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Replies to supplementary questions raised by Legislative Council Members in examining the Estimates of Expenditure 2022-23

Director of Bureau : Secretary for Transport and Housing

Session No. : 9

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S-THB(T)001	S018	CHAN Yuet-ming	158	(2) Land and Waterborne Transport
S-THB(T)002	S024	TSE Wai-chuen, Tony	186	(1) Planning and Development
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CONTROLLING OFFICER'S REPLY

S-THB(T)001

(Question Serial No. S018)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Bureau's written reply that the governments of Hong Kong and Shenzhen have established the "Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure" ("Task Force") to study, inter alia, the proposed extension of the East Rail Line to Luohu in Shenzhen.

Could the Bureau reveal in writing the contents or progress of the studies conducted by the Task Force? The public are indeed very concerned about the arrangements for extending the East Rail Line to Luohu and Ta Kwu Ling. They even expect that the East Rail Line will be explored to extend to Sha Tau Kok in future.

In addition, regarding the existing road extension in the Northern District, the expected flows of people and vehicles in the vicinity of the Heung Yuen Wai/Liantang Boundary Control Point, including Lin Ma Hang Road, Man Kam To Road and Ping Che Road, are not truly reflected due to the current suspension of cross-boundary travel during the epidemic. Besides, a number of residential projects in the Fanling New Development Area will be completed progressively and the population there will continue to increase. Together with the future development of the Northern Metropolis, the roads in the vicinity of several boundary control points in the New Territories North, including the Heung Yuen Wai/Liantang Boundary Control Point and the Sha Tau Kok Boundary Control Point, are expected to be very busy in future.

Will the Bureau, taking into account the post-epidemic situation and the future road usage, consider in advance the comprehensive development and demands in future and widen the major roads in the Northern District to four-lane carriageways?

Asked by: Hon CHAN Yuet-ming

Reply:

In order to further promote the connectivity of infrastructure in the Guangdong-Hong Kong-Macao Greater Bay Area (“GBA”), the governments of Hong Kong and Shenzhen have established the “Task Force for Hong Kong-Shenzhen Co-operation on Cross-Boundary Railway Infrastructure” (“Task Force”) to jointly develop the “GBA on the Rail”.

The Task Force has embarked on the study on the Hong Kong-Shenzhen Western Rail Link connecting Hung Shui Kiu and Qianhai, with a view to completing the first stage study within this year, so as to improve connectivity between the western parts of Hong Kong and Shenzhen, thereby facilitating the flow of personnel between both places. The HKSAR Government has also requested the MTR Corporation Limited to submit the technical and financial proposals of the Northern Link Spur Line within this year. On the other hand, the proposed extension of the East Rail Line to Luohu in Shenzhen is being studied under the Task Force. The two governments will jointly explore different options on enhancing the Lo Wu Control Point and its transport connections for a mutually agreed proposal.

Based on the development strategy of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” planning study, we are conducting the “Strategic Studies on Railways and Major Roads beyond 2030” to explore the layout of territory-wide railway and major road infrastructure and conduct preliminary engineering and technical assessments for the alignments and supporting facilities, so as to ensure that the related planning will complement or even reserve capacity to meet the overall long-term development needs of Hong Kong, including Northern Metropolis Development Strategy, etc. We plan to consolidate the preliminary study findings and commence consultation on the strategic studies in the second half of this year.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)002

(Question Serial No. S024)

Head: (186) Transport Department
Subhead (No. & title): (700) General Non-recurrent
Programme: (1) Planning and Development
Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Reply Serial No. THB(T)051, please provide the following information:

For the \$1 billion Smart Traffic Fund (the Fund), the Hong Kong Productivity Council (HKPC) is engaged as the Secretariat for the Fund with its administrative fee capped at 15% of the budget. As at 31 March this year, the Government has approved 14 projects involving \$80 million. What is the amount of administrative fee so far paid to the HKPC? If the administrative cost exceeds 15% of the funding approved, how will the Government ensure that the final cost will be controlled within the limit of 15% of the \$1 billion funding of the Fund?

