

ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE

Head 153 - GOVERNMENT SECRETARIAT: TRANSPORT BUREAU Subhead 001 Salaries

Members are invited to recommend to Finance Committee -

(a) the creation of the following permanent posts in Transport Bureau -

(i) 1 Administrative Officer Staff Grade B
(D3) (\$127,900 - \$135,550)

to be offset by the deletion of the following supernumerary post -

1 Administrative Officer Staff Grade B
(D3) (\$127,900 - \$135,550)

(ii) 1 Administrative Officer Staff Grade C
(D2) (\$116,650 - \$123,850)

to be offset by the deletion of the following supernumerary post -

1 Administrative Officer Staff Grade C
(D2) (\$116,650 - \$123,850)

(iii) 1 Government Engineer
(D2) (\$116,650 - \$123,850)

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to be offset by the deletion of the following supernumerary post -

1 Administrative Officer Staff Grade C
(D2) (\$116,650 - \$123,850)

(iv) 1 Administrative Officer Staff Grade C
(D2) (\$116,650 - \$123,850)

to be offset by the deletion of the following permanent post -

1 Government Engineer
(D2) (\$116,650 - \$123,850); and

(b) the re-distribution of duties and responsibilities among the directorate staff of the Transport Bureau.

PROBLEM

The Transport Bureau (TB) needs to maintain its directorate support at the present level to deal with -

- (a) the long-term increase in workload arising from the new railway projects recommended by the Railway Development Strategy 2000 (RDS-2000);
- (b) the continued workload arising from the current six railway projects; and
- (c) other major initiatives which require input and steer from permanent directorate staff.

To cope better with the work in (a) to (c) above, there is a need to re-distribute duties and responsibilities among TB's directorate staff.

PROPOSAL

2. We propose to create -

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- (a) one permanent post of Administrative Officer Staff Grade B (AOSGB) (D3), to be offset by the deletion of one supernumerary post of AOSGB (D3), to continue to head Division (3) in TB to look after mainly transport management issues;
- (b) one permanent post of Administrative Officer Staff Grade C (AOSGC) (D2), to be offset by the deletion of one supernumerary AOSGC (D2) post, to continue to oversee the operation of the Mass Transit Railway Corporation (MTRC), the implementation of the Tseung Kwan O Extension (TKE) and Quarry Bay Relief Works, and the policy and implementation of Octopus, and to take on the additional responsibility of monitoring the implementation of the Ma On Shan to Tai Wai rail link (MOS Rail) and the Tsim Sha Tsui Extension (TST Extension);
- (c) one permanent post of Government Engineer (GE) (D2), to be offset by the deletion of one supernumerary AOSGC (D2) post, to continue to take on the planning and implementation of the RDS-2000 projects, and to oversee the Third Comprehensive Transport Study (CTS-3) and Second Railway Development Study (RDS-2) model updates, and to take on the additional responsibility of traffic demand review and traffic model development; and
- (d) one permanent post of AOSGC (D2), to be offset by the deletion of one permanent GE (D2) post, to continue to provide policy input into various strategic planning studies, to be responsible for the overall transport policy co-ordination and the Hong Kong/Guangdong Joint Conference, and to take on the additional responsibility of the planning of the Disney Theme Park and the Hong Kong Vision 2030.

3. We also propose to re-distribute the duties and responsibilities among TB's directorate staff.

JUSTIFICATION

4. In May 2000, based on the findings of the RDS-2, the Government formulated the RDS-2000 which maps out the next phase of railway network development for Hong Kong up to the year 2016. Specifically, RDS-2000 has recommended the implementation of six new railway projects (costing about \$80 billion to \$100 billion in 1998 prices) to serve the development needs of the community. They are the Island Line Extensions (ISL), Shatin to Central Link (SCL), Kowloon Southern Link (KSL), Northern Link (NOL), Regional Express Line (REL) and Port Rail Link (PRL). A map illustrating the recommended railway network, and details of the six new railway projects are at Enclosures 1 and 2 respectively.

Encls.1&2

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5. Apart from the railway expansion under RDS-2000, TB needs to continue to oversee works relating to the current priority railway projects (namely, the West Rail (WR), TKE and Quarry Bay Relief Works, MOS Rail, TST Extension) recommended by the Railway Development Strategy in 1994, the Sheung Shui to Lok Ma Chau Spur Line (Spur Line) and the Penny's Bay Rail Link (PBRL) due to open in time for the Disney Theme Park. These six railway projects, costing over \$100 billion in money-of-the-day prices, are at different stages of implementation and are scheduled for completion between 2002 and 2005. The indicative programme of the current and new railway projects is at Enclosure 3.

Encl. 3

6. In connection with the planning and implementation of the 12 railway projects, dedicated policy input at senior level is required in TB. This includes, for the new railway projects, until their authorisation by the Chief Executive in Council (CE in Council), continuous assessment of the community needs for rail transport in different districts and a careful balancing act as between the claims of the different districts and the financial and social impact of the railway projects. TB is also closely involved in consultation with the community, in particular the residents' groups, railway corporations and Government departments, on the detailed interface between the railway projects and the existing and planned infrastructure and development along the alignment of the new railways. Careful planning is required in the choice of alignments to minimise traffic disruption during construction and to reduce the need for resumption and clearance. TB also resolves difficulties regarding the environmental impact assessment and financing aspects of the railway projects. As the Secretary for Transport is the statutory authority in the gazetting of proposed railway schemes, TB has to co-ordinate and ensure accurate and comprehensive input from the railway corporations, the Government departments concerned in the authorisation process of the railway scheme, and undertakes the handling of objections in an open and fair manner. For projects which may be awarded through competitive proposals, TB will have to ensure a level playing field between the two railway corporations and if appropriate among other eligible competitors.

