

ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 158 – GOVERNMENT SECRETARIAT : TRANSPORT AND HOUSING BUREAU (TRANSPORT BRANCH)

Subhead 000 Operational expenses

Members are invited to recommend to Finance Committee the following proposals to facilitate the establishment of the Airport Expansion Project Coordination Office under Head 158 – Government Secretariat: Transport and Housing Bureau (Transport Branch) –

- (a) the creation of the following three supernumerary directorate posts in the Transport Branch of the Transport and Housing Bureau initially for a period of two years and nine months with effect from 1 July 2012 –

1 Principal Government Engineer
(D3) (\$147,150 - \$160,600)

1 Administrative Officer Staff Grade C
(D2) (\$126,500 - \$138,350)

1 Chief Engineer
(D1) (\$106,600 - \$116,500); and

- (b) an increase in the ceiling placed on the total notional annual mid-point salary value of all non-directorate posts in the permanent establishment of Head 158 from \$68,868,000 by \$4,595,280 to \$73,463,280 in 2012-13.

/PROBLEM

PROBLEM

We need to set up a dedicated Airport Expansion Project Coordination Office (AEPCO) under the Transport Branch of the Transport and Housing Bureau (THB(TB)) for steering and coordinating the planning work for taking forward the Hong Kong International Airport Master Plan 2030 (the Master Plan 2030).

PROPOSAL

2. We propose to –
 - (a) create three supernumerary directorate posts, namely, one Principal Government Engineer (PGE) (D3), one Administrative Officer Staff Grade C (AOSGC) (D2) and one Chief Engineer (CE) (D1), for an initial period of two years and nine months with effect from 1 July 2012; and
 - (b) increase the establishment ceiling placed on the total notional annual mid-point salary (NAMS) value of all non-directorate posts in the permanent establishment of Head 158 from \$68,868,000 by \$4,595,280 to \$73,463,280 in 2012-13

for establishing AEPCO in THB(TB) to take forward the Master Plan 2030.

JUSTIFICATION**Need for a Dedicated AEPCO**

3. The Airport Authority Hong Kong (AAHK) is a statutory body wholly owned by the Government. It is mandated under the Airport Authority Ordinance (Cap. 483) to operate, develop and maintain the Hong Kong International Airport (HKIA) in accordance with the objective of maintaining Hong Kong's status as a centre of international and regional aviation. With the Executive Council (ExCo)'s in-principle approval given on 20 March 2012 that the option of expanding into a three-runway system be adopted as the future development option for HKIA for planning purpose, AAHK has to proceed with the related planning work, which includes specifically the statutory environmental impact assessment (EIA), the associated design details and financial arrangement. During the EIA process, AAHK will engage local and international expertise to strengthen its existing manpower support in order to conduct detailed assessment on all the relevant environmental impacts arising from the project.

4. As the development of the three-runway system in HKIA is a large-scale project involving a host of engineering, funding and environmental issues, we consider it necessary to set up the dedicated AEPCO under THB(TB) to oversee the work of AAHK and coordinate efforts of all relevant parties in taking forward the next stage of work. Given the immense public concerns on the project and the substantial amount of investment to be involved, we have made reference to the then New Airport Core Programme and decided to set up a high-level steering committee chaired by a senior Government official and comprising heads or representatives of the relevant bureaux/departments. The steering committee will play an advocacy, oversight and advisory role in the development of the project, provide guidance at all stages of work involved, and make decisions on significant policy issues. AEPCO will serve as the executive arm of the steering committee.

5. The work portfolio of AEPCO is wide-ranging, involving engineering, environmental, financial as well as infrastructure issues. The proposed tasks for AEPCO are broadly categorised as follows –

(a) EIA and associated assessment studies

With ExCo's in-principle approval, AAHK is required, as a first and immediate step, to compile the detailed scope of the study in coordination and consultation with the concerned Government departments to kick start the EIA. It is necessary to set up AEPCO in time to tie in with the commencement of the EIA to provide the necessary steer, coordination and monitoring throughout the process. AEPCO will have to oversee the conduct of the EIA by AAHK and coordinate relevant bureaux/departments for resolving all interfacing matters throughout the EIA process, in particular to facilitate smooth implementation and progress of the mitigation measures.