Asked by: Hon TSE Wai-chuen, Tony

Reply:

The Hong Kong Productivity Council (HKPC) is engaged as the Secretariat for administering the Smart Traffic Fund (the Fund). Their duties involve promoting the Fund, making recommendations on the applications and monitoring the performance of the approved projects. The cap for the administrative fee of not exceeding 15% of the budget is in line with the practice of similar government funding schemes and is specified in the agreement signed between the Government and HKPC. The administrative expenditure of HKPC is not allowed to go beyond the cap. Up to 31 March 2022, the administrative fee incurred is about \$9.5 million, which is about 12% of the funding amount approved in 2021-22. The administrative fee for 2022-23 is projected to be at similar level of the estimated funding amount to be approved in the same year.

- End -

CONTROLLING OFFICER'S REPLY

SV-THB(T)001

(Question Serial No. SV005)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Miss Rosanna LAW)

Director of Bureau: Secretary for Transport and Housing

Question:

The Report of the Independent Review Committee on Hong Kong's Franchised Bus Service released by the Government in 2019 has put forward a number of recommendations on enhancing the safety of franchised buses. What is the latest position of the implementation of these recommendations?

Asked by: Hon LAM Chun-sing

Reply:

The Government has been actively pursuing the recommendations put forward by the Independent Review Committee on Hong Kong's Franchised Bus Service in collaboration with the franchised bus operators. As at end of February 2022, among the 45 recommendations, 43 have been implemented or are being implemented (with some of them becoming on-going measures or actions). The Government is formulating the next steps for the remaining two recommendations, the implementation of which involve legislative amendments or hinge on the implementation progress of the other initiatives. The latest progress of the follow-up actions on the recommendations is at Annex.

**Report of the Independent Review Committee on
Hong Kong's Franchised Bus Service**

Summary of recommendations and the latest progress on the follow-up actions

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
(i) Safety Director	
(1) Transport Department (TD) to establish a structure to develop a proactive approach to bus safety	<u>Being implemented</u> TD has set up a dedicated Bus Safety Team responsible for enhancing bus safety in 2021. The Team will be headed by a Safety Director, for which an open recruitment exercise is being conducted to fill the post.
(2) TD to appoint a Safety Director and a small bus safety team	
(3) Franchised bus (FB) operators to appoint their own Safety Directors	<u>Completed</u> All FB operators have appointed their own Safety Directors.
(ii) Permanent Working Group on the Enhancement of Safety of FBs	
(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to FB safety	<u>Completed</u> <ul style="list-style-type: none">• The Working Group on the Enhancement of Safety of FB was turned into a permanent setup, and was revamped and renamed as the Committee on Enhancement of FB Safety (FB Safety Committee) in early 2019. Two local academic experts joined as members ^{Note¹}.• There are two sub-committees under the FB Safety Committee, namely the "Sub-Committee on In-vehicle Safety Devices and Technologies" and the "Sub-Committee on Training, Fatigue and Work Hour Management of Bus Captains". The sub-committees focus on the discussion of respective topics and the monitoring of relevant follow-up

Note ¹ Members of the FB Safety Committee include representatives from TD and all FB operators as well as two local academic experts, i.e. Professor Wong Sze-chun, Associate Dean (Development and External Relations) of the Faculty of Engineering and Chair of the Department of Civil Engineering at the University of Hong Kong, and Professor Chetwyn Chan, Vice President (Research and Development) of the Education University of Hong Kong.

