

# 巴士意外數據

Bus Accident Data

2018

新大嶼山巴士(1973)有限公司

New Lantao Bus Company (1973) Limited



2020年2月  
February 2020

## 背景 Background

新大嶼山巴士(1973)有限公司(嶼巴)是冠忠巴士集團有限公司的附屬公司，會以更積極、認真、負責的態度及反應，引領公司各階層的管理人員培育安全文化。嶼巴的目標是從過往的交通事故中汲取經驗找出事故原因，並採取持續的管理措施，務求不斷改善行車安全紀錄。本文件所刊載的 2018 年巴士意外數據<sup>(1)</sup> 是摘錄自公司每年法定向政府運輸署遞交遠期計劃中的資料。

The New Lantau Bus Company (1973) Limited is a subsidiary of Kwoon Chung Bus Holdings Limited and adopts a highly pro-active approach towards embedding a Safety Culture that guides responsible attitudes and behaviours at all levels of the Company. NLB aims to learn from its experiences with traffic accidents and to identify the root cause of such accidents with a view to taking management actions aiming at delivering continuous improvements in its safety record. This document contains bus accident data<sup>(1)</sup> in 2018, extracted from the Company's Annual Submission of its Statutory Forward Planning Programme.



<sup>(1)</sup> 指涉及有人受傷的專營巴士交通意外。  
Refer to traffic accidents with person injury involving franchised buses.

## 免責聲明 Disclaimer

- 此處所包含的數據僅用於遠期計劃(2020-2024)及供一般參考用途。
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- 巴士意外可涉及多項因素，因此所列數據未必完整反映意外與個別因素之間的關係。讀者應小心使用或詮釋有關數據。
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- Bus accidents might involve multiple factors and therefore the data presented here might not fully reflect the correlation between accident with any individual factor. Readers should be reminded to use and interpret the data with care.

## 1a. 按嚴重程度劃分的專營巴士的意外宗數

涉及專營巴士的意外宗數		2018
嚴重程度		
致命		0
嚴重		3
輕微		37
總計		40

## 1b. 按嚴重程度劃分的專營巴士每百萬行車公里的意外宗數

涉及專營巴士每百萬行車公里的意外宗數		2018
嚴重程度		
致命		0.00
嚴重		0.33
輕微		4.07
總計		4.40

## 1a. Number of accidents involving Franchised Buses (FBs) by severity

Number of accidents involving FBs		2018
<b>Severity</b>		
	Fatal	0
	Serious	3
	Slight	37
<b>Total</b>		40

## 1b. Number of accidents involving FBs per million vehicle-km by severity

Number of accidents involving FBs per million vehicle-km		2018
<b>Severity</b>		
	Fatal	0.00
	Serious	0.33
	Slight	4.07
<b>Total</b>		4.40

## 2a. 按嚴重程度及涉及意外的駕駛者因素劃分的 涉及意外的專營巴士車輛數字

### 2018 年涉及意外的專營巴士車輛數字

	致命	嚴重	輕微	總計
1. 不涉及巴士車長的因素	0	0	16	16
2. 涉及巴士車長的因素				
2.1 與前面的車輛之間的距離	0	0	3	3
2.2 轉換行車線	0	1	3	4
2.3 使用剎車掣	0	1	12	13
2.4 轉向不當	0	1	0	1
2.5 判斷不當	0	0	2	2
2.6 觀察不足	0	0	1	1
<b>總計</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>40</b>

## 2b. 按嚴重程度及涉及意外的駕駛者因素劃分的 每百萬行車公里涉及意外的專營巴士車輛數字

### 2018 年每百萬行車公里涉及意外的專營巴士車輛數字

	致命	嚴重	輕微	總計
1. 不涉及巴士車長的因素	0.00	0.00	1.76	1.76
2. 涉及巴士車長的因素				
2.1 與前面的車輛之間的距離	0.00	0.00	0.33	0.33
2.2 轉換行車線	0.00	0.11	0.33	0.44
2.3 使用剎車掣	0.00	0.11	1.32	1.43
2.4 轉向不當	0.00	0.11	0.00	0.11
2.5 判斷不當	0.00	0.00	0.22	0.22
2.6 觀察不足	0.00	0.00	0.11	0.11
<b>總計</b>	<b>0.00</b>	<b>0.33</b>	<b>4.07</b>	<b>4.40</b>

## 2a. Number of FBs involved by severity and driver contributory factors

Number of FBs involved in 2018				
	Fatal	Serious	Slight	Total
<b>1. Factors not related to Bus Captains</b>	0	0	16	16
<b>2. Factors related to Bus Captains</b>				
2.1 Distance from front vehicle	0	0	3	3
2.2 Lane changing	0	1	3	4
2.3 Use of brake	0	1	12	13
2.4 Improper steering	0	1	0	1
2.5 Improper judgment	0	0	2	2
2.6 Insufficient lookout	0	0	1	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>40</b>