7. Following authorisation, TB will be closely involved in the project implementation to ensure that the railway projects are delivered on time. TB has to see to it that the respective railway corporations have the appropriate set up to deal with the impact on the community arising from the implementation of the project. TB also ensures that the corporations react quickly to any incidents which may arise and irons out any unforeseen problems. In order to minimise traffic and environmental impact on residents, close liaison is maintained by TB with the corporations and the relevant Government Departments. TB also co-ordinates the implementation of any necessary essential public infrastructure works connected with railway projects to ensure timely completion.

8. To meet the tight implementation plans of the various RDS-2000 projects, we will invite in early 2001 the MTRC and Kowloon Canton Railway Corporation (KCRC) to submit implementation proposals for the ISL and the KSL respectively. We will also need to work with the two railway corporations in early 2001 on the bid package for the SCL. Furthermore, the planning and implementation of the Spur Line and PBRL will be at a critical stage in early 2001 and continued senior level staff support in TB will be required to oversee these projects.

9. For the coming years, in addition to the various new and current railway projects, TB will also embark on the following major initiatives -

- (a) on strategic planning, we will review the need for and the timing of transport infrastructure proposals set out in the CTS-3, and plan for the implementation of the other RDS-2000 projects and the timely provision of cross-boundary transport infrastructure and major highway projects;
- (b) for better transport services, we will encourage franchised bus companies and ferry operators to provide better passenger services through the application of information technology, implement more bus-bus interchange schemes and improve the management and air quality of public transport interchanges;
- (c) to manage road use, promote road safety, and support environmental improvement measures in transport-related areas, we will provide off-street terminal facilities for cross-boundary coach services, address the traffic congestion in the Central Business District, promote safe driving, implement pedestrian schemes, investigate into the feasibility of extending the use of low-noise surfacing materials to local roads and improve the environmental performance of franchised buses; and
- (d) to promote the application of information technology in transport, we will develop a comprehensive Intelligent Transport System, upgrade all existing parking meters to accept reloadable smart cards, and replace and expand the Area Traffic Control Systems on the Hong Kong Island.

10. In order to enable TB to take forward the new initiatives recommended in the RDS-2000, to ensure a timely delivery of the committed and new railway projects, and to take on other major initiatives as indicated in paragraph 9 above, we consider it necessary to maintain the directorate support at the present level. Since the implementation of the RDS-2000 railway projects

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will last well into the 2010s, we need to retain the continued support of the present level of directorate staff on a permanent basis. A re-distribution of responsibilities and workload among TB's directorate staff is also necessary. The existing and proposed organisation charts of the bureau are at Enclosures 4 and 5 respectively.

Encls.4&5

Re-distribution of duties and responsibilities in TB

11. The duties and responsibilities are proposed to be shared out among TB's three existing Divisions as follows -

Division (1)

12. Division (1) will continue to be headed by Deputy Secretary (1) (DS(1)) (AOSGB1) (D4) who will take on the additional responsibility of undertaking the planning of the implementation of the priority railway projects recommended by RDS-2000, in addition to overseeing the Bureau's overall legislative programme and policy commitments, long-term and strategic infrastructure planning development and reviews. He will continue to be assisted by three Principal Assistant Secretaries (PASs) (AOSGC) (D2), designated as PAS(T)5, PAS(T)7 and PAS(T)8, Principal Executive Officer (Resource Management) (PEO(RM)) and Chief Treasury Accountant (Transport) (CTA(T)) -

- (a) PAS(T)5 will continue to deal with policy work on road transport projects and take up duties related to cross-boundary links and pedestrian bridges and subways (major ones include the completion of the detailed design of the Deep Bay Link, Chok Ko Wan Link Road and the walkway system in Tsuen Wan between 2002 and 2003), secure resources for highway infrastructure improvements, administer the Roads (Works, Use and Compensation) Ordinance and provide input on transport matters to the Steering Committee on Land Supply for Housing.
- (b) PAS(T)7 will take on the implementation of RDS-2000, continue to oversee the CTS-3 and RDS-2 model updates, and formulate transport and railway development strategies. He will provide input on transport matters to the Hong Kong and Mainland Cross-Boundary Major Infrastructure Co-ordinating Committee (ICC), and be responsible for servicing the Railway Panel and the Lok Ma Chau (LMC) Crossing Working Group of the ICC, and take on the additional responsibility of traffic demand review and traffic model development.
- (c) PAS(T)8 will provide policy input into various strategic and regional planning studies, including 'Hong Kong 2030: Planning Vision and Strategy' which aims to provide a land use-transport-environmental planning framework to guide Hong Kong's development in the next few decades. She will continue to see through the completion of the

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South East Kowloon Development Study and oversee the transport planning input to all major development studies such as those on North East New Territories, North West New Territories, and Northshore Lantau. Apart from co-ordinating the Bureau's inputs to the Roads and Bridges Panel of the ICC, she will also provide policy input on the planning of Disney Theme Park and oversee the planning of the construction of the PBRL. She will continue to assist in overall transport policy and co-ordination within the Bureau.