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
	<p>actions, and report their work progress to the FB Safety Committee.</p> <ul style="list-style-type: none"> From 2019 to 2021, the FB Safety Committee and the two sub-committees held a total of 20 meetings.
(iii) Technological safety devices: TD's technology team	
(5) A dedicated technology team to be formed urgently in TD	<p><u>Completed</u></p> <p>TD has set up a dedicated Bus Safety Team responsible for enhancing bus safety in 2021. The Team is dedicated to handling matters on FB safety and installation of technological safety devices.</p>
(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information	<p><u>Completed (became an on-going task)</u></p> <p>TD has already established lines of communication with well-respected authorities in overseas jurisdictions, including TfL of the United Kingdom (UK) and LTA of Singapore, to share information. TD will maintain and further strengthen the lines of communications and exchanges with relevant overseas authorities.</p>
(7) FB operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with FB operators in well-respected overseas jurisdictions to share information	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> Local FB operators have already established lines of communications with FB operators in overseas jurisdictions to share information. The Safety Directors of the FB operators have made co-ordinated efforts in handling matters on technological safety devices and strengthening lines of communication and exchanges with non-local FB operators, including visits to overseas (e.g. Singapore, Japan and the UK, etc.) and Mainland China to communicate and exchange with local bus operators and manufacturers in respect of topics such as bus safety and application of advanced technologies, etc.

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
<i>(iv) Subsidies</i>	
(8) TD to establish a small fund to provide grants to FB operators to promote the uptake of new safety technology	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has reviewed various existing funds established by the Government, and learnt that the scope of funding of the Innovation and Technology Fund (ITF) under the Innovation and Technology Commission should be able to cover new safety technology of FBs. The ITF (including its Partnership Research Programme and Technology Voucher Programme) provides financial support to local universities, public research institutions, local enterprises, trade associations, etc. to encourage and help them upgrade the technological level and introduce more innovative ideas into their businesses. ● TD has informed FB operators of the funding scope of the ITF and encouraged them to apply for the fund to facilitate the research and application of new technology to enhance the safety and operations of FBs. ● In addition, TD has been providing subsidies to FB operators for retrofitting existing double-deck buses with electronic stability control (ESC) and speed limiting retarders, as well as seat belts on the upper decks. Details of which are at Item 10.
(9) TD to engage an independent consultant to conduct a cost / benefit analysis in respect of the retrofitting of seat belts on the upper decks of some FBs	<p><u>Completed</u></p> <ul style="list-style-type: none"> ● TD engaged an independent consultant^{Note 2} to conduct a cost / benefit analysis in respect of retrofitting seat belts on FBs in February 2019. The study was completed in September 2019. It was revealed from the analysis that the

^{Note 2} The study was conducted by an independent consultant, i.e. a team of the Department of Civil and Environmental Engineering of the Hong Kong Polytechnic University. The study report has been submitted to the FB Safety Committee and uploaded on TD's website.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
	<p>Government should consider installing seat belts on the upper decks of double-deck buses registered in or after 2016 (around 1 900 buses). Moreover, the study also opined that those buses fitted with seat belts should first be deployed to routes operating via expressways and with longer journey distance.</p> <ul style="list-style-type: none"> ● In the light of the study findings, TD and FB operators are arranging for the installation of seat belts on the upper deck of around 1 900 existing double-deck buses. The installation works have commenced progressively from the third quarter of 2020 for target completion within three years. The Government subsidises FB operators 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators. ● In addition, all new buses procured from July 2018 onwards have all their seats installed with seat belts. As at the end of February 2022, about 980 newly procured buses with seat belts installed have been put into service. ● Upon completion of the retrofitting works within three years (counting from the third quarter of 2020), it is estimated that there would be more than 3 000 buses (including newly procured buses) fitted with seat belts. TD and FB operators will arrange to deploy these buses with priority given to long-haul routes operating via expressways with relatively fewer bus stops.
<p>(10) TD to engage an independent consultant to conduct cost / benefit analyses in respect of the retrofitting of ESC and speed limiters with retardation function (speed limiting retarder), and all</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> ● Given the proven effectiveness of ESC and speed limiting retarder, TD has conducted a cost / benefit review based on the cost information provided by bus manufacturers and FB operators with

