

# Funding results of Research Impact Fund 2018/19 announced

The following is issued on behalf of the University Grants Committee:

The Research Grants Council (RGC) announced today (January 8) the funding results of the Research Impact Fund (RIF) 2018/19. Thirty proposals were selected to be awarded some \$193 million of funding from the RIF. The list of awarded projects is set out in the Annex.

The Chairman of the University Grants Committee (UGC), Mr Carlson Tong, said, "The objective of the RIF is to encourage local universities to conduct more impactful and translational research projects which may help meet Hong Kong's strategic and societal needs and foster more collaborative efforts with stakeholders beyond academia. A total of \$200 million was allocated from the UGC's Central Allocation Vote for the RGC to implement this initial exercise of the RIF. I am delighted at the overwhelming response from our academia. We received 164 preliminary proposals with funding requests amounting to \$1,428 million."

Of the 164 preliminary proposals, 44 were shortlisted for submission of full proposals. After a thorough and detailed assessment process, 30 of them with funding requests totalling \$286 million were finally selected for funding. Mandatory matching funds are required from UGC-funded universities/partner(s) for approved projects on a 70 per cent (RGC)/30 per cent (university/partner(s)) basis.

Mr Tong added, "Implementing the RIF will not only enable Hong Kong to stay competitive in the globalised higher education sector but also strengthen our research and teaching capacity. The UGC will continue to focus on research excellence and at the same time increased emphasis will be placed on realising the impact of our research."

The Chairman of the RGC, Professor Benjamin Wah, said he was grateful for the support and contribution made by various parties in this new initiative, especially overseas experts who played an important role in the short-listing and selection of projects for funding.

"I am pleased to see that this new initiative has been implemented successfully. The awarded projects cover a wide range of subject areas such as research and development of drugs, innovative reclamation and building methods, and security and applications of the Internet of Things. I look forward to seeing the results of these research projects contribute to the long-term development and well-being of Hong Kong," Professor Wah said.

Details of the approved projects have been posted on the RGC website ([www.ugc.edu.hk](http://www.ugc.edu.hk)).

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## Government responds to Report of Independent Review Committee on Hong Kong's Franchised Bus Service

The Independent Review Committee on Hong Kong's Franchised Bus Service submitted its Report to the Chief Executive on December 31, 2018. Having studied the report carefully and consulted the Department of Justice on the manner of the publication of the Report, the Government has released the report in full today (January 8), except that, after seeking legal advice, a part of a sentence in the acknowledgement chapter of the Report is redacted to ensure a fair trial of the ongoing criminal proceedings. The Government will release the full Report after all relevant criminal legal proceedings have been concluded.

The Transport and Housing Bureau (THB) thanked the Chairman of the Independent Review Committee on Hong Kong's Franchised Bus Service, the Honourable Justice Michael Victor Lunn, and the two members, Mr Rex Auyeung Pak-kuen and Professor Lo Hong-kam, for examining the operation and management of bus franchises under the current legislative and franchise requirements, and the regulatory and monitoring system for franchised buses from the point of view of safety, as well as putting forward a total of 45 recommendations of safety-related measures under 16 areas with a view to sustaining a safe and reliable franchised bus service in Hong Kong.

The Secretary for Transport and Housing, Mr Frank Chan Fan, said that safety is of utmost priority in the transport policy. The Government will, in collaboration with franchised bus operators, proactively pursue the recommendations with a view to sustaining the Government's efforts in enhancing the safety of franchised buses.

"The great majority of the Committee's recommendations are very practical and have proven to be effective in other jurisdictions like London, Melbourne and Singapore from which the Committee has sought input from their respective regulatory bodies for reference. We have provided comprehensive and positive responses to each of the recommendations. We will focus on following up on these actions, in consultation with relevant government bureaux/departments and stakeholders where appropriate," Mr Chan said.

The Commissioner for Transport, Ms Mable Chan, said, "The Transport Department (TD) always attaches great importance to ensuring the safety of franchised bus service, and will continue to strive to work with the franchised bus operators to enhance their operational safety. Among the 45 recommendations of the report, 44 concern the TD's work, of which 30 items are implemented or are being implemented, six are under planning to be implemented, and eight are subject to study."

Following the fatal accident on February 10, 2018, the TD has taken a number of proactive follow-up actions prior to the conclusion of the work of the Independent Review Committee, Ms Chan said. In particular, the department set up in mid-March 2018 the Working Group on the Enhancement of Safety of Franchised Buses, which comprises members from all franchised bus operators and the major bus manufacturers, to consider and study possible measures to further enhance bus safety. The TD has already turned the Working Group into a permanent setup to provide a regular platform for the Government, franchised bus operators and relevant experts to continue to discuss and follow up on various initiatives to enhance franchised bus safety.

The TD will continue to actively take forward the recommendations and will further pursue its work through the Working Group in four key areas, including:

(1) further exploring the feasibility and effectiveness of installing safety-related devices and making use of new technology in franchised buses to ensure safe driving (such as bus monitoring and control systems and driver assistance and monitoring devices);

(2) enhancing the working environment (such as the guidelines on the working and rest hours, and provision of rest and toilet facilities, etc) and training of bus captains;

(3) strengthening accident analyses and safety performance management (such as standardising the relevant data to facilitate report and analysis systems, and drawing up a set of more nuanced safety performance indicators to measure safety performance of franchised bus operators); and

(4) enhancing general road and infrastructure safety as well as bus-friendly measures on roads (such as studying the feasibility and applicability of low speed limit zones and introducing a Road Safety Audit to identify potential road safety deficiencies and suggest measures to eliminate or mitigate those deficiencies).