- (d) PEO(RM) and CTA(T) will continue to deal with resource management and bureau administration, and financial monitoring of public transport operators and tunnel companies respectively.

13. PAS(T)7 is a supernumerary AOSGC post created for a period of two years up to 4 February 2001. Among his other duties, PAS(T)7 now oversees the RDS-2000. The early stage of his job which required strategic planning and policy input has evolved to an advanced stage which requires detailed planning and implementation of railway projects. The work nature has become more project management related, for example, technical assessment of the bid package for SCL, monitoring the RDS-2 and CTS-3 model update. We therefore propose it to be replaced by a permanent GE post. PAS(T)8 is a permanent GE post. An AOSGC has filled the post (through creation of a supernumerary AOSGC post held against the GE post) to undertake the required duties which are related to transport planning as an integral part of the overall long-term strategic planning in Hong Kong. We foresee that there is a continued need for this arrangement and hence recommend to convert the GE post to a permanent AOSGC post.

14. The revised duty lists of DS(T)1, PAS(T)5, PAS(T)7 and PAS(T)8 are at Enclosures 6, 7, 8 and 9 respectively.

Division (2)

15. Division (2) will continue to be headed by Deputy Secretary (2) (DS(2)) (AOSGB) (D3) who will continue to be responsible for the policy and overall co-ordination of land and waterborne transport services. She will take on the additional responsibilities of overseeing and monitoring the implementation of new railway projects of MTRC and KCRC, monitoring all matters relating to the day-to-day railway operations and services, and overseeing the overall policy on railway safety and the administrative issues related to the Hong Kong Railway Inspectorate (HKRI). She will be assisted by three PASs, designated as PAS(T)1, PAS(T)3 and PAS(T)4 -

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- (a) PAS(T)1 will oversee the transport policy for franchised buses, ferries, public light buses (PLB), taxis, trams and peak tram, including franchise renewals and fare increase applications. He will also oversee the studies on bus fare setting process and integration of public transport services with the new railway services. He will provide transport policy input for cross-boundary coach and ferry services.
- (b) PAS(T)3 will continue to monitor the planning and implementation of the TKE and Quarry Bay Relief Works, and to be responsible for overseeing and monitoring the operation of MTRC, and the policy and implementation of Octopus. He will also monitor the planning and implementation of the TST Extension and MOS Rail.
- (c) PAS(T)4 will monitor the planning and implementation of the WR and the Spur Line. He will oversee and monitor the transport policy and administrative matters concerning the operation of KCRC, such as fares, operational issues, property developments and improvement programmes. He will also oversee the policy on railway safety and the administrative issues on the HKRI. The overseeing and monitoring of the policy and implementation on the park-and-ride scheme and transport competition policy will also be under PAS(T)4's purview.

16. A supernumerary AOSGC post was created for five years to take forward the current priority railway projects. The post which will lapse on 6 December 2001, now designated as PAS(T)3, is to assist DS(2) in duties related to railway projects planning and implementation work. This work has grown to an extent that we consider it necessary to share this partly with PAS(T)4. With further railway projects implementation work coming on stream between now and at least the beginning of 2010's, we propose to make the supernumerary AOSGC post permanent.

17. The revised duty lists of DS(2), PAS(T)1, PAS(T)3 and PAS(T)4 are Encls.10-13 at Enclosures 10, 11, 12 and 13 respectively.

Division (3)

18. Division (3) will continue to be headed by Deputy Secretary (3) (DS(3)) (AOSGB) (D3) who will continue to be responsible for management of toll roads and tunnels and Build-Operate-Transfer franchises, formulating and monitoring the policies and strategies on traffic management and road safety, overseeing support for the Transport Advisory Committee (TAC) and the operation

of the Transport Complaints Unit (TCU). She will be tasked with the additional responsibilities of overseeing the Bureau's input on transport-related environmental and information technology issues. She will be assisted by two PASs, designated as PAS(T)2 and PAS(T)6 -

- (a) PAS(T)2 will continue to oversee matters relating to the TAC and the TCU. He will also oversee the transport policy for road safety and co-ordinate TB's input on transport-related environmental issues. The application of information technology in transport, including Intelligent Transport System, Transport Information System, and Strategic Road Network Management, will also be added to his portfolio.
- (b) PAS(T)6 will continue to be responsible for overseeing policy on traffic management and monitoring the implementation of recommendations of the Parking Demand and Freight Transport Studies, dealing with cross-boundary road transport matters, liaising with relevant departments on traffic management measures at boundary crossing points. She will also take up new duties related to licensing of vehicles and drivers and overseeing policy matters relating to toll roads, Build-Operate-Transfer tunnels and Government tunnels.