(b) Associated design details

AEPCO is to closely monitor the progress and to oversee the work of AAHK to ensure that the associated designs are cost-effective, technically feasible and in order. With the Government's extensive experience in reclamation, which is critical to the successful delivery of the project, AEPCO will be heavily involved in scrutinising AAHK's procurement system as well as the relevant tender documents to ensure that the financial, quality and programme aspects of the project are adequately addressed. In addition, AEPCO will have to coordinate inputs from all relevant departments, for example the Civil Aviation Department (CAD), the Fire Services Department etc., during the preparation of the associated design details, in order for the Government to carry out associated public works to enable the commissioning of the three-runway system.

/(c)

(c) Public engagement

In order to gauge the public's views and maintain regular dialogue with the stakeholders, AEPCO will have to formulate public engagement plans, together with AAHK and take part in all relevant public engagement exercises, particularly the District Council (DC) consultations and Legislative Council (LegCo) briefings.

(d) Financial arrangements for the development of a three-runway system

AAHK will work out the final estimated construction cost and the financial arrangements once the associated design details of the project are completed. The Government will engage an independent financial adviser to vet and validate the updated estimated costs and advise on the financial implications and the optimal financial arrangements. AEPCO will have to consider the financing arrangements for bridging the funding gap for successful delivery of the project.

(e) Executive arm of the high-level steering committee

AEPCO will have to provide all the necessary administrative and secretariat support to the high-level steering committee for the development of the three-runway system.

Proposed Structure of AEPCO

6. In terms of accountability, we propose to put AEPCO under THB(TB) so that its operation will be supervised by the Permanent Secretary for Transport and Housing (Transport) (PS(T)). We also propose that AEPCO should be headed by a PGE (D3) designated as Head/AEPCO and underpinned by an AOSGC (D2) designated as Principal Assistant Secretary (AEPCO) (PAS(AEPCO)) and a CE (D1) designated as Chief Assistant Secretary (AEPCO) (CAS(AEPCO)). Given the scale of the project, we consider that the proposed directorate structure of AEPCO appropriate for the purpose of ensuring that the technical, policy and public engagement aspects of the project are handled in the most prudent manner. The three directorate officers will be supported by eight non-directorate staff comprising Administrative Officer (AO)s, Engineers, Executive Officers as well as clerical and secretarial staff.

7. As the next stage of planning work is scheduled to be completed in early 2015 the earliest, we propose that AEPCO should operate initially from July 2012 to March 2015. We will review the need for continued operation of AEPCO and its staffing requirement nearer the time, taking into account the progress and assessment of the implementation of the three-runway system at that time. The proposed organisation chart of AEPCO is at Enclosure 1 and the organisation chart of THB(TB) incorporating the proposed AEPCO is at Enclosure 2.

Encl. 1

Encl. 2

Need for Dedicated Directorate Support

Need for a PGE (D3) post

8. In view of the immense investment of the third runway project, and the complexity, breadth and importance of the tasks involved, we consider it necessary to create a PGE (D3) post (Head/AEPCO) for heading AEPCO in order to provide the requisite policy and technical steer in taking forward the Master Plan 2030 during the early stage. The Head/AEPCO will also act as the focal point for coordinating all the policy matters and resolving interfacing issues between the Government and AAHK.

9. Given the nature of the next stage of planning work of the third runway project, the Head/AEPCO should possess solid professional knowledge in engineering and reclamation with extensive experience in handling environmental issues arising from large-scale public works. He should also have the competence and vision to oversee all aspects of work of AEPCO and be able to take the lead in coordinating efforts of different bureaux/departments as well as to enlist their support and technical advice in taking forward the Master Plan 2030. This is comparable to the Head of the Railway Development Office in the Highways Department which is responsible for overseeing the planning and coordination of railway development in Hong Kong, and one of its main duties is to oversee the infrastructure projects with interface on EIA. The Head of this Office is ranked at PGE (D3) level and supported by two Government Engineer (GE)s (D2) and six CEs (D1). We consider that the Head/AEPCO should at least be ranked at D3 level given the scale of the project and complexity of tasks involved. The job description of the proposed Head/AEPCO is at Enclosure 3.