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>other safety devices proved to be technically successful, before TD requires installation of those devices by FB operators</p>	<p>reference to findings of relevant overseas studies. The review has been completed and the findings revealed that the Government should consider retrofitting all existing buses (around 4 000 buses) with ESC and speed limiting retarder if technically feasible.</p> <ul style="list-style-type: none"> ● In the light of the study findings, TD and FB operators are arranging for the retrofitting of ESC and speed limiting retarder on around 4 000 existing double-deck buses. The installation works have commenced progressively from the third quarter of 2020 for target completion within four years. The Government subsidises FB operators 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators. ● In addition, all new buses procured from July 2018 onwards have been installed with ESC and speed limiting retarder. Upon completion of the retrofitting works within four years (counting from the third quarter of 2020), it is estimated that there would be more than 5 500 buses (including newly-procured buses) equipped with ESC and speed limiting retarder.
<p><i>(v) Safety Performance Indicators (SPIs)</i></p>	
<p>(11) TD to establish more nuanced SPIs</p>	<p><u>Completed (became an on-going task)</u></p>
<p>(12) TD to seek elucidation and clarification from TfL of the SPIs adopted by TfL</p>	<ul style="list-style-type: none"> ● Drawing reference from the SPIs of TfL, TD has finalised the SPIs to be adopted in Hong Kong and standardised the relevant data format with FB operators. ● The number of items covered in the newly adopted SPIs has increased from two ^{Note 3} to 19. These items cover six

^{Note 3} The two items were: (i) safety-related defects per bus examination; and (ii) number of buses involved in accidents per million vehicle-km.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
	<p>areas (including general safety, bus passenger safety, operation and network safety, bus engineering safety, safety of employees at work, and management and assurance systems), with a view to reviewing the performance and trends of FB operators' safety in a holistic manner, so as to facilitate targeted studies and measures for further enhancement of FB safety.</p> <ul style="list-style-type: none"> ● TD and FB operators have adopted the new set of SPIs to measure safety performance since January 2020.
<p>(vi) <i>FB accident data</i></p>	
<p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public</p>	<p><u>Completed (became an on-going task)</u></p> <p>TD has consolidated the data and finalised relevant publishing arrangement with FB operators. Since 2020, FB operators have made public the accident data in the Bus Safety Chapter of the FPP via their websites annually.</p>
<p>(14) TD to require the FB operators to report all FB accidents to TD on a monthly basis</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has required FB operators to report all accidents involving FBs to TD on a monthly basis. ● TD has been maintaining a database on bus accidents since 2019 and has standardised with FB operators the reporting / analysis arrangement for regular reporting to the FB Safety Committee and follow-up actions as appropriate.
<p>(15) Consideration should be given by TD to instituting a common reporting / analysis system of FB accident data</p>	
<p>(16) TD to stipulate to the FB operators common thresholds for reporting instances of excessive speeding and harsh braking</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has completed the setting of target common thresholds in respect of instances of excessive speeding and harsh braking. All FB operators have implemented the common thresholds since end 2020. Real-time alerts are
<p>(17) TD to stipulate to the FB operators common thresholds of excessive acceleration</p>	

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>(vii) Real-time alerts</p>	<p>provided to bus captains and records are generated for taking follow-up actions with the bus captains concerned. Relevant thresholds are as follows:</p>
<p>(18) TD to require the FB operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events</p>	<p>(i) Excessive speeding Real-time alerts – speed exceeding 50km/h or 70km/h (depending on speed limit of the road section); Generation of record – speed exceeding 55km/h or 75km/h consecutively for 10 seconds; and</p> <p>(ii) Harsh braking Generation of record – force exceeding 0.4G.</p>
<p>(19) TD and FB operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the FB operators Control Room, permitting communication with the bus if appropriate</p>	<p><u>Being studied</u> TD is reviewing with FB operators on the implementation of common thresholds for providing real-time alerts to bus captains on excessive speeding and harsh braking, and would further explore the feasibility of providing real-time or near real-time alerts to the FB operators Control Room.</p>
<p>(viii) Bus captain training</p>	
<p>(20) TD to collaborate with the FB operators to identify key indicators of the effectiveness of the bus captain training system</p>	<p><u>Completed (became an on-going task)</u> TD has all along formulated the “Practice Note on Training Framework for Franchised Bus Captains” (the Practice Note) for adoption by the FB operators. At end 2020, TD completed the review with various FB operators on the implementation of the Practice Note, including the setting of common key performance indicators, which have been implemented from January 2021 onwards. The relevant key performance indicators are as follows:</p> <p>(i) Number of blameworthy traffic accidents with person injury that involve bus captains after training; and</p>