19. In December 1996, upon the redeployment of the then DS(Transport Management) (AOSGB1) post (now designated as DS(1)) to head a new Transport Infrastructure Division (now renamed as Division(1)) for five years to take forward the priority railway projects as recommended by the RDS in 1994, a supernumerary AOSGB post (now designated as DS(3)) was created in TB for a period of five years to head the then Transport Management Division (now renamed as Division (3)) to take over the responsibilities on transport management matters. The AOSGB post will lapse on 6 December 2001. Given the long-term need of the DS(1) post to take forward the RDS-2000 projects which will take us into the next two decades, and as a result of which the DS(3) post will need to be retained to continue with the responsibilities on transport management matters, we propose to make the supernumerary AOSGB post (DS(3)) permanent.

20. The revised duty lists of DS(3), PAS(T)2 and PAS(T)6 are at Encls.14-16 Enclosures 14, 15 and 16 respectively.

FINANCIAL IMPLICATIONS

21. The total notional annual salary cost of the proposal at MID-POINT is -

/New

	\$	No. of Posts
New permanent Administrative Officer Staff Grade B	1,580,400	1
New permanent Administrative Officer Staff Grade C	2,886,000	2
New permanent Government Engineer	1,443,000	1
Less : Existing permanent Government Engineer	1,443,000	-1
Additional cost	4,466,400	3

22. The full annual average staff cost of the proposal, including salaries and staff on-cost, is \$7,487,000.

23. TB has included sufficient provision in the 2000-01 Estimates to meet the cost of the proposal.

BACKGROUND INFORMATION

24. The Government formulated the first RDS for Hong Kong in 1994 and accorded priority to the implementation of priority railway projects, namely, the KCR WR, the MTR TKE and the MOS Rail coupled with an extension of the KCR East Rail from Hung Hom to Tsim Sha Tsui. These rail projects are now at different stages of implementation. In 1999, the CE in Council decided that we should proceed with the implementation of the Spur Line for an additional rail passenger boundary crossing to provide relief to Lo Wu. CE in Council also decided in late 1999 that the PBRL should be built and completed in time for the opening of the Theme Park. Thus a total of six new railway lines are scheduled for completion between 2002 and 2005.

25. In March 1998, the Government commissioned the RDS-2 to examine how best to further expand the rail network in Hong Kong in order to meet the rail transport needs arising from population growth and increase in cross-boundary activities for the next two decades. RDS-2 is now completed and based on its findings, the Government formulated RDS-2000 which underlines Government's policy on railway development and indicates which rail schemes should be included in the next phase of railway network development for Hong Kong.

26. Finance Committee (FC) approved vide EC(96-97)46 the creation of supernumerary posts of one AOSGB and one AOSGC on 6 December 1996 for five years to provide TB with additional staff resources for planning of the three priority railway projects recommended by RDS. These posts will lapse on 6 December 2001.

27. FC also approved vide EC(98-99)17 the creation of one supernumerary AOSGC post in TB on 5 February 1999 for a period of two years to provide input and monitor the progress of CTS-3 and RDS-2, and to oversee the planning of the construction of the Spur Line. The post will lapse on 5 February 2001.

