



第五章 Chapter 5

法例與執法

Law and Enforcement





除了教化工作外，法例與執法在協助盡量減少本港的交通意外及死亡事故方面，扮演舉足輕重的角色。回顧2002年的交通意外總數，較2001年輕微減少0.4%。至於因交通意外而死亡的人數為171人，與2000年相若，是過去43年的最低記錄。本港的死亡交通率維持於每100萬人口有25人死於交通意外，比率大大低於其他相若城市。不過，本着致力減少交通意外為目標，議會的成員——香港警務處會繼續採取嚴厲執法行動，檢控那些導致或容易導致交通意外的違例事項，並同時檢討有關法例及其他道路安全措施。

2002年的新法例

2002年7月1日，為提高道路安全，使用車頭大燈及危險警告燈的修訂法例已經生效。根據此新法例，駕駛者在入夜時分或能見度低時(例如



Amended regulation on the use of headlamps and hazard warning lights came into operation in July 2002
有關使用車頭大燈及危險警告燈的修訂法例已於2002年7月起生效

下雨及大霧)，必須亮着車頭大燈、前燈及後燈。此外，亦規定電單車司機及機動三輪車司機在道路上行駛時，即使在日間，亦必須時刻亮着車頭大燈。此外，如車輛因機件失靈或在快速公路或車速限制為每小時50公里以上的道路上因為緊急事故而停車，車輛亦必須亮着危險警告燈。

Law and enforcement continue to play an important deterrent role, helping to minimise the number of accidents and fatalities in Hong Kong. Generally the total number of accidents fell slightly by 0.4% last year against 2001, while the number of fatalities at 171 matches 2000's figure as the lowest on record for the past 43 years. Compared to the rest of the world, Hong Kong continues to maintain its relatively positive rate of 25 fatalities per million population, which is significantly lower than cities of a similar size in other parts of the world. However, working on the principle that even a single road accident death or injury is one too many, we continue with stringent enforcement action against traffic offenders while also continuously reviewing legislation and other road safety practices.

New Legislation for 2002

On 1 July 2002, amended legislation regulating the use of vehicle headlamps and hazard warning lights came into effect.

Under the new regulations, drivers are obliged to turn on their vehicle headlights, front and rear lamps during the hours of darkness or in poor visibility conditions such as rain and fog. The requirements are

more stringent for motorcyclists and drivers of motor tricycles, who must have these lights on at all times, even during the day, when they are on the road. Hazard warning lights are also compulsory, if a vehicle breaks down or stops for an emergency, on an expressway or on a road where the speed limit is over 50 kmh.



靈活執行交通法例政策

「靈活執行交通法例政策」是執法政策的重要一環，旨在打擊那些導致或容易導致交通意外的違例事項。警務處會就該政策定期檢討，以配合環境及意外趨勢。本年度檢討後，鑑於涉及騎單車人士的交通意外數字上升，某些騎單車違例事項已納入這執法政策內，重點打擊。另外，現代科技對執法的效能有所裨益，警方越來越多利用資訊科技，加強執法能力及取得證據。

超速

超速仍然是發生交通意外及增加其嚴重程度的主要因素。故此，警方着力打擊此違例事項，盡量利用科技的支援，嚴厲執法，輔以嚴峻的懲罰制度，以阻嚇違例者。

酒後駕駛

酒後駕駛是執法工作的另一個重點。本港自1995年起實施有關法例，而法定酒精限度則於1999年由每100毫升呼氣中的35微克減至22微

The Selective Traffic Enforcement Policy (STEP)

STEP forms the backbone of our enforcement policy, focusing on offences which are causes of or most likely to cause accidents. Reviewed on a regular basis, a number of cycling offences seen as causing or contributing to traffic accidents, were included under this enforcement policy, in view of the increasing number of traffic accidents involving cyclists. Improvements in technology are also making an increasing contribution to our enforcement initiatives. 2002 saw the growing use of information technology in enhancing our enforcement capabilities and in the securing of evidence.

Speeding – Speeding continues to be a major contributory factor both in the incidence and severity of accidents. As such, the Police place a strong focus on this offence, maximising the use of technology as well as enforcing stringent penalties to deter offenders.

Drink Driving – Drink driving is another major focus in our enforcement activities. With legislation in force in Hong Kong since 1995 and the tightening of the alcohol limit in 1999 from 35 μg to 22 μg per 100 ml of breath, we are happy to report that there appears to be high awareness of the problem with drink driving generally seen as unacceptable social behaviour. In 2002, 44,202 drivers were breathalysed, with 1,262 subsequently found to be above the prescribed limit.

This translates to a rate of 2.9%, in line with the rate recorded in previous years. A positive finding of these results, was the fact that a very high number of those tested, 42,398 (96%) had no trace of alcohol in their test results at all. We believe that Hong Kong drivers are generally law-abiding in this aspect. However, making sure that we do



Laser gun technology helps to deter speeding
雷射槍科技有助偵查和阻嚇超速的不當行為



Taking a Breathalyser Test
進行酒精測試的工作

意識，認定酒後駕駛是令人難以接受的行為。2002年，共44 202名司機進行呼氣測試，其中1 262名發現體內酒精含量超出法例規定，佔接受測試人士的2.9%，與以往的百分率相若。這些測試結果的正面信息，是絕大部分接受測試的人士(共42 398名，即96%)都無飲用酒精，相信本港一般駕駛者在這方面均遵守法例。不過，警方絕對不會鬆懈，仍然繼續加強警務人員的訓練，並不斷改善現有的設備。

加強資訊科技的應用

偵察車速攝影機—偵察車速攝影機是有效的阻嚇工具，因為在快速公路上裝置的這些攝影機充當



not relax our vigilance in any way, we continue with our ongoing training among police officers while also increasing and improving the use of existing equipment.