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
	<p>(ii) Number of substantiated complaints that involve bus captains after training.</p>
<p>(21) TD to stipulate that fatigue management form part of the training courses provided to bus captains</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> ● At present, FB captain training courses have already included elements of fatigue management. Bus captains are reminded to, amongst others, have enough rest to recover their mental and physical strength, avoid fatigue from prolonged working, be mindful of their personal physical conditions and endurable working hours to ensure they are mentally fit for driving, do more exercises to maintain good health, etc. ● In studying the topic of fatigue identification and management, TD will also explore the feasibility of further strengthening the relevant training to bus captains. <p>[Please also refer to Items 25 to 27 below.]</p>
<p>(22) TD to provide funding for a special course / programme for bus captains to deal with abusive and angry passengers</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> ● TD produced training materials for FB captains on how to handle difficult passengers in November 2021. The teaching materials, mainly in the form of short videos, cover the following three topics: <ul style="list-style-type: none"> (i) Emotional and psychological qualities of bus captains for dealing with difficult passengers; (ii) Dealing with difficult passengers in daily bus operations; and (iii) Dealing with difficult passengers in contingencies.
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Guidelines)</i></p>	
<p>(24) An expert(s) on fatigue identification and management to</p>	<p><u>Completed</u></p>

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
be appointed as an ad hoc member of the Permanent Working Group	TD has appointed local experts to be members of the FB Safety Committee. [Please refer to Item 4 above.]
(23) The Guidelines on working hours, etc. to be stipulated in regulations	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> ● In 2018, TD issued the latest revised Guidelines, which have been fully implemented by all FB operators since the second quarter of 2019. ● Taking into account that FB operators are required to address the transportation needs of the public during the morning and afternoon peak hours, bus companies are allowed to make appropriate arrangements under the revised Guidelines in such a way that the maximum duty hours of a special shift will not exceed 14 hours. Nonetheless, all FB operators have implemented the arrangement of having not more than 13 hours per shift. ● In addition to following up on and monitoring the implementation of the revised Guidelines by FB operators, TD has been studying matters relating to fatigue identification and management. ● After studying overseas research reports and practices, as well as discussing with expert members of the FB Safety Committee and two other local experts ^{Note 4}, TD has appointed independent local expert(s) to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong, including: <ul style="list-style-type: none"> (i) understanding the overall situation of fatigue driving of bus captains, the root of the problem and the causes;
(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety	
(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days	
(27) The Permanent Working Group to engage an independent consultant to conduct a cost / benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to FB fares	

