is
24 really -- there's not much control and also there's no
25 set form of standing. So, from that, we don't have any

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1 sort of equivalent deceleration force applied make
2 reference to standing passengers.

3 CHAIRMAN: Yes, but we can readily infer by using common
4 sense that they would all be on the floor, wouldn't
5 they, if not through the front of the bus?

6 MR YK CHAN: Yes and no. Because it really depends on how
7 people stand, and we actually specify in the buses there
8 are lots of devices to facilitate standing passengers,
9 holding bars and grips, and if people are doing the
10 right thing when standing then I think the chance of
11 falling down may not be as severe. But of course we
12 understand people, they come on the bus carrying their
13 packages and walk around when the bus is moving, then
14 that's another matter.

15 CHAIRMAN: Mr Chan.

16 MR DEREK CHAN: I have just been handed a document which --

17 CHAIRMAN: I think this is the document that you wish to
18 speak to -- we now have it -- headed annex E(i).

19 MS MABLE CHAN: Yes, Chairman. This is the annex E(i)
20 attached to the letter to the KMB as well as other
21 franchised bus operators. In this table, we are asking
22 them to categorise and analyse the contributing factors
23 of traffic accidents involving bus captains. We have
24 provided in this table for the handy reference
25 a comparison of the number of bus captains involved in
26

1 those traffic accidents in three years, and we have
2 divided the factors as listed in the table.

3 So, in the second item, "Factors related to bus
4 captains".

5 CHAIRMAN: Yes.

6 MS MABLE CHAN: And the second item -- because this is
7 a partial description of the nature of the accidents, we
8 have input here as stopping or starting negligently as
9 an example, and following this description, in our
10 letter to the various bus operators, the bus operators
11 are elaborating in their safety chapter the various
12 factors relating to these kinds of accidents.

13 And in terms of stopping and starting negligently,
14 we notice in their safety chapter, which is being
15 finalised for our consideration, that in the case of
16 KMB, they are actually subdividing the accident counts
17 by the incidence of accelerating, of bus braking in
18 traffic, bus braking when stopping for passengers, when
19 pulling off or leaving bus stop. So there are
20 individual categorisation of number of accident counts
21 in terms of the bus braking under various circumstances.

22 So while the bus braking is not specifically
23 mentioned in this table, because this is a starting
24 reference for them, and we expect them to provide the
25 detailed accounts of the accident situations, they are

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1 providing in their safety chapter on the causes, whether
2 or not hard braking is applied during the traffic or
3 whether they are pulling off from the bus stop,
4 et cetera.

5 Thank you, Chairman.

6 CHAIRMAN: Can you just help me, at least: where has this
7 data come from?

8 MS MABLE CHAN: The data has been compiled with reference to
9 the past accident statistics described in the previous
10 bus safety chapters of the various bus operators.

11 CHAIRMAN: So is this collation of data an exercise done by
12 the Transport Department? This table in front of us,
13 this one page.

14 MS MABLE CHAN: Maybe Tony, our chief engineer, can help us
15 on that.

16 CHAIRMAN: Yes.

17 MR TONY YAU: Chairman, yes, this data we collected from the
18 police traffic accident system.

19 CHAIRMAN: From the police?

20 MR TONY YAU: Yes.

21 CHAIRMAN: But it is the Transport Department that have
22 produced this document?

23 MR TONY YAU: Yes.

24 CHAIRMAN: And what are these police statistics called?

25 MR TONY YAU: The name is case investigation --

26

1 CHAIRMAN: Speak closer to the microphone, if you would.

2 MR TONY YAU: Because they have changed to a new system with
3 a new name.

4 The system is named case management incident system.

5 CHAIRMAN: CMIS I think is the acronym they use.

6 MR TONY YAU: Yes.

7 CHAIRMAN: Because we had evidence from the police.

8 MR TONY YAU: Yes.

9 CHAIRMAN: And you have access to their data bank, do you
10 not?

11 MR TONY YAU: Yes.

12 CHAIRMAN: Have you read the transcript of the evidence that
13 the police gave us not so long ago?

14 MR TONY YAU: No. We only can access the data --

15 MS MABLE CHAN: The transcript, police transcript.

16 MR TONY YAU: Yes.

17 CHAIRMAN: Then you know that the police told us that they
18 had a template of I think 60 factors that was given to
19 the police constable who's investigating the accident,
20 and he ticks one or more of these boxes and then inputs
21 it into the computer; that's how this data is obtained.
22 Then apparently it is reviewed by someone higher up.

23 So that's where this information is coming from, the
24 police?

25 MR TONY YAU: That's another table, those factors shown on
26

1 the screen is the factors that the police referred to.

2 That mean when they input the traffic data, they will

3 choose the factors that contribute to the accident.

4 CHAIRMAN: Yes, Mr Chan.

5 MR DEREK CHAN: If I may move back to, at a more conceptual

6 level, the use of a safety performance indicator, which

7 we had been discussing before the break.

8 CHAIRMAN: Before you do that, let me ask this of Ms Chan,

9 if I may: this letter that you wrote to the Kowloon

10 Motor Bus Company -- I'm looking at page 1729 now, where

11 we find annex E(i) -- there is no indication in the text

12 of the letter as to where this data comes from, is

13 there?

14 MS MABLE CHAN: No, Chairman.

15 CHAIRMAN: Is there any reason why you wouldn't tell KMB

16 where the data comes from?

17 MS MABLE CHAN: If I may explain. Because it's quite

18 a common practice for us to refer to the police database

19 on the number of accidents and also the categorisation

20 of the causes of the accidents, because apart from the

21 police, TD do not categorise the number or the nature of

22 the accidents.

23 So, actually, this traffic accident data compiled in

24 2015, 2016 and 2017, as attached to the letter, there is

25 actually a subsequent briefing for the FB operators on

26

1 our expectations. So we just have a briefing and there
2 is no sort of written records. So, on that briefing, we
3 are explaining to them the details of the data that we
4 are expecting. So we do not have a record of the
5 discussion but obviously it is quite a common knowledge
6 of the bus operators that we are referring to that
7 accident database as administered by the police and have
8 access by the TD.

9 CHAIRMAN: Yes.

10 MR DEREK CHAN: Ms Chan, returning, if I may, to the issue
11 of the safety performance indicator. I seem to
12 understand from your evidence that you disagree with the
13 use of a safety performance indicator. Just to make
14 sure that I'm correct in understanding, I'm just going
15 to put to you two short passages in Prof Stanley's
16 evidence, just to make sure there is no ambiguity in
17 what we are talking about.

18 Can I take you to the transcript of Day 16, which is
19 15 September 2018, at page 61 of the transcript. Can
20 I start with the question at page 61, line 21, where the
21 chairman asks:

22 "What other ways can one measure safety?"

23 And Prof Stanley says this:

24 "I think accident rate is a really good starting
25 point, and if you look at some of the reporting that has
26

1 been done I think in the safety plans of the five-year
2 forward plans, there's information on fatalities,
3 collisions, non-collisions -- 'slips, trips and falls'
4 types of involvement involvements as well -- and in my
5 view, if you are going to go down the path of developing
6 safety as an incentive or penalty provision, I would
7 drill down into where are the safety problems. So you
8 wouldn't use accident involvement rate in total; you
9 would look at the fatality rate, you would look at
10 'slips, trips and falls'. And you would form a view,
11 I think, on what is the relative importance of those two
12 things.

13 I think one operator I saw, for example, had
14 an increase in the 'slips, trips and falls' type
15 accidents, but a drop in fatalities. So, if you add
16 them up together, and say one incident is an incident,
17 you are missing that nuance. So I would be trying to
18 decompose it a bit and look at the major areas of safety
19 concern and make sure that there are KPIs, if you like,
20 or incentive/penalty clauses that relate to those. That
21 means you are going to really end up with a bundle,
22 I think, of measures. I don't know how many elements
23 are in that bundle. That's something that needs to be
24 settled by negotiation between government operators with
25 advice, for example, from committees such as your own,
26

1 about what the components are.

2 But I would start with what are the main sources of
3 safety problems and start to target those."

4 On that same subject, can I take you to page 72 in
5 the same transcript, at line 18. Prof Stanley is saying
6 that:

7 "... accident rates per million vehicle-kilometres
8 are a very blunt and, I believe, a misleading measure."

9 The question that I was asking:

10 "You would need a more nuanced indicator or set of
11 indicators?

12 Prof John Stanley: Absolutely. You need a set of
13 more nuanced indicators. These should form part of it,
14 but it should be the components, not the total.

15 And the components need to be weighted in some way
16 to reflect -- I mean, as an economist, I would use the
17 cost of those different sorts of accidents, which we
18 regularly measure in Australia and I'm sure you do here
19 in Hong Kong: you have a value for a typical fatal
20 accident, you have a value for a typical serious injury
21 accident, and you have a value for a typical slight
22 injury accident. I would use those weights to come up
23 with a weighted, if you like, accident rate per million
24 vehicle-kilometres.

25 Have in mind also, though, there would be other
26

1 things you would want to include as well."

2 So do I understand it correctly, from your evidence
3 this morning, that you would disagree with this approach
4 to measure safety?

5 MS MABLE CHAN: I would like to elaborate a little bit more
6 on my stance and observation.

7 First of all, when being asked before the break
8 whether or not I agree with Prof Stanley's point that
9 the KPI simply cannot be a useful factor in measuring
10 the safety performance, my answer is I do not agree
11 because, similarly, I think that there should be
12 a reference point and a starting point, and for the
13 management --

14 CHAIRMAN: Well, you disagreed earlier that a KPI that is
15 outside the control of the bus company is not relevant.
16 I think that was the issue; it's a KPI that's outside
17 control. That was Prof Stanley's point.

18 MS MABLE CHAN: My point is noting the KPI on the safety
19 factor in terms of number of accidents, while that to
20 a certain extent may not be controlled by the company at
21 all, we still think that this KPI is useful in measuring
22 the service performance.

23 On the other hand, as I mentioned, because
24 an accident could be contributed by a number of factors,
25 if we go down to a very specific indicator, say for
26

1 example the number of accidents involving a bus captain
2 who apply harsh braking in certain circumstances, if we
3 do not go deep to investigate the contextual
4 circumstances of that occasion, this kind of indicator,
5 again, may not be primarily contributed by the driver
6 alone.

7 As I have already seen a number of occasions, as
8 revealed from the CCTV by one or two of the bus
9 operators, when the black box tracks an event log
10 whereby the bus captain has applied harsh braking,
11 without the investigation of the other data collected as
12 revealed from the CCTV, we do not know that perhaps it
13 may involve an outside factor which cannot be controlled
14 by the driver or the company as well. It could be the
15 driver has to make a hard choice in whether or not he
16 has to apply harsh braking in order to prevent colliding
17 with another vehicle or a passenger, that he has applied
18 harsh braking, and it also leads to losing balance of
19 a passenger on board a compartment.

20 My point is just to illustrate that it is difficult
21 for us to come up with a simple, specific indicator
22 alone, to measure the safety performance of the company.
23 Prof Stanley's suggestion of, say, coming up with
24 a weighted accident rate could be an area that we can
25 consider and further discuss and explore, but still we
26

1 need to have a reference point and we need to have
2 a starting point. In having a safety performance
3 indicator like the number of accidents or the number of
4 accidents involving the bus travelling distance, we can
5 have a trendal comparison or analysis, year on year. As
6 illustrated in KMB's case, we can see that there is
7 an increase in the number of accidents rate in 2017 as
8 compared to 2016 and also exceeding the target rate.
9 These are targets or pledges set by the companies
10 themselves. So that also can serve the purpose in
11 evaluating whether they have made their very best in
12 reducing the number of accidents year on year and
13 whether they are complying with the pledge that they
14 have volunteered and offered to us.

15 Thank you, Chairman.

16 MR DEREK CHAN: What about Prof Stanley's opinion that using
17 that measure is too blunt and may be misleading; do you
18 agree with that?

19 MS MABLE CHAN: I think I have tried to answer that
20 question.

21 MR DEREK CHAN: Thank you, Ms Chan.

22 Then if I may take you to how London is doing it at
23 the moment.

24 What I'm going to do, Ms Chan, is first take you to
25 a passage in Mr Weston's report on the London approach.

26

1 I'm going to take you then to a short passage in his
2 evidence that relates to what I'll be reading from the
3 expert report, and then I will be going to a document
4 from Transport for London on the same issue. So, with
5 that information in mind, I will be asking for your
6 observations on London's approach.

7 Firstly, Mr Weston's report. Can I take you to the
8 expert bundle at page 150, at paragraph 7.8 of
9 Mr Weston's report. Can I just first read it out into
10 the record. Under the heading "TfL safety performance
11 indicator", Mr Weston says this:

12 "As part of the bus safety programme TfL [Transport
13 for London] have developed a safety performance
14 indicator (SPI) based on an approach already used within
15 the rail industry. The SPI monitors a basket of
16 measures including incident data and outputs from the
17 observational measures giving an operator an overall
18 score which is benchmarked at 80. Their individual
19 future performance is then measured against the
20 benchmark to track for either deterioration or
21 improvement. The system is not designed to compare bus
22 companies between each other but to track the trend of
23 an individual company."

24 So that's what Mr Weston says in his report. I'm
25 going to take you then --

26

1 CHAIRMAN: I think it's important to emphasise the point
2 that this safety performance indicator is being
3 developed for use in the bus safety programme, and it's
4 the bus safety programme that will be announced on
5 16 October. So this is a new system.

6 MS MABLE CHAN: Yes. I understand that, because we have
7 exchanges with the Transport for London commissioner as
8 well.

9 CHAIRMAN: Can you speak closer to the microphone, please.

10 MS MABLE CHAN: I also noticed their new initiative and we
11 have exchanged with Transport for London and obviously
12 we are also striving to see if there is an effective
13 measurement of the safety performance of the bus and
14 rail industry.

15 Thank you.

16 MR DEREK CHAN: Perhaps I can quickly take you to
17 Mr Weston's evidence on this same paragraph of the
18 report. That's at evidence at Day 18, 27 September
19 2018, at page 52.

20 Can I take you to the end of page 51 first. At line
21 23, you will see a question from Mr Duncan.

22 CHAIRMAN: We don't see anything on our individual screens
23 yet.

24 Yes, thank you.

25 MR DEREK CHAN: At line 23, you see Mr Duncan taking
26

1 Mr Weston to paragraph 7.8 of the report, which we've
2 just read. Can I then skip to page 52, line 4.

3 Mr Duncan asks this question:

4 "Is that the safety performance indicator which
5 Mr Chairman referred to but which has not yet been
6 published?

7 Mr Weston: Yes. This is a proposal which TfL are
8 working on, and one of the bus operators explained to us
9 in August what would be involved in this basket. So,
10 basically, it is 41 measures that are brought together
11 into a safety performance score, and these measures may
12 be weighted in different ways. So the measures may be
13 'killed or seriously injured' figures, they may be
14 'slips, trips and falls', various other monitoring
15 results from engineering monitoring to driver
16 monitoring, and they are all brought together.

17 The idea is that they are brought together into
18 a benchmark score of 80 for each operator, and the aim
19 then is to monitor an operator's trend against that
20 baseline of 80, and they are weighted in such a way
21 that -- it is weighted so that the whole basket -- the
22 trend is not just -- if you are unfortunate in having
23 a fatal incident, which may not even be down to the bus
24 company's fault, that doesn't send the score completely
25 off the scale. So it's about trying to monitor trends

26

1 within the company and not to use it as comparing your
2 performance with your peer group, because I think the
3 concern then is that if you're the best, you think you
4 don't need to necessarily do anything else to improve,
5 but I think there is a recognition that everyone can be
6 better and be safer. So the idea is your safety
7 performance indicator is benchmarked at 80, and then
8 along with TfL you monitor your performance against that
9 baseline of 80 and you try and improve on it and improve
10 that score.

11 I think the intention is that will be announced
12 publicly, the content of it will be announced publicly
13 in due course, but it hasn't been as of yet."

14 Lastly, can I refer you to a document published by
15 the Transport for London on this very same issue. Can
16 I take you to bundle MISC-3, page 1194. Perhaps I could
17 start at 1189, which is the first page of the document.

18 Ms Chan, the document I am taking you to is
19 an update on the bus safety programme published by
20 Transport for London, in response to London's Assembly
21 Transport Committee report.

22 CHAIRMAN: This is November 2017?

23 MR DEREK CHAN: Yes, that's correct, Mr Chairman. I'm just
24 trying to find the date.

25 Anyway, Ms Chan, can I just take you to page 1194,
26

1 which is headed, "Contract and performance management".

2 The introduction says:

3 "We use a range of data as part of the assessment of
4 an operator's ability to provide a safe service. As
5 part of the bus safety programme we are considering
6 methods to improve this process and to increase the
7 emphasis on safety in the award and management of
8 contracts.

9 Progress

10 Having considered a range of methods to best monitor
11 operator safety, we are developing an operator safety
12 performance index (SPI). The SPI is based on the same
13 principle as the consumer price index, that is,
14 a composite measure, using basket of indicators to
15 generate a single performance index. The operator SPI
16 builds on the success of the TfL bus network-wide SPI
17 which was introduced in 2017 to better monitor safety
18 performance across 81 safety-related indicators. The
19 operator SPI will include 41 indicators, a mix of
20 incident-generated data and behavioural observations,
21 covering: staff and customer safety, network safety,
22 risk management, driving standards and engineering.
23 Each operator's performance will be tracked against
24 their own baseline, to encourage continuous
25 improvement."

26

1 So, Ms Chan, my question for you is this --

2 CHAIRMAN: Are you going to go to the document entitled,
3 "Driven to distraction", the Greater London Assembly's
4 earlier document dealing with this issue?

5 MR DEREK CHAN: Yes, I was going to deal with it in the
6 context of giving incentives, because that's what --

7 CHAIRMAN: Yes, because this is a response to what the
8 Greater London Assembly had had to say.

9 By all means do it whenever you like, but I think
10 that's the context. This is Transport for London's
11 response to what was in effect an attack on their
12 approach.

13 MS MABLE CHAN: Yes.

14 MR DEREK CHAN: Perhaps I can come back to that, because it
15 is a document I will go to shortly after.

16 CHAIRMAN: Certainly.

17 MR DEREK CHAN: Ms Chan --

18 MS MABLE CHAN: Yes.

19 MR DEREK CHAN: -- I'm not suggesting we need to copy 41
20 factors that London uses. My question is more on
21 a conceptual level, about the idea of coming up with a
22 basket of measures to form an overall safety performance
23 indicator, with which we can monitor and measure the
24 progress that a bus operator makes, and to encourage
25 them to improve as against that measure.

26

1 What is your observation about that type of
2 approach?

3 MS MABLE CHAN: Thank you, Chairman, and senior counsel, for
4 drawing reference to the initiative of Transport for
5 London. Actually, we also take note of their recent
6 initiative, which is actually November 2017. We have
7 actually arranged our officers to visit Transport for
8 London, which has been planned some time ago, to learn
9 more about their road safety and public transport safety
10 programme and plans.

11 I think the gist of the initiative is to -- the
12 conceptual rationale is to take into account a basket of
13 factors in evaluating the safety performance of bus
14 operators. We think that there should be a performance
15 indicator, at least a performance indicator for us to
16 evaluate the safety of the bus company. That said, we
17 also think that if we can move towards the direction of
18 embracing a number of key relevant factors, and come up
19 with a simple index or indicator, that could be an area
20 that we can further explore and study and examine.

21 Meanwhile, with the working group recommendations to
22 push for a comprehensive and holistic bus fleet
23 monitoring and control management system, what we are
24 pushing for is to ask the bus companies to install all
25 the relevant devices and to provide real-time monitoring

26

1 of the drivers' attitude and behaviour, to keep track of
2 the key events, say like braking, harsh braking or
3 acceleration, in the black-box log, coupled with our
4 expectations of the bus operators to follow the training
5 framework. All these could be a number of factors that
6 we can take into account in further developing a more
7 sophisticated performance indicator on safety.

8 So this is something that we also have interest in,
9 and with all the other recommendations and developments
10 on the real-time automatic surveillance of a bus
11 operation and drivers' behaviour and attitude, I think
12 we will have firmer ground for us to explore and discuss
13 this with the bus operators, in order to find
14 a pragmatic way and yet a more sophisticated way to
15 measure the bus operators' safety performance. This is
16 certainly an area that we will have keen interest to
17 examine and study.

18 Thank you.

19 CHAIRMAN: When do you expect to be able to identify the
20 relevant factors and come up with a simple index of
21 performance?

22 MS MABLE CHAN: I cannot commit at this juncture, but being
23 the head of the department and with our initiative to
24 visit Transport for London on the whole rationale and
25 issues involved in this sort of SPI, we would certainly

26

1 hope to come up with some preliminary thinking and
2 analysis, say within a year, Chairman.

3 Thank you.

4 CHAIRMAN: Is this something that you have discussed with
5 the franchised bus operators?

6 MS MABLE CHAN: We haven't yet reached that stage, but
7 obviously, with the development of key performance
8 indicators on training, and with the real-time
9 monitoring with the black-box functions and all the
10 other driver-assisted device, I think now we are in the
11 process of following up all these in our working group
12 forum. As I mentioned in my opening statement, with the
13 learning of the various experiences and views and
14 suggestions through this Independent Review Committee,
15 both the operators and the TD find the working group as
16 a very useful forum. We will continue our work on that
17 front and that will be an appropriate forum to bring the
18 parties together to pursue all these meaningful
19 initiatives to enhance measurement of safety performance
20 of franchised bus operators. We will take it forward in
21 that forum, Chairman.

22 CHAIRMAN: You have used the word "forum" several times
23 there. Do you have in mind the recommendation that
24 Mr Weston made that this working group should become
25 a standing committee, a Bus Operator Forum is the term

26

1 used in London; is that what you have in mind?

2 MS MABLE CHAN: I also noticed that reference in the expert
3 evidence about a forum, operators' forum. So while we
4 call it a working group, it is similar in terms of its
5 nature and in terms of its scope of work.

6 Thank you, Chairman.

7 CHAIRMAN: No, the specific question is this: do you have in
8 mind making this permanent, not a working group working
9 on a particular project, but a permanent group that
10 would meet regularly, in future?

11 MS MABLE CHAN: It will be a permanent group which will meet
12 regularly.

13 CHAIRMAN: And it would be similar, therefore, to the Bus
14 Operator Forum which exists in London?

15 MS MABLE CHAN: Yes.

16 CHAIRMAN: Which is what Mr Weston has recommended we adopt
17 in Hong Kong. So you are accepting his recommendation?
18 You are doing it?

19 MS MABLE CHAN: Yes. Yes. Thank you, Chairman.

20 MR DEREK CHAN: Ms Chan, so the first side of the equation
21 is coming up with some combined, sophisticated safety
22 performance indicator. The second part of this same
23 equation is the concept of incentivising or having
24 penalties imposed in, say, a franchise agreement, for
25 meeting or not meeting targets for this safety
26

1 performance indicator. That's the concept I want to
2 explore with you.

3 For that, can I take you directly to the London
4 Assembly Transport Committee, the "Driven to
5 distraction" document that Mr Chairman was talking
6 about. The document is at MISC-3, page 1134, and the
7 document, as you can see, is dated July 2017.

8 The concept that I'm focusing on is incentivising
9 safety, or penalising it, for not meeting certain
10 targets.

11 Can I take you to page 1151 of the report. Perhaps
12 I should start on 1150, to give it some context.

13 Under the heading "Setting safety targets", if I can
14 pick it up under paragraph 2.2:

15 "Injury and collision targets could be used to
16 provide TfL and operators with clear incentives to
17 improve London's bus safety record. They have a clear
18 role in improving performance for many private and
19 public services. As we explore in this chapter,
20 performance targets have helped TfL drive up the
21 reliability of the bus network in recent years. We
22 believe that a similar approach could also be applied to
23 bus safety by directly linking safety performance to
24 profits for all bus operators working in London, and to
25 the pay of senior TfL management."

26

1 Now 2.3:

2 "TfL has told us that it intends to introduce bus
3 safety targets, but there is no indication that they
4 would be linked to financial incentives. In November
5 2016, TfL's Safety, Sustainability and Human Resources
6 Panel was asked to agree a bus customer major injury
7 target for 2007/18. TfL also told us in February that
8 it would aim to set bus safety targets by the end of the
9 year. We are waiting for TfL to publish these targets,
10 but we think that they need to be linked to financial
11 incentives if they are to be effective."

12 So it's the second part that I am focusing on.

13 If you go over the page, at page 1151, can I pick it
14 up at 2.6:

15 "TfL has previously explained its decision not to
16 set safety targets for the operators by stating that:

17 '[Safety] is not directly related to
18 payments/deductions due to the importance of avoiding
19 the suggestion that safety of operation is in any way
20 a negotiable trade off against cost.'

21 While we understand TfL's argument, we fundamentally
22 disagree with it. Operators will behave in line with
23 the incentives (particularly the financial ones) that
24 are set by TfL -- their shareholders would expect
25 nothing less. By not factoring safety into the payment
26

1 structure of contracts, TfL is failing to direct
2 operators to provide the safe service we think London
3 needs. As the case study below illustrates, financial
4 payments have been successfully linked to safety in
5 transport contracts in other countries."

6 The box itself talks about the Spanish example which
7 I will skip for the moment. If I could pick it up again
8 at 2.7:

9 "If TfL wants to take positive steps to reduce
10 injury and collision rates, it must introduce meaningful
11 incentives for operators to make their services safer.
12 Londoners agree with us: of the 1,662 Londoners we
13 surveyed, 88 per cent thought it was important that TfL
14 incentivised safety as well as punctuality."

15 So, Ms Chan, from a conceptual level, can I ask for
16 your observations or comments on this concept of
17 incentivising safety and penalising not meeting targets.

18 MS MABLE CHAN: First of all, I think this is not an easy
19 topic. It involves correlation of the safety
20 performance to the financial payment or financial
21 penalty to the operator. I think this suggestion or
22 this idea raised in the London circumstances whereby we
23 know that in London, they implement a sort of MOM model,
24 a management and operation model, for their bus
25 services. Whether or not the safety performance can be
26

1 related to a financial subsidy or payment to the
2 operator or a financial penalty to the operator will
3 involve a lot of discussion and debate in the context of
4 Hong Kong whereby we actually operate bus services under
5 a franchise model.

6 So, conceptually, we are operating under a different
7 model. This is the first point I wish to make.

8 Secondly, under our current regime, we have a
9 statutory provision whereby if a franchised bus operator
10 fails in providing a proper and efficient service, then
11 we can make a case to the Executive Council as to
12 whether or not we can impose a financial penalty.

13 So I think, in the Hong Kong context, should we in
14 the future come up with a more sophisticated safety
15 performance index or so, it may provide a more effective
16 and meaningful reference or basis for us to make our
17 cases to the Executive Council as to penalise in terms
18 of financial terms on a bus operator for failing to
19 fulfil its target in terms of safety performance.

20 On the other hand, whether or not we can sort of use
21 this and translate into a financial payment to the
22 operator, I think it is a different game. We know that
23 this one is currently discussed and explored in London.
24 Obviously, we will learn a bit more directly from
25 Transport for London on this, but at this juncture
26

1 I will not take this lightly. So we will keep an open
2 mind and KIV the developments and obviously we will take
3 into account the experience in London as well as in
4 other jurisdictions. We will not rule out the
5 possibility for us to deliberate and explore this
6 internally, but my point is whether or not we can take
7 it forward, we have to take into account a number of
8 other factors and in a very careful and prudent manner.

9 Thank you.

10 MR DEREK CHAN: Yes. Unless you have any further
11 observations on this issue about benchmarking,
12 indicators, and incentivising issue, I will be moving on
13 to my next topic.

14 CHAIRMAN: Just to understand what the Greater London
15 Assembly were saying here, at 2.6 on page 1151, there's
16 a reference to what TfL had said, "safety is not
17 directly related to payments/deductions". Now, that
18 phrase "payments and deductions" is clearly a reference
19 to their system, which we don't have, of incentivising
20 better performance of service provision, and penalising
21 a failure to deliver performance service.

22 What the Greater London Authority appear to be
23 saying is that if you can do it for performance, then
24 you can do it for safety. But your point is this, that
25 our model of Hong Kong is different, we don't have

26

1 a system of bonuses or deductions, so all that perhaps
2 we would be left with would be a system of penalties, if
3 you fail to meet a safety performance indicator.

4 MS MABLE CHAN: Yes.

5 CHAIRMAN: That's what they have in Singapore, is it not?

6 MS MABLE CHAN: Yes. Chairman, actually, the penalty
7 provision is now currently in the law, so we can refer
8 to that clause, and with the development of more
9 sophisticated and balanced performance safety
10 indicators, one area that we can further develop and
11 take forward in our forum with the bus operators is how
12 that can translate into a more systematic and formalised
13 system of imposing penalty.

14 Of course, in the past, there are accounts that we
15 have imposed both statutory fines or penalty by
16 referring to this clause. We have. But how it can
17 relate systematically to a sophisticated performance
18 indicator, including safety, is something that we can
19 seriously take forward in our working group with the bus
20 operators.

21 CHAIRMAN: When was such a penalty last imposed?

22 MS MABLE CHAN: I have the data with my folder, but perhaps
23 I need to find time and supplement it to the committee
24 in a moment.

25 CHAIRMAN: Yes, because it was my memory that when this
26

1 issue was dealt with on 7 May, we were told that it had
2 never been used.

3 MS MABLE CHAN: Yes.

4 CHAIRMAN: Am I correct in remembering that, Mr Chan?

5 MR DEREK CHAN: Yes, that accords with my memory, but I need
6 to dig up the reference to be sure.

7 CHAIRMAN: Yes.

8 But you are telling us it has been used?

9 MS MABLE CHAN: Let us double-check on that, and the date.

10 Let us double-check on that and then we will supply the
11 information later in this hearing.

12 CHAIRMAN: Yes, certainly.

13 Mr Chan, do we have the provision that obtains in
14 Singapore? My memory is that it is a financial penalty,
15 I think S\$100,000, if an accident rate is exceeded,
16 a specific accident rate.

17 MR DEREK CHAN: I have an idea of where that may be, but
18 perhaps we can deal with that reference over the break.

19 CHAIRMAN: Certainly.

20 Mr Auyeung?

21 MEMBER AUYEUNG: Ms Chan, is it true that such penalty
22 system does exist within the public transport system in
23 Hong Kong, for example within the MTR system?

24 MS MABLE CHAN: Yes, you are correct.

25 MEMBER AUYEUNG: Thank you.

26

1 MS MABLE CHAN: Chairman, based on the current records
2 I have, there is an account of us imposing a penalty in
3 1996, but we will further check as to the basis upon
4 which we have imposed that fine.

5 CHAIRMAN: No doubt that was on China Motor Bus.

6 MS MABLE CHAN: Yes, Chairman, you are correct.

7 CHAIRMAN: Yes, Mr Chan.

8 MR DEREK CHAN: Mr Chairman, just to follow up on the
9 reference to the evidence on 7 May, the issue was raised
10 with the Secretary for Transport and Housing Bureau,
11 Mr Joseph Lai. That is page 8 of the transcript for
12 7 May 2018.

13 CHAIRMAN: Yes. Perhaps we could have that on the screen.

14 MR DEREK CHAN: I'm looking at the transcript for 7 May
15 2018, at page 32, line 19.

16 CHAIRMAN: Just wait until we can all share it.

17 MR DEREK CHAN: Chairman asked this question:

18 "Before you move on, Mr Duncan -- by that do you
19 mean no financial penalty has ever been invoked?

20 Mr Joseph Lai: Chairman, by that I mean the
21 question of safety issue leading to an attempted use of
22 this particular section concerning financial penalty has
23 never been invoked thus far, so it's not tested."

24 Then Mr Duncan goes on to ask:

25 "So do we understand correctly from that answer that
26

1 no financial penalty has ever been imposed for any of
2 the reasons set out in that section, section 22?

3 Mr Joseph Lai: Chairman, not to my recollection or
4 understanding. I would be more than happy to come back
5 with a written confirmation of that, but certainly not
6 in recent times."

7 CHAIRMAN: That's a matter that you can come back to.

8 MS MABLE CHAN: Chairman, Mr Joseph Lai's statement is
9 correct, because he was answering in respect of safety.
10 The recollection is there has not been any fine imposed
11 on previous occasions. The incident that I mentioned
12 regarding China Motor Bus in 1996 is regarding the lost
13 trips of that franchised bus operator and we imposed
14 a fine of 8,000 on China Motor Bus in -- the incident
15 was in 1995 and we imposed the fine in 1996.

16 CHAIRMAN: But I think there was a second part to the
17 answer -- I'm only looking at the screen. We can see at
18 the top of the screens:

19 "... no financial penalty has ever been imposed for
20 any of the reasons set out in that section, section 22?"

21 And that also got a negative answer, to his
22 understanding. So that's now been qualified, has it?
23 Does section 22 deal with a range of matters for which a
24 penalty can be applied?

25 MS MABLE CHAN: Proper and efficient service, and safety is
26

1 one of the factors that we consider in whether or not
2 a franchised bus operator is providing a proper and
3 efficient service.

4 CHAIRMAN: So, insofar as that suggests it has never been
5 applied for any of the reasons, that's now qualified; it
6 had been imposed for lost trips occurring in 1994 but
7 the penalty was imposed in 1996?

8 MS MABLE CHAN: 1995 lost trips, and the fine was imposed in
9 1996.

10 CHAIRMAN: Thank you.

11 Yes, Mr Chan.

12 MR DEREK CHAN: Mr Chairman, I am about to move to the next
13 substantive topic of the approach to bus safety taken by
14 the Transport Department. I was going to kick it off
15 with a general question. Perhaps I can ask that --

16 CHAIRMAN: We are not going to have the commissioner this
17 afternoon, so perhaps it's a good opportunity to ask the
18 general question.

19 MR DEREK CHAN: Yes.

20 Ms Chan, the general question I'm going to kick off
21 this topic with is this. In the context of the
22 Hong Kong system, who is responsible for driving bus
23 safety or driving improvements to bus safety? Who
24 provides the impetus for new safety measures to be
25 implemented?

26

1 MS MABLE CHAN: I would say, in terms of public transport,
2 and in particular bus safety, the Transport Department
3 will no doubt be the party to be responsible to monitor
4 and enhance the safety of bus operation, and we will
5 make our effort to drive public transport safety.

6 MR DEREK CHAN: With that in mind, I was about to look at
7 some examples of how the Transport Department has dealt
8 with enhancements to bus safety throughout the years,
9 before making some observations on that.

10 Perhaps I can start that process after the lunch
11 break, if that's convenient to the committee.

12 CHAIRMAN: Perhaps we can just ask one or two more questions
13 at this stage, so the commissioner can reply.

14 Who in the Transport Department has responsibility
15 for driving issues of bus safety? Which person or
16 persons?

17 MS MABLE CHAN: Within the department, it will be a joint
18 effort of our Bus and Railway Branch and also the Road
19 Safety and Standards Division. The assistant
20 commissioner for Bus and Railway Branch is Mr Patrick
21 Wong, and in the Road Safety and Standards Division,
22 it's the chief engineer Mr Tony Yau who is also present
23 today, Mr Tony Yau.

24 CHAIRMAN: Yes.

25 MS MABLE CHAN: So both parties, both units, are responsible
26

1 for joining hand in hand to push and drive for public
2 transport safety.

3 Thank you.

4 MR DEREK CHAN: Do I take it from that answer there is no
5 team within the Transport Department that's dedicated
6 solely to bus safety?

7 MS MABLE CHAN: There is not a single team, but the Bus and
8 Railway Branch oversees all policy and operational
9 matters related to franchised buses, and the Road Safety
10 and Standards Division will also provide impetus and
11 input to enhance road safety, including public bus
12 safety.

13 So, apart from these two major divisions, we have
14 the Vehicle Safety and Standards Division, which is
15 responsible for monitoring and regulating on the
16 hardware, ie the maintenance and the standards of buses.
17 And the assistant commissioner is Mr Reg Chan, who is
18 also acting as deputy commissioner of the Transport
19 Department. They oversee in general the vehicle
20 standards and safety of vehicles, including franchised
21 buses.

22 CHAIRMAN: There was a second part to the question, which
23 was: who is responsible for new innovations?
24 Technological safety devices, let's try that.

25 MS MABLE CHAN: This is a very interesting subject,
26

1 Chairman. Actually we learned a lot throughout this IRC
2 process. Over the past year or so, the Vehicle Safety
3 and Standards Division, headed by Mr YK Chan, has been
4 overseeing the new technology advancements in vehicle
5 standards and maintenance. While there is no dedicated
6 team or extra manpower resources, their division is
7 driving for new technological advancements, and under
8 the working group we have a technical group chaired by
9 Mr YK Chan. That is the main forum for us to drive and
10 push the various in-vehicle safety devices and automated
11 real-time systems and features, including black box,
12 GPS.

13 May I also add that we see the need and the
14 importance of having a dedicated team, as in the case of
15 London and in other jurisdictions, of enhancing
16 transport technology research capability within the
17 department. We are actually securing and bidding
18 necessary manpower resources involving engineers,
19 transport officers and electrical and mechanical
20 engineers, to set up a dedicated transport technology
21 team within the department.

22 We have not been able to say a bit more for the
23 committee's reference because this one is actually
24 undergoing an internal resource bidding process, but
25 I would just like to give an idea for the committee's
26

1 reference.

2 Thank you, Chairman.

3 CHAIRMAN: The technical group that Mr YK Chan heads in the
4 working group, that is something that followed,
5 obviously, the setting up of the working group, and that
6 was 13 March 2018. The technical group presumably
7 happened second, later.

8 MS MABLE CHAN: That is correct, Chairman. The idea of
9 having a working group actually arose from our
10 attendance at the Tai Po District Council and the
11 Legislative Council Panel on Transport immediately
12 following the tragic accident in February. On those two
13 occasions --

14 CHAIRMAN: I think you are referring to 12 February and
15 15 February respectively.

16 MS MABLE CHAN: Yes, of February, Chairman, you are correct.

17 There are a lot of different ideas and suggestions
18 flagged up on those two occasions. Coming out from
19 those two meetings, my team and I considered that we
20 have to take a proactive approach and a more systematic
21 approach to take heed of all these suggestions and ideas
22 and advice, and we have to try and push for ourselves,
23 and we subsequently informed the Transport Advisory
24 Committee, on 27 February, about our suggestion of
25 forming a working group, with the proposed terms of

26

1 reference to cover three areas.

2 First is on on-board vehicle-safety devices and
3 equipment technology. The second aspect is on the
4 feasibility and effectiveness of the installation of
5 seat belts. The third is on enhancing the training for
6 bus captains.

7 So we formalised this idea in late February, after
8 the tragic accident, and this did lead us to formally
9 establish the working group in mid-March.

10 Thank you, Chairman.

11 CHAIRMAN: You said earlier that you had decided, following
12 the meeting with the district council in Tai Po of
13 12 February, and the 15 February LegCo meeting and
14 motions that you were going to be proactive, but in fact
15 you are being reactive to events that have already
16 happened, are you not?

17 MS MABLE CHAN: Chairman, if I may, I think that there is
18 a lot more proactiveness that we can adopt. Of course,
19 this idea of forming a working group is reacting to the
20 tragic bus accident. I think we have taken
21 a forward-looking and proactive approach by not just
22 waiting for the various advisory committees and parties
23 to make request and for us to respond. Rather, we
24 should set our agenda by forming that working group, and
25 it was on that basis that we have, at the start of the

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1 working group meetings, come up with a number of
2 possible ideas and initiatives, to set the agenda and go
3 through it one by one with the bus operators and the
4 manufacturers.

5 So I think, in that sense, we are taking a more
6 systematic and forward-looking approach to set the
7 agenda for ourselves, rather than waiting for the bus
8 operators or the bus manufacturers to tell them what
9 they can or will do.

10 Thank you, Chairman.

11 CHAIRMAN: We've gone over time. We will take the lunch
12 break now. We thank you for your attendance this
13 morning. We hope you have a good afternoon. We look
14 forward to seeing you on Saturday.

15 MS MABLE CHAN: Thank you, Chairman, sure.

16 CHAIRMAN: Thank you for your assistance.

17 MS MABLE CHAN: Thank you.

18 CHAIRMAN: We will adjourn now until 2.30.

19 (1.05 pm)

20 (The luncheon adjournment)

21 (2.30 pm)

22 CHAIRMAN: Good afternoon.

23 MR DEREK CHAN: Mr Chairman, before I resume my questioning,
24 can I just report back on a reference that Mr Chairman
25 asked for, in terms of the Singapore penalty provision.

26

1 CHAIRMAN: Yes.

2 MR DEREK CHAN: One reference to that is expert bundle
3 page 229, at paragraphs 3.19 and 3.20.

4 CHAIRMAN: Can we have that on the screen.

5 What is the document that we are looking at?

6 MR DEREK CHAN: The document itself is an appendix to
7 a Transport Department document. The relevant paragraph
8 starts at paragraph 3, which looks at the Singapore
9 situation.

10 CHAIRMAN: I'm sorry, tell me again, if you would, what the
11 document is. Is there not an original document from
12 Singapore which spells out this?

13 MR DEREK CHAN: Yes. Just to answer the chairman's question
14 earlier and then going to the source document itself,
15 the document that I took Mr Chairman to is annexed to
16 a letter to the Singapore authority --

17 CHAIRMAN: Ah, yes, thank you.

18 MR DEREK CHAN: -- asking them, "Look, this is the materials
19 that the committee has received" and asking for the
20 assistance of the Singapore Land Transport Authority.

21 CHAIRMAN: Yes.

22 MR DEREK CHAN: The document that I took Mr Chairman to is
23 an annexure to the letter sent to the Singapore
24 authority, to seek their assistance.

25 The letter itself is at page 198 of the same bundle.

26

1 CHAIRMAN: Thank you. We don't need to be delayed by this.

2 MR DEREK CHAN: In any event --

3 CHAIRMAN: Is there no reference to a penalty being enforced
4 or available in relation to the accident rate per
5 million kilometres?

6 MR DEREK CHAN: Perhaps I will come back to you on that,
7 Mr Chairman, with a more specific reference, instead of
8 just handing up references that have provided to me in
9 the moment.

10 CHAIRMAN: Yes.

11 MR DEREK CHAN: Perhaps I can just review the references
12 first myself.

13 CHAIRMAN: Yes. Very well. Thank you.

14 MR DEREK CHAN: So, Mr Chan, I understand you will be taking
15 over the main answering of the questions.

16 MR YK CHAN: Yes.

17 MR DEREK CHAN: Before the lunch break, questions were
18 directed at Ms Chan in relation to the approach taken by
19 the Transport Department on bus safety, and Ms Chan was
20 questioned on the general question about who was
21 responsible for taking this forward.

22 My next series of questions will be in relation to
23 a number of historical events, and I'll be going through
24 them quite quickly, just to see the Transport
25 Department's handling of issues about bus safety

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1 historically. I'm just going to go through them. If
2 you recollect them, that's fine. If you want
3 a reference to the raw documentation, please let me
4 know.

5 Firstly, in July 2003, a bus fell down a slope from
6 Tuen Mun Road, resulting in 21 fatalities and a number
7 of people injured. Arising from that Tuen Mun incident,
8 there is now put in place hazard speed limiters that
9 limit the maximum speed of the bus. So these speed
10 limiters were required to be installed after the
11 Tuen Mun accident, and this has now become a standard
12 feature for franchised buses. Is that correct?

13 MR YK CHAN: That's right.

14 CHAIRMAN: Where is the requirement first time for speed
15 limiters?

16 MR YK CHAN: After the incident, we have looked into the
17 possible ways of putting this right and then we discuss
18 with the operators, and then after that we impose the
19 new requirement to incorporate in buses the speed
20 limiter, limiting those buses to 70kph.

21 CHAIRMAN: Yes, that's why it happened. Where do we find
22 it? Was it a letter, a requirement in the franchise;
23 where is it?

24 MR YK CHAN: We should have incorporated in the
25 specification, the minimum spec of the buses, but
26

1 of course before that, I believe there should be
2 a series of discussions with the bus company and then
3 perhaps there's a an exchange of documents, but at the
4 moment we are checking.

5 CHAIRMAN: Thank you. It's a very simple question: what
6 document do we look for to find it; yes?

7 MR YK CHAN: Yes. We can provide.

8 MR DEREK CHAN: A second safety measure arising from that
9 same accident was the requirement for the franchised
10 buses to have black boxes. We have been through that
11 requirement this morning. It's in a letter dated
12 October 2003. But do you recall that black-box
13 requirement also arising out of the Tuen Mun accident?

14 MR YK CHAN: Yes.

15 CHAIRMAN: Would you repeat the reference for the
16 promulgation of that document?

17 MR DEREK CHAN: TD-5, page 1597, being the letter; 1598
18 being the requirement itself.

19 CHAIRMAN: Thank you.

20 MR DEREK CHAN: Then, in July 2006 and December 2007, there
21 were two incidents of franchised bus collisions that
22 resulted in passengers being thrown out of franchised
23 buses.

24 The bus safety measures that were implemented as
25 a result of those incidents were, firstly, a horizontal
26

1 guardrail being required to be installed on the upper
2 deck windscreen; and, secondly, safety belts were
3 required to be installed on the four upper deck front
4 seats.

5 Firstly, do you recollect those two safety measures
6 being implemented --

7 MR YK CHAN: Yes.

8 MR DEREK CHAN: -- as a result of those incidents?

9 MR YK CHAN: Yes.

10 MR DEREK CHAN: Both these features are again now standard
11 features for franchised buses?

12 MR YK CHAN: That's correct.

13 CHAIRMAN: Do you have any reference to where this was
14 promulgated? If not, come back to it.

15 MR DEREK CHAN: It's all in the list of franchised bus
16 requirements which is annexed to the franchise
17 agreement. I will come back to Mr Chairman on the
18 reference to that list.

19 CHAIRMAN: When was this first required? Again, if you
20 don't have detail, come back later.

21 MR YK CHAN: We will come back on the exact date.

22 MR DEREK CHAN: Again, in 2016, there were three bus
23 accidents which caused the breaking of glass on the exit
24 doors of buses, which caused injury to passengers.
25 Arising from those incidents, an additional guard bar
26

1 was installed on the exit door. Do you recall that
2 safety feature being implemented as a result of those
3 incidents?

4 MR YK CHAN: Yes.

5 MR DEREK CHAN: Again, this has become a standard feature
6 for all franchised buses?

7 MR YK CHAN: That's correct.

8 CHAIRMAN: Again, when was that required, first of all?

9 MR YK CHAN: That's required after the accident, but I can
10 tell that all the -- after that, the buses have been
11 retrofitted with such a guard bar, and they all
12 completed in June 2017.

13 CHAIRMAN: Thank you.

14 MR DEREK CHAN: On 22 September 2017, there was a fatal bus
15 accident which occurred in Sham Shui Po that resulted in
16 three fatalities and a number of passengers injured.

17 As a result of that accident, it led the Transport
18 Department to conduct a review of the Guidelines on Bus
19 Captain Working Hours, Rest Times, and Meal Breaks,
20 which resulted in a new improved set of guidelines in
21 February. Is that a correct summary?

22 MR YK CHAN: Yes.

23 MR DEREK CHAN: Then, in March 2018, following the Tai Po
24 accident in February 2018, a Working Group on
25 Enhancement of Safety of Franchised Buses was set up.

26

1 I'm going to go to the chronology of the setting up of
2 this working group in a moment, but can I first ask you
3 this question.

4 We have just been through what appear to be a number
5 of fairly useful safety features that have been
6 implemented throughout the years as a result of bus
7 accidents. Is there any reason why those safety
8 measures were put in place only after the accidents had
9 occurred and were not proactively put in place before
10 the accidents occurred? Is there a reason for that?

11 MR YK CHAN: What I can say is when we -- we require the bus
12 companies to provide a proper and efficient service, and
13 provision of properly equipped buses to serve passengers
14 is one of them, and all along we have been monitoring
15 the performance of bus companies, of course including
16 the equipment, the vehicles they use.

17 Now, of course, normally, when the services are
18 being provided without any major incidents, then
19 of course we will presume that they are actually
20 operating properly, and actually this is a system
21 instilled in our organisation that we take note or
22 actually monitor continuously the operation of these
23 buses, and if ever, in any circumstances, we discover
24 there is any major fault of these buses or the way they
25 provide the service, then the Transport Department would

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1 proactively follow up the cases.

2 Hence, I would say that those accidents are
3 unfortunate events that we don't want to see, but the
4 Transport Department actually is proactively
5 continuously monitoring what's happening to the
6 operation of buses, and if we ever discover any
7 incidents that have a major cause or to a specific type
8 of accident, then we will sort of discuss with bus
9 operators to provide and implement the necessary
10 measures and equipment to ensure that those accidents
11 won't happen again. This is the way I believe is
12 a responsible way to ensure the safe operation of buses
13 in Hong Kong.

14 CHAIRMAN: Can you point to some safety feature that was
15 imposed, a requirement, without there having been
16 an accident before that might have been connected to the
17 safety feature?

18 MR YK CHAN: Apart from that, apart from monitoring the
19 operation of bus services in Hong Kong, we also take
20 note of what's happening in other parts of the world.
21 One example I can quote is actually recently, some years
22 back, we actually discovered or take note of there's
23 some fire happened, occurred on buses --

24 CHAIRMAN: Fire in the engine compartment? Is that what you
25 have in mind?

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1 MR YK CHAN: Yes. When it's in operation, the fire actually
2 broke out in a bus, but of course those cases maybe come
3 from engine or other purpose, or other situations.

4 Arising from that, we actually -- our Vehicle Safety
5 and Standards Division to carry out a research on what
6 can we do, what can be done, to sort, of prevent that,
7 and arising from that we require the bus companies to
8 put in place the fire suppression system on all these
9 buses and it has now become a standard feature in our
10 bus specification.

11 CHAIRMAN: So this was again in response to there being some
12 fires and then you did some research and then you put in
13 place a requirement for fire suppression.

14 MR YK CHAN: You can say that.

15 CHAIRMAN: Do I understand you correctly?

16 MR YK CHAN: Yes.

17 CHAIRMAN: What I was asking you for is an example where you
18 imposed a safety requirement without it being connected
19 to an event that had occurred earlier. If you want to
20 think about it and come back later, do so.

21 MR YK CHAN: I cannot think of any major sort of standard
22 features or improvement with the buses, but I believe,
23 actually, our Vehicle Safety and Standards Division does
24 discuss, we have regular meetings with bus companies on
25 vehicle repairs and maintenance aspects regularly.

26

1 There may be small things that happen. We can find
2 out, for example, there are new features and faults
3 commonly found in buses during our inspection. Those
4 things that we notice, if we take note of that, then we
5 can discuss with bus companies and require them to take
6 particular note and pay attention for remedial action.

7 I think one of the examples is sometimes when we do
8 the inspection and discover some leakage of oil from
9 a particular part, or whether there's any rusting on the
10 chassis, and for those things, probably it won't cause
11 accidents as such, but this is a small thing that can
12 accumulate to a certain stage that may cause some sort
13 of vehicle breakdowns and inconvenience to bus
14 passengers.

15 Those small things, although it looks they are not
16 very significant, but we do discuss with bus companies,
17 and one thing, if we discover such minor faults in the
18 buses, we not only discuss with that particular company,
19 we also put this across to other bus companies to take
20 note, because they do operate similar types of vehicle.

21 I think this is the way that we continuously
22 monitor -- we do an inspection, monitor, and find out
23 what's happening to those buses and if any fault we
24 require the bus company to take action.

25 For major incidents like the ones you mentioned,
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1 of course, after our investigation, if we can identify
2 any sort of ways, technically feasible ways, to address
3 that, then we sort of follow through.

4 CHAIRMAN: Thank you.

5 MR DEREK CHAN: I will then next go on to look at the
6 setting up and the process of the Working Group on
7 Enhancement of Bus Safety, and I will deal with the
8 events in a chronological manner.

9 If I may first start off with the minutes of the
10 LegCo Panel On Transport, please, the LegCo Panel on
11 Transport meeting that took place on 15 February --

12 CHAIRMAN: If you are going to deal with this
13 chronologically, doesn't the district council meeting on
14 12 February come first?

15 MR DEREK CHAN: Yes, it does, Mr Chairman.

16 CHAIRMAN: That I think is a meeting that the commissioner
17 attended.

18 MR DEREK CHAN: Yes. The document for that is in the DC-2
19 bundle, page 782.

20 CHAIRMAN: Yes.

21 MR DEREK CHAN: As you can see from the first page of the
22 translation of the document, at page 782, this meeting
23 of the Tai Po District Council took place on 12 February
24 2018.

25 Over the page, at 783, you can see that Ms Mable
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1 Chan, Commissioner for Transport, was present in the
2 meeting.

3 As you can see from page 784, the topic of
4 discussion was the accident on Tai Po Road. I won't go
5 through the minutes in detail. Suffice for me to
6 summarise it in this way: a lot of views were expressed
7 by different members of the district council, which
8 Ms Chan, the Commissioner for Transport, explained this
9 morning she took into account. So that's the first
10 event.

11 CHAIRMAN: I think it's worth going to paragraph 8, where
12 Ms Chan is speaking. One sees that perhaps one of the
13 first steps that was being taken:

14 "The Transport Department had asked KMB to submit
15 a report for the ... accident as soon as possible and
16 KMB had also promised that they would submit [a report]
17 within one month."

18 Then there is an indication that it had been
19 announced that this committee would be set up. There is
20 an indication in the last three or four lines that the
21 commissioner was aware of concerns expressed by the
22 Tai Po District Council about road safety in the Tai Po
23 district and the relevant road section in the past, and
24 this would be followed up closely.

25 There is another reference, as I recall, from the
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1 commissioner later on. Are you able to take us to that,
2 Mr Chan? Yes, paragraph 34.

3 MR DEREK CHAN: Yes, at page 798 of the bundle, Mr Chairman.

4 So, again, perhaps just summarising the four points
5 that the Commissioner for Transport raised in this
6 meeting, the first one being driving tests for bus
7 captains and the vehicle examination issue. The second
8 point is a review of the safety and speed limits;
9 thirdly, locations of bus stations; and fourthly, that
10 KMB will set up an investigation committee.

11 So these were the matters addressed by Ms Chan at
12 this meeting.

13 CHAIRMAN: I think it is worth noting what is in (ii):

14 "The Transport Department will review the safety and
15 speed limits of the roads in Hong Kong from time to
16 time."

17 That's a general statement, no doubt.

18 "Although the site of the current accident is not
19 a traffic black spot, the department will consider
20 appropriate accident-improvement measures in
21 consideration of the number and nature of past
22 accidents, road design, site environment, and the impact
23 on the drivers."

24 That of course is what happened.

25 Then, as I think you said, the final reference is,
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1 in (iv), in anticipation of the KMB accident report.

2 I think that gives a context to the next date which,
3 as you were saying earlier, is 15 February, and it's the
4 LegCo meeting.

5 MR DEREK CHAN: Yes. That document is at bundle SEC-3,
6 page 1342.

7 Mr Chan, do you have the document in front of you?

8 MR YK CHAN: I am looking at the screen.

9 MR DEREK CHAN: At page 1342, you can see this is a set of
10 minutes of the special meeting held by the Panel on
11 Transport on 15 February 2018, and over the page, at
12 page 1343, towards the bottom of the page, you can see
13 Ms Mable Chan attended as the Commissioner for
14 Transport.

15 Again, I won't take you through the discussions, but
16 can I go straight to the motion that was passed as
17 a result of this meeting, at page 1360. The motions
18 record that the panel urges the administration to,
19 firstly:

20 "1. request franchised bus companies to review the
21 staffing establishment of bus captains, provide
22 reasonable working hours, rest time, meal breaks and
23 remuneration packages for bus captains, and provide on
24 a compulsory basis regular training on a safe driving
25 attitude for full-time and part-time bus captains to
26

1 ensure that bus captains are equipped with the qualities
2 of a good driver".

3 So the first motion concerns the guidelines, the
4 working hour guidelines, and training. The second
5 motion states as follows:

6 "2. apply anti-skid surface dressing, erect
7 additional declaration warning signs and install speed
8 enforcement cameras on the subject road section
9 immediately, and review the 'high-risk' road sections
10 across the territory and expeditiously enhance the
11 relevant safety measures to safeguard the safety of road
12 users ...

13 3. explore ways to further strengthen the safety
14 installations on buses, including enhancing the
15 protection for high-risk seats, retrofitting seat belts
16 on more seats and making it compulsory in phases for
17 passengers to wear seat belts, installing an external
18 camera at the bus captain's seat, modifying the speed
19 limiters on buses to ensure safe driving on high-risk
20 road sections, and installing an auxiliary system for
21 automatic emergency braking, so as to reduce the risk of
22 injuries among passengers in an accident."

23 So the third motion concerns the installation of
24 in-vehicle safety devices or measures, as well as the
25 issue of seat belts.

26

1 Now, next in the chronology is the submission of
2 KMB's investigation report on the Tai Po accident to the
3 Transport Department on 23 March 2018.

4 Mr Chairman, the reference to that is KMB-1,
5 page 98.

6 I won't go to this document yet. I just note that
7 it was handed in on this date and I will come back to it
8 a bit later.

9 CHAIRMAN: Very well.

10 MR DEREK CHAN: Now, what happened after the submission of
11 the KMB investigation report is the first meeting of the
12 working group, which was held on 13 March 2018.

13 Before I get to the minutes, I want to first go to
14 the agenda, which is at CTB-3, page 588.

15 I simply ask you to note from this agenda that the
16 main issue on the agenda appears to be "Discussion on
17 the scope of works and membership of the working group".
18 There is no date on the agenda. Do you recall whether
19 this agenda was issued before KMB submitted its
20 investigation report or afterwards?

21 MR YK CHAN: The meeting -- you mean the working group on
22 13 March?

23 MR DEREK CHAN: No, the meeting was on the 13th. Presumably
24 the agenda would have been sent out before the meeting.
25 The KMB investigation report was given to the Transport
26

1 Department on the 12th, so would this agenda have been
2 set before the 12th?

3 MR YK CHAN: I think we have to come back to check on the
4 exact date --

5 CHAIRMAN: Presumably -- forgive me for interrupting -- it
6 was sent out under cover of a letter. Would that not be
7 what one would expect?

8 MS AMY LEE: It is an email.

9 MR YK CHAN: We cannot confirm whether it's a letter or by
10 means of an email.

11 CHAIRMAN: But either way, there is a record of it?

12 MR YK CHAN: Yes, that's right.

13 CHAIRMAN: That's what you are suggesting, is it? You can
14 check and provide it?

15 MR YK CHAN: Now, if I --

16 CHAIRMAN: Before you move on -- when were the franchised
17 bus operators first contacted at all about participating
18 in a working group? When did that happen?

19 MR YK CHAN: I cannot tell the exact date but presumably the
20 bus company would be advised in advance that there would
21 be a working group.

22 CHAIRMAN: Presumably, they were asked, "Would you be
23 prepared to take part in a working group?"

24 MR YK CHAN: Yes.

25 CHAIRMAN: You can't recall when that was?

26

1 MR YK CHAN: I can't recall the exact date.

2 CHAIRMAN: Do you recall who did it? Did you do it?

3 MR YK CHAN: Not me personally, no.

4 CHAIRMAN: Not you. Did any representatives of the
5 Transport Department now present make that contact?

6 MR YK CHAN: Probably not one of our representatives here
7 today.

8 CHAIRMAN: Very well.

9 MR YK CHAN: Somebody in the office.

10 CHAIRMAN: Yes, very well, in which case can you try to help
11 us with some emails, correspondence, which helps us
12 understand the time frame in which this was set up?

13 MR YK CHAN: Yes.

14 CHAIRMAN: Thank you, Mr Chan.

15 MR DEREK CHAN: Can I then move on to the actual minutes of
16 the first meeting, and this is KMB-12, page 4869-1.

17 Mr Chan, can I just confirm with you that you have
18 the right document in front of you. It should be
19 KMB-12, page 4869-1 on the bottom right-hand corner.

20 That should be the first page of the notes of the
21 first meeting of the working group.

22 MR YK CHAN: Yes.

23 MR DEREK CHAN: Can I confirm that you have the notes of the
24 first meeting of the working group held on 13 March 2018
25 in front of you?

26

1 MR YK CHAN: Yes.

2 MR DEREK CHAN: So you can see the attendees at that meeting
3 on the first page.

4 Can I take you to the second page, 4869-2. In the
5 opening remarks by the convenor, who is Ms Rachel Kwan,
6 Assistant Commissioner for Transport, can I pick it up
7 six lines down from the top, where the convenor says
8 that:

9 "... the purpose of the WG meeting was to review and
10 study measures with a view to further enhancing bus
11 safety."

12 My first question is this. Is there any reason why
13 a working group of this type, which gets together
14 everybody -- well, not everybody -- gets together the
15 franchised bus operators and the Transport Department
16 for the purposes of studying measures to enhance bus
17 safety -- is there any reason why such a working group
18 had not been set up prior to the Tai Po accident?

19 MR YK CHAN: I would say that this is a working group that
20 was specifically set up in the wake of this particular
21 incident. In the normal time, the other time, when the
22 Transport Department do have other regular meetings set
23 up to follow up with all aspects of the operations of
24 the bus companies.

25 So, for this particular group, I think we have
26

1 a specific target or specific purpose for investigation,
2 that's why we set up this working group, and it involved
3 all the franchised bus companies and the relevant
4 sections or divisions of the Transport Department.

5 CHAIRMAN: Who attended these other regular meetings?

6 MR YK CHAN: Well, we have different sort of regular
7 meetings in the Transport Department and the bus
8 operators.

9 CHAIRMAN: I'm sure you do. Was there any -- let's call it
10 a forum -- was there any forum at which the very senior
11 people in the bus operators attended together?

12 MR YK CHAN: Yes. We have regular forums with senior
13 management of the bus companies. TD, the Transport
14 Department's representative, may typically be the
15 assistant commissioner of the Bus and Railway Division,
16 and this meeting -- and the counterparts from the bus
17 companies, they normally would be the operational
18 directors.

19 CHAIRMAN: Not the managing directors?

20 MR YK CHAN: Not the managing director.

21 CHAIRMAN: Because that's the signal difference, is it not,
22 between the working group and whatever else might have
23 happened before? You've got the top of the companies
24 there?

25 MR YK CHAN: If there are very important and specific items
26

1 that have to be discussed and which have to be decided
2 by the many top management level, then probably there
3 will be meetings.

4 CHAIRMAN: Can you provide us with the minutes of such
5 a meeting, where the managing directors were present of
6 the various franchised bus operators where safety was
7 being discussed?

8 MR PATRICK WONG: Yes, sure.

9 Mr Chairman, may I supplement what Mr Chan said?
10 Basically, we had different regular meetings on --
11 sometimes they're regular and sometimes ad hoc basis,
12 and as you can see from the working group members, what
13 Mr Chan mentioned about the manager or the operation
14 directors, for example, KMB's Mr Godwin So is also
15 attending another regular meetings, we are partners on
16 various issues and Mr William Chung of Citybus and New
17 World First Bus as well.

18 So, basically, we are partners and we had different
19 meetings on various issues as mentioned by Mr Chan.
20 Also on services, maybe included some regular meeting on
21 safety and other --

22 CHAIRMAN: It's a very specific question. It's safety. And
23 it's very specific. Managing directors -- Roger Lee,
24 when was he last present at such a meeting together with
25 Mr Cheng the managing director of Citybus, together with

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1 the senior people at the Transport Department? That's
2 the question.

3 Were there any such meetings: safety, top of the
4 companies, top of the Transport Department?

5 MR YK CHAN: Mr Chairman, the regular meeting with the Bus
6 and Railway Branch, meeting with their counterparts at
7 the bus operations, the representative from those
8 companies, like Godwin So and William Chung, et cetera,
9 they are really the people that have been authorised by
10 the company to make top-level decisions on all matters
11 on operations. That is the regular forum that we have,
12 to discuss with them all aspects of the bus operation,
13 including safety. And the decision made at those
14 meetings or items discussed at those meetings, they
15 actually will be honoured if agreed by these companies.
16 So probably there's not specific meetings that we have
17 to actually meet the managing director.

18 CHAIRMAN: So the answer is "no"? The short answer to the
19 question is "no"? The explanation is what you've told
20 us first?

21 MR YK CHAN: Normally, no.

22 CHAIRMAN: Thank you.

23 MR DEREK CHAN: Now, at paragraph 2 of the minutes, there is
24 a note that:

25 "The members had no objection to the membership and
26

1 the scope of work of the working group."

2 And there's a reference to an annex. The annex we
3 can find at page 4869-9. The first item of the scope of
4 work for this working group is to review the training
5 arrangements. This is a matter that was covered by the
6 motion passed by the LegCo Panel on Transport on
7 15 February 2018 that we just looked at a moment ago.

8 The second item for this working group is:

9 "To examine the technical feasibility, cost
10 effectiveness, applicability and any other issues
11 relating to the installation of seat belts on all seats
12 other than exposed seats."

13 Now, again, the issue of seat belts was something
14 mentioned in the motion passed by the LegCo Panel on
15 Transport that we looked at moments ago.

16 Thirdly, the scope of work for the working group
17 included the exploration of:

18 "... the technical feasibility, cost effectiveness,
19 applicability and any other issues relating to the
20 installation of on-vehicle safety devices ..."

21 Again, that is also something mentioned by the
22 motion of LegCo Panel on Transport.

23 My question is --

24 CHAIRMAN: Before you move on, item (a), the speed display
25 unit for passengers, was that mentioned in either the
26

1 debate or the motions?

2 MR DEREK CHAN: Not that specific unit. It was more
3 a general reference.

4 CHAIRMAN: Thank you. But were the other items all
5 mentioned or not?

6 MR DEREK CHAN: The speed limiter cap is certainly
7 mentioned. The other specific matters were not
8 addressed --

9 CHAIRMAN: It's a matter that can be checked simply by
10 reference to the minutes of the LegCo meeting and the
11 motions. So perhaps you can come back to us on that.

12 MR DEREK CHAN: Certainly, Mr Chairman.

13 My question for you, Mr Chan, is whether the
14 definition of this scope of works for the working group
15 was driven very much by the motion passed by the LegCo
16 Panel on Transport; is that a fair observation?

17 MR YK CHAN: Well, I disagree to that. As you know, the
18 scope of work as given in this minute, they go into
19 quite detail, and also, as you can take note that in
20 particular at item (3), there are a number of subitems
21 included, specific devices that we are going to look at.

22 Actually, before this working group, we have done
23 a lot of preparatory work, to look into what sort of
24 thing we can do to improve or to help the bus captains
25 on buses and what sort of device that can possibly be

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1 useful for installation.

2 Of course, those are the research we have done and
3 then incorporate in the scope of work for further
4 investigation and discussion with the operators.

5 Some of the ideas may have been raised or suggested
6 by the public or by LegCo members, or by others. But,
7 in this world of putting safety equipment on buses,
8 there is nothing -- there really are a number of things
9 that you can do. If you are talking about seat belts,
10 of course everybody will readily recognise that seat
11 belts might help and this is a legitimate item to be
12 investigated.

13 Whether training for bus captains, of course this is
14 an accident that might arise from inadequate training of
15 bus captains, and thus legitimately an item which we
16 should investigate in the working group report.

17 All in all, before this working group report, we
18 actually did some research and prepared for the items to
19 be discussed. I think this is a responsible way to do
20 it. Otherwise, if we just go to a meeting that allow
21 the operators to make wild suggestions or even not
22 responding to specific measures -- our view was,
23 actually, in conducting this working group, we have done
24 our research first and then prepared the items to be
25 discussed, so that we have a more focused discussion

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1 during this working group meeting, in the hope that we
2 can achieve something meaningful and useful out of this
3 working group.

4 CHAIRMAN: When was this research done about safety devices?

5 MR YK CHAN: We actually did a large part of our research in
6 a compact time, about February.

7 CHAIRMAN: So it was done after the Tai Po accident?

8 MR YK CHAN: You may say so.

9 CHAIRMAN: Well, do you say so?

10 MR YK CHAN: Yes.

11 CHAIRMAN: Thank you.

12 MR DEREK CHAN: Can I compare the list of safety devices
13 here with the list of safety devices mentioned in the
14 KMB investigation report, which was available the day
15 prior to this meeting.

16 For that, can I ask you to keep 4869-9 open, and at
17 the same time go to KMB-1, page 114. KMB-1, page 114,
18 is part 5 of the KMB investigation report that was
19 submitted by KMB to the Transport Department on 12 March
20 2018.

21 Under this section, KMB was considering "Other
22 measures to enhance bus safety".

23 In terms of safety devices, you can see, at
24 paragraph 41, KMB mentioned the electronic stability
25 programme, or also called electronic stability control.

26

1 MR YK CHAN: Yes.

2 MR DEREK CHAN: If you compare that against the scope of
3 works document, at 4869-9, that's item 3(c).

4 Then, at paragraph 42 of the KMB investigation
5 report, page 114, you can see a reference to
6 geo-fencing, and that's a reference to speed control
7 aided by GPS.

8 CHAIRMAN: Do you agree that the two mean the same thing?

9 MR YK CHAN: I would say so.

10 MR DEREK CHAN: I'm sorry, Mr Chairman --

11 CHAIRMAN: Please.

12 MR DEREK CHAN: And speed control aided by GPS is item 3(d)
13 in the list of safety devices to be considered by the
14 working group.

15 Over the page, at paragraph 45, KMB raised the issue
16 of speed limitation. So sort of a speed retardation
17 system that does more than just cutting fuel when the
18 bus goes past a certain speed limit. That is also
19 mentioned as one of the devices to be considered by the
20 working group at paragraph 3(e).

21 At paragraph 47 of the KMB investigation report,
22 there is consideration being given to a device to
23 monitor the drowsiness of bus captains, and that is also
24 a device to be considered by the working group at
25 paragraph 3(g) of the scope of works document.

26

1 My general question is this: why do we see
2 a substantial overlap between the devices that KMB said
3 they are considering and the devices that are to be
4 considered in the scope of works for the working group?
5 Had there been prior coordination or discussion between
6 the Transport Department and KMB on safety devices that
7 can be considered and what should be put on the agenda?

8 MR YK CHAN: Okay. Let me try to answer this question.

9 Previously, I mentioned that before the working
10 group meeting, the Transport Department has been
11 carrying out some research on the sort of equipment that
12 may help to improve equipment we fit on vehicles, to
13 improve or to help the drivers, and also improve the
14 safety standards, safety of vehicles.

15 In the course of doing that research, apart from our
16 research we actually talked to the manufacturers. This
17 is a logical way to do it because when you try to find
18 out --

19 CHAIRMAN: Before you go on with your long answer, can you
20 answer the specific question: had there been prior
21 discussions between the Transport Department and KMB
22 about what should be on the agenda; "yes" or "no", or
23 "I don't know"?

24 MR YK CHAN: No.

25 CHAIRMAN: No? Now, by all means, carry on.

26

1 MR YK CHAN: I just want to try to set the scene what has
2 been done. When we do our research, apart from our own
3 normal context, we also approach the vehicle
4 manufacturer of those buses. So mainly it's the three
5 main manufacturers of buses in Hong Kong, ADL, Volvo and
6 MAN, and we discuss with them and try to find out what
7 can possibly be done to be fitted on those buses to
8 improve the safety of vehicles.

9 I think for improving the safety of buses, there are
10 only a number of things you can do. There is nothing
11 new. But we can find out and bus companies can find
12 out. I don't know whether they have discussed with the
13 manufacturer to do the same thing as well, but for us,
14 we do that independently in February.

15 MR DEREK CHAN: Mr Chan, if you don't mind, can I summarise
16 it in this way: what you are saying is that you did your
17 own independent research, KMB might have done their own
18 independent research, you don't know, but it's
19 a coincidence, a proper one, that you come up with
20 a similar list of safety devices; is that the case?

21 CHAIRMAN: Because there are only a limited number of safety
22 devices that are relevant; isn't that your evidence?

23 MR YK CHAN: That is right. And you can also notice that
24 what KMB proposed, not all of their proposals are in our
25 list, so obviously they are doing their own research and
26

1 think there is something that should be investigated.

2 CHAIRMAN: Yes.

3 MR DEREK CHAN: Still on the scope of works issue, can
4 I take you back to the minutes itself at paragraph 3.
5 That's at page 4869-2, paragraph 3.

6 Paragraph 3 says this:

7 "As regards the proposed scope of work, KMB/Long Win
8 further suggested including four other aspects advise
9 assault on bus captain, illegal parking at bus stops,
10 traffic congestion, aggravating bus captains' driving
11 fatigue and pressure as well as bus stop arrangements in
12 the scope of work."

13 Paragraph 4 contains the Transport Department's
14 response to that suggestion.

15 Can I pick it up over the page, around six lines
16 down from the bottom. The minutes recorded this:

17 "Given the 3-month limited time span of the working
18 group, it was agreed at the meeting that the working
19 group should focus on the proposed scope of work set out
20 at annex ..."

21 And it goes on to record what that scope of works
22 is.

23 Am I correct to interpret it as saying that, at this
24 stage, the intended limited time span of the working
25 group meant that additional bus safety related matters

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1 proposed by KMB should not be discussed in order to
2 focus on the proposed scope of works of the working
3 group? Is that a correct interpretation?

4 MR YK CHAN: At that time, as I just mentioned, the
5 intention was to complete the working group and
6 investigation and also come up with the recommendation
7 in a really tight time, in about three months. That's
8 why, at that moment, we sort of want to focus on those
9 critical items.

10 Now, all other items, we are not saying that they
11 are not relevant.

12 CHAIRMAN: But the answer to the question is "yes".

13 MR YK CHAN: Yes.

14 CHAIRMAN: The question was, was KMB's shopping list
15 rejected because of the short time span? And the answer
16 is "yes; is that right? Do I understand your evidence?

17 MR YK CHAN: That's right, that's right.

18 We also mentioned to the bus companies that those
19 items can be discussed at other forums; it's not
20 necessary to be covered in this working group.

21 MR DEREK CHAN: Yes. Now, at this stage, what was the
22 rationale behind the intended limited life span of
23 a working group of this nature? At that stage, why was
24 it not a permanent group; why was it intended to be only
25 three months? What was the thinking behind it?

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1 MR YK CHAN: The thinking behind it at that time was we
2 tried to find out and develop measures as quickly as
3 possible, and three months' time at that time was
4 considered appropriate, in order to cover the scope that
5 we have defined at that time.

6 CHAIRMAN: What was the urgency in finding out and
7 developing measures as quickly as possible? What was
8 the urgency?

9 MR YK CHAN: I suppose the urgency was that a serious bus
10 accident had occurred, and the Transport Department
11 would like to work with the bus companies to develop
12 remedial measures as quickly as possible, so as to
13 minimise or even eradicate the occurrence of such
14 incidents in future. But of course those items cannot
15 be implemented in one day but we try to complete it as
16 soon as possible.

17 CHAIRMAN: And presumably -- and say so if it wasn't -- this
18 was also a reaction to the fact that there had been
19 considerable concern expressed in LegCo, in the district
20 council and publicly about the incident, the 10 February
21 accident. Was that a factor in the urgency?

22 MR YK CHAN: I would say this is a contributing factor to
23 that.

24 CHAIRMAN: There was a need to be seen to be doing
25 something; is that it?

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1 MR YK CHAN: No.

2 CHAIRMAN: Yes, Mr Chan.

3 MR DEREK CHAN: Mr Chairman, it may be convenient here again
4 to note the reference on the transcript on the scope of
5 work discussion between KMB and the Transport
6 Department. There's a series of correspondence on this
7 very topic, which starts at KMB-12, page 4939. I don't
8 intend to go to that detail at this stage, but again the
9 reference is there.

10 CHAIRMAN: Just give me a moment because I want to
11 understand what you are talking about.

12 This is correspondence about the KMB shopping list,
13 as I've called it?

14 MR DEREK CHAN: Yes, and then the Transport Department's
15 response. So there are four rounds of communication, if
16 I may put it that way, starting at 4939.

17 CHAIRMAN: Yes. Thank you.

18 MR DEREK CHAN: Mr Chan, can I then take you back to the
19 minutes of the first meeting, and can I take you,
20 please, to paragraph 16, which is page 4869-6.

21 Mr Chan, I am going to come back -- this
22 paragraph 16 is on the issue of seat belts. I am going
23 to come back to you on seat belts as a separate topic
24 later on. But, at this point in the chronology, can
25 I just ask you this question which arises from

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1 paragraph 16.

2 At paragraph 16 -- I will just read it into the
3 record:

4 "CTB/NWFB queried the practicability of installation
5 of seat belts on all seats to enhance passengers safety
6 because it would be difficult for the bus captains to
7 ensure passengers on buses wearing seat belts. Besides,
8 CTB/NWFB also raised the concerns on the need of wearing
9 seat belt by standees who could not be provided with
10 seat belts. TD advised that there were requests for
11 a comprehensive review on seat belts installation on bus
12 after the traffic accidents."

13 Now, Mr Chan, what "requests" is referred to in this
14 paragraph here? We know, in the LegCo Panel on
15 Transport, in the motions passed there was a reference
16 to seat belts, which is a month before this meeting.
17 Does the "requests" there refer to the requests made by
18 the LegCo Panel on Transport in its motion, or does it
19 refer to some other requests?

20 MR YK CHAN: I think what you mentioned, the LegCo session,
21 the request for seat belts, to review the seat belt
22 arrangement, is one --

23 CHAIRMAN: Could you speak into the microphone more
24 directly. Thank you.

25 MR YK CHAN: Yes. I believe that what you mentioned about
26

1 the LegCo members' request for review on seat belts is
2 one source of information, but of course we cannot
3 specifically mention which one, which occasions that the
4 requests were made, but from our meeting of the press
5 and also from other sources, we do note that seat belts
6 is an item that we are expected to look into.

7 CHAIRMAN: Are you moving on?

8 MR DEREK CHAN: Yes.

9 CHAIRMAN: There is a reference here, in the plural, to
10 "traffic accidents". Now, Tai Po was one accident. To
11 what other accident was this referring?

12 MR YK CHAN: I think it really mentions that particular
13 accident.

14 CHAIRMAN: So plural is a mistake? It should be "the
15 traffic accident"?

16 MR YK CHAN: I think that was a general statement, referring
17 traffic accidents. There's not particular mention of
18 other accidents, but the Tai Po accident is the one that
19 brings up this issue for review.

20 CHAIRMAN: Yes. Thank you.

21 MR DEREK CHAN: The next matter in the chronology that
22 I want to deal with is the issue of a digital speed map.
23 What I'm referring to is a digital map with speed limits
24 incorporated into the map itself.

25 The first document I want to take you to in this
26

1 respect is at TD-1, page 366.

2 What you should have before you, Mr Chan, is
3 an email. Can I first take you to the bottom email on
4 page 366. It is an email from the committee's
5 secretariat to the Transport Department, one Mr Tony KT
6 Yau.

7 CHAIRMAN: What is the date of the email?

8 MR DEREK CHAN: The date of the email is 1 June 2018. You
9 can pick that up at the bottom of page 366.

10 The email itself is over the page at page 367. You
11 can see from the second paragraph from the top:

12 "It was noted from the hearing that CTB and NWFB had
13 set their black box system to automatically generate
14 over-speeding report for drivers driving above 70 km/h
15 generally, as well as for drivers driving above 50 km/h
16 on 25 road sections selected by the companies for
17 enhanced monitoring ... A question was posed to CTB and
18 NWFB on whether the bus company management had any
19 information on the percentage (in terms of length) of
20 roads travelled by CTB's and NWFB's buses and with a
21 statutory speed limit of 50 km/h that were covered by
22 the abovementioned 25 road sections. In response, CTB
23 and NWFB replied that they did not have the figure (as
24 they said that they did not have a full set of digital
25 data detailing the speed limit of all roads in Hong

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1 Kong) but agreed to share with the committee a digital
2 map depicting all roads that their buses operate on.

3 It is in connection to the above that I am writing
4 to seek your assistance in providing the committee with
5 digital maps showing the statutory speed limits of roads
6 in Hong Kong, so that the committee may compare those
7 maps with the ones to be provided by CTB and NWFB."

8 Now, (i) and (ii) set out the detail of that
9 request, but that request was made on 1 June 2018.

10 What then happened on this topic is a letter was
11 then sent to the bus companies by the Transport
12 Department, on 7 June 2018, just a few days after this
13 email.

14 Can I firstly take you to the document, at TD-1,
15 page 477. Do you have before you the letter from the
16 Transport Department to the bus operators dated 7 June
17 2018?

18 Mr Chan, do you have that before you?

19 MR YK CHAN: Yes.

20 MR DEREK CHAN: In this letter, in the second paragraph, the
21 Transport Department says:

22 "I am pleased to inform you that the dataset of
23 speed limits under the road networks managed by TD in
24 the geographical information system format is already
25 available to download from data.gov.hk [website] of the
26

1 HKSAR government."

2 In the third paragraph, you inform the bus operators
3 that:

4 "You may utilise these GIS data packages to explore
5 the technical feasibility on speed control by GPS or
6 geo-fencing with your bus manufacturers or other
7 appropriate parties to conduct relevant trials."

8 Now, my question is this. Is there any reason why
9 the Transport Department wrote to the bus companies,
10 drawing their attention specifically to the availability
11 of a speed limit digital map, in the context of GPS
12 speed control, only after this committee has enquired
13 into its availability? Is there any connection between
14 the two?

15 MR YK CHAN: Well, the date of the letter was sent on the
16 7th to the operators.

17 MR DEREK CHAN: Yes.

18 MR YK CHAN: We sent this letter because Citybus said --
19 I believe they are not aware of the city map data is
20 already available.

21 CHAIRMAN: That was apparent from what had been stated in
22 the letter from the committee, was it not, that it was
23 obvious they didn't know about the availability of this
24 digital map?

25 MR YK CHAN: I presume Citybus did not know.
26

1 CHAIRMAN: No.

2 MR YK CHAN: That's why we sent a letter to them to advise
3 the datas are actually available.

4 CHAIRMAN: So there is a connection between the fact that it
5 came out in the inquiry, this letter, perhaps, to the
6 Transport Department, telling you that, although it was
7 already available on the transcript, and that's why
8 there was a response saying, "If you don't know about
9 its availability, here it is, it's available"; is that
10 it?

11 MR YK CHAN: I think there's a connection.

12 CHAIRMAN: Yes, thank you. Perfectly sensible, if I might
13 say so.

14 MR DEREK CHAN: Then, moving on from that, Mr Chan -- there
15 were various meetings held in March, April and then
16 June. I will come back to some of the details of the
17 matters discussed in the meetings on the issue of seat
18 belts, but at this stage can I then go forward in the
19 chronology to 25 July 2018. That date is relevant
20 because we have a meeting by the LegCo Panel on
21 Transport, and a briefing note was prepared by the
22 Transport Department in advance of that meeting or for
23 the purpose of that meeting.

24 That document is at TD-1, page 403.

25 MR YK CHAN: Yes.

26

1 MR DEREK CHAN: So that's the briefing paper prepared for
2 the panel meeting.

3 Now, Mr Chan, I had originally prepared a number of
4 questions to ask you on the basis of this briefing
5 paper, but those issues have now been superseded by the
6 report, the full report, of the working group that the
7 department provided to the committee yesterday
8 afternoon, so I will pick up the matters that I want to
9 ask you from the full working group report.

10 The report -- Mr Chairman, my copy is unpaginated,
11 but again, for the transcript's record --

12 CHAIRMAN: Thank you.

13 MR DEREK CHAN: -- the report of the working group is at
14 TD-5, page 1757.

15 CHAIRMAN: Which paragraph number are you going to?

16 MR DEREK CHAN: I'm going firstly to the summary at
17 section 5 of the report.

18 Mr Chan, I'm going directly first to the summary of
19 recommendations at chapter 5 --

20 CHAIRMAN: Yes, I have it.

21 MR DEREK CHAN: -- which is internal pagination page 41.

22 Mr Chan, at paragraph 5.3, it deals with the
23 proposed installation of in-vehicle safety devices, and
24 5.3 says:

25 "All new double-deck buses procured from July 2018
26

1 onwards will be incorporated with:

2 (a) electronic stability control system, and

3 (b) speed limiting retarder."

4 At 5.4, it is noted that for existing buses, the
5 franchised bus operators will be working on retrofitting
6 these two items on to the buses.

7 So that deals with one category which is devices
8 which will be installed.

9 At 5.5, this deals with devices that will be
10 trialled to see whether they are worth installing, and
11 under that category we have the BMCS, which is the bus
12 monitoring control system, the collision-alert and
13 lane-keeping devices, and the driver-monitoring device.
14 So these are the devices that are to be trialled.

15 My question is this: is there any reason why these
16 numerous enhancements to bus safety were considered only
17 after the Tai Po accident and not before that?

18 MR YK CHAN: I would say that these improvement measures or
19 new equipment is an outcome of our discussion with the
20 bus operators and the vehicle manufacturers to prove
21 that they might be useful, actually useful, for
22 improving the safety of buses, and that comes out, the
23 recommendation like this.

24 CHAIRMAN: But the question is, why weren't you having these
25 discussions with the bus manufacturers prior to the

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1 Tai Po accident? That's really the question.

2 MR YK CHAN: Well, perhaps, as I mentioned before, this
3 Tai Po accident actually entails a series of questions
4 on whether something more can be done to improve the
5 safety of operation of buses, and arising from that
6 I would say that this is the outcome of the discussions,
7 and this is the way we have been moving forward.

8 CHAIRMAN: I think it comes to this, does it not: because of
9 what had been said in LegCo, the district council,
10 publicly, the press, that was the impetus that got you
11 looking into these areas; is that fair?

12 MR YK CHAN: Yes.

13 CHAIRMAN: Thank you.

14 MR DEREK CHAN: Now, can I focus on the BMCS for the moment,
15 which is the bus monitoring control system. Is it
16 a fair summary to say the bus monitoring control system
17 consideration arises as a result of the technological
18 advancements of the black box or telematics systems
19 that's available to be installed on franchised buses?
20 Would that be a fair observation?

21 MR YK CHAN: Yes. Black box is sort of a major item that is
22 embedded in this sort of system.

23 MR DEREK CHAN: Yes. It is the black box that enables the
24 BMCS to be further advanced?

25 MR YK CHAN: Yes.

26

1 MR DEREK CHAN: We have already looked at the pre-existing
2 requirements that the Transport Department imposed on
3 the franchised buses this morning, in a document dated
4 2003. In that regard -- to some extent we have already
5 covered this this morning, but there are a few matters
6 I want to ask you about, at paragraph 2.22.

7 We've already been through this morning that annex 2
8 contains the updated black-box requirement. At 2.22,
9 the report says:

10 "Moreover, the working group notes that the TD has
11 recently reviewed and updated the 'Basic minimum
12 requirements for electronic data recording device' which
13 was first issued in 2003."

14 So my question is when was this reviewed and what
15 prompted the review?

16 MR YK CHAN: Well, it is a review of the function, the
17 capability of the telematics that are now available --
18 for the telematics now currently used by the bus
19 companies, and then the review give us the results that
20 there are some other functions that actually the
21 telematics is capable of recording or taking signals and
22 it would be useful in enhancing the BMCS. That's why
23 I would say that the revision of the basic minimum
24 requirement for the electronic data recording device is
25 arising from this review.

26

1 CHAIRMAN: Sorry, is arising from this review, the
2 committee?

3 MR YK CHAN: This review.

4 CHAIRMAN: Thank you.

5 MR DEREK CHAN: Still on the issue of the BMCS, can I take
6 you to paragraph 5.14.

7 At 5.14 of the report, it says this:

8 "Moreover, the Transport Department is keen to see
9 the development and trials on BMCS which enables
10 franchised bus operators to adopt a more holistic
11 approach in both enhancing bus safety and management and
12 control of bus fleet. Apart from overseeing trials by
13 franchised bus operators, the Transport Department plans
14 to engage a service provider to carry out an independent
15 trial on vehicles to evaluate the applicability and
16 effectiveness of using geo-fencing technology to control
17 vehicle speed, which is one of the vital parts of the
18 BMCS. Looking ahead, the TD would review the findings
19 as revealed in the trials and would have further
20 discussions with franchised bus operators with a view to
21 developing a clear roadmap for uplifting the franchised
22 bus monitoring through implementation of the BMCS."

23 Now, I've got a couple of questions on this proposed
24 engagement of a service provider to carry out
25 independent trials. What progress has currently been
26

1 made on this front, engaging an independent service
2 provider to conduct trials independently by the TD?

3 MR YK CHAN: We are actually applying for resources,
4 funding, to fund this independent trial.

5 MR DEREK CHAN: So does that mean that there's not yet
6 an identification of who may be providing this service?

7 MR YK CHAN: Not yet.

8 CHAIRMAN: This term, "service provider", what does that
9 actually mean? Independent consultant? What is it?

10 MR YK CHAN: Well, this is a party who can provide this sort
11 of service to the Transport Department to carry out this
12 trial. May I put it more specific?

13 CHAIRMAN: Please.

14 MR YK CHAN: We are looking to engage the Hong Kong
15 Productivity Council to carry out this sort of trial for
16 us. But this is not yet fixed because we are still
17 waiting for funding.

18 CHAIRMAN: Perhaps you can help me. Why is it that you
19 think that they have the expertise to deal with this?

20 MR YK CHAN: We have actually tried to source a suitable
21 party to assist Transport Department to do
22 an independent research on this geo-fencing technology.
23 This is because we want to try to be more proactive, to
24 do more research in this regard, and also we have some
25 more independent information to verify the bus

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1 operators' claim on their development, whether they are
2 genuine or not.

3 In the search of these parties, we find that the
4 Hong Kong Productivity Council, they do have
5 an automotive parts and accessory system and R&D centre.
6 We have discussed with them and we believe that they
7 have the sort of capability to carry out this sort of
8 research.

9 CHAIRMAN: Thank you.

10 MR DEREK CHAN: So I take it from your answers that you do
11 not yet have a defined scope for the engagement, or have
12 you got something?

13 MR YK CHAN: We are working on the detailed project brief,
14 on the scope of the project, but basically what we want
15 to do is -- we will try to do this trial in two phases.
16 The first one is to test out this geo-fencing
17 technology, to see what can be done to improve the
18 accuracy of this positioning system and whether it is
19 working properly, and we also intend to try in other
20 types of vehicle, to see whether it works.

21 In the second phase, subject to a successful trial
22 in the first phase, then we will talk to the bus
23 companies, whether we can adopt this technology to try
24 on their buses as well. So we will have our independent
25 trial and the bus company also engage their own supplier
26

1 to do more or less the same thing. But this is
2 something that we try to cross-reference and see whether
3 we are actually doing the right thing or they are doing
4 the right thing.

5 CHAIRMAN: I'm sorry, the first part of the test is to test
6 the accuracy of the GPS system? Is that what you said?

7 MR YK CHAN: Well, the first part is -- I think, out of this
8 whole geo-fencing technology, one aspect is, the most
9 difficult, is the application of this GPS positioning in
10 Hong Kong environment.

11 CHAIRMAN: Yes.

12 MR YK CHAN: And there are a lot of feedbacks that they are
13 not very accurate and that's why they have to apply
14 geo-fencing technology to actually map out -- sort of
15 map out these road networks and then try to provide
16 a more accurate reading on the route itself. This is
17 something that has to be tried out.

18 Also, I understand that the service provider working
19 for Citybus and also KMB is also working on that sort of
20 technology and has produced some quite good results, but
21 we want to try to -- we really want to have
22 an independent trial to sort of verify and then
23 understand more about this technology.

24 CHAIRMAN: And this technology is, first of all, GPS, Global
25 Positioning System?

26

1 MR YK CHAN: Mm-hmm.

2 CHAIRMAN: And its implementation in a geo-fencing system;
3 is that it?

4 MR YK CHAN: Yes.

5 CHAIRMAN: Thank you.

6 MR DEREK CHAN: I'm sorry, do you want to say something,
7 Mr Chan?

8 MR YK CHAN: No, that's all.

9 MR DEREK CHAN: Mr Chan, there is nothing in this report
10 that talks about a similar proposed appointment of
11 an independent consultant or a separate independent
12 Transport Department trials for the other devices that
13 are being tried. They are the collision-alert and
14 lane-keeping devices and the driver monitoring devices.

15 Now, are there any plans by the Transport Department
16 to conduct their own independent trials or consultancy
17 work, and if not, why not?

18 MR YK CHAN: We would like to do more, but the reality is we
19 do need resources to do it. As the commissioner this
20 morning also mentioned, we are actually applying for
21 resources to set up an IT -- technology group, to carry
22 out that sort of studies and researches. With the
23 resources we have at the moment, and like this trial we
24 are also applying for funding to do it, if we have
25 sufficient resources, we certainly would like to go into

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1 that sort of -- more researches.

2 In fact, in this project, independent trial, the
3 second part is really we will go into sort of using the
4 technology to map out -- match out the speed limit of
5 the vehicles and then we also want to carry out trial on
6 whether we can apply the speed limiters, to restrict the
7 speed on our road sections. But this is really subject
8 to the first successful trial in the first phase and
9 then we will go into the second phase.

10 CHAIRMAN: And by "speed limiters" you mean active
11 retarders?

12 MR YK CHAN: That's right.

13 MR DEREK CHAN: Mr Chan, so we have been through the way the
14 Transport Department has dealt with various enhancements
15 to bus safety. Now I want to contrast that by looking
16 at the London approach.

17 CHAIRMAN: If you are moving on to another topic, we are
18 going to take a mid-afternoon break, not least of all to
19 give Mr Chan a rest, but also yourself. If that's
20 convenient, we will take 20 minutes now.

21 MR DEREK CHAN: Yes. Thank you, Mr Chairman.

22 CHAIRMAN: A 20-minute break.

23 (4.02 pm)

24 (A short adjournment)

25 (4.22 pm)

26

1 CHAIRMAN: Yes, Mr Chan.

2 MR DEREK CHAN: Mr Chairman, I think I owe the committee
3 a reference in terms of the Singapore penalty situation.

4 CHAIRMAN: Yes.

5 MR DEREK CHAN: The document that we have that describes the
6 franchised bus services in Singapore is at SEC-2,
7 page 822. That's the first page of the document.

8 So, Mr Chairman, the document itself is
9 an information note from the research office of the
10 Legislative Council Secretariat, and the part relevant
11 to us for our question is at paragraph 3.19 at page 834.
12 At 3.19, there is a reference to "Quality of Service
13 Standards", defined as "QoS", and the end of the
14 paragraph says:

15 "Currently, the QoS standards comprise the following
16 two categories:

17 (a) Operating performance standards which measure
18 minimum daily or monthly operational deliverables,
19 either at the bus network or route levels. They cover
20 the aspects of bus reliability, loading and safety ..."

21 So that's where safety comes in.

22 At 3.20, the paragraph sets out consequences of
23 non-compliance with the QoS standards and the scale of
24 the fines.

25 CHAIRMAN: Yes.

26

1 MR DEREK CHAN: Turning over the page, at 835, we have
2 a table of the quality of service standards, grouped
3 under different headings.

4 CHAIRMAN: Yes.

5 MR DEREK CHAN: Mr Chairman will note that under the heading
6 "Reliability", the third item is a bus breakdown rate,
7 which is set at less than 1.5 per cent monthly, and
8 under the heading "Safety" it would appear that the
9 Singapore Land Transport Authority also uses only the
10 accident rate of all bus services of less than 0.75 per
11 100,000 bus kilometres per month.

12 CHAIRMAN: And as we would express that, 7.5 per million
13 kilometres?

14 MR DEREK CHAN: Yes. And again, page 837 --

15 CHAIRMAN: A high figure compared with our accident rate for
16 our buses in Hong Kong?

17 MR DEREK CHAN: Yes, purely on an accident rate basis.

18 CHAIRMAN: But nevertheless a penalty to be visited on the
19 franchised bus operator if that event occurs?

20 MR DEREK CHAN: Yes, that's correct.

21 CHAIRMAN: Am I right in recalling that we have asked those
22 assisting us in the Land Transport Authority in
23 Singapore whether or not this penalty has ever been
24 used?

25 MR DEREK CHAN: Yes. The committee has written letters to
26

1 the Land Transport Authority, setting out a number of
2 matters which arose from this research, information
3 note.

4 CHAIRMAN: And that's one of the questions: has this penalty
5 provision ever been invoked?

6 MR DEREK CHAN: Yes, it is.

7 CHAIRMAN: Thank you.

8 MR DEREK CHAN: Mr Chan, before the break, I was going to
9 contrast the Hong Kong approach to the London approach.
10 So, firstly, can I deal with the topic of what they have
11 referred to as intelligent speed assistance, which is
12 similar to our geo-fencing speed limitation concept.

13 For that, can I first take you to a document --

14 CHAIRMAN: Do you agree with that proposition, that ISA is
15 similar to geo-fencing?

16 MR YK CHAN: Yes.

17 MR DEREK CHAN: Can I first take you to a document at
18 bundle MISC-3, page 939.

19 Mr Chan, what you have before you should be the
20 first page of a report published by Transport for London
21 titled, "Intelligent speed adaption design", dated
22 December 2009.

23 Can I go to the introduction to this report to give
24 context to what was happening in December 2009, and for
25 that can I go to page 945.

26

1 So what is being looked at now are the introduction
2 part -- I will just read out the first two paragraphs:

3 "ISA [that's intelligent speed assistance] software
4 development began in France in the 1980s and has been
5 trialled and evaluated in a number of different markets
6 since, proving effective at reducing driver speed and
7 incidents on the road. In May 2009 TfL commenced a trial
8 of one of the latest ISA systems in an attempt to reduce
9 speed and road accidents in the capital. Prior to this
10 trial TfL developed one of the most comprehensive
11 digital speed maps of any city.

12 The three types of ISA modes currently available are
13 Advisory, Voluntary and Mandatory ISA. The Advisory ISA
14 displays the speed limit to the driver via a digital map
15 and GPS system in the vehicle, and is currently an
16 add-on unit, similar to a satnav device. Voluntary ISA
17 goes a step further, linking the speed limit information
18 with the vehicle engine management electronics, and can
19 limit the vehicle's performance once the speed limit has
20 been reached. Under the Voluntary system the equipment
21 can be switched off if the driver wishes so that the
22 device does not affect acceleration. The Mandatory ISA
23 differs in that the equipment cannot be switched off
24 (except in case of emergency). TfL is sponsoring a trial
25 of Advisory and Voluntary ISA within London."

26

1 And can I take you to the second-to-last paragraph
2 from the bottom:

3 "To date a year long project has already been
4 undertaken by TfL to understand and explore the London
5 drivers' attitude, motivations and barriers to ISA."

6 Again, my reference to this document is to set the
7 scene and give a date as to when the Transport for
8 London has been looking at this ISA system.

9 The second document that I want to take you to, on
10 the same subject, is a report from the Transport
11 Research Laboratory dated November 2016 on the same
12 issue. In the same bundle, can I take you forward to
13 page 1002.

14 Mr Chan, I hope you have before you a report by TRL,
15 the Transport Research Laboratory, in London, on
16 intelligent speed assistance on London Buses, and it
17 says, "A trial on two London bus routes".

18 Over the page on 1003, you can pick up the report
19 date near the top of the page, which is November 2016.
20 Again, can I pick up the context of this report from the
21 introduction, which is at page 1011 of the report.

22 Starting at the middle part of the page, under the
23 heading, "What is ISA?", the first paragraph describes
24 what intelligent speed assistance is -- it's similar to
25 what we've looked at so I'm not going to read it out --

26

1 and the second paragraph, which I will read out, says
2 this:

3 "In the Pedestrian Safety Action Plan, TfL made a
4 commitment to run a trial of ISA Technology on a small
5 number of vehicles in the bus fleet to understand the
6 potential role of this technology in promoting adherence
7 to speed limits across the road network and its impact
8 on reducing KSI casualties. Subsequently, in 2015 TfL
9 carried out a trial of ISA on London buses using an
10 intervening ISA system by Zeta Automotive Ltd. Such a
11 system is the focus of the study."

12 So, Mr Chan, I just want to pick up the dates from
13 this report, because the report is dated November 2016,
14 but the trials took place in 2015.

15 Again, can I take you quickly to page 1105, which is
16 an appendix to the same report. It's a report on
17 a trial, and the report is dated October 2015. Again,
18 just picking up dates of various things happening in
19 this context.

20 Over the page, at 1106, it gives us a little bit
21 more information about the trials in the first bullet
22 point:

23 "TfL are running a trial of intelligent speed
24 assistance technology on 48 London Buses. The
25 technology brings together internal information on the
26

1 vehicle speed with external information on the speed
2 limit, and actively controls the speed of the vehicle to
3 stay within the speed limit."

4 The second bullet point says this:

5 "ISA has been trialled across Europe and research in
6 Sweden shows a positive impact of the technology both in
7 terms of improving road safety and acceptance from
8 drivers."

9 Just to complete the picture, 1120, we can pick up
10 the date of the second trial, which is January 2016, at
11 page 1120 of the report. There's a report on the phase
12 2 trial.

13 So the documents show that the ISA had been under
14 consideration by Transport for London as early as 2009,
15 with trials conducted in 2015 and 2016.

16 My question is this: was the Transport Department
17 aware of TfL's extensive analysis into intelligent speed
18 assistance prior to the Tai Po accident?

19 MR YK CHAN: We are not aware of this.

20 MR DEREK CHAN: Leaving this topic of intelligent speed
21 assistance, I'm going to move to look at how London
22 approach their bus safety programme.

23 Can I pick that up firstly from Mr Weston's report,
24 which is at expert bundle page 148.

25 CHAIRMAN: Internal pagination?

26

1 MR DEREK CHAN: Internal pagination, page 34.

2 CHAIRMAN: Thank you.

3 MR DEREK CHAN: And I'm looking at paragraph 7.5 which is
4 headed, "Bus safety standard".

5 Mr Chan, I'm just going to read the first two
6 paragraphs under the heading, paragraph 7.5, which
7 provides the context in which Transport for London was
8 looking into setting up the bus safety standard:

9 "A core output of the bus safety programme is the
10 development of a ... bus safety standard. TfL have been
11 working in collaboration since 2016 with road safety
12 consultant TRL, Loughborough University, the bus
13 operators and manufacturers to assess and then recommend
14 features which should be incorporated into future bus
15 design to help drive safety improvements. The primary
16 objective of the bus safety standard is casualty
17 reduction especially those killed and seriously injured.

18 Several potential technologies including intelligent
19 speed assistance, autonomous braking, runaway bus
20 prevention, pedal confusion prevention, acoustic and
21 visual conspicuity, mirror design and frontal crash
22 protection are being considered as part of this
23 programme with both the costs and benefits of each being
24 thoroughly assessed to ensure that the casualty
25 reduction is maximised in return for the financial

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1 investment made."

2 Now, the committee has heard evidence that this
3 process of developing a bus safety standard began in
4 February 2016, and still has not been completed as of
5 today.

6 CHAIRMAN: That is Mr Weston's evidence?

7 MR DEREK CHAN: Yes, and the reference to that, Mr Chairman,
8 is at Day 18, which is 27 September 2018, page 115, line
9 7, which gives us the date for that.

10 CHAIRMAN: Thank you.

11 MR DEREK CHAN: As Mr Chairman mentioned this morning, the
12 bus safety standard is expected to be announced in
13 mid-October 2018. So it's more than a two-year process,
14 in that sense.

15 CHAIRMAN: I think what we've been told is that it is
16 intended to be rolled out in phases, and the first phase
17 will be announced in October.

18 MR DEREK CHAN: Yes. Actually, if I can just read on, if
19 you look at page 148, the same page that we are looking
20 at, just a bit further down, just under the middle of
21 the page, it says here:

22 "TfL are planning to announce the first phase of its
23 bus safety standard on 16 October 2018 and it is
24 currently envisaged that they will have three
25 introductory phases:

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1 -- phase 1 ...

2 -- phase 2 ...

3 -- phase 3 ..."

4 And you've got the dates there.

5 Having looked at the Hong Kong approach and having
6 looked at the London approach, what would be your
7 response to a suggestion that the Transport Department's
8 previous approach to enhancement of bus safety appears
9 to be more reactive to accidents having occurred rather
10 than proactively and systematically seeking out
11 additional measures to enhance bus safety before
12 accidents occurred?

13 MR YK CHAN: I cannot comment on the background, how this
14 bus safety programme comes from. We don't know what
15 institute the authority --

16 CHAIRMAN: You are not being asked to comment on that.

17 MR YK CHAN: I know. I understand. But what I'm saying is
18 I don't know whether the bus safety standard is more or
19 less equivalent to what we have already, something that
20 we have the recommended minimum specification
21 requirement for new franchised buses.

22 In these specifications, it includes all the
23 features a franchised bus should have, in terms of
24 providing services or facilitating passengers using the
25 buses, and obviously a large part in it does cover

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1 safety and new safety measures to be incorporated.

2 Again, this standard, this time we have reviewed it
3 and also amended it, in August this year, and we will
4 continue to do so, to include the new standards, to be
5 incorporated in here.

6 The bus safety standard mentioned to be revealed or
7 to be unveiled in London comprises a lot of phases and
8 certainly I would suppose it's a very comprehensive and
9 very complicated programme. Certainly, the Transport
10 Department will look into that and see what we can learn
11 from this. As the commissioner said, we will send
12 somebody to the UK later, and certainly this is one
13 aspect that we can further look into.

14 MR DEREK CHAN: Mr Chan, can I then move on to seek your
15 observations on some of the recommendations that the
16 committee has heard that may improve the consideration,
17 proactiveness of the considerations being given to the
18 enhancement of bus safety, and I would like to invite
19 your observations on them.

20 Firstly, the committee has heard various terms being
21 given to this, but one term is a Bus Operator Forum.
22 That's from Mr Weston. Prof Stanley talks about
23 a standing committee on bus safety, the main aim being
24 putting together various interested parties and
25 collaborate on bus safety issues on a regular basis.

26

1 To some extent, Ms Chan has accepted that
2 recommendation this morning, by referring to the
3 extension or turning the Working Group on Enhancement of
4 Bus Safety into a permanent group. So I want to ask --
5 CHAIRMAN: She accepted in terms that she was accepting the
6 recommendation of Mr Weston.

7 MR DEREK CHAN: Yes. In that sense, can I ask some further
8 questions about this working group intended to be made
9 permanent.

10 Can I first pick it up from the working group's
11 final report at paragraph 5.13. Again, just for the
12 reference of the transcript, this is TD-5, page 1803,
13 internal pagination page 43.

14 Mr Chan, I hope you are looking at paragraph 5.13,
15 which is under the heading, "TD's proposed actions".
16 The first part of 5.13 talks about the steps that TD
17 proposes to take in respect of the devices proposed.

18 Can I pick it up at the last sentence, the last line
19 of internal pagination page 44, which says this:

20 "The TD will continue to keep track of the latest
21 development of other devices and technologies with a
22 view to further enhancing bus safety. Taking a
23 proactive approach, the TD will continue to convene
24 working group meetings to monitor the progress of trials
25 closely on a regular basis, and provide a platform for
26

1 the Transport Department and the franchised buses
2 operators to exchange views on the latest bus technology
3 advancement and the applicability of new safety devices
4 and technologies on franchised buses."

5 This is a reference to what Ms Chan said this
6 morning about extending the life of the working group.

7 Is that correct?

8 MR YK CHAN: Yes.

9 MR DEREK CHAN: Is there any document which sets out the
10 details of what is now a permanent working group? For
11 example, is there a document setting out any expanded
12 scope of work, any set regular meeting intervals, any
13 document which tells us how this working group has
14 changed from an interim group to a permanent group?

15 MR YK CHAN: Nothing in writing at the moment, but certainly
16 during our discussions with the bus operators, we will
17 discuss this -- we have sort of mentioned about --
18 because all those initiatives mentioned in the working
19 group will take some time for implementation, and also,
20 as we mentioned, we will also look into the new
21 initiatives where possible. So the working group will
22 carry on, but now, as discussed this morning, this
23 working group is going to be changed to become
24 a permanent forum, but nothing in writing yet.

25 CHAIRMAN: Have you secured the agreement of the franchised
26

1 bus operators to continue to be members of this
2 permanent forum?

3 MR YK CHAN: Yes.

4 CHAIRMAN: That's been done orally?

5 MR YK CHAN: We mentioned in the last working group.

6 MS AMY LEE: Last working group meeting.

7 CHAIRMAN: I'm sorry?

8 MR YK CHAN: We have thrown this idea out at the last
9 working group meeting and they did not express any
10 objection to it.

11 CHAIRMAN: What was the date of that meeting?

12 MR YK CHAN: 21 September.

13 CHAIRMAN: Yes. That's referred to at paragraph 1.5 of the
14 full report.

15 Can you give me a page reference in the paginated
16 version, Mr Chan?

17 MR DEREK CHAN: TD-5, page 1763.

18 The reference to there being a meeting is at the
19 second line of paragraph 1.5.

20 MR YK CHAN: Yes, in the working --

21 CHAIRMAN: So it was mentioned at that meeting?

22 MR YK CHAN: Yes, the four dates mentioned for the working
23 group, it was the last one, 21 September.

24 CHAIRMAN: Yes. The committee has been provided with the
25 unredacted full notes or draft notes of these other
26

1 meetings. That is other than 21 September and 29 August
2 2018.

3 Would you please provide those to the committee?

4 MR YK CHAN: As I understand it, the notes of the last
5 meeting are still being prepared and to be commented by
6 the operators, so we will --

7 CHAIRMAN: Right. Well, no doubt it's in draft form, it's
8 ten days ago or more, so there must be a draft. Prepare
9 a draft and we will accept it on that basis.

10 MR YK CHAN: Yes. We will discuss with the operator.

11 CHAIRMAN: Yes. Well, we found that when we ask everybody,
12 they agree to do it for themselves and defer in respect
13 of others, so eventually we got some redacted notes and
14 then Citybus must have said, "Yes, we don't mind the
15 committee having them", and we got the full version. We
16 would like to get to the end result, straight away if we
17 can.

18 MR YK CHAN: Yes. We will certainly look into this. The
19 only worry is because the notes are in draft format and
20 have not been seen by the members, so I don't know
21 whether it will be the final version.

22 CHAIRMAN: Just give them the draft notes now and get them
23 to comment. If there are reservations, then by all
24 means make them.

25 MR YK CHAN: We will consider it.

26

1 CHAIRMAN: That's the best you can do, "We will consider
2 it"? All right.

3 Yes, Mr Chan.

4 MR DEREK CHAN: Just on this working group, can I just ask
5 one further question about the scope or the intended
6 scope of this working group going forward.

7 From the passage at paragraph 5.13 of the working
8 group report that I just read out, it appears from the
9 wording that the scope of works of the working group is
10 intended to be restricted to discussions on
11 technological enhancements on safety device of
12 franchised buses. Would that be a fair observation of
13 the intended scope of this working group going forward?

14 MR YK CHAN: It would be fair to say that the scope of the
15 working group has been defined beforehand, and it is
16 a common understanding of the members of the working
17 group that we will restrict our discussion to those
18 items.

19 MR DEREK CHAN: Yes. As we have established when I went
20 through the chronology in respect of this working group,
21 that scope of work was agreed with a time frame of three
22 months for the life of the working group in mind.

23 MR YK CHAN: Yes.

24 MR DEREK CHAN: The new intention is for this working group
25 to be permanent.

26

1 MR YK CHAN: Right.

2 MR DEREK CHAN: So my question is: is it intended that the
3 scope of works of this transformed working group is
4 still going to be restricted --

5 MR YK CHAN: No.

6 MR DEREK CHAN: -- to only technical considerations, or is
7 it intended to consider other aspects of bus safety that
8 may relate to safe practices or bus-related road safety
9 issues, for example?

10 MR YK CHAN: Well, with the change of the scope, the working
11 group into a permanent forum, I would expect the scope
12 of the new forum will cover much more than the original
13 scope and if there's any need to extend to other issues
14 related to safe operation of buses, I think we will
15 include it. We are open-minded about this.

16 CHAIRMAN: So you would expect, or you anticipate, the scope
17 of this permanent working group/forum to encompass all
18 issues of safety/safe operation of buses? Is that it?

19 MR YK CHAN: Yes.

20 CHAIRMAN: Thank you.

21 MEMBER LO: Can I ask a question?

22 CHAIRMAN: Please do. Prof Lo.

23 MEMBER LO: What about membership of the working group, like
24 for example police or Road Safety Council people, who
25 would be relevant to look at bus safety?

26

1 MR YK CHAN: Well, the membership -- since we will be
2 transforming this working group into a more permanent
3 forum, the membership, we can consider whether it should
4 be extended to other relevant members, whether
5 government or non-government. But at the moment,
6 I think we will have to discuss and see how this group
7 is going to work, in terms of membership and the scope
8 as well.

9 CHAIRMAN: When do you expect these matters to be resolved,
10 that is to say the scope identified and the membership
11 to be identified?

12 MR YK CHAN: I would say we will do it as quickly as
13 possible. There's a million things going on, and we
14 certainly hope we can take forward this new initiative
15 as soon as possible.

16 CHAIRMAN: By the end of the year? You are identifying
17 scope and you are identifying members. Those are the
18 two matters.

19 MR YK CHAN: Perhaps we can take this target for
20 achievement.

21 CHAIRMAN: You will consider that as a possible target?

22 MR YK CHAN: Yes.

23 CHAIRMAN: Potential?

24 MR YK CHAN: Bearing in mind -- may I supplement -- because
25 as I mentioned before we are trying to get more support,
26

1 resources, to take forward this initiative, and
2 certainly this is a factor that we have to consider.

3 CHAIRMAN: Yes, Mr Chan.

4 MR DEREK CHAN: The next recommendation that has been
5 suggested to the committee which may have an effect of
6 encouraging a proactive approach is what has been termed
7 as a safety innovation fund in London.

8 Can I first take you to the evidence of what that
9 fund is, and then I will ask for your observations on
10 that. Firstly, can I take you to the expert bundle at
11 page 146.

12 Mr Chairman, that's --

13 CHAIRMAN: Mr Weston's report?

14 MR DEREK CHAN: Yes, Mr Weston's report, internal pagination
15 page 32.

16 CHAIRMAN: Thank you.

17 MR DEREK CHAN: I am interested in the paragraph under the
18 heading, paragraph 7.3, "Safety innovation fund".

19 Again, I will just read it out:

20 "During November 2017 TfL announced as part of the
21 safety innovation fund the award of 500,000 pounds to
22 six bus operators to develop new ideas that will improve
23 safety across London's bus network. Abellio, CT Plus,
24 Go-Ahead, RATP, Tower Transit and Metro line were all
25 awarded funding for their ideas for safety devices and
26

1 to improve workplace behaviour. These trials form part
2 of the data collection process which has fed into the
3 development of the bus safety standard."

4 Mr Weston then goes on to describe the actual
5 devices being trialled, so I won't go through that.

6 Can I then go to a passage at page 152 which
7 contains Mr Weston's recommendations.

8 Mr Chairman, that's page 38, internal pagination
9 page 38.

10 CHAIRMAN: Thank you.

11 MR DEREK CHAN: A related recommendation that Mr Weston
12 gives, under the heading "Network financial
13 performance" -- can I pick it up at the second full
14 paragraph of that page:

15 "Consideration could be given as to whether certain
16 safety initiatives, such as the uptake of new safety
17 technology and bus driver training targeted specially at
18 safety might need to be funded by the Transport
19 Department as direct grants outside of the franchise
20 agreements with specific outcomes linked to these
21 grants. Providing funding outside of the franchise
22 agreements is also justified especially if the benefits
23 accrue to the wider society."

24 Having that context in mind, what observations does
25 the Transport Department have in terms of establishing
26

1 some sort of fund that provides funding for trialling
2 and developing or coming up with new ideas or new
3 measures to enhance bus safety?

4 MR YK CHAN: As you may know, in Hong Kong the operating
5 situation is very different to that of the UK.
6 I believe the bus services in the UK are tendered out
7 and actually the government is providing funding to run
8 those services, while in Hong Kong the bus companies
9 actually should be responsible to run the network or bus
10 routes on their own, under commercial principles.

11 CHAIRMAN: Sorry, under what?

12 MR YK CHAN: Commercially viable -- commercial principles.

13 CHAIRMAN: Thank you.

14 MR YK CHAN: So these are private companies, and the bus
15 companies should be responsible to pay for all the
16 outlays for operating the bus services and we believe
17 that the operation, the equipment and buses are being
18 provided by the bus companies and they should normally
19 continue to do so. So the UK situation is very
20 different from Hong Kong.

21 But about new initiatives, whether it should be
22 subsidised by the government can be a topic that can be
23 discussed. In actual fact, even nowadays in Hong Kong,
24 we actually sort of are subsidising the bus companies to
25 put up the display units on one-for-one arrangement. So

26

1 this is not an item that cannot be touched. We are
2 open-minded about this. But do they establish funding
3 solely for a particular purpose? That I think will have
4 profound implications and real cost implications to
5 other public transport modes as well.

6 But for individual items, certainly we are
7 open-minded about it and it should be discussed, if the
8 bus companies see there is a need to do so.

9 CHAIRMAN: What is this display unit that you subsidise?

10 MR YK CHAN: Currently?

11 CHAIRMAN: Yes.

12 MR YK CHAN: Currently, the government is providing
13 subsidised funding for installation of real-time display
14 units on the bus shelters or bus stops, and also the
15 seatings at those bus stops on a one-for-one
16 arrangement. That means if the bus company provides
17 one, the government will subsidise for another one. So
18 this is the arrangement that has been implemented. So
19 we do provide assistance to take forward initiatives
20 that are beneficial to the general travelling public.

21 CHAIRMAN: This real-time display unit tells the member of
22 the public the estimated time of the arrival of the next
23 bus?

24 MR YK CHAN: That's right.

25 CHAIRMAN: Are you saying that government does a one-for-one
26

1 subsidy?

2 MR YK CHAN: Yes.

3 CHAIRMAN: The bus company provides one, the government does
4 another?

5 MR YK CHAN: Yes.

6 CHAIRMAN: And what about bus shelters, bus seats, seats at
7 bus shelters?

8 MR YK CHAN: Yes, seats at the bus shelters, installed at
9 the bus shelters.

10 CHAIRMAN: A one-for-one arrangement?

11 MR YK CHAN: Yes.

12 MR PATRICK WONG: Seats no. All subsidised by government.

13 MR YK CHAN: Sorry, seats --

14 CHAIRMAN: I'm sorry, what's the position with seats?

15 MR PATRICK WONG: For seats, basically we subsidise the
16 provision of the seats installed at the bus shelters,
17 for the bus shelters basically built by the bus
18 operators themselves, and for the ETA, we call it the
19 display unit, just mentioned by Mr Chan, it's being
20 subsidised on a matching basis one by one.

21 CHAIRMAN: So you pay for the member of the public to sit
22 down at the bus stop to watch one in two of the displays
23 that you have paid for; the other is paid for by the bus
24 company? Is that it?

25 MR PATRICK WONG: Actually, I think for seats, basically we
26

1 have a lot of requests and feedback from especially
2 elderly and those people in need, they prefer to have
3 seats. So we want to -- actually, it's the government
4 policy under the public address -- policy address, that
5 it subsidises the bus company to expedite the provision,
6 to make more numbers available for those who are in
7 need.

8 Thank you.

9 CHAIRMAN: Who pays for the bus shelter, the structure?

10 MR YK CHAN: The bus company.

11 CHAIRMAN: Right. Thank you.

12 Yes, Mr Chan.

13 MR DEREK CHAN: Another recommendation that has been
14 suggested to the committee by Prof Stanley is the
15 establishment of an independent safety regulator.

16 Again, you have read Prof Stanley's report. I'll
17 just give the context to the question. In Australia --

18 CHAIRMAN: I think it would help to be taken to his
19 recommendations, so we can understand it.

20 MR DEREK CHAN: Yes.

21 Can I take you to two parts of Prof Stanley's
22 report. The first one is at expert bundle page 70.

23 Mr Chairman, this is a reference to Prof Stanley's
24 second report.

25 CHAIRMAN: Thank you.

26

1 MR DEREK CHAN: Internal pagination page 70.

2 Mr Chan, can I just draw your attention to page 70.

3 The page is headed up, "Governance", "Main agencies and

4 roles", and in the middle italicised passage

5 Prof Stanley quotes something from the Transport and

6 Housing Bureau on the system in Hong Kong. Can I pick

7 it up in the paragraph under the italicised passage:

8 "THB thus performs the strategic or policy role, the
9 TD undertakes the tactical role and franchised bus
10 operators provide the operational or delivery role.
11 This parallels the Melbourne arrangement, where
12 Transport for Victoria undertakes the strategic role and
13 the Public Transport Development Authority has
14 responsibility for the tactical level. As shown in
15 figure 3.1 [which is the figure over the page], however,
16 a notable difference between arrangements in the two
17 jurisdictions is that Melbourne also has a separate
18 independent safety regulator operating at the tactical
19 level. Transport Safety Victoria was first established
20 under the State's Transport Integration Act 2010, as
21 discussed in section 3.3.1 of the first report under
22 this brief, a role that has no equivalent independent
23 safety entity in Hong Kong. The Transport Department
24 monitors safety performance of FB operators and is
25 involved in promoting safety initiatives. However, the

26

1 absence of an independent safety regulator in Hong Kong
2 seems likely to lessen the relative focus on safety
3 matters."

4 So that's the first part that I wish to draw your
5 attention to.

6 The second part, if I may ask you to turn to page 99
7 of the same bundle.

8 Mr Chairman, that's internal pagination page 46.

9 CHAIRMAN: Thank you.

10 MR DEREK CHAN: Can I pick it up at the middle of the page,
11 so I'm going to read the paragraph under the numbers 1,
12 2 and 3. Prof Stanley says this:

13 "Operator support is available from BusVic, the
14 industry association, if desired, across all three
15 areas. For example, BusVic has developed templates for
16 MISs and MMSs which are available to its members, these
17 templates having been developed in collaboration with
18 the Transport Safety Director. The Transport Safety
19 Director has a strong focus on the development and
20 improvement of safety culture in a bus business and
21 safety risk management, working with operators and the
22 industry to improve practice. Guidance material is
23 available, such as Guidance -- Safety Culture, September
24 2016 ... and the director has indicated his willingness
25 to share materials and ideas with Hong Kong, if desired.

26

1 The independence of the Transport Safety Director
2 both elevates safety as a desirable policy outcome and
3 provides an independent source of accountability and
4 transparency on safety processes and outcomes that
5 exceed what is likely to result if (route) bus safety
6 was left solely to the public transport regulatory
7 agency and/or a governmental department to manage."

8 So, in that context, what is the Transport
9 Department's observation as to this idea of setting up
10 an independently accountable safety regulator that
11 focuses on safety issues?

12 MR YK CHAN: Well, I don't know the scale of operations --
13 is it in Australia, Melbourne? -- under this Victoria,
14 and as I understand the bus operations in Victoria, they
15 are sort of quite de-centralised to quite a number of
16 operators, and obviously the scope of monitoring is much
17 larger.

18 CHAIRMAN: This is a report really about Melbourne rather
19 than the state of Victoria, which obviously is huge.

20 MR YK CHAN: Yes, but it's talking about BusVic. I'm not
21 sure whether it's talking about the whole of Victoria or
22 it really only concentrates on Melbourne.

23 CHAIRMAN: Yes. I follow your point.

24 MR YK CHAN: But even if it is talking about Melbourne, as
25 I understand, Melbourne bus operations, the bus
26

1 operation in Melbourne is very different from Hong Kong.

2 In Melbourne, I think they are talking about quite

3 a number of operators, in quite a large number, and --

4 CHAIRMAN: Yes. I think we can help you with that.

5 MR DEREK CHAN: In terms of negotiated services, which is

6 about two-thirds of the routes, there are 15 contracts

7 and 12 operators, and in terms of one-third of the route

8 which is subject to competitive tendering, there is one

9 contractor, but that is subject to change or may change

10 every seven years.

11 MR YK CHAN: So talking about less than 20 operators?

12 CHAIRMAN: 13.

13 MR YK CHAN: 13. So obviously you are looking at quite

14 a number of operators across the spectrum, and the

15 regulators of these operators have to manage quite

16 a number of these operators.

17 But for Hong Kong, we are looking at -- well, we

18 have six franchisees, and roughly into three core

19 groups: KMB/Long Win, New World First Bus/Citybus, NLB.

20 CHAIRMAN: Long Win.

21 MR YK CHAN: Long Win and KMB.

22 MR DEREK CHAN: New Lantao is the other one.

23 MR YK CHAN: Yes, NLB, New Lantao Bus. So we are managing

24 basically three large groups, six franchisees.

25 Under this regime, I would say it is much easier,

26

1 because we don't have to manage such a large number of
2 operators, and quite easy -- if you talk about
3 maintenance of safety standards, that will be a much
4 smaller task, as I see it.

5 CHAIRMAN: In Hong Kong?

6 MR YK CHAN: In Hong Kong.

7 Also, as already mentioned previously by the
8 commissioner, in the Transport Department we do have
9 specific professional branches and groups to look into
10 safety. We have the Road Safety and Standards Division,
11 the Vehicle Safety and Standards Division, and also Bus
12 and Railway Branch, all these are actually exercising
13 very tight control on the monitoring of these operators.

14 As far as I can see now, we are doing -- well,
15 I think the way we are working is very efficient, very
16 efficient in the sense that with one department and
17 dealing with only three big groups, and what we want to
18 achieve sort of in raising the safety standards of these
19 operators is not a tremendous task, like in Melbourne
20 you have to convince probably 13 or 14 operators to
21 achieve a common goal.

22 In particular, when you talk about turning a working
23 group into a permanent forum now, it actually is
24 creating a much more focused core group. I would say
25 this forum will take on the duty, I would say very

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1 similar to what is being proposed, as an independent
2 audit sort of set-up, like the one in Melbourne.

3 So, in the Hong Kong context, I think the need for
4 establishing a separate entity to oversee the operation
5 over the Transport Department and the operators is not
6 absolutely necessary.

7 CHAIRMAN: But what's independent about a forum that is
8 comprised of the Transport Department and the bus
9 operators? They are not independent of each other, are
10 they? They are not independent.

11 MR YK CHAN: I would say, yes, they are not independent,
12 between those two parties, but I think we can further
13 look into the membership of this group and see whether
14 it is possible to bring in independent opinions into the
15 group, to provide independent opinions on the operations
16 and running of this group.

17 CHAIRMAN: Who do you have in mind?

18 MR YK CHAN: I don't have anybody yet, but we certainly will
19 look into this.

20 MEMBER LO: I was talking about the Road Safety Council
21 people.

22 MR YK CHAN: We certainly would welcome.

23 CHAIRMAN: You would regard them as being independent, if
24 they were members of this permanent working group forum,
25 that would give an element of independence; do you
26

1 agree?

2 MR YK CHAN: Yes, yes, members from the Road Safety Council
3 are actually quite independent members.

4 CHAIRMAN: Please, Mr Auyeung.

5 MEMBER AUYEUNG: I hear the comment about this forum, that
6 you will be -- sort of you are having permanent
7 meetings, including many stakeholders, but one of the
8 comments I would make is that this forum would discuss
9 more than just safety, because you would discuss many
10 other things.

11 What about within the Transport Department having
12 a particular unit just responsible for safety? Is it
13 a possibility?

14 MR YK CHAN: At the moment, we have a unit called Road
15 Safety and Standards Division. This unit actually looks
16 into the safety aspects of all modes of transport.
17 Certainly franchised bus is one of them.

18 But I see that this unit alone cannot achieve
19 specifically what we want to achieve for enhancing the
20 safety of buses, because it involves more than roads; it
21 also involves vehicles and the sort of operations.

22 So, in actual fact, within the Transport Department
23 internally we can certainly form a group comprising the
24 experts from all these divisions, to specifically look
25 into franchised bus safety. I think this is workable.

26

1 MEMBER AUYEUNG: We heard from the commissioner this morning
2 that there are about four units responsible for safety
3 jointly. But how often do those units meet? Do they
4 meet regularly, like monthly, to discuss safety issues?

5 MR YK CHAN: At the moment, there is no set regular meeting
6 between these units, but certainly, particularly in the
7 backdrop of we are going to sort of create a new forum
8 to take forward the bus safety issues, and obviously all
9 these units will be sort of involved, and perhaps under
10 this forum we will sort of have to internally arrange
11 regular meetings to discuss and take forward
12 initiatives, bring to the Transport Department's notice.

13 MEMBER AUYEUNG: Thank you.

14 MEMBER LO: May I ask a question?

15 CHAIRMAN: Please, Professor.

16 MEMBER LO: I try to explore a little bit more about the
17 Road Safety Council. So how does that work with the TD
18 and the police? Is that sort of like an independent
19 body to look after safety? Has it served an independent
20 role already? I'm trying to understand the working
21 relationship between Road Safety Council, the TD, the
22 police, and also a Road Safety Research Committee which
23 is part of the Road Safety Council -- how would these
24 four entities work together to promote or to look at
25 safety?

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1 MR YK CHAN: On this question, may I invite Mr Yau to talk
2 about it?

3 CHAIRMAN: Yes, please.

4 MR TONY YAU: Thank you, Chairman. The Road Safety Council
5 combines a representative from different departments or
6 bureaus, and also from outside official members, such as
7 motorist associations, Institute of Logistics and
8 Transport, Hong Kong Medical Association and Hong Kong
9 Road Safety Association, IT fields and insurance.

10 So the Road Safety Council is an independent body,
11 and under the Road Safety Council we have two
12 subcommittees. The first one is the Road Safety
13 Research Committee -- Prof Lo, you are one of our
14 members -- and the second one is the Road Safety
15 Campaign Committee. The Road Safety Research Committee,
16 that means if we have some new initiative under the road
17 safety, no matter if the initiative it related to
18 vehicle safety, road safety or other new issues, it
19 would be discussed in the Road Safety Research
20 Committee.

21 In the Road Safety Research Committee, we have
22 academics from different universities, and also some
23 members from other relevant road safety associations.

24 For the Road Safety Campaign Committee, it mainly
25 focuses on publicity and education. Under Road Safety
26

1 Council, we have a quarterly meeting for each council
2 and each subcommittee. In the Road Safety Council, the
3 TD will report the quarterly accident record to the
4 council members, and the accident record will include
5 bus accident record. So members of the council will
6 offer their comments on the bus safety performance.

7 CHAIRMAN: And whose statistics are these for franchised bus
8 accident records?

9 MR TONY YAU: Similar to other accident records, we retrieve
10 the data from the police system and then do our
11 analysis --

12 CHAIRMAN: So it's based on the police primary data, is it?

13 MR TONY YAU: Yes.

14 CHAIRMAN: And you collate and analyse that?

15 MR TONY YAU: Yes.

16 CHAIRMAN: Who does that?

17 MR TONY YAU: My office, TD, Transport Department, and we
18 report to the council members the safety performance,
19 the trends, or any observations.

20 CHAIRMAN: Can I ask you to speak into the microphone more
21 closely.

22 Yes, so based on police records which your Transport
23 Department collate and analyse?

24 MR TONY YAU: Yes. Then we report the safety performance to
25 the council members, report any observation we identify,

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1 any trend of accidents or any common contributory
2 factors noted in our analysis.

3 Because the Road Safety Council consists of members
4 from our bureau, the police and other external bodies,
5 so if they have any comments or suggestions, any
6 initiative to enhance or any policy to enhance bus
7 safety, they will be discussed in the Road Safety
8 Council, and the members under the council would follow
9 up on the ideas raised in the council.

10 CHAIRMAN: Does the Road Safety Council make recommendations
11 specifically relevant to enhancing franchised bus
12 safety?

13 MR TONY YAU: In recent few years, they do not have any
14 particular recommendations.

15 CHAIRMAN: Has it ever made a recommendation about enhancing
16 franchised bus safety?

17 MR TONY YAU: I think, because the recommendation may
18 involve legislation, enforcement as well as publicity,
19 although to my memory there's no specific comment or
20 suggestions about the legislation, but on the
21 enforcement as well as the publicity there are some
22 suggestions to enhance the bus safety.

23 CHAIRMAN: Can you provide us with some examples of that,
24 where a recommendation has been made?

25 MR TONY YAU: For example, I remember that we identified the
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1 trend of accidents, for example, the passenger lost
2 balance, and then the publicity we propose in the Road
3 Safety Council is focused on alerting passengers to hold
4 the handrail firmly. That's one example.

5 CHAIRMAN: I had more in mind recommendations relating to
6 perhaps the design of buses, the safety devices, seat
7 belts. Has the council ever made those kinds of
8 recommendations?

9 MR TONY YAU: No. I think why there's no recommendation
10 from the Road Safety Council is, over the past few
11 years, the overall accident numbers remained stable for
12 the franchised bus.

13 CHAIRMAN: Isn't that all the more reason to make
14 recommendations, if the accident rate is not dropping?
15 Isn't that a reason to make recommendations? That seems
16 to be the driving force in London, to get the accident
17 rate down. They have a goal. I think they call it
18 zero, goal zero or some phrase like that. So, if the
19 accident rates are not dropping, why aren't
20 recommendations being made?

21 MR TONY YAU: Yes. We have also the target in the Road
22 Safety Council -- we are also discussing any plan to
23 lower the accident rate. But we are not talking about
24 lowering the accident rate for franchised bus. We are
25 talking about lowering the accident rate of the whole --

26

1 all the transport.

2 CHAIRMAN: Is the reality that this council makes no
3 recommendations that are directly relevant to franchised
4 bus safety, apart from holding onto the handrail?

5 MR TONY YAU: As I mentioned, this is one of the examples of
6 publicity. The Road Safety Council has recommended
7 enhanced publicity, and also, for enforcement, the Road
8 Safety Council also recommend the police to do
9 enforcement.

10 CHAIRMAN: Enforcement of what?

11 MR TONY YAU: Such as illegal parking at bus stops, because
12 it will affect the operation of the bus as well as --

13 CHAIRMAN: Yes. When was that recommendation made?

14 MR TONY YAU: I have to check the records.

15 CHAIRMAN: Can you provide that information to us? Because
16 that is a subject that has been a constant refrain of
17 bus companies, in particular KMB, and of the trade
18 unions, the drivers, that there is an ongoing problem,
19 not solved, not really addressed. I think they might
20 say the police are not really interested.

21 MR TONY YAU: Because each year the police, in the Road
22 Safety Council, they will consult on their STEP
23 programme, the selective traffic enforcement programme,
24 and, in the STEP, there's selective enforcement about
25 the illegal parking.

26

1 CHAIRMAN: Please provide documents that show this
2 recommendation that the police enforce the law about
3 illegal stopping at bus stops.

4 MR TONY YAU: I will check. I am not sure whether it is
5 particular for bus stops or in general the illegal
6 parking.

7 CHAIRMAN: I'm sorry?

8 MR TONY YAU: I have to check the record, to check if the
9 illegal parking is focused on bus stops or any location
10 on road carriageway that affects road safety.

11 CHAIRMAN: Well, any recommendation of either of those
12 areas, please provide us a copy of the document.

13 MR TONY YAU: Yes.

14 CHAIRMAN: Yes, Mr Chan.

15 MR DEREK CHAN: Mr Chairman, I was about to move on to the
16 topic of seat belts, but I see the time.

17 CHAIRMAN: Yes. That's obviously an appropriate moment.

18 But, Mr Chan, if there's something you wish to say,
19 please do so.

20 MR YK CHAN: Thank you, Chairman. Talking about the
21 enforcement of illegal parking at bus stops, I believe
22 it is not the mainstream work of the Road Safety
23 Council. Actually, this is a subject, as you have
24 rightly pointed out, that the unions and the bus
25 companies mention; this is a common problem.

26

1 For this, the Transport Department actually is
2 taking active action, has been taking active action, to
3 push -- not push -- to request the police to take
4 enforcement action, and we do receive specific requests
5 from bus companies and then we refer them to them, and
6 also we follow up whether they have done it or not.

7 So it would be fair to say that operational problem
8 like this will be sort of more or less undertaken by the
9 Transport Department rather than by the Road Safety
10 Council.

11 CHAIRMAN: Yes. We've encountered your efforts in that
12 respect. We've been provided with correspondence, and
13 so on. We've heard from the police about it as well.

14 MR YK CHAN: We can find out some sample of it.

15 CHAIRMAN: All that I was trying to do was to find out what
16 it is that the Road Safety Council does that is relevant
17 to enhancing safety on franchised buses.

18 But we have reached the end of our day. Thank you,
19 ladies and gentlemen, for your assistance today. There
20 are quite a number of documents that we will be asking
21 you to provide before we sit on Saturday, but we are now
22 going to adjourn until Saturday.

23 What time are we sitting on Saturday?

24 MR DEREK CHAN: I understand we are starting at 10 o'clock,
25 Mr Chairman.

26

1 CHAIRMAN: So we will adjourn then until 10 o'clock on
2 Saturday. Thank you very much.

3 (5.31 pm)

4 (The hearing adjourned until 10.00 am
5 on Saturday, 6 October 2018)

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WONG, MR YK CHAN, MR WILLIAM SHUM,
MR TONY YAU

Opening statement by MS MABLE CHAN6

Examination by MR DEREK CHAN12

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1 2018年10月4日

2 上午10時01分恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
4 立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 羅康錦教授，香港專營巴士服務獨立檢討委員會委員

7 陳政龍大律師及黃佩琪大律師，由高露雲律師行委聘，代表香港專營巴
8 士服務獨立檢討委員會

9 陳美寶女士，運輸署署長（運輸署代表）

10 陳英傑先生，副署長／公共運輸事務及管理（署理）（運輸署代表）

11 黃志光先生，助理署長／巴士及鐵路（運輸署代表）

12 謝善怡女士，首席運輸主任／巴士及鐵路 1（運輸署代表）

13 邱國鼎先生，總工程師／道路安全及標準研究（運輸署代表）

14 岑毅安先生，總機電工程師／車輛安全及標準（運輸署代表）

15 李美鳳女士，總運輸主任／特別職務（運輸署代表）

16

17 主席：（經傳譯員）早晨，陳女士同埋你嘅同事，多謝你接受我哋邀請嚟進一步向委
18 員會作供，協助我哋嘅調查工作，嘅研訊工作。或者一開始，我想先講幾點嘅
19 觀察，就係琴日發生咩嘢事，琴日 5 點鐘--下晝 5 點鐘，我哋收到一沓文件，
20 係運輸署畀我哋，其中一份似乎就係工作小組嘅最後嘅報告，呢個就係檢討巴
21 士安全嘅工作小組嗰個工作報告嘅，同埋亦都有幾份文件，一份係講嗰個時
22 速限，就係一個關於道路安全嘅審核同埋低時速限制區嘅研究，另外就係關於
23 巴士車長嘅輔助設施嘅，即係喺巴士總站嗰度。

24 咁晏 5 點鐘先畀到文件我哋，當然就好難協助到我哋嘅研訊，特別係講到
25 話係低時速限制區，譬如話時速 20 公里等等，呢啲肯定係相關嘅材料，當然我
26 哋係需要一陣你會提到嚟協助我哋嘅，但係嗰份文件係咁遲先至畀到我哋，因
27 為我哋又要將佢掃瞄，加咗入我哋嗰個文件夾度等等，都係要好多工。

28 所以我就想問一個問題，點解要琴日下晝 5 點鐘先交呢啲文件畀我哋呢？

29 陳美寶女士：（經傳譯員）主席，容許我回答，代表運輸署，我哋首先向委員會致
30 歉，因為我哋咁遲交呢啲文件。其實我哋一路自從 5 月我哋出席咗第一次嘅聽

1 證會之後，一路都有做跟進工作，我哋好小心咁跟進，我哋亦都察悉到委員會
2 就住幾個重要方面都表達咗興趣，我哋其實都有考慮幾個重要嘅措施，但係我
3 哋需要首先內部通過到，亦都要爭取到額外嘅資源去實施嗰啲額外嘅設施，所
4 所以我哋就希望可以交到呢啲資料畀委員會，係儘早畀到你哋，等你哋考慮。但
5 好明顯，因為同時我哋亦都有好多其他緊急而重要嘅工作，所以冇辦法更早咁
6 提交呢啲資料，我係誠心致歉。

7 但係我亦都希望呢啲嘅資料可以作為參考資料畀委員會嘅，我哋唔係話預
8 期委員會要好仔細咁嚟考慮呢啲資料，即係嚟我哋進一步作供嘅時候，只不過
9 我哋係想向委員會報告政府內部同埋部門內部嘅一啲最新嘅發展，其實我哋正
10 在爭取專項嘅資源，可以落實當中嘅幾項措施，我哋只不過係希望畀多啲資料
11 委員會，等你知道我哋而家諗緊啲乜嘢同埋打算做啲乜嘢嘢。

12 主席：（經傳譯員）好，多謝你，多謝你證實話你都係有跟進，亦都有一路係留意我
13 哋所收到嘅證供，同時你亦都係去回應，好明顯從你睇到嗰啲嘅課題，我哋都
14 好高興睇到你係咁做嘅，只不過係呢個過程我哋大家都係一齊行，所以都希望
15 可以從中學習。

16 但係我可以畀一個例子你，譬如係今年 8 月，運輸署就用咗呢個叫 VSSD，
17 就係話有一個電子嘅數據記錄儀嚟嘅，呢份係 8 月嘅情況嚟嘅，點解要等到 10
18 月先話畀我哋聽呢？呢份文件，個日期就 8 月嘅，其實呢件事我哋一路都係有
19 唔同證人都有提出，而有關嘅要求其實係 2003 年 11 月已經係定咗喇，點解
20 之後又係冇再用呢？點解唔早啲講畀我哋聽？

21 陳美寶女士：（經傳譯員）主席，8 月嗰次嘅更新其實就係因為加強專營巴士安全工
22 作小組嘅工作而做出嚟嘅，佢哋考慮到嘅，佢哋亦都係有好多輪嘅討論，亦有
23 牽涉唔同嘅人士，之後就有呢個更新，睇番轉頭，我哋其實應該係嚟更新咗文
24 件之後，立即通知委員會，但係我哋其實係將呢部分納入咗工作小組嘅整體報
25 告裏面嘅。

26 或者我都可以再補充一個個人意見，就係嚟之前嘅作供同埋我哋都係知
27 道，係要喺六個月內首先完成工作小組嘅第一期嘅工作，做咗份報告，但係同
28 時亦都係出現咗一啲緊急嘅工作，特別係因為嗰個超強颱風，所以最後一次嘅
29 工作小組嘅會議就要 9 月初先至可以同相關嘅巴士營運商開到會，但係因為 9
30 月初開唔到會，所以就要改期到 9 月中，然後之後我哋要再修訂一下嗰個報
31 告，亦都要確保所有人都知道相關嘅建議，呢個工作小組報告就琴日 5 點鐘交
32 畀委員會，其實係因為...