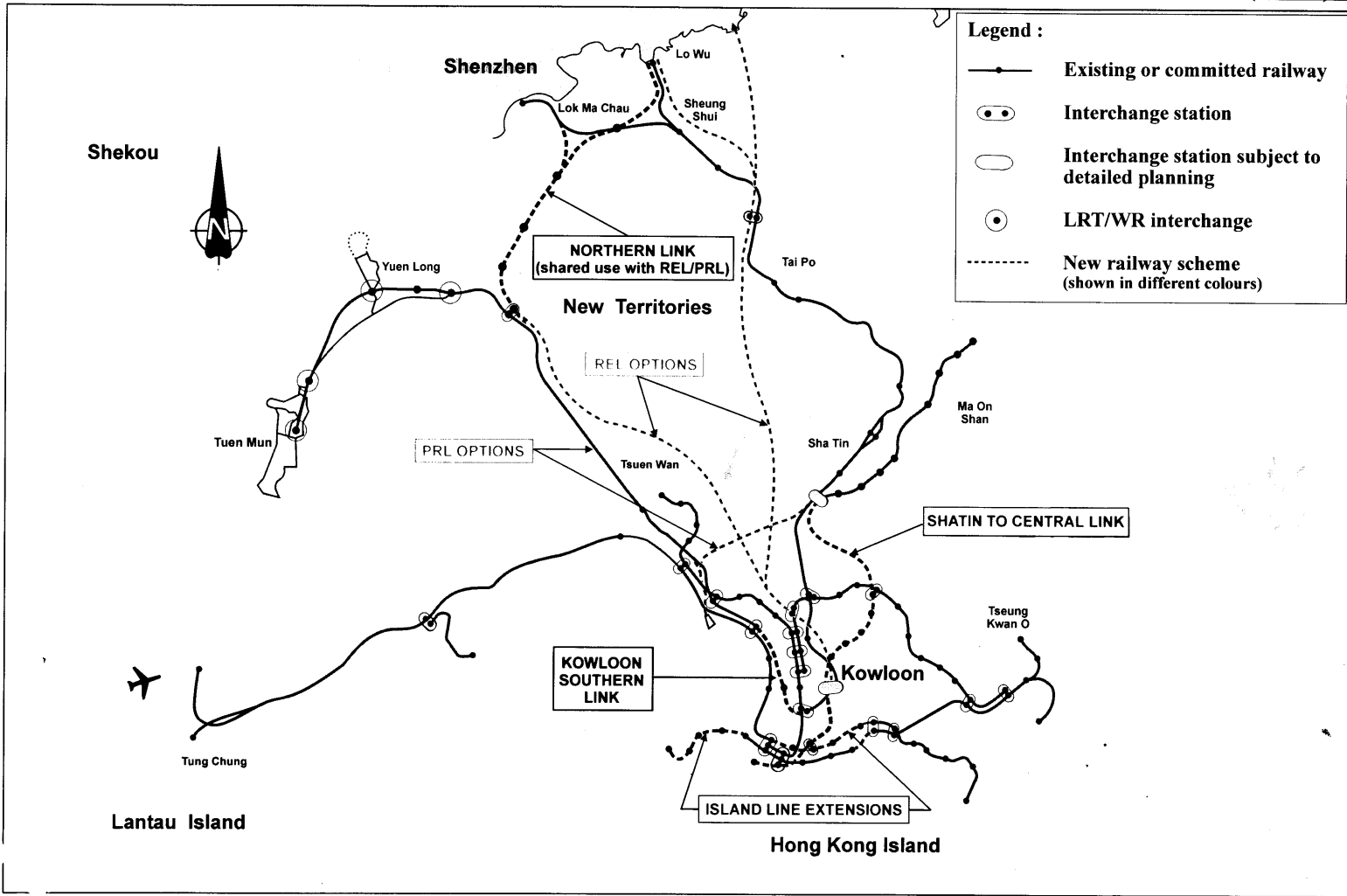
CIVIL SERVICE BUREAU COMMENTS

28. The Administration has carefully considered other alternatives including redeployment bearing in mind the Government's commitment to contain the size of the civil service and the need for greater efficiency and effectiveness under the Enhanced Productivity Programme. We are satisfied that the proposed conversion of the posts to the permanent establishment is functionally justified. The Civil Service Bureau considers the grading and ranking of the proposed posts appropriate having regard to the level and scope of responsibility involved and the long-term operational requirements.

ADVICE OF THE STANDING COMMITTEE ON DIRECTORATE SALARIES AND CONDITIONS OF SERVICE

29. The Standing Committee on Directorate Salaries and Conditions of Service has advised that the grading proposed for the posts would be appropriate if the posts were to be created.

Transport Bureau
December 2000



Details of the six new railway projects recommended in RDS-2000

(a) Island Line Extensions (ISL)

This project, comprising the North Hong Kong Island Line and the West Hong Kong Island Line, is required to relieve overcrowding of the existing Island line. It can be completed in two phases between 2008 and 2012.

(b) Shatin to Central Link (SCL)

This project will provide relief to the projected congestion at the East Rail at Beacon Hill Tunnel, and connect Shatin with Hong Kong Island by combining Tai Wai to Diamond Hill Link, the East Kowloon Line, and the Fourth Rail Harbour Crossing into one project. The project will provide an important north-south rail corridor and can be completed in phases between 2008 and 2011.

(c) Kowloon Southern Link (KSL)

The Kowloon Southern Link extends West Rail into the heart of Kowloon to interchange with East Rail at Hung Hom. It will enhance the development of West Kowloon and serve the integrated arts and culture and entertainment district planned there. The project can be completed between 2008 and 2013.

(d) Northern Link (NOL)

The Northern Link will provide convenient rail access for the Strategic Growth Areas in the North West New Territories by connecting West Rail to East Rail. It also links up the West Rail Kam Sheung Road Station with the boundary crossing at Lok Ma Chau. It can be completed in the window of 2011-2016.

(e) Regional Express Line (REL)

The Regional Express Line will connect the Boundary through express service to Hung Hom with a possible further extension across the harbour to Hong Kong Island, implementation of which will depend on the cross-boundary rail passenger growth.