Note 4 One is a registered occupational therapist, chartered safety and health practitioner, certified work capacity evaluator and registered driving assessor, and the other is an industrial engineer whose research focuses on the application of human factors on health care work system.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
	<ul style="list-style-type: none"> (ii) studying the correlation between FB captains' working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and (iii) exploring corresponding improvement strategies and measures. <ul style="list-style-type: none"> ● The study has commenced since March 2021. FB operators and their bus captains have been engaged in the study. ● TD expects that the study results and recommendations can form the basis for formulating comprehensive fatigue identification and management strategies, covering the following three aspects: <ul style="list-style-type: none"> (i) A comprehensive review on bus captains' working hours, rest times, rest days, duty roster arrangement, route deployment, etc.; (ii) In respect of the management of FB operators, how to provide an appropriate working environment (such as resting facilities, depot design, arrangement of the driver's cab, etc.), manage and identify whether the state of an individual bus captain is suitable for work, and further enhance bus captain training; and (iii) In respect of bus captains, how to promote and cultivate a fatigue management culture, and formulate guidelines on personal life routines for bus captains to reduce the risk of fatigue driving. ● As regards the recommendation to stipulate the Guidelines on working hours in the regulations, it will be followed up as part of the study on identification and management of fatigue driving.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and TD to work closely together to ensure that CTB / NWFB provides adequate rest facilities for drivers working on split shifts</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● Currently, there are 311 bus termini in Hong Kong (including those of MTR bus routes). FB operators have been progressively providing additional toilets and resting facilities at existing bus termini to cater for the needs of bus captains. At present, toilets are either located at or within a walking distance of three minutes at over 95% of the bus termini. For the remaining bus termini, toilets are basically located within a walking distance of around four to seven minutes. Besides, about 90% of the bus termini have been provided with resting facilities for bus captains. ● From 2017 to 2021, the Government has granted approval to 121 applications made by FB operators for providing working spaces / rest rooms / resting facilities for bus captains, making up a total of 280 such facilities across the territory.
<p>(x) <i>Part-time bus captains: other employment</i></p>	
<p>(29) TD to stipulate to the FB operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked</p>	<p><u>Completed (became an on-going task)</u></p> <p>At present, each FB operator has already put in place its own mechanism for the part-time captains to report other employment.</p>
<p>(30) TD to require New Lantao Bus (NLB) to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing</p>	<p><u>Completed (became an on-going task)</u></p> <p>As required by TD, NLB has obtained information and maintained records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by other supplier(s) of buses and drivers.</p>

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
driving duties for NLB, they are compliant with the Guidelines	
(xi) The provision of rest and toilet facilities for bus captains	
(31) TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● In August 2019, TD revised the relevant provisions in the TPDM to include guidelines on the requirement of providing fundamental facilities such as rest rooms, toilets etc. for bus captains and staff in the planning of new public transport interchanges and bus termini, and provided a layout template with the concerned area provision for the planners' reference. ● In December 2019, the Planning Department amended the relevant provisions in the HKPSG.
(32) TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini	
(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini	
(34) TD to invite a representative of the Secretary for Transport and Housing to become a member of TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini	<p><u>Completed (became an on-going task)</u></p> <p>The Transport and Housing Bureau's representative has joined and participated in the inter-departmental meetings co-ordinated by TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>
(xii) Abuse and assaults on bus captains	
(35) TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public that abusing a bus captain performing	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● In 2019, TD rolled out a series of television and internet Announcements in the Public Interest (API) to raise passengers' awareness of safety and

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
his duties is not only unacceptable but also a criminal offence	<p>courtesy (including respect for bus captains) when using public transport services.</p> <ul style="list-style-type: none"> • TD and HKPF have formulated the long-term publicity programme to raise awareness on matters such as passenger safety and behaviours, etc. through various channels (including internet and radio APIs, Road Safety Bulletin, etc.). TD and HKPF will review the implementation of the publicity programme on a regular basis.
(36) TD to require the FB operators to display notices to remind FB passengers that abusing a bus captain is unacceptable and constitutes a criminal offence	<p><u>Completed</u></p> <p>TD has standardised the content of the notices, and FB operators have displayed them inside bus compartments to remind passengers not to disturb bus captains while driving.</p>
(37) TD to require the FB operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated	<p><u>Completed</u></p> <p>FB operators have retrofitted audio-recording equipment on their buses installed with CCTV at bus captain cabins, and have activated the function concerned.</p>
(38) TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties	<p><u>Being studied</u></p> <p>TD is reviewing relevant existing legislative provisions to see if they are adequate for the prosecution of a passenger who makes threatening, abusive or insulting communication towards a bus captain who is performing public duties. TD will consult relevant government bureaux / departments in parallel.</p>
<i>(xiii) Illegal stopping by vehicles at and near FB stops</i>	
(39) Legislative provisions to be presented to the Legislative Council (LegCo) as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver,	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> • On technology-assisted traffic enforcement, HKPF launched an Electronic Fixed Penalty Tickets (E-Ticketing) pilot scheme in all police districts in Hong Kong in April 2020, allowing frontline enforcement officers to