33 主席：（經傳譯員）對唔住，容許我打斷一下，咁都係改善咗喇，其實過去我哋都
34 試過半夜收到文件，起碼今次係 5 點鐘，我哋都已經好多謝你喇。

35 陳美寶女士：（經傳譯員）我哋肯定係希望改善，我哋會盡力去做，我亦都係再誠心
36 向主席同委員會致歉，為你哋造成不便。我哋亦都係會儘量適時咁樣向大家報
37 告最新嘅發展。

1 主席：（經傳譯員）唔係淨係我哋嘅委員會嘅，就算律師都係，因為佢要係事先睇到
2 個資料，先至可以幫助到我哋去提問嘅，但係呢啲係相關嘅文件，雖然你有之前
3 前畀到，但係其實係相關嘅，但係你就畀唔到足夠時間佢哋去睇。不過點都
4 好，多謝你。或者喺我請律師開始提問之前，我想問下你想唔想一開始作一個
5 評論？

6 陳美寶女士：（經傳譯員）我知道時間好寶貴，主席，如果你容許嘅話，我只係想好
7 快咁講一講幾點，就係委員會顯示關注嘅範疇，係過去幾個月你哋提出嘅，我
8 想好快咁講一講。

9 主席：（經傳譯員）好，請你開始。

10 陳美寶女士：（經傳譯員）多謝主席。我同我嘅同事好高興今日可以再次出席委員會
11 嘅聽證會係作進一步證供協助委員會工作。

12 喺我哋上一次 5 月出席聽證會之後，我哋知道委員會係邀請唔同人士提供
13 口述證供，亦都係有唔同人士提供咗好多嘅文件嘅，我哋作為運輸署，我哋亦
14 都係會盡力為香港提供最好嘅運輸系統，安全、可靠、有效率、環保，而且亦
15 都係照顧到用家同埋營運商嘅；安全就係我哋嘅運輸系統最重要嘅一環，所以
16 喺呢方面，我哋一路致力去監察巴士營運商嘅表現，係要確保佢哋符合法律，
17 亦都遵守所有嘅安全要求。

18 喺 5 月之後，我哋都提交咗補充資料畀委員會參考，呢個係因應委員會要
19 求嘅，今日係樂意回答任何委員會提出嘅問題，我只係想特別係提及幾點，就
20 我哋相信係委員會過去表達關注嘅。

21 一直以嚟，我哋都係積極採取行動，加強道路安全同埋改善我哋嘅道路安
22 全管理系統嘅，我哋為咗要確保系統不斷改善，運輸署係會參考外國嘅經驗同
23 埋做法嘅，不時都會咁做。喺 2017 年底，我哋亦都係開展咗一個顧問研究，就
24 睇下喺香港路邊嘅危險嘅因素，我哋係亦都有確認咗有好幾方面可以再加強個
25 個改善嘅工作，係加強我哋個表現評估，同埋有個制度係做道路安全審核
26 嘅。

27 我哋亦都有建議係成立一個特別嘅隊伍係實施道路安全審核，即係所有新
28 嘅道路都會咁做，同埋積極、全面同有系統咁樣加強道路安全，我哋已經係取
29 得有關所需嘅人力資源。

30 我哋亦都想補充，喺上星期，財經事務局嗰度亦都通知我哋，話已經批准
31 咗畀我哋有額外嘅人手，可以實施道路安全審核嘅工作嘅，所以我哋就會喺部
32 門裏面喺未來嘅幾個月會開始實施呢個系統。

33 第二方面，講到話係專營巴士服務安全加強嘅方面，我哋就完成咗一個六
34 個月嘅研究，即係呢個工作小組做嘅工作，就要提出一啲建議，可以加強巴士
35 嘅安全，包括埋喺巴士裏面安裝一啲嘅安全設施同埋係有關於巴士車長嘅培訓

1 亦都會檢視。

2 主席，呢個唔係終結，而係開始，我哋會繼續做我哋嘅工作，工作小組會
3 繼續做佢嘅工作，就會定期開會，就係去監察有關嘅跟進工作嘅進度，同埋會
4 檢視業內嘅一啲嘅做法，希望可以提出最佳嘅業內嘅安全做法。

5 另外我亦都係想報告運輸署已經積極執行工作小組提出嘅建議，包括各項
6 嘅發展、測試、試行同埋可行性嘅研究等等，都做咗，亦都係同巴士營運商同
7 埋巴士製造商合作一齊去做嘅，其中一個就係要做一個原型，係巴士監察管理
8 系統 BMCS，就係裏面會有黑盒，會有全球定位系統，有地標圍欄同埋兩階段嘅
9 時速限制等等，等佢哋可以符合嗰個法定嘅時速嘅。

10 作為第一步，城巴同埋新巴就已經係開始咗試用嘅工作，喺全個車隊自從
11 今年 9 月 18 號就開始試行，就會有實時嘅響號嘅警報，等巴士車長可以知道佢
12 哋超速。

13 運輸署亦都覺得我哋需要去推動有關嘅工作，我哋就已經係聘用咗一個服
14 務營辦商就係進行獨立嘅測試去睇下有啲咩嘢方法可以控制車速，呢個就係
15 BMCS 嘅一個重要部分嚟嘅。我哋就會係檢視嗰個測試嘅結果，然後亦都會同巴
16 士營運商一齊確定一個更好嘅路線圖，更清楚，點樣去加強專營巴士嘅監測，
17 就可以用呢個 BMCS 嚟做得到嘅。

18 另外，我哋亦都會睇外國嘅一啲嘅最新嘅科技，希望我哋有一個專責小組
19 會做，就睇下點可以加快有關嘅測試。

20 第三，我哋亦都係非常關注巴士車長嘅福利，係希望係每一方面都能夠協
21 助到佢哋係提供更多嘅輔助設施喺總站嗰度嘅，自從 2017 年 12 月中，運輸署
22 就成立咗一個專責小組，係有各個相關政府部門同埋專營巴士營辦商嘅代表參
23 與嘅，就去監察喺公共交通交匯處嗰度嘅設施點樣可以係加強。我哋會繼續密
24 切同各方一齊合作，尤其是係一啲負責審批嘅部門，等我哋可以係儘快去處理
25 相關嘅申請。

26 往前睇，我哋就會考慮同相關嘅政府部門同埋政策局，諮詢佢哋，睇下點
27 樣可以用政府嘅資源去提供一啲輔助設施喺公共交通交匯處同埋巴士總站，等
28 營辦商可以畀租金就可以用到呢啲嘅設施嘅，喺呢方面，我哋會同相關嘅政策
29 局同埋部門就一齊工作，就會睇下點樣可以管理到相關嘅設施同埋處理有關嘅
30 撥款問題。

31 有關於巴士車長嘅休息時間、用膳時間等等，我哋之前已經做過一次嘅檢
32 討，而家已經係逐步咁樣去落實最新嘅指引嘅，即係由 2018 年初就開始咁做。
33 而喺 2018 年第二季，最新嘅指引已經係逐階段落實，亦都因為要聘用足夠嘅巴
34 士車長嗰度可能係出現短缺，所以又要睇下點樣，如果僱用到車長之後，就縮
35 短佢哋嘅工作時間、駕駛時間等等嘅。

1 而巴士營運商亦都努力去招聘新嘅巴士車長同埋可以係保留現有嘅巴士車
2 長，佢哋已經係改善咗有關嘅服務條件等等嘅。所以喺呢方面有好幾樣事情都
3 係做緊嘅，我就想報告政府啱啱收到所有嘅專營巴士承辦商提交嘅增加車資嘅
4 申請，我哋就會適時咁樣去處理呢啲嘅申請，亦都會做番相關嘅工作，包括係
5 諮詢各個有關政府嘅審批部門等等。

6 最後我一直都希望可以喺全部嘅聽證會裏面親自出席嘅，但係因為今日需
7 要特別臨時係出席立法會今日下午嘅內務委員會嘅特別會議，係處理因為超颶
8 風引出嘅一啲問題，所以我首先要道歉，我今日係冇辦法全日出席呢個聽證
9 會，但係請你放心，我嘅同事，今日出席嘅同事會繼續盡力協助委員會嘅。如
10 有需要，星期六再舉行聽證會嘅話，我同我嘅同事就可以出席協助各位嘅工作
11 嘅，多謝。

12 主席：（經傳譯員）多謝你，陳女士，多謝你解釋。我哋係事前知道話你今日下晝係
13 唔能夠出席聽證會，我哋當然明白嘅，希望今日可以一早就開始做呢個聽證
14 會，令你今日都係一開始得唔好嘅，不過無論如何，而家我可以請律師向你提
15 問。

16 陳政龍先生：（經傳譯員）好，多謝你，陳女士，你頭先嘅開場發言，而今日就由我
17 就住幾個方面提出問題，先開始，然後遲啲黃律師就會就住其他可能今日晏啲
18 嘅時候或者禮拜六就會問其他嘅問題嘅，所以今日主要係由我提問先。

19 陳女士，一開始我係想講下就係競爭性投標呢一個嘅問題，投標即係包括
20 就係專營巴士成個嘅服務或者係個別嘅巴士線嘅，委員會聽到嘅證供就係有兩
21 個海外嘅專家，就係 Weston 教授同埋 Stanley 教授，就係講到倫敦同埋墨爾
22 本佢哋嘅市區巴士嗰個營運，你有冇機會睇過嗰啲證供呢？

23 陳美寶女士：（經傳譯員）睇過㗎喇。

24 陳政龍先生：（經傳譯員）好喇，與其係要你詳細咁睇嗰啲嘅報告，不如我就撮要講
25 一講，然後我就係會問相關嘅問題，首先倫敦嘅情況就係所有嘅市區巴士都係
26 可以畀人競投嘅，嗰個合約期係五年，亦都可以係續期兩年嘅，之後嗰啲嘅路
27 線又會再次攤出嚟係投標，呢個就係倫敦嘅情況。嗰個嘅市場就係由六大間嘅
28 巴士公司嚟到係去佔咗最大嘅市場佔有率，大概百分之九十四嘅。主席，呢個
29 就係喺 Weston 先生嗰個專家文件查第 126 頁。

30 主席：（經傳譯員）係咪即係你話專家定係嗰個嘅證物？

31 陳政龍先生：（經傳譯員）係專家嗰查嘅文件。

32 主席：（經傳譯員）好，我知道。

33 陳政龍先生：（經傳譯員）呢個就係倫敦，至於墨爾本，因為你都睇過證供，我就會
34 係撮要，就唔會逐頁去睇。

1 墨爾本嗰個嘅巴士嘅網絡有三分二就係大家去洽商出嚟嘅合約，而大概有
2 十五份合約，十二個嘅營運商，呢個就係第 16 日嘅證供，第 34 頁第 3 行。另
3 外有三分一嘅墨爾本嘅巴士網絡就係由一個單一嘅合約，就係一個特定嘅區域
4 行走嘅，呢一度係要競投嘅，個合約期係七年。為咗紀錄，我就想講係我哋第
5 16 日作供嘅第 22 頁去到 27 頁。呢個就係倫敦同埋墨爾本嘅狀況。

6 香港，我未問香港嘅情況，就我想你睇一睇呢一個九巴嗰個母公司交通運
7 輸國際集團佢嗰個嘅周年報告，我而家就想你睇 2015 年嘅年報，係 KMB-5 個
8 一沓嘅文件，頁數就係...

9 主席：（經傳譯員）邊一年話？

10 陳政龍先生：（經傳譯員）2015 年嘅。

11 主席：（經傳譯員）好，唔該。

12 陳政龍先生：（經傳譯員）頁數就係 1523 頁，呢個就係呢個載通嘅年報，搵唔搵到
13 呀，陳女士？

14 陳美寶女士：（經傳譯員）搵到。

15 陳政龍先生：（經傳譯員）第 32 頁，年報 2015 年，就喺我哋文件第 1523 頁，我
16 想你睇右手面嗰一欄，第一段，我讀出嚟，「喺 2015 年有兩次嘅投標嘅，一啲
17 新嘅巴士線，就係特區政府就係落實咗，而九巴就係兩次都係中標嘅，第一次
18 嘅投標就係關乎路線 290、290A，就喺 2015 年 3 月開始咗係行走將軍澳同埋
19 荃灣嘅，安達臣路發展區就喺 2015 年嘅年中就係招標，而九巴就係獲通知，喺
20 2015 年 11 月就係得到通知話『我哋中標嘅』。而呢一啲路線嘅服務係會分階
21 段開始，喺 2016 年嘅第一季開始，就係同佢哋人口嘅遷入係配合嘅。」呢個就
22 係關於香港某啲嘅路線嘅投標安排。

23 我哋睇番晒正話所講嘅，我有幾個問題，第一，香港嗰個嘅--而家嘅投標
24 嗰個嘅規模有幾大呢？

25 陳美寶女士：（經傳譯員）我就有一啲量化嘅數字係即刻講得到，但係正如正話九巴
26 嘅年報都係指出係喺好多情況，如果係有咗新嘅發展區嘅話，如果有一個新嘅
27 交通需求又，或者有任何嘅情況我哋需要有一組嘅路線，係包括埋有啲係可能
28 有利可圖嘅，有啲就係未必能夠係有利潤嘅，運輸署就會係擺出嚟投標嘅。

29 舉個例，最近就係西九嗰個高鐵站，我哋就有三條新線，一個就係金鐘去
30 到西九龍，第二個就係觀塘去到西九，第三，就係上水去西九。我哋討論過個
31 個需求，跟住就設計咗一個路線，然後我哋喺呢一個投標係有一組嘅路線，一
32 方面係可以有競爭性嘅投標，另外一樣就希望嗰個嘅運作係財政上係可以維持
33 得到嘅。個結果就係有一條路線就係畀咗城巴。

34 主席：（經傳譯員）我琴日都去咗嗰個站。

1 陳美寶女士：（經傳譯員）哦。有一條嘅路線就係批咗畀城巴，另外有兩條就係畀咗
2 九巴，畀委員會嘅參考就係喺嗰兩條嘅路線係畀咗九巴，我哋內部估計其中有一
3 一條係唔能夠有利潤嘅，就係我哋就係呢個投標嘅策略就係我哋想引入競爭，
4 而有一啲嘅新嘅路線可能佢嘅服務範圍就可能已經覺得係已經係有九巴係服務
5 緊嘅，但係我哋都仍然係繼續係擺出嚟投標，去鼓勵競爭，亦都係希望呢啲路
6 線嘅營運係喺財政上係可持續嘅。

7 我亦都係想舉另外一個嘅例子，就係港珠澳大橋嘅新路線，我哋做咗一個
8 投標，我哋起碼有一條路線就係畀咗新大嶼山巴士公司嘅，而其實呢條路線其
9 實亦都可能同一啲九巴嘅主要路線係有重疊嘅地方，我想指出就係我哋而家個
10 個嘅專營嘅模式，我哋係會有鼓勵競爭，同埋逐條路線嘅一個投標嘅工作。唔
11 該。

12 陳政龍先生：（經傳譯員）好喇，而家或者係今日之後，可唔可以畀我哋有一啲實際
13 嘅數目，有幾大部分嘅路線而家係用競投嘅方式，同埋嗰啲嘅合約嘅詳情呢？

14 陳美寶女士：（經傳譯員）可以。

15 陳政龍先生：（經傳譯員）好，唔該晒。

16 主席：（經傳譯員）未繼續之前，我就想問，呢啲所謂有競爭性嘅投標係一啲係公開
17 嘅投標抑或係有限制性嘅投標呢，即係只係某啲嘅人可以參與嘅--某啲嘅公司
18 可以參與？

19 陳美寶女士：（經傳譯員）或者我請我嘅同事係補充。

20 主席：（經傳譯員）唔該。

21 陳美寶女士：（經傳譯員）係 Amy Tse。

22 主席：（經傳譯員）謝善怡女士。

23 謝善怡女士：（經傳譯員）好喇，而家嗰啲嘅篩選營運商嗰個工作，我哋係限制喺本
24 地市場嘅，即係話城巴、新一巴、龍運、九巴同埋新大嶼山巴士。

25 主席：（經傳譯員）即係畀只係限於而家有一或者兩個嘅專營權嗰啲巴士，係咪呀？

26 謝善怡女士：（經傳譯員）係，即係本地嘅市場。

27 陳美寶女士：（經傳譯員）係本地嘅專營巴士。

28 主席：（經傳譯員）五間公司？

29 陳美寶女士：（經傳譯員）係。

30 主席：（經傳譯員）呢啲嘅喺一個有限制嘅投標係咪都係向公眾嚟到係公開嘅呢？因
31 為我想知道公眾知唔知道而家係就某啲嘅路線有投標嘅呢？

1 謝善怡女士：（經傳譯員）我哋未開始去篩選或者選擇營辦商之前，我哋首先就係規
2 劃咗條路線，我哋會諮詢區議會，話畀佢聽嗰個定線同埋呢啲嘅細節。

3 主席：（經傳譯員）你有冇話畀區議會聽話你打算淨係限制畀呢五間嘅巴士公司去競
4 投嘅呢？

5 謝善怡女士：（經傳譯員）我哋會話畀區議會聽我哋定線嗰個嘅細節同埋佢哋提供嘅
6 一啲嘅評語或者意見嚟到去揀選營辦商。

7 主席：（經傳譯員）即係你會關於路線就係諮詢佢哋，但係點樣投標，你哋就唔會問
8 佢，係咪呀？

9 謝善怡女士：（經傳譯員）冇錯。

10 主席：（經傳譯員）如果有公眾有一個新嘅公司，就係想--或者公眾有一個相關嘅人
11 士，佢哋想知道譬如話西九，關於呢個新嘅巴士站點樣起同埋喺嗰個嘅高鐵站
12 隔離、邊個會係營運呢啲巴士，佢哋點樣去查到呢啲嘅資料呢？預先點樣呢？
13 如果佢琴日嚟到，佢就見到一架城巴去金鐘，又見到九巴，周圍都係有，佢會
14 唔會事先可以知道嘅呢？

15 謝善怡女士：（經傳譯員）我哋會話畀區議會聽，然後就諮詢區議會。

16 主席：（經傳譯員）係咪喺一啲信件裏面書信往來係反映得到？

17 謝善怡女士：（經傳譯員）係。

18 主席：（經傳譯員）係喺區議會嗰個嘅會議紀錄度係睇到嘅？

19 謝善怡女士：（經傳譯員）係。

20 主席：（經傳譯員）可唔可以畀我哋睇下你哋嘅書信往來同埋有關嘅會議紀錄？

21 謝善怡女士：（經傳譯員）可以嘅。

22 主席：（經傳譯員）唔該。

23 羅先生：（經傳譯員）呢個考慮呢啲嘅路線或者係批出呢啲路線嘅時候，你會唔會考
24 慮嗰啲嘅安全嘅表現呢，嗰個嘅往績呢？即係你哋去批出呢條路線畀呢間公司
25 嘅時候係有咩嘢嘅考慮因素呢？

26 謝善怡女士：（經傳譯員）車資係一個嘅準則，另外，嗰個意外率亦都係我哋比較嘅
27 一個準則。

28 羅先生：（經傳譯員）你點樣去比較兩間公司嘅意外率呢？係咪有一啲嘅參數抑或你
29 有一啲嘅因素去可以睇下兩間公司，咁可以係好透明咁樣係睇得到嘅呢？

30 謝善怡女士：（經傳譯員）我哋係會基於現有嘅參數，譬如話涉及意外嘅數字，佢個
31 個嘅比率，我哋係用緊係每車行車公里嘅，呢個係一個參數。

- 1 主席：（經傳譯員）呢啲嘅統計數字係咪嗰間公司嘅關於呢一個安全方面嘅規劃嗰部
2 分係咪睇得到㗎？遠期嘅計劃係咪睇到㗎？
- 3 謝善怡女士：（經傳譯員）係，同埋喺過去三年每一年嗰個嘅意外率。
- 4 主席：（經傳譯員）不同類型嘅意外會唔會有不同嘅比重㗎？譬如話有一個意外就係
5 令有十個人死亡，話有另外一個意外，就係有個老太太喺巴士度跌㗎，你會唔
6 會有不同嘅加權㗎？
- 7 謝善怡女士：（經傳譯員）我哋會數晒所有類型嘅意外。
- 8 主席：（經傳譯員）但係會唔會有不同嘅加權㗎？你明唔明我嘅意思呀？
- 9 謝善怡女士：（經傳譯員）冇嘅，不同類型嘅意外，我哋唔會將佢加權嘅，就係攞晒
10 總數。
- 11 主席：（經傳譯員）即係話係一個嘅原始嘅數據，係咪？
- 12 謝善怡女士：Yes.
- 13 主席：（經傳譯員）即係話每一百萬行車公里嗰個嘅意外數字，或者你其他所有嘅數
14 字，係咪咁呀？
- 15 陳美寶女士：（經傳譯員）主席，...
- 16 謝善怡女士：（經傳譯員）係。
- 17 陳美寶女士：（經傳譯員）...我會叫謝女士或者係黃生幫我補充嘅，佢哋會解釋一
18 下我哋嘅一啲限制性嘅投標點樣做嘅，關於講到安全嘅問題，謝女士亦都係有
19 一啲嘅指標話我哋用過嘅，喺遠期規劃嗰度係作為參考。除咗呢一個安全嘅因
20 素，仲有其他嘅因素，關於就係佢哋嘅表現、服務水準，佢哋都會考慮嘅，呢
21 個嘅研訊之後，我哋可以畀嗰個評分表大家睇，...
- 22 主席：（經傳譯員）好吖。
- 23 陳美寶女士：（經傳譯員）...就係畀委員會嚟到參考。
- 24 主席：（經傳譯員）好呀，唔該。我希望我哋喺星期六嘅研訊之前係得得到，我哋就
25 可以問問題，可唔可以呢？
- 26 陳美寶女士：（經傳譯員）可以。
- 27 主席：（經傳譯員）唔該。陳生。
- 28 陳政龍先生：（經傳譯員）好，唔該。講到呢啲嘅安全表現嘅指標，我哋一陣間都會
29 講嘅，但係未講嗰樣嘢之前，我可唔可以係去番正話羅教授問嘅，到底車資就
30 係一個考慮嘅因素，喺呢啲投標裏面，係咪由嗰個嘅競投人自己提議一個嘅--
31 某條路線嘅車資嘅，抑或唔係由政府去定㗎？

1 黃志光先生：（經傳譯員）唔係嘅。

2 主席：（經傳譯員）咩嘢？個答案係咩嘢話？

3 黃志光先生：（經傳譯員）係其實呢個係一個競爭性嘅投標，所以巴士公司就會建議
4 佢哋嘅車資，就我哋亦都會有一個車資嘅級表，就係話每一個嘅路程最高可以
5 收到幾多車資，每間公司都可以定佢哋嘅車資嘅，佢哋喺提交標書嘅時候，佢
6 哋亦都要提出--係根據我哋呢一個嘅車資水平嗰個嘅表就係上限提出一啲嘅建
7 議。

8 主席：（經傳譯員）最高係幾多呢？

9 黃志光先生：（經傳譯員）係已經係賣咗憲報，大家都知嘅。

10 主席：（經傳譯員）係咪每公里幾多錢，係點樣計㗎？

11 黃志光先生：（經傳譯員）其實係不同嘅公里亦都有不同嘅車資嘅，譬如話車程越
12 長，佢哋可以係收貴啲，亦都視乎不同類型嘅服務嘅，如果係一啲康樂性嘅路
13 線，佢係星期日或者係公眾假期先行走，佢哋亦都可以係貴啲，又或者係一啲
14 嘅晚間服務、通宵服務，佢哋都可以嘅貴啲嘅。

15 主席：（經傳譯員）係咪已經係賣咗憲報㗎？

16 黃志光先生：（經傳譯員）係。

17 主席：（經傳譯員）可唔可以畀我哋一份而家嗰個版本？

18 黃志光先生：（經傳譯員）可以嘅。

19 陳政龍先生：（經傳譯員）如果呢啲嘅車資係可唔可以用而家嗰個嘅車資調整機制㗎
20 到係去調整㗎？

21 黃志光先生：（經傳譯員）如果我哋接受咗嗰一個--如果我哋批出咗嘅話，佢哋就要
22 根據呢一個車資㗎到去收費，如果佢哋想加價，佢哋就要根據車資調整機制㗎
23 到係去調整嘅。

24 陳政龍先生：（經傳譯員）從一個政策嘅角度嚟睇，呢一個嘅競投或者係投標嘅工作
25 會唔會只係限於一啲新市鎮或者係一啲新嘅發展或者有一啲新嘅路線組合先至
26 會做嘅呢？政府有冇咩嘢計劃去擴闊呢一個投標嘅範圍？如果係嘅話，諗住去
27 到咩嘢程度呢？

28 陳美寶女士：（經傳譯員）或者等我答，政府嗰個目標一向都係想係促進呢個競爭㗎
29 到去改善服務水平嘅。如果向前看嚟睇，其實有一啲新嘅發展區，譬如喺新界
30 或者喺九龍嘅市區，譬如係啟德嘅發展區都會有一啲新嘅需求嘅。當我哋喺呢
31 啲新嘅市鎮或者新嘅發展係想有一啲具競爭性嘅路線嘅，我哋就會諗下應唔應
32 該係重疊一啲而家係舊嘅區，譬如觀塘或者啟德東嘅呢啲已發展區嘅一啲路

1 線，要唔要嗰度有重疊嘅。

2 我哋都會試下逐條線、逐條線咁樣嚟睇--嚟到去投標嘅，向前睇，我哋喺
3 呢一個現有嘅專營模式，我哋亦都覺得冇乜嘢係令我哋--冇嘢--我哋係可以喺
4 呢一方面做多啲嘅。我亦都可以話根據經驗，如果有一間嘅專營巴士營運商喺
5 佢哋服務水平方面係唔符呢一個專營權嘅要求，好似喺1990年代，我哋係試過
6 係某啲嘅路線係唔畀佢再營運嘅，或者係某啲嘅路線組合，就好似中巴咁，我
7 哋就擺走咗嗰啲嘅路線或者係一啲路線嘅組合嚟到出嚟投標，畀一啲新嘅營辦
8 商嚟到去運作嘅，所以其實我哋成日有機會都係會係再進一步係用呢個作為一
9 個工具嚟到去改善嗰個服務水平嘅。

10 主席：（經傳譯員）上一次喺香港嘅巴士路線公開嘅競爭性招標係幾時呢？即係對上
11 一次嘅公開招標。

12 謝善怡女士：（經傳譯員）係1998年嘅，當時我哋就第一次就就住呢啲機場嘅巴士
13 路線進行招標，就係中巴公司，就係1998年嘅。

14 主席：（經傳譯員）當時嘅競爭性招標係咪有限度咁進行嘅呢？

15 謝善怡女士：（經傳譯員）係。

16 主席：（經傳譯員）唔該晒。

17 陳政龍先生：（經傳譯員）你哋有冇計劃係就住現有嘅專營協議嘅現有路線係會唔會
18 進行競爭性招標呢？

19 陳美寶女士：（經傳譯員）暫時我哋係冇計劃咁做嘅，但係我哋唔會排除咁樣做，因
20 為我哋一直都係有監察唔同專營巴士公司唔同路線嘅表現嘅。

21 陳政龍先生：（經傳譯員）我就想講另一個議題，就係首先用一啲安全或者安全表現
22 指標，我就會問一啲問題，就係會講下使用一啲獎勵--即係喺合約入面使用獎
23 勵或者懲罰嘅好處同埋壞處嘅，即係就住呢啲安全表現指標。

24 首先，我就想去睇下安全表現指標呢一個概念，首先，我就想問一下運輸
25 署現行嘅做法，同埋跟住我就會問你嘅意見嘅，就係點樣可以改善呢一個方
26 面，喺我講啲細節之前，我就想請你澄清呢一個加強專營巴士安全工作小組報
27 告上面有一點我就想你澄清嘅。

28 呢個就係TD-5文件冊，我就有嗰個頁數，我就可能會講嗰個報告嘅頁數
29 或者嗰個段數嘅。

30 主席：（經傳譯員）好。陳女士，你有冇呢份報告响手呢？

31 陳美寶女士：（經傳譯員）請等等。係，我睇到喇。

32 陳政龍先生：（經傳譯員）報告嘅第一頁就係1757頁嘅。

1 主席：（經傳譯員）呢份文件係啱啱先至有啫，所以我就有啱個頁數嘅。

2 陳政龍先生：（經傳譯員）或者我可以加番呢個頁數，令到我哋嘅謄本度都可以記錄
3 到。

4 第一，我想先睇 TD-5 文件冊嘅 1757 頁，我想你睇下 4.26 段嘅，呢個係
5 1798 頁，首先，我想講下呢一段嘅背景嘅，呢一段就係講培訓，即係喺培訓底
6 下嘅，驟眼睇，可能同安全表現指標呢一個議題冇直接嘅關係，我有一點想你
7 澄清嘅，我就想先讀出 4.26 段。

8 「工作小組認為如果係要向車長提供足夠同埋相關嘅培訓，所有嘅專營巴
9 士公司係應該改善佢哋培訓巴士車長嘅內部監管同埋核證機制，包括係開發一
10 啲主要嘅服務指標，監察佢哋嘅實行同埋有效性同埋係制定一啲合適同埋有效
11 嘅跟進行動，並且向管理層匯報。」

12 我想你解釋一下發展一啲主要嘅表現指標係咩嘢意思呢？同埋係有咩嘢關
13 係呢？

14 陳美寶女士：（經傳譯員）呢啲嘅主要表現指標就係同車長嘅培訓有關，而且同你所
15 講嘅安全表現指標係冇直接關係嘅。以往專營巴士公司係主動制定咗一啲培訓
16 嘅指標，例如係過去三年培訓車長嘅數目，呢個只係起點嚟嘅啫，我哋係有提
17 倡呢一個專營巴士車長訓練綱領嘅實務守則，我哋發現如果我哋只係依賴一個
18 單一嘅表現指標，例如係過去三年訓練嘅車長數目，係不足夠嘅。

19 就發展一啲主要嘅表現指標係可以監察到巴士公司嘅表現，即係就住現有
20 車長嘅培訓同埋一啲嘅溫習課程、一啲跟進課程，呢啲就可以有效係矯正一啲
21 犯下駕駛錯誤車長嘅表現或者係行為嘅。而巴士公司表示佢就會係為現有嘅車
22 長提供實地嘅駕駛訓練，但係呢一類嘅培訓就並唔能夠滿足我哋嘅需要嘅，例
23 如有啲呢啲嘅駕駛訓練--即係有陣時呢啲訓練只係由一個車長去喺監察或者睇
24 住另一個車長去駕駛，呢一個就同我哋預期嘅要求係唔同嘅。

25 而我哋係希望專營巴士公司係可以做多一啲，佢哋就可以更加有效地進行
26 內部嘅監核，我哋亦都期望巴士公司係定期提供報告，應該係起碼每半年係向
27 佢哋嘅管理層或者董事局係提供報告嘅，佢哋亦都要提供一啲特別事故嘅報
28 告，向佢哋嘅管理層，就住佢哋嘅培訓、培訓嘅有效性，亦都係要提供嘅。而
29 呢啲報告亦都係要提供畀運輸署，令到我哋可以定期去監察，同埋喺我哋同佢
30 哋嘅管理層會面嘅時候，亦都可以定期檢討嘅。

31 陳政龍先生：（經傳譯員）有一點想澄清嘅，呢一啲嘅表現指標同駕駛行為，即係因
32 為培訓所引起嘅駕駛行為係冇關？

33 陳美寶女士：（經傳譯員）呢一個係一個培訓嘅項目之一。

34 陳政龍先生：（經傳譯員）多謝你澄清。而家我就想睇睇現時運輸署點樣用呢啲安全
35 表現指標嘅，首先，我想你睇睇九巴嘅遠期計劃，就係 2018 至 22 年，頁數就

1 係 TD-1 文件冊嘅第 180 頁，我想提一提呢個背景，呢份文件就係由九巴準
2 備，就係呈交咗畀運輸署，就係喺 2017 年中嘅，呢個就係關於未來個五年嘅計
3 劃，即係 18 至 22 年嘅。

4 我想你睇睇第 192 頁，喺 8.8.1 段，呢個標題就係建議嘅目標同埋其他嘅
5 措施，呢一段就係咁講嘅，「九巴係建議係用 2014 至 16 年嘅三年平均實際意
6 外率，就係 2.71，（呢個定義就係每 100 萬行車公里涉及意外巴士嘅數目），
7 呢個就作為五年遠期計劃嘅目標，呢個就亦都係等同係即係比起 2014 年嘅意外
8 率係減低咗百分之六，呢個亦都係 14 至 16 年嘅最高紀錄。」

9 我就想向你指出，九巴自行制定嘅目標就係 2.71，然後我哋就睇一睇下一
10 年，即係 2017 年係發生咗咩嘢事，下一份我想你睇嘅文件，就係下一份嘅五年
11 遠期計劃，就係 2019 至 23 年，頁數就係 TD-5 文件冊嘅 1728 頁。你睇唔睇
12 到呢份文件，陳女士？

13 陳美寶女士：（經傳譯員）係。

14 陳政龍先生：（經傳譯員）第 1728 頁，呢封係運輸署向九巴發出嘅信件，就係 18
15 年嘅 5 月 21 號，就向九巴提供咗一個清單，就係講咗下一份遠期計劃需要包括
16 嘅項目，背景就係咁樣。

17 至於喺 1729 至 1731 頁就係你向九巴發出嘅信件，就係提出喺下一份嘅遠
18 期計劃要包括嘅項目，我就想讀出頭個兩段，呢個標題就係「巴士安全」嘅。

19 就話「我哋發現喺涉及意外嘅九巴巴士數目，即係喺每百萬行車公里計，
20 就由 2016 年嘅 2.73 上升到 2017 年嘅 3.04，呢一個係一個高嘅數字嚟嘅。

21 以下呢一個表就總結咗 2015 至 17 年涉及交通意外嘅九巴巴士數目，就係
22 以意外嘅嚴重程度去分類。就結果顯示致命意外嘅數目就由 15 年嘅 11 宗下降
23 到 17 年嘅 3 宗，而輕微交通意外嘅就有輕微上升嘅趨勢，就係由 15 年嘅 737
24 宗上升到 17 年嘅 866 宗，而實際嘅意外率就係喺 2017 年係 3.04 嘅，呢個就
25 係比喺 2018 年至 22 年遠期計劃嘅目標意外率為高嘅，而呢個當時預期嘅意外
26 率係 2.71。」

27 換句話講，九巴就達成唔到佢自己定下嘅目標，而下面呢個表，你就會見
28 到呢個就係涉及交通意外嘅九巴巴士數目，就係以每百萬公里計嘅，呢個趨勢
29 係上升緊嘅，由 15 去到 16 至 17 年，呢個意外率分別係 2.62、2.74 同埋
30 3.04。

31 下面第二個表亦都係顯示咗涉及九巴巴士交通意外數目，呢三年內亦都係
32 有上升嘅趨勢嘅。

33 根據呢度嘅分析，似乎運輸署所著重嘅兩項安全指標，第一，就係每百萬
34 行車公里嘅意外率；第二，就係交通意外嘅數目，就係涉及九巴巴士嘅意外數
35 目嘅。我咁講，啱唔啱呀？

1 陳美寶女士：（經傳譯員）係，啱嘅。

2 陳政龍先生：（經傳譯員）我哋可以跳去 1731 頁，就係呢封信嘅最尾嘅部分，喺第
3 (4) 分段，個標題就係「目標意外率」呢一個目標，運輸署就話「你哋公司係必
4 須要喺緊嘅遠期計劃係指出一個目標嘅意外率，同埋係包括一個改善安全嘅
5 建議」，第二項，就係「喺緊嘅五年就係提出一個每百萬行車公里減低意外
6 率下降嘅目標。」

7 我就想同你探討一下點解使用呢一個每百萬行車公里嘅意外率作為一個安
8 全嘅指標，首先，呢一個意外率係包括咗因為巴士車長犯錯引起嘅意外同埋不
9 涉及巴士車長嘅意外，啱唔啱呀？

10 陳美寶女士：（經傳譯員）呢個係一個一般性嘅指標，係去統計意外嘅數目嘅，呢啲
11 意外可能係包括一啲涉及巴士車長犯錯嘅意外，但係有時就同車長無關嘅。呢
12 個就視乎意外嘅調查同埋意外嘅成因，睇下車長係咪其中一個成因。

13 主席：（經傳譯員）所以簡單嚟講，個答案就「係」嘅，係咪？

14 陳美寶女士：（經傳譯員）冇錯。

15 陳政龍先生：（經傳譯員）換句話講，呢個意外率係包括咗一啲巴士公司或者車長都
16 控制唔到嘅元素，係咪？

17 陳美寶女士：（經傳譯員）係。

18 陳政龍先生：（經傳譯員）我想你睇下 Stanley 教授嘅證供嘅，我就想你評論一
19 下，首先，我就想你睇睇第 16 日嘅謄本，就係 9 月 15 號，就係喺第 7 號文件
20 夾第 67 頁，我就想講 67 頁嘅第 16 行，我就想講番一啲背景畀你聽，當時我
21 就問 Stanley 教授一啲問題，我就問緊一啲--用一啲標準嘅安全表現指標就作
22 為制定一個獎賞或者懲罰嘅方法，我想講番第 16 行，Stanley 教授就講佢認
23 為安全表現指標應該包括啲咩嘢，我就想讀出嚟，第 16 行。

24 「我就有一啲意見嘅，喺休息之前，我講到一啲意外，譬如話一啲致命嘅
25 意外，噉倒、跌嘍等等，呢啲係你可以考慮嘅元素嘅，至於制定一啲主要嘅服
26 務或者主要嘅表現指標，你係應該符合一啲嘅元素，佢哋一定係要有針對性，
27 你係可以量度得到，亦都係可以實行得到，亦都係要相關嘅，而相關嘅數據應
28 該係要定期或者及時去提供，而呢一啲嘅指標就係要係呢啲巴士公司係影響得
29 到嘅，如果巴士公司係唔能夠係影響呢啲指標嘅話，就係有意思嘅。」

30 我亦都想你睇下第 93 頁，就係同一日嘅謄本嚟嘅，第 22 行，第 93 頁
31 嘅，我亦都想講番一啲背景畀你聽，當時就係講緊呢啲指標究竟巴士公司係控
32 唔控制得到嘅，喺第 22 行，Stanley 教授就話「我認為如果我哋講呢個指標
33 嘅範圍，咁必須係一啲你控制得到嘅事項。」

34 我哋就啱啱講緊每百萬行車公里嘅意外率，好大部分嘅意外都係巴士車長

1 控制唔到，即係話啲車長係冇犯錯嘅。你就住 Stanley 教授嘅意見，你認為呢
2 啲指標係應該包括啲咩嘢呢？即係巴士公司係能夠控制到，你有咩嘢意見呢？

3 陳美寶女士：（經傳譯員）首先，講到話主要表現指標，目的就係作為一個管理工具
4 或者係一個指標，就係畀規管當局，即係運輸署同埋專營巴士營運商，都可以
5 檢視佢哋就住安全嗰方面嘅表現嘅，喺我頭先啱啱答你之前一個問題嘅時候，
6 講到道路安全或者係陸路交通安全都係有好多因素導致意外發生嘅，我哋睇呢
7 個主要表現指標，即係話係實際交通意外嘅數字同埋每 100 萬公里嘅涉及交通
8 意外率，其實都係喺呢方面，我哋都做緊--就係講係一個遠期計劃嘅工作，就
9 係去嘗試去探討分析意外嘅性質，牽涉一啲巴士嘅種類、巴士嘅型號、意外嘅
10 種類、到底係碰撞抑或係冇碰撞，同埋所牽涉巴士司機嗰個年紀同埋啲巴士
11 路線等等。

12 純粹如果只係--我哋係純粹係倚賴呢啲嘅主要表現指標幫我哋去定一啲高
13 層次嘅工具去評估整體安全表現，即係指專營巴士營運商，但係唔係足夠嘅，
14 我哋都實際有要求話專營巴士營運商喺佢哋有關於安全嗰個章節裏面，即係今
15 年 8 月畀委員會嘅時候，都有提到佢哋要將呢啲意外將佢細分做唔同嘅種類，
16 之前我有提及。

17 而事實上，我哋部門嘅巴士及鐵路部都同埋道路安全及標準處都有聯手去
18 分析巴士意外嘅趨勢，即係各種嘅分類，同埋係更加仔細咁去評估專營巴士營
19 運商嘅安全表現。

20 陳政龍先生：（經傳譯員）陳女士，如果你想再擴大啲講，請你話畀我聽，但係我個
21 問題就係話就係呢個評估嘅指標...

22 主席：（經傳譯員）或者畀我打斷一下，陳律師。其實可以好簡單咁問呢個問題，你
23 就唔同意 Stanley 教授所講，就話主要表現指標必須係巴士營運商可以影響嘅
24 結果嘅一個指標，係咪？你唔同意，係咪？

25 陳美寶女士：（經傳譯員）係，我唔同意，因為作為主要表現指標，就係一個管理工
26 具，...

27 主席：（經傳譯員）你已經係答咗個問題，已經係答咗個問題。

28 陳美寶女士：（經傳譯員）唔該。

29 陳政龍先生：（經傳譯員）主席。你提到話係要分析唔同嘅意外成因，但係其實喺有
30 關文件裏面冇定一啲指標畀巴士公司就話按唔同分類嗰個分析嚟去睇嘅，唯一
31 一個指標就係呢個每百萬公里意外涉及率，如果你話用某一啲嘢嚟做一個指
32 標，你同唔同意就係應該用一啲巴士公司可以控制到嘅因素嚟做指標？

33 陳美寶女士：（經傳譯員）如果我哋純粹喺理論層面咁講，當然可以有啲主要表現指
34 標係巴士公司完全控制到就最好，但係喺我頭先答主席問題嘅時候，我唔係完
35 全同意話主要表現指標係應該要由公司全面可以控制到嘅，因為呢個一開始只

1 不過係一個指標，就作為一個基礎，等我哋去評估佢哋嘅表現，因為意外嘅成
2 因係好複雜嘅，可以係有好多唔同嘅因素導致，所以我哋係要詳細分析各類嘅
3 意外、佢嘅性質同埋種類，然後等我哋可以作好深層次咁去分析一下相關嘅表
4 現指標。

5 你頭先提及話培訓嘅指標，喺工作小組嘅討論裏面，安全係我哋最關心嘅
6 問題，巴士公司未必能夠全面控制到牽涉到佢哋巴士嘅意外宗數，即係每一
7 年，但係講到話巴士安全同埋巴士車長嗰方面，其實係有唔同嘅方法佢哋可以
8 做到係將意外嘅整體數字係減低嘅，或者以百萬公里計嘅意外率都可以減低，
9 所以喺呢一方面，我哋就制定咗實務守則，就預期巴士公司能夠制定一啲嘅就
10 住培訓嘅主要表現指標。

11 至於話黑盒嗰個規格同埋加裝閉路電視呢啲嘅做法，所有呢啲儀器都可以
12 幫到巴士公司去調查到底有關嘅巴士車長係咪牽涉到造成嗰宗嘅交通意外嘅。

13 所以我哋會考慮晒所有嘅因素去評估到底巴士公司係咪已經盡咗力去提供
14 安全嘅巴士服務，同埋亦都可以令到佢哋嘅巴士車長有安全嘅駕駛行為同埋態
15 度。

16 陳政龍先生：（經傳譯員）你喺計算唔同嘅事故、分析嗰個比重嘅時候，你頭先提及
17 係喺你個腦裏面做呢啲比重？譬如裝閉路電視等等。

18 陳美寶女士：（經傳譯員）或者可唔可以一個具體例子我哋點樣做，譬如話九巴，佢
19 嘅意外率其實係超出咗佢哋自己提出嘅目標，我就要求佢哋進一步分析有關意
20 外嘅性質同埋種類，我哋嘅觀察發現有涉及碰撞嘅意外個數字係增加咗嘅，即
21 係相對於前一年，而裝設黑盒同埋閉路電視其實可以幫到公司話到畀我哋聽到
22 底係咪有一種嘅巴士型號有啲咩嘢問題又或者係有一個巴士車長嗰個駕駛行為
23 係有問題，因此導致係有涉及碰撞嘅意外宗數增加，即係話包括係乘客跌倒或
24 者乘客喺車上面企唔穩。亦都有一啲嘅路線，譬如我哋發現係呢類咁嘅意外係
25 會多啲嘅，所以我哋就係會仔細咁去調查，就要求公司提出一啲特定嘅措施去
26 處理。

27 或者上一次我哋提交有關安全章節嘅時候，你都會睇到各間公司都係提交
28 咗一啲牽涉到標準嘅段落，係話佢哋落實咗啲乜嘢加強安全嘅措施，但係自從
29 上一次提交遠期計劃之後，我哋都係實際會去分析意外嘅趨勢同埋係深入咁分
30 析相關嘅意外，要求佢哋提供一啲特定嘅措施去處理唔同類型，就住按巴士路
31 線嗰啲嘅意外率、巴士嘅型號等等咁樣，等我哋可以更加全面、整體咁樣去評
32 估專營巴士營運商嘅安全表現。

33 主席：（經傳譯員）你話要求呢啲公司做更詳細嘅分析，喺邊度有寫？

34 陳美寶女士：（經傳譯員）我哋係寫咗畀唔同嘅巴士營運商就係提出呢啲要求，其中
35 一個例子就係喺畀九巴嘅信件嘅，喺一份文件夾裏面有啲喇，我哋當然可以提
36 交有關嘅信件嘅範本畀你哋參考嘅。而喺發出呢啲信件之後，有各個專營巴士

1 營運商都已經喺度制定下一個嘅遠期計劃，就會特別係處理呢個安全嘅章節
2 嘅，呢個過程係不斷會係演變嘅。整個遠期計劃就今年年尾會完成，我哋就會
3 提交嗰啲計劃畀政策局，就會根據法例去做嘅。

4 主席：（經傳譯員）係咪比起之前係遲咗呀？即係比起一般嗰個時間表，即係提交呢
5 個遠期計劃，今年係咪遲咗？

6 陳美寶女士：（經傳譯員）我覺得係差唔多係跟番過往嘅，...

7 主席：（經傳譯員）即係喺年尾之前，巴士公司就會係提交佢哋遠期計劃裏面嗰個安
8 全章節？

9 陳美寶女士：（經傳譯員）專營巴士營運商其實已經提交咗遠期計劃嘅草擬本，包括
10 埋安全章節，係按嗰個--喺個限期之前交咗嚟喇。

11 主席：（經傳譯員）限期係幾時呀？

12 陳美寶女士：（經傳譯員）6月中--6月尾，6月尾。應該係9月尾或者10月初，
13 我哋要畀番我哋嘅意見佢哋，然後希望之後我哋可以就住有關章節嘅內容達成
14 協議，就可能係年底或者明年初就交畀運房局係批准嘅。

15 主席：（經傳譯員）呢個時間表係咪有一個法定規定㗎？

16 陳美寶女士：（經傳譯員）係有法定規定嘅。

17 主席：（經傳譯員）可唔可以提一提我喺邊度可以搵到個法定要求呀？即係你提嗰啲
18 日期，因為如果我有記錯，應該係6月中同埋係9月嘅。

19 陳美寶女士：（經傳譯員）9月尾。我同事搵緊嗰沓文件夾，但係你講得啱嘅，係有
20 兩個日期喺條例有提及嘅，佢哋係要喺6月尾提交，然後我哋就應該係要9月
21 尾同佢達成協議...

22 主席：（經傳譯員）否則嘅話，可能--可以就去到運房局局長嗰度做審裁，係咪呀？

23 陳美寶女士：（經傳譯員）係，係一路去到9月嗰度嗰個過程就係內部過程嚟嘅，就
24 係要取得運房局局長嘅同意，我哋會提交所有路線嘅詳細計劃等等。

25 主席：（經傳譯員）所以我就個問題就係問你係咪已經過咗9月尾，你係咪已經同巴
26 士公司達成協議呢？

27 陳美寶女士：（經傳譯員）9月尾個日期已經過咗，喺今年，特別呢一年係因為有一
28 系列嘅問題我哋向營辦商提出咗，所以我哋就預期佢哋就住嗰個安全章節就要
29 提供一啲補充--即係要再補充一啲資料，再加強，所以而家佢哋係就住呢一個
30 章節係制定最後嘅內容。

31 主席：（經傳譯員）即係今年你哋仲未達成協議，係咪？

1 陳美寶女士：（經傳譯員）係，未達成嘅。主席，有關嗰個法定條文，就係第 12A
2 條，《公共巴士服務條例》第 12A 條。

3 主席：（經傳譯員）今年你哋預計幾時可以達成協議？

4 陳美寶女士：（經傳譯員）我哋希望儘早同佢哋達成協議。

5 主席：（經傳譯員）好明顯喇，但係有冇話一個大概幾時做得到呢？

6 陳美寶女士：（經傳譯員）或者可以提供個資料畀你哋，我哋最近同城巴同埋新巴都
7 係就住佢哋遠期計劃開過會，我哋亦都係同九巴安排緊，同埋龍運安排緊會議
8 係處理佢哋嘅遠期計劃，所以我哋係做緊各項工作，係儘可能儘早同佢哋達成
9 協議。

10 主席：（經傳譯員）你講咗兩次喇，你係冇辦法畀到個日期，係咪？如果係真係咁，
11 你就講，照講。

12 陳美寶女士：（經傳譯員）喺現階段，我唔可以提一個日期，但係我嘅目標就係希望
13 儘早去達成協議，因為我哋亦都需要定到明年嗰個最後嗰啲巴士路線，亦都係
14 而且要將有關資料發放畀公眾嘅。

15 主席：（經傳譯員）陳律師。

16 陳政龍先生：（經傳譯員）主席，為咗做紀錄，就係 12A 條，即係頭先陳女士所提
17 嘅點就係喺 THB-2 文件夾 109 頁嘅。

18 主席：（經傳譯員）好，唔該。

19 陳政龍先生：（經傳譯員）好喇，講番較早之前主席嘅問題，你就係話你要求巴士營
20 運商進一步提供細分資料關於嗰啲嘅意外成因嘅，喺 TD-5 文件夾 1729 至
21 1730 頁其實就係頭先我哋啱啱睇嗰份文件，係 TD-5 文件夾 1729 頁。

22 1728 頁嗰封信件就係 2018 年 5 月嘅日期，然後嗰度底部，即係 1729 頁
23 底部，你就要求九巴就住巴士意外就係做分析，然後下一頁，一個佢哋分析同
24 非巴士司機相關因素嘅交通意外做分析，呢個係咪你嘅頭先提及嘅，頭先？

25 陳美寶女士：（經傳譯員）係，而喺 1730 頁其實都係有一個好長嘅清單，就話我哋
26 要求公司去做嘅分析嘅，要佢哋提供呢啲資料嘅。

27 主席：（經傳譯員）喺 1729 頁底部，「要求你哋公司(a)」，然後第二，就係「分
28 析有關意外嘅性質同埋成因，同埋解釋點解意外宗數增加嘅理由。」呢個係你
29 要求佢哋做嘅，係咪呀？

30 陳美寶女士：（經傳譯員）係，冇錯。

31 主席：（經傳譯員）然後下一頁 1730 又進一步再要求，你可唔可以指出喺邊度就話
32 繼續係有呢啲要求呢？如果搵到嘅，讀出嚟，唔該。

1 陳美寶女士：（經傳譯員）我哋就係希望公司提出進一步嘅分析，就係呢一個意外嘅
2 成因，同埋佢哋有冇一啲相同嘅因素，想佢哋話畀我哋聽佢哋有啲咩嘢具有嘅
3 建議嚟到去改善嘅，譬如話非碰撞式嘅意外，就係啲乘客跌嘍，到底佢哋喺邊
4 度跌倒嘅呢？喺上層定係下層吖，定係喺樓梯呢？

5 主席：（經傳譯員）喺邊度寫出嚟呀？

6 陳美寶女士：（經傳譯員）我而家係舉個例...

7 主席：（經傳譯員）但係你未舉例之前，可唔可以讀出嗰個文本係支持你而家講嘅嘢
8 呢？我哋有呢一句「你係要畀我哋一個分析係關乎意外嘅趨勢、成因同埋類
9 型」，呢個就係喺 1729，下一頁嗰度係...

10 陳美寶女士：（經傳譯員）喺下一頁就係我哋繼續講落去，1730，我哋提到同安全
11 相關嘅計劃，主席。我哋就話目標要去減低涉及巴士嘅意外，同埋係加強向乘
12 客提供巴士服務個安全，你哋公司係要畀我哋有關嘅計劃或者建議去改善現時
13 嘅監察制度或者係要新嘅監察制度係關乎巴士嘅安全同埋增加你哋公司員工個
14 個意識，就係呢啲監察制度個個結果同埋會有啲乜嘢嘅紀律行動或者係懲罰
15 嘅，亦都要發展一個嘅計劃書，就係自動咁樣嚟到去監察到車長嘅駕駛行為，
16 就係透過喺黑盒裏面或者類似嘅儀器裏面嘅一啲嘅資料，另外就係要有一啲嘅
17 宣傳計劃嚟到係去喺嚟緊兩年加強乘客嘅安全。

18 下一頁，1731 頁，我哋亦都希望佢哋喺嚟緊嘅兩年提供一啲嘅計劃去加強
19 車長嘅訓練，無論係兼職或者係全職嘅，亦都係希望佢哋一個工作小組嘅建議
20 就係關於訓練個個嘅框架，另外就係畀我哋一啲嘅計劃，嚟到去調查個個用三
21 點安全帶呢一個嘅有幾頻密嘅。我哋亦都要求佢哋係做一啲嘅調查或者係評
22 估，去評估呢啲嘅安全帶個個嘅使用狀況、有效程度等等。

23 主席：（經傳譯員）好，去番 1730 頁，喺頭嗰四行，就係要去分析一啲唔關乎嗰個
24 車長嘅造成意外嗰個嘅因素，喺過去嗰五年，呢度有冇做過分析？有冇一啲係
25 同車長相關嘅分析呢？譬如話佢哋車速太快，就嚟要去入站嘅時候，就係突然
26 嚟到去剎掣，有冇呢一類型咁樣嘅分析？

27 陳美寶女士：（經傳譯員）主席，喺九巴方面，呢一度我哋有講到呢個程度話要佢詳
28 細咁樣去分析車長嘅乜嘢駕駛行為係引致交通意外。但係我可唔可以舉個例
29 呢？喺城巴方面，佢哋係更新緊黑盒個個嘅規格嘅，佢哋將司機嘅一啲事件記
30 錄低，即係譬如係有冇太過快嘅快速或者係減速。

31 主席：（經傳譯員）有一半嘅意外都係非碰撞式嘅，都係因為乘客失咗平衡，係咪
32 呀？

33 陳美寶女士：（經傳譯員）係。

34 主席：（經傳譯員）我覺得毫無疑問，呢一個一定係佢哋係太快嘅突然間剎掣或者係
35 加速或者係搖擺嘅或者係扭軚嘅，呢一方面，我就係想問你呢啲都係同意外嘅

1 成因有關，我就問你點解係冇問到一啲關於呢啲意外嘅問題？有時就係啲司機
2 揸車嘅時候就唔留心，有時佢就係刹掣刹得太急。

3 陳美寶女士：（經傳譯員）喺呢一封信，我哋畀九巴嘅時候，我哋冇去到咁細緻嘅。

4 主席：（經傳譯員）你城巴有冇呢？

5 陳美寶女士：（經傳譯員）我查一查喇。不過喺我哋最新嘅、起碼嘅，關於黑盒規格
6 嘅要求，我哋就係規定佢要--如果係有一啲係過急嘅刹掣或者係踩油嘅時候，
7 係要喺黑盒裏面係記錄到呢啲嘅事件嘅。或者我請我嘅助理署長話畀委員會聽
8 喺呢一個嘅踩油嘅時候，佢哋公司係咪能夠搵得到係有突然刹掣或者係刹得太
9 急或者係刹得太多嘅、太過份。

10 主席：（經傳譯員）係，唔該。你就喺 2018 年 8 月嘅時候關於係最基本嘅要求，話
11 嗰個電子數據紀錄儀，係咪呀？

12 陳英傑先生：（經傳譯員）呢個係咪講緊最起碼嘅要求？

13 主席：（經傳譯員）講緊最起碼嘅要求先，然後再講到你期望達到最高嘅水準--水
14 平，可以做到乜嘢呢？關於踩油同埋係刹掣嘅嗰啲數據。係咪喺附件 2 呀？

15 陳政龍先生：（經傳譯員）為紀錄嘅原因，應該係工作小組嗰個嘅報告，係附件 2 嗰
16 個嘅編碼係 1807，係 TD-5。

17 主席：（經傳譯員）但係唔喺我呢一沓文件度喎，冇編碼嘅--冇頁碼嘅。

18 陳英傑先生：（經傳譯員）嗰個電子數據紀錄儀嘅最起碼要求，我哋就平時叫佢做黑
19 盒，呢個更新，我哋係對於嗰個嘅新嘅版本或者新嘅要求係有一啲更新嘅。

20 主席：（經傳譯員）我知道，到底如果我哋係關於係加速或者係刹掣方面喺邊度呀？

21 陳英傑先生：（經傳譯員）其實係 4(a)，「意外報告，就係當時嘅車速，係要去記
22 錄到每秒鐘嘅時段，係要持續三分鐘，就喺呢個 0.4G 減速嘅呢啲嘅事件之
23 前。」呢個就係話呢一個嘅儀器要起碼記錄到呢一類型嘅加速或者減速...

24 主席：（經傳譯員）但係呢個係減速，應該以前係 0.2 嘅，係咪呀？

25 陳英傑先生：（經傳譯員）唔係，係 0.4，自從一開始用，就已經係咁。

26 主席：（經傳譯員）點解係 0.4，減速 0.4 呢？係咪咁樣就係--咩嘢叫 0.4 呢？

27 陳英傑先生：（經傳譯員）0.4 係一個數字係我哋以前喺一個研究之後採納嘅。

28 主席：（經傳譯員）咩嘢意思呢？

29 陳英傑先生：（經傳譯員）就係話嗰個嘅力度，當你一踩落去嗰個刹車掣嘅時候，嗰
30 個嘅地心吸力嘅，你會一個正常人所感受到嘅力。

- 1 主席：（經傳譯員）我明，...
- 2 陳英傑先生：（經傳譯員）擺喺 0.4，其實就係講緊嗰個係每秒鐘 9.81 米，即係
3 0.4...
- 4 主席：（經傳譯員）咁咩嘢意思呀？係咪對於一個嘅司機嚟講，咩嘢意思呢？係咪話
5 當喺嗰架車轆都有煙出嘅時候嚟到剎掣？
- 6 陳英傑先生：（經傳譯員）唔係，唔係。
- 7 主席：（經傳譯員）畀一個嘅例子我。
- 8 陳英傑先生：（經傳譯員）譬如話有一個嘅乘客坐喺車度，佢如果喺咁嘅減速，佢會
9 係躡出嚟喇，呢個就係一般一個剎掣力係大到咁樣嘅地步，就係能夠令一個
10 坐喺椅上面嘅乘客就係跌落嚟嘅，呢一個係需要喺儀器裏面記錄得到嘅。
- 11 主席：（經傳譯員）即係係一個冇繫安全帶嘅乘客會係跌落嚟？
- 12 陳英傑先生：（經傳譯員）會跌出個座位--就更加技術性咁講，就係九成五嘅乘客如
13 果喺咁--如果有戴安全帶，喺咁樣嘅減速力度，0.4 嘅話，就係會突然之間係
14 跌出座位嘅。
- 15 主席：（經傳譯員）好，唔該。呢個就係話如果有咁樣類型嘅減速，你一定要係提供
16 喺之前嗰三分鐘嗰個嘅車速，係咪呀？
- 17 陳英傑先生：（經傳譯員）呢個係一個嗰一刻嘅時間，但係我哋亦都需要知道喺呢一
18 個事件發生之前嗰三秒--唔係，對唔住，係三分鐘嗰個係發生咩嘢事。
- 19 主席：（經傳譯員）第 2 項就係指到嗰度有提到剎車掣嘅，喺 (c) 嗰度，係咪呀？就
20 係嗰個嘅儀器一定要係記錄到幾時係踩過剎車掣？
- 21 陳英傑先生：（經傳譯員）係喇，呢個應該係第 2，就係話可以記錄到每一秒時段嗰
22 個嘅資料。
- 23 主席：（經傳譯員）係喇。
- 24 陳英傑先生：（經傳譯員）即係可以記錄到喺兩個星期嘅時段裏面係每三十秒嘅資料
25 嗰啲數據可以喺嗰度，即係話呢個黑盒應該係可以係保持到呢啲資料完整。
- 26 主席：（經傳譯員）係，多謝你解釋，呢個就係最起碼嘅要求，但係你就話希望巴士
27 公司係做高過你哋嘅最低要求嘅？
- 28 陳英傑先生：（經傳譯員）係，我哋嗰個制度希望就係話城巴同埋新一巴都係可以記
29 錄所有呢啲嘅資料。
- 30 主席：（經傳譯員）乜嘢資料？
- 31 陳英傑先生：（經傳譯員）車速嘅資料。係可以係去記錄到嗰個嘅運作時間。

1 主席：（經傳譯員）你係講緊邊一份文件呀？

2 陳英傑先生：（經傳譯員）係呀，呢一份文件，係最低嘅起碼嘅要求，喺第2段，就
3 係個車速、幾時剎車，呢個係可以喺螢幕上面睇得到。

4 主席：（經傳譯員）係。

5 陳英傑先生：（經傳譯員）譬如話嗰個巴士係去到車站嘅時候就開咗呢一個車尾嘅
6 門，呢啲全部喺嗰個屏幕上都係可以嘅。呢個係咪全球定位系統嗰個嘅協調...

7 主席：（經傳譯員）係有座標，係咪呀？

8 陳英傑先生：（經傳譯員）即係話巴士嗰個位置、到底有冇人揸過鐘，呢啲資料全部
9 都係由巴士公司提供嘅。

10 主席：（經傳譯員）呢個係最起碼嘅要求，我就係問你，你希望嗰啲黑盒係做得更
11 多，係咪呀？

12 陳英傑先生：（經傳譯員）其實黑盒係一個一般嘅即係講呢啲儀器嘅名嚟嘅啫，其實
13 係呢一個嘅安裝喺巴士上面就係佢哋可以做唔同嘅功能嘅，喺巴士營運同埋車
14 隊管理方面，嗰啲嘅參數就係如果你係講緊一架巴士係咪真係超速、嗰個車長
15 駕駛係唔係合適、佢係踩呢個剎車掣係咪踩得太急、佢係咪用一個合適嘅態度
16 嚟到去服務乘客、有冇人係會投訴，我哋都喺呢個嘅系統裏面係--譬如話嗰個
17 司機係咪停喺嗰個車站度，有人揸鐘，佢就會係停車，呢啲全部都係可以睇得
18 到嘅。而公司亦都係發展緊一啲嘅監察指標，睇下呢啲資訊應該點樣去記錄、
19 佢哋點樣嚟到去分析。

20 主席：（經傳譯員）所有嘅資料都係記錄嘅，嗰個問題就係佢哋要分析同埋使用，巴
21 士亦都係有呢個嘅閉路電視嚟到去睇住佢哋，嗰個問題就係係咪用緊，係咪用
22 佢哋嚟到去增加呢個安全？

23 喺呢個時候，我哋就休息二十分鐘。

24

25 上午 11 時 35 分聆訊押後

26

27 上午 11 時 55 分恢復聆訊

28 出席人士如前。

29

30 主席：（經傳譯員）陳先生。

31 陳美寶女士：（經傳譯員）主席，喺休息之前，就講到我哋有冇要求專營巴士公司...

- 1 主席：（經傳譯員）可唔可以對正個咪講嘢？唔該。
- 2 陳美寶女士：（經傳譯員）喺休息之前，你就要求我哋去提供一啲嘅證據去睇下我哋
3 有冇要求專營巴士公司有冇去睇下某一啲嘅意外，包括係跌低或者係躡低，我
4 想講番 5 月 21 號嗰封信嘅。
- 5 主席：（經傳譯員）就係 TD-5 嘅 1728 頁。
- 6 陳美寶女士：（經傳譯員）係，唔該晒。係我哋封信嘅第 8 頁。
- 7 主席：（經傳譯員）就係 1729 頁嘅。
- 8 陳美寶女士：（經傳譯員）我想講最後個項目，就係「分析涉及九巴嘅交通意外」，
9 我哋要求佢哋分析喺 2017 年涉及九巴嘅交通意外，同埋亦都分析 15 同埋 16
10 年嘅情況，就係喺附錄 E(i) 嘅，我想睇番附錄 E(i)。
- 11 主席：（經傳譯員）喺邊一頁呢？
- 12 陳美寶女士：（經傳譯員）唔好意思，主席，文件冊入面就有呢個附錄，附錄...
- 13 主席：（經傳譯員）文件冊入面有嘅嘢就係由九巴或者係運輸署提供嘅。如果你有附
14 錄 E(i)，可唔可以畀一份我哋呢，而家？
- 15 陳美寶女士：Yes. Should I...
- 16 主席：（經傳譯員）或者有人可以係從你手中攤一份呢個附錄，然後畀一份我哋呢。
- 17 陳美寶女士：（經傳譯員）唔好意思，主席。
- 18 主席：（經傳譯員）或者你可以一陣間再講呢個問題。
- 19 主席：（經傳譯員）陳大律師，你有冇其他問題想問呢？
- 20 陳政龍先生：（經傳譯員）我就想跟進其中一點，就係運輸署陳先生同埋主席之間嘅
21 對話，即係關於呢個黑盒嘅要求。主席，我想你睇一睇 2018 年最新嘅黑盒嘅要
22 求，就係休息之前我哋講到嘅，就係工作小組報告，你有冇呢份文件，主席？
- 23 陳英傑先生：Yes. May I -- sorry.
- 24 主席：（經傳譯員）或者畀陳大律師問埋佢嘅問題先。
- 25 陳英傑先生：（經傳譯員）我就先講一點嘅，喺休息之前，我就回應主席，就講到
26 4(a) 段，就係 0.4G 嘅減速率有冇改變過...
- 27 主席：（經傳譯員）我諗陳大律師就係想同你講呢一點。
- 28 陳英傑先生：（經傳譯員）呢一個就係 2003 年嘅版本，就係由 0.2 去到 0.4 嘅。
- 29 主席：（經傳譯員）即係話呢一個減速嗰個上限就係由 0.2 就去到 0.4，係咪？

- 1 陳英傑先生：That's right. Yes.
- 2 主席：（經傳譯員）喺 0.4 嘅減速率之下，百分之九十五嘅乘客都會喺個座位度跌
3 出嚟。
- 4 陳英傑先生：Yes, the chance of 95 per cent...
- 5 主席：（經傳譯員）如果係 0.2G 嘅減速率又點呢？有幾多人會跌出嚟呢？
- 6 陳英傑先生：（經傳譯員）呢一個嘅上限就係好耐之前採用嚟喇，...
- 7 主席：（經傳譯員）如果係 0.2G 嘅減速率底下，有幾多乘客會跌出嚟，你答唔答到
8 呢？
- 9 陳英傑先生：I don't have the answer. I cannot answer.
- 10 主席：（經傳譯員）或者你可唔可以答呢個問題呢，點解由 0.2G 轉咗去 0.4G 呢？
- 11 陳英傑先生：（經傳譯員）喺 2006 年，我哋同巴士公司討論呢一個規格嘅時候，當
12 我哋會面嘅時候，我哋評估咗呢項嘅要求，我哋發現 0.2G 只係好輕微嘅減速，
13 係會經常出現嘅，亦都係對於監察嚟講，冇意義嘅，當時我哋同巴士公司會
14 面，亦都同意咗就將 0.2G 轉去 0.4G，不幸地，當時--即係喺呢個規格入面就
15 冇更新呢個相關嘅數字嘅，所以今次我哋就更新咗呢個數字。
- 16 主席：（經傳譯員）即係過咗十二年之後先做，係咪呀？即係用成十二年先去更新呢
17 個數字？
- 18 陳英傑先生：（經傳譯員）我諗呢個工作應該係會早啲做嘅。
- 19 主席：（經傳譯員）你有冇 2006 年呢一個會議嘅紀錄呢？
- 20 陳英傑先生：Yes, I think we have notes of meeting too.
- 21 主席：（經傳譯員）你可唔可以向委員會提供呀？
- 22 陳英傑先生：Yes.
- 23 主席：（經傳譯員）唔該晒。陳律師，頭先打斷咗你，或者你可唔可以講番 2003 個
24 個最低要求嗰個文件紀錄？
- 25 陳政龍先生：（經傳譯員）就係 TD-5 文件夾 1598 頁。
- 26 主席：（經傳譯員）或者係擺上螢幕喇。係喇，呢度有喇，3(a)。你頭先提及百分
27 之九十五嘅人坐喺位都會跌咗落嚟，即係話如果係用 0.4G 嘅減速衝力嘅話，呢
28 個係咪有人做過一個研究嘍？
- 29 陳英傑先生：（經傳譯員）從我哋嘅搜尋，就喺 1997 年嘅時候，運輸署做一個研究
30 發現嘅。

1 主席：（經傳譯員）有冇有關嘅文件？

2 陳英傑先生：（經傳譯員）我哋可以遲啲畀你。

3 陳政龍先生：（經傳譯員）你所講嘅研究包唔包括埋如果企喺度嘅乘客會企唔穩呢？
4 即係嗰個數字係幾--呢度有冇呢？即係關於 0.2 同 0.4G。

5 陳英傑先生：（經傳譯員）有關於站立嘅乘客，恐怕就有提及嘅，因為坐喺度嘅乘
6 客，佢係有個正式嘅位坐喺度，就可以容易啲去界定，但係企喺度嘅乘客，係
7 另一回事嚟嘅，因為啲人點樣企法我哋就唔可以控制到嘅，亦都有話既定用咩
8 嘢方法企嘅，所以我哋就有相關嘅減速衝力嘅，係針對站立嘅乘客嘅。

9 主席：（經傳譯員）或者我哋可以用常識，你哋都係應該--佢哋應該都會跌晒落地，
10 係咪？

11 陳英傑先生：（經傳譯員）可以係，可以唔係，因為好視乎佢哋點樣企法，喺巴士裏
12 面，我哋其實有訂明話巴士有啲咩嘢設施可以幫到嗰啲站立嘅乘客，譬如佢係
13 扶住一條柱--一支杆等等，如果佢哋企得好穩陣，未必係咁大機會會跌落地
14 嘅，但係當然有啲人佢上咗巴士，可能手拎住啲嘢，然後巴士行嗰陣時候行嚟
15 行去咁又另一回事喇。

16 主席：（經傳譯員）陳律師。

17 陳政龍先生：（經傳譯員）啱啱我收到一份文件，就係你頭先想提嗰份文件，陳女
18 士，就係附錄 E(i)，係咪？

19 陳美寶女士：（經傳譯員）係，主席。呢個就係附件 E(i)，就係我哋夾附畀九巴同
20 埋其他專營巴士公司嘅信件嗰度嘅，喺呢度，我哋就想佢哋分類，將導致巴士
21 意外嘅原因嘅分類，呢度就係比較有幾多巴士車長係牽涉喺嗰三年期嘅交通意
22 外裏面嘅，我哋就將佢因素就拆開嚟，就列咗喺嗰個表度。

23 喺第二項就係同巴士車長有關嘅因素，同埋因為呢啲係講話唔同意外嗰個
24 性質，呢度有個描述嘅，就係講話譬如一開始嘅時候，佢係大意咁樣開車等
25 等，例如作為一個例子，然後我哋同巴士公司傾過之後，巴士公司就喺佢哋嘅-
26 -而家會喺嗰個安全章節嗰度就會詳細講述每一類呢啲意外嘅成因。

27 譬如如果話講到話巴士車長大意咁停車或者開車，呢啲嘅安全因素都會喺
28 個安全章節嗰度最後訂明嘅，而譬如好似九巴，就會將佢交通意外數字分類，
29 就話譬如話喺停車畀乘客上落車或者係離開巴士站嘅時候嗰啲嘅情況，所以就
30 將嗰啲交通意外就分咗咁多個細類，就喺唔同情況嘅時候所發生嘅。

31 如果特別講話係踩剎車掣呢一點，就有特別具體咁提及嘅，因為呢個係一
32 個可以話係一個起始嘅一個參考水平嚟嘅，但係我哋預計佢哋喺嗰個安全章
33 節就會好詳細咁講出各個意外嘅成因係咪話佢突然間剎車或者係喺巴士站開車
34 出嚟嘅時候等等。

- 1 主席：（經傳譯員）呢啲數據係嚟自邊度㗎？
- 2 陳美寶女士：（經傳譯員）呢啲數據就係根據過往嘅交通意外統計數字，就係之前嘅
3 各間巴士公司嗰個安全章節裏面有提及嘅。
- 4 主席：（經傳譯員）即係話呢個就係由運輸署將啲數據組合起上嚟，係咪？即係呢
5 個表只係得一頁嘅之嘛。
- 6 陳美寶女士：（經傳譯員）或者我哋嘅總工程師邱生可以幫一幫手。
- 7 邱國鼎先生：（經傳譯員）係，我哋呢啲數據係從警方嘅交通意外調查組嗰度攞番嚟
8 嘅。
- 9 主席：（經傳譯員）係警方呀？但係呢份文件係運輸署提供嘅，係咪呀？
- 10 邱國鼎先生：（經傳譯員）係，係佢哋運輸署做出嚟嘅。
- 11 主席：（經傳譯員）呢啲警察嘅統計數字叫做乜嘢㗎？
- 12 邱國鼎先生：（經傳譯員）個名稱係...
- 13 主席：（經傳譯員）請你可唔可以近啲個咪講嘢？
- 14 邱國鼎先生：（經傳譯員）因為佢哋而家轉緊一個新嘅系統，所以有個新嘅名，嗰個
15 系統就係「事故個案管理系統」。
- 16 主席：（經傳譯員）CMIS，係咪呀？即係佢哋用個縮寫，CMIS。
- 17 邱國鼎先生：Yes.
- 18 主席：（經傳譯員）因為我哋聽過警方作供嘅。你哋係可以用到佢哋個數據庫嘅，係
19 咪？
- 20 邱國鼎先生：（經傳譯員）係。
- 21 主席：（經傳譯員）有冇睇過警方唔係幾耐之前向我哋作供嗰個證供謄本呀？
- 22 邱國鼎先生：（經傳譯員）冇，我哋只係可以接觸呢啲數據。
- 23 陳美寶女士：The transcript, police transcript.
- 24 邱國鼎先生：（經傳譯員）有，有，有睇過。
- 25 主席：（經傳譯員）你係咪--你都知道警方話過畀你聽佢哋有個範本嘅，係有六十個
26 成因，即係話警員如果佢調查交通意外嘅時候，就有呢個範本，有六十個成
27 因，佢哋就剔每一個成因，然後就將啲資料輸入去電腦，然後就會有高層嘅
28 人就會檢視呢啲嘅資料，所以嗰個資料係咁嚟嘅，即係由警方嗰度。
- 29 邱國鼎先生：（經傳譯員）係，其實佢哋有個表，而家顯示啲因素都係其實警方所

1 提及嘅因素嚟嘅，即是喺佢哋將呢啲嘅數據輸入去電腦嘅時候，佢哋就會揀係
2 邊啲因素導致個交通意外嘅。

3 主席：（經傳譯員）陳律師。

4 陳政龍先生：（經傳譯員）或者我返番去轉頭，講一個比較概念性嘅問題，就係話係
5 安全表現指標，因為喺小休之前我哋都有傾緊嘅。

6 主席：（經傳譯員）或者係喺你咁做之前，可唔可以先問一問陳女士，呢封信係你寫
7 畀九巴嘅，我睇嘅係 1729 頁，喺嗰度，我哋就搵到附件 E(i)，嗰度信件其實
8 冇提及呢啲數據嘅來源嘅，係咪？

9 陳美寶女士：（經傳譯員）冇嘅。

10 主席：（經傳譯員）有冇咩嘢特別理由點解你唔話畀九巴聽呢啲數據係邊度嚟嘅呢？

11 陳美寶女士：（經傳譯員）或者我解釋一下，因為我哋一般個做法都係用警方關於譬
12 如交通意外數字嘅數據庫同埋佢哋嘅分析等等，因為其實只係有警方會話將啲
13 意外分類，我哋運輸署冇嘅，所以呢啲關於 2015、16、17 年所制定嘅交通意
14 外嘅數據都係咁樣嚟嘅。

15 其實我哋之後都會係會向巴士公司做一個講解嘅，就會講我哋要求佢哋做
16 啲乜，如果喺做個簡介會嘅時候，我哋就向佢解釋我哋預計--希望佢哋提交
17 啲數據要有幾細緻，我哋就有啲討論嘅紀錄，但係好明顯呢個都係巴士公
18 司一般都知道，就係話我哋其實係用警方所管理嘅數據庫，而運輸署係有權用
19 嘅，純粹係咁。

20 主席：（經傳譯員）好。

21 陳政龍先生：（經傳譯員）主席，或者我返番去講安全表現指標嘅問題，從你哋嘅證
22 供，似乎你係唔同意用一個安全表現指標，為咗確保我嘅理解正確，我就想請
23 你睇 Stanley 教授嘅供詞裏面有兩段，等我哋好清晰知道我哋大家講緊乜嘢，
24 唔會有含糊或者混淆。

25 好，而家睇番第 16 日聽證會嘅證供謄本，即係 2018 年 9 月 15 號，61
26 頁，謄本 61 頁，61 頁，第 21 行，我由嗰個問題開始。

27 主席問「仲有乜嘢其他方法我哋可以量度安全呢？」而 Stanley 教授就話
28 「我覺得意外率係一個好嘅起點，如果你睇番喺嗰五年遠期計劃裏面嘅安全計
29 劃裏面提及嘅一啲嘅數據，譬如話係碰撞式，有導致死亡嘅意外，有碰撞嘅意
30 外，滑到、絆倒、跌倒嘅意外等等，你可以沿住呢個去再制定一啲關於安全嘅
31 鼓勵措施或者係罰則。如果你唔用嗰個整體嗰個意外牽涉率，你睇嗰個死亡率
32 同埋睇下滑到、絆倒、跌倒嘅意外等等，你就可以形成一種睇法。我就覺得呢
33 個係相對係重要嘅。

34 就如果佢哋加埋晒所有呢啲，話一宗事故都係一宗事故，你其實就睇唔到

1 嗰啲細節嘅，所以我就會將佢再拆分一啲嚟睇，就睇下啲主要安全關注嘅地
2 方。同埋確保主要表現指標係同呢啲相關嘅，而你鼓勵或者罰則都係同呢啲有
3 關嘅。我唔知道嗰啲裏面係有幾多嘅元素，我諗就需要由政府同埋營辦商去討
4 論、去協商。

5 又我哋或者可以睇番乜嘢係主要影響安全問題嘅因素，然後由嗰度做一個
6 起點。」

7 然後就請你睇第 72 頁，係同一份謄本，18 行，Stanley 教授就話「每
8 100 萬行車公里意外率，就我覺得係一個誤導，而且係太過粗疏嘅一個指標嚟
9 嘅。」

10 跟住我就問「你係咪需要一個更加細緻嘅指標或者一組嘅指標？」
11 Stanley 教授話「絕對係需要嘅，你需要一套好細緻嘅指標，呢啲都係成個指
12 標嘅一部分，能夠反映到，由於作為一個經濟學家，我就會話嗰啲唔同意外嘅
13 一個成本係乜嘢，就可以咁樣去量度，我相信肯定你哋香港都會咁樣去量度
14 嘅。譬如話係典型嘅導致死亡嘅意外係有一個數值，其他輕微啲嘅意外又有一
15 個數值，就可以當佢係一個加權咁樣嚟睇嘅。當然仲有其他嘅因素可能你都
16 包括埋係其中。」

17 所以從你今朝早作供，你就話你係唔同意用呢個方法嚟去量度安全，啱唔
18 啱？

19 陳美寶女士：（經傳譯員）或者我可唔可以再詳細啲解釋我哋嘅立場或者觀察？喺小
20 休之前，你就問過我係咪同意 Stanley 教授嗰個講法，就話主要表現指標就唔
21 可以係唯一個指標去量度安全，我就話唔同意，我就話只不過係需要有一個起
22 點，一個參考點。

23 主席：（經傳譯員）唔係，其實早啲時候，你係唔同意就話主要表現指標如果係巴士
24 公司唔可以控制嘅，就唔相關嘅，我諗我哋講嘅呢個問題，就係主要表現指標
25 係咪控制得到，呢個就係 Stanley 教授嘅睇法。

26 陳美寶女士：（經傳譯員）我諗講到話安全因素，譬如講話有幾多宗意外，喺某程度
27 上，就唔係話巴士公司完全可以控制到嘅，但係我哋覺得用一個咁嘅指標仍然
28 都係可以幫到我哋去量度個安全表現嘅。而另一方面，我提到話一宗意外可能
29 係好多因素造成嘅，如果我哋用一啲好具體嘅指標，例如話牽涉到巴士車長嘅
30 意外宗數，可能係因為佢大力剎車，即係某啲情形之下，如果淨係咁樣睇，又
31 再深入啲去調查當時係咩嘢情況嘅話，呢一類咁嘅指標就未必可以係完全顯示
32 到佢係完全由巴士司機造成嘅意外嘅。

33 譬如可能話巴士公司去睇番嗰啲閉路電視嘅錄影帶，又有個黑盒有紀錄，
34 就睇到巴士司機急劇剎車咁樣，可能都仲要睇埋譬如話閉路電視有啲其他嘅數
35 據，就顯示可能係牽涉一啲外在嘅因素，係巴士司機或者係巴士公司有辦法控
36 制嘅，可能巴士司機係要作一個艱難嘅決策，到底係咪要大力剎車，避免同其

1 他車相撞，或者係撞到一個路人咁樣，而當--因為佢大力剎車可能都導致啲乘
2 客企唔穩等等。所以好難話我哋做到一個好簡單單一嘅一個指標去量度巴士公
3 司嘅安全表現嘅。

4 Stanley 教授建議話用一個加權嘅意外率，可能喺呢一方面，我哋可以進
5 一步去探討同討論，但係我哋需要有一個起點，一個參考點嘅。而講到話有幾
6 多宗交通意外，幾多交通意外牽涉到巴士嘅行車里數嘅話，其實變咗我哋可以
7 有一個比較嘅基礎，係按年咁去做比較，而我哋亦都可以--譬如話從咁，我哋
8 可以睇到係咪話個意外率增加，即係 2017 年相對於 2016 年係增加咗，而且亦
9 都係超越咗佢哋個目標意外率嘅，呢個目標就係由巴士公司自己定嘅。咁亦
10 都能夠達到我哋嘅希望做到，就係我哋有啲咩嘢方法可以按年咁去減低個意
11 外率或者宗數，呢個就係佢哋可以提供嘅資料嚟嘅。

12 陳政龍先生：（經傳譯員）Stanley 教授嘅建議就係話用呢一個嘅方法係太過粗
13 疏，可能有誤導性嘅，你有咩嘢睇法？

14 陳美寶女士：（經傳譯員）我諗我已經答咗呢個問題㗎喇。

15 陳政龍先生：（經傳譯員）好，唔該。好，而家就睇一睇倫敦點樣做，倫敦而家嘅狀
16 況。陳女士，就想請你睇一段 Weston 先生講到倫敦個做法嘅報告書，我就
17 會喺佢嘅口供個度擺一小段嘅文字嚟讀出嚟，就喺佢嘅專家嘅報告，仲有就係
18 講到倫敦方面嘅證供，我會讀咗出嚟先，然後請你係畀下你嘅睇法嘅。

19 首先，Weston 先生嘅報告就係專家文件 150 頁，7.8 段，Weston 先生
20 嘅報告，我讀喇，喺「TFL 安全表現指標」，Weston 先生就話「係作為佢哋倫
21 敦運輸個嘅巴士安全計劃，佢哋有一個安全表現指標，個做法就係基於鐵
22 路業個嘅做法嘅，佢哋就係會監察一籃子嘅措施，包括一啲意外嘅數據同埋
23 一啲可以觀察出嚟嘅措施嘅一啲嘅表現，佢個個整體嘅數字就係 80 嘅，將來嘅
24 表現就係根據呢一個嘅基準 80 嚟到去比較，就係睇下到底有改善抑或係惡化
25 嘅，呢個制度唔係要去比較巴士與巴士公司之間，反而係睇一間個別公司個
26 嘅趨勢。」Weston 先生嘅報告就係咁。

27 主席：（經傳譯員）呢個重要嘅就係話要去強調安全表現指標係要嚟發展用喺一個嘅
28 巴士安全計劃個度，而呢一個巴士安全計劃就係會喺 10 月 16 號嘅時候公布，
29 呢個係一個新嘅制度？

30 陳美寶女士：（經傳譯員）係，我明白嘅，我哋同倫敦嘅運輸署都係有一啲聯絡。

31 主席：（經傳譯員）可唔可以對住個咪講大聲啲？

32 陳美寶女士：（經傳譯員）係，我哋同倫敦個嘅運輸嘅局係有一啲嘅聯絡。我哋就
33 係想睇下有冇一個有效嘅量度就係關於巴士同埋鐵路業個安全表現。唔該。

34 陳政龍先生：（經傳譯員）而家想請你睇下 Weston 先生喺同一個報告嘅睇法，就係
35 喺 2018 年呢一個嘅係 9 月 27 號，第 18 日嘅研訊講嘅。喺 51 頁尾個度，第

1 23 行，你睇到鄧先生係一個嘅文件嘅。

2 主席：（經傳譯員）我哋而家仲未睇到。得喇，睇到喇。

3 陳政龍先生：（經傳譯員）就係鄧大律師就係問 Weston 先生，佢話「可唔可以去睇
4 你報告 150 頁？」我就想去第 52 頁第 4 行，鄧先生就問「係咪有一個安全表
5 現指標已經係--即係有指稱過，但係未公布嘅？」

6 「係呀，就話呢個就係一個嘅建議，呢一個倫敦運輸局係做緊嘅，巴士營
7 運商係向我哋 8 月嘅時候解釋過，就係牽涉埋落去嘅有四十一個嘅措施，係呢
8 一個嘅安全表現分數嗰度就可以有不同嘅加權，可以包埋係一啲死亡或者嚴重
9 受傷嘅數字，可能係滑倒、絆倒或者係跌倒呀咁樣嘅。

10 佢哋目標就係要去監察一個營辦商嗰個嘅趨勢，就係根據呢個 80 呢一個嘅
11 基準，佢係經過加權，加權落去成個籃子嘅指標裏面。就係話唔單只話有一宗
12 致命意外咁簡單，就係話呢個可能唔關嗰個巴士公司嘅事嘅，呢個就唔會令到
13 佢個分數大大咁降低嘅，我哋係想監察呢間公司入面嘅趨勢，就唔係要佢嚟去
14 同其他嘅公司去比較。我覺得咁樣做未必係幫到佢改善嘅，只不過係一個認
15 可，就話你而家呢間公司係做得好咗、安全咗。如果譬如嗰個基準係 80，你就
16 係基於呢個 80 嘅標準嚟到去改善嘅。嗰個目標就係喺適時就係會向公眾公布，
17 不過而家仲未嘅。」

18 最後，請你睇下倫敦係交通局佢哋嗰個公布嘅一份嘅文件，係關於同一個
19 事項嘅，請你睇雜項文件 3 第 1194 頁，或者由 1189 頁開始講，係呢一份文件
20 嘅第一頁。

21 陳女士，嗰份嘅文件就係呢一個巴士安全計劃嘅最新情況，呢個就係呢個
22 倫敦嘅交通局係應佢哋嗰個嘅有關嘅委員會要求係提交嘅一個報告。

23 主席：（經傳譯員）呢個係 2017 年 11 月？

24 陳政龍先生：（經傳譯員）冇錯。想搵番個日子。無論如何，陳女士，請你睇 1194
25 頁，個標題就係合約同埋呢一個嘅表現管理。

26 喺引言嗰度話「我哋用一系列嘅數據去評估一個營辦商係咪能夠提供一個
27 安全嘅服務嘅，作為巴士安全計劃嘅一部分，我哋考慮緊一啲方法去改善呢個
28 程序同埋係更加可以係著重獎勵安全同埋係合約嘅管理嘅。

29 我哋考慮過一系列嘅方法之後，我哋而家決定有一個營辦商安全表現指
30 標，呢個叫 SPI，係基於呢一個消費物價指數嘅同一個原則，喺一個嘅綜合嘅
31 措施，係有一籃子嘅指標嚟到係得到一個單一嘅表現指數。呢個係因為我哋喺
32 2017 年係引入咗呢一個巴士網絡嘅安全表現指標，都係好成功，會有八十一個
33 相關嘅指標，而呢一個指數係四十一個指標，係包括一啲係意外衍生嘅數據同
34 埋一啲行為方面嘅觀察，包括係員工同埋呢個顧客安全、網絡安全、呢個風險
35 管理、駕駛嘅水平、工程嘅情況等等。每一個營辦商嗰個表現都係會根據佢自

1 己個嘅表現嘅指標做一個追蹤，嚟到去鼓勵持續嘅改善。」

2 陳小姐，我嘅問題就係...

3 主席：（經傳譯員）你而家係咪會去講“Driven to distraction”，呢個係大
4 倫敦議會佢哋嗰一份嘅文件？

5 陳政龍先生：（經傳譯員）係，我會一陣間係講一講話「提供誘因」呢一點嘅，咁...

6 主席：（經傳譯員）係呀，呢個係回應呢一個大倫敦議會佢哋呢一方面嘅要求嘅。你
7 可以用你嘅方法去做，但係我覺得嗰個就係背景，呢個係倫敦嘅運輸局嗰個嘅
8 回應，亦都係有人對佢呢個做法有一啲嘅批評嘅。

9 陳美寶女士：（經傳譯員）係。

10 陳政龍先生：（經傳譯員）我一陣間會講番呢一度，因為呢一份文件我好快就會講到
11 㗎喇。陳女士，我唔係話我哋要照抄呢四十一個倫敦用嘅因素，我係更加概念
12 性嚟講，我哋會唔會都係想有一籃子嘅措施，畀我哋一個整體嘅安全表現指
13 標，我哋可以一路監察，亦都係去量度巴士營辦商嗰個嘅進展嘅，亦都鼓勵佢
14 哋係根據呢啲嘅措施一路去改善嘅，你有啲咩嘢嘅評論？

15 陳美寶女士：（經傳譯員）多謝主席同埋陳生係去向我哋提出倫敦運輸局嗰個嘅措施
16 嘅，其實我哋都知道佢哋呢啲最新嘅發展，其實係2017年11月㗎喇，我哋已
17 經安排咗我哋嘅職員去探訪佢哋嘅部門，其實之前已經係計劃咗，去認識多啲
18 佢哋關於道路安全同埋公共交通安全計劃嘅一啲計劃。

19 我諗佢哋嘅措施簡單嚟講就係要有一個好概念性嘅做法，就係去考慮到一
20 籃子嘅因素去評估巴士營辦商個安全表現，我覺得應該係有一個嘅表現指標
21 嘅，起碼有一個指標等我哋去評估呢間巴士公司係咪安全。話雖如此，我覺得
22 我哋應該要向住呢個方向發展，我哋要有好幾個相關嘅因素，然後要有一個單
23 一嘅指數或者指標，呢一個範疇我哋可以再探究、研究嘅。

24 工作小組嘅建議就係話想有一個全面嘅巴士車隊嘅監察同埋管控計劃，我
25 哋而家係想叫巴士公司係安裝晒所有相關嘅儀器，而提供實時嘅監察去睇住車
26 長嗰個嘅駕駛態度，係睇住佢一啲主要嘅事宜，好似話剎車、係咪急劇嘅剎
27 車、加速同埋嗰個黑盒嗰個紀錄。另外我哋亦都係期望巴士營辦商係跟住嗰個
28 嘅訓練框架，呢啲係一系列嘅因素我哋會考慮，嚟到去發展一個更加精確嘅表
29 現指標，嚟到關於巴士嘅安全嘅。

30 呢啲我哋都係有興趣係會繼續，仲有其他嘅建議同埋一啲嘅發展，就係關
31 於巴士嘅用儀器嚟到實時監察巴士嘅運作，同埋車長嗰個嘅態度，我諗呢個係
32 畀我哋更堅實嘅基礎嚟到去繼續探究，就同巴士公司方面去研究，我覺得呢個
33 都係實務嘅，呢個係一個更加係進深嘅一個方法，我諗我哋都係好想喺呢方面
34 研究嘅。

1 主席：（經傳譯員）你估大概要幾時先至可以搵到相關嘅因素，有一個單一嘅或者係
2 簡單嘅表現指數呢？

3 陳美寶女士：（經傳譯員）喺呢個時候，我講唔實，但係我係運輸署署長，我哋亦都
4 係諗住去拜訪倫敦嘅運輸局，我哋會同佢哋討論下成個安全表現指標嗰個嘅理
5 念，我諗大概嚟講，應該一年內，我哋會有一啲初步嘅諗法嘅，唔該。

6 主席：（經傳譯員）你係咪已經同專營嘅巴士營運者係傾過嘅呢？

7 陳美寶女士：（經傳譯員）我未嘅，但係話去發展一啲嘅主要表現指標，喺訓練方面
8 嘅，同埋係實時嘅黑盒嘅監察功能同埋其他係協助到車長嘅一啲儀器，我已經
9 係跟進緊啲喇，同我哋嘅工作小組。喺我開場白嗰度話我哋根據經驗，同埋喺
10 呢一個嘅檢討小組裏面嘅一啲建議，運輸署都覺得工作小組係一個好有用嘅一
11 個制度，我哋會繼續用嗰個機制將所有相關嘅各方就係坐埋一齊，我哋就會睇
12 下點樣用一啲係有用嘅措施嚟到去改善安全表現呢個問題。

13 主席：（經傳譯員）你用咗「場合」呢個字幾次，你係咪即係聽到或者個心係咪諗住
14 Weston 先生就話呢個工作小組應該係一個常設嘅委員會，一個嘅巴士營運嘅機
15 制，係咪咁呢？

16 陳美寶女士：（經傳譯員）我都係睇到專家嘅證供係有用“forum”，即係營辦商嘅
17 “forum”呢個字，我會叫佢係一個工作小組，其實佢嗰個嘅性質同埋嘅工作範
18 疇都係差唔多嘅。

19 主席：（經傳譯員）嗰個更加具體嘅問題，你而家心裏面係咪諗住將呢個成為一個永
20 久嘅委員會或者機制，就唔係一個工作小組嘅，係會有定期會議，係咪呀？

21 陳美寶女士：（經傳譯員）呢個係一個永久嘅小組，會定期咁開會。

22 主席：（經傳譯員）咁即係有啲似倫敦而家嘅巴士營辦商大會咁，係咪呀？

23 陳美寶女士：（經傳譯員）類似喇。

24 主席：（經傳譯員）Weston 先生亦都係建議我哋嚟香港採納嘅，你係咪接受佢呢個
25 建議呢？

26 陳美寶女士：（經傳譯員）係嘅。多謝主席。

27 陳政龍先生：（經傳譯員）陳女士，呢一方面就係要有一啲合併嘅，比較係精準嘅安
28 全表現指標，而另外一方面就係話要用一啲嘅誘因或者係賞罰嚟到擺落你嗰個
29 嘅營辦協議嗰度，即係佢哋能唔能夠達標就係可以有賞罰嘅，呢一點我想同你
30 係探討一下。我想請你睇倫敦議會交通委員會嘅一份文件，呢個主席正話係講
31 到嘅就係雜項文件 3，係第 1134 頁，大家睇到，個日期係 2017 年 7 月嘅，我
32 而家想集中睇嗰個概念就係話唔達到某啲嘅目標嘅時候就係有一啲賞或者罰
33 嘅，係 1151 頁，呢一份報告書--唔好，由 1150 頁開始，等我哋知道個背景。

1 呢度會係「制定安全目標」，第 2.2 段，「受傷同埋一啲嘅碰撞目標係可
2 以要嚟作為一啲嘅指標去改善倫敦嘅巴士安全紀錄嘅，呢個有好清晰嘅角色，
3 係好多--無論係公營或者係私營嘅服務都係可以改善佢哋嘅表現。我哋相信可
4 以用一個類似嘅方式嚟到係將安全表現係同呢啲巴士營辦商個個利潤連結起
5 嚟，就係亦都係直接影響佢哋高層管理員個個嘅薪酬嘅。」

6 喺 2.3 段，「倫敦運輸局就係向我哋表示佢係有意引入一啲巴士安全嘅目
7 標，但係就有計劃--冇跡象顯示佢哋係呢啲係會同一啲金錢嘅獎勵係拉上關係
8 嘅。喺 16 年 11 月，倫敦運輸局嘅安全可持續性同埋人力資源小組就係被要求
9 係去決定 2017/18 年嘅巴士乘客主要嘅受傷數字嘅目標，而倫敦運輸局亦都同
10 我哋講喺 2 月有同我哋作出一個匯報嘅。」

11 我想講 2.6 段，「之前倫敦運輸局係解釋點解冇向巴士公司定立一啲安全
12 嘅目標，佢就表示『安全就有直接同一啲金錢或者一啲扣減係相關，因為佢哋
13 係唔想有帶出一個訊息就係營運嘅安全就係一個可以協商嘅一個代價嚟嘅。』

14 我哋明白倫敦運輸局嘅睇法，但係我哋就並唔同意嘅，營運公司係會根據
15 一啲獎賞係去行事，特別一啲財務上嘅獎賞，而佢哋嘅股東亦都係有相同嘅期
16 望嘅。如果唔將安全納入一啲合約嘅支付架構，就倫敦運輸局就唔能夠鼓勵營
17 運商係去承諾一啲安全嘅表現。」

18 喺 2.7 段就講到「如果倫敦運輸局係想減少呢一個意外或者受傷同埋碰撞
19 率，佢必須要向呢一個巴士公司引入一啲有意義嘅獎賞，令到佢哋提供更加安
20 全嘅服務。而倫敦嘅市民亦都係同意我哋嘅做法嘅，我哋訪問嘅一千六百名倫
21 敦市民之中，百分之八十八同意倫敦運輸局係必須要就住呢一啲安全同埋及時
22 嘅表現係提供一啲獎賞嘅。」

23 陳美寶女士：（經傳譯員）首先我認為呢個唔係一個簡單嘅議題嚟嘅，因為呢個就係
24 涉及就將呢一個安全嘅表現同埋巴士公司嘅財務誘因係去掛鈎。喺倫敦嘅情況
25 下，我哋知道倫敦就引入咗一個叫“MOM”嘅模式，就住佢哋嘅巴士公司。

26 至於安全表現可唔可以比巴士公司嘅獎賞或者係懲罰有關呢？呢個係喺香
27 港係有好大嘅討論空間，亦都係涉及究竟巴士公司係咪以一個專營權嘅方式去
28 經營，我哋首先要睇下我哋係咪用緊同一個模式；第二，喺我哋現有嘅機制
29 下，我哋係有一個法定嘅框架，如果專營巴士公司無法係提供適當同埋有效率
30 嘅服務，我哋係可以向行政長官係提出係對佢哋進行財務上嘅懲處嘅。

31 喺香港嘅情況之下，如果我哋日後係引入一個更加複雜嘅安全表現指標，
32 就可以令到我哋更加有效咁樣向行政會議係提出係懲處一啲無法去滿足安全要
33 求嘅巴士經營商。

34 究竟我哋可唔可以將呢樣嘢轉化為針對巴士公司嘅金錢嘅懲處，呢個係另
35 一個問題，呢個問題之前喺倫敦係有探討過嘅，倫敦運輸局可能會對我哋有一
36 啲啟示，但係喺現階段，我哋係會保持開放嘅態度。我哋會考慮倫敦同埋其他

1 司法管轄區嘅經驗，但係我哋唔會排除係去內部探討呢個問題，但係個問題我
2 哋會唔會實行，我哋就會考慮好多其他嘅因素，我哋係要小心謹慎去考慮。唔
3 該主席。

4 陳政龍先生：（經傳譯員）除非你有其他嘅觀察想提出，呢一個獎勵嘅機制，我就會
5 係講下一個議題。

6 主席：（經傳譯員）或者畀佢答一答，你係咪有嘢想講？

7 陳美寶女士：No.

8 主席：（經傳譯員）至於倫敦議會所講，喺第 1151 頁嘅第 2.6 段就講到倫敦運輸局
9 講咗啲咩嘢，「安全就有直接就同一啲款項或者扣減掛鈎」，呢個就係講緊佢
10 哋嘅制度，佢哋就係會獎勵一啲好嘅服務，而如果啲巴士無法係提供滿意嘅服
11 務，佢哋係會受到懲罰嘅。而倫敦當局嘅做法就係呢個制度可以延伸到去安全
12 表現嘅，但係喺香港嘅制度係唔同，我哋有一個獎賞或者扣減嘅制度。我哋只
13 有一個懲罰嘅制度，如果你唔可以滿足一個安全表現指標，就會懲罰。

14 陳美寶女士：Yes.

15 主席：（經傳譯員）新加坡都係一樣，係咪？

16 陳美寶女士：（經傳譯員）係，主席。我哋法律入面係有懲處嘅條文，我哋就會引用
17 啲啲條文，然後係去發展一啲比較平衡嘅安全表現指標，根據我哋同巴士公司
18 之間嘅峰會，我哋其中一項就提到我哋喺懲處方面點樣有一個更加高透明度嘅
19 制度，以往我哋係有一啲法定嘅罰款，根據呢個條文，究竟我哋點樣將佢哋同
20 安全表現指標掛鈎，呢個就係喺我哋同巴士公司參與嘅工作小組都可以做嘅
21 嘢。

22 主席：（經傳譯員）上一次進行懲處係幾時呢？

23 陳美寶女士：（經傳譯員）我有呢個資訊喺我個文件夾入面，但係暫時就畀唔到一個
24 答案委員會。

25 主席：（經傳譯員）就講到一個 5 月 7 號嘅文件就話從來冇用過，係咪？

26 陳美寶女士：（經傳譯員）係。

27 主席：（經傳譯員）我有冇記錯，陳大律師？

28 陳政龍先生：（經傳譯員）根據我嘅記憶係咁嘅，但係我要搵番個相關嘅資料。

29 主席：（經傳譯員）但係你而家同我哋講係有用到，係咪？

30 陳美寶女士：（經傳譯員）我哋要再去確認一下嗰個日子，我哋會確認一下，然後會
31 稍後再提供呢個資料嘅。

- 1 主席：（經傳譯員）陳大律師，我哋有冇新加坡嗰面嘅資料呢？如果根據我個記憶，
2 就係有個金錢上嘅懲處，就係十萬元新加坡元嘅，即係如果係超過咗某個嘅意
3 外率。
- 4 陳政龍先生：（經傳譯員）或者我哋喺一陣間下晝返嚟去處理呢一個問題。
- 5 主席：（經傳譯員）係，可以嘅。歐陽先生。
- 6 歐陽先生：（經傳譯員）香港嘅公共交通系統係有一個懲處嘅制度，例如係港鐵嘅制
7 度，係咪？
- 8 陳美寶女士：（經傳譯員）冇錯嘅。主席，根據我哋有嘅紀錄，係有記錄我哋係喺
9 96年係進行過懲處嘅，但係我哋會再去確認一下我哋嗰個當時個原因係咩嘢。
- 10 主席：（經傳譯員）應該係針對中巴嘅懲處，係咪？
- 11 陳美寶女士：（經傳譯員）冇錯，主席。
- 12 主席：（經傳譯員）陳大律師。
- 13 陳政龍先生：（經傳譯員）主席，我想講番 5 月 7 號嘅證供，就係向運房局提供--
14 即係向呢一個黎以德先生常務秘書長嘅，就係今年 5 月 7 號嘅謄本，或者我哋
15 可以顯示出嚟，第 19 項嘅。呢個就係 5 月 7 號嘅謄本，第 8 頁嘅。
- 16 主席：（經傳譯員）係，慢慢。
- 17 陳政龍先生：（經傳譯員）唔好意思，應該係第 32 頁，第 19 行。
- 18 主席：（經傳譯員）稍等。
- 19 陳政龍先生：（經傳譯員）主席問咗呢個問題，「鄧大律師，喺你繼續之前，你嘅意
20 思係咪從冇施加過財務嘅懲罰呢？」而黎以德先生就話「主席，就我講嘅就係
21 因為安全而令到我哋要引用呢個條文，即係財務懲處嘅條文。」「就從來冇係
22 因為--即係啟用 22 條嘅懲處嘅？」而黎先生就話「主席，我就記憶中就冇嘅，
23 我就見唔到要引用呢一個嘅條文。」
- 24 陳美寶女士：（經傳譯員）主席，黎以德先生嘅證供係正確嘅，因為佢係回應緊安全
25 方面嘅問題，而佢嘅印象中，就以前係冇施加過罰款嘅，而我所提到嘅情況，
26 即係就住中巴喺 96 年嘅情況，就係同嗰間嘅專營巴士公司嘅脫班有關嘅，我哋
27 係向中巴施加咗 8,000 釐嘅罰款，呢個事件就係喺 1995 年，我哋喺 96 年係
28 施加罰款嘅。
- 29 主席：（經傳譯員）我就問題嘅第二部分--答案第二部分，上面都有講到「係冇引用
30 過 22 條而去施加任何嘅罰款？」而答案就係「冇錯嘅，以我嘅記憶或者係了
31 解。」第 22 條係咪同罰款有關？
- 32 陳美寶女士：（經傳譯員）就係一個合適同理有效率嘅服務，而安全就係其中一項我

1 咁考慮嘅因素之一。

2 主席：（經傳譯員）換句話講，就從來冇係--即係94年出現咗脫班？

3 陳美寶女士：（經傳譯員）95年都出現咗脫班，而喺96年就係施加咗罰款嘅。

4 主席：（經傳譯員）唔該晒。陳大律師。

5 陳政龍先生：（經傳譯員）主席，我就準備講下一個嘅議題，就係運輸署對安全嘅做
6 法，...

7 主席：（經傳譯員）我哋下晝署長就唔會喺度嘅，或者可能一啲一般性嘅問題可能而
8 家問咗先會好啲。

9 陳政龍先生：（經傳譯員）主席，我想問嘅一般性嘅問題就係以香港嘅制度嚟講，邊
10 個係負責推廣或者係改善巴士安全？邊個係負責係去發動去實施一啲新嘅安全
11 措施呢？

12 陳美寶女士：（經傳譯員）喺公共交通嚟講，特別係巴士安全，當然運輸署係負責嘅
13 單位，佢哋係負責係監察同埋改善巴士安全，而我哋亦都係會努力係改善公共
14 交通嘅安全。

15 陳政龍先生：（經傳譯員）我想睇一睇一啲嘅例子，就係睇下運輸署一直以來點樣去
16 改善巴士嘅安全嘅，或者我哋喺午飯後就開始進行呢個過程。

17 主席：（經傳譯員）或者我哋可以問多一、兩個問題，畀運輸署署長係作答嘅。運輸
18 署係邊一位係負責係推廣巴士安全呢，係邊啲人士負責呢？

19 陳美寶女士：（經傳譯員）喺運輸署之內，就係一個我哋係一個共同嘅努力，呢個我
20 哋有一個巴士及鐵路科，我哋亦都係有一個道路安全同埋標準部嘅，我哋助理
21 署長同埋負責呢一個鐵路部就係黃先生，或者黃志光先生，呢兩個單位都會係
22 共同係推廣公共交通安全嘅，唔該，同埋我哋同埋亦都係有邱國鼎先生嘅。

23 陳政龍先生：（經傳譯員）換句話講，就係喺運輸署入面有一個單一嘅單位係負責巴
24 士安全？

25 陳美寶女士：（經傳譯員）係，有一個單一嘅單位，但係巴士及鐵路科就係負責係睇
26 所有嘅政策同埋營運嘅事宜嘅，就住專營巴士。而道路安全及標準研究部亦都
27 係有份係去推廣同埋係改善道路安全嘅，包括係公共巴士安全。

28 除咗呢兩個主要單位之外，我哋亦都有一個車輛標準及安全部，就係負責
29 監管同埋監督呢一個硬件方面問題，包括係維修同埋巴士嘅標準，而助理署長
30 陳先生亦都係運輸署嘅副署長，佢哋係負責監管整體嘅車輛安全同埋標準，包
31 括係專營巴士嘅。

32 主席：（經傳譯員）問題嘅第二部分就係邊個係負責一啲創新嘅事宜，包括係安全嘅

1 裝置呢？

2 陳美寶女士：（經傳譯員）呢個係一個好有趣嘅問題，喺過去嗰一年左右，車輛安全
3 及標準部，即係陳英傑先生所帶領，佢係負責去睇一啲嘢車輛保養同埋安全方面
4 嘅一啲新技術，我哋有一個特定嘅單位同埋一啲額外嘅人手，呢個部門係負責
5 推廣一啲新嘅技術，而喺工作小組底下，我哋亦都有個技術小組，亦都係由
6 陳英傑先生係去主持，呢個就係一個主要嘅平台畀我哋係去推廣一啲唔同嘅安
7 全裝置同埋一啲自動化嘅實時系統，包括係黑盒、全球定位系統等等。

8 我亦都想補充，我哋見到有一個獨立隊伍嘅重要性同埋需要嘅，即係正如
9 我哋喺倫敦同埋其他嘅地方嘅例子度睇到，係去改善呢一個公共交通嘅研究能
10 力。我哋亦都係爭取一啲人力嘅資源，包括一啲工程師、運輸主任同埋一啲機
11 電嘅工程師，同埋我哋目標係去喺部門之內係創立一個交通嘅科技隊伍。呢個
12 我哋就係一個內部爭取資源嘅過程嘅，我就想畀委員會參考。

13 主席：（經傳譯員）陳英傑先生嗰個嘅技術小組，佢一路做緊工作，但係好明顯一路
14 就係負責係成立嗰個工作小組，就係 2018 年 3 月 13 號，之後先至成立嗰個技
15 術組，係咪呀？

16 陳美寶女士：（經傳譯員）係，正確嘅，主席。我哋成立呢個工作小組個意念就係來
17 自我哋參加大埔區議會會議嘅時候提出嘅，因為喺個 2 月嘅意外之後，就出席
18 呢個會議嘅，...

19 主席：（經傳譯員）你講緊 2 月，2018 年 2 月，係咪呀？嘅 12 同 15 號。

20 陳美寶女士：（經傳譯員）係，正確，主席。就話由好多--當時提出好多嘅睇法，建
21 議，好多諗法，就係嗰兩次嘅會議度提出嚟嘅，而喺嗰兩次會議之後，我同我
22 嘅團隊就認為我哋需要主動同埋更有系統咁樣去處理所有呢啲嘅建議，所以我
23 哋要自己努力去推動有關工作，之後我哋就通知咗交通諮詢委員會，就喺 2 月
24 27 號嘅時候通知佢哋，就話我哋係建議成立一個工作小組，嗰個職權範圍，建
25 議就包括三個部分。

26 第一，就係巴士上嘅安全裝置，第二，就係安裝安全帶嘅可行性，第三就
27 係加強巴士車長嘅培訓。所以我哋喺 2 月底嘅時候就係制定呢啲嘅建議，就係
28 因為喺嗰次交通意外之後，因此就令我哋正式 3 月中嘅時候成立咗呢個工作小
29 組。唔該主席。

30 主席：（經傳譯員）你較早時候講話你決定跟進大埔區議會 2 月 12 同 15 號嘅建議
31 同埋立法會相關嘅會議同提出嘅動議等等，你話會採取行動，但係其實你根本
32 係回應緊已經發生咗嘅事件嘅，雖然你話你係主動，係咪？

33 陳美寶女士：（經傳譯員）主席，我諗我哋可以做嘅主動措施仲有好多，至於話成立
34 工作小組呢個嘅諗法係回應嗰次嘅巴士意外慘劇，但係我哋亦都採取咗前瞻同
35 埋主動嘅做法，唔係等各個相關嘅諮詢委員會或者相關人士提出，我哋先至回

1 應，相反，我哋應該定出嗰個日程就係成立呢個工作小組，所以係喺咁嘅基
2 礎，喺工作小組一開始開會嘅時候，我就已經係提出咗各個可能考慮嘅措施，
3 然後定咗嗰個會議議程，然後就同巴士公司同埋巴士製造商逐個咁樣去傾呢啲
4 建議，所以我哋係採取一個比較有系統同埋前瞻性嘅做法，為我哋自己定咗個
5 議程，唔係等巴士公司或者係巴士製造商話畀我哋聽「你哋可以做到啲乜
6 嘢。」唔該主席。

7 主席：（經傳譯員）好喇，我哋超時喇，我哋而家就係午膳時間。多謝你哋今朝早出
8 席我哋嘅聽證會，希望星期六可以再見到你，陳女士。

9 陳美寶女士：（經傳譯員）好，唔該。

10 主席：（經傳譯員）好多謝你嘅協助。好，而家我哋就休會到兩點半。

11

12 下午 1 時 05 分聆訊押後

13

14 下午 2 時 30 分恢復聆訊

15 出席人士如前。

16

17 主席：（經傳譯員）午安。

18 陳政龍先生：（經傳譯員）主席，喺我繼續提問之前，我可唔可以報告一下，頭先主
19 席你問到有個參考編號㗎，就係關於星加坡嗰個罰則嘅條文，其中一個參考就
20 係專家文件夾 229 頁，係第 3.19 同埋 3.20 段。

21 主席：（經傳譯員）有冇擺上螢幕嗰度？我哋睇緊嗰份係咩嘢文件？

22 陳政龍先生：（經傳譯員）文件本身就係一份運輸署文件嘅附錄㗎，相關嘅段落就
23 喺第 3 段開始，就係睇星加坡嘅情況㗎。

24 主席：（經傳譯員）係，唔好意思，你可唔可以再講一次畀我聽呢份係咩嘢文件？係
25 咪星加坡原本嘅文件㗎，即係原來源自星加坡？

26 陳政龍先生：（經傳譯員）係，或者就係答你較早嘅問題喇，然後就講番個文件本身
27 喇，我呢度請主席睇嘅文件就係一封信寫畀星加坡嘅管理當局，就問佢哋話呢
28 份文件就係我哋委員會收到嘅，咁就問番，所以星加坡嗰個陸路交通嘅管理局
29 喇，咁就有封信就係發咗畀星加坡嘅有關規管當局，就係請佢哋協助嘅，咁而
30 嗰封信本身就喺第 198 頁，即係同一套文件夾裏面。

31 主席：（經傳譯員）好，我諗我哋唔需要喺呢度花時間。好喇。有冇提及話嗰啲罰則

1 點樣執行？係針對譬如話每一百萬行車公里意外率嘅呢？

2 陳政龍先生：（經傳譯員）主席，或者我之後再返嚟畀番啲具體嘅參考資料，咁我自
3 己都要搵番個有關編號出嚟先。

4 主席：（經傳譯員）好，唔該你。

5 陳政龍先生：（經傳譯員）主席，我知道陳生今日晏晝係由你主要回答問題喇，喺午
6 膳之前我哋就向陳女士提問，就話運輸署喺巴士安全方面所採取嘅做法，咁我
7 哋問咗陳女士一啲一般性嘅問題，就話邊個係負責推動巴士安全嘅，而我跟住
8 落嚟嘅一連串問題充係講番啲過往嘅事件嘅，主要充睇下運輸署過往係點樣處
9 理巴士安全嘅問題，咁我會逐項去講，咁如果你記得嘅話，咁就最好喇，但係
10 如果譬如你想問番有關嗰個原文件嘅參考編號，請你話畀我知。好，第一，
11 2003年7月，有一架巴士喺屯門公路跌咗落去個山坡，導致二十一人死亡，亦
12 都有相當人數受傷，因為屯門公路嘅事故，而家就有啲被動式嘅時速限制器就
13 限制咗巴士行駛嘅時速，咁呢啲時速限制器就喺屯門意外之後係規定巴士公司
14 要安裝，而家已經成為所有專營巴士嘅標書裝置嚟㗎，啱唔啱？

15 陳英傑先生：係。

16 主席：（經傳譯員）第一次規定限速器係幾時？

17 陳英傑先生：（經傳譯員）係嗰次事故之後，我哋就睇番有啲咩嘢嘅方法可以糾正個
18 問題，咁我哋就同巴士公司傾過之後，咁我哋就施工咗一個新嘅規定，就係話
19 巴士要安裝時速限速器就係限制個時速係每小時70公里。

20 主席：（經傳譯員）係，但係點解發生？係邊度搵到嗰封信或者嗰個專營權嘅規定係
21 點？

22 陳英傑先生：（經傳譯員）係，我哋應該係將佢納入咗個規格裏面嘅，咁但係即係巴
23 士嘅最低規格，但係之前係--我相信係我哋同巴士公司有一連串嘅討論嘅。

24 主席：（經傳譯員）其實係一個好簡單嘅問題啫，就係想搵嗰份文件，咁請你搵出
25 嚟。

26 陳英傑先生：（經傳譯員）好，我哋會提供嘅。而家聽唔聽到？

27 陳政龍先生：（經傳譯員）第二項嘅安全措施亦都係因為同一宗交通意外而引申出嚟
28 嘅，就係規定專營巴士公司安裝黑盒，今朝早我哋都已經睇過呢個規定喇，就
29 係2003年10月嘅一封信嚟嘅，咁你記唔記得呢個黑盒嘅規定亦都係因為屯門
30 公路嘅意外而出現嘅呢？

31 陳英傑先生：（經傳譯員）係。

32 主席：（經傳譯員）咁你可唔可以重複嗰份頒布文件嘅參考編號？

1 陳英傑先生：（經傳譯員）係 TD-5 號文件夾，1957 頁就係嗰封信喇，1958 頁就係
2 嗰個附錄嘅文件--嗰封知件嘅附錄，即係個規定本身。

3 陳政龍先生：（經傳譯員）然後 2006，7 月同埋 2007 年 12 月又有兩宗專營巴士相
4 撞嘅事故，導致有乘客由專營巴士嗰度拋咗出去，最後因為呢啲事故而施加嘅
5 巴士安全措施，第一就係要喺上層巴士嘅玻璃窗安裝個打橫嘅欄杆；第二就係
6 喺上層前面四個位要安裝安全帶，咁你記唔記得有呢啲嘅安全措施就因為嗰兩
7 次事故而提出嘅呢？

8 陳英傑先生：（經傳譯員）係，記得。

9 陳政龍先生：（經傳譯員）好喇，咁而同樣喇，而家呢啲設施已經係專營巴士嘅標書
10 設施喇？

11 陳英傑先生：（經傳譯員）係，正確。

12 主席：（經傳譯員）咁有冇一個參考編號幾時頒布呢個規定？如果冇嘅話，或者遲啲
13 畀番喇。

14 陳英傑先生：（經傳譯員）全部都係喺專營巴士嘅規定清單嗰度嘅，或者遲啲我畀番
15 嗰個參考編號你，主席。

16 主席：（經傳譯員）第一次規定係幾時？同樣喇，如果你而家有呢個細節，或者遲啲
17 畀番我哋。

18 陳英傑先生：（經傳譯員）我哋會之前畀番個具體日期畀你。

19 陳政龍先生：（經傳譯員）好喇，咁然後喺 2016 年就有三宗嘅巴士意外，喺嗰個巴
20 士門嗰度就爛咗玻璃，咁就導致有人受傷嘅，乘客受傷嘅，咁因為呢啲事故
21 喇，咁又額外加裝咗一條防護杆喺嗰個巴士門嗰度，咁就係因為呢啲事故就安
22 裝咗呢個新嘅安全設施...

23 主席：（經傳譯員）同樣喇，而家亦都變成係專營巴士嘅標準設備嚟嘅，又係喇，第
24 一次規定係幾時？

25 陳英傑先生：（經傳譯員）係喺個意外之後嘍，我可以講嘅就係話自此之後，所有嘅
26 巴士都係加裝咗呢啲嘅防護欄杆，咁就全部喺 2007 年 6 月嘅時候完成加裝嘅，
27 2017 年 6 月完成加裝。

28 主席：（經傳譯員）好，唔該。

29 陳政龍先生：（經傳譯員）2017 年 12 月 22 日，有宗導致死亡嘅巴士交通意外，就
30 喺深水埗，就有三人死亡，亦都有乘客受傷，咁亦因為呢次嘅交通意外，運輸
31 署就檢討咗巴士車長嘅有關於佢哋工時、午膳同埋休息時間嘅指引嘅，咁亦都
32 實施咗，啱唔啱，係因為嗰次嘅事故？

1 陳英傑先生：（經傳譯員）啱。

2 陳政龍先生：（經傳譯員）然後喺 2018 年 3 月，因為 2018 年 2 月大埔嘅交通意外
3 之後，咁就成立咗加強專營巴士安全工作小組，等一陣我會再講番成立呢個工
4 作小組嗰個時序喇，不過或者我首先問你，就係我哋頭先已經係睇過喇，睇嚟
5 似乎都係相當有用嘅一連串嘅安全設施，咁多年嚟一路都施加咗喇，咁有冇咩
6 嘢理由，點解喺意外發生之後先至實施呢啲安全措施，唔係喺意外發生之前已
7 經咁做，有冇咩嘢原因係咁樣？

8 陳英傑先生：（經傳譯員）我哋要求巴士公司提供有效率嘅服務，咁亦都要提供裝置
9 妥善嘅巴士嚟服務市民，我哋一路都監督住巴士公司嘅表現，當然包括埋佢哋
10 用嘅設備、用嘅巴士等等，咁當然喇，一般如果提供服務，又有咩嘢大事發生
11 嘅話，咁我哋當然就會假設巴士公司嘅營運妥善。咁喺我哋個機構裏面有一個
12 制度，等我哋可以持續監督住巴士嘅運作，咁如果有任何嘅情況發現係巴士有
13 啲咩嘢--巴士公司提供服務有啲咩嘢大嘅問題，咁運輸署就會主動跟進嘅。我
14 必須講，嗰啲意外事故係好不幸嘅事故，我哋唔想見到發生，咁但係運輸署係
15 一路持續密切咁監督住巴士運作嘅，咁如果我哋發現有任何巴士事故，或者有
16 啲特別具體類型嘅意外同巴士有關，我哋都會同巴士公司傾，係咪可以再施加
17 啲咩嘢嘅設施或者係裝一啲咩嘢裝置，避免呢啲意外再發生，咁我相信咁係一
18 個負責任嘅態度，確保巴士服務係安全㗎。

19 主席：（經傳譯員）你可唔可以指出一啲嘅安全設施係喺有發生意外嘅時候就已經提
20 出要做嘅呢？

21 陳英傑先生：（經傳譯員）除咗話監督巴士嘅服務之外，我哋都會睇下世界各地發生
22 緊咩嘢事嘅，係有幾年前我哋其實就發現或者留意到有啲巴士發生火警。

23 主席：（經傳譯員）係個巴士引擎著火？你係咪咁嘅意思？

24 陳政龍先生：（經傳譯員）係喇，即係喺巴士行駛嘅時候，喺巴士上面著火，咁但係
25 可能係因為其他原因，即係有其他情況㗎，咁總之係因為咁樣，我哋嘅車輛安
26 全嘅標準部做咗啲研究，睇下我哋可以做啲咩嘢嘢防止呢啲情況出現，咁喺嗰
27 次嘅檢討之後，我哋就要求巴士公司喺所有巴士都要有滅火嘅設備，咁而家已
28 經係巴士嘅一個標準裝置㗎喇。

29 主席：（經傳譯員）咁即係呢個同樣亦都係因為有發生過一啲火警，然後你做咗啲研
30 究，然後你就係有個規定，就要做滅火設備，我個理解正唔正確？

31 陳英傑先生：（經傳譯員）係。

32 主席：（經傳譯員）我問你一個例子，就係話你係喺--有冇施加過任何嘅安全措施，
33 係唔係同之前任何嘅事故相關㗎，如果要諗一諗，咁你可以遲啲先至話番畀我
34 聽，你可以咁樣做嘅。

35 陳英傑先生：（經傳譯員）我就有諗過啲乜嘢重大嘅--即係啲特別重大嘅例子喇，咁

1 但係我哋嘅車輛安全及標準部係會同巴士公司定期開會，係講及巴士嘅維護、
2 保養同埋安全設備等等嘅。咁可能亦都係有啲比較細微嘅事故發生，譬如話喺
3 我哋檢驗巴士嘅時候，可能發現有啲嘅小問題，咁如果我哋留意到，我哋會同
4 巴士公司傾，又要求佢哋要注意或者採取啲補救行動，有啲例子就係譬如有時
5 我哋檢驗巴士嘅時候，發現漏油，喺巴士嘅某一部分漏油，又或者喺個車底盤
6 嗰度就生銹，咁呢啲情況都唔會話引起意外嘅，咁但係呢啲小毛病積累落去就
7 可能最後會導致車輛發生故障，對乘客造成不便。咁雖然呢啲情況唔係好嚴
8 重，但係我哋都會同巴士傾嘅，咁如果我哋發現有呢啲咁比較巴士上面細微嘅
9 瑕疵，咁我哋唔單只淨係同相關嗰一間巴士公司傾，我哋亦都會話埋畀其他巴
10 士公司聽，等佢哋都知道，因為佢哋都係用緊類似嘅巴士型號嘅，咁所以我哋
11 係會做檢驗，然後就監督住情況，睇下啲巴士上有啲咩嘢嘅毛病或者瑕疵，我
12 哋就會要求巴士公司採取行動。如果係啲重大嘅事故，好似之前提及嗰啲，當
13 然喇，喺我哋做調查之後，我哋發現有任何嘅方法，技術上可行，可以處理到
14 呢啲問題嘅，我哋就一定跟進到底嘅。

15 陳政龍先生：（經傳譯員）好喇，跟住我哋睇成立加強專營巴士安排工作小組嘅過
16 程，我就會跟時序咁樣去處理。或者首先就睇番立法會運輸事務委員會嘅會議
17 紀錄，喺今年2月15號開始嘅。

18 主席：（經傳譯員）如果係由時序開始，咁係咪首先應該睇2月12號區議會嘅會議
19 開始先？

20 陳政龍先生：（經傳譯員）係。

21 主席：（經傳譯員）因為嗰次會議就係運輸署署長有出席嘅。

22 陳政龍先生：（經傳譯員）係，嗰份文件就係DC2號文件夾，782頁。

23 主席：（經傳譯員）係。

24 陳政龍先生：（經傳譯員）咁你睇到喇，喺呢一份文件翻辯嘅第1頁係782頁，呢
25 個係大埔區議會2月12號2018年開會嘅會議紀錄。783頁，陳女士，即係運
26 輸署署長係有出席呢個會嘅。784頁你都睇到，討論嘅話題就係大埔道發生嘅
27 交通意外，我就唔會詳細睇呢一份嘅會議紀錄喇，咁我就撮要嚟講，區議員都
28 係表達咗唔同嘅意見，而運輸署嘅署長今朝都係同我哋講過㗎喇，佢都係有考
29 慮到表達過嘅意見。

30 主席：（經傳譯員）好，睇下第8段，陳女士係喺呢度發言嘅，佢話第一步會做嘅就
31 係運輸署叫咗九巴去提交一份交通意外嘅報告書，儘快，而九巴亦都係答應喺
32 一個月內提交呢份報告。咁當時就係已經公布咗我哋呢個委員會係會成立嘅，
33 表示咗。咁最後嗰四行就話署長亦都係知道大埔區議會有一個共識，就係關於
34 大埔區同埋相關路段佢哋以前都係表達過關注嘅，佢話就會同幾個部門緊密咁
35 樣合作。我記得運輸署署長仲係稍後係有提過呢啲類似嘅論點，咁你記唔記得
36 喺邊？喺第34段。

1 陳政龍先生：（經傳譯員）798 頁。呢度就想撮要下，就係運輸署長喺呢個會裏面講
2 咗咩嘢呢，第一，首先就係嗰個嘅車長要考駕駛嘅試喇，咁另外就係運輸署會
3 係檢討香港道路嘅安全同埋車速限制喇，咁就係話會成立一個小組，呢個就係
4 陳女士喺當時所提到嘅各點。

5 主席：（經傳譯員）值得注意嘅就係喺羅馬數字第 ii 段嗰度就係話運輸署就係會不
6 時咁樣檢討香港道路嘅安全同埋時速限制，呢個都係一個比較一般嘅講法喇，
7 咁雖然話嗰個發生意外嘅嗰個地段唔係一個交通意外嘅黑點，部門都係會考慮
8 一啲改善嘅措施，因為考慮到過往嗰啲意外嘅性質同埋數目喇，嗰個道路設
9 計、環境同埋對於車長嘅影響，咁當然後來就係一如佢講咁發生咗喇，咁我諗
10 你最後一點就係講緊下一個日子喇，就係立法會開會嗰日。

11 陳政龍先生：（經傳譯員）係喇，喺 SEC-3，1342 頁。陳生，你有冇嗰份文件？

12 陳英傑先生：（經傳譯員）我而家係望住個螢幕㗎。

13 陳政龍先生：（經傳譯員）134--1340 頁，係立法會交通事務委員會特別會議，日
14 子係 2018 年 2 月 15 號。下一頁，1343 頁，喺最底嗰度近紙尾嗰度，就係睇
15 到運輸署署長陳女士有出席嘅。咁我唔會話同你一路講嗰個嘅會議討論，咁不
16 如我哋直接就去到 1360，就係佢哋嗰日通過嘅一啲動議。嗰個動議就係話委員
17 會懇請政府--速請政府，係要求專營巴士嚟到係檢討佢哋車長嗰個嘅編制喇，
18 佢哋工作時數、休息時間、食飯時間等等，咁亦都係要強制咁樣喺定期咁有一
19 啲嘅訓練，咁呢個就係包括兼職同埋係全職嘅司機佢哋嘅駕駛態度等等。咁第
20 一個嘅議程就係一啲工作嘅指引同埋訓練。

21 第二個嘅動議就話用一啲防滑嘅路面喇，鋪設防滑嘅物料喇，係要有多啲
22 嘅警示牌同埋係有一啲即係規管呢個車速嘅一啲偵測嘅攝錄機等等。第三就係
23 要睇下有咩嘢嘅方法係進一步加強巴士嘅安全裝置，包括係對一啲高危嘅座位
24 係多啲安裝番呢個安全帶，同埋係分階段強制乘客要繫安全帶，咁就要喺一啲
25 巴士--喺車長外面嘅位係裝一啲嘅攝錄機，仲要改裝一啲嘅限速器，就確保喺
26 嗰個高危嘅路段就係會小心啲嚟到去駕駛，咁就減少喺意外嘅時候乘客嘅傷亡。
27 咁第三個嘅動議就係關於安全，喺車內一啲安全裝置嘅安裝或者措施同埋關於
28 安全帶嘅問題。

29 咁按時序，下一件事就係九巴就大埔呢一個意外向運輸署提交呢一個調查
30 報告，呢個係 2018 年 3 月 23 號嘅事。呢個就係九巴一嘅文件第 98 頁，我就
31 而家唔會係進入呢份文件度討論，不過我就知道係嗰一日嚟到係提交咗報告，
32 我稍後會講番佢嘅。

33 主席：（經傳譯員）冇問題。

34 陳政龍先生：（經傳譯員）講到城巴講嗰個報告，咁就係工作小組嘅一次會議喇，就
35 係 2018 年 3 月 13 號第一次嘅會議。好喇，我未講嗰個會議紀錄之前，想講下
36 嗰個會議議程就喺 CTB-3 第 588 頁。我就想請你係備悉呢一個嘅議程，喺議程

1 嗰個主要嘅項目就係去討論呢個工作小組個工作範圍同埋成員。呢一個嘅議程
2 係有日子嘅，咁你記唔記得呢個議程係幾時發出？係九巴交咗報告書之前定之
3 後嘅事？

4 陳英傑先生：（經傳譯員）你講呢個會議？

5 陳政龍先生：（經傳譯員）呢個會議係3月13號，咁估計應該個議程喺會議之前係
6 提交。咁九巴嗰個嘅調查報告就喺3月12號交界立法會嗰個嘅事務委員會。

7 陳英傑先生：（經傳譯員）咁我諗我要去查一查先知道確實嗰個日子。

8 主席：（經傳譯員）唔好意思，我就打一打岔，應該係有一封信咁樣附隨呢一個嘅議
9 程？

10 陳英傑先生：（經傳譯員）我哋唔記得到底用係電郵或者係用信嚟到係寄出。

11 主席：（經傳譯員）咁無論如何，都係有紀錄㗎，係咪可以？

12 陳英傑先生：（經傳譯員）係有㗎。

13 主席：（經傳譯員）咁你可以幫我哋去查一查，再話番畀我哋聽。我哋未繼續之前，
14 我想知道專營巴士公司係你哋幾時去接觸佢，係關於要佢哋參與呢個工作小組
15 嘅呢，你哋幾時去接觸佢哋嘅呢？

16 陳英傑先生：（經傳譯員）我而家就講唔到確切嘅日期，不過應該係會預先通知咗呢
17 啲公司會有一個工作小組。

18 主席：（經傳譯員）係喇，咁估計你就會問佢哋「你打唔打算參加呢個工作小組」？

19 陳英傑先生：（經傳譯員）係。

20 主席：（經傳譯員）你唔記得幾時？

21 陳英傑先生：（經傳譯員）我唔記得嗰個確實嘅日子。

22 主席：（經傳譯員）咁你記唔記得係邊個邀請佢哋，係咪你？

23 陳英傑先生：（經傳譯員）唔係我自己個人去同佢哋講。

24 主席：（經傳譯員）唔係你，咁有冇運輸署任何嘅代表而家喺度嘅，在座嘅係去負責
25 聯絡巴士公司嘅呢？

26 陳英傑先生：（經傳譯員）應該唔係今日在座嘅代表喇，不過係辦事處嘅其他職員。

27 主席：（經傳譯員）好，咁你可唔可以幫我哋去查下有冇一啲嘅電郵或者係書信嘅往
28 來，等我哋知道呢個工作小組係幾時嚟到去成立？

29 陳政龍先生：（經傳譯員）好喇，咁我哋去第一次會議嘅紀錄，就係 KMB-12，嗰個

1 頁數就係 469-1--係 4869-1。陳生，可唔可以同你確認你而家係搵到嗰一份
2 文件，係 KMB-12，4869-1，4969-1。係應該會議紀錄嘅第 1 頁。

3 陳英傑先生：（經傳譯員）搵到。

4 陳政龍先生：（經傳譯員）我可唔可以確認你係有呢個工作小組 2018 年 3 月 13 號
5 第一次會議嘅會議紀錄喺你面前？

6 陳英傑先生：（經傳譯員）係。

7 陳政龍先生：（經傳譯員）你睇下出席嘅人吖，第 1 頁。第 2 頁，4869-2，喺開場
8 白嗰段係關女士，佢係就係助理運輸署署長，佢就係呢一個工作小組嘅召集
9 人。由頭數落去第六行，召集人就話工作小組嘅會議目標就係去研究、去複檢
10 一啲嘅措施可以係進一步加強巴士安全嘅。我想問，呢啲工作會議--或者呢個
11 工作小組係所有人又或者起碼係巴士公司同埋運輸署喺埋一齊就去研究巴士安
12 全嘅，有冇咩嘢理由，點解咁樣類型嘅工作小組唔係喺大埔嗰次嘅意外之前就
13 成立？

14 陳英傑先生：（經傳譯員）因為呢個工作小組就係因為嗰個嘅事件之後特別而成立
15 嘅，喺正常或者平時，運輸署係有其他嘅定期會議同埋其他嘅機制去跟進巴士
16 公司各方面嘅營運嘅，咁呢一個工作小組係有一個特定嘅目標，有一個特定嘅
17 目的就係調查嘅，咁所以我哋成立咗呢個工作小組喇。咁所有嘅專營巴士公司
18 同埋運輸署相關嘅組別都係有介入。

19 主席：（經傳譯員）咁邊一個會出席嗰啲其他嘅定期會議？

20 陳英傑先生：（經傳譯員）運輸署有好多其他嘅定期會議同專營巴士公司開嘅。

21 主席：（經傳譯員）一定係有喇，或者叫做一啲嘅場合會唔會有啲專營巴士公司好高
22 層嘅管理人員係一齊出席嘅呢？

23 陳英傑先生：（經傳譯員）有嘅，我哋定期都會同巴士公司嘅高層管理人員有一啲嘅
24 會面嘅機會嘅。運輸署嘅代表應該就係助理署署長，佢係負責巴士同埋鐵路嘅
25 營運嘅，而呢個會議佢哋嘅對口單位就係巴士公司喇，佢哋就係嗰啲嘅營運總
26 監。

27 主席：（經傳譯員）唔係嗰個管理...

28 陳英傑先生：（經傳譯員）唔係嗰個管理嘅總監。

29 主席：（經傳譯員）因為其實係有一啲嘅分別嘅，因為呢個工作小組同埋以前嘅--唔
30 係由公司最高級嘅人嚟到去參與嘅咩？

31 陳英傑先生：（經傳譯員）佢有啲好重要同埋好特定嘅項目係要討論嘅，咁係要由嗰
32 啲非常之高層嘅管理人員做決定嘅，咁應該係有啲咁嘅會議。

1 主席：（經傳譯員）咁可唔可以畀我哋類似呢啲會議嘅紀錄，就係話佢哋嘅總監係會
2 有出席嘅？

3 黃志光先生：（經傳譯員）係，我補充喇，有時呢啲會議係定期，有啲就係就一啲特
4 定嘅事嚟成立嘅，咁你睇到呢一個嘅工作小組嘅成員喇，陳先生就係提到蘇先
5 生喇，咁仲有一個，佢係嚟自九巴嚟喇，仲有鍾先生，佢就係新一巴嘅，咁我
6 哋其實係夥伴嘅形式，我哋有不同嘅會議，討論不同嘅事項，好似陳生咁講，
7 咁有時我哋有啲定期嘅會議係講安全嘅。

8 主席：（經傳譯員）我個問題係非常之有針對性嘅，就係關於安全嘅，咁嗰個嘅營運
9 總監李先生，佢幾時係試過同你哋開過會？呢個就係城巴嗰個嘅總監，咁佢有
10 冇同你哋開過會？幾時？有冇咁樣類似嘅會議係講到安全嘅，係由呢啲公司最
11 高層嘅人嚟到去出席嘅呢？

12 陳英傑先生：（經傳譯員）主席，即係巴士及鐵路部嘅常規會議，即係同嗰啲巴士公
13 司代表，即係好似蘇先生或者鍾先生等等，佢哋就係由佢哋公司授權係去做一
14 啲營運嘅決定嘅，咁呢個就係我哋定期嘅會議去討論所有關於車務，包括係安
15 全嘅事宜嘅，咁而嗰啲會議所作嘅決定都係會即係由佢哋相關嘅公司係去授權
16 或者係同意嘅，所以就有一啲特別嘅就係會涉及佢哋嘅董事總經理嘅。

17 主席：（經傳譯員）咁所以個問題係咪即係唔會，即係根據你同我哋所講？

18 陳英傑先生：（經傳譯員）係，通常都唔會嘅。

19 陳政龍先生：（經傳譯員）喺會議紀錄嘅第2段就講到委員有反對成員嘅組成同埋工
20 作小組嘅工作範圍，咁就係提到附錄嘅，咁而附錄就係喺4869-6頁或者-9頁
21 嘅。咁工作範圍嘅第一項就係來檢討培訓嘅安排，呢個就係立法會喺4月15號
22 交通事務委員會所通過嘅動議嘅內容。咁而工作小組嘅第二項工作範圍就係去
23 檢討喺所有嘅座位安裝安全帶嘅技術可行性、成本效益同埋其他嘅事宜嘅，咁
24 而該項動議，即係立法局交通事務委員會所通過嘅動議亦都有提到安裝安全帶
25 嘅。第三就係探討安裝車上安全裝置嘅技術可行性、成本效益同埋其他嘅事
26 宜，咁呢個亦都係立法會嗰項動議入面提到嘅。

27 主席：（經傳譯員）首先喺a項就係乘客嘅車速顯示儀，咁呢個係咪動議入面提到嘅
28 呢？

29 陳政龍先生：（經傳譯員）冇特別提到呢一個裝置嘅。

30 主席：（經傳譯員）咁其他嘅項目係咪都有提到？

31 陳政龍先生：（經傳譯員）咁車速限制器嗰個車速上限係有提到嘅，冇提到其他嘅事
32 項...