Encl. 3

Need for an AOSGC (D2) post

10. We see the need to create an AOSGC (D2) post (PAS(AEPCO)) to assist the Head/AEPCO mainly in formulating overall development strategy, coordinating with AAHK and relevant Government bureaux/departments, working

/out

out public engagement plans, reviewing the financial proposals submitted by AAHK with a view to formulating the optimal financial arrangements to take forward the third runway project, and providing secretariat support to the proposed high-level steering committee.

11. Having regard to the substantial amount of investment, the impact on the environment, and the technical complexity of the works involved, PAS(AEPCO) will have to assist the Head/AEPCO in liaising closely with the relevant bureaux/departments in the formulation of overall development strategy and the project control and reporting system for the works undertaken by AAHK. He will also coordinate with AAHK, relevant Government bureaux/departments and stakeholders in taking forward the initial stage of work. With the impending commencement of the EIA, PAS(AEPCO) will have to be heavily involved in formulating plans to engage the public as well as participating in all relevant public engagement exercises, such as DC meetings, public forums and LegCo briefings etc. To ensure the viability of AAHK's financial proposal and the effective and prudent use of public money, PAS(AEPCO) will also need to make arrangements for the engagement of an independent financial consultant to vet AAHK's proposal and provide advice to the Government. In addition, PAS(AEPCO) will have to assume the role of the secretary to the high-level steering committee who will be responsible for preparing relevant briefing materials and papers for the steering committee meetings. In particular, PAS(AEPCO) will have to provide support to the Head/AEPCO and complement with the technical team to be led by CAS(AEPCO) for formulating strategic policy, liaising with AAHK and the relevant policy bureaux, as well as working out comprehensive plans for engaging the public.

12. As the duties involved require an officer with extensive experience in policy formulation, secretariat support and public relations, we consider that the post is more appropriate to be taken up by an officer from the AO grade to complement with the other two professional directorate posts from the engineering grade. Given the breadth and depth of the duties involved, it is necessary for a directorate officer at AOSGC rank to take up the post. The job description of the proposed PAS(AEPCO) post is set out at Enclosure 4.

Encl. 4

Need for a CE (D1) post

13. We consider it necessary to create one CE (D1) post (CAS(AEPCO)) mainly for providing professional support to the Head/AEPCO in engineering and project management matters and leading the technical team to coordinate with other

/departments

departments, including the Environmental Protection Department, the Marine Department, the Agriculture Fisheries and Conservation Department etc., in resolving key environmental impacts arising from the project, and to evaluate the effectiveness of the environmental mitigation measures undertaken by AAHK. Under the CAS(AEPCO)'s supervision, the technical team will also be responsible for vetting technical proposals from AAHK and facilitating AAHK in resolving key issues in relation to the reclamation works. CAS(AEPCO) will have to steer and closely monitor the work relating to the associated design details to ensure that the design is cost-effective and compatible with the design of Government's associated public works as well as the relevant technical standards. CAS(AEPCO) will also need to liaise with relevant stakeholders in the industry and environmental sector during the process of the EIA and formulating design details of the third runway project.

14. Taking into account the technical complexity of the tasks, the substantial engineering knowledge, experience in monitoring reclamation and public works required for delivering the project, we consider it appropriate to create the CE (D1) post for the purpose. The job description of the proposed CAS(AEPCO) post is at Enclosure 5.

Encl. 5

ALTERNATIVES CONSIDERED

15. We have critically examined the possibility of redeploying existing directorate officers within THB(TB) to take on the new tasks. PS(T) is at present supported by an Administrative Officer Staff Grade B1 (AOSGB1) (D4), four Administrative Officers Staff Grade B (AOSGB) (D3), nine AOSGCs (D2), a GE (D2) and a Principal Marine Officer (D1). They are already fully occupied with their own schedule of duties which span extensively across a wide range of areas and a number of major infrastructure projects which are currently at different stages of development, including the Hong Kong-Zhuhai-Macao Bridge project, the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, the West Island Line, the Shatin to Central Link, the South Island Line (East) and the Kwun Tong Line Extension. Apart from the major infrastructure projects, they also need to oversee and housekeep a wide range of subject areas under the policy areas of land transport, railway development, cross-boundary transport, road safety and management, ferry services, marine and shipping, logistics services development, air services negotiations and civil aviation management. As such, they have no spare capacity to absorb the extensive scope of duties to be undertaken by the proposed three directorate posts in the dedicated AEPCO.