## 2b. Number of FBs involved per million vehicle-km by severity and driver contributory factors

Number of FBs involved per million vehicle-km in 2018				
	Fatal	Serious	Slight	Total
<b>1. Factors not related to Bus Captains</b>	0.00	0.00	1.76	1.76
<b>2. Factors related to Bus Captains</b>				
2.1 Distance from front vehicle	0.00	0.00	0.33	0.33
2.2 Lane changing	0.00	0.11	0.33	0.44
2.3 Use of brake	0.00	0.11	1.32	1.43
2.4 Improper steering	0.00	0.11	0.00	0.11
2.5 Improper judgment	0.00	0.00	0.22	0.22
2.6 Insufficient lookout	0.00	0.00	0.11	0.11
<b>Total</b>	<b>0.00</b>	<b>0.33</b>	<b>4.07</b>	<b>4.40</b>

### 3a. 按性質及涉及意外的因素劃分的專營巴士乘客傷亡數字

#### 2018 年專營巴士乘客傷亡數字

	在車廂內 樓梯 失去平衡	在車廂內 (非樓梯) 失去平衡	被車門弄傷	總計
1. 不涉及巴士車長的因素	4	6	0	10
2. 涉及巴士車長的因素				
2.1 與前面的車輛之間的距離	0	0	0	0
2.2 轉換行車線	0	0	0	0
2.3 使用剎車掣	0	13	0	13
2.4 轉向不當	0	0	0	0
2.5 判斷不當	1	1	0	2
2.6 觀察不足	0	0	1	1
<b>總計</b>	<b>5</b>	<b>20</b>	<b>1</b>	<b>26</b>

### 3b. 按性質及涉及意外的因素劃分的每百萬專營巴士乘客傷亡數字

#### 2018 年每百萬專營巴士乘客傷亡數字

	在車廂內 樓梯 失去平衡	在車廂內 (非樓梯) 失去平衡	被車門弄傷	總計
1. 不涉及巴士車長的因素	0.13	0.20	0.00	0.33
2. 涉及巴士車長的因素				
2.1 與前面的車輛之間的距離	0.00	0.00	0.00	0.00
2.2 轉換行車線	0.00	0.00	0.00	0.00
2.3 使用剎車掣	0.00	0.43	0.00	0.43
2.4 轉向不當	0.00	0.00	0.00	0.00
2.5 判斷不當	0.03	0.03	0.00	0.07
2.6 觀察不足	0.00	0.00	0.03	0.03
<b>總計</b>	<b>0.16</b>	<b>0.66</b>	<b>0.03</b>	<b>0.85</b>



### 3a. Number of FBs passenger casualties by nature and contributory factors

Number of passenger casualties in 2018				
	Lost balance on stairway	Lost balance elsewhere except stairway	Injured by door	Total
<b>1. Factors not related to Bus Captains</b>	4	6	0	10
<b>2. Factors related to Bus Captains</b>				
2.1 Distance from front vehicle	0	0	0	0
2.2 Lane changing	0	0	0	0
2.3 Use of brake	0	13	0	13
2.4 Improper steering	0	0	0	0
2.5 Improper judgment	1	1	0	2
2.6 Insufficient lookout	0	0	1	1
<b>Total</b>	<b>5</b>	<b>20</b>	<b>1</b>	<b>26</b>

### 3b. Number of FBs passenger casualties per million passengers carried by nature and contributory factors

Number of passenger casualties per million passengers carried in 2018				
	Lost balance on stairway	Lost balance elsewhere except stairway	Injured by door	Total
<b>1. Factors not related to Bus Captains</b>	0.13	0.20	0.00	0.33
<b>2. Factors related to Bus Captains</b>				
2.1 Distance from front vehicle	0.00	0.00	0.00	0.00
2.2 Lane changing	0.00	0.00	0.00	0.00
2.3 Use of brake	0.00	0.43	0.00	0.43
2.4 Improper steering	0.00	0.00	0.00	0.00
2.5 Improper judgment	0.03	0.03	0.00	0.07
2.6 Insufficient lookout	0.00	0.00	0.03	0.03
<b>Total</b>	<b>0.16</b>	<b>0.66</b>	<b>0.03</b>	<b>0.85</b>

#### 4a. 按意外碰撞類別及涉及意外的駕駛者因素劃分的 涉及意外的專營巴士車輛數字

##### 2018 年涉及意外的專營巴士車輛數字

	專營巴士 碰撞行人	專營巴士 碰撞車輛	專營巴士 碰撞物件	專營巴士 沒有碰撞
1. 不涉及巴士車長的因素	0	6	0	10
2. 涉及巴士車長的因素				
2.1 與前面的車輛之間的距離	0	3	0	0
2.2 轉換行車線	0	4	0	0
2.3 使用剎車掣	0	0	1	13
2.4 轉向不當	0	0	0	0
2.5 判斷不當	0	0	0	2
2.6 觀察不足	0	0	0	1
總計	0	13	1	26