33 主席：（經傳譯員）睇番立法會會議紀錄嗰項動議係咪就可以睇到，係咪可以向我哋
34 確認？

1 陳政龍先生：（經傳譯員）係，可以嘅。我嘅問題就係呢個係咪--即係呢個工作小組
2 嘅工作範圍就係受呢一個嘅立法會個項動議所影響，係咪？

3 陳英傑先生：（經傳譯員）我唔同意。呢個會議紀錄入面嘅工作範圍係相當詳細嘅，
4 咁喺第三項你見到係有好多分項，係有非常之針對性咁樣提出我哋會睇嘅裝置
5 嘅，咁喺成立呢個工作小組之前，我哋已經做咗好多準備工作去探討我哋可以
6 做嘅乜嘢係去幫助到巴士車長同埋可以安裝嘅乜嘢有用嘅裝置。咁我哋即係研
7 究咗嘅結果就係加咗入去呢一個工作範圍入面嘅。其中一啲項目可能係由公眾
8 建議或者係由立法會議員去建議，或者係其他人士建議嘅。咁但係就住喺巴士
9 安裝安全裝置，即係如果你講安全帶嘅話，當然大家都知道安全帶係會有幫
10 助，咁所以包括埋佢都合理嘅。咁至於車展嘅培訓方面，即係如果巴士車長嘅
11 培訓不足係可能會引致意外，咁當然我哋喺工作小組係應該探討嘅，咁所以我
12 哋係即係做咗一啲研究係決定去即係傾嘅乜嘢嘅，咁我諗呢個係一個負責任嘅
13 做法。如果我哋淨係開會就有嘅巴士公司係提出乜嘢都可以，而我哋唔講一啲
14 特別嘅措施嘅話，即係我哋喺未開始工作小組工作之前，我哋已經做咗功課，
15 咁樣我哋喺日後嘅會議就可以更加集中討論，咁我哋希望係可以做到一啲嘢
16 嘅，透過呢個工作小組。

17 主席：（經傳譯員）即係關於呢啲安全裝置嘅研究係咩嘢時候做嘅呢？

18 陳英傑先生：（經傳譯員）咁大部分嘅研究都係大概係2月嘅時候做嘅。

19 主席：（經傳譯員）即係話喺大埔意外之後做嘅？

20 陳英傑先生：（經傳譯員）你可以咁講。

21 主席：（經傳譯員）你會唔會咁講？

22 陳英傑先生：（經傳譯員）係。

23 主席：（經傳譯員）唔該晒。

24 陳政龍先生：（經傳譯員）我想比較一下呢一啲安全裝置同埋調查報告入面所講嘅安
25 全裝置，咁呢個報告係即係喺前一日就係公布嘅，咁我想你睇下 KMB-1 文件冊
26 嘅 114 頁，同埋同時繼續睇 4609 頁嘅。KMB-1 文件冊 114 頁，114 頁，
27 係，KMB-1 文件冊 114 頁。咁呢個係九巴調查報告嘅第五部分，咁呢個就係喺
28 18 年 3 月 12 號呈交界運輸署嘅，咁而喺九巴就提到一啲其他改善巴士安全嘅
29 措施。喺安全裝置方面，你見到第 41 頁九巴就有提到呢個電子穩定程底，或者
30 可以叫做電子穩定控制系統。咁如果你同呢一個工作小組工作範圍比較，即係
31 喺 4869-9 頁就係 c 項嘅，咁喺第 42 段，喺九巴嘅調查報告第 42 段，喺 114
32 頁，咁就講到地理圍欄，咁就對應由全球定位系統輔助嘅車速控制。

33 主席：（經傳譯員）你同唔同意兩者係講緊同一樣嘢？

34 陳英傑先生：（經傳譯員）係，我可以咁講嘅。

1 陳政龍先生：（經傳譯員）另外就係車速限制，就係由全球定位系統輔助，咁呢一個
2 就係喺呢一個安全裝置嗰個清單嘅 d 項嘅。咁喺下一頁嘅 45 段，九巴就提到限
3 制車速呢個問題，咁就有一個減速嘅系統，咁唔單只淨係隔斷呢個燃油嘅，咁
4 呢個亦都係喺工作小組嘅 3e 段提到嘅。咁喺 47 段，九巴嘅研究報告就講到話
5 係即係監察車長瞓眼瞓嘅情況，咁而工作小組同樣係喺第 3g 段係有提到呢一個
6 安全裝置嘅，即係喺呢個工作範圍嘅文件之中。咁我有一個即係一般性嘅問
7 題，咁我哋見到九巴考慮嘅措施同埋工作小組工作範圍入面嘅安全裝置係非常
8 脛合嘅，之前運輸署同埋九巴有冇係傾過即係考慮安裝啲咩嘢安全裝置，同埋
9 即係會喺個議程上面包括啲乜嘢？

10 陳英傑先生：（經傳譯員）我嘗試答呢個問題，早前我就提到喺工作小組會議之前，
11 運輸署係做咗一啲研究，就係關於可以喺車上安裝啲咩嘢裝置去幫助啲司機同埋
12 改變車輛嘅安全嘅，咁喺進行啲研究嘅時候，同時我哋亦都有同巴士嘅製造
13 商對話，咁呢個係一個合理嘅做法嚟嘅。

14 主席：（經傳譯員）即係你答一個好長嘅答案之前，你可唔可以先回答呢個問題，運
15 輸署之前同九巴有冇傾到究竟喺個議程上面應該寫啲咩嘢？有定係冇，或者你
16 唔知道？

17 陳英傑先生：（經傳譯員）冇。

18 主席：（經傳譯員）好，請你繼續。

19 陳英傑先生：（經傳譯員）我就想講一講即係個背景，我哋進行研究嘅時候，我哋係
20 有接觸一啲巴士嘅製造商，咁主要係三大嘅巴士製造商喇，就係我哋有同佢傾
21 過即係包括係 ADL、Volvo 同埋 MAN 呢五間公司，我哋有同佢傾過點樣可以改
22 善啲巴士嘅安全，咁就喺改善巴士安全方面，其實做嘅嘢係有限，即係有啲嘢
23 係新嘅，我哋知道喇，巴士公司亦都知道，我唔知佢哋有冇同啲巴士製造商係
24 傾過去做一啲一樣嘅事情，咁但係對我嚟講，我哋喺 2 月就有做...

25 陳政龍先生：（經傳譯員）陳先生，總括可唔可以咁講呢，你做咗--即係你自己一個
26 獨立嘅研究，你唔知九巴有冇做獨立研究喇，咁但係就即係咁啱，咁巧合你哋
27 得出嘅安全裝置嗰個清單都係一樣嘅？

28 主席：（經傳譯員）因為相關嘅安全裝置嘅數目都係有限嘅？

29 陳英傑先生：（經傳譯員）冇錯，咁而九巴--即係九巴建議嘅事項唔係所有都有喺我
30 哋個清單上面，咁所以即係佢哋認為係--即係有啲嘢佢哋認為應該做嘅。

31 陳政龍先生：（經傳譯員）咁我想你睇番會議紀錄嘅第 3 段，就係 4869-2 頁第 3
32 段嘅。第 3 段就話就住呢個建議嘅工作範圍，九巴龍運進一步就建議係包括四
33 個其他方面嘅，即係就住襲擊車長--包括襲擊車長、巴士站違泊，塞車令到即
34 係巴士車長嘅疲勞加劇同埋壓力，同埋巴士站嘅安排嘅。咁第 4 段就有運輸署
35 嘅回應，咁我想講下一頁最尾第六行，咁會議紀錄就話因為工作小組嘅時限只

1 有三個月，咁會員同意工作小組應該係著重討論附錄入面嘅建議工作範圍，咁
2 而附錄就有提到呢個工作範圍係乜嘢。咁可唔可以咁樣理解，當時工作小組有
3 限嘅工作時間就即係反映喺工作小組嘅工作範圍唔應該傾九巴提出嘅改善安全
4 建議喇，可唔可以咁樣去理解？

5 陳英傑先生：（經傳譯員）當時嗰個目標係完成工作小組嘅工作同埋調查，同埋得出
6 一啲嘅建議，咁所以時間只有三個月係非常之緊張嘅，所以當時我哋係想著重
7 處理呢一啲重要嘅事項。咁我哋嘅意思就唔係話其他事項係無關。

8 主席：（經傳譯員）咁但係你個答案就係「係」，係咪？即係但係九巴嘅--你話九巴
9 嘅建議係唔會考慮，因為時間緊絀，係咪？

10 陳英傑先生：（經傳譯員）係，冇錯。我哋亦都提到--即係向巴士公司提，即係呢啲
11 問題可以喺其他嘅會議或者峰會上面去傾，唔一定要喺呢個工作小組度傾嘅。

12 陳政龍先生：（經傳譯員）咁喺當時，呢個工作小組嘅時限--即係點解會有一個有限
13 嘅工作時限？咁當時點解--即係決定呢個工作小組只係一個三個月嘅工作小
14 組，而唔係一個常規嘅小組，當時嘅諗法係點？

15 陳英傑先生：（經傳譯員）當時我哋係想儘快得出一啲嘅建議，咁所以三個月係合適
16 嘅呢個長度，就去完成我哋訂立嘅工作範圍。

17 主席：（經傳譯員）點解要儘快去得出一啲嘅措施？點解咁有逼切性？

18 陳英傑先生：（經傳譯員）我諗個原因就是係有一個嚴重嘅巴士意外喇，咁而運輸署就
19 係希望同巴士公司合作去制訂--即係儘快制訂一啲補救措施，目的就係去避免
20 日後有同樣嘅意外發生嘅，咁當然呢一啲嘅項目唔能夠係即時去實行，但係我
21 哋係儘量係儘快去完成嘅。

22 主席：（經傳譯員）咁換句話講，當時就係回應--因為區議會、立法會等等，或者係
23 公眾都係對呢一個事件係有好大嘅關注嘅，即係呢一個 2 月 10 號嘅意外，所以
24 係咪因為咁，好有逼切性？

25 陳英傑先生：（經傳譯員）我會話呢個係其中一項原因。

26 主席：（經傳譯員）即係你想畀人哋知道你係做緊一啲嘢，係咪？

27 陳英傑先生：（經傳譯員）唔係嘅。

28 主席：（經傳譯員）陳大律師。

29 陳政龍先生：（經傳譯員）主席，呢個謄本入面有講到呢一個工作範圍嘅，咁呢個就
30 係 KMB-12 文件夾 4939 頁開始嘅，咁但係我就唔會詳細講，咁但係個頁數就喺
31 呢度。

32 主席：（經傳譯員）請你畀少少時間我，因為我想知道你講緊乜嘢嘅。呢封信函就係

1 經九巴嗰個「購物清單」喇，我會咁叫佢喇。

2 陳政龍先生：（經傳譯員）係，冇錯，佢哋有四輪嘅溝通嘅，同運輸署，就係由
3 4939 頁開始。

4 主席：（經傳譯員）好，唔該。

5 陳政龍先生：（經傳譯員）陳生，我想你而家睇番第一次會議嘅會議紀錄，請你睇第
6 16 段，4869-6 頁。陳生，呢度第 16 段講嘅就係安全帶嘅問題，或者我遲啲先
7 至再獨立講安全帶呢個問題，但係而家即係純粹係從時序嘅角度睇，呢個問題
8 就係第 16 段嗰度引申出嚟嘅，第 16 段我或者讀出嚟喇，就係「巴士同埋城巴
9 質疑所有座位都安裝安全帶嘅實際可行性，即係用呢一個嚟加強乘客嘅安全，
10 因為其實要巴士車長確保所有乘客都上咗車真係有戴安全帶都有困難嘅，而且
11 新巴同城巴都提出個關注，就係話如果企喺度嘅人，係咪又係需要安排安全帶
12 呢？咁運輸署就話係全面檢討過，有呢啲咁嘅提出，就係因為喺交通意外之
13 後，全面檢討過喺巴士安裝安全帶嘅問題嘅。」咁喺呢一段嗰度提及話有啲要
14 求係唔只乜嘢嘢？我哋知道喺立法會嘅運輸署事務委員會會議上通過咗啲動
15 議，就係話要喺巴士安裝安全帶，咁呢個就係呢次會議之前一個月提出嘅動議
16 嚟嘅，咁所以呢啲嘅要求係指立法會交通事務委員會提出啲要求㗎，定係其
17 他要求？

18 陳英傑先生：（經傳譯員）我諗你所提及嘅即係立法會要求話安裝安全帶...

19 主席：（經傳譯員）請你可唔可以直接對住個咪講？

20 陳英傑先生：（經傳譯員）係，我相信立法會議員提及話安裝安全帶呢個其中一個要
21 求喇，咁但係我哋就好難好具體咁講話係喺邊一次會議就提出呢啲嘅要求，因
22 為我哋有同新聞界，同其他人都有見過，咁我哋都有留意係有提過安全帶呢
23 樣，就要求我哋要去研究嘅。

24 主席：（經傳譯員）請你繼續。呢合有個提及，就係話大埔嘅交通意外喇，咁仲有話
25 有其他嘅交通意外嘅，咁指嘅係邊啲其他嘅交通意外？

26 陳英傑先生：（經傳譯員）我諗其實主要都係講嗰一宗嘅交通意外。

27 主席：（經傳譯員）所以呢度用咗交通意外眾數係錯㗎，係嘛？係指嗰個交通意外？

28 陳英傑先生：（經傳譯員）我相信係指一般嘅講法，就係提及交通意外，冇話特別講
29 邊一宗交通意外，但係大埔交通意外只係其中一個帶出呢個問題嘅意外嚟嘅
30 啫。

31 主席：（經傳譯員）好，唔該。

32 陳政龍先生：（經傳譯員）下一個事項，或者喺個時序裏面下一個事項我想講就係發
33 表一個電子地圖，即係意思電子地圖上面有時速限制加咗落去，喺呢方面第一
34 份我想請你睇嘅文件就係 TD-1 號文件冊 366 頁。喺你面前，陳生，應該係睇

1 到一封電郵，請你先睇電郵嘅底部 366 頁嗰度喇，呢封電郵係委員會秘書署寫
2 畀運輸署 Tony KT。

3 主席：（經傳譯員）個電郵日期係幾號？

4 陳政龍先生：（經傳譯員）2018年6月1號，喺366頁底部會見到嘅。咁呢封電郵
5 其實個內容就喺367頁嗰度出現嘅。由上數落去第2段，就從個聽證會嗰度知
6 悉，城巴同新巴已經係裝住黑盒嘅系統，係會自動做呢個超速嘅報告嘅，即係
7 話如果司機駕駛個時速係超過咗70公里嘅話，咁而至於話嗰啲巴士公司管理層
8 會唔會有資料知道話譬如喺嗰個駕駛路段幾多嘅百分比，即係新巴同城巴嘅巴
9 士係嗰個法定嘅時速係50公里嘅，咁而係又係以上提及嗰二十五個路段有包含
10 嘅，咁喺回應嘅時候，新巴同城巴就話佢哋冇呢個數字，因為佢哋話佢哋冇全
11 套嘅電子數據係顯示晒香港所有路段嘅時速--所有道路嘅時速限制嘅，咁但係
12 就同意交界委員會一份嘅電子地圖係顯示佢哋喺邊啲道路上面佢哋嘅巴士有運
13 作嘅。

14 咁喺呢一方面，我就想請你協助委員會提供一啲電子地圖係顯示香港所有
15 道路嗰個法定時速限制嘅，咁等我哋委員會可以比較呢啲嘅地圖，即係呢啲地
16 圖新巴同城巴將會提供畀我哋嘅，咁呢個就係2018年6月1號嘅電郵。咁跟
17 住運輸署就寫咗信畀各間巴士公司，就喺6月7號，即係出咗電郵之後幾日
18 喇，咁呢度就係TD-1號文件冊，4077頁--或者係477頁。請問你而家睇唔睇
19 到運輸署寫畀巴士公司--各間巴士公司嘅信件，日期係2018年6月7號，陳
20 生，你面前睇唔睇到呢封信？

21 陳英傑先生：（經傳譯員）係，睇到。

22 陳政龍先生：（經傳譯員）喺呢封信嗰度第2段，運輸署就話「我好高興通知你有關
23 於時速限制嘅數據，即係運輸署所管理嘅道路系統--嘅網絡裏面，咁已經係可
24 以喺data.gov.hk呢個網頁嗰度下載嘅」。咁然後第3段你就話畀啲巴士公
25 司聽「你哋可以利用呢啲嘅數據，即係地理資訊系統嘅數據，GIS嘅數據嚟去
26 探討點樣可以控制時速，用全球定位方式或者係地標圍欄方式，咁你可以同你
27 哋嘅巴士製造商去討論呢個問題，然後進行有關嘅測試」。有冇咩特別原因
28 點解運輸署會寫信畀巴士公司，特別請佢哋留意話有關於一個時速限制嘅電子
29 地圖，其實係已經有嘅，咁你係要等到我哋委員會問有冇呢啲資料嘅時候，你
30 先至寫信畀巴士公司，兩者之間有冇關連嘅呢？

31 陳英傑先生：（經傳譯員）嗰封信嘅日期係6月7號寫畀巴士公司，各間，我哋出呢
32 封信，因為城巴話--我諗佢哋係--我相信佢哋係唔知道呢啲嘅地圖數據係已經
33 存在嘅。

34 主席：（經傳譯員）呢個喺委員會寫嘅信裏面已經有提及喇，咁係咪有乜可能佢哋唔
35 知道？

36 陳英傑先生：（經傳譯員）我假設城巴係唔知道，所以點解我哋寫信畀佢哋，提醒佢

1 咁有關嘅數據其實已經存在。

2 主席：（經傳譯員）咁即係話係因為喺研訊裏面提到，咁跟住就運輸署就再寫信話畀
3 佢哋聽有呢個數據，雖然其實呢個資料喺我哋個聽證會謄本已經有喇喇，係咪
4 咁解？

5 陳英傑先生：（經傳譯員）我相信係有咁嘅關連嘅。

6 主席：（經傳譯員）好，唔該，我覺得咁亦都係完全合理。

7 陳政龍先生：（經傳譯員）好喇，咁我哋繼續，陳生。喺3月、4月、6月都開過好
8 幾次會--一連串嘅會議喇，咁我一陣就會再返嚟講話嗰個安全帶嘅問題，咁但
9 係喺呢個階段，我想繼續跟住個時序去到2018年7月25號嗰個日期相關嘅，
10 因為我哋有一個會議，係立法會交通事務委員會嘅會議，咁而運輸署喺開嗰次
11 會之前準備咗一份文件嘅，呢份文件就係TD-1號文件冊，403頁。呢份係簡介
12 文件，為嗰個交通事務委員會嘅會議準備嘅。咁我有幾個問題就住呢份文件想
13 問你嘅，咁但係嗰啲問題就已經--原本係準備問你，但係而家因為工作小組已
14 經出咗報告喇，所以就唔需要問喇，琴日下晝你就交咗呢份報告畀我哋喇，咁
15 所以我就會從嗰個工作小組報告裏面去提出呢啲問題嚟問你。主席，我嗰份報
16 告就未有編頁碼嘅，咁但係為咗紀錄，咁呢個就係TD-5號文件冊，1757頁
17 嘅。

18 主席：（經傳譯員）係邊一段，你想講？

19 陳政龍先生：（經傳譯員）首先我講嗰個撮要喇，第5節，撮要第5節文件，即係個
20 報告嘅。主席，我首先想請你睇嗰個建議嘅撮要，就係第五章。

21 主席：（經傳譯員）係，我哋有喇。

22 陳政龍先生：（經傳譯員）佢嗰份報告本身嘅頁數就係41頁。陳生，喺5.3段，處
23 理嘅問題就係建議喺車內安裝嘅安全裝置，就話由2018年7月2號採購嘅新
24 雙層巴士都需要裝有嗰個電子穩定控制系統，同埋第二就係時速限制器--車速
25 限制減速器，咁就即係話專營巴士公司就要首先就係處理啲新巴士，由現有巴
26 士就係咪安裝嘅問題喇。然後5.5段就係處理一啲會試用嘅一啲安全裝置，睇
27 下又係咪要安裝，咁呢度我哋睇到就係嗰個BMCS喇，即係巴士監控嘅系統喇，
28 同埋就係一啲碰撞警報、換線裝置等等喇，咁呢度又--我想問下喇，點解所有
29 呢度咁多加強巴士安全嘅措施都係喺大埔意外之後先至考慮，唔喺之前考慮？

30 陳英傑先生：（經傳譯員）呢啲新嘅改善措施或者新裝置都係喺我哋同專營巴士公司
31 同埋巴士製造商傾過之後，覺得佢哋係有用，可以改善巴士安全，因此先至提
32 出呢啲建議嘅。

33 主席：（經傳譯員）但係個問題係點解呢啲討論即係你唔會喺話大埔意外之前已經同
34 巴士製造商有呢啲討論？

1 陳英傑先生：（經傳譯員）或者好似我之前都有提到喇，大埔嘅意外其實就牽涉到一
2 連串嘅問題，就話我哋仲可以做啲乜嘢去加強巴士運作嘅安全，咁呢個就係個
3 個討論嘅結果，咁所以我哋就係朝呢個方向去。

4 主席：（經傳譯員）個個問題，我諗其實就係譬如話喺立法會、區議會、媒體、公眾
5 都係有提話--係因為有呢啲情況先至即你令到你會去睇呢啲事項，咁講係咪公
6 道？

7 陳英傑先生：（經傳譯員）係嘅。

8 陳政龍先生：（經傳譯員）可唔可以特別聚焦睇呢個 BMCS，即係巴士監控系統，巴
9 士監控系統。呢個考慮就係因為科技進步，即係黑盒個個科技進步先至會考慮
10 嘅，咁係咪一個公道嘅觀察？

11 陳英傑先生：（經傳譯員）係，黑盒可以話係一個主要嘅元素喺呢個監控系統裏面
12 嘅。

13 陳政龍先生：（經傳譯員）係喇，就係因為有黑盒，先至可以令到巴士監控嘅系統可
14 以再有新嘅進步嘅措施？

15 陳英傑先生：（經傳譯員）係。

16 陳政龍先生：（經傳譯員）咁運輸署就要求專營巴士公司就今朝嗰份文件--即係睇到
17 2003 年嗰份文件就要求你哋做一啲嘅設施，咁而喺今朝我哋亦都有提及㗎喇，
18 咁就喺嗰個報告 2.2 段，我而家想問一問你嘅。唔好意思，係 2.22 段。我哋
19 今朝都講過呢一樣嘅，就係附件二就係已經更新咗個對黑盒嘅要求，唔係你
20 喇，係嗰個報告書咁講，2.2 話「再者，工作小組就係備悉運輸署最近係檢討
21 過同埋係更新咗電子數據紀錄儀嘅基本要求，咁最初係 2003 年頒布」。咁我想
22 知道嗰個嘅--上一次係幾時檢討呢一個嘅最低要求，同埋點解有咁樣嘅檢討？

23 陳英傑先生：（經傳譯員）呢個就係檢討嗰啲嘅電子數據紀錄儀裏面嘅--巴士裏面所
24 用嘅佢哋嘅功能喇，嗰個嘅容量喇，咁呢一個嘅檢討就令我哋知道嗰啲黑盒係
25 可以記錄或者係可以幫助我哋加強呢個巴士監控嘅系統，咁我哋就話呢個對於
26 電子紀錄儀嘅--數據紀錄儀嘅基本要求更新咗。

27 主席：（經傳譯員）對唔住，呢個係因為咩嘢？因為呢一個檢討--因為呢一個委員
28 會？

29 陳英傑先生：（經傳譯員）係，呢個檢討。

30 主席：（經傳譯員）唔該。

31 陳政龍先生：（經傳譯員）仍然講緊呢個巴士監控系統，請你去睇 5.14 段。5.14
32 段即係報告書裏面就話「再者，運輸署係好希望睇到巴士監控系統嗰個嘅發展
33 同埋試用，因為佢係能夠令到專營巴士公司採納一個更全面嘅方法嚟到去改善
34 巴士安全同埋車隊嘅管理同埋控制嘅。咁除咗呢啲巴士公司喺海外嘅試行之

1 外，運輸署都係打算請一個嘅服務提供者去做一個獨立嘅試行，喺車輛上面嚟
2 到去評估一下用呢個地理圍欄嘅科技係咪用得到同埋係咪有效，例如去控制車
3 速，咁呢個就係呢一個系統一個非常重要嘅一點。向前望，運輸署係會喺呢啲
4 嘅試行計劃裏面去檢討啲嘅結果喇，咁就進一步同專營巴士公司去商討，係
5 希望發展一個好清晰嘅路線圖，去加強專營巴士嘅監控嘅，咁就係透過呢一個
6 系統」。好喇，我有幾個問題嘅，關於呢個建議，話請一個嘅服務提供者去做
7 一啲獨立嘅測試或者試行計劃，咁我想問喺呢方面聘用獨立服務提供者方面有
8 咩嘢進展？

9 陳英傑先生：（經傳譯員）我哋而家係申請緊資源，即係錢喇，嚟到去做呢個獨立嘅
10 試行計劃㗎。

11 陳政龍先生：（經傳譯員）咁即係話而家都仲未係話搵到邊一個嘅服務提供者嚟到做
12 呢一件事嘅？

13 陳英傑先生：（經傳譯員）未嘅。

14 主席：（經傳譯員）呢個「服務提供者」其實咩嘢意思？點解㗎，呢個字？係咪一個
15 獨立嘅顧問，定係咩嘢？

16 陳英傑先生：（經傳譯員）呢個可以向運輸署提供呢個服務，幫我哋做試行計劃嘅一
17 方喇，我再講得具體啲，我哋想聘用香港嘅生產力促進局去幫我哋做呢一個嘅
18 試行計劃嘅，咁但係呢個仲未落實嘅，因為我哋都仲係等緊要有資金先做到。

19 主席：（經傳譯員）或者你幫一幫手，點解你覺得佢哋有咁樣嘅專材去做呢一件事？

20 陳英傑先生：（經傳譯員）我哋係試過去搵不同嘅機構去幫運輸署去做一個獨立嘅研
21 究嘅，關於地理圍欄嘅科技，因為我哋想係更加積極主動，做多啲嘅研究嘅，
22 喺呢方面。另外，我哋想有一啲獨立嘅數據去確認，到底巴士公司方面聲稱話
23 佢哋或者佢哋呢一方面嘅發展係真抑或假嘅，咁喺呢一個去搵合適機構嘅過
24 程，我哋就發覺香港生產力促進局就係有呢啲嘅車輛嘅部件喇，有有關嘅系統
25 係喺佢哋個個研究中心，我哋同佢哋傾過，咁我哋相信佢有咁樣嘅能力去做呢
26 一個研究嘅。

27 主席：（經傳譯員）唔該。

28 陳政龍先生：（經傳譯員）咁從你嘅答案就顯示你仲未有一個嘅確定嘅範圍嘅，係
29 嘛，呢一個--或者你已經係有一啲複稿？

30 陳英傑先生：（經傳譯員）我哋而家做緊一個嘅項目嘅概要，即係關乎呢一個項目嘅
31 範疇，但係我哋係想分兩階段嘅，首先要試下地理圍欄技術係有咩嘢辦法令到
32 佢個個定位能力係更加精準。另外，我哋亦都係想喺其他車輛入面試行下，睇
33 下佢係咪行得通。咁另外我哋如果係有做咗一啲成功嘅試行計劃，我哋就會同
34 巴士公司嗰度傾下，睇下佢可唔可以將呢個技術擺擺喺佢哋嘅巴士上面試下，
35 咁我哋有自己嘅獨立試行計劃，巴士亦都有自己嘅供應商去做一啲差唔多嘅

1 嘢，不過我哋希望可以互相參照，睇下我哋或者佢哋係咪做緊一啲正確嘅事。

2 主席：（經傳譯員）唔好意思，嗰個測試嘅第一部分係測咩嘢？係咪測嗰一個嘅全球
3 定位系統係咪準確？

4 陳英傑先生：（經傳譯員）呢啲叫做地理圍欄技術，今日最困難嗰方面就係香港呢個
5 環境用全球定位系統呢一個應用嘅，咁有好多嘅回應就話佢哋唔係幾準確㗎，
6 咁所以佢哋係要應用地理圍欄技術去提供一個路線方面、道路網絡方面一個更
7 加準確嘅數據，呢個係要試過先得嘅。據我所知，幫九巴同埋城巴做嘅服務提
8 供者都係做緊一啲類似嘅技術，咁結果都係唔錯，但係我哋想有一個獨立嘅測
9 試去核實同埋對呢個技術了解多啲。

10 主席：（經傳譯員）咁呢個技術就係首先一個全球定位系統，咁然後就係用呢個地理
11 圍欄技術，係咪？

12 陳英傑先生：（經傳譯員）係。

13 主席：（經傳譯員）唔該。

14 陳政龍先生：（經傳譯員）陳生，你係咪有嘢想講？

15 陳英傑先生：（經傳譯員）唔係嘅。

16 陳政龍先生：（經傳譯員）陳生，呢度報告書裏面係有提到一個話類似係聘用一個獨
17 立或者係外聘一個顧問嚟到去試行其他呢度建議嘅一啲器材，咁呢個就係碰撞
18 警報裝置同埋保持行車線裝置等等嘅，我想問，運輸署會唔會都係就其他嘅儀
19 器聘用自己獨立嘅服務提供者或者顧問去試行？如果唔會嘅話，點解？

20 陳英傑先生：（經傳譯員）我哋都想做多啲嘅，但係現實就係需要有資源先做得到。
21 好似我哋今朝署長咁講喇，我哋而家係想搵一啲資源去成立一個嘅資訊科技組
22 嚟到去做呢一類型嘅研究嘅，暫時我哋所有嘅資源，好似呢一個咁樣嘅項目，
23 我哋都要去申請撥款嘅，如果我哋有足夠嘅資源，我哋當然係想做多啲嘅研究
24 喇。其實喺呢個項目，即係呢個嘅獨立試行項目第二階段我哋就會用呢一個嘅
25 技術去睇下車輛嗰個嘅車速限制，咁就會試行下可唔可以喺一啲嘅路段上面係
26 施加呢一個嘅車速限制器嘅。

27 主席：（經傳譯員）係講嗰啲車速限制器係咪即係車速限制減速器？

28 陳英傑先生：（經傳譯員）係。

29 陳政龍先生：（經傳譯員）陳生，我哋都講完咗運輸署點樣處理呢啲種種提高安全嘅
30 儀器喇，我而家就另一方面想講下倫敦嗰個嘅做法。

31 主席：（經傳譯員）既然你都要開另一個題目，我哋都係要小休㗎喇，亦都畀陳生休
32 息一陣喇，咁或者我哋而家休息二十分鐘，二十分鐘。

1 陳政龍先生：（經傳譯員）唔該。

2

3 下午 4 時 02 分聆訊押後

4

5 下午 4 時 22 分恢復聆訊

6 出席人士如前。

7

8 主席：（經傳譯員）陳大律師。

9 陳政龍先生：（經傳譯員）主席，咁我有提到新加坡嘅罰則，請等一等。

10 主席：（經傳譯員）係。

11 陳政龍先生：（經傳譯員）文件係形容咗新加坡嘅專營巴士服務，就喺 SEC-3 文件
12 冊嘅第 822 頁，呢個就係文件嘅第 1 頁。唔好意思，應該係 SEC-2 文件夾嘅
13 822 頁。主席，呢一份文件係立法會秘書處研究部嘅資料文件，咁相關嘅部分就
14 係 3.19 段，就係喺 834 頁。3.19 段，有提到服務質素標準，咁呢一段最後就
15 講到，暫時，即係目前呢一個服務質素嘅標準就包括以下兩類，(a) 係營運表現
16 標準，就係量度每日嘅最低或者每月嘅營運嘅標準，咁就包括就係巴士嘅可靠程
17 度、負載同埋安全；咁而 3.20 段就提出如果唔符合呢啲標準嘅相關嘅罪則。

18 主席：（經傳譯員）係。

19 陳政龍先生：（經傳譯員）咁 835 頁就有一個表，就係服務質素標準，就係有唔同
20 嘅標題。

21 主席：（經傳譯員）係。

22 陳政龍先生：（經傳譯員）主席，咁你會見到，喺可靠性呢一個標題底下，第三項，
23 就係巴士故障率，咁個目標就係每個月少於百分之一點五。咁似乎新加坡嘅交通
24 局都係用呢一個巴士服務意外率即係低於某一個數目，即係話每百萬行車公里七
25 點五。

26 主席： And as we would express that, 7.5 per million kilometres?

27 陳政龍先生： Yes. And again, page 837 --

28 主席：（經傳譯員）咁呢個係比香港嘅巴士意外率係高嘅？

29 陳政龍先生：（經傳譯員）係，純粹係睇嗰個巴士意外率嘅啫。

1 主席：（經傳譯員）咁呢一個就講到對專營巴士嘅罰則？

2 陳政龍先生：Yes, that's correct.

3 主席：（經傳譯員）咁我哋已經問過新加坡嘅陸路交通當局，就我哋有問過佢哋有冇
4 即係畀過呢啲嘅罰款，係咪？

5 陳政龍先生：（經傳譯員）係，我哋係問過新加坡嘅交通當局一啲嘅問題嘅。

6 主席：（經傳譯員）咁係咪即係從來未施加過呢一啲嘅懲罰？

7 陳政龍先生：（經傳譯員）係，冇錯。

8 主席：（經傳譯員）唔該晒。

9 陳政龍先生：（經傳譯員）陳先生，喺休息之前，我就希望比較一下香港同埋倫敦嘅
10 做法。首先，我想講一講佢哋所謂嘅智能車速調節系統，即係同我哋個地理圍
11 欄嘅概念係相似嘅，咁我想先你睇下呢一份文件。

12 主席：（經傳譯員）你同唔同意呢個講法，智能車速調節系統係同地理圍欄係相似
13 嘅，你同唔同意？

14 陳英傑先生：（經傳譯員）係。

15 陳政龍先生：（經傳譯員）我想你睇下一份文件，就係 MISC-3 文件冊嘅 939 頁。
16 陳生，你面前睇到嘅應該就係一份報告嘅第 1 頁，係倫敦運輸局所發表，個題目
17 就係智能車速調節設計，日期就係 2009 年 12 月。可唔可以首先睇下呢個報告
18 嗰個引言？咁就可以畀大家有個背景係咩嘢情況，或者去 945 頁。呢度引言--
19 我讀出頭嗰兩段。「ISA 軟件設計嘅制訂就喺 80 年代喺法國開始，咁就自此喺
20 唔同嘅市場都有評估，證實係有效可以減少--減低車速，同埋喺道路上嘅事
21 故。喺 2009 年 5 月，倫敦運輸交通局就開始一個測試，就用最新嘅嗰套智能系
22 統，就希望可以減低車速同埋道路交通嘅意外。咁喺呢個測試之前，倫敦運輸局
23 已經係制訂咗一套全面嘅電子車速限制地圖，即係係所有城市都有嘍，咁總共有
24 三種唔同嘅智能系統嘅模式，而家係有個叫勸喻式，一個係自願式，一個係硬性
25 規定，就強制式。咁如果係勸喻式，就即係顯示嗰個速度限--車速限制畀司
26 機，就通過呢個電子地圖，等司機可以睇到；而自願，就再進一步就係會將呢個
27 車速嘅限制嘅資料，同嗰個汽車嘅引擎管理電子系統係連結喺上嚟，咁喺呢個自
28 願系統之下，如果熄咗呢個設備嘅時候，司機係可能咁選擇咁樣做，咁就變咗嗰
29 個裝置就唔會影響嗰個加速。」咁另外再睇下落幾段就係「到目前為止，佢已經
30 做咗一年嘅呢個計劃，即係倫敦嗰面，咁佢等佢哋可以認識，同埋探討到倫敦司
31 機嗰個駕駛態度，同埋要做呢個系統，有啲咩嘢嘅可能嘅障礙等等。」咁即係
32 話，倫敦交通局就一路睇緊呢套嘅智能系統，智能車速調節系統喇，即係 ISA。

33 咁第二份文件我想你睇嘅，都係講同一個課題，就係運輸及研究實驗所嘅
34 一份報告，日期就係 2016 年 11 月，喺同一個文件冊裏面，我想你睇 1002

1 頁。陳生，你面前應該睇到嘅就係 TRL，即係倫敦運輸研究實驗所嘅一份報
2 告，就係話喺倫敦巴士上面，裝咗呢個智能車速輔助系統。咁你睇到嗰個報告個
3 日期，喺上面就係 2016 年 11 月。咁又係嘞，我哋講講呢份報告嘅引言嗰度相
4 關內容，1011 頁。喺中間嗰部分嗰頁，就話嘞，ISA 係咩嘢，咁第一段就描述
5 呢一個智能系統係咩嘢，就同我之前讀出嗰個係好近似。由第二段就係咁講，就
6 話「為呢個即係呢個行人輔助--行人安全行動計劃，我哋管理局就係承諾就會
7 做一個試驗計劃，喺少量嘅巴士上面做，睇下佢呢個係--個科技係點樣應用。
8 咁之後喺 2015 年，倫敦運輸局就係進行咗一個智能系統嘅測試，就喺倫敦巴士
9 上面做，咁就係一間公司 Zeta Automotive 所提供嘅系統嚟。」咁呢個報告
10 日期就係 2016 年 11 月，而嗰個測試就喺 2015 年進行。

11 而家去 1105 頁，咁都係就係嗰份報告嘅附錄嚟。呢份報告就係講到嗰個
12 試驗計劃，咁日期就係 2015 年 10 月，咁就解釋咗當中發生嘅事。咁 1106 就
13 畀多少少資料我哋嘞，就係話「管理局就做呢個智能車速輔助科技，咁就係主要
14 係喺--即係睇下嗰個--即係外在嘅就係關於嗰個車輛嘅速度，同埋內在嘅資料
15 同埋外在資料就係嗰個車速限制，咁呢度就係已經喺歐洲同埋其他地方有使用，
16 證明都可以改善道路安全，而司機亦都接受。」咁或者係 1120 頁，我哋睇到第
17 二次做試驗嘅日期，就係 2016 年 1 月，就係 1120 頁，同一份報告，就係第
18 二階段嘅試驗。所以呢度就顯示，呢個 ISA 系統就係倫敦嘅運輸局就有考慮，咁
19 佢哋喺 2009 年就已經考慮，然後 15 年、16 年都做個試驗。咁呢個主要就係--
20 --即係倫敦嗰方面就係就住呢個智能車速調節系統係做過大量嘅分析，係咪呢啲
21 情況都係喺個大埔意外之前出現嘅呢，即係做嘅呢？

22 陳英傑先生：（經傳譯員）我哋係唔知道㗎。

23 陳政龍先生：（經傳譯員）好，我哋而家唔好講呢個 ISA，我哋講番倫敦係有個計劃
24 加強巴士安全。首先，Weston 先生嘅報告裏面，就係專家文件冊 148 頁。

25 主席：（經傳譯員）嗰份文件本身嘅頁碼係幾多？

26 陳政龍先生：（經傳譯員）34。

27 主席：Thank you.

28 陳政龍先生：（經傳譯員）我睇緊嘅係 7.5 段，就係巴士安全標準。陳生，我會讀
29 出頭兩段，即係 7.5 嗰度，因為呢個提供咗嗰個背景就係話倫敦嗰方面係點
30 樣定嗰個巴士安全標準。「巴士安全計劃第一個關鍵嘅成果就係要制訂一個新嘅
31 巴士安全標準，運輸局一路都--自從 2016 年就同道路安全顧問 TRL，一間
32 Loughborough 嘅大學，同埋巴士營運商同埋製造商，一齊去評估同埋提出
33 一啲建議，建議一啲設施就可以加入去未來嘅巴士設計裏面，咁主要目標就係減少
34 傷亡，特別係嚴重嘅傷亡同埋死亡。咁有幾個可能又可以考慮嘅技術，包括就係
35 智能車速調節系統，自動剎車系統，同埋好多其他嘅設施。咁就係所有每一項設
36 施嗰個成本效益都係全面咁樣去評估，確保我哋一方面可以儘量減少傷亡，但係
37 同時亦都係喺我--就住我哋所做嘅財務投資嗰度，得到最高嘅回報，從傷亡減

1 少嘅角度嚟睇。」咁呢個就係 2016 年開始嘅工作，到而家都未完成。

2 主席：（經傳譯員）呢個係 Weston 先生嘅報告，係咪呀？

3 陳政龍先生：（經傳譯員）係，而呢度就有個參考嘅資料，就係喺第 18 日嘅聽證
4 會，即係 2018 年 9 月 27 號，第 115 頁，第 7 行，即係謄本嗰度。

5 主席： Thank you.

6 陳政龍先生：（經傳譯員）好似主席今朝都提到，巴士安全標準，我哋預期應該係喺
7 2018 年 10 月中嘅時候公布，咁即係話呢個過程係超過兩年。

8 主席：（經傳譯員）我諗係原本係想逐--分階段咁推出，第一階段就應該喺 10 月公
9 布。

10 陳政龍先生：（經傳譯員）係，我可以繼續睇落去，如果去到 148 頁，即係同一個
11 報告，再落啲，同一頁，喺中間嗰度，就話「我哋倫敦運輸局計劃第一階段嘅巴
12 士安全標準就會喺 2018 年 10 月 16 號公布，咁佢哋預計就會三個嘅開始嘅--
13 三個嘅階段，就係第一、第二、第三階段去引入。」咁我哋睇番香港嘅--喺香
14 港嘅做法，亦都睇到倫敦嘅做法，咁你對於一個建議，就話運輸署之前嘅加強巴
15 士安全嘅做法，似乎更多係回應意外，即係喺意外發生之後先至回應，而唔係主
16 動積極咁，同埋有系統咁樣去睇下仲有啲咩額外措施可以加強巴士安全，就避
17 免發生意外？

18 陳英傑先生：（經傳譯員）我就唔可以評論嗰個背景，就話倫敦嗰個巴士安全計劃係
19 點樣出嚟，我哋唔知道有啲乜嘢...

20 主席：（經傳譯員）我哋冇叫你評論嗰點啲。

21 陳英傑先生：（經傳譯員）我明白，我明白。但係我想講嘅就係，我唔知道巴士安全
22 標準係咪同我哋已經有嘅標準係一樣，因為我哋都有啲最低規格要求，係要求專
23 營巴士公司做得到。咁呢啲嘅規格，包括所有嘅設施，即係話專營巴士必須要具
24 備嘅，呢個講就係話要提供服務畀乘客，可以方便利用到巴士服務，咁而好大部
25 分都係講安全，同埋新嘅安全設施係要加入嘅。呢啲嘅標準，今次我哋又再檢
26 視，亦都有修訂，就係今年 8 月嘅時候做。我哋會繼續咁做，去包括一啲新嘅標
27 準。巴士安全標準喺倫敦嗰度話係會引進或者檢視㗎喇，咁佢哋有好多個階段，
28 咁我會相信佢哋應該係好全面，亦都好複雜嘅一個計劃㗎。運輸署肯定會睇下從
29 中可以學習到啲乜嘢嘢，又正如署長講，遲啲我哋會派人去英國㗎，肯定呢個係
30 其中一方面我哋會睇嘅。

31 陳政龍先生：（經傳譯員）陳生，咁我可唔可以繼續請你睇下委員會聽過嘅一啲建
32 議，你嘅睇法係點嘅？就係話點樣可以積極主動咁去加強巴士安全嘅一啲建議。
33 首先，委員會聽到有好多嘅名詞提及，其中一個就係巴士營運商論壇，呢個係
34 Weston 先生講嘅，而 Stanley 教授就提到話有一個常設委員會係處理巴士安
35 全，咁當中就包括咗各個相關嘅人士，或者係各方都有參與佢哋定期開會，合作

1 處理巴士安全嘅事宜。咁喺某程序上，陳女士今朝早都接納咗呢個建議，咁佢話
2 嗰個工作小組係會繼--永久存在。

3 主席：（經傳譯員）佢話接納，佢係--佢就係話佢接納咗係 Weston 先生呢個建議
4 㗎。

5 陳政龍先生：（經傳譯員）咁好，從呢方面睇，咁可以問呢個係可唔可以進一步問
6 題，係咪準備將呢個工作小組變咗係常設呢？或者先講工作小組最後報告，
7 5.13 段。係 TD-5 號文件冊，1803 頁，佢內部嗰個頁數就係 43。陳生，請你
8 睇 5.13 段，就係話運輸署嘅建議行動。咁佢第一部分就講話，你哋會採取啲咩
9 嘢步驟係回應嗰啲建議，或者最後一句我想睇，第四十--即係佢本身 43 頁嘅最
10 後一行，就話「運輸署會繼續留意最新嘅裝置同埋科技嘅發展，目的就係想進一
11 步加強巴士安全，咁運輸署會採取主動積極嘅做法，繼續召集工作小組會議，係
12 密切咁樣監測住試驗嘅進度，會定期咁做，而且會提供個平台畀運輸署，同埋專
13 營巴士公司交換意見，睇下最新嘅巴士科技發展，同埋係有啲咩嘢新嘅安全裝置
14 同埋技術可以應用喺專營巴士上面。」咁呢個其實就係同今朝早陳女士提及話會
15 延長呢個工作小組嘅壽命嗰點嘞，啱唔啱呀？

16 陳英傑先生：（經傳譯員）係。

17 陳政龍先生：（經傳譯員）有冇任何文件，係列出而家已經係一個常設工作小組嘅細
18 節嘅呢？例如有冇一份文件，就話佢嗰個工作範圍，擴大咗係點樣樣？有冇話佢
19 定期開會，同埋有冇文件可以話畀我哋聽，呢個工作小組已經由一個臨時嘅工作
20 小組變咗一個常設嘅工作小組？

21 陳英傑先生：（經傳譯員）喺現階段，有冇任何文字嘅紀錄嘅，咁佢係肯定，喺我哋同
22 巴士公司傾嘅時候，我哋會傾呢一點，我哋都略為--之前略為提過喇。因為工
23 作小組提出咗好多建議，咁所以係需要時間先可以落實。而正如我哋提過，我哋
24 都會睇下一啲新--即係儘可能仲有冇啲新嘅措施嘅，咁所以工作小組係會繼續
25 工作。但係好似今朝早都有提到，呢個工作小組會成為一個常設嘅會議，但係暫
26 時有啲文件上面有寫低。

27 主席：（經傳譯員）你係咪已經取得專營巴士公司同意，繼續做呢個常設嘅基制嘅成
28 員呢？

29 陳英傑先生： Yes.

30 主席：（經傳譯員）係咪已經口頭上做咗？

31 陳英傑先生：（經傳譯員）係，我哋喺上一次工作小組會議已經有提到㗎嘞。

32 李女士： Last working group meeting.

33 主席： I'm sorry?

34 陳英傑先生：（經傳譯員）即係上一次嘅工作小組會議，我哋有提出呢個睇法，諗

1 法。

2 主席：（經傳譯員）嗰次會議係幾時，日期？

3 陳英傑先生：（經傳譯員）咁嗰次會議，佢哋係冇反對。嗰次會議日期，係 9 月 21
4 號。

5 主席：（經傳譯員）嘎，喺呢個報告嘅 1.5 段有提及嘅。可唔可以畀個頁數我，陳
6 生？

7 陳政龍先生：（經傳譯員）TD-5 號文件冊，1763 頁。咁嗰度提及話有個會議，喺
8 1.5 段第 2 行有提及。

9 陳英傑先生：Yes, in the working --

10 主席：（經傳譯員）咁喺嗰次會議嗰度有提及，係咪呀？

11 陳英傑先生：（經傳譯員）係，就係最後，即係嗰個四個工作小組會議嘅最後一個，
12 就係 9 月 21 號。

13 主席：（經傳譯員）係，嗰個委員會已經收到一整套所有嗰啲會議紀錄嘅正式版本，
14 或者係草擬版本，係完全冇刪減嘅，咁但係就係 9 月 21 號同 8 月 29 號嘅好似
15 仲未有，咁你可唔可以提供畀我哋？

16 陳英傑先生：（經傳譯員）上一次會議嘅會議紀錄都仲準備緊，咁又需要巴士公司評
17 論先。

18 主席：（經傳譯員）係，咁就算係草擬本都可以畀我哋先吓，一定係有個草擬本喇，
19 係咪呀？咁一係個草擬本，就用個草擬本提交畀我哋喇。

20 陳英傑先生：（經傳譯員）我哋同巴士公司商量吓。

21 主席：（經傳譯員）我哋問佢哋嘅時候，佢哋都係同意，但係又話要問下其他啲人，
22 咁最後我哋得到係一啲刪減過嘅會議紀錄，跟住就城巴就話「係呀，我哋唔介意
23 畀委員會㗎。」咁我哋要嗰個嘅成個完整版本。

24 陳英傑先生：（經傳譯員）係，我哋會睇下，唯一憂慮嘅就係，嗰啲草稿係未畀其他
25 委員睇過，咁所以我唔知道嗰個最終嘅版本係咩嘢。

26 主席：（經傳譯員）咁而家就畀佢哋睇嗰啲草稿喇，咁叫佢哋評論喇，如果係有啲咩
27 嘢嘅保留，咁就改喇。

28 陳英傑先生：（經傳譯員）我哋會考慮佢㗎。

29 主席：（經傳譯員）我覺得呢個係--就係咁喇，你會考慮，好吓。陳律師。

30 陳政龍先生：（經傳譯員）關於呢個工作小組，我想再問多個問題，就係佢呢個工作
31 小組再發展落去，嗰個範圍你諗住係點嘞。咁我哋而家啱啱就讀咗 5.13 段報告

1 書，咁從字裏行間就睇嚟，呢一個工作小組嘅工作範圍係會限嚟討論一啲科技嘅
2 發展，就係關於點樣改善專營巴士嘅安全，我咁樣講公唔公道？呢個就係工作小
3 組未來嗰個嘅工作範圍？

4 陳英傑先生：（經傳譯員）係喇，其實工作小組嗰個工作範圍一早已經係界定咗，而
5 委員會嘅成員嘅共識都係，我哋嘅討論就會限嚟--局限嚟呢啲嘅範圍裏面。

6 陳政龍先生：（經傳譯員）係，咁我哋一開始嘅時候，都係按住時序講，呢個工作小
7 組點樣成立嚟喇，咁當時就係話呢個工作小組嘅壽命係三個月嘅啫。

8 陳英傑先生： Yes.

9 陳政龍先生：（經傳譯員）但係而家嗰個打算將工作小組變成常設。

10 陳英傑先生： Right.

11 陳政龍先生：（經傳譯員）咁所以我想問，呢一個經過轉型嘅工作小組，係會唔會仍
12 然工作嘅範圍係咁有限呢？

13 陳英傑先生： No.

14 陳政龍先生：（經傳譯員）會唔會淨係講呢個技術嘅考慮呢？會唔會考慮巴士安全嘅
15 其他方面，譬如話係巴士有關嘅道路安全嘅事宜，一啲安全嘅做事方法呀咁？

16 陳英傑先生：（經傳譯員）咁範圍改變咗之後，嗰個工作小組就會成為一個常設嘅基
17 制，我諗。咁我估計佢呢個新嘅機制嘅範疇就會比較原本嗰個範疇闊啲喇，咁我
18 諗係可以處理巴士安全其他嘅事項，我嚟呢方面係保留開放嘅態度。

19 主席：（經傳譯員）咁即係你預期，呢一個常設嘅工作小組或者係機制就係會個範疇
20 係包括多所有關於巴士嘅安全，或者安全運作嘅事宜，係咪呢？

21 陳英傑先生：（經傳譯員）係。

22 主席：（經傳譯員）好，唔該。

23 羅先生：（經傳譯員）咁我可唔可以問一個問題呢？

24 主席：（經傳譯員）隨便。

25 羅先生：（經傳譯員）咁關於工作小組嘅成員又係點嘅呢？舉例，警方或者係道路安
26 全議會，會唔會都係成為佢嘅一員？

27 陳英傑先生：（經傳譯員）因為關於嗰個成員，因為我哋會改變呢個工作小組，成為
28 一個常設嘅機制，咁嗰個成員我哋要考慮應唔應該係包埋其他嘅人士，咁包括官
29 方或者非官方。但係嚟呢個時候，我哋要討論下先，咁睇下呢一個嘅工作--呢
30 個小組或者佢嘅範疇係點樣運作，包括埋佢嘅成員同埋佢嘅範疇。

31 主席：（經傳譯員）咁你預期呢啲嘅問題幾時可以落實到呢？幾時先至可以定出工作

1 小組嘅範圍，同埋佢嘅成員係邊個？

2 陳英傑先生：（經傳譯員）我只可以話我哋希望儘快，因為有千百萬樣嘢都係發生
3 緊，我哋當然希望就係儘快將新嘅措施係實施。

4 主席：（經傳譯員）可唔可以喺呢個年尾之前呀？你而家係到底係搵緊工作小組嘅範
5 疇定係成員？呢個兩樣嘢嚟嘅。

6 陳英傑先生：（經傳譯員）我諗我哋希望如果年尾做得到就係我哋嘅目標喇。

7 主席：（經傳譯員）即係你覺得係一個可能達得到嘅目標？

8 陳英傑先生：（經傳譯員）係。

9 主席： Potential?

10 陳英傑先生：（經傳譯員）係，我哋都要留意番，我哋而家係想攞一啲資源多啲嘅支
11 援，多啲嘅資源，嚟到去實施有關嘅措施，咁呢點我哋要考慮在內。

12 主席：（經傳譯員）陳律師。

13 陳政龍先生：（經傳譯員）下一個嘅建議係向委員會提過嘅，就係可以鼓勵一個比較
14 積極主動嘅做法，就係喺倫敦，佢哋有個安全創新基金，可以睇你--睇下關乎
15 呢個基金嘅證供，咁睇下你自己有乜嘢觀察嘞。係專家文件夾 146 頁。

16 主席：（經傳譯員）即係 Weston 先生嘅報告？

17 陳政龍先生：（經傳譯員）係，Weston 先生嘅報告，自己嘅頁數就係 32。

18 主席：（經傳譯員）好，唔該。

19 陳政龍先生：（經傳譯員）咁喺 7.3 段，安全創新基金。我再讀出嚟喇，「喺 2017
20 年 11 月嘅時候，倫敦運輸局就係宣布佢安全創新基金嗰部分，就係會係提供
21 500,000 英鎊畀六間巴士公司，去發展新嘅嘅概念，嚟到改善倫敦嘅巴士網絡
22 嘅安全，咁呢六間公司全部都係就佢哋嘅安全嘅設備，同埋改善工作嘅行為，員
23 工嘅表現，係得到呢啲基金嘅支助。咁亦都係佢哋做嘅試行計劃又係一個資料搜
24 集嘅過程，亦都係後來係擺咗入去發展呢個巴士安全標準。」好，而家我想去另
25 外一段，係 152 頁，就係 Weston 先生嘅建議。主席，呢個係 38 頁，呢個報告
26 書嘅 38 頁。

27 主席： Thank you.

28 陳政龍先生：（經傳譯員）呢個相關嘅建議，Weston 先生提出嘅，就係喺網絡財務
29 表現嗰度，係成段我想讀出嚟嘞。「我哋應該要考慮某啲嘅安全措施，例如話係
30 引用新嘅安全技術，同埋車長嘅訓練，目標就係要加強安全，係應該由運輸署以
31 直接資助嘅形式，喺專營協議以外，係提供畀巴士公司，就要達到一啲指定嘅成
32 效。咁喺專營協議以外提供一啲資金，係有理據嘅，因為佢可以係令成個嘅社會

1 受益。」咁我想問，運輸署對於成立一個基金有咩睇法？個基金係要嚟資助，
2 要嚟發展，試用一啲新嘅措施，新嘅器材，嚟改善巴士安全嘅，你哋嘅睇法係咩
3 嘢呢？

4 陳英傑先生：（經傳譯員）大家都可能知道，香港嘅經營環境同英國係好唔同。我相
5 信英國嘅巴士服務係由政府畀錢，然後就係外判畀公司。而香港就唔同，我哋就
6 係用一個嘅商業...

7 主席：（經傳譯員）咩嘢話？

8 陳英傑先生：（經傳譯員）商業嘅原則就係畀巴士公司嚟到經營呢啲嘅網絡。

9 主席：（經傳譯員）咩嘢話？

10 陳英傑先生：（經傳譯員）係要商業上可行嘅商業原則。

11 主席： Thank you.

12 陳英傑先生：（經傳譯員）咁所以呢啲私人公司，即係巴士公司就要負責營運巴士嘅
13 所有成本，所有開支，咁我哋相信啲嘅器材、巴士，都係由巴士公司去提供，
14 咁佢哋應該繼續係用呢個模式，英國嘅情況同香港好唔同。關於一啲新嘅措施應
15 唔應該由政府補貼都係可以討論嘅，呢個問題。事實上，即使今時今日，香港我
16 哋都係有補貼畀巴士公司，去做呢啲嘅顯示器嘅，係即係一對一咁樣嘅安排。咁
17 即係話，呢一個嘅建議都唔係話不能夠去考慮嘅，我哋都係持開放嘅態度。但係
18 話如果單單成立一個基金，有一個特定嘅目標，我相信就會對成個嘅公共巴--
19 公共運輸嘅系統有一啲成本方面嘅影響，咁但係對一啲個別嘅項目，我哋都係持
20 開放嘅態度，可以係討論嘅，如果巴士公司認為有需要嘅話。

21 主席：（經傳譯員）呢個你哋補貼緊嘅顯示系統係咩嘢嚟嘅？

22 陳英傑先生：（經傳譯員）而家？

23 主席： Yes.

24 陳英傑先生：（經傳譯員）而家政府係補貼緊畀巴士公司，去安裝一啲實時嘅顯示系
25 統，喺巴士站，或者係巴士站嗰度顯示，咁另外喺呢啲巴士站嘅座位，即係用一
26 個一對一咁樣嘅安排，巴士公司負責起--負責一個項目，我哋政府就係補貼另
27 外一個項目，咁呢個係配對，咁呢一個安排已經係實施緊，我哋係都係提供咗一
28 啲協助，嚟到係推行一啲對整體運輸大眾有益嘅呢啲措施。

29 主席：（經傳譯員）呢個實時嘅顯示系統，就係等搭車嘅人知道大概下一班車幾時
30 到？

31 陳英傑先生：（經傳譯員）係嘞。

32 主席：（經傳譯員）咁你就話政府係一個一對一嘅配對？

- 1 陳英傑先生：（經傳譯員）係。
- 2 主席：（經傳譯員）咁巴士就係公司提供一個，政府就提供另一個？
- 3 陳英傑先生：（經傳譯員）係。
- 4 主席：（經傳譯員）咁啲啲--係嘞，巴士站，巴士座位，巴士站嘅座位又點呢？
- 5 陳英傑先生：（經傳譯員）係，係巴士站啲啲座位。
- 6 主席：（經傳譯員）亦都係一對一嘅？
- 7 陳英傑先生： Yes.
- 8 黃志光先生： Seats no. All subsidised by government.
- 9 陳英傑先生：（經傳譯員）對唔住，係座位...
- 10 主席：（經傳譯員）乜啲啲座位嘅情況係點呀？
- 11 黃志光先生：（經傳譯員）即係我哋就係話喺巴士站上蓋下面，如果佢哋係要裝呢啲
12 座位，就係由巴士公司佢哋自己起嘅。咁至於啲啲嘅預計巴士到達時間，我哋就
13 叫啲啲顯示系統，咁就係一個配對，一對一嘅安排。
- 14 主席：（經傳譯員）咁即係你係畀錢畀啲乘客，就睇下啲啲嘅顯示器，睇下巴士幾時
15 到，你哋就出資興建一個，咁巴士公司就一個？
- 16 黃志光先生：（經傳譯員）係呀，咁關於啲啲座位，我哋就係特別喺老人家同埋一啲
17 有需要嘅人士，都係好多嘅要求，希望喺巴士站提供座位嘅。咁政府其實喺施政
18 報告都係話呢個政策，我哋會補貼巴士公司係儘快提供座位，咁等有需要嘅人係
19 可以有多啲嘅位嚟坐。
- 20 主席：（經傳譯員）咁邊個畀錢起呢個巴士站嘅上蓋？
- 21 陳英傑先生：（經傳譯員）巴士公司。
- 22 主席：（經傳譯員）好，唔該。陳律師。
- 23 陳政龍先生：（經傳譯員）另外一個建議，Weston 先生--Stanley 教授亦都係向
24 委員會建議，就係話要有一個嘅獨立嘅安全嘅規管機構。咁你都讀過--睇過
25 Stanley 教授嘅報告喇，咁我就講講個背景先。喺澳洲...
- 26 主席：（經傳譯員）我諗畀我哋去睇下 Stanley 教授嘅建議，咁就等我哋大家理解
27 下。
- 28 陳政龍先生：（經傳譯員）好，咁我就帶大家睇 Stanley 教授嘅報告書嘅兩部分，
29 第一個就係專家文件夾，第 70 頁。咁呢個就係 Stanley 教授嘅第二份報告。

1 主席： Thank you.

2 陳政龍先生：（經傳譯員）佢自己報告嘅頁碼係 70。主席，請大家睇睇第 70 頁。佢
3 嗰個嘅大題目係管治，跟住就係主要嘅機構，同埋角色。咁呢一度就係香港嗰個
4 嘅房運局喺 4 月 24 號嘅一個意見嘞。就係房運局就係負責嗰個嘅策略嘅角色，
5 咁運輸署就係實際提供服務嘍，咁呢個就係同物業局嘅安排係類似。「維多利亞
6 運輸局就係有一個策略嘅角色，而佢哋嘅公共運輸發展局就係負責去執行。咁但
7 係兩者有一個好明顯嘅差別，就係墨爾本有一個獨立嘅安全規管當局，就係喺策
8 略性嘅層面嚟到運作嘅。咁呢個維多利亞嘅運輸，交通嘅安全就係喺佢哋 2010
9 年嘅法案嗰度成立嘍。咁但係喺香港，我哋就有一個對等嘅當局，運輸署就係去
10 監察專營巴士公司嘅安全表現，而都係負責促進一啲安全嘅措施，但係香港有一
11 個獨立嘅安全規管當局，咁似乎就係減低咗大家對安全問題嘅關注嘞。」呢個就
12 係第一部分我想大家留意嘅。第二部分，請大家揭去第 99 頁，同一沓嘅文件。
13 主席，呢個文件本身嘅--報告嘅本身頁數係 46 頁。

14 主席：（經傳譯員）唔該。

15 陳政龍先生：（經傳譯員）大概係中間嗰度，我就會係讀一、二、三段下面嗰一段，
16 教授就話「呢個維多利亞巴士公司係會有營運方面嘅支援，呢個係業界嘅委員
17 會。咁譬如話佢哋係會為 MIS、MMS 係發展一啲嘅範本，咁就所有嘅成員都係用
18 得到嘅。而呢一個運輸安全總監係非常--佢嘅焦點、重點就係發展同埋改善呢
19 一個巴士業界嘅安全文化，同埋呢個安全風險管理，亦都係同公司同埋業界去改
20 善佢哋嗰個做法。咁佢哋有一啲指引嘅文件，呢一個運輸安全總監係獨立，就係
21 令到一個--有一個好好嘅政策，就亦都可以有一個獨立嘅問責同埋透明嘅，呢
22 一個嘅安全過程。咁就巴士安全就係完全係由呢一個公共交通規管當局嚟到去負
23 責嘍。」咁喺呢方面嚟講，運輸署嗰個有咩嘢嘅觀察，對於話去成立一個係獨立
24 嘅交通安全，或者係運輸安全嘅監察當局，你有咩嘢睇法？

25 陳英傑先生：（經傳譯員）我唔知喺澳洲即係墨爾本嗰個業務嘅規模，呢個係維多利
26 亞省嘅，咁即係據我了解喇，維多利亞省嘅巴士營運就係唔係中央化嘅，咁而監
27 管嘅規模係大好多。

28 主席：（經傳譯員）呢個就係講緊墨爾本，而唔係整個維多利亞省嘅。

29 陳英傑先生：（經傳譯員）咁但係佢講緊一個巴士監管機構，即係我唔知佢係講成個
30 維多利亞省咁定係淨係墨爾本。

31 主席： Yes. I follow your point.

32 陳英傑先生：（經傳譯員）就算淨係講墨爾本，即係據我所知，墨爾本嘅巴士業務同
33 香港好唔同嘅，喺墨爾本係有唔同嘅經營公司喇。

34 主席：（經傳譯員）我諗我哋可以幫下你。

35 陳政龍先生：（經傳譯員）至於話協商嘅服務，就佔路線嘅三分二，就有十五份合

1 約，十二間公司，咁而有三分一嘅路線都係有呢個競爭性嘅競投嘅。咁但係每七
2 年，係可能係會轉變嘅。

3 陳英傑先生：（經傳譯員）咁講緊係咪少過二十間？

4 主席：（經傳譯員）十三間嘅。

5 陳英傑先生：（經傳譯員）所以你講緊係即係好多唔同嘅巴士營運商，咁而呢啲營運
6 商嘅監管機構係需要即係管理唔同嘅公司嘅，咁但係喺香港嚟講，我哋有六間嘅
7 專營巴士公司，咁主要有三個集團，咁龍運、新巴、城巴。

8 主席： Long Win.

9 陳英傑先生：（經傳譯員）九巴、龍運。

10 陳政龍先生： New Lantao is the other one.

11 陳英傑先生：（經傳譯員）新巴同埋城巴，同埋新大嶼山嘅巴士。咁基本上我哋係管
12 理緊三間集團底下嘅六間專營巴士公司。我可以咁講，咁樣係容易好多，因為我
13 唔使管理好多唔同嘅公司，如果講緊維持呢啲安全嘅標準，係會相對容易嘅。

14 主席：（經傳譯員）喺香港？

15 陳英傑先生：（經傳譯員）係，喺香港嘅。正如即係署長所講，運輸署係有獨特--即
16 係特定嘅即係專業嘅分支，咁我哋有道路安全部、車輛標準及安全部，同埋一個
17 巴士及鐵路科嘅。咁我哋係好嚴謹咁樣去控制同埋管理呢一啲巴士公司嘅，即係
18 我哋係做得唔錯嘅，因為我哋嘅工作係非常之有效率，因為我哋一個部門只需要
19 同三大集團係交涉。咁至於提升啲巴士公司嘅質素，或者安全標準，就同墨爾本
20 唔同，喺墨爾本，係你係要即係說服十幾間公司，先至可以達到你嘅目標。咁至
21 於即係將呢個工作小組變成一個常規嘅會議，係令到我哋可以有一個即係集中嘅
22 核心小組，咁呢個會議嘅目標嘅功能，同一個獨立嘅審核機構係好相似，即係同
23 墨爾本個機構好相似嘅。咁而香港嘅情況嚟講，成立一個獨立嘅監管機構，去即
24 係監管運輸署同埋巴士公司並不必要嘅。

25 主席：（經傳譯員）咁呢一個會議係包括運輸署同埋巴士公司喇，咁有咩嘢獨立性？
26 佢哋--即係呢個唔係一個獨立嘅會議嚟嘅？

27 陳英傑先生：（經傳譯員）係，唔係獨立嘅，因為即係有兩方，咁但係我哋可以睇下
28 個成員嘅組成，咁然後我哋會睇下可唔可以引入一啲獨立嘅意見，咁可以為車務
29 提供獨立嘅意見。

30 主席：（經傳譯員）你心目中有咩嘢人選？

31 陳英傑先生：（經傳譯員）我哋暫時冇其他人，但係我哋係一定會去探討呢個問題
32 嘅。

1 羅先生：（經傳譯員）我哋講緊係道路安全議會嘅委員喇，成員喇。

2 陳英傑先生：（經傳譯員）我哋好歡迎佢哋。

3 主席：（經傳譯員）你認為佢哋係獨立，即係如果佢哋成為呢一個工作小組嘅成員，
4 咁係咪就有一個獨立性响度？你同唔同意？

5 陳英傑先生：（經傳譯員）係嘅，道路安全議會嘅成員都係頗為獨立嘅。

6 主席： Please, Mr Auyeung.

7 歐陽先生：（經傳譯員）咁呢一個--就住呢個工會，就會喺唔同嘅持份者之間，會有
8 即係定期會議喇，咁呢一個會議唔單只係會講安全嘅，你會講其他嘅事宜。咁運
9 輸署會唔會有一個即係單位，專門係負責安全，咁樣可唔可行呢？

10 陳英傑先生：（經傳譯員）目前，我哋有一個道路安全及標準研究科，咁呢個單位就
11 係處理所有公眾--公共交通嘅安全，包括係專營巴士。咁但係呢一個分支並唔
12 可以達致我哋提升巴士安全嘅目標，因為唔單只係涉及道路，亦都涉及車輛同埋
13 營運。所以實際嚟講，喺運輸署入面，我哋即係可以成立一個小組，係包括呢啲
14 唔同嘅分支嘅專家，去特別去睇專營巴士嘅安全，我認為咁樣係可行嘅。

15 歐陽先生：（經傳譯員）咁今朝，署長就表示係有四個單位係共同負責巴士安全嘅，
16 咁但係呢啲嘅分支係咪有定期會議？會唔會係每月都會會面？

17 陳英傑先生：（經傳譯員）目前就有即係一啲定期嘅會議，即係喺呢啲唔同嘅單位，
18 咁就住即係成立一個新嘅會議去處理巴士安全嘅事宜，當然呢啲單位都會參與
19 喇，咁而喺呢個會議入面，我哋內部即係都要安排一啲會議，係去討論同埋去實
20 施一啲嘅措施嘅。

21 歐陽先生：（經傳譯員）唔該晒。

22 羅先生： May I ask a question?

23 主席：（經傳譯員）羅教授。

24 羅先生：（經傳譯員）我想探討一下呢一個道路安全議會嘅，佢同運輸署同埋警方之
25 間點樣合作？佢係咪一個獨立嘅機構，去處理安全問題？佢係咪已經有一個獨立
26 嘅地位？我想知道道路安全議會、運輸署同埋警方之間嘅合作關係，同埋呢一個
27 道路安全嘅研究委員會嘅，咁呢四個單位係點樣去合作處理安全問題？

28 陳英傑先生：（經傳譯員）咁喺呢個問題，我想請邱先生去講一講嘅。

29 主席： Yes, please.

30 邱國鼎先生：（經傳譯員）唔該，主席。道路安全議會係包括唔同部門嘅同埋局嘅代
31 表，同埋亦都有啲非官守成員，例如係一啲即係車輛總會、醫委會、香港道路安
32 全協會、一啲保險界嘅代表等等。咁所以道路安全議會係一個獨立嘅機構嚟，咁

1 喺道路安全議會底下，有兩個委員會，第一，就係道路安全嘅研究委員會，咁羅
2 教授係其中一名嘅委員；咁另外就係道路安全嘅宣傳委員會，咁就如果我即係喺
3 呢個研究委員會嗰度，如果我哋有一啲新嘅措施，無論佢哋係關於車輛安全、道
4 路安全，或者其他嘅問題，都會喺呢一個道路安全嘅研究委員會度傾嘅。咁而道
5 路安全嘅研究委員會下，我哋係有唔同大學嘅學者，亦都有一啲來自即係相關即
6 係組織嘅成員嘅，咁而道路安全嘅宣傳委員會，主要係負責公眾教育同埋宣傳。
7 咁喺道路安全議會底下，我哋係每季都會有--即係同委員會會面，咁而喺道路
8 安全議會下，即係亦都係運輸署每一季會即係檢討一個意外嘅紀錄，咁而呢啲嘅
9 意外紀錄會包括巴士嘅意外，咁樣委員會嘅委員就可以提供意見嘅，即係就住巴
10 士安全表現。

11 主席：（經傳譯員）咁呢啲專營巴士意外嘅數據係喺邊度？

12 邱國鼎先生：（經傳譯員）即係同其他嘅意外紀錄一樣，我哋係會即係依賴警方嘅數
13 據。

14 主席：（經傳譯員）咁即係主要係靠警方嘅數據？

15 邱國鼎先生： Yes.

16 主席：（經傳譯員）然後你就會整理同埋分析，係咪？

17 邱國鼎先生： Yes.

18 主席：（經傳譯員）邊個做㗎？

19 邱國鼎先生：（經傳譯員）我哋嘅同事，即係運輸署嘅同事，咁我哋就會向委員匯報
20 呢個安全表現，趨勢等等。

21 主席：（經傳譯員）你可唔可以向--對正個咪講嘢？你就會睇警方嘅紀錄，運輸署就
22 會加以整理同埋分析嘅？

23 邱國鼎先生：（經傳譯員）係，然後我哋就會將呢個安全表現匯報畀安全議會嘅委
24 員，我哋就會講下我哋嘅觀察、趨勢，同埋一啲共同嘅--共通嘅成因等等。因
25 為道路安全議會就係包括唔同嘅局、警方同埋第三方嘅代表，如果佢哋有任何意
26 見，或者建議，即係就住政策，或者係改善嘅巴士安全嘅措施，咁就會喺道路安
27 全議會度傾嘅，咁而議會嘅委員就會進一步跟進嘅。

28 主席：（經傳譯員）道路安全議會會唔會就住改善專營巴士安全，係作出一啲建議？

29 陳英傑先生：（經傳譯員）喺近年嚟講，佢哋就有即係提供建議。

30 主席：（經傳譯員）佢哋有冇曾經提供過一啲改善專營巴士安全嘅建議？

31 邱國鼎先生：（經傳譯員）因為建議可能涉及立法同埋執法，同埋宣傳，咁據我即係
32 所知，就有特別講關於立法嘅意見，但係就係有一啲建議就係關於執法同埋宣

1 傳，咁目的就係改善巴士安全。

2 主席：（經傳譯員）你可唔可以畀啲例子我哋，即係曾經即係作出過嘅建議？

3 邱國鼎先生：（經傳譯員）例如我哋係分析咗意外嘅成因，例如係乘客失去平衡，咁
4 而我哋係即係向道路安全議會作出嘅建議，就係主要係即係提醒乘客就係緊握扶
5 手，咁呢個係其中一個例子。

6 主席：（經傳譯員）即係有冇任何其他嘅建議，係關於巴士嘅設計、安全裝置、安全
7 帶，即係議會有冇即係作出過呢啲嘅建議？

8 邱國鼎先生：（經傳譯員）冇，我諗個原因就係喺過去幾年，整體嘅意外數字都係維
9 持穩定嘅，即係就住專營巴士。

10 主席：（經傳譯員）咁如果係咁，唔係應該更加即係作出一啲建議咩？即係意外數字
11 係冇下降到嗰，咁樣唔係應該更加係需要即係作出一啲建議？咁倫敦嘅情況，佢
12 哋係有一個零意外嘅目標嘅，咁目標就係即係令到意外減少，咁佢哋就有個咁嘅
13 零意外目標嘅。咁佢哋嘅意外率係下降緊，而佢哋亦都係有一啲嘅建議。

14 邱國鼎先生：（經傳譯員）我哋亦都係有一啲即係目標，即係去--我哋亦都係有一啲
15 即係建議就係減低呢一個意外率，就係所有交通工具意外率，唔單只係專營巴
16 士。

17 主席：（經傳譯員）咁實際上，道路安全議會係咪冇即係就住專營巴士作出任何即係
18 針對性嘅建議，即係除咗緊握扶手之外？

19 邱國鼎先生：（經傳譯員）正如我所講，呢個係一個即係宣傳措施嘅例子。咁道路安
20 全議會就係有即係提供一啲建議去加強宣傳同埋執法，即係而喺執法方面，道路
21 安全議會亦都係有一啲建議嘅。

22 主席：（經傳譯員）邊方面嘅執法？

23 邱國鼎先生：（經傳譯員）例如係違泊等等，因為即係喺啲巴士站嘅違泊情況，因為
24 就會影響巴士嘅營運。

25 主席：（經傳譯員）幾時作出呢啲建議㗎，係？

26 邱國鼎先生：（經傳譯員）我要即係睇番啲紀錄先。

27 主席：（經傳譯員）你可唔可以向我哋提供呢個資料？因為呢個就係即係一直以嚟，
28 巴士公司，特別係九巴工會同埋車長即係嘅一個持續嘅問題嚟嘅，而係冇解決
29 到，咁可能佢會覺得即係警方係冇咩嘢興趣去處理。

30 邱國鼎先生：（經傳譯員）咁每年，道路安全議會即係都會係即係徵詢個一個嘅--一
31 個重點交通執法項目，咁喺呢個項目底下，係有包括呢個違泊問題嘅。

32 主席：（經傳譯員）咁請你畀一啲文件我哋，顯示警方係有就住巴士站違泊嘅情況執

1 法嘅。

2 邱國鼎先生：（經傳譯員）我會去睇番啲紀錄。咁我唔肯定呢個係即係特別係喺巴士
3 站嘅執法，定係一個一般嘅執法。

4 主席： I'm sorry?

5 邱國鼎先生：（經傳譯員）我就要睇下啲紀錄，睇下呢一個即係針對違泊行動係喺即
6 係針對巴士站咁定係喺即係一般--即係其他地方。

7 主席：（經傳譯員）我諗任何嘅情況都--即係如果有文件，都可以畀我哋嘅。

8 邱國鼎先生： Yes.

9 主席：（經傳譯員）陳大律師。

10 陳政龍先生：（經傳譯員）主席，我想講下呢一個安全帶嘅問題，咁但係我見個時間
11 就可能差唔多。

12 主席：（經傳譯員）即係可能唔係好適合而家講嘞。咁但係陳大律師，如果即係有嘢
13 你想講，就請你而家講。

14 陳英傑先生：（經傳譯員）喺巴士站違泊嘅執法問題，呢個就唔係道路安全議會嘅主
15 要工作。咁正如你所講，但係呢一個就係工會同埋巴士公司指出嘅一個問題，運
16 輸署係已經係有主動去做咗一啲嘢，係去要求警方係進行執法，我哋係有收到巴
17 士公司嘅求助，咁我哋就會即係將呢啲個案轉介，咁然後我哋就會跟進下，睇下
18 究竟佢哋有冇做到。咁可以咁講喇，呢啲嘅營運問題，主要係由運輸署處理，而
19 唔係道路安全議會嘅。

20 主席：（經傳譯員）咁我哋係有即係睇到你呢方面嘅工作，我哋睇到相關嘅書信，而
21 警方亦都係有提到嘅。

22 陳英傑先生：（經傳譯員）我哋可以即係舉一啲例子。

23 主席：（經傳譯員）我淨係想知道，道路安全議會有邊方面嘅工作就係同提升專營巴
24 士嘅安全有關，咁但係我哋今日嘅時間就到嘞，咁多謝各位嘅今日嘅協助。咁我
25 哋要求咗你提供即係一啲嘅文件，即係喺星期六之前，咁我哋而家就會即係休
26 會，直至星期六繼續嘅。星期六我哋會幾點開始？

27 陳政龍先生：（經傳譯員）係朝早九點半嘅--9 點嘅--10 點嘅，應該係。朝早 10
28 點，唔好意思。

29 主席：（經傳譯員）咁我哋星期六嘅朝早 10 點繼續，多謝各位。

30

31 2018年10月4日

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1 that has been discussed and, if there are any matters
2 arising subsequently, then those are matters that we may
3 find it necessary to pose in written questions.

4 But that explains, I hope, Prof Lo's absence.

5 I'm going to ask Mr Chan now to recommence the
6 questioning.

7 Examination by MR DEREK CHAN (continued)

8 MR DEREK CHAN: Good morning, Ms Chan, and to your
9 colleagues as well.

10 Thank you for providing to the committee yesterday
11 some additional materials on matters arising from the
12 hearing on Thursday. I would like to follow up on one
13 matter arising from the new material provided. That is
14 the material concerning the black box deceleration
15 threshold.

16 Firstly, can I take this step by step -- can
17 I firstly remind ourselves what the threshold is
18 currently, and for that can I take you to appendix 2 to
19 the report of the Working Group on Enhancement of Safety
20 of Franchised Buses. The page reference is TD-5,
21 page 1807.

22 Ms Chan, do you have appendix 2 in front of you?

23 MS MABLE CHAN: Yes.

24 MR DEREK CHAN: This was canvassed with your colleague
25 Mr Chan during Thursday afternoon's session. Attention
26

1 was drawn to paragraph 4 of this new black box
2 requirement, which says that the software for analysing
3 on-board or downloaded data should be capable of
4 reporting the following:

5 (a) Accident report -- vehicle speed profile at time
6 interval of 1 second for the 3 minutes period preceding
7 detection of a 0.4G deceleration."

8 There was a discussion on Thursday afternoon about
9 the change from 0.2G in the 2003 requirement to 0.4G,
10 which is what we see here now. There was a discussion
11 on Thursday afternoon when this was changed and some of
12 the additional materials that were provided to us
13 yesterday evening relate to this change. May I just go
14 through that change, and I also want to ask questions
15 about the rationale for this selection of the 0.4G
16 threshold, which we discussed Thursday afternoon, and
17 the new materials throw some light on that selection.
18 So I'm going to go through those two issues as I go
19 through the documents.

20 If I can take it again in stages, firstly, I will go
21 through the process of the change in I think 2005 to
22 2006 and 2007. For that, can I refer you to the new
23 materials that came in last night. I'm going to go to
24 a document headed "Annex C1".

25 Mr Chairman, I know we are probably both working on
26

1 unpaginated version.

2 CHAIRMAN: I have annex C1 in front of me.

3 MR DEREK CHAN: For the purposes of the transcript, the
4 bundle reference now is TD-5, page 1853.

5 Ms Chan, I hope you have before you minutes of
6 meeting of the Transport Department and CTB liaison
7 meeting which took place on 19 May 2005.

8 There were a number of representatives present from
9 the Transport Department. I take it from the names that
10 appear there that none of the colleagues present today
11 attended this meeting; would that be correct?

12 MR YK CHAN: Correct.

13 MR DEREK CHAN: If I can go over the page, under the heading
14 "Black box", paragraph 25 refers to the issue of
15 retrofitting. At paragraph 26:

16 "Citybus mentioned that during the last Transport
17 Department/franchised bus companies joint meeting, 2
18 suggested changes of the black box requirements were
19 discussed:

20 -- The accident log of the black box should be
21 triggered by 0.4G deceleration instead of 0.2G;

22 -- The accident log record should be 3 minutes with
23 30 second after and 2 minutes 30 second before."

24 And at paragraph 27:

25 "The Transport Department advised that they had no
26

1 objection to the suggested changes and would like to
2 gather more feedback from operators."

3 So it would appear from this minute that 0.4G was
4 something that was selected by Citybus; would that be
5 a correct reading?

6 MR YK CHAN: Can you hear?

7 CHAIRMAN: Yes, we can.

8 MR YK CHAN: I understand that the subject was discussed in
9 2005. Possibly, it was arising from a request from
10 Citybus, to see whether the triggering point should be
11 varied because of the 0.2G deceleration.

12 CHAIRMAN: So the answer is "yes"?

13 MR YK CHAN: Yes.

14 CHAIRMAN: It's Citybus' idea. Try to use "yes" or "no" if
15 you can -- by all means explain afterwards. But the
16 answer is "yes"?

17 MR YK CHAN: Yes.

18 CHAIRMAN: Mr Chan.

19 MR DEREK CHAN: If you go to the next document, annex C2,
20 you have an email more than a year later, on
21 19 September 2006, attaching the proposed requirements
22 for the black box to be installed. And over the page,
23 we see a draft requirement and in a table in the middle
24 of the page we can see 0.4G being referred to in item 2
25 and item 4. So that's the position as at September

26

1 2006.

2 Can I then move on to the next --

3 CHAIRMAN: Just for the purposes of the record, because
4 things have been redacted, who was the sender of this
5 information and to whom was it sent? Perhaps, Mr Chan,
6 you can deal with that.

7 MR DEREK CHAN: Yes, Mr Chairman.

8 It appears from the first page of annex C2 that the
9 email was sent by a Mr Walter Foo of the Transport
10 Department; is that a correct reading of the document?

11 MR YK CHAN: May I invite Chief Engineer Shum to reply to
12 this question?

13 MR DEREK CHAN: Yes.

14 MR WILLIAM SHUM: The email is sent by Mr Walter Foo who is
15 one of the engineers of the Transport Department at that
16 moment.

17 MR DEREK CHAN: And it looks like, from what is left
18 unredacted from the recipients of the email, that the
19 email was sent to the franchised bus operators; would
20 that be a correct reading of the email?

21 MR WILLIAM SHUM: Yes. All the recipients are the staff in
22 various franchise operators, even those which are fully
23 redacted.

24 MR DEREK CHAN: Mr Chairman, my apologies. I didn't notice
25 that the letters on the left were not translated in
26

1 English, so, for the purposes of the record, the first
2 line is the sender.

3 CHAIRMAN: I can work that out myself, but it's important
4 that it's in the record because otherwise, when one
5 reads this later, it needs more explanation.

6 MR DEREK CHAN: Certainly, Mr Chairman.

7 The next document is annex C3, which takes us to
8 28 March 2007. I hope you have before you the minutes
9 of the 28th joint meeting between the Transport
10 Department and franchised bus companies.

11 On the first page, you can see that those present
12 from the Transport Department and also representatives
13 of the franchised bus companies were also present, with
14 their names redacted on the version that we have.

15 Can I then take you over the page to paragraph 5,
16 which is the only passage on the black box. Under the
17 heading, "black box data box data recording device", it
18 is recorded that:

19 "The Transport Department advised that the
20 functional requirements and specification of the
21 electronic data recording device had been finalised and
22 all bus operators would be updated in due course."

23 So that was the position as at March 2007.

24 Then the next document, annex C4, is an email dated
25 5 October 2007, which attaches the black box
26

1 specification. Again, can you just confirm that the
2 email was sent by a Mr Steven Tse and he is a colleague
3 of yours in the Transport Department?

4 MR WILLIAM SHUM: Yes.

5 MR DEREK CHAN: And the recipients, can you tell us who they
6 are? Because I only see a reference to KMB and Citybus.

7 MR WILLIAM SHUM: All the distribution, even in the redacted
8 parts, are the staff of all the franchised bus
9 operators.

10 CHAIRMAN: Why have they been redacted?

11 MR WILLIAM SHUM: Because the email contains the names of
12 the staff. That's why we redacted those, the name of
13 the staff of the franchise operators.

14 CHAIRMAN: Why do you do that? What's so offensive about
15 someone's name being there? Is this compliance with
16 data protection? Is it really?

17 MS MABLE CHAN: Chairman, I think, when the staff redacted
18 in the preparation of the response yesterday, I think
19 they may not have the time to seek the consent of the
20 relevant staff. We can certainly --

21 CHAIRMAN: So the answer is "yes"?

22 MS MABLE CHAN: Yes.

23 CHAIRMAN: This is because you are concerned about data
24 protection?

25 MS MABLE CHAN: Yes.

26

1 CHAIRMAN: That's an extraordinary spanner to throw in the
2 works of perfectly ordinary correspondence, is it not?

3 MS MABLE CHAN: We are working on a more prudent basis.

4 Thank you, Chairman.

5 CHAIRMAN: I'm not criticising you. It may be the
6 unintended effects of this legislation.

7 MR DEREK CHAN: Can I then go to the second page of annex
8 C4, which contains what I understand to be the finalised
9 black box requirement, after what appears to be two
10 years of discussions. Would that be a correct
11 understanding?

12 MR WILLIAM SHUM: Yes.

13 MR DEREK CHAN: So that's the process by which the black box
14 requirement was changed.

15 Next, I want to go into the rationale of using --

16 CHAIRMAN: Before you do that -- why did this change, if
17 that's what it was, not find its way into the document
18 that was issued -- a document of the type that was
19 issued in August 2018? Why was there a 12-year delay
20 before it found its way into that format?

21 MR YK CHAN: Chairman, on Thursday I mentioned already that
22 the process of discussion and eventual change of this
23 deceleration force took place between 2005-2007, and
24 I think at that time the staff of the Transport
25 Department actually recognised that the change -- the
26

1 new deceleration attributes have been taken on board,
2 but --

3 CHAIRMAN: No. Please answer the question: why was there
4 a delay of 12 years before it was put into the format
5 that we now have, August 2018? That is the question,
6 nothing else.

7 MR YK CHAN: I would say that the staff of the Transport
8 Department at the time did not take the trouble or
9 omitted to change these parameters in the specification.

10 CHAIRMAN: So it ought to have been done but it wasn't; is
11 that it?

12 MR YK CHAN: In hindsight, we believe we should have done it
13 earlier.

14 CHAIRMAN: Yes. Thank you.

15 Mr Chan.

16 MR DEREK CHAN: Thank you, Mr Chairman.

17 I want to now move to the rationale of using 0.4G as
18 the threshold. We discussed this on Thursday afternoon.
19 I'm going to start by reminding you of the evidence
20 given on Thursday and then go to the new materials to
21 seek your observations or comments on them.

22 Can I first take you to the transcript of Thursday's
23 hearing, which is Day 19, 4 October 2018, starting
24 firstly at page 54.

25 Just to give context to the passage I will be
26

1 reading, at page 53 there were discussions about why
2 0.4G deceleration was chosen, and can I pick it up at
3 page 54, line 4, where Mr Chairman asked the question:

4 "Give us a real example; what does it mean?"

5 Mr Chan said this:

6 "No, the definition of this one is actually -- what
7 it demonstrates is a deceleration force of 3.92 metres
8 per second, which would be experienced by a passenger
9 sitting on a seat would fall off the seat. So this is
10 sort of a braking force that is large enough or
11 deceleration force large enough to cause a passenger who
12 normally sits on a seat and fall off. So this is a
13 requirement specified in this equipment.

14 Chairman: So a passenger seated but without a seat
15 belt would fall off a seat at this level of
16 deceleration?

17 Mr Chan: Fall off the seat -- well, now, to put it
18 more technically, there was no dislodgement of passenger
19 from the seat in more than 95 per cent of the sample
20 cases. So this is a probability of 95 per cent of the
21 passengers would probably fall off the seat without
22 a seat belt, if a retardation force of 0.4G is applied
23 on the bus suddenly."

24 So that's the first part I want to take you to.

25 CHAIRMAN: Before we move on, which is it, no dislodgement

26

1 of 95 per cent, or a possibility that 95 per cent would
2 fall off? They are contradictory, aren't they?

3 MR YK CHAN: I think I would clarify this point. It is the
4 probability of -- 95 per cent of the probability of
5 passengers would not be dislodged from the seat.

6 CHAIRMAN: Would not?

7 MR YK CHAN: Would not.

8 MR DEREK CHAN: That figure of 95 per cent is something I am
9 going to take up with you in the article that you
10 provided to us.

11 CHAIRMAN: So 95 per cent of passengers seated but without
12 a seat belt would not be dislodged from their seat by
13 0.4G deceleration?

14 MR YK CHAN: That's correct.

15 CHAIRMAN: Thank you.

16 MR DEREK CHAN: Still on the same issue, can I move forward
17 a little bit in the transcript to page 61, and pick it
18 up at line 3. The question from Mr Chairman was this:

19 "Can you answer this question: why was it changed
20 from 0.2 to 0.4?"

21 Mr Chan: The reason is that in 2006, when we
22 discussed with the operators on this minimum
23 specification, actually when we have meeting with them
24 and assessing the performance of the requirement, it was
25 come out that because the 0.2 really is a very, very,

26

1 very light deceleration force which will come up very,
2 very frequently and doesn't provide any meaningful
3 indication for monitoring purpose, and at that time we
4 have discussed with the operators and agreed at meetings
5 that the 0.2G version was changed to 0.4, but
6 unfortunately, at that time, the number hadn't been
7 changed in the specification, so this time we take the
8 opportunity to update it."

9 So there's a reference there -- the point that
10 I want to take from that is the operators are saying,
11 "Look, 0.2 is too low; you get a lot of hits coming up."

12 Page 62, I'm going to read it from line 8, it's the
13 question from Mr Chairman:

14 "This reference that you made to 95 per cent of
15 people fall off the seat at 0.4G deceleration, is that
16 a study that someone has conducted?

17 Mr Chan: From our search, it was a study conducted
18 by the US Department of Transportation in 1977.

19 Chairman: Can you give us the details of that? Do
20 you have that paper?

21 Mr Chan: We can provide it later."

22 Just pausing here, that has now been provided by the
23 Transport Department at annex D of the materials
24 provided to us yesterday evening. I'm going to go to
25 that next, but can I just finish off reading the rest of
26

1 the transcript, because it's relevant to the point that
2 I wish to take you to in the discussion paper. I will
3 pick it up again at line 16, where my question was:

4 "Does the study that you refer to include the
5 probabilities of standing passengers losing their
6 balance at 0.2 versus 0.4G?

7 Mr Chan: Unfortunately, there is no reference made
8 to the standing passengers, because for sitting
9 passenger you have a proper seat and people will sit in
10 a prescribed, defined area, but for people standing,
11 that is another matter, because how people stand is
12 really -- there's not much control and also there's no
13 set form of standing. So, from that, we don't have any
14 sort of equivalent deceleration force applied make
15 reference to standing passengers.

16 Chairman: Yes, but we can readily infer by using
17 common sense that they would all be on the floor,
18 wouldn't they, if not through the front of the bus?

19 Mr Chan: Yes and no. Because it really depends on
20 how people stand, and we actually specify in the buses
21 there are lots of devices to facilitate standing
22 passengers, holding bars and grips, and if people are
23 doing the right thing when standing then I think the
24 chance of falling down may not be as severe. But of
25 course we understand people, they come on the bus

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1 carrying their packages and walk around when the bus is
2 moving, then that's another matter."

3 The point I wish to pick up when I go to the study
4 is the 0.4G and 95 per cent issue and secondly, whether
5 there is any scientific data for standing passengers.

6 For that, can I take you to annex D of the materials
7 provided yesterday.

8 Excuse me, Mr Chairman, I will just get the page
9 reference.

10 CHAIRMAN: Yes.

11 MR DEREK CHAN: For the record, it's TD-5, page 1862.

12 CHAIRMAN: Thank you.

13 MR DEREK CHAN: Mr Chairman, I will be working off the
14 internal pagination.

15 CHAIRMAN: As always, so am I.

16 MR DEREK CHAN: Mr Chan, can I first take you to the
17 introduction to this paper, at page 9 of 28 in the top
18 right-hand corner.

19 CHAIRMAN: Can you supply a paginated number for that, for
20 future use?

21 MR DEREK CHAN: Yes. The bundle pagination is page 1870, in
22 bundle TD-5.

23 CHAIRMAN: Thank you.

24 MR DEREK CHAN: If I can just read the first two paragraphs
25 of this introduction:

26

1 "Very little experimental research has been
2 performed on the effects of deceleration on seated users
3 of ground transportation. Of this limited research,
4 only two previous studies have used live human subjects.
5 In studies aimed at developing specifications for street
6 railways (trolley cars), Hirshfield accelerated standing
7 subjects at constant jerk rates of between 1 and 10 g
8 per second. Participating subjects ranged from 11 to
9 78 years, 39 (87) to 107 g (235 pounds), and 132 (4 feet
10 4 inches) to 193 centimetres (6 feet 4 inches) in
11 height. In the study, the foot movement accompanying
12 loss of balance resulted in the opening of a sensor
13 switch. Loss of balance occurred at 0.16 g for both
14 forward-facing, unsupported males wearing low-heeled
15 shoes and forward-facing, unsupported females in high
16 heels. Loss of balance occurred at 0.23 g for subjects
17 holding an overhead strap, and at 0.27 g for subjects
18 holding a vertical stanchion.

19 The second study, by Browning, also measured only
20 standees. Ninety subjects ranging from 15 to 65 years
21 participated. Subjects could face either forward or
22 backward and use a handrail if they so desired.
23 Observer ratings of movement indicated that subjects
24 reacted equally to acceleration (facing forward) or
25 deceleration (facing backward). Ratings of 'slight
26

1 relative movement' occurred at 0.055 g for unsupported
2 subjects and at 0.115 g for subjects holding the
3 handrail. Safe emergency deceleration in excess of
4 0.2 g were postulated for seated subjects."

5 So it would appear from this that there were studies
6 done even before 1977 on the effects of acceleration or
7 deceleration on standing passengers. Would that be
8 a fair observation, Mr Chan?

9 MR YK CHAN: Well, this is a short introduction provided in
10 the report in giving a summary of what the author would
11 observe, for which we don't have full access to the
12 details of those studies. So, yes, as quoted in the
13 paper, there were studies --

14 CHAIRMAN: But this is an academic paper.

15 MR YK CHAN: Yes.

16 CHAIRMAN: And of course there is a list of references, and
17 if we go to page 19 of 20, or 27 of 28, we see the
18 Hirshfield paper, do we not, item 1, "Disturbing Effects
19 of Horizontal Acceleration. Electrical Railway
20 Presidents' Conference Committee, September 1932".

21 MR YK CHAN: Yes, there were previous studies.

22 CHAIRMAN: And we have the Browning report. The Browning
23 report is October 1972, and it comes from the "Royal
24 Aircraft Establishment, Technical Report, Farnborough"
25 in the United Kingdom. So both reports are identified.

26

1 The provenance of the statistics is clear.

2 Yes, Mr Chan.

3 MR DEREK CHAN: At this stage, I'm going to go further to
4 another part of the discussion paper, but at this stage
5 can I ask this question. Were these papers or studies
6 considered by the Transport Department when they agreed
7 to use 0.4G acceleration as the threshold?

8 MR YK CHAN: As far as I understand, these papers were not
9 considered at the time when we considered to change the
10 threshold.

11 CHAIRMAN: So are you saying that no regard was had to the
12 effects of different levels of deceleration on standees,
13 but regard was had only to seated persons? Is that what
14 you are saying?

15 MR YK CHAN: Yes.

16 CHAIRMAN: Thank you. Why?

17 MR YK CHAN: The parameter adopted in this specification is
18 the specification for the bus operators to develop their
19 black box. At that time, we believed the sitting
20 passengers -- the black box should be able to measure
21 deceleration that affects passengers who are seated in
22 the buses and those who are most secure.

23 CHAIRMAN: But why not consider the standees, who are going
24 to be affected by lower levels of deceleration?

25 MR YK CHAN: Well, the passengers sitting on the seat, from
26

1 observation, would be more difficult -- well, since they
2 are seated in confined, proper seating, it would be more
3 difficult for them to dislodge, and if we can use the
4 black box to measure the deceleration, which is -- we
5 suppose it is the higher forces that enable to dislodge
6 passengers from the seats, and this is the more serious
7 incidents that we would like to look at.

8 CHAIRMAN: So what are you saying, that standees being
9 thrown to the floor is less serious?

10 MR YK CHAN: Not at all, but I would invite Mr Shum to
11 supplement further technical points.

12 CHAIRMAN: Yes, probably a good idea.

13 MR WILLIAM SHUM: One of the considerations is that for the
14 seated passengers we seldom ask them to hold the
15 handrail tightly, and we had a series of publicity
16 advising standing passengers to hold the handrail or the
17 other parts firmly when they are standing inside the
18 bus. That is one of the considerations we believe to be
19 taken into account when considering revising the
20 deceleration rate from 0.2G to 0.4G.

21 CHAIRMAN: To be fair to you, you weren't involved in this
22 decision, were you, in 2005-2007; is that right?

23 MR WILLIAM SHUM: No -- yeah, I am not involved in the
24 discussion at that moment.

25 CHAIRMAN: Do you have any more information than we have
26

1 here as to why this change was made, to help you answer
2 these rather obvious questions?

3 MR WILLIAM SHUM: No, sorry. We don't have that.

4 CHAIRMAN: So you are doing the best you can to produce
5 ex post facto rationalisation for the change; is that
6 it?

7 MR WILLIAM SHUM: Yes.

8 CHAIRMAN: Thank you.

9 MR DEREK CHAN: Just to round up this point, can I take you
10 to another passage at page 26 of 28 of the same
11 document. That's TD-5, page 1887.

12 Again, I will just read from the first and second
13 paragraphs:

14 "The goals of this study were both to provide data
15 to understand the influence of various parameters on
16 seated passengers during emergency stops, and to obtain
17 initial estimates of the emergency decelerations to be
18 specified for transit systems.

19 These data indicate that seated passengers can
20 safely experience deceleration levels about twice those
21 reported for standees. A conservative estimate of the
22 emergency deceleration to be specified in the design of
23 transit systems at which 84 per cent of the occupants of
24 an untilted forward-facing standard transit seat will
25 remain securely in the seat is 0.47 g. To insure

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1 retention of 84 per cent of the occupants of
2 a side-facing seat, the best estimate is 0.41 g. And,
3 for a seat tilted back 5 degrees (facing forward), the
4 best estimate is 0.52 g."

5 Mr Chan, there's a reference to 84 per cent of the
6 occupants in an untilted forward-facing seat. What
7 I can't find is a reference to 95 per cent. It may be
8 that I have missed something. Can you perhaps direct me
9 to the part where the 95 per cent comes from?

10 MR YK CHAN: I will invite Mr Shum to reply to this
11 question.

12 MR WILLIAM SHUM: In the "Discussion" section, the
13 0.41 deceleration rate is referring to the side-facing,
14 and for what we are referring to, can I bring you to
15 page 11 of this paper.

16 CHAIRMAN: Are you taking the numbers from the top or the
17 bottom? Because there's a difference.

18 MR WILLIAM SHUM: That's the page with three graphs.

19 CHAIRMAN: But there are two sets of numbers. One appears
20 at the top, and it says, for example, "26 of 28", but
21 when you look at the bottom, it says "18". So which
22 numbers are you taking?

23 MR WILLIAM SHUM: The page number is --

24 MS MABLE CHAN: The bottom.

25 CHAIRMAN: Thank you. So page 11.

26

1 MR WILLIAM SHUM: Yes. Here is the top-most graph. In this
2 top-most graph, there is the wording "95 per cent
3 retention". Yes, this one.

4 MR DEREK CHAN: Is that the one at 0.42G?

5 MR WILLIAM SHUM: Yes, referring to 0.42G. You can also
6 notice in the X axis, there is an item, a figure, 0.4G.
7 Yes, this one.

8 MR DEREK CHAN: So, if I understand the graph correctly, at
9 0.4G, 95 per cent of the seated passengers would not be
10 dislodged; is that correct?

11 MR WILLIAM SHUM: Yes.

12 CHAIRMAN: It's more than 95 per cent, isn't it, on the
13 graph?

14 MR WILLIAM SHUM: Yes.

15 CHAIRMAN: So what is it? 98, something like that?

16 MR WILLIAM SHUM: We can't have an estimate. That's why we
17 quote more than 95 per cent of the sampled case would
18 not be dislodged under the 0.4G deceleration.

19 CHAIRMAN: Thank you.

20 MR DEREK CHAN: In the "Discussion" passage that I just read
21 out previously, there was also a reference to the data
22 indicating that seated passengers can safely experience
23 deceleration levels about twice those reported for
24 standees.

25 So it would appear, on the face of this study, in
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1 the passages I just read out, including the passages
2 read out in the introduction part -- it would appear
3 that standing passengers holding onto fixed supports,
4 such as overhead straps or vertical bars, would lose
5 their balance at deceleration values of 0.23G or 0.27G.
6 Do you agree with this observation on what appears in
7 the "Introduction" part of this paper?

8 CHAIRMAN: Those are the results of the Hirshfield study,
9 1932.

10 MR WILLIAM SHUM: Yes.

11 MR DEREK CHAN: So, on the face of the figures put forward
12 in this study, it would appear that the selection of
13 a deceleration threshold of 0.4G would adequately look
14 after the interests of the sitting passengers but not
15 the interests of the standing passengers. Do you have
16 any observations to this suggestion?

17 MR WILLIAM SHUM: Yes.

18 MR DEREK CHAN: So does the Transport Department consider
19 that more careful and scientific analysis ought to be
20 conducted on whether the 0.4G threshold sufficiently
21 protects the safety of standing passengers?

22 MR YK CHAN: Yes. I think we can do more to study, to find
23 out how the various deceleration force could have
24 an effect on various types of passengers such as those
25 standing and sitting.

26

1 CHAIRMAN: The papers that we've been looking at were 1977,
2 1972 and 1932. Have you looked for papers more recently
3 than that, academic technical research into this issue,
4 in the last 50 years?

5 MR YK CHAN: That's what we have been trying to do and --

6 CHAIRMAN: You've tried to do that?

7 MR YK CHAN: We have tried.

8 CHAIRMAN: With what success?

9 MR YK CHAN: Not much success. This is the paper that we
10 can find out.

11 CHAIRMAN: Again, you were somebody not involved at the time
12 that this was discussed; is that right?

13 MR YK CHAN: Correct.

14 CHAIRMAN: So when was this attempt made to look for more
15 recent studies?

16 MR YK CHAN: In the last couple of weeks.

17 CHAIRMAN: Can you help us as to where you were looking?

18 Who did you contact?

19 MR YK CHAN: We have our engineers to do the internet search
20 and also dig out from our files and documents to see
21 whether there actually was any material reference that
22 we can make in regard to the study of this subject. So
23 far, our searches on the internet and also other sources
24 have not been very successful.

25 CHAIRMAN: So internet searches, your own records, and what
26

1 else?

2 MR WILLIAM SHUM: That's the only two ways.

3 CHAIRMAN: Have you contacted the excellent local
4 universities, their departments of engineering,
5 Hong Kong University of Science and Technology, that is
6 Prof Lo's university?

7 MR WILLIAM SHUM: In the past few weeks, we haven't done
8 that.

9 CHAIRMAN: Thank you.

10 MR DEREK CHAN: Mr Chairman, I will move on to the next
11 topic, of seat belts.

12 CHAIRMAN: Please do.

13 MR DEREK CHAN: Ms Chan, I rather assumed that you will be
14 dealing with this, so I will be addressing you, but if
15 you feel other colleagues are more suited to answer,
16 please indicate.

17 Can I first pick up the seat belt topic from the
18 working group's full report, because the issue of seat
19 belts was dealt with extensively in that report. Again,
20 for the purposes of the record, the full report begins
21 at TD-5, page 1757, and I would invite that attention be
22 drawn to section 3 of that report, which deals with the
23 issue of seat belts.

24 I would like to start this topic by first looking at
25 the position in other jurisdictions, firstly, and
26

1 secondly, what the Transport Department's historical
2 position on this issue is. So, in respect of the
3 overseas jurisdictions, can I first take you to
4 paragraph 3.11 of this full report.

5 CHAIRMAN: Is there a paginated number for this page?

6 MR DEREK CHAN: Yes, Mr Chairman, the internal pagination is
7 page 28, the bundle reference is TD-5, page 1788.

8 CHAIRMAN: Thank you.

9 MR DEREK CHAN: Again, I will just read out paragraphs 3.11
10 and 3.12. At 3.11, the report says this:

11 "Noting the divergent views of franchised bus
12 operators, the working group has reviewed the prevailing
13 overseas practices or requirements on the installation
14 and wearing of seat belts on buses. Currently, for
15 inter-city or cross-boundary routes, some overseas
16 jurisdictions (for example United States, United Kingdom
17 and Netherlands) have mandated the provision of seat
18 belts for all passenger seats, while others (for example
19 United Kingdom, Netherlands, and Australia (Victoria))
20 have imposed mandatory requirement of wearing seat
21 belts. Nevertheless, for the urban buses or buses
22 allowed to carry standing passengers, none of the
23 overseas jurisdictions that have been reviewed thus far
24 have statutory requirements for the provision of seat
25 belts on passenger seats. According to the transport

26

1 authorities of those jurisdictions, the urban buses are
2 typically used for short journeys, in terms of both time
3 and distance, and undertaken at moderate speeds on urban
4 routes. Thus, no seat belt requirement for passenger
5 seats on these urban buses has been imposed. A summary
6 of the findings is at the appendix IV."

7 And appendix IV is page 1809 in the bundle.

8 Mr Chairman, I think page 1809 simply sets out what had
9 been described in the paragraph that I just read
10 already.

11 CHAIRMAN: Yes, I have it in front of me.

12 MR DEREK CHAN: So, for urban buses with standing
13 passengers, there is no seat belt requirement in those
14 jurisdictions reviewed.

15 Just one minor matter of clarification. When was
16 this review conducted in the context of this working
17 group report? Would it be in the course of 2018 or
18 before that?

19 MS MABLE CHAN: The review is conducted in 2018, in
20 preparation and in the process of the discussion of the
21 working group report.

22 MR DEREK CHAN: Thank you. I ask that because a similar
23 review was conducted in 2005-2007. Before I go to that,
24 perhaps I will just round off this part by reading
25 paragraph 3.12 of the report as well. Paragraph 3.12

26

1 says this:

2 "The above review findings were also echoed by the
3 three bus manufacturers who advised that seat belts were
4 not required for buses travelling in cities in other
5 countries, and that in Europe, seat belts are only
6 required for inter-city coach without standing
7 passengers and passengers on city bus tend not to wear
8 seat belt due to its short travelling time. They also
9 opined that the retrofitting of seat belt in franchised
10 buses of Hong Kong could not protect standing
11 passengers."

12 3.12, as I understand it, is a reference to the
13 observations of the bus manufacturers that were
14 expressed during the subgroup meetings of the working
15 group that involved the bus manufacturers; is that
16 correct?

17 MS MABLE CHAN: Correct.

18 MR DEREK CHAN: So, with the 2018 review in mind, can I then
19 move back in time to a similar review conducted in
20 2005-2007. With that, can I stay on the working group
21 report and go to paragraph 3.2 to introduce that
22 historical review, because it's referred to in the
23 report. Paragraph 3.2, internal pagination page 23,
24 bundle reference page 1783, says this:

25 "The TD has made it a requirement to install seat
26

1 belts on selected seats in the light of accidents
2 involving franchised buses in 2006 and 2007. The
3 Transport Department recommended that the franchised bus
4 operators agreed in 2007 that seat belts should be
5 retrofitted at the four front seats on the upper deck of
6 all the post-1997 licensed buses to prevent passengers
7 from falling out from the upper deck front seats. We
8 have taken the opportunity in the 2012, 2015 and 2017
9 franchise negotiation exercises to make it a franchise
10 requirement for bus companies to install seat belts at
11 all exposed seats."

12 So that's a summary of the review undertaken in
13 2006-2007. Again, can I go to one of those historical
14 documents in 2006 to illustrate the review undertaken
15 back then. For that, can I refer you to the bundle
16 SEC-1, page 266.

17 At page 266, I hope you have before you a paper
18 prepared by the Transport Department for the Legislative
19 Council Panel On Transport, "Safety of Franchised Bus
20 Operations". You can see the date of the paper at
21 page 272, which is October 2006.

22 Can I draw your attention directly to paragraph 19
23 at page 271, which appears in the section titled, "Seat
24 belt on Franchised Bus".

25 Can I read directly paragraphs 19 and 20 for the
26

1 point of the overseas jurisdiction review conducted back
2 in that time. Paragraph 19:

3 "We have conducted a research on overseas practices
4 regarding the fitting and wearing of seat belts in
5 buses. A summary of the corresponding seat belt
6 requirements is at annex."

7 The annex is at page 273, but I will read on first:

8 "It can be seen that no overseas country requires
9 fitting of seat belts in passenger seats of buses
10 designed for urban use or for carrying standing
11 passengers. Studies conducted in Australia and Canada
12 indicated that the additional safety benefit of
13 installing seat belt on all seats in a bus might not be
14 as great as envisaged and that it is very difficult to
15 ensure that all passengers will use seat belts.

16 In view of the above, we consider that it is not
17 appropriate to introduce mandatory requirements for
18 installation and wearing of passenger seat belts for
19 franchised buses. However, we will continue to work
20 with the franchised bus operators to identify measures
21 for better protection of passenger safety."

22 So is it fair to say that the overseas jurisdictions
23 that the Transport Department have considered have not
24 changed their stance between 2006 and 2018 in respect of
25 not requiring seat belts to be installed on urban buses
26

1 with standing passengers?

2 MS MABLE CHAN: Yes. I would say that in the two rounds of
3 review, the overseas experiences and practices as
4 revealed from the review show that the overseas
5 jurisdictions' stance towards the installation of seat
6 belts remains largely the same.

7 CHAIRMAN: There is reference in paragraph 19 to studies
8 conducted in Australia and Canada indicating that the
9 "additional safety benefit of installing seat belt on
10 all seats in a bus might not be as great as envisaged",
11 and then the second issue, "and that it is very
12 difficult to ensure that all passengers will use seat
13 belts".

14 Can you give us references to these two studies, or
15 perhaps there are more, Australia and Canada?

16 MS MABLE CHAN: I do not have the details of the references
17 of the studies with me now, but we can certainly provide
18 the reference afterwards.

19 CHAIRMAN: Thank you.

20 Do any of your representatives know to what studies
21 this is a reference? I know the Australians,
22 particularly New South Wales, have examined seat belts
23 on a number of occasions.

24 MS MABLE CHAN: Yes.

25 CHAIRMAN: And this is consistent with what they have had to
26

1 say.

2 MS MABLE CHAN: Yes.

3 CHAIRMAN: No one can help us? But you can in due course?

4 MS MABLE CHAN: We have those materials and the references,
5 but offhand we are not in a position to quote the
6 specific references.

7 CHAIRMAN: No, but you will provide them in due course?

8 MS MABLE CHAN: I will provide that, yes.

9 CHAIRMAN: Thank you.

10 MR DEREK CHAN: So, with that historical context in mind --

11 MS MABLE CHAN: Sorry, Chairman, my colleague Mr Tony Yau
12 would like to add on the comparison of the stances of
13 the overseas jurisdictions. Perhaps I will invite him
14 to point out an observation in regard to the US.

15 CHAIRMAN: Yes. Please do.

16 MS MABLE CHAN: Thank you, Chairman.

17 MR TONY YAU: Thank you, Mr Chairman.

18 Mr Chan, you are right that for urban buses, the
19 requirements are more or less the same between 2006 and
20 2018 reviews. But if you consider, except for urban
21 bus, that means for some inter-city buses, there is
22 a change in United States legislation. In November
23 2013, the US passed a new legislation, requiring seat
24 belts for each passenger sitting position in all new
25 buses, except urban buses or school buses.

26

1 CHAIRMAN: It's urban buses that we are talking about.

2 MR TONY YAU: Yes.

3 CHAIRMAN: We know, for example, that coaches in the United
4 Kingdom, say going between Birmingham and London, they
5 are required to provide seat belts, but buses in both of
6 those cities are not. So it's the urban buses we are
7 interested in.

8 MR TONY YAU: Yes, but those inter-city buses are more or
9 less the same like our long-haul buses, that means from
10 Hong Kong Island to NT, those buses are required to
11 travel on several expressways, the high-speed
12 expressways.

13 CHAIRMAN: And are there any speed limits at which those
14 buses can travel in the United States? Because there is
15 a difference between travelling at 70 kilometres per
16 hour and being able to do 110 kilometres per hour, is
17 there not?

18 MR TONY YAU: Yes.

19 CHAIRMAN: Is there a difference? Are they allowed to do
20 high speeds?

21 MR TONY YAU: I think there is also a requirement for the
22 bus running at high speeds in those jurisdictions.

23 CHAIRMAN: Yes. One can see the obvious difference. It is
24 no doubt the logic, the rationale, applied to coaches --
25 coaches going down English motorways do so at
26

1 considerable speed, not at 70 kilometres per hour.

2 MR TONY YAU: Yes.

3 CHAIRMAN: Yes, Mr Chan.

4 MR DEREK CHAN: So, with that historical context in mind,
5 can I then consider the current position adopted in the
6 working group report.

7 Before I go to the details, I understand that the
8 position is slightly different in respect of new buses
9 and in respect of retrofitting existing buses, so I will
10 deal with those two situations in turn.

11 Going firstly to the position with new buses, can
12 I please take you to paragraph 3.4 of the report, which
13 is internal pagination page 24, and bundle reference
14 page 1784. Can I just read paragraph 3.4 first:

15 "As regards the installation of seat belts for all
16 passenger seats on franchised buses, all three
17 double-deck bus manufacturers (that is ADL, Volvo and
18 MAN) have confirmed that it is technically feasible to
19 supply new buses with seat belts for all passenger seats
20 which comply with the aforesaid international standards
21 if such installation is made as a procurement
22 requirement. In light of this, the working group
23 recommends that seat belts should be provided for all
24 seats in future procurement of new buses. All
25 franchised bus operators have agreed that all new buses
26

1 ordered from July 2018 onwards should be installed with
2 seat belts."

3 So that's the position for new buses.

4 Before I ask the next question, I want to draw
5 attention to another piece of information that may or
6 may not be relevant to the next question that I am about
7 to ask. That is the cost of installing seat belts on
8 all seats on new buses. For that, can I take you to --
9 it would be good if you have the working group report
10 open in front of you while we go to this other
11 reference -- KMB-12, page 4887-5.

12 Perhaps I can go to 4887-1 first, just to give that
13 document some context.

14 Ms Chan, at page 4887-1, you should have before you
15 the notes of the second meeting of the working group,
16 held on 23 April 2018.

17 Can I draw your attention to paragraph 16 of those
18 minutes, which is at page 4887-5, and again I will just
19 read out paragraph 16:

20 "After checking with the bus manufacturers on the
21 feasibility for installation of seat belts for all
22 passenger seats for new buses, all franchised bus
23 operators advised that it was technically feasible to
24 install seat belts for all passenger seats for new buses
25 to be procured. KMB/Long Win supplemented that it would

26

1 cost about an additional of 5,000 pounds for each
2 double-decker to install seat belts for all passenger
3 seats. All bus operators agreed to incorporate this
4 requirement in their new single-decked buses and
5 double-decked buses to be procured."

6 The reference to 5,000 pounds' extra cost per bus to
7 install seat belts on all seats referred to in the
8 minutes, did that turn out to be a correct estimate,
9 with the information you have now, compared to April
10 2018?

11 MS MABLE CHAN: This is the information that we are aware.

12 Thank you.

13 MR DEREK CHAN: So it's correct, an extra 5,000 pounds?

14 MS MABLE CHAN: Yes.

15 MR DEREK CHAN: With that information in mind, my question
16 is this: what has changed since 2006-2007 that led to
17 the Transport Department making this recommendation for
18 new buses? Has the analysis on the benefit of seat
19 belts on urban buses with standing passengers changed
20 during that time?

21 MS MABLE CHAN: In our working group discussion, the seat
22 belt is one of the key areas that we have looked into.
23 Before preparing for the working group discussion, the
24 Transport Department has undertaken to conduct a further
25 review of the overseas experiences. As I just answered
26

1 to the senior counsel's question, it appears to us that
2 the overseas jurisdictions' stance towards the
3 installation of seat belts for urban buses remains
4 generally the same.

5 That said, we have taken this issue very seriously.
6 There has been a number of discussions raised in the
7 Legislative Council Panel on Transport, so we have to
8 look into this subject very carefully. We consider it
9 from different aspects. First, it's from a road safety
10 and public transport safety aspect. Secondly, we also
11 look into the technical feasibility of installation of
12 seat belts for new buses and on existing buses.
13 Thirdly, we also look into the cost and financial
14 implications of doing this extra installation of seat
15 belts for all passenger seats.

16 On the public transport safety point of view, we
17 have actually taken this seat belt issue to the Road
18 Safety Council for discussion and for seeking their
19 advice. On this aspect, I will later invite Mr Tony Yau
20 to supplement on that, on our position regarding the
21 safety and protection that we think the installation of
22 seat belts would provide to the passengers on board our
23 urban buses in Hong Kong.

24 On the technical feasibility --

25 CHAIRMAN: Before you move on, when did you refer this
26

1 matter to the Road Safety Council?

2 MR TONY YAU: In April, Road Safety Research Committee,
3 subcommittee, we discuss.

4 CHAIRMAN: In April of this year?

5 MR TONY YAU: Sorry, it should be July, July's meeting.

6 CHAIRMAN: Presumably, by a paper or an email?

7 MS MABLE CHAN: Yes, paper.

8 MR TONY YAU: It's a meeting, it's a subcommittee meeting.
9 We discussed by paper.

10 MS MABLE CHAN: A paper was submitted.

11 CHAIRMAN: Can you provide a copy of that as well?

12 MS MABLE CHAN: Yes.

13 CHAIRMAN: What date in July was this meeting?

14 MR TONY YAU: May I check my diary?

15 CHAIRMAN: Yes. Take your time.

16 MR TONY YAU: 17 July.

17 CHAIRMAN: Thank you.

18 Yes, Mr Chan.

19 MR DEREK CHAN: Yes, Ms Chan, I think you were --

20 CHAIRMAN: I interrupted you, Ms Chan.

21 MS MABLE CHAN: That's okay.

22 CHAIRMAN: You were dealing with the first aspect, that's
23 for road safety.

24 MS MABLE CHAN: Yes, on road safety and public transport
25 safety, we have consulted the Road Safety Council, the
26

1 relevant committee, and presented a paper. But on this
2 score, I would also ask Mr Tony Yau to elaborate
3 a little bit more in a minute.

4 I would like to just cover the other two aspects.
5 On the technical feasibility, in the working group
6 discussions with the presence of the bus operators and
7 the bus manufacturers, we have actually tackled the
8 issue on two fronts. First is on the new buses. As
9 revealed from the meeting notes, we have looked into the
10 feasibility of whether or not seat belts can be
11 installed for all passenger seats for the new buses to
12 be procured, and we got confirmation from the bus
13 manufacturers that this is technically feasible, and we
14 also have the bus operators present at the meeting
15 confirming that they would be prepared to take this into
16 account for the procurement of the new buses in the
17 future.

18 On the costing and the financial implications, for
19 the new buses, the additional 5,000 pounds for each
20 double-decker bus amounts to about 1.5 per cent of the
21 total cost of a new double-decker bus. At the meeting,
22 the bus operators considered that it is technically
23 feasible and also operationally feasible for them to
24 procure new buses with the installation of the seat
25 belts on board for, for the new buses.

26

1 I think the next question will be on those existing
2 buses.

3 We also go through the different bus models.

4 MR DEREK CHAN: Ms Chan, for retrofitting, I'm going to take
5 that as a separate topic, if I may, which I will be
6 expanding on that, and then I will be asking for your
7 views on a number of issues relating to retrofitting, if
8 you don't mind.

9 MS MABLE CHAN: Sure. That's okay.

10 Should I invite Mr Tony Yau to say --

11 CHAIRMAN: I think it's more efficient if we allow counsel
12 to explore the matters that he thinks are relevant for
13 us. If matters are not a raised that you feel you want
14 to raise, by all means do so, but can we proceed by
15 a questioning method first.

16 MR DEREK CHAN: Ms Chan, you have helpfully referred to
17 three considerations. What appears to me -- and I may
18 not be correct but it appears to me that there doesn't
19 seem to be an attempt to carry out an analysis on the
20 benefits, an objective, scientific analysis on the
21 benefits that seat belts on all passenger seats may
22 bring. Is that a fair observation?

23 MS MABLE CHAN: I beg your pardon?

24 CHAIRMAN: Are you addressing the issue of cost/benefit
25 analysis, or only benefit?

26

1 MR DEREK CHAN: We have the cost here of 5,000 pounds.

2 CHAIRMAN: Yes. The question appears to be: you don't to

3 have conducted a cost/benefit analysis. That's the

4 proposition being put to you.

5 MS MABLE CHAN: I would not agree.

6 MR DEREK CHAN: Again, just a side point --

7 CHAIRMAN: Before we move on -- what analysis did you do

8 then, if you don't agree with that proposition?

9 MS MABLE CHAN: First, we have looked into the cost of the

10 installation of seat belts on all passenger seats for

11 new buses. On the other hand, we have also discussed

12 and looked into the benefits of providing seat belts for

13 all passenger seats for new buses.

14 CHAIRMAN: And what was the result of that analysis?

15 MS MABLE CHAN: We considered that the provision of seat

16 belts for all passenger seats will render additional

17 protection for the passengers on board the new buses,

18 and on that I would invite Mr Tony Yau to just

19 supplement on this aspect.

20 CHAIRMAN: Yes.

21 MR TONY YAU: If we are required to do any cost/benefit

22 analysis, we have to base on like-to-like comparison.

23 What we are concerned with is the safety belt is

24 a protective measure. What others previously proposed,

25 those in-vehicle devices, such as collision alert,

26

1 electronic stability control, speed limiter and
2 retarders, they are all preventive measures. They are
3 trying, via transport technology, to prevent accidents
4 occur. But for seat belts, it's a protective measure.
5 That means, after all, the accident still happens and
6 the seat belt is the general measure that can protect
7 the passengers.

8 So if we need to compare or do a cost/benefit
9 analysis, we have to find other device that has the same
10 protective performance or is in the same category as the
11 seat belt. I am not seeing any similar things that can
12 provide similar benefit to bus passengers and have the
13 same protective measure during the accidents.

14 And considering the cost, during the working group
15 we discussed with the bus operators, the cost is about
16 5,000 pounds per vehicle. We are talking about each new
17 bus is over HK\$3 million cost. That means the
18 additional cost is only about --

19 CHAIRMAN: We've been told it's about 1.5 per cent of the
20 cost of a new bus.

21 MR TONY YAU: Yes. So comparatively the cost is quite low,
22 and the protective benefit is quite good, very
23 significant.

24 CHAIRMAN: What are the incidence of passengers being
25 injured while they are seated on buses at seats where
26

1 there are no seat belts? Did you look at that?

2 MR TONY YAU: There is some analysis but it is for private
3 cars, the seat belt can reduce the severity of the
4 accident.

5 CHAIRMAN: Cars are quite different from buses. Did you
6 look at the incidence, the number, of passengers being
7 injured or killed whilst seated at bus seats that are
8 not equipped with seat belts? Did you look at that?

9 MR TONY YAU: There are no specific study on public
10 transport --

11 CHAIRMAN: So is the answer no?

12 MR TONY YAU: (Shook head).

13 CHAIRMAN: But why not?

14 MR TONY YAU: We also discussed, as I mentioned before, in
15 the Road Safety Research Committee, and I looked at --
16 we have mentioned it in the working group report, 5.10.

17 CHAIRMAN: The question is simple: why didn't you look at
18 the number of people that are being injured or killed
19 while seated at bus seats where there are no seat belts,
20 as an indication of what the cost of the problem is?

21 MS MABLE CHAN: Chairman, may I add?

22 CHAIRMAN: Please.

23 MS MABLE CHAN: We need to acknowledge that based on
24 colleagues' evidence, we have not made any quantifiable
25 analysis into the causes of the accidents whereby any
26

1 passengers without a seat belt will be more seriously
2 hit. But I would like to point out the historical
3 perspective --

4 CHAIRMAN: Before you do that, "why not" is the question;
5 why haven't you done a quantifiable analysis?

6 MS MABLE CHAN: We have not done so and I do not have
7 a ready answer, but I would like to point out --

8 CHAIRMAN: Let me try to help: are there statistics
9 available? Have these records been kept? Have they
10 been collated?

11 MS MABLE CHAN: Chairman, I don't think there are specific
12 statistics collected or collated in this regard.

13 CHAIRMAN: None by the police?

14 MS MABLE CHAN: We cannot answer on behalf of the police.

15 CHAIRMAN: Well, you have access to their accident data
16 bank, do you not? I'm not asking you to answer on
17 behalf of them. Do they have any category of statistics
18 that helps you with this?

19 MR TONY YAU: Chairman, in our road traffic accident
20 statistics we issue to the public each year, we have
21 those figures.

22 CHAIRMAN: But you have figures presumably that include
23 cars. I'm asking about buses.

24 MR TONY YAU: We have buses.

25 CHAIRMAN: Yes. What have you got?

26

1 Perhaps you would like to consider this. I don't
2 want to be unfair to you. If you need a bit of time to
3 collate the information, do so, and we will come back to
4 it later.

5 Yes, Mr Chan.

6 MR DEREK CHAN: Mr Chairman, since reference to the police
7 data has been made, I am asking those assisting me to
8 find the reference for the police letter that they sent
9 to us very recently, that does have some data on seated
10 passengers being injured.

11 CHAIRMAN: Yes, it does. Yes, you have reminded me.

12 MR DEREK CHAN: Yes.

13 CHAIRMAN: Is this material on our internet, on our website?

14 MR DEREK CHAN: Yes, it is. I'm just getting it.

15 It may not answer the point fully.

16 CHAIRMAN: No.

17 MR DEREK CHAN: But at least it would be of some relevance.

18 May I please draw your attention to MISC-1C,
19 page 124-561.

20 Mr Chairman, it's a letter from the police to this
21 committee, dated 3 October 2018, in case you have that
22 document somewhere else.

23 Ms Chan, I hope you have before you this letter from
24 the police to the committee dated 3 October 2018. At
25 paragraph 3, the police notes:

26

1 "Traffic Branch Headquarters could not find any
2 record of any consultation from the Transport Department
3 regarding the recommendation to install seat belts on
4 buses in 2007."

5 And the rest of the paragraph talks about the
6 meeting of the Road Safety Council.

7 Over the page, at paragraph 4, the police says this:

8 "The police have been keeping statistics on the
9 number of passengers who were injured while seated on
10 a bus and not wearing a seat belt. The figures were
11 tabled as below."

12 We can see statistics were kept by the police in
13 2015, 2016 and 2017 of what appears to be passengers who
14 were injured wearing or not wearing seat belts.

15 Has this sort of data been considered by the
16 Transport Department when making the recommendation that
17 seat belts should be installed on all new buses, when
18 considering the benefit analysis?

19 CHAIRMAN: Or is this the first time you have seen this
20 data?

21 MR TONY YAU: No, no, we are aware of those data.

22 CHAIRMAN: So you have seen it?

23 MR TONY YAU: Not exactly. They are usually in different
24 presentations. But the figures, the source, we have
25 seen.

26

1 CHAIRMAN: Did you consider it when making your analysis?

2 MR TONY YAU: Because currently those casualties, maybe the
3 passengers are not -- no seat belt is provided to them,
4 and for our proposals to provide seat belt, did it
5 really concern with the security?

6 CHAIRMAN: No. The question is very simple: did you
7 consider this data or not? Don't tell us what else you
8 considered, but did you consider it or not in your
9 analysis?

10 MR TONY YAU: We have not considered --

11 CHAIRMAN: Thank you. "Yes" and no" are very simple words.
12 Is there something more you wish to say about what you
13 did consider?

14 MS MABLE CHAN: Chairman, may I add that to be fair to my
15 colleague, he is the road safety expert in the
16 department. He has been participating in the Road
17 Safety Council and the relevant subcommittee meetings.
18 He has close liaison with the police. I think, in their
19 experience and based on their past research and work,
20 they have gathered and have access to the police
21 figures. It's true that they have not considered the
22 figures as tabulated in this form. So I think it's true
23 for them to say that they have not considered such
24 statistics in this presentation, but as Tony would just
25 like to present and explain to this committee and

26

1 honourable chairman, it is their expert and professional
2 analysis that provision of seat belts will provide
3 additional protection to a passenger when seated on
4 a bus.

5 That's all I would like to supplement. Thank you,
6 Chairman.

7 CHAIRMAN: Yes. We had a chief superintendent of police
8 giving evidence here, and he reminded us of that
9 well-worn phrase, "Seat belts save lives". That's not
10 in dispute.

11 The issue is what is problem, what is the extent of
12 the problem on buses what is the cost of fixing it, and
13 that's all we are trying to find out.

14 MS MABLE CHAN: Yes.

15 CHAIRMAN: Mr Yau, did you perform any analysis, make any
16 paper on this point, that can help us understand what
17 you say you did, and if so can you provide it to us?

18 MR TONY YAU: So that's why, in our working group report,
19 5.3 and 5.4 ...

20 CHAIRMAN: Can you answer my question first: did you produce
21 a paper addressing this cost/benefit analysis?

22 MR TONY YAU: No. I want to mention --

23 CHAIRMAN: Can you just answer the question: did you do so
24 or not?

25 MR TONY YAU: We are going to request in the working group
26

1 report that those --

2 CHAIRMAN: No, Mr Yau. Please answer my question. I will
3 give you all the time you want to give whatever other
4 explanations you want to give. Did you prepare a paper
5 that addresses this issue? Take your time to think
6 about it. It's a simple question.

7 MR TONY YAU: No.

8 CHAIRMAN: Thank you. Now, what else do you want to say?

9 MR TONY YAU: As mentioned in paragraph 5.4 of the working
10 group report, that's why, for existing buses, that means
11 the retrofitting of seat belts of existing buses, the
12 working group recommends that TD, the franchised bus
13 operators and the bus manufacturers to continue to work
14 closely.

15 CHAIRMAN: Very well. That's what you wanted to tell us.

16 We now know what you wanted to tell us.

17 Yes, Mr Chan.

18 MR DEREK CHAN: Again, Ms Chan, my next question is this.

19 It may be unfair in the sense that it asks you to
20 explain what may or may not have been done by your
21 predecessors, but my question is this. If the Transport
22 Department considers that seat belts are so good, then
23 why wasn't such requirement imposed in the 2006-2007
24 review?

25 MS MABLE CHAN: I cannot answer on behalf of my predecessors

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1 of the review at that time and the position taken at
2 that time, but in the course of the working group
3 discussion, the Transport Department's point of view is
4 that the seat belt would render additional protection to
5 passengers, but whether or not it can achieve the effect
6 that we would like to would depend very much on whether
7 the passenger will use the seat belt, in the first
8 place, and whether or not they are seated.

9 We know the constraints that may affect the
10 effectiveness of the seat belt, but notwithstanding that
11 we think that for new buses, the installation of seat
12 belts is cost-effective, but it will render additional
13 protection, while the additional cost is not
14 significant. But I will address the retrofitting of
15 existing buses in a later stage.

16 Thank you.

17 CHAIRMAN: Yes, Mr Chan.

18 MR DEREK CHAN: Before I move on to retrofitting, perhaps
19 I can just make one side point.

20 In KMB's investigation report on the Tai Po
21 accident, which was made available to the Transport
22 Department on 12 March, so before the first meeting of
23 the working group, KMB already indicated voluntarily
24 that it would install seat belts on all passenger seats.

25 Can I just give a page reference -- I think you
26

1 remember that.

2 CHAIRMAN: Can we have that reference, please. And can we
3 have it on the screen.

4 MR DEREK CHAN: KMB-1, page 114, paragraph 40.

5 Mr Chairman, 114 is part of the KMB investigation
6 report on the Tai Po accident dated 12 March 2018.

7 CHAIRMAN: Yes. We get that from page 98, which gives us
8 the front page.

9 MR DEREK CHAN: Yes.

10 If I can just read out paragraph 40, headed "Safety
11 belts", which is in part 5 of the investigation report,
12 titled "Other measures to enhance bus safety". If I may
13 just read out paragraph 40:

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

20 Now, it would thus appear that even before the first
21 meeting of the working group, KMB themselves have
22 already taken the step to install seat belts on all
23 passenger seats.

24 CHAIRMAN: On all new buses.

25 MR DEREK CHAN: On all new buses. Thank you, Mr Chairman.

26

1 So my question is this. Given this position of KMB,
2 to what extent did this position play a part in your
3 working group's recommendation that seat belts should be
4 installed in all passenger seats for the other
5 franchised bus operators as well?

6 MS MABLE CHAN: First of all, I would like to say that the
7 receipt of the KMB's report to me on 12 March was later
8 than our email to inform the various bus operators on
9 6 March regarding the measures that we would like to
10 study to enhance the franchised bus safety.

11 We have provided the committee with our email on --
12 CHAIRMAN: This is not in dispute. On 15 February, the
13 LegCo discussion focused, to some degree, on seat belts.

14 MS MABLE CHAN: Yes.

15 CHAIRMAN: So it's not surprising that you have put this on
16 your agenda. There is no dispute about that.

17 MS MABLE CHAN: Okay.

18 CHAIRMAN: The question being asked is this. The fact that
19 KMB have come to this decision before the working group
20 ever met, did that play a part in you requiring that
21 other -- or proposing that all franchised bus operators
22 install seat belts on new buses? That's the question:
23 did it play a part or not?

24 MS MABLE CHAN: We take note of the plan of KMB to request
25 the suppliers to install safety seat belts on all seats

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1 for their new buses. We take note of that.

2 But in the working group discussion on the
3 installation of seat belt issue, we take our due
4 diligence to look into the technical feasibility, the
5 financial implication and the road safety perspective of
6 this --

7 CHAIRMAN: Forgive me interrupting, but to crystallise it,
8 you took note of the feasibility, the cost, and the
9 benefit -- the road safety perspective, you call it --
10 but that means the benefit to passengers?

11 MS MABLE CHAN: Yes.

12 CHAIRMAN: Yes, Mr Chan.

13 MR DEREK CHAN: Mr Chairman, I was going to move to the
14 issue of retrofitting seat belts.

15 CHAIRMAN: Very well, but before we leave this topic -- can
16 you help the committee as to this: what proportion of
17 the franchised buses in Hong Kong does the KMB Group, if
18 I can call it that, operate?

19 MS MABLE CHAN: You means in terms of the number of buses?

20 CHAIRMAN: Yes, buses. 4,000, from my memory?

21 MS MABLE CHAN: 4,000 out of 5,900.

22 CHAIRMAN: Well, let's call it 6,000. So two-thirds of the
23 buses. The company running two-thirds of the buses has
24 decided to introduce seat belts on new buses, leaving
25 the consideration about what to do with the other

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1 one-third, and you say of that, "We took note of that";

2 is that it? That's your evidence?

3 MS MABLE CHAN: Yes.

4 CHAIRMAN: Thank you. We will take a 20-minute break now.

5 MS MABLE CHAN: Thank you, Chairman.

6 (11.32 am)

7 (A short adjournment)

8 (11.53 am)

9 CHAIRMAN: Yes, Mr Chan.

10 MR DEREK CHAN: Mr Chairman, if I may then move on to the

11 issue of retrofitting.

12 Again, I am going to start by looking at the
13 passages in the working group report that deals with the
14 issue of retrofitting. I'm going to read more passages
15 than before because I recognise that the issue of
16 retrofitting is more complicated.

17 So I think, to do justice to the analysis carried
18 out in the report, I ought to read a few paragraphs in
19 full. Can I first take you to paragraph 3.8 of the
20 working group report, internal pagination page 26,
21 bundle reference TD-5, page 1786.

22 Mr Chairman, there appears to be something wrong
23 with the screen. Ah, there we are.

24 CHAIRMAN: Yes. Has that been resolved?

25 MR DEREK CHAN: Yes.

26

1 CHAIRMAN: Thank you.

2 MR DEREK CHAN: Ms Chan, do you have paragraph 3.8 in front
3 of you?

4 MS MABLE CHAN: Yes.

5 MR DEREK CHAN: I'm going to read out 3.8, 3.9 and 3.10, and
6 pausing towards the end of 3.10 to make a few remarks,
7 but I will start reading first. 3.8 is contained in
8 a section, "Retrofitting of seat belts on existing
9 franchised buses", and the issue now is retrofitting on
10 the upper deck. 3.8 says this:

11 "Even though it would be technically feasible to
12 retrofit seat belts on all passenger seats on the upper
13 deck, there are other implications. First, it is
14 expected that the weight of the bus will increase by 300
15 to 400kg and the passenger carrying capacity will
16 probably be reduced by 7 to 8 passengers as a result of
17 the modification. Moreover, the retrofitting and testing
18 work for each franchised bus will take considerable time
19 to complete and hence will affect the bus availability
20 rate for bus operation during the process. Subject to
21 the manpower available for the retrofitting works ADL
22 and Volvo have estimated that the retrofitting would
23 take about one week, requiring 3 to 4 skilled labour,
24 per bus. However, since bus manufacturers have indicated
25 that they could not provide the manpower and workshop

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1 for the retrofitting work, the franchised bus operators
2 would need to carry out the work by engaging contractors
3 or utilise their own manpower and workshop. The
4 availability of skilled workers and workshop facilities
5 are critical factors in determining the time required
6 for the retrofitting and testing work. Based on a very
7 rough estimate, it would take about 6 to 12 years to
8 complete the full retrofitting for about 3,300 buses.

9 3.9. In the light of the above, some bus operators
10 have expressed concerns that the retrofitting of seat
11 belts would not only incur significant financial
12 implications, but also considerable time and manpower
13 resources, not to mention the need to re-deploy or
14 procure additional buses to maintain the existing bus
15 service level during the whole process."

16 Pausing here, the reference to "significant
17 financial implications" has a footnote 10 next to it,
18 and at the bottom of the page, footnote 10 says this:

19 "In the absence of a detailed study on the technical
20 details for retrofitting seat belts on all seats in the
21 upper deck, a rough estimate on the costs of
22 retrofitting a bus is about HK\$200,000 (excluding
23 manpower and overhead costs)."

24 So, pausing here, it would appear from this that on
25 the cost side of the analysis, you are looking at

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1 something like HK\$600 million in order to carry out the
2 retrofitting over six to twelve years. Is that
3 a correct rough way of looking at it?

4 MS MABLE CHAN: Correct, in terms of a rough estimate.

5 MR DEREK CHAN: If I may then continue reading from --

6 CHAIRMAN: Before you do so, what is meant by "excluding
7 manpower and overhead costs"? What costs are they?

8 MR YK CHAN: Mr Chairman, may I answer this question? The
9 cost quoted in the footnote only comprises the quote
10 provided by the manufacturers on the equipment and
11 fittings. In completing the whole retrofitting work,
12 additional costs will be involved, including labour and
13 other overheads, which is not included in this amount,
14 at that time.

15 CHAIRMAN: So the manpower costs of the engineers who
16 retrofit these devices is not included; is that it?

17 MR YK CHAN: It's not included because at that time there
18 was no estimate about it.

19 CHAIRMAN: And what about the overhead costs? Is that
20 something to do with the fact that the bus is out of
21 action for a week?

22 MR YK CHAN: Another overhead might be workshop rental,
23 things like that.

24 CHAIRMAN: I see. But what about the fact that the bus is
25 out of action; is that costed into this?

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1 MR YK CHAN: That's not factored into this at all.

2 CHAIRMAN: So that's an extra cost that's not yet
3 calculated?

4 MR YK CHAN: That's correct.

5 CHAIRMAN: So the 600 million global figure is plus, plus,
6 plus; is that correct?

7 MR YK CHAN: Yes.

8 CHAIRMAN: Thank you.

9 MR DEREK CHAN: If I may continue reading paragraph 3.10:

10 "In this regard, all franchised bus operators opine
11 that, from their day-to-day observation, those
12 passengers sitting on exposed seats do not normally wear
13 seat belts. Seen in this light, the retrofitting works
14 appeared not to be cost-effective."

15 Pausing here, I will ask you to note that this is
16 something that I want to follow up with after we have
17 read all the passages.

18 "On the other hand, they consider that public
19 education should be conducted to promote the use of seat
20 belts on buses. Amongst the five franchised bus
21 operators, KMB and Long Win emphasise that they support
22 the seat belt installation for new buses. Subject to
23 the proposal from bus manufacturers, KMB and Long Win
24 would retrofit seat belts on upper deck passenger seats
25 or deploy buses with seat belts at all passenger seats

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1 on routes which serve long-haul passengers or are
2 operated on expressways with limited boarding or
3 alighting activities at the en route stops. The
4 remaining three franchised bus operators (that is
5 Citybus, New World First Bus and New Lantao Bus) do not
6 support the retrofitting works due to the expected low
7 utilisation rate and huge retrofitting cost, and request
8 for government subsidy should the proposed retrofitting
9 be taken forward."

10 Now, again, just pausing here, there are references
11 in this paragraph to franchised bus operators opining
12 that passengers sitting on exposed seats do not normally
13 wear seat belts and an expected low utilisation rate.

14 Am I correct that these sentiments were expressed
15 during the working group meetings by the franchised bus
16 operators?

17 MS MABLE CHAN: Yes.

18 MR DEREK CHAN: Again, just to give this issue more context,
19 this committee has heard evidence from the police, and
20 Chief Superintendent Baker, on behalf of the police,
21 indicated an expectation that most people would use seat
22 belts.

23 Mr Chairman, the reference to that evidence, if
24 I can just give it, on the transcript, is Day 17,
25 24 September 2018, page 48, line 20, and also at
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1 page 50, line 13.

2 I understand there is an option of just retrofitting
3 seat belts on the upper deck and only on the routes that
4 involve using expressways, and that's covered in 3.13,
5 so I will read that as well before I start questioning.