16. In particular, we have critically assessed the possible redeployment of directorate officers under Division 4 of THB(TB) (i.e. the Air Services and Airport Development Section and the Air Services and Civil Aviation Management Section) to take up the tasks of AEPCO. These directorate officers, including an AOSGB (D3) and two AOSGCs (D2), are already operating at their full capacity. They are already over-stretched to cope with existing major duties, such as management and negotiations of air services agreements and arrangements in respect of Europe, Africa, the Middle East, the Indian Subcontinent, Central Asia, the Mainland, Macau and Taiwan as well as housekeeping of AAHK, works related to preliminary assessments and post-public consultation follow-up work of the Master Plan 2030. Upon the setting up of AEPCO, the Air Services and Airport Development Section will continue to be the policy team to oversee the overall development of the airport, with emphasis on the operation of AAHK. As for the Air Services and Civil Aviation Management Section, apart from the housekeeping duties for CAD as well as the management and negotiations of air services agreements and arrangements in respect of the Americas and the Asia Pacific Economies, it also oversees the policy issues relating to the air service regime which has to be in line with international practice. At present, the team is also actively making preparations for the implementation of the new regulatory regime for the Air Transport Licensing Authority. With the EIA and detailed design of third runway project now gradually progressing to its full swing, the workload is expected to increase substantially. Given that all the directorate officers are fully engaged within their respective duties, it is operationally not possible for them to take up the tasks related to the Master Plan 2030 without adversely affecting the discharge of their current duties. Their schedule of responsibilities is at Enclosure 6.

Encl. 6

FINANCIAL IMPLICATIONS

17. The proposed creation of the three supernumerary directorate posts in AEPCO will require an additional notional annual salary cost at mid-point of not exceeding \$4,839,000, as follows –

Rank	NAMS(\$)	No. of post
Supernumerary directorate posts Head 158 GS: THB (TB)		
PGE (D3)	1,870,200	+1
AOSGC (D2)	1,611,600	+1
CE (D1)	1,357,200	+1
Total	4,839,000	+3

The additional full annual average staff cost, including salaries and on-cost, is estimated to be around \$6,769,000.

18. AEPCO will be supported by a total of eight non-directorate staff. The total additional notional annual salary cost at mid-point of these non-directorate posts will be within \$4,595,280 and the full annual average staff cost, including salaries and on-cost, will be around \$6,842,000. We propose to increase the ceiling placed on the NAMS value of all non-directorate posts in the permanent establishment of Head 158 from \$68,868,000 by \$4,595,280 to \$73,463,280 in 2012-13. We have sufficient provision in the 2012-13 Estimates to meet the cost of the proposal and will reflect the resources required in the Estimates of subsequent years.

PUBLIC CONSULTATION

19. We consulted the LegCo Panel on Economic Development on 26 March 2012 on the proposed creation of the supernumerary PGE, AOSGC and CE posts. Members supported the proposal but emphasised that the Head/AEPCO should possess relevant engineering background and experience in handling EIA matters.

BACKGROUND

20. Through the preparation of a 20-year Master Plan, which is reviewed and updated every five years, AAHK aims to set out the strategic direction of the future development of HKIA. The preparation of the Master Plan 2030 began in 2008 and the report was released in June 2011.

21. AAHK conducted a three-month public consultation exercise on the Master Plan 2030 between 3 June and 2 September 2011 to seek the public's views on the two options for the future development of HKIA. Taking into account the views gathered during the public consultation, AAHK submitted its recommendations to the Government on 29 December 2011. Having carefully considered AAHK's recommendations, we proposed and the ExCo approved, in-principle, at its meeting on 20 March 2012 that the option of expanding into a three-runway system be adopted as the future development option for HKIA for planning purpose. AAHK has been asked to proceed with the related planning work, which includes specifically the statutory EIA, the associated design details, and the financial arrangement. A final decision on whether to proceed with the implementation of the three-runway system will be made upon completion of the above planning work when the relevant inputs are available.