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p>and to permit service by E-ticket</p>	<p>retrieve data on illegally parked vehicles via mobile devices and instantly print out fixed penalty notices. HKPF expanded the pilot scheme in March 2021 to cover traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) (e.g. vehicles illegally parked at bus stops, vehicles allowing passengers to board / alight or load / unload goods in restricted areas, etc.).</p> <ul style="list-style-type: none"> ● To facilitate the serving of fixed penalty notices under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and Cap. 240 by electronic means, HKPF is now developing a Traffic e-Enforcement System, with funding approved by LegCo Finance Committee in June 2021. To provide legal basis for the proposed traffic e-enforcement, the Government plans to introduce an amendment bill into the LegCo in the second half of 2022.
<p>(40) TD and HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops</p>	<p><u>Being implemented</u></p> <p>HKPF conducted a territory-wide pilot scheme in 2018. Under the scheme, Police officers used hand-held video cameras to record traffic offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), including vehicles illegally parked at bus stops, vehicles allowing passengers to board / alight or load / unload goods in restricted areas, etc., and delivered fixed penalty tickets to the offending drivers by mail afterwards. Upon completion of the review, HKPF decided to regularise this pilot scheme as one of the traffic law enforcement modes.</p>
<p>(41) FB operators to co-operate with the police to make available CCTV recordings obtained by cameras mounted on FBs of illegal stopping by vehicles at and near franchised bus stops</p>	<p><u>Completed (became an on-going task)</u></p> <p>FB operators have liaised with HKPF on the matter, and have been providing HKPF with CCTV footages of illegal stopping of vehicles at and near franchised bus stops from time to time to facilitate follow-up actions by HKPF.</p>

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest progress on the follow-up actions</p>
<p><i>(xiv) Priority measures for FBs</i></p>	
<p>(42) TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway</p>	<p><u>Completed (became an on-going task)</u> TD has launched the new bus-friendly traffic measure comprising the use of a newly designed “Give way to bus” traffic sign and road markings to encourage motorists to give way for FBs to exit more easily from bus bays to adjacent traffic lanes. The trial scheme completed in early 2020. In view of the positive results, TD has included the measure as one of the standard traffic management tools in the TPDM. TD is now extending this new measure to other suitable bus stops.</p>
<p>(43) TD to make greater use of bus lanes in appropriate locations</p>	<p><u>Completed (became an on-going task)</u> TD is committed to taking forward this item wherever possible. As at end February 2022, there are 85 bus-only lanes and 15 designated bus gates in the territory. TD will continue to set up more bus-only lanes in appropriate locations.</p>
<p><i>(xv) Route risk assessment</i></p>	
<p>(44) TD to require the FB operators to provide TD with a route risk assessment for each of the routes on which their buses ply</p>	<p><u>Completed (became an on-going task)</u></p> <ul style="list-style-type: none"> ● TD has finalised detailed arrangement for route risk assessment with various FB operators. When conducting route risk assessment, FB bus operators must check and evaluate the actual operating conditions of each bus route (including road sections, nearby environment, other vehicular or pedestrian activities, etc.), and provide adequate and appropriate driving instructions to the bus captains in the light of the unique operating conditions of each bus route. ● By end 2020, FB operators have completed route risk assessment on all of their bus routes, provided adequate and appropriate driving instructions to the bus captains and submitted the reports to TD. FB operators will regularly review route

Recommendations by the Independent Review Committee	Latest progress on the follow-up actions
	risk assessments for each route (at least once every two years).
(xvi) Speed limits	
(45) TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h	<p><u>Completed (became an on-going task)</u></p> <p>TD conducted a trial of low speed limit zone (30km/h) in 2020 at Wai Chi Street, Sham Shui Po (the section between Woh Chai Street and Nam Cheong Street) with traffic calming measure and found that it is an effective traffic initiative for road safety improvement. TD is planning to select other suitable locations for further trials in 2022.</p>

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