6 3.13, under the heading "Conclusion and actions
7 ahead":

8 "Having regard to the operation of franchised buses
9 in Hong Kong which involves mostly urban buses with
10 standing passengers, the technical feasibility of, and
11 the costs and time required for, retrofitting seat belts
12 on existing buses, the working group considers that
13 there are insufficient grounds to make it a mandatory
14 requirement for all buses to be fitted with seat belts
15 on all passenger seats."

16 Just pausing here, I'm wondering if it's a typo or
17 an issue with the language, because I understand that
18 the working group recommends seat belts to be fitted on
19 all passenger seats in new buses, so should this
20 sentence read, "There are insufficient grounds to make
21 it a mandatory requirement for all buses to be
22 retrofitted with seat belts"?

23 MS MABLE CHAN: I can clarify on that. First, for new
24 buses, the working group's recommendation is that all
25 the new buses to be procured would be installed with

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1 seat belts for all passenger seats.

2 The working group considers that there are
3 insufficient grounds to make it mandatory or I should
4 emphasise that to make it a statutory requirement for
5 all the buses, including both new or existing buses, to
6 be fitted with seat belts on all passenger seats. When
7 we make this statement, we are mindful of the various
8 issues involved, which is still yet to be further
9 examined and assessed, in particular the technical
10 feasibility, the cost and time required for retrofitting
11 seat belts on existing buses.

12 Thank you.

13 MR DEREK CHAN: So a distinction here is drawn between
14 a franchise requirement and a statutory requirement? Is
15 that a correct understanding?

16 MS MABLE CHAN: This is the first distinction, and the other
17 distinction is that the franchise requirement is for all
18 new buses, but we do not make a franchise requirement
19 for all buses.

20 MR DEREK CHAN: Thanks for that clarification. If I may
21 read on in that paragraph:

22 "Nevertheless, the working group recognises that as
23 in the case of exposed seats and in bus compartment with
24 no standees allowed, seat belts may offer extra
25 protection to seated passengers. Hence, the working
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1 group recommends, and all franchised bus operators have
2 agreed, that the feasibility of retrofitting of existing
3 buses for installation of seat belts has to be further
4 examined. Subject to further assessment on the
5 technical, operational and financial feasibility,
6 consideration should be given to retrofitting all seats
7 in the upper deck with seat belts on those buses
8 deployed for specific bus routes, that is those
9 long-haul routes which are operated via expressways with
10 relatively fewer bus stops."

11 Now, at footnote 11, the working group report gives
12 examples of what expressways are being referred to, and
13 at footnote 12, the number of buses required for
14 retrofitting appears to be reduced to 2,000.

15 Am I correct to interpret this as saying, under this
16 option, again on a global rough estimate, we are looking
17 at something like HK\$400 million, plus, plus, plus --

18 MS MABLE CHAN: Correct.

19 MR DEREK CHAN: Going back, if I may, to the general
20 statements that I have read out before about
21 retrofitting works appear to be not cost-effective --
22 now, when you are talking about cost-effectiveness, is
23 that expressed in relative terms to the benefits that
24 retrofitting might bring to passengers?

25 MS MABLE CHAN: Yes.

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1 MR DEREK CHAN: Given Mr Chairman has indicated that the
2 Transport Department has not made any quantifiable
3 analysis on the benefits of seat belts, how is the
4 cost-effectiveness measured, assessed?

5 MS MABLE CHAN: The statement that the retrofitting of seat
6 belts on existing buses appears not to be cost-effective
7 was made on the following considerations.

8 First, we notice that amongst the existing buses,
9 not all bus models would be technically feasible for
10 retrofitting of seat belts.

11 Secondly, for those models which are technically
12 feasible for installation of seat belts, the
13 installation of seat belts for seats on the lower deck
14 would have implication on the structure and the
15 operation aspects of the buses.

16 Thirdly, we also notice about the operational
17 implications in terms of time and in terms of the labour
18 arrangement, manpower and workshop arrangement, for the
19 retrofitting work, which may have an implication and
20 impact on the availability of the buses for the various
21 bus operators to deploy.

22 Taking all this into account, the working group have
23 carefully considered this and discussed with the bus
24 operators, and as the senior counsel has also mentioned,
25 in paragraphs 3.13 and 3.14, it is on this basis that we

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1 consider, and the bus operators agree, that the
2 feasibility of retrofitting the existing buses for
3 installation of seat belts has to be further examined.

4 So, to answer your question, the statement that it
5 appears not to be cost-effective hasn't undergone
6 a quantifiable and robust cost/benefit analysis in that
7 term, but we have required, and the FB operators have
8 agreed, that the operational and financial feasibility
9 have to be, amongst other things, further assessed
10 before we consider whether or not the seat belts can be
11 installed with -- the seats on the upper deck can be
12 installed with seat belts and, if so, whether they could
13 be applicable to those long-haul routes which are
14 operated via expressway with relatively fewer bus stops
15 on which there may be a higher chance for the
16 passengers, because they are not getting on and off that
17 frequently, so it would be on that basis that the
18 promotion of the use of seat belts would stand a higher
19 chance.

20 Thank you.

21 CHAIRMAN: By that you mean that the utilisation rate would
22 be higher?

23 MS MABLE CHAN: Yes, Chairman.

24 MR DEREK CHAN: Noting in your answer that more assessment
25 is required, can I take you to an approach to this
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1 cost/benefit analysis suggested by Prof Stanley and
2 Mr Weston, and then after I have read out the evidence
3 I will invite your observations on whether this approach
4 ought to be adopted.

5 If I may first take you to the transcript of
6 Prof Stanley's evidence. That's at Day 16, 15 September
7 2018, page 124.

8 Perhaps I can take it from page 123, just to give it
9 some context. At page 123, line 20, you can see the
10 topic is on the installation of seat belts on all seats,
11 and at page 124, line 1, I was asking this question:

12 "So can I just start with a general question, that
13 is are seat belts required to be installed on urban
14 buses in Australia?

15 Prof John Stanley: No.

16 Mr Derek Chan: Is there a reason for that?

17 Prof John Stanley: The belief is that the mass of
18 the vehicle itself is normally going to provide
19 sufficient occupant protection in the event of
20 an accident, such that seat belts are not going to add
21 much more on top of that. There is also a challenge
22 with existing vehicles of retrofitting and the cost of
23 so doing.

24 The way that we would approach this sort of question
25 in Australia -- and I don't know whether you might do

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1 exactly the same thing -- is we have a process called
2 a regulatory impact statement, and if we were looking,
3 for example, to require seat belts to be mandatory on
4 route buses, that would probably need to go through the
5 process of a regulatory impact statement that would look
6 at the cost of various ways of going about undertaking
7 that work, and then do an assessment of the
8 probabilities of various sorts of incident types being
9 reduced, putting a dollar value on that, and coming up
10 with a view as the basis of that assessment. That's the
11 normal way we do this kind of assessment.

12 Chairman: And who does the regulatory impact
13 statement?

14 Prof John Stanley: It would be done by the relevant
15 government department. A lot of these sorts of things
16 would happen at a national level in Australia, so they
17 would be done by the National Transport Commission which
18 is the successor body to the National Road Transport
19 Commission that I was deputy chairman of for nine years.
20 We did multiple regulatory impact statements into
21 various aspects of vehicle requirements."

22 So that's one passage.

23 Another passage that I would like to read out in the
24 same day's evidence is at page 144. At 144, line 4, my
25 question was this:

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1 "With all that information in mind, what is your
2 observation or comment on the installation of seat
3 belts, firstly on all the seats, and secondly focusing
4 on the upper deck, where there is no standing
5 passengers?

6 Prof John Stanley: Thank you. This really takes me
7 back to an answer I gave maybe half an hour ago about
8 the notion of a regulatory impact statement. I think
9 there are two levels to this particular question. The
10 first level is: is it technically feasible to fit seat
11 belts in certain kinds of positions on buses, for
12 example on the upper deck of new buses, on retrofitting
13 for older buses. That's a technical question of
14 feasibility.

15 The second level then is: if it is technically
16 feasible, what is the cost/benefit ratio of doing that
17 installation? In other words, what will it cost? That
18 is the probability of particular kinds of accidents
19 being reduced if those seat belts are installed? Will
20 people wear them, is one of the questions that needs to
21 be addressed in that setting?

22 I don't have a view in any particular circumstances
23 whether it is a good idea or not. What I would say is
24 that that's exactly the kind of problem that you should
25 submit to a regulatory impact statement. There will be

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1 information around on the probabilities of accidents,
2 these different varieties. You can put monetary values
3 on the probability of those sorts of accidents being
4 reduced. You probably can form a view too on the
5 probability of wearing seat belts, which would affect
6 the effectiveness of the wearing thereof.

7 So I think this is an exercise that needs a serious
8 piece of cost/benefit analysis done on it. Now,
9 government may decide it wants to make a policy decision
10 to install seat belts where it is technically feasible.
11 That's fine. As a matter of course, the way I would
12 approach this, though, is to say you need to go through
13 this cost/benefit analysis first, and I think that's
14 what should be done in this situation.

15 So, rather than taking it on the basis that people
16 think it's going to be this or going to be that, the
17 kinds of concerns that have been raised by the various
18 parties are really genuine and legitimate concerns and
19 they affect the values of the potential installation,
20 but until you have actually done that proper
21 cost/benefit analysis, it's just speculation.

22 If I had a gut feel, it's going to be that probably
23 it's not going to be worthwhile, with extensive seat
24 belt fitting, but that would be no more than a gut feel,
25 and ideally this needs to go through a proper
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1 evaluation.

2 Chairman: Because a gut feel is not good enough; you
3 should do a cost/benefit analysis?

4 Prof Stanley: Exactly ..."

5 I will pick it up at line 9 again:

6 "Prof John Stanley: Exactly. In principle, it's
7 a pretty straightforward cost/benefit analysis. Getting
8 some of the values or the probabilities you need will
9 need a bit of serious research, but the process and the
10 sorts of things you need to look for are very much
11 encapsulated by a lot of the responses that you have
12 read out in the various submissions."

13 Then the rest of it talks about where you could get
14 that type of information in Australia, which I won't
15 read out.

16 Another passage that I want to go to, along the same
17 lines, is at page 149, line 4. Again, I'm picking it up
18 in the middle of Prof Stanley's answer which focuses
19 more on the benefits side. Line 4:

20 "But then it's a case of what are the benefits, so
21 then you need to look at what are the sorts of accidents
22 that are happening in the vehicle, and, for example, is
23 this happening to people who are standing; is it
24 happening to people who are sitting; what is the
25 probability that exposure to those sorts of accidents

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1 will be reduced in the event that seat belt-wearing is
2 required, and what do you need to do to encourage that
3 seat belt-wearing?

4 If I was doing that kind of exercise, I would
5 probably be talking to psychologists about how you would
6 get through the message about wearing seat belts, about
7 getting people to take this seriously. The point you
8 make, Chair, about looking at what happens in those
9 seats that are currently required to do it in Hong Kong,
10 very important in terms of forming a view on the
11 probabilities that will happen. I would be talking to
12 whoever are the custodians of the values or the costs of
13 different sorts of accidents. So, in other words, what
14 is the cost of a fatal accident in Hong Kong, what is
15 the cost of a serious injury accident, what is the cost
16 of a minor injury accident, those sorts of things,
17 because they will be the sorts of unit values you need
18 to apply to the reductions in the probability of
19 an accident of a particular kind taking place."

20 So that's Prof Stanley's view on how a cost/benefit
21 analysis can be carried out.

22 I'm going to take you also to a short passage in
23 Mr Weston's report about the London approach, and then I
24 am going to ask for your observations. Can I take you
25 to Mr Weston's report. The report starts at expert
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1 bundle page 115, and the short passage that I want to
2 refer you to is at page 148 of that bundle, internal
3 pagination page 34.

4 Ms Chan, as you can see, page 148, the topic being
5 discussed is the bus safety standard, and the context
6 concerns what safety devices to include as part of the
7 bus safety standard. I will just read the third
8 paragraph from the bottom, the paragraph starting with,
9 "Although it is currently envisaged". I will just read
10 out that paragraph first:

11 "Although it is currently envisaged that the
12 standard will apply to new buses (around 700 per annum)
13 consideration is also being given to the potential for
14 retrofitting to existing buses possibly as part of their
15 midlife refurbishment which takes place around 7 years."

16 Now, Ms Chan, it's not talking about seat belts
17 here. The next part is what I want to focus on:

18 "It is worth noting that TfL have adopted a rigorous
19 approach to the assessment of each potential option
20 using cost/benefit analysis to target the interventions
21 which will give the greatest return for each pound spent
22 in terms of injury/accident reduction."

23 CHAIRMAN: I think, to put that into context, it would be
24 useful to refer to the second paragraph under the
25 heading "Bus safety standard", where the various
26

1 technologies that have been examined are stipulated.

2 MR DEREK CHAN: Yes. Thank you, Mr Chairman. Perhaps I can
3 read that for the record as well.

4 So the second paragraph under the heading "Bus
5 safety standard" says this:

6 "Several potential technologies including
7 intelligent speed assistance, autonomous braking,
8 runaway bus prevention, pedal confusion prevention,
9 acoustic and visual conspicuity, mirror design and
10 frontal crash protection are being considered as part of
11 this programme with both the costs and benefits of each
12 being thoroughly assessed to ensure that the casualty
13 reduction is maximised in return for the financial
14 investment made."

15 So it would appear from the two experts' evidence
16 that a similar rigorous cost/benefit analysis is
17 undertaken in both jurisdictions. What I would like is
18 the Transport Department's observations in respect of
19 such an approach to the issue of retrofitting seat belts
20 on franchised buses.

21 MS MABLE CHAN: Referring to the first expert submission,
22 I notice that the reference that a regulatory impact
23 assessment is considered necessary to consider any
24 mandatory requirement for the installation of seat
25 belts, and in this second submission or evidence from
26

1 Transport for London, Mr Weston, it mentions about
2 cost/benefit analysis.

3 From the Transport Department's perspective, I would
4 say that I agree that for any installation of in-vehicle
5 device to improve bus safety standard, we would need to
6 go through a robust and careful assessment. While we
7 may not be referring to the similar terminology as in
8 the case of the two expert submissions, ie the
9 regulatory impact assessment or the cost/benefit
10 analysis, the working group's observation and
11 consideration of requiring further study on the
12 feasibility and operational considerations and the
13 financial implications of the retrofitting of seat belts
14 also embraces the need to look at this issue in a more
15 systematic and holistic manner.

16 As the chairman pointed out a little bit earlier, in
17 paragraphs 3.13 and 3.14 in the working group report, we
18 may not have mentioned about comparing this cost or
19 implications with the benefit. As a forward-looking
20 approach, when we take this forward, I agree that we
21 would have to look into these operational and technical
22 and financial considerations and compare them with the
23 benefits.

24 Given the retrofitting of the existing buses for
25 seat belts appears to be not cost-effective at the
26

1 present moment, and it involves a number of
2 considerations, obviously, should there be any decision
3 to make it a mandatory or statutory requirement for all
4 existing buses to be installed with seat belts, in
5 particular on the upper deck, we would have to look into
6 seriously on how much marginal benefit we can achieve as
7 compared with the cost and the technical considerations.

8 So, in short, to answer your question, I agree with
9 the expert advice that if we want to go forward with
10 a mandatory requirement, we have to go through some
11 cost/benefit analysis or impact assessment.

12 Thank you.

13 MR DEREK CHAN: What about the suggestion from Prof Stanley
14 and to some extent in Mr Weston's report about some
15 scientifically-based quantifiable analysis on the
16 benefits that can be achieved by the installation of
17 seat belts? Do you agree with that observation and the
18 need to do that in our present case?

19 MS MABLE CHAN: I agree, though I think a lot of work would
20 need to be done in that perspective, because so far the
21 buses, the franchised buses, in Hong Kong, we do not
22 have such installation. So it is difficult to gather
23 the data in this sense. But still, we can go further,
24 to do some overseas research, and also we can do further
25 analysis based on the accident figures in other types of
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1 vehicles. But still the constraint would be those
2 vehicles are not double-decker. On the other hand, we
3 think it is also worth to further consider, because the
4 protection and the choice that can be provided to the
5 passengers would also merit our consideration of whether
6 the provision of seat belts on the upper deck passengers
7 is worth further consideration and examination.

8 MR DEREK CHAN: Mr Chairman, if I may, I was going to move
9 into the topic of bus accident data.

10 CHAIRMAN: Yes, but before you do that, there are some
11 questions that I'd like to ask.

12 Have you obtained any data of the utilisation rate
13 of the seat belts that are currently installed in
14 franchised buses?

15 MS MABLE CHAN: No. No, Chairman.

16 CHAIRMAN: Why not?

17 MS MABLE CHAN: Sorry, I don't have the answer.

18 CHAIRMAN: Is that something that you intend obtaining in
19 the future?

20 MS MABLE CHAN: That's something I would intend to do.

21 I just wish to add that we also notice the view
22 expressed by the bus operators at the working group that
23 they are inclined to think that the utilisation rate of
24 seat belts is low. I wish to add that while noting that
25 statement, we don't think, if it is true, that the

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1 current low or relatively low utilisation rate of seat
2 belts should not be a key factor to stop us from
3 exploring or examination or assessment of the
4 installation of seat belts on existing buses, because
5 I think this is something that both government and also
6 the bus operators should do more in passenger education.

7 CHAIRMAN: We have received evidence from Mr Samuel Cheng,
8 the managing director of Citybus, of his personal
9 experience as somebody who travels a lot on buses that
10 seat belts are not used. Do you accept that that is
11 a fair assessment, not not used by anybody, but the very
12 low rate of use?

13 MS MABLE CHAN: I notice his statement, although I do not
14 receive similar statement by other bus operators'
15 operations staff.

16 Thank you, Chairman.

17 CHAIRMAN: But do you accept what he's observed? He says he
18 goes on buses all the time.

19 MS MABLE CHAN: Chairman, I would just accept his statement,
20 although I would like to add I also travel on buses all
21 the time.

22 CHAIRMAN: Do you notice people wearing seat belts?

23 MS MABLE CHAN: I'm the one using the seat belt.

24 CHAIRMAN: Apart from you?

25 MS MABLE CHAN: I notice a number of people actually like to
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1 sit on the exposed seats, like the front seats on the
2 upper deck. On my personal experience, I have seen
3 people using the seat belt.

4 CHAIRMAN: Would it not be simplicity itself to ask the bus
5 operators to use their CCTV cameras to capture the use
6 of seat belts? For example, those upper deck seats at
7 the front.

8 MS MABLE CHAN: I think that would be a good idea, because
9 the installation of CCTV on buses, the rate, I mean the
10 number of buses installed with CCTV, have already
11 reached some 80 per cent, and CCTV are installed on the
12 upper deck, and I think this is actually a good idea
13 that we can consider.

14 CHAIRMAN: Do you have any intentions as to whether or not
15 you would seek to have the use of seat belts made
16 mandatory on buses where they are fitted?

17 MS MABLE CHAN: Should we consider this as a way forward,
18 then this is exactly the point that I would like to make
19 and agree with the expert observation that we have to go
20 through a robust impact assessment before making it
21 a statutory or mandatory requirement.

22 Thank you, Chairman.

23 CHAIRMAN: Have you considered the difficulties that lie in
24 the way of making the use of seat belts mandatory on
25 a bus, a double-decked bus, with only one bus driver, no
26

1 conductor? How is it to be enforced; have you
2 considered that?

3 MS MABLE CHAN: I would not underestimate the issues or
4 difficulties involved in an actual operation context, in
5 particular the enforcement. We will certainly take that
6 into account when we consider the operational aspect of
7 examining the installation of seat belts on all buses.

8 Thank you.

9 CHAIRMAN: Mr Auyeung.

10 MEMBER AUYEUNG: What about education? Is there any way TD
11 can educate the public more on encouraging them to use
12 seat belts?

13 MS MABLE CHAN: This is certainly an area that we can do
14 more. We are actually working diligently on a passenger
15 education campaign. There are a number of themes,
16 regarding their attitude and their responsibility when
17 on-boarding public transport modes. The issue of seat
18 belt and the use of seat belt wherever it is available
19 is certainly an area that we would promote further.

20 Thank you.

21 MR DEREK CHAN: In that context, would a mandatory
22 requirement, leaving aside the issue of
23 enforceability -- would a mandatory requirement to wear
24 seat belts where available assist in the public
25 education, drawing on the experience in public light

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1 buses?

2 MS MABLE CHAN: In a way, it may help, but on the other hand

3 I think that the enforceability and the impact --

4 because it will have to be enforced, and implemented by

5 the bus operators. So we would certainly need to take

6 that into account seriously when we move towards any

7 step of making this as a mandatory requirement.

8 MR DEREK CHAN: Can you just remind me, for my benefit --

9 I think we have received evidence on this, but instead

10 of me digging around for the reference -- is the wearing

11 of seat belts on public light buses a mandatory

12 requirement under statute?

13 MS MABLE CHAN: Yes.

14 CHAIRMAN: It is, is it not, and has been for quite a few

15 years?

16 MS MABLE CHAN: Yes. 2005? I don't have the exact date.

17 We can check.

18 CHAIRMAN: Yes. We have that information. We have received

19 evidence about this.

20 But perhaps this is the real point. When Chief

21 Superintendent Baker was telling us that the expectation

22 would be of a low utilisation of seat belts on

23 franchised buses, he did so having already observed that

24 there was a low utilisation on PLBs, and he also said

25 that there were real difficulties in enforcement, and in

26

1 fact enforcement only happened in bursts when particular
2 policemen decided to enforce it, but generally it was
3 an unenforced law.

4 MS MABLE CHAN: If I may add that -- I noticed his
5 statement, but I think it is always a chicken and egg
6 issue. I think, if we have to consider any safety
7 installation or device, to make it mandatory, we need
8 to -- when we take this to the Legislative Council, it
9 is an established practice for the administration to
10 submit our assessment, including any impact assessment,
11 to the Legislative Council for passing anything into the
12 law. We have to support that with figures and with
13 anecdotal evidence, with statistics. Whether or not it
14 could be enforceable is also one of the issues that
15 always our Legislative Councillors will raise when we
16 put something into the law. But once it is agreed and
17 passed in the law, I think it will be up to operational
18 departments, like TD, and also the enforcement agency to
19 make our best effort to ensure a law, the legislative
20 requirement, is implemented to its fullest possible.

21 Thank you, Chairman.

22 CHAIRMAN: Earlier on you said, as I recall, that if the
23 utilisation of installed seat belts on buses was to be
24 made mandatory, it would have to be enforced by the bus
25 operators.

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1 MS MABLE CHAN: I think, in the outset, when a bus passenger
2 gets onto the bus, no doubt a bus captain on a bus would
3 be the first point of contact to have first-hand
4 information and knowledge about the utilisation of
5 passengers.

6 If something is written into the law, and it is
7 always the law enforcement agency's responsibility.
8 Should they receive any complaint or should they see
9 this on the roadside, it will be in their prerogative to
10 ensure that something in the law is enforced.

11 CHAIRMAN: The reason I raise that with you is because we
12 had evidence from a bus company who said they couldn't
13 possibly do that, there's one bus driver and 135 people
14 on the bus, and there are two decks to the bus.

15 MR DEREK CHAN: Chairman, we appreciate and acknowledge the
16 difficulties and the pressure on the bus captain. So
17 I think, should we go along that path to make it
18 mandatory, of course we have to be true to ourselves, to
19 make sure something written in law is enforceable, and
20 we would have to think of ways to help or equip our bus
21 operators to help ensure that the seat belt, if
22 available, can be utilised.

23 The usage of CCTV or the promotion campaign, all
24 these will be considered in ensuring this, but I think
25 at this present stage we will not take this lightly and
26

1 we are not anywhere near the stage of making the wearing
2 of seat belts a mandatory requirement. That is why we
3 are taking a very prudent approach here.

4 Thank you.

5 CHAIRMAN: Yes, thank you.

6 Yes, Mr Chan.

7 MR DEREK CHAN: If I may move on to the next topic, which is
8 bus accident data.

9 Can I deal firstly with the present situation, as it
10 currently is. We have looked at the "Bus safety"
11 sections of the forward planning programmes, which
12 I will refer to as FPPs, of the bus operators on
13 numerous occasions, so I'm not going to go back to them,
14 but they contain a lot of data and analysis on bus
15 accidents.

16 We have also heard from the police that the police
17 do not have access to the data contained in the "Bus
18 safety" sections of the FPPs.

19 Mr Chairman, the reference to that evidence is
20 Day 17, 24 September 2018, page 19. I'm not going to go
21 to it; I'm just giving you the reference for the
22 transcript.

23 CHAIRMAN: Thank you. That's Chief Superintendent Baker,
24 isn't it?

25 MR DEREK CHAN: Yes, that's correct.

26

1 So, Ms Chan, my question is this. Prior to such
2 data being made available to the public through the
3 provision of it to this committee, had this data and
4 analysis been made available to the public?

5 MS MABLE CHAN: Perhaps I will start off and then I will ask
6 my colleagues to supplement.

7 Based on my knowledge and recollection, we have
8 asked the franchised bus operators to make further
9 disclosure of their accident data on an annual basis.

10 CHAIRMAN: When was that request made?

11 MS MABLE CHAN: I'm afraid that we have to provide the year
12 in which this has been included as a franchise
13 requirement. Based on my colleague's cursory knowledge,
14 it has been for quite some years.

15 CHAIRMAN: It's a franchise requirement, is it?

16 MS MABLE CHAN: Franchise requirement.

17 MR DEREK CHAN: It's a franchise requirement to provide it
18 to the Transport Department. My question is more
19 towards disclosure of it to the public.

20 MS MABLE CHAN: Yes. Let me elaborate a little bit.

21 CHAIRMAN: Yes.

22 MS MABLE CHAN: Or, actually, perhaps it may be useful if
23 I can provide a copy -- it's already there. On the
24 screen is the New World First Bus Fuller Disclosure,
25 2017.

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1 So, go down the page, at the bottom of the page, and
2 go down. 13, I think. I think this is not the example
3 I would like to refer to. Perhaps I can supply you with
4 the page of the Citybus Fuller Disclosure, 2017 -- I can
5 provide this page to the committee.

6 CHAIRMAN: Yes. We have that in our bundles.

7 Where are they, Mr Chan?

8 MR DEREK CHAN: Yes, we do. I'm looking for it now.

9 CHAIRMAN: Just give us a moment.

10 MR DEREK CHAN: The document is contained in TD-3, page 906.

11 Ms Chan, is that the document you were trying to
12 locate?

13 MS MABLE CHAN: Yes.

14 CHAIRMAN: And what page, perhaps, if you've got the
15 original, the internal pagination?

16 MS MABLE CHAN: There is no page on that.

17 MR DEREK CHAN: The page number is in the top-left and
18 top-right-hand corner.

19 MS MABLE CHAN: Paginated page 909.

20 CHAIRMAN: 909? Thank you.

21 MR DEREK CHAN: The point I would like to make is the bus
22 operator, they provide the accident data in their fuller
23 disclosure report which is disclosed to the public.
24 Of course, I would need to point out that the
25 description and the outline of the accident data may not

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1 go down into the further deeper level, which, as
2 circumstances require, we may ask them to provide
3 further analysis into more detail on specific causes of
4 accidents. But this is the sort of accident data
5 required to be provided in their fuller disclosure to
6 the public.

7 CHAIRMAN: You're referring to paragraph 13?

8 MS MABLE CHAN: Yes, item 13.

9 CHAIRMAN: Have you had a look at the Transport for London's
10 accident data on the internet?

11 MS MABLE CHAN: I have. It's more --

12 CHAIRMAN: You have seen how broad that is, how it's
13 produced every quarter?

14 MS MABLE CHAN: Yes, I understand that.

15 CHAIRMAN: Is there any reason why we couldn't do that in
16 Hong Kong?

17 MS MABLE CHAN: As we shared with the chairman, the previous
18 FPP that we presented to the committee in May, on
19 a personal account, I think there are a lot of areas
20 that we can elaborate and enhance, and actually, in the
21 process of FPP in the coming 2019-2023, we have also
22 produced to the committee the letter that we have
23 written to the FB operators that the areas that we would
24 like them to further elaborate and analyse. With that
25 as the basis, there is certainly scope for us to request
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1 the bus operators to disclose in an even greater extent
2 of the accident data for the public's information.

3 CHAIRMAN: Is there any reason why the "Bus safety" chapter
4 with the accident data that we've seen in these forward
5 planning programmes could not be made public, all of it?
6 Is there any reason?

7 MS MABLE CHAN: Obviously, we haven't gone through that
8 detailed discussion with the bus operators, as to
9 whether or not that safety chapter can be disclosed in
10 full. I just wish to point out that --

11 CHAIRMAN: Well, can you think of any reason that it
12 couldn't be disclosed? There's nothing commercially
13 sensitive about it, is there?

14 MS MABLE CHAN: In general, there may not be any immediate
15 commercial sensitivity that I can think of in that "Bus
16 safety" chapter.

17 CHAIRMAN: By all means take time to think of it, because
18 I can't think of a single thing that would be
19 commercially sensitive so that it might not be something
20 that ought to be revealed.

21 MS MABLE CHAN: I just want to highlight one point.

22 CHAIRMAN: Yes.

23 MS MABLE CHAN: Because when we asked the franchised bus
24 operators to provide further information for the purpose
25 of the FPP, not for the purpose of the fuller
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1 disclosure, we have ventured into the area of asking the
2 bus operators to diagnose the accident causes, say by
3 bus route, down to bus route, or into very specific
4 reference to certain bus routes. So I'm not saying that
5 may be commercially sensitive, but I think we have to be
6 conscious that should that "Bus safety" chapter be made
7 as a fuller disclosure to the public -- I mean, the
8 commercial sensitivity angle would have to be taken into
9 account.

10 CHAIRMAN: Can you think of any commercial angle? I'm
11 inviting you to do so. What is there that could
12 possibly be commercially sensitive in a chapter about
13 bus safety?

14 MS MABLE CHAN: I'm just thinking of it in a theoretical
15 way, Chairman, first of all. Because the bus company is
16 also required to advise and elaborate on their plans and
17 proposals to enhance bus safety and measures to be
18 taken, so the bus operator may put in some dollar sign
19 on to some specific measure on to that programme, and
20 also the timeline for implementing that specific
21 proposal in the coming five years or so, as part of
22 their investment of the company in the forward-planning
23 exercise for the coming five years.

24 CHAIRMAN: In the "Bus safety" chapter?

25 MS MABLE CHAN: Yes.

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1 CHAIRMAN: I'm going to ask Mr Chan to take us to that -- in
2 due course, Mr Chan -- so you can explore this issue.
3 The question is, is there anything that could possibly
4 be properly commercially sensitive in this data? Please
5 come back to that later, Mr Chan.

6 MR DEREK CHAN: Yes. I will perhaps deal with that
7 particular point after lunch.

8 CHAIRMAN: Whilst we are on this topic, is there any reason
9 why this data, in the forward planning programme "Bus
10 safety" chapter, could not be disclosed to the police?
11 They said they would be delighted or happy to receive
12 it. Is there any reason why the police couldn't get it?

13 MS MABLE CHAN: Chairman, on this front, I do not see there
14 is any particular difficulty in providing this data for
15 sharing with our close partner, ie the police.

16 CHAIRMAN: So can I take that --

17 MS MABLE CHAN: This is something that we can consider.

18 CHAIRMAN: You are only going to consider it? You can't say
19 yes, they can have it?

20 MS MABLE CHAN: I think the best I can say is that we will
21 consider that.

22 CHAIRMAN: You are open to discussing it, are you?

23 MS MABLE CHAN: Yes.

24 CHAIRMAN: Thank you.

25 MR DEREK CHAN: Again, just focusing on what is available to
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1 the public --

2 MS MABLE CHAN: Perhaps, if I may -- because the safety
3 chapter has been compiled and provided to TD in the
4 context of the forward planning programme, so apart from
5 providing detailed information and analysis, the primary
6 objective is to let the bus operator inform and advise
7 the government and administration of their
8 forward-planning exercise, their investments, their
9 plans, and all that. That's why I need to take a bit of
10 caution here that I would not at this point commit the
11 government on any specific disclosure of a particular
12 chapter; although, as I answered the chairman's
13 question, that the sharing of that "Bus safety" chapter
14 with the police is something that is worth us
15 considering.

16 Thank you.

17 CHAIRMAN: I am right, am I not, Mr Chan, in recalling that
18 Mr Weston recommended that this data be made public?

19 MR DEREK CHAN: Yes, I was going to go to that --

20 CHAIRMAN: Perhaps after lunch you can come back with that
21 reference.

22 MR DEREK CHAN: Yes. I was going to go to the
23 recommendations a bit later.

24 CHAIRMAN: Thank you.

25 MR DEREK CHAN: Again, just focusing on what the current
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1 situation is and then looking at what could be the
2 situation a bit later -- in the hearing on Thursday, the
3 Transport Department provided, during the hearing
4 itself, a document entitled, "Contributory factors of
5 traffic accidents" with a reference "Annex E" on the top
6 right-hand corner.

7 I understand that that document has not yet made its
8 way into the bundle.

9 Ms Chan, do you have a copy of that document? It's
10 on the screen but do you have a hard copy of that
11 document before you? A copy is being made available to
12 you now. (Handed).

13 CHAIRMAN: Thank you.

14 MR DEREK CHAN: I'll just give the context of this document.

15 This document was provided as part of a letter that the
16 Transport Department sent to KMB --

17 MS MABLE CHAN: Yes.

18 MR DEREK CHAN: -- on 21 May 2018, asking KMB to provide
19 accident analysis in a similar format.

20 Just for the transcript, the page reference of that
21 letter from the Transport Department to KMB is at TD-5,
22 page 1728.

23 My question, actually, is quite simple. Has a table
24 like this been made available to the public on
25 a systematic and regular basis, going into this level of
26

1 detail?

2 MS MABLE CHAN: No.

3 MR DEREK CHAN: To be fair, I understand that the Transport
4 Department does publish road accident statistics on its
5 website annually.

6 MS MABLE CHAN: Yes.

7 MR DEREK CHAN: And part of the information does relate to
8 franchised buses. My question is more whether the
9 disclosure goes to this level of detail.

10 MS MABLE CHAN: No, not to that detail.

11 MR DEREK CHAN: Again, Ms Chan, before going to the
12 recommendations and what could be the position, I just
13 want to establish the passing of accident data from the
14 franchised bus operators to the Transport Department.

15 CHAIRMAN: Before you move on to that -- just looking at
16 annex E, given that we've been told about the
17 considerable number of accidents that involve people
18 losing balance on buses, which are the categories of
19 driving behaviour that contribute to that, looking at
20 this schedule?

21 I ask that question because when I look at
22 "Stopping/starting negligently", whatever that means,
23 but let's assume stopping with harsh braking and
24 starting with excessive acceleration, that seems to be
25 a very small number of incidents. So what is it that

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1 contributes to losing balance?

2 MR YK CHAN: Mr Chairman, making reference to this list,

3 I would go through probably one by one.

4 CHAIRMAN: Take your time for a moment. Take what you say

5 is the big one, and then go down in scale.

6 MR YK CHAN: I would say stopping and starting negligently.

7 CHAIRMAN: But why are there so few, if that's --

8 MR YK CHAN: This is only one of the factors. Possibly to

9 avoid collision, probably the driver's action is to try

10 to stop -- press hard on the brake to avoid collision,

11 that may cause the unbalance of the passenger on board.

12 "Overtaking/lane changing negligently", yes,

13 certainly, that may cause passenger imbalance in there.

14 "Driving too fast" -- it may, but if you only drive

15 constantly too fast that may --

16 CHAIRMAN: It's completely irrelevant, isn't it, driving too

17 fast? It's the change of speed that makes

18 a difference --

19 MR YK CHAN: That is right.

20 CHAIRMAN: -- or swerving.

21 MR YK CHAN: No, so probably it is not a major factor to

22 that.

23 U-turning, it depends on the rate --

24 CHAIRMAN: You don't see too many buses doing U-turns, do

25 you?

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1 MR YK CHAN: No.

2 CHAIRMAN: Right.

3 MR YK CHAN: But usually our routes will be tried out on the
4 first hand, but when they really need to U-turn, then we
5 should ask them to exercise caution. But U-turning may
6 be one factor, because it involves turning direction
7 with different speed, so it may cause imbalance.

8 Further down: "Failing to observe traffic
9 signals/traffic signs", it may not be.

10 CHAIRMAN: Well, just tell us the ones that are, not the
11 ones that are not.

12 MR YK CHAN: "Driving inattentively" may be one. "Lost
13 control of vehicle" may be one.

14 CHAIRMAN: These figures don't really help us, do they?

15 MR YK CHAN: No.

16 CHAIRMAN: Because if one was to start with this question,
17 "We've got a problem with people losing balance on
18 buses; what's causing it?", where do we find that
19 information from?

20 MR YK CHAN: Perhaps we may do more analysis. I think we do
21 have the consequence of the accidents, like whether,
22 say, a passenger on board has lost balance and got
23 injured.

24 CHAIRMAN: Let's just take that as an example.

25 MR YK CHAN: Based on that, I think we can do more analysis

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1 on the cause.

2 CHAIRMAN: When that happens, somebody is injured on a bus
3 because they have lost balance, they are thrown into
4 some hard object on the bus and they are injured, does
5 the bus operator perform an analysis of the
6 circumstances? And there would be easy ways to do that:
7 CCTV, to show whether or not he was braking because of
8 a child running across the road, a car changing lanes.
9 And then one could see if that wasn't the case, you
10 might see that he had gone past the bus stop and was
11 braking hard so he could stop near the bus stop. Is
12 that kind of analysis done?

13 MR YK CHAN: I understand bus companies do carry out such
14 investigations.

15 CHAIRMAN: Do they give you the results, the data, to show
16 what has caused it?

17 MR YK CHAN: We do not receive those information for each
18 and every accident, but for specific incidents or
19 accidents, we ask for more detailed information of the
20 investigation, they will provide us with the reasoning.

21 CHAIRMAN: I'm not asking whether or not you get data for
22 each and every accident, but surely this information
23 could be collated and they could say, "We have 200
24 people injured on the buses where the bus drivers are at
25 fault, and these are the conditions that have caused it:

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1 accelerating too fast, decelerating harshly."

2 MS MABLE CHAN: Chairman, I will try to help while my
3 colleagues are finding some specific evidence on that.
4 I recall that in past years, say in 2006 or 2007, in
5 their analysis of the accidents of passengers losing
6 balance of certain bus companies, then colleagues have
7 noted a rise in the trend and also the number of
8 accounts, and they have asked the companies to
9 investigate. One of the causes then was the lack of
10 adequate handrails along the staircase and also on the
11 lower deck. It was arising from the analysis then that
12 we have required the bus companies to install additional
13 devices in the bus compartment, to help to address this
14 particular factor of, say, passengers rolling over down
15 the stairs onto the lower deck.

16 CHAIRMAN: In what years was this data required and
17 provided?

18 MS MABLE CHAN: My colleagues are checking. I think we have
19 reported that in one of our previous submissions.

20 CHAIRMAN: There's no need to hurry because we have reached
21 lunchtime. Maybe you can deal with that after lunch.

22 MS MABLE CHAN: I can quote the reference, yes.

23 CHAIRMAN: Thank you.

24 We will take our lunch break now and resume at 2.30
25 this afternoon. Thank you.

26

1 (1.03 pm)

2 (The luncheon adjournment)

3 (2.31 pm)

4 CHAIRMAN: Good afternoon.

5 Yes, Mr Chan.

6 MR DEREK CHAN: Mr Chairman, I think before the lunch break
7 both Ms Chan and myself owed the committee a couple of
8 references.

9 CHAIRMAN: Yes.

10 MR DEREK CHAN: Can I take them one by one, in turn.

11 The first reference that the committee was
12 interested in was in relation to Mr Weston and
13 Prof Stanley's views about making the "Bus safety"
14 section of the forward planning programmes public.

15 CHAIRMAN: Yes.

16 MR DEREK CHAN: The first reference for that can be found in
17 the report of Prof Stanley, which is at expert bundle,
18 page 67, internal pagination page 14 of the second
19 report.

20 CHAIRMAN: Thank you.

21 MR DEREK CHAN: Again, if I can just read it out:

22 "The forward planning programme documents are
23 understood to be confidential documents, as between the
24 relevant franchised bus operators and the Transport
25 Department. The author believes that the data and

26

1 analysis they contain is an important part of the
2 process of an operator demonstrating their capacity to
3 operate a proper and efficient service. The fatalities
4 associated with these services are largely pedestrian
5 fatalities, making them a significant societal or
6 external cost of service operation. It is argued in
7 section 4 of this report that franchised/contracted
8 route bus operators need to be subject to performance
9 pressure to help ensure they provide a proper and
10 efficient service. Being publicly accountable for their
11 safety performance would help to sustain performance
12 pressure. There are solid arguments favouring
13 publication of the "Bus safety" chapter of the FPPs,
14 because of the wider societal costs of accidents."

15 Prof Stanley expands on this in his evidence, so
16 I will take the committee to that as well. Can I refer
17 the committee to the evidence of Prof Stanley on Day 16,
18 15 September 2018, at page 178.

19 CHAIRMAN: Yes.

20 MR DEREK CHAN: If I can pick it up at line 3. That is
21 where I am asking the question, and I am asking
22 Prof Stanley this:

23 "You make that point at page 69 of your expert
24 report. At the bull bullet point of page 69 you say:

25 'There are solid arguments favouring publication of
26

1 the "Bus safety" chapter of the five year forward
2 planning programmes, because of the wider societal costs
3 of accidents.'

4 I think you were referring to a number of analytical
5 statistics that relate to safety issues.

6 Prof John Stanley: Yes, Mr Chan. I thought that the
7 discussion in some of those "Bus safety" chapters was
8 really informative, and it is the sort of information
9 that I believe, in the public interest, should be more
10 widely available.

11 I'm referring, for example, to the kinds of analysis
12 that was presented on the driving our links and how that
13 affects accident performance, I think it was.

14 Chairman: Yes, and non-links, as I think it was
15 established, between the number of hours you drive, the
16 age of the drivers, that sort of comparison?

17 Prof John Stanley: Exactly, Chair. Accident rate by
18 years of service, accident rate by hours of duty before
19 the accident. I mean, I think this is really good
20 analysis, and it shouldn't be stuck in documents that
21 are only available to a few select people. It's really
22 important information in the public interest, in my
23 view, and it shows that there's some really good
24 research being done, trying to come to grips with the
25 challenges that are being faced in the safety sense and

26

1 it would give people confidence in what the industry is
2 trying to do."

3 Can I then pick it up over the next page, at
4 page 180, where Prof Stanley deals with Mr Weston's
5 opinions on the same topic, so I can probably deal with
6 both together.

7 Picking it up at line 16, where I ask this question:

8 "Yes. Mr Weston also makes a similar point, on the
9 transparency of this sort of data. Can I quickly take
10 you to that at page 153 of the expert bundle, and if
11 I can just read you --" and can I drop to line 25:

12 "Paragraph 84, under the heading, 'Safety data
13 transparency/performance'. If I can read it out."

14 Mr Chairman, what follows is an extract from
15 Mr Weston's evidence so I will read that as well so I
16 can deal with both Mr Weston and Prof Stanley at the
17 same time.

18 CHAIRMAN: Yes.

19 MR DEREK CHAN: Reading from line 2 on page 181:

20 "'It is clear from London's experience that greater
21 transparency of data necessarily the safety performance
22 of the bus network not only leads to greater stakeholder
23 and public scrutiny [but] it also leads to a sharper
24 focus from both the transport authority and its
25 contracted bus operators on the safety agenda. An open
26

1 approach to incident data leads to accountability.

2 Consideration should be given to what safety data in
3 relation to the Hong Kong franchised bus network could
4 be placed into the public domain.'

5 Professor, do you agree with that or do you have any
6 other observations in that regard?

7 Prof John Stanley: I agree fully with that, Mr Chan.
8 My view generally on the Greater London Authority and
9 Transport for London is they are almost without peer in
10 terms of availability of data and information, in
11 a global sense, and they don't try [to] hide things,
12 they try [to] put it out there, and warts and all are
13 prepared to confront the sorts of challenges that that
14 shows.

15 I think that really leads to a lot of confidence in
16 that process, so I'm very supportive."

17 So those are the views of both Mr Weston and
18 Prof Stanley.

19 CHAIRMAN: Can you provide the reference for Mr Weston's
20 evidence? What day and page was that?

21 MR DEREK CHAN: The quote that I was reading out is actually
22 a reference to Mr Weston's report.

23 CHAIRMAN: Yes. Where is it?

24 MR DEREK CHAN: Expert bundle, page 153, which is internal
25 pagination page 39 of Mr Weston's report, under the
26

1 heading, "Safety data transparency/performance",
2 paragraph 8.4.

3 CHAIRMAN: That's very helpful. Thank you.

4 MR DEREK CHAN: Hopefully, that deals with the first issue.

5 The second and third issues deal with the contents
6 of --

7 CHAIRMAN: This may be an opportunity for you, Ms Chan, to
8 respond about the issue -- if it's not yet the right
9 opportunity say so -- of whether or not there is
10 anything in this safety chapter accident data
11 information that might be commercially sensitive.

12 MS MABLE CHAN: Chairman, I have been looking through past
13 FPP safety chapter. It appears to me that there may not
14 be a significant part of the information that may
15 directly relate to the commercial sensitivity of the
16 companies involved. I would like to add that open data
17 policy and approach is something that Hong Kong
18 government and Transport Department is also advocating.
19 So more transparency, greater transparency of data, in
20 particular on safety that is of concern to members of
21 the public, is an approach and a direction that I think
22 TD would actively pursue and discuss with the bus
23 operators.

24 Thank you.

25 CHAIRMAN: And when do you expect to be in a position to
26

1 make a determination about this issue?

2 MS MABLE CHAN: As mentioned in the past hearing, our
3 working group will continue its work. It will be one of
4 the topics on the agenda to explore.

5 In parallel, we are also working with the bus
6 operators to improve and elaborate the various analysis
7 in the safety chapter of the FPP reports. We will also
8 raise this issue with the bus operators in the coming
9 months.

10 Thank you, Chairman.

11 CHAIRMAN: Do you expect to be able to decide this by the
12 end of the year?

13 MS MABLE CHAN: I may not be able to commit at this point in
14 time, but we will try our best.

15 Thank you, Chairman.

16 CHAIRMAN: Yes, Mr Chan.

17 MR DEREK CHAN: Ms Chan, as you will note from the evidence
18 that I have just read out, there's a reference to the
19 data being available in London being without peer.
20 Prof Stanley said the view generally on the Greater
21 London Authority and Transport for London is that they
22 are almost without peer in terms of availability of data
23 and information.

24 The London approach is something that I will come
25 back to in a moment, and in terms of how we can learn
26

1 from that, and whether their approach is commendable
2 here, but before I do so, perhaps I can deal with one
3 more issue arising from the "Bus safety" chapter that
4 arose during the evidence before lunch, and that is the
5 issue about the cause of accidents in the "Bus safety"
6 section of the reports, a particular example being
7 raised is the issue of people losing their balance and
8 what causes people to lose their balance.

9 Mr Chairman, this is actually covered, at least from
10 what I can find, in two of the years of the "Bus safety"
11 section, so perhaps I can take them in turn.

12 The first in time is the "Bus safety" chapter in
13 KMB's forward planning programme for 2017 to 2021. That
14 can be found at KMB-12, page 5320.

15 Ms Chan, I hope you have before you, at page 5320,
16 the five-year plan for KMB, 2017 to 2021. Such a plan
17 would be made available to the Transport Department
18 around the middle to third quarter of 2016; is that
19 correct?

20 MS MABLE CHAN: Correct.

21 MR DEREK CHAN: Just on the issue of loss of balance and the
22 cause of it, as an example, can I take you to page 5324.

23 CHAIRMAN: Just pausing there -- this plan has to be
24 forwarded to the Transport Department by 30 June, has it
25 not?
26

1 MS MABLE CHAN: Yes.

2 CHAIRMAN: And the Transport Department, together with the
3 company, are to resolve whatever problems there might be
4 by 30 September?

5 MS MABLE CHAN: Yes, you are correct.

6 MR DEREK CHAN: So if we can go to 5324, the paragraph that
7 I'm interested in is 8.2.7, but as you can see the
8 context of it is under -- it's contained within the
9 section, "Accidents by nature", and it's one paragraph
10 within a series of analysis, but this paragraph has
11 particular relevance to the example that was being
12 discussed in the evidence before lunch, so I will just
13 read it out, 8.2.7:

14 "The majority of the accidents (52.4 per cent) were
15 due to passengers losing balance while on the bus. More
16 than half of these cases were caused by the bus braking
17 in traffic. Accidents with injuries sustained as
18 a result of different kinds of collisions accounted for
19 36.5 per cent while accidents with injury to pedestrians
20 accounting for 4.3 per cent of all the accidents."

21 So, in this context, the bus operators have tried to
22 articulate the cause of the majority of the accidents
23 arising from passengers losing their balance. Is this
24 something that you were referring to or trying to refer
25 to in the evidence before lunch?

26

1 MS MABLE CHAN: The statement I have made regarding the
2 observation of the accidents relating to passengers
3 losing balance, that I am referring to, and the
4 subsequent analysis and the action to be taken is
5 relating to passengers losing balance.

6 The thing that I would like to refer to before lunch
7 is that as an ongoing exercise, passengers losing
8 balance has been an ongoing issue of concern to us, and
9 in the 2013 franchise renewal exercise, whereby there is
10 agreement on the franchise and also the exchange of the
11 commitment letter, that we have required the company, as
12 a result of our discussion with them and analysis of the
13 accidents by nature, in particular of passengers losing
14 balance, one of the measures that we have required the
15 bus companies to do is to install and improve the
16 handrailing along the staircase, double railing along
17 the staircase, as one of the issues tackling particular
18 incidents with passengers losing balance along the
19 staircase.

20 So this is an ongoing issue of concern to us. The
21 2016 FPP has also highlighted the majority of the
22 accidents relate to passengers losing balance while on
23 the bus. So I think this is something that the bus
24 companies and also the TD have always been concerned
25 about, and we continue to take efforts to see what can
26

1 be further done.

2 Thank you.

3 MR DEREK CHAN: Ms Chan, I want to follow up with you the
4 Transport Department's monitoring of harsh braking
5 situations, since you have mentioned that it's a cause
6 for concern to the department.

7 CHAIRMAN: Before you do so, perhaps those who are not on
8 their feet might assist you by finding the reference in
9 the franchise renewal to a requirement that a handrail
10 be fitted to the staircase.

11 MR DEREK CHAN: Yes.

12 MS MABLE CHAN: We can also refer to the --

13 CHAIRMAN: Thank you. It doesn't have to be done
14 immediately; at some suitable time.

15 Yes, Mr Chan.

16 MR DEREK CHAN: Before I go to the harsh braking issue,
17 Mr Chairman, I have referred to the 2017-2021 FPP.
18 Perhaps I will just give you the reference to the same
19 or similar paragraph in the 2018-2022 FPP.

20 CHAIRMAN: Of KMB?

21 MR DEREK CHAN: Yes, of KMB. The page reference is TD-1,
22 page 180, that's where the report starts, and page 183
23 is where you find a similar paragraph.

24 At paragraph 8.2.7 --

25 CHAIRMAN: It's a replica with a slightly different figure

26

1 from the previous year.

2 MR DEREK CHAN: Yes.

3 CHAIRMAN: The majority of the accidents is 51.5 here, as
4 opposed to 52.4:

5 "... due to passengers losing balance while on the
6 bus. More than half of these cases were caused by the
7 bus braking in traffic."

8 That's the same observation as the year before.

9 MR DEREK CHAN: Yes.

10 CHAIRMAN: Thank you.

11 MR DEREK CHAN: Ms Chan, I see you are looking for
12 something.

13 MS MABLE CHAN: Yes. I am actually trying to identify the
14 reference, as an example of the enhanced safety feature
15 of double handrailing at staircase in our letter to the
16 KMB --

17 CHAIRMAN: Feel free to come back to that at a suitable
18 opportunity. Don't be distracted. I'm sure somebody
19 next to you can help you.

20 Mr Chan, in the analysis that we have seen of this
21 kind of accident data, is there not an analysis
22 somewhere about the liability for accidents? In other
23 words, 100 accidents but only -- I think this is the
24 figure -- 75 per cent caused by others, 25 per cent by
25 our bus captains?

26

1 MR DEREK CHAN: That analysis -- yes, it's in the "Bus
2 safety" chapter for 2019-2022, which is the one that was
3 handed in in August 2018, where they actually split the
4 driver contributory causes.

5 CHAIRMAN: Whilst we are dealing with this topic, could we
6 have a look at that? What is the reference to that?

7 MS MABLE CHAN: Chairman, the paragraph 8.2.10 on page 5325
8 refers to the statement that you recall.

9 CHAIRMAN: Thank you very much.

10 MS MABLE CHAN: "The breakdown of liability in the two-year
11 period is shown in table 8.3 below. For 79 per cent of
12 the cases, the bus captains were not blameworthy. The
13 pending cases ... are those pending for police
14 action ..."

15 CHAIRMAN: Mr Chan, the bundle reference? Is that KMB-12?

16 MR DEREK CHAN: Yes, that's the following page.

17 CHAIRMAN: Yes.

18 MR DEREK CHAN: So we are still in the 2017 FPP.

19 CHAIRMAN: Yes. It may be it's repeated elsewhere, but in
20 this document liability is assessed at 25 per cent for
21 bus captain.

22 MR DEREK CHAN: Yes. I think Mr Chairman will recall the
23 evidence, in terms of the 2018 FPP, the Transport
24 Department issued a letter in May 2018, annexing that
25 table that we have just seen on Thursday and today,

26

1 which --

2 CHAIRMAN: Annex E?

3 MR DEREK CHAN: Exactly, which separates factors caused by
4 bus captains, and factors not caused by bus captains,
5 and the request made to KMB to further break down
6 accidents in that sort of category, which actually led
7 to an even more detailed analysis in the 2018 "Bus
8 safety" section that relates to 2019-2023. So that's
9 where we get a lot of analysis in the next "Bus safety"
10 chapter, even more detailed, that splits it into driver
11 contributory factors and non-driver contributory
12 factors.

13 CHAIRMAN: Where is the 2019 five-year plan?

14 MR DEREK CHAN: It's in the same bundle, KMB-12, at
15 page 5011. That is where it starts.

16 For example --

17 CHAIRMAN: Give me a moment.

18 MR DEREK CHAN: Sorry.

19 CHAIRMAN: Yes.

20 MR DEREK CHAN: For example, at page 5016, we see a similar
21 heading, "Accidents by nature", and again you see the
22 breakdown. But at page 5020 there is a new chart,
23 "Accidents by cause", and it's broken into bus captains'
24 blameworthy factors and -- the "Accidents by nature"
25 part, there's no breakdown of bus captains blameworthy

26

1 or not blameworthy, and then at 8.2.3, there is that
2 breakdown of bus captain blameworthy factors which we
3 don't find in previous FPPs.

4 CHAIRMAN: Yes. Thank you.

5 Ms Chan, can I ask you this. We are looking now at
6 the data that the bus company KMB have been compiling.
7 Do you know how it is that they compile this data; how
8 do they determine liability or non-liability?

9 MS MABLE CHAN: Chairman, I'm afraid I do not have the ready
10 answer.

11 CHAIRMAN: Has there been no correspondence when these kinds
12 of figures were asked to be produced, "How is it that
13 you are producing them?" Not that you're aware of?
14 Nobody asked them?

15 MS MABLE CHAN: It is as part of the process that colleagues
16 will discuss with them and get the analysis. I have to
17 be careful, at this juncture, not to give you any
18 conclusive or misleading answer.

19 CHAIRMAN: Certainly don't give us misleading answers. But
20 somebody must know how this data is tested. Somebody at
21 the Transport Department surely tests the data. How are
22 you doing it?

23 MS MABLE CHAN: Based on our knowledge, because regarding
24 accidents involving bus captains, the liability, very
25 often the accidents will have to be determined and
26

1 investigated through the police proceedings. Then they
2 will identify which is relating to the drivers' fault
3 and which accidents are not. Based on that information,
4 bus companies will also differentiate those accidents by
5 the specific type of causes relating to the bus
6 captain's behaviour.

7 CHAIRMAN: If the bus captain is being prosecuted that would
8 be a very easy way to say, "That's our liability", but
9 I'm asking you: is that not something that you asked
10 them, "How are you reaching these figures"?

11 MS MABLE CHAN: I do not have a ready answer because the
12 colleagues involved in the discussion with KMB are not
13 the persons involved on this table. If you can allow
14 us, we can perhaps supplement with an example to
15 illustrate how we test the data with the bus company.

16 CHAIRMAN: Mr Auyeung.

17 MEMBER AUYEUNG: Maybe the other way to ask the question is
18 the Transport Department gives those categories to fill
19 in? So are these classifications identified by the
20 Transport Department?

21 MS MABLE CHAN: Chairman, based on my knowledge and the
22 advice from our colleagues, this information is compiled
23 by the company themselves.

24 CHAIRMAN: So the categories are their categories, not
25 yours?

26

1 MS MABLE CHAN: Not our category.

2 CHAIRMAN: Frankly, looking at these figures, it's very
3 difficult to understand how it is that 25 per cent of
4 all accidents are caused by passengers losing balance,
5 with those figures. Has nobody troubled to ask them
6 what this all means?

7 Anyhow, perhaps you could provide us with
8 an explanation for what action, if any, has been taken
9 by the Transport Department, and if possible illustrate
10 it with correspondence, indicating the enquiries that
11 were made and the responses that were given -- if they
12 were made orally, then it can be dealt with by
13 identifying the conversations, the dates, the persons --
14 so that we can have an evidential basis for
15 understanding this data.

16 MS MABLE CHAN: Thank you, Chairman.

17 MR DEREK CHAN: Ms Chan, can I follow up with you the
18 concern that the Transport Department has on the issue
19 of harsh braking.

20 At the moment, how does the Transport Department
21 monitor harsh braking behaviour of bus captains, if at
22 all?

23 MS MABLE CHAN: Chairman, I'm just confirming my
24 understanding with my colleagues.

25 CHAIRMAN: Yes, of course. Please take your time.

26

1 MS MABLE CHAN: Chairman, based on our previous submissions
2 to the committee, the Transport Department has been
3 asking the franchised bus operators to submit
4 information on the number of random checks and how they
5 monitor the black box administration of the franchised
6 buses. So our monitoring is based on the information
7 provided by them.

8 In the past few months, we have, in the course of
9 the working group discussion, discussed with the
10 franchised bus operators on enhancing the black box
11 features and functions, and based on the updated minimum
12 requirements on the black box, we are asking the
13 franchised bus operators to provide further information
14 on the event logs of the black box data as captured in
15 their regular monitoring.

16 So we will continue to monitor in particular
17 regarding the specific misbehaviour of the bus captains,
18 including harsh braking or braking suddenly.

19 CHAIRMAN: What is the further information on the event logs
20 that you have asked for?

21 MS MABLE CHAN: Chairman, the event logs, as logged by the
22 black box, will include vehicle speed, harsh
23 acceleration, harsh deceleration. So different
24 companies may have slightly different thresholds for the
25 event logs and also for issuing real-time alerts to the
26

1 bus companies. So this is the area that we are working
2 with the bus companies on allowing the event logs to be
3 provided to the Transport Department.

4 CHAIRMAN: The updated minimum requirements came in in
5 August, did they not?

6 MS MABLE CHAN: Yes, there is -- yeah.

7 CHAIRMAN: So, presumably, this request for further
8 information about event logs was made after that?

9 MS MABLE CHAN: Yes, corresponding --

10 CHAIRMAN: When was it made?

11 Was it made in correspondence?

12 MS MABLE CHAN: It is not made in correspondence, but we
13 have met the Citybus -- I'm sorry, can I repeat again?

14 CHAIRMAN: Yes.

15 MS MABLE CHAN: Colleagues, further to the issue and update
16 of the basic minimum requirements of the black box, have
17 first met with Citybus company on 26 September regarding
18 the new requirements on the event logs and the
19 submission of the data. We haven't done that with KMB
20 but we are in the process of doing so.

21 CHAIRMAN: And were the Transport Department representatives
22 any of the people who are present here today?

23 MS MABLE CHAN: Yes, Amy, Amy Tse.

24 CHAIRMAN: Perhaps Ms Tse can help us as to what this new
25 information was.

26

1 MS AMY TSE: We understand that KMB has been setting some
2 thresholds for speed limit and harsh acceleration and
3 harsh deceleration. So we welcome this initiative, so
4 we discuss with Citybus, New World First Bus and NLB, to
5 see if they could also generate this type of threshold
6 as a way to monitor their bus drivers' driving
7 performance.

8 Thank you.

9 CHAIRMAN: What are the thresholds that you understand that
10 KMB have now set for speed limit, harsh acceleration,
11 I think that's probably described as sudden
12 acceleration, and harsh deceleration. What are the
13 those thresholds?

14 MS AMY TSE: For KMB and Long Win, the harsh acceleration
15 threshold is vehicle accelerates at a speed of over
16 4 kilometres per second, and for harsh deceleration,
17 vehicle decelerates at a speed of over 7 kilometres per
18 second.

19 CHAIRMAN: And speed?

20 MS AMY TSE: Yes, the speed.

21 CHAIRMAN: What about the speed?

22 MS AMY TSE: For speed it's vehicle speed over 70 kilometres
23 per hour or above. For Citybus, we understand they are
24 also using the latest technology to define the road
25 sections with speed limits of 50 kilometres per hour and
26

1 with the aid of the digital maps --

2 CHAIRMAN: This is not the latest technology, is it? This
3 is technology that's existed for years?

4 MS AMY TSE: Yes, I understand.

5 CHAIRMAN: Perhaps the way to put it is that the use that is
6 now made of long-existing technology.

7 MS AMY TSE: Yes, it's their use of the technology.

8 And for other road sections with a speed limit of
9 70 kilometres per hour in the black box.

10 Thank you.

11 CHAIRMAN: And what was the result of your requests of
12 Citybus?

13 MS AMY TSE: For Citybus and New World First Bus, they
14 replied that they are willing to study, but they have
15 a concern of what type of threshold to set for the
16 deceleration and the acceleration, because the accident
17 may be a bit complex, so they need to discuss with the
18 unions to see whether a specific threshold could be set.

19 For NLB --

20 CHAIRMAN: Just before you move on -- sorry to interrupt --
21 but specific thresholds have been delineated by KMB.
22 Are you suggesting that they were concerned about the
23 thresholds that KMB had set?

24 MS AMY TSE: Yes, we share KMB's threshold setting
25 information with Citybus and New World First Bus, and
26

1 they are willing to study it.

2 CHAIRMAN: I understand that. You said they were concerned
3 about the thresholds that had been set, so are you
4 saying they were questioning the thresholds that KMB had
5 imposed?

6 MS AMY TSE: They need to study it before they make
7 a decision.

8 CHAIRMAN: That was because they were concerned about the
9 level of the thresholds; do I understand you?

10 MS AMY TSE: Yes.

11 MS MABLE CHAN: Chairman, can I add a word on that?

12 CHAIRMAN: Of course.

13 MS MABLE CHAN: In my recent exchange with Citybus, I wish
14 to add to what Ms Tse has added, by expressing that they
15 need to study and see if that threshold can be
16 implemented in the Citybus case, the Citybus management
17 is considering how it could be operated and then to
18 consider the follow-up actions, if any, by
19 non-compliance by the bus captains. So they are
20 considering the operational issues regarding the
21 applicability of the threshold.

22 CHAIRMAN: Yes, Mr Chan.

23 MR DEREK CHAN: You mentioned that KMB already has
24 a threshold system in place, and I think Ms Tse
25 mentioned -- I'll just focus on harsh braking because
26

1 it's easier if I focus on an example.

2 Does the Transport Department know whether the
3 monitoring done by KMB of harsh braking allows them to
4 focus on harsh braking on an incident-by-incident basis,
5 or what does the Transport Department know about that?

6 MS MABLE CHAN: What we know is that they have set the
7 threshold, and for monitoring, because of the black box
8 availability, of the black box function, the black box
9 can actually generate exceptional reports of
10 non-compliance or exceedance of the threshold. So we
11 know that the bus operator is using this function to
12 help them to monitor as well.

13 CHAIRMAN: So, as you understand it, KMB can use the black
14 box to generate exceptional reports of harsh braking?

15 MS MABLE CHAN: Yes. The same also applies to Citybus and
16 New World. They would also use the black box function
17 to generate exception reports.

18 MR DEREK CHAN: It's your understanding, and I'm simply
19 asking for the Transport Department's understanding, of
20 these exception reports, do they identify individual
21 instances of harsh braking?

22 MS MABLE CHAN: I cannot speak on behalf of the franchised
23 bus operators but the black box function and technology
24 and the generation of the exception reports will help
25 them to monitor to a great extent how the bus captains
26

1 apply braking, either acceleration or deceleration. So
2 I think they will have to take that into account in
3 an actual operational context, to see if the exception
4 report with the threshold can actually help them to
5 monitor in a very effective way.

6 MR DEREK CHAN: So am I understanding you correctly that
7 insofar as this aspect, in terms of what generates
8 an exception report, the Transport Department leaves it
9 to the judgment of the franchise operator; would that be
10 a fair way of doing it?

11 MS MABLE CHAN: At the present moment, I think the process
12 is ongoing, but we would certainly be very interested
13 and we consider that it is also necessary and effective
14 to know the threshold and how they generate the
15 exception report, so that it can help us to focus on
16 investigating the causes of the accidents, leading to
17 passengers losing balance, because this is an ongoing
18 issue of concern, and the hard braking has been
19 identified as one of the key factors contributing. So
20 with the black box function and the generation of the
21 exception reports, we would very much like to pursue and
22 look into this further in our working group.

23 MR DEREK CHAN: If I may then move away from the issue of
24 harsh braking and back into the more general topic of
25 bus accident data.

26

1 We know from the evidence that the Transport
2 Department shares a database with the police, that is
3 the case management information system, and the
4 Transport Department would obtain data and do its own
5 analysis from that database. So that's one part of the
6 information that's available to the Transport
7 Department.

8 What I want to focus on is the other part of the
9 information, which is the accident data from the
10 franchised bus operators.

11 We know from the "Bus safety" section of the FPPs,
12 the bus operators make available its own data along with
13 its own analysis to the Transport Department once
14 a year. So, leaving that aside, and excluding major
15 incidents where the Transport Department would obviously
16 require the bus companies to submit an investigation
17 report as we have seen in the Tai Po accident, would
18 there be any other systematic and regular reporting of
19 bus accident data by the bus operators?

20 MS MABLE CHAN: I am checking some of my notes.

21 MR DEREK CHAN: Yes. So leaving aside the "Bus safety"
22 chapter and leaving aside major incidents.

23 MS MABLE CHAN: I would invite Ms Tse to reply on that.

24 CHAIRMAN: Yes, Mr Tse.

25 MS AMY TSE: So each month we obtain the information from
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1 the police, and we will analyse the data from the
2 police, and if we find that the accident rate has been
3 increasing or some abnormal situation, we will write to
4 or we will discuss with the operators and find out the
5 situation or any rectification or any things that have
6 to be done.

7 Thank you.

8 MR DEREK CHAN: Can I perhaps illustrate what I'm asking
9 with a very simple example. Say an incident involving
10 an old lady losing her balance in the bus, she injures
11 herself slightly, I imagine not reported to the police,
12 but the bus operator was aware of the incident and keeps
13 its own records.

14 Would the Transport Department know about this
15 incident, or would it simply form part of the accident
16 data submitted under the "Bus safety" section?

17 MR PATRICK WONG: Mr Chairman, may I take this question? As
18 explained by Ms Tse, what we did was for the incidents,
19 we rely on the police cases which have been
20 investigated. For those mentioned by the SC, at the
21 moment we do not receive that sort of information,
22 because it happens basically every day. So the answer
23 is "no".

24 MR DEREK CHAN: I'm going to go on to the London approach on
25 something like this in a moment, but before I do that,

26

1 can I establish one more fact about what the Transport
2 Department does with the two sets of data.

3 When you have the bus safety data from the bus
4 operators annually under the "Bus safety" chapter, does
5 the Transport Department do any crossmatching between
6 the two data sets that it receives, one from the police
7 and one from the bus operators? Does the Transport
8 Department do any crossmatching exercise?

9 MS MABLE CHAN: Based on my knowledge, with the involvement
10 of Mr Tony Yau's road safety division and also the Bus
11 and Railway Branch, I can confirm that in our
12 preparation for the forward-planning exercise, we did
13 look at the data submitted by the company and also we
14 looked into the police data. We may not compare it one
15 by one, but we will look at it on a trendal analysis,
16 and if there is any obvious discrepancy then it is
17 certainly the areas that we will question and ask for
18 further analysis.

19 I can also mention that because the government has
20 also representative on the management boards of the bus
21 operators, on the board discussion they will also at
22 times submit some information on the accident data. We
23 will also look at that, and in preparation of our
24 discussion at the management boards, our colleagues will
25 also look at those regular accident data and then we

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1 will also compare with the database that we have access
2 to. Should there be any discrepancy or differences, we
3 will also point it out in the management board.

4 Thank you.

5 CHAIRMAN: So you don't specifically cross-check?

6 MS MABLE CHAN: We don't specifically cross-check but we
7 will also look into and see whether there is any area of
8 discrepancy and difference.

9 CHAIRMAN: Can you help me, at least, as to what it is that
10 you mean by your colleagues on the management boards
11 giving you accident data, if that's what you were
12 saying?

13 MS MABLE CHAN: I am one of the directors on the management
14 board. In preparation for the management board
15 discussion, in looking at the accident data or the
16 safety report submitted by the company to the board,
17 colleagues will also have access to the data provided by
18 the company and then we will compare it with the
19 database that we have, and should there be any case that
20 differs, then we will make that remark and point it out
21 at the management board and ask them that they would
22 have to make sure that their data should align with the
23 police data available.

24 Thank you.

25 CHAIRMAN: I'm trying to understand: what role do these
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1 government directors on the management of the companies'
2 boards perform? Are you suggesting that they are
3 a channel, separate channel, for information to the
4 Transport Department?

5 MS MABLE CHAN: I would not say that it is a separate
6 channel to the Transport Department.

7 CHAIRMAN: Well, what are you saying?

8 MS MABLE CHAN: I just would like to mention some forum at
9 which there may be also availability of this accident
10 data, and a government director being present on the
11 management board would also have the opportunity to make
12 our comments and observations on the information
13 provided by the company.

14 CHAIRMAN: Thank you.

15 MR DEREK CHAN: If I may, Ms Chan, then take you to the
16 London approach. I am going to take you to a few
17 documents so that we have a more complete picture on the
18 evidence that we have on how Transport for London
19 approaches the issue of data transparency.

20 Can I start first by going to Mr Weston's report at
21 page 141 of the expert bundle.

22 Mr Chairman, internal pagination page 27 of
23 Mr Weston's report.

24 CHAIRMAN: Thank you. Yes.

25 MR DEREK CHAN: The expert bundle, page 141.

26

1 Ms Chan, maybe I can just read bits of this out and
2 then ask you to comment on some of them. I will be
3 pausing and asking you to comment on individual
4 paragraphs.

5 Firstly, under paragraph 6.2, Mr Weston says this:

6 "As part of bus operators' contractual requirements,
7 they are required to submit comprehensive data relating
8 to incident and accidents which have occurred across the
9 network. This data is submitted through IRIS (incident
10 reporting information system) although in the case of
11 serious [accidents] these will be reported and monitored
12 in real time through TfL's central control room who will
13 work with other agencies to manage the [immediate]
14 response to the incident.

15 TfL also publish STATS19 data which is the national
16 data set of road traffic collisions involving death or
17 personal injury. This data is compiled by the police
18 and is published on a quarterly basis."

19 Pausing here, Transport for London appears to be
20 working on a similar concept as the Transport Department
21 here, in the sense that they have two data sets, one
22 from the bus operators and one from the police, and it
23 would be the data set from the bus operators which I am
24 most interested in, in comparing what, if anything,
25 Hong Kong can do to improve on this front.

26

1 If I can drop down to the second paragraph from the
2 bottom of the same page:

3 "Every quarter TfL publish Excel spreadsheets
4 listing all reported incidents which occurred across the
5 network and include the following information for each
6 incident -- route, date, operator, location in terms of
7 London borough, injury result (treated at scene, taken
8 to hospital), details of the injured party whether
9 passenger, third party, their gender and, if known,
10 their age.

11 TfL also publish, on a quarterly basis a bus safety
12 dashboard which provides a narrative of the published
13 data and trend analysis with previous quarters."

14 Over the page:

15 "This openness, and the associated increased
16 scrutiny from stakeholders, encourages accountability
17 from both TfL and its contracted bus operators for
18 safety performance and encourages continuous
19 improvement."

20 Just pausing here and going back to the issue of the
21 Excel spreadsheet listing all reported incidents which
22 occur across the bus network -- do you have any
23 observations as to the utility of publishing data down
24 to this level of detail?

25 CHAIRMAN: Before you ask that question, this is an appendix

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1 to Mr Weston's report, is it not?

2 MR DEREK CHAN: It is a web link.

3 CHAIRMAN: Yes, but it's -- I'm asking you this question,
4 really. I have a file that has printed out the data you
5 are describing. Is that material in our bundle?

6 MR DEREK CHAN: I see that the secretariat has pulled up the
7 table on the screen. My understanding is we have
8 separately downloaded the data from the internet, but
9 not having incorporated it into the bundles in paginated
10 form.

11 CHAIRMAN: So you can illustrate it from what's on the
12 screen?

13 MR DEREK CHAN: Yes.

14 CHAIRMAN: It says "Q1, 2018".

15 MR DEREK CHAN: Yes. Perhaps I can just describe for the
16 record what's being shown on the screen.

17 CHAIRMAN: Yes.

18 MR DEREK CHAN: It is one data set that has been downloaded
19 from Transport for London's website, and in the page on
20 the screen that you can see, it is in relation to the
21 accidents that occurred in January 2018, and on the
22 spreadsheet we can see each incident, the route, the
23 operator, the borough, the injury result description,
24 victim's sex, adult/child, victim casualty category,
25 et cetera, et cetera.

26

1 CHAIRMAN: Is there any information that goes off to the
2 right-hand side, as I am looking at it? Yes, so there
3 is.

4 So let's categorise, as we are looking at it -- are
5 you able to see this?

6 MS MABLE CHAN: Yes.

7 CHAIRMAN: What we call "loss of balance", they call "slip,
8 trip and fall".

9 MS MABLE CHAN: Yes.

10 CHAIRMAN: And we can see the frequency with which they have
11 that problem as well.

12 MR DEREK CHAN: Ms Chan, my question was: do you see any
13 utility in the context of Hong Kong for setting up
14 a kind of reporting system and making public information
15 to this level of detail?

16 MS MABLE CHAN: Perhaps I may make a few preliminary
17 observations. The information set out on the screen, on
18 the details of the incidents, as mentioned in Transport
19 for London's evidence, is down to the very detail of the
20 individual incident. I think, in the Hong Kong context,
21 we are not yet in that position, to track down to every
22 incident to that level of detail. At the present
23 moment, we will have an established system to keep track
24 of fatal accidents regarding the route involved, the
25 operator, the victim involved and the driver involved.

26

1 I personally think that while we will advocate open
2 data and transparency, so as to enhance the
3 accountability of both the regulatory authority and the
4 transport operators, the publication or disclosure on
5 every incident with that detail may not -- while it may
6 help to enhance transparency and accountability, it may
7 also go far beyond the level of detail that the public,
8 members of the public, may be interested to know.

9 I wish to point out also --

10 CHAIRMAN: But isn't that a matter for the public? If they
11 are not interested in it they wouldn't bother reading
12 it, but they can't read it if it's not available.

13 MS MABLE CHAN: And also, very often, the incident, once
14 happened, there could be a lot of subsequent
15 developments, regarding the situations of the passengers
16 involved and the pedestrians involved. So I think, once
17 we have to consider disclosure on an incident basis, the
18 timely updating and ensuring the factual accuracy of the
19 information in this format will also have to be
20 considered, because we have to make sure that the public
21 that has access to this kind of information can have
22 correct knowledge of what happened in those particular
23 incidents.

24 CHAIRMAN: No doubt that's what they do in London. Are you
25 suggesting we're not capable of doing this in Hong Kong?

26

1 MS MABLE CHAN: No. That's why the third point I would like
2 to make, as I mentioned the day before, we are also
3 hoping to learn more from Transport for London and the
4 Road Safety and Standards Division colleagues have
5 arranged a visit to Transport for London in February
6 2019. This is one of the areas that we would like to
7 learn more about the preparation, the issues and also
8 the resources that are required and how they discuss and
9 liaise with the various bus operators, and also to have
10 to verify the data with the police department, so as to
11 see how this kind of information in this format will
12 actually help to enhance transport data accountability
13 and transparency while not causing any complications in
14 the disclosure process.

15 CHAIRMAN: What are the complications when looking at this
16 bland information: the date of an accident, the route of
17 the bus, the bus operator, the garage from which it
18 came, the place at which it happened, the nature of the
19 injury, male/female, adult/child, type of injury, and
20 whether or not it's a passenger or presumably somebody
21 else, a driver?

22 MS MABLE CHAN: Yes. Mr Chairman, I think the information
23 here, tabulated in this form, will serve to provide
24 members of the public a simple and factual account of
25 the incident.

26

1 The point I would like to add is when we consider
2 whether or not we would disclose or provide the
3 information in this format, we will also have to
4 consider how this information will have to be further
5 updated or elaborated, once it is promulgated.

6 CHAIRMAN: What update do you need to make from this?

7 A female is not going to become male. Adult is not
8 going to become a child. The accident is not going to
9 happen in another place. What's the update?

10 MS MABLE CHAN: Chairman, because in particular I notice
11 that there is a column showing the injury description.

12 CHAIRMAN: Yes.

13 MS MABLE CHAN: My point is while this table will present
14 a factual account of the injury description at the
15 juncture or immediately, we, from the administration's
16 point of view, also need to consider whether or not
17 there would need to be further updates on the injury
18 description and whether there is any development on
19 that, because I think once the public get this
20 information, there may be also further follow-up
21 questions from the members of the public on what
22 follow-up action has been done and are there any further
23 developments.

24 So this is something that we would need to discuss
25 further with Transport for London, on how to feed back

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1 to this kind of information disclosure, if there is.

2 CHAIRMAN: Thank you. May I ask that we have a paper copy
3 of this page, so that we can follow for our records what
4 it is we've been looking at, and could that be
5 distributed to everybody.

6 Yes, Mr Chan.

7 MR DEREK CHAN: Ms Chan, you mentioned a moment ago
8 Hong Kong, we, are not in a position to look at this on
9 an incident-by-incident basis. But that's because the
10 operators at the moment are not required to report on an
11 incident-by-incident basis; is that correct?

12 MS MABLE CHAN: Yes.

13 MR DEREK CHAN: If we look at London's reporting
14 obligations -- and perhaps I can ask you the
15 practicalities of setting up that sort of system or the
16 utility as well, and for that can I please take you to
17 bundle MISC-3, page 1189, which is a publication from
18 Transport for London, titled, "Update on bus safety
19 programme".

20 Ms Chan, the passage that I'm going to take you
21 to --

22 CHAIRMAN: Just a moment while I take a note.

23 Thank you.

24 MR DEREK CHAN: I wish to take you to page 1191.

25 CHAIRMAN: This is the November 2017 response of Transport
26

1 for London; am I right?

2 MR DEREK CHAN: Yes, Mr Chairman. And within the report
3 there is a description of what the system currently is
4 and what they hope can be done to improve the system.
5 So I will be asking Ms Chan on both those aspects.

6 Ms Chan, at page 1191, the heading is "Bus collision
7 data analysis". I'm not going to read out the
8 "Introduction" paragraph. I want to focus on the
9 paragraphs under the heading "Progress", because the
10 publication starts off that part on a description of
11 what their current system is, and I first want to ask
12 you questions about that.

13 If I can just read it out first:

14 "We currently have two main data sets for bus
15 collision data: IRIS and STATS19."

16 Again, we have established from Mr Weston's report
17 that STATS19 is a reference to the police data.

18 I will continue reading:

19 "IRIS is used by bus operators under contract with
20 TfL for reporting incidents relating to their
21 operational activities. This includes collisions, but
22 also slips, trips and fall and other safety incidents
23 such as assault. Operators are required to report
24 serious incidents within 48 hours, and all incidents
25 within seven days. The system serves as the complete
26

1 and reliable single source of information on all
2 incidents involving or affecting London's buses."

3 Now, just pausing here, comparing that to Hong Kong,
4 we also have access to the police data, so in that sense
5 it looks at least the same, but would you agree that the
6 Transport Department in Hong Kong is disadvantaged in
7 the sense that it does not have a similar data set on
8 every incident from the bus operators?

9 MS MABLE CHAN: Yes, I would agree that under the current
10 franchise regime, there is no such requirement on the
11 specific report of specific incidents to the Transport
12 Department.

13 MR DEREK CHAN: Yes. For the future, do you think it would
14 be useful to require the franchised bus operators to
15 have a similar reporting obligation? Because it seems
16 to me, from a practical perspective, all it requires is
17 the setting up of a computer system.

18 MS MABLE CHAN: I think this is certainly an area that is
19 worth pursuing, and also, with the automatic data
20 transmission, I think there can be ways to make this
21 data compilation and transmission more efficient and
22 more effective.

23 MR DEREK CHAN: And instead of receiving different data sets
24 from different bus operators, you can have one common
25 system that all franchised bus operators use to report
26

1 incidents; would that be helpful?

2 MS MABLE CHAN: I think it would always be helpful and wise
3 to have a common set of template for data report and for
4 data compilation, so that it can equip relevant parties
5 to do data analysis and further investigation and for
6 recommendation of any further follow-up actions.

7 CHAIRMAN: Mr Chan, before you move on, reference is made at
8 this London update on bus safety programme to this being
9 a requirement under the contract that the bus operators
10 in London have with TfL.

11 MR DEREK CHAN: Yes.

12 CHAIRMAN: Are you aware of where that provision is in the
13 contract?

14 MR DEREK CHAN: No. I have tried to make some effort to
15 look for that, and at the moment this is the only
16 paragraph I can find where the reporting obligation is
17 set out in some detail. I can perhaps attempt to look
18 for it after the hearing.

19 CHAIRMAN: No doubt that's a matter we could raise with
20 Mr Weston.

21 MR DEREK CHAN: Yes.

22 CHAIRMAN: Because it's presumably a simple contractual
23 provision that requires bus operators to report
24 incidents, including collisions, slips, trips, falls and
25 other safety instances.

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1 MR DEREK CHAN: Yes.

2 CHAIRMAN: So it would be useful to know what it is, how
3 they couch it.

4 If I could ask you, Ms Chan: this would be very
5 simple, to say to the franchised bus operators, "This is
6 what we want you to report. You can design your own
7 template. We want the date, we want the place, we want
8 to know adult/child, female" -- because age is clearly
9 relevant to trips, slips and falls, as they call it, and
10 London reports, as we do, that it's older people who
11 suffer more, sometimes even sadly fatally, from those
12 kinds of accidents. But this would be very easy to
13 request of the bus operators, would it not?

14 MS MABLE CHAN: I think it is something that we can actively
15 pursue, Chairman.

16 MR DEREK CHAN: The other advantage which I am getting on
17 to, when I read on in this publication, is if you have
18 an event incident-by-incident report from the operators,
19 if the matter was reported to the police, you would also
20 have the same data from the police database, which would
21 allow you to conduct a matching exercise to see the
22 quality of the information recording process that the
23 franchised bus operators adopt. Would you agree with
24 that suggestion?

25 MS MABLE CHAN: That will help in data matching and in
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1 identifying of any discrepancy or exceptions. I think
2 it boils down to the question of how to set the template
3 and to identify major headings for the data template,
4 and then we can get the various bus operators to come up
5 with a similar set of categorisation and also incidents
6 reporting.

7 So this is something that I think we can take the
8 matter further and discuss with the bus operators.

9 CHAIRMAN: Presumably, the bus companies themselves require
10 their bus captains to make reports of this nature?

11 MS MABLE CHAN: Yes, Chairman.

12 CHAIRMAN: Are you aware of the nature of the information
13 the bus companies require?

14 MS MABLE CHAN: Because, as we have asked them to provide
15 the data and the analysis by causes of incidents in the
16 "Safety" chapter, it's actually collated based on their
17 raw data and the accounts of the incidents. So we
18 consider that it is not difficult for the bus operators,
19 for the bus company, to capture these data in a more
20 systematic way and report it to the Transport
21 Department.

22 CHAIRMAN: But do you know, for example, what KMB require
23 their bus drivers to report when there is an incident,
24 an accident? Do you know?

25 MS MABLE CHAN: I do not know to the level of detail.

26

1 Perhaps -- Ms Tse would like to add.

2 CHAIRMAN: Yes.

3 MS AMY TSE: Thank you, Chairman.

4 We understand that bus operators will require the
5 bus captains to report any incident that happens, say
6 within the bus, if there is injury, then they should
7 report to the police.

8 CHAIRMAN: So, if there's an injury, the bus captain should
9 report it to the police?

10 MS AMY TSE: Yes, Chairman.

11 CHAIRMAN: So the police reports ought to match 100 per cent
12 to the bus captain's, if the systems work?

13 MS AMY TSE: Yes, Chairman.

14 CHAIRMAN: Is this reflected in writing? Is it part of
15 a handbook, for example? I think the bus companies have
16 got quite useful bus captain handbooks. Have you seen
17 this requirement? If you haven't, say so.

18 MS AMY TSE: We don't have the information in hand. We may
19 have to check with the bus operators, whether they have
20 put it in the handbook.

21 CHAIRMAN: We've got bus captain handbooks in our bundles,
22 do we not?

23 Mr Chan, perhaps someone can look for that and we
24 might be able to turn it up now; well, in due course.

25 MR DEREK CHAN: Yes. Perhaps I can round up this issue or
26

1 this topic by looking at what remains for London to do.

2 Ms Chan, are you still on page 1191 of the MISC-3
3 bundle that we were just looking at?

4 MS MABLE CHAN: Yes.

5 MR DEREK CHAN: I had read out the first paragraph under
6 "Progress", which describes what the system in London
7 presently is.

8 The next paragraph under that -- I won't read it
9 out -- describes the police data, so it refers to
10 STATS19 being the old police system, and also refers to
11 COPA which is an updated police system so I'm not going
12 to refer to that.

13 Over the page, at 1192, under the heading "Future
14 works", this is what Transport for London is aiming for:

15 "Work is being done to improve the compatibility of
16 IRIS, STATS19 and COPA. A complex matching exercise is
17 continuing to ensure better consistency and reliability
18 of each data set. We are also developing a software
19 system to improve the efficiency and accuracy of
20 collecting IRIS data by enabling it to be automatically
21 updated from bus operators' own various databases."

22 My question is this, Ms Chan: in terms of looking
23 into the future, should this type of synergy between
24 different data sets be something that Hong Kong should
25 be aiming for in terms of its bus accidents, data

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1 collection and reporting process?

2 MS MABLE CHAN: Certainly, I think this will be an area that
3 we would hope we can achieve, especially with the
4 improved consistency and reliability of different data
5 sets.

6 At the present moment, the various bus operators,
7 they keep track of the data, while we have asked them to
8 try to categorise the accident data in terms of the
9 nature and the contributory factors, the description may
10 not be exactly the same as what the police department
11 has done.

12 I think a common and consistent data set with more
13 frequent updates, say in an automatic way, I think will
14 certainly help the relevant parties to have better
15 articulation and also diagnosis of the issues of concern
16 and then the corresponding follow-up actions.

17 Also, I would like to add that the expert
18 evidence/submission in this regard actually demonstrates
19 the complexity involved in accidents, in the
20 contributory factors to the accidents, very often the
21 accidents can be contributed by various factors, and the
22 diagnosis of the accidents very often would have to come
23 after thorough investigation by the police and also
24 judicial proceedings.

25 But, in any event, it will not stop us from trying
26

1 to get the first-hand information and categorisation of
2 the incident data from the various bus companies.

3 MR DEREK CHAN: Mr Chairman, that completes the topics that
4 I have to cover, but before I sit down can I come back
5 to you on this operations handbook, staff handbook,
6 because those assisting me have very helpfully given me
7 the reference already, and I think I can provide
8 an answer to the committee.

9 CHAIRMAN: Yes.

10 MR DEREK CHAN: Can I refer the committee to bundle KMB-8A,
11 page 3086. It's showing up on the screen at the moment.

12 CHAIRMAN: Yes.

13 MR DEREK CHAN: What is being shown on the screen is the
14 first page of the document from Kowloon Motor Bus,
15 headed, "Outdoor operations staff handbook", and the
16 bottom of the page states that the last update is
17 January 2018.

18 The relevant part dealing with the procedures when
19 encountering a traffic accident can be found at
20 page 3123 of the bundle.

21 Volume 8A, Mr Chairman.

22 CHAIRMAN: Yes.

23 MR DEREK CHAN: Page 3123.

24 Under part nine, the handbook says this:

25 "If a staff member is involved in a traffic accident
26

1 while driving company vehicle, he/she should fill in and
2 submit the 'traffic Accident Report' with letter of
3 authorisation within 72 hours of the accident
4 (hospitalised staff should submit the report as soon as
5 possible after discharged from hospital). Please pay
6 attention to the followings", and there's some detail
7 about the description of the report.

8 After the items 1, 2, 3 and 4, it says:

9 "The completed 'Traffic accident report' should be
10 submitted to the designated duty dispatch sections of
11 respective depot and countersigned by staff members who
12 collect the report. Any staff members who fail to
13 submit the report on time will have to bear the
14 consequences and will be disqualified from receiving the
15 'bus captain good services bonus'. Moreover, the
16 company also considers taking disciplinary action
17 against the staff member for non-compliance."

18 Mr Chairman, I won't read on, but I think the point
19 to take from this is there is no express obligation or
20 direction to the staff to report the matter to the
21 police, although there is a reference to providing
22 a statement made to the police to the legal department,
23 at the third bullet point from the bottom.

24 CHAIRMAN: Does this handbook contain the traffic accident
25 report?

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1 MR DEREK CHAN: Not in the version that we have in the
2 bundle.

3 CHAIRMAN: In that case, may I ask that we make a request of
4 KMB to provide us with whatever this document is so that
5 we can see the detail that is required in this report.
6 That would help the Transport Department know what
7 information should be available in KMB.

8 MR DEREK CHAN: Yes. Mr Chairman, on that note, if I may
9 hand over the questioning to Ms Wong.

10 CHAIRMAN: Not just yet, Mr Chan.

11 I'd like you to pursue, if you would, the issue of
12 harsh braking and the information that we've received
13 from KMB as to what they do with these reports, and then
14 to take us to one of their so-called four-minute
15 accumulated total, so we can see how they gather the
16 data.

17 MR DEREK CHAN: Yes.

18 For that purpose, Ms Chan, I think it would be
19 useful for you to have two documents together. Can
20 I first ask you to have before you KMB-12, page 4848.
21 Also, can I ask for the secretariat's assistance in
22 providing the page reference for a recent submission
23 from KMB dated 3 October 2018, which I have in
24 an unpaginated form.

25 CHAIRMAN: Then you have the same version as I have. We can
26

1 work from that.

2 MR DEREK CHAN: Yes. I'm trying to give a reference so that
3 Ms Chan can also have a copy of that before her.

4 CHAIRMAN: Yes.

5 MR DEREK CHAN: KMB-1, page 571.

6 Again, just to clarify, what I wish to have before
7 you, Ms Chan, is firstly KMB-12, page 4848, which is
8 a harsh braking exception report provided to us by KMB;
9 and also KMB-1, page 571, which is a submission from KMB
10 which describes how that harsh braking exception report
11 had been generated. So that's why I want these two
12 documents side by side.

13 Page 4848 is a Chinese version of the harsh braking
14 report.

15 Mr Chairman, the English translation is at
16 page 4851. Perhaps I can use the translated version for
17 convenience.

18 Just reading the table for the moment, Ms Chan, you
19 see that the table heading, "BC performance from
20 6 February to 12 Feb", so about a week, and the harsh
21 braking -- in the heading -- is said to have accumulated
22 more than four minutes.

23 If you look at the fourth column from the left, the
24 "harsh brake accumulated" is described as "deceleration
25 more than 8 kilometres per hour". So this is what the
26

1 table looks like.

2 With that table in mind, can I ask you to look at
3 KMB's description of how this harsh braking report is
4 generated.

5 For that, can I ask you to look at the submission
6 from KMB at paragraph 3(B), firstly, page 572.

7 CHAIRMAN: Before you do that, the document that we've been
8 looking at on page 4848, is this a document that's come
9 to us from Kowloon Motor Bus?

10 MR DEREK CHAN: Yes, that's correct.

11 CHAIRMAN: And it comes from their records?

12 MR DEREK CHAN: Yes.

13 CHAIRMAN: It's not a document that is sent to the Transport
14 Department?

15 MR DEREK CHAN: Not as far as I understand, because this is
16 the exception report that KMB generates for themselves.

17 CHAIRMAN: Let's ask: the document at 4848, is that sent to
18 the Transport Department, that kind of document, or not?

19 MS MABLE CHAN: No.

20 CHAIRMAN: Thank you. So this is a KMB internal record.

21 MR DEREK CHAN: Under paragraph 3(B), page 572, KMB sets
22 out, The criteria for generating weekly bus captain
23 performance reports are as follows". So the first bit
24 deals with speeding; the second bit deals with sudden
25 acceleration; the third bit, over the page, deals with

26

1 harsh braking. If I can just read that out, under the
2 heading "Harsh braking":

3 "BC's name will be shown in the BC performance
4 reports when the accumulated duration of harsh braking
5 (that is for any particular second, the decrease in
6 speed compared with the speed of the preceding second
7 exceeds 7 kilometres per hour) ..."

8 And if you look at footnote 3 at the bottom:

9 "The threshold was set at 8 km/hr per second prior
10 to 1 August 2018."

11 That's why we see the reference to 8 kilometres per
12 hour in the table.

13 Continuing reading from the top:

14 "... recorded by the black boxes of all buses driven
15 by that BC during a particular week is more than 4
16 minutes."

17 At paragraph 6, KMB says this:

18 "The causes of BCs' sudden acceleration and harsh
19 braking vary, for example, they might do so due to
20 actual traffic conditions at such particular time.
21 Accordingly, KMB and Long Win's approach is to monitor
22 the bus captains' driving behaviour first instead of
23 taking immediate investigation and follow-up actions.
24 KMB and LWB thus do not have the practice of generating
25 detailed incident-based reports for sudden acceleration
26

1 and harsh braking. Further, the number of entries would
2 be numerous if such detailed reports were generated.
3 For example, an aggregation of 60 minutes (that is 3,600
4 seconds) of sudden acceleration by one BC would create
5 at least 3,600 entries in the report while an aggregate
6 of 4 minutes (that is 240 seconds) of harsh braking by
7 one BC would create at least 240 entries. Given the
8 massive volume of data involved, the information
9 technology department of KMB and LWB has made their best
10 effort in conducting manual analysis of the relevant
11 data to generate irregular detailed reports (with the
12 adoption of BC performance report standard) in response
13 to the requests of IRC as explained below."

14 So, Ms Chan, just to give you some context, KMB also
15 provided other data pursuant to this manual effort for
16 the purposes of the committee, so I'm not going to go
17 into that more.

18 CHAIRMAN: I'd like you to go to that, because one sees what
19 four minutes of accumulated braking actually means.
20 This is done over one week, 240 seconds, and as one can
21 imagine and as you will see, you don't do harsh braking
22 for 20 seconds in a row, because you would be stationary
23 after several seconds. So we get a measure of how often
24 this harsh braking is happening.

25 Mr Chan, perhaps you can go to the first of the
26

1 pages. It's annex 1(b) (1) -- it's page 1 of 16.

2 MR DEREK CHAN: Yes. I think that's already on the screen.

3 CHAIRMAN: Thank you. Perhaps we could have this printed
4 out for the benefit of the Transport Department. Is
5 this in hard-copy form that would be available to them
6 in a file that is with them?

7 MR DEREK CHAN: I certainly looked at it as a soft copy on
8 my computer because it was quite long. I didn't cause
9 that to be printed out.

10 CHAIRMAN: I have a hard copy here myself, so presumably
11 hard copies have been produced.

12 There's a lot of pages on sudden acceleration and
13 there are fewer pages on harsh braking.

14 MR DEREK CHAN: Yes. The report on harsh braking begins at
15 page 5578 of KMB-12.

16 Ms Chan, I hope you have before you a document --
17 there's a heading on the top left-hand corner of the
18 page which says "Annex 1(b) (i) harsh braking report for
19 selected BCs".

20 Ms Chan, just to give you some context, according to
21 the KMB submissions, this is not a document that is
22 regularly generated by KMB themselves. It's a document
23 that they generated at the request of the committee, to
24 look at the individual instances of harsh braking that
25 make up a four-minute entry which then appears in their
26

1 regular exception report.

2 Ms Chan, what you can see is that this set of
3 records at the bottom comprises of 18 pages and you will
4 be looking at the first page, at 5578. All these
5 records relates to an employee number 3965, and if you
6 look across the page you can see a number of information
7 about the route, the time, the date, and the speed
8 deceleration.

9 CHAIRMAN: Have we been given any explanation for some of
10 these abbreviations, for example "ba_value"?

11 MR DEREK CHAN: Yes. The explanation is actually at the
12 written submission we have just been looking at, at
13 KMB-1.

14 CHAIRMAN: So what is "ba_value"? I think we can do it by
15 deductive logic.

16 MR DEREK CHAN: The ba_value, according to KMB, and this is
17 in footnote 4 of the submission we have been looking at,
18 the item "ba_value" refers to brake deceleration value
19 which is calculated by comparing the speed of
20 a particular time with the speed of the preceding
21 second. So that is the speed difference.

22 CHAIRMAN: So the speed at 06:05:45 was 5.8 kilometres per
23 hour, and that had come about because the vehicle had
24 been braked by 9.5 kilometres per hour from the previous
25 second; is that it?

26

1 MR DEREK CHAN: Yes, that's correct, Mr Chairman.

2 Ms Chan, from 5578 to 5586, you can see the entries
3 generated for employee 3965. Then, on that page, you
4 can see the employee number then changes to 63287.

5 CHAIRMAN: Do we know what the accumulated total of this
6 particular driver's harsh braking was?

7 MR DEREK CHAN: According to KMB submission, at
8 paragraph 7(b) that we have just been looking at --
9 I will read it out:

10 "The detailed record of harsh braking for BC with
11 employee number 3965 (401 entries entailing 6.68 minutes
12 of harsh braking) ..."

13 So that's for 3965.

14 "... and BC with employee number 63287 (395 entries
15 totalling 6.58 minutes of harsh braking) ..."

16 Ms Chan, I think you can see 63287 from page 5586
17 down to 5595, comprising, as I said, 395 entries.

18 So, Ms Chan, from the perspective of the Transport
19 Department, do you have any observations about the
20 practice of KMB of basically not generating an exception
21 report for a bus captain for harsh braking until this
22 bus captain accumulates something like hundreds of times
23 of crossing the harsh braking threshold within any
24 particular week? Do you have any observations about
25 that?

26

1 CHAIRMAN: It might be you want to reflect on that, and we
2 are going to take a break soon, and give you a chance to
3 think about the question.

4 But perhaps next we might move to what it is that is
5 provided to the Transport Department about harsh
6 braking.

7 MR DEREK CHAN: Yes. I have that document. I had that
8 document a moment ago. Give me a moment, Mr Chairman.

9 CHAIRMAN: Yes, of course.

10 MR DEREK CHAN: In terms of what is given to the Transport
11 Department, I think Ms Tse mentioned this a moment ago.
12 Can I take you to TD-4, page 1020. This document at the
13 top says, "Monthly report on monitoring measures
14 relating to bus safety", and I think this is a document
15 that Ms Tse referred to earlier about requiring bus
16 operators to submit a form of random checks that they
17 take -- or checks that they do take on the black box
18 data.

19 If I can take you down to one-third of the way up
20 from the bottom, under the heading, "Checking black box
21 data box data for monitoring of driving behaviours of
22 bus captains", the second box under that heading, under
23 the item, "No. of ad hoc checks on black box data
24 conducted"; second column:

25 "No. of mal-practice cases found (as at end month)

26

1 Please provide breakdown of cases by nature [of]:

2 - speeding.

3 - braking suddenly.

4 - others (please specify)."

5 And for this example braking suddenly is reported as
6 eight times, and verbal warning is 13 times. So, when
7 the Transport Department gets a document like this, and
8 it is reported that there is eight "braking suddenly"
9 cases, it appears to suggest, how does the Transport
10 Department interpret this data?

11 So does the Transport Department interpret it as
12 eight individual instances of harsh braking, or what?

13 CHAIRMAN: Perhaps now would be the time to take the break,
14 and you can reflect on the question whilst we have
15 a break. Let's take 15 minutes.

16 MS MABLE CHAN: Thank you, Chairman.

17 (4.16 pm)

18 (A short adjournment)

19 (4.31 pm)

20 CHAIRMAN: Yes, Mr Chan.

21 MR DEREK CHAN: So, Ms Chan, before the break I asked you
22 two questions.

23 Firstly, from the perspective of the Transport
24 Department, do you have any observations as to KMB's
25 practice of basically not generating an exception report

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1 on harsh braking until an individual bus captain has
2 accumulated what is hundreds of occasions of crossing
3 the harsh braking threshold within a particular week?
4 That was the first question.

5 The second question was in respect of the monthly
6 report, at TD-4, page 1020. So, when the Transport
7 Department receives the report and sees on one of the
8 entries, "braking suddenly", what appears to be eight
9 cases, how does the Transport Department interpret that
10 data?

11 Perhaps Ms Chan can deal with those in turn.

12 MS MABLE CHAN: I will address the first question and then
13 I will invite my colleague Mr Patrick Wong to respond to
14 the second.

15 On the first question, I think with the availability
16 of the black box function to generate exception report,
17 and with the focus of issue of concern on harsh braking,
18 I think we expect the company to take a very serious
19 approach to how to make use of this function and their
20 data to help them to closely monitor the driving
21 behaviour of bus captains.

22 No doubt, the data generated by the black box alone
23 may not necessarily lead to any conclusion that the bus
24 captain drives the bus in a negligent manner. Still, it
25 provides some objective data for the bus company to
26

1 investigate further. We expect that with, say, the
2 availability of installation of CCTV, and with also the
3 plain-clothed inspectors on board the buses, all these
4 are helping, equipping the bus company to take into
5 account any other relevant observations on the bus
6 driver's behaviour. But no doubt this black box data is
7 very essentially and first-hand information and a basis
8 for them to identify any misbehaviour or malpractice of
9 the bus captain.

10 I will invite Mr Patrick Wong to address on the
11 second question, regarding the information that we ask
12 the bus companies to provide regarding the black box
13 data.

14 MR PATRICK WONG: Mr Chairman, basically the template shown
15 on the screen has been --

16 MR DEREK CHAN: Which is page 1020 of TD-4.

17 MR PATRICK WONG: Yes. It's been designed by the Transport
18 Department and shared with -- actually, we requested the
19 franchised bus companies to provide such information
20 since January this year.

21 For the case you mentioned about the braking
22 suddenly, we gather that -- because on the left column,
23 it shows 400, but we are not sure actually, for
24 designing this template, we just ask the franchised bus
25 companies to provide the information about the number of
26

1 malpractice cases found. So, under the "braking
2 suddenly", we cannot confirm whether it's actually based
3 from the acceleration or deceleration black box data on
4 this, but maybe we gather that the bus company would do
5 some more investigation, maybe interview with the bus
6 captain, before coming up whether it is established as
7 a malpractice. That's what we understand.

8 Thank you, Chairman.

9 CHAIRMAN: I'm sorry, can you help me -- what does the
10 figure that you pointed out -- what does 400 mean?

11 MR PATRICK WONG: Number of checks, ad hoc checks.

12 CHAIRMAN: So ad hoc as opposed to routine; is that it? The
13 box above it, "Routine".

14 MS AMY TSE: Chairman, the ad hoc checks by bus company is
15 normally based on the complaints, not the routine one
16 but the extra one that they did. The routine one would
17 be 8552 for the KMB case, as shown.

18 CHAIRMAN: But that doesn't address braking, that's only
19 speeding, which is the point really. They check
20 speeding, not harsh braking.

21 MS AMY TSE: For speeding, because they have a report
22 generated from the black box, but for the ad hoc
23 checkings, normally they act on the complaint, and
24 because the braking, they might need to investigate
25 based on the CCTV, before they just simply use the data

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1 to say that it is the negligence of the bus drivers.

2 They need more different investigation before they could
3 classify it as a malpractice of bus captains.

4 CHAIRMAN: So what it comes down to is this: there is an
5 exception report generated for speeding?

6 MS AMY TSE: Yes, there is report generated for speeding.

7 CHAIRMAN: But there is no exception report generated for
8 harsh braking?

9 MS AMY TSE: To our understanding, they can set the
10 threshold, but at the moment they may not generate the
11 report because they need more investigation.

12 CHAIRMAN: Let's just deal with the facts. The explanation
13 can be another matter. There is no exception report
14 generated for harsh braking?

15 MS AMY TSE: Yes, to my understanding.

16 CHAIRMAN: The ad hoc report comes about because there had
17 been a complaint and they go and investigate it as
18 a result of the complaint.

19 MS AMY TSE: Yes.

20 CHAIRMAN: But the fact is the data is available, as we have
21 seen in all these pages of data, to monitor/understand
22 the volume of harsh braking that's occurring; correct?

23 MS AMY TSE: Yes, Chairman.

24 CHAIRMAN: Now, one of the factors that is obvious is that
25 the threshold they are setting, which used to be for
26

1 braking more than 8 kilometres, now reduced apparently
2 to 7 kilometres per hour change per second, is in the
3 range of 0.2G thereabouts, is it not? They are not
4 monitoring this at 0.4G, are they?

5 MS MABLE CHAN: No.

6 MR WILLIAM SHUM: Yes, for the 7km/hour/second, is
7 approximately equal to 0.2G.

8 CHAIRMAN: Yes. That is relevant to problems caused to
9 people standing in a bus.

10 Yes, Mr Chan.

11 MR DEREK CHAN: Mr Chairman, that completes my questioning,
12 so with your permission I will hand over the questioning
13 to Ms Wong.

14 CHAIRMAN: Yes. Thank you very much for your help.

15 MR DEREK CHAN: Thank you, Chairman.

16 CHAIRMAN: Just give me a moment, Ms Wong, to dispose of
17 some of these files.

18 MR DEREK CHAN: Mr Chairman, Ms Wong didn't let me sit down.

19 CHAIRMAN: I think she was probably encouraged by me.

20 MR DEREK CHAN: The reason is because Ms Wong has very
21 helpfully dug up the traffic accident report that we had
22 been looking at, in terms of what the bus drivers are
23 instructed to do when they encounter an accident.

24 CHAIRMAN: Yes.

25 MR DEREK CHAN: There is actually a better reference than
26

1 the one I took you to earlier.

2 So perhaps I can invite Mr Chairman firstly to look
3 at bundle KMB-10A, page 4190-1.

4 Just for the purposes of the record, the Chinese of
5 the document starts at 4161; English translation,
6 4190-1.

7 CHAIRMAN: Yes.

8 MR DEREK CHAN: The document that you should have before you
9 is headed, "Quality guide on how to handle bus traffic
10 accidents", and it's a document from KMB.

11 CHAIRMAN: Yes.

12 MR DEREK CHAN: Perhaps just starting at the last point,
13 which is the actual traffic accident report.
14 Mr Chairman will find that at appendix II of this
15 document which is at page 4190-31.

16 And I think at 4190-29 is the English translation of
17 that document.

18 CHAIRMAN: Is there a legible, or more legible, version of
19 the one at 4190-31? That looks as though it's a scanned
20 version.

21 MR DEREK CHAN: Yes. There's not in this file. Perhaps we
22 can liaise with KMB afterwards to get that.

23 CHAIRMAN: Yes.

24 MR DEREK CHAN: But what is interesting is if I can draw the
25 committee's attention to 4190-38, which appears to be
26

1 a standard form letter of consent, seeking the
2 passenger's consent for not to file a report with the
3 police, even though he sustained injuries.

4 So it does not appear to be a matter of course that
5 incidents would definitely be reported to the police.

6 CHAIRMAN: Yes. Thank you for that.

7 MR DEREK CHAN: Ms Wong has very helpfully found a more
8 legible copy of the traffic accident report, at bundle
9 KMB-10B, page 4397.

10 CHAIRMAN: Yes. Thank you, Ms Wong.

11 So what appears to be missing from this form
12 compared with the information that is on the Transport
13 for London website, details of incidents resulting in a
14 fatality or injuries, which required hospital attendance
15 and treated on scene." What is missing is any reference
16 to the nature of injuries, is it not? But there is
17 a reference to a fatal, admitted, discharge --
18 presumably that's a reference to hospitals.

19 MR DEREK CHAN: Yes, under the heading "Particulars of
20 casualties", there appear to be boxes that can be
21 ticked.

22 CHAIRMAN: Yes.

23 MR DEREK CHAN: "Not verified", "left scene", "discharged",
24 "admitted", "fatal". I think what appears to be missing
25 is a characterisation that is perhaps more useful for
26

1 analytical purposes later on as to whether it's a
2 "slips, trips and falls" accident, whether it's a loss
3 of balance case, those kind of categories.

4 CHAIRMAN: Yes. Ms Chan, that would be something that, if
5 you were to design a template and require franchised bus
6 operators to give you this kind of information so that
7 you had a better database, then you could design
8 whatever it is you wanted them to tell you.

9 MS MABLE CHAN: Yes. I will, yes, because this is very
10 important, and how we can sort of describe it and set in
11 the template, to enable accurate data reporting, is
12 something that we will have to look into. Yes, we will.

13 Thank you, Chairman.

14 CHAIRMAN: Thank you.

15 MR DEREK CHAN: Yes, Mr Chairman. May I once again attempt
16 to hand over hand over the microphone to Ms Wong.

17 CHAIRMAN: Thank you very much.

18 Ms Wong.

19 Examination by MS MAGGIE WONG

20 MS MAGGIE WONG: Thank you, Mr Chairman, and thank you,
21 Ms Chan, and ladies and gentlemen.

22 I will be asking a few topics. The first topic is
23 on the Working Group on Speed Limit Review, and its
24 functions and its interrelationship with the Road Safety
25 Audit that you mention in your new annex and how it

26

1 works in practice.

2 With that remark, may I first of all ask you -- we
3 know from the evidence that the Transport Department's
4 Working Group on Speed Limit Review includes
5 representatives from the Transport Department and two
6 NGOs, which are the Motorist Association of Hong Kong
7 and Senior Drivers Association of Hong Kong.

8 CHAIRMAN: I think that might be a translation that is
9 supposed to capture advanced motorists; am I right?

10 MS MAGGIE WONG: Yes.

11 And also representatives from the police. Is that
12 correct?

13 MR TONY YAU: Yes.

14 MS MAGGIE WONG: We also heard evidence that the person who
15 convenes the meeting is the assistant commissioner of
16 the Transport Department; is that also correct?

17 MR TONY YAU: Correct.

18 MS MAGGIE WONG: The Transport Department also provides the
19 secretarial side of it. May I ask first of all, the
20 function of the working group -- would the working group
21 consider based on objective facts and assessment of
22 accident data in determining whether there should be
23 suggestions for changing speed limits of certain road
24 sections?

25 CHAIRMAN: Before you answer that question -- is this
26

1 committee described in our papers somewhere, in our
2 bundles?

3 MR TONY YAU: I think in our paper 10. TD-1, page --

4 MS MAGGIE WONG: 120. TD-1, pages 120 to 121.

5 MR TONY YAU: 120, yes.

6 CHAIRMAN: But is it a working group or is it a committee?

7 MR TONY YAU: It's a working group.

8 CHAIRMAN: Thank you.

9 MR TONY YAU: The main purpose of the speed limit review
10 working group is to advise on TD's review of speed
11 limits and advise on TD's practice on setting speed
12 limit.

13 The members offer comments on the speed limit
14 review, based on the major four factors. The first one
15 is the accident history of the concerned road sections.
16 The second one is the geometric environment of the road
17 sections. That means the road's environment conditions.
18 And the third one is the number of changes in speed
19 limit, the existing speed limit and the connecting road
20 speed limit. The fourth one is the actual vehicular
21 speed, that means the speed measured on site.

22 CHAIRMAN: That's the 85th centile?

23 MR TONY YAU: Yes.

24 MS MAGGIE WONG: I understand that the working group also
25 meet on a quarterly basis, and may I ask -- we have
26

1 heard evidence that the choice of the road sections is
2 for the Transport Department to decide; is that correct?

3 MR TONY YAU: Yes, correct.

4 MS MAGGIE WONG: If there is a situation where you receive
5 complaints from the district council about certain road
6 sections that need to review speed limit, how would that
7 reach the Working Group on Speed Limit Review?

8 MR TONY YAU: Usually, when there is a request from district
9 councils, they will approach our regional district
10 engineer, and our regional district engineer will base
11 on those criteria of a speed limit review and see if any
12 significant change.

13 Also, the main three points they have to consider is
14 whether there is a change of accident and change of road
15 environment. If there is a public request, they will
16 consider whether they will prepare the speed limit
17 report and submit to the working group for discussion.

18 MS MAGGIE WONG: You mentioned one of the things is whether
19 there is a change of accident. What do you mean?

20 MR TONY YAU: As I mentioned, to consider the speed limit
21 review, one of the criteria is the accident history. We
22 usually will calculate the average year -- the year
23 accident rate. So, if the district engineer noticed
24 that there are significant increase of accident, they
25 may consider to do a speed limit review.

26

1 CHAIRMAN: How is "accident" defined?

2 MR TONY YAU: It is the personal injury accident rate of the
3 road section concerned, as compared with the figure of
4 the whole territory.

5 That means the concerned road section's accident
6 history compared with territory-wide, to see if the
7 accident rate of the concerned road is particularly
8 higher than the average one.

9 CHAIRMAN: So it doesn't get into the statistics unless
10 there is a personal injury?

11 MR TONY YAU: Only consider the personal injury accident.

12 CHAIRMAN: Yes, so you could write the car off and get out
13 and walk away and it doesn't go in the statistics; is
14 that it?

15 MR TONY YAU: It's based on the record from the police.

16 CHAIRMAN: It requires an injury before it gets in the
17 figures?

18 MR TONY YAU: Yes.

19 CHAIRMAN: Thank you.

20 MS MAGGIE WONG: You mentioned the accident rate, and that
21 it only requires -- it only qualifies as an accident
22 rate if there is a personal injury. What happens --
23 maybe you quote an example -- in this scenario it is
24 Tai Po Road -- which particular district would you
25 compare the statistics before it reaches the working
26

1 group?

2 MR TONY YAU: Usually, we will compare with the
3 territory-wide average values.

4 MS MAGGIE WONG: In the Tai Po Road section, which district
5 would that be?

6 MR TONY YAU: For Tai Po Road, we would consider -- we would
7 select the concerned sections of Tai Po Road, and then
8 we sum up the accidents and we calculate the accident
9 rate for that concerned section of road, and then
10 compare it with the territory-wide figures.

11 MS MAGGIE WONG: There's one situation --

12 CHAIRMAN: Forgive me for interrupting again -- accident
13 rate per what?

14 MR TONY YAU: Accidents per million vehicular kilometres.

15 CHAIRMAN: Thank you.

16 MS MAGGIE WONG: You mentioned accidents per million
17 vehicular kilometres, but it doesn't state accidents
18 that necessitate personal injuries. So, in that sense,
19 it is qualified by the Transport Department as accident
20 for injuries per million vehicular kilometres; is that
21 the position?

22 MR TONY YAU: We only count the personal injury as accident,
23 as traffic accident.

24 MS MAGGIE WONG: Thank you.

25 CHAIRMAN: Why?

26

1 MR TONY YAU: Because we base on the police figures. We
2 only retrieve -- we only can assess the accident, the
3 traffic accident, involving personal injuries. I know
4 that from police, there are quite some accidents that
5 maybe the motorist vehicle hit some street furniture and
6 they left, and those figures, they did not have a
7 quite -- cannot record all that incident because the
8 concerned motorist maybe disappeared after those
9 accidents that do not involve any personal injury.

10 CHAIRMAN: But there clearly was an accident. It might, for
11 example, be a bend where cars go off regularly, but it's
12 only an accident if somebody is injured?

13 MR TONY YAU: Yes, but because required by the regulations,
14 only accidents involving personal injury need to be
15 reported to the police. So maybe for those that do not
16 involve personal injury, they do not need to report to
17 the police, so we do not have very true figures of that
18 kind of accident.

19 CHAIRMAN: I understand what you're talking about, the
20 requirement in law to report if there's an accident
21 involving injury. But if the car is broken at the side
22 of the road, the driver might have run away, but there
23 clearly has been an accident -- tyre marks all over the
24 road, lamppost knocked down -- and that doesn't count?

25 MR TONY YAU: It doesn't count in this exercise of speed
26

1 limit review.

2 CHAIRMAN: Very well.

3 MS MAGGIE WONG: Now, on this accident rate, can I ask
4 another scenario. It's if that particular section of
5 the road has a lot of speeding, and the police issue
6 a lot of fixed penalty tickets for speeding, and
7 I understand that some of the accidents would be shared
8 with the Transport Department in terms of accident data,
9 but would that sort of fixed penalty tickets data be
10 shared with the Transport Department?

11 MR TONY YAU: You mean that maybe --

12 MS MAGGIE WONG: Speeding.

13 MR TONY YAU: Yes, speeding, the police issue tickets for
14 speeding and actually there are quite a number of
15 vehicles are speeding, but it did not reflect in the
16 accident rate.

17 MS MAGGIE WONG: Yes.

18 MR TONY YAU: That's the reason why we might consider the
19 accident rate. If in that case that many -- or maybe
20 most of the vehicles are speeding, but the accident rate
21 is still low, there may be a problem of the speed limit
22 set. So, under the current situation, they have to
23 conduct a speed limit review. Maybe the speed limit
24 imposed on the road is too slow, from traffic engineer's
25 viewpoint. That's why most of the cars are speeding but

26

1 the accident rate is very low.

2 CHAIRMAN: I think part of the question was, "Do the police
3 provide you with their data as to the fixed penalty
4 speeding tickets issued on the section of road as
5 a matter of course?" Do they do that?

6 MR TONY YAU: No, not for the speed limit review exercise.

7 MS MAGGIE WONG: Can you give us a ballpark figure --
8 because you talked about the accident rate being
9 screened by the engineer of the particular region, and
10 compared to the particular district, can you give us
11 a ballpark figure as to what figure it reached would it
12 warrant the investigation or review or consideration by
13 the Working Group on Speed Limit Review?

14 MR TONY YAU: Yes. Maybe I can give you some figures. The
15 territory-wide accident rate, I mean it's
16 territory-wide, not particular district accident rate,
17 we annually issue the road traffic accident statistics.
18 For example, the accident rate for territory-wide in
19 2017, accident rate per million vehicle-kilometres is
20 1.15. That means, for a particular section of road, if
21 the district engineer finds that after the calculation,
22 the accident rate is higher than 1.15, they will
23 consider to conduct a speed limit review.

24 CHAIRMAN: Is this material in our bundles? What's the name
25 of this document where this is contained?

26

1 MR TONY YAU: I would like to add, in addition to the
2 accident rate, even there's no observation from accident
3 rate or other factors, they would conduct a regular
4 review of the road section, a regular review of the
5 speed limit of the concerned road section.

6 CHAIRMAN: Where is this figure, territory-wide accident
7 rate per million vehicular kilometres 2017 -- what
8 document is it in?

9 MR TONY YAU: It is in the booklet the Transport Department
10 issue every year. The name is "Road Traffic Accident
11 Statistics". It is available on our Transport
12 Department homepage.

13 CHAIRMAN: Ms Wong, is that in our material?

14 MS MAGGIE WONG: No. I haven't seen that. Maybe we can be
15 provided with that.

16 CHAIRMAN: This is available on the internet?

17 MR TONY YAU: Yes.

18 CHAIRMAN: Perhaps we can see if we can locate it now. What
19 page is it at?

20 MR TONY YAU: Page 9.

21 Yes, on this page, the 1.15 accident rate.

22 CHAIRMAN: Yes. Could we have a copy of that printed,
23 please, and distributed.

24 MS MAGGIE WONG: According to this table, it doesn't specify
25 the territory.

26

1 CHAIRMAN: Is that term perhaps found elsewhere in these
2 statistics?

3 MR TONY YAU: Because this table summarises the whole
4 Hong Kong figures.

5 CHAIRMAN: Yes, but is that spelt out somewhere else?

6 MR TONY YAU: Maybe you can refer to figure 2.13.

7 CHAIRMAN: Yes. Do we have to go to the bottom to get
8 a total?

9 MR TONY YAU: Yes.

10 CHAIRMAN: "All roads", that's the figure?

11 MR TONY YAU: "All roads", yes.

12 CHAIRMAN: Thank you.

13 MS MAGGIE WONG: On that table, "All roads", does that mean
14 all roads within that territory, or all roads within the
15 selected roads mentioned there?

16 MR TONY YAU: All roads within the territory.

17 MS MAGGIE WONG: So, when you mentioned earlier in the
18 evidence about the engineer would look at the accident
19 rate based on territory-wide, would this table assist?

20 MR TONY YAU: Yes. Territory-wide is actually the "All
21 roads" accident rate figure.

22 MS MAGGIE WONG: So you would look at the 0.13 figure and
23 not the 1.15 figure; is that the position?

24 MR TONY YAU: 1.15 should be on the bottom.

25 CHAIRMAN: 1.15 is the territory-wide accident rate, but the
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1 Tai Po Road rate is 0.13, is it not? You look at the
2 two figures, don't you, how the particular section of
3 road compares with the territory-wide ...

4 MR TONY YAU: In the speed limit review report, the engineer
5 has to select a concerned section of road, and then use
6 that section of road, to retrieve all the accident
7 occurred over the past one year, and then calculate the
8 accident rate.

9 CHAIRMAN: By that, are you suggesting that the reference
10 "Tai Po Road Sha Tin" is a broader area of the road than
11 the section of the road that the engineer would select;
12 is that what you mean?

13 MR TONY YAU: Yes, because the exact boundary may be
14 different.

15 CHAIRMAN: Yes. So the Tai Po Road from beginning to end
16 might have quite a number of different sections; is that
17 it?

18 MR TONY YAU: Yes.

19 CHAIRMAN: And this figure is the summation of all of those
20 different sections?

21 MR TONY YAU: Yes, I think so.

22 MS MAGGIE WONG: Yes. Now, you mentioned earlier in the
23 evidence that even without this accident rate, the
24 Transport Department would regularly review the limits
25 or the road sections or the speed limit of the road

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1 sections. On what basis would it conduct that exercise?

2 MR TONY YAU: It mentions in our submission, the latest
3 submissions, the paper.

4 MS MAGGIE WONG: Is that TD Paper 10?

5 MR TONY YAU: No, the submission that we submit on
6 Wednesday, on 3 October.

7 MS MAGGIE WONG: That would be TD-5?

8 MR TONY YAU: That's the table.

9 MS MAGGIE WONG: That would be TD-5, page 1817. Is that the
10 paper?

11 MR TONY YAU: Yes.

12 MS MAGGIE WONG: You stated there, at page 1819,
13 paragraphs 12 and 13, that "As mentioned" -- if I could
14 read that into record:

15 "As mentioned in TD Paper 10 ... speed limit reviews
16 taking into consideration a number of factors, including
17 accident rate, actual vehicular travelling speed, road
18 geometry and environment of the road section, will be
19 carried out regularly and discussed in the standing
20 Working Group on Speed Limit Review."

21 Then at 13 you stated there:

22 "A review of speed limits on all roads will be
23 carried out at regular intervals, and the frequency for
24 such reviews will make reference to their road
25 types ..."

26

1 And you specify that there are three road types:
2 trunk roads, the frequency will be 36 months; primary
3 distributor roads, 48 months; and rural roads, 60
4 months. That would be equivalent to five years.

5 Can you explain or elaborate what is meant by "trunk
6 roads"?

7 MR TONY YAU: Trunk road is the major, usually with higher
8 standard, including the expressways, and usually it's
9 linking inter-district or inter-region. That means the
10 trunk road may be linking different districts or from
11 regions, say Kowloon to the New Territories.

12 We also have a definition of that. This is under
13 our transport planning design manual, we have
14 a definition of trunk road; do you want me to --

15 MS MAGGIE WONG: Yes. Can you either read it out or give us
16 a copy.

17 MR TONY YAU: I will read it out. The trunk roads -- there
18 are two different types of trunk roads, the first one is
19 rural trunk road. Rural trunk roads is:

20 "... Roads connecting the main centres of
21 populations. High-capacity roads with no frontage
22 access or development, pedestrian segregated, widely
23 spaced grade-separated junctions, and 24-hour stopping
24 restrictions."

25 For the urban trunk roads, they are:

26

1 "... roads connecting the main centres of
2 populations. High capacity roads, with no frontage
3 access or development, segregation of pedestrians,
4 widely spaced grade-separated junctions, and 24-hour
5 stopping restrictions."

6 CHAIRMAN: Yes.

7 MS MAGGIE WONG: What about the primary distributor roads?

8 MR TONY YAU: Primary distributor, under the same design
9 manual, it means:

10 "... roads forming the major network of the urban
11 area. Roads having high capacity junctions, though may
12 be at-grade, segregated pedestrian facilities wherever
13 possible and frontage access limited if not entirely
14 restricted, and 24-hour stopping restrictions."

15 MS MAGGIE WONG: So it's not limited to urban roads; it
16 could include New Territories, roads in New Territories,
17 as long as it fits the description?

18 MR TONY YAU: Maybe the new towns. New towns, the nature is
19 similar to the urban areas.

20 MS MAGGIE WONG: Yes. Sorry, I should have asked earlier
21 about this trunk road. Trunk road, would that be mostly
22 urban roads or does it also cover roads in New
23 Territories?

24 MR TONY YAU: Both, cover urban and rural.

25 MS MAGGIE WONG: And what about rural roads?

26

1 MR TONY YAU: Rural roads are:

2 "... roads connecting the smaller centres of
3 populations or popular recreation areas with major road
4 networks. Frontage access should be limited wherever
5 possible and junction design whilst not necessarily
6 grade separated should be of a high capacity standard."

7 MS MAGGIE WONG: I see, in your footnote 1, you mentioned
8 that:

9 "For most roads, if the speed limit accords with the
10 design speed set for their existing road types and road
11 characteristics, changing the speed limit will not be
12 required ..."

13 On this section first, the existing road types is
14 the three road types that you mentioned; is that the
15 position?

16 MR TONY YAU: Do you mean Tai Po Road?

17 MS MAGGIE WONG: No, generally, this statement, "existing
18 road types", does this "existing road types" mean the
19 road types that you mention in paragraph 13, ie the
20 trunk roads, primary distributor roads and rural roads?

21 MR TONY YAU: Yes, "existing road types" covers all the
22 different roads.

23 In this footnote, there's a new term, the design
24 speed. That means, for an engineer, when they design
25 a road, they have an intention on what the design speed
26

1 for that road. For example, if a road is designed for
2 50 kilometres per hour, I think no matter whatever
3 change of the road environment, the surrounding area, or
4 accidents, even though you review several times, the
5 speed limit will remain 50 but will not have any chance
6 to increase to 70 because that is the design speed, it
7 is the road constraint, the site constraint that limits
8 the speed limit.

9 CHAIRMAN: What about decreasing it, if you have lots of
10 accidents?

11 MR TONY YAU: Under the current speed limit structures, our
12 lowest speed limit usually is 50.

13 CHAIRMAN: You don't consider any other lower speed limit?

14 MR TONY YAU: We've mentioned that in the paper.

15 CHAIRMAN: We are going to come to that as a separate topic.

16 MS MAGGIE WONG: The second part is:

17 "... changing speed limit will not be required
18 unless there has been demand on it or the accident rate
19 on the concerned road is above the territory-wide
20 average."

21 There are two provisos here. The first is there has
22 been demand of it.

23 CHAIRMAN: Sorry, where are you reading from?

24 MS MAGGIE WONG: From footnote 1, Mr Chairman, I apologise,
25 page 1819.

26

1 "There has been demand on it"; what do you mean?

2 MR TONY YAU: That's echo what I just mentioned before,
3 there are two ways to trigger the speed limit review.
4 The first one is the regular review. Regular review,
5 which follows the road types, and the frequency of
6 review, that means the table mentioned under paragraph
7 13. And the second way to trigger the speed limit
8 review will be triggered by public demand or accident
9 rate, and accident rate, I have just explained how to
10 compare with the territory-wide average.

11 CHAIRMAN: So public demand might be district councillors
12 communicating to you complaints made by residents; would
13 that be it?

14 MR TONY YAU: The members of the public.

15 CHAIRMAN: Through the district council?

16 MR TONY YAU: Maybe.

17 CHAIRMAN: We've seen that in the Tai Po Road itself. That
18 clearly is a public demand, is it not? Or don't you
19 regard that as a public demand?

20 MR TONY YAU: When we receive a demand from DC members, we
21 will consider a review.

22 CHAIRMAN: Yes.

23 MS MAGGIE WONG: You mentioned, "When we receive a demand
24 from DC members, we would consider a review." The "we",
25 who are you referring to?

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1 MR TONY YAU: Usually, the DC members will approach our
2 district traffic engineers.

3 MS MAGGIE WONG: So it will be screened by the district
4 traffic engineer first, to see if it reached the
5 accident rate before it reached the working group; is
6 that the position?

7 MR TONY YAU: Yes. They would consider also -- accident
8 rate is one of their considerations. They will also
9 consider whether there is a significant change in the
10 environment around their district.

11 MS MAGGIE WONG: Yes. What do you mean by "significant
12 change in the environment"?

13 MR TONY YAU: For example, with some new developments,
14 property that will affect the traffic mix or increase
15 the traffic flows.

16 MS MAGGIE WONG: Is there a mechanism where if the distinct
17 council or district councillor, the public, disagrees
18 with the consideration given by the traffic engineer
19 that the road should be reviewed, what can the public do
20 in those circumstances, apart from going repeatedly to
21 the to traffic engineer? Is there a review mechanism
22 where it could reach the Working Group on Speed Limit
23 Review?

24 MR TONY YAU: Because, based on our current practice whether
25 to conduct a speed limit review or -- the speed limit
26

1 review itself is quite technical. So it really depends
2 on the traffic engineer to conduct a speed limit review
3 and find out the most suitable speed limit for that
4 concerned road section.

5 MS MAGGIE WONG: In terms of the current practice, this
6 traffic engineer, if the accident rate doesn't meet the
7 criteria, would the traffic engineer, having received
8 a number of complaints, or the district council is
9 dissatisfied with the complaints and requests
10 the engineer to review it, would the engineer as
11 a protocol go and visit that particular site in
12 question?

13 MR TONY YAU: Yes.

14 MS MAGGIE WONG: So it's a protocol?

15 MR TONY YAU: Usually, the traffic engineer will have a site
16 visit with the concerned DC members, and see if -- even
17 though there may not be sufficient reason to trigger the
18 speed limit review, they may see on site what kinds of
19 traffic improvement measure can be done.

20 CHAIRMAN: By that, do you mean perhaps improving signage,
21 or chevrons, that sort of thing?

22 MR TONY YAU: Yes. Sometimes it improves the -- usually it
23 is the pedestrian crossing facility. They may find the
24 speed limit is too high, and they have difficulty
25 crossing the road.

26

1 MS MAGGIE WONG: Still on that page, can I proceed to ask
2 you about that paragraph below the table:

3 "Over the past five years, speed limits of 143 road
4 sections have been reviewed and discussed in the Working
5 Group on Speed Limit Review."

6 These 143 road sections, is there a breakdown of
7 which road type it was?

8 MR TONY YAU: Yes, I have a record.

9 MR DEREK CHAN: Can you give us the figure?

10 MR TONY YAU: I will check whether I have the information
11 available.

12 I have a table showing all the road types of each
13 143 road sections, but do not have a summary or
14 an example of primary distributor or --

15 MS MAGGIE WONG: Yes. First of all, can you give us
16 an average of the road sections that would be reviewed
17 on a yearly basis?

18 MR TONY YAU: Average is at least 24 road sections, each
19 year.

20 MS MAGGIE WONG: Is that number a fixed number or can it be
21 changed subject to circumstances?

22 MR TONY YAU: Yes, it's the minimum number, at least we have
23 to review 24.

24 MS MAGGIE WONG: How do you select the 24 road sections?

25 MR TONY YAU: It's based on the regional engineer's
26

1 considerations.

2 MS MAGGIE WONG: And the regional engineer considerations
3 will be based on the three criteria you mentioned
4 earlier?

5 MR TONY YAU: Yes, and also the public demand, accident
6 rate.

7 MS MAGGIE WONG: Would this information be made public,
8 these 143 road sections, or the 24 road sections that
9 are going to be reviewed; would this information be made
10 public so that the public knows the working group would
11 review these 24 sections and give their comments before
12 the working group convenes?

13 MR TONY YAU: No. But if there are any changes in the speed
14 limit finally recommended in the working group, we
15 usually will consult the district council.

16 MS MAGGIE WONG: You mention also in that paragraph that out
17 of the 143 road sections reviewed, seven road sections
18 have been recommended for speed limit changes.

19 Can you tell us, first of all, these seven road
20 sections, which type it is, or which road types they
21 are?

22 MR TONY YAU: For that seven road sections, two roads are
23 primary distributors, one road is a district
24 distributor, and two roads are sliproads of expressway,
25 and one is a rural -- two primary distributors, one

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1 district distributor, two sliproads of expressway, one
2 rural, and one local distributor.

3 MS MAGGIE WONG: Second, the speed limit, you stated there
4 that there had been changes. What is the change?

5 MR TONY YAU: Five road sections, the speed limit is
6 decreased, and two road sections, the speed limit is
7 increased.

8 MS MAGGIE WONG: So which are the road sections where the
9 speed limit is decreased?

10 MR TONY YAU: You mean the name of the road section?

11 CHAIRMAN: Do you mean the name or the type of road?

12 MS MAGGIE WONG: I mean first of all the road type, and if
13 you would also be able to assist on the specific road
14 sections, and the year.

15 MR TONY YAU: Maybe, from the time chronology -- in 2015,
16 for the five road types that the speed limit decreased,
17 there is one primary distributor, one district
18 distributor, one rural, one local distributor, and one
19 sliproad of expressway. Those five road types have
20 a decrease of their speed limit.

21 For the two road sections have an increase of the
22 speed limit, one is primary distributor and another one
23 is sliproad of expressway.

24 MS MAGGIE WONG: I see the time, Mr Chairman, but I would
25 like to explore this. I would be grateful if you would

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1 provide more information about this 2015 in relation to
2 these five roads types where the speed limit is
3 decreased, and the specific sections which we are
4 concerned with and the reasons why they are decreased in
5 terms of speed limit, and the relevant minutes of the
6 meeting of the working group.

7 CHAIRMAN: Before the witness answers the question, may
8 I enquire what is the relevance of this line of
9 questioning?

10 MS MAGGIE WONG: Mr Chairman, I wish to know on what basis,
11 first of all, would it reach the working group in terms
12 of specific road sections; and the second is what
13 considerations have been given in the working group and
14 what weight has been given in the working group as to
15 the complaints made by the district council.

16 Maybe, if they could address these two matters
17 without minutes, I'm happy with that.

18 CHAIRMAN: Ultimately, what is the purpose of finding out
19 this information?

20 MS MAGGIE WONG: It's whether we could improve the working
21 group system or the protocol in terms of reviewing of
22 road limits, when it comes to complaints from district
23 council, without simply using the accident rate per
24 territory-wide coverage, because it appears artificial.

25 CHAIRMAN: You have in mind the benchmark being what
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1 happened on this Tai Po Road section that we are
2 concerned with?

3 MS MAGGIE WONG: Yes, specifically.

4 CHAIRMAN: Very well.

5 Can you provide information as to that?

6 MS MABLE CHAN: We will try to dig out those minutes to
7 facilitate.

8 CHAIRMAN: Thank you.

9 MS MAGGIE WONG: In terms of -- before I go on with this
10 paper, can I ask a few questions, going back to this
11 Working Group on Speed Limit. May I ask a few questions
12 as to why it is set up in the first place. We have
13 information that this working group -- or rather you
14 provided information that this Working Group on Speed
15 Limit Review has been formed in 2000. Can you tell us
16 why this Working Group on Speed Limit Review has been
17 formed in 2000?

18 MR TONY YAU: Yes. The working group was formed in 2000.

19 In that year, I remember there's a LegCo paper, stating
20 why we set the Working Group on Speed Limit, because at
21 that time there is quite public enquiries or comments
22 that the then road section, the speed limit were usually
23 set too low and the police will invoke enforcement for
24 those road sections. So there's quite a strong request
25 from public, in particular the motorists' association,

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1 that we have to review the speed limit with a view to
2 seeing if any particular roads, any concerned road, the
3 speed limit can be increased.

4 CHAIRMAN: Who was it that suggested forming a working group
5 to deal with the public concerns?

6 MR TONY YAU: The Transport Department.

7 CHAIRMAN: Thank you. Is that set out in the paper, the
8 LegCo paper?

9 MR TONY YAU: Yes.

10 MS MAGGIE WONG: We have the LegCo paper pulled up on the
11 screen and we will distribute copies now.

12 CHAIRMAN: Do we have a bundle reference or not?

13 MS MAGGIE WONG: I apologise, Mr Chairman, it is not in our
14 bundle yet, but we picked it up from the LegCo
15 documents. It is a document prepared by the Transport
16 Bureau, dated 24 January 2000.

17 Is that the paper that you -- or the LegCo paper you
18 refer to in your evidence?

19 MR TONY YAU: Yes.

20 MS MAGGIE WONG: Thank you. If I may, for the purposes of
21 the record, it is a LegCo paper headed or entitled,
22 "Speed limit in Hong Kong", and this paper was presented
23 by the Transport Bureau in relation to three aspects:
24 the structure of speed limit categorisation and the
25 criteria of setting speed limits on roads in Hong Kong;

26

1 second, the review of speed limits in Hong Kong; and the
2 relationship between traffic accidents and speed limit.

3 We can see in paragraph 3 there is this speed limit
4 categorisation. In terms of low band, which is 50km per
5 hour for urban or new town built-up areas; middle band,
6 70 to 80 for areas outside urban or new town built-up
7 areas; and high band, for 100km per hour for high
8 standard expressways.

9 If we go over the page --

10 CHAIRMAN: Before you move on -- for how long has Hong Kong
11 adopted that approach of these three bands, perhaps
12 earlier expressed in miles per hour, but for how long
13 have we had that approach?

14 MR TONY YAU: I think around the same time that the paper is
15 issued.

16 CHAIRMAN: This came into being in 2000?

17 MR TONY YAU: Yes, but before 2000, in Hong Kong, the speed
18 limit of roads also generally can be classified in those
19 three bands, but in that paper, in that LegCo paper, we
20 clearly specified that Hong Kong have those three speed
21 limits.

22 CHAIRMAN: What is the status of this structure, the
23 three-band structure?

24 MR TONY YAU: It's still valid --

25 CHAIRMAN: No. What is its status? This is an approach
26

1 adopted by the Transport Department. Is it a law?

2 MR TONY YAU: No.

3 CHAIRMAN: So what is it?

4 MR TONY YAU: It's our current approach.

5 CHAIRMAN: Transport Department's approach?

6 MR TONY YAU: Administration's approach.

7 CHAIRMAN: The government's approach?

8 MR TONY YAU: Yes.

9 CHAIRMAN: The Transport and Housing Bureau's policy
10 approach?

11 MR TONY YAU: Yes.

12 CHAIRMAN: Is that expressed in any other document?

13 MR TONY YAU: I'm not aware of that, apart from this paper,
14 there is any paper about the speed limits structures.

15 MS MABLE CHAN: Chairman, perhaps, if I may.

16 CHAIRMAN: Please.

17 MS MABLE CHAN: I would think that to put it in a more
18 accurate context, it's the government approach as set
19 out in the Transport Department's transport, planning
20 and design manual. I may not say it to that far as
21 a policy approach.

22 CHAIRMAN: Transport, planning and design manual?

23 MS MABLE CHAN: Yes.

24 CHAIRMAN: Thank you.

25 Ms Wong, we are already over time. I'm leaving it
26

1 to you to choose a moment when a topic is finished.

2 MS MAGGIE WONG: Maybe just to end this topic.

3 CHAIRMAN: Yes.

4 MS MAGGIE WONG: What is the date of this manual that you
5 refer to?

6 MR TONY YAU: You mean the transport planning manual?

7 MS MAGGIE WONG: Yes, the transport planning --

8 CHAIRMAN: Presumably you update it from time to time.

9 MR TONY YAU: Yes, we have submitted this copy to the
10 secretary of the committee.

11 CHAIRMAN: When was it born, this manual? Does it go back
12 to the 1960s? 1950s?

13 MR TONY YAU: Please wait. I need to check. It's based
14 on -- I remember it's based on some similar UK manual at
15 the time, and we drafted one to suit Hong Kong road
16 conditions.

17 CHAIRMAN: Yes. I have looked at a copy from the Hong Kong
18 University, so I think it has its origins in the 1960s,
19 doesn't it, UK in the 1960s?

20 MR TONY YAU: Yes. That's the first edition.

21 CHAIRMAN: Yes.

22 MS MAGGIE WONG: Has this speed limit structure in the
23 transport manual ever been reviewed or updated?

24 MR TONY YAU: Yes. The concerned structure we will
25 regularly update.

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1 MS MAGGIE WONG: You mentioned "regularly update". On what
2 criteria would you update it?

3 MR TONY YAU: We will check if there are any changes, say,
4 to overseas practice that triggers our update in light
5 of overseas matters.

6 MS MAGGIE WONG: We will touch upon this overseas practice
7 maybe in the next session, but if I could go back to
8 this LegCo paper, just to finish off this document
9 before we break. It's in paragraph 6 of this LegCo
10 paper. It talks about the review of speed limit in
11 1999, and:

12 "... the administration commissioned the Transport
13 Research Laboratory (TRL) in the UK, an independent
14 leading transport research establishment in the world,
15 to carry out a study on the speed limits in Hong Kong."