Further, the TD agrees with the recommendation to appoint a Safety Director and to set up a small dedicated bus safety team in the TD, and will work out the implementation plan. In the interim, the relevant divisions in the TD will continue to look after the safety issues relating to franchised buses.

Mr Chan said that the Government is mindful of the recommendations which will involve legislative amendments (including turning the guidelines on working hours, etc into regulations and introducing specific legislation to make it an offence to make threatening, abusive or insulting communication towards a bus captain). The Government will consider and study the proposals in detail as these proposals will have very wide read-across implications.

The Government's full response to the 45 recommendations is in the Annex.

The THB and the TD will brief the Legislative Council Panel on Transport

on the findings of the Report and the follow-up actions of the Government at its meeting on January 18.

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## **Missing in-patient returns to Kowloon Hospital**

The following is issued on behalf of the Hospital Authority:

Regarding an earlier announcement on an incident involving an inpatient who absconded from Kowloon Hospital (KH), the spokesperson for KH made the following update today (January 8):

The 56-year-old male patient who absconded from a ward of the Department of Respiratory Medicine last Wednesday (January 2) has returned to KH today. The patient had been admitted to hospital for the treatment of open tuberculosis with an isolation order issued by the Department of Health. Security measures have already been stepped up to prevent recurrence of a similar incident.

KH was very concerned about the incident and informed the patient's relatives immediately. The incident was reported to the Tuberculosis and Chest Service, Centre for Health Protection, Department of Health and the Police.

The patient has been hospitalised for treatment of tuberculosis for one month. Given that tuberculosis transmission often requires a long period of closed contact, the risk resulting from the patient's short period of absence from hospital is relatively low.

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## **Missing man in Hung Hom located**

A man who went missing in Hung Hom has been located.

Chung Ngai-fung, aged 27, went missing after he was last seen on Wing Kwong Street on January 6 afternoon. His family made a report to Police on the same day.

The man was located on Salisbury Road, Tsim Sha Tsui in the small hours of today (January 8). He sustained no injuries and was sent to Queen Elizabeth Hospital for examination.

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## Arrangement for Guangdong-Hong Kong cross-boundary private cars using HZMB to Zhuhai Port on trial basis in phases

The Transport Department (TD) announced today (January 8) that Guangdong-Hong Kong cross-boundary private cars (i.e. dual-plate private cars) under respective quotas and issued with valid Closed Road Permits (CRPs) for using other crossings (i.e. Lok Ma Chau (Huanggang), Man Kam To, Sha Tau Kok and Shenzhen Bay) will be allowed to use the Hong Kong-Zhuhai-Macao Bridge (HZMB) going to or returning from the Zhuhai Port on a trial basis in two phases. The trial period will be two years tentatively. The arrangement is not applicable to vehicles travelling to the Macao Port via the HZMB.

To ensure the traffic at the HZMB Hong Kong Port, Hong Kong International Airport and Tung Chung is smooth, the TD has implemented temporary special traffic arrangements during the initial commissioning of the HZMB. With the commissioning of the Southern Connection of the Tuen Mun-Chek Lap Kok Link at the end of 2018, the traffic flow in the vicinity of the Hong Kong Port is generally smooth. The TD will, in accordance with the agreement between the Guangdong and Hong Kong governments, allow dual-plate private cars under the quotas of other road crossings to use the HZMB going to and returning from the Zhuhai Port without the need to go through additional procedures on a trial basis in two phases. The specific implementation schedule is as shown in the following table:

Phase	Dual-plate private cars under respective quotas for using other crossings	Implementation date	End date
First Phase	Lok Ma Chau (Huanggang), Man Kam To and Sha Tau Kok	February 25, 2019 (Monday)	February 24, 2021 (Wednesday)
Second Phase	Shenzhen Bay Port	April 29, 2019 (Monday)	April 28, 2021 (Wednesday)

The TD will start to issue approval letters from January 21 and from March 25 respectively to CRP holders of relevant crossings applicable for the first and second phase trial of using the HZMB respectively explaining the details of the arrangement. The Guangdong and Hong Kong governments will review the arrangement, taking into account the traffic flow of the HZMB, the

Hong Kong and Zhuhai Ports, and the relevant connecting roads, upon the end of the two-year trial period to decide on the future arrangement.

The TD reminds relevant quota holders of the dual-plate private cars that they should possess a valid CRP of using their original crossings and bring along the approval letter issued by the TD in order to use the HZMB Hong Kong Port.

The above-mentioned trial arrangement is only applicable for the vehicles going to or returning from the Zhuhai Port via the HZMB. Members of the public are reminded that if they wish to drive their private cars to the Macao Port via the HZMB, the private car must either possess a valid HZMB private car regular quota allocation for going to or returning from Macao and valid licences and permits issued by the Hong Kong and Macao governments, or have completed registration of the HZMB Macao Port Park-and-Ride Scheme and obtained a valid permit, including reserving parking spaces for the East Car Park of the HZMB Frontier Post at the Macao Port.