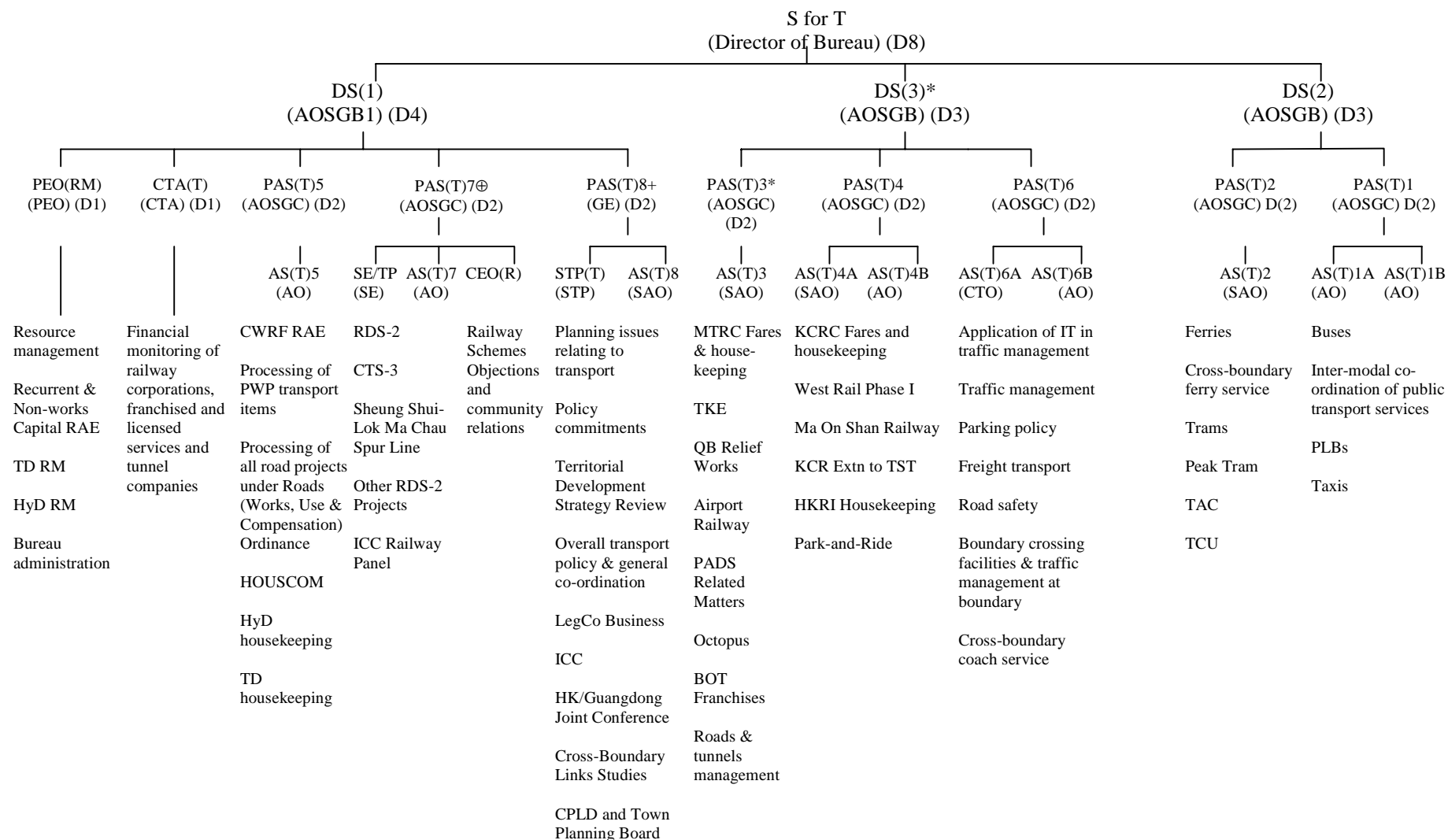
(f) Port Rail Line (PRL)

This line is a new freight rail connection from Lo Wu to a new port rail terminal at Kwai Chung via East Rail or West Rail, implementation of which will depend on the cross-boundary rail container freight growth.

Project	Cost Estimate (\$ billion)	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
TKE	30.5	[Implementation programme for committed projects]												Legend:							
WR	64.0	[Implementation programme for committed projects]												[Implementation programme for committed projects]							
TST Extension	5.1	[Implementation programme for committed projects]												[Implementation programme for committed projects]							
MOS	13.6	[Implementation programme for committed projects]												[Implementation programme for committed projects]							
SHS - LMC Spur Line	14.0	[Implementation programme for committed projects]												[Implementation programme for committed projects]							
PBRL	2.5	[Implementation programme for committed projects]												[Implementation programme for committed projects]							
Shatin - Central Link	27.0 - 37.0	[Implementation programme for committed projects]												[Completion window]							
Island Line Extensions	19.0 - 20.0	[Implementation programme for committed projects]												[Completion window]							
KSL	7.0 - 8.0	[Implementation programme for committed projects]												[Completion window]							
NOL	9.0	[Commencement window]												[Implementation programme for proposed projects]							
REL	13.0 - 17.0	[Commencement window]												[Implementation programme for proposed projects]							
PRL	5.0 - 9.0	[Commencement window]												[Implementation programme for proposed projects]							