16 It also specified some of the findings in the
17 paragraph that follows.

18 So my question is this. Apart from this 1999
19 commissioning of the Transport Research Laboratory in
20 the UK, has there been other commissioning of the
21 Transport Research Laboratory in recent years?

22 MR TONY YAU: No.

23 MS MAGGIE WONG: So that's the only one that has ever been
24 done?

25 MR TONY YAU: Yes.

26

1 CHAIRMAN: Is this document available publicly, this
2 consultancy report?

3 MR TONY YAU: I don't think so. It may be a kind of
4 internal consultancy report.

5 CHAIRMAN: Right. Is it a document you can provide to us?

6 MR TONY YAU: Yes.

7 MS MABLE CHAN: Yes, Chairman, certainly.

8 CHAIRMAN: Thank you. If you could provide it, we'd be
9 grateful.

10 MS MAGGIE WONG: So do I take it that apart from 1999, there
11 has not been a consultancy study or a big study on the
12 overseas practice in terms of speed limit structure in
13 Hong Kong since 1999?

14 MR TONY YAU: No, there's not a particular consultancy study
15 on speed limit review, but as we mentioned in our paper
16 of low speed limit zones, we are aware that many of the
17 European cities implement some lower speed limit, say
18 20 miles per hour, it's similar to 30 kilometres per
19 hour. We are studying whether such measures would be
20 suitable in Hong Kong.

21 MS MAGGIE WONG: Yes. I understand. That would be perhaps
22 a new job for the Road Safety Audit team; is that the
23 position?

24 MR TONY YAU: No. This is different. The low speed limit
25 study is related to the road designs, whether it's a
26

1 suitable traffic calming measure to make the vehicles
2 drive at such low speed limit.

3 MS MABLE CHAN: So, to put it shortly, irrespective of
4 whether or not the Road Safety Audit team is in place,
5 this low speed limit zone, we have already started some
6 pilot scheme and study.

7 CHAIRMAN: There's a lot of material available, isn't there?

8 MS MABLE CHAN: Yes.

9 MS MAGGIE WONG: When did you start this low speed limit
10 zone study?

11 MR TONY YAU: We start the study under the walkability
12 study, and the walkability study commenced in December
13 2017.

14 CHAIRMAN: What is the walkability study?

15 MR TONY YAU: Walkability study, to review our current
16 standard and design to see if any particular measure or
17 innovative measure can enhance the pedestrian
18 environment so that encourage the road user to walk
19 more.

20 CHAIRMAN: In the way that they have developed it in London?

21 MR TONY YAU: London is one of our reference in this study.

22 MS MABLE CHAN: This is quite relevant, Chairman, because
23 I notice, in the discussion with the expert about the
24 reference to certain road sections in London, that is
25 exactly one of the reference points for us in taking

26

1 forward the walkability study.

2 While the study focuses or branches out from
3 improving the pedestrian environment, it actually
4 touches upon how to improve the road and also pedestrian
5 pathway, in order to ensure the safety and also to
6 enhance the ambience of the environment, and it touches
7 upon the study of whether low speed limit zones in some
8 of the road sections is worth considering.

9 CHAIRMAN: Yes. The two go together, don't they?

10 MS MABLE CHAN: Yes, the two go together.

11 I would just like to add that in Hong Kong, we are
12 actually focusing on a few road sections in the urban
13 districts, in particular like Hong Kong Island.

14 MS MAGGIE WONG: What is the membership of this walkability
15 study or low speed limit zone study? What is the
16 membership?

17 MR TONY YAU: We appoint a consultant to do that.

18 CHAIRMAN: And who are they?

19 MR TONY YAU: Mott MacDonald.

20 CHAIRMAN: Sorry, could you repeat that?

21 MR TONY YAU: Mott MacDonald consultant.

22 MS MAGGIE WONG: Maybe that is an appropriate time to stop,
23 Mr Chairman.

24 CHAIRMAN: I'm sure it is.

25 We will adjourn our proceedings. I ought to say
26

1 this, for the record, that as I indicated at an earlier
2 stage in the day, we have been providing Prof Lo with
3 a running transcript, and in the course of the day he's
4 come back to us with questions, but obviously these
5 proceedings will have to be adjourned, and so, at the
6 resumed hearing, he can pose those questions. It might
7 well be that we are dealing with other topics and we
8 will have to go back to them, and it's better that he
9 should have the opportunity to put them himself. But he
10 has come back to us during the day.

11 So what we will do is adjourn now and we will resume
12 at a date that is mutually convenient to you, Ms Chan,
13 and your representatives, and counsel. We will have to
14 investigate diaries as to when that date is. But we
15 will confirm in due course when we will resume these
16 hearings.

17 MS MABLE CHAN: Thank you very much, Chairman.

18 CHAIRMAN: So we are now adjourned to a future date. Thank
19 you.

20 (5.48 pm)

21 (The hearing adjourned to a date to be fixed)

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1 2018年10月6日

2 上午10時01分恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
4 立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 陳政龍大律師及黃佩琪大律師，由高露雲律師行委聘，代表香港專營巴
7 士服務獨立檢討委員會

8 陳美寶女士，運輸署署長（運輸署代表）

9 陳英傑先生，副署長／公共運輸事務及管理（署理）（運輸署代表）

10 黃志光先生，助理署長／巴士及鐵路（運輸署代表）

11 謝善怡女士，首席運輸主任／巴士及鐵路 1（運輸署代表）

12 邱國鼎先生，總工程師／道路安全及標準研究（運輸署代表）

13 岑毅安先生，總機電工程師／車輛安全及標準（運輸署代表）

14 李美鳳女士，總運輸主任／特別職務（運輸署代表）

15

16 主席：（經傳譯員）早晨。唔該晒星期六出席呢個聽證會協助委員會去取證嘅。我一
17 開始要解番羅教授嘅情況，羅教授今日喺科技大學係有工作在身嘅，因為佢哋
18 係有一個論壇就係關於亞洲嘅工程學系嘅，佢今日嚟唔到。我哋個做法就會咁
19 嘅，我哋會繼續，因為我哋有現場嘅謄本，我哋嘅做法就會係今日唔同階段
20 將呢一個現場嘅謄錄版本去電郵畀佢，可以係透過我--如果佢有需要，可以問
21 一啲問題，而到今日最後嘅時候，就會有一個更正版本嘅謄本同埋錄音版本，
22 等教授可以知悉番我哋討論過嘅事項，如果之後仲有需要嘅話，亦都可以以書
23 面嘅方式去再提問嘅。我先解釋番羅教授今日係嚟唔到嘅。而家我會邀請陳律
24 師係繼續嘅。

25 陳政龍先生：（經傳譯員）陳女士，署長早晨，多謝你哋尋日向委員會提交咗一啲嘅
26 文件，就係星期四嘅聆訊之後，一啲跟進嘅文件，我想跟進番一件事嘅，就係
27 根據新提供嘅文件，關於黑盒減速嘅嗰個數據嘅，我想首先問你嗰個限額係幾
28 多？而可唔可以請你睇番呢個專營巴士加強安全嘅小組嘅一個報告？嗰個報告
29 就係第 1807 頁，陳女士，而家有冇附件 2 呢？

30 陳美寶女士：Yes.

31 陳政龍先生：（經傳譯員）呢個就係陳先生喺星期四下晝聽證會嘅時候就提交出嚟

1 嘅，而家就講番啲文件嘅第 4 段，關於黑盒嘅要求，就話用嚟--嗰個軟件係應
2 該可以提交報告，關於以下嘅事項嘅，就係呢一個嘅偵察到減速 0.4G 嘅時候
3 嘅一個三分鐘嘅時間呢個車輛嘅速度嘅情況，我哋就星期四下晝問過，喺 2003
4 年嗰個要求係 0.2G 嘅，而家見到個要求係 0.4G 嘅減速嘅。星期四下晝就有討
5 論過點解會改咗，同埋喺尋日傍晚就提交咗啲文件，關於呢一個嘅更改嘅，我
6 想問下呢樣嘢。我亦都想問下背後改嘅理據嘅，即係點解會選擇個界限值係
7 0.4G，呢樣嘢亦都係討論過嘅。想同你傾下關於呢兩個問題嘅。

8 我逐步講，首先會講番呢一個改動，喺 04、05、06、07 年，嗰個改動，
9 我而家就先請你睇番尋晚提交嘅一啲文件，而家先請你睇附件 C1，我哋而家--
10 主席，...

11 主席：（經傳譯員）我都睇到 C1 喇喇。

12 陳政龍先生：（經傳譯員）主席，呢度係未有頁碼嘅，呢個應該係運輸署第 5 號嘅文
13 件冊嘅 1853 頁。

14 陳女士，而家你應該見到係運輸署同埋城巴一個聯絡嘅會議，呢個 2005 年
15 5 月 19 號嘅會議紀錄，有啲代表嘅，係運輸署代表出席，我睇番啲名應該係你
16 今日在場嘅同事當時都有出席呢一個嘅會議嘅。

17 陳英傑先生：（經傳譯員）冇錯。

18 陳政龍先生：（經傳譯員）我想而家請你睇第 25 段，即係話黑盒，黑盒就講--即係
19 安裝個黑盒，到 26 段嘅時候，就提過話喺上一次嘅專營巴士同運輸署嘅聯合會
20 議入面就建議黑盒嘅要求就有兩項嘅更改，就商量過嘅，第一，就係呢一個黑
21 盒嘅意外紀錄，應該係由 0.2G 改做 0.4G 嘅減值；另外就係呢一個嘅意外紀錄
22 應該係喺之後--即係三十秒之後記錄三分鐘同埋三十秒之前記錄兩分鐘嘅。而
23 運輸署就話冇反對以上嘅更改，亦都想知道營運商有咩嘢意見嘅。

24 睇番呢個會議紀錄，似乎 0.4G 減速就係城巴選擇嘅，咁樣睇，你同唔同
25 意？

26 陳英傑先生：（經傳譯員）聽到嘛？聽到嘛？

27 主席：（經傳譯員）聽到喇。

28 陳英傑先生：（經傳譯員）我明白呢個題目 2005 年討論過，好可能係據城巴要求，
29 去睇下呢個數值係咪應該要更改，因為 0.2G 嘅本來係。

30 主席：（經傳譯員）答案即係「係」喇？

31 陳英傑先生：（經傳譯員）係。

32 主席：（經傳譯員）城巴提議嘅。你盡量係答「係」或者「唔係」，即係簡單嚟講，
33 個答案係「係」喇？

1 陳英傑先生：（經傳譯員）冇錯。

2 主席：（經傳譯員）陳律師。

3 陳政龍先生：（經傳譯員）如果我哋睇跟住嘅一封電郵，係 annex C，即係附件
4 C2，係一年之後嘅喇，就係 2006 年 9 月 19 號，個附件就係話安裝黑盒要嘅要
5 求，之後嗰頁，我哋見到呢個黑盒嘅要求草擬本，喺呢頁中間，我哋見到喺呢
6 個表嘅第 2、第 4 都出現 0.4G 嘅，即係話去到 2006 年 9 月個情況就係咁喇。

7 主席：（經傳譯員）為咗記錄起見，因為有啲部分係有遮蓋嘅，我想問下係邊個，寄
8 件者同埋收件者係咩嘢人？陳先生，或者你可以處理。

9 陳政龍先生：（經傳譯員）可以嘅。主席，如果睇番附件 C2 第一頁，電郵就係一個
10 運輸署叫做 Walter Foo 嘅人士發出嘅，啱唔啱呢？

11 陳英傑先生：（經傳譯員）我可以邀請岑毅安先生，即係話我哋總機電工程師回答
12 嘅。

13 岑毅安先生：（經傳譯員）呢個電郵係--冇錯，係 Walter Foo 先生，佢當時就係
14 運輸署嘅一個機電工程師，發出嘅。

15 陳政龍先生：（經傳譯員）而睇番冇遮蓋嗰啲部分，喺電郵收件者嗰一欄似乎係電郵
16 發畀嗰啲嘅專營巴士公司嘅？

17 岑毅安先生：（經傳譯員）冇錯。呢啲係唔同嘅專營巴士公司嘅唔同嘅職員...

18 陳政龍先生：（經傳譯員）唔好意思，主席，我有留意到，其實封信喺左手面係冇翻
19 譯到出嚟嘅。應該咁樣講，第一欄就係寄件者。

20 主席：（經傳譯員）得喇喇，喺紀錄上面就可以喇喇，我自己可以理解。

21 陳政龍先生：（經傳譯員）下一份文件就係 2007 年 3 月 28 號，喺附件 C3，你而家
22 面前見到就係一個會議紀錄，係運輸署同埋專營巴士公司嘅第二十八次聯合會
23 議。第一頁你可以見到運輸署代表同埋巴士公司嘅代表，但係人名嗰度就係遮
24 蓋嘅，我哋有嘅版本，我而家想請你睇第 5 頁，關於黑盒嘅，黑盒數據記錄儀
25 器，呢個係個標題，呢度記錄就係話根據運輸署，就係話呢個電子數據記錄儀
26 器嘅要求同埋規格係已經細節落實，所有巴士營運商係喺稍後就會收到最新嘅
27 通知，呢個情況就係 2007 年 3 月嘅。

28 下一份文件係附件 C4，2007 年 10 月 5 號，呢度就有一個附件關於黑盒要
29 求，可唔可以確認呢一個係叫做一個 Steven Tse 嘅人士發出，係運輸署你嘅
30 同事嚟嘅？

31 岑毅安先生：（經傳譯員）冇錯。

32 陳政龍先生：（經傳譯員）收件人，可唔可以講下係咩嘢人呢？我哋只係見到有九

- 1 巴，有城巴。
- 2 岑毅安先生：（經傳譯員）喺遮蓋嘅部分嘅收件者其實係所有專營巴士公司嘅職員。
- 3 主席：（經傳譯員）點解需要遮蓋呢？
- 4 岑毅安先生：（經傳譯員）因為電郵入面提到嗰啲職員嘅名，我哋就遮蓋番嗰啲職員
- 5 嘅名。
- 6 主席：（經傳譯員）點解要咁做呢？點解呢個職員嘅名喺度嘅話，係會侵犯到佢呢？
- 7 係咪同個人資料私隱有關呢？
- 8 陳美寶女士：（經傳譯員）主席，我諗喺準備呢一個回應，我啲同事遮蓋嘅時候就有
- 9 去問番有關職員嘅同意嘅。
- 10 主席：（經傳譯員）個答案即係「係」喇？
- 11 陳美寶女士：Yes.
- 12 主席：（經傳譯員）係因為你係關注呢一個嘅個人資料保障喇？
- 13 陳美寶女士：Yes.
- 14 主席：（經傳譯員）好奇怪，一個咁普通嘅書信來往，點解需要加呢個枝節呢？
- 15 陳美寶女士：（經傳譯員）我哋只不過係謹慎啲去行事。
- 16 主席：（經傳譯員）我唔係批評你，可能係呢個法例本身引發咁嘅現象。
- 17 陳政龍先生：（經傳譯員）我而家揭去附件 C4，第二頁，似乎係傾咗兩年之後，就
- 18 係嗰啲最終個黑盒嘅要求嘅細節就敲定喇？
- 19 岑毅安先生：（經傳譯員）係。
- 20 陳政龍先生：（經傳譯員）黑盒要求改變嗰個--有更改嗰個過程就係咁喇，我跟住想
- 21 問下你...
- 22 主席：（經傳譯員）你喺繼續問之前，點解如果係有呢一個改變，喺 2018 年 8 月發
- 23 出嘅有關嘅文件入面係有反映出嚟呢？點解延遲咗十二年先至用咁樣嘅格式
- 24 呢？
- 25 陳英傑先生：（經傳譯員）主席，我尋日都提過，討論過程同埋呢一個減速值嘅更改
- 26 就喺 2005 年、2007 年之間討論嘅，運輸署嘅職員當時就認為新嘅減速值...
- 27 主席：（經傳譯員）請你回答番個問題，點解延遲咗十二年先至用咁樣嘅格式呢？即
- 28 係我哋而家 2018 年見到嘅格式呢？
- 29 陳英傑先生：（經傳譯員）我會話運輸署嘅職員當時--或者為免麻煩，或者佢哋遺漏

1 咗去將呢一個規格嘅啲參數改變。

2 主席：（經傳譯員）而家事後係咪應該咁做呢？

3 陳英傑先生：（經傳譯員）如果而家事後睇番，應該嘅。

4 主席：（經傳譯員）好，唔該。陳律師。

5 陳政龍先生：（經傳譯員）唔該晒，陳先生，我而家想講下用 0.4G 作為界限值嘅理
6 據，我哋喺星期四下晝都討論過，我而家可以提醒番你星期四嘅證供係點樣，
7 然後再睇番一啲新嘅文件，聽下你對呢啲文件有咩嘢意見。

8 而家先睇番星期四嘅謄本，2018年10月4號第19日嘅聽證會，第54
9 頁，我而家解釋一下我讀緊啲乜嘢先，第53頁嘅時候，就傾緊點解選擇呢個
10 0.4嘅減速值嘅，而家喺54頁第4行，繼續講。

11 主席問咗條問題「畀一個實際嘅例子，咩嘢意思呢？」陳先生就話「唔係，
12 呢一個嘅定義就係顯示呢一個減速嘅力度就係每秒3.92米，即係話有乘客坐喺
13 座位嘅話，會係跌出座位嘅，而呢一個嘅剎車嘅力度就會令到--或者減速嘅力
14 度係會令到一個乘客係由座位度跌出嚟嘅，呢個係要求嚟嘅。」

15 主席跟住話「即係話如果唔戴安全帶嘅話，一個坐喺度嘅乘客就會係因為咁
16 樣嘅減速嘅程度去跌出座位？」而陳先生回答「跌出座位呢，其實技術層面講
17 就係喺百分之九十五嘅樣本嘅情況，就會令到乘客係跌離座位嘅，即係話有個
18 百分之九十五嘅可能性，如果有戴安全帶嘅話，呢一個乘客會跌出嚟，如果係
19 有0.4G嘅減速值嘅話。」

20 主席：（經傳譯員）喺繼續講之前，呢度話有百分之九十五嘅情況，乘客喺座位度跌
21 出嚟，或者話百分之九十五嘅可能性，係咪有呢兩句說話有矛盾？

22 陳英傑先生：（經傳譯員）我講--我要更正番，呢度係話有百分之九十五嘅可能性個
23 乘客係唔會跌出架車。

24 陳政龍先生：（經傳譯員）再講百分之九十五呢個數我陣間會同你再討論嘅。

25 主席：（經傳譯員）即係百分之九十五坐喺度嘅乘客冇戴安全帶，如果係有個0.4G
26 嘅減速值嘅話，都唔會跌出個座位嘅？

27 陳英傑先生：（經傳譯員）正確嘅。

28 主席：（經傳譯員）唔該晒。

29 陳政龍先生：（經傳譯員）係同一個課題，我哋去睇一睇謄本第61頁，第3行，主
30 席就問「你可唔可以回答呢條問題？點解係由0.2轉到去0.4？」陳先生就講
31 話「就係話喺2006年當我哋係同呢一個經營商去講最低規格嘅時候，當我哋見
32 佢哋同埋去做評估佢哋嘅表現嘅時候，我哋就發現0.2就係一個好輕微嘅減速

1 嘅動力，其實成日都會發生嘅，對我哋嚟講，如果要監察嘅說話，就唔係好有
2 意思。喺嗰陣時候，我哋就同呢一個營運商亦都係同意咗，就話 0.2G 就應該係
3 更改到去 0.4，但係不幸，喺嗰個規格之中就有改到嘅，所以今次我哋就利用
4 呢個機會就去更改佢。」

5 我喺度想問嘅就係話營運商就話 0.2 係太多，因為經常都會發生嘅，喺第
6 62 頁，我哋就係由第 6 行開始睇——唔好意思，應該係第 8 行，呢個亦都係主席
7 問嘅問題，呢個就係話係「係百分之九十五嘅人就喺 0.4G 嘅減速嘅時候就會跌
8 落張凳嗰度，呢個係咪有人係曾經做過研究嘅呢？」陳生就話「我哋嘅資料，
9 就係喺美國嘅運輸署嘅時候 1977 年曾經做過一個咁樣嘅研究。」

10 主席就話「你可唔可以畀我哋一啲細節呢？你有冇呢個文件呢？」陳先生就
11 話「我哋係可以提供畀你。」

12 而家就運輸署已經係提供咗呢個文件，就喺附件 D 嗰度嘅，琴晚就提交畀
13 我哋，遲少少我就會係再睇呢個文件。我而家就再讀埋呢一個其他嘅謄本嘅部
14 分先，因為都好有關嘅。

15 喺第 16 行，我嘅問題就係話「呢個嘅調查研究，你講嘅就係話有冇提到係
16 0.2 同埋 0.4G 嘅限值嘅時候，企喺度嘅客人佢哋會唔會跌呢？」陳先生就話
17 「唔好意思，就係有關於企喺度嘅乘客嘅，因為坐喺度嘅客人佢哋係坐喺個座
18 位度，佢哋都會喺特定嘅位置嗰度係坐低，但係如果嗰人企喺度嘅時候，嘅情
19 況就好唔同，因為嗰人點樣企其實我哋係控制唔到，亦都係有任何規格嗰人係
20 點樣企法嘅，所以因此我哋就係有關於有呢啲嘅——關於企嘅乘客嘅呢啲嘅數據
21 喇。」

22 主席就話「其實如果係一般嘅常識嚟講，佢哋都會係跌咗喇？」陳先生就話
23 「就睇下佢哋究竟係點樣企嘅，我哋喺巴士裏面其實都講清楚其實如果一啲人
24 企喺度，佢哋係可以拎住啲扶手，如果佢哋係做姿勢係正確嘅時候，可能佢哋
25 跌低嘅機會就唔係好大，但係如果有嗰人佢哋有行李上嚟或者佢哋郁嘅時候，
26 可能個情況就好唔同喇。」

27 所以我就會特別想講一講關於個研究嗰度就係呢一點，就係 0.4G 同埋百分
28 之九十五嘅問題，同埋就有冇一啲嘅科學嘅數據，就係特別係一啲企喺度嘅乘
29 客佢哋嘅情況係點。我可唔可以請大家睇下附件 D，就係琴日提供嘅嗰份文件。
30 主席，唔好意思，我就睇一睇嗰個頁碼係幾多。呢個係 TD-5 嘅 1862 頁嘅。

31 主席：（經傳譯員）唔該晒。

32 陳政龍先生：（經傳譯員）主席，我就或者我睇一睇我哋自己本來本身嗰個頁碼。陳
33 生，我哋可唔可以首先睇一睇佢個引言？係呢一個嘅 28 頁嘅第 9 頁嘅，喺右上
34 角。

35 主席：（經傳譯員）你可唔可以話畀我聽頁碼呢，如果喺個文件夾之中？

1 陳政龍先生：（經傳譯員）就係 1870 嘅，就係 TD-5 嘅文件冊嘅。

2 主席：（經傳譯員）唔該晒。

3 陳政龍先生：（經傳譯員）我哋可以係第一、二段去講一講，「其實係關於減速嗰度
4 其實就喺呢方面嘅研究就好少嘅，特別就係一啲坐喺度嘅乘客嘅，就喺呢啲嘅
5 研究之中，其實就係只係有兩個研究就係同一啲人有關嘅，特別係喺呢啲嘅研
6 究就係譬如話係鐵路嗰度，Hirshfield 就係發現就係 1 同埋 10g 每一秒就會
7 係有一啲郁動嘅，然後喺 107g（235 磅）、132（4 呎 4 吋）去到 193 厘米
8（即是 6 呎 4 吋）嘅高度嘅時候，就會係個情況係咁。如果有啲人係失去咗平
9 衡嘅時候，喺 0.16 嘅 g 嘅呢個限值嘅時候，嗰啲坐--佢哋係向前，啲男士佢
10 哋係著低踭鞋同埋女士係高踭鞋嘅時候，佢哋會失去平衡。而對於佢哋拎住一
11 啲嘢嘅時候，佢係 0.23g 嘅時候，就會係失去平衡。

12 第二個調查係 Browning 嘅，佢哋就係講企嘅乘客，有 15 至 60 歲嘅人，
13 九十個人係參與，如果佢哋係向前同埋向後，而佢哋係揸住個扶手嘅時候，我
14 哋發現就係如果加速嘅時候，同埋減速嘅時候就會係對於佢哋有啲影響嘅，喺
15 0.055g 嘅呢個動力嘅時候，如果佢哋係冇嘢扶住嘅時候，佢哋就會輕微有郁
16 動，而佢捉住呢一個嘅扶手嘅時候，喺 0.115g 呢個嘅限值嘅時候，佢哋就會
17 有動，而坐喺度嘅人，0.2g 嘅時候，佢哋就係會有影響嘅。」

18 呢個就係同呢一個企喺度嘅乘客對於呢一個加速嘅時候就有啲影響嘅，呢個
19 係咪一個好--係一個正確嘅觀察嚟嘅呢，陳先生？

20 陳英傑先生：（經傳譯員）呢個係一個簡單嘅簡短嘅引言，就係呢個報告裏面，就係
21 嗰個作者嘅觀察，我哋對於呢啲研究，我哋冇啲個細節，喺文件裏面講，呢個
22 就係有個研究，...

23 主席：（經傳譯員）呢個係一個學術嘅文件研究嚟嘅，如果你去到第 19 頁嘅時候，
24 我哋都睇到有其他嘅文件或者研究，就係話橫向嘅加速嘅時候，有啲咩嘢嘅影
25 響嘅，呢個係 Browning 嘅研究，1972 年，就係一個嘅技術嘅研究嚟嘅，係英
26 國嘅，嗰啲數據係非常之清楚，個問題亦都係好清楚嘅，睇得。陳先生。

27 陳政龍先生：（經傳譯員）喺呢一個階段，我就想問一問呢個問題，呢啲嘅研究或者
28 文件，運輸署當佢去同意係用 0.4 嘅減速值嘅時候，作為一個界限值嘅時候，
29 有冇參考過呢啲文件呢？

30 陳英傑先生：（經傳譯員）就我所知，呢個文件，當我哋係改變嗰個界限值嘅時候，
31 我哋冇考慮到嘅。

32 主席：（經傳譯員）係咪意思，你就係話意思就係話唔同嘅減速嘅程度係對於企嘅乘
33 客個影響你有考慮到，你純粹係考慮坐喺度嘅乘客呢？

34 陳英傑先生：（經傳譯員）係，冇錯。

1 主席：（經傳譯員）唔該晒。點解呀？

2 陳英傑先生：（經傳譯員）呢個係嗰個我哋定嗰個界限，就係為巴士營運商去開發黑
3 盒嘅用途嘅，喺當其時我哋覺得嗰個黑盒應該係可以量度到當減速嘅時候對於
4 坐喺度嘅乘客有咩嘢影響，佢哋係個影響係點樣。

5 主席：（經傳譯員）點解你有考慮到企喺度嘅乘客呀？佢哋受一啲減速，即使唔係好
6 快嘅時候，佢哋都會影響得好緊要嘅。

7 陳英傑先生：（經傳譯員）因為嗰啲嘅坐喺度嘅乘客，佢哋就坐喺度，對佢哋嚟講，
8 佢哋要郁動係比較難嘅，所以我哋就用黑盒去量度嗰個減速個程度，佢個減速
9 要大啲，先至啲人會係跌出嚟嘅，所以呢個就亦都會個情況係比較嚴重。

10 主席：（經傳譯員）你嘅意思話企喺度嘅乘客，如果佢哋跌低嘅時候，個情況有咁嘅
11 嚴重？

12 陳英傑先生：（經傳譯員）唔係嘅，或者我想請岑先生佢去補充嘅。

13 岑毅安先生：（經傳譯員）其中一個我哋考慮就係話嗰啲坐喺度嘅乘客，我哋好少叫
14 佢話「你係捉緊個扶手」嘅，但係企喺度嘅乘客，我做好多嘅宣傳活動，就叫
15 佢哋--勸籲佢哋企喺度嘅乘客捉緊個扶手或者係捉緊一啲其他嘅部分，當佢哋
16 企喺個巴士上面，所以呢個其中一個考慮因素，當我哋去更改個減速嘅 G 值嘅
17 時候，由 0.2 更改到去 0.4G 嘅時候。

18 主席：（經傳譯員）我要好公平嘅，你咁講，你當其時 2005 年、07 年嘅時候，你
19 都有參與嗰個決定嘅？

20 岑毅安先生：（經傳譯員）冇嘅，我真係冇參與嘅。

21 主席：（經傳譯員）你有冇多一啲嘅資料可以提供畀我哋呢？點解會作出呢個更改，
22 就幫助你去回答呢啲，聽落去都係好明顯嘅問題？

23 岑毅安先生：No, sorry. We don't have that.

24 主席：（經傳譯員）你已經盡你所能去回答呢個問題，就係提供一啲點解要做更改嘅
25 理由，你已經盡你嘅所能，係咪？

26 岑毅安先生：（經傳譯員）係。

27 主席：（經傳譯員）唔該。

28 陳政龍先生：（經傳譯員）好，或者我總結下呢一點，第 28 頁裏面嘅第 26 版，就
29 係同一個嘅文件嘅，呢個係 TD-5 1887 頁嘅，我哋就第一、第二段去讀，「呢
30 個研究嘅目的就係提供數據，就係睇下唔同嘅限值對於坐喺度嘅乘客喺突然剎
31 車嘅時候有咩嘢影響，同埋就睇下呢一個嘅突然減速嘅時候有咩嘢影響，
32 呢啲嘅數據就係表示，話畀我哋聽呢一個佢哋嘅坐喺度嘅乘客，當佢有一個減

1 速嘅時候，佢哋個經驗比嗰啲企喺度嘅乘客有兩倍咁多，呢個百分之八十四嘅
2 喺一個座位上面嘅乘客佢向前嘅時候，當佢個減速值係 0.4g 嘅時候，佢哋就
3 可以安然坐喺個位嘅。要確保喺呢個打橫嘅位嘅時候，百分之八十四嘅乘客喺
4 0.41g 嘅限值，同埋呢一個嘅傾側 5 度嘅時候，嗰個限值應該係最好係 0.52g
5 嘅。」

6 呢度有講過，就係百分之八十四乘客就坐喺呢一個嘅向前嘅座位嘅時候嘅情
7 況，百分之九十五呢個就有講到嘅，喺呢一度提到，或者我係漏咗啲嘢嘅，你
8 可唔可以話畀我聽你百分之九十五個數字係點樣嚟嘅呢？

9 陳英傑先生：（經傳譯員）我請岑先生去回答。

10 岑毅安先生：（經傳譯員）喺我哋去同巴士公司傾嘅時候，0.4G 嘅減速值嘅時候，
11 就係講嗰啲打橫排嗰啲座位嘅，我哋去睇一睇呢個文件嘅第 11 頁。

12 主席：（經傳譯員）你係睇緊上高定係下底嗰個嘅頁碼呢？

13 岑毅安先生：（經傳譯員）呢個係有三個圖表嘅嗰個。

14 主席：（經傳譯員）有唔同嘅頁碼嘅，呢個就係第 11，下底就係 1872 等等，你睇
15 緊邊個頁碼？

16 陳美寶女士：（經傳譯員）下底嗰個。

17 主席：（經傳譯員）好，下底嗰個頁碼，第 11 頁。

18 岑毅安先生：（經傳譯員）呢個係睇第一--最上嗰個圖表，喺呢個圖表之中，呢度寫
19 百分之九十五嘅保留值，就係呢個喇。

20 陳政龍先生：（經傳譯員）呢個係咪 0.42G 嗰個減速值嘅？

21 岑毅安先生：（經傳譯員）係，冇錯，0.42G 減速值。你睇 X 軸，呢度寫住有一啲
22 嘅數據，係 0.4G 嘅，寫住。係，冇錯，就係呢個喇。

23 陳政龍先生：（經傳譯員）如果我咁樣去理解圖表，啱唔啱呢？就係 0.4G 嚟計，百
24 分之九十五嘅坐喺度嘅乘客就唔會跌出嚟嘅？

25 岑毅安先生：（經傳譯員）係嘅，冇錯。

26 主席：（經傳譯員）其實如果你睇呢，其實係多過百分之九十五講嘅，係咪呀？

27 岑毅安先生：Yes.

28 主席：（經傳譯員）還是百分之九十八定係點呢？

29 岑毅安先生：（經傳譯員）我哋就唔能夠去正確講，所以我哋就話係多於百分之九十
30 五嘅，就多於百分之九十五嘅乘客就係唔會跌出嚟嘅，就係當係 0.42 嘅減速值
31 嘅時候。

1 主席：（經傳譯員）唔該晒。

2 陳政龍先生：（經傳譯員）就頭先我讀出嚟嗰段亦都係講到嗰啲數據就會係坐喺度嘅
3 乘客就係感受到嗰個減速係兩倍嘅個感覺強過一啲企喺度嘅乘客，因此喺呢一
4 個嘅研究，我就頭先讀出嗰段，就包括喺引言部分嗰啲嘅文字，就話企喺度嘅
5 乘客，如果佢係有緊握嘅扶手等等，佢哋會失去平衡，就會係 0.3G 同埋
6 0.27G 嘅時候，就係會失去平衡嘅，似乎喺引言嗰度係咁講嘅，你會唔會同意
7 呢？

8 主席：（經傳譯員）呢個係 Hirshfield 1932 嗰個嘅研究嘅結果嚟嘅？

9 岑毅安先生：（經傳譯員）係，冇錯。

10 陳政龍先生：（經傳譯員）喺呢個調查之中個數據，似乎就係話--我哋去 0.4G 嘅減
11 速 G 值其實就已經係可以足以係去照顧好嗰啲坐喺度嘅乘客，但係嗰啲企喺度
12 嘅乘客，佢哋嘅情況就有被照顧，而我呢個咁嘅講法，你有啲咩嘢觀察或者同
13 唔同意？

14 岑毅安先生：（經傳譯員）係。

15 陳政龍先生：（經傳譯員）運輸署會唔會諗就係話更加小心同埋更加科學嘅研究，去
16 做一啲咁嘅研究，去睇清楚 0.4G 嘅呢個值係咪真係可以保障到個乘客嘅--或
17 者企喺度乘客嘅安全呢？

18 陳英傑先生：（經傳譯員）係嘅，我覺得我哋可以做多啲嘢，做多啲研究去找出唔同
19 嘅減速值點樣去影響唔同嘅乘客，譬如話企嘅或者係坐嘅。

20 主席：（經傳譯員）我哋睇咗嘅文件係 1977、1972 同埋 1932 年做嘅，你有冇睇過
21 一啲近期啲嘅學術或者係技術方面嘅研究呢？譬如喺過去五十年有冇呢？

22 陳英傑先生：（經傳譯員）我哋都係嘗試咁樣做...

23 主席：（經傳譯員）你有嘗試咁樣做？

24 陳英傑先生：（經傳譯員）有。

25 主席：（經傳譯員）有冇成功呀？

26 陳英傑先生：（經傳譯員）唔係好成功，我哋能夠搵到嘅文件都係呢一啲。

27 主席：（經傳譯員）當然，你係冇當時參與呢一啲討論，係咪？

28 陳英傑先生：（經傳譯員）係，正確。

29 主席：（經傳譯員）究竟係幾時嘗試去搵一啲比較近期嘅研究呢？

30 陳英傑先生：（經傳譯員）喺過去幾個星期。

1 主席：（經傳譯員）你可唔可以協助我哋，話畀我哋聽你喺邊度搵？你接觸過邊個？

2 陳英傑先生：（經傳譯員）我哋嘅工程師喺網上尋找同埋睇番自己嘅檔案或者文件，
3 去睇下究竟有冇任何嘅材料我哋係可以搵到關於研究呢一個題目嘅，到而家，
4 我哋網上嘅搜尋同埋其他嘅資源，我哋都係冇乜成功。

5 主席：（經傳譯員）好喇，即係網上搜尋同埋你自己嘅檔案，仲有冇其他呢？

6 岑毅安先生：（經傳譯員）就係呢兩個方法。

7 主席：（經傳譯員）你有冇接觸過本地非常之傑出嘅大學，譬如話佢哋嘅工程學系或
8 者係港大、科大，甚至其他嘅大學呢？

9 岑毅安先生：（經傳譯員）喺過去幾個星期，我哋有咁樣做。

10 主席：（經傳譯員）好，唔該。

11 陳政龍先生：（經傳譯員）主席，我而家打算開始另外一個題目，就係關於安全帶。

12 主席：（經傳譯員）好呀。

13 陳政龍先生：（經傳譯員）陳女士，我假設會係你去處理問題，所以我係會向你發
14 問，但係如果你認為其他嘅同事應該回答，你可以請佢哋回答。

15 首先，我而家想講關於安全帶，係睇番工作小組嘅報告嘅，因為喺嗰個報告
16 裏面係詳細咁樣處理咗安全帶嘅問題，為咗個紀錄，嗰個報告係喺 TD-5 嗰啲文件
17 1757 頁開始嘅，我請大家睇第 3 部分，呢一部分係處理安全帶嘅問題嘅。首先，
18 我係請大家睇一睇其他司法管轄區嘅情況，然後睇下運輸署以前嘅立場係
19 點樣嘅，關於其他司法管轄區，我想大家睇 3.11 段，喺呢一個全面報告嘅。

20 主席：（經傳譯員）我哋自己畀一個頁碼佢呢？

21 陳政龍先生：（經傳譯員）有嘅，主席，我哋內部嘅頁碼係第 28 頁，我哋聽證文件
22 嘅頁碼就係 TD-5 號文件 1788 頁。法官閣下，我而家就會讀出 3.11 同埋
23 3.12 段嘅。

24 3.11，個報告係咁講嘅，「我哋考慮到專營巴士公司方面不同嘅意見，工
25 作小組就係檢討咗而家海外嘅做法同埋佢哋嘅要求嘅，即係關於喺巴士上面安
26 裝安全帶嘅問題，如果係城際或者係跨境嘅一啲路線，譬如話美國、英國同埋
27 荷蘭，佢哋就係硬性規定所有嘅座位都要有安全帶，但係其他人。譬如英國、
28 荷蘭同埋喺澳洲嘅維多利亞省，就係話一定係要戴安全帶添嘅。但係如果係市
29 內或者係有企位嘅巴士，任何嘅海外司法管轄區，即係我哋檢討過嗰啲，冇一
30 個係法定規定一定要喺個座位嗰度配備安全帶嘅。根據呢一啲司法管轄區嘅運
31 輸當局，市內嘅巴士好多時都係用嚟畀人搭一個短嘅時間，無論係時間或者係
32 距離都係嘅。同埋好多時喺市內嗰個速度都係唔會好快嘅，因此對於呢啲市內
33 巴士就唔會有安全帶嘅要求嘅，有關嘅數據就係喺附件 IV 嗰度。」

1 喺附件 IV，就喺 1809 頁嘅，即係我哋嗰啲會議文件 1809 頁。陳女士，
2 1809 頁就只不過係詳細講出我剛才讀出嗰個段落所描述嘅嘢。主席話佢係搵到
3 嘅。即係話如果係喺市內嘅巴士，就佢哋檢討過嘅司法管轄區就並冇法定要求
4 要有安全帶，我只不過係想有一個細微嘅點想你澄清一下，呢一個檢討係幾時
5 做嘅呢？即係就呢一個工作小組嘅報告嚟講，係咪喺 2018 年呢？

6 陳美寶女士：（經傳譯員）呢一個檢討係 2018 年做嘅，係當我哋準備同埋當呢個工
7 作小組係佢自己討論嘅時候。

8 陳政龍先生：（經傳譯員）唔該晒，我咁樣問係因為有一個類似嘅檢討，係 2005 同
9 埋 2007 年有做過嘅，但係我講嗰樣之前，我而家又想讀埋 3.12 段出嚟嘅。

10 3.12 段係咁講嘅，「以上嘅檢討結果，就嗰三個巴士製造商都係同意嘅，
11 佢哋嘅意見就係話如果喺其他嘅國家，譬如喺城市內嘅巴士都係唔需要冇安全
12 帶嘅。喺歐洲，如果係城際嘅大巴士，而且係冇企位嘅話，先至係需要呢一啲
13 嘅安全帶嘅，佢哋就認為喺香港就算加裝安全帶，都唔會保障到企位嘅乘
14 客。」大家可以睇到 3.12 其實就係嗰啲巴士製造商，佢哋喺小組討論嘅時候佢
15 哋發表嘅意見嚟嘅，我咁樣講啱唔啱呢？

16 陳美寶女士：（經傳譯員）係，正確。

17 陳政龍先生：（經傳譯員）喺 2018 年做咗呢個檢討之後，我而家就想回顧下一
18 個類似嘅檢討，就係 2005 至 2007 年做嘅，好喇，我哋而家留住呢個工作小組個
19 報告，我哋去 3.2 段嗰度係向大家介紹一下呢個以前做過嘅類似嘅檢討，3.2
20 段，內部頁碼第 23 頁，我哋嘅聽證會文件頁碼 1783 頁。

21 3.2 段係咁講嘅，「運輸署就係規定，喺 2006 年、2007 年嘅時候因為有
22 專營巴士係牽涉喺意外嗰度，因此喺某啲嘅座位就規定要有呢一啲嘅安全帶，
23 而喺 2007 年，專營巴士公司都係同意喺上層最前嗰四個位係要安裝安全帶，即
24 係話所有 1997 年之後發牌嘅巴士都要咁樣樣，以防止佢哋係跌出座位嘅，喺
25 2012、2015、2017 年我哋喺傾呢一個續牌嘅時候，我哋都利用嗰個機會，就
26 係規定所有巴士公司就係話呢一啲冇任何遮擋嘅座位都要安裝安全帶嘅。」呢
27 一個就係因為 06、07 年嘅時候有一啲意外發生。

28 好喇，我而家講番其中一份歷史性嘅文件，就講下當時做嘅一個檢討嘅，而
29 家請大家睇一睇 SEC-1 嗰一查文件，第 266 頁，喺 266 頁，我希望大家都睇
30 到呢一份文件，係運輸署準備嘅，係畀立法會運輸事務委員會開會嘅時候用
31 嘅，你可以喺 272 頁睇到嗰個日子就係 2006 年 10 月寫嘅，請大家直接睇 271
32 頁第 19 段，呢一度嘅大題目就係話公營巴士上嘅安全帶，我而家直接係讀出第
33 19 段同埋第 20 段，係講到海外嘅司法管轄區點樣處理安全帶嘅問題。

34 第 19 段，「我哋係做咗一個研究去睇下海外點樣去處理巴士安全帶嘅問
35 題，有關嘅要求就會喺個附件嗰度有一個摘要嘅。」呢一個附件喺 273 頁，不
36 過我繼續讀咗先。「我哋可以睇到冇任何一個外國嘅國家係要求喺市內嘅巴

1 士，即係城市內嘅巴士，就算係有企位嘅乘客，係要求佢哋安裝安全帶嘅。喺
2 澳洲同埋加拿大做嘅研究就係發現如果喺所有嘅座位嗰度安裝安全帶，其實額
3 外嘅安全利益都唔係咁多嘅，因為我哋都好難想像所有嘅乘客都會願意扣上安
4 全帶。

5 因此我哋認為並不適當去硬性規定所有專營巴士都要安裝同埋係強逼乘客配
6 戴安全帶嘅。但係我哋會繼續同專營巴士公司一齊工作去搵多啲措施確保乘客
7 安全。」

8 我咁樣講公唔公道呢？就係海外司法管轄區，就係話運輸署考慮過啲嘢，係
9 冇改變佢哋嘅立場嘅，2006 年至到今年 2018 年，關於話唔去規定喺市內嘅巴
10 士，就算有企位，乘客都要安裝安全帶。

11 陳美寶女士：（經傳譯員）係嘅，我認為喺我哋兩輪嘅檢討之中，海外嘅做法同埋經
12 驗，好似我哋嘅檢討都顯示出對於安全帶嘅配備，佢哋嘅立場大致上係冇改
13 變。

14 主席：（經傳譯員）喺第 19 頁，就係講到澳洲同加拿大嘅研究，就話就算喺所有嘅
15 巴士座位安裝安全帶，其實額外嘅安全利益都唔係大到好似我哋想像咁嘅，然
16 後跟住就話好難想像所有嘅乘客都可以確保佢哋用呢一個安全帶，你可唔可以
17 畀澳洲同埋加拿大呢一啲嘅研究嘅參考嘅資料畀我哋呢？

18 陳美寶女士：（經傳譯員）我而家就有啲嘢詳細嘅資料，但係我哋可以畀番有關嘅參
19 考資料畀大家嘅。

20 主席：（經傳譯員）你哋呢一度嘅代表，有冇邊位知道呢一啲嘅研究係乜嘢研究呢？

21 陳美寶女士：（經傳譯員）我知道喺新南威爾斯州澳洲嗰度係有做過一啲研究嘅。

22 主席：（經傳譯員）但係我想知佢哋點樣講，你喺適當時候畀番啲參考資料我哋。

23 陳美寶女士：（經傳譯員）我哋有嘅，我哋有有關嘅參考資料，不過而家我哋好難引
24 述嗰個參考嘅資料畀大家。

25 主席：（經傳譯員）但係你會向我哋提供？

26 陳美寶女士：（經傳譯員）會嘅。

27 陳政龍先生：（經傳譯員）好喇，我哋睇咗呢一個歷史背景之後...

28 陳美寶女士：（經傳譯員）唔好意思，主席，我嘅同事邱生想講一講海外司法管轄區
29 嘅比較，我想邀請佢向大家講出佢嘅觀察。

30 主席：（經傳譯員）好呀。

31 邱國鼎先生：（經傳譯員）多謝主席。陳律師，你係講得啱嘅，喺市內巴士個要求喺
32 2006 年同 2018 年間係冇大改變嘅，不過除咗市內巴士之外，如果你講係城際

1 巴士，喺美國嘅法例係有改變，喺 2013 年 11 月，美國係通過咗新嘅法例，就
2 係規定所有新嘅巴士都要有安全帶，即係除咗校巴同埋市內巴士之外。

3 主席：（經傳譯員）我哋知道喺英國，喺伯明翰至到倫敦之間嗰啲嘅大旅遊巴係需要
4 有安全帶嘅，因此我哋而家想講嘅唔係城際巴士，係市內巴士。

5 邱國鼎先生：（經傳譯員）係，我意思就係話如果城際巴士就好似我哋嗰啲比較長線
6 嘅巴士，即係譬如話由港島去到新界，佢哋係要用高速公路嘅話咁樣。

7 主席：（經傳譯員）呢一啲巴士，如果你講番美國嗰啲，佢哋有冇一個車速限制呢？
8 因為如果車速係 70 公里同 110 公里，咁就爭好遠㗎嘢？

9 邱國鼎先生：Yes.

10 主席：（經傳譯員）會唔會個規定係唔同呢？佢哋可唔可以係以高速行駛呢？

11 邱國鼎先生：（經傳譯員）我相信係有規定嘅，喺嗰啲嘅司法管轄區，如果佢哋高速
12 行駛，應該有規定。

13 主席：（經傳譯員）係喇，我都覺得係有分別，所以嗰個邏輯就係會適用於呢啲大嘅
14 旅遊巴，因為佢哋事實上都係高速行駛嘅，並不是每小時行 70 公里。陳律師。

15 陳政龍先生：（經傳譯員）好喇，我哋而家有咗呢個歷史背景之後，而家我想考慮一
16 下工作小組報告裏面講到嘅現時嘅立場。我未講到個細節之前，我明白個立
17 場，對於新巴士同埋加裝安全帶喺現有巴士係有些少唔同嘅，我係會逐一講呢
18 一個唔同嘅狀況。

19 首先，講新巴士嘅立場，請大家睇報告第 3.4 段，內部頁碼 24，聽證會文
20 件頁碼 1784。首先，我讀出 3.4 段，「關於喺公營巴士上面所有嘅座位安裝安
21 全帶，所有三個嘅巴士製造商，即係亞歷山大丹尼斯、富豪同埋合德猛獅，就
22 話技術上係完全可能嘅，甚至係合乎國際嘅標準，即係如果你認為呢個係採購
23 嘅要求，我哋係可以咁樣安裝嘅。鑑於呢一個咁嘅講法，工作小組嘅建議就係
24 喺採購新巴士嘅時候，所有嘅座位都應該有安全帶嘅，所有嘅專營巴士嘅公司
25 都同意，就話從 2018 年 7 月起，佢哋訂購嘅巴士全部座位都應該有安全帶。」
26 呢個就係新巴士嘅情況。

27 我問下一個問題之前，我想大家留意另外一項資料，可能同下一個問題有關
28 或者無關嘅，就係關於嗰個成本，喺所有座位安裝安全帶，如果係新巴士嚟
29 講，個成本係幾多，我想請大家留住呢個工作小組嘅報告，然後我哋睇另外一
30 份文件，係 KMB 第 12 沓文件，4887-5 嗰一頁，或者我去 4887-1 嗰一頁先，
31 等大家知道嗰個背景。

32 陳女士，喺呢一頁，你應該係面前見到㗎喇，呢個係第二次工作小組會議嘅
33 筆記，日期係 2018 年 4 月 23 號嘅，而家請你睇番第 16 段，呢個會議紀錄，
34 呢個係 4887-5 頁，等我讀出第 16 段。

1 「同巴士廠商係查問過，對於新嘅巴士座位安裝安全帶嘅可能性之後，所有
2 巴士公司都話技術上係可以喺採購嘅新巴士嘅所有乘客座位度安裝安全帶嘅，
3 而九巴龍運亦都係補充，每一架嘅雙層巴士係要額外 5,000 鎊嘅成本係為所有
4 乘客座位安裝安全帶，所有巴士公司都同意喺佢哋嘅新嘅單層同埋雙層採購嘅
5 巴士係實施呢個新嘅要求嘅。呢度提到有額外成本，就係每一架巴士 5,000 鎊
6 去安裝乘客嘅安全帶，呢個係會議紀錄入面提到嘅。」

7 呢個係咪一個正確嘅估算呢？根據你而家有嘅資料。

8 陳美寶女士：（經傳譯員）睇番喺 2018 年 4 月，呢個係據我哋所知嘅資料。

9 陳政龍先生：（經傳譯員）即係咁囉喎，額外每一架巴士成本係 5,000 鎊？

10 陳美寶女士：Yes.

11 陳政龍先生：（經傳譯員）你有呢個資料，我個問題係喺 06、07 年之後有咩嘢更改
12 呢，令到運輸署有呢一個建議，為新嘅巴士裝安全帶？對於喺市內巴士安裝安
13 全帶，係咪個益處有改變呢，喺呢段時間？

14 陳美寶女士：（經傳譯員）喺我哋工作小組嘅討論入面，安全帶係其中一個好主要我
15 哋討論過嘅題目，喺準備工作小組嘅討論之前，運輸署係有進一步檢討過海外
16 嘅做法。頭先回答番大律師嘅問題，似乎海外對於市內巴士乘客座位安裝安全
17 帶嘅立場大致一樣，呢一點我哋係好認真看待嘅，喺立法會嘅交通事務委員會
18 都提過數個建議，我哋需要好小心咁樣考慮呢一個課題。

19 我哋由唔同嘅角度考慮，首先係道路交通同埋公共交通安全；第二，我哋亦
20 都考慮到技術可行性，對於新採購巴士同埋現有巴士安裝乘客嘅安全帶；第
21 三，我哋亦都考慮如果額外加裝所有乘客座位嘅安全帶嘅話，額外嘅成本，對
22 於安全角度，我哋其實係有向道路安全議會提出呢啲議題，去討論擺佢哋嘅意
23 見。

24 接住落嚟，喺呢個題目，我可以請邱國鼎先生補充一下我哋對於安全同保障
25 嘅立場，即係話如果喺我哋市內巴士喺香港乘客座位加裝安全帶嘅影響，...

26 主席：（經傳譯員）你繼續講之前，你可唔可以話你幾時向道路安全議會提出呢個議
27 題嘍？

28 邱國鼎先生：（經傳譯員）4 月，喺道路安全研究小組曾經討論過呢個題目。

29 主席：（經傳譯員）今年 4 月？

30 邱國鼎先生：（經傳譯員）對唔住，係 7 月，係 7 月嗰個會。

31 主席：（經傳譯員）係咪以文件或者電郵方式呀？

32 邱國鼎先生：（經傳譯員）係一個會議，一個小組會議嚟嘅，就有文件，有討論文件

1 嘅。

2 陳美寶女士：（經傳譯員）我哋有提交文件畀議會嘅。

3 主席：（經傳譯員）可唔可以提供文件副本畀我哋？

4 陳美寶女士：（經傳譯員）可以嘅。

5 主席：（經傳譯員）呢個係7月邊一日呀，個會議？

6 邱國鼎先生：May I check my diary?

7 主席：（經傳譯員）你慢慢喇。

8 邱國鼎先生：（經傳譯員）7月17號。

9 主席：（經傳譯員）唔該。陳律師。陳女士，我打斷咗你，我哋講緊你第一個嘅關
10 注，即係話...

11 陳美寶女士：（經傳譯員）係呀，道路安全同埋公共交通安全，我哋就有諮詢過道路
12 安全議會有關嘅小組，亦都提交咗文件，第二，呢一方面，我都請邱國鼎先
13 生隨後補充。但係我而家先講埋另外兩方面，喺技術可行性方面，工作小組嘅
14 會議，亦都得到巴士廠商同埋巴士公司嘅參與。

15 我哋係處理兩個問題，第一，就係新嘅巴士，你可以睇番會議紀錄，我哋係
16 有討論過，新採購嘅巴士，乘客座位都安裝安全帶呢個可行性，廠商嘅回覆係
17 話技術上係可行嘅。專營巴士公司嘅代表喺會議上亦都係話--都確認佢哋係可
18 以就住新採購巴士喺將來係實施呢一個建議嘅。

19 對於成本同埋財政影響方面，對於新嘅巴士，每一架雙層巴士額外嘅成本
20 5,000 鎊，即係等如總成本嘅百分之一點五，即係話購置一架雙層巴士嘅總成
21 本嘅百分之一點五。喺會議嘅時候，巴士公司亦都係話係喺技術上、操作上都
22 係可行嘅，如果喺新採購嘅巴士所有乘客座位安裝安全帶。

23 下一條問題就係話現有巴士加裝安全帶，我哋參考過唔同巴士嘅模型...

24 陳政龍先生：（經傳譯員）喺加裝嗰個問題，我稍後會另一個題目先至再詳細討論，
25 而家先講番幾個問題。

26 陳美寶女士：（經傳譯員）我而家係咪請邱國鼎先生去補充先呢？

27 主席：（經傳譯員）我諗我哋如果畀大律師去問晒所有有關嘅問題，先會更加有效率
28 嘅，如果仲有啲事項遺漏嘅話，你可以提出，不過請佢繼續問先。

29 陳政龍先生：（經傳譯員）陳女士，我而家繼續問番嗰三個考慮，如果我錯，請你更
30 正我，不過似乎係有做過一個客觀嘅、科學嘅分析，係如果所有乘客座位都加
31 裝安全帶嘅話係有咩好處，咁樣講公唔公道？

- 1 陳美寶女士：（經傳譯員）唔好意思，我唔明。
- 2 主席：（經傳譯員）你係咪講緊成本效益嘅分析吓，定點？
- 3 陳政龍先生：（經傳譯員）我哋有呢個成本就係 5,000 鎊...
- 4 主席：（經傳譯員）係呀，你個問題似乎係--你話「你似乎冇做過任何成本效益嘅分
5 析」，佢係咁樣問嘅。
- 6 陳美寶女士：（經傳譯員）我唔同意。
- 7 陳政龍先生：Again, just a side point...
- 8 主席：（經傳譯員）我哋繼續講之前，你做過乜嘢分析呀，如果你唔同意佢講法？
- 9 陳美寶女士：（經傳譯員）首先，我哋有考慮成本，如果新巴士所有乘客座位安裝安
10 全帶嘅成本，我哋有考慮；第二，亦都有考慮效益。
- 11 主席：（經傳譯員）你個分析結果係點呢？
- 12 陳美寶女士：（經傳譯員）我哋結論係如果係所有乘客座位都裝安全帶嘅話，就會為
13 咗車上嘅乘客提供額外嘅保障，呢一方面可以請邱國鼎先生係補充嘅。
- 14 邱國鼎先生：（經傳譯員）如果我哋要做成本效益分析嘅話，我哋要對等比較嘅，我
15 哋關注嘅係安全帶係一個保護裝置，之前我哋提過咗車廂內嘅其他嘅譬如係限
16 速器或者係穩定控制系統，所有呢啲都係一啲防禦嘅措施嚟嘅，就係用技術去
17 防止意外嘅發生，但係安全帶係一個保護裝置，因為畢竟都係會發生意外，而
18 安全帶就係一啲安全措施可以保障乘客，如果我哋做一啲成本效益分析嘅時
19 候，我哋要搵一啲類似嘅同等嘅有咁樣嘅保護功能嘅儀器去同安全帶去比較，
20 而我有見到有任何一種保護裝置可以對乘客，特別係發生意外嘅時候提供一樣
21 嘅保障。
- 22 而喺工作小組，我哋亦都有同巴士公司討論，額外嘅費用就係每一部巴士
23 5,000 鎊，而每一架雙層巴士就係超過 300 萬。
- 24 主席：（經傳譯員）我哋知道㗎喇，即係話係總成本嘅百分之一點五。
- 25 邱國鼎先生：（經傳譯員）喺比較總成本嚟講，係比較低嘅，但係呢一個帶嚟嘅保
26 護，呢個得益係好高嘅。
- 27 主席：（經傳譯員）有冇啲情況係有車上嘅座位乘客因為冇安全帶而受傷呢？你有冇
28 研究過呢一樣嘢呢？
- 29 邱國鼎先生：（經傳譯員）有啲研究嘅，係私家車，安全帶可以減低意外嘅嚴重性。
- 30 主席：（經傳譯員）私家車同巴士好唔同，你有冇考慮過--有冇研究過有啲事件有乘
31 客係喺車上坐喺個座位度因為冇安裝安全帶而受傷或者係甚至死亡呢，你有冇

1 研究過呢？

2 邱國鼎先生：（經傳譯員）有一個特定嘅研究。

3 主席：（經傳譯員）即係答案就係你有喇？

4 邱國鼎先生：（沒有可聽到的回答）

5 主席：（經傳譯員）點解冇呢？

6 邱國鼎先生：（經傳譯員）我哋亦都有討論過，正如我頭先提過，就係喺道路研究小
7 組嗰度傾過，呢個係喺工作小組報告嘅 5.10 段嗰度。

8 主席：（經傳譯員）個問題好簡單，點解你有去研究過喺巴士上座位嘅乘客冇安全帶
9 而導致到有受傷或者死亡嘅事件去顯示番個問題喺邊呢？

10 陳美寶女士：（經傳譯員）請容許我補充，主席。我哋要承認番，根據職員嘅證供，
11 我哋係冇做過任何可以量化嘅研究，考慮到意外嘅成因嘅，去研究一下係唔係
12 冇帶安全帶嘅乘客個傷勢會重啲，...

13 主席：（經傳譯員）你喺繼續講之前，我而家問你嘅問題，點解冇做咁嘅研究，或者
14 係可以量化嘅分析呢？

15 陳美寶女士：（經傳譯員）我哋冇咁樣做，我而家都答唔到你，但係我想指出...

16 主席：（經傳譯員）等我協助你，有冇咁嘅統計數據？有冇紀錄？有冇整理過呢啲資
17 料？

18 陳美寶女士：（經傳譯員）主席，我諗喺呢方面有收集過或者整理過統計數據嘅。

19 主席：（經傳譯員）警方有？

20 陳美寶女士：（經傳譯員）我哋唔可以代表警方回答。

21 主席：（經傳譯員）你接觸佢哋嘅交通意外數據庫嘅，你唔係叫你幫佢答，有冇任何
22 數據係協助到你嘅？

23 邱國鼎先生：（經傳譯員）主席，喺我哋嘅路上交通意外數據，我哋每年係的確有啲
24 數字嘅。

25 主席：（經傳譯員）有啲數字係包括私家車，但係我問嘅係巴士。

26 邱國鼎先生：（經傳譯員）我哋巴士方面都有嘅。

27 主席：（經傳譯員）你有啲咩嘢數字呢？或者你可以考慮下呢點，我就唔想對你唔公
28 平，如果你需要啲時間去整理下啲資料，我哋可以稍後再返番呢一點嘅。陳律
29 師。

1 陳政龍先生：（經傳譯員）主席，因為提到警方嘅數據，我問緊我嘅助手搵番最近警
2 方發畀我哋嘅函件，有啲資料關於係巴士座位乘客受傷嘅數據嘅。

3 主席：（經傳譯員）你都提醒咗我，呢啲資料喺我哋嘅網站有冇呢？

4 陳政龍先生：（經傳譯員）有嘅，未必可以完全回答到呢個問題嘅，但係都有啲關係
5 嘅，而家想請你睇番雜項 1C 嘅，頁數係 124-561，主席，呢個係 10 月 3 號
6 2018 年警方發畀我哋委員會嘅函件。陳女士，你而家面前都應該有呢一封信
7 件，係警方係喺 2018 年 10 月 3 號寫畀委員會嘅，第 3 段，警方知悉佢哋嘅總
8 部係搵唔到任何運輸署根據喺 2007 年呢個建議喺巴士上安裝安全帶嘅任何諮詢
9 嘅，呢一段就講到同道路安全議會嘅會議，之後個頁。

10 第 4 段，警方係咁講嘅，警方就係有一啲統計數字，關於係喺巴士上嘅座
11 位乘客冇戴安全帶受傷嘅，跟住就係 2015 年、2016 年、17 年警方有啲數據提
12 供，似乎就係一啲乘客係有帶同冇帶安全帶而受傷嘅數字嘅。

13 運輸署有冇考慮到呢一啲數據呢，當時你係提議話喺新嘅巴士係有安全帶，
14 你去考慮個益處嘅時候，有冇睇過呢啲數據呀？

15 主席：（經傳譯員）還是你第一次去睇到呢啲嘅數據呢？

16 邱國鼎先生：（經傳譯員）唔係，唔係嘅，我哋都係知道呢啲嘅數據。

17 主席：（經傳譯員）係，你以前見過啲喇，係咪呀？

18 邱國鼎先生：（經傳譯員）其實佢哋個格式可能唔同嘅，但係個個來源，其實我哋
19 都知嘅。

20 主席：（經傳譯員）當時你去做分析嘅時候，有冇考慮呢啲數據？

21 邱國鼎先生：（經傳譯員）而家啲啲傷亡嘅情況，因為有啲--而家我哋就有安全帶咗
22 嘛，我哋嘅建議就係話要提供安全帶，我哋比較關注...

23 主席：（經傳譯員）唔係，唔係，唔係，個問題好簡單嘅啫，你有冇考慮過呢啲嘅數
24 據呢？你可以話畀我聽你仲考慮過其他嘢，但係有冇考慮過呢啲數據？

25 邱國鼎先生：（經傳譯員）我哋冇考慮嘅。

26 主席：（經傳譯員）是或者否其實好簡單嘅啫，如果你想補充嘅時候，你可以話畀我
27 聽你考慮過其他嘢都得。

28 陳美寶女士：（經傳譯員）主席，我哋要好公道嘅，對啲同事，佢哋我哋嘅運輸署其
29 實係道路安全嘅專家，佢有參加道路安全議會嘅會議，佢亦都係有同警方去聯
30 繫，基於佢哋以前嘅研究，佢哋係攞到警方嘅資料同埋數據嘅，冇錯，如果有
31 咁樣嘅數字，點樣嘅方法係去表達呢啲數字嘅時候，佢哋就有考慮過，但係邱
32 先生可能想解釋嘅就係話佢哋嘅專業嘅分析就會話畀佢聽有安全帶就會係對於

1 坐喺度嘅乘客提供額外嘅保障嘅。

2 主席：（經傳譯員）我哋之前有警司係嚟作供嘅，佢話畀我哋聽，提醒我哋有如果呢
3 一個嘅乘客佢係戴安全帶戴得好嘅說話，佢就可以個生命得到保障，呢個嘅問
4 題就係大家唔爭論嘅，個問題就係話--個問題--而家個問題喺邊度，同埋究竟
5 嗰個成本係點樣樣。邱先生，其實你有冇做到啲分析同埋有冇一啲文件去令我
6 哋明白你究竟係做過啲咩嘢分析，你可唔可以提供呢？

7 邱國鼎先生：（經傳譯員）喺我哋嘅工作小組嘅報告第 5.3、5.4 段嗰度，我哋有提
8 到...

9 主席：（經傳譯員）你可唔可以首先回答我個問題，其實你有冇係做過一個文件就係
10 有呢一個成本效益分析呢？

11 邱國鼎先生：No. I want to mention...

12 主席：（經傳譯員）你可唔可以就咁答問題？有冇咁做？

13 邱國鼎先生：We are going to request in the working group report
14 that those...

15 主席：（經傳譯員）對唔住，邱先生，唔該你答我嘅問題。你需要幾多時間都得，你
16 係需要點樣解釋都得，我會畀時間你，但係回答我問題，喺呢一個課題上面，
17 你有冇去撰寫過一個文件？或者呢個係一個好簡單嘅問題，你用--你可以花啲
18 時間去諗一諗。

19 邱國鼎先生：（經傳譯員）冇。

20 主席：（經傳譯員）好，你係想講啲乜嘢嘢呢？

21 邱國鼎先生：（經傳譯員）第 5.4 段，呢個工作小組嘅報告就話「所以喺現有嘅巴
22 士，如果我哋要加裝安全帶，個工作小組就建議運輸署、專營巴士公司同埋巴
23 士廠就係大家緊密繼續聯繫同埋去工作嘅。」

24 主席：（經傳譯員）係，呢個係咪你想話畀我哋聽嘅？

25 邱國鼎先生：（經傳譯員）係。

26 主席：（經傳譯員）好，陳生，繼續。

27 陳政龍先生：（經傳譯員）陳女士，我下一條問題就係咁嘅，可能唔係咁公道嘅，咁
28 樣問你，就係請你解釋就係你上一手做過或者冇做過啲乜嘢，但係無論如何，
29 個問題就係話運輸署--如果個安全帶係咁好，點解喺 2006、07 年做個檢討嘅
30 時候，冇加入咁樣嘅要求呢、規定呢？

31 陳美寶女士：（經傳譯員）我就唔可以係代我嘅上一手嘅人去回答，但係喺我哋工作
32 小組嘅討論嘅當中，運輸署嘅睇法就係安全帶就會提供畀乘客一個多一層嘅保

1 障，但係可唔可以達到我哋希望達到嘅成果呢？亦都係視乎嗰個乘客會唔會使
2 用或者配戴呢啲安全帶，同埋佢哋係咪真係坐喺度嘅乘客。

3 我哋知道有限制嘅，對於呢一個安全帶有冇效，但係即使係咁，我哋認為係
4 新巴士嚟講，如果我哋要配有安全帶，其實都幾有成本效益，亦都會係提供額
5 外嘅保障，而嗰個額外嘅成本亦都唔係咁大嘅。係關於現有巴士我哋再加裝，
6 遲少少我就會講多啲。

7 主席：（經傳譯員）唔該晒。陳生。

8 陳政龍先生：（經傳譯員）喺加裝之前，我就係都想提一點嘅，喺九巴關於大埔嘅意
9 外嘅調查報告嘅時候，2018年3月12號提交畀運輸署，九巴就係講，就話--
10 自願咁講，就係話佢會係安裝--喺所有嘅座位之中安裝安全帶，...

11 主席：（經傳譯員）我哋可唔可以睇一睇嗰個頁數呢？

12 陳政龍先生：（經傳譯員）KMB-1 第 114 頁第 40 段嘅，主席，114 頁嘅，就係九
13 巴，係大埔公路嘅意外嘅其中一個嘅部分嚟嘅，係 3 月 12 號嘅。

14 主席：（經傳譯員）冇錯，我哋睇到喇。

15 陳政龍先生：（經傳譯員）或者我讀一讀出嚟，第 40 段嘅，就係「安全帶」係標
16 題，係呢個調查報告嘅第 5 部分，就係「其他措施可以改善巴士安全」嘅，
17 好，我哋讀出第 40 段嘅。

18 「九巴就已經係要求呢個嘅供應商就係喺新巴士喺 2018 年 3 月 5 號採購
19 嘅巴士之中就係都係有安全帶嘅，係一個標準嘅一個設施嚟嘅，而家現有嘅巴
20 士嚟講，如果係有一啲特定嘅路線係需要嘅時候，就喺上層嘅巴士上層嘅座位
21 之中就會係逐步咁安裝安全帶嘅。」

22 所以喺工作小組第一個會議之前，九巴自己就已經係採取行動係去裝置安全
23 帶喺所有嘅所有座位之中，...

24 主席：（經傳譯員）係所有新巴士。

25 陳政龍先生：（經傳譯員）係，冇錯，主席，係，唔該晒。我個問題就係九巴而家個
26 情況就係咁，九巴呢個咁樣嘅決定其實有冇影響到工作小組個建議，就係話係
27 建議其他嘅專營巴士公司都係要喺所有嘅座位度安裝安全帶呢？

28 陳美寶女士：（經傳譯員）首先，我會想講九巴提供嘅報告，2018 年 3 月 12 號收
29 到嘅，係遲過我哋發出電郵，就係 3 月 6 號就係畀所有嘅巴士營運商，就係話
30 畀佢哋聽其實我哋會研究乜嘢嘅措施去改善巴士安全嘅，我哋提供畀委員會其
31 實已經係提供咗相關嘅電郵嘅。

32 主席：（經傳譯員）冇錯，我哋喺呢點係有爭議，喺 2 月 15 號立法會有討論過呢個
33 問題，佢哋都有傾過關於呢個安全帶嘅，所以其實你嘅議程裏面，你擺上一個

1 咁嘅議程就係唔奇怪，冇問題嘅，呢個冇爭議，個問題就係話九巴其實係工作
2 小組開會之前佢哋作出咁樣嘅決定，呢個冇冇影響到你哋工作小組嘅建議，就
3 係話提議其他嘅專營巴士公司，其他或者係所有嘅專營巴士公司都係新嘅巴士
4 嗰度係有安全帶，冇冇影響嘅呢？

5 陳美寶女士：（經傳譯員）我哋知道九巴有呢一個咁嘅計劃，就話係需要供應商嘅新
6 嘅巴士有安全帶，但係咁工作小組我哋去討論嘅時候，討論關於安全帶嘅時
7 候，我哋係盡力希望睇下其實嗰個技術可行性、財務方面係點樣樣，同埋道路
8 安全嗰個方面係點樣樣。

9 主席：（經傳譯員）對唔住，我真係要打斷一下，或者我講得清楚少少，你係睇番個
10 個嘅可行性，技術嘅可行性，同埋係呢一個關於呢一個對於道路安全同埋乘客
11 嗰個益處嘅，係咪呀？

12 陳美寶女士：（經傳譯員）係，冇錯。

13 主席：（經傳譯員）好，陳先生。

14 陳政龍先生：（經傳譯員）主席，我就而家係去到關於加裝安全帶方面，...

15 主席：（經傳譯員）好，我哋係做呢樣嘢之前，其實你可唔可以幫一幫委員會，喺呢
16 一方面，專營巴士或者係九巴其實係大概佔嘅比例係幾多呢？

17 陳美寶女士：（經傳譯員）你嘅意思係巴士嘅數目，係咪呀？

18 主席：（經傳譯員）係，巴士嘅數目，佔幾多？大概係四千，係咪呀？

19 陳美寶女士：（經傳譯員）係。

20 主席：（經傳譯員）大概係三分之二，即係六千部之中，四千方係九巴嘅。呢間公司
21 其實係三分二，擁有香港嘅巴士車隊，佢就係決定咗新巴士裏面係裝置安全
22 帶，其餘三分之一，你就話被悉到呢個九巴嘅決定嘅，係咪？

23 陳美寶女士：（經傳譯員）係。

24 主席：（經傳譯員）好，或者我哋而家小休二十分鐘。

25

26 上午 11 時 32 分聆訊押後

27

28 上午 11 時 54 分恢復聆訊

29 出席人士如前。

30

1 主席：（經傳譯員）陳律師。

2 陳政龍先生：（經傳譯員）主席，而家我想講加裝安全帶嘅問題，我首先係講番工作
3 小組有關嘅段落，我係會讀多啲段落出嚟嘅，因為我發現加裝呢個問題係比較
4 複雜嘅，為咗對工作小組嘅分析公道，我係會係全部讀幾段出嚟，首先請大家
5 睇 3.8 段，係工作小組報告，內部頁碼 26，聽證會號碼係 TD-5 文件 1786
6 頁，主席，似乎嗰個屏幕有少少問題--而家有喇。

7 主席：（經傳譯員）解決咗未呀？

8 陳政龍先生：（經傳譯員）係，解決咗。陳女士，你睇唔睇到 3.8 段呀？

9 陳美寶女士：Yes.

10 陳政龍先生：（經傳譯員）我而家係會將佢讀出嚟，亦都會讀出 3.9、3.10，然而
11 就會停一停，到時我會係講幾句嘅，不過首先我讀咗先。

12 3.8，佢嘅部分就係話嚟現有專營巴士上加裝安全帶呢一部分嘅，佢就係咁
13 講，而家個問題就係講加裝上層嘅安全帶嘅，3.8 係咁講嘅「就算係喺上層所
14 有乘客座位加裝安全帶係技術上可行都好，都有其他嘅影響嘅，首先，我哋認
15 為巴士嘅重量係會增加 300 至 400 公斤，而載客嘅容量可能會減少七至八位乘
16 客，因為係要將佢改裝；仲有加裝同埋測試嘅工作，喺每一架專營巴士嚟講，
17 都要需要好多嘅時間，因此亦都會係影響喺呢一個程序當中巴士嘅操作同埋巴
18 士可用率嘅。同埋睇下仲有冇呢一啲嘅人力，ADL 同富豪就話係需要一個星
19 期，每一架巴士一個星期，仲要三至四個有技能嘅技工嘅，但係因為巴士廠就
20 話佢哋冇咁樣嘅地方係可以做呢啲加裝嘅工作，公營巴士嘅公司就要自己用自
21 己嘅工場嘅地方同埋自己請承辦商去做，因此有冇咁樣有技能技工同埋工場有
22 冇地方就會係一啲好重要嘅考慮。基於一個比較粗略嘅估計，係可能需要六至
23 十二年嘅時間，將全部三千三百架巴士加裝上層安全帶嘅。」

24 3.9 段，「因此有一啲嘅巴士營辦商就係表達咗一啲關注，就話加裝安全
25 帶唔單只係令到佢哋喺財務上有負擔，甚至喺時間同埋人力方面都係好可觀
26 嘅，仲要就係可能要重新調配或者係購置新嘅、額外嘅巴士令到喺整個程序當
27 中都有足夠嘅巴士服務嘅。」

28 好喇，講到呢一度，我停一停，喺註腳 10 嗰度就係講到有關嘅財務負擔
29 嘅，佢就係咁講，「我哋未詳細去研究呢一啲技術上嘅細節之中，我哋係假設
30 一架巴士如果係要做呢個加裝就要 20 萬港元嘅，仲未計人力同埋係一啲間接嘅
31 費用嘅。」因此講到成本嗰方面，喺個分析嘅時候，你係睇緊成香港六億元
32 嘅，咁樣先可以係六年到十二年做晒所有嘅加裝，我咁樣講係咪正確呢？

33 陳美寶女士：（經傳譯員）正確，粗略嘅估計係咁。

34 陳政龍先生：（經傳譯員）或者而家我繼續去讀，...

1 主席：（經傳譯員）你再讀之前，咩嘢意思就係話人力同埋間接費用係唔包括呢？咩
2 嘢意思呢？

3 陳英傑先生：（經傳譯員）主席，或者我答呢個問題，喺呢一個註腳嗰度講嘅成本就
4 只係包括巴士製造商喺器材同埋嗰個加裝嘅安全帶嗰度佢哋報價，其他嘅費用
5 或者係人力仲未包括在內嘅，因此我哋係咁講。

6 主席：（經傳譯員）即係話譬如話要有啲工程師，佢哋係要加裝呢一啲嘅安全帶，即
7 係話工程師嘅費用未加落去？

8 陳英傑先生：（經傳譯員）係，冇錯。因為當時係未能夠係估計嘅。

9 主席：（經傳譯員）咩嘢叫做間接嘅費用？係咪即係話譬如話架巴士可能成個禮拜唔
10 用得呀咁？

11 陳英傑先生：（經傳譯員）有可能係包括你要租個工場嘅地方。

12 主席：（經傳譯員）仲有架巴士喺嗰個禮拜係唔用得㗎嘛？

13 陳英傑先生：（經傳譯員）係呀，都未計算喺呢一度嘅。

14 主席：（經傳譯員）嗰個就係額外嘅成本㗎喇？

15 陳英傑先生：That's correct.

16 主席：（經傳譯員）所以呢一個總體嘅數字話 6 億，其實仲有其他嘅成本係未包括在
17 內嘅？

18 陳英傑先生：（經傳譯員）冇錯。

19 陳政龍先生：（經傳譯員）跟住第 3.10 段，「喺呢一方面，所有嘅巴士公司都係話
20 由佢哋每日嘅觀察，坐喺冇遮閉嘅座位嘅乘客通常都唔會戴安全帶嘅，如果係
21 咁嘅情況嘅話，似乎加裝安全帶就唔係符合成本效益喇。」喺呢一度停一停，
22 我想跟進一點。

23 「另一方面，佢哋覺得應該加強公眾教育去鼓勵喺巴士上配戴安全帶，喺五
24 個專營巴士公司嚟講，九巴同龍運強調佢哋就住新嘅巴士係支持安裝安全帶
25 嘅，亦都要睇下巴士廠商嘅建議，九巴、龍運就會喺上層嘅座位加裝安全帶，
26 又或者係如果有一啲係行公路嘅路線，長途嘅路線，係中段站好少嘅話，亦都
27 可以喺所有嘅乘客座位加裝安全帶，其餘嘅三間巴士公司，即係城巴、新巴、
28 大嶼山巴士公司就唔支持加裝呢一個建議嘅，係因為使用率好低喇預期，同埋
29 係加裝嘅費用高昂，要求政府如果係要加裝呢個建議實施嘅話，係提供津貼
30 嘅。」

31 停一停，睇番呢一段，係講到巴士公司嘅意見，佢哋話喺冇遮閉嘅座位嘅乘
32 客嗰度，其實一般都唔戴安全帶，佢哋預期個使用率係好低嘅，係咪喺工作小

1 組嗰時開會都同巴士公司討論呢一點呢？

2 陳美寶女士：（經傳譯員）係嘅。

3 陳政龍先生：（經傳譯員）委員會聽過警方嘅證據，而警方嘅代表，即係總警司
4 Baker 佢都係話預期大部分嘅人都會用安全帶嘅。主席，就住呢一個證據、證
5 供，可以講番係喺本個度嘅第 17 日嘅聽證會，9 月 24 號 2018 年，第 48 頁
6 20 行同埋第 50 頁 13 行，據我理解，仲有一個做法，就話只係上層安裝安全
7 帶，同埋只係喺長途車，行公路嘅路線，冇乜站先至安裝安全帶。

8 呢一個就喺 3.13 嗰段有提到嘅，「結論同埋未來嘅工作」，呢度係咁講
9 嘅，「考慮到喺香港嘅專營巴士嘅營運狀況都係喺市內巴士，亦都係有企位，
10 同埋喺現有嘅巴士加裝安全帶嘅技術可行性、費用同埋所需時間，工作小組認
11 為係理據不足去令到所有嘅巴士係強制安裝座位嘅安全帶。」

12 我停一停，我唔知道係咪有打錯字吖，定話係語言嘅問題，因為我理解工作
13 小組係有就住新巴士建議所有座位安裝安全帶嘅，呢度就話所有巴士，如果係
14 要強制安裝安全帶嘅話，就理據不足，係咪有啲搞錯呢？

15 陳美寶女士：（經傳譯員）我可以澄清一下嘅，首先，對於新嘅購置嘅巴士，工作小
16 組嘅建議就係所有新嘅巴士都係所有乘客座位都安裝安全帶嘅，工作小組嘅建
17 議就認為如果係話全部巴士，我哋有一個法定要求或者強制要求要所有巴士，
18 包括新購置巴士同埋現有嘅巴士都係所有乘客座位要加裝安全帶嘅話，就理據
19 不足嘅。我哋咁樣講嘅時候，我哋係明白好多問題，嗰啲問題仲需要仔細考慮
20 去評估嘅，譬如話係安全帶。

21 陳政龍先生：（經傳譯員）所以呢度有個分別，就係話呢個係一個專營巴士嘅協議嘅
22 要求，同埋法定嘅要求，啱唔啱？

23 陳美寶女士：（經傳譯員）呢個第一個分別，另外就係話所有巴士吖，定係所有新嘅
24 巴士。

25 陳政龍先生：（經傳譯員）多謝你嘅澄清，我再繼續讀呢一段，「然而工作小組亦都
26 承認喺有遮閉座位同埋係巴士車廂係有企位嘅情況底下，安全帶係會為坐低嘅
27 乘客提供額外保障，所以工作小組亦都建議，而所有公司亦都同意現有巴士加
28 裝安全帶呢個可行性係要进一步考慮嘅。視乎技術性、操作上同埋財政上嘅可
29 行性嘅評估，當局應該考慮喺有啲巴士係指派行某一啲嘅路線，譬如話係長途
30 巴士，係行公路，比較少中途站嘅，上層嘅所有座位都應該加裝安全帶。」

31 睇下個附註，佢就畀咗啲公路嘅例子，呢個係第 11 號--第 12 號嘅附註，
32 就係話根據巴士公司，似乎牽涉嘅巴士嘅數目會減低，就大概係二千。

33 咁樣講啱唔啱呢？呢一個數字都係一個粗略估算嚟嘅，啱唔啱呀？就即係 4
34 億港元，稍為超過 4 億港元。

1 陳美寶女士：（經傳譯員）係嘅。

2 陳政龍先生：（經傳譯員）講番轉頭，我頭先讀過嘅段落，即係話如果加裝安全帶似
3 乎唔符合成本效益，當大家講到符合成本效益嘅時候，係咪相比加裝安全帶為
4 乘客嚟嘅益處而言呀？

5 陳美寶女士：（經傳譯員）冇錯。

6 陳政龍先生：（經傳譯員）陳女士都有提過，因為運輸署冇就呢一方面，即係安全帶
7 嘅效益做一個成本效益研究，你點樣去評估成本效益呢？

8 陳美寶女士：（經傳譯員）對於現有巴士加裝安全帶似乎唔符合成本效益，呢句說話
9 就係有以下考慮嘅，首先，我哋留意到唔係所有現有巴士嘅型號都係適合加裝
10 安全帶嘅；第二，有啲巴士型號適合加裝安全帶嘅技術上，但係喺下層都加裝
11 安全帶嘅話，就會對於巴士嘅結構同埋運作有影響；第三，我哋亦都留意到運
12 作上嘅影響，譬如話時間、所需嘅人手，如果話係要喺工場嗰度加裝嘅話，呢
13 樣嘢亦都會影響專營巴士可以調配嘅巴士嘅數目嘅。考慮到呢啲情況，工作小
14 組係仔細考慮過，亦都有同巴士公司商討嘅，正如資深大律師亦都提到喺 3.13
15 段、3.14 段，係基於咁嘅原因，而巴士公司亦都同意現有巴士加裝安全帶呢件
16 事係要進一步去研究嘅。

17 所以回答番你嘅問題，呢句說話話似乎唔符合成本效益係有經過一啲可以量
18 化同埋穩健嘅成本效益分析，但係我哋有要求巴士公司要進一步評估操作同
19 埋財務上嘅可行性，我哋先會進一步考慮到底喺上層可唔可以加裝安全帶，如
20 果係嘅話，對於係行走公路嘅長途巴士路線，中途比較少巴士站嘅，會唔會係
21 有比高嘅機會咁樣做呢，因為乘客係有咁頻密要上車、落車嘅，而係根據咁嘅
22 基礎，係有較大機會使用安全帶嘅。

23 主席：（經傳譯員）你意思係嗰個使用率會高啲，係咪呀？

24 陳美寶女士：（經傳譯員）冇錯，主席。

25 陳政龍先生：（經傳譯員）你都提過話需要更多嘅評估，Stanley 教授同埋
26 Weston 教授都有一啲建議嘅，我讀咗佢哋嘅證供之後，再邀請你去回應一下，
27 你覺得呢個方法係咪可行。而家請你睇番 Stanley 教授嘅證供嘅謄本，就係
28 2018年9月15號，第124頁，或者由123頁開始講起，畀大家一啲背景資
29 料，第123頁第20行，你可以見到個題目就係「所有座位加裝安全帶」。

30 124 頁第 1 行，我就問呢個問題嘅，「喺澳洲市內巴士係咪有要求加裝安
31 全帶嘅呢？」「冇。」

32 我個問題就話「係咪有原因嘅呢？」Stanley 教授就話「一般嚟講，呢架
33 車輛本身嘅重量，就會提供足夠嘅保障，而安全帶就唔會提供更多嘅保障，而
34 且現有嘅車輛加裝安全帶亦都係一個挑戰，成本亦都會增加。

1 我唔知你明唔明，有一樣嘢就叫做係一個條例帶嚟嘅影響嘅一個陳述嘅，譬
2 如話如果係喺巴士路線，現有嘅，係強制安裝安全帶嘅話，似乎就要去做一個
3 條例實施嘅影響嘅研究，去睇下咁樣做牽涉嘅成本，同埋亦都要睇下唔同嘅事
4 故嘅情況嘅唔同嘅機率係咪會減低。然後再計下佢個成本，然後去作為一個
5 評估嘅基礎嘅。我哋平時就會咁樣做嘅。」

6 而主席跟住就問，「呢個嘅條例影響係咩嘢意思呢？」「通常就會由政府部
7 門做嘅，喺澳洲就有係國家嘅層面會做好多嘢，譬如係話佢國家嘅交通局，就
8 係我亦都做咗副主席九年嘅，我哋係有做過唔同嘅車輛研究嘅，唔同方面嘅條
9 例影響嘅說明嘅。」

10 呢個係其中一段，另外一段都係教授嘅證供，就係第 144 頁，144 頁第 4
11 行，我問題係話「考慮到啲啲資料，你對於呢個意見，即係話喺所有座位安裝
12 安全帶，或者第二，淨係喺上層冇企位嘅乘客去安裝安全帶，你嘅觀察係點
13 呢？」

14 教授就回答話「多謝，呢個係令我要返番去半個鐘頭前提到嘅啲個答案嘅，
15 我覺得係有兩個層面嘅，第一，就係話喺巴士嘅某啲位置，譬如話係新巴士嘅
16 上層係技術上係可以安裝安全帶或者係舊嘅巴士去加裝。

17 第二個層面，就係話如果係技術上可行嘅話，呢一個成本效益比率係幾多
18 呢？即係意思話成本要花幾多，同埋如果安裝咗安全帶之後，啲啲意外嘅種類
19 發生嘅機率係咪會減低呢？人哋會唔會戴安全帶呢？呢啲問題都係需要回答
20 嘅。

21 我會講話呢啲問題就係你要係喺條例實施嘅影響嘅評估入面去做嘅，有唔同
22 呢啲種類呢啲意外發生嘅機率個資料係點樣呢，你亦都可以係就住呢啲意外機
23 率減低去睇下用金錢去量化計算，然後你亦都可以對於配戴安全帶嘅機率有個
24 意見，亦都會影響戴安全帶嘅有效性嘅。

25 政府喺決定如果係技術可行嘅話，作為一個政策嘅決定去安裝安全帶都可以
26 嘅，而咁樣做，你要去先做一個嘅成本效益分析，我覺得喺呢個情況應該咁樣
27 做嘅，所以我覺得個基礎唔可以係話就咁憑人嘅意見認為應該咁做、應該點樣
28 做。

29 我哋要考慮好多一啲真實而係有基礎嘅一啲關注，同埋會影響係咪去安裝安
30 全帶，但係你要做一個恰當嘅成本效益分析先，如果唔係，所有都係猜測嘅。

31 我自己就覺得人哋可能覺得係應該要安裝安全帶，不過呢個冇恰當嘅評估嘅
32 話，只係一個意見嚟嘅。」

33 「即係話就咁一個嘅感受係唔夠嘅，你要做一個嘅成本效益分析？」

34 「冇錯。」

1 「而咁樣做嘅話，你會睇啲乜嘢情況呢？」

2 「理論上，原則上，就會係非常簡單嘅成本效益分析，而要考慮個機率嘅價
3 值嘅話，你要做一啲比較嚴肅啲嘅研究，你要睇番你喺唔同嘅收到嘅陳述書入
4 面已經係提到過嘅。」

5 跟住落嚟嘅證供就問關於澳洲嘅好多嘅資料，我就唔會讀出嚟。另外一段我
6 想講嘅都係同一點嘅，就係喺第 149 頁第 4 行，Stanley 教授個答案中間，呢
7 一段開始，第 4 行係講效益嘅。

8 「但係呢個情況就要問係有乜嘢效益，你要睇下呢架車係會發生乜嘢類型嘅
9 意外，譬如係咪喺企位嘅乘客定座位嘅乘客會有意外，而如果要求戴安全帶嘅
10 話，呢一類型嘅意外機率係咪會減低幾多，而你要做啲乜嘢去鼓勵大家戴安全
11 帶呢？」

12 如果係咁樣做嘅話，我就可能係要同心理學家講下你點樣去叫人戴安全帶、
13 點樣令到人哋去認真處理，我覺得喺香港，而家都係應該要咁樣做嘅，係好重
14 要嘅就係去考慮到底會發生嘅機率係幾多，我會同--即係話我會考慮發生呢啲
15 意外之後嗰個成本係幾多，即係話如果香港有致命意外嘅話，牽涉嘅費用係幾
16 多、個成本係幾多、嚴重受傷嘅意外係幾多，因為你要將呢一啲嘅價值去將佢
17 轉換去應用喺係某一種嘅意外發生嘅機率減低咗嘅話，個價值係幾多。」即係
18 解釋咗就點樣去做一個成本效益分析嘅。

19 就我就會睇一睇 Weston 先生喺倫敦嘅情況，然後我就會問一問你點樣睇
20 佢哋嘅意見。好，我哋而家去睇番去 Weston 先生嘅報告，係呢個專家嘅文件
21 冊 115 頁，我就想睇一段簡短嘅一段，就係呢一個嘅文件夾嘅第 148 頁，喺文
22 件裏面就係第 34 頁嚟嘅。

23 陳小姐，第 148 頁，呢個就係「巴士安全標準」嘅，呢個背景就係關於應
24 該係裝置一啲乜嘢嘅安全裝置，我就會讀下面數上嚟第三段。

25 呢度講話「雖然話呢個新嘅標準就會喺新嘅巴士適用，每一年就有七百部
26 嘅，我哋亦都係諗緊其實可唔可以喺而家嘅巴士裏面加裝，特別就係而家係中
27 期嘅時段，就大概係會係需要七年時間去完成嘅。我哋特別要留意就係倫敦運
28 輸局就係採取一個非常嚴謹嘅措施就去睇番每一個嘅可能性，就用一個成本效
29 益分析嘅，就會係希望能夠達到就係話每一鎊我哋使咗嘅錢就能夠達成最大嘅
30 傷亡同埋意外減低嘅效益嘅。」

31 主席：（經傳譯員）呢個係巴士安全嘅標準，我哋睇緊唔同嘅巴士嘅科技嘅。

32 黃女士：（經傳譯員）或者我亦都係為紀錄起見，我都係睇一睇第二段，就係「巴士
33 安全標準」。

34 「有唔同嘅科技我哋睇緊嘅，包括智慧車速輔助、自動剎車同埋呢一個聲控
35 同埋影像嘅分析等等，其實都係我哋睇緊嘅，我哋都係設計去睇呢一啲嘅唔同

1 嘅選項，就確保我哋係投資咗幾多錢，我哋應該係能夠攤盡嗰個益處同埋利益
2 嘅。」

3 因此呢兩個嘅專家嘅報告話畀我哋聽其實佢哋都有做--喺兩個唔同嘅司法
4 管轄區都做一啲好嚴謹嘅成本效益分析嘅，我希望運輸署特別去睇一睇呢一個
5 咁樣嘅方法，就特別喺專營巴士裏面加裝安全帶，會唔會係做同類嘅嘢呢？

6 陳美寶女士：（經傳譯員）第一位專家嘅供詞，佢就講到個規管影響研究，就佢認為
7 係需要嘅，如果我哋係要強制係要加裝或者安裝安全帶嘅時候，就需要嘅，喺
8 呢一個 Weston 先生，倫敦，佢就講到係成本效益分析，運輸署嘅睇法就係我
9 哋同意喺車上面係安裝一啲嘅裝置去改善巴士安全標準，我哋係需要有一個嚴
10 謹同埋小心嘅評估，或者我哋所用嘅字眼係同佢哋唔相同嘅，同嗰個專家，譬
11 如話規管影響研究或者成本效益分析，可能我哋用嘅字眼唔同，但係工作小組
12 嘅觀察同埋佢考慮就係話我哋都係需要進一步去探討個可行性同埋嗰個運作上
13 嘅影響、財務嘅承擔等等，係就住--即係話就住加裝或者安裝安全帶。換句話
14 嚟講，我哋都係睇緊用一個更有系統嘅方法，更全面嘅方法去睇呢一個嘅課
15 題。

16 主席較早前都提出，喺第 3.13、3.14 段，喺呢個工作小組嘅報告裏面，
17 我哋可能有講過話就係將成本同埋效益嚟作一個對比，但係我哋都係前瞻嘅，
18 前瞻嘅，當我哋再去推進呢個項嘅時候，我同意我哋係需要睇番喺操作技術同
19 埋財務方面嘅承擔同埋睇番我哋嗰個嘅效益係點。

20 我哋而家喺現有嘅巴士加裝安全帶似乎唔係咁符合成本效益，我哋亦都考慮
21 過幾個因素，所以其實係咪應該成為一個強制或者法定嘅規定，抑或要求特別
22 係喺目前現有巴士上層加裝安全帶，我哋真係要去認真去睇下究竟我哋係有乜
23 嘢額外嘅成本或者額外嘅效益，特別係我哋亦都係睇番成本同埋個技術嘅可行
24 性。

25 專家提過，如果我哋係需要有個強制嘅要求嘅時候，我哋需要係進行一啲成
26 本效益分析或者係做一啲影響嘅研究。唔該晒。

27 陳政龍先生：（經傳譯員）又或者 Stanley 教授或者 Weston 先生嘅報告都有提
28 到，就話有啲科學嘅、量化嘅一啲嘅效益，如果我哋真係要加裝安全帶，我哋
29 需唔需要做呢啲嘢呢？你同唔同意呢？

30 陳英傑先生：（經傳譯員）我同意嘅。我哋需要做好多嘅工作嘅。專營巴士喺香港，
31 我哋暫時都未有呢啲嘅裝置，所以其實喺呢方面，我哋都係好難收集數據，但
32 係我哋都可以係研究海外嘅經驗，作進一步嘅分析，特別係基於嗰啲意外嘅數
33 據、其他嘅車輛嘅意外數據，但係我哋要考慮到佢哋唔係雙層嘅車輛。我哋需
34 要為乘客提供保護，我哋亦都要考慮呢一點，去決定究竟我哋要唔要求或者係
35 需唔需要進一步考慮喺上層去加裝安全帶嘅。

36 陳政龍先生：（經傳譯員）主席，我就想去另外一個嘅課題，就係關於巴士意外數

1 據。

2 主席：（經傳譯員）喺做呢個之前，我又自己都有幾個問題想問一問嘅，你有冇去搜
3 集一啲數據，就係關於安全帶，如果有啲安全帶，佢哋嘅使用率係點樣呢？
4 即係講緊啲專營巴士嘅安全帶。

5 陳美寶女士：（經傳譯員）冇，主席，冇。

6 主席：（經傳譯員）點解冇呢？

7 陳美寶女士：（經傳譯員）對唔住，我有答案。

8 主席：（經傳譯員）你有冇打算將來會收集呢啲數據？

9 陳美寶女士：（經傳譯員）我會咁樣做嘅。我想補充，就係我哋亦都留意到係巴士營
10 運商嘅工作小組嘅時候，佢哋亦都畀過一啲意見，佢哋傾向於認為就係嗰個使
11 用率都係好低嘅，我哋知道有咁嘅意見，而家個使用率係相對較低嘅，但係呢
12 個唔係一個我哋應該關鍵去考慮嘅因素，當我哋去考慮就應唔應該啲現有巴士
13 裏面加裝安全帶，因為我哋認為無論係政府或者係巴士公司，應該係做多啲乘
14 客教育嘅。

15 主席：（經傳譯員）我哋 Mr Samuel Cheng 先生，城巴嘅董事總經理，佢喺作供
16 嘅時候，佢就話佢係--佢自己都成日搭巴士，但係安全帶係啲人係唔多用嘅，
17 你覺得呢個係咪一個公道嘅講法呢？就係有人用或者係一個使用率係好低。

18 陳美寶女士：（經傳譯員）我有知道佢嘅證供係咁嘅，但係其他嘅巴士公司或者佢哋
19 嘅員工，佢哋個個講法係唔一樣嘅。

20 主席：（經傳譯員）佢話佢成日都搭巴士嘅。

21 陳美寶女士：（經傳譯員）主席，我係接受佢嘅證供，但係我自己都成日搭巴士嘅。

22 主席：（經傳譯員）但係你有冇發現啲人係就會配戴安全帶呢？

23 陳美寶女士：（經傳譯員）我自己會戴嘅。

24 主席：（經傳譯員）其他呢，其他人呢？你自己之外。

25 陳美寶女士：（經傳譯員）其實其他有啲人鍾意啲有遮擋嘅座位嗰度坐，譬如話上
26 層嘅頭一排，我自己個人嘅經驗，我就見到啲人係有用--有配戴安全帶。

27 主席：（經傳譯員）其實如果我哋叫巴士公司用閉路電視睇下啲人有冇用安全帶，其
28 實會唔會好簡單？譬如特別係呢一個上層嘅乘客。

29 陳美寶女士：（經傳譯員）呢個係一個好嘅建議嚟嘅。如果我哋安裝閉路電視，其實
30 而家已經有百分之八十嘅巴士就有閉路電視，有啲就係上層安裝嘅，我覺得你
31 呢個建議係好嘅。

1 主席：（經傳譯員）你計唔計劃會強制--如果有啲人--有啲巴士已經安裝咗安全
2 帶，強制啲乘客一定要配戴呢？

3 陳美寶女士：（經傳譯員）呢個正正係我想係提出嘅一點，我係同意專家嘅觀察，我
4 哋係需要有一個嚴謹嘅規管影響研究，先至決定係咪應該係強制啲人一定係要
5 配戴安全帶。

6 主席：（經傳譯員）你有冇考慮過如果係要強制乘客配戴安全帶係會有咩嘢困難呢？
7 我哋上高冇其他嘅人手，只係有個車長嚟度，會唔會真係有困難呢？如果有個
8 強制嘅要求。

9 陳美寶女士：（經傳譯員）我唔會低估嗰個困難嘅，特別係實際啲營運嘅當中，特別
10 係話點樣去執法，我哋肯定會考慮呢一點嘅，如果我哋特別去係審視啲所有巴
11 士裏面安裝安全帶嘅時候。唔該晒。

12 歐陽先生：（經傳譯員）關於教育嗰方面呢？

13 主席：（經傳譯員）歐陽先生，係。

14 歐陽先生：（經傳譯員）呢一個運輸署有冇方法點樣去更加去教育乘客同埋鼓勵佢哋
15 去做安全帶？

16 陳美寶女士：（經傳譯員）其實呢個我哋可以做得更多嘅，我哋希望有個乘客嘅宣傳
17 運動，亦都係會有唔同嘅主題，關於佢哋嘅態度、佢哋嘅責任，特別佢哋係公
18 交嘅時候、坐車嘅時候佢哋應該點樣做，關於安全帶點樣使用，如果真係有安
19 全帶嘅時候，佢哋應該使用。呢個肯定我哋係需要做多啲宣傳嘅。唔該。

20 陳政龍先生：（經傳譯員）如果係一個強制嘅要求，如果真係有已經安裝咗安全帶，
21 強制要求佢哋配戴，呢個會唔會成為你哋嘅工作其中一個部分呢？你曾經係呢
22 個小巴做過嘅，你可唔可以睇下啲經驗係點？

23 陳美寶女士：（經傳譯員）係有幫助嘅，但係嗰個執法同埋個影響都要考慮嘅。我哋
24 係要執法嘅，同埋個巴士公司係應該去落實嘅，如果真係要成為呢個強制規定
25 嘅時候，我哋係要考慮呢啲。

26 陳政龍先生：（經傳譯員）我哋之前又睇過一啲嘅證供，我就唔吵，你可唔可以話畀
27 我聽其實係香港嘅法例嚟講，係小巴裏面強制啲乘客去戴安全帶係咪有強制嘅
28 規定㗎？

29 陳美寶女士：（經傳譯員）係嘅，係嘅。我哋可以係去搵番啲資料。

30 主席：（經傳譯員）其實我哋都有呢啲資料，我哋都聽過一啲證供嘅。總警司
31 Baker 先生，你就話畀我哋聽其實你都--如果專營巴士要--即係你即係個使用
32 率係非常之低，係公共小巴裏面嘅使用率都係好低，其實係執法嚟，都係好難
33 嘅，可能係分--即係某一個時期特別去執法咁樣。

1 陳美寶女士：（經傳譯員）我想補充，我知道佢個證供嘅，其實呢個永遠都係一個
2 雞同雞蛋嘅問題，如果我哋要考慮任何嘅安全裝置，我哋係令到佢係一個強制
3 性嘅措施，如果我哋係要將呢個建議提交立法會嘅時候，政府一直嘅做法就係
4 會係將我哋嘅影響嘅評估嘅資料都係提交畀立法會嘅，喺立法之前，我哋好多
5 時候都係需要提交一啲嘅數字、數據去支持我哋嘅建議。

6 另外一點，我哋嘅立法會議員都會問，就係究竟執法係咪可行呢？但係一旦
7 立法，就係運輸署或者其他嘅執法部門就會盡我哋嘅努力去確保啲立法嘅、
8 啲嘅法例嘅規定係真係可以盡力去落實嘅。唔該晒。

9 主席：（經傳譯員）你之前講過，如果我有記錯，如果配戴係要一個強制嘅規定，可
10 能係需要巴士公司去執法，係咪去落實佢呢？

11 陳美寶女士：（經傳譯員）開始嘅時候，巴士車長就會係乘客嘅第一個嘅接觸點，就
12 係話畀巴士乘客聽相關嘅資料，如果已經係立法喇，永遠都係啲執法機構嘅
13 責任去執法嘅，如果佢哋係收到投訴又或者佢哋係知道有違法嘅情況，佢哋嘅
14 責任係去執法嘅。

15 主席：（經傳譯員）點解我提出呢一點呢？因為巴士公司嘅證供話畀我哋聽，其實佢
16 哋真係做唔到，只係有一個巴士司機，有好多嘅乘客喺巴士上面，亦都係巴士
17 有兩層。

18 陳美寶女士：（經傳譯員）主席，我哋知道，亦都明白巴士車長嘅困難同埋佢嘅壓
19 力，如果我哋真係要強制咁樣做，我哋要確保個法例寫到一個地步，其實呢個
20 條例係可以執行到嘅。同樣，我哋可能亦都係要令到巴士嘅營運者就係確保啲
21 啲安全帶就係會被乘客去配戴嘅。閉路電視同埋宣傳計劃都可以考慮嘅，但係
22 喺呢一個階段，我哋唔會掉以輕心，其實而家我哋都未係話可以好快令到呢一
23 個係強制性嘅，所以我哋係好謹慎進行。

24 主席：（經傳譯員）好，陳律師。

25 陳政龍先生：（經傳譯員）好，我而家講下一個嘅課題，就係巴士意外嘅數據。首
26 先，我要處理一下現時嘅狀況先嘅，我哋睇咗啲啲係所謂 FPP，即係前瞻性策
27 劃嘅計劃嘅關於巴士安全啲啲嘅部分，我唔會再講，但係啲度係有好多關於巴
28 士意外嘅數據喺啲個部分嘅，我亦都聽到警方嘅證供，就係話警方係並不能接
29 觸到巴士安全報告裏面嘅一啲數據嘅。主席，警方嘅證供就係第 17 日，第 19
30 頁嘅，我唔會真係要詳細讀出嚟。

31 主席：（經傳譯員）呢個係總警司 Baker 嘅證供。

32 黃女士：（經傳譯員）陳女士，我個問題係咁嘅，喺公眾得到呢一啲數據之前，即係
33 話你未將呢一啲數據交畀委員會，因此公眾得到呢啲數據之前，請問呢一啲嘅
34 分析數據有冇向大眾公布過呢？

35 陳美寶女士：（經傳譯員）我會答先，然後我會請我嘅同事補充嘅。基於我自己嘅知

1 識同埋記憶，我哋係有叫專營巴士公司進一步披露佢哋嘅意外嘅數據，我哋就
2 係請佢哋每年咁樣做。

3 主席：（經傳譯員）你係幾時作出呢個要求呢？

4 陳美寶女士：（經傳譯員）等我哋查核一下先。可能我哋只能夠講個一個年份，我哋
5 係將佢作為一個續牌嘅要求。根據我嘅同事所講，就已經好多年㗎喇。

6 主席：（經傳譯員）即係呢一個係續牌嘅要求嚟嘅？

7 陳美寶女士：（經傳譯員）係呀。

8 陳政龍先生：（經傳譯員）你意思係將個數據交畀運輸署？但係我頭先個問題係講
9 話要向公眾披露有關嘅數據㗎。

10 陳美寶女士：（經傳譯員）或者我詳細講一下，或者--有喇，係咪呀？而家喺屏幕上
11 面係有新巴 2017 年話佢更全面披露嘅一份文件，或者我哋睇關於個頁底個個部
12 分，再繼續向下，第 13 項。呢個唔係我真係想舉嘅例子，或者我遲啲再畀城巴
13 2017 更全面披露嘅一份文件畀大家，我遲啲畀一個頁碼大家。

14 主席：（經傳譯員）其實喺我哋啲聆訊文件裏面有嘅，喺邊度呢？

15 陳政龍先生：（經傳譯員）畀少少時間我哋搵一搵。文件喺 TD-3 第 906 頁，陳女
16 士，你係咪想搵呢份文件？

17 陳美寶女士：（經傳譯員）係。

18 主席：（經傳譯員）係邊一頁呢？如果你有原本啲份文件啲個內部嘅頁碼係幾多呢？

19 陳政龍先生：（經傳譯員）喺左上同左右都有一啲嘅文件嘅編頁嘅。

20 陳美寶女士：（經傳譯員）但係喺底部我哋係睇到 909 呢一頁。我想講嘅就係巴士
21 營辦商喺佢哋更全面披露呢一種嘅報告裏面就係會將意外嘅數據公布畀公眾
22 嘅，但係我都要指出啲數據嘅描述未必係可以去到比較深嘅層次嘅，因為如
23 果個情況係需要嘅話，我哋係會請佢哋更加詳細咁樣去分析，講出個意外嘅原
24 因，但係呢一啲咁樣嘅就係意外嘅數據，就係我哋要求佢哋喺全面披露報告裏
25 面公布畀公眾嘅。

26 主席：（經傳譯員）你係咪睇緊第 13 段呀？

27 陳美寶女士：（經傳譯員）係，第 13 項。

28 主席：（經傳譯員）你有冇網上睇倫敦方面啲個意外數據嘅報告呀？

29 陳美寶女士：I have. It's more...

30 主席：（經傳譯員）你有冇見到佢哋其實每季都提供一啲粗略嘅數字，香港點解唔可
31 以咁做呢？

1 陳美寶女士：（經傳譯員）主席，之前嗰啲前瞻性嘅策劃報告，即係我哋喺5月嘅時
2 候提交畀委員會嗰啲，我個人認為有好多嘅範疇其實都可以改善嘅，即係喺
3 2019同埋2023年嘅時候，我哋再做呢一啲遠期計劃嘅時候，就好似我哋提議
4 過，會請佢哋係進一步做多啲分析嘅，肯定我哋係可以進一步要求巴士營辦商
5 以更詳細嘅方式將意外嘅數據係公布畀公眾人士嘅。

6 主席：（經傳譯員）有冇咩嘢嘅原因係我哋喺呢啲遠期計劃裏面睇到嘅意外數據點解
7 唔可以全面披露畀公眾呢？有冇咩嘢理由嘅呢？

8 陳美寶女士：（經傳譯員）好明顯，我哋仲未同巴士營辦商詳細去傾，就係話呢一類
9 咁樣嘅安全數據可唔可以全面披露，我只係想指出...

10 主席：（經傳譯員）你諗唔諗到啲咩嘢原因呀？點解唔可以全面披露？呢啲唔係商業
11 性嘅敏感資料嚟嘅。

12 陳美寶女士：（經傳譯員）一般嚟講，唔會話有即時嘅商業敏感性，...

13 主席：（經傳譯員）唔緊要，你要多啲時間諗，你可以諗嘅，但係我自己就覺得好簡
14 單啫，應該唔會有咩嘢商業嘅敏感性而因此係唔可以向公眾披露。

15 陳美寶女士：（經傳譯員）我只係想強調一點，當我哋請專營巴士營辦商提供多啲嘅
16 資料去做遠期計劃，而唔係因為要全面披露嘅理由，我哋仲未係去叫巴士營辦
17 商去分析每一條巴士路線嘅意外原因嘅，即係我哋冇具體咁樣要求。我唔係話
18 呢樣嘢會有商業敏感性，但係我哋都要明白如果呢一個巴士安全嘅章節都要變
19 成全面披露嘅資料嘅話，我哋都要由商業敏感性呢一個角度去考慮佢。

20 主席：（經傳譯員）你又諗到啲乜嘢嘅商業敏感性嘅角度呢？我而家就邀請你咁做，
21 有啲乜嘢係會有商業敏感性嘅呢？呢個只係講巴士安全嘅章節啫。

22 陳美寶女士：（經傳譯員）我只係理論上咁樣去思考一下啫而家，主席，因為巴士公
23 司都需要詳細講出一啲嘅計劃去加強巴士安全同埋佢哋會採取咩嘢措施，巴士
24 嘅營辦商有可能對於某啲具體嘅措施係講明需要用幾多錢同埋會講實施某一個
25 具體措施，喺未來五年嗰個時間性嘅，即係亦都會講到佢哋成間公司喺呢一方
26 面要做幾多投資嘅。

27 主席：（經傳譯員）你意思係巴士安全嗰個章節？

28 陳美寶女士：Yes.

29 主席：（經傳譯員）如果係咁，或者陳律師，一陣間你可以帶我哋去睇嗰個章節，去
30 睇下係咪有咁嘅情況。我一般嘅問題就係話究竟係咪真係喺呢一啲數據裏面有
31 任何嘅商業敏感性？我就要問呢個問題。陳律師，請你一陣間返嚟處理呢個問
32 題。

33 陳政龍先生：（經傳譯員）好呀，我喺食晏之後會處理呢一點。

1 主席：（經傳譯員）當我哋講緊呢一個題目嘅時候，我想問下有冇咩嘢嘅理由，點解
2 呢一個巴士安全嘅章節亦都唔可以披露畀警方呢？因為警方就話如果收到，佢
3 哋會好高興，點解連警方都收唔到呢？

4 陳美寶女士：（經傳譯員）主席，我就睇唔到有咩嘢嘅困難嘅，如果要提供呢一啲數
5 據同警方分享嘅話，應該有咩嘢困難嘅，呢樣嘢我哋係可以考慮嘅。

6 主席：（經傳譯員）即係你只可以考慮，你唔可以話一定得呀？

7 陳美寶女士：（經傳譯員）我諗喺而家我哋可以講嘅只係話考慮。

8 主席：（經傳譯員）即係你係可以同佢哋討論，係咪？

9 陳美寶女士：（經傳譯員）係。

10 主席：（經傳譯員）唔該。

11 陳美寶女士：（經傳譯員）或者我想講，因為呢一個巴士安全嘅章節係以遠期計劃嘅
12 其中一部分交界運輸署嘅，除咗係畀好多詳細嘅分析之外，其實有一個目標就
13 係要讓巴士營辦商話畀政府聽佢哋嘅遠期計劃裏面有啲乜嘢嘅投資、佢哋嘅策
14 劃等，所以喺呢一方面，我要小心啲，我喺呢一方面，我唔能夠為政府承諾任
15 何一個章節會有咩嘢具體嘅披露嘅，好似我剛才回答主席，呢一個巴士安全嘅
16 章節如果要同警方去分享，我哋只能夠話我哋可以考慮。

17 主席：（經傳譯員）我咁樣講啱唔啱呢？陳律師，我記得 Weston 先生就建議，就話
18 有關嘅數據要向公眾披露。

19 陳政龍先生：（經傳譯員）係嘅，啱嘅。

20 主席：（經傳譯員）或者喺食晏之後，你亦都可以返嚟講番呢一點。

21 陳政龍先生：（經傳譯員）係，之後我哋會講有關嘅建議嘅。好，而家我哋再集中睇
22 一睇現時嘅情況，然後睇下將來嘅情況可以係點樣。喺星期四嘅聆訊當中，運
23 輸署喺聆訊當中提供咗一份文件，就係話交通意外嘅成因嘅，就係喺右手面上
24 角就寫住“E”嘅附件嘅。

25 照我所知，呢一份文件仲未納入我哋嘅聆訊文件冊當中嘅。主席，而家都喺
26 屏幕上面，請問你有冇自己一份呢，主席？而家向大家派發一個副本嘅。

27 我講一講個背景先，呢一份文件係一封信裏面嘅一部分，就係運輸署畀九巴
28 嘅一封信件，係 2018 年 5 月 21 號嘅，就係請九巴提出佢哋對意外嘅分析嘅，
29 為咗騰本嘅利益，呢一個嘅騰本嘅頁碼就係 TD-5 1728 頁。我個問題好簡單，
30 咁樣嘅一個表有冇向公眾披露過呢，係好有系統、好定期咁樣，以一個咁樣嘅
31 表列嘅公眾公布過呢一啲嘅資料呢？

32 陳美寶女士：（經傳譯員）冇。

1 陳政龍先生：（經傳譯員）我要對你公道嘅，我知道運輸署係有發布--即係喺網上，
2 每年發布道路交通意外嘅一啲資料，個資料亦都包括專營巴士嘅，我只不過係
3 想問下有冇好似咁詳細咁樣公布呢？

4 陳美寶女士：（經傳譯員）冇嘅，冇咁詳細咁樣公布。

5 陳政龍先生：（經傳譯員）陳女士，我哋未講個建議同埋將來嘅情況可以點之前，首
6 先，我想確立一下呢一啲意外嘅數字，由專營巴士營辦商交界運輸署...

7 主席：（經傳譯員）你未講呢一點之前，我想睇番 E 附件呢一度，我哋聽到有好多嘅
8 意外，其實都係關乎到啲人係喺巴士上面失去平衡嘅，呢一度有啲乜嘢係巴士
9 車長嘅駕駛態度係同呢一度有關--呢一樣嘢有關嘅呢？請你睇一睇呢個表。

10 我咁樣問係因為當我睇到話係好疏忽咁樣開動或者係剎車，同埋係好重咁樣
11 剎車或者係突然間好快咁加速，似乎嗰啲事件嘅數字係好細嘅，究竟係有啲乜
12 嘢嘅原因係令到巴士乘客失去平衡呢？

13 陳英傑先生：（經傳譯員）主席，講番呢一個表，我想逐一項咁樣講，...

14 主席：（經傳譯員）你等一等。你講咗啲比較重要嘅先，然後由最重講到最唔重要。

15 陳英傑先生：（經傳譯員）我會覺得係停車或者開動架車係疏忽嘅。

16 主席：（經傳譯員）點解得咁少事件呢？

17 陳英傑先生：（經傳譯員）我相信佢哋有可能係防止碰撞，個車長可能會好快咁樣剎
18 車嘅，即係可能係要防止同其他嘅車輛碰撞，就會令到乘客係失去平衡嘅；同
19 埋係好疏忽咁樣爬頭、轉線，亦都會令到乘客失去平衡；開得太快，有可能，
20 但係如果佢係一路都係揸得太快...

21 主席：（經傳譯員）咁就有問題嘞，其實個問題就係佢係要改變個速度先至會令人失
22 去平衡，或者係突然間扭軚。

23 陳英傑先生：（經傳譯員）所以呢個揸得太快應該唔係嘅。如果係掉頭，...

24 主席：（經傳譯員）巴士都唔需要掉頭，係咪呀？

25 陳英傑先生：（經傳譯員）冇錯嘅，唔係好多時巴士需要掉頭。但係一般嚟講，我哋
26 嘅路線係會畀我哋測試過嘅，但係如果佢哋真係需要掉頭嘅話，我哋係會請佢
27 哋小心謹慎嘅。但係掉頭有可能嘅，因為佢轉嘅方向，一路轉嘅時候有唔同嘅
28 車速，就會令到乘客失去平衡。再睇落去，「冇留意交通訊號／交通燈」，應
29 該唔會嘅。

30 主席：（經傳譯員）不如你話有關係啲啲，好唔好？

31 陳英傑先生：（經傳譯員）「不專注駕駛」應該可能會係，「不能控制車輛」可能
32 係，「巴士車長突然間生病」...

1 主席：（經傳譯員）呢一啲咁嘅數字唔係好幫到我哋嘅。等我哋再問過呢個問題，因
2 為而家就話巴士乘客會失去平衡，我就想知道係有啲咩嘢理由，喺邊度可以搵
3 到呢啲資料？

4 陳英傑先生：（經傳譯員）或者我哋可以做多啲分析，我諗我哋係有意外一啲後果
5 嘅，譬如車上有冇乘客失平衡受傷。

6 主席：（經傳譯員）用呢個做例子。

7 陳英傑先生：（經傳譯員）我哋可以根據呢個情況，做多啲分析。

8 主席：（經傳譯員）如果有人係喺車上失平衡，受傷，可能撞到車上嘅硬物受傷，巴
9 士公司會唔會分析番意外成因呢？呢個係最易嘅方法嚟嘅，係咪因為有小朋友
10 突然過馬路要急刹吓，定係架車突然轉線吓，會唔會去睇下係咪咁嘅情況呢？
11 或者佢個巴士站係要埋站嘅時候佢係急劇刹掣咁樣，有冇做咁樣嘅分析呢？

12 陳英傑先生：（經傳譯員）我理解巴士公司有調查。

13 主席：（經傳譯員）調查之後嘅數據會唔會畀結果你睇，睇下意外成因？

14 陳英傑先生：（經傳譯員）我哋冇收到呢個資料，唔係每一宗意外都有，但係一啲特
15 定嘅事故或者意外，我哋有要求佢哋調查更多詳情嘅話，佢哋係會提交嘅。

16 主席：（經傳譯員）我唔係問緊你有冇數據，但係你都可以整理資料，譬如話喺巴士
17 上，我哋有二百個乘客受傷係因為司機嘅問題嘅，譬如話係加速太快或者係急
18 劇減速。

19 陳美寶女士：（經傳譯員）主席，我嘗試協助，呢一方面我同事而家搵番有關嘅資料
20 先，我就記得過去，譬如 2006、07 年，喺佢哋嘅分析，喺意外當中，任何巴
21 士公司，即係分析乘客失平衡嘅時候受傷，亦都有係睇下有幾多宗咁嘅事故，要
22 求佢哋調查嘅，其中一件事--其中一個原因就係話喺樓梯嗰度缺乏扶手，同埋
23 喺下層缺乏扶手，係因為做完呢個分析之後，我哋就要求巴士公司加裝車廂嘅
24 儀器去處理呢個因素，即係話有乘客喺上層由巴士樓梯碌落嚟，碌咗去下層。

25 主席：（經傳譯員）係邊一年份呀？你要求呢一個數據，嚟提供數據。

26 陳美寶女士：（經傳譯員）我同事而家喺度搵緊。應該係我哋之前一份意見書，提交
27 咗㗎喇。

28 主席：（經傳譯員）唔使趕，因為而家已經午膳時間，或者喺午飯之後繼續，而家午
29 飯休息，下晝兩點半繼續，唔該。

30

31 下午 1 時 03 分聆訊押後

32

1 下午 2 時 32 分恢復聆訊

2 出席人士如前。

3

4 主席：（經傳譯員）午安。陳律師。

5 陳政龍先生：（經傳譯員）主席，午飯時間，陳女士同我係要幫委員會查番一啲資料
6 嘅，我而家逐樣講番，第一個參考嘅資料委員會有興趣知嘅就係 Weston 先生
7 同埋 Stanley 教授啲呢個巴士遠期計劃入面關於增加巴士安全嘅管理嘅事項嘅
8 意見。

9 而家先睇番 Stanley 教授嘅意見，喺專家文件冊嘅第 67 頁，即係喺第二
10 份報告入面嘅第 67 頁。等我讀出嚟。

11 「呢一個遠期計劃嘅文件就係保密文件嚟嘅，係巴士公司同埋運輸署之間嘅
12 保密文件，作者相信入面嘅數據同埋分析係作為營運商工作一個重要嘅部分去
13 顯示佢哋係有能力提供恰當有效嘅服務，而同呢啲服務有關嘅主要傷亡都係行
14 人嘅，令到佢哋嘅社會或者係外在成本係增加嘅。喺呢份報告嘅第 4 段就係話
15 呢啲嘅營運商要確保佢哋提供恰當有效嘅服務，就喺表現方面會受到壓力嘅。
16 而佢哋安全表現係要公開嘅話，可以令到佢哋持續地受到呢一種表現嘅壓力。
17 亦都有一啲嘅說法，認為喺呢個遠期計劃入面嘅巴士安全嘅章節係應該公開
18 嘅，係考慮到呢啲意外嘅更廣泛嘅社會嘅成本。」

19 另一方面，Stanley 教授嘅證供就係喺 9 月 15 號 2018 年第 178 頁嘅，
20 佢有嚟到委員會度作證。

21 主席：（經傳譯員）繼續。

22 陳政龍先生：（經傳譯員）可以睇番第 3 行，第 3 行就我問咗一個問題，我問
23 Stanley 教授「你喺你嘅專家報告第 69 頁提出一個論點，第 69 頁嘅第一點就
24 係話『有啲有力嘅論點就係對於五年遠期計劃巴士安全嘅章節係應該發布嘅，
25 係因為意外比較廣泛嘅社會成本。』」

26 跟住 Stanley 教授就話「係嘅，陳先生，我覺得係關於巴士安全章節嘅某
27 啲部分嘅討論係好有資料性嘅，呢啲為咗公眾起見，係應該畀公眾參考，譬如
28 舉個例，喺駕駛嘅分析同埋點樣影響意外表現，我諗係有關連，呢個關連係重
29 要嘅。」

30 「係，我覺得應該係有啲比較，譬如係話你駕駛嘅時數、司機嘅年齡喇
31 咁？」

32 「冇錯，係譬如係入職年期同埋喺意外之前嘅駕駛嘅鐘數同埋意外率，我覺得
33 應該而家係只係畀少數人知道，我就覺得喺公眾嘅利益起見係好重要嘅，係
34 令到大家可以做一啲好好嘅研究，就可以知道喺安全嗰方面大家面對咩嘢挑

1 戰，亦都係令大眾有信心業界係嘗試去解決問題嘅。」

2 然後到 180 頁嘅時候，Stanley 教授喺同一個題目，就係回應番 Weston
3 先生嘅專家嘅意見，我而家可以請大家睇下第 180 頁第 16 行，我就咁樣問嘅，
4 「係，Weston 先生都講咗一個類似嘅講法嘅，即係話呢啲數據要有透明度，我
5 可唔可以而家請你睇下專家文件冊嘅 153 頁，我就可以讀畀你聽」。

6 然後第 25 行，「84 段，標題係安全數據嘅透明度同埋表現，然後我就讀
7 出嚟。」

8 主席，跟住就係講番 Weston 先生嘅證供嘅部分，然後亦都可以再處理
9 Stanley 教授點樣回應嘅，由第 2 段，第 181 頁開始。

10 「由倫敦嘅經驗，好清楚關於巴士網絡安全表現嘅數據要有更高嘅透明度係
11 會令到持份者同埋公眾更加能夠去監察，亦都可以畀運輸當局同埋外判嘅巴士
12 營運商係更加聚焦喺安全嘅問題，其中一個公開事件嘅數據係會帶嚟問責性
13 嘅，應該考慮到喺香港嘅專營巴士網絡安全數據方面應該係公開。教授，你同
14 唔同意或者你喺呢一方面有咩嘢觀察？」

15 Stanley 教授就話「我完全同意嘅，陳律師，對於係倫敦當局同埋運輸
16 局，就係一般嚟講，我個意見就係佢哋係獲得大量嘅數據同埋資料，而佢哋整
17 體嚟講，係唔會隱瞞任何嘢嘅，佢哋就咁將佢係公開，而且就顯示係有啲乜嘢
18 挑戰，我亦都覺得好有信心嘅，對於呢一個做法，我好支持嘅。」呢個就係
19 Stanley 教授嘅意見。

20 主席：（經傳譯員）你可唔可以提供番 Weston 先生佢嘅證供，即係喺邊一日嘅證
21 供，同第幾頁呢？

22 陳政龍先生：（經傳譯員）我讀出嚟嘅就係 Weston 先生嗰份報告。

23 主席：（經傳譯員）係喺邊度？

24 陳政龍先生：（經傳譯員）專家文件冊第 153 頁，即係話嗰份報告嘅第 39 頁，標題
25 係「安全數據透明度及表現」，呢個係第 8.4 段。

26 主席：（經傳譯員）好，多謝你協助。

27 陳政龍先生：（經傳譯員）呢個希望處理到第一個問題。第二、第三個問題...

28 主席：（經傳譯員）或者畀個機會陳先生你可以回應番--如果你覺得而家仲未係時
29 候，你就出聲，但係呢個機會可以畀你回應下喺呢一個巴士安全嘅章節，就話
30 呢一個--就提出話呢啲資料應該係喺商業上都係有敏感度。

31 陳美寶女士：（經傳譯員）我睇過以前嘅遠期計劃嘅安全嘅章節，我就覺得似乎有一
32 個好重要嘅資料係可能牽涉公司一啲嘅商業敏感資料嘅。我就想補充，開放數
33 據嘅政策或者個方法，香港政府同埋運輸署都係倡議嘅，我同意係要數據有更

1 高透明度，尤其係同安全有關，牽涉公眾，而家嘅方向或者我哋做法就係運輸
2 署會同巴士公司繼續商量。

3 主席：（經傳譯員）你覺得幾時先可以就呢一個議題有啲決定呢？

4 陳美寶女士：（經傳譯員）正如我之前喺聆訊嗰度講過我哋嘅小組會繼續係探索呢個
5 議題嘅，同一時間，我哋都同專營巴士公司商量，睇下呢一個遠期計劃嘅巴士
6 安全章節入面嘅細節，呢個問題我哋都會同巴士公司喺未來幾個月傾嘅。

7 主席：（經傳譯員）可唔可以喺今年年底前有個決定呢？

8 陳美寶女士：（經傳譯員）我呢個階段唔可以承諾，我哋會盡力嘅，唔該晒主席。

9 主席：（經傳譯員）陳律師。

10 陳政龍先生：（經傳譯員）陳女士，我頭先讀咗啲證供出嚟，提到喺倫敦，數據係公
11 開嘅，正如 Stanley 教授講，就係話喺倫敦嘅交通當局都係話佢哋喺公開數據
12 方面差唔多係同齊之間首屈一指嘅，而倫敦呢個方法，我就陣間會再講下嘅，
13 睇下我哋點樣可以從倫敦嗰度學習或者應唔應該採取佢哋嘅方法。

14 但係關於巴士安全章節，我仲有一個問題要講嘅，呢個係喺午飯前，我哋嘅
15 證供嗰度係引出嘅一個問題，就係喺報告巴士安全章節嘅講及意外原因，譬如
16 話係乘客失去平衡，同埋係佢哋失平衡嘅原因。

17 主席，喺我搵到嘅就係起碼有兩年嘅報告入面嘅巴士安全嘅章節都有提到
18 嘅，我而家可以逐一講下。第一，係九巴嘅巴士安全章節，即係話喺九巴 2017
19 年至 2021 年嘅五年遠期計劃嘅巴士安全章節，呢個係文件冊嘅 5320 頁。

20 陳女士，喺你面 5320 頁就係一個九巴 2017 年至 2021 年嘅五年遠期計劃，
21 通常喺 2016 年嘅年中或者第三季就會提交畀運輸署嘅？

22 陳美寶女士：（經傳譯員）冇錯。

23 陳政龍先生：（經傳譯員）關於乘客失去平衡同埋原因，我舉呢個例子，而家請你睇
24 下...

25 主席：（經傳譯員）請等等。呢個計劃係咪 6 月 30 號前要交畀運輸署呀？

26 陳美寶女士：（經傳譯員）係。

27 主席：（經傳譯員）運輸署就要同公司解決當中任何嘅問題，要喺 9 月 30 號前完成
28 嘅？

29 陳美寶女士：（經傳譯員）冇錯。

30 主席：（經傳譯員）如果睇番 5324，我想睇嘅係 8.2.7，呢個係講緊意外嘅性質，
31 跟住就係有一連串嘅分析，就係呢一段就尤其同我哋講嘅例子有關嘅，即係我

1 咁午飯之前你證供提到嘅。

2 8.2.7 段就係話「係百分之五十二點四，即係話意外嘅大部分都係因為乘
3 客喺車廂內失去平衡，呢啲個案超過一半係因為交通情況巴士剎掣導致嘅，而
4 因為有意外導致受傷嘅係因為唔同嘅情況嘅碰撞，就百分之三十六點五，而係
5 對行人造成傷害嘅意外就係所有意外中嘅百分之四點三。」

6 即係話巴士公司嘗試解釋導致到乘客失去平衡嘅意外嘅大部分嘅成因，呢個
7 係咪就係你喺午飯之前提及呢一點嗰時想講有關嘅證供呀？

8 陳美寶女士：（經傳譯員）關於同喺意外時乘客失去平衡，我嘅觀察同埋其後嘅分
9 析，會採取咩嘢行動，即係話都係關於乘客失去平衡喇，我想喺午飯前講番
10 嘅，就係話作為一個恆常嘅工作，可以話我哋一直都有關注乘客喺車廂內失去
11 平衡嘅。

12 喺 2013 年嘅專營巴士專營權續期嘅時候，亦都有一個嘅交換承諾嘅信件，
13 喺我哋同巴士公司傾完同埋係意外嘅性質，包括係乘客失去平衡嘅問題，之後
14 我哋有要求巴士公司喺樓梯嗰度係要加裝雙排嘅扶手嘅，呢個係針對特定嘅事
15 件，即係話有乘客喺上層樓梯碌落嚟，呢個我哋係特別關注嘅。

16 2016 年遠期計劃亦都有指出意外大部分同乘客喺巴士車廂失去平衡有關
17 嘅，即係話呢樣嘢運輸署同九巴一直都好關注嘅，我哋亦都有致力睇下點樣解
18 決。

19 陳政龍先生：（經傳譯員）陳女士，我想同你跟進一點，運輸署係點樣監察急剎嘅問
20 題，你都會呢個係你關注...

21 主席：（經傳譯員）你問之前，或者你坐喺旁邊嘅助手都可以搵番喺專營權續期嘅時
22 候增加呢一個雙排扶手嘅要求。

23 陳政龍先生：（經傳譯員）係，可以嘅。

24 主席：（經傳譯員）你唔需要立即搵嘅，你可以而家同事由佢哋做。陳律師。

25 陳政龍先生：（經傳譯員）我講急剎之前，我提到 2017 年至 2021 年嘅五年遠期計
26 劃，我講番類似一段，喺 2018 年至 2022 年嘅遠期計劃入面都有嘅。

27 主席：（經傳譯員）即係都係九巴？

28 陳政龍先生：（經傳譯員）冇錯。TD-1 180，呢個就係個報告開始嗰頁，然後 183
29 頁你就會搵到類似嘅段落，第 8.2.7 段...

30 主席：（經傳譯員）其實啲數字唔同，但係嗰個用字都係一樣。

31 陳政龍先生：（經傳譯員）係。

32 主席：（經傳譯員）大部分嘅意外，百分之五十一點五，之前就係百分之五十二點

1 四，「多過一半就係因為有巴士剎車嘅問題嘅。」

2 陳政龍先生：（經傳譯員）係。

3 主席：（經傳譯員）唔該，唔該晒。

4 陳政龍先生：（經傳譯員）陳女士，你而家喺度搵緊啲嘢，係咪呀？

5 陳美寶女士：（經傳譯員）我就嘗試就睇下個文件，就係關於喺樓梯嘅雙層扶手，我
6 哋係寫封信畀九巴...

7 主席：（經傳譯員）可能我哋遲少少，有機會先至再睇，我哋或者而家唔好分心做呢
8 樣嘢，我相信你隔離個個可以幫到你嘅。

9 陳大律師，我哋就頭先睇到個分析，呢個嘅意外數據，有冇睇到喺邊度講到
10 關於嗰個意外嘅責任係點樣？我認為，一百宗之中就係百分之五十就係啲乘客
11 有關，而百分之二十五就係同我哋巴士車長有關。

12 陳政龍先生：（經傳譯員）呢個係睇巴士安全章節有關，就係 2019-2020 年，就係
13 2018 年 8 月提交嘅報告嚟嘅，我哋就係將佢嗰個百分比寫咗出嚟嘅。

14 主席：Whilst we are dealing with this topic, could we have a
15 look at that? What is the reference to that?

16 陳美寶女士：（經傳譯員）第 5325 頁嘅第 8.2.10 段，就係正正係講，就係「呢個
17 係兩年之間究竟邊個負責任，百分之七十九其實嗰啲巴士車長都唔需要負責
18 嘅，其他大概百分之一就係等緊警方去進一步行動嘅。」

19 主席：（經傳譯員）呢個係邊一個文件冊㗎，係咪 KMB-12 文件冊呢？

20 陳政龍先生：（經傳譯員）係，下一頁嘅。

21 主席：（經傳譯員）係。

22 陳政龍先生：（經傳譯員）我哋仍然係 2017 年嗰個報告--2017 年嘅遠期計劃。

23 主席：（經傳譯員）可能喺其他地方都有重複到，但係呢度講到就係巴士車長係要為
24 百分之二十五嘅意外負責嘅。

25 陳政龍先生：（經傳譯員）主席，你講緊就係 2018 個遠期計劃，運輸署就係 2018
26 年 5 月就寫封信，就裏面有附件就有--我哋睇到就係頭先個表，就係...