#### 4b. 按意外碰撞類別及涉及意外的駕駛者因素劃分的 每百萬行車公里涉及意外的專營巴士車輛數字

##### 2018 年每百萬行車公里涉及意外的專營巴士車輛數字

	專營巴士 碰撞行人	專營巴士 碰撞車輛	專營巴士 碰撞物件	專營巴士 沒有碰撞
1. 不涉及巴士車長的因素	0.00	0.66	0.00	1.10
2. 涉及巴士車長的因素				
2.1 與前面的車輛之間的距離	0.00	0.33	0.00	0.00
2.2 轉換行車線	0.00	0.44	0.00	0.00
2.3 使用剎車掣	0.00	0.00	0.11	1.43
2.4 轉向不當	0.00	0.00	0.00	0.00
2.5 判斷不當	0.00	0.00	0.00	0.22
2.6 觀察不足	0.00	0.00	0.00	0.11
總計	0.00	1.43	0.11	2.86

## 4a. Number of FBs involved by vehicle collision type and driver contributory factors

Number of FBs involved in 2018				
	collide with Pedestrian	collide with Vehicle	collide with Object	without collision
<b>1. Factors not related to Bus Captains</b>	0	6	0	10
<b>2. Factors related to Bus Captains</b>				
2.1 Distance from front vehicle	0	3	0	0
2.2 Lane changing	0	4	0	0
2.3 Use of brake	0	0	1	13
2.4 Improper steering	0	0	0	0
2.5 Improper judgment	0	0	0	2
2.6 Insufficient lookout	0	0	0	1
<b>Total</b>	0	13	1	26

## 4b. Number of FBs involved per million vehicle-km by accident collision type and driver contributory factors

Number of FBs involved per million vehicle-km in 2018				
	collide with Pedestrian	collide with Vehicle	collide with Object	without collision
<b>1. Factors not related to Bus Captains</b>	0.00	0.66	0.00	1.10
<b>2. Factors related to Bus Captains</b>				
2.1 Distance from front vehicle	0.00	0.33	0.00	0.00
2.2 Lane changing	0.00	0.44	0.00	0.00
2.3 Use of brake	0.00	0.00	0.11	1.43
2.4 Improper steering	0.00	0.00	0.00	0.00
2.5 Improper judgment	0.00	0.00	0.00	0.22
2.6 Insufficient lookout	0.00	0.00	0.00	0.11
<b>Total</b>	0.00	1.43	0.11	2.86

## 5. 涉及專營巴士乘客傷亡而不涉及專營巴士碰撞的意外數字

	2018
涉及專營巴士乘客傷亡而不涉及專營巴士碰撞的意外數字	26
佔旗下專營巴士涉及的所有意外的百分比	65%
涉及意外的傷者因素為「在車廂內樓梯失去平衡」 而不涉及專營巴士碰撞的意外數字	5
涉及意外的傷者因素為「被車門弄傷」 而不涉及專營巴士碰撞的意外數字	1
涉及意外的傷者因素為「在車廂內（非樓梯）失去平衡」 而不涉及專營巴士碰撞的意外數字	20

## 5. Number of non-collision FB accidents involving passenger casualty

	2018
Number of non-collision accident involving FB and with FB passenger casualty	26
Percentage of all accidents involving FB	65%
Number of non-collision accidents involving FB passenger with “lost balance on stairway” as the casualty contributory factor	5
Number of non-collision accidents involving FB passenger with “injured by door” as the casualty contributory factor	1
Number of non-collision accidents involving FB passenger with “lost balance elsewhere except on stairway” as the casualty contributory factor	20

## 6. 按道路使用者類別及傷勢情況劃分涉及專營巴士意外的傷亡者數字

傷亡者數字		2018
<b>行人</b>		
	死亡	0
	重傷	0
	輕傷	0
<b>專營巴士乘客</b>		
	死亡	0
	重傷	1
	輕傷	37
<b>其他乘客</b>		
	死亡	0
	重傷	0
	輕傷	0
<b>專營巴士車長</b>		
	死亡	0
	重傷	1
	輕傷	3
<b>其他車輛駕駛者 (騎單車者除外)</b>		
	死亡	0
	重傷	1
	輕傷	3
<b>騎單車者</b>		
	死亡	0
	重傷	0
	輕傷	0

## 6. Number of casualties in accidents involving FB by class of road user and degree of injury

Number of casualties		2018
<b>Pedestrian</b>		
	Killed	0
	Seriously injured	0
	Slightly injured	0
<b>FB passenger</b>		
	Killed	0
	Seriously injured	1
	Slightly injured	37
<b>Other passenger</b>		
	Killed	0
	Seriously injured	0
	Slightly injured	0
<b>FB bus captain</b>		
	Killed	0
	Seriously injured	1
	Slightly injured	3
<b>Other vehicle driver (excluding cyclist)</b>		
	Killed	0
	Seriously injured	1
	Slightly injured	3
<b>Cyclist</b>		
	Killed	0
	Seriously injured	0
	Slightly injured	0

新大嶼山巴士(1973)有限公司

**New Lantao Bus Company (1973) Limited**

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