/ESTABLISHMENT

ESTABLISHMENT CHANGES

22. The establishment changes in THB(TB) for the last three years are as follows –

Establishment (Note)	Number of posts			
	Existing (As at 1 April 2012)	As at 1 April 2011	As at 1 April 2010	As at 1 April 2009
A	20#	20	20	20
B	44	44	43	43
C	100	92	91	91
Total	164	156	154	154

Note:

A – ranks in the directorate pay scale or equivalent

B – non-directorate ranks, the maximum pay point of which is above MPS Point 33 or equivalent

C – non-directorate ranks, the maximum pay point of which is at or below MPS Point 33 or equivalent

– as at 1 April 2012, there is no unfilled directorate post in THB(TB)

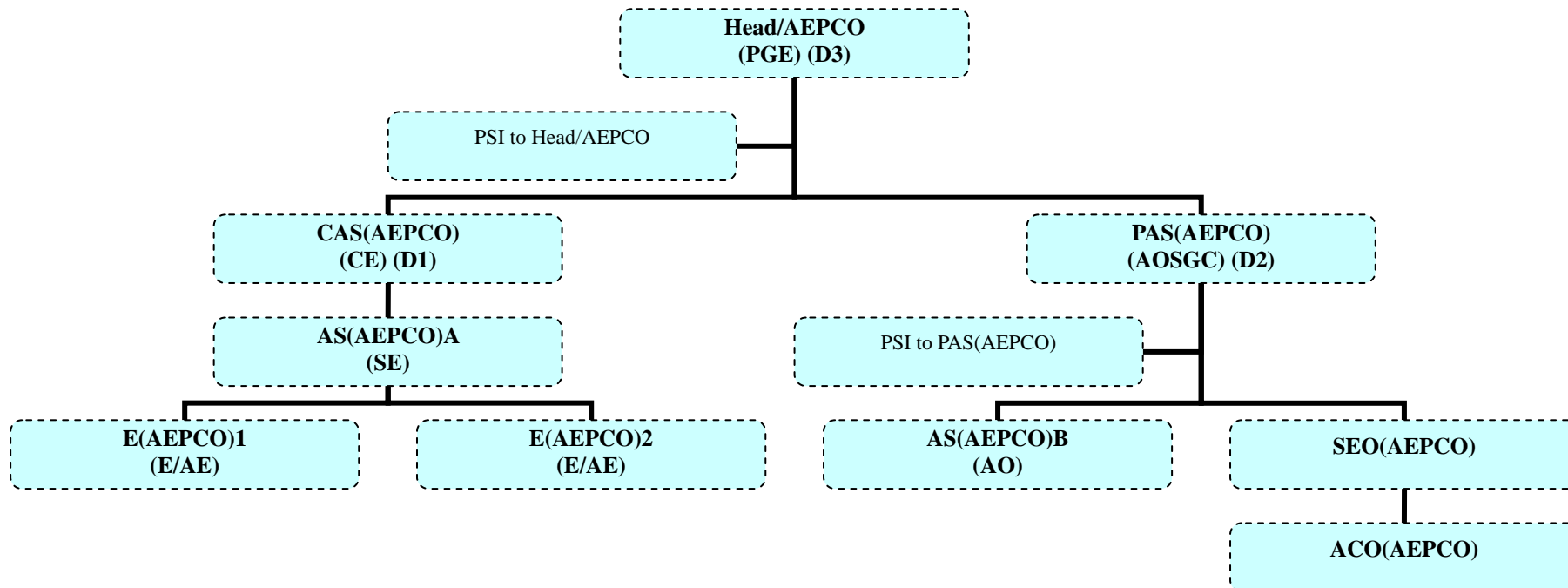
CIVIL SERVICE BUREAU COMMENTS

23. The Civil Service Bureau supports the proposed creation of supernumerary posts of a PGE, an AOSGC and a CE initially for two years and nine months in THB(TB) to head the new AEPCO for steering and coordinating the related work in taking forward the Master Plan 2030. The grading and ranking of the proposed posts is considered appropriate having regard to the level and scope of the responsibilities and the professional input required.

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

24. As the posts are proposed on a supernumerary basis, its creation, if approved, will be reported to the Standing Committee on Directorate Salaries and Conditions of Service in accordance with the agreed procedure.

Proposed organisation chart of the Airport Expansion Project Coordination Office (AEPCO)