27 主席：（經傳譯員）附件 E 嘅？

28 陳政龍先生：（經傳譯員）係，冇錯。就係講緊有啲乜嘢因素係因為個車長，有啲乜
29 嘢唔係，然後我哋就請呢個九巴再細分啲數字，之後又有一個更詳盡嘅分析，
30 就係喺 2018 年嘅巴士嘅安全個章節嗰度，係就係由 2019 至到 2023 年，我哋
31 就有更加詳細嘅資料嘅，就有一啲關於巴士車長有關、巴士車長有關。

- 1 主席：Where is the 2019 five-year plan?
- 2 陳政龍先生：（經傳譯員）呢個係同一個文件冊，係第 5011 頁嘅，2019 年嘅五年
3 計劃嘅，講緊。譬如呢度有個例子...
- 4 主席：（經傳譯員）對唔住，等一等。
- 5 陳政龍先生：（經傳譯員）譬如好似喺 5016 頁，我哋睇到相同嘅標題，係「意外嘅
6 性質」，我哋見到個仔細嘅分析，5020，我哋有另外新嘅圖表，就係話意外嘅
7 原因，就關於係有巴士車長有關嘅原因或者因素，呢個巴士嘅性質嗰度，其實
8 我哋就有細分話究竟巴士車長使唔使負責嘅，但係呢一個嘅 8.2.3 嘅圖表嗰度
9 我哋睇到有幾多係巴士車長要負責嘅，但係 2019 年之前嗰啲報告，我哋就有一
10 個咁樣嘅細分。
- 11 主席：（經傳譯員）係，唔該。陳女士，我可唔可以問你，我哋而家就睇緊啲九巴嘅
12 數據，你知唔知佢哋點樣去收集同埋分析呢啲數據？佢哋點樣去決定邊個係需
13 要負責或者邊個唔需要負責呢？
- 14 陳美寶女士：（經傳譯員）主席，對唔住，我諗我就有答案。
- 15 主席：（經傳譯員）你哋有冇書信來往呢？你就叫佢哋提交啲數據，你有冇問佢「究
16 竟你哋點樣去整合呢啲數據嘅呢？」你係咪你唔知，有人問，定係點樣呢？
- 17 陳美寶女士：（經傳譯員）呢個係成個過程嘅一個部分，我哋同事會同佢哋討論，然
18 後我哋就會攞到呢啲嘅分析資料，喺呢一刻，我就唔想畀一啲誤導性嘅答案畀
19 你。
- 20 主席：（經傳譯員）但係有啲人一定知道其實呢啲數據係咪真，或者去嘗試去測試下
21 啲數據呀咁樣，運輸署一定有人咁做㗎？
- 22 陳美寶女士：（經傳譯員）就我哋所知，關於係意外同車長有關嘅，嗰個負責嘅樣
23 嘢，好多時候嗰啲意外就係由警方去調查，佢哋就會話畀我哋聽究竟邊一啲意
24 外係同巴士車長嘅缺失有關、有邊啲唔係。根據我哋嘅資料，巴士公司亦都會
25 係將佢細分，就係嗰啲意外個原因係乜嘢嘢，就係會唔會有啲係同巴士車長嘅
26 行為係點。
- 27 主席：（經傳譯員）如果個巴士車長佢係被起訴嘅時候，佢當然係負責，但係我話問
28 你，就係話你有冇問佢哋點樣去整合同埋搜集呢啲數據、點樣去釐訂係呢啲數
29 據呢？
- 30 陳美寶女士：（經傳譯員）對唔住，我真係冇呢啲嘅答案，因為同九巴傾嘅同事其實
31 佢就有喺度，或者其實我哋可以補充係話畀你聽究竟我哋點樣去測試呢啲嘅數
32 字嘅，同九巴。
- 33 歐陽先生：（經傳譯員）或者另外一個嘅方法去問，就係話係咪運輸署畀呢啲嘅不同
34 嘅項目畀佢哋係填啲數字，係咪由運輸署釐訂一啲唔同嘅分目嘅呢？

1 陳美寶女士：（經傳譯員）主席，就我所知，我亦都問過同事，呢啲資料就係由公司
2 自己編製嘅。

3 主席：（經傳譯員）呢啲分項係佢哋嘅分項嚟嘅？

4 陳美寶女士：（經傳譯員）係，冇錯，唔係我哋嘅分項嚟嘅。

5 主席：（經傳譯員）好坦白，你睇番呢啲數字，其實我哋就唔係好明，點解譬如話所
6 有嘅數字之中，百分之二十五就係話因為一啲嘅乘客佢失去平衡咁樣，有冇人
7 就話問下佢點解、呢啲係咩嘢數字嚟嘅呢？

8 或者你之後可以話畀我哋聽，解釋畀我聽運輸署採取啲咩嘢行動、有咩嘢角
9 色就係去睇呢啲數字嘅？或者你同佢有書信來往，或者你係問佢問題，佢哋係
10 有回答，係咪口頭問佢哋問題，或者佢係咩嘢日子、邊個去問等等，所以我哋
11 知道就係有好嘅證據去話畀我哋聽我哋點樣去理解呢啲數字，可唔可以呀？

12 陳美寶女士：（經傳譯員）係，可以。唔該晒主席。

13 陳政龍先生：（經傳譯員）陳女士，我同你跟進一個問題，運輸署關於急劇剎車呢樣
14 嘢係咪好關注，喺而家，你哋係點樣去監察呢個車長佢係急劇剎車㗎？如果你
15 真係有監察嘅說話。

16 陳美寶女士：（經傳譯員）主席，等我--我而家同同事嘗試確定緊。根據我哋以前提
17 交嘅證供，運輸署就係叫緊一啲嘅專營巴士公司係提交佢哋點樣去監察黑盒嘅
18 數據，所以我哋嘅監察係基本上係基於佢哋提供畀我哋嘅資料，喺過去數個
19 月，喺工作小組嘅討論嘅過程當中，我哋同專營巴士公司講過就係點樣可以改
20 善黑盒嘅功能同埋功用，我哋亦都係更新咗一個最低嘅要求，就係關於黑盒嘅
21 方面，我哋叫專營巴士公司就提供進一步嘅資料，就係關於黑盒喺日常之中嘅
22 一啲嘅數據提供更加多，我哋就會特別監察到就譬如巴士車長佢哋嘅行為不
23 當，譬如話佢哋急剎、突然之間停車等等。

24 主席：（經傳譯員）你仲要求咩嘢額外嘅資料呢，係關於個紀錄嘅方面？

25 陳美寶女士：（經傳譯員）主席，嗰個事件紀錄嘅方面就係黑盒嘅方面，關於個車
26 速，突然之間加速，突然之間減速，唔同嘅公司其實有唔同嘅界限值嘅，就係
27 講緊啲事件紀錄方面，或者就係實時係發出警告畀問公司咁樣。呢個我哋同巴
28 士公司一直係做緊呢方面嘅工作，就希望能夠就佢哋嗰個事件紀錄能夠提供得
29 更好。

30 主席：（經傳譯員）呢個最新嘅最低要求係8月生效嘅，係咪？

31 陳美寶女士：（經傳譯員）係，冇錯。

32 主席：（經傳譯員）所以話呢個希望事件紀錄被提供更多嘅資料，呢個嘅要求其實就
33 係之後先至提出嘅。

- 1 主席：（經傳譯員）幾時提出嚟，呢個要求？係咪喺書信嘅來往之中提出要求嘅呢？
- 2 陳美寶女士：（經傳譯員）我哋就係同城巴會面。我再從--嚟過。就關於我哋就同城
3 巴就係9月26號見面嘅，就特別係關於呢個事件紀錄最新嘅要求，我哋就同九
4 巴仲未見，但係我哋就同佢哋而家安排緊。
- 5 主席：（經傳譯員）運輸署嘅代表或者今日出席嘅人士其實有冇同佢哋傾嘅呢？
- 6 陳美寶女士：（經傳譯員）或者 Amy Tse，謝善怡女士。
- 7 主席：（經傳譯員）呢啲最近嘅資料係啲咩嘢？
- 8 謝善怡女士：（經傳譯員）我哋知道九巴就係釐訂緊一啲嘅車速嘅界限值同埋急劇加
9 速同埋急劇減速嘅。我哋歡迎佢哋做呢一啲咁樣嘅計劃，我哋亦都係同呢一個
10 城巴、北大嶼山巴士公司同埋新巴就睇下可唔可以就係釐訂一啲類似嘅界限
11 值，就可以監察司機嘅行為。
- 12 主席：（經傳譯員）九巴而家佢哋最新嗰個界限值，譬如話急剎、急劇加速、急劇減
13 速等等，嗰個界限值而家最新係點樣？
- 14 謝善怡女士：（經傳譯員）九巴同龍運急劇加速嘅界限值每秒鐘係超過4個公里，減
15 速，每一秒係超過7個公里嘅。
- 16 主席：（經傳譯員）而嗰個車速呢？
- 17 謝善怡女士：（經傳譯員）係，車速。如果佢哋係每個小時70公里，佢哋就係超
18 速。我哋明白到佢哋採用緊啲最新嘅科技係睇緊一啲嘅道路係計過係有50公里
19 嘅車速嘅...
- 20 主席：（經傳譯員）呢個唔係最新嘅科技，其實呢個科技已經係有好多年嚟喇。或者
21 你應該咁講，你就係用緊一啲以前一直已經存在嘅科技。
- 22 謝善怡女士：（經傳譯員）係，其他嘅道路如果係有70公里嘅車速嘅時候，佢哋都
23 會睇嘅。
- 24 主席：（經傳譯員）你哋提出個要求之後，城巴點樣回應呢？
- 25 謝善怡女士：（經傳譯員）城巴、新巴佢哋嘅回答就係佢哋願意去睇一睇，但係佢哋
26 就好關注就應該係點樣設一個點樣嘅界限值，特別係減速或者係加速嗰方面，
27 因為意外好多時候都好複雜嘅，所以佢哋係需要同工會去傾一傾應唔應該係釐
28 訂某個特定嘅界限值嘅。
- 29 主席：（經傳譯員）請你唔好繼續住，我想打岔一下。其實九巴已經定咗具體界限
30 值，你而家係咪話佢哋係關心到九巴嗰個係嘅限值呢？
- 31 謝善怡女士：（經傳譯員）我哋知道九巴嘅資料之後，已經係畀咗新巴同城巴，佢哋
32 就話願意去研究嘅。

1 主席：（經傳譯員）我明白，但係你話佢哋係關注到九巴已經定咗個限值，你意思係
2 咪話佢哋質疑九巴定咗具體限值呢？

3 謝善怡女士：（經傳譯員）佢哋話需要研究一下，然後先至決定。

4 主席：（經傳譯員）係因為佢哋係有啲關注嗰個限值，係咪？我嘅理解啱唔啱？

5 謝善怡女士：（經傳譯員）啱嘅。

6 陳美寶女士：（經傳譯員）主席，我可唔可以繼續補充呢？

7 主席：（經傳譯員）可以。

8 陳美寶女士：（經傳譯員）我最近同城巴交談嘅時候--我都想補充一下謝小姐所講
9 嘅，佢哋表達過話要研究一下，去睇下可唔可以喺城巴嗰度都實施同一個限
10 值，城巴嘅管理層係考慮緊點樣去操作同埋去考慮使唔使採取一啲巴士車長不
11 守規嘅時候嘅跟進行動，所以佢哋係考慮緊呢一個限值喺適用性方面嗰個操作
12 方面嘅事情。

13 主席：（經傳譯員）陳律師。

14 陳政龍先生：（經傳譯員）你就提過九巴已經定咗呢啲限值，已經有喇，謝女士亦都
15 講過係急剎車嘅時候嘅情況，運輸署知唔知道九巴去監察呢一個大力剎車嘅情
16 況係咪就可以令到佢哋可以每一個意外都可以集中睇下係咪有急剎車嘅情形
17 呢？

18 陳美寶女士：（經傳譯員）我哋所知嘅，就係佢哋定咗個限值去做監察嘅，因為黑盒
19 嘅功能已經係可以產生呢一啲係超出限值或者係不合規嘅呢啲嘅報告，我哋知
20 道九巴就可以用呢一個咁嘅功能幫助佢哋做呢個監察喇。

21 主席：（經傳譯員）即係話照你理解，九巴就可以黑盒去產生一啲例外報告出嚟，如
22 果有急剎車嘅情況？

23 陳美寶女士：（經傳譯員）係，新巴、城巴亦都可以用呢一啲黑盒嘅功能去印出一啲
24 例外報告。

25 陳政龍先生：（經傳譯員）我想問下，係咪你嘅理解，就係我問緊運輸署嘅理解，呢
26 一類嘅例外報告係咪都可以講出任何一個大力剎車嘅事情呢？

27 陳美寶女士：（經傳譯員）我唔可以代表專營巴士公司去答，但係黑盒嘅功能同埋佢
28 嘅科技同埋呢一啲嘅例外報告，的而且確到好大程度上可以幫佢哋監察個巴士
29 車長點樣剎車、點樣加速、減速，佢哋喺實際操作嘅時候都要考慮呢一點，去
30 睇下個例外報告同埋有關嘅限值係咪可以好有效呢，幫助佢哋做監察。

31 陳政龍先生：（經傳譯員）我咁樣理解啱唔啱呢？就係講番呢一啲例外報告，運輸署
32 其實就係留番畀專營巴士公司自己去判斷，係咪呢？咁樣係咪公道呢？

1 陳美寶女士：（經傳譯員）我諗而家嗰個程序仲係繼續緊嘅，但係我哋當然係好有興趣，
2 我哋亦都覺得係有需要，同埋都係一個有效嘅方法，等我哋知道如果有咗
3 呢啲例外報告之後係咪可以幫助我哋調查意外嘅原因，而係牽涉到乘客失衡
4 嘅，我哋想知道係咪呢一個係其中一個促成意外嘅成因，因此黑盒同埋例外報
5 告都係我哋想喺工作小組嗰度進一步跟進嘅事嚟嘅。

6 陳政龍先生：（經傳譯員）或者而家唔再講呢個大力剎車嘅問題，而家去番一個比較
7 一般性嘅題目，就係關於巴士嘅意外數據。我哋聽到證供就話運輸署係同警方
8 係分享呢個個案管理嘅系統嘅，然後運輸署就從呢一個資料庫嗰度攞啲資料去
9 做自己嘅分析，因此運輸署其中一個資料嘅來源就係呢一個系統。

10 我想集中嘅就係講另外嗰方面嘅資料，就係專營巴士公司嘅意外數據，我哋
11 知道由呢個巴士安全嗰個部分，即係遠期計劃裏面，巴士公司就會係提供自己
12 嘅數據同埋分析，然後每年交界運輸署。

13 好，而家將呢件事擺埋一邊先，亦都排除一啲比較大嘅事件，當然，有大嘅
14 事件嘅時候，運輸署就要求巴士公司提供調查報告，就好似喺大埔嗰個意外咁
15 樣。我就想問下，有冇其他嘅有制度性嘅定期嘅報告係巴士公司交界你係講關
16 於啲意外嘅事情嘅？

17 陳美寶女士：（經傳譯員）我而家查一查我嘅筆記先。

18 陳政龍先生：（經傳譯員）係喇，我唔係講遠期計劃裏面嗰個巴士安全章節同埋比較
19 大嘅事故，係其他嘅。

20 陳美寶女士：（經傳譯員）我請謝女士回答呢個問題。

21 主席：（經傳譯員）好呀，謝女士。

22 謝善怡女士：（經傳譯員）每一個月，我哋會得到警方嘅資料，然後我哋會分析由警
23 方得到嘅數據，如果我哋發現意外率係有所增加或者有任何不尋常嘅情況，我
24 哋會同巴士公司傾，睇下個情況係點，同埋有冇要改正或者佢哋需要做啲咩
25 嘢呀咁。

26 陳政龍先生：（經傳譯員）或者我說明一下我想問嘅問題，我而家用一個例子，譬如
27 話有一個事件，有一位老婦喺巴士上失去平衡，佢自己係受咗輕傷，但係就有
28 報警嘅，不過巴士公司知道呢件事，佢自己做咗紀錄，運輸署咁會唔會知道呢
29 件事？抑或就只會係成為巴士安全部分嘅其中一個數字呢？

30 黃志光先生：（經傳譯員）主席，請問我可唔可以答呢個問題呢？好似謝女士所解
31 釋，我哋基本上係倚賴警方嘅事件數字嘅，好似大狀頭先提嗰啲咁嘅例子，現
32 時嚟講，我哋係唔會收到呢啲嘅資料嘅，因為基本上日日都會發生，所以個答
33 案係有嘅，係唔知嘅。

34 陳政龍先生：（經傳譯員）好，我講番喺倫敦方面係點樣做，不過之前我仲想確立另

1 外一個事實嘅，就係運輸署點樣處理呢兩組嘅數據，當你收到巴士公司每年畀
2 你嘅巴士安全數據，即係喺呢一個巴士安全章節嗰度寫嗰啲，運輸署會唔會去
3 做核對嘅呢？兩套嘅資料，即係由警方收到一套，巴士公司嗰度又收到一套，
4 你兩者之間會唔會做一啲比對或者核對嘅呢？

5 陳美寶女士：（經傳譯員）邱先生，佢有呢一個道路安全嘅工作，同埋另外一位同
6 事，基於我嘅所知，當做呢一個遠期計劃嘅時候，當我哋睇巴士公司嘅資料，
7 我哋亦都會睇埋警方畀我哋嘅資料，我哋未必會逐項去比對，但係我哋會睇趨
8 勢分析，如果兩者之間有好明顯嘅差別，我哋係會提出問題同埋要求進一步嘅
9 分析。

10 我都可以提及，就係政府係有派代表坐喺巴士公司嘅管理局嗰度嘅，喺管理
11 局有關討論嘅時候，都會提供一啲意外數字，我哋會睇咗嗰啲數字先，我哋嘅
12 同事亦都會睇呢一啲定期嘅意外數據，同埋係比對我哋有嘅數據庫，如果有
13 一啲好明顯嘅差別，我哋都會喺嗰個董事局嗰度係會提出嚟。

14 主席：（經傳譯員）即係唔會好具體咁做核對嘅？

15 陳美寶女士：（經傳譯員）我哋唔會，但係我哋會睇下有冇邊一度係好明顯嘅差別或
16 者落差嘅。

17 主席：（經傳譯員）你可唔可以協助我，當你話你哋喺董事局嗰啲嘅同事就係話會畀
18 啲數據你嘅，你頭先係咁講？

19 陳美寶女士：（經傳譯員）喺公司嘅董事局係會有運輸署嘅代表，喺睇嗰啲意外嘅數
20 字同埋公司向董事局提交嘅巴士安全報告嘅時候，我哋嘅同事就會攞到有關嘅
21 資料，我哋就會將佢同我哋數據庫裏面嘅資料核對嘅，如果係發覺係有唔同，
22 我哋都可以喺董事局嗰度係講出嚟嘅。我哋就會話畀佢哋聽佢哋嘅數據應該係
23 同警方嘅數據一致嘅。

24 主席：（經傳譯員）我而家想嘗試明白一下政府代表喺呢啲公司嘅董事局嘅角色係乜
25 嘢，你而家係咪話佢哋係另外一個渠道讓運輸署攞到資料呢？

26 陳美寶女士：（經傳譯員）我唔會話係另外一個渠道。

27 主席：（經傳譯員）你意思係咩嘢？

28 陳美寶女士：（經傳譯員）我只係想提及話有一啲嘅平台我哋都可能攞到呢啲意外嘅
29 數據嘅，政府係有董事坐喺呢啲公司嘅董事局嗰度，就令到我哋可以評論或者
30 係講出我哋對於公司提交資料嘅一啲觀察。

31 主席：（經傳譯員）好，唔該。

32 陳政龍先生：（經傳譯員）陳女士，而家我想講下倫敦嗰個做法，我會讓你睇幾份文
33 件，然後我哋就可以好全面咁睇一睇倫敦嘅運輸局佢哋係點樣做呢一啲數據點
34 樣係有透明度嘅。

1 首先，我睇番 Weston 先生嘅報告，就係專家文件冊第 141 頁，內部嘅頁
2 碼就係 Weston 先生報告第 27 頁，專家文件冊第 141 頁。陳女士，或者我讀
3 某啲部分出嚟，然後請你提出一啲意見，我會不時讀完一段就停一停，請你畀
4 意見嘅。

5 第一，開始就係 6.2 段，佢話「喺巴士公司合約嘅要求當中，巴士公司係
6 要提供全面嘅數據，係關於事件同埋意外嘅，係成個網絡裏面嘅，呢一啲係通
7 過事件報告資料系統提交嘅，如果有嚴重嘅事件就會係實時報告同埋係監察，
8 就係通過有關嘅中央控制室，然後我哋係會即時同嗰個有關嘅機構發出一啲即
9 時嘅回應嘅。

10 倫敦嘅運輸局亦都係會提供全國嘅一啲數據就係關於車輛嘅碰撞，如果係造
11 成傷亡，就會咁樣做嘅。每一個季度都會有警方嘅報告。」

12 似乎倫敦同香港都係有兩套嘅資料，一就係來自巴士公司，一就係來自警察
13 嘅，來自巴士公司嗰啲嘅資料就係我最有興趣嘅地方，我哋就想睇下香港同倫
14 敦比較之後，香港點樣可以改善嘅。

15 而家我想睇下畀二個一段，同一頁，「每一季，倫敦嘅運輸局就會係用一啲
16 大嘅表係表列出所有報告咗嘅事件嘅，就係成個網絡都係咁，然後每一個事件
17 所有嘅資料，就係個路線、日期、邊個係營運商、嗰個地點、有冇人受傷、係
18 咪當場處理咗抑或係入院、如果受傷嘅人究竟係乘客，抑或係第三者、佢哋嘅
19 性別，同埋我哋知道佢哋嘅年紀。

20 佢亦都係每一季度就會去比較之前嗰個季度同埋做一啲趨勢嘅分析嘅。呢一
21 度就話咁樣可以鼓勵透明度同埋係可以鼓勵佢哋繼續係改善嘅。」

22 好喇，而家停一停，講番呢一個大嘅表，就係成個巴士嘅服務網絡都係會包
23 括晒嘅，我想知道你知唔知道有冇用咁樣嘅形式，用咁具體嘅形式係畀呢一個
24 數據呢？

25 主席：（經傳譯員）其實呢一個係 Weston 先生報告嘅一個附件嚟嘅，係咪呀？

26 陳政龍先生：（經傳譯員）呢個係一個連結嚟嘅，網上嘅連結。

27 主席：（經傳譯員）唔係，我而家就係問緊你--因為我有一個檔案就係印出咗你而家
28 描述緊嘅數據，究竟係咪喺我哋嘅文件冊裏面嘅呢？

29 陳政龍先生：（經傳譯員）我睇到秘書處已經將有關嘅表打咗喺屏幕上面，我嘅理解
30 就係我哋係由網上下載咗有關嘅資料，但係仲未包括有頁碼嘅文件冊裏面嘅。

31 主席：（經傳譯員）即係你而家我哋睇番呢一個屏幕，係咪呀？

32 陳政龍先生：（經傳譯員）或者我描述一下，等我哋喺個紀錄嗰度都可以講出究竟屏
33 幕上係顯示出啲乜嘢嘅。

1 係一份數據集，係喺倫敦交通局嗰個網頁嗰度下載嘅，你喺呢一頁會見到喺
2 1月發生嘅意外，呢個係2018年1月，喺個試算表你可以見到每一件事件路
3 線、營運商、所屬嘅區分、傷勢、受害人嘅性別、年紀、係屬於乘客定係邊一
4 類型。

5 主席：（經傳譯員）喺右邊，我而家睇緊畫面嗰度再過啲仲有冇資料㗎？睇到喇。我
6 哋見到嘅分類係咪你都見到呀？

7 陳美寶女士：Yes.

8 主席：（經傳譯員）我哋叫做失去平衡，佢哋就係叫做蹣倒、絆倒或者係跌倒嘅。

9 陳政龍先生：（經傳譯員）陳女士，喺香港嘅情況，用咁樣嘅匯報嘅方式將資料公開
10 去到咁仔細，你覺得應唔應用到喺香港？

11 陳美寶女士：（經傳譯員）或者我可以初步畀一啲觀察，螢幕上顯示嘅事故嘅詳情，
12 關於倫敦嘅運輸當局，呢個係睇到每一件事件嘅仔細嘅詳情，但係喺香港嘅情
13 況，我哋就有辦法去追蹤去到每一件事件，去到咁仔細喇。我哋而家嘅做法就
14 係有一個系統記錄有致命嘅意外係行咩嘢路線、受害人嘅資料、司機嘅資料，
15 我自己覺得我哋係倡議公開數據同埋透明性，令到規管當局同埋交通營運商問
16 責性更高，但係每一件事件去到咁仔細去公開嘅話，未必--即係可能係可以加
17 強透明度、問責性，但係亦都可能超越公眾可能有興趣知道詳情嘅層面，...

18 主席：（經傳譯員）呢樣嘢都係由公眾決定，佢哋冇興趣都好，佢可以睇咗之後冇興
19 趣，但係佢而家直頭係冇辦法睇到。

20 陳美寶女士：（經傳譯員）好多時候一有意外發生嘅時候，係有好多事後嘅發展嘅，
21 牽涉乘客，亦都牽涉行人，所以我哋要考慮就住各宗事故嘅披露嘅時候，我哋
22 亦都要確保呢一個格式嘅資料入面係咪準確、係咪最新嘅資料，因為我哋要確
23 保如果公眾攞到呢啲資料嘅話，佢哋都係要有正確嘅認知嘅事件。

24 主席：（經傳譯員）佢哋喺倫敦都係咁做，你係咪意思我哋喺香港就有能力做到呢？

25 陳美寶女士：（經傳譯員）唔係嘅，所以第三點我想提到嘅就係我之前嗰日都提到我
26 哋都係希望參考倫敦嘅交通當局，而我同事其實已經安排咗一個嘅訪問嘅，係
27 倫敦交通當局，喺2019年2月嘅時候去，就係正好畀機會我哋去學習準備呢啲
28 嘅問題、需要嘅資源、佢哋點樣同唔同嘅巴士公司商量，仲要同警方核對資
29 料，睇下喺呢個格式咁樣嘅資料點樣可以加強喺交通上嘅數據透明度，而同時
30 唔會因為披露資料期間會有啲複雜嘅問題。

31 主席：（經傳譯員）我哋睇到呢一個咁實事求是嘅資料，就睇番巴士公司、路線、廠
32 房喺邊、傷勢、傷者嘅性別、年紀、意外嘅事故類別、受害人係乜嘢人、係乘
33 客定司機、行人。

34 陳美寶女士：（經傳譯員）我諗喺呢一個表格入面嘅資料係可以用一個好簡單、好客

1 觀嘅方法去向公眾交代呢個事件嘅原因同埋詳情，個問題係我哋用咁樣嘅格式
2 提供資料嘅時候，仲要考慮呢一啲資料係點樣可以喺發布之後再更新。

3 主席：（經傳譯員）你由呢度要點樣更新呀？係咪即係個受害人由女變男、成人變番
4 小童？個意外其實喺第二度發生？所謂更新係咩嘢意思呀？

5 陳美寶女士：（經傳譯員）我留意到，主席，有一行就係話受傷嘅描述嘅，呢個表可
6 能係形容番啲意外發生嗰一刻或者意外發生之後佢哋立即得到嘅資料，我哋作
7 為當局都要考慮下要唔要進一步更新番個傷勢嘅描述，喺呢一方面有冇進展
8 嘅，因為可能公眾都有進一步追問有咩嘢跟進行動，有冇進一步發展，呢啲係
9 我哋要同倫敦當局再進一步傾去實施披露資料。

10 主席：（經傳譯員）唔該，我想呢一頁有副本喺手，等我哋可以睇下入面嘅內容，希
11 望全部人都有副本。陳律師。

12 陳政龍先生：（經傳譯員）陳女士，頭先提到喺香港我哋就唔適宜係逐件事件咁樣去
13 睇，係因為而家呢一刻冇要求巴士公司就每宗事故匯報嘅？

14 陳美寶女士：（經傳譯員）冇錯。

15 陳政龍先生：（經傳譯員）如果你睇下倫敦嘅匯報要求，問下可唔可以成立咁嘅系
16 統、點樣應用，我而家請你睇雜項 3 嘅文件冊，1189 頁，係倫敦嘅交通局一個
17 叫做巴士安全計劃嘅最新情況嘅文件。

18 主席：（經傳譯員）你等一等，我做一做筆記先。呢個係 2017 年 11 月嘅，回應番
19 呢一個交通當局嘅。

20 陳政龍先生：（經傳譯員）冇錯，呢度就描述番個最新嘅情況同埋要點樣去改善個系
21 統，我就呢兩方面問番陳女士嘅。陳女士，喺 1191 頁，標題係「巴士碰撞數據
22 分析」，簡介嗰段我唔讀喇，我想讀跟住嗰段，標題係「進度」，因為呢個文
23 件一開頭就形容佢哋而家嘅系統係點，我都要問一個問題先嘅。

24 佢係咁講，「我哋而家對於巴士撞擊嘅數據係有兩組主要嘅數據集，係
25 IRIS 同埋 STATS19。」而 Weston 先生嘅報告就提到 IRIS 係警方嘅數據嚟
26 嘅。

27 我繼續讀，「IRIS 係由巴士公司使用嘅，關於佢哋嘅營運活動嘅事件嘅匯
28 報，包括撞擊，亦都包括係滑倒、絆倒或者跌倒，同埋一啲嘅安全事故，包括
29 襲擊嘅。而巴士公司要喺四十八小時之內匯報嚴重事件，所有嘅事件就要喺七
30 日之內匯報嘅，呢一個系統係完整、可靠、單一嘅資料來源，呢啲資料就係所
31 有嘅影響或者係涉及倫敦巴士嘅事故。」

32 我停一停先，相比香港嘅情況，我哋亦都可以接觸到警方數據，睇落去係好
33 似，但係你同唔同意香港嘅運輸署有一方面係輪蝕咗嘅，因為由巴士公司入面
34 係有能夠提交到嘅數據集，關於巴士意外嘅？

1 陳美寶女士：（經傳譯員）我同意，喺而家嘅巴士專營權營運制度入面係冇要求就住
2 特定嘅事件需要特定嘅匯報嘅。

3 陳政龍先生：（經傳譯員）將來你覺得咁樣有冇作用呢？如果要求巴士公司有一個類
4 似嘅匯報嘅制度，因為似乎喺實際嘅角度嚟講，要做嘅只不過係成立一個電腦
5 嘅系統？

6 陳美寶女士：（經傳譯員）我諗呢個當然係一個可以跟進嘅範圍，再加埋自動數據傳
7 輸，我相信係有辦法令到呢個數據嘅紀錄或者係整理係更加有效率嘅。

8 陳政龍先生：（經傳譯員）即係話可以唔使由唔同巴士公司收到唔同嘅數據組，而係
9 有一個單一嘅系統要佢哋匯報？可唔可能呢？

10 陳美寶女士：（經傳譯員）我覺得關於匯報數據、採集數據方面，我哋一直都可以做
11 一個單一嘅系統，等我哋可以分析好啲數據再提交報告建議進一步嘅行動嘅。

12 主席：（經傳譯員）陳律師，喺你繼續之前，而家提到巴士安全計劃嘅最新情況，喺
13 合約入面有冇標明巴士公司向倫敦交通當局有咩嘢責任呢？有冇咁嘅條文呢？

14 陳政龍先生：（經傳譯員）我唔知道，我而家唯一搵到嘅就係呢一段，入面有講係一
15 啲嘅匯報嘅責任嘅詳情，我可以係嘗試再搵下。

16 主席：（經傳譯員）呢個我哋亦都可以問下 Weston 先生嘅意見。可能係好簡單有一
17 條嘅合約嘅條款，就係話有啲事故嘅話，包括係碰撞、有人滑倒、絆倒、跌
18 倒，都係需要由巴士公司向當局匯報嘅，咁樣係好有幫助。

19 陳女士，我想問一問你，咁樣同專營巴士公司嘅制度好相近嘅，我哋想有咁
20 嘅範本、有日期、時間、受害人嘅特色，譬如話係佢年紀、性別，因為當然佢
21 個年紀亦都係同譬如話有冇跌倒有關，同埋有陣時受害人因為某啲特質，佢可
22 能係個傷勢較重，甚至係死亡嘅，可唔可以係要求巴士公司提交呢？

23 陳美寶女士：（經傳譯員）我諗我哋可以好積極跟進嘅，主席。

24 陳政龍先生：（經傳譯員）我繼續讀嘅時候睇到另外一個問題，如果你係由巴士公司
25 逐宗事故去匯報嘅話，如果係向警方匯報嘅話，你都有一樣嘅數據嘍，喺個
26 數據庫入面，就可以令你對照一下，睇下專營巴士公司喺記錄資料嘅時候
27 佢嘅方法妥唔妥當？

28 陳美寶女士：（經傳譯員）咁樣對於核對數據同埋去找出有乜嘢錯漏、差異係有用
29 嘅，所以我哋應該有個範本，一啲主要嘅標題，然後我哋可以由唔同嘅巴士公
30 司去決定類似或者係一樣嘅分類，然後匯報事故，我諗呢一方面我哋可以進一
31 步考慮嘅，同巴士公司商量。

32 主席：（經傳譯員）巴士公司都會要求車長去匯報呢啲嘅事件嘍？

33 陳美寶女士：（經傳譯員）係。

1 主席：（經傳譯員）你知唔知道巴士公司要求咩嘢資料吖？

2 陳美寶女士：（經傳譯員）因為我哋要求佢哋提供數據同埋資料，係喺嗰個巴士安全
3 嘅章節嗰度提供，呢個亦都係根據佢哋嘅原數據同埋佢哋畀嘅證據去再整理
4 嘅，巴士公司係用一個更加系統性嘅方法去收集數據、匯報畀運輸署係唔難
5 嘅。

6 主席：（經傳譯員）但係你知唔知道譬如話有件事發生或者意外發生嘅時候，公司
7 要求車長匯報乜嘢資料呢？

8 陳美寶女士：（經傳譯員）我有呢個詳情，或者可以由謝女士補充。

9 謝善怡女士：（經傳譯員）唔該。我哋知道巴士公司要求車長匯報喺車上發生嘅，譬
10 如話意外有受傷嘅話，就要係匯報畀--就報畀警方聽嘅。

11 主席：（經傳譯員）即係話如果有受傷嘅話，巴士車長係要匯報畀警方聽？

12 謝善怡女士：（經傳譯員）係。

13 主席：（經傳譯員）如果系統係有效嘅話，警方嗰啲數據同巴士公司應該係百分百
14 合？

15 謝善怡女士：（經傳譯員）係。

16 主席：（經傳譯員）呢樣嘢係咪書面反映番呢？有冇一個手冊--巴士公司應該有啲幾
17 有用嘅巴士車長手冊畀佢哋嘅，你有冇見過？你有見過，你可以話冇見過。

18 謝善怡女士：（經傳譯員）而家我哋冇資料，我哋要問下巴士公司先。

19 主席：（經傳譯員）我哋嘅文件冊係咪有車長嘅證供呀？或者可以睇下，而家可以答
20 到我哋嘅--或者稍後答喇。

21 陳政龍先生：（經傳譯員）或者我可以總結呢一個問題，就係睇下倫敦點樣做，陳女
22 士，你仲係咪喺 1191 頁呀？我哋頭先睇緊嗰一頁。

23 陳美寶女士：（經傳譯員）係。

24 陳政龍先生：（經傳譯員）我讀咗「進度」嘅第一段，形容番喺倫敦嘅系統而家點樣
25 做嘅。我繼續想讀第二段，講警方數據嘅，STATS19 就係警方舊嘅系統，仲有
26 COPA，係一個警方更新咗嘅系統，我就唔繼續講呢方面。到 1192 頁，後面嗰
27 頁，未來嘅工作嘅標題，呢個就係佢哋交通當局要做嘅乜嘢。

28 「要花啲工夫去改進喺 IRIS、STATS19 同 COPA 嘅相容性，我哋係會繼續
29 做嗰個複雜嘅核對嘅工作去確保每一個數據組嘅可靠性同埋相容性嘅。我哋亦
30 都做緊一個嘅--開發緊一個軟件系統，可以係改善 IRIS 嘅數據收集嘅效率同
31 埋係準確性嘅，因為係會由巴士公司自己嘅數據嗰度自動更新嘅。」

1 未來路向，陳女士，你覺得唔同嘅數據組能夠協同嘅話，係咪香港應該做嘅
2 呢？即係我講緊嘅係收集數據同埋匯報嘅工作。

3 陳美寶女士：（經傳譯員）肯定係嘅，呢個係一個範疇我哋希望能夠做多啲，特別係
4 希望能夠唔同嘅數據更加可靠同埋更加一致，目前嚟講，唔同嘅巴士營運商佢
5 哋有自己嘅數據庫，我哋希望佢哋能夠將佢哋啲意外分類，譬如就住啲個性
6 質或者係成因嚟分，但係啲佢哋嘅形容詞可能同警方啲形容詞可能唔一
7 樣，因此我覺得應該有一個致嘅數據庫或者數據集，亦都係更新得更加頻密，
8 就肯定會幫唔同嘅各方明白個情況，同埋去分析大家關注嘅事宜，同埋去採取
9 適當嘅跟進行動。

10 我亦都想補充，專家嘅證供同埋佢哋供詞，喺呢方面嘅供詞係話畀我哋聽其
11 實係意外嚟講，啲啲成因好複雜嘅，通常有多於一個嘅成因，啲個分析個意外
12 好多時候都係要係詳盡由警方調查之後先至可以搵得到同埋可能經過相當嘅程
13 序先至可以確定。但係無論如何，我哋都會係搜集第一手嘅資料同埋希望能夠
14 係向唔同嘅巴士公司攞到一啲唔同嘅數據。

15 陳政龍先生：（經傳譯員）主席，我就已經完成咗我要探討嘅課題，但係完之前，我
16 哋就講關於一個營運嘅手冊啲方面，其實我同事已經畀咗我，我而家畀個答案
17 你--畀委員會，提供啲資料畀委員會。

18 KMB-8(A)，第3086頁，而家已經喺個螢幕度打咗出嚟，呢個係第一頁嚟
19 嘅，呢個係九巴嘅文件，就係戶外營運同事或者員工嘅手冊，呢個就係講2018
20 年1月最後更新嘅。相關同程序有關嘅部分就特別係意外嘅時候，3123頁嚟度
21 可以睇到，第8(A)，第3123頁，喺第9個部分。

22 呢個手冊就講，「如果有一個員工就係有交通意外，尚當佢係揸緊公司嘅車
23 嘅時候，佢就應該係填咗呢一個『交通意外報告』同埋一個授權書，就係啲意
24 外七十二小時之內，如果啲個同事要住院嘅時候，佢出院之後，就儘快做。」
25 呢個跟住就係話要係留意啲咩嘢，跟住就有幾項。

26 1、2、3、4之後，呢度就講，就話「呢個填好咗嘅『交通意外報告』就應
27 該係去提交畀相關嘅車廠嘅有關嘅部門，亦都係畀啲接受個報告啲個人去簽
28 署嘅。如果佢哋就有咁做嘅時候，佢哋就話係唔會收到呢一個嘅『好服務獎
29 賞』，亦都可能因為佢哋冇遵從相關嘅規矩，公司可能會採取呢一個紀律行動
30 嘅。」

31 呢度講到--冇清楚講清楚就係話畀員工聽係一定要去報警嘅，雖然呢度就
32 話可能係要提供一份嘅口供或者係呢一個嘅報告畀警方，呢個係第三段所講
33 嘅。

34 主席：（經傳譯員）呢個嘅手冊有冇有包含呢一個交通意外嘅報告呢？

35 陳政龍先生：（經傳譯員）冇，冇喺我哋嘅文件冊度嘅。

1 主席：（經傳譯員）如果係咁嘅時候，我哋就要求九巴就係提供呢個相關嘅文件，致
2 使到我哋知道究竟呢個報告嗰個需要個詳情係幾仔細，致使到運輸署可以知道
3 呢個九巴其實係手頭上有啲咩嘢資料。

4 陳政龍先生：（經傳譯員）主席，就我哋請黃律師繼續去發問嘅。

5 主席：（經傳譯員）我希望你能夠係再傾一傾關於急剎車嗰個問題，同埋九巴就係話
6 畀我哋聽究竟呢啲嘅報告佢哋點樣處理，同埋就係關於呢個四分鐘嘅一個規定
7 係點樣樣。

8 陳政龍先生：（經傳譯員）好，我哋睇兩份文件，會比較幫到我哋嘅。首先我哋睇一
9 睇 KMB-12 第 4848 頁，我希望請秘書處幫一幫，就話畀我哋聽嗰個頁數，一個
10 最近嘅文件，2018 年 10 月 3 號九巴提交嘅。

11 主席：（經傳譯員）你係同我嗰個版本一樣嘅，係咪呀？如果係咁嘅時候，我可以就
12 睇呢一個版本。

13 陳政龍先生：（經傳譯員）我希望有個頁碼，陳女士知道究竟係講緊邊一頁。KMB 第
14 1 號文件冊第 571 頁。

15 我澄清一點，陳女士，希望係睇到，第一，KMB-12 第 4848 頁，呢個係急
16 剎嘅一個報告，就係由九巴提交畀我哋嘅，另外 KMB 第 1 號文件冊第 571 頁，
17 就亦都係九巴提交嘅意見書--陳述書，佢就講到呢個嘅急剎報告係點樣編製，
18 所以我就希望呢兩份文件就一齊併排我哋睇。

19 4848 頁，呢個係一個中文嘅報告，個英文嘅翻譯就喺 4851 頁，又或者我
20 哋用嗰個英文嘅翻譯本，就等大家方便啲，睇起上嚟。我而家就係睇下呢個圖
21 表，陳女士，你睇到嗰個標題就係 2018 年 2 月 6 號到 2 月 12 號嗰個急剎嘅情
22 況，就係總次數係--或者個總時數係多過四分鐘嘅，你睇番左邊第四個，就係
23 話急剎嘅次數，就係減速係每小時係高於 8 個公里嘅。呢個表就係咁。

24 然後我哋睇一睇嗰個形容係點樣樣，呢個咁嘅報告係應該點樣係編製出嚟，
25 我哋睇一睇嗰個文件，我哋睇一睇就九巴呢個提交呢一份文件，第 3 段，
26 3(B)，第 572 頁。

27 主席：（經傳譯員）第 4848 頁，呢個嘅文件係咪九巴提交嘅？

28 陳政龍先生：（經傳譯員）係，冇錯。

29 主席：（經傳譯員）係佢哋嘅紀錄當中嘅？

30 陳政龍先生：Yes.

31 主席：（經傳譯員）呢個唔係提交畀運輸署嘅一個文件，係咪？

32 陳政龍先生：（經傳譯員）就我所知，就有嘅，呢個嘅係九巴...

1 主席：（經傳譯員）呢個 4848 有冇提交畀運輸署嘅？

2 陳美寶女士：（經傳譯員）冇嘅，冇嘅。

3 主席：（經傳譯員）好，呢個係佢哋自己內部紀錄嚟嘅。

4 陳政龍先生：（經傳譯員）第 3 (B) 段係第 572 頁，佢哋就講就話呢一個車長嘅每周
5 嘅表現點樣去做，呢個就係包括佢哋超速或者急剎等等，我就讀出嚟。

6 「呢度個車長個名就會喺佢哋嘅車長嘅表現報告嗰度寫出嚟嘅，當嗰個急剎
7 嘅總時數或者累計時數就係——呢個嗰個減速嘅情況係相對於之前嗰一秒嘅減速
8 係超過 7 公里」，佢哋就會寫出嚟。

9 而我哋睇番嗰個註釋，第 3 嗰度就係話「就 2018 年 8 月 1 號之前，其實
10 佢之前嗰個嘅準則就係每秒係 8 個公里嘅。」

11 好，我哋繼續。呢個就係由「黑盒所記錄嘅，就係如果個累計嘅時數喺之前
12 嗰個禮拜係多過四分鐘，就係會記錄。」

13 第 6 段，就係話「呢個嘅嗰個原因，急剎都會係好多原因嘅，譬如因為可
14 能實際嘅交通嘅情況，喺某段時間係需要佢哋咁做。九巴同埋龍運嘅方法就係
15 話去監察佢哋嗰個車長嘅情況同埋嗰個行為，而唔係即刻採取行動嘅，九巴同
16 埋龍運巴士就唔會係有一啲好仔細嘅報告就係講急劇嘅剎車同埋加速嘅。如果
17 做得好多次嘅時候，就會係有報告，譬如話如果係佢嗰個累計時嘅時數係多過
18 六十分鐘，佢就會係喺個報告嗰度，而另外佢係嗰個時數係多過四分鐘嘅時
19 候，佢哋就會有二百四十個提到嘅。因為個數據嘅數量好大，所以嗰個技術部
20 門就會盡佢哋嘅最大能力去編製一啲報告，如果係有異常情況出現嘅時候，就
21 會去編製呢啲報告。」

22 陳女士，我就想畀啲背景你，九巴除咗呢個嘅守則之外，亦都畀咗好多其他
23 嘅數據我哋，但係我哋就唔會講得好仔細。

24 主席：（經傳譯員）就一個累計呢個剎車係超過四分鐘係咩嘢意思，其實係講緊係一
25 個星期其實係講緊二百四十秒嘅，但係你就唔會話做得好頻密嘅，所以我哋就
26 知道嗰個急剎嘅情況係幾咁頻密。

27 我哋去睇番第一頁，附件 1 (b) (1)，第 1 頁。或者我哋睇一睇呢個文件，
28 我哋讓運輸署了解得更加好，呢個係咪喺紙張上面㗎？其實係咪喺個檔案裏面
29 可以提供畀佢哋呢？

30 陳政龍先生：（經傳譯員）呢個係我嘅檔案，其實喺我個電腦裏面，其實都幾長嘅。

31 主席：（經傳譯員）就我相信有一啲紙張嘅版本嘅，係咪？係急劇加速其實就係好多
32 頁嘅，但係急剎就比較少啲頁數。

33 陳政龍先生：（經傳譯員）急剎嗰個報告就係 5578 頁開始嘅，係 KMB 第 12 號嘅或

1 者係九巴 12 號嘅文件冊嗰度。

2 陳女士，我希望你呢度睇到一份文件，嗰個標題係左上角寫咗，就係附件
3 1(b)(i)，就係急剎報告，就係特別針對幾位特別嘅車長嘅。就九巴嘅文件，
4 一般嚟講，就其實就唔係話九巴會係定期去編製嘅，就係因為我哋委員會要
5 求，佢哋就編製，我哋就想睇番呢個急剎嘅個別嘅事件，就講緊係四分鐘嘅急
6 剎嘅累計時數，然後就會喺個報告裏面出現，呢啲咁嘅情況。

7 所以，陳女士，呢度就係睇到呢個一共係有十八頁，你就我哋而家睇第
8 5578 頁嘅第一頁，呢啲嘅紀錄就係個員工嘅紀錄，員工編號 3965 嘅呢位員工
9 嘅，你睇番呢一頁，其實好多嘅資料，關於佢哋嘅路線、時間、日期、車速、
10 減速等等。

11 主席：（經傳譯員）呢啲咁嘅簡寫其實佢哋有冇解㗎，“ba value”咁？

12 陳政龍先生：（經傳譯員）相關嘅解釋其實就喺我哋頭先嘅 KMB 第 1 號文件冊。

13 主席：（經傳譯員）“ba value”係乜嘢呀？我哋可以推想出嚟嘅。

14 陳政龍先生：（經傳譯員）九巴就講，喺註釋第 4 號嘅時候，我哋頭先睇過講直情
15 “ba value”就係呢個制動器嘅加速嘅值，就係同呢一秒同之前嗰秒去比較嘅。

16 主席：（經傳譯員）呢個係嗰個車速就係每個小時 5.8 嘅公里，個 ba value 就係
17 9.5 嘅，所以相對於之前嗰一秒其實就係嗰個加速個值就係咁樣，係咪咁呀？

18 陳政龍先生：（經傳譯員）係。陳女士，由 5578 頁去到 5586 頁，你可以睇到
19 3965 號員工嗰啲記項，然後你亦都可以睇到有關嘅員工嘅編號就變咗 63287。

20 主席：（經傳譯員）我想請問嗰一位特別嘅車長，佢大力剎車嘅累計分鐘係幾多呢？

21 陳政龍先生：（經傳譯員）根據 7(b) 嗰個文件，我都讀番出嚟先。

22 「3965 號車長嘅累計就係 6.68 分鐘，就有 401 個記項嘅」，「63287 號
23 車長就係 395 個記項，總共係 6.58 分鐘大力剎車」。

24 陳女士，我諗你亦都睇到 63287 係由 5586 頁開始去到 5595 頁嘅，總共
25 係有 395 個記項嘅。陳女士，從運輸署嘅角度睇嚟，你對於九巴呢一個做法有
26 咩嘢觀察呢？基本上就係車長大力剎車方面都有一個例外嘅報告，直至到呢個
27 車長係累積咗幾百次超越咗大力剎車嗰個門檻，即係喺某一個星期裏面，佢先
28 至有呢啲報告，你有咩嘢觀察呀？

29 主席：（經傳譯員）或者你都想用啲時間諗一諗，我哋好快會有一個小休，就令到你
30 可以有時間諗下呢個問題。我亦都想問，佢哋交啲咩嘢嘅報告畀運輸署嘅呢？
31 如果有大力剎車嗰啲嘅事故。

32 陳政龍先生：（經傳譯員）我有有關嘅文件嘅，或者畀少少時間我搵出嚟。

1 主席：（經傳譯員）好呀。

2 陳政龍先生：（經傳譯員）講到話有啲乜嘢係交界運輸署，我諗陳女士都有講到嘅，
3 就係 TD-4 1020 頁，呢一份文件最頂個度就係講到關於巴士安全監察措施嘅每
4 月報告，陳女士剛才都講過，就係話公司係要提交一啲嘅表格，係講到關於黑
5 盒嘅數據，佢哋啲突擊嘅檢查嘅。

6 我哋睇下最冠個度個三分之一，就係話查核黑盒嘅數據以監察巴士車長嘅駕駛
7 行為，可以睇到就係話有幾多次突擊嘅檢查，就係喺月尾個度有幾多次咁樣嘅
8 個案呢，譬如話個性質係超速、突然剎車啲咁樣，我哋睇到突然間剎車係有
9 八次嘅，口頭嘅警告係有十三次嘅。

10 當運輸署收到呢一類咁樣嘅文件，就係話有八次係突然剎車嘅，呢度似乎係
11 咁寫，運輸署會點樣去詮釋呢一個數據嘅呢？運輸署嘅詮釋會唔會認為係有八
12 次唔同嘅事件呢？即係話分開有八次突然間剎車抑或係點呢？

13 主席：（經傳譯員）或者我哋而家休息一陣，等你去考慮下呢一個問題，即係當我哋
14 小休嘅時候。我哋而家小休十五分鐘。

15 陳美寶女士：（經傳譯員）多謝主席。

16

17 下午 4 時 15 分聆訊押後

18

19 下午 4 時 32 分恢復聆訊

20 出席人士如前。

21

22 主席：（經傳譯員）陳律師。

23 陳政龍先生：（經傳譯員）陳女士，喺小休之前問咗你兩個問題嘅，第一，運輸署嘅
24 角度嚟講，你對於九巴嘅做法有咩嘢觀察？即係關於用力剎車係唔會每一次做
25 一個報告，只係如果有一個巴士司機係某一個禮拜係累積咗幾百次咁嘅情況先
26 會有個報告；第二，關於每個月嘅報告，即係 TD 文件冊第 4 號 1020 頁，當運
27 輸署收到報告，見到其中有一個嘅記項就係有八次嘅突然嘅急速剎車，係點樣
28 處理呢個數據呢？或者陳女士可唔可以回答呢兩個問題？

29 陳美寶女士：（經傳譯員）我會答第一個問題，同埋我邀請我嘅同事回應第二個問
30 題。

31 第一個問題就係有黑盒嘅功能去顯示一啲嘅事件嘅報告，就係睇下用力剎車
32 嘅情況，我哋預期巴士公司係認真看待點樣使用呢一個功能同埋啲數據去密切

1 監察巴士司機嘅表現。

2 而黑盒嘅數據，單憑數據就未必可以係有一個嘅結論司機係疏忽駕駛，但係
3 可以係作為一個理據，巴士公司可以進一步調查。如果有閉路電視監察嘅系統
4 同埋喺車上有便裝嘅調查員嘅話，係可以進一步去睇下觀察一下巴士司機嘅表
5 現，但係毫無疑問黑盒嘅數據係好重要，亦都提供一啲資料作為根據畀佢哋去
6 睇下巴士車長有冇嘢不當嘅行為。

7 我而家請黃志光先生回應番關於黑盒嘅數據係要求巴士公司提供咩嘢資料。

8 黃志光先生：（經傳譯員）主席，基本上螢幕上顯示嘅...

9 陳政龍先生：（經傳譯員）即係 1020 頁，係運輸署嘅文件冊第 4 冊。

10 黃志光先生：（經傳譯員）呢個係由運輸署決定，我哋要求巴士公司提交有關嘅數
11 據，由今年 1 月已經開始。

12 你提到突然剎車嘅問題，左手邊個欄目顯示“400”，我哋只係要求巴士公
13 司提供佢哋搵到嘅不當嘅行為有幾多個個案，至於突然剎車，我哋唔可以確認
14 係唔係根據黑盒嘅突然加速或者剎車嘅數據，或者巴士公司可能會進一步調查
15 一下，可能係同巴士車長會面咗，跟住先有呢個數據嘅，我哋呢個就係收到嘅
16 就係咁。

17 主席：（經傳譯員）可唔可以協助下我呢？你提到呢個數目字“400”係咩嘢意思？

18 黃志光先生：（經傳譯員）呢個係即場嘅臨時嘅一個檢查。

19 主席：（經傳譯員）即係相比起一個例行檢查，係咪呀？上面嗰一格就係寫住「例行
20 嘅檢查」。

21 謝善怡女士：（經傳譯員）巴士公司突擊檢查就唔係例行檢查，通常因為有投訴，而
22 突然間作出嘅，而例行檢查就係上面 8552。

23 主席：（經傳譯員）但係嗰度冇講剎車嘅，淨係講緊超速啫，即係佢哋係有檢查超
24 速，但係冇突然剎車。

25 謝善怡女士：（經傳譯員）超速呢個就係根據黑盒嘅數據產生出嚟嘅報告，但係對於
26 突擊檢查就係因為有人投訴，而剎車好多時候要調查埋譬如話閉路電視嘅數
27 據，而唔可以淨係用黑盒嘅數據去指稱司機疏忽嘅，佢哋要進一步調查先可以
28 將佢定性為係唔係不當行為。

29 主席：（經傳譯員）即係話超速方面就會產生一啲嘅例外報告嘅？

30 謝善怡女士：（經傳譯員）超速就係咁嘅情況。

31 主席：（經傳譯員）但係如果係剎擊嘅就有喇？

- 1 謝善怡女士：（經傳譯員）我哋嘅理解，佢哋可以設定一個界限值嘅，就係而家就唔
2 會話去即刻產生一個報告，因為佢哋需要進一步調查。
- 3 主席：（經傳譯員）我哋處理一下個事實先，即係話急剎係唔會因為咁產生報告嘅？
- 4 謝善怡女士：（經傳譯員）據我哋理解，就係咁嘅。
- 5 主席：（經傳譯員）而突擊檢查嘅報告係因為有投訴，佢哋係就住個投訴去調查所得
6 嘅？
- 7 謝善怡女士：（經傳譯員）係。
- 8 主席：（經傳譯員）但係其實我哋見過有咁多頁嘅數據，即係話係已經有現成嘅數
9 據，去監察理解到底急剎呢個情況係有幾嚴重？
- 10 謝善怡女士：（經傳譯員）係。
- 11 主席：（經傳譯員）其中一個因素係要急劇剎掣嘅，譬如由 8 公里而家減到去 7 公
12 里，講緊每秒嘅改變就係 0.2G 嘅，佢哋唔係監察 0.4G 嘅，啱唔啱呀？
- 13 陳美寶女士：No.
- 14 岑毅安先生：（經傳譯員）正確嘅，喺時速 7 公里每秒嘅轉變就係等如 0.2G 嘅。
- 15 主席：（經傳譯員）當然對於喺巴士站立嘅乘客就會有問題喇。係嘅，陳大律師。
- 16 陳政龍先生：（經傳譯員）主席，我已經完成提問喇。我而家請黃大律師繼續。
- 17 主席：（經傳譯員）唔該晒。黃大律師，畀少少時間我去處理一下呢度啲文件先。
- 18 陳政龍先生：（經傳譯員）主席，黃大律師就請我唔好坐低住。
- 19 主席：（經傳譯員）或者佢可能得到我嘅鼓勵。
- 20 陳政龍先生：（經傳譯員）原因係咁嘅，因為黃大律師就幫忙我就搵到啲報告，就睇
21 番話巴士司機收到咩嘢指示，如果遇到巴士有意外嘅時候。或者我可以先邀請
22 主席睇番文件冊 10 (A)，4190-1 頁，係 4161 頁嘅，呢個中文版，英文譯本就
23 係 4190-1 頁。
- 24 主席：（經傳譯員）係。
- 25 陳政龍先生：（經傳譯員）而家喺你面前有嘅文件就係話如何處理交通意外嘅指引，
26 係九巴嘅。我哋可以睇下最後一點，關於交通意外報告，主席，你睇番附件
27 II，即係 4190-31 頁，你可以見到嘅，交通意外報告表。4190-29 頁就應該
28 係佢英文譯本。
- 29 主席：（經傳譯員）有冇一個更加清晰可以閱讀㗎？因為呢個睇落，係一個掃瞄嘅版
30 本。

1 陳政龍先生：（經傳譯員）或者我哋之後可以同九巴聯絡攞番嘅。

2 有趣嘅地方，就係我想邀請委員會留意 4190-38，呢個就似乎係一個標準
3 嘅一個表格，係尋求乘客嘅同意唔好去警方嗰度作出投訴，即使有受傷。即係
4 似乎唔係話理所必然一定係有事件，就會去向警方舉報嘅。

5 主席：（經傳譯員）係，唔該。

6 陳政龍先生：（經傳譯員）黃大律師亦都好幫手，搵到一個係交通意外報告表，一個
7 更加容易閱讀，清晰嘅，呢個係喺 4397 頁嘅，九巴嘅文件冊 10(B)。

8 主席：（經傳譯員）似乎喺呢個報告表缺乏嘅資料，相比起喺倫敦嘅交通局個網站
9 嘅，就係意外嘅傷亡或者意外嘅結果，係咪需要當場接受治理定留院，但係呢
10 度係冇提到受傷嘅性質嘅，定話係有啲譬如話死亡、留醫、出院呀咁樣。

11 陳政龍先生：（經傳譯員）係，喺呢一個傷亡者資料嗰度係有啲空格可以剔嘅，有
12 「死亡」、「留醫」、「出院」、「離開現場」、「未能確定」，似乎有嘅部
13 分就係分類，呢個可能係其後分析嘅時候更加有用，睇下係咪一個滑倒、絆倒
14 或者跌倒定係一個失去平衡嘅情況。

15 主席：（經傳譯員）其實可以設計一個範本要求巴士公司向你提供一啲資料，等你可
16 以改善你嘅數據庫，因為你可以要求佢哋提交咩嘢資料。

17 陳美寶女士：（經傳譯員）係，係好重要嘅，同埋我哋點樣可以喺個範本入面形容，
18 喺個報告入面反映，呢一個當然我哋係會考慮嘅。

19 主席：（經傳譯員）唔該。

20 陳政龍先生：（經傳譯員）主席，或者我而家嘗試再一次將個時間交界黃大律師。

21 主席：（經傳譯員）好。

22 黃女士：（經傳譯員）唔該晒主席，唔該晒陳女士。

23 各位，我會問幾個範圍嘅問題嘅，第一個範圍就係呢一個嘅車速檢討嘅小組
24 委員會佢嘅功能同你喺新嘅文件附件入面提到道路安全有咩嘢關係同埋個關係
25 係乜嘢。首先我想講，我哋由啲證供入面聽到運輸署有同你哋傾關於車速限制
26 嘅就包括係運輸署嘅代表，就有兩個非政府組織，就係香港車輛組織...

27 主席：（經傳譯員）我諗係應該有一個翻譯就係關於係高級嘅司機？

28 黃女士：Yes.（經傳譯員）同埋就係警方嘅代表，係咪呀？

29 邱國鼎先生：（經傳譯員）冇錯。

30 黃女士：（經傳譯員）我哋亦都聽到證供就係話會議召集人就係運輸署嘅助理署長
31 嘅？

1 邱國鼎先生：Correct.

2 黃女士：（經傳譯員）運輸署亦都係提供秘書處嘅服務嘅，而個工作小組，我想問一
3 問，就係嗰個功能係乜嘢嘢--工作小組會唔會考慮基於一啲客觀嘅事實同埋評
4 審，就係睇下嗰啲意外嘅數字，就去決定係會唔會建議某一啲嘅道路應該係更
5 改個時速限制？

6 主席：（經傳譯員）問呢個問題之前，呢個嘅工作小組嘅委員會喺我哋嘅文件冊之中
7 有冇提到㗎？

8 邱國鼎先生：（經傳譯員）喺 10 號文件，TD-1，...

9 黃女士：（經傳譯員）TD-1 嘅第 120 頁至到 121 頁。

10 主席：（經傳譯員）呢個係工作小組還是係一個委員會？

11 邱國鼎先生：（經傳譯員）呢個係一個工作小組。

12 主席：（經傳譯員）唔該。

13 邱國鼎先生：（經傳譯員）呢個速度限制檢討工作小組主要嘅目的就係提供意見畀運
14 輸署要唔要檢討速度限制同埋點樣做，嗰啲委員亦都會係提供意見，佢哋基於
15 四個主要嘅因素，第一個就係將嗰個相關道路嗰個意外嘅紀錄或者歷史；同埋
16 嗰個路面嘅情況；第三，就係話呢一條道路同佢相近連接嘅道路嗰個嘅速度限
17 制有冇分別或者改變；第四，就係話汽車嗰個速度，就係話我哋實際嗰個車
18 速。

19 主席：（經傳譯員）呢個係講緊第八十五個嘅分位？

20 邱國鼎先生：Yes.

21 黃女士：（經傳譯員）我知道工作小組就每季係會開會嘅，我哋有證供話畀我哋聽就
22 運輸署佢決定究竟係邊一條路去睇嘅，係咪㗎？

23 邱國鼎先生：（經傳譯員）係嘅。

24 黃女士：（經傳譯員）如果你有一個情況，就係話你接到投訴話係區議會提交嘅投
25 訴，就係話有某一啲嘅道路需要係檢討個車速限制，呢個咁嘅意見就點樣可以
26 交到畀個工作小組嗰度睇呢？

27 邱國鼎先生：（經傳譯員）如果區議會有意見或者建議，佢哋會搵我哋嘅區域嘅工程
28 師，嗰啲工程師就根據我頭先講嘅準則，就睇下需唔需要建議車速嘅限制會改
29 變，主要考慮三點嘅，個交通嘅事故意外有冇改變同埋嗰個道路嘅環境有冇改
30 變，如果有需要嘅時候，佢哋就會係編製一個報告，然後提交畀工作小組去考
31 慮。

32 黃女士：（經傳譯員）你就提過就話有冇意外有冇咩嘢改變，咩嘢意思呢？

1 邱國鼎先生：（經傳譯員）其中一個嘅準則就係嗰個意外嘅歷史，我哋通常就會計算
2 每一年嗰個意外率，如果嗰個區域嘅工程師發現嗰個意外嘅數目突然之間增加
3 咗，佢哋就會做一個嘅速度限制嘅檢討。

4 主席：（經傳譯員）我哋點樣去定義乜嘢叫做意外呢？

5 邱國鼎先生：（經傳譯員）呢個就係嗰個個人受傷率，相比於成個香港嗰個受傷率，
6 即係話相關嗰個道路嗰個率就係同全港嘅受傷率係比較會唔會佢哋係特別高。

7 主席：（經傳譯員）如果有人係受傷嘅，你就會去搜集一啲數據？

8 邱國鼎先生：（經傳譯員）係，冇錯，係。

9 主席：（經傳譯員）如果一啲人離開咗、走咗，我哋就唔會嗰啲數字可以反映出嚟
10 嘅？

11 邱國鼎先生：（經傳譯員）就我哋會睇番個紀錄。

12 主席：（經傳譯員）其實你首先要有人受傷，然後你先至係搜集嗰啲數據，係咪呀？

13 邱國鼎先生：（經傳譯員）係呀。

14 主席：（經傳譯員）唔該。

15 黃女士：（經傳譯員）你提到意外率，如果佢係要計算落意外率，就要有人受傷，如
16 果--或者你係舉一個例子，如果譬如話喺一個咁嘅情況，大埔道，你就會將佢
17 嘅數據就會同另外邊個區比較，然後先至將意見提交畀工作小組？

18 邱國鼎先生：（經傳譯員）我哋就會睇番全香港嘅數字。

19 黃女士：（經傳譯員）如果喺大埔道嚟講，佢就係屬於邊個區嘍？

20 邱國鼎先生：（經傳譯員）我哋就會睇番大埔道嘅某一個嘅路段，然後我哋就睇番嗰
21 個意外個數目，然後就計算出意外率，然後將佢同全港嘅意外率去作比較。

22 主席：（經傳譯員）唔好意思，我要打岔一下。意外率係每乜嘢嘅意思呢？

23 邱國鼎先生：（經傳譯員）係每百萬行車公里嘅意外率。

24 主席：（經傳譯員）唔該。

25 黃女士：（經傳譯員）你又提到每百萬行車公里嘅意外率，你又冇提到就話呢啲意外
26 率一定係要有人受傷先至計入去，係咪運輸署其實就將佢改一改，就其實就係
27 話有人受傷嘅意外率，每百萬行車公里？

28 邱國鼎先生：（經傳譯員）我哋真係會淨係睇有人受傷，我哋先至係叫嗰啲做係交通
29 意外嘅。

1 黃女士：（經傳譯員）唔該。

2 主席：（經傳譯員）點解呢？

3 邱國鼎先生：（經傳譯員）因為我哋就會睇番警方嘅數字，我哋只係睇到有人受傷嘅
4 意外嘅數字嘅啫，我知道譬如有一啲嘅意外，有一啲嘅車佢就係撞到嗰啲路邊
5 嘅情況，但係佢哋就離開咗嗰啲車，所以佢哋就唔應該--佢哋唔會係呢啲所有
6 嘅意外都係有紀錄嘅，因為好多時候嗰個司機，其實佢就離開嘅即刻，當中亦
7 都係冇人受傷。

8 主席：（經傳譯員）但係好明顯呢個都係意外㗎，或者係有一個彎位，其實嗰啲車成
9 日都會撞到嘅。

10 邱國鼎先生：（經傳譯員）咁係根據我哋嘅規例，就係只係有人受傷嘅意外先至係需
11 要係向警方報告嘅，如果其他意外，佢哋就唔需要報警嘅，所以因此我哋就有
12 呢方面嘅意外嘅數字。

13 主席：（經傳譯員）我明你講乜，呢個係法律就話有人受傷嘅意外先至係要報警，但
14 係如果架車係壞咗，可能嗰個司機係走咗嘅，但係好明顯其實係有意外嘅，譬
15 如話有嗰個燈柱撞低咗等等。

16 邱國鼎先生：（經傳譯員）對唔住，我哋喺計算嗰個速度限制嘅時候，我哋就唔計呢
17 一類嘅意外嘅。

18 主席：（經傳譯員）好。

19 黃女士：（經傳譯員）我又想問一問呢一個關於意外率嗰度，我就譬如話有好多人喺
20 呢一段嘅車速嗰度，喺呢個道路嗰度超速，警方就發出咗好多張罰款通知書，
21 我哋又知道有某一啲嘅意外嘅資料就會同呢一個嘅運輸署一齊去分享嘅，但係
22 關於呢個定額罰款通知嘅呢啲資料會唔會係交界運輸署去知悉㗎？我哋講緊超
23 速

24 邱國鼎先生：（經傳譯員）我哋警方就發出呢個告票咁樣，或者係，呢個喺意外率裏
25 面係冇反映出嚟。所以點解我哋考慮意外率嘅，淨係意外率，或者大部分嘅車
26 都係有超速嘅，意外率仍然都係好細，所以其實個車速可能有問題嘅，就可能
27 嗰個車速有時候會係太慢，所以咁多車都會係超速，而同時間個意外率仍然都
28 係好低嘅。

29 主席：（經傳譯員）嗰個問題其實係警方有冇提供佢哋嘅數據，就係講關於就係佢哋
30 關於超速發出嘅定額罰款通知書，關於某一個道路？

31 邱國鼎先生：（經傳譯員）冇，冇，冇，就係關於我哋檢討車速限制嗰方面嗰個工作
32 嚟講，佢哋冇畀一啲呢啲資料我哋。

33 黃女士：（經傳譯員）你可唔可以畀一個大概嘅數字畀我哋？你講到就係關於呢個意
34 外率就係由當區嘅工程師去睇嘅，而將佢係同當區嚟再去比較嘅，你可唔可以

1 大概嘅數字畀到我哋？個數字去到乜嘢位，然後你先至會去睇--工作小組會去
2 睇一睇呢一個嘅路段需唔需要檢討個速度限制呢？

3 邱國鼎先生：（經傳譯員）我可以畀啲數字你，喺全港嚟講，意外率，全港，就唔係
4 一個特別嘅區域，每年我哋都會發布呢個意外率嘅數字嘅，全港意外率，2017
5 年每百萬行車公里 1.15，意思就係話如果呢個道路嘅路段個工程師發現其實呢
6 個意外率係高於 1.15，佢哋就會諗下要唔要檢討嗰個速度限制。

7 主席：（經傳譯員）你呢啲嘅資料有冇我哋嘅文件冊嗰度有嘍，喺邊一張文件呀？

8 邱國鼎先生：（經傳譯員）除咗意外率之外--或者我哋冇嗰個意外率睇到，佢哋都會
9 係定期去檢討某一個路段嘅車速限制嘅。

10 主席：（經傳譯員）我哋喺邊度去睇到呢個嘅數字，就係講緊 2017 年每百萬行車公
11 里嘅意外率？

12 邱國鼎先生：（經傳譯員）我哋運輸署每一年都會係有一個小冊子，係講緊道路交通
13 意外嘅，喺運輸署嘅網頁都有嘅。

14 主席：（經傳譯員）黃律師，係咪喺我哋嘅文件冊當中？

15 黃女士：（經傳譯員）冇，我有見過。我哋可能遲少少會提供。

16 主席：（經傳譯員）係喺網上可以睇到嘅？

17 邱國鼎先生：Yes.

18 主席：（經傳譯員）或者我哋睇一睇，睇下可唔可以搵得出嚟。係第幾頁呀？

19 邱國鼎先生：（經傳譯員）第 9 頁嘅。係，冇錯，就係呢一頁，我哋睇落少少，
20 1.15，見到呢度。

21 主席：（經傳譯員）我哋可唔可以打印呢一份出嚟，然後我哋分發畀大家？

22 黃女士：（經傳譯員）就根據呢個圖表，呢度冇講話係全港嚟㗎。

23 主席：（經傳譯員）會唔會喺呢啲數字嘅其他嘅部分可以睇到呢一個嘅形容呢？

24 邱國鼎先生：（經傳譯員）呢個嘅圖表就係講全香港嘅。

25 主席：（經傳譯員）但係會唔會好清楚喺邊一度講明呢個係一個全港嘅數字？

26 邱國鼎先生：（經傳譯員）我哋睇 2.13，圖表 2.13。

27 主席：（經傳譯員）我哋係咪去到...

28 邱國鼎先生：（經傳譯員）係。

29 主席：（經傳譯員）我睇到喇，「所有道路」？

- 1 邱國鼎先生：（經傳譯員）係，冇錯。
- 2 主席：（經傳譯員）唔該晒。
- 3 黃女士：（經傳譯員）喺呢一個圖表就係「所有道路」係咩嘢意思呢？係咪等如係呢
4 啲嘅被選擇嘅道路嘅所有嘅道路還是...
- 5 邱國鼎先生：係全港所有道路。
- 6 黃佩琪女士：（經傳譯員）你之前嘅作供，就係話就嗰個工程師就會睇一睇嗰個意外
7 率--全港嘅意外率，呢個圖表係咪其實可以幫到佢㗎？
- 8 邱國鼎先生：（經傳譯員）係，就全港嗰個就係話全港所有道路。
- 9 黃女士：（經傳譯員）你就會睇番你 0.13 嗰度，而唔睇 1.15？
- 10 邱國鼎先生：1.15 should be on the bottom.
- 11 主席：（經傳譯員）1.15 就係全港嘅意外率，而大埔道就係 0.13，個意外率，係
12 咪咁呀？你睇呢兩個數字，係咪？就係某一個路段同全港嗰個點樣比較？
- 13 邱國鼎先生：（經傳譯員）係喺呢個速度限制檢討個報告之中，嗰個工程師就會揀某
14 一段嘅道路，然後我哋就去睇，睇番過去一年所有嘅意外數字，然後我哋就計
15 出嗰個意外率。
- 16 主席：（經傳譯員）呢個係大埔道沙田其實係講緊係一個大少少嘅範圍，而唔係淨係
17 嗰個工程師選嘅好細嘅路段？
- 18 邱國鼎先生：（經傳譯員）嗰個界限其實就係可能有唔同嘅。
- 19 主席：（經傳譯員）大埔道就可能有唔同嘅路段嘅，係咪呀？
- 20 邱國鼎先生：（經傳譯員）係嘅。
- 21 主席：（經傳譯員）呢個就呢個數字等如係所有呢啲嘅唔同嘅路段嘅總和嘅平均，係
22 咪？
- 23 邱國鼎先生：（經傳譯員）係。
- 24 黃女士：（經傳譯員）你剛才嘅口供就提到就算冇呢個意外率，運輸署都會定期檢討
25 不同路段嘅車速限制，你咁樣做嘅時候，個基礎係乜嘢？
- 26 邱國鼎先生：（經傳譯員）喺我哋嘅文件裏面，我哋都係提交過。
- 27 黃女士：（經傳譯員）係咪第 10 號文件呀？
- 28 邱國鼎先生：（經傳譯員）唔係，係我哋星期二提交嘅文件--唔係，應該係星期三，
29 總言之係 10 月 3 號。係一個表嚟嘅。

1 黃女士：（經傳譯員）TD-5，喺 TD-5 第 1817 頁，係咪呢一份呢？

2 邱國鼎先生：（經傳譯員）係。

3 黃女士：（經傳譯員）喺嗰度，係 1819 頁，第 12 同埋第 13 段，或者我讀，因為
4 咁就可以寫落去個紀錄嗰度，「我哋睇番 TD 嘅運輸署嘅文件，呢一啲嘅檢討會
5 睇唔同嘅因素嘅，譬如意外率、實際嗰啲車嘅速度、嗰個道路嘅幾何環境，呢
6 啲就會係定期做嘅，亦都會喺工作小組嗰度傾。同埋所有道路嘅車速檢討都會
7 係定期咁樣做嘅，而有關嗰個頻率就會睇番唔同種類嘅道路。」

8 你就話道路可以分為三種嘅，主要幹道，就係每三十六個月，主要嘅道路，
9 四十八個月，或者係鄉村嘅道路就係六十個月，即係五年嘅。你可唔可以話畀
10 我哋聽咩嘢叫「主幹道路」呢？

11 邱國鼎先生：（經傳譯員）即係嗰啲最主要嘅路，亦都係最高標準，包括高速公路，
12 通常係會將唔同嘅區域或者區係連結埋一齊嘅道路，譬如話由九龍去到新界，
13 我哋喺呢一方面係有定義嘅，我哋係有定義嘅，即係對於主幹道，...

14 黃女士：（經傳譯員）你一係讀出嚟，一係畀個副本我哋。

15 邱國鼎先生：（經傳譯員）主幹路係有兩種嘅，第一，就係鄉村主幹道，呢啲就係將
16 嗰啲人口中心係會連結埋一齊嘅，甚至係有唔同高度嘅入口或者出口嘅；如果
17 係喺城市方面嘅主幹道，就會係「將唔同嘅人口中心連結埋一齊，佢係會將行
18 人係分開同埋係有唔同嘅高度或者係層次嘅。」

19 黃女士：（經傳譯員）好。另外嗰啲區域或者係幹路，又係啲咩嘢嚟？

20 邱國鼎先生：（經傳譯員）區域幹路就係話將市區嘅道路組成一個主要網絡嘅，佢哋
21 亦都係有好高嘅容量，同埋進入呢啲道路係有限制嘅，同埋係有二十四小時不
22 准停車嘅一啲限制嘅。

23 黃女士：（經傳譯員）即係話唔單只係指市區嘅道路，亦都包括新界嘅道路？總言之
24 係符合呢個定義，就包括？

25 邱國鼎先生：（經傳譯員）或者係新市鎮，因為新市鎮嘅性質同市區都好相近。

26 黃女士：（經傳譯員）唔好意思，我亦都要講番主幹道嗰度，係咪大概都一定係市區
27 嘅呢？抑或都包括埋新界呢？

28 邱國鼎先生：（經傳譯員）兩樣都包括嘅。

29 黃女士：（經傳譯員）鄉村嘅道路又點呢？

30 邱國鼎先生：（經傳譯員）鄉村嘅道路係會將比較細嘅人口中心連結埋一齊，或者係
31 將嗰啲康樂嘅地方同主要道路網絡連結埋一齊，佢會係有一啲嘅--個容量未必
32 係好高嘅。

- 1 黃女士：（經傳譯員）喺嗰個註腳 1 嗰度，你就話喺大部分嘅道路，如果個時速係符
2 合嗰個道路嘅特徵同埋佢嘅設計嘅容量，就唔會需要改變佢嘅時速嘅，所謂現
3 行嘅道路種類係咪就係呢三類呢？
- 4 邱國鼎先生：（經傳譯員）你講緊大埔道？
- 5 黃女士：（經傳譯員）唔係，一般嚟講，你有個講法，就話現行嘅道路種類，係咪就
6 係你 13 段所講嘅道路種類呢？係咪就係主幹道、主要幹路同埋鄉村道路呢？
- 7 邱國鼎先生：（經傳譯員）其實而家現行嘅道路種類係包括晒所有嘅道路嘅。當一個
8 工程師設計一條道路嘅時候，佢要自己打算嗰個設計嘅時速係幾多嘅，如果一
9 條路係要設計成每小時 50 公里做時速限制嘅，個道路環境或者周圍嘅環境有咩
10 嘢改變都好，就算你檢討幾多次都好，嗰個時速都會係維持喺 50，都唔會有機
11 會去到 70，因為嗰個原本設計嗰個時速就係 50，係考慮到有關嗰個周圍嘅限制
12 嘅。
- 13 主席：（經傳譯員）但係如果有好多意外，會唔會考慮將佢減低呢？
- 14 邱國鼎先生：（經傳譯員）根據我哋而家嘅時速嘅系統，最低都係 50 公里。
- 15 主席：（經傳譯員）即係你唔會考慮再低啲嘅時速？
- 16 邱國鼎先生：（經傳譯員）我哋喺個文件都有提過。
- 17 主席：（經傳譯員）係，係，我哋之後可以分開再講呢一點。
- 18 黃女士：（經傳譯員）其實仲有第二部分嘅，改變時速係唔會需要嘅，除非係有一個
19 咁嘅要求，或者除非嗰個路段嘅意外率係高過全港意外率，呢度有兩個但書，
20 第一，就係話有要求...
- 21 主席：（經傳譯員）你而家讀緊邊度？
- 22 黃女士：（經傳譯員）註腳 1，主席，對唔住，1819 頁。即係話有要求，咩嘢意思
23 呀？
- 24 邱國鼎先生：（經傳譯員）呢個就係回應我頭先所講嘅，就係話有兩個方法係可以引
25 發一個檢討嘅，第一，就係定期嗰個，即係我哋 13 段所講嗰啲定期嘅檢討；第
26 二，要引發時速檢討，就係公眾人士要求或者係意外率。意外率我頭先已經解
27 釋咗，係同全港嗰個平均去比較。
- 28 主席：（經傳譯員）公眾嘅要求就有可能係話居民有投訴，因此區議會就向你反映，
29 係咪呢？
- 30 邱國鼎先生：（經傳譯員）公眾人士。
- 31 主席：（經傳譯員）係咪要通過個區議會呢？

- 1 邱國鼎先生：（經傳譯員）有可能。
- 2 主席：（經傳譯員）但係喺大埔道好明顯已經有公眾要求，係咪？你覺唔覺得嗰個就
3 係公眾要求呀？
- 4 邱國鼎先生：（經傳譯員）當我哋收到區議會議員嘅要求，我哋係會考慮嘅。
- 5 黃女士：（經傳譯員）你就話當你收到區議員嘅要求嘅時候，你就話「我哋」，「我
6 哋」係邊個呢？
- 7 邱國鼎先生：（經傳譯員）一般嚟講，區議會嘅會員就會係接觸我哋區嘅工程師。
- 8 黃女士：（經傳譯員）即係話會係由區嘅交通工程師去審議，睇下佢會唔會係達到一
9 個意外率，然後先至會交到去工作小組，係咪呢？
- 10 邱國鼎先生：（經傳譯員）係嘅。意外率係其中一個考慮，佢哋亦都會考慮個環境係
11 咪有重大嘅改變。
- 12 黃女士：（經傳譯員）咩嘢叫做「環境有重大改變」？
- 13 邱國鼎先生：（經傳譯員）譬如話有啲新嘅發展，譬如房地產嘅發展，係會影響啲
14 唔同車輛嘅種類或者係加咗交通流量呀咁。
- 15 黃女士：（經傳譯員）有冇一個機制係公眾人士或者區議員係同交通工程師嘅考慮嘅
16 意見係不一致嘅，如果係咁，公眾人士可以點做呢？除咗不斷咁同嗰個交通工
17 程師講，有冇一個檢討嘅機制讓呢件事可以去到車速檢討工作小組嗰度呢？
- 18 邱國鼎先生：（經傳譯員）根據我哋慣常嘅做法，車速檢討其實係好技術性，我哋真
19 係要倚賴交通工程師去做咗車速檢討，然後提議有關嘅路段應有嘅車速限制。
- 20 黃女士：（經傳譯員）關於你講呢個現行嘅做法，呢一個交通嘅工程師，如果個意外
21 率未達到有關嘅準則，雖然佢收到唔同嘅投訴，而區議員又唔滿意嗰啲投訴，
22 就要求個工程師再檢討，個交通工程師會唔會就因此去做一個當地嘅視察？係
23 咪一個慣常做法呢？
- 24 邱國鼎先生：（經傳譯員）係一般嚟講，交通工程師都會同有關嘅區議員一齊去實地
25 視察，可能就算未有足夠嘅理由去引發一個時速檢討，佢都可以實地睇下可唔
26 可以有啲交通嘅改善嘅措施。
- 27 主席：（經傳譯員）你意思係咩嘢呀？係咪即係話嗰啲指示牌或者喺地面畫一啲箭咀
28 咁樣？
- 29 邱國鼎先生：（經傳譯員）有時如果有行人過路嘅措施，佢哋就會覺得個車速太高，
30 行人過路比較難，就可以做啲嘢嘅。
- 31 黃女士：（經傳譯員）喺同一頁，我想問你關於呢一個表下面嗰一段嘅，喺過去五
32 年，我哋檢討過一百四十三個路段嘅時速限制，亦都喺工作小組嗰度傾過嘅，

1 關於一百四十三個路段，有冇將佢哋分類，係屬於邊類嘅道路呢？

2 邱國鼎先生：（經傳譯員）有嘅，我有個紀錄喺度。

3 黃女士：（經傳譯員）你可唔可以畀啲數字我哋呢？

4 邱國鼎先生：（經傳譯員）我而家睇一睇我係咪手上有資料先。我有一個表係列明呢
5 一百四十三個路段屬於咩嘢嘅道路嘅種類，但係我就有一個總數話係邊一類有
6 幾多個路段嘅。

7 黃女士：（經傳譯員）首先，你可唔可以畀一個平均數字我哋，每一年係檢討幾多個
8 路段呢？

9 邱國鼎先生：（經傳譯員）平均嚟講，最少係二十四個路段，每一年。

10 黃女士：（經傳譯員）係咪一個固定嘅數字嚟㗎，抑或可以就唔同嘅情況改變？

11 邱國鼎先生：（經傳譯員）呢個係最細嘅數字，即係最少要檢討二十四個路段。

12 黃女士：（經傳譯員）你點樣選擇呢二十四個路段呢？

13 邱國鼎先生：（經傳譯員）係基於區域交通工程師嘅考慮。

14 黃女士：（經傳譯員）區域嘅工程師考慮就會基於你頭先講嘅三個準則？

15 邱國鼎先生：（經傳譯員）仲有就係公眾要求同埋意外率。

16 黃女士：（經傳譯員）有關嘅資料會唔會公布嘅呢？即係關於呢個一百四十三路段又
17 好，二十四路段又好。呢啲咁嘅資料會唔會公布嘅呢？等公眾知道工作小組就
18 會檢討呢二十四個路段，然後向工作小組提供意見，咁佢先開會呢？

19 邱國鼎先生：（經傳譯員）唔會嘅，但係最後工作小組建議改變個時速嘅話，我哋就
20 會去諮詢區議會。

21 黃女士：（經傳譯員）呢一段你都有話喺呢一百四十三個路段之中，有七個工作小組
22 就係建議改變個時速限制嘅，首先，你可唔可以話畀我哋聽呢七個路段係屬於
23 啲咩嘢嘅道路種類呢？

24 邱國鼎先生：（經傳譯員）呢七個路段，有兩個係主要幹路，一個就係區嘅幹路，有
25 兩個係高速公路嘅連接路，而一個就係鄉村道路，即係話兩個係主要幹路、兩
26 個就係區嘅幹路、一個就係鄉村道路。

27 黃女士：（經傳譯員）關於時速，你就話有改變過，點樣改變法呢？

28 邱國鼎先生：（經傳譯員）有五個路段就係減咗速，有兩個路段係加咗嗰個時速限
29 制。

30 黃女士：（經傳譯員）有邊啲嘅路段係減咗速嘅呢？

1 邱國鼎先生：（經傳譯員）你意思係要路段嗰個名呀？

2 主席：（經傳譯員）你講種類定係個名呀？

3 黃女士：（經傳譯員）我意思首先就係個種類，如果你都可以，甚至講埋啲咩嘢路段
4 就好喇，同埋邊一年。

5 邱國鼎先生：（經傳譯員）好，我用時序嚟講，2013年，關於減咗速嘅路段，一個
6 係主要幹路，一個區嘅幹路，一係本地--當地嘅幹路，一個就係鄉村道路，一
7 個就係高速公路嘅連接路，就有呢五個路段就係減咗時速限制。另外有兩個路
8 段就係增加咗時速限制，一條就係主要幹路，另外一條就係高速公路嘅連接
9 路。

10 黃女士：（經傳譯員）我留意到時間，主席，但係我都想再探索一下。如果你可以提
11 供多啲資料，關於2015年呢五種道路種類車速限制係降低咗，同埋我哋關注嘅
12 某啲路段，同埋點解會減咗個車速限制嘅，同埋嗰啲嘅工作小組有關嘅會議紀
13 錄。

14 主席：（經傳譯員）證人回答問題之前，我要問下你問呢啲嘅問題有咩嘢關連呢？

15 黃女士：（經傳譯員）主席，係嘅，我想知道有咩嘢理據去傾某啲路段，工作小組；
16 第二，就係工作小組考慮咗咩嘢，同埋喺工作小組考慮區議會投訴嘅時候，畀
17 幾多比重去考慮。如果唔需要睇番會議紀錄都回答到呢兩個問題嘅話，我都好
18 接受嘅。

19 主席：（經傳譯員）最終，你要知道呢個資料有咩嘢作用？

20 黃女士：（經傳譯員）去睇下我哋可唔可以改善工作小組嘅工作，又或者係喺檢討道
21 路嘅車速限制嘅慣常做法係點，如果有收到投訴嘅時候，而唔係淨係睇嗰個嘅
22 意外率嘅，喺全港，因為似乎係人工做出嚟嘅。

23 主席：（經傳譯員）你知唔知道呢一個大埔公路嘅基準係幾多？

24 黃女士：（經傳譯員）係嘅。

25 主席：（經傳譯員）好。畀時間你搵番啲會議紀錄出嚟。

26 黃女士：（經傳譯員）你答番頭先嘅問題之前，我再問下其他問題，講番呢一個道路
27 速度限制檢討嘅工作小組，我想問下點解起初會成立呢個工作小組呢？我哋有
28 啲資料--或者其實你提供呢啲資料嘅，就係話喺2000年嘅時候成立呢個工作
29 小組嘅，係檢討車速嘅，可唔可以解釋下點解2000年會成立呢個小組呢？

30 邱國鼎先生：（經傳譯員）工作小組係喺2000年成立，當年，我記得有立法會文件
31 解釋係點解成立呢個工作小組檢討車速限制，因為當時有好多公眾查詢或者意
32 見，就係話某啲嘅路段嗰個車速限制太低，而警方喺嗰啲路段又會執法，所以
33 係公眾嘅一個要求--幾強烈嘅要求，我哋應該去檢討一下道路嘅車速限制，去

1 睇下有冇邊一啲路段嗰個車速限制可以提高。

2 主席：（經傳譯員）係邊個建議成立工作小組去處理公眾關注呢？

3 邱國鼎先生：（經傳譯員）運輸署。

4 主席：（經傳譯員）唔該。係咪喺立法會文件都有指出㗎？

5 邱國鼎先生：Yes.

6 黃女士：（經傳譯員）我哋有立法會文件而家喺畫面度見到嘅，我哋亦都會派發文
7 件。

8 主席：（經傳譯員）喺文件冊入面有冇？

9 黃女士：（經傳譯員）對唔住，主席，暫時而家未加入去我哋文件冊，呢個係喺立法
10 會嗰啲文件嗰度搵出嚟嘅，呢個係運房局係 2000 年嘅 1 月 24 號準備嘅文件。
11 你頭先講嗰個係咪就係呢份嘅立法會文件，你頭先嘅證供？

12 邱國鼎先生：（經傳譯員）係嘅。

13 黃女士：（經傳譯員）唔該。而家為咗紀錄起見，我而家要講出呢一個標題係「香港
14 車速限制」，係喺立法會嗰度交通事務委員會，由運房局提供嘅，呢一個文件
15 就會講三件事嘅，就係車速限制分類嘅結構，同埋係點樣喺香港道路上設置道
16 路車速限制、點樣檢討車速限制同埋交通意外同埋車速限制嘅關係。

17 到咗第 3 段，佢係講緊話譬如係低速嘅，就係喺市區或者係新市鎮嘅密集
18 人口地區就係時速 50 公里，而中階嘅就係喺市區以外或者係新市鎮嘅密集人口
19 地區就係時速 70 或者 80 嘅，...

20 主席：（經傳譯員）你繼續講之前，香港用呢一個方法有三個階級嘅，係已經用咗幾
21 耐？

22 邱國鼎先生：（經傳譯員）我諗係呢個文件發出嘅時間差唔多。

23 主席：（經傳譯員）即係 2000 年？

24 邱國鼎先生：（經傳譯員）係，但係喺 2000 年之前，喺香港道路嘅車速限制一般都
25 係分做呢三級嘅，喺呢個文件交界立法會嘅，我哋就清楚指明香港係有三級嘅
26 車速限制，呢一個結構，即係話有三個級別嘅，而家係咩嘢狀態？

27 邱國鼎先生：（經傳譯員）仍然有效，...

28 主席：（經傳譯員）唔係，我問佢個地位係點樣嘅？係咪運輸署採納嘅方式？係咪條
29 法例？

30 邱國鼎先生：（經傳譯員）唔係。

- 1 主席：（經傳譯員）咁係咩嘢呢？
- 2 邱國鼎先生：（經傳譯員）係我哋而家嘅做法。
- 3 主席：（經傳譯員）即係運輸署做法？
- 4 邱國鼎先生：（經傳譯員）係行政嘅做法。
- 5 主席：（經傳譯員）即係政府嘅做法？
- 6 邱國鼎先生：Yes.
- 7 主席：（經傳譯員）即係運房局嘅政策嘅做法？
- 8 邱國鼎先生：（經傳譯員）係。
- 9 主席：（經傳譯員）喺其他文件有冇提及㗎？
- 10 邱國鼎先生：（經傳譯員）除咗呢份文件，我就唔知道仲有咩嘢文件係關於車速限制
11 嘅。
- 12 黃女士：（經傳譯員）主席，我諗更加準確咁講，就係政府嘅做法係喺運輸署嘅運輸
13 設計計劃手冊嗰度，我就唔可以將佢講話一定係政策嘅做法。
- 14 主席：（經傳譯員）呢個係交通設計規劃手冊？
- 15 陳美寶女士：Yes.
- 16 主席：（經傳譯員）唔該。我哋已經過時㗎喇，我而家係等你黃大律師去選擇幾時完
17 成，或者你講完某一個部分之後。
- 18 黃女士：（經傳譯員）你講過呢個手冊嘅日期係幾時㗎？
- 19 邱國鼎先生：（經傳譯員）你講係嗰個交通設計及規劃手冊？
- 20 黃女士：Yes, the transport planning...
- 21 主席：（經傳譯員）你應該話不時有更新嘅。
- 22 邱國鼎先生：（經傳譯員）我哋亦都有交一份畀秘書處嘅。
- 23 主席：（經傳譯員）係幾時開始有呢個手冊？係咪 50 年代、60 年代？
- 24 邱國鼎先生：（經傳譯員）我要去查核一下，但係據我理解，係根據英國一啲類似嘅
25 手冊係制定嘅，再睇番香港嘅情況。
- 26 主席：（經傳譯員）係呀，我都睇過香港大學嘅一份副本，我諗係好似 60 年代寫㗎
27 喇，係喺英國。
- 28 邱國鼎先生：（經傳譯員）可能係第一版，冇錯。

1 黃女士：（經傳譯員）呢一個車速限制嘅結構，喺手冊入面寫嘅從來有冇更新過或者
2 檢討過？

3 邱國鼎先生：（經傳譯員）係，有關嘅章節我哋都係不時會更新嘅。

4 黃女士：（經傳譯員）你提到定期更新係有咩嘢條件你就去更新呢？

5 邱國鼎先生：（經傳譯員）如果有任何更改，譬如話海外嘅做法，我哋都會係跟番去
6 更新嘅。

7 黃女士：（經傳譯員）或者喺下一節我哋再講詳細啲，但係我而家講番呢份立法會文
8 件，去快啲講埋呢份嘅文件，然後我哋可以休息。我哋講到係呢份文件嘅第 6
9 段，佢提到喺 1999 年個車速限制有檢討過，「喺英國就有一個嘅獨立嘅交通研
10 究嘅院所，亦都係喺全球領先地位嘅，叫 TRL，就做過一個研究，關於香港嘅
11 車速限制嘅。」而跟住嗰一段就係講佢個結果。

12 我想問嘅就係除咗 1999 年開始去請英國嘅呢一個嘅交通研究實驗室去做一
13 個研究之外，喺近年有冇請過呢一間機構做研究呢？

14 邱國鼎先生：（經傳譯員）冇。

15 黃女士：（經傳譯員）即係呢個係唯一一個做過嘅？

16 邱國鼎先生：（經傳譯員）係。

17 主席：（經傳譯員）呢個係咪公開嘅文件嚟㗎，呢份顧問報告？

18 邱國鼎先生：（經傳譯員）應該唔係，可能係內部嘅顧問報告。

19 主席：（經傳譯員）可唔可以提交呢個報告畀我哋？

20 邱國鼎先生：（經傳譯員）可以。

21 陳美寶女士：（經傳譯員）可以，主席。

22 主席：（經傳譯員）多謝你提供呢個文件。

23 黃女士：（經傳譯員）除咗 1999 年之外，就有一個主要嘅研究或者顧問研究係睇番
24 喺外國嘅做法，去比較香港嘅車速限制嘅結構？

25 邱國鼎先生：（經傳譯員）冇嘅，對檢討車速限制有一個特別嘅顧問報告，但係我哋
26 喺文件都提到過啲低速嘅地區，喺歐洲一啲嘅城市係用啲較低嘅車速限制嘅，
27 譬如係時速 20 英里，即係等如 30 公里，我哋都有研究過呢啲嘅措施喺香港是
28 否合適。

29 黃女士：（經傳譯員）係，明白。可能係道路安全嘅審核小組嘅新嘅任務喇？

30 邱國鼎先生：（經傳譯員）唔係，呢樣嘢唔同嘅，呢個研究其實係同道路設計，睇下

1 用咁樣嘅措施係咪適合司機喺道路上用咁樣嘅低速去行駛。

2 陳美寶女士：（經傳譯員）即係話呢個道路安全審核小組無論係有冇喺度，我哋都已
3 經係開咗一個嘅試驗計劃同埋研究嚟喇，關於個低速嘅地帶。

4 主席：（經傳譯員）係咪有好多有關嘅資料嘍？

5 陳美寶女士：Yes.

6 黃女士：（經傳譯員）你幾時開始做一個低速區嘅研究？

7 邱國鼎先生：（經傳譯員）我哋喺做易行城市嘅時候嘅研究開始嘅，呢個研究就係
8 2017年12月開始做嘅。

9 主席：（經傳譯員）易行研究係咩嘢意思呀？

10 邱國鼎先生：（經傳譯員）即係檢討我哋現有嘅標準同埋設計，睇下有冇一啲措施或
11 者係有創意嘅措施可以改善行人嘅步行環境去鼓勵用家多啲行路。

12 主席：（經傳譯員）係喺倫敦發展起嚟嘅，係咪呀？

13 邱國鼎先生：（經傳譯員）倫敦係我哋其中一個參考嘅地方。主席，呢個都幾有關係
14 嘅，我都留意到喺同專家嘅討論期間講到一啲路段係喺倫敦，呢個就係我哋參
15 照嘅地方，去做一個易行嘅研究嘅時候，去改善行人嘅步行環境嘅時候，其實
16 亦都係睇下點樣可以改善道路同埋行人路去提高道路安全同埋改善環境嘅個氣
17 氛嘅。亦都係某啲路段係提及到嗰啲嘅車速限制都係應該係考慮嘅。

18 主席：Yes. The two go together, don't they?

19 陳美寶女士：（經傳譯員）係呀，兩樣有關嘅。我都想提到我哋喺香港係聚焦喺市區
20 某啲嘅路段，尤其係香港島。

21 黃女士：（經傳譯員）呢一個嘅易行或者係低車速區嘅研究係有咩嘢委員？

22 邱國鼎先生：（經傳譯員）我哋委任顧問做嘅？

23 主席：（經傳譯員）係邊個？

24 邱國鼎先生：（經傳譯員）Mott MacDonald, Mott MacDonald 顧問公司。

25 黃女士：（經傳譯員）或者喺呢個時間暫停，主席，都合適？

26 主席：（經傳譯員）係。我哋而家就會暫停，不過我要講，喺今日較早嘅時候我都提
27 過，我哋會將而家一路打嘅謄本都會交畀羅教授，睇下佢最尾有冇問題，但係
28 今日都係要暫停，呢個聆訊再恢復嘅時候，佢可能會問一啲嘅問題。我哋可能
29 而家係講緊某個題目嘅，佢會去問番其他啲題目，但係佢會有機會咁樣做嘅。

30 而家我哋會暫停，然後再另定各方都方便嘅日期，即係律師同埋陳女士同埋

1 你啲同事，佢哋去搵一個日期，下一次再恢復聆訊。

2 陳美寶女士：（經傳譯員）唔該晒主席。

3 主席：（經傳譯員）我哋而家押後去另外一日繼續聆訊。

4

5 2018年10月6日

6 下午5時48分聆訊押後

1 Tuesday, 16 October 2018

2 (10.21 am)

3 EVIDENCE FROM THE TRANSPORT DEPARTMENT: MS MABLE CHAN,
4 MS AMY LEE, MS AMY TSE, MR PATRICK WONG, MR YK CHAN, MR
5 WILLIAM SHUM, MR TONY YAU

6 CHAIRMAN: Good morning, Mr Chan, and good morning to your
7 colleagues.

8 We understand that the Commissioner for Transport is
9 required elsewhere at the moment, but she will join us
10 when her duties elsewhere permit her to do so.

11 First of all, apologies to you and to everyone else
12 for the delayed start. As I think a lot of people have
13 experienced today, there have been transport
14 difficulties, ironically, as it were, for this
15 particular committee, and Prof Lo had particular
16 difficulties, but now we are ready to start and I would
17 ask Ms Wong to begin the questioning.

18 Examination by MS MAGGIE WONG (continued)

19 MS MAGGIE WONG: Yes. Thank you, Mr Chairman, and thank
20 you, ladies and gentlemen, for coming.

21 I will touch upon the topic of resting facilities
22 first -- I haven't finished with the topic on speed
23 limit, but given it is a policy matter, I will wait
24 until the Commissioner for Transport to arrive before
25 further questioning.

26

1 So, on the resting facilities, may I ask some
2 general questions first: can you let us know, in your
3 new submission filed on 3 October 2018 -- you
4 mentioned -- that's TD-1 (TD-5?) at page 1825 -- this is
5 a paper that you submitted at annex 3, titled, "Provision
6 of ancillary facilities for bus captains at public
7 transport interchanges and bus termini", and if I may
8 invite you to paragraph 13 first, at line 3. You
9 mentioned that "the Transport Department has set up
10 a task force on monitoring of the provision or upgrading
11 of public transport ancillary facilities at public
12 transport interchanges, bus stops and termini" since
13 2007, and the representatives include the Lands
14 Department, GPA and Housing Department as well as FB
15 operators "have been invited to attend the task force
16 meeting for exchanging views and reviewing the progress
17 of the applications".

18 Can you tell us about some of the 2017 task force:
19 when was it set up?

20 MR YK CHAN: May I invite Mr Wong to reply to this question?

21 MS MAGGIE WONG: Yes.

22 CHAIRMAN: Certainly.

23 MR PATRICK WONG: As mentioned in the paper, I think the
24 task force first meeting was held on 21 December and we
25 had another meeting on 27 August.

26

1 MS MAGGIE WONG: So the meeting was -- the task force was
2 only set up in December 2017; is that the case?

3 MR PATRICK WONG: Yes.

4 MS MAGGIE WONG: Can you tell us why you set up this task
5 force?

6 MR PATRICK WONG: Basically, I think by setting up this task
7 force, as mentioned in the paper, we noted that there
8 are some outstanding applications, in particular for
9 provision of ancillary facilities, in particular those
10 submitted to other departments concerned.

11 It took rather a long time to process this
12 application, so, with a view to expediting the handling
13 or assessing this application, we set up this task force
14 to take the lead to invite the departments concerned as
15 well as the franchised bus operators to come together,
16 so that we can have, you know, a face-to-face discussion
17 so that we can find out how we can expedite and what
18 sort of problems are encountered in assessing this
19 application, and so forth.

20 MS MAGGIE WONG: Is it intended that this task force would
21 be a standing committee, rather than on an ad hoc basis?

22 MR PATRICK WONG: Basically, we target to hold such task
23 force meetings ongoingly, until and unless we have
24 resolved all the applications, especially those
25 complicated or difficult ones, may I say, could be

26

1 settled.

2 May I supplement some more, because for talking
3 about ancillary facilities, we are talking about -- in
4 addition to handling such application we are also
5 discussing with the concerned department about, at the
6 request of the bus companies, how to improve the design
7 or in particular the size of such facilities like the
8 rest rooms, because, as mentioned in the paper, somehow
9 the TD is not delegated to approve the size of such
10 facilities, over something. In order to improve the
11 efficiency, we suggested to, say, the Lands Department
12 to explore whether the delegation could be provided to
13 Transport Department to approve such applications.

14 CHAIRMAN: Can you just help me with the acronyms -- what
15 does "GPA" mean?

16 MR PATRICK WONG: Government Property Agency.

17 CHAIRMAN: Thank you.

18 MS MAGGIE WONG: Thank you, Mr Wong. You mentioned about
19 the limitations of the Transport Department in approving
20 kiosks or the size of the kiosk.

21 You mentioned in your submission, I believe at
22 paragraph 10 -- in fact, you stated there that there are
23 four venues in which the franchised bus operators can
24 apply for permission or submit applications to build
25 facilities, and the first one is of course the Transport

26

1 Department, under the Land (Miscellaneous Provisions)
2 Ordinance, but the Transport Department, in approving
3 the installation of ancillary facilities, would be
4 limited to a size not exceeding 4.62 square metres base
5 area and 7.09 square metres roof area on unleased and
6 unallocated government land.

7 That's the first situation.

8 The second is if the size exceeded the specified
9 area, they would have to apply to the Lands Department
10 directly.

11 The third is where it concerned public transport
12 interchanges that have been assigned to the Financial
13 Secretary Incorporated, the franchised bus operators
14 have to submit applications to Government Property
15 Agency directly.

16 And the fourth is where the bus termini or public
17 transport interchanges fall within the jurisdiction of
18 the Housing Department or Link REIT areas, FB operators
19 will have to submit applications to them directly.

20 So there are four venues.

21 Can I ask about this: have these four departments
22 considered collaborating their efforts or setting up
23 a task force so that, when the FB operators or
24 franchised bus operators apply for permission, there
25 could be a uniform channel or there could be one channel

26

1 that they could achieve that purpose, rather than going
2 through different places?

3 MR PATRICK WONG: Basically, at the moment, the FB operators
4 have to submit application to the concerned departments
5 direct, but for some cases, like the GPA, because -- let
6 me explain, for the GPA, why GPA, because the PTI are
7 actually owned by the FSI, and the Transport Department
8 basically is the coordinator for that PTI. So, for
9 handling such application, Transport Department can play
10 a role to pass the application on some cases to the GPA
11 for processing, because normally GPA will ask for the
12 advice from TD, whether we support the application
13 first, so that they can process the subsequent
14 formalities.

15 And for the oversize facilities, because as
16 mentioned in the paper, because the constraint or -- may
17 I use the word "constraint" of the law, so it has to be
18 processed by the Lands Department, and they have the
19 standing procedures to process the application, like
20 other provision of facilities.

21 And for the Housing Department, because they are
22 under the Housing Authority, and they have procedures
23 too.

24 So, to answer your questions, except GPA -- for TD,
25 we can work together with GPA to pass or in the process

26

1 of applications. For the Lands D and Housing
2 Department, normally the franchised bus operators are
3 required to submit their applications to them for
4 processing.

5 But for the task force, we sort of try to get the
6 concerned departments together so that to discuss
7 whether the processing of the application could be
8 streamlined or fast-tracked.

9 CHAIRMAN: When did the Lands Department delegate authority
10 to the Transport Department to approve these
11 constrained-size applications?

12 MR PATRICK WONG: I don't have the information but it's been
13 delegated for some time because, according to my memory,
14 it was something like 2 square metres, very small one,
15 some years ago, but I don't have the information now
16 about that.

17 CHAIRMAN: This delegation as it currently stands, is it
18 five, ten, 20 years old? Do you have some idea? If you
19 can't, say so, and then you can provide it to us later.

20 MR PATRICK WONG: I think maybe more than 20 years.

21 CHAIRMAN: And why is it constrained to these peculiar
22 figures, 4.62 square metres base? Where does that come
23 from?

24 MR PATRICK WONG: The size, basically, we took into account
25 the advice and, at the time, the size of the provision
26

1 of similar activities normally used by the franchised
2 bus operators.

3 CHAIRMAN: So, whenever this was done, you took the existing
4 size of facilities; is that it?

5 MR PATRICK WONG: Yes.

6 CHAIRMAN: And these are these curious kiosks, I think
7 they're called, that one finds in bus stations. They
8 come from decades ago, do they not?

9 MR PATRICK WONG: I think there were different types of
10 kiosks, as Mr Chairman mentioned. For those, some older
11 ones, they have around 2 metres square size still exist,
12 as far as I know, and for the size mentioned here,
13 I think -- I quote example, it's like the size,
14 Mr Chairman, you went to the West Kowloon Station, the
15 size of the rest room is within the size of that -- the
16 size so that we can approve, the TD can approve, with
17 the delegation from the Lands D direct.

18 CHAIRMAN: Has no consideration been given to enlarging
19 these rest facilities from these extraordinarily cramped
20 conditions?

21 MR PATRICK WONG: Yes. I think, as mentioned in the paper,
22 at paragraph 16, we have actually discussed with the
23 Lands D whether to enlarge the size of such facilities
24 to 6.21 metres squared base area, and 11.14 metres
25 squared for the roof area.

26

1 CHAIRMAN: When was that suggestion first put forward?

2 MR PATRICK WONG: I don't have the actual time, but
3 according to my colleagues, around 2015 to 2016. We
4 have to check.

5 CHAIRMAN: Why is that not a matter that's been resolved, if
6 that's been there for two to three years?

7 MR PATRICK WONG: I think we did chase the Lands Department
8 before that, even before the hearing, as far as I know,
9 and still it's being handled by the Lands Department.

10 CHAIRMAN: So if, as I imply by my question, there's been
11 delay, it's the Lands Department who are at fault? Is
12 that what we are to understand?

13 MR PATRICK WONG: I think, to put the things correct,
14 I think, basically, through the delegation, I think the
15 TD can approve the provision ourselves, so we can
16 fast-track the process, the applications. Actually,
17 now, the bus companies can apply to the Lands D, but for
18 such provision they have to be considered with other
19 formalities, like they have to enter a tenancy agreement
20 and pay the rent, and so on, and so forth.

21 So we are hoping to have that delegation soon so
22 that we can adopt the fast-track mode.

23 CHAIRMAN: To try to persuade you to answer my question
24 directly, if there is culpability in delay, it's not the
25 Transport Department? You have made your request. The
26

1 delay is caused by the Lands Department; do I understand
2 you correctly?

3 MR YK CHAN: Mr Chairman, the Transport Department is
4 discussing with the Lands Department to enlarge the size
5 of the kiosks, to be approved by the Transport
6 Department. I think different departments will have
7 their own priorities, and also procedures to follow.

8 CHAIRMAN: So is the answer, "Yes, it's the Lands
9 Department"?

10 MR YK CHAN: I would say we are still discussing with them.

11 CHAIRMAN: Well, is it the Transport Department's
12 culpability? Whose is it?

13 MR YK CHAN: I cannot say.

14 CHAIRMAN: Really?

15 Thank you.

16 Ms Wong.

17 MR YK CHAN: Can I also supplement a point here? For those
18 small -- the size that we have been delegated with the
19 authority to approve nowadays, the bus companies also
20 have options to apply not only one kiosk. So in terms
21 of size, really the bus companies can see if they have
22 the need for more space, then they can certainly --

23 CHAIRMAN: Quite obviously they have the need for more
24 space. Visiting any bus station tells you that.

25 MR YK CHAN: And indeed more than one kiosk has been
26

1 approved in some the PTIs, public transport
2 interchanges, for them to use.

3 CHAIRMAN: This is a sticking-plaster approach; it is not
4 a solution to what is an obvious problem, is it?

5 MR YK CHAN: No.

6 CHAIRMAN: Ms Wong.

7 MS MAGGIE WONG: You earlier stated that you have discussed
8 with the Lands Department about this enlargement of the
9 kiosk, the size of the kiosk. Do you have any written
10 correspondence about this?

11 MR PATRICK WONG: Yes.

12 MS MAGGIE WONG: Would you be happy to provide to us?

13 MR PATRICK WONG: We can provide afterwards.

14 CHAIRMAN: What we would ask for is correspondence that
15 illustrates the chronology of the requests and the
16 responses, so that we can understand from the documents,
17 no doubt, where the problem lies in this delay.

18 MS MAGGIE WONG: Thank you.

19 May I just clarify one answer that you provided
20 earlier about this delegation having been there for
21 20 years. Is it the size -- also include the size of
22 the ancillary facilities with that specific area? Is it
23 in place for over 20 years; is that the case?

24 MR PATRICK WONG: I think the delegation is with the size,
25 and as far as I recall, it was about 2 square metres.

26

1 MS MAGGIE WONG: I mean how old is this figure implemented,
2 this 4.62 square metres' space area, for how long or
3 since when?

4 MR PATRICK WONG: I think we have to check and advise.
5 Around 2000, but we have to check the exact year.
6 Roughly.

7 MS MAGGIE WONG: Thank you.

8 Can I ask, before I go into some documents, what is
9 the role of the Planning Department in terms of granting
10 ancillary facilities to the franchised bus operators?
11 What is the role of the Planning Department?

12 MR PATRICK WONG: As far as I know, I think the Planning
13 Department is not too involved in the actual
14 construction or planning of the PTI, because the
15 Planning Department would, as far as I know, it's to
16 decide or set the land status for that particular piece
17 of land. If it is designated for the construction of,
18 say, residential development or a housing estate, the
19 relevant -- may I say it's a project proponent, say, for
20 the development of such piece of land, for example
21 Housing Department or Housing Authority or some private
22 developer, they will propose in the construction of such
23 residences or facilities the need to include a public
24 transport interchange, something like this, and we will
25 discuss with the project proponent on the actual

26

1 requirement.

2 MS MAGGIE WONG: So it is at the planning stage of the
3 construction of bus facilities, is that the case, that
4 the role is mainly to do with the planning of the
5 construction of the bus terminus?

6 MR PATRICK WONG: I think it would not be construction but
7 the designation of the piece of land for the particular
8 use and any requirement for the use of such land, and
9 conditions, and so forth.

10 MS MAGGIE WONG: Is there, within the Transport Department,
11 a Transport Planning and Design Manual governing the
12 provision of passenger facilities and also facilities in
13 general for public transport interchange, et cetera; can
14 you confirm that?

15 MR PATRICK WONG: Yes.

16 MS MAGGIE WONG: Which section would that be?

17 MR PATRICK WONG: I think it's volume 9, chapter 2.7.

18 MS MAGGIE WONG: What about the public transport
19 interchange; would that be chapter 8 as well?

20 CHAIRMAN: Mr Wong said chapter 2.7. What do you mean by
21 "chapter 8 as well"?

22 MS MAGGIE WONG: Chapter 2, is that related to -- first of
23 all, do you mind telling us what chapter 2 is?

24 MR PATRICK WONG: I'm not sure about the source of your
25 information, I think according to TPDM they have
26

1 different volumes, and for public transport, it's under
2 volume 9, and there are different chapters, and
3 according to my information here, chapter 2.7 is about
4 the size standards for bus terminus facilities.

5 MS MAGGIE WONG: Can you provide us with the relevant
6 section which sets out the relevant requirements in
7 relation to toilet, washroom and canteen facilities for
8 bus operators?

9 CHAIRMAN: Well, first of all, are those matters dealt with
10 in chapter 2.7?

11 MR PATRICK WONG: Mr Chairman, it's also chapter 8, about
12 public transport interchange.

13 CHAIRMAN: And can you provide us with the terms of whatever
14 this document sets out?

15 MR PATRICK WONG: I think the relevance, for the chapter,
16 it's chapter 8.4, about the design requirements for
17 public transport interchange.

18 CHAIRMAN: Can you help us with a reference, where this
19 material is to be found?

20 MS MAGGIE WONG: Mr Chairman, this is material which we
21 retrieved, but we haven't had the official source from
22 the Transport Department. We wonder if the Transport
23 Department could provide us with the relevant paragraphs
24 that point to the granting of facilities specifically
25 for franchised bus operators, in relation to resting
26

1 facilities and toilets, because the provisions there are
2 quite loose, so we would need your help on this.

3 MR PATRICK WONG: Okay.

4 CHAIRMAN: Do you have the hard copies in front of you now?

5 MR PATRICK WONG: No.

6 MS MAGGIE WONG: We will --

7 CHAIRMAN: I'm asking Mr Wong. Do you have it in front of
8 you now?

9 MR PATRICK WONG: I don't have a hard copy, sorry, no.

10 CHAIRMAN: Do you have a soft copy?

11 MR PATRICK WONG: It's actually in our TD homepage. Sorry,
12 it's ...

13 MS MAGGIE WONG: It's not. I don't think so.

14 CHAIRMAN: Well, wherever it is, can you access it and give
15 us a copy? And can that be done now?

16 MR PATRICK WONG: Yes, we can access it and give you
17 a copy -- I don't have it -- I can have it now but
18 according to my colleagues, it's not directly from the
19 TD homepage. We have to extract.

20 CHAIRMAN: Wherever it comes from, can somebody do it now,
21 so we can print off hard copies?

22 MS AMY LEE: Mr Chairman, we have in fact passed a CD copy
23 to the secretariat, about the transport design and
24 planning manual. So we agree that the secretariat can
25 use the TDPM, print the hard copy for the members and

26

1 committee's reference.

2 CHAIRMAN: Very well. Thank you for that information. May

3 I ask the secretariat that that is done now, that these

4 chapter references are printed off as hard copy.

5 Yes, Ms Wong.

6 MS MAGGIE WONG: Whilst that is being processed, can I ask

7 a general question: about all these chapters 2 and

8 chapter 8 -- first of all, on the screen is "Extracted

9 from chapter 2 (Franchised Bus) of volume 9 (Public

10 Transport) of Transport Planning and Design Manual".

11 This particular chapter, can you tell us when was

12 this reviewed or when was this chapter 2 reviewed or has

13 it ever been reviewed, this chapter, or updated?

14 MR PATRICK WONG: Sorry, I don't have the information. We

15 have to check.

16 MS MAGGIE WONG: And the other part that you mentioned is

17 8.4, concerning --

18 CHAIRMAN: Before we leave 2.7.11.4 -- an extraordinary way

19 of referencing things but can we have that back on the

20 screen:

21 "... toilets, washroom and canteen facilities for

22 operator's staff will not be required in a bus terminus

23 if such facilities are available in nearby development."

24 That's the provision. Isn't this the difficulty we

25 have heard about for months now with bus captains having

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1 to go into nearby shopping malls to find toilets?

2 MR PATRICK WONG: To answer your question, Mr Chairman,
3 I don't think we have taken that course in our
4 consideration or in our dealings with the franchised bus
5 operators for provision of those ancillary facilities or
6 planning any facilities for the public transport
7 interchange.

8 CHAIRMAN: Where does this provision come from? How long
9 has it been there? It's an extraordinary provision.

10 MR PATRICK WONG: As I answer -- we have to check. I can't
11 give you the exact date for that, when that clause,
12 2.7.11.4, was included. I'm afraid we have to check and
13 advise later.

14 CHAIRMAN: Very well.

15 Yes, Ms Wong.

16 MS MAGGIE WONG: Thank you. About this provision about
17 toilets -- if such facilities are available in nearby
18 development -- if you wish to review this particular
19 chapter or this particular paragraph, who would you need
20 to consult?

21 MR PATRICK WONG: I think we can include such review in our
22 task force for discussion. I can't give you a straight
23 answer, whether there's a particular department which
24 should be involved at this stage, because -- I can say,
25 if the Transport Department and the bus companies decide

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1 whether that course should be taken, for example,
2 I think that should be the actual situation as we are
3 dealing with, the public transport operators and the
4 government departments, because we didn't take that into
5 account for not providing the facilities -- if such
6 facilities are available in nearby developments, it's
7 not actually in line with what we are doing now.

8 CHAIRMAN: Let me ask a simple question. This is
9 a Transport Planning and Design Manual. Can you change
10 this manual, that is the Transport Department, or do you
11 have to consult others?

12 MR TONY YAU: Chairman, maybe I can supplement.

13 CHAIRMAN: Let's have a simple answer to a simple question.

14 Who can change this: Transport Department --

15 MR TONY YAU: We can change this.

16 CHAIRMAN: So it is entirely within the Transport
17 Department?

18 MR TONY YAU: We have the TPDM working group and compliance
19 with the Transport Bureau --

20 CHAIRMAN: We don't need a long answer. This can be done
21 within the Transport Department; is that right?

22 MR TONY YAU: We can initiate the change and consult in the
23 working group.

24 CHAIRMAN: Who gives approval to it taking place?

25 MR TONY YAU: The TPDM working group.

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1 CHAIRMAN: What does the acronym mean?

2 MR TONY YAU: That means we can propose the changes and
3 circulate --

4 CHAIRMAN: What is "TPDM"?

5 MR TONY YAU: Transport Planning and Design Manual.

6 CHAIRMAN: Thank you. So this a Transport Department
7 decision?

8 MR TONY YAU: Yes.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: Now, the TPDM working group, since when did
11 you form this TPDM working group?

12 MR TONY YAU: I think maybe we prepared the document, we set
13 up the working group, it's internal with other
14 department representatives and THB representative.

15 MS MAGGIE WONG: What are the other department
16 representatives?

17 CHAIRMAN: No, the question was "when", not why, where, how;
18 "when".

19 MR TONY YAU: Maybe when we draft the Transport Planning --

20 CHAIRMAN: Just think before you answer. Just give us
21 a date.

22 MR TONY YAU: I don't have the exact information right now.

23 CHAIRMAN: Thank you. Can you give us a rough idea?

24 MR TONY YAU: I think maybe in around 1980s.

25 CHAIRMAN: 1980s?

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1 MR TONY YAU: Yes.

2 CHAIRMAN: Thank you.

3 Yes, Ms Wong.

4 MS MAGGIE WONG: Thank you.

5 How regularly do they meet?

6 MR TONY YAU: There's no regular meeting of the working
7 group, but when there's any proposals to revise the
8 TPDM, they will circulate the document to the working
9 group members and, if necessary, a meeting will be
10 arranged to discuss their comments.

11 CHAIRMAN: So who is the convenor of this group?

12 MR TONY YAU: Transport Department.

13 CHAIRMAN: Who?

14 MR TONY YAU: Deputy commissioner of the Transport
15 Department.

16 CHAIRMAN: Anyone by name?

17 MR TONY YAU: Now it's Mr WL Tang.

18 CHAIRMAN: Thank you.

19 MS MAGGIE WONG: What would be the criteria for putting
20 forward proposal to this working group?

21 MR TONY YAU: I think the Transport Department can propose
22 any change to the working group, for consideration.

23 MS MAGGIE WONG: You mentioned earlier that there are other
24 department representatives.

25 MR TONY YAU: Yes.

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1 MS MAGGIE WONG: Who are they?

2 MR TONY YAU: I do not have the information. I remember
3 this includes Highways Department and police.

4 MS MAGGIE WONG: Does that include the Planning Department
5 as well?

6 MR TONY YAU: I have to check. I have to check whether it
7 is included.

8 CHAIRMAN: Please provide us with that information.

9 MR TONY YAU: Yes.

10 MS MAGGIE WONG: May I ask a hypothetical situation first:
11 if the franchised bus operators or the trade union
12 complained about the resting facilities for many years,
13 saying that it's insufficient facility, the kiosk is too
14 small, and things of that sort, where Transport
15 Department staff were present and were aware of the
16 situation, would that sort of matter be brought to the
17 attention of the working group, the working group of
18 this TPDM, Transport Planning and Design Manual?

19 MR PATRICK WONG: For answering this question, I think it's
20 been dealing with two situations. One is for the
21 existing bus termini or public transport interchange
22 which do not have such facilities, as we responded
23 earlier, we have a mechanism to work with the franchised
24 bus operators to provide such ancillary facilities,
25 through applications, and we want to adopt a fast-track

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1 approach to approve such provisions.

2 For the TPDM, I think it's talking about whether
3 provision of such facilities will be included as a must
4 when planning for the new bus termini or bus transport
5 interchanges.

6 CHAIRMAN: Ms Wong, do you propose dealing with the West
7 Kowloon Express Rail bus terminus?

8 MS MAGGIE WONG: Yes. I'm going to deal with it now,
9 Mr Chairman.

10 We have heard complaints from Kowloon Motor Bus
11 about the new West Kowloon Station bus termini. The
12 complaint is this. They said there is no toilet
13 facility within the bus termini, not the public
14 transport interchange. They complain that there is no
15 toilet facilities or resting facilities for the new West
16 Kowloon Station. That's the first complaint.

17 The second complaint is there appears to be no
18 consultation or planning beforehand, when this West
19 Kowloon bus terminus was built.

20 May I take you first of all to the report on the
21 West Kowloon Station bus terminus visit on 3 October
22 2018 by the chairman of the committee and the
23 secretariat in the afternoon of 3 October 2018.

24 Did you have a chance to read this site visit
25 report?

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1 MR PATRICK WONG: Yes.

2 CHAIRMAN: Are you familiar with this particular site, in
3 any event?

4 MR PATRICK WONG: Yes.

5 CHAIRMAN: Have you visited it since the report?

6 MR PATRICK WONG: I think not after the date, but before.

7 CHAIRMAN: But you have visited it before?

8 MR PATRICK WONG: Yes.

9 MS MAGGIE WONG: Can I take you to some of the complaints
10 voiced by the bus captains in this paper, and the
11 walking distance. First of all, on this particular
12 page, 1275, if you look at paragraph 1.

13 CHAIRMAN: In which bundle?

14 MS MAGGIE WONG: This is in MISC-3 bundle.

15 We can see, during the visit, in the first
16 paragraph, that KMB had put seven structures inside the
17 bus terminus, located on the pedestrian pavement near
18 the bus terminus of routes 95, 42A, W1 and W2.

19 We can see that in some of the photos taken, at
20 pages 1279 to 1282.

21 1275; have you got that?

22 The second is if you scroll down and look at the
23 third dot, it is stated there that:

24 "All kiosks of KMB and CTB appear to have been
25 installed in the terminus after the completion of the

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1 construction works, as all kiosks had to be put on
2 concrete slabs on top of the brick layering and the
3 water from the air-conditioning unit had to be collected
4 using empty water fountain bottles instead [of] being
5 directed to nearby drains."

6 The third is:

7 "The only toilet available was the public toilet
8 immediately outside the far end of the bus terminus,
9 which had six urinals and six water closets in the male
10 toilet alone."

11 The fourth point is:

12 "It took the chairman and staff of the secretariat
13 about 3 minutes and 38 seconds to walk from KMB's
14 terminus supervisor office to the male toilet."

15 Now, those four --

16 CHAIRMAN: I think, to put that into context, the committee
17 had received evidence from Mr Patrick Pang about the
18 time it took him to walk, and I think that was slightly
19 longer, was it not?

20 MS MAGGIE WONG: Yes. He said it took about four minutes.

21 CHAIRMAN: Yes.

22 MS MAGGIE WONG: But if you go back and forth, it would take
23 ten minutes, including the return trip.

24 Before I go on further, about these four matters
25 identified on site, it appears there hasn't been any

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1 consultation or discussion by the Transport Department,
2 the Planning Department, the bus operators when the West
3 Kowloon bus terminus was constructed. Do you accept
4 this suggestion?

5 MR PATRICK WONG: Pardon, can you repeat the question again?

6 MS MAGGIE WONG: From the observations on site, we can see
7 all these structures --

8 CHAIRMAN: I think the question is really quite simple.

9 When this bus terminus was planned and constructed, was
10 there any consultation with the franchised bus operators
11 about its construction, its design?

12 MR PATRICK WONG: I don't have the actual information now,
13 but I would have thought that the bus operators should
14 have been consulted before the -- but I can't confirm
15 this.

16 CHAIRMAN: Perhaps we could take Mr Wong to what Kowloon
17 Motor Bus said about this.

18 MS MAGGIE WONG: Yes. The transcript is on 12 September
19 2018, Day 15, page 65, line 8. That's the TSCP-6
20 bundle. Day 15, page 65.

21 If we can start from there, Mr Patrick Pang of
22 Kowloon Motor Bus stated that:

23 "Let me give you some examples."

24 But before that, his complaint is in relation to the
25 fact that in some termini, there are no toilets:

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1 "Even if we can add chemical toilets, but for new
2 termini, I am quite surprised that they have not
3 factored in a permanent toilet.

4 Let me give you some examples. For example, the
5 West Kowloon XRL Station bus terminus. It's a sizeable
6 bus terminus but there is no toilet. For Hung Luen Road
7 in Hung Hom, there is a new terminus to replace the
8 Hung Hom pier terminus. It is a public transport
9 interchange; again, there is no toilet, there is no rest
10 kiosk. For the Hong Kong-Macau-Zhuhai Bridge terminus,
11 as we see now, there will be no toilet.

12 So again I would like to thank you for raising this
13 issue for these resting facilities ...", et cetera.

14 The complaint, if we can go further, at line 25,
15 Mr Patrick Pang continued by stating:

16 "I do not know whether this is a design failure.
17 For termini built in the past, there are permanent
18 resting facilities, including kiosks and toilets, but
19 surprisingly, for some new termini, there are no such
20 facilities.

21 For new termini, apart from a lack of resting
22 facilities, there are design deficiencies as well. For
23 the West Kowloon Station and Hung Luen Road termini,
24 after they were commissioned, the Transport Department
25 invited the bus operators to conduct trials, but we

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1 found that the designs do not suit certain models of
2 buses, and eventually wholesale modifications must be
3 made at the termini before our buses can use these
4 termini.

5 For older termini, they weren't designed with
6 12-metre-long buses in mind. This is something we
7 understand. But for new termini, we are rather
8 surprised."

9 The complaint, as you can see, by Kowloon Motor Bus
10 is that this terminus, this new terminus, appears to
11 have no consultation with the franchised bus operators,
12 when they constructed the West Kowloon Station. Can you
13 confirm if that is the position or do you have an answer
14 to this?

15 MR PATRICK WONG: I think I can't confirm this statement at
16 this moment. We have to check back, whether there's
17 correspondence --

18 CHAIRMAN: Well, perhaps in due course you can provide it.

19 MR PATRICK WONG: Yes.

20 CHAIRMAN: Because, if there was consultation, no doubt
21 there was correspondence or there are minutes.

22 MR PATRICK WONG: Yes. Sure.

23 MS MAGGIE WONG: Yes. If I may go back to the site visit
24 report in the MISC-3 bundle as to the other complaints
25 they made, the bus captains' complaints. If we can go
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1 to page 1276, and if we look at the third dot on that
2 page, it started with the words:

3 "For the KMB and CTB routes terminating at this bus
4 terminus, the time between a bus captain arriving at the
5 terminus and starting off the return trip was generally
6 no more than 15 minutes, assuming optimal traffic
7 conditions (ie no delay when arriving at the terminus).
8 When traffic conditions were suboptimal (eg during the
9 morning peak hours), the time could be reduced to only
10 one to two minutes. Some bus captains even had to start
11 the return trip immediately upon arrival at the
12 terminus."

13 And the next paragraph:

14 "The location of the public toilet was considered by
15 the first two KMB bus captains whom the chairman met to
16 be located too far away, as it could take them more than
17 10 minutes to go to the toilet and back to the
18 terminus."

19 The complaint really is, quite apart from no
20 consultation, it's the toilet being located too far
21 away, even though it is situated within the public
22 transport interchange. We can see, from your earlier
23 Transport Planning and Design Manual that one of the
24 paragraphs -- that's chapter 2, paragraph 2.7.11.4 -- it
25 appears from the reading of this paragraph, 2.7.11.4,

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1 the highlighted yellow parts, it appears the problem
2 lies in this particular provision, that as long as there
3 are such facilities available in nearby developments,
4 toilets, washrooms and canteen facilities will not be
5 required in a bus terminus.

6 So this is the problem, where all this problem
7 arises, or this is the source of the problem.

8 So my question is this: have you considered, first
9 of all, making recommendation to change this particular
10 paragraph in the coming future, or would you welcome the
11 amendment to this provision?

12 MR PATRICK WONG: Let me explain. As mentioned in our
13 submission on the paper --

14 CHAIRMAN: Before you go on, can you answer the question
15 directly, first of all: have you considered recommending
16 a change to this provision? Try to answer that "yes" or
17 "no".

18 MR PATRICK WONG: Yes.

19 CHAIRMAN: You have. And can you say when that was
20 considered?

21 MR PATRICK WONG: Actually, for the toilet --

22 CHAIRMAN: Just a date. When?

23 MR PATRICK WONG: I think, for amending this, we will
24 consider, but -- maybe I answer Mr Chairman.

25 CHAIRMAN: You're only being asked about when. When was
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1 this considered? Are you saying -- the past tense was
2 being used before. Are you answering "yes" to the past
3 tense?

4 MR PATRICK WONG: I think we have internally deliberated,
5 but to answer your question, we will review and revise
6 that.

7 CHAIRMAN: So future tense now?

8 MR PATRICK WONG: Future tense.

9 CHAIRMAN: Thank you.

10 Yes, Ms Wong.

11 MS MAGGIE WONG: Thank you.

12 And related to this problem is the working
13 guidelines, which provides resting time for bus
14 captains, and if I may invite you to turn up
15 bundle MISC-2 at page 897 to 898.

16 This is a table setting out all the guidelines
17 through the years, the working guidelines. I'm
18 interested, in particular, in the 23 February 2018
19 guideline. We can see the "Breaks during duty" in
20 particular, that row, which provides that after six
21 hours there would be 40 minutes, but within that six
22 hours there would be a total of 20 minutes, but no less
23 than 12 minutes within the first four hours of duty.

24 Now, to quote, for example, this particular West
25 Kowloon Station bus terminus, which requires bus

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1 captains at least ten minutes to travel to and from the
2 toilets, how would you construe in terms of resting time
3 of bus captains, in ensuring that the bus companies
4 would comply with this guideline, when they may not even
5 have sufficient time to go to the washroom? How do you
6 ensure compliance?

7 MS AMY TSE: Mr Chairman, I would like to answer this
8 question.

9 CHAIRMAN: Yes.

10 MS AMY TSE: The guidelines set out the minimum requirement.
11 That means the bus operators can, depending on the
12 situation, provide more time for their bus drivers to
13 have rest, including maybe going to the toilet or taking
14 a break.

15 CHAIRMAN: So going to the toilet is a rest?

16 MS AMY TSE: Yes, that would be including time --

17 CHAIRMAN: That's within the rest --

18 MS AMY TSE: -- and they could provide more. That would set
19 out just the minimum requirement.

20 MS MAGGIE WONG: But have you considered the journey time,
21 the scheduled, gazetted journey time, that the bus
22 operators undertook to provide to the public? Have you
23 considered that question, when considering this issue?

24 MS AMY TSE: When we process the schedule of service,
25 colleagues will go with the bus operators to check the
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1 bus journey time, and then they will work out
2 a timetable that will include the rest time for, say,
3 the next departure, that type of timetable, that type of
4 frequency, for the bus operators to operate in the
5 actual situation.

6 Thank you.

7 MS MAGGIE WONG: So do I understand you correctly, the
8 resting time would include the toilet time; is that the
9 position?

10 MS AMY TSE: Yes.

11 Thank you.

12 MS MAGGIE WONG: And going back to that site investigation
13 report, there is a second issue that I wish to raise
14 with you. It's also at page 1276, bundle MISC-3.

15 Because of the problem created concerning the design
16 of this West Kowloon bus terminus, the KMB, according to
17 the KMB, if we see the third-bottom dot, it starts with
18 the paragraph:

19 "The terminus supervisor confirmed that according to
20 his knowledge, KMB had applied for the installation of
21 four chemical toilets in the terminus and was waiting
22 for approval from the Transport Department."

23 Can I ask you about this: what is the progress of
24 this application?

25 MR PATRICK WONG: I think we have approved the application

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1 on 28 September.

2 MS MAGGIE WONG: 28 September?

3 MR PATRICK WONG: Yes.

4 MS MAGGIE WONG: There is another issue in relation to this
5 resting facilities topic.

6 CHAIRMAN: Before you move on, this is a brand-new bus
7 terminus, next to a prestigious railway station. Why is
8 it necessary to apply and approve chemical toilets?

9 MR PATRICK WONG: To answer, Mr Chairman, I think --
10 I understand that in just this exchange of views on
11 this, because the public toilet in place at the public
12 terminus, as mentioned by KMB, is not quite suitable for
13 their actual operation, like the scenario you mentioned,
14 especially during peak hours, that they need more time
15 to go to that public toilet, so we discussed -- actually
16 KMB, during the site meeting, mentioned to us that maybe
17 they can submit application to put chemical toilets
18 there, so that the rest time and the others would not be
19 affected, so that their captains can use that chemical
20 toilet.

21 CHAIRMAN: But if there is a need for toilets inside a bus
22 station, and you have approved it, this is a matter that
23 should be addressed in the planning, design and
24 construction stage, should it not, not an ex post facto,
25 after the event, Elastoplast job? It should be done

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1 properly.

2 MR PATRICK WONG: Apart from that particular bus terminus,
3 we can deal with that situation in one of two ways. One
4 is we ask the bus companies to give more rest time for
5 the bus captains for that bus terminus, because they
6 need to spend more time going to that public toilet; or
7 alternatively, we may approve the application from the
8 bus operators to provide their chemical toilets, under
9 that situation, because we can't construct another
10 permanent at that location that fast and timely.

11 CHAIRMAN: No, but doesn't this highlight the flaw in the
12 system? This is a brand-new bus station, the paint is
13 hardly dry, and yet you have found it necessary to
14 approve an application that KMB have found it necessary
15 to make to install toilets inside the bus station.
16 Shouldn't these things be anticipated?

17 MR PATRICK WONG: I would not dispute Mr Chairman's
18 observation, but I think, during my site observation,
19 the actual situation came across by the bus companies
20 and their captains would be quite -- I wouldn't say
21 different, because -- I'm not sure when you went there,
22 there are bus stacking area near the toilets, it is also
23 for the bus stacking places for those --

24 CHAIRMAN: By that you mean parking?

25 MR PATRICK WONG: But, of course, actual operation is
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1 different with that sort of operation, so we have to
2 tackle that situation.

3 CHAIRMAN: Stacking means parking, does it?

4 MR PATRICK WONG: Parking, yes.

5 CHAIRMAN: Yes, we saw the parking. The parking is also for
6 coaches, is it not?

7 MR PATRICK WONG: Yes. Basically, that's exclusive for
8 franchised bus parking.

9 CHAIRMAN: But the point that you are making is that that's
10 different from buses in operation, where the bus driver
11 has only a short break?

12 MR PATRICK WONG: Initially, yes, for example, if they park
13 their bus upon arrival, instead of going straightly to
14 the pickup point, they can park there and then go to the
15 toilet and then drive back the bus, when there is
16 a service at the pickup point.

17 CHAIRMAN: Ms Wong.

18 MS MAGGIE WONG: Before I go to another document, or
19 a letter of reply by the Planning Department, I would
20 like to ask you a general question. This problem about
21 resting facilities and the planning beforehand has
22 actually been raised for a number of years.

23 If I may show you one example of the document. It
24 is in the trade union bundle, TU-1B, at page 260-206.
25 It is a minutes of meeting dated 23 September 2015. As
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1 you can see, it involved the Transport Department,
2 police force, Labour Department, Lands Department, and
3 the Legislative Councillor and representative of the
4 Hong Kong Federation of Bus Industry Trade Unions.

5 You can see on this page the persons in attendance
6 include the Assistant Commissioner/Bus and Railway
7 Division (Principal) of the Transport Department, and
8 a number of officers within that division of the
9 Transport Department, as well as the police force and
10 Lands Department.

11 If I may invite you to go to page 260-209, at
12 paragraph (ii):

13 "The unions expressed that there are insufficient
14 facilities at certain bus terminus, although the bus
15 companies have applied to install rest kiosks, but due
16 to opposition from the local community, eventually they
17 can only install a rather small ... kiosks. Therefore
18 the unions hoped to understand the standard that the
19 department used to review and approve the size ... to be
20 installed."

21 The second dot stated:

22 "The unions expressed that there are no toilets
23 within certain bus terminus and the bus captains must
24 use the nearby public toilets or toilets in the shopping
25 mall. Since the opening hours of the toilets in the
26

1 shopping mall may not match with the bus captains' shift
2 hours, therefore it is hoped that when planning for new
3 bus terminus, toilet must be included."

4 And if we go over the page, at page 260-210, this is
5 the response of the Transport Department, and if I may
6 go down to the bottom paragraph, it is stated there:

7 "Besides, the relevant department [meaning the
8 Transport Department] will draw references from
9 established standards to design new and temporary roads
10 and public transport interchange to ensure all roads and
11 temporary traffic arrangement will comply with road
12 safety."

13 Then this sentence:

14 "In planning for new bus termini, the Transport
15 Department will request the bus companies to provide
16 opinions on facilities at the bus termini and
17 arrangement for the relevant necessary facilities. The
18 Transport Department will urge the bus companies to
19 listen to the opinion of their employees about the
20 terminus facilities and to reflect the same to the
21 department."

22 Now, I am just quoting one example, because there
23 are a number of minutes of that nature, pleading for
24 a discussion beforehand in relation to the planning of
25 new bus terminus. And we can see the date is as early
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1 as 2015, or that's the minutes provided to us. My
2 question is, that this problem has been occurring since
3 2015, at least we can see from the minutes, and we can
4 see from the Transport Department's stance on this that
5 they will request the bus company to provide opinion on
6 facilities at the bus termini.

7 So, in this particular instance of West Kowloon, why
8 was this not done? Do you know?

9 MR PATRICK WONG: As I answered to Mr Chairman earlier, we
10 have to check and advise the committee later on, on our
11 checking whether we actually consulted the bus companies
12 on the case of West Kowloon bus terminus.

13 CHAIRMAN: It's my memory that KMB were saying that the
14 franchise was not allocated until after this design
15 stage, so that that's one reason that the bus company is
16 not involved in giving their opinions. Is there
17 anything you want to say about that?

18 MR PATRICK WONG: I can't comment on that statement until we
19 actually check the actual information from our --

20 CHAIRMAN: Yes. Perhaps that's one of the matters that you
21 can check so that we can see the connection, if there is
22 one, between --

23 MR PATRICK WONG: Personally, actually, I handle such case
24 before, but I don't think that would be the
25 consideration, whether the franchise -- the expiry of
26

1 franchise, say, is coming soon and we will not process.

2 CHAIRMAN: This is not a question of an expiry. This is
3 a new route, is it not, three routes in West Kowloon?

4 MR PATRICK WONG: Three routes, but we have another 11,
5 actually, inside the bus terminus as well, operated by
6 KMB.

7 CHAIRMAN: Yes. KMB have two of the new routes and Citybus
8 one; is that right?

9 MR PATRICK WONG: Yes, for the new routes.

10 CHAIRMAN: When you have a market dominated by a couple of
11 big players, it doesn't really matter which one of the
12 two gets three routes and the other gets none, because
13 you could consult both, could you not?

14 MR PATRICK WONG: I agree with Mr Chairman's observation.

15 CHAIRMAN: And you would do it on this basis: "We don't know
16 yet who's going to get the routes, but what are your
17 opinions as to what facilities ought to be provided?"
18 That would be easy, would it not?

19 MR PATRICK WONG: Yes, I agree with your observation, but
20 again, we have to check for this particular case whether
21 actually we consulted KMB, because, as I mentioned,
22 there were 11 bus routes operated nearby which were
23 transferred to that bus terminus.

24 CHAIRMAN: Thank you. We understand. Please check, and
25 please provide us with all the material that's relevant.

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1 MR PATRICK WONG: Yes.

2 MS MAGGIE WONG: Yes. Now I'm going to take you to another
3 document. It is a letter of reply by the Planning
4 Department. It is dated 27 September 2018, in relation
5 to the Independent Review Committee's invitation for
6 written submission in relation to rest and toilet
7 facilities at bus termini.

8 It is in MISC-3, page 1313. If I may take you to
9 the second page, paragraph 3, which sets out the
10 question.

11 Now, the first question -- have you had a chance to
12 look at this document before coming to this hearing?

13 MR PATRICK WONG: Yes.

14 MS MAGGIE WONG: And paragraph 3, it stated the question as,
15 "Have the Transport and Housing Bureau and/or the
16 Transport Department drawn to the attention of the
17 Planning Department any difficulties arising in practice
18 for franchised bus operators in providing rest and
19 toilet facilities for their employees at bus termini?
20 If so, please describe the circumstances ... and, if in
21 writing ... copies of the correspondence and ...
22 replies."

23 The reply is this:

24 "The THB [that's the Transport and Housing Bureau]
25 or the Transport Department, has not drawn to the
26

1 attention of Planning Department specifically with
2 respect to the difficulties arising in practice for
3 franchised bus operators in providing rest and toilet
4 facilities for their employees at bus termini."

5 Can you confirm if that's the position so far as
6 your department is concerned?

7 MR PATRICK WONG: I can answer that. I don't -- I agree
8 with the reply from Planning D, from their perspective,
9 because they have checked, but as explained earlier, we
10 did not involve Planning D as much in the construction
11 and the provision of facilities at the PTI at that
12 stage. But we have no dispute on the answer to that
13 question provided by Planning D at this stage.

14 MS MAGGIE WONG: Mr Chairman, I'm going to go to, in quite
15 detail, in relation to the Hong Kong Planning Standards
16 and Guidelines, which set out the relevant provisions on
17 public transport terminals in relation to franchised bus
18 services. So would this be a convenient time to have
19 a rest?

20 CHAIRMAN: That's very short, isn't it? It's only two or
21 three lines; am I right?

22 MS MAGGIE WONG: It would engage a number of questions, in
23 particular --

24 CHAIRMAN: We had a late start. Perhaps we can press on.
25 We'll take a short break, but later.

26

1 MS MAGGIE WONG: Thank you, Chairman.

2 If I may take you first of all to the Hong Kong
3 Planning Standards and Guidelines. Before I go to that,
4 can I address you on the second question which the
5 committee raised with the Planning Department. The
6 question was this:

7 "Have the THB and/or TD asked the Planning
8 Department to particularise the phrase 'other ancillary
9 provisions' as used in paragraph 4.1.6 of chapter 8 of
10 the Hong Kong Planning Standards and Guidelines, perhaps
11 to stipulate the provision of 'rest and toilet
12 facilities'?"

13 This particular paragraph, 4.1.6, is at page 1317 of
14 the same bundle. We can see in paragraph 4.1.6, which
15 set out the standards for bus termini, and the last line
16 stated there:

17 "A regulator's kiosk and the other ancillary
18 provisions would be required."

19 Now, one of the issues raised is: there is no
20 specification or definition of the term "other ancillary
21 provisions", and on top of that, if I may invite you to
22 look at 4.1.9, which is at page 1317 as well, 4.1.9,
23 which stated:

24 "Where they form part of a public transport
25 interchange, access would be physically separated but
26

1 walking distances between modes should be minimal."

2 If I may go back to the letter of the Planning
3 Department, at page 1314, it is stated there, the second
4 paragraph in relation to the second question:

5 "Notwithstanding that, paragraph 4.1.9 ... states
6 that bus termini can form part of a public transport
7 interchange ... In this connection, the HKPSG [that's
8 the Hong Kong Planning Standards and Guidelines] sets
9 out that subject to the availability of space, the
10 operators' facilities including toilets, seating
11 facilities, regulators' office ... which are essential
12 facilities, should be provided at the PTI ..."

13 So the criteria is "subject to availability".

14 "... while the actual size of the PTI should be
15 determined by Transport Department ... As such, the
16 phrase 'other ancillary provisions' could make reference
17 to those essential facilities as specified under PTI."

18 It also continued, stated there:

19 "TD, as the authority on transport matters, has
20 documented technical ... guidelines for provision of bus
21 termini and PTIs (both of which include regulators'
22 offices/kiosks and toilets) in chapters 2 and 8 of its
23 Transport Planning and Design Manual ... respectively.
24 Chapter 8 ... highlighted that detailed guidelines
25 should make reference to TD's TPDM."

26

1 If we go over the page, it is stated there:

2 "For information, the phrase 'other ancillary
3 provisions' was first incorporated for bus termini in
4 the HKPSG in 1991 and has remained unchanged since then.
5 The current planning standards and guidelines for bus
6 termini in the HKPSG, among other types of public
7 transport facilities, were last reviewed and
8 subsequently promulgated in 2000. That round of review
9 was initiated by the then Transport Bureau and TD to
10 meet the Transport Strategy ... upon completion of the
11 Third Comprehensive Transport Study in 1999. The
12 wording of the amendments to the HKPSG including those
13 for the bus termini and PTI (including specifications of
14 operators' facilities, for example regulators' office
15 and toilet facilities) were based on TD's input."

16 Now, the answer from the Planning Department --
17 there are a number of issues I wish to raise with you.
18 First, they stated there that this guideline would work
19 hand in hand with the Transport Planning and Design
20 Manual, designed by the Transport Department. Is that
21 the case?

22 MR PATRICK WONG: Yes.

23 MS MAGGIE WONG: So, if you don't make the change in the
24 TPDM, there won't be any consequential change in the
25 Hong Kong planning -- in the HKPSG guidelines? Is that

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1 the position?

2 MR YK CHAN: May I answer to this question? I think the
3 TPDM sets out the more detailed requirement for setting
4 up these ancillary facilities, including toilets. Yes,
5 if you change the contents or specification in the TPDM,
6 there may be consequential changes to the Hong Kong
7 planning standards guidelines, but as you may notice,
8 the Hong Kong planning standards guidelines is sort of
9 more high-level guidelines, they don't go into
10 specifics.

11 CHAIRMAN: Well, they go into one specific. For some
12 reason, you've got to have a regulator's kiosk in
13 standards for bus termini. I'm looking at 4.16 at
14 page 1317. But everything after that is left vague, as
15 vague as imaginable. "Other ancillary provisions", is
16 that to be construed as ancillary to the regulator's
17 kiosk, or is it to be construed as ancillary to the
18 operation of a bus terminus? This could very easily be
19 spelt out. Very simple.

20 MR YK CHAN: Yes.

21 MS MAGGIE WONG: Now, would you follow up with the Planning
22 Department in terms of the more detailed specification
23 as to what "other ancillary provisions" entail, namely
24 toilets and resting facilities for bus termini?

25 MR YK CHAN: Yes.

26

1 MS MAGGIE WONG: So you would follow up with the amendment
2 of this particular paragraph? Because it's not just one
3 paragraph. There is another paragraph in this manual.

4 If you go to page 1324, it concerns the design
5 requirement for public transport interchanges.

6 Page 1324 is part of 4.5.3, paragraph 4.5.3, at 1322,
7 which sets out the design requirement for public
8 transport interchanges.