The Growing Use of Information Technology



Speed Enforcement Camera along Hong Kong Expressways
設置於快速公路上的偵察車速攝影機

Speed Enforcement Cameras (SECs) – SEC systems on Hong Kong expressways have proven to be an effective deterrent showing a marked reduction in the number of accidents and injuries on these roads. By the end of 2002, Speed Enforcement Cameras were installed at 10 locations on Tolo and Fanling Highways to deter speeding. By end 2003, a total of 85 Speed Enforcement Cameras at various locations will be in operation. To enhance their effectiveness as a deterrent to speeding, drivers and the public are kept fully informed of the number and locations of these SECs.

Red Light Cameras (RLCs) – By the end of 2002, 51 RLCs were installed at signalised road junctions to deter motorists from disobeying traffic signals. Expanding the use of RLCs is in progress and by mid-2003, a total of 60 red light systems will be in operation at



Red Light Cameras deter traffic infractions
衝紅燈攝影機



了電子警察的任務，大大減低交通意外的發生及傷亡數字。2002年，當局在吐露港公路及粉嶺公路上裝置了10組攝影機，以遏止超速或不法行為。預計於2003年年底，共有85組偵察車速攝影機在不同地點操作。此外，為提高這些攝影機對超速的阻嚇作用，當局已公布這些攝影機的數目及安裝地點。

衝紅燈攝影機—2002年年底，當局在設有交通燈的路口裝置了51組衝紅燈攝影機系統，以遏止駕駛者不遵守交通燈號的行為。預計於2003年年中，有關系統將會增加至60組，設置於市區的路口、經常出現衝紅燈行為或發生交通意外的路口，以及本港其他重要地點。

非截停車輛檢控系統—此系統與運輸署共同運作，第一階段的電腦化非截停車輛檢控系統已於2002年年初啟用，加強了警方的執法能力，全力處理及檢控那些沒有在現場即時遭截停違例者的有關交通罪行。

錄影系統—警方繼續使用錄影系統的設備，以提高本港道路的安全水平。警務處現時共有26輛巡邏車輛及15部電單車設有錄影系統，以打擊超速及其他危險駕駛行為。

一般安全事宜

一般的道路安全法例絕不容忽視。鑑於已證明佩戴安全帶與減低交通意外中的死亡機會及受傷嚴重程度有關，警務處繼續集中這方面的執法工作。2002年，警方就佩戴安全帶的違例事項，共檢控了18 266名司機及乘客。此外，警方本年共檢控了3 820名司機在駕駛時使用手持式流動電話及其他通訊設備。

駕駛改進課程

駕駛改進課程計劃由2002年9月起推出，目的是進一步提升道路安全，使駕駛者更深入了解其駕駛行為及態度，以期令他們更謹慎遵守法例。不少海外國家早已在數年前引進駕駛改進課程，在減少交通意外及正面地糾正駕駛者的駕駛

junctions, where there is a high occurrence of ignoring red lights or accidents, and other strategic locations throughout Hong Kong.



Mobile Video System helps to enhance Road Safety
流動錄像系統有助提升道路安全

Automated Non-stopper Traffic Enforcement Computer System (ANTECS) – The first phase of ANTECS came on-line in early 2002. The system, operated in conjunction with the Transport Department, reinforces police enforcement capabilities allowing them to process and prosecute traffic offences even when offenders have not been stopped at the scene.

Video Systems – The police continue to use these systems to enhance safety on Hong Kong's roads. Twenty-six police patrol cars and 15 motorcycles are now equipped with these video



Using a Mobile Video System installed in a Police Patrol Car
於警察巡邏車上使用偵速錄像系統



態度方面，均有明顯效果。鑑於外國的經驗，政府採取了以下兩項措施：

- 授權法庭命令干犯《道路交通(違例駕駛記分)條例》(第375章)下任何可予以記5分或以上的表列罪行的駕駛人士參與駕駛改進課程，作為其中一項懲罰的選擇；以及
- 容許駕駛人士自願參與駕駛改進課程。

若駕駛人士圓滿完成此課程，當局會在他被記的違例駕駛分數中，減免3分。

systems, to combat speeding and other dangerous driving habits.

General Safety

The enforcement of general safety legislation enforcement continued during the year. In view of the proven link between the use of seat belts and the reduced risk of death and severity of injury in traffic accidents, we continued to focus on enforcement in this area. In 2002, police prosecuted 18,266 drivers and passengers for seat belt-related offences. Similarly, enforcing the ban on all hand-held mobile phones and other telecommunications equipment when driving, the Police prosecuted 3,820 drivers for using such equipment while driving during the year.

Driving Improvement Course

Launched in September 2002, the Driving Improvement Course has been further promoting road safety, and creating more law abiding drivers through a better understanding of their driving behaviour and attitude. The Drivers Improvement Scheme (DIS) has been introduced in many developed countries for some years leading to a decrease in traffic accidents and a conspicuous change in driving attitudes. In view of this positive overseas experience, the Government has adopted a two-pronged approach to:

- empower courts to direct drivers who have committed scheduled offences incurring 5 driving-offence points or above under the Road Traffic (Driving-offence Points) Ordinance (Chapter 375) to attend a driving improvement course as one of the penalty options; and to
- allow drivers to join a driving improvement course voluntarily.

A driver will have three driving-offence points deducted from his/her total driving-offence points already incurred, subject to the satisfactory completion of the course.