HK's NEW RAILWAY PROJECTS - INDICATIVE PROGRAMME

Existing Organisation Chart of Transport Bureau

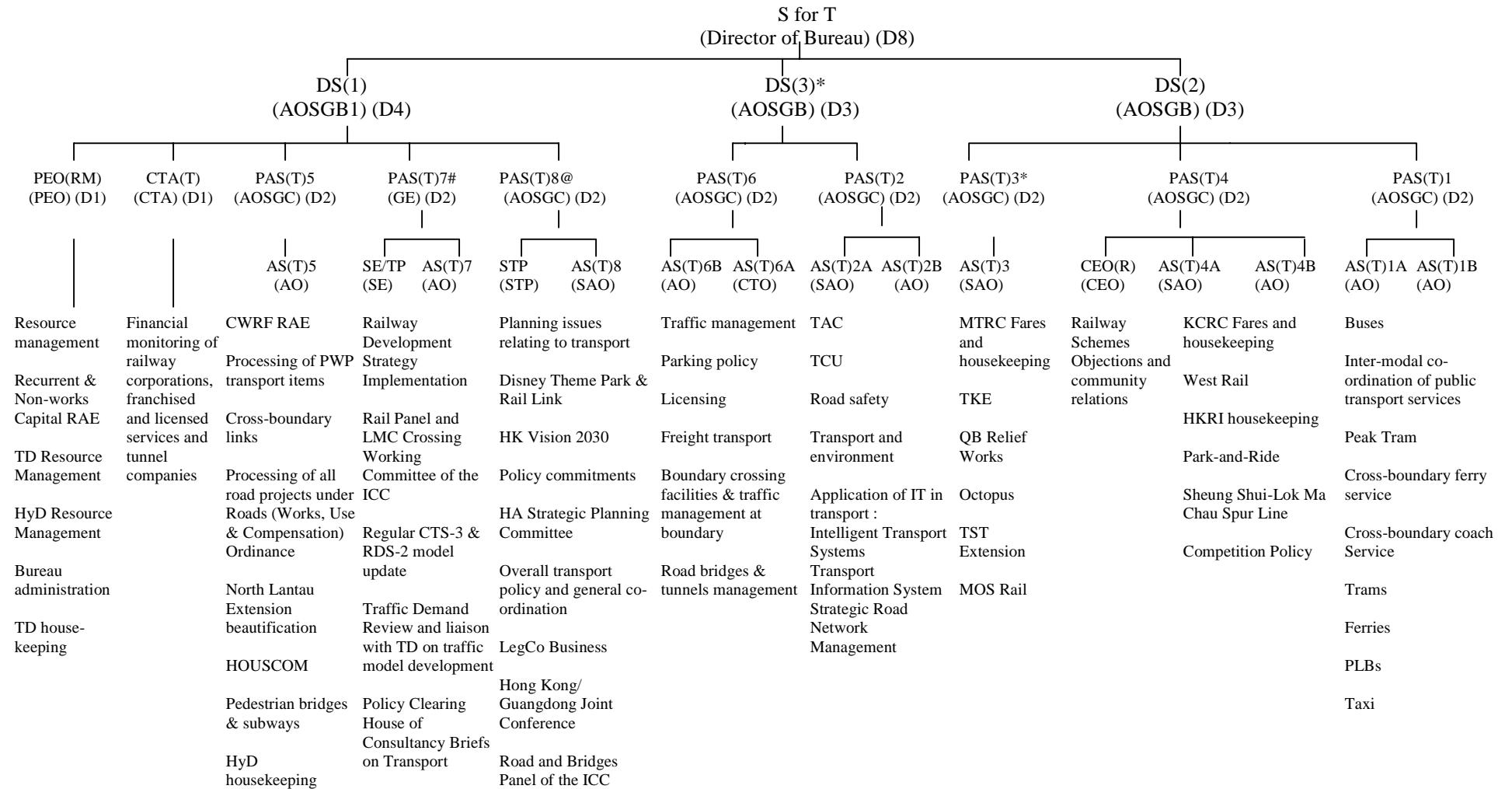


* Supernumerary posts to lapse on 6.12.2001

+ Supernumerary AOSGC post held against a vacant permanent GE post

⊕ Supernumerary post to lapse on 5.2.2001

Proposed Organisation Chart of Transport Bureau



Supernumerary AOSGC post proposed to be converted to permanent GE post

@ Permanent GE post proposed to be converted to permanent AOSGC post

* Supernumerary posts proposed to be converted to permanent posts

**Proposed Job Description of Deputy Secretary (1)
(Transport Bureau)**

Post : Deputy Secretary (1)
Rank : Administrative Officer Staff Grade B1 (D4)
Responsible to : Secretary for Transport

Main Duties –

1. to formulate and oversee Bureau's overall legislative programme and policy commitments;
2. to steer long-term and strategic planning and reviews on transport matters;
3. to oversee the planning and progress of transport projects;
4. to steer major transport studies and provide policy input to studies with significant transport implications;
5. to oversee the formulation of Transport and Railway Development Strategies;
6. to oversee the implementation of Railway Development Strategy 2000;
7. to provide overall policy guidance on transport links with China;
8. to oversee Bureau's input to the resource allocation exercises, establish priorities for capital works projects and monitor their implementation; and
9. to oversee Bureau administration and stand in for the Secretary for Transport when necessary.

**Proposed Job Description of Principal Assistant Secretary (Transport) 5
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 5

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary (1)

Main Duties –

1. to deal with policy work relating to transport capital projects;
2. to secure resources to undertake highway infrastructure projects, cross-link projects and walkway systems by overseeing Capital Works Reserve Fund Resource Allocation Exercise submissions and project feasibility studies, and presenting items to Public Works Sub-committee/Finance Committee for funding approval;
3. to monitor the implementation of approved projects and assist in resolving difficulties;
4. to administer the Secretary for Transport's responsibilities under the Roads (Works, Use and Compensation) Ordinance, including gazettal of schemes and seeking authorisation of projects by the Chief Executive in Council;
5. to be responsible for servicing the Steering Committee on Land Supply for Housing; and
6. to undertake housekeeping of the Highways Department.

**Proposed Job Description of Principal Assistant Secretary (Transport) 7
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 7

Rank : Government Engineer (D2)

Responsible to : Deputy Secretary (1)

Main Duties –

1. to formulate transport and railway development strategies;
2. to oversee traffic demand review and traffic model development;
3. to provide policy input on the implementation of Railway Development Strategy 2000;
4. to provide input regarding railway matters to the Hong Kong and Mainland Cross-Boundary Major Infrastructure Co-ordinating Committee (ICC) and to serve on the Railway Panel and Lok Ma Chau Crossing Working Group of ICC; and
5. to oversee the Third Comprehensive Transport Study and Second Railway Development Study model updates.

**Proposed Job Description of Principal Assistant Secretary (Transport) 8
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 8

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary (1)

Main Duties –

1. to provide policy input into various strategic and regional planning studies;
2. to deal with all town planning matters, including representing the bureau as necessary on the Town Planning Board and other inter-departmental committees on town planning matters;
3. to provide transport policy input to Disney Theme Park and plan for the implementation of Penny's Bay Rail Link;
4. to co-ordinate policy and general matters concerning the Bureau, including the Policy Address Exercise, Legislative Council business and policy interface between different programme areas, i.e. transport infrastructure, transport services and transport management; and
5. to provide transport policy input to the Roads and Bridges Panel of ICC and the Hong Kong/Guangdong Joint Conference.

**Proposed Job Description of Deputy Secretary (2)
(Transport Bureau)**

Post : Deputy Secretary (2)
Rank : Administrative Officer Staff Grade B (D3)
Responsible to : Secretary for Transport

Main Duties –

1. to evaluate and formulate policies on public transport services covering land and waterborne transport;
2. to oversee and monitor the implementation of new railway projects of the MTRC and KCRC;
3. to co-ordinate and monitor the provision and operation of public transport services;
4. to oversee the processing of fare increase applications from public transport operators;
5. to oversee the negotiations on new franchises with public transport operators; and
6. to oversee the overall policy on railway safety and the administrative issues related to the Hong Kong Railway Inspectorate.

**Proposed Job Description of Principal Assistant Secretary (Transport) 1
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 1

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary (2)

Main Duties –

1. to oversee the transport policy and legislation on franchised buses and ferries, including franchise renewals, tender assessment, new grants, fare increase applications, route rationalisation, amendments to Public Bus Services Ordinance, etc;
2. to oversee the transport policy on taxis and trams and scrutinise their fare increase applications;
3. to oversee the transport policy on public light buses and licensed ferries, including the consultancy study on future waterborne transport;
4. to oversee the review of the basis for considering bus fare adjustments and the consultancy study on the integration of public transport services with the new railway service;
5. to formulate and oversee the implementation of arrangements for the co-ordination of services between different modes of public transport; and
6. to oversee the transport policy for peak tram and cross-boundary coach and ferry services.

**Proposed Job Description of Principal Assistant Secretary (Transport) 3
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 3

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary (2)

Main Duties –

1. to oversee and monitor the transport policies and administrative matters concerning the operation and services provided by MTRC;
2. to monitor the planning and implementation of Tseung Kwan O Extension and Quarry Bay Relief Works;
3. to oversee the policy and monitor the implementation of Octopus; and
4. to oversee and monitor the planning and implementation of Tsim Sha Tsui Extension and Ma On Shan to Tai Wai rail link.

**Proposed Job Description of Principal Assistant Secretary (Transport) 4
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 4

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary (2)

Main Duties –

1. to oversee and monitor the transport policies and administrative matters concerning the operation of and services provided by KCRC;
2. to monitor the planning and implementation of West Rail (Phase I) and Sheung Shui to Lok Ma Chau Spur Line;
3. to oversee the policy on railway safety and administrative issues on the Hong Kong Railway Inspectorate; and
4. to oversee the policy and monitor the implementation of the park-and-ride scheme and transport's competition policy.

**Proposed Job Description of Deputy Secretary (3)
(Transport Bureau)**

Post : Deputy Secretary (3)
Rank : Administrative Officer Staff Grade B (D3)
Responsible to : Secretary for Transport

Main Duties –

1. to oversee the management of toll roads and tunnels, and Build-Operate-Transfer franchises;
2. to formulate and monitor the policies and strategies on traffic management and road safety;
3. to oversee support for the Transport Advisory Committee and the operation of Transport Complaints Unit; and
4. to oversee Bureau's input on transport-related environmental issues.

**Proposed Job Description of Principal Assistant Secretary (Transport) 2
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 2

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary (3)

Main Duties –

1. to oversee the transport policy for road safety;
2. to co-ordinate Bureau's inputs on transport-related environmental issues;
3. to oversee matters relating to the Transport Advisory Committee and the Transport Complaints Unit; and
4. to oversee the application of information technology in transport, including Intelligent Transport System, Transport Information System and Strategic Road Network Management.

**Proposed Job Description of Principal Assistant Secretary (Transport) 6
(Transport Bureau)**

Post : Principal Assistant Secretary (Transport) 6

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary (3)

Main Duties –

1. to deal with policy work on traffic management and licensing of vehicles and drivers;
2. to monitor the implementation of recommendations of the Parking Demand and Freight Transport Studies;
3. to deal with cross-boundary road transport matters, to liaise with relevant departments on traffic management measures at boundary control points and to monitor progress of projects to improve roads and facilities; and
4. to housekeep and evaluate policy matters relating to toll roads, Build-Operate-Transfer tunnels and Government tunnels.