9 One of the requirements set out there is in (c):

10 "Passenger and operators' facilities and security
11 and safety installations: such as queue railing,
12 toilets, seating facilities, ticket machine ...
13 fire-fighting equipment, CCTV, regulators' office ...
14 Subject to availability of space, it is recommended that
15 these essential facilities should be provided at the
16 public transport interchanges."

17 Now, what is not provided there is whether the
18 toilet is limited to public use or whether it's
19 exclusively for the bus captains in a bus terminus. So
20 it's not simply the paragraph we have looked at; it is
21 this paragraph as well which needs to seek clarification
22 or amendment.

23 Would you also make consequential amendment to this
24 particular paragraph as well, to the Planning
25 Department?

26

1 MR YK CHAN: Well, having reviewed the toilets and other
2 ancillary facilities, and if there are any changes,
3 of course consequential changes need to be made.

4 MS MAGGIE WONG: If we go back to the letter at page 1315,
5 of the Planning Department, the Planning Department
6 stated clearly that the procedure for amending this
7 guideline requires your initiation, the THB or TD
8 initiation, before amendments could be made to chapter 8
9 of the Hong Kong planning standards guidelines, in view
10 of the operational needs. So it needs your activation
11 of the process, in that regard.

12 I'm going to move on to another topic, if I may.

13 CHAIRMAN: And what topic is that?

14 MS MAGGIE WONG: That's the illegal parking.

15 CHAIRMAN: Very well. We will take a break, but since we
16 had a late start we will make this a ten-minute break.
17 Ten minutes, ladies and gentlemen.

18 MS MAGGIE WONG: Thank you.

19 (11.48 am)

20 (A short adjournment)

21 (12.02 pm)

22 CHAIRMAN: Ms Wong.

23 MS MAGGIE WONG: Thank you. We are moving on to the topic
24 of illegal parking. We heard from the trade union and
25 the franchised bus operators that it causes a problem to
26

1 the bus captains, and some of the incidents of assaults
2 on bus captains were caused by illegal parking. We have
3 seen examples, emails, in relation to that, which had
4 been communicated to the Transport Department.

5 I will not take you to those emails and documents,
6 but I would like to take you to a letter from the police
7 about measures recently taken by police in curbing the
8 illegal parking problem. That's bundle MISC-1C at
9 page 124-539. That's a letter of the police dated
10 10 August 2018.

11 If I may take you to paragraph 5, it refers to
12 a project, in April 2017:

13 "... the 'Energizing Kowloon East Office' led by the
14 Development Bureau has proposed to conduct a feasibility
15 study of the application of CCTV against illegal parking
16 and congestion-related moving offences."

17 It includes two phases. The first phase is a:

18 "... 21-month phase 1 proof of concept trial on
19 'Loading and Unloading Goods Monitoring System' at
20 Kwun Tong industrial area ... launched in January 2018."

21 Before I go on further, can you explain what this
22 "proof of concept" trial is?

23 MR PATRICK WONG: The system is down.

24 MS MAGGIE WONG: Yes. I think maybe to facilitate you, it
25 went to the second phrase. It is stated there that:

26

1 "The second phase 24 months EKEO's proof of concept
2 trial on 'illegal parking' will tentatively commence in
3 August 2018. These projects will need policy and
4 financial support as well as legislative amendments and
5 address to privacy concern of the public. More time is
6 required for these complicated projects to develop
7 further."

8 Before I go on, I would also like to take you to
9 a minutes of meeting at page 124-564. We can see there
10 is a "Note of the kick-off meeting on illegal parking,
11 PoC" -- meaning proof of concept -- "trial", and the
12 persons in attendance include the Development Bureau,
13 police, consultant and Transport Department, at the
14 bottom.

15 My question is this: can you explain how the proof
16 of concept trial will detect offences involving illegal
17 parking, or stopping at bus stops?

18 MR YK CHAN: I think the colleagues who were at that meeting
19 are not present here and at hand we don't have the
20 precise information of what that proof of concept trial
21 would mean.

22 MS MAGGIE WONG: So, on this issue, I would assume none of
23 you could assist in detail on the workings of this
24 concept, or proof of concept trial?

25 MR YK CHAN: We don't have the full information, so I think
26

1 it could be misleading if I talk something that --

2 CHAIRMAN: No, we understand. You are covering a wide ambit
3 of topics and by all means say if you are not in
4 a position to answer. Thank you.

5 Yes, Ms Wong.

6 MS MAGGIE WONG: If that's the case, I will move on to
7 another topic, on assaults on bus captains.

8 We have heard from the Transport and Housing Bureau,
9 Mr Joseph Lai, that on this topic it is planned that
10 there would be education to be given to the public on
11 the sort of behaviour to be expected.

12 May I take you to the transcript of his evidence
13 first. That's Day 1, page 38. The date is 7 May 2018.

14 If I may draw your attention to the bottom
15 paragraph, Mr Joseph Lai:

16 "Chairman, we are aware of the concern of bus
17 companies and bus drivers in that respect, and I could
18 add that one of the things which the Commissioner for
19 Transport and her colleagues are working on is
20 an education plan, to educate the travelling public on
21 the sort of behaviour expected of them, and also the
22 sort of complaints channels that they could or they
23 should resort to in case of any dissatisfaction with
24 either bus service generally or with the service of
25 a particular driver.

26

1 So the Transport Department is working on that
2 already."

3 Can you tell us more about this education plan, in
4 relation to the sort of behaviour expected of
5 passengers?

6 MR YK CHAN: Mr Wong will answer.

7 MR PATRICK WONG: Mr Chairman, actually, we had discussed
8 the publicity planned with the presence of all the
9 franchised bus operators, including -- and also MTR as
10 well, because the problem that they encounter would be
11 that they would like to educate the passengers, to
12 appeal they are considerate and courteous to the
13 operators and their staff while using the public
14 transport services, both franchised buses and the MTR.

15 So we are thinking of producing a video clip to be
16 broadcast at social media, because we thought that for
17 the conventional propaganda on TV may not be too
18 effective, so we are working on that video clip, short
19 video clip, for, say, half a minute or something like
20 this, for each series. We are still working on that.

21 But the theme is we want to use a softer approach
22 rather than hard-line approach to the education, and the
23 theme would be, "Let's be considerate and courteous when
24 using public transport." Basically, we will work out
25 some scenarios on that and we may invite some celebrity

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1 to be the actor in the video, something like this.

2 CHAIRMAN: When was this meeting with all the franchised bus
3 operators and the MTR?

4 MR PATRICK WONG: Actually, we have, as far as I remember,
5 say three meetings. The last one, it was I think a week
6 before. I forgot the actual date.

7 CHAIRMAN: When was the first meeting? Over what period
8 have you been discussing it?

9 MR PATRICK WONG: I think it's about a few months ago but
10 I have to provide the exact date for the first meeting
11 after this.

12 CHAIRMAN: Thank you.

13 MS MAGGIE WONG: Thank you. Moving to another topic, if
14 I may. It's in relation to the bus design. I have
15 three aspects that I would like to ask you.

16 First is the front of the bus. We have received
17 evidence from the Community for Road Safety in relation
18 to the design and construction of franchised buses. One
19 of the concerns is they mentioned something about the
20 structure of the bus being not strong enough and as
21 a result of the incident or accident the frontal part of
22 the bus could easily collapse and could injure
23 passengers on the upper front of the bus.

24 I am going to show you some photographs of some of
25 the buses, the condition of the bus after Typhoon

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1 Mangkhut.

2 Can I take you first of all to Mr Julian Kwong's
3 evidence, Day 7, bundle 3A, 16 July 2018. That's
4 page 56, line 3.

5 If you look at page 56, line 7, in response to
6 chairman's question as to, "What is it that is unsafe at
7 the moment about the front of a bus, or relatively
8 unsafe?", Mr Julian Kwong expressed that:

9 "... the upper deck of a bus, at the front, there is
10 very limited space, what we call the concept of crumple
11 zone. Safety belts on the upper deck front seats are
12 beneficial for certain types of incidents, for example
13 a bus braking abruptly, or a bus colliding with a safety
14 barrier, colliding with a small passenger car. But
15 considering that the double-decker bus collides with
16 a container vehicle in the front, or colliding with
17 a bridge pier, then the upper deck front passengers,
18 even if they are restrained by seat belts, they will
19 suffer severe injuries.

20 And in this respect, maybe I also invite Dr Kou to
21 supplement the information."

22 And Dr Kou's evidence starts at line 23. He states:

23 "So in an unrestrained or restrained passenger, if
24 the occupant compartment collapses, say for example in
25 the upper front part of the bus, it is the interior
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1 posterior type of compression that causes serious
2 injuries to the occupant in the chest, which we have all
3 the major organs inside, and also the abdomen and the
4 pelvis, and we know that by this type of compression
5 injuries, especially in the chest and pelvis, it would
6 result in very severe and even fatal internal bleeding.

7 That's the reason why Mr Kwong noted that the upper
8 front seats of a double-decker bus, the occupants ...
9 restrained or unrestrained, they are at a higher risk."

10 Before you answer, can I also take you to Mr Kwong's
11 submission in April 2018. That's the Community for Road
12 Safety submission, at bundle MISC-2, page 805. It's on
13 the topic requiring bus superstructure to have
14 sufficient strength to maintain a volume of residual
15 space integrity during a rollover test. Page 805.

16 Under the heading, "Compartmentalisation", at the
17 bottom, "Rollover test to UNECE regulation":

18 "This widely accepted regulation requires bus
19 superstructures to have sufficient strength to maintain
20 a defined volume of residual space integrity during and
21 after a rollover test with the objective to promote
22 passengers' survival."

23 Now, I would like to ask whether the Transport
24 Department has considered reinforcing the front part
25 structure of the bus, having regard to representations
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1 made, of the upper deck?

2 MR YK CHAN: I will hand over the question to Mr Shum.

3 MR WILLIAM SHUM: We haven't such consideration.

4 MS MAGGIE WONG: Why?

5 MR WILLIAM SHUM: For the UNECE no. 66, it's mainly related
6 to the bus structure, and it provides some technical
7 requirement, especially for the single-decked buses
8 only. It's for the single-decked bus only.

9 MS MAGGIE WONG: Before I go on, can I take you to some of
10 the pictures taken after Typhoon Mangkhut. That would
11 be in bundle SEC-3 at page 1440, in relation to some of
12 the news articles by Oriental Daily, by Economic Times
13 and also by Apple Daily.

14 We can see at page 1442 some of the tree crotches
15 happened to the KMB bus, causing the window to crash, to
16 break, and also page 1443 we can see some photos about
17 the tree crotch, when it was driven through Po Lam
18 North Road.

19 And page 1445, we can see the right side of the
20 Citybus of route no. 682 was being cut open.

21 And at page 1447, we can see the roof of the bus of
22 New World First Bus was damaged in the tree collapse.

23 So it would appear that it may warrant some studies
24 in terms of the rooftop or the front part of the bus, to
25 reinforce the structure of the bus. What would you
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1 respond to that suggestion?

2 MR WILLIAM SHUM: Actually, we shall look into the case, to
3 see whether there is any improvement measure applicable
4 to have improvement, especially in the bus structure.
5 But I would like to supplement that all the buses in
6 Hong Kong are manufactured by the three main bus
7 manufacturers, and they have confirmed that their bus
8 structure are designed in accordance with the European
9 standards. This is their confirmation provided to us.
10 This is the current situation.

11 If there is other improvement areas applicable, such
12 as to strengthen -- whether there is a possibility to
13 strengthen the structure to handle such situation shown
14 in the picture, we can work in this direction.

15 CHAIRMAN: Strengthening adds weight, doesn't it, normally?

16 MR WILLIAM SHUM: Yes, of course.

17 CHAIRMAN: And adding weight reduces the number of
18 passengers.

19 MR WILLIAM SHUM: Sure. So that's why we have to strike
20 a balance between such things.

21 At the same time, as we have discussed in the
22 working group, we are going to -- for the new bus, we
23 are going to have seat belts in all buses, and we are
24 also considering to retrofit the seat belts at the upper
25 deck, and one of the considerations they point out is

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1 they also have an effect of adding extra weight to the
2 bus.

3 So I think these issues will be all together, to be
4 considered in one go.

5 MR YK CHAN: Chairman, I would like to supplement from
6 another angle, from an operational angle. Of course,
7 when you see those pictures, the upper deck is damaged
8 by overhanging trees, branches, things like that. But
9 in the normal operation of buses, all the bus routes
10 should have been tested properly before they are
11 supposed to be used to take passengers.

12 I'm not sure about the status of those buses being
13 damaged, whether they are actually taken out for a trial
14 or being in actual operation of service, but I would
15 say, seeing those pictures of the upper deck being
16 damaged does not necessarily mean those buses are not
17 safe, because they are not supposed to -- as we always
18 do, they are not supposed to be operated in such
19 conditions that overhanging trees and other obstructions
20 are in the way. So, as my colleague suggests, we will
21 look at those cases and see under what circumstances
22 those buses have been damaged, and see whether there
23 should be any follow-up actions or whether strengthening
24 of the structure is necessary.

25 Thank you.

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1 CHAIRMAN: Your primary position, as I understand it, is you
2 take consolation in the fact that all these buses are
3 manufactured to European standards?

4 MR YK CHAN: Yes. Those buses -- you can rest assured that
5 all the buses used in Hong Kong are safe and complying
6 to the European standards, and in normal circumstances
7 they should not be damaged like this.

8 MS MAGGIE WONG: The second design I wish to explore with
9 you is -- our expert in this committee, Mr Mike Weston,
10 suggested making changes to the design of the front of
11 the bus, and his evidence is on 27 September 2018.
12 Day 18, page 111, line 5.

13 In response to the question raised by the chairman
14 at line 5, in terms of the technology:

15 "One example of that would be ... changes to the
16 design of the front of buses. As I understand it,
17 changes that would modify the box shape of the front of
18 the bus, putting in curves, so that rather than being
19 knocked down and put under the wheels of a bus, the
20 person who has impact with the front of a bus would be
21 knocked sideways; do I understand that change
22 correctly?"

23 Mr Mike Weston stated:

24 "Yes. So one of the initiatives that is likely to
25 be included in the bus safety standard, when it is
26

1 announced next month, is a sort of -- I call it
2 softening of the front-end design of a bus. So it's not
3 physical softening, but it's using more curves, looking
4 at the rake of a windscreen, looking at having the
5 spindles for the wipers at the top of the windscreen,
6 not at the bottom, because if they are at the bottom
7 they then become a point of impact for pedestrians if
8 they are hit by the bus and potential injury.

9 So I suppose it is trying to make the front end of
10 the design of the bus more forgiving. If a pedestrian
11 is hit by a car at a certain speed, at a relatively low
12 speed generally they will be thrown off the bonnet onto
13 the pavement, onto the road, but at the same speed with
14 a bus, you are more likely to be more seriously injured
15 because of the design of the bus.

16 So it's trying to make the front end ... more
17 forgiving in an accident with a pedestrian. In my mind,
18 the likelihood is that is more of a design cost as
19 opposed to an actual manufacturing cost, and the logic
20 would be if that design is proved to be beneficial in
21 London, why wouldn't the likes of Alexander Dennis and
22 Wrights, who supply to the rest of the UK and to
23 Hong Kong, adopt that for buses that they sold into
24 their other markets ... So I think that's a good
25 example of where we might see some good practice and
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1 best practice move across into other markets relatively
2 quickly."

3 So the long and short of it is, it is suggested in
4 the new bus safety standard programme in London, they
5 try to soften the front end of the bus. Has this new
6 idea been explored within the Transport Department?

7 MR WILLIAM SHUM: We will look into this issue.

8 CHAIRMAN: So is the answer no, but you will in the future?

9 MR WILLIAM SHUM: Yes, "no". Yes, we will do it in future,
10 and we will liaise with Alexander Dennis to see what
11 their proposal will be and see whether there is any
12 possibility to have some trial, something like that.

13 CHAIRMAN: Thank you.

14 MS MAGGIE WONG: And the third issue I would like to explore
15 with you is the 12.8-metre bus model. We have heard
16 representation from the Federation of Bus Industry Trade
17 Unions, and also other trade unions' representatives,
18 that there are difficulties in manoeuvring this type of
19 rear-wheel steering, a 12-8-metre bus. And the trade
20 unions requested to participate in the testing of these
21 buses, in the oral hearing.

22 As to this suggestion, what would the Transport
23 Department say to this?

24 MR WILLIAM SHUM: For the 12.8 metres, with steerable tag
25 axles, the design is in compliance with international

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1 safety standards, and currently TD has a two-tier system
2 to whether such design, that is the bus length in
3 12.8 metres with steerable tag axle.

4 The first tier is the type approval, vehicle type
5 approval process, and the second one is the route
6 approval process.

7 For the vehicle type approval process, we will check
8 whether the design is in compliance with the
9 international standards, something like that.

10 And the second one is the route approval process.
11 Currently, we will collaborate with the bus operators
12 and the police to conduct a test run of such bus, that
13 is the 12.8 metres, to ascertain the suitability of
14 existing routes to accept this different design bus to
15 run such bus route.

16 Subject to the route test run, we may apply certain
17 constraints or approval condition to such -- use such
18 type of bus, in using those particular routes.

19 CHAIRMAN: So, in short, it passes the vehicle type process,
20 and the next step is route approval?

21 MR WILLIAM SHUM: First, and then route approval, yes.

22 Also, the franchised bus operators are also required
23 to provide training to the bus captains, to ensure they
24 know how to operate -- at least they know how to operate
25 such kind of 12.8-metre with steerable tag axle buses.

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1 CHAIRMAN: Where is that requirement stipulated?

2 MS AMY LEE: Mr Chairman, for the new bus model training,
3 all franchised bus operators are required to provide
4 behind-the-wheel training for all bus captains before
5 these bus captains are scheduled to drive these new
6 model buses.

7 CHAIRMAN: The question was: where do we find this
8 requirement?

9 MS AMY LEE: It's in the practice note.

10 CHAIRMAN: Thank you.

11 Before we go on any further, may I ask that somebody
12 from the secretariat comes and helps me with the
13 transcript, which has ceased to work. Just give me
14 a moment.

15 Well done. Thank you. Normal service resumed.

16 MS MAGGIE WONG: Going on to the next topic, it's on speed
17 limit. I know the Commissioner for Transport is not
18 here, but I will ask --

19 CHAIRMAN: I am told she is about to arrive. May I have
20 an indication of how soon?

21 SECRETARIAT: In a couple of minutes.

22 CHAIRMAN: In that case, what we will do, to allow her to
23 take her seat with more decorum, we will adjourn for
24 a few minutes. Thank you.

25 (12.33 pm)

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1 (A short adjournment)

2 (12.38 pm)

3 CHAIRMAN: Good afternoon, Ms Chan, and welcome back. Thank
4 you for joining us. We will continue with Ms Wong
5 posing questions.

6 MS MABLE CHAN: Thank you.

7 MS MAGGIE WONG: Yes. Thank you for -- I'm going to deal
8 with two topics with you. First is the speed limit and
9 second is the proof of concept trial.

10 The first topic, on speed limit, we were on to this
11 question about the government would approach speed limit
12 based on the Transport Department's planning transport
13 and design manual. Then you also testified that you
14 would regularly update the speed limit structure in the
15 transport manual based on overseas practice.

16 My first question is this. In terms of this
17 three-band speed limit structure, has the Transport
18 Department carried out any consultancy study or
19 investigation in relation to overseas practice on the
20 speed limit structure?

21 MS MABLE CHAN: I will invite Mr Tony Yau to give the
22 evidence. Thank you.

23 MR TONY YAU: Chairman, no. We haven't any particular
24 consultancy study to review the three-tier speed limit
25 structure.

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1 MS MAGGIE WONG: What about any study, apart from the
2 walkability study or the low speed limit zone?

3 MR TONY YAU: The last one is the one that I mentioned in
4 the last hearing, the speed limit review procedure --

5 CHAIRMAN: May I ask you to be closer to the microphone, and
6 don't feel shy about speaking so we can all hear.

7 MR TONY YAU: Sorry, Chairman.

8 The last one is conducted by the Transport Research
9 Laboratory, TRL, in 1999, on the speed limit review
10 procedures.

11 MS MAGGIE WONG: Do you know that London has carried out
12 a study on the speed limit structure as early as January
13 2013, in its setting local speed limits? There is
14 a paper issued by Transport for London; are you aware of
15 this?

16 CHAIRMAN: Is that Transport for London or the Transport
17 Department?

18 MS MAGGIE WONG: UK Department for Transport.

19 CHAIRMAN: Yes. That was the latest version of a document
20 that had been in being earlier, was it not?

21 MS MAGGIE WONG: Yes.

22 CHAIRMAN: So the question is, did you know about the
23 guidelines, I think they are called, that govern the
24 approach to setting different speed limits, and what we
25 are interested in is lower speed limits. Did you know
26

1 about this UK approach?

2 MR TONY YAU: Thank you, Chairman. We know about the new
3 technical circular issued by the Department for
4 Transport, but we have not studied in detail the
5 mechanism proposed in the circular.

6 CHAIRMAN: Perhaps we could have that document on the
7 screen.

8 MS MAGGIE WONG: Yes.

9 CHAIRMAN: What is the reference?

10 MS MAGGIE WONG: That's in bundle SEC-3, page 1003.

11 CHAIRMAN: Were you aware that it addresses specifically,
12 beneath the heading "Urban speed management", the
13 specific speed limit of 20 miles an hour? Were you
14 aware of that?

15 MR TONY YAU: Yes, we are aware that 20 miles an hour zone.
16 That's why, in our submission, we have mentioned our
17 study on the implementation of low speed limit zone for
18 a trial.

19 CHAIRMAN: That's your reference to Islington, is it not?
20 You mention Islington in your paper.

21 MR TONY YAU: That's right.

22 CHAIRMAN: Islington is a bit of an outlier, is it not?
23 It's been overtaken by subsequent events.

24 MR TONY YAU: Yes, because we know that Islington, after the
25 implementation of the 20 miles, the actual travel speed
26

1 is only lowered by one.

2 CHAIRMAN: Yes. That's history though, isn't it?

3 MR TONY YAU: Yes.

4 CHAIRMAN: I will leave to Ms Wong to pursue with you, but
5 I would be interested to hear from you in due course as
6 to how that is where we should take our benchmark.

7 Yes, Ms Wong.

8 MS MAGGIE WONG: Yes. Can I take you to this document,
9 first, and then I'm going to take you to a paper
10 prepared also by the Community for Road Safety, in
11 advocating safer and attractive streets with lower speed
12 limit, and whether the Transport Department would
13 consider reviewing or updating the three-band speed
14 limit structure.

15 If I may take you to this document, bundle SEC-3,
16 page 1003, and if I may take you to 1005, which sets out
17 the introduction and the key points.

18 One of the matters that I would like to ask you is
19 whether you agree with some of the principles first.

20 It's the last paragraph under "Key points". It's:

21 "Traffic authorities are asked to keep their speed
22 limits under review with changing circumstances, and to
23 consider the introduction of more 20 miles per hour
24 speed limits and zones, over time, in urban areas and
25 built-up village streets that are primarily residential,
26

1 to ensure greater safety for pedestrians and cyclists,
2 using the criteria in section 6."

3 Now, in principle, would you agree with that view,
4 that traffic authorities would need to keep their speed
5 limits under review from time to time with changing
6 circumstances?

7 MR TONY YAU: Yes, agree.

8 MS MAGGIE WONG: The second is in relation to the
9 introduction of more 20 mile per hour speed limits and
10 zones, which is similar to the study that seems to be
11 carried out at the moment, which is the walkability
12 study and the low limit zones. But can you tell us more
13 whether it's only limited to urban routes or urban
14 areas?

15 MR TONY YAU: Yes. As mentioned in this paragraph, the main
16 purpose for setting the low speed limit zones is
17 although it will enhance the overall road safety, but
18 the main purpose is to enhance the pedestrian safety,
19 because there are many research and studies showing that
20 with such a low speed limit, the fatality, the fatal
21 accidents of vehicle colliding with pedestrians can be
22 100 per cent removed.

23 So that's why usually the low speed limit zones will
24 be proposed in urban areas, with busy pedestrian
25 activities, and also protection to vulnerable road users
26

1 such as cyclists, as well as motor cyclists.

2 MS MAGGIE WONG: Is this concept applied to the low speed
3 limit zone study that the Transport Department is
4 carrying out?

5 MR TONY YAU: Yes, because the main purpose is to enhance
6 the pedestrian safety, so we study that low speed limit
7 zone under the walkability study.

8 I would like to supplement that the walkability
9 study, in addition to studying the urban area, also
10 studied the rural area.

11 MS MAGGIE WONG: Oh, it's both urban and rural areas?

12 MR TONY YAU: Yes.

13 MS MAGGIE WONG: How many districts or road sections are we
14 studying in this?

15 MR TONY YAU: The study is studying the principle, the
16 standard, in setting different standards for traffic,
17 vehicles, or maybe pedestrian facilities. There are no
18 particular -- the study will not be confined to any
19 particular district.

20 MS MAGGIE WONG: Yes. If I may move on to this paper, on
21 some of the underlying principles, and see if you agree
22 as well. It's paragraph 27 on page 1012. Under the
23 section, "The underlying principles":

24 "The aim of speed management policies should be to
25 achieve a safe distribution of speeds consistent with
26

1 the speed limit that reflects the function of the road
2 and the road environment. This should imply a mean
3 speed appropriate to the prevailing road environment,
4 and all vehicles moving at speeds below or at the posted
5 speed limit, while having regard to the traffic
6 conditions."

7 Now, this paper suggested a mean speed. Is there
8 a difference between a mean speed and 85 percentile
9 speed?

10 MR TONY YAU: The mean speed, that means 50 per cent of
11 vehicle speed is above that mean speed and also
12 50 per cent slower than the mean speed. So it is
13 different from 85 percentile speed. For 85 percentile
14 speed, it's only 15 per cent of vehicles travelling
15 speed is above the 85 percentile speed.

16 MS MAGGIE WONG: So, in relation to this adoption of mean
17 speed, what would the Transport Department say to this
18 mean speed as opposed to using 85 percentile speed, that
19 is currently the practice of the Transport Department?

20 MR TONY YAU: I'm not sure whether this paragraph is using
21 the mean speed as the consideration of the speed limit
22 review. We have to check, because just from this
23 paragraph it's not clear that they use the mean speed.

24 MS MAGGIE WONG: Yes. I'm going to take you to some
25 evidence in due course, Mr Yau, but just assume for the
26

1 present purposes it is the mean speed that the Transport
2 Department is adopting, the Department for Transport is
3 adopting. What would the Transport Department's view be
4 on this matter?

5 MR TONY YAU: I think, to our understanding, it is a common
6 practice. Most of the jurisdictions are using 85
7 percentile speed. If you set the speed limit at -- if
8 you set the mean speed at the speed limit, that means
9 half of the vehicles will be speeding.

10 CHAIRMAN: And what you want to achieve is to set a speed
11 limit that most drivers feel is the right speed for the
12 road, and only 15 per cent are miscreants; is that it?
13 Is that the approach?

14 MR TONY YAU: Thank you, Chairman. Because the actual speed
15 is one of our considerations. Another consideration is
16 the accident rate. That means most of the vehicles
17 travel at that speed and the accident rate is low, that
18 means that it's safe to travel at that speed, so we
19 should consider that in setting our speed limit.

20 MS MAGGIE WONG: I'll come back to this topic when we deal
21 with the appropriate evidence.

22 Just reading on from this document, at paragraph 30,
23 it specified a number of important factors when
24 considering appropriate speed limit. It sets out six
25 factors there:

26

1 "-- history of collisions, including frequency,
2 severity, types and causes;
3 -- road geometry and engineering ...
4 -- road function ...
5 -- composition of road users ...
6 -- existing traffic speeds; and
7 -- road requirement ..."

8 Would the Transport Department also agree with those
9 important factors when considering appropriate speed
10 limit?

11 MR TONY YAU: Yes, I agree with that, and in fact our
12 considerations more or less cover those points mentioned
13 in this paragraph.

14 MS MAGGIE WONG: If we move on to paragraph 31, it set out
15 an approach called, I believe, cost/benefit analysis.
16 It's:

17 "Before introducing or changing a local speed limit,
18 traffic authorities will wish to satisfy themselves that
19 the expected benefits exceed the cost. Many of the
20 costs and benefits do not have monetary values
21 associated with them, but traffic authorities should
22 include an assessment of the following factors",
23 which includes six factors.

24 First, collision and casualty savings; conditions
25 and facilities for vulnerable road users; impacts on
26

1 walking and cycling and other mode shift; congestion and
2 journey time reliability; environmental, community and
3 quality of life impact; and the costs, including of
4 engineering and other physical measures including
5 signing, maintenance and cost of enforcement.

6 As to these six factors, would the Transport
7 Department also agree on this cost/benefit analysis?

8 MR TONY YAU: Thank you. I think this is the most
9 interesting part that we are interested in. It brings
10 out the concept of cost/benefit analysis, and the cost
11 will cover the time saving, vehicle operating cost, also
12 CO2/NOX emissions, journey time, and reliability.

13 I think those factors, if we consider in doing the
14 cost/benefit analysis, will be useful. So we are
15 interested in these suggestions and we will study
16 further, to see any chance we enhance our current
17 system.

18 MS MAGGIE WONG: So this has been the consideration in the
19 current study, or will you consider in future? Which
20 one is it?

21 MR TONY YAU: I think not in the context of a cost/benefit
22 analysis, as suggested in this article. So we are
23 interested in it and we will study in details.

24 MS MAGGIE WONG: If I may take you to the section on the
25 different speed limits proposed. One of the sections
26

1 that I would like to take you to is section 5 at
2 page 1020, which set out the speed limit appraisal tool.

3 If I may draw your attention to paragraph 66, this
4 appraisal system or appraisal tool is that it will
5 provide a tool to:

6 "... help local authorities to assess the full costs
7 and benefits of any proposed schemes and help make
8 evidence-based decisions to introduce local speeds that
9 reflect the needs of all road users."

10 And they have published that online, and the three
11 factors that they have identified in the tool are in
12 paragraph 66. The first is forecast mean and 85th
13 percentile speeds for speed limit changes; forecast
14 changes to journey time, business and personal users,
15 vehicle operating costs, et cetera; and appraise changes
16 in speed limits to six different, or perhaps seven
17 different speed limits: 20, 30, 40, 50, 60, and on dual
18 carriageways, 70.

19 Now, what would the Transport Department say in
20 relation to this speed limit appraisal tool that is
21 adopted in this paper?

22 MR TONY YAU: We are interested in this appraisal tool as
23 well. In particular, this appraisal tool can forecast
24 the mean and 85 percentile speed after the speed limit
25 change, as well as the forecast of journey times,

26

1 which -- those forecasts cannot be done under our
2 current system, so it is also the suggestion that we are
3 interested in and we will study in details.

4 MS MAGGIE WONG: On this note, we can see, if we go on to
5 read one more section, it's in relation to the
6 advocating of the different speed zones, at different
7 speed limits and zones.

8 If I can take you, first of all, to the 20 mile per
9 hour zones, at page 1025, paragraph 89. And at
10 paragraph 89 it specified that 20 mile per hour zones
11 are very effective at reducing collisions and injuries.
12 I think, Mr Yau, you earlier mentioned there were
13 studies about reducing speed limit would reduce
14 casualties.

15 Then paragraph 90 mentioned that:

16 "20 mile per hour zones are predominantly used in
17 urban areas, both town centres and residential areas,
18 and in the vicinity of schools ... shops, markets,
19 playgrounds and other areas with high pedestrian or
20 cyclist traffic, though they should not include roads
21 where motor vehicle movement is the primary function.
22 It is generally recommended that they are imposed over
23 an area consisting of several roads."

24 Now, they are advocating a zone based on whether --
25 the use of that zone and whether it's related to
26

1 residential, shops, where people frequent.

2 On this matter, what is your view on this, or the
3 department's view on this?

4 MR TONY YAU: I think we concur with this view. As

5 I mentioned before, the low speed limit zone is mainly
6 to enhance pedestrian safety. That's why the zone or
7 the area proposed in this paragraph, it mentions that --
8 you can see that there would be many pedestrians on the
9 road, just like the school/residential area, the
10 pedestrians will run on the footpath, as well as on the
11 road carriageway.

12 MS MAGGIE WONG: If I may finish this 20 mile per hour zone
13 before we break. If we go over to paragraphs 95 and 96.
14 95 mentioned that there was:

15 "Research into signed-only 20 mile per hour speed
16 limits which shows that they generally lead to only
17 small reductions in traffic speeds. Signed-only 20 mile
18 per hour speed limits are therefore most appropriate for
19 areas where vehicle speeds are already low."

20 Then, going over to the next paragraph:

21 "20 mile per hour limits covering most streets in
22 Portsmouth have demonstrated that it is possible to
23 introduce large-scale 20 mile per hour limits in some
24 built-up environments. Traffic speeds in most of the
25 streets treated were relatively low (less than 20 miles
26

1 per hour) to start with. The early evidence suggests
2 that it is likely that some speed and casualty
3 reductions have taken place and this is consistent with
4 previous research that has indicated that 20 mile per
5 hour limits without traffic calming reduce mean speeds
6 by about 1 mile per hour on average."

7 In relation to this, would you agree with some of
8 the suggestion made here that 20 mile per hour limits
9 can be used in some of the built-up environments and on
10 streets where the speed limit is already low and
11 populated?

12 CHAIRMAN: The speed limit is already low or the actual
13 speed?

14 MS MAGGIE WONG: The actual speeds are already low.

15 MR TONY YAU: Yes, we agree with that. These two paragraphs
16 mention two points. One is the traffic impact. Whether
17 the low speed limit point can be implemented
18 successfully, maybe you may anticipate some motorists
19 may have different views, if you set such a low speed
20 limit zone. So the main point we consider is to reduce
21 the traffic impact. So, for urban area, that means the
22 average actual speed is low. If we lower the speed
23 limit, we will not have any traffic impact, because the
24 actual average speed is already low. But we can, by
25 this initiative, decrease the variance of speed limit,

26

1 30 miles per hour is the standard speed limit for urban
2 areas, but a 40 mile per hour limit may be used where
3 appropriate and in exceptional circumstances a 50 miles
4 per hour limit may be considered.

5 And paragraph 109 specified that the roads suitable
6 for 40 miles per hour are generally higher quality
7 suburban roads or those on the outskirts of urban areas
8 where there is little development; and in paragraph 110,
9 50km [sic] per hour limit is meant for higher quality
10 roads.

11 CHAIRMAN: That's miles her hour, not kilometres.

12 MS MAGGIE WONG: Yes. 50 miles per hour limit may also be
13 used on higher-quality roads where there is little or no
14 roadside development. And table 1 sets out the limits,
15 the different speed limits, in miles per hour, and where
16 limits should apply.

17 In other words, they have divided it up by different
18 zones, different purpose of the zones, and whether there
19 is development in that particular zone, in deciding the
20 appropriate speed limit.

21 As to this matter, I would like to ask whether the
22 Transport Department would consider reviewing this paper
23 and see whether the criteria used in table 1 would be
24 applicable in Hong Kong.

25 MR TONY YAU: Thank you, Chairman.

26

1 I note it illustrates in table 1, 30 miles is
2 equivalent to 48 kilometres per hour, and then 40 is
3 equivalent to 64, and then 50 is equivalent to 80.

4 I think our current speed limit structure is more or
5 less similar to this one, except for the low speed limit
6 zone. That's why we are now studying to see whether the
7 low speed limit zone can be introduced, as a trial, and
8 if the trial is a success, we may consider to include a
9 low speed limit zone in our current speed limit
10 structure.

11 MS MAGGIE WONG: Mr Yau, may I take you back to your paper
12 on this implementation of road safety audit and study on
13 low speed limit zone, annex 2. That's the submission
14 you made on 3 October 2018. That's in TD-5, page 1817.
15 I would like to invite you to look at paragraph 15, at
16 page 1820.

17 This paragraph mentions two matters that I will take
18 up with you. The first is, starting from line 4, where
19 you stated that:

20 "... it is observed that for some cities simply
21 imposing a low speed limit zone cannot automatically
22 ensure that travelling speeds are reduced or the overall
23 accident rate is correspondingly brought down."

24 I would like to first of all show you two papers
25 that have been produced recently, in May 2018, which
26

1 suggested that if average speed is reduced by even
2 1 mile per hour, the accident rate would fall by
3 approximately 6 per cent on urban main roads, and
4 residential roads with low average speeds.

5 If I may take you first of all to two documents
6 which are not currently in the bundle. The first is
7 an article by a Mr Rod King, and it is dated 23 May
8 2018. If I may distribute that. (Handed).

9 This article is dated 23 May 2018, headed, "Reducing
10 speed limits from 30 miles per hour to 20 miles per hour
11 typically results in more than 20 per cent fewer
12 casualties", and then it mentions, under the first
13 paragraph:

14 "Speed reduction is significant to casualty levels
15 because:

16 'if average speeds reduced by 1 mile per hour, the
17 accident rate would fall by approximately 6 per cent on
18 urban main roads and residential roads with low average
19 speeds'."

20 Then it mentions a few studies, historic research,
21 and if we go to paragraph 2.2, that's the "Recent
22 Research (early 2008)":

23 "There have been three recent ... studies which have
24 shed allowed us to understand better the impact of
25 20 miles per hour speed limits on casualties."

26

1 And it mentioned three studies, one by University of
2 Westminister; second, by the University of West of
3 England; and finally, the council's review, in the third
4 dot:

5 "The council's review of the impact of the
6 introduction of 20 miles per hour ... across Calderdale
7 in West Yorkshire found:

8 -- A 30 per cent casualty reduction over a 3-year
9 period (and later schemes indicate a 40 per cent
10 reduction).

11 -- A 1.9 miles per hour mean reduction in speed
12 (taken from 3.5 million readings with variations in some
13 areas).

14 -- A rate of return of 3.65 pounds for every 1 pound
15 spent ...

16 Overall ... it appears reasonable to assert that:

17 -- Where speeds are reduced to a maximum of 20 miles
18 per hour in built-up areas a decline in casualties of
19 more than 40 per cent will occur.

20 -- In built-up areas, on non-arterial roads, where
21 the speed limit is reduced from 30 to 20 miles per hour
22 there is typically an average decline in casualties of
23 at least 20 per cent."

24 Then later on there is another article, we see, on
25 25 May 2015, "Global consensus that 20 miles per hour is

26

1 best practice", and it cited a number of respectable
2 organisations, including WHO, the EU, iRAP, the Global
3 Network for Road Safety Legislators and the OECD, all
4 strongly recommended a lower speed limit, under 30km per
5 hour.

6 If we look over the page, it also confirmed, the UK
7 study, if we go over the page, the third paragraph --

8 CHAIRMAN: What is the page number?

9 MS MAGGIE WONG: Page 2 --

10 CHAIRMAN: Yes, thank you.

11 MS MAGGIE WONG: -- at the top, and we can see in the third
12 paragraph.

13 CHAIRMAN: Yes.

14 MS MAGGIE WONG: "And whilst the UK has been a late starter,
15 in the last 10 years over 25 per cent of the population
16 have gained a 20 miles per hour limit on the streets
17 where they live, learn, shop or work. Most of our
18 iconic cities have a 20 miles per hour limit for most
19 roads. 43 per cent of Londoners live on 20 miles per
20 hour roads and 75 per cent of people in inner London
21 boroughs. Even complete counties such as Lancashire,
22 Sefton, Calderdale ... have adopted wide-area 20 mile
23 per hour limits for all.

24 Casualty benefits show impressive reductions of 20
25 plus per cent."

26

1 So based on this study -- and in fact this is not
2 the only one because Transport for London has also
3 issued a paper in October 2015, called the Safe London
4 Streets approach, which also stated that the lower the
5 speed limits, the lower the casualties.

6 CHAIRMAN: Are we going to go to that?

7 MS MAGGIE WONG: Yes. Mr Chairman, that would be in the
8 miscellaneous bundle, page 984.

9 CHAIRMAN: Which miscellaneous bundle?

10 MS MAGGIE WONG: MISC-3, page 984. The document starts at
11 page 982.

12 If we go to page 987, we can see at the top:

13 "A 1 mile per hour reduction in speed could reduce
14 the frequency of collisions by around six per cent in
15 urban areas."

16 Then the first paragraph:

17 "The speed of motor vehicles is a contributory
18 factor in many serious and fatal collisions."

19 So, based on all these papers, it appears -- Mr Yau,
20 what the Transport Department stated there, that
21 simply --

22 CHAIRMAN: Just pausing there, before you pose your
23 question -- we see, at 987, a reference, under the
24 heading, "20mph pilots", the statistic given there, and
25 this is October 2015, is "Almost 25 per cent of the

26

1 capital's roads now have 20 miles per hour speed
2 limits", and the other statistic you gave us earlier was
3 that 43 per cent of Londoners live on 20 miles per hour
4 roads.

5 MS MAGGIE WONG: Yes.

6 CHAIRMAN: Is there any update of that figure in more recent
7 material? For example, the Transport for London
8 document speaks about the number of roads, which is
9 slightly different from urban density of population, but
10 is there any figure, current figure, for the number of
11 roads, the percentage of roads in London that are
12 subject to a 20 mile an hour speed limit?

13 MS MAGGIE WONG: Mr Chairman, may I check that and revert on
14 this? But we have evidence from Mr Mike Weston who
15 testified, showing a plan, that a lot of London boroughs
16 have changed the speed limit to 20 miles per hour.

17 CHAIRMAN: That's the digital map of London showing speed
18 limits, is it not, and it does it by colour?

19 MS MAGGIE WONG: Yes, it does it by colour.

20 CHAIRMAN: Perhaps we can have that map on the screen.

21 MS MAGGIE WONG: Yes.

22 CHAIRMAN: 20 miles an hour is green, isn't it?

23 MS MAGGIE WONG: That would be in bundle MISC-3, page 1226.

24 We can see, in this map, that different colour
25 denotes different speed limits, and there are five speed

26

1 limits there. Green represents the 20 miles per hour;
2 blue, 30; pink, 40; light brown, 50; and purple, 70. We
3 can see, in the middle part, a lot of the roads have
4 adopted 70 miles per hour.

5 Can you see that, Mr Yau?

6 MR TONY YAU: Yes.

7 MS MAGGIE WONG: And the evidence of Mr Mike Weston --

8 CHAIRMAN: Where does this document come from?

9 MS MAGGIE WONG: This document is a Vision Zero plan taken
10 forward by the mayor's transport strategy. It's issued
11 in July 2018. The document starts at page 1207.

12 With the assistance of Mr Chan, we have found the
13 figure, which is at page 1223. Under the section 3.2,
14 "A new approach to reducing speeds in London", in the
15 first paragraph, it stated:

16 "London has already taken action to reduce speeds,
17 and around a third of streets in London now have
18 a 20 miles per hour speed limit ... The majority of
19 remaining streets have a 30 miles per hour limit, the
20 national urban default limit, with the rest having 40,
21 50 and 70 miles per hour limits."

22 So that's the more updated figure.

23 CHAIRMAN: At page 1226, which is the map you showed us
24 earlier, I notice that next to the term "Figure 10",
25 this is said to be the "proposed speed limits on the
26

1 TLRN" -- Transport for London Road Network, I suspect?

2 MS MAGGIE WONG: Yes.

3 CHAIRMAN: What is the actual speed limits? Because there
4 exists, does there not, a digital map?

5 MS MAGGIE WONG: If you go to figure 9 at page 1225.

6 CHAIRMAN: Thank you.

7 MS MAGGIE WONG: That's the current speed limits.

8 CHAIRMAN: And what is the date of the implementation of the
9 proposal?

10 MS MAGGIE WONG: The only date we are able to locate is at
11 page 1223, bottom right-hand corner:

12 "TfL will engage on proposals to reduce speed limits
13 on the TLRN [Transport for London] by:

14 a. Ensuring all of the TLRN within the central
15 London congestion charging zone has a 20 miles per hour
16 limit, to be implemented by May 2020;

17 b. Delivering a programme to reduce speed limits
18 on other locations on the TLRN to address areas of high
19 road danger, delivered over the period until 2024."

20 CHAIRMAN: Thank you.

21 MS MAGGIE WONG: If we can go back to your document, the
22 Transport Department's document -- in annex 2,
23 paragraph 15, as to the comment or the observation that
24 "simply imposing a low speed limit zone cannot
25 automatically ensure the travelling speeds are reduced
26

1 or the overall accident rate is correspondingly brought
2 down" -- appears to be overtaken by the documents and
3 statistics I have shown to you. Would you accept that?

4 MR TONY YAU: Yes, in this paragraph I just want to point
5 out that simply by introducing a low speed limit zone
6 without any modification of the road design, the effect
7 may be not so satisfactory.

8 So that's why we are going to study the low speed
9 limit zone, and we will see if it can be coupled with
10 some suitable road design so that the benefit of low
11 speed limit zone can be more significant. We are
12 working on it.

13 CHAIRMAN: Low speed limit zones are accompanied by
14 speed-calming measures, are they not? Isn't that the
15 London approach?

16 MR TONY YAU: If you refer to the SEC bundle --

17 CHAIRMAN: Can you answer the question first and then take
18 us to the material. Is that not the approach?

19 MR TONY YAU: Yes, turn out from the result of trial in
20 different countries.

21 CHAIRMAN: Yes. So you don't just impose a speed limit; you
22 have calming measures. Your starting point is to take
23 places -- urban density, pedestrian density -- where the
24 speed of traffic, the actual speed, is low. Then you
25 impose a speed limit, and you accompany that with

26

1 traffic-calming measures. Is that not the system?

2 MR TONY YAU: Because if you just simply lower the speed
3 limit, the average speed -- or road design, the designed
4 speed, most of the vehicles maybe travel at around
5 40 kilometres per hour. That may be --

6 CHAIRMAN: Concentrate on what I've suggested to you. It's
7 an overall summary. It's put together by component
8 parts. You look at low speed actually happening.
9 Pavements with lots of pedestrians on it. Then you have
10 a speed limit zone, but in order to make it efficient,
11 you have calming measures. Is that not the system?
12 It's as simple as that.

13 MS MABLE CHAN: Chairman, can I take this question?

14 CHAIRMAN: Please do.

15 MS MABLE CHAN: Your presentation and the analysis is
16 correct. The imposition of the low speed limit zone is
17 an area that we are studying and we will look into. The
18 introduction or adoption of calming measures is part and
19 parcel of the package, so as to implement a low speed
20 limit zone.

21 CHAIRMAN: Thank you.

22 MS MAGGIE WONG: This setting local speed limits is actually
23 referred to in a paper presented by the Community for
24 Road Safety in May 2013, where it was presented at the
25 second United Nations Global Road Safety Week.

26

1 If I may take you to page 820-25 of bundle MISC-2,
2 it is a paper presented by the Community for Road
3 Safety, and you can see the date, presented at the
4 Energizing Kowloon East Office, 7 May 2013.

5 If I may first take you to 820-57, which sets out
6 the current practice in Hong Kong. It states there that
7 in Hong Kong, the urban speed limit is 50km per hour.
8 Guideline on speed limit is given in volume 6 of the
9 TPDM published by the Transport Department, and it's
10 stated there, clause 6.4.2.5, that:

11 "Generally, speed limits lower than 50 ... are not
12 recommended for public roads, as they require a higher
13 level of enforcement to ensure compliance, and it is
14 doubtful that the lower speed limit imposed will
15 contribute significantly to accident prevention."

16 Then clause 6.5.3.2 also states that:

17 "Justification for a permanent speed limit of 30km
18 per hour will need to be considered on an individual
19 basis having regard to the particular circumstances,
20 including the road environment, design speed and
21 accident rate ... However, narrowness of the road,
22 and/or the existence of isolated hazards along it are
23 not sufficient reasons for the imposition of such
24 a speed limit."

25 So, based on your evidence earlier, it appears these
26

1 two clauses will not be updated as of to date; is that
2 the position?

3 MR TONY YAU: These two clauses are about our current
4 practice on speed limit. So, when we study the
5 feasibility of low speed limit zone, if it will be
6 implemented, this clause of TPDM will be updated
7 accordingly.

8 MS MAGGIE WONG: And if you go to 820-35, the Community for
9 Road Safety is advocating the development of a system
10 for Hong Kong based on 20, 30 and 40km per hour, with
11 different zones, as you can see on the screen: new
12 towns, commercial and tourist areas, industrial zones,
13 residential/household developments, housing estates,
14 et cetera.

15 Has the TD considered the way this is presented by
16 the Community for Road Safety, in terms of delineating
17 different zones for different speed limits?

18 MR TONY YAU: So far, under our study, we concentrate on the
19 low speed limit zone of 30 kilometres per hour zone, not
20 exactly the proposal, the suggestion proposed by the
21 Community for Road Safety.

22 MS MAGGIE WONG: We have finished with this document. Just
23 a general question about the 85 percentile speed.

24 Julian Kwong stated that the 85 percentile speed is
25 not as ideal as average speed. If I may take you to his
26

1 evidence on Day 8, that would be 17 July 2018, in TSCP
2 bundle 3, page 67, line 14. Mr Julian Kwong said, in
3 response to Mr Chairman's question, explaining the 85
4 percentile approach to speed limit -- at line 14, he
5 stated:

6 "But I would also like to say that 85th percentile
7 speed is not the only value we are looking at.
8 According to the document which the chairman quoted
9 yesterday, the document entitled 'Setting Local Speed
10 Limit, 2013', issued by the Department for Transport of
11 the United Kingdom.

12 In this document actually they are advocating the
13 use of average speed. Average speed is clear, meaning
14 that, say, we have all the 100 vehicles counted, and we
15 have the average of the speed. So they are not using
16 85th percentile speed anymore to determine [speed].
17 They are now actually using average speed.

18 The idea is the average speed probably reflects what
19 the majority of sensible drivers wish to travel at, the
20 speed which they want to travel at.

21 The significance is that if we use 85th percentile
22 speed, then it may not be in favour of, say,
23 pedestrians. If we use average speed, that can be
24 a better solution."

25 Now, in terms of this idea, what is your view on
26

1 this matter?

2 MR TONY YAU: I note that Mr Julian Kwong's evidence refers
3 to setting a local speed limit issued by the Department
4 for Transport.

5 CHAIRMAN: This is the issue that you didn't understand
6 earlier, as to what it actually meant, is that right,
7 whether they were recommending what Julian Kwong says
8 they are?

9 MR TONY YAU: Julian Kwong recommended that we should use
10 mean speed instead of --

11 CHAIRMAN: Yes, but he is saying that's what the United
12 Kingdom is doing, and you were querying that, were you
13 not?

14 MR TONY YAU: Right.

15 CHAIRMAN: So you are not sure what the UK guidelines is.

16 MR TONY YAU: Yeah, because I just read from the guidelines.

17 CHAIRMAN: No, I understand, but that's your position, isn't
18 it, you are not sure that that is what is meant?

19 MR TONY YAU: No.

20 CHAIRMAN: I'm sorry, I interrupted you.

21 MR TONY YAU: Because I note that in fact both mean speed
22 and 85 percentile speed were considered in the system,
23 but maybe under a matrix with some factors, so that both
24 speeds will be considered.

25 MS MAGGIE WONG: Thank you.

26

1 If we also look at the evidence of Mr Mike Weston,
2 the expert, on Day 18, in the transcript of 27 September
3 2018 at page 188.

4 Page 188 first, at line 7. First of all, it refers
5 to the map that we have looked at, and then he says:

6 "There's been a trend across the 32 London boroughs
7 to implement more and more 20 mile per hour zones across
8 large residential areas. So 20 miles per hour equates
9 to about 32 kilometres per hour. So we are seeing more
10 and more roads becoming 20 mile per hour speed limited.
11 Most other roads will be 30 or 40, and perhaps a few 50,
12 but in terms of bus routes in London, very few bus
13 routes would operate on roads with a higher than 50 mile
14 per hour speed limit. The majority will be less than
15 that."

16 And if we go over to page 194, Mr Mike Weston
17 proposed a number of approaches that we could possibly
18 take. The first is, if we look at line 6, page 194 --
19 he said the question is:

20 "... somebody should probably first understand what
21 the average speed is ..."

22 He also mentioned here the average speed and not the
23 85th percentile speed.

24 And then the second question, what the range of
25 speeds are, and then he said:

26

1 "I think, in London, just to clarify, these 20 mile
2 per hour speed limits apply to all vehicles, not just
3 buses."

4 Then he said:

5 "First, I would suggest there is a case of
6 understanding what the average speeds are on certain
7 sections of road to understand the extent of the
8 problem."

9 Then the second issue is -- so if we look at lines
10 22 to 23, the underlying issue is to find out what the
11 problem is, and then, having done that, one could do the
12 cost/benefit analysis, like what would be the cost if
13 traffic is going to move slower, and the benefit.

14 If we look at page 195, line 6, in response to the
15 chairman's question, he answered:

16 "... the logic is, if you do slow all the bus routes
17 down because you don't go as fast, then to run the same
18 frequency you potentially need more buses and more
19 drivers, so there's a cost to that, and it's back to the
20 earlier point, is that more beneficial than fitting
21 other safety features to the buses? It's trying to take
22 an overview of all the options that are available and
23 make an informed choice of all those, as opposed to
24 perhaps picking certain things off one at a time.

25 I think, if you do the latter approach, there is

26

1 a danger you make some of the wrong decisions."

2 So the approach he suggested is, first of all, to
3 find out what the average speed is, what the range of
4 speed is, and then do the cost/benefit analysis, and
5 having known all these factors, to balance it out with
6 other safety features to see if it is worthwhile on
7 a cost/benefit analysis to conduct a reduction of speed
8 limit.

9 He also mentioned this exercise in London has taken
10 five to ten years, at least five to ten years, to
11 complete. So it takes time.

12 So my question for the Transport Department is
13 whether, apart from the lower speed limit study, you
14 would consider adopting a similar approach as that
15 advocated by Mr Mike Weston.

16 MR TONY YAU: I think, in our study, we will consider that.

17 As I mentioned in the morning session, we are quite
18 interested in the cost/benefit analysis. I think those
19 analyses will be useful for us to compare which option
20 will be the best option to enhance road safety as well
21 as the bus safety.

22 MS MAGGIE WONG: Yes. Now, I would like to also ask

23 Mr Yau -- I understand there is a consultancy study by
24 the Transport Department on review of potential roadside
25 safety hazards in the Hong Kong road network, to be
26

1 commenced in May 2018. Is that correct?

2 MR TONY YAU: Yes, correct.

3 MS MAGGIE WONG: We need not turn up that document, but for
4 chairman's benefit, it's TD-1, page 372.

5 CHAIRMAN: Is this being performed by Mott MacDonald or is
6 that a different consultancy?

7 MR TONY YAU: This is performed by AECOM. It's a study on
8 the review of road safety hazards.

9 CHAIRMAN: Thank you.

10 MS MAGGIE WONG: And the study would commence on 14 May
11 2018, for completion on 13 November 2020, within 30
12 months' time.

13 I would like to ask -- it appears the consultancy
14 brief is limited to roads that are 70km per hour; is
15 that correct?

16 MR TONY YAU: No, this covers all the Hong Kong road
17 networks, up to 4,200 kilometres of both bounds.

18 CHAIRMAN: That's when you measure the roads going in two
19 directions; in other words, you double 2,000 kilometres?

20 MR TONY YAU: Right, 2,000.

21 CHAIRMAN: That took a bit of working out, and we had to
22 look at what is the length of our roads in Hong Kong.
23 You measure them both ways, for some reason. Anyway,
24 I understand it now.

25 MR TONY YAU: Because the study has to travel each bound.

26

1 MS MAGGIE WONG: Yes.

2 CHAIRMAN: So it's all roads at all speeds?

3 MR TONY YAU: Right.

4 MS MAGGIE WONG: Maybe I just wish to clarify, because I can
5 see in the in bundle TD-5, page 1685, if we look at
6 paragraph 2.3, that's the consultancy brief in relation
7 to this study.

8 If we look at paragraph 2.3, it is stated there:

9 "To minimise the risk of the existing roads,
10 Transport Department and Highways Department have been
11 jointly conducting road safety check for identifying and
12 rectifying potential roadside safety hazards on existing
13 roads with speed limit of 70km per hour or above."

14 So I would like to clarify, the assignment -- we can
15 also see at paragraph 4 that:

16 "The assignment covers the following main tasks for
17 all public roads (approximate bound length of 4,200km)
18 in the whole Hong Kong network ..."

19 Then we can see there are a number of matters that
20 invite the consultancy to do, and one of the matters
21 involves, (c):

22 "To conduct RSC to systematically inspect and
23 identify roadside safety hazards on all public roads,
24 including about 200 identified locations adjacent to ...
25 road sections identified by Highways Department in
26

1 2013".

2 So, in fact, because initially, when I read it, it's
3 a bit confusing as to what it covers, so, according to
4 you, it actually covers all roads, not simply limited to
5 70km per hour?

6 MR TONY YAU: It should be covered by all roads. It should
7 cover all roads.

8 In paragraph 2.3, it mentioned that before this
9 consultancy, TD and Highways staff will conduct a road
10 safety check for roads 70 kilometres or above, because
11 of the resource issue, so we engage a consultant to
12 investigate all the roads.

13 CHAIRMAN: So these are two different studies? Transport
14 and Highways Department were doing one at 70 kilometres
15 and above, and now you are doing all roads; two
16 different things?

17 MR TONY YAU: For the 70 kilometres roads or higher, this is
18 an internal one.

19 CHAIRMAN: Yes.

20 MS MAGGIE WONG: Now, I've completed this topic on this
21 particular lowering of speed limit. Unless Mr Chairman
22 has other questions, I will move on to the Tai Po
23 accident more specifically.

24 CHAIRMAN: Please do.

25 MS MAGGIE WONG: Mr Yau, I would like to ask -- so that you
26

1 know where I am going, my question is this. Thank you
2 for providing us with the Working Group on Speed Limit
3 Review for the five road sections where the speed limit
4 was reduced. I would like to ask ultimately the
5 question as to whether you would consider appropriate to
6 introduce a review mechanism where, if a particular
7 district council is dissatisfied with the progress or
8 the inaction, or whatever term you phrase it, of the
9 traffic engineer in not reviewing or changing the speed
10 limit, in not changing the speed limit, whether you
11 would consider introducing a review mechanism so that
12 the matter can be brought before the working group to
13 consider whether it is an appropriate case to review the
14 speed limit.

15 So my question ultimately hopes to ask you this
16 question, and the question or the documents I'm going to
17 show you --

18 CHAIRMAN: Just before you move on -- the traffic engineer
19 doesn't decide the speed limit, does he? He decides
20 whether or not to refer it to others; am I right?

21 MS MABLE CHAN: Correct.

22 CHAIRMAN: So your question is aimed at should the district
23 councils have an ability to review, presumably as
24 a result of public complaints --

25 MS MAGGIE WONG: Yes.

26

1 CHAIRMAN: -- the decision of a traffic engineer not to
2 refer the matter for consideration of changing speed
3 limit?

4 MS MAGGIE WONG: Yes.

5 CHAIRMAN: Thank you.

6 MS MAGGIE WONG: Thank you.

7 Before I go to documents, may I just ask some
8 general question, without going to the document. Would
9 you accept that in this Tai Po Road accident, there had
10 been complaints by district councillors, from Tai Po
11 District Councillors, on two matters? First is the
12 speed limit of the subject road section. Second is the
13 installation of speed enforcement camera. Will you
14 accept that as a general statement, before the Tai Po
15 accident?

16 One in 2015, where the district councillor asked to
17 review the speed limit of the subject road section, and
18 one in 2017, where the Tai Po District Council asked for
19 the installation of speed enforcement camera.

20 MR TONY YAU: Thank you, Chairman.

21 Based on our records, for the first one we received
22 a request from the district councillor -- they were
23 requesting to install 50 speed limit signs on a road
24 with a speed limit of 50. And for the second one, yes,
25 we have received their request for installation of speed
26

1 enforcement cameras.

2 MS MAGGIE WONG: So can I clarify that the installing of
3 50km speed limit sign on a road with speed limit of 50,
4 what I meant is not with a speed limit of 50 but with
5 a speed limit of 70, they asked to lower the speed limit
6 to 50, from 70 to 50.

7 MR TONY YAU: To our record, we received the letter to
8 request to install 50 kilometre speed limit signs on
9 a road with speed limit of 50.

10 CHAIRMAN: I don't think the letter says that. It requests
11 a 50 kilometre speed limit sign, but it designates
12 a place, and the place clearly had a speed limit of
13 70 kilometres per hour. The district councillor
14 involved, if my memory is correct, explained to us that
15 that was his way of requesting a change in the speed
16 limit. Whether or not you understood that to be his
17 request is another matter.

18 Perhaps we ought to look at the document.

19 MS MAGGIE WONG: Yes. If we may look at the documents
20 chronologically, the first document I would like to ask
21 you to look at is a letter from the Japanese
22 International School dated 10 February 2015. The
23 English is at 840-84 in the TU bundle.

24 CHAIRMAN: This is Ms Ashdown's letter, is that right?

25 MS MAGGIE WONG: Sorry, in DC-2B bundle.

26

1 Yes, that's Ms Ashdown's letter.

2 This is a letter sent by the Japanese International
3 School, I believe to the district council, and if we can
4 see right at the first paragraph:

5 "I am writing to ask for your help ... outside our
6 school a lady was killed whilst crossing the road. The
7 speed limit is 70km per hour which probably contributed
8 to the severity of her injuries."

9 If we drop our eyes down to the last paragraph:

10 "I believe that it is important that a 50km per
11 hour ... is implemented as soon as possible in order to
12 prevent another serious accident happening."

13 So this is the first letter.

14 Then if I may invite you to go to the minutes of the
15 second meeting, dated 13 March 2015, of the Tai Po
16 District Council. Bundle DC-2B, page 840-91.

17 This is a meeting dated 13 March 2015, and we can
18 see the persons who attended, including Assistant
19 District Officer (Tai Po)/Highways Department, and also
20 Senior Transport Officer of the Transport Department,
21 and also other engineers of the Transport Department.

22 If we may go to the next page, 840-92, where there
23 was "A request from the Japanese International School to
24 reduce the speed limit of Tai Po Road section at Tai Po
25 Kau".

26

1 And:

2 "The chairman expressed that the T&TC had received
3 a letter from the Japanese International School which
4 requested to reduce the speed limit of the road section
5 in front of their school from 70km per hour to 50. They
6 also invited the T&TC to visit the JIS to discuss with
7 their students the traffic problems ..."

8 And in paragraph 80:

9 "Mr Wong Kwok Leung [that's the engineer of the
10 Transport Department] responded that the Japanese
11 International School suggested that the speed limit of
12 the road section in front of the [school] be reduced
13 from 70 to 50 in view of a traffic accident on the
14 section of Tai Po Road in front of the Japanese
15 International School in 2014 in which a member ... was
16 killed. The TD and police were examining the cause of
17 the traffic accident ..."

18 Then if we drop a few lines:

19 "The TD would examine whether the present speed
20 limit of that road section was appropriate."

21 Then 81:

22 "A member, who was the district councillor of the
23 constituency concerned, said that he had paid a visit to
24 the site ... He indicated his deference to the views of
25 the TD and residents in the vicinity of the site

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1 concerned. He would further report to the committee
2 after examination by the TD."

3 The next document is the letter from the Tai Po
4 District Council dated 24 July 2015. That's four months
5 after the meeting. That's in bundle DC-2B, page 840-75.
6 Then it stated there that:

7 "... am a Tai Po District Councillor and have
8 recently received requests for assistance from the
9 residents in the vicinity of Tai Po Road. This is
10 because owing to the absence of speed limit traffic
11 signs around the bend of Savanna Garden, traffic
12 accidents happened frequently.

13 To ensure the safety of road users, your department
14 is now requested to expeditiously install the '50km'
15 speed limit signs at the above location to remind the
16 motorists to pay attention to driving at safe speed for
17 prevention of unnecessary incidents."

18 Now, the Savanna Garden, that road section, is
19 a 70km per hour zone, or the road section is 70km per
20 hour.

21 CHAIRMAN: Before you go on -- do you accept that? Do you
22 need to have a look at a map?

23 MR TONY YAU: Yes.

24 CHAIRMAN: Let's put the map up, please.

25 MR TONY YAU: Yes, the then speed limit was 70.

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1 CHAIRMAN: Thank you.

2 MS MAGGIE WONG: But this is not the only document he sent.

3 According to Mr Chan Siu Kuen, the Tai Po District
4 Councillor, he said there were telephone conversations.

5 If I may take you to the transcript reference.

6 That's Day 6, 14 July, page 9, line 18. It's in TSCP
7 bundle 3A.

8 Mr Chan stated there, at line 18:

9 "At that time, the Transport Department did not give
10 me a direct reply. However, I have spoken to them on
11 the phone. They said that if the speed is to be reduced
12 to 50 they would have to consult residents as well as
13 owners corporations. And in 2014, near the Japanese
14 International School there was a traffic accident at the
15 signal junction, as a result a person was injured, and
16 the Transport Department replied to me. He said for the
17 speed to be reduced to 50 the TD would have to conduct
18 a study, and after the accident they have appealed to
19 the public to abide by road traffic regulations. They
20 said that from the perspective of the TD, for the speed
21 to be reduced to 50, they would have to do a lot of
22 consultation and to liaise with the police.

23 I have been waiting. And I have been in contact
24 with them. Well, Mr Wong of the Transport Department
25 has been transferred out. And regrettably we had the

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1 traffic accident at Tai Po Mei. And I approached the
2 police, because the TD could not help us. I asked the
3 police to install speed cameras and I have been
4 following that up."

5 Then he repeated that at page 11 --

6 CHAIRMAN: I think this establishes the point: we have
7 evidence that there was a conversation that makes it
8 perfectly clear that the request was for a reduction in
9 the speed limit.

10 MS MAGGIE WONG: Yes.

11 If we may proceed to the letter requesting for
12 installation of speed camera. That would be 5 June
13 2017. There's also in bundle DC-2B, page 840 --

14 CHAIRMAN: We've been through all this evidence before.
15 You've tried to put a general proposition to Mr Yau, and
16 I think he didn't agree with it, but I think he now does
17 agree with it, as to the first matter, that is to say
18 this was a request for the reduction of the speed limit,
19 when one looks at the location that was involved,
20 Savanna Garden, and at the evidence we have received.
21 So the second issue is the request to install a speed
22 camera, and perhaps you could just summarise it first to
23 see if Mr Yau agrees with that.

24 MS MAGGIE WONG: Yes.

25 The speed camera is in short that the district
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1 councillor sent a letter to the police, in June 2017,
2 copied to the Transport Department --

3 CHAIRMAN: Am I not correct in remembering that this is the
4 letter the Transport Department said they didn't
5 receive? Have I got that right?

6 MS MAGGIE WONG: This is -- the Transport Department replied
7 to the question of the IRC on 13 July 2018, stating the
8 Transport Department acknowledged receipt of a copy of
9 the police reply to Mr Chan of 16 June 2017.

10 CHAIRMAN: So my memory is wrong about that then. Perhaps
11 you had better take us through it.

12 MS MAGGIE WONG: Yes. That's at TD-1, page 395, at
13 paragraph 9.

14 In paragraph 9 at page 395, you stated there that:

15 "On 21 June 2017, the TD received a copy of [the
16 police force's] reply to Mr Chan of 16 June ... which
17 stated that 'The Transport Department currently has no
18 plan to install fixed speed enforcement camera in the
19 captioned road section.'

20 Upon receiving [the police's] reply to Mr Chan, the
21 TD checked the accident records in the vicinity of
22 Tai Po Road near Deerhill Bay and Tai Po Mei and noted
23 that there was no record of traffic accident involving
24 vehicle speeding over the past three years, and hence
25 that there was no plan to install fixed speed

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1 enforcement camera thereat. Since TD had nothing to add
2 to the Police's reply, the TD did not provide a separate
3 reply to Mr Chan."

4 I believe in your answer to the IRC question, you
5 also acknowledge, at paragraph 17 in the same paper, at
6 page 400, the last line of paragraph 17, in relation to
7 the TD's response:

8 "The WG had not been asked on any earlier occasion
9 to consider the appropriateness of the speed limit in
10 place for that section of road."

11 Just to complete the picture, it never reached the
12 working group, this request to reduce the speed limit
13 and the request to install speed enforcement cameras.
14 It stayed at the level of the traffic engineer of the
15 relevant traffic division. So --

16 CHAIRMAN: First of all, do you accept that, on the
17 evidence?

18 MR TONY YAU: Yes, I think so.

19 MS MAGGIE WONG: And if we accept that --

20 CHAIRMAN: Just give me a moment, please.

21 MS MAGGIE WONG: Yes. Sorry.

22 CHAIRMAN: Thank you.

23 MS MAGGIE WONG: And if we accept that, I wouldn't take you
24 to the minutes of meeting on 12 February 2018, where you
25 have a meeting with the Tai Po District Council, after
26

1 the Tai Po accident, in which I believe Ms Chan was also
2 present at the meeting.

3 Basically --

4 CHAIRMAN: We have been through this before, have we not?

5 MS MAGGIE WONG: Yes.

6 CHAIRMAN: What is the purpose? Can we not summarise this
7 evidence?

8 MS MAGGIE WONG: Yes. The evidence is simply that the
9 Transport Department will review the speed limit --

10 CHAIRMAN: And that's what it did.

11 MS MAGGIE WONG: And that's what it did, in two months'
12 time, and the working group ultimately sent or reviewed
13 the relevant section. The working group had a meeting
14 on the speed limit review on 27 March 2018, and agreed
15 to the proposed reduction or lowering of the speed limit
16 of the subject road section.

17 CHAIRMAN: What's the reference for that, if you could give
18 it to me?

19 MS MAGGIE WONG: Yes. The reference is at TD-1, page 166.
20 That's 27 March 2018.

21 And the minutes which I wish to take you to is at
22 TD-6, page 1923 to 1927. This is the new document you
23 have provided to us recently, on 12 October 2018.

24 If I may take you to the minutes of the Working
25 Group on Speed Limit Review. That would be 1916. If we
26

1 can see on that page, the persons present included the
2 Transport Department, the Hong Kong Automobile
3 Association, Institute of Advanced Motorists Hong Kong,
4 and a number of Transport Department officials,
5 including those who are traffic engineers.

6 If I may take you to 1917, that's the section on the
7 subject road section, 4.2. It appears the heading
8 stated there is "Report no. 3 and no. 4", concerning the
9 "Subject road section of Tai Po Road between Tsun
10 King Road and Yung Yi Road, Tai Po, (both bounds)".

11 Can I ask whether these minutes summarise the
12 proposal set out in the report, because we have not been
13 given the report, so we don't know what has been
14 proposed in the report itself. Can you confirm whether
15 the proposal set out in these few paragraphs are the
16 proposals advanced by the transport engineer of the
17 Transport Department?

18 MR TONY YAU: Yes.

19 MS MAGGIE WONG: It's noted, not simply from these minutes,
20 that you have taken -- the pattern is this. You will
21 review the survey 85th percentile speeds during off-peak
22 hours for light vehicles at the concerned road section.
23 That's stated at 4.2.1, paragraph (a). And the second
24 is you will review the accident rates in terms of
25 personal injury accidents per million vehicle-kilometre.

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1 That's in paragraph (b).

2 But if I may take you to the last sentence, in
3 particular the northbound section:

4 "... the accident rates for the northbound and
5 southbound of the northern section were 1.21 and 1.57
6 respectively, both of which were higher than the
7 territorial average accident rate (1.18 in 2016) for all
8 roads."

9 CHAIRMAN: Which were lower, not higher, isn't that right?

10 MS MAGGIE WONG: Higher.

11 CHAIRMAN: I'm sorry. You are reading from paragraph (b),
12 are you?

13 MS MAGGIE WONG: Yes, the last few lines.

14 CHAIRMAN: Thank you. I was reading higher up.

15 MS MAGGIE WONG: I'm sorry.

16 CHAIRMAN: No, that's my mistake. Thank you.

17 MS MAGGIE WONG: And we can see, based on (e), "considering
18 the above observed 85th percentile speeds and accident
19 rates", it was recommended lowering the speed limit at
20 both bounds of the subject road section to 50 km per
21 hour and retaining the speed limit of the remaining part
22 of the subject road section under review.

23 I believe, Mr Yau, you have stated in the last
24 hearing that one of the criteria is to consider the
25 accident rates, personal injury accident rates, as

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1 compared to the accident rate for the territory, and it
2 appears the statistic would clearly reveal, as noted
3 here, that the accident rates were higher than the
4 territory accident rates in 2016, 1.18.

5 I think we have established that you accepted that
6 there had been complaints from the district councillor
7 to the Transport Department about reviewing or reducing
8 the speed limit of the subject road section.

9 Now, in light of what we have seen, do you consider
10 that there might be a need to introduce a review
11 mechanism where the district councillor can appeal to
12 the working group if the traffic engineer refuses to
13 carry out the study of the subject road section?

14 MR TONY YAU: Yes. I --

15 MS MAGGIE WONG: Or refer to the working group?

16 MR TONY YAU: Yes, I agree with that. I think we need
17 a mechanism for the traffic engineers to reference
18 whether they can forward the demand from the public to
19 the working groups. So we will review the mechanism of
20 speed limit review, so to duly consider the public
21 opinion.

22 CHAIRMAN: How should that be done? If there is clearly
23 a need to have a mechanism by which you can review
24 a traffic engineer's decision, he being the recipient of
25 a request from a district council for a change of speed
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1 limit, how should that be done?

2 MR TONY YAU: I think we should first discuss the new
3 mechanism or proposals in the speed limit working group,
4 and then the proposer will then consult the district
5 council, to seek their comments.

6 CHAIRMAN: Thank you.

7 MS MAGGIE WONG: Mr Chairman, I'm going to move on to the
8 topic of illegal parking and the proof concept trial.

9 CHAIRMAN: Yes.

10 MS MAGGIE WONG: We have heard evidence from trade unions,
11 from Kowloon Motor Bus, from practically all franchised
12 bus operators, that there is illegal parking problem,
13 and this problem --

14 CHAIRMAN: Anybody with eyes would be able to see that.

15 MS MAGGIE WONG: Yes.

16 CHAIRMAN: So what is it specifically that is relevant for
17 us?

18 MS MAGGIE WONG: May I ask -- there is a letter from the
19 police dated 10 August 2018, in bundle MISC-1C, at
20 page 124-539. It mentioned there is a proof of concept
21 trial.

22 CHAIRMAN: Before we get buried in the detail, what is the
23 issue that we would benefit from having the evidence of
24 the Transport Department? What is the issue?

25 MS MAGGIE WONG: First of all, I think one of the issues
26

1 involved is -- it mentions there that they are going to
2 review the illegal parking problem by having CCTV
3 cameras installed at various parking or stopping places,
4 and because there are no details as to how this proof of
5 concept trial works, my question is whether it involves
6 video recognition of car plate numbers captured in the
7 video footage, and whether it would involve a system
8 where it involves the computer detecting, for example,
9 if a car parked at a specific location and in
10 a stationary position or no change of shape, and being
11 observed for a few minutes and didn't move, how would
12 that trigger the Transport Department or the police to
13 carry out enforcement action?

14 CHAIRMAN: Well, the Transport Department are not involved
15 in carrying out enforcement of illegal parking, are
16 they? That's a matter for the police.

17 MS MAGGIE WONG: That's a matter for the police.

18 CHAIRMAN: The Transport Department's interest, no doubt,
19 would be with illegal parking generally, because it
20 affects congestion, but more specifically illegal
21 stopping in bus stops is an issue that concerns this
22 committee.

23 MS MAGGIE WONG: Yes. Maybe, because we don't have any
24 information about this proof of concept trial, except
25 what's stated in the letter from the police, may
26

1 I confirm the study involves the matters that I have
2 identified is to use a CCTV camera and to observe the
3 vehicle for a certain period.

4 CHAIRMAN: What is your question then for the Transport
5 Department?

6 MS MAGGIE WONG: Whether you know much about this proof of
7 concept trial and your involvement in this proof of
8 concept trial and --

9 CHAIRMAN: Well, one question at a time. Let's try those
10 two questions first.

11 MS MABLE CHAN: Thank you, Chairman. Thank you for
12 Ms Wong's question.

13 The Transport Department is not involved in this
14 feasibility study of proof of concept trial.

15 As regards the question about whether any CCTV is
16 adopted or how the video images are to be captured and
17 to facilitate enforcement, we regret that because we are
18 not involved, we cannot shed any light in that regard.

19 But just a remark that I may make is that we would
20 welcome any pilot study or proof of concept feasibility
21 study that may help to promote or enhance the use of
22 technology for traffic enforcement matters that fall
23 under the prerogative of the police.

24 Thank you.

25 CHAIRMAN: Yes.

26

1 MS MAGGIE WONG: And the final question I would like to ask
2 is the suggestion put forth by Mr Julian Kwong on
3 whether it is possible to have a protocol in which even
4 though technically the legal speed limit is, for
5 example, 70km per hour, but the bus company can, on its
6 own, provide guidelines for the drivers in respect of
7 certain road conditions to drive at a safer speed or
8 a lower speed, and that there be a monitoring mechanism
9 to ensure that the exact speed would not exceed the
10 protocol that they set. For example, if they find that
11 a particular section of the road is dangerous, and
12 instead the legal speed limit of 50, they could
13 self-impose a lower speed limit, and then the Transport
14 Department could take up a more active role in
15 monitoring the compliance of this.

16 This is what Julian Kwong suggested in his evidence.

17 May I know if your department would support that
18 position or recommendation?

19 MS MABLE CHAN: Thank you, Chairman. We note the remark and
20 suggestion from Mr Julian Kwong, and I also follow the
21 oral evidence provided by KMB about their previous
22 proposal or idea of issuing some guidelines to caution
23 or remind bus captains on some particular road sections
24 that may merit the imposition of a lower speed in their
25 driving.

26

1 But I think, as Mr Tony Yau has been giving the oral
2 evidence in response to Ms Wong, I think from the
3 Transport Department's point of view we will attach
4 great importance to the study that we have just
5 commenced, in particular in regard to the imposition of
6 low speed limit zone, with adoption of calming measures,
7 I think that is a more fundamental issue that we should
8 pursue.

9 As to whether or not the bus companies will continue
10 to pursue and explore the possibility of issuing
11 guidelines, I think the use of the two-stage speed
12 limiter with retarder will actually do a great step in
13 helping the drivers to adapt to the two statutory speed
14 limits currently practised in Hong Kong's regime.

15 So I think the use of technology is an important
16 area that we should pursue. Whether or not the
17 guidelines could help, I think this is an area we can
18 certainly take an open-minded approach, to further
19 discuss with the bus operators.

20 Thank you.

21 MS MAGGIE WONG: Lastly, we have heard a lot during the
22 course of this hearing about the use of mandatory bus
23 lane, as in Singapore --

24 CHAIRMAN: Before you leave this topic -- forgive me for
25 interrupting -- there's a matter that I'd like to draw
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1 to your attention. It is to be found in Mr Weston's
2 report, which is to be found in EXP-1, and it is at
3 page 142, paragraph 6.4.

4 It is this. In London, as Mr Weston says here:

5 "As part of the framework agreement operators are
6 required to produce a route risk assessment for each
7 route it operates. The aim of this RRA is to identify
8 potential risks along a route, for example a difficult
9 junction or the presence of a school which might
10 generate a lot of pedestrian movement at certain times
11 of the day. Drivers allocated to that route would be
12 expected to be familiar with [what should be RRA,
13 I think."

14 Now, in Hong Kong, do we have any system where the
15 franchised bus operators are required to produce
16 a similar assessment?

17 MS MABLE CHAN: Chairman, at present, there is no such
18 systematic route risk assessment mechanism, though
19 I would like to point out that in our regular liaison
20 with the bus operators, it also comes to our knowledge
21 that certain routes actually warrant specific care and
22 particular measures to ensure that the driver will pay
23 attention to the road environment and pedestrian
24 movement.

25 May I quote an example to illustrate? That is a bus
26

1 route near Sha Tin district, Shui Chuen O housing
2 development. The road environment and the gradient for
3 that road from the Shui Chuen O Estate to the main road
4 may cause some risk concerns, and that has led the
5 Transport Department and the bus operator to impose
6 a mandatory bus stop along the road section, so that
7 that will ensure that the bus captains, irrespective of
8 whether or not there are passengers waiting in the bus
9 stop, they will have to -- there is a requirement for
10 them to mandatorily stop in the bus stop, as
11 a mitigation measure, to enhance road safety.

12 So I think any systematic assessment of routes will
13 certainly help to consolidate our existing practice and
14 discussions with the bus operators to ensure road safety
15 in respect of routes.

16 Thank you, Chairman.

17 CHAIRMAN: Obviously, the Transport for London mechanism is
18 more formalised, because the route risk assessment has
19 to be done by the bus operator and then communicated to
20 Transport for London. That ensures that the information
21 is available to both parties, which might result in what
22 you've just described in Sha Tin.

23 Is there merit in having such a requirement in
24 Hong Kong; for example, in the forward planning
25 programme, perhaps, bus safety, or somewhere else?

26

1 MS MABLE CHAN: Chairman, I think we can certainly look at
2 that and consider that, because in the safety chapter,
3 depending on the circumstances of the operational needs
4 of certain bus operators, the analysis of the causes of
5 the accidents sometimes will also point towards a higher
6 accident rate in certain routes.

7 So I think the idea of having a sort of more
8 systematic route risk assessment exercise could
9 certainly help in that regard. We can certainly explore
10 that with the bus operators. A possible area will be in
11 the context of the safety chapter.

12 Thank you, Chairman.

13 CHAIRMAN: We have received evidence addressing the issue of
14 29 sharp bends that were identified internally with KMB
15 at some stage, when recommendations were formulated and
16 they were about to be, it seems, published to the bus
17 drivers, but then it appears not given to them.

18 Was the Transport Department made aware by KMB of
19 its, if you like, risk route assessment, 29 sharp bends
20 where your speeds should be lower than the speed limit?

21 MS MABLE CHAN: Chairman, based on our best knowledge, the
22 Transport Department was not aware of that internal
23 arrangement regarding those 29 bends.

24 Thank you.

25 CHAIRMAN: That kind of no doubt exhaustive work that KMB
26

1 spent on that project, is that not something that it
2 would be useful for you to know about in the Transport
3 Department?

4 MS MABLE CHAN: That would certainly be useful for us to
5 know about and to explore any further idea of having
6 a more systematic risk assessment in respect of routes.

7 Thank you.

8 CHAIRMAN: Thank you.

9 Yes, Ms Wong.

10 MS MAGGIE WONG: May I ask a follow-up question on the
11 systematic risk assessment of certain routes at specific
12 locations, and if the Transport Department, seized of
13 these materials, discovered that there are certain
14 merits in certain road sections which require lowering
15 of speed limits, how would that matter be dealt with?
16 Would that be referred to the Working Group on Speed
17 Limit Review, or would that be referred to the standing
18 committee or Working Group on Enhancement of Bus Safety?

19 MS MABLE CHAN: I think it may not be appropriate for me to
20 respond direct to this question. I think, as
21 I responded to the chairman's suggestion and idea, we
22 will go back and certainly look at how this route risk
23 assessment exercise can be made more systematic and we
24 will take it from there.

25 Thank you.

26

1 MS MAGGIE WONG: The last topic is on -- I would like your
2 views, because we have heard some evidence about the
3 system used in Singapore, about the Mandatory Give Way
4 to Buses scheme, and also the bus priority lane that was
5 imposed by the Land Transport Authority in Singapore.

6 If I may refer you to bundle SEC-2, at page 832.
7 The paper actually starts at page 822. It's a research
8 information note on "Franchised bus services in Seoul
9 and Singapore".

10 If we go to 832, paragraph 3.15, one of them is the
11 "Provision of ... Give Way to Buses scheme". So the
12 idea is:

13 "When nearing a bus stop under the scheme, motorists
14 will first see triangular give way markings on the road.
15 These markings indicate that motorists approaching these
16 bus stops need to slow down and watch out for buses
17 pulling out of the bus bay."

18 And there will be signs or road markings like "Give
19 Way to Buses", and there will be a penalty if someone
20 violates this.

21 First of all, would the Transport Department
22 consider this Mandatory Give Way to Buses scheme?

23 MS MABLE CHAN: First of all, may I invite Mr Tony Yau to
24 give his observation from the road safety angle. In any
25 event, this idea or measure can be further looked into
26

1 in the Working Group on Enhancement of Bus Safety as one
2 of the road enhancement measures that may be possible
3 for improvement of bus safety, but may I invite Mr Yau
4 to make some observation from the road safety angle?

5 CHAIRMAN: Yes.

6 MR TONY YAU: Thank you, Chairman.

7 The concept they are proposing in Singapore is using
8 a mandatory give way road marking. This is a regulatory
9 marking, it's mandatory. That means the vehicles, when
10 they travel to the traffic lane next to the bus lay-by,
11 all the vehicles have to stop, no matter whether there
12 is a bus leaving the bus lay-by.

13 So I think we need to study whether this is suitable
14 in Hong Kong because --

15 CHAIRMAN: This is not a proposal in Singapore. This is
16 a system they've got, is it not?

17 MR TONY YAU: It has been implemented in Singapore.

18 CHAIRMAN: Yes. You said "proposed".

19 MR TONY YAU: Sorry.

20 So we need to study whether it is suitable in
21 Hong Kong, because that means, with that mandatory road
22 marking, all the vehicles, the main traffic have to be
23 stopped, so we worry about maybe the rear-end collision,
24 whether the chance will be increased.

25 But the concept --

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1 CHAIRMAN: Rear-end collision caused by what? Not noticing
2 that a bus has stopped?

3 MR TONY YAU: Because the main traffic, the vehicles have to
4 be stopped, maybe suddenly -- they have to --

5 CHAIRMAN: There are two kinds of bus stops, aren't there,
6 one where the bus pulls off the road, and the other
7 where it's in the road lane; right?

8 MR TONY YAU: Yes. Can we show the photos?

9 MS MAGGIE WONG: Page 833.

10 MR TONY YAU: As shown in the photos, there's a triangle
11 "Bus".

12 CHAIRMAN: Yes. That's a bus stop that's off the road, is
13 it not?

14 MR TONY YAU: Yes. You can see a lay-by, it's a bus stop.

15 CHAIRMAN: Yes.

16 MR TONY YAU: And it shows a yellow background with
17 an arrow.

18 CHAIRMAN: That's the bus has priority to get back onto the
19 road.

20 MR TONY YAU: Yes. That means all the vehicles have to stop
21 in front of that yellow road marking.

22 CHAIRMAN: What, to leave a gap for the bus?

23 MR TONY YAU: Yes.

24 CHAIRMAN: But if there's no other vehicle in front, does
25 the vehicle have to stop?

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1 MR TONY YAU: But maybe the vehicle behind the stopping
2 vehicle may not stop promptly.

3 CHAIRMAN: Aren't you supposed to look at where the vehicle
4 in front of you is, whether or not it's stopped moving
5 or slowing down? Isn't that the primary duty of a
6 driver of any vehicle?

7 MR TONY YAU: Right. Yes. So we need to study whether the
8 motorists in Hong Kong -- it's suitable in Hong Kong
9 but --

10 CHAIRMAN: What, you think it's too complicated for people
11 in Hong Kong; they can do this in Singapore but our
12 drivers couldn't handle this?

13 MR TONY YAU: This is an area we need to study. But the
14 concept of using traffic aids, that means traffic signs
15 or road markings to assist a bus leaving is good. We
16 can refer --

17 CHAIRMAN: But do you accept this as a proposition, that it
18 makes socially to give priority to a vehicle with 135
19 passengers on board over and above a vehicle with
20 a chauffeur and a boss sitting in the back? Doesn't
21 that make social sense?

22 MR TONY YAU: Yes, I agree.

23 MS MAGGIE WONG: And related to this scheme is also the bus
24 lane scheme. We can see how it works at page 831.

25 In short, the system requires little intervention by
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1 driver, as the video installed in the bus will
2 continuously monitor the road in front of the bus, so
3 that the video camera would catch those motorists
4 infringing bus lanes. And we can see at page 832 the
5 photograph showing the video camera, and anyone, any
6 motorist, violating this infringing bus lane will be
7 penalised with a fine.

8 So this is related to the Mandatory Give Way to
9 Buses scheme. Would you also consider this in your
10 Working Group on Enhancement of Bus Safety?

11 MS MABLE CHAN: Chairman, we will take that into account
12 when we explore and consider the idea of Mandatory Give
13 Way to Buses scheme in the working group.

14 I would also like to add that, as the chairman has
15 also pointed out, any particular measure to give
16 priority to buses, in particular when they pull out of
17 the bus stop, will make sense. The issue that we will
18 have to look carefully into is that in Hong Kong is a
19 very congested environment where the bus stops may be
20 perhaps provided along the street, where there may only
21 be two lanes, and there is high traffic flow. We need
22 to be careful to look into whether this mandatory scheme
23 can really help, in all circumstances, and if not, the
24 fundamental question is whether or not that bus lay-by
25 or bus stop is suitable to be placed on that road

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1 section.

2 Very often, we have been receiving requests for
3 placing more bus stops along busy and congested roads,
4 but with the increasing public expectation on importance
5 to bus safety and priority to be given to buses, we have
6 to strike a balance in this regard.

7 In any event, we will look into that seriously in
8 our standing working group forum.

9 Thank you.

10 MS MAGGIE WONG: Thank you.

11 Mr Chairman, I have completed the questioning,
12 unless the committee would like me to touch on other
13 subjects.

14 CHAIRMAN: Yes.

15 We have received information in the Chief
16 Executive's policy address about a statement in relation
17 to seat belts being retrofitted on buses. And, as
18 I understand it, there was a statement made by the
19 Secretary for Transport and Housing on some of the
20 details of what appears to be a subsidy. Perhaps you
21 could explore that.

22 Do you have the two matters, that is the policy
23 address excerpt, I think it's all of four lines, and
24 then the statement of the secretary?

25 MS MAGGIE WONG: Mr Chairman, I have the policy address.

26

1 I need to dig up the statement by the Chief Executive on
2 the exact amount.

3 CHAIRMAN: Why don't we take a five-minute break. If you've
4 finished, then we are going to review what other
5 questions we have, and then we can finish the oral
6 evidence in short compass.

7 But let's take until 4 o'clock. Thank you.

8 (3.54 pm)

9 (A short adjournment)

10 (4.04 pm)

11 CHAIRMAN: Yes, Ms Wong.

12 MS MAGGIE WONG: Thank you for the time.

13 Mr Chairman, we have retrieved the Chief Executive's
14 2018 policy address and her statement afterwards as to
15 the amount that would be subsidised by the government in
16 retrofitting existing buses with appropriate safety
17 devices and retrofitting all seats on the upper deck of
18 some buses with seat belts.

19 The relevant paragraphs can be shown on the screen:

20 "Secretary for Transport and Housing announced at
21 the press conference" --

22 CHAIRMAN: Can't we deal with the Chief Executive's policy
23 address first?

24 MS MAGGIE WONG: Yes. The Chief Executive's 2018 policy
25 address at paragraph 264. It stated there:

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1 "To further enhance the operational safety of
2 franchised buses, the government will subsidise
3 franchised bus operators in retrofitting existing buses
4 with appropriate safety device, including retrofitting
5 all seats on the upper deck of some buses with seat
6 belts."

7 And following on that policy address, if we can go
8 to the statement by the Secretary for Transport and
9 Housing at the press conference on the Chief Executive's
10 policy address. It is stated on the screen -- we have
11 extracted the Chinese and the English translation, and
12 if I may read into the record:

13 "With a view to further enhancing the operational
14 safety of the franchised buses, we propose to subsidise
15 the franchised bus operators for retrofitting of three
16 safety devices on appropriate existing buses, including
17 the electronic stability control system, speed limiters
18 with retardation function, and seat belts for all seats
19 on the upper deck of long-haul buses running on
20 expressways with fewer stops. We will be funding
21 80 per cent of the relevant cost, involving about
22 \$500 million. For the remaining cost as well as the
23 subsequent maintenance and repair works, they will be
24 borne by the franchised bus operators."

25 CHAIRMAN: Yes.

26

1 MS MAGGIE WONG: Would Ms Chan be able to explain perhaps,
2 first of all, when this government subsidy would be
3 implemented in terms of these safety devices?

4 MS MABLE CHAN: Yes. First of all, for the committee's
5 reference, the installation of safety devices, including
6 electronic stability control, the retarder on speed
7 limits, and seat belts, arise from the deliberations at
8 the Working Group on Enhancement of Franchised Bus
9 Safety. The installation will be subject to detailed
10 technical and operational assessment by the bus
11 operators.

12 So, as mentioned in the Chief Executive's policy
13 address and in the statement delivered by the Secretary
14 for Transport and Housing, the government has planned to
15 reserve a total involving about 500 million, to provide
16 funding or financial incentive to facilitate the bus
17 operators to install the various devices.

18 In particular for the seat belts, as we mentioned
19 and responded in giving our oral evidence in previous
20 hearing sessions, the installation of seat belts will
21 particularly have to undergo a detailed assessment,
22 including operational, technical and financial
23 feasibility assessment. So --

24 CHAIRMAN: Will it have to undergo a cost/benefit analysis
25 or not?

26

1 MS MABLE CHAN: Yes, Chairman.

2 So the seat belt will undergo a cost/benefit
3 analysis, covering technical, operational and financial
4 feasibility.

5 As regards the ESC and the retarder, as reflected in
6 our deliberations of the working group, various bus
7 operators have already been giving thought to installing
8 or retrofitting these two devices on their existing
9 buses. So, again, the money will be made available and
10 on a matching basis, as an incentive to enable the bus
11 operators to achieve early installation of the safety
12 devices.

13 So, in short, the policy address initiative is
14 actually a positive step in responding to the findings
15 and recommendations in the working group, which we have
16 submitted to the committee for your consideration.

17 Thank you.

18 MS MAGGIE WONG: Is there a timetable for installation of
19 these safety devices? Has that been discussed?

20 MS MABLE CHAN: Taking into account the preliminary
21 assessment of the bus operators during the discussions
22 of the working group, the money would be set aside and
23 provided for a six-year horizon from 2019/2020 to
24 2024/2025. Again, I would like to emphasise that the
25 installation of the seat belts will undergo
26

1 a cost/benefit analysis.

2 Thank you.

3 MS MAGGIE WONG: It made reference --

4 CHAIRMAN: Forgive me for interrupting. This is
5 a conditional statement made by both the Chief Executive
6 and the Secretary for Transport and Housing, and the
7 effect of it is this, as I understand it: subject to
8 a cost/benefit analysis -- let's just take seat belts --
9 the government is prepared to make a subsidy in the
10 formula that is articulated in the statement, but it's
11 conditional?

12 MS MABLE CHAN: Yes, Chairman.

13 Chairman, can I elaborate on that?

14 CHAIRMAN: Please do.

15 MS MABLE CHAN: This is an attempt by the government to
16 provide and set aside the money as stated in the policy
17 address and also in the secretary's statement for
18 providing the funding.

19 For internal estimate and provision of money, we
20 have said that the funding is to be provided on
21 a six-year horizon, and that has also taken into account
22 the initial guesstimate as provided by the bus
23 operators, taking into account the possible timing for
24 retrofitting.

25 In the statement as mentioned in the policy

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1 address -- may I refer to the policy address paragraph?

2 CHAIRMAN: Yes. Can we put that on the screen?

3 MS MABLE CHAN: The phrase, the last part of the sentence,
4 "including retrofitting all seats on the upper deck of
5 some buses with seat belts", this actually reflects what
6 we have been explaining and elaborating to this
7 committee on the working group's deliberation that it is
8 our recommendation in the working group that
9 a cost/benefit analysis of retrofitting all seats on the
10 upper deck of some buses, ie including long-haul buses
11 with fewer bus stops, to be installed with seat belts,
12 to be further looked into.

13 Thank you.

14 CHAIRMAN: I think the phrase you missed out there was "on
15 expressways". These are the various caveats.

16 MS MABLE CHAN: Yes.

17 CHAIRMAN: Long-haul buses, one; running on expressways,
18 two; with fewer stops, three.

19 MS MABLE CHAN: Yes. Thank you, Chairman.

20 CHAIRMAN: May I ask that the transcript for Day 20, which
21 is 6 October, be put up on the screen, page 73. I want
22 to take you, Ms Chan, to line 24. This is an answer
23 that you were giving on this very issue. You said this:

24 "Given the retrofitting of the existing buses for
25 seat belts appears to be not cost-effective at the
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1 present moment, and it involves a number of
2 considerations, obviously, should there be any decision
3 to make it a mandatory or statutory requirement for all
4 existing buses to be installed with seat belts, in
5 particular on the upper deck, we would have to look into
6 seriously on how much marginal benefit we can achieve as
7 compared with the cost and the technical considerations.

8 So, in short, to answer your question, I agree with
9 the expert advice that if we want to go forward with
10 a mandatory requirement, we have to go through some
11 cost/benefit analysis or impact assessment."

12 Although that narrow quote relates to the issue of
13 being made mandatory, are we to understand that
14 a cost/benefit analysis it to be applied to the
15 subsidising of retrofitting of any seat belt analysis,
16 that that will be the first exercise to see if the
17 cost/benefit analysis delivers a positive result?

18 MS MABLE CHAN: Yes, Chairman.

19 CHAIRMAN: Thank you.

20 MS MABLE CHAN: Thank you.

21 CHAIRMAN: Yes, Ms Wong.

22 MS MAGGIE WONG: I think Ms Chan has addressed my initial
23 question on this topic, on cost/benefit analysis, so
24 I will have no further questions.

25 CHAIRMAN: Thank you.

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1 MS MAGGIE WONG: Thank you.

2 Questioning by THE COMMITTEE

3 MEMBER AUYEUNG: Thank you, Chairman. I just have one
4 question, going back to Ms Chan.

5 During one of the previous hearings, you did mention
6 about safety is a shared responsibility among all your
7 units, and at the same time, from our expert
8 recommendation, there has been a recommendation that
9 there should be someone or a unit being responsible for
10 safety alone.

11 So I just want to hear your opinion again, after all
12 this expert opinion: in your mind, are you currently
13 happy with safety being shared by all your units, or
14 should there be a particular individual or unit being
15 responsible for safety only? Thank you.

16 MS MABLE CHAN: Thank you for this question, a very good
17 question.

18 I think I have, in my previous evidence given to
19 this committee, provided facts about the current
20 division of responsibility amongst various units in the
21 Transport Department. I think the current establishment
22 serves well in enabling that the policy unit overseeing
23 the bus and railway services continues to exercise their
24 policy oversight on the provision of franchised bus
25 services.

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1 On the other hand, we have the Road Safety and
2 Standards Unit, overseeing the general road safety, also
3 including a focus on bus safety.

4 On the other hand, we have the Vehicle Safety and
5 Standards Division, responsible for ensuring the
6 compliance of the bus operators in the provision of safe
7 buses according to statutory provisions.

8 But I would also like to add that with the quick
9 development of technology and with the increasing
10 expectations on public bus safety, we actually see the
11 merit of having, apart from the three units that
12 I mentioned, two dedicated units to pursue some of other
13 recommendations amongst others. The two dedicated units
14 are, one, set up of the transport technology unit, to
15 take heed of the latest developments of transport
16 technology, including the adoption of technology and
17 safety devices to promote bus safety. On the other
18 hand, we also propose to set up a dedicated unit to take
19 up the issue of road safety audit, and the road safety
20 audit will not only focus on the enhancement of the road
21 safety system, but to introduce a particular and
22 additional system to audit what we are now doing under
23 the road safety management system.

24 We think that with this enhancement and introduction
25 of a road safety audit division, it will help us to take
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1 us a big step forward, in taking into account any public
2 request for review of road environment and other
3 improvement measures to improve road safety and public
4 bus safety, and it also helps to advocate and promote
5 an establishment of accreditations for auditors to audit
6 and check all our roads in Hong Kong.

7 So all the issues, a number of issues that the
8 senior counsel has just mentioned about imposition of
9 low speed limit zones, road safety features, will all be
10 taken into account to ensure there is check and balance
11 within the department, and with these extra and
12 dedicated resources we hope that we will have a more
13 holistic approach to drive public transport safety.

14 Thank you.

15 CHAIRMAN: Thank you.

16 MS MABLE CHAN: Thank you, Chairman.

17 MEMBER LO: Commissioner, I just have a follow-up question
18 on that. Will this audit team look into a more
19 systematic, regular basis to look at accident statistics
20 with the objective of coming up with rectification
21 measures on a regular basis, so things are being looked
22 at regularly and rigorously over time?

23 MS MABLE CHAN: This is exactly what I want to do. Thank
24 you.

25 MEMBER LO: A follow-up question is, what about those
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1 cost/benefit analyses? Will they also be conducted in
2 this particular unit, for example in the case of safety
3 belts, will they be looked at by this particular team,
4 look into the detail of the cost/benefit analysis?

5 MS MABLE CHAN: No. The cost/benefit analysis of the
6 installation of safety on-board vehicle devices,
7 including seat belts, will be looked into under the
8 context of the Working Group on Enhancement of Bus
9 Safety.

10 MEMBER LO: So there are three parties, right: the working
11 group, audit team, and technology team? So how would
12 they work together as a coherent unit?

13 MS MABLE CHAN: The working group is a standing forum, to be
14 led currently by a deputy commissioner, with the
15 participation of representatives from the bus operators
16 and bus manufacturers. It is a forum for us to meet
17 with the bus operators and bus manufacturers.

18 The various units or newly set up teams will no
19 doubt provide their support and input and analysis to
20 the working group. So the working group can take into
21 account the advice and input from these subgroups, but
22 of course the road safety audit and the transport
23 technology unit, they have very specific and dedicated
24 scopes of responsibilities under the areas that I have
25 just described.

26

1 Thank you.

2 CHAIRMAN: Who, in this standing or permanent working group
3 forum, is actually going to do the cost/benefit analysis
4 in respect of the retrofitting of seat belts on some
5 existing buses, with the caveats that have been entered
6 in the Secretary for Transport and Housing Bureau's
7 statement?

8 MS MABLE CHAN: Chairman, thank you.

9 We would certainly have to put forward some thoughts
10 on the scope and factors to be taken into account in
11 a cost/benefit analysis, and then we will provide papers
12 and agenda items to put up our thoughts for discussion
13 with the bus manufacturers and operators, and we will
14 expect them to provide critical and detailed assessment
15 according to the parameters and the factors that we set.

16 So that will provide a basis for us to take forward
17 a cost/benefit analysis. So, at the end of the day, any
18 recommendation on the provision or the dishing out of
19 the subsidy will depend on the completion of the
20 cost/benefit analysis with the submissions from the bus
21 operators.

22 CHAIRMAN: The three members that you have identified so far
23 as being members are the bus manufacturers, the
24 Transport Department and the franchised bus operators.

25 I think, when Mr YK Chan was giving evidence, he said he
26

1 would welcome participation by members of the Road
2 Safety Council. Do you have in mind any further
3 expansion of this permanent working group forum on
4 standards of bus safety?

5 MS MABLE CHAN: I note the evidence provided by Mr Chan
6 about the possible consideration to be given to
7 expanding the membership by including some independent
8 members, say for example from the Road Safety Council.

9 Another possible area -- it may not be an additional
10 member but I think certainly we need to look at some
11 professional and academic leaders on transport and
12 transport technology.

13 Thank you.

14 CHAIRMAN: Do you consider it likely that to do
15 a cost/benefit analysis of this kind on the retrofitting
16 of seat belts to existing buses, in the circumstances
17 that we have defined, that it would be necessary to get
18 consultants, independent consultants, to perform the
19 analysis?

20 MS MABLE CHAN: Chairman, on cost/benefit analysis, it is
21 already apparent from the initial feedback received at
22 the working group about the possible costs, including
23 the operational implications, the financial cost --
24 I think the important part is to identify and analyse
25 the benefit, if so, generated from the installation of
26

1 seat belts. We can certainly look into engaging some
2 independent professional to look into that, but we are
3 mindful of the time consideration involved to engage
4 an independent consultant, but apart from that, we can
5 certainly give thought to how to engage sort of
6 an independent expert advice, from that angle.

7 I also wish to point out that during the course of
8 the hearings, we are actually very grateful to have the
9 opportunity to look into detail about the expert
10 submissions. In parallel, we have been also getting in
11 touch with the overseas transport authorities, including
12 of course Transport for London. I personally met him
13 two weeks ago --

14 CHAIRMAN: That is the commissioner?

15 MS MABLE CHAN: The commissioner. And also, we have
16 actually made arrangement for two of my staff to have
17 a short-term attachment to Transport for London, and
18 this will also provide us a forum and opportunity for us
19 to learn a bit more and see whether any independent
20 expert advice or service could be further engaged to
21 help us with the cost/benefit analysis.

22 Thank you.

23 CHAIRMAN: Moving to another topic, expert bundle 1,
24 page 90. This is Prof Stanley's report, where he makes
25 a specific recommendation, and I'd like to draw your
26

1 attention to it.

2 It is this, that he has recommended that there be,
3 if you like, greater emphasis on training and in
4 particular the control of training by the Transport
5 Department, and that there should be stipulated training
6 courses/modules.

7 We see, from the practice note, that some of those
8 matters are addressed, but there's one specific matter,
9 in the last three lines of the third paragraph on that
10 page, he recommends this:

11 "The training framework that is developed needs to
12 include a specific component on fatigue management,
13 which could form part of an occupational health and
14 safety module and should extend to supervisors."

15 There is no specific reference to that material in
16 the practice note, is there? That's the first question.

17 MS MABLE CHAN: No in specific terms.

18 CHAIRMAN: So the question then would be this, in general
19 terms. Given that we have had issues and concerns, and
20 they have been expressed in evidence to this committee,
21 about fatigue, in part, for example, resulting from very
22 long working hours -- 14-hour day, 11 hours driving, to
23 be I think 10 hours driving, but very long days, so
24 fatigue is an issue for us -- is this something that
25 ought to be considered to be included specifically in
26

1 the training structure?

2 MS MABLE CHAN: Chairman, my team has actually given serious
3 thought to that. No, there is no specific reference in
4 the practice note at the present moment. Occupational
5 health and safety, however, forms one of the modules for
6 induction and refresher courses. Fatigue management can
7 sit well in that module, and we are ready and prepared
8 to discuss with the franchised bus operators to include
9 the element of fatigue management in conducting their
10 refresher course under the practice notes, under the
11 module of occupational health and safety. That can be
12 done.

13 Thank you, Chairman.

14 CHAIRMAN: Ms Wong, are there any questions that you wish to
15 ask arising from the questions that the members have
16 asked?

17 MS MAGGIE WONG: No, thank you, Mr Chairman.

18 CHAIRMAN: Ms Chan and your colleagues, we thank you for
19 assisting us yet again on a long day.

20 This, we anticipate, brings to an end our oral
21 evidence sessions. We thank you very much for your
22 written submissions, but in particular your assistance
23 in giving us answers to the many questions we've
24 peppered you with, and we thank you for that.

25 Closing statement by MS MABLE CHAN

26

1 MS MABLE CHAN: Chairman, on behalf of my department, I also
2 want to set for the record in my oral evidence that down
3 from my heart, the Transport Department, me and my team,
4 are very grateful for the untiring efforts of the
5 chairman and members of the committee and for the
6 comprehensiveness in seeking evidence from various
7 stakeholder and parties and in particular from seeking
8 expert submissions from overseas experts.

9 In this regard, we think, yes, we agree, it is
10 a very tough and robust process, but on the other hand
11 we find it very fruitful and valuable. I think we also
12 look forward to receiving candid advice and
13 recommendations from the independent committee, and
14 I also wish to assure the committee that, as I mentioned
15 in response to the chairman's last few questions, that
16 the working group will be turned into a permanent
17 set-up, and we will use that forum to discuss with our
18 stakeholders on various proposals. This is an ongoing
19 exercise and it is not just a six-month task.

20 On that particular respect, we have also indicated
21 in this committee that one of the very tasks is to look
22 into the introduction of a more sophisticated safety
23 performance index, which -- whether or not it can form
24 the basis for us to assess the performance and monitor
25 the performance of bus operators pursuant to the public
26

1 services ordinances.

2 Another area that I have just responded to members'
3 questions is the road safety audit and also the review
4 of the speed limit. That is also an area that my
5 department will take note and we will learn a bit more
6 from the overseas relevant transport authorities, in
7 order to take it forward.

8 Last of all, we wish to emphasise that we are
9 equally concerned about the welfare of bus captains.
10 Apart from the hardware of the buses and other on-bus
11 safety devices, we think that we cannot afford to not
12 pay attention to the welfare of the bus captains, and as
13 my colleague on my right has given evidence this
14 morning, we have agreed that we will factor in the
15 requirement of ancillary facilities in the early
16 planning stage in the planning of new transport
17 interchanges and bus stops. This is an area that we
18 will work even harder to advocate and promote the
19 welfare of the bus captains.

20 Lastly, let me express our thanks again for the
21 chairman's effort and also for your questions in helping
22 us to give this matter very serious consideration. Let
23 me just stress that safety is of utmost importance and
24 the Transport Department will spare no effort in
25 advocating it further and in promoting it further.

26

1 Thank you, Chairman.

2 CHAIRMAN: Thank you. In those circumstances, these
3 proceedings are at a close. Thank you.

4 (4.36 pm)

5 (The hearing concluded)

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1 2018年10月16日

2 上午10時20分恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
4 立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 羅康錦教授，香港專營巴士服務獨立檢討委員會委員

7 陳政龍大律師及黃佩琪大律師，由高露雲律師行委聘，代表香港專
8 營巴士服務獨立檢討委員會

9 陳英傑先生，副署長／公共運輸事務及管理（署理）（運輸署）

10 黃志光先生，助理署長／巴士及鐵路（運輸署）

11 謝善怡女士，首席運輸主任／巴士及鐵路 1（運輸署）

12 邱國鼎先生，總工程師／道路安全及標準研究（運輸署）

13 岑毅安先生，總機電工程師／車輛安全及標準（運輸署）

14 李美鳳女士，總運輸主任／特別職務（運輸署）

15

16 主席：（經傳譯員）陳先生，早晨，我哋知道運輸署署長而家喺其他嘅地方係忙緊，
17 咁我哋就等佢忙完佢嘅職務，可以嚟到同我哋一齊喇。首先要同大家道歉，今
18 朝都係遲咗開始，不過相信好多人今日都係經歷到交通上面嘅困難喇。咁好諷
19 刺，呢一個嘅檢討委員會就係要係講呢一樣嘢，咁羅教授今朝就係即係遇到困
20 難喇，咁我哋而家就請黃律師繼續。

21 黃女士：（經傳譯員）多謝，主席。而家想講一講啲休息嘅設施，因為車速限制方面
22 我係未講完嘅，不過因為呢個係政策嘅問題或者係等運輸署署長到達，然後先
23 再問呢一方面嘅問題喇。講到休息嘅設施，我想問啲一般嘅問題先，可唔可以
24 話畀我哋聽，喺你新嗰份嘅文件，係 10 月 3 號，2018 年呈交嘅文件，嗰度提
25 到 TD-1 (TD-5?)，1825 頁，1825 頁，TD-1 (TD-5?)。呢一份嘅文件喺附件
26 三嗰個嘅標題就係為車長提供呢一個休息嘅設施，就喺公共交通交匯處同埋巴
27 士總站嘅地方。咁請先睇第 13 段，喺第三行，第 13 段。呢度就提到話運輸署
28 成立一個嘅專責小組去監察喺交通交匯處、巴士站同埋總站提供或者係去改善
29 一啲公共運輸嘅附屬設施，咁自從 2017 年已咁做㗎喇，代表就有地政總署、政
30 府產業管理署、房署同埋一啲專營巴士公司都係獲邀嚟到去出席呢個專責小組
31 嚟去交換意見同埋去檢討下嗰一啲申請嘅進度。喺 2017 年呢一個嘅工作小組係
32 幾時成立嘅呢？

1 陳英傑先生：（經傳譯員）我想請黃先生係去回答呢個問題。

2 主席：（經傳譯員）冇問題。

3 黃志光先生：（經傳譯員）呢份文件就提到第一次嘅會議就係 12 月 21 號開嘅，咁
4 跟住 2018 年 8 月 27 號開過另外一次嘅會。

5 黃女士：（經傳譯員）咁呢個專責小組係喺 2017 年 12 月先至係成立嘅？

6 黃志光先生：（經傳譯員）係。

7 黃女士：（經傳譯員）咁可唔可以話畀我哋聽點解會成立呢個專責小組？

8 黃志光先生：（經傳譯員）係成立呢個專責小組，好似文件咁講喇，我哋係備悉到有
9 一啲嘅申請仲未處理到嘅，就係話係提供一啲嘅附屬嘅設施，咁係關乎其他部
10 門嗰啲係未批到嘅，咁就都用咗相當時間去處理呢啲嘅申請，我哋就希望加速
11 呢啲嘅申請嘅處理或者係評估，我哋就成立呢一個專責小組，就係由我哋主導
12 嘅，就同相關嘅部門同埋巴士專營公司坐埋一齊，我哋可以面對面咁樣討論
13 下，睇下點樣可以加快喇，有啲咩嘢問題喇，去審批呢啲嘅申請嘅時候。

14 黃女士：（經傳譯員）咁呢個專責小組係咪打算係一個常設嘅委員會，抑或係一個只
15 係專責短暫成立嘅委員會？

16 黃志光先生：（經傳譯員）我哋嘅目標係持續咁樣開會嘅，直至到所有嘅申請，特別
17 係嗰啲比較複雜嘅個案完成為止。咁我再補充，講到呢啲附屬嘅設施，我哋係
18 講，除咗去處理呢啲嘅申請之外，我哋亦都係同相關部門商討，即係呢個係應巴
19 士公司嘅要求喇，點樣去改善呢啲設施嘅設計同埋嗰個嘅大細，特別係休息室
20 方面，因為運輸署就係唔係專責嚟到去批准呢啲設施嘅大細嘅，咁為咗改善個
21 個嘅效率，我哋希望地政總署就可以研究下可唔可以畀運輸署嚟到係去審批。

22 主席：（經傳譯員）你嗰個簡稱“GPA”係咩嘢意思？

23 黃志光先生：（經傳譯員）就係政府產業管理署。

24 黃女士：（經傳譯員）多謝，黃先生。你提到運輸署嚟審批呢啲嘅休息亭嗰個嘅限
25 制。喺你嘅文件第 10 段你提到，你就話嗰度有四個嘅地點，專營巴士公司係可
26 以提出申請，嚟到興建佢哋嘅設施，第一個就係運輸署係根據《土地（雜項）
27 條例》，但係運輸署嚟通過呢啲嘅附屬設施嘅時候，佢嗰個嘅面積係不能夠大過
28 4.62 平方米同埋呢一個 7.09 嘅平方米，4 個就係嗰個嘅基座喇，個地--而
29 係 7.09 就係個上蓋喇，咁呢個第一個情況。第二個就係如果嗰個嘅面積係大過
30 指定嘅範圍，佢哋就要直接向地政總署申請嘅。第三就係一啲公共交通交匯
31 處，咁就係由財政司司長法人團體嚟到去負責，咁所以專營巴士公司就係要向
32 政府產業署嗰度係提出申請嘅。咁第四就係如果係個巴士總站或者係公共交
33 通交匯處如果係喺房署嘅範圍，咁呢啲專營巴士公司就要直接咁樣向房署嚟到去
34 申請，等佢哋審批嘅，有四個嘅唔同情況。我想問一問，呢四個部門有冇考慮

1 過係合作或者係成立一個專責小組，咁樣當呢啲專營巴士公司遞交申請嘅時
2 候，可以有一個統一嘅渠道或者平台去達成呢個目標，而唔需要係喺唔同嘅地
3 方做嘅？

4 黃志光先生：（經傳譯員）基本上，專營巴士公司係必須向相關嘅部門係直接遞交申
5 請嘅，咁但係喺某一啲嘅情況下，譬如話係呢個政府產業署。即係我想解釋一
6 下，即係公共交通交匯處就係由 FSI 去持有喇，或者係呢個財政司法人團體，
7 咁當處理呢啲申請嘅時候，運輸署係可以處理一啲--即係將一啲個案交界政府
8 產業署去處理嘅，因為通常就政府產業署就會係徵詢運輸署，去睇下我哋支唔
9 支持申請。咁至於呢啲即係設備嘅大細喇，即係正如文件所講，因為即係有一
10 啲嘅限制喇，必須係要由地政總署去處理，咁而亦都有一啲常設嘅程序係去處
11 理申請嘅，即係同其他設施一樣。至於呢一個房屋嘅設施，因為佢哋係歸房委
12 會係管理，亦都係有一啲既定嘅程序，所以回答你嘅問題，喺政府產業署方
13 面，即係我哋會同政府產業署係合作喇，或者將呢一個申請就交界地政總署或
14 者係房屋署嘅，咁通常巴士公司係需要即係向佢哋遞交申請嘅。咁至於呢個專
15 責小組，我哋係希望可以聚集唔同嘅相關部門去開始去傾呢一啲處理嘅申請。

16 主席：（經傳譯員）地政總署幾時係授權運輸署係去批准呢一啲嘅申請？或者即係呢
17 啲關於大細嘅申請？

18 黃志光先生：（經傳譯員）我有呢個資料响手，咁但係都已經係授權咗一段時間喇，
19 即係根據我記得，嗰個大細，即係好多年前已經係大概係兩平方米，就係一個
20 好細嘅空間嚟嘅，咁但係而家我哋就有資料。

21 主席：（經傳譯員）呢個授權係咪已經畀咗五年、十年、廿年咁樣？可唔可以畀一個
22 即係大概嘅概念我哋？如果你講唔到係隨便講嘅可以--即係你可以咁樣講--你
23 可以遲啲先至向我哋提供資料嘅。

24 黃志光先生：（經傳譯員）我諗應該超過二十年嚟喇。

25 主席：（經傳譯員）點解有呢啲嘅數字限制？即係例如 4.62 平方米，即係呢個數字
26 點樣嚟嘅？

27 黃志光先生：（經傳譯員）基本上我哋係考慮到一啲建議喇，同埋當時專營巴士公司
28 常用嘅設施。

29 主席：（經傳譯員）即係話當時你係採納咗當時設施嘅大細，係咪？

30 黃志光先生：（經傳譯員）冇錯。

31 主席：（經傳譯員）咁呢啲嘅休息室，即係呢啲巴士站入面嘅休息室就係即係已經有
32 咗幾廿年嚟喇，係咪？

33 黃志光先生：（經傳譯員）有唔同種類嘅休息室嘅，主席。即係正如主席提到喇，一
34 啲舊啲嘅休息室係大概係兩平方米嘅面積，而而家仲係有嘅，咁至於即係喺呢

1 度講嗰個大細，即係舉個例喇，主席，可能你去過西九龍站，即係嗰個休息室
2 嘅大細，大概係嗰種嘅大細，咁而運輸署就可以直接係批准呢啲申請嘅，即係
3 根據呢個地政總署嘅授權。

4 主席：（經傳譯員）即係有冇考慮過係擴大呢啲休息設施？因為係非常之擠逼嘅。

5 黃志光先生：（經傳譯員）係。正如文件第 10 所講--唔好意思，應該係第 16 段
6 嘅，我哋已經同地政總署傾過會唔會係擴大呢啲設施去到 6.21 平方米，即係
7 嗰個基礎嗰個面積，而嗰個天花板就係 11.14 平方米嘅。

8 主席：（經傳譯員）幾時得出呢項建議㗎？

9 黃志光先生：（經傳譯員）我有嗰個實際嘅日子喇，但係根據我記憶，就大概係
10 2015 或者 16 年嘅，我哋要再去確認一下。

11 主席：（經傳譯員）咁點解仲未解決呢個問題？即係如果已經係做咗兩、三年嘅話？

12 黃志光先生：（經傳譯員）我哋係有追地政總署嘅，咁但係地政總署仍然係處理緊。

13 主席：（經傳譯員）即係正如我嘅問題所講喇，即係如果係有延誤，就係地政總署有
14 錯嘅呢？

15 黃志光先生：（經傳譯員）我諗正確嚟講，運輸署係可以自己核准呢一個過程嘅，因
16 為得到授權，咁我哋就可以加快呢個過程喇。而家巴士公司係可以向地政總署
17 提交申請嘅，咁但係呢啲嘅設施嚟講，佢係要考慮其他嘅程序喇，例如要簽署
18 一個租約喇，交租喇等等嘅，所以我哋希望我哋可以儘快獲得呢個授權，咁然
19 後我哋就可以快速咁樣處理啲申請喇。

20 主席：（經傳譯員）即係我希望你可以直接答我嘅問題喇，咁如果係即係有延誤嘅
21 話，嗰個責任就唔係喺運輸署度，而係喺地政總署度，你係咪咁嘅意思？

22 陳英傑先生：（經傳譯員）主席，運輸署係同地政總署傾緊係去擴大呢一個休息室
23 嘅大細，咁呢個就係畀運輸署係去進行批准嘅，咁我諗唔同部門係有唔同嘅優
24 次。

25 主席：（經傳譯員）咁你嘅問題係咪即係「係」？

26 陳英傑先生：（經傳譯員）係，我哋仍然係同佢傾緊嘅。

27 主席：（經傳譯員）咁究竟係邊個嘅責任？係咪運輸署？

28 陳英傑先生：（經傳譯員）我講唔到。

29 主席：（經傳譯員）真係？

30 陳英傑先生：（經傳譯員）我想補充一點嘅，即係呢個授權方面，即係而家啲巴士公
31 司係可以申請超過一個休息室嘅，咁所以巴士公司係可以睇下佢哋有咩嘢需要

1 喇，如果佢哋需要多啲嘅空間，...

2 主席：（經傳譯員）咁當然佢哋係需要多啲空間喇，如果你有去過巴士站就知㗎喇。

3 陳英傑先生：（經傳譯員）即係喺某一啲嘅公共交通交匯處係有超過一個嘅休息室
4 嘅。

5 主席：（經傳譯員）咁呢個就係即係小修小補嘅方法，就並唔係一個方案㗎嘅，係
6 咪？

7 陳英傑先生：No.

8 主席：（經傳譯員）黃大律師。

9 黃女士：（經傳譯員）早前，你講到你係有同地政總署係傾過擴大休息室呢個問題
10 嘅，你有冇任何嘅文件或者書信來往？

11 黃志光先生：（經傳譯員）有嘅。

12 黃女士：（經傳譯員）可唔可以向我哋提供？

13 陳英傑先生：（經傳譯員）可以嘅。

14 主席：（經傳譯員）我哋要求就係呢啲書信來往係要顯示呢個要求嗰個--幾時係作出
15 呢個要求喇同埋幾時回應喇，咁樣我哋先至可以喺文件入面睇到究竟即係點解
16 會出現呢個延誤嘅。

17 黃女士：（經傳譯員）唔該晒。我想澄清一個你早前嘅回應，就係即係呢一個授權已
18 經係有咗成廿年㗎喇，即係呢個嘅大細嘅限制，包唔包括一啲相關地方嘅附屬
19 設施嘅大細，即係係咪咁嘅情況？

20 黃志光先生：（經傳譯員）我諗嗰個即係授權係涵蓋呢個大細嘅，咁即係我記得係大
21 概係兩平方米。

22 黃女士：（經傳譯員）我嘅意思係即係已經係實施咗幾多年？即係呢一個 4.62 平方
23 米嘅呢個大細限制，幾時開始有呢個要求？

24 黃志光先生：（經傳譯員）我哋要去搵一搵，大概係 2000 年，不過我哋要再去確認
25 一下。

26 黃女士：（經傳譯員）唔該晒。即係喺我開始講呢啲文件之前，我想問一問，規劃署
27 喺批准附屬設施，即係向巴士公司批准呢啲設施嘅時候，佢哋嘅角色喺邊度？

28 黃志光先生：（經傳譯員）即係據我所知，規劃署就有太參與呢個公共交通交匯處嘅
29 規劃嘅，因為規劃署據我所知，佢哋係會即係決定某個地段嘅狀態喇，如果係
30 即係作為住宅發展嘅，譬如或者係公共屋邨用，咁呢啲相關嘅項目倡議人就係
31 即係會負責係發展呢塊土地，譬如話房屋署、房委會或者一啲私人發展商，而

1 佢哋就會係決定係去發展呢啲住宅設施，而我哋就會同項目倡議人去傾下一啲
2 相關嘅要求嘅。

3 黃女士：（經傳譯員）咁換句話講，即係興建巴士站嘅規劃階段，係嘛？即係個角色
4 主要係巴士站興建嘅規劃，係咪？

5 黃志光先生：（經傳譯員）我諗唔係嗰個建築嘅部分，而係去劃定嗰個地段係作咩嘢
6 嘅用途，同埋使用呢啲土地嘅相關嘅要求或者係條件嘅。

7 黃女士：（經傳譯員）咁喺運輸署以內，有冇一份嘅運輸規劃嘅手冊--應該叫做運輸
8 規劃及設計手冊，係去決定呢啲交通設施同埋乘客設施，或者係公共交通交匯
9 處等等應該點樣規劃，你可唔可以確認一下？

10 黃志光先生：（經傳譯員）係。

11 黃女士：（經傳譯員）係邊一個部分，手冊入面？

12 黃志光先生：（經傳譯員）我諗係第九冊嘅 2.7 段嘅，或者 2.7 章。

13 黃女士：（經傳譯員）咁公共交通交匯處又點？會唔會係第 8 章？

14 主席：（經傳譯員）黃先生就話 2.7 章，咩嘢叫做第 8 章，你啱啱講？

15 黃女士：（經傳譯員）首先你可唔可以同我哋講第 2 章係關於啲乜嘢嘢？

16 黃志光先生：（經傳譯員）即係喺呢個手冊入面又唔同嘅冊喇，即係交通呢部分就係
17 第九冊，咁係有唔同嘅章節，咁據我所知，2.7 章就係關於呢個巴士站附屬設
18 施嘅大細嘅。

19 黃女士：（經傳譯員）你可唔可以向我哋提供相關嘅章節？即係關於呢一個洗手間同
20 埋食堂設施嘅相關要求，即係對巴士公司嚟講。

21 主席：（經傳譯員）首先，呢啲嘅問題係咪 2.7 段處理嘅呢？

22 黃志光先生：（經傳譯員）主席，其實第 8 章關於公共交通交匯處都係相關嘅。

23 主席：（經傳譯員）可唔可以畀我哋呢一份文件裏面所講嘅係乜嘢嘅範圍，話畀我哋
24 聽？

25 黃志光先生：（經傳譯員）相關嘅章節應該係 8.4 段，就係關於公共交通交匯處嘅
26 設計要求。

27 主席：（經傳譯員）可唔可以話畀我哋聽喺邊度搵到呢一份文件嘢？

28 黃女士：（經傳譯員）呢一份文件係我哋搵出嚟嘅，但係未從呢個運輸署畀我哋作為
29 一個正式嘅來源嘅，我就想問運輸署可唔可以話畀我哋聽邊啲係相關嘅段落係
30 關於話休息室、洗手間呢啲設施提供，係邊個批准嘅呢？因為呢度嘅條款都係
31 有啲鬆散，我哋想請運輸署幫一幫。

- 1 黃志光先生：（經傳譯員）可以。
- 2 主席：（經傳譯員）你會唔會已經係有打印本喺面前㗎喇？我係問黃先生，你而家有
3 冇嗰份嘅打印本？
- 4 黃志光先生：（經傳譯員）冇。
- 5 主席：（經傳譯員）咁有冇嗰個網上嘅紀錄？
- 6 黃志光先生：（經傳譯員）冇。其實喺我哋運輸署嘅網頁--唔係...
- 7 主席：（經傳譯員）無論喺邊都好喇，可唔可以係搵番出嚟畀我哋一份？
- 8 黃志光先生：（經傳譯員）可以嘅，可以。我有，但係就我同事提我，唔係話喺運輸
9 署個網頁度搵到。
- 10 主席：（經傳譯員）喺邊度搵到都好喇，可唔可以而家搵出嚟畀我哋？咁我哋可以打
11 印啲版本出嚟。
- 12 李美鳳女士：（經傳譯員）主席，其實我哋係將幾份係畀咗秘書處，就係關於個設計
13 嘅要求，我哋同意秘書處可以係用嗰一個嘅紀錄印出嚟畀大家。
- 14 主席：（經傳譯員）咁秘書處，唔該，可唔可以係印咗嗰啲相關嘅段落出嚟畀我哋？
15 黃律師。
- 16 黃女士：（經傳譯員）做緊嗰樣嘅嘢時候，我就想問一個一般嘅問題，第 2 同埋第 8
17 章，第 2 章就係--從呢個屏幕上第 2 章嗰度就係話第九冊係公共交通嘅規劃同
18 埋設計手冊，可唔可以畀我哋聽呢一個嘅手冊或者係第 2 章，特別喇，係幾時
19 有--有冇檢討過？有冇修訂過？或者更新過㗎？
- 20 黃志光先生：（經傳譯員）我有呢一個嘅資料，要去查一查。
- 21 黃女士：（經傳譯員）另外一部分你提到就係 8.4 段，...
- 22 主席：（經傳譯員）我哋睇一睇 2.7.11，可唔可以喺屏幕上--洗手間同埋食堂設施
23 係畀職員嘅，同埋呢一個站長嘅辦事處，咁呢啲就唔會喺巴士總站度提供，如
24 果喺附近嘅物業發展嗰度有嘅話，呢個係咪我哋呢幾個月都係聽到車長話呢個
25 嘅困難，就係要去附近嘅商場去搵洗手間嘅？
- 26 黃志光先生：（經傳譯員）回答你嘅問題，主席，我哋冇將呢條嘅條款喺我哋同專營
27 巴士公司同埋其他部門嚟到去講喺公共交通交匯處要去設計啲咩嘢設施嘅時
28 候，其實冇將呢條嘅條款係考慮在內嘅。
- 29 主席：（經傳譯員）咁呢條嘅規定喺邊度嚟嘅呢？已經係幾時開始有嘅呢？都係好異
30 常嘅，呢一條嘅條款。
- 31 黃志光先生：（經傳譯員）正如我咁講，主席，我要去查一查，而家我有一個實際嘅

- 1 日期係講得出 2.7.11.4 幾時加落去嘅，我諗我哋要去查一下。
- 2 主席：（經傳譯員）好。好，黃律師。
- 3 黃女士：（經傳譯員）唔該。關於呢條嘅條款，洗手間--如果呢啲咁嘅設施喺附近嘅
4 發展係有嘅，就唔需要喺呢度提供，呢一段你哋如果真係想去檢討呢一段嘅條
5 款，要去諮詢啲乜嘢嘅人士？
- 6 黃志光先生：（經傳譯員）我哋可以喺我哋個專責小組係作為議程係討論呢一方面
7 嘅修訂，呢一度就好難直接話係邊一個特別嘅部門係相關嘅，因為如果運輸署
8 同埋專營巴士公司係決定話要擺走呢一條嘅條款，咁--喺，我諗應該就係政府
9 部門同埋專營巴士公司，因為其實我哋係去提供設施嘅時候其實係有考慮呢個
10 條款嘅，因為我哋而家唔係咁樣做。
- 11 主席：（經傳譯員）即係運輸--呢一個嘅公共交運輸嘅規劃同埋設計手冊係咪你哋-
12 -因為你哋係運輸署喇，就可以去修訂呢個手冊，抑或要係諮詢其他部門先？
- 13 邱國鼎先生：（經傳譯員）主席，或者我補充。
- 14 主席：（經傳譯員）畀個--好簡單嘅問題，簡單咁樣答喇，邊個可以去修改呢個手
15 冊。
- 16 邱國鼎先生：（經傳譯員）運輸署可以。
- 17 主席：（經傳譯員）係咪運輸署自己可以決定㗎？
- 18 邱國鼎先生：（經傳譯員）我哋會有一個嘅工作小組嘅，有運輸局...
- 19 主席：（經傳譯員）我哋唔使咁長嘅答覆，我淨係想問運輸署自己係咪可以去修訂？
- 20 邱國鼎先生：（經傳譯員）我哋可以係開展呢個工作，然後我哋要諮詢嘅。
- 21 主席：（經傳譯員）咁邊一個係負責㗎？
- 22 邱國鼎先生：（經傳譯員）就係呢一個公共運輸規劃同埋設計手冊嘅工組小組？
- 23 主席：（經傳譯員）咩嘢意思話？
- 24 邱國鼎先生：（經傳譯員）即係我哋可以...
- 25 主席：（經傳譯員）乜嘢係 TPDM？
- 26 邱國鼎先生：（經傳譯員）就係運輸規劃同埋設計手冊。
- 27 主席：（經傳譯員）呢個係運輸署自己決定㗎㗎，係嘛？
- 28 邱國鼎先生：Yes.
- 29 主席：（經傳譯員）好，唔該。

- 1 黃女士：（經傳譯員）呢一個嘅運輸規劃同埋設計手冊工作小組上一次開會嘅時候係
2 幾時？或者係幾時去成立㗎？
- 3 邱國鼎先生：（經傳譯員）我諗我哋就預備咗嗰啲文件，就成立呢個工作小組，咁就
4 係內部有其他嘅部門代表嚟到去參與。
- 5 黃女士：（經傳譯員）咁咩嘢其他嘅代表？
- 6 主席：（經傳譯員）唔係問你係點解、點樣或者係邊度，係幾時，幾時成立，你諗清
7 楚先至答，畀一個日子我哋，幾時成立嘅？
- 8 邱國鼎先生：（經傳譯員）我有確切嘅資料。
- 9 主席：（經傳譯員）唔該。可唔可以大概咩，大概講？
- 10 邱國鼎先生：（經傳譯員）大概喺八十年代，1980年代。
- 11 主席：（經傳譯員）係，唔該。黃女士。
- 12 黃女士：（經傳譯員）佢哋有幾常開會㗎？
- 13 邱國鼎先生：（經傳譯員）冇定期會議嘅，呢個工作小組，但係如果係有建議話要修
14 訂呢一個手冊，就會傳閱畀呢一個工作小組嘅成員，如果有需要就會召開一個
15 會議嚟到去商量。
- 16 主席：（經傳譯員）邊個係個召集人？
- 17 邱國鼎先生：（經傳譯員）係運輸署。
- 18 主席：（經傳譯員）邊個？
- 19 邱國鼎先生：（經傳譯員）係呢個一個副運輸署署長。
- 20 主席：（經傳譯員）冇名㗎？
- 21 邱國鼎先生：（經傳譯員）而家係 WL Tang。
- 22 主席：（經傳譯員）好，唔該。
- 23 黃女士：（經傳譯員）咁要去向呢個工作小組提交一啲建議，有咩嘢準則㗎？
- 24 邱國鼎先生：（經傳譯員）運輸署係可以建議任何嘅修訂畀工作小組考慮嘅。
- 25 黃女士：（經傳譯員）你正話提到有其他部門嘅代表嘅，係乜嘢部門？
- 26 邱國鼎先生：（經傳譯員）我而家冇資料，我記得係包括路政署、警方。
- 27 黃女士：（經傳譯員）包唔包埋規劃署？
- 28 邱國鼎先生：（經傳譯員）我要去查下先，我要核證一下。

- 1 主席：（經傳譯員）咁請你稍後畀番相關嘅資料我哋。
- 2 邱國鼎先生：（經傳譯員）好。
- 3 黃女士：（經傳譯員）問你一個假設性嘅問題，如果專營巴士公司或者係工會方面就
4 係投訴--佢哋投訴呢啲嘅休息設施好多年喇，話設施唔夠喇、休息室太細，或
5 者呢一類嘅投訴，咁如果係運輸署嘅職員在場，又或者佢哋知道佢哋嘅投訴，
6 咁會唔會將呢啲嘅事情係畀工作小組知道？呢一個嘅運輸規劃同埋設計手冊嘅
7 工作小組，會唔會話畀呢個小組聽？
- 8 黃志光先生：（經傳譯員）回答呢個問題，我諗而家係有兩個情況要處理嘅，一，就
9 係嗰啲現有嘅巴士總站或者係公共交通交匯處係未有呢啲嘅設施嘅，咁好似我
10 哋早前咁講喇，會有一個嘅機制，同專營巴士公司去講下點樣提供呢個設施，
11 佢哋可以提出申請嘅，我哋呢用一個快速啲嘅方法嚟到去審批呢啲嘅申請，至
12 於運輸規劃同埋計劃手冊，就係咪話規劃一啲新嘅巴士總站或者係公共交通交
13 匯處嘅時候，係咪必須要去--即係必須要提供呢啲嘅設施嘅。
- 14 主席：（經傳譯員）黃律師，你會唔會講埋呢一個西鐵站個巴士總站嘅情況？
- 15 黃女士：（經傳譯員）我而家正打算講㗎喇，主席。我哋聽到一啲嘅投訴，就係九巴
16 佢話新嘅九鐵站個巴士站係點呢，佢哋嘅投訴就係話冇洗手間設施喇，喺呢
17 一個總站嗰度，即係而家唔係嗰個公共運輸交匯處，而係話呢個西鐵嗰個嘅--
18 呢個嘅高鐵站，西九龍站嗰度就係冇呢一個休息設施，冇洗手間嘅，咁個投訴
19 就係似乎喺去規劃呢一個西九嘅巴士總站嘅時候，係冇諮詢或者係冇規劃嘅預
20 先。首先，我想你睇睇呢一個西九站巴士總站嘅報告嘅，咁就係喺 2018 年 10
21 月 3 號委員會嘅主席同埋秘書處喺下晝就係到訪咗西九站嘅巴士總站嘅，你有
22 冇睇過呢份報告？
- 23 黃志光先生：（經傳譯員）有。
- 24 主席：（經傳譯員）你對呢一個嘅地點熟唔熟悉？
- 25 黃志光先生：（經傳譯員）係熟嘅。
- 26 主席：（經傳譯員）你喺發出報告之後，你有冇去過？
- 27 黃志光先生：（經傳譯員）我諗係我之前有去過。
- 28 主席：（經傳譯員）即係你之前有去過，係咪？
- 29 黃志光先生：（經傳譯員）係。
- 30 黃女士：（經傳譯員）我想帶你睇一睇，即係有一啲巴士車長嘅投訴，首先就係喺呢
31 一頁，1275 頁，咁如果...
- 32 主席：（經傳譯員）邊一份文件冊？

1 黃女士：（經傳譯員）呢個就雜項三嘅文件冊，1275 頁嘅。我哋見到喺第 1 段，九
2 巴就喺巴士總站入面就係安裝咗七個嘅建築物喇，就係喺行人路上面，就係接
3 近 95 號、42A 號、W1 同埋 W2 號嘅巴士路線附近嘅。咁 1279 頁你就見到有啲
4 相，就係去到 1282 頁嘅，呢度就有一啲相片。1275 頁，你見唔見到？咁如果
5 繼續向下捲，第三點就講九巴同埋城巴嘅休息室全部都係安裝咗喺巴士站入面
6 嘅，因為所有嘅休息室都要裝喺呢啲嘅石屎範圍入面喇，咁而呢個冷氣機嘅水
7 必須係要經過一啲空樽收集，而唔係直接係去排落一啲附近嘅渠度嘅。咁而唯
8 一一個廁所就係一個公廁，就係喺巴士站嘅遠端，就有六個嘅--即係有六個嘅
9 坐廁喇，同埋六個嘅尿兜喇，即係喺男廁入面。咁主席同埋秘書處嘅職員要係
10 行大概三分鐘三十秒先至係可以由站長室行去嗰個嘅男廁嘅，...

11 主席：（經傳譯員）即係可能實際嘅情況就係--即係彭先生就話如果佢要行，可能要
12 長啲？

13 黃女士：（經傳譯員）就係要大概係四分鐘嘅。

14 主席：（經傳譯員）係嘅。

15 黃女士：（經傳譯員）咁如果你來往，係大概係要十分鐘。咁首先喺呢四點方面，似
16 乎就有經過任何嘅諮詢或者係討論，即係同規劃署--運輸署同埋九巴公司都係
17 冇做緊，即係當興建呢個西九站嘅巴士站嘅時候，你同唔同意呢個講法？

18 黃志光先生：（經傳譯員）你可唔可以重複一次個問題？

19 黃女士：（經傳譯員）根據我哋當日考察嘅觀察...

20 主席：（經傳譯員）我諗個問題係好簡單嘅啫，當規劃同埋興建呢個巴士站嘅時候，
21 冇冇徵詢過任何嘅專營巴士公司，即係就住佢嘅興建同埋設計？

22 黃志光先生：（經傳譯員）即係我而家有嗰個資料响手，但係我認為巴士公司之前應
23 該係有被徵詢嘅，但係我確認唔到。

24 主席：（經傳譯員）或者我哋畀黃先生睇下九巴點樣講。

25 黃女士：（經傳譯員）咁呢一個謄本就係 9 月 12 號第十五日嘅，就係第 65 頁第八
26 行，呢個就係 TSCP-6 文件冊嘅。第十五日，喺第 65 頁嘅。咁我哋由呢度開始
27 講喇，九巴嘅 Patrick Pang 先生就講話即係佢可以舉啲例，咁佢嗰個投訴就
28 係「關於某一啲嘅巴士站就係有廁所嘅，即使可以裝一啲化廁，喺一啲新嘅巴
29 士站，我係好驚訝都有一啲即係永久嘅廁所，咁我想舉一啲例嘅，例如呢個西
30 九高鐵站嘅巴士站，呢個係一個相當大嘅巴士站，咁但係係有廁所嘅，而紅磡
31 紅鸞道就係將會有一個新嘅巴士站係去代替舊嘅紅磡碼頭巴士站，佢係一個公
32 共交通交匯處，咁但係同樣喇，都係有廁所，亦都係有休息室嘅，咁而港珠澳
33 大橋嘅巴士站，即係正如我哋而家所見，都唔會有廁所嘅，所以我想多謝你係
34 即係提出呢一個休息室嘅問題，包括係廁所嘅。」

1 咁然後我哋可以睇下喺第二十五行，彭先生就繼續講喇「我唔知呢個係咪
2 一個設計上嘅缺陷喇，咁以往起嘅巴士站就係有永久嘅休息設施，包括係休息
3 室同埋廁所，咁但係好驚訝地，喺某一啲新嘅巴士站係有呢啲設施嘅，咁而新
4 嘅巴士站嗰度，除咗係缺乏休息設施，亦都係有一啲嘅設計缺陷嘅。西九站同
5 埋紅鸞道嘅巴士站，當佢哋開幕嘅時候，運輸署係邀請咗巴士公司係去進行一
6 啲嘅試驗，咁而我哋發現呢啲設計就並唔適合某一啲嘅巴士模型或者係型號，
7 咁而最後就係要有一啲好重大嘅改變，咁我哋嘅巴士先可以用到呢啲嘅巴士站
8 嘅。咁而呢啲舊嘅巴士站，佢哋設計嘅時候有考慮到呢啲 12 米長嘅巴士喇，咁
9 我哋明白嘅，咁但係如果新嘅巴士站都係咁，我哋就會比較驚訝喇。」

10 咁你可以見到九巴嘅控訴就係呢啲新嘅巴士站，即係好似--嘅時候有同巴
11 士公司係去傾嘅，即係呢一個西九站嘅巴士站，你可唔可以確認一下個情況係
12 咪咁？或者你有冇其他嘅回應？

13 黃志光先生：（經傳譯員）我唔能夠確認呢一個嘅講法，我哋係要確認一下呢啲書
14 信。

15 主席：（經傳譯員）或者你可以儘快提供。如果係有徵詢嘅話，咁一定有一啲書信來
16 往或者會議紀錄嘅，係咪？

17 黃志光先生：Yes. Sure.

