

## **For Information**

### **Legislative Council Panel on Transport**

#### **Replacement of Specialized Vehicles for Tsing Ma Control Area**

#### **PURPOSE**

This paper informs Members of our proposal to replace five specialized vehicles for the Tsing Ma Control Area (TMCA).

#### **BACKGROUND**

2. The TMCA was open to traffic in 1997. After ten years of usage, some of the specialized vehicles for incident management there are due for replacement.

#### **PROPOSAL**

3. We propose to replace five specialized vehicles, including three special tractors, one double-end bus and one heavy recovery vehicle, at an estimated cost of **\$18.29 million**.

#### **JUSTIFICATIONS**

4. At the annual vehicle inspection in February 2007, the five specialized vehicles mentioned above were found to be required to be replaced to ensure continued efficient and effective incident management in the TMCA. The functions of the five vehicles and detailed justifications for the proposed replacement are as follows :-

(a) Special tractor

A special tractor is fitted with a hydraulic turntable enabling it to turn 180 degrees at a fixed spot. Special tractors are used for vehicle recovery inside the lower deck of the Lantau Link, which is a single-lane carriageway where vehicle u-turns and

overtaking are not practical. The special tractors are also used for towing the trailer-mounted bowsers for fire fighting operations on the Lantau Link and Ting Kau Bridge where fire mains are not available. The three special tractors proposed for replacement were purchased in 1997. They have been in service for ten years and are approaching the end of their serviceable life with functions deteriorating. If they are not replaced, the incident clearance and fire fighting operation time may be lengthened and therefore would affect the smooth traffic flow in the TMCA.

(b) Double-end bus

Double-end buses have been placed near the two entrances of the lower deck of Lantau Link on a stand-by mode. When there is an emergency incident inside the lower deck, these double-end buses would be used for evacuating vehicle or railway passengers to a safe place outside the lower deck. Double-end buses are required because the lower deck of the Lantau Link is a single-lane carriageway where vehicle u-turns and overtaking are not practical. The double-end bus proposed for replacement was purchased in 1997. It has been in service for ten years and is approaching the end of its serviceable life with functions deteriorating. It should be replaced in order not to affect the efficiency of evacuation and passenger safety.

(c) Heavy recovery vehicle

Heavy recovery vehicles are used for recovery operations involving heavy and medium goods vehicles, double deck buses, articulated vehicles, etc. The heavy recovery vehicle proposed for replacement was purchased in 1997. It has been in service for ten years and is approaching the end of its serviceable life with functions deteriorating. If it is not replaced, the overall efficiency for heavy vehicle recovery will be hampered.

5. The management, operation and maintenance of the TMCA has been contracted out to an operator. The proposed replacement of the five specialized vehicles aims at providing the necessary equipment for the contractor to ensure continued efficient and effective incident management, as well as the smooth traffic flow in the TMCA. The ownership of the

vehicles will remain with the Government. This will ensure smooth and flexible changeover from one operator to another upon expiry or termination of a contract.

## **IMPLEMENTATION PROGRAMME**

6. We plan to commence the proposed replacement of the vehicles in the third quarter of 2007. The project will take about 26 months to complete as the vehicles have to be tailor-made according to our specifications. The detailed replacement programme is at the Annex.

## **FINANCIAL IMPLICATIONS**

7. We estimate the cost of the proposed replacement of specialized vehicles to be \$18.29 million, with the breakdown as follows -

|   | <b>Quantity</b> | <b>Unit Cost<br/>(\$ million)</b> | <b>Total<br/>(\$ million)</b> |
|---|-----------------|-----------------------------------|-------------------------------|
| (a) Special tractor   | <b>3</b>        | <b>2.00</b>                       | <b>6.00</b>                   |
| (b) Double-end bus  | <b>1</b>        | <b>6.00</b>                       | <b>6.00</b>                   |
| (c) Heavy recovery vehicle  | <b>1</b>        | <b>3.90</b>                       | <b>3.90</b>                   |
| (d) 10% contingency   | -               |                                   | <b>1.59</b>                   |
| (e) Electrical and Mechanical Services Trading Fund project management charge | <u>-</u>        |                                   | <b><u>0.80</u></b>            |
| <b>Grand Total</b>  | <b><u>5</u></b> |                                   | <b><u>18.29</u></b>           |

8. We estimate the annual recurrent expenditure for operating and maintaining the proposed specialized vehicles to be \$0.22 million. As it is a replacement proposal, no additional recurrent cost will be incurred. The operating and maintenance expenses have already been covered by the fee payable to the operator of the TMCA.

## **THE WAY FORWARD**

9. We will seek the approval of the Finance Committee on 25 May 2007 for funding the replacement of the proposed five specialized vehicles.

## **ADVICE SOUGHT**

10. Members are invited to note our proposal to replace the five specialized vehicles for use in the TMCA.

**Environment, Transport and Works Bureau  
April 2007**