18 黃女士：（經傳譯員）咁我想講番呢一個考察嘅報告，就係雜項三嘅文件冊，就係巴
19 士車長就係有其他嘅控訴嘅，咁我哋睇 1276 頁，我哋睇第三點，咁佢就講到九
20 巴同埋城巴嘅巴士路線，即係呢啲喺呢個巴士站作為終站嘅九巴同埋城巴路
21 線，即係一個車長到達車站同埋再開始下一段嘅旅程之間，嗰個時間通常都唔
22 會超過十五分鐘嘅，即係如係交通暢順嘅話，即係話到達車站係有延誤，咁但
23 係當交通情況係不理想，例如係即係朝早繁忙時間，咁呢個時間可能會減少至
24 大概一至兩分鐘，有一啲巴士車長佢哋一到咗車站就要即刻係回程喇。

25 咁而下一段就話公廁嘅位置就係頭兩名嘅九巴車長，即係主席所見嘅頭兩
26 個九巴車長，佢哋都覺得呢個公廁太遠喇，因為可能佢來回要超過十分鐘嘅。
27 咁意見就係啲廁所係太遠喇，即使佢哋係喺公共交通交匯處入面，咁我哋見到
28 喺嗰個交通規劃及設計手冊嗰度，喺第 2 章，2.7.11.4 段，咁呢一個就即係
29 用黃色間住嘅文字，咁根據呢個條款，即係只要喺附近嘅建設度有呢啲措施，
30 包括係廁所、洗手間同埋食堂係即係唔需要出現喺呢一個巴士站入面，咁所以
31 呢個就係問題嘅源頭喇。咁我嘅問題就係首先你有冇考慮係發出一啲建議去--
32 即係喺緊嘅將來或者你係會歡迎係改動呢一啲嘅條款？

33 主席：（經傳譯員）首先你可唔可以直接答咗我問題先？你有冇考慮過係即係建議修
34 訂呢啲嘅條文？

35 黃志光先生：（經傳譯員）有。

- 1 主席：（經傳譯員）幾時係考慮㗎？畀個日子我吓，幾時？
- 2 黃志光先生：（經傳譯員）即係我哋係會考慮去修改...
- 3 主席：（經傳譯員）個問題係幾時，幾時考慮？之前你用係過去式嘅，咁你講嗰個
4 「有」係講緊係過去嘅事喇，係咪？即係之前嘅事喇，係咪？
- 5 黃志光先生：（經傳譯員）我哋內部係有傾過嘅，咁但係即係答番你嘅問題喇，我哋
6 會咁做嘅，我哋係將會修訂。
- 7 主席：（經傳譯員）即係呢個係未來式嘅，係咪？
- 8 黃志光先生：（經傳譯員）冇錯。
- 9 主席：（經傳譯員）係，唔該。黃律師。
- 10 黃女士：（經傳譯員）唔該。咁關於呢個問題，即係嗰個嘅工作指引就係話要為車長
11 提供休息時間嘅，或者請你去攞雜項二嘅文件，897 頁至到 898 頁。呢一張表
12 就係將咁多年嚟嘅指引係列咗出嚟嘅，我特別關心就係 2018 年 2 月 23 號嗰個
13 嘅指引，我哋睇到日間嘅休息，即係六個鐘頭之後有四十分鐘嘅休息，但係喺
14 嗰六個鐘頭裏面係總共二十分鐘嘅休息，但係喺頭嗰四個小時嘅當值期間係不
15 少於十二分鐘，舉例喇，西九巴士總站呢度，車長起碼要行十分鐘，來回，去
16 洗手間嘅，咁佢哋嘅休息時間，車長，你點樣確保巴士公司係會遵守呢一個嘅
17 守則，當嗰啲車長要去洗手間嘅時間都唔夠嘅話，你點樣確保佢哋遵守呢一個
18 嘅守則--指引？
- 19 謝善怡女士：（經傳譯員）主席，或者我答我呢個問題，嗰啲嘅指引定出嗰個最低嘅
20 要求，最起碼嘅，咁即係話巴士公司可以視乎情況為車長提供多啲嘅休息時間
21 嘅，要嚟去洗手間同埋休息。
- 22 主席：（經傳譯員）即係包埋去洗手間？
- 23 謝善怡女士：（經傳譯員）係，佢哋可以提供多啲時間，呢個只不過係提出最起碼嘅
24 時間啫。
- 25 黃女士：（經傳譯員）但係你有冇考慮過嗰個係喺憲報裏面講，巴士佢係要向公眾提
26 供嗰個服務嘅嗰個車程，你有冇考慮到呢一點？
- 27 謝善怡女士：（經傳譯員）當我哋係去睇行車時間表嘅時候，我哋會同呢一個巴士公
28 司一齊去核證嗰個嘅行車時間，跟住佢哋會制訂一個嘅時間表，就係包埋喺下
29 一次再開車之前嗰個嘅休息時間係幾多。咁呢個就係畀巴士公司喺實際運作嘅
30 時候去跟從嘅。
- 31 黃女士：（經傳譯員）咁我嘅理解正唔正確？即係休息時間係包埋去廁所嘅時間，係
32 嘛？

- 1 謝善怡女士：（經傳譯員）係㗎。
- 2 黃女士：（經傳譯員）去到嗰個考察嘅報告喇，呢個就係第二點我想同你講㗎喇，係
3 1276 頁，係雜項二嗰一沓嘅文件--三嗰個文件。因為呢個西九站嘅巴士總站個
4 設計係有一啲問題嘅，根據九巴佢哋就話如果係由尾數上嚟第 3 段，就係站長
5 就係確認根據佢自己嘅--以佢所知，其實九巴就係申請喺呢個總站度有四個化
6 學廁所，咁而係等緊運輸署嚟到去通過嘅。我喺呢度可唔可以問下你，呢一個
7 申請嘅進度點？
- 8 黃志光先生：（經傳譯員）我哋已經批准咗㗎喇，喺 9 月 28 號已經批准咗。
- 9 黃女士：（經傳譯員）9 月 28 號？
- 10 黃志光先生：（經傳譯員）係。
- 11 黃女士：（經傳譯員）另外仲有一點嘅，關於係休息設施方面...
- 12 主席：（經傳譯員）你未繼續之前，呢一個係一個全新嘅巴士站，喺一個係非常之--
13 一個新嘅鐵路站隔離，點解要用化學廁所？化學劑嘅廁所？
- 14 黃志光先生：（經傳譯員）主席，要回答呢個問題，即係呢個係一個交換意見喇，因
15 為喺巴士總站嘅公共廁所就據九巴講唔係好適合--即係喺嗰個嘅高峰期嘅時
16 候，就佢哋需要多啲嘅時間去嗰個嘅公共洗手間，咁所以喺呢一個實地嘅會議
17 嘅時候，九巴就話佢哋可能會提出申請，有一啲化學劑嘅洗手間，咁休息時間
18 同埋其他情況唔會受影響，就畀車長用嘅。
- 19 主席：（經傳譯員）但係喺巴士總站裏面係需要有廁所，你亦都係通過咗㗎，咁呢個
20 應該喺嗰個規劃設計同埋興建階段處理㗎，係嘛？唔係話去到事後先至就話去
21 處理呢個問題㗎嗎？
- 22 黃志光先生：（經傳譯員）或者我解釋下喇，呢一個嘅巴士總站我哋可以用兩個方法
23 處理嘅，一，就係叫巴士公司為車長提供多啲嘅休息時間，喺呢一個巴士總
24 站，因為佢哋行去嗰個嘅公共洗手間要多啲時間，另外一個做法就係批准巴士
25 公司申請喺嗰個嘅情況提供用化學劑嘅廁所，因為喺嗰度有咁快可以起到一個
26 正式嘅廁所。
- 27 主席：（經傳譯員）呢個就係顯示你哋個制度出咗問題，呢個係一個全新興建嘅巴士
28 站㗎嘛，咁連啲油好似都未乾咁嘅，咁你就發覺需要事後去通過九巴提出嘅
29 申請，喺呢個巴士站裏面安裝廁所，呢啲唔係應該一早預計在內㗎喇咩？
- 30 黃志光先生：（經傳譯員）主席，我唔會反駁你嗰個嘅評論，不過我自己嘅觀察就係
31 巴士公司同埋車長所遇到嘅問題，我唔會話係有唔同喇，不過我唔知道--我就
32 唔知道喺嗰個廁所附近係咪好多巴士停泊喺度，但係實際運作起上嚟係有唔
33 同㗎。
- 34 主席：（經傳譯員）即係查咗定係咩嘢意思？

1 黃志光先生：泊咗喺度。

2 主席：（經傳譯員）我哋見到啲巴士泊咗喺度，嗰度亦都係有一啲嘅旅遊巴㗎？

3 黃志光先生：（經傳譯員）係，呢個係畀呢一個專營巴士專用嘅泊車地方。

4 主席：（經傳譯員）咁你嘅意思係話呢個同運作中嘅巴士有唔同嘅，即係話嗰啲嘅車
5 長得好短嘅時間休息？

6 黃志光先生：（經傳譯員）係，冇錯，譬如話佢哋到站嘅時候就係泊咗架車，佢哋唔
7 需要即刻就去到畀乘客上車嘅地方，佢哋可以泊咗喺度先，咁跟住去洗手間返
8 嚟㗎。

9 黃女士：（經傳譯員）我未去另外一份文件之前，或者未去講規劃署嘅一封回信之
10 前，我想問下你，呢個係關於休息設施嘅問題，就係話應該要預先規劃，其實
11 都講咗好多年㗎喇。我畀你一個例子睇下，喺工會嘅文件 TU-1B，260-06
12 頁，咁係一次嘅會議嘅紀錄，咁就係 2015 年 9 月 23 號，咁你會見到喇，運輸
13 署、警方、勞工處、地政總署、立法會議員、呢一個嘅工聯會嘅巴士分會嗰個
14 嘅代表、呢一個係巴職聯都係有出席嘅，你就睇到呢度出席包埋助理運輸署署
15 長，仲有喺呢一個嘅運輸署裏面好幾個嘅負責官員喇，另外警方喇、交通部
16 喇，同埋呢一個運輸署都係有出席嘅，咁我而家想請你睇 260-209 頁，羅馬數
17 字 ii 呢一段。工會就係表達呢個關注嘅，喺某啲嘅巴士總站係設施不足，雖然
18 巴士公司就係要申請一啲休息室，咁但係當局就市民反對，咁所以後來係冇，
19 咁因此工會就係想知道部門到底係用咩嘢嘅準則嚟到去批准呢啲嘅休息室，同
20 埋點樣決定佢哋嗰個嘅大細。而委員會就話喺某啲嘅巴士總站係冇廁所，車長
21 一定要用附近嘅或者喺商場嘅一啲公廁，因為商場嗰啲廁所嘅開放時間同車長
22 嘅當更時間未必相配嘅，咁佢哋希望係規劃新嘅巴士總站嘅時候一定包埋有廁
23 所。

24 260-210 頁，一下頁嘅，呢個係運輸署嘅回應，或者一路落去最後嗰段，
25 就話有關部門，即係運輸署喇，就會參考一啲已定嘅標準嚟到去設計新嘅同臨
26 時道路同埋公共交通交匯處，去確保所有嘅道路同埋臨時嘅運事安排都係符合
27 呢個道路安全，去規劃新嘅巴士總站嘅時候，運輸署會要求巴士公司提供意
28 見，關於巴士總站應該有嘅咩嘢設施同埋要有啲咩嘢嘅安排，令到相關同埋所
29 需嘅設施，運事署會促請巴士公司去聆聽僱員對呢啲問題嘅意見，咁就係去反
30 映番畀運輸署聽。我只係指出一個例子，因為其實喺會議紀錄嗰度係有好多類
31 似嘅例子嘅。即係其實係話應該喺規劃新嘅巴士總站之前係要去處理啲問題。
32 喺最早，2015 年已經提出，無論如何，呢個係我哋收到呢一份會議紀錄嘅時間
33 喇。

34 即係呢個問題自從 2015 年我哋都睇到個問題一再出現，咁運輸署嘅立場
35 就係會要求巴士公司就係就呢啲巴士站嘅設施係提供意見。咁喺西九龍巴士總
36 站呢度點解係冇做，你知唔知點解？

1 黃志光先生：（經傳譯員）正如我早前回應主席喇，我哋要去確認一下，遲啲先可以
2 同委員會係匯報嘅，咁我哋就要即係再確認一下喺西九龍站嗰個情況。

3 主席：（經傳譯員）咁我記憶之中，九巴話喺呢一個設計階段之後先至係批出呢個專
4 營權嘅，咁所以巴士公司就有參與係提供意見嘅，你有冇任何嘢想講？

5 黃志光先生：（經傳譯員）我唔能夠評論呢個講法，我哋係要先去確認下相關嘅資
6 料。

7 主席：（經傳譯員）咁或者你哋亦都可以係去確認一下呢方面嘅資料。

8 黃志光先生：（經傳譯員）個人嚟講，我之前有處理過呢啲嘅個案，咁但係我認為即
9 係呢一個...

10 主席：（經傳譯員）即係呢個就同專營權到期有關，呢個就係講緊新嘅路線，西九站
11 係有三條路線？

12 黃志光先生：（經傳譯員）係有三條路線，咁其實喺巴士站入面係亦都有十一條係由
13 九巴經營嘅路線嘅。

14 主席：（經傳譯員）九巴有兩條新嘅線，城巴一條，係咪？

15 黃志光先生：（經傳譯員）係，冇錯。

16 主席：（經傳譯員）咁如果市場就係由即係幾間大公司係壟斷嘅時候，究竟邊個擺到
17 三條線或者其他一啲公司擺唔到都好，你都可以即係兩間都諮詢㗎嘛，係咪？

18 黃志光先生：（經傳譯員）我同意主席嘅觀察嘅。

19 主席：（經傳譯員）咁你可能就會可以諗--即係你唔知道邊個會擺到呢啲路線，咁但
20 係佢哋應該要提供啲咩嘢設施？即係咁樣就會容易啲喇，係咪？

21 黃志光先生：（經傳譯員）我同意係觀察嘅，咁但係正如我哋所講喇，我哋要確認一
22 下呢個個案，即係我哋要先徵詢九巴嘅，即係正如我哋所講喇，附近都有十一
23 條巴士路線就轉移去呢個巴士站。

24 主席：（經傳譯員）我哋明白嘅，請提供所有相關嘅資料，唔該。

25 黃女士：（經傳譯員）而家我想你睇一睇另一份文件，呢個就係規劃署嘅回覆信，日
26 期就係18年嘅9月27號，呢個就係即係關於獨立檢討委員會嘅陳述，即係委
27 員會係邀請提交陳述嘅，就住呢一個巴士站入面嘅休息室同埋廁所，咁係喺雜
28 項三文件冊第1313頁。我想你睇一睇第2版嘅第3段，咁問題就喺呢度，第
29 一個問題，你之前有冇睇過呢份文件？

30 黃志光先生：（經傳譯員）有。

31 黃女士：（經傳譯員）第3段，問題就係運輸及房屋局與或者運輸署有冇留意到即係

1 規劃署有冇就住專營巴士公司提供休息同埋廁所設施嘅時候，有冇任何嘅難
2 度，如果有，請你形容下呢一啲嘅通訊同埋係提供相關嘅書信同埋回應嘅。咁
3 而回應就係話運房局或者運輸局就係有留意到規劃署係喺專營巴士公司喺巴士
4 站為佢哋嘅員工提供休息同埋廁所設施嘅時候係出現任何嘅問題嘅，你可唔可
5 以確認一下你哋個情況係咪咁？

6 黃志光先生：（經傳譯員）我同意規劃署嘅回應嘅，因為佢哋有確認過，咁正如之前
7 所解釋喇，喺呢一個興建公共交通交匯處同埋相關設施嘅時候，就並冇係涉及
8 到規劃署。

9 黃女士：（經傳譯員）主席，我想特別講下香港規劃標準與準則嘅，咁就係有一啲關
10 於公共交通交匯處就住專營巴士嘅一啲要求嘅，或者我哋係咪應該休息下？

11 主席：（經傳譯員）其實好短啫，得一、兩行，係咪？

12 黃女士：（經傳譯員）咁就係有一系列嘅問題嘅，特別就係...

13 主席：（經傳譯員）咁我哋今日遲咗開始，或者我哋繼續先喇，我哋遲啲先至休息。

14 黃女士：（經傳譯員）多謝，主席。首先，我想你睇一睇香港規劃標準與準則，咁首
15 先我想你睇一睇第二個問題，就係委員會早前向規劃署提出嘅，問題就係咁樣
16 「運房局同埋或者運輸署有冇要求規劃署係去特別就喺香港規劃標準與準則
17 4.1.6 嘅要求，同埋係要求有廁所同埋休息設施呢？」咁 4.1.6 段就喺 1317
18 頁嘅，喺同一份嘅文件冊入面。咁喺 4.1.6 段就係有巴士站嘅標準，最後一行
19 就講到站長室--即係必須係有站長室同埋其他嘅附屬設施嘅，咁我哋其中一個
20 問題就係呢個「其他附屬設施」呢啲字眼就有一個定義嘅，咁我哋家想你睇下
21 4.1.9 段，就係喺第 1314 頁嘅--唔好意思，係 1317 頁，4.1.9 段嘅。

22 「咁如果佢哋係公共交通交匯處嘅一部分，咁佢哋嘅位置就係會有一個間
23 隔，即係隔開咗喇，咁但係應該係徒步可達嘅，即係呢啲唔同嘅設施」，咁而
24 我想你睇下第 1314 頁，1314 頁第 2 段，就係第 2 段嘅。咁 4.1.9 段就指出
25 巴士站係可以成為公共交通交匯處嘅一部分嘅，咁喺呢方面，香港規劃標準與
26 準則就指出，如果空間允許嘅話，營運嘅設施，包括係廁所、座位、站長辦公室
27 等，呢啲係必要嘅設施喇，應該係喺公共交通交匯處入面係提供嘅，咁所以
28 個問題就係有冇空間。咁呢個公共交通交匯處嘅大細應該係由運輸署係決定
29 嘅，咁所以呢個所謂嘅「其他附屬設施」即係可以係對應呢一啲嘅重要嘅設施
30 嘅。

31 「運輸署係運輸事宜嘅監督，佢係有制訂一啲詳細嘅技術指引，即係就住
32 巴士站同埋公共交通交匯處嘅設施，咁就係喺呢一個交通規劃與設計手冊入面
33 第 2 同第 8 章係列出嘅，係喺第九冊。咁而香港規劃標準與準則嘅第 8 章就係
34 有提及，咁而第 2 頁就講到『其他附屬設施』呢一個用詞就係首次喺 1991 年喺
35 香港規劃與標準準則係加入嘅，即係就住呢個巴士站，之後亦都係有改變。咁
36 而現有規劃與標準準則，巴士站嘅規劃標準同埋指引就同其他嘅公共交通設施

1 一樣，就上一次嘅檢討同埋發布就係喺 2000 年嘅，當時就係由當時嘅交通局同
2 埋運輸署係啟動呢一個嘅檢討喇，係去符合呢一個運輸研究嘅，即係就喺 1999
3 年完成第三次全面交通研究嘅時候。咁而當時規劃與標準準則字眼嘅修訂係包
4 括咗巴士站同埋公共交通交匯處，包括係營運公司嘅設施嘅規格，例如係站長
5 室同埋廁所等等，就係根據運輸署嘅意見嘅。」

6 首先有幾個問題，首先佢哋指出呢項指引就會符合交通規劃與設計手冊
7 嘅，啱唔啱，咁樣？

8 黃志光先生：（經傳譯員）係。

9 黃女士：（經傳譯員）咁如果唔修訂手冊嘅話，咁喺香港規劃標準與守則亦都係唔會
10 有相應嘅修訂嘅，情況係咪咁樣？

11 陳英傑先生：（經傳譯員）我想回應一下，手冊嘅要求係有詳細嘅要求，即係包括呢
12 個廁所嘅設施嘅。咁如果你修改手冊入面嘅規格，香港規劃與準則亦都可能係
13 有相關嘅修訂，正如你所知道，規劃標準與準則就係一項比較高層次嘅規劃指
14 引，就有講一啲詳細嘅事項。

15 主席：（經傳譯員）都唔係嘅，譬如話佢講到係要有站長室喇，咁我睇緊 4.1.6 段
16 就係有講到巴士站嘅規格，就係喺 1317 頁嘅。咁之後就係一啲都好模糊嘅，咁
17 但係都係可以理解嘅，即係有提到「其他附屬設施」，咁附屬嘅意思係咪就係
18 附屬呢一個站長室吖，或者係附屬呢個巴士站？即係呢個可以好直接咁指出
19 嘅。

20 陳英傑先生：（經傳譯員）係。

21 黃女士：（經傳譯員）你有冇同規劃署係跟進，去攞一啲詳細啲嘅規格，究竟呢啲所
22 謂「其他附屬設施」係包括啲咩嘢？例如係廁所同站長室？

23 陳英傑先生：（經傳譯員）係，係嘅。

24 黃女士：（經傳譯員）咁你就會係跟進呢一段嘅修訂，係咪？即係呢個唔係淨係得一
25 段，仲有另外一段嘍，喺呢個手冊。或者 1324，1324 頁，就係關於公共交通
26 交匯處嗰個嘅設計嘅。1324 頁，就係 4.5.3 段，就係 1323，就係講到公共交
27 通交匯處嘅一般設計嘅要求，嗰度其中一個嘅要求喺 (c)，顧客同埋公司嘅設施
28 喇、嗰個安全喇、保安嘅安排，譬如話排隊嗰啲嘅欄河喇、洗手間座位嘅設
29 施、售票機、公共電話、呢一個消防設施等等，即係如果係有空間嘅時候，應
30 該呢啲必須嘅設施就係喺公共交通交匯處裏面提供嘅。呢度冇寫嘅就係冇講到
31 底嗰啲嘅廁所係畀埋公眾，即係乘客使用，抑或只係車長或者巴士公司專用。
32 呢一段都要睇埋嘅，都要需要澄清嘅，睇下使唔使修訂嘅。你會唔會係對於呢
33 一段都係有一啲相應嘅修訂，就係透過規劃署？

34 陳英傑先生：（經傳譯員）檢討過廁所同埋附屬設施嘅相關嘅條款，咁可能呢一度都
35 要有相應嘅修訂嘅。

1 黃女士：（經傳譯員）咁去番 1315 頁，規劃署嗰封信，規劃署喺呢度寫得好清晰，
2 要修訂呢啲指引嘅程序係需要由運房局或者係運輸署嚟到去提出，咁然後先至
3 會修訂香港規劃標準嘅準則就係第 8 章嘅，咁就係需要你哋嗰邊去提出嘅。咁
4 如果係可以，我就會去另外一個嘅話題。

5 主席：（經傳譯員）咩嘢話題？

6 黃女士：（經傳譯員）就係非法泊車。

7 主席：（經傳譯員）咁好，我哋而家就係休息，因為我哋今朝都遲咗開始喇，我哋休
8 息十分鐘。

9 黃女士：（經傳譯員）好，唔該。

10

11 上午 11 時 48 分聆訊押後

12

13 下午 12 時 01 分恢復聆訊

14 出席人士如前。

15

16 主席：（經傳譯員）黃大律師。

17 黃女士：（經傳譯員）唔該。我哋而家就講違例泊車嘅問題，工會同埋巴士專營公司
18 就表示呢個問題係影響到巴士車長喇，亦都係有一啲襲擊車長嘅事件，咁有一
19 啲呢啲事件就係因為違泊而起嘅，咁我哋有睇到一啲例子喇，亦都係一啲相關
20 嘅電郵喇，亦都係已經有通知咗運輸署嘅。我就唔會就請你睇啲文件或者電
21 郵，但係我就想你睇下一封信，就係警方發出嘅，咁呢個就係講緊最近警方針
22 對違泊採取啲咩嘢措施，咁呢個就係雜項一文件冊，124-539 頁，呢個就係 18
23 年 8 月 10 號嘅信件嚟嘅。雜項一文件冊，我想你睇一睇第 5 段，咁呢度就講到
24 喺 17 年嘅 4 月，起動九龍東辦事處，即係喺發展局底下嘅呢個辦事處，就係建
25 議就住針對違泊安裝閉路電視進行一個可行性研究同埋一啲同交通擠塞相關嘅
26 道路罪行，咁為期廿一個月嘅第一階段嘅試驗，即係喺呢一個觀塘工業居卸貨
27 嘅監察系統就喺 2018 年 1 月係發起嘅。咁你可唔可以解釋一下呢一個嘅試驗計
28 劃或者概念認證嘅計劃係關於啲咩嘢嘅呢？

29 黃志光先生：The system is down。

30 黃女士：（經傳譯員）或者即係幫一幫你喇，呢個就係第二階段嘅計劃，咁呢個就係
31 維期二十四個月，起動九龍東辦事處嘅概念認證計劃，就係針對呢個違泊嘅，
32 就係暫時就喺 2018 年嘅 8 月開始，呢啲項目就係需要政策同埋財務嘅支持，亦

1 都係需要係修訂法例，同埋亦都係要解決即係公眾對私隱嘅擔憂嘅，咁所以需要
2 要多啲時間係去發展呢一啲複雜嘅計劃。首先我想你睇下會議紀錄，124-564
3 頁，呢個就係違例泊車概念認證試驗嘅啟動會議，咁出席人士包括係嚟自發展
4 局、警方、顧問同埋運輸署嘅。咁我個問題就係你可唔可以解釋一下呢個概念
5 認證點樣可以係即係偵察到違例泊車或者喺巴士站違例停車嘅情況？

6 陳英傑先生：（經傳譯員）當時有出席嘅同事今日唔喺度，咁所以我哋手上就有實質
7 嘅資料去講呢一個概念認證嘅試驗係做啲乜嘢嘅。

8 黃女士：（經傳譯員）咁即係換句話講，你哋係無法係解釋多啲呢一個概念認證嘅試
9 驗係做啲乜嘢？

10 陳英傑先生：（經傳譯員）我哋有完整嘅資料，即係如果我講一啲嘢，可能會有啲誤
11 導嘅...

12 主席：（經傳譯員）我明嘅。即係我哋有好多嘅--即係我哋明白嘅，如果你係唔方便
13 講嘅話。

14 黃女士：（經傳譯員）咁如果係咁，我就會講另一個議題，就係襲擊巴士車長嘅問
15 題，我哋聽取咗運房局黎以德先生嘅證供，咁根據呢個計劃係會進行一啲公眾
16 教育喇，去話畀你知應該點樣去對待車長，咁我想你睇番個謄本，就係第一日
17 第38頁嘅，咁日期就係18年嘅5月7號，係喺第38頁嘅。咁我想你睇下最
18 後一段，黎以德先生嘅作供，佢就話「主席，我哋知道巴士公司同埋巴士車長
19 都係有一啲擔憂嘅，咁我想補充，運輸署署長同埋佢嘅團隊而家就係做緊一份
20 嘅教育計劃喇，係去教育乘客佢哋應該點樣去--即係佢哋應該有啲咩嘢行為
21 嘅，同埋如果有任何不滿巴士服務或者任何司機嘅服務不滿，都係有一啲投訴
22 嘅渠道，咁所以運輸署係已經著手工作㗎喇。」你可唔可以講多啲呢一個教育
23 計劃，即係就住乘客應有嘅行為？

24 陳英傑先生：（經傳譯員）黃先生會答嘅。

25 黃志光先生：（經傳譯員）主席，我哋有傾過呢個宣傳計劃喇，亦都所有嘅專營巴士
26 公司亦都係有參與，亦都包括港鐵公司嘅，佢哋遇到嘅問題就係佢哋希望教育
27 乘客--即係佢哋係希望乘客就係有禮同埋尊重呢個公共交通嘅員工喇，包括係
28 巴士同埋港鐵，咁我哋準備就係製造短片，就喺社交媒體嗰度係發布，因為我
29 哋覺得一啲傳統嘅媒界，例如係電視，未必係有效嘅，咁所以我哋係著手咁拍
30 緊呢段嘅短片，譬如話可能係三十秒喇，每個系列，我哋仍然係做緊嘅。咁但
31 係個重點我哋係想用一個比較軟性嘅手法去進行宣傳，咁個主題就係我哋--即
32 係大家應該係更加有禮喇，即係喺用呢個公共交通工具嘅時候，我哋可能會即
33 係邀請一啲嘅明星係去出鏡嘅。

34 主席：（經傳譯員）即係呢個會面係幾時㗎，即係同呢啲巴士公司同埋港鐵？

35 黃志光先生：（經傳譯員）我記得應該我哋係會面過三次，咁最近一次就係大概一個

1 星期之前，我就唔記得個實際日子。

2 主席：（經傳譯員）第一次係幾時？即係究竟係傾咗幾耐？

3 黃志光先生：（經傳譯員）應該係幾個月之前，不過我要再搵番個實際嘅日期係幾
4 時。

5 主席：（經傳譯員）唔該晒。

6 黃女士：（經傳譯員）唔該。咁我想講另一個嘅話題，就係關於巴士嘅設計，我有三
7 個方面想問嘅。首先就係車頭嘅設計，我哋聽取咗道路安全議會嘅證供喇，就
8 係專營巴士嘅設計同埋建造，佢哋提到嘅一項嘅擔憂就係巴士嘅結構未必係夠
9 堅固，即係如果係有意外或者事故，車頭嘅部分係好容易係會損毀，可能會令
10 到喺車頭嗰度嘅乘客受傷嘅，咁我一陣間就會畀一啲相--即係巴士嘅相你睇
11 嘅，就係佢哋顯示咗喺颱風山竹之後嘅情況。咁我想你睇番喺第七日鄭先生嘅
12 證供，就係 3A 文件冊，18 年嘅 7 月 16 號，就係喺 56 頁第三行嘅。

13 第 56 頁嘅第七行你就見到佢回應主席嘅問題，即係話「而家喺巴士車頭方
14 面，有咩嘢方面係唔安全或者係相對唔安全？」咁而鄭先生就話「喺巴士上層
15 嘅前方，空間係好有限，就係一個好容易會壓爛嘅一個位置，咁而上層前方安
16 裝安全帶，就可以喺某一啲嘅事故之中可能係有用，例如係巴士係急速剎掣或
17 者係撞上一個安全欄，或者係同一架細嘅車去碰撞等等，咁但係如果雙層巴士
18 係同喺前方嘅貨車碰撞或者係撞上橋墩等等，咁上層前方嘅乘客就算有戴安全
19 帶都會係嚴重受傷嘅，所以我希望請顧博士係去補充。」咁而顧博士就話喺巴
20 士嘅上層，呢個上層嘅乘客可能會喺胸部係有嚴重嘅受傷，因為就所有嘅主要
21 嘅器官都喺入面喇，咁包括係腹部同埋盆部，咁而呢啲嘅壓縮性嘅受傷就會係
22 引起非常之嚴重，甚至係致命嘅內部出血。咁所以鄭先生就講到呢一個上層嘅
23 前方嘅乘客無論有冇戴安全帶都係好高危嘅。

24 咁我想你睇番鄭先生喺 4 月嘅陳述，呢個就係道路安全議會嘅陳述，就係
25 雜項二 805 頁嘅，呢個議題就係要求巴士嘅外殼有足夠嘅堅固度，咁先至喺翻
26 側嘅時候係仍然可以有一個相當嘅空間喺入面嘅，就係喺第 805 頁。

27 講到「分格」呢一段，最後嗰度就係翻側嘅測試，就係需要巴士嘅外殼有
28 足夠嘅力度喺一個既定嘅空間嗰度，即係萬一佢架車係翻側嘅時候，都係保持
29 到呢一個嘅空間，咁去保障乘客可以係生還嘅。咁如果係加強巴士外殼前頭個
30 個嘅結構，你覺得係點？即係考慮到大家有呢一方面嘅表達。

31 陳英傑先生：（經傳譯員）我而家就係會畀岑先生嘅。

32 岑毅安先生：（經傳譯員）我哋冇考慮過呢一樣。

33 黃女士：（經傳譯員）點解？

34 岑毅安先生：（經傳譯員）呢一個 UNECE 第 66 嘅規例就係講到巴士嗰個嘅結構，就

1 係一啲技術上嘅改善，特別係單層巴士嘅啫，係畀單層巴士嘅。

2 黃女士：（經傳譯員）咁我未落去之前，我想畀你睇一啲喺颱風山竹之後嘅一啲拍嘅
3 照片，就喺 SEC-1, 1440, 即係東方日報喇、呢一個嘅信報喇，仲有蘋果日報
4 喇。1442, 有啲嘅樹丫就係插爛咗一啲巴士嘅窗門喇，另外 1443 頁有一啲嘅
5 照片，就係嗰啲嘅--呢架車行駛呢個寶林北道嘅時候，就係畀啲樹枝插咗入去
6 嘅。1445 頁，右手邊係城巴 682 號，就係被割開㗎。1447 頁，新一巴嘅呢架
7 巴士嘅車頂係樹塌嘅時候係損壞咗嘅。咁顯示出可能要研究一下喇，即係巴士
8 嘅車頂同埋車頭嘅部分係咪要加固，你嘅回應係咩嘢，關於呢個建議？

9 岑毅安先生：（經傳譯員）我哋會研究下，睇下有冇一啲嘅改善措施係適用，嚟到係
10 去改善巴士嘅結構，但係我都要補充，香港所有嘅巴士都係由三間主要嘅巴士
11 製造廠製造，佢哋確認佢哋巴士嘅結構係根據歐洲嗰個嘅標準，呢個係佢哋提
12 供畀我哋嘅資料，現時就係咁樣嘅狀況，如果有其他改善嘅地方係適用，譬如
13 話要加強佢哋嘅結構，嚟到去處理呢啲照片所顯示嘅情況，我哋就係會咁樣
14 睇。

15 主席：（經傳譯員）即係加強就會--要加固就會增加重量，係咪？

16 岑毅安先生：Yes, of course.

17 主席：（經傳譯員）咁即係話會減少咗可以運載嘅乘客數目？

18 岑毅安先生：（經傳譯員）係，所以我哋要有一個平衡㗎，同時間我哋會喺工作小組
19 裏面討論呢個問題。新一巴就會全車係加裝安全帶，我哋亦都係考慮喺上層後
20 加番安全帶。另外，咁呢個亦都會有一個效果，就係加重咗成架巴士嘅重量。
21 呢啲嘅事項係要同一時間一齊考慮。

22 陳英傑先生：（經傳譯員）主席，我想補充一下，從呢一個運作嘅角度嚟睇，當然，
23 你睇到呢啲嘅圖片就係一啲垂落嚟嘅樹枝就係損壞咗巴士嘅車頂，但係喺正常
24 嘅情況，所有嘅巴士路線係有過測試，然後先至開始接載乘客，我唔知道嗰啲
25 受到損害嘅巴士嘅狀況係點，係咪佢哋擺出去試行，抑或係真係接載緊乘客，
26 睇到呢啲嘅照片，睇到上層係受到毀壞，唔代表呢啲巴士係唔安全嘅，因為佢
27 哋其實係唔預期喺呢啲嘅狀況，即係有一啲嘅樹枝低垂落嚟或者係有其他障礙
28 物嘅時候繼續行車，不過我哋會去研究下呢啲嘅個案，就睇下喺咩嘢情況之下
29 呢啲巴士會係損壞咗，係咪需要啲咩嘢跟進或者係必須要--係咪加固嗰個車身
30 嘅。

31 主席：（經傳譯員）咁我嘅理解即係話呢啲嘅巴士全部都係根據歐洲嘅標準嚟到去製
32 話，你覺得係有啲嘅保證？

33 陳英傑先生：（經傳譯員）係，我可以向你保證，我哋所有嘅香港用嘅巴士都係安全
34 同埋符合歐洲標準，喺正常嘅情況，佢哋唔會受到咁樣嘅損壞嘅。

35 黃女士：（經傳譯員）第二項嘅設計我想同你去探討下，就係 Weston 先生，我哋嘅

1 專家就建議改善巴士前頭嘅一個設計。喺 9 月 27 號，2018 年，佢嘅作供係我
2 哋委員會第十八日嘅聆訊。

3 主席：（經傳譯員）第幾頁？

4 黃女士：111，第五行。主席，正話嘅問題，我哋第五行喇，就係講到嗰個技術，
5 「其中一個就係去改變巴士車頭嗰個嘅設計，呢個就係會改變咗佢嗰個箱形嘅
6 設計，就係要有一啲弧度，咁嗰個喺巴士前面，如果喺撞車嘅時候，佢就唔會
7 係入咗去嗰個空隙嗰度，而係就去咗側邊嘅，係咪？」

8 「咁即係話巴士安全標準嗰度可能就係要有呢個措施嘅，下個月就會提
9 出，就係將巴士前面嗰個設計係軟性啲。唔係話整軟佢，而係話係多啲嘅弧
10 度，可以睇下車頭嗰個嘅水撥，同埋睇下嗰個嘅乘客如果係畀巴士撞到嘅時
11 候，佢哋會可能有啲咩嘢嘅損害，咁我相信巴士前面嗰個嘅設計就係好啲嘅。
12 如個乘客畀一架慢駛嘅巴士撞到，佢哋就係畀車頭撞咗落去--拋出去路--去側
13 邊嘅，但係如果嗰個巴士嗰個嘅設計可能係會令到嗰個嘅傷害更大嘅，咁所以
14 就個前面嘅設計就會--萬一有撞車嘅時候，就對於路人係會好啲。咁即係我諗
15 呢個係關乎設計嘅問題，就唔係話好關乎嗰個嘅製作成本。咁譬如話 Dennis
16 車廠同埋 Wrights，佢哋就係供應車畀英國同埋香港，咁佢哋亦都可以係用呢
17 啲嘅巴士係賣畀其他嘅市場。咁我覺得呢個係一個好嘅例子嘅，我哋可以睇下
18 其他嘅市場係有啲咩嘢良好嘅做法我哋可以跟從。」

19 即係話係一啲新嘅巴士安全標準計劃喺倫敦，佢哋就大概將巴士最前方嗰
20 個設計多啲弧度嘅，呢一度運輸署有冇考慮過呢個設計？

21 岑毅安先生：（經傳譯員）我哋會考慮呢一個議程，呢個嘅項目。

22 主席：（經傳譯員）即係你以前就有考慮過呢點，將來你會？

23 岑毅安先生：（經傳譯員）係，我哋會喺未來就係同 Dennis 同埋 Wrights 呢間車
24 廠係去傾下，可唔可以試下有咁樣嘅設計。

25 主席：（經傳譯員）好。

26 黃女士：（經傳譯員）第三點想同你探討下嘅，就係 12.8 米長嘅巴士號型。呢個巴
27 聯會就係表達仲有其他嘅工會代表都表達過，話呢一類長度嘅巴士，即係 12.8
28 米長度嘅後輪嘅呢啲嘅巴士，佢哋去運作嘅時候有啲困難，咁佢哋就係話想係
29 參與呢一個巴士嘅測試，佢哋喺嗰個作供嘅時候，咁運輸署點？

30 岑毅安先生：（經傳譯員）咁 12.8 米呢一個就係後軸嘅扭軟，嗰個嘅設計係符合呢
31 個國際安全標準嘅，而家運輸署有一個兩層嘅制度，呢一類嘅設計即係話嗰個
32 巴士嘅長度係 12.8 米，而且係喺後軸嗰度嚟到係去--嗰個軟嘅呢，咁第一層
33 就係要首先批咗呢一個嘅類型，咁就係嗰個過程。第二就係去批准嗰啲嘅路線
34 喇。至於嗰個嘅車種嘅審批過程，我哋就會睇下呢個設計係咪符合呢個國際標
35 準，而第二個就係嗰個路線嘅審批過程，我哋就會同專營巴士公司同埋警方係

1 有一次嘅路試嘅，去試下呢啲 12.8 米嘅，去睇下佢係咪適合嚟到行駛現有嘅路
2 線，現有嘅路線係咪適合用呢一種嘅車種嘅。咁要視乎呢一個路線測試嘅結果
3 喇，我哋可能會施加某啲嘅限制嘅，當通過使用呢一類型嘅巴士嘅時候。

4 主席：（經傳譯員）咁即係簡單嚟講，首先就係要係審准咗呢個車種先，咁如果批准
5 咗之後就要係去批個條路線？

6 岑毅安先生：（經傳譯員）係，專營巴士公司亦都需要為巴士嘅車長提供訓練嘅，咁
7 樣嘅車長先至知道係點樣係揸呢啲 12.8 米長嘅巴士嘅。

8 主席：（經傳譯員）邊度有講話有呢一項要求？

9 李美鳳女士：（經傳譯員）主席，喺呢啲新巴士嘅型號，所有嘅專營巴士公司係必須
10 為所有嘅車長提供實路嘅培訓喇，咁佢哋必須喺車長揸呢啲新嘅巴士型號之前
11 係要接受培訓嘅。

12 主席：（經傳譯員）我嘅問題係邊度有寫？

13 李美鳳女士：（經傳譯員）喺個實務守則入面嘅。

14 主席：（經傳譯員）唔該晒。首先，有冇秘書處嘅同事去過嚟幫一幫我即係呢一個嘅
15 --即係呢個字幕嘅系統，因為好似唔係好用得到而家，請稍等。好，可以繼續
16 喇。

17 黃女士：（經傳譯員）我想講下一個話題，就係車速限制嘅，我知道運輸署長唔喺
18 度...

19 主席：（經傳譯員）咁聽講佢就嚟會嚟到喇，咁但係就唔知會真係幾多點到。或者我
20 哋稍為休息兩至三分鐘係等佢嚟喇。

21

22 下午 12 時 32 分聆訊押後

23

24 下午 12 時 38 分恢復聆訊

25 出席人士： 陳美寶女士，運輸署署長（運輸署）

26 陳英傑先生，副署長／公共運輸事務及管理（署理）（運輸署）

27 黃志光先生，助理署長／巴士及鐵路（運輸署）

28 謝善怡女士，首席運輸主任／巴士及鐵路 1（運輸署）

29 邱國鼎先生，總工程師／道路安全及標準研究（運輸署）

1 岑毅安先生，總機電工程師／車輛安全及標準（運輸署）

2 李美鳳女士，總運輸主任／特別職務（運輸署）

3

4 主席：（經傳譯員）你好，署長，咁我哋而家就繼續即係畀黃大律師發問嘅。

5 黃女士：（經傳譯員）我就會同你講兩個議題，第一就係車速限制，第二就係呢一個
6 概念認識嘅測試嘅。首先係車速限制，我哋講到政府係點樣看待呢一個車速限
7 制，就係根據運輸署嘅交通規劃與設計手冊嘅，咁然後你作供嘅時候指，你係
8 會定期係更新呢一個車速限制嘅結構，即係喺呢個手冊入面嘅車速限制就根據
9 外國嘅經驗嘅。咁我第一個問題就係即係喺呢一個車速結構方面，運輸署有冇
10 進行任何嘅顧問研究或者係調查，即係就住外國嘅經驗，即係呢一個車速限制
11 嘅結構？

12 陳美寶女士：（經傳譯員）我就會請邱國鼎先生係去回答嘅。

13 邱國鼎先生：（經傳譯員）主席，我哋有做任何嘅顧問研究係去檢討呢一個三級制嘅
14 車速限制嘅。

15 黃女士：（經傳譯員）有冇進行過任何研究，除咗呢一個可行性研究或者係呢一個低
16 車速區域嘅研究之外？

17 邱國鼎先生：（經傳譯員）即係最上一次就係...

18 主席：（經傳譯員）你可唔可以對正個咪講嘢？你唔需要講得咁怕醜，如果唔係我哋
19 就聽唔到。

20 邱國鼎先生：（經傳譯員）咁最後一個就係由交通研究實驗室，就喺 1999 年做嘅，
21 就係呢一個速度限制檢討嘅程序。

22 黃女士：（經傳譯員）你知唔知道倫敦係進行過一項嘅研究，即係就住呢一個車速結
23 構嘅限制，就係喺 2013 年 1 月做嘅，咁當佢哋制訂車速嘅時候，咁呢個就係倫
24 敦運輸局嘅文件度有提到，你知唔知道？

25 主席：（經傳譯員）呢個係倫敦運輸局定係運輸署？

26 黃女士：（經傳譯員）呢個係英國嘅運輸部嘅。

27 主席：（經傳譯員）呢個就係最新版本嘅文件，係咪？

28 黃女士：（經傳譯員）Yes.

29 主席：（經傳譯員）佢哋係叫做指引嚟嘅，呢個就係政府制訂唔同車速嘅程序，你清
30 唔清楚英國呢一啲嘅程序？

31 邱國鼎先生：（經傳譯員）多謝，主席，我哋知道運輸部嘅呢個文件，但係我哋就有

1 詳細去睇呢一份嘅通告嘅。

2 主席：（經傳譯員）或者我哋顯示嗰份文件，好唔好？你可唔可以畀個頁數我哋？

3 黃女士：（經傳譯員）SEC-3 文件冊，1003 頁嘅。

4 主席：（經傳譯員）喺市區車速管理，你知唔知道有呢一個時速 20 英里嘅車速限
5 制，你知唔知道？

6 邱國鼎先生：（經傳譯員）我哋知道有呢個 20 英里嘅車速限制，咁所以喺我哋嘅供
7 詞入面，我哋講到係試驗呢一個低車速區。

8 主席：（經傳譯員）呢個就係你嘅回應，係咪？你講到係 Islington 嘅，係咪？咁
9 佢呢個係一個--即係一個例外嘅情況嚟嘅，係咪？

10 邱國鼎先生：（經傳譯員）我哋知道係採納咗 20 英里車速，之後--即係
11 Islington 嗰個--即係實際嘅車速就只係下降咗 1 英里。

12 主席：（經傳譯員）咁當然喇，個歷史就係咁樣，咁但係我就會留番畀黃大律師去同
13 你再跟進呢個問題，咁但係我係想聽下你係咪--即係我哋嗰個標準就係呢度？

14 黃女士：（經傳譯員）我想你睇下一份文件，跟住我就想你睇下一份道路安全議會
15 嘅一份倡議安全街道嘅文件，咁然後想睇下運輸署會唔會係考慮去檢討或者更
16 新嗰個三層制嘅車速限制，我想你睇下 SEC-3 文件冊嘅 1003 頁。或者我想你
17 睇下 1005 頁，就係一個嘅簡介，同埋有一啲重點。我想問，你同唔同意呢一啲
18 嘅原則嘅，咁喺重點入面嘅最後一段就講到運輸當局係被要求係要根據外在嘅
19 情況係去檢討車速限制，同埋考慮係引入多啲時速 20 英里嘅限制同埋區嘅，咁
20 同埋喺呢一啲嘅市區同埋一啲已經發展嘅鄉郊街道就係一啲主要係住宅區，咁
21 就可以令到行人同埋其他嘅人更加安全喇。原則上，你同唔同意呢個睇法，就
22 係話運輸當局應該因為情況嘅改變，係不時咁樣去檢討時速限制嘅？

23 邱國鼎先生：（經傳譯員）係，同意。

24 黃女士：（經傳譯員）第二點就係話去引入呢個多啲時速 20 英里嘅時速限制嘅區
25 域，咁呢個就係有少少似稍後嗰個嘅可行--是否適合步行同埋一啲低速嘅區
26 域，咁你可唔可以話畀我聽，係咪只係關乎一啲市區嘅路線或者係市區？

27 邱國鼎先生：（經傳譯員）係，好似喺呢一段度講喇，點解要去定一啲嘅低速嘅限制
28 嘅區域，呢個係會增加整體嘅道路安全喇，而主要嗰個目標就係改善行人嘅安
29 全，因為好多嘅研究都係顯示如果嗰個嘅時速限制係低啲嘅，嗰個嘅死亡率係
30 會可以百分百咁樣減低--意外率就可以減低百分百。咁點解就係話喺市區裏面
31 係建議一啲時速比較低嘅地方，就多行人嘅同埋係保障一啲容易受影響嘅道路
32 使用者，好似係電單車或者係騎單車嘅人士。

33 黃女士：（經傳譯員）呢個研究就係做緊一個低速路段嘅，呢一個研究係咪相關嘅
34 呢？

1 邱國鼎先生：（經傳譯員）係，呢個主要嘅目標就係喺呢一個鼓勵多步行呢個研究裏
2 面係關乎行人嘅安全嘅，咁我哋亦都會係睇埋不論係市區或者係鄉郊地區都係
3 包括埋嘅。

4 黃女士：（經傳譯員）哦，兩個，咁喺呢一個研究包括幾多個區或者幾多個路段？

5 邱國鼎先生：（經傳譯員）我哋係研究嗰啲嘅原則同埋嗰啲嘅標準，不同嘅交通工具
6 同埋行人設施嘅不同水平、標準，咁我哋就唔係限話--呢個研究唔係特定限喺
7 邊一個嘅區域嘅。

8 黃女士：（經傳譯員）咁或者去到呢一份文件嘅一啲原則，睇下你同唔同意喇，咁我
9 哋 1012 頁，第 27 段，係呢一個原則呢一方面，「呢個時速限制管理呢個政策
10 嘅目標應該係要有一個安全嘅分布嘅時速，咁你就係話有一個平均嘅速度，係
11 要適合呢一個路面嘅情況，咁亦--所有嘅車輛就係要低於呢一個--嗰個嘅時速
12 限制，咁考慮到交通嘅狀況。」即係話呢個平均同埋八十五--百分--嗰個嘅係
13 咪一樣意思㗎？

14 邱國鼎先生：（經傳譯員）咁呢一個平均時速，即係話五成嘅車速都係高過呢一個平
15 均時速，咁呢個就係同呢個八十五--同八十五分嗰個嘅時速係唔同嘅，即係話
16 只係得百分之十五嘅車輛係會高過呢個八十五百分嗰個嘅時速。

17 黃女士：（經傳譯員）咁用呢一個嘅平均時速，咁運輸署就話到底同用而家嗰個八十
18 五分呢一個咁樣嘅時速有咩嘢分別？

19 邱國鼎先生：（經傳譯員）我就唔覺得呢度係用平均時速嚟到去做佢嗰個研究，因為
20 呢一段就我覺得唔係好清晰佢哋到或者係用邊一個嘅水平。

21 黃女士：（經傳譯員）邱先生，為咗我哋而家呢一個嘅答案，我哋就係講緊嗰個平均
22 嘅時速喇，即係運輸署所用嘅，運輸署呢方面嘅睇法係點嘅呢？

23 邱國鼎先生：（經傳譯員）其實大部分嘅管轄區都係用八十五百分位嚟到係做㗎，個
24 延伸--咁如果你用嗰個平均時速，咁即係話有一半嘅車輛都係用嗰個嘅速度向
25 前。

26 主席：（經傳譯員）咁你係咪想--如果你係想施加一個嘅時速限制，即係話大部分嘅
27 司機都係覺得呢個係車輛行駛呢條道路嘅應有嘅時速，咁即係有百分之十五佢
28 哋就係唔守呢個規則，係咪咁？

29 邱國鼎先生：（經傳譯員）係，因為嗰個嘅實際時速係我哋其中一個考慮。呢個考慮
30 即係個意外率，即係話如果大部分嘅車輛都係用呢個嘅速度行駛，而意外率又
31 低，咁就即係話用呢個車速嚟到行駛就係安全喇，咁我哋就會用嗰個做我哋嘅
32 時速限制喇。

33 黃女士：（經傳譯員）我哋稍後就會係去再講呢個題目嘅，第 30 段就係有好幾個嘅
34 重要嘅因素去考慮嚟到定出合適嘅時速限制嘅，咁包括係碰撞嘅歷史喇、嗰個

1 道路嘅幾何同埋工程狀況、道路嘅功能、不同嘅道路使用者嘅組成、現時嘅交
2 通速度同埋道路嘅環境等等嘅。運輸署會唔會都係同意用呢啲重要嘅因素嚟到
3 考慮一條路嘅時速限制？

4 邱國鼎先生：（經傳譯員）同意嘅，我同意嘅，咁我哋其實嘅考慮點都同呢度所提出
5 嘅類似喇。

6 黃女士：（經傳譯員）第 31 段就話係一個嘅成本效益分析，係未施加或者係改變一
7 個地方嘅車速限制嘅時候，運輸當局就係必須要確信嗰啲預期嘅得益係超過成
8 本嘅，大部分嘅成本同埋得益都唔係話有一個數值、一個銀碼咁樣嘅，但係應
9 該運輸當局會考慮以下嘅因素，譬如碰撞同埋傷亡方面嘅節省喇、情況同埋一
10 啲設施、對一啲比較容易受影響嘅道路使用者、咁對於步行同埋踩單車同埋其
11 他嘅運輸方式嘅影響喇、運輸交通所--個個行車時間、環境、社會同埋生活質
12 素嘅影響，另外成本，包括係嗰個嘅工程同埋其他一啲措施嘅，譬如有交通燈
13 號、維修等等嗰個影響嘅，咁係咪運輸署都同此呢一個嘅成本效益分析？

14 邱國鼎先生：（經傳譯員）係，我覺得大部分都係嘅，我覺得呢度好有趣，但就係提
15 出咗成本同埋效益嗰個分析喇，咁成本係會包括埋節省嘅時間、個車輛嘅運作
16 成本同埋二氧化碳排放、行車時間係咪可靠等等，我覺得呢啲嘅因素如果我哋
17 係做呢個成本效益分析嘅時候係好有用㗎，我哋對於呢啲嘅建議都係好有興
18 趣，我哋會進一步去研究，睇下我哋可唔可以改善我哋現有嘅系統嘅、現有嘅
19 制度。

20 黃女士：（經傳譯員）喺而家呢個研究就已經係有考慮呢啲因素，抑或你會喺將來嘅
21 研究先至係會包含呢啲嘅概念？

22 邱國鼎先生：（經傳譯員）我諗而家我哋就有呢個成本效益嘅分析喇，好似喺呢一個
23 文章建議咁，但係我哋都相當感興趣我哋會再詳細研究下㗎。

24 黃女士：（經傳譯員）咁我哋而家睇下所建議嘅不同嘅時速限制。睇下第 1020 頁第
25 5 段，嗰度亦都係有一個時速限制嘅評估，一個評核。第 66 段我想你睇下，但
26 話呢一個嘅時速限制嘅評估係提供一個工具幫助運輸當局去做一啲以實際為正
27 嘅研究，嚟到去決定應該係定出咩嘅時速限制嘅，咁呢度有三個嘅因素佢哋
28 搵到㗎，咁係 66 段，首先就係嗰個預計嘅平均同埋係八十五百分位車速，咁另
29 外就係預測對於譬如行車時間，不論係個人或者係商業車輛嗰個嘅影響喇，咁
30 另外就係 20、30、40、50、60 同埋係一啲雙程嘅行車路 70 嘅嗰啲不同嘅限
31 制，不同嘅車速時限會帶嚟咩嘅轉變。咁運輸署會唔會都係採納呢一度嘅車
32 速限制評核嘅工具？

33 邱國鼎先生：（經傳譯員）我哋都係對佢相當感興趣嘅，其實呢一個嘅工具可以預測
34 到平均同埋八十五百分位嘅車速，咁同埋嗰個嘅車速限制嘅改變，同埋係預測
35 埋嗰個行車時間，咁而家我哋嘅制度就係有做到呢一方面嘅預測，我哋都係相
36 當感興趣，係會詳細啲研究㗎。

1 黃女士：（經傳譯員）或者睇多一段，就係倡議要有不同嘅時速限制嘅地區同埋睇一
2 睇係 1025 頁，第 89 段，第 89 段就係話呢啲限咗時速係 20 英里嘅區域係係預
3 防碰撞同埋傷亡方面係好有效嘅，喺 1996 年嘅研究就話佢可以大大咁樣減低呢
4 啲嘅傷亡，咁跟住喺市區大致上都--不論係市中心或者係住宅區，都係用呢個
5 20 英里嘅時速限制區嘅，喺學校附近都係咁，喺舖頭、商舖、街市、遊樂場同
6 埋係多行人同埋單車流量，都係應該用嘅，但係如果嗰條路主要係要嚟被行車
7 作為主要嘅功能，就唔應該用呢一個嘅時速限制嘅。咁佢哋係睇嗰個嘅區域、
8 嗰個嘅用途，睇下佢係咪住宅嘍喇，抑或係好多嘅商舖，會好多人行嘅，佢用
9 呢一個做基礎。你同唔同意呢一個嘅概念？

10 邱國鼎先生：（經傳譯員）我哋都同意嘅，我哋都話一啲低速嘅限制區其實主要係要
11 促進行人安全，所以喺呢一段佢哋就話喺一啲好多行人嘅地方，譬如學校、住
12 宅區，嗰啲行人就好多時會喺行人路或者甚至喺路面度行，咁就係用呢啲低速
13 嘅限制喇。

14 黃女士：（經傳譯員）咁就住呢個 20 里嘅車速區，我哋睇第 95 同埋 96 頁，第 95
15 頁就話就住呢啲 20 英里車速區嘅研究就表示佢只係能夠輕微咁樣降低呢個車
16 速，咁而所以一啲 20 英里嘅車速限制就只係喺一啲車速已經低嘅地區先係有用
17 嘅啫。咁而一段就講到呢啲樸茨茅夫大部分街道嘅 20 英里車速限制就顯示到係
18 可以喺有一啲發展咗嘅地區係引入呢啲 20 里嘅車速限制都係可行嘅。咁而一啲
19 初步嘅證據就顯示有一啲嘅車速或者--可以降低一啲車速同埋一啲意外率，咁
20 而呢啲同埋早期嘅一啲研究係脗合嘅，咁而嗰啲研究就話呢啲嘅車速限制係可
21 以平均係將車速降低 1 里。咁你認為呢一啲嘅 20 里嘅車速限制可唔可以喺一啲
22 即係已經發展嘅區或者已經係車速低嘅地方嗰度用？我係講緊呢一啲實際車速
23 已經低嘅地區。

24 邱國鼎先生：（經傳譯員）我哋同意嘅。呢兩段講到兩點，第一就係對交通嘅影響，
25 究竟呢啲低車速區係可唔可以成功地實施，咁有一啲嘅駕駛者可能有唔同嘅睇
26 法喇，即係如果你定一個低車速嘅區，咁所以我哋考慮嘅重點就係減低對交通
27 嘅影響，咁以市區嚟講，呢個平均嘅實際車速係必須要低嘅。咁即係我哋再進
28 一步係降低車速係唔會影響交通嘅。咁透過呢啲措施，我哋可以即係減少呢一
29 個車速嘅波幅，咁即係話加速同埋減速嘅幅度都會係少咗。咁第二點就係設立
30 呢一個低車速區，係需要一啲緩和交通嘅措施嚟嘅，咁呢個實際車速就會慢一
31 啲喇。

32 黃女士：（經傳譯員）係，主席。

33 主席：（經傳譯員）好。我哋今朝就遲咗開始，即係我哋嘅午飯時段即係就會縮短一
34 啲，咁我哋兩點十五分就返嚟，大家同唔同意？咁我哋兩點十五分返嚟。

35

36 下午 1 時 03 分聆訊押後

1

2 下午 2 時 15 分恢復聆訊

3 出席人士： Hon Mr Justice Michael Lunn（倫明高），香港專營巴士服務獨
4 立檢討委員會主席

5 歐陽伯權先生，香港專營巴士服務獨立檢討委員會委員

6 羅康錦教授，香港專營巴士服務獨立檢討委員會委員

7 陳政龍大律師及黃佩琪大律師，由高露雲律師行委聘，代表香港專營巴
8 士服務獨立檢討委員會

9 陳美寶女士，運輸署署長（運輸署代表）

10 陳英傑先生，副署長／公共運輸事務及管理（署理）（運輸署代表）

11 黃志光先生，助理署長／巴士及鐵路（運輸署代表）

12 謝善怡女士，首席運輸主任／巴士及鐵路 1（運輸署代表）

13 邱國鼎先生，總工程師／道路安全及標準研究（運輸署代表）

14 岑毅安先生，總機電工程師／車輛安全及標準（運輸署代表）

15 李美鳳女士，總運輸主任／特別職務（運輸署代表）

16

17 主席：（經傳譯員）午安。黃律師。

18 黃女士：（經傳譯員）或者我哋可以完成呢份文件先，就關於係一啲低速嘅車速限制
19 區嘅，我哋就講緊係完成咗嗰個嘅 20 英里時速嘅車速限制，但係去繼續講番呢
20 樣嘢就係 1028 頁第 108 段，就係 30 英里時速就係喺市區嘅車速限制嘅標準嚟
21 嘅，而 40 英里就係如果合適嘅時候都可以用嘅，同埋喺啲例外情況都可以用到
22 50 嘅，可以考慮 50 英里嘅。

23 亦都有講到就係話喺 40 英里時速嘅道路通常都係喺市郊嘅比較高質素嘅道
24 路，嗰啲通常係喺市區以外嘅周邊地方，而 50 英里嘅時速，即係喺第 110 段嗰
25 度就係係高啲質素嘅路段。

26 主席：（經傳譯員）呢度講緊係英里，唔係公里，係咪？

27 黃女士：（經傳譯員）冇錯嘅，英里，50 英里呢個時速限制就可以喺高啲質素嘅道
28 路度使用嘅，只要嗰啲道路附近係冇路邊嘅發展，而跟住有個表就顯示唔同嘅—
29 —以英里計算嘅時速嘅限制同埋幾時——係用乜嘢限制。換句話講，佢哋係有唔同
30 嘅時速嘅限制、唔同嘅目的，同埋睇下嗰個地帶有冇乜嘢發展，先至去決定應

1 該用邊一個車速限制嘅。喺呢件事，我就想問下運輸署有冇考慮過檢視呢份文
2 件，考慮下喺第表 1 嘅呢個嘅呢啲嘅車速限制對香港係適唔適用呢？

3 邱國鼎先生：（經傳譯員）唔該晒主席，我睇到表 1 嗰度，30 英里即係時速 48 公
4 里，40 就即係 64 公里，50 英里就係 80 公里，我諗我哋而家嘅車速限制嘅架
5 構同呢一個都係類似嘅，除咗係一個叫做低速嘅地區，我哋而家就睇下一個研
6 究，可唔可以引入一啲係以試行嘅形式去做一啲低車速限制區域嘅，亦都可以
7 考慮喺我哋而家嘅車速限制嘅架構入面加上呢個低速嘅區域嘅。

8 黃女士：（經傳譯員）邱先生，而家想你睇番你自己嗰份文件，就係關於係呢一個嘅
9 道路安全審核，同埋一個研究係關於係低車速嘅限制區嘅，呢個就係你喺 2018
10 年嘅 10 月 18 號提交嘅書面意見嘅，呢個就係 1817 頁嘅，而家請你睇第 15
11 段，係第 1820 頁。

12 呢一段提到有兩件事我想同你跟進番嘅，第一，就係喺第四行開始，你就
13 話「據觀察所得，有一啲嘅城市如果就咁係引入一個低車速嘅地區，係唔能夠
14 自動去確定車速係真係會減低，又或者相應地個整體意外率係會減低嘅。」

15 我想首先畀你睇番兩份文件，最近喺 2018 年 5 月提交嘅，就係提到如果
16 平均車速減低係 1 英里都好，喺市區主要道路，已經係可以減低百分之六嘅意
17 外率喇，嗰度會有好多住宅區，亦都係比較低速嘅車速嘅限制嘅。

18 而家請你睇番兩份文件，而家唔喺文件冊嗰度嘅，第一，就係一位叫做 Mr
19 Rod King 先生寫嘅文章，日期就係 2018 年 5 月 23 號，我而家可以派發畀大
20 家。呢份文件 2018 年嘅 5 月 23 號，個標題就係話如果係減速由 30 英里至到
21 20 英里時速嘅話，基本上都會導致到係傷亡嘅比率減低百分之二十嘅。

22 然後佢提到就係話「佢係同意外受傷率有關嘅，因為如果減低 1 英里嘅車
23 速嘅話，意外率就係可以減低百分之六嘅，嗰啲路段就係喺市區有啲住宅區嘅
24 地方。」

25 然後就有一個研究，如果你睇番第 2.2 段嘅話，呢個就講緊話係喺 2018
26 年年初嘅最新近嘅研究，就話「有三個新嘅研究，就協助我哋可以更加了解 20
27 英里時速對於傷亡率嘅影響。」一個就係喺西敏寺大學做嘅，一個就係西英格
28 蘭大學做嘅。

29 然後就話「喺英約郡嘅一個叫 Calderdale 嘅地方引入 20 英里嘅時速限
30 制，喺過去三年減低咗百分之三十嘅傷亡率，後來就係顯示百分之四十嘅下降
31 嘅。」

32 而喺個車速嘅平均數減低 1.9 嘅英里，就係喺某啲地區就有一啲變化嘅，
33 但係整體嚟講，就係攞咗三百五十萬次嘅讀數。整體嚟講，就係話如果喺人口
34 密集嘅地區減低車速嘅限制去到 20 英里嘅話，就會令到傷亡率係減低超過百分
35 之四十嘅，而喺人口密集地方或者唔係主要幹道，如果車速限制係由 30 英里減

1 到 20 英里嘅話，基本上就喺呢個傷亡率方面平均可以減百分之二十嘅。」

2 另一方面，我哋喺 2018 年 5 月 25 號嘅一份文件，就係話一個全球嘅共
3 識，就係最佳做法應該係 20 英里嘅，而呢個機構就提到一啲機構，包括世界衛
4 生組織、歐盟、iRAP 同埋係道路安全全球網絡同埋經合組織，都係建議低車
5 速嘅車速限制嘅，就係應該係少過 30 嘅時速，即係 30 公里嘅。

6 如果我哋揭去後面嗰一頁，都見到係英國一啲研究，我哋而家可以揭去後
7 一頁，第三段，頁數第 2 頁頂部，我哋見到第 3 段，佢就話「雖然英國起步較
8 遲，喺過去六年超過百分之二十五嘅人口，喺佢哋住、工作、購物同埋學習嘅
9 地方嘅街道上已係車速增加咗 20 英里嘅，而我哋大部分城市都係有 20 英里嘅
10 車速，而倫敦嘅，百分之四十三人住嘅道路上係時速限制係 20 英里，而百分之
11 七十五就住喺倫敦中心嘅，就算有一啲嘅文件所講嘅地點都係講緊話係 20 英
12 里嘅時速嘅。而傷亡率方面就可以見到係減低咗超過百分之二十嘅。」

13 所以我哋就見到係倫敦嘅運輸局亦都喺 2015 年 10 月發表咗一份文件，就
14 係話安全倫敦，亦都係話如果車速限制越低嘅話，傷亡率亦都會減低。

15 主席：（經傳譯員）我哋係咪會睇呢份文件，係嘅。

16 黃女士：（經傳譯員）係嘅，呢個會係雜項文件冊第 984 頁。

17 主席：（經傳譯員）邊份雜項文件？

18 黃女士：（經傳譯員）雜項文件冊第 3 第 984 頁，係 982 頁開始嘅呢份文件。請睇
19 987 頁，987 頁頂個度見到「喺車速減低 1 英里嘅話，係可以喺市區減低碰撞
20 嘅頻率達到百分之六嘅。」第一段，「車速就係喺好多嚴重同埋導致傷亡嘅碰
21 撞入面嘅一個因素嚟嘅。」根據呢啲文件，邱先生，似乎運輸署嘅講法...

22 主席：（經傳譯員）等等。你問問題之前要等等。我哋 987 頁個度見到係話「20 英
23 里時速試行」，我哋就見到 2015 年就係話「喺首都嘅道路嘅百分之二十五都已
24 經係實施咗 20 英里嘅車速限制，你頭先提到一啲嘅統計數字，就係話喺百分之
25 四十三嘅倫敦人口都係住喺一啲道路上，係有 20 英里嘅時速限制嘅」，呢一方
26 面嘅數字有冇更加更新嘅數字呢？有冇新啲嘅資料呢？譬如話係倫敦運輸局
27 嘅，佢嘅文件就提到有幾多道路，可能佢哋喺市區嘅人口密集程度係有唔同，
28 但係對於最新近嘅數字，譬如話係有幾多百分比嘅道路喺倫敦係實施咗 20 英里
29 嘅時速限制呢？

30 黃女士：（經傳譯員）主席，我要查下再回答呢個問題，但係我哋亦都聽過 Mike
31 Weston 先生嘅證供，佢作證時就係出示咗一幅圖，有好多倫敦市內嘅地方已經
32 將車速限制改做 20 英里。

33 主席：（經傳譯員）呢個就係數碼嘅地圖，係倫敦嘅，佢就用個顏色顯示嘅？

34 黃女士：（經傳譯員）係呀。

1 主席：（經傳譯員）我哋可唔可以去打呢一個嘅地圖出嚟喺個螢幕度呢？

2 黃女士：Yes.

3 主席：（經傳譯員）每小時 20 英里係應該綠色顯示，係咪呀？

4 黃女士：（經傳譯員）呢個應該係雜項文件冊 1226 頁嘅，我哋可以睇到呢個地圖有
5 唔同嘅顏色顯示唔同嘅車速限制，有五個時速限制，綠色就係 20 英里，藍色係
6 30，粉紅 40，淺咖啡色 50，然後紫色係 70 嘅。你睇到中間嘅部分其實好多嘅
7 道路都係有 20 英里嘅時速限制，睇唔睇到呀？邱先生，睇唔睇到？

8 邱國鼎先生：（經傳譯員）睇到。

9 黃女士：（經傳譯員）Weston 先生嘅證供就係...

10 主席：（經傳譯員）你呢個文件喺邊度嚟嘍？

11 黃女士：（經傳譯員）係一個願景 2.0 嘅規劃，就係由倫敦市長 2018 年 7 月嘅時
12 候發表嘅，佢就 1207 頁開始嘅，呢個文件。

13 陳先生就幫咗我哋手，我哋就搵咗一啲數據，就係 1223 頁嘅，喺第 3.2
14 嘅部分，就係喺倫敦一個新嘅方法去減速，第一個段就話「倫敦就已經係採取
15 行動就係去減低個車速，大致上係倫敦三分之一嘅道路而家就係 20 個英里嘅時
16 速限制，其他嘅--其餘啲嘢大部分都係 30 英里，係一個成個國家嘅標準，然後
17 其他啲嘢就大概係 40、50 同埋 70 英里嘅限制。」呢個係最新嘅數據。

18 主席：（經傳譯員）喺 1226 頁，就係你頭先地圖展示啲頁，我發現喺第圖 10 嘅旁
19 邊就寫話「TLRN 嘅建議嘅時速」就係--我懷疑就係倫敦運輸局道路網絡。但係
20 實際上啲個時速限制係點樣？因為呢個就唔係一個數碼嘅地圖嚟嘅。

21 黃女士：（經傳譯員）或者我哋睇睇 1225 頁嘅圖 9，呢個就係目前嘅車速限制。

22 主席：（經傳譯員）我哋落實啲嘢嘅建議係咩嘢日期呢？

23 黃女士：（經傳譯員）我哋就搵到唯一一個嘅日子就喺 1223 頁嘅，右下角，「TFL
24 就會係落實減速嘅建議，就係倫敦運輸局道路網絡嘅情況，我哋會確保喺倫敦
25 中心嘅所有嘅道路就係 20 英里限制就係 2020 年 5 月之前會實施。亦都係其他
26 嘅地點亦都會採取方法去減速嘅，尤其是係解決呢一個嘅道路上面危險嘅情
27 況，就會係直至到 2024 年就會係實施啲嘢嘅建議。」

28 主席：（經傳譯員）唔該晒。

29 黃女士：（經傳譯員）我哋睇番運輸署嘅文件，附件 2 第 15 段，有個評論或者觀
30 察，就係話「如果純粹係施加低速嘅限制就唔能夠自動確保啲個整體嘅意外率
31 係會相應地減低」，似乎我頭先所講嘅文件就推翻咗呢個評論或者觀察，你會
32 唔會接受呢個講法呢？

1 邱國鼎先生：（經傳譯員）喺呢一個段落，我哋想指出嘅就係純粹係施加呢一個低車
2 速限制區而有改變嗰個道路嘅設計，個情況未必係咁理想嘅，正正係咁，因為
3 我哋就係要研究下低車速限制區，睇下可唔可以同佢--同其他一啲道路設計嘅
4 改變一齊做，致使到呢一個嘅限制區個帶嚟嘅影響或者個結果會更加好，我哋
5 而家係進行緊嘅。

6 主席：（經傳譯員）低車速限制區就會係同呢一個減低嘅車輛擠塞嘅措施一齊推行
7 嘅，係咪啱？呢個係咪倫敦個方法呀？

8 邱國鼎先生：（經傳譯員）我哋...

9 主席：（經傳譯員）你可唔可以首先回答呢個問題，然後你先至去話畀我哋聽邊一啲
10 嘅材料？呢個係咪就係倫敦所採取嘅方法呢？

11 邱國鼎先生：（經傳譯員）喺唔同地方嘅試驗計劃都有咁樣嘅結果。

12 主席：（經傳譯員）你哋施加車速限制嘅時候，你同時間亦都會有啲嘅緩行嘅措施，
13 亦都係睇睇行人嘅個密度，你就會係--其實就會施加低車速限制區同埋緩行
14 嘅措施，所以就會係--呢個係個方法，係咪呀？

15 邱國鼎先生：（經傳譯員）我哋嘅道路嘅設計就係令到嗰啲人大致上就係每小時係
16 40 公里，...

17 主席：（經傳譯員）或者你集中番答番我個問題，我有唔同嘅組成部分，我哋睇下呢
18 啲嘅低車速限制區究竟發生緊咩嘢事，行人道如果係有好多行人嘅，你有一個
19 嘅車速限制區，但係令到佢能夠奏效，你同時間就會有緩嘅措施，呢個係咪就
20 係我哋應該採取嘅方法呢？就係咁簡單。

21 陳美寶女士：（經傳譯員）我可唔可以回答呢個問題？

22 主席：（經傳譯員）可以。

23 陳美寶女士：（經傳譯員）你嘅分析係正確嘅，我哋施加呢個低車速限制區，我哋係
24 研究緊，我哋同時間係引入一啲緩行措施，呢個係成個我哋嗰個嘅建議嘅其中
25 一部分嚟嘅，亦都係成個低車速限制區我哋嘅建議嘅其中一部分。

26 黃女士：（經傳譯員）就話施加車速限制呢樣嘢就係道路安全一個嘅團體之中其實都
27 有提議過呢一個建議嘅，就係 2013 年 5 月嘅時候，當其時就係喺聯合國嘅全球
28 道路嘅一個安全嘅論壇嗰度有講過嘅，就係雜項 2 文件冊嘅 820-25 嗰度有提
29 到。呢個係道路安全一個嘅團體所提交嘅文件嚟嘅，佢就係 2013 年 5 月、7 月
30 就係起動九龍東嘅嗰個時候嗰個會議嘅時候去提交嘅。

31 呢個係 820-57 就係講緊香港而家個情況係點樣嘅，820-57 頁嘅，呢
32 度咁講，就係香港就係呢一個城市嘅市區嘅道路車速限制就係每小時係 50 公
33 里，呢一個就係運輸署喺佢哋相關嘅手冊嗰度就係講到嘅。

1 喺 6.4.2.5 段嗰度就係話「一般嚟講，車速限制如果係少過 50 個公里就
2 係唔建議嘅，因為我哋係需要更加多嘅執法先至可以確保啲人遵守嘅。好可疑
3 嘅就係話其實如果我哋係減低個車速，係咪真係減低嗰個意外率呢？」

4 喺 6.5.3.2 嗰度，佢就係咁講嘅，就係「如果話我哋係有一個永久嘅車速
5 係每小時 30 公里嘅時候，我哋要考慮嘅時候，我哋真係睇番個別嘅情況，包括
6 呢一個嘅交通嘅環境、個設計同埋交通意外率等等。譬如話條路好窄或者有好
7 大嘅危機嘅時候，都唔係一啲好好嘅理據，就係話要施加一個咁嘅車速限
8 制。」

9 你同我哋講嘅時候，呢一方面--呢兩段冇更新到嘅，係咪呀？直至到目前
10 為止。

11 邱國鼎先生：（經傳譯員）而家就係講緊關於我哋而家關於車速限制方面嘅現狀，如
12 果當我哋去研究低車速限制區嘅可行性嘅時候，我哋就會係再更新呢兩個條款
13 嘅。

14 黃女士：（經傳譯員）820-35，道路安全嘅一個團體，佢就係話建議就喺香港係成
15 立一個系統，就係有 30、40 同埋 20 嘅公里嘅，就係睇番唔同嘅地點，譬如話
16 新市鎮或者係商業、旅遊區或者係住宅或者係屋邨等等咁樣。運輸署有冇考慮
17 過道路安全研究小組呢個建議嘅呢，就係劃出唔同嘅區域做唔同嘅車速限制區
18 呢？

19 邱國鼎先生：（經傳譯員）喺我哋嘅研究之中，我哋都係專注喺每小時 30 公里嘅低
20 車速限制區，我哋就有特別睇到道路安全研究小組嘅建議嘅。

21 黃女士：（經傳譯員）我哋就呢個文件已經睇完。有一個一般性嘅問題我想問問嘅，
22 就係一個百分之八十五嘅百分位嘅，Julian Kwong 就係講話呢一個八十五嘅
23 百分位，鄺子憲先生，佢就話呢個唔係一個平均嘅車速嚟嘅，我哋睇一睇第 8
24 日嘅聽證會，2018 年 7 月 17 號，TSCP 第 3 號嘅文件冊，係第 67 頁，第 67
25 頁第 14 行。

26 鄺子憲先生就係--主席就問佢嘅問題，佢就係咁樣回答嘅，佢就係解釋緊
27 呢個八十五百分位嘅車速限制嘅，第 14 行佢就話「八十五百分位就係唔係單單
28 我哋睇緊嘅唯一嘅價值嚟嘅，根據主席琴日講個文件，呢個文件就係話係 2013
29 年訂定車速限制，呢個就係英國嘅運輸署所發出嘅。

30 喺呢個文件，佢就係話用平均車速嚟計，平均車速係非常之清楚嘅，因為
31 我哋就係數一百架車，然後我就睇下佢一百架車嘅平均車速係點樣，佢哋就
32 唔係用緊呢一個八十五百分位嘅車速去決定嗰個車速嘅，佢哋而家係用緊呢一
33 個平均車速嘅。

34 即係話呢一個平均車速好可能係反映合理嘅司機、大部分嘅司機佢哋係希
35 望用咩嘢車速去行走，如果我哋用八十五百分位嘅車速嘅話，可能就對行人就

1 有益處嘅，如果我哋用一個平均嘅車速嘅話，可能係一個更好嘅答案。」

2 對於呢一個諗法，你嘅意見係點呢？

3 邱國鼎先生：（經傳譯員）我知道鄭子憲先生佢提到話係運輸署建議一啲嘅區域車速
4 限制。

5 主席：（經傳譯員）呢一個問題你較早唔係好明係咩嘢意思嘅，係咪呀？即係到底佢
6 哋係咪建議--即係話鄭先生佢嘅講法。

7 邱國鼎先生：（經傳譯員）佢建議我哋可以引入呢一個...

8 主席：（經傳譯員）係呀，但係佢意思就係話英國就係咁樣做嘅，而你都有質疑，係
9 咪呀？

10 邱國鼎先生：（經傳譯員）冇錯。

11 主席：（經傳譯員）即係你都唔肯定英國嘅指引係點？

12 邱國鼎先生：（經傳譯員）因為我淨係睇番個指引。

13 主席：（經傳譯員）我明白點解嘅，但係你嘅立場係咁咩，你唔係好肯定個意思係
14 乜嘢？

15 邱國鼎先生：No.

16 主席：（經傳譯員）唔好意思，我打斷咗你。

17 邱國鼎先生：（經傳譯員）因為我留意到個平均車速同埋八十五百分位嘅車速都有考
18 慮到，但係用一啲計算方法，就兩種車速都有考慮嘅。

19 黃女士：（經傳譯員）我哋可以睇番 Mike Weston 嘅證供，佢嘅睇法，呢個係 18
20 日聆訊，2018年嘅9月27號嘅謄本第188頁，第18日，第188頁開始第7
21 行，首先就係睇番我哋睇過嘅一幅圖，然後就話「喺三十二個倫敦市鎮都係有
22 一個趨勢，喺大型嘅住宅區域係實施 20 英里嘅時速限制，即係等如 32 公里，
23 我哋見到越嚟越多道路係實施 20 英里嘅時速限制，好多其他嘅道路就可能係
24 30、40，甚至 50 嘅，但係喺倫敦嘅巴士路線嚟講，好少巴士線係會行走一啲
25 超過 50 英里時速限制嘅道路嘅，大部分都會係低過呢個數嘅。」

26 我哋揭去 194 頁，Mike Weston 先生建議咗數個方法我哋可以採取嘅，
27 首先係睇番 194 頁第 6 行，佢就話--個問題就係話「大家首先要理解乜嘢係平
28 均車速」，佢都提到係講平均車速，而唔係話八十五百分位嘅車速，然後就再
29 知道有乜嘢範圍，喺車速嗰方面。

30 「喺倫敦要澄清呢一啲嘅 20 英里時速係所有車輛，唔單只係巴士要遵守
31 嘅。」「所以我建議要理解喺某啲道路上嘅平均車速嘅話，先至可以理解到個
32 問題嘅嚴重性嘅。」

1 第二點，睇番第 22 至 23 行，所以個問題就係要知道嗰個問題本身喺邊，
2 之後先可以做成本效益分析嘅，即係話如果車輛行得慢啲，成本係乜嘢。

3 如果睇 195 頁嘅話，第 6 行，回答番主席問題嗰時，Mike Weston 先生
4 就話「個邏輯就係如果你將所有嘅巴士路線都行慢啲，因為你唔想行得咁快嘅
5 話，又要維持咁多同樣嘅班次嘅話，你就即係話要多啲巴士、多啲司機。回答
6 之前嘅問題，就係咁樣係咪會好過對於巴士嘅安全裝置係加強呢？呢個係考慮
7 晒所有有嘅選擇，然後知道晒每種選擇之後，你先至去決定嘅。我覺得如果你
8 用後者嘅話，有一個危險，就係你可能會有啲決定係做錯。」

9 所以首先係要知道平均車速，車速嘅範圍係幾多，然後去做一個嘅成本效
10 益分析，然後再去平衡番，譬如話加強巴士安全裝置嘅情況，然後先去決定係
11 咪減車速嘅，佢亦都提到喺倫敦做呢個工作，起碼係花咗五至十年先完成到
12 嘅，即係話都要花時間。

13 我而家個問題問運輸署嘅就係除咗降低個車速限制，你會唔會採取呢一個
14 類似嘅方法，就好似 Mike Weston 先生建議咁呢？

15 邱國鼎先生：（經傳譯員）我諗我哋喺研究入面會考慮嘅，正如我朝頭早已經提到我
16 哋都對於成本效益分析幾有興趣嘅，我哋覺得呢一個分析會幫助我哋去選擇邊
17 一個方案去加強道路同埋巴士嘅安全。

18 黃女士：（經傳譯員）邱先生，我又想問你，係有一個顧問研究嘅，就係睇下有可能
19 喺香港嘅道路網絡入面有咩嘢路邊嘅意外嘅危險，呢個喺 2018 年 5 月開始做，
20 係咪呀？

21 邱國鼎先生：（經傳譯員）係。

22 黃女士：（經傳譯員）我哋而家唔需要睇番喺邊度，但係其實就係第 1 個文件冊嘅
23 372 頁。

24 主席：（經傳譯員）係咪 Mott MacDonald 嗰個顧問公司定係邊間呢？

25 邱國鼎先生：（經傳譯員）係 AECOM 顧問公司，係一個研究嚟嘅。

26 黃女士：（經傳譯員）有三十個月時間完成呢一個嘅研究，研究喺 2018 年 5 月 14
27 號開始至到 2020 年 11 月 13 號，我就想問番，似乎呢一個嘅顧問公司就研
28 究，只係去到至到--即係只係 70 公里時速嘅道路？

29 邱國鼎先生：（經傳譯員）唔係嘅，係一路--係所有都包括嘅道路。

30 主席：（經傳譯員）你講緊係兩個方向都有嘅，係--我哋要知道我哋香港嘅道路總長
31 幾多，你係兩個方向都有度嘅？

32 邱國鼎先生：（經傳譯員）係因為我哋嘅研究係要兩方向嘅行車。

1 主席：（經傳譯員）即係所有嘅道路、所有嘅車速限制都要研究？

2 邱國鼎先生：Right.

3 黃女士：（經傳譯員）我就係想澄清呢點，我可以見到喺 TD-5 嘅文件冊第 1685
4 頁，1685 頁，睇番 2.3 段，呢個係顧問研究嘅--就住呢個研究嘅一個文件，
5 2.3 段就話「減低現有道路危險，運輸署、路政署係有聯合檢查道路安全嘅，
6 去辨認出喺現有嘅道路如果車速限制係時速 70 公里或更高嘅話，會有一啲乜嘢
7 潛在嘅路邊安全嘅風險，同埋點樣去改善嘅。」

8 我要同你澄清，我哋喺第 4 段亦都見到，就話「呢一個嘅工作就包括
9 4,200 公里總長嘅香港道路網絡」，然後我哋可以見到有啲事項就邀請顧問要
10 研究嘅，其中一樣嘢就係(c)個點，「即係話喺香港所有公共道路，包括係路政
11 署喺 2013 年研究得出嘅嗰二百個地點嘅路邊安全嘅隱患」。

12 有啲我睇完，唔係好明白嘅，其實意思即係話係包括所有道路，而唔係包
13 括只係時速 70 公里以上嘅道路，啱唔啱？

14 邱國鼎先生：（經傳譯員）應該係包括所有道路，應該包括所有道路。喺 2.3 段提
15 到，喺呢個顧問之前，運輸署同埋路政署做過道路安全嘅檢查嘅，就係就住係
16 時速 70 公里或以上嘅路段，但係因為資源問題，我哋就聘請顧問去做。

17 主席：（經傳譯員）即係呢度係兩個唔同嘅研究喇，運輸署、路政署自己做過一個，
18 就係時速 70 公里以上嘅道路，而顧問係包括所有道路嘅？

19 邱國鼎先生：（經傳譯員）係嘅，喺時速 70 公里或更高嘅，呢個係一個內部嘅研
20 究。

21 主席：（經傳譯員）冇錯。

22 黃女士：（經傳譯員）我已經完成呢一個部分嘅提問，即係關於降低車速限制，除非
23 主席有其他問題，如果唔係，我就會繼續問得比較仔細啲大埔嗰個巴士意外。

24 主席：（經傳譯員）你可以問。

25 黃女士：（經傳譯員）邱先生，我解釋畀你聽我準備問乜嘢，我個問題係咁嘅，首先
26 多謝你提供個工作小組嘅檢討報告，就就住五個路段係降低咗車速嘅限制嘅。
27 其實我想問下你，你覺得合唔合適呢，如果我哋引入一個覆核嘅機制，譬如話
28 如果某個區議會係不滿交通工程嘅，無論佢哋係唔採取行動或者進度唔良好去
29 改善或者降低車速限制嘅話，即係話你會唔會考慮引入一個覆檢嘅機制，令到
30 呢件事可以向工作小組反映，等工作小組反映呢一個個案是否合適去檢討嗰段
31 路嘅車速限制？所以我其實係想問你呢條問題嘅。而有關嘅文件，...

32 主席：（經傳譯員）你繼續問之前，交通工程師--運輸工程師唔係負責決定嘅，佢係
33 決定係咪要轉介個案嘅啫，係咪？

1 陳美寶女士：（經傳譯員）係，冇錯。

2 主席：（經傳譯員）所以你嘅問題就係話，就如果區議會，佢係咪應該有能力係去檢
3 討可能收到嘅一啲嘅投訴，就係運輸工程師佢冇轉介一啲嘅要求就話去改變個
4 車速限制，係咪咁樣樣？

5 黃女士：（經傳譯員）係，冇錯。我睇文件之前，我就係想問一啲一般性嘅問題，唔
6 睇文件之前，你會唔會接受就係話喺呢一個大埔公路嘅意外，區議會或者區議
7 員就係大埔區議會嘅就有兩個嘅投訴，兩項嘅，第一，就係關於係呢個相關道
8 路嘅車速限制，第二，就係話係應該係有個裝一啲嘅車速嘅監察嘅相機，你會
9 唔會接受呢個係真嘅或者係確切嘅呢？呢個係講緊喺大埔意外之前嘅，一個係
10 2015年嘅時候，嗰個區議員就係要求係檢討嗰個相關道路嘅車速限制，然後
11 2017年大埔區議會亦都係有要求，就係應該裝呢個車速偵察相機嘅。

12 邱國鼎先生：（經傳譯員）多謝主席。基於我哋嘅紀錄，第一個事項，區議員提出要
13 求，佢哋就係要求個車速係限制係每小時 50 公里，第二個事項就係佢哋都有要
14 求我哋裝設呢個車速偵察嘅相機嘅，攝錄機。

15 黃女士：（經傳譯員）我可唔可以澄清，就係話就話喺呢一條道路上面擺出呢一個嘅
16 --樹立呢一個嘅每小時 50 公里嘅路牌嘅時候，我哋就係--因為呢條路係 70 公
17 里，所以其實佢哋就係要求緊就係將個車速限制由 70 減到係 50 嘅，係咪呀？

18 邱國鼎先生：（經傳譯員）喺我哋嘅紀錄所知，佢哋就要求我哋係就係喺呢一個嘅
19 50 公里嘅道路上面係樹立一個相關嘅呢一個嘅路牌。

20 主席：（經傳譯員）但係就我所知，睇嗰啲文件，就係話佢哋就係喺 70 路嘅上面希
21 望能夠就係樹立 50 公里嘅路牌，其實正正係佢嗰封信係咁講嘅，佢就係用呢個
22 方法係希望你哋能夠將嗰個車速限制係減低嘅，呢個就係睇下你明唔明佢哋講
23 乜。或者你睇一睇嗰個文件，好唔好呀？

24 黃女士：（經傳譯員）或者我哋係按住時序去睇嗰個文件，第一個文件我哋想睇一
25 睇，就係日本嘅國際學校，2015年嘅2月10號嘅，英文版就係TU嘅文件夾
26 就係840-47嘅，呢一個係DC第2號嘅文件冊嘅。

27 主席：（經傳譯員）呢個係Ashdown先生嘅函件嚟嘅？

28 黃女士：（經傳譯員）呢一封信就係日本國際學校就發畀我相信應該係大埔區議會
29 嘅，第一段，佢就係咁講嘅，佢就話「我希望你能夠協助我，因為喺我哋學校
30 外面，一個女士佢過馬路嗰陣時候就係撞死咗嘅，嗰陣時候嘅時速限制就係 70
31 公里，亦都係解釋咗點解佢受傷咁嚴重。」

32 然後我哋去到最尾嗰段，「我相信呢個係好重要，就係話我哋係應該時速
33 嘅限制應該係 50 公里，應該儘快去實施，致使到係唔會--避免另外一個更加嚴
34 重嘅意外會發生嘅。」

1 呢個係呢個第一封信嘅，而我請你睇一睇 2015 年 3 月 13 號呢個大埔區議
2 會第二個會嘅，呢個係 DC-2 號文件冊，第 840-9 頁嘅，呢個係 2015 年 3 月
3 13 號嘅會議，我哋睇到呢度有啲人出席，包括大埔嘅助理民政專員、路政署、
4 高級運輸主任就係運輸署嘅，同埋運輸署嘅其他工程師。

5 而家我哋睇一睇之後嗰頁，840-92，呢度就日本國際學校就係希望能夠大
6 埔道個時速限制係減低嘅，主席就係交通局運輸委員會就話佢哋就係曾經收過
7 呢個學校嘅函件，就希望能夠係喺佢哋學校前面個路段嗰個車速限制就由每小
8 時 70 公里去到每小時 50 公里。佢亦都邀請委員會就係去呢一個學校就係同佢
9 哋傾佢哋嘅交通問題嘅。

10 第 80 段，「王國良先生，呢一個就係運輸署嘅工程師，佢就回應，佢話呢
11 個嘅日本國際學校提議就呢一個嘅學校之前嘅路段就應該時速限制係應該由 70
12 去到 50 嘅，因為喺 2014 年嘅時候，喺大埔道呢間學校面前嗰個路段就係有交
13 通意外同埋有人係死亡嘅。運輸署同埋警方佢就係研究緊呢個嘅意外嘅原
14 因」。

15 跟住落嘅呢點，「呢個運輸署就會睇下而家睇下個路段嗰個時速限制係是
16 否合適。」

17 第 81 段，「一個委員，就係佢係當區嘅區議員，佢亦都係去到嗰個交通意
18 外現場睇過，佢就話佢亦都係非常之擔心呢個情況嘅，亦都係知道嗰個附近嘅
19 居民嘅擔心，佢亦都會係喺運輸署睇完呢個情況之後，佢係會再進一步去匯報
20 畀呢一個委員會知道。」

21 下一個文件就係大埔區議會 2015 年 7 月 24 號嘅文件，就係講緊呢個會議
22 四個月之後嘅，就係 DC-2 (B)，文件冊 840-75 頁嘅，呢度就講，就「大埔區
23 議會就係畀呢個王國良呢個工程師呢一封信，呢個係運輸署交通工程部嘅一位
24 工程師，佢哋就話最近係有大埔道附近一個居民就係要求佢哋協助，因為就係
25 喺附近就係有啲車速限制嘅交通標記，就係 Savanna Garden 附近嘅彎位，所
26 以就交通意外就經常發生。」

27 要確保呢啲嘅道路使用者嘅安全，佢就要求呢一個運輸署就係馬上就係去
28 到呢一個嘅翡翠花園附近嗰度就樹示呢一個 50 公里嘅交通嘅標誌，就係提醒呢
29 一個司機應該係小心駕駛，就唔會出意外嘅。其實呢個路段就係其實係 70 公里
30 嘅係...

31 主席：（經傳譯員）你繼續之前，你接唔接受呢一個嘅講法？你使唔使睇一睇個地
32 圖？

33 邱國鼎先生：（經傳譯員）係，係，需要。

34 主席：（經傳譯員）或者我哋將個地圖打出嚟。

35 邱國鼎先生：（經傳譯員）車速限制係 70 公里嘅，喺當時嚟講。

1 主席：（經傳譯員）唔該晒。

2 黃女士：（經傳譯員）呢個就佢唔係唯一發咗呢一封信嘅，陳笑權呢一個係大埔區議
3 員，佢亦都話佢亦都傾過電話嘅，我哋睇番謄本，第 6 日嘅聽證會，7 月 14
4 號，第 9 頁第 18 行，就係 TSCP 第 3(A) 嘅文件冊，陳先生就係咁講，佢話
5 「當其時，運輸署就有直接回答我嘅問題，但係我就同佢哋傾過電話，佢話如
6 果嗰個車速限制係要減到係 50，佢就係需要徵詢居民同埋嗰個業主立案法團，
7 2014 年就係喺日本國際學校就係有交通意外，特別係交通燈個位，有個人就係
8 受傷，然後運輸署就答我，就係如果係要減到係 50，運輸署係需要做一個研
9 究，喺意外之後，佢亦都係呼籲市民應該係遵守交通規則嘅，佢除咗係運輸署
10 嘅角度嚟講，如果真係要減到去 50，佢哋係需要做好多嘅諮詢，同埋同警方去
11 商討。

12 我係一直等緊，我亦都係一直同佢哋接觸嘅，王先生運輸署就係已經係調
13 離咗，好不幸，我哋就喺大埔尾就有交通意外。我亦都係去聯絡警方，因為運
14 輸署幫唔到我。亦都係請警方就係加裝呢個車速偵測攝錄機，我一直都跟進緊
15 呢件事嘅。」佢亦都係重複，喺第 11 頁，...

16 主席：（經傳譯員）我哋又有個證供，就係話其實係有一個嘅談話，就讓我哋清楚知
17 道就實際係有人係提出要求過要將個時速限制係減低嘅。

18 黃女士：（經傳譯員）係，我哋就去睇番信件，就係希望要求加裝車速偵測攝錄機，
19 就係 2017 年 6 月嘅，就係 DC-2 (B) ...

20 主席：（經傳譯員）其實我哋之前都睇過㗎喇，係咪呀？呢啲所有嘢，你希望提出嘅
21 論點，就邱先生，但係佢就唔同意嘅，但係佢而家同意，就第一個事項，就係
22 話有人係要求過將呢一個嘅車速限制去減低嘅，當我哋睇到相關嘅地方嘅時候
23 就係翡翠花園，另外嘅一個嘅要求就係話加裝車速偵察攝錄機，或者你係再總
24 結一下，睇下邱先生會唔會同意你個講法？

25 黃女士：（經傳譯員）呢個車速偵察攝錄機就係話區議員就係 2017 年 6 月嘅時候就
26 寫過一封信畀警方嘅，副本就畀運輸署嘅...

27 主席：（經傳譯員）我好似記得就係話運輸署話佢係冇收過呢封信㗎，係咪呢？係咪
28 咁嘅呢？

29 黃女士：（經傳譯員）運輸署回應就係委員會嘅提問，就係 2018 年 7 月 13 號嘅，
30 運輸署就係話佢哋有收到警方嘅回信，就係 2017 年 6 月 16 號。

31 主席：（經傳譯員）或者我記錯咗，或者你就睇一睇呢封信。

32 黃女士：（經傳譯員）就係 TD-1 號嘅文件冊，就係第 395 頁第 9 段。第 9 段，第
33 395 頁，你就話「喺 2017 年 6 月 21 號運輸署就係有收到係警方係回函畀陳先
34 生嘅，嗰封信件就係 2017 年 6 月 16 號，呢度就講，就話『運輸署暫時冇計劃
35 就係有一個車速偵察攝錄機。』收到警方回覆畀陳先生嘅信件之後，運輸署係

1 檢查過喺大埔道近住大埔尾嘅地方嘅意外紀錄，就發現係過去三年係冇涉及車
2 輛超速導致交通意外嘅紀錄，亦都有計劃喺嗰度安裝固定嘅車速監測相機嘅，
3 因為運輸署亦都有就住警方回應有補充，所以亦都有自己回覆畀陳先生。」

4 我相信你回應委員會嘅問題嘅時候，你亦都承認喺同一份文件第 17 段，第
5 400 頁，400 頁最後嗰行，17 呢一點係講番運輸署回應嘅，「工作小組，之前
6 係冇人問過工作小組呢一個路段嘅車速限制是否合適嘅。」

7 再解說一下，即係話從來呢個建議都冇去到工作小組度嘅，即係話有人要
8 求喺呢段路減速同埋安裝車速偵測嘅攝影機其實都係一路個建議停留喺運輸署
9 嗰個有關小組，...

10 主席：（經傳譯員）首先你同唔同意呢？

11 邱國鼎先生：（經傳譯員）同意。

12 黃女士：And if we accept that...

13 主席：（經傳譯員）畀啲時間我。唔該。

14 黃女士：（經傳譯員）如果你接納呢個講法嘅話，我就唔需要再講番喺 2018 年嘅 2
15 月 12 號嘅會議紀錄，當時你係喺大埔個意外發生之後會見過大埔區議會嘅，會
16 議當中陳先生都喺度嘅，...

17 主席：（經傳譯員）我哋之前咪講過呢一點囉，可唔可以簡要、扼要咁樣講，目的係
18 乜嘢？

19 黃女士：（經傳譯員）運輸署會檢討車速限制嘅，...

20 主席：（經傳譯員）係呀。

21 黃女士：（經傳譯員）...兩個月之內佢係咁樣做到，後來工作小組係有檢討有關路
22 段，工作小組亦都喺 3 月 27 號 2018 年，曾經就住車速限制呢件事開過會，亦
23 都同意呢一個建議嘅，即係話有關路段係減低個車速。

24 主席：（經傳譯員）喺邊度可以參考到呢，個文件？

25 黃女士：（經傳譯員）係 TD-1 號文件冊第 166 頁，3 月 27 號嘅今年。我想請你睇
26 嘅會議紀錄係喺 TD-6 文件冊 1923 頁去 1927 頁，TD 文件冊第 6 號，呢一份
27 新嘅文件係由你提供畀我哋嘅最近，2018 年 10 月 12 號提交。

28 想請你睇番工作小組嘅會議紀錄，即係 1916 頁，嗰一頁提到出席人士包
29 括運輸署、香港汽車會、香港--或者 IAMHK 香港進階駕駛者學院同埋係有關嘅
30 運輸署工程師，咁樣而家請你睇 1917 頁，4.2 段就係講番有關嘅路段，似乎個
31 標題就係話第 3、第 4 號報告，關於駿景路同雍宜路嘅之間嘅大埔道嘅路段，雙
32 線嘅行車。

1 我而家想問呢份會議紀錄係咪都係提供番報告嘅一個撮要呢？因為我哋就
2 有個報告喺手，我哋就唔知道嗰份報告本身嘅建議係乜嘢，可唔可以確認一下
3 喺呢幾段提到嘅所謂建議係唔係就係運輸署嘅工程師嘅提議呢？

4 邱國鼎先生：（經傳譯員）係。

5 黃女士：（經傳譯員）唔單只喺會議紀錄入面，我哋留意到個做法通常就係你會檢討
6 八十五百分位嘅車速限制嘅，喺有關路段對於輕型貨車喺繁忙時間嘅車速，呢
7 個就係 4.2.1 段入面嘅 (a) 段提到；第二，就會檢討個意外率嘅，呢個就係睇
8 下每百萬行車公里嘅意外率，呢個係第 (b) 段。

9 睇下最耐嗰句，尤其係北行嘅行車線，「北行同南行嘅路段嘅意外率係
10 1.21 同 1.57 嘅，嗰個係講緊喺北面嘅路段，兩個數字都係比起喺香港嘅所有
11 道路嘅平均意外率，即係喺 2016 年 1.18」...

12 主席：（經傳譯員）邊一個係高啲？

13 黃女士：（經傳譯員）係高啲嘅。

14 主席：（經傳譯員）你而家讀緊 (b) 段？

15 黃女士：（經傳譯員）係，最耐嗰四行。

16 主席：（經傳譯員）唔該晒，因為我頭先睇上面嗰度，我搞錯咗，唔該。

17 黃女士：（經傳譯員）我哋可以見到，根據 (e) 嗰段，「考慮到以上觀察到八十五百
18 分位車速同埋意外率，我哋建議喺赤泥坪同雍宜路，即係話北面路段嘅南行、
19 北行方向嘅路段都係由時速 70 減到去時速 50 嘅，而其餘部分就可以維持原有
20 嘅車速限制。」

21 邱先生，你喺上一次嘅聆訊都提到其中一個條件就係考慮意外率，個人受
22 傷意外率，就將佢同全港嘅意外率比較，似乎數字清楚反映，就好似呢度咁
23 樣，呢度嘅意外率，喺 2016 年起碼，係高過全港平均嘅意外率嘅 1.18 嘅。

24 我諗我哋都可以確立呢點，你亦都接納嘅，就係有區議員向運輸署投訴過
25 要求檢討或者係減低有關路段嘅車速限制。我哋頭先睇過呢啲證據，之後，你
26 同唔同意係有需要引入檢討嘅機制呢？即係話區議員係可以向工作小組上訴，
27 如果運輸署工程師係拒絕就住有關路段去檢討車速限制嘅話？

28 邱國鼎先生：（經傳譯員）係嘅。

29 黃女士：（經傳譯員）我講緊工作小組。

30 邱國鼎先生：（經傳譯員）我諗我同意，我諗我哋需要一個機制係畀運輸工程師去考
31 慮是否需要將公眾要求交去畀工作小組，所以我同意係應該有個咁嘅覆檢嘅機
32 制，去充分考慮公眾意見。

- 1 主席：（經傳譯員）應該點做呢？好明顯係有咁嘅需要呢個機制，可以去反對番一
2 個運輸工程師嘅意見，即係譬如話收到區議員嘅一個要求改個車速限制，但係
3 要點做呢？
- 4 邱國鼎先生：（經傳譯員）我覺得我哋首先要喺工作小組度討論呢一個建議嘅新嘅車
5 速限制，然後，呢個意見我哋可以諮詢區議會，尋求佢哋嘅意見。
- 6 黃女士：（經傳譯員）主席先生，我而家會繼續講非法泊車。我哋之前喺工會、九
7 巴，差不多係所有嘅專營巴士公司，都聽過佢哋嘅證供，係有違例泊車嘅問
8 題，而呢個問題，...
- 9 主席：（經傳譯員）任何有眼睇嘅人都知道喇，對我哋嚟講，呢個聆訊邊部分有關
10 呀？
- 11 黃女士：（經傳譯員）警方有封信嘅，2018年嘅8月10號，呢個雜項文件冊
12 1(C)，124-539頁，入面就提到就有一個引證一個概念嘅試驗嘅。
- 13 主席：（經傳譯員）我哋喺講呢啲細節之前，我哋而家聽運輸署佢哋嘅證供，對呢個
14 論點有乜嘢--對我哋嚟講有咩嘢幫助呢？到底個論點係乜嘢呢？
- 15 黃女士：（經傳譯員）其中一個有關嘅問題就係佢哋會檢討違例泊車嘅問題，即係話
16 佢哋會安裝閉路電視喺一啲違例泊車嘅黑點，但係呢一方面就我哋唔知道點樣-
17 -呢一個嘅試驗計劃點樣係實行嘅，所以我就係要問下呢個概念論證嘅試驗計劃
18 會唔會有一個電腦辨認嘅系統，譬如話有架車泊咗喺某個位置，或者佢固定咗
19 某一段時間係完全靜止不動嘅，然後觀察咗幾分鐘，佢都係完全冇移動嘅話，
20 點樣係會引發個系統或者運輸署或者警方去執法呢？
- 21 主席：（經傳譯員）運輸署係對於執法打擊違例泊車係唔關事嘅，呢個係警方嘅工
22 作嚟嘅。
- 23 黃女士：（經傳譯員）係，呢個係警方嘅工作。
- 24 主席：（經傳譯員）運輸署有關嘅就會係，毫無疑問，即係一般嚟講，就違例泊車會
25 影響交通同埋係喺巴士站嗰度違例停車，呢個亦都係個委員會關注嘅地方嚟
26 嘅。
- 27 黃女士：（經傳譯員）因為關於呢一個嘅概念論證嘅試驗計劃，我哋冇資料，除咗警
28 方有封信件，我哋可唔可以確認一下呢個研究係包括我提出嘅地方呢，就包括
29 係會用到拍攝影片同埋係要觀察車輛一段時間？
- 30 主席：（經傳譯員）即係你個問題想問運輸署咩嘢呢？
- 31 黃女士：（經傳譯員）你知唔知道呢個概念論證嘅試驗計劃係點？同埋你有冇參與嘅
32 呢？
- 33 主席：（經傳譯員）或者逐條逐條問喇，首先問呢兩條先。

1 陳美寶女士：（經傳譯員）多謝主席，多謝黃律師嘅問題。運輸署冇參與呢一個概念
2 論證嘅可行性研究。至於閉路電視會唔會去加裝同埋嗰啲影像係點樣去攝錄，
3 我哋都有參與嘅，所以我哋都喺呢方面唔能夠有啲咩嘢去評論。但係我想講
4 嘅，我哋會歡迎任何嘅概念論證嘅試驗計劃，只要佢係能夠引用科技可以喺交
5 通方面執法，警方咁樣做，我哋都係歡迎嘅。唔該晒。

6 主席：（經傳譯員）係。

7 黃女士：（經傳譯員）最後一個問題，就係話鄭子憲先生佢提出一個問題，佢就問會
8 唔會可能有一個嘅機制，可能就係話法例就係時速限制係每小時 70 公里，但係
9 巴士公司佢哋自己亦都可以去為佢哋嘅車長去提供指引，喺某一啲嘅路段嘅時
10 候會用更加安全同埋一個更低嘅速度同埋監察速度，以確保，所以佢做嗰個--
11 佢哋個參數係唔會被超越嘅。譬如話呢一個嘅路段好危險嘅，所以可能法定嘅
12 時速係 50 嘅，但係佢哋可以係實施低於呢一個嘅時速限制，而運輸署可以幫手
13 係睇下可唔可以確保呢啲嘅司機係遵守，呢個係鄭子憲先生所提嘅意見，我想
14 問一問運輸署會唔會都係支持呢個建議呢？

15 陳美寶女士：（經傳譯員）多謝主席。我哋鄭先生嘅意見，我哋係備悉嘅，九巴亦都
16 係提供證供，口頭陳述就係話佢哋係會發出一啲嘅指引去提醒車長喺某一啲嘅
17 路段可能需要係用一個更低嘅車速行車，但係係邱先生亦都講過，喺運輸署嘅
18 角度嚟睇，我哋好著重啱啱我哋開始咗嘅研究，特別就係設立低車速限制區，
19 就同埋係用一啲緩行嘅措施，我覺得應該係著重喺嗰方面。

20 至於巴士公司會唔會係探討、會唔會發出指引，我覺得限速器嘅裝置亦都
21 係幫到車長去遵守法定嘅車速限制，利用科技，我相信我哋都係要繼續嘅，但
22 係嗰個指引係會幫唔幫到，我相信我哋係持開放嘅態度，我哋會再同巴士公司
23 商討嘅。唔該晒。

24 黃女士：（經傳譯員）最後，我哋都聽過好多關於--喺我哋取證嘅過程之中，關於就
25 係巴士專線，強制嘅巴士專線，就好似新加坡咁，...

26 主席：（經傳譯員）或者我打岔一下，有一個事項我就特別想大家留意嘅，係
27 Weston 先生嘅報告，係 EXP 第 1 號文件冊第 142 頁第 6.4 章，呢個係咁嘅，
28 喺倫敦，Weston 先生講就係話「就喺呢一個框架協議之中，嗰個營運商就係需
29 要做一個道路風險評估嘅，呢個個目的主要就係話睇下一個道路係有冇一啲嘅
30 潛在嘅風險，譬如話一個好麻煩或者一個好有問題嘅道路嘅交通路口，或者就
31 有一間學校，有好多行人，司機如果佢係要揸呢一條路嘅時候，佢就係要知道
32 呢個道路風險評估嘅結果嘅。」

33 喺香港，我哋有冇一個制度就係話專營巴士公司係需要係做一個相關或者
34 類似嘅評估呢？

35 陳美寶女士：（經傳譯員）主席，喺目前嚟講，有一啲有系統性嘅道路風險評估嘅機
36 制，但係我想指出，喺我哋同巴士公司嘅日常嘅聯絡之中，我哋都知道某一啲

1 嘅道路係需要我哋特別小心嘅，或者有啲特別嘅措施去確保司機係留心當地嘅
2 情況同埋行人嘅情況。

3 我就舉一個例子嚟說明，呢個巴士路線係喺沙田附近嘅，水泉澳邨附近，
4 嗰個道路嘅環境同埋嗰個斜度，從水泉澳邨去到大路嗰度可能都會有一啲風險
5 嘅，因此，運輸署同埋巴士公司都係強制就係喺呢條路嗰度，巴士要停一停，
6 就確保車長或者個巴士站，如果即使冇巴士站等，佢哋係強制一定要喺呢個巴
7 士站停一停嘅，而確保就係個車速係緩減同埋嗰個道路更加安全。

8 或者係要系統性嘅去評估道路，肯定會幫到我哋而家目前所做緊嘅，亦都
9 係確保--而我哋同巴士公司去傾嘅時候，我哋都會提到呢一點，去確保喺呢啲
10 相關嘅路線係安全嘅。

11 主席：（經傳譯員）譬如倫敦嗰個嘅機制就好似比較正式一啲，因為有一個道路風險
12 評估係需要由嗰個巴士公司去做，亦都係資料要提交畀倫敦運輸局，因此兩方
13 都知道相關嘅資料，亦都係會係可能就係你頭先講沙田嘅情況，就係佢哋一啲
14 嘅研究所得出嚟嘅結果，你覺得香港值唔值得係做一啲推行類似嘅機制？譬如
15 話喺遠期計劃嗰度係要求係咁做，或者係某個地方要求佢哋咁做呢？

16 陳美寶女士：（經傳譯員）主席，我哋肯定可以去研究一下嘅，睇一睇。喺呢一個安
17 全嗰一章嘅時候，唔同嘅巴士公司有唔同嘅安全要求，當我哋睇番意外嘅成因
18 嘅時候，我哋會睇到某一啲嘅道路可能個交通意外率係比較大嘅，所以可能有一
19 個更加有系統嘅道路風險評估都會幫到嘅，我哋肯定可以同巴士公司一齊去
20 探討，可能一個合適嘅地點就係喺嗰個遠期計劃裏面關於安全嗰個章節。

21 主席：（經傳譯員）我哋之前聽過證供，就係話就係有喺--九巴其實某一個時段，佢
22 哋就識辨出咗二十九個急彎嘅，亦都係向巴士司機公布嘅，但係後來就有嘅其
23 實，運輸署知唔知道，即係九巴有冇同你講就係話關於呢二十九個急彎，嗰個
24 車速應該係低於呢個車速限制？

25 陳美寶女士：（經傳譯員）就我哋所知，運輸署其實就唔知道呢個嘅內部嘅安排嘅就
26 係講關於呢二十九個急彎嘅。

27 主席：（經傳譯員）呢個唔係正正就係對運輸署嚟講其實都係好有用嘅資料咩？

28 陳美寶女士：（經傳譯員）對我哋嚟講，如果有呢啲資料，都會好有用嘅，亦都係幫
29 到我哋究竟會唔會應該係可以有系統嘅做一啲道路風險評估嘅。

30 主席：（經傳譯員）係，好，唔該晒，黃律師。

31 黃女士：（經傳譯員）我想跟進一個問題，就係關於有系統嘅道路風險評估，特別係
32 針對某一啲路段，如果運輸署有呢啲資料，然後發現其實喺某一啲路段實在係
33 需要我哋減低個車速限制，你會點樣處理呢？會唔會係將相關嘅資料畀咗嗰個
34 車速限制檢討工作小組或者畀提升專營巴士安全工作小組考慮呢？

1 陳美寶女士：（經傳譯員）或者我直接回答都唔係咁適合嘅，較早前我就係同回答主
2 席都係咁講嘅，我哋睇下呢個咁樣嘅風險評估可唔可以做得更加有系統，或者
3 我哋就咁樣去處理。

4 黃女士：（經傳譯員）最後一個嘅課題，希望能夠你係話畀我哋聽，因為我哋就睇到
5 關於新加坡嘅做法，就係話強制就讓路畀巴士嘅一個制度，同埋呢個巴士優先
6 專線，就係新加坡嘅陸路運輸局去推出嘅。我哋睇番 SEC 第 2 號文件冊第 832
7 頁，個文件就係 822 開始嘅，就係關於新加坡同埋南韓嘅專營巴士嘅情況，我
8 哋睇番 832 頁，第 3.15 段，就係呢個讓畀巴士嘅線或者巴士優先線咁樣，專
9 線。

10 「如果呢啲司機就係近呢個巴士嘅時候，佢哋首先喺個地上面睇到一啲三
11 角形嘅路標，呢啲嘅路上嘅標誌就係話畀佢聽佢哋就已經就嚟去到個巴士站，
12 佢哋係要慢駛，然後睇清楚有冇巴士就係由巴士站開出嘅。」亦都會有一啲嘅
13 巴士嘅標誌就係話讓路畀巴士咁樣。如果佢唔遵守嘅說話，就會有懲處嘅，所
14 以我想問一問運輸署，你會唔會考慮呢種嘅強制讓路畀巴士嘅一種嘅機制呢？

15 陳美寶女士：（經傳譯員）首先，我想請邱先生從道路安全角度講下佢嘅觀察，咁樣
16 嘅措施喺加強巴士安全嘅工作小組嗰度亦都考慮過呢一個嘅有可能嘅方案，可
17 以去改善巴士安全，或者我而家請邱先生由道路安全嘅角度去講下佢嘅見解。

18 邱國鼎先生：（經傳譯員）喺新加坡建議嘅概念就係話用一個嘅強制性嘅讓路措施，
19 呢個路標就係一個嘅強制措施，即係話車輛行到一個巴士停車處附近嘅時候，
20 所有車輛都要停落嚟嘅，無論係喺嗰個巴士停車處嗰度有冇巴士正在駛出。我
21 哋要研究呢一個喺香港係咪可行，...

22 主席：（經傳譯員）呢個唔係佢哋嘅建議，直頭係有咁嘅系統運行。

23 邱國鼎先生：（經傳譯員）係已經實施。

24 主席：（經傳譯員）因為你頭先講話佢哋建議。

25 邱國鼎先生：（經傳譯員）即係我哋要研究一下喺香港道路係咪可行，因為如果有咁
26 嘅強制道路標記嘅話，所有喺大路行緊嘅車都要停落嚟，我哋都會擔心，譬如
27 係話會唔會係有撞車尾嘅情況，...

28 主席：（經傳譯員）撞車尾係乜嘢導致呢？係即係話冇留意到有巴士停落嚟？

29 邱國鼎先生：（經傳譯員）因為大路車輛係一定要停落嚟，...

30 主席：（經傳譯員）係，有兩種巴士站，有一種就係喺道路側邊有個停車處，一邊就
31 直頭喺路邊嘅。

32 邱國鼎先生：（經傳譯員）可唔可以顯示一啲圖片？

33 黃女士：（經傳譯員）第 833 頁。

1 邱國鼎先生：（經傳譯員）喺呢幅相嗰度見到，呢度係有一個三角形寫住「巴士」嘅
2 標記。

3 主席：（經傳譯員）係呀，呢個就係架車就咁喺路邊停低。

4 邱國鼎先生：（經傳譯員）你可以見到都有個巴士停車處嘅，然後就有個黃色嘅地
5 標，就有一個箭咀。

6 主席：（經傳譯員）冇錯，就即係話巴士優先駛番出大路嘅。

7 邱國鼎先生：（經傳譯員）即係話喺後面嘅所有車輛都要喺嗰個黃色箭咀嗰度停低。

8 主席：（經傳譯員）係要留空間畀架巴士？

9 邱國鼎先生：Yes.

10 主席：（經傳譯員）但係如果前面冇其他車輛嘅話，架車要唔要停落嚟呢？

11 邱國鼎先生：（經傳譯員）但係可能後面架車輛佢未必能夠及時停低。

12 主席：（經傳譯員）你唔係要睇番你前面架車係行緊定行緊咩？佢哋係咪停車，係咪
13 慢車，呢個唔係任何車輛嘅司機首先要嘅職責嚟嘅咩？

14 邱國鼎先生：（經傳譯員）冇錯嘅，我哋要研究一下喺香港係咪可行，係咪適合。

15 主席：（經傳譯員）你係咪覺得係咪對香港人嚟講，太複雜呀？新加坡就做到，我哋
16 嘅司機就做唔到？

17 邱國鼎先生：（經傳譯員）呢一方面我哋要研究。但係使用道路嘅輔助嘅，譬如話係
18 標記咁樣嘅嘢去協助巴士駛番出大路，我哋要考慮...

19 主席：（經傳譯員）但係接唔接納有個咁嘅建議都係合理嘅，喺社會上應該係讓巴
20 士，因為巴士車上有一百三十五名嘅乘客，即係相比起有個專業司機駕駛，有
21 個老闆坐喺車入面嘅私家車，你同唔同意呀？

22 邱國鼎先生：（經傳譯員）同意。

23 黃女士：（經傳譯員）仲有一個嘅巴士線計劃都係有關嘅，我哋可以睇下佢點樣實施
24 嘅，喺 831 頁，個系統就係唔係好需要司機嘅干預嘅，因為喺巴士嘅車上係有
25 個視像系統一路係監察車前狀況，就可以影低違反巴士專線嘅車輛嘅司機嘅，
26 我哋亦都可以睇到有幅相顯示嗰個攝錄機嘅，任何嘅司機如果違反呢一個巴士
27 專用嘅車線嘅話，都會係被罰嘅。呢個亦都係同強制嘅讓巴士嘅安排有關嘅，
28 你工作小組喺研究加強巴士安全嘅時候有冇考慮呢樣嘢呢？

29 陳美寶女士：（經傳譯員）主席，我哋會考慮呢一點嘅，當我哋研究係畀巴士優先
30 嘅建議嘅時候，工作小組會咁樣做。但係我都想回應另外一點，任何措施係讓
31 巴士由巴士站駛出嘅時候都係合理嘅，我哋會仔細研究乜嘢呢？就係因為香港

1 係一個好擠擁嘅城市，而巴士站好多時候就係喺路邊，條路可能只係得兩條行
2 車線，亦都車輛流量係好密嘅，我哋要考慮下呢一種強制性嘅措施係咪真係能
3 夠協助到呢，喺咁嘅情況，如果唔係嘅話，基本嘅問題就係要問到底巴士停車
4 處或者巴士站係咪應該喺個路段設置呢？好多時候我哋有一啲要求嘅，收
5 到，都係話喺一啲繁忙嘅路段應該增設巴士站，但係我哋亦都希望加強公眾意
6 識，應該先讓巴士，同埋要提高巴士嘅安全性嘅，我哋都會考慮呢啲，我哋亦
7 都會認真考慮呢一個方案嘅，喺我哋嘅常設嘅工作小組跟進嘅工作入面。

8 黃女士：（經傳譯員）主席，我已經完成提問嘅部分，除非委員會有其他嘅議題想討
9 論。

10 主席：（經傳譯員）係，我哋收到一啲資料，喺行政長官施政報告入面提到安全帶，
11 就係話喺巴士度要加裝安全帶，據我理解，運房局嘅局長係提到一啲細節，似
12 乎會有一個資助計劃，可以而家講下，你有冇呢兩份文件呢？應該就係施政報
13 告嗰度就係得四行字，另外仲有係運房局局司嘅發言嘅。

14 黃女士：（經傳譯員）主席，我有施政報告，但係我要搵番行政長官嘅發言嘅有關部
15 分。

16 主席：（經傳譯員）我哋而家休息五分鐘，我哋亦都可以喺呢個時候，睇下仲有冇其
17 他嘅問題，然後就可以完成口頭取證嘅部分。而家我哋休息，至到 4 點，唔
18 該。

19

20 下午 3 時 53 分聆訊押後

21

22 下午 4 時 04 分恢復聆訊

23 出席人士如前。

24

25 主席：（經傳譯員）黃律師。

26 黃女士：（經傳譯員）多謝主席畀啲時間我哋，我哋已經係搵番嗰個 2018 年行政長
27 官嘅施政報告同埋佢嘅之後發表嘅嗰個講法，就係講關於政府會補貼幾多錢就
28 係喺現有嘅巴士上面加裝一啲嘅安全裝置同埋部分巴士嘅上層所有座位加裝安
29 全帶，呢個相關嘅段落就係喺螢幕已經打咗出嚟。就運輸及房屋局局長就喺呢
30 一個嘅記者會上咁講，...

31 主席：（經傳譯員）或者我哋睇睇呢一個施政報告先。

32 黃女士：（經傳譯員）2018 年嘅施政報告第 264 段就咁講嘅，就係話「為進一步加

1 強專營巴士的營運安全，政府會資助專營巴士營辦商喺現有巴士上加裝合適安
2 全嘅裝置，包括喺部分巴士嘅上層所有座位加裝安全帶。」

3 之後我哋就睇一睇運輸及房屋局局長所發表嘅聲明，就喺個記者會上所
4 講嘅，佢就話--呢度係一個中文同埋英文，我哋都打出嚟，我哋就讀喇。

5 「為咗進一步提升專營巴士嘅營運安全，我哋建議資助喺合適嘅現有巴士
6 加裝三項安全裝置，包括有助加強車輛穩定性同埋減低翻側風險嘅電子穩定控
7 制系統，對減速功能嘅偵速限制器同埋喺行走快公路或較少停站嘅長途巴士嘅
8 所有上層座椅加裝安全帶，我哋建議資助專營巴士營辦商八成嘅相關費用，涉
9 及開支大概係 5 億元，其餘費用同埋日後嘅維修保養就係由營辦商自行負責
10 嘅。」

11 陳小姐，可唔可以講一講，首先就係話呢個嘅嗰個補助其實會幾時落實
12 呢？講緊呢個安全裝置嘅補助？

13 陳美寶女士：（經傳譯員）係，首先，委員會可能想要知道，就係裝置呢個安全裝
14 置，包括電子穩定控制系統同埋車速限制器同埋安全帶，就提升專營巴士安全
15 工作小組有提出相關嘅建議，所以就係有咁嘅建議。

16 個安裝方面就要視乎我哋係要巴士商--巴士公司係喺工程同埋可行性方
17 面，同埋營運可能性方面再睇一睇，呢一個行政長官同埋相關嘅局長就講過政
18 府係打算大概係撥備 5 億元就係提供一啲財務嘅鼓勵措施，就鼓勵巴士營運商
19 係裝置呢啲安全裝置嘅，特別係安全帶方面，喺我哋之前提供口述證供嘅時
20 候，我哋都講過，係安全帶嘅裝置我哋特別係需要係仔細嘅評估，無論係技
21 術、財務同埋營運嘅可行性方面都要評估嘅，...

22 主席：（經傳譯員）需唔需要係做一個成本效益分析呢？

23 陳美寶女士：（經傳譯員）需要嘅，所以嗰個安全帶我哋會做一個成本效益分析，我
24 哋會睇下番呢個技術、營運同埋財務嘅可行性。

25 關於呢個嘅電子穩定控制系統同埋車速限制器，我哋之前都喺工作小組就
26 講過，唔同嘅巴士營運商就已經係考慮緊呢兩個裝置，就喺而家現有嘅巴士上
27 面安裝，所以我哋就會提供相關嘅款項，就係有一個配對嘅形式，就希望鼓勵
28 到巴士嘅營運商去希望儘快係裝置呢啲安全裝置。

29 所以簡單嚟講，呢個施政報告所提到嘅呢啲嘅措施其實都係政府係好積極
30 係回應工作小組提出嘅建議，我哋亦都係將相關嘅建議之前提交過畀呢度委員
31 會嘅。唔該晒。

32 黃女士：（經傳譯員）有冇相關嘅時間表，就係呢啲安全裝置幾時安裝呢？有冇討論
33 過？

34 陳美寶女士：（經傳譯員）我哋考慮到我哋初步嘅評估嘅情況，喺工作小組我哋討論

1 過，啲啲--我哋就係六年會提供嘅，2019/20 至到 2024/25，當然，我哋都
2 會係喺安全帶方面，我哋先會做一個成本效益分析嘅。

3 黃女士：It made reference...

4 主席：（經傳譯員）唔好意思，我又要打斷一下。呢個就係--呢個聲明係由特首同埋
5 運輸及房屋局局長有條件嘅一個咁嘅一個聲明嚟，係咪呀？要視乎就係有冇--
6 譬如話安全帶、成本效益個分析，睇下成本效益分析嘅結果係點樣，然後政府
7 係願意係會提供呢一個嘅相關嘅資助嘅，就喺呢個聲明嗰度講，但係有附帶條
8 件嘅，係咪？

9 陳美寶女士：（經傳譯員）係，或者我係詳細講解一下？

10 主席：（經傳譯員）係，唔該晒。

11 陳美寶女士：（經傳譯員）政府就會提供，喺施政報告同埋局長嘅聲明書嗰度有講我
12 哋會提供相關嘅費用，我哋係內部嘅估計同埋點樣提供撥款，我哋就會係六年
13 嘅時間，我哋亦都考慮到巴士公司佢哋喺初步嘅數字，佢哋亦都話要加裝啲
14 安全帶其實係需要咩嘢時間嘅，所以係呢個嘅施政報告裏面講到，我哋睇一
15 睇，睇番施政報告點講。

16 主席：（經傳譯員）好，或者我哋打出嚟。

17 陳美寶女士：（經傳譯員）嗰個句子最後一個部分係寫，就話「包括喺部分巴士嘅上
18 層所有座位加裝安全帶」，呢個正正係反映我哋係一直所解釋嘅，係向委員會
19 解釋嘅，就係話工作小組嘅討論就係講到嘅提議就係就會進行呢一個成本效益
20 分析，喺呢一個巴士上層所有座位加裝安全帶，特別係一啲長途嘅巴士，佢係
21 比較少停站啲，其實都應該我哋會再睇嘅。

22 主席：（經傳譯員）你可能--其實你漏咗，就係仲有行走快速公路嘅、較少停車站
23 嘅、長途嘅巴士，所以有三點嘅。

24 陳美寶女士：（經傳譯員）係嘅，主席。

25 主席：（經傳譯員）我可唔可以問一問，謄本第 10 月 6 號嗰日嘅聽證會嘅謄本，係
26 呢一頁，我哋去到第 24 行嘅，你就係就呢個課題，你曾經咁講嘅，你就咁講
27 嘅，「因為而家現有巴士加裝安全帶就唔係咁可行，亦都係會係需要考慮多方
28 嘅因素，如果--究竟係咪需要係強制或者係法定嘅要求，特別係上層嚟講，我
29 哋係要認真去睇睇究竟有啲咩嘢額外嘅利益，亦都係要睇番我哋比較成本同埋
30 技術方面嘅考慮。回答你嘅問題，我哋就係如果我哋係要有一個強制嘅一個方
31 法，我哋就係需要做一啲嘅成本效益分析同埋影響嘅評估嘅。」

32 我哋知道成本效益分析係咪適用於就係話，就係睇下有冇加裝安全帶喺任
33 何嘅座位上面都係合適嘅呢，呢個會唔會係第一步呀？

34 陳美寶女士：Yes.（經傳譯員）主席。

1 主席：（經傳譯員）唔該。黃大律師。

2 黃女士：I think Ms Chan has addressed the question...

3 主席：（經傳譯員）聽唔到，唔該。

4 黃女士：（經傳譯員）我諗陳女士已經答咗我呢個成本效益分析嘅問題，所以我有進
5 一步問題。

6 主席：（經傳譯員）唔該。

7 歐陽先生：（經傳譯員）好，我一條問題。你上一次聆訊提到安全係你所有部門嘅共
8 同責任嚟嘅，另外專家亦都建議冇任何人係單一負責呢個安全議題嘅，所以我
9 又想聽下你專家嘅意見。你而家滿唔滿意，係咪你全部嘅部門都係負責呢一個
10 安全嘅呢個責任吖，定話你係有邊一個部門係單一應該負責呢？

11 陳美寶女士：（經傳譯員）唔該晒你個問題。我諗我喺之前畀證供嘅時候已經有提到
12 過喺運輸署屬下唔同科嘅關於安全嘅責任嚟喇，我諗而家嘅情況，我哋係有政
13 策嘅部門去睇巴士同埋鐵路服務嘅，佢哋亦都會係繼續就專營巴士服務嘅提供
14 方面提供呢個政策嘅--係負責政策嗰方面嘅。

15 另一方面，我哋亦都係有道路安全標準嘅部門，佢哋係睇番一般嘅道路安
16 全，包括係聚焦喺巴士嘅安全，另一方面，我哋亦都有關於車輛嘅標準同安全
17 嘅，就係睇下提供安全嘅巴士嗰方面係要根據所有法例規定嘅。

18 但係我都要補充，由於科技快速嘅發展同埋公眾日漸對於公眾巴士嘅期望
19 提高，我哋其實係明白除咗有三個部門之外，我哋另外應該有兩個專責部門去
20 跟進其中嘅一啲建議嘅，其中嘅兩個專責嘅部門就包括一個係運輸科技嘅部
21 門，係去研究所有最新嘅交通運輸嘅科技，包括最新嘅科技同埋裝置要去提升
22 巴士安全。

23 另一方面，我哋亦都建議有一個專責嘅部門係提供呢一個道路安全審核嘅
24 專責嘅工作嘅，佢哋唔單只係會聚焦加強道路安全嘅系統，亦都有進一步嘅系
25 統，即係比我哋而家道路安全管理系統仲有多一重嘅系統。我哋相信咁樣係亦
26 都可以加強道路安全審核嘅部門，令我哋係大大提升現有嘅工作嘅。呢個係因
27 應公眾嘅要求去檢討道路嘅環境同埋其他嘅改善嘅措施去改善巴士安全，亦都
28 幫我哋去倡議同埋係推廣一個嘅認證嘅系統去檢查香港整體道路嘅安全。

29 剛才大律師提過譬如係低車速嘅地區同埋係其他嘅道路安全嘅裝置咁樣，
30 我哋所有嘢都會考慮嘅，喺部門裏面。希望有專項嘅資源，我哋可以有一個更
31 全面嘅方法去加強道路安全。唔該晒，主席。

32 羅先生：我有一個跟進問題，呢個審核小組係咪會定時檢視有冇達到目標呢？即係一
33 個定期嘅工作，去睇下過一段時間我哋係咪有積極跟進？

34 陳美寶女士：（經傳譯員）呢個我哋都打算咁做嘅。

1 羅先生：仲有一個跟進問題，成本效益分析方面，會唔會都係喺呢一個部門負責做
2 呢？譬如係安全帶問題，會唔會係由呢一個部門去負責，睇下呢一個成本效益
3 分析？

4 陳美寶女士：（經傳譯員）唔會嘅，因為安裝安全帶呢一種嘅車上嘅安全裝置，呢一
5 方面係會由工作小組負責嘅。

6 羅先生：即係話有三方，有個工作小組，有個審核小組同埋有科技組，佢哋會點合作
7 呀？點樣作為一個合作嘅團隊呢？

8 陳美寶女士：（經傳譯員）我哋係有工作小組作為一個常設嘅平台，而家就係由副署
9 長主持嘅，亦都有巴士營運商同埋巴士廠商嘅代表參與，呢個平台上，我哋就
10 可以定期同佢哋會見嘅。而其餘嘅部門或者係新成立嘅隊伍都可以提供佢哋嘅
11 意見、佢哋嘅支持同埋係分析嘅。而喺呢啲小組入面亦都提供意見畀工作小組
12 參考嘅，但係喺科技組方面，佢哋亦都係有好特定嘅工作範圍，就好似我頭先
13 提到咁樣。唔該。

14 主席：（經傳譯員）呢一個常設或者係呢個工作小組嘅平台係邊個負責去做成本效益
15 分析呢？即係話關於係現有巴士加裝安全帶呢個問題，尤其係考慮到喺運房局
16 局長嘅發言人面提到嘅？

17 陳美寶女士：（經傳譯員）唔該主席。我哋當然係要考慮到喺呢個成本效益分析入面
18 嘅範圍係乜嘢，然後我哋會提供議程文件，我哋亦都會提出我哋嘅意見去畀巴
19 士廠商同埋營運商考慮，亦都會期望對方提供必要嘅同埋仔細嘅評估嘅，根據
20 我哋提出嘅因素同埋係參數，呢個就會提供一個嘅基礎畀我哋去繼續做呢一個
21 成本效益分析，而最終我哋建議係提供幾多嘅資助去加裝安全帶，就會睇下完
22 成咗呢一個嘅分析同埋係巴士營運商、廠商嘅意見。

23 主席：（經傳譯員）你提到嗰三個部門，即係話巴士廠商、運輸署同埋專營巴士公
24 司，應該係有一位陳先生去作供嘅時候，佢都係歡迎道路安全議會提供嘅參與
25 嘅，你有冇諗住將呢一個工作小組平台進一步擴展，去--即係喺巴士安全嘅議
26 題上面？

27 陳美寶女士：（經傳譯員）我留意到陳先生嘅證供，就係話有可能會考慮增加會員
28 嘅，譬如係話一啲獨立會員，好似道路安全議會咁樣。仲有一啲係新增委員都
29 可以嘅，喺其他範圍，可能係喺專業或者係喺運輸或者係運輸科技嗰方面有知
30 識嘅專家。

31 主席：（經傳譯員）你覺唔覺得做呢一類型，即係話加裝安全帶嘅成本效益分析，你
32 覺唔覺得有需要搵獨立嘅顧問去做呢？

33 陳美寶女士：（經傳譯員）喺成本效益分析方面，顯然喺工作小組初步收到嘅回應，
34 譬如話喺運作上、財務上嘅影響，我相信好重要一點，就係我哋要睇下安裝安
35 全帶會帶嚟乜嘢嘅效益，當然我哋亦都可以考慮有啲獨立嘅專業人士去研究，

1 但係我哋亦都謹記如果聘用顧問嘅話，去用咩嘢時間、用幾多成本，我哋係知
2 道嘅，但係除此之外，我哋亦都係由呢個角度，希望得到獨立嘅意見嘅。

3 我亦都要提出喺聆訊過程，我哋十分感激有呢個機會睇番專家畀嘅意見
4 書，喺呢一方面，其實我哋都接觸咗一啲海外嘅交通局，包括係倫敦交通局
5 嘅。其實我兩星期前係會見過...

6 主席：（經傳譯員）會見過邊個？係咪個局長？

7 陳美寶女士：（經傳譯員）係嘅。亦都有安排咗兩位職員去倫敦嘅交通局嗰度做一個
8 短期嘅實習嘅，呢個亦都提供一個平台畀我哋，一個機會畀我哋去學習，同埋
9 睇下一啲獨立嘅專家意見，或者係需唔需要獨立嘅專家嘅服務去協助我哋做成
10 本效益分析嘅。唔該。

11 主席：（經傳譯員）而家講另外一個題目，專家文件冊第 1，第 9 頁，Stanley 教
12 授嘅報告，佢有一個建議嘅，我而家想請你睇番，佢就建議，就強調就係話要
13 有培訓，同理由運輸署去監控番培訓嗰部分，呢一點亦都係話要列明有啲乜嘢
14 培訓課程，我哋見到有嘅作業備考，就提到呢啲問題嘅。當中有一點，最後嘅
15 三行，第三段嘅尾三行，佢就話建議發展出嚟嘅培訓嘅框架應該入面有一啲嘅
16 特定嘅管理嘅，呢個亦都可以作為係職業安全嘅一個單元，亦都可以延伸去到
17 主管級嘅。喺嗰個作業備考入面係冇提到呢一點嘅，呢個係我第一個問題，咁
18 唔啱呀？

19 陳美寶女士：（經傳譯員）即係唔係話咁樣咁具體咁寫嘅。

20 主席：（經傳譯員）我問題就係籠統啲講，既然我哋關注呢個問題，而其實委員會都
21 聽過證供講過疲勞嘅問題，譬如話因為工時長，要每日揸十四個鐘，應該就係
22 十或者十一個鐘嘅駕駛時間，總之就工時好長，我哋都係關注嘅。呢一方面會
23 唔會係喺個培訓嘅架構入面係包括嘅呢？

24 陳美寶女士：（經傳譯員）我個團隊都認真考慮過呢一點嘅，喺個實務守則嚟講，而
25 家就有特別係提到，但係職安健對我哋嚟講，都係我哋喺入職同埋重溫培訓嘅
26 時候其中一個單元嚟嘅。疲勞管理可以係加入呢一個嘅單元當中，我哋係好願
27 意就同專營巴士公司就加入疲勞管理就喺重溫培訓嗰度，喺實務守則職安健個
28 部分可以加入去嘅，呢個可以做到嘅。唔該主席。

29 主席：（經傳譯員）黃律師，就委員所提嘅問題，你有冇跟進嘅問題呢？

30 黃女士：（經傳譯員）冇，多謝主席，冇。

31 主席：（經傳譯員）多謝陳女士同埋你嘅團隊，多謝你，今日都好長，多謝你協助我
32 哋嘅工作，我哋嘅口頭陳述嘅環節就已經完，我哋多謝你提供呈交嘅書面陳述
33 書同埋好多謝你回答咗我哋提出好多嘅問題，多謝晒。

34 陳美寶女士：（經傳譯員）主席，代表我嘅部門，我就想特別喺口頭上提呢一點，係

1 希望能夠係記錄在案嘅。我同埋我哋嘅團隊就係好多謝主席同埋委員會嘅委員
2 就一直都係好盡力去聽取唔同方面嘅證供，特別係海外嘅專家嘅證供，我哋同
3 意呢個係一個好冗長同埋都係好艱辛嘅過程，但係係好有成效嘅，我哋係好期
4 望就呢個委員會畀我哋一啲好寶貴嘅意見。

5 我亦都係想向委員會保證嘅，就正如我就頭先回答委員嘅提問，呢個工作
6 小組就會成為一個常設嘅委員會，我哋就會利用呢個平台去同我哋嘅持份者討
7 論唔同嘅建議，呢個係一個延續嘅工作，唔係純粹係一個六個月嘅工作。

8 我哋亦都向委員會表示其中一個我哋要做嘅工作係探討就係可能係要制定
9 一個更加好嘅安全指標，可能就用佢嚟去監察巴士公司嘅表現，特別係喺巴士
10 條例方面底下要求嘅表現。

11 另外就係關於道路安全審核嗰方面，同埋檢討車速限制，呢個另外一個範
12 疇我哋嘅部門會特別留意，我哋亦都會係向其他司法管轄區嘅相關嘅做法去參
13 考。

14 最後，我就想--我哋都係好關注巴士車長嘅福祉，除咗話巴士上面嘅安全
15 裝置之外，我哋都係要特別留意巴士車長嘅福祉，正如我右邊嘅同事所講，今
16 朝早佢提到我哋同意我哋會係喺公共交通交匯處同埋巴士站嘅初步設計嘅時
17 候，我哋一定會係考慮需要設置一啲輔助設施，我哋希望能夠改善巴士車長嘅
18 福祉。

19 到最後，我哋亦都再一次多謝主席你嘅努力同埋你嘅問題，幫助我哋，讓
20 我哋可以有機會認真去思考呢個問題。我再重申一次，安全係非常重要，運輸
21 署會全力去確保提升巴士嘅安全。

22 主席：（經傳譯員）我哋今日所有嘅程序都完結，謝謝。

23

24 2018年10月16日

25 下午4時35分聆訊完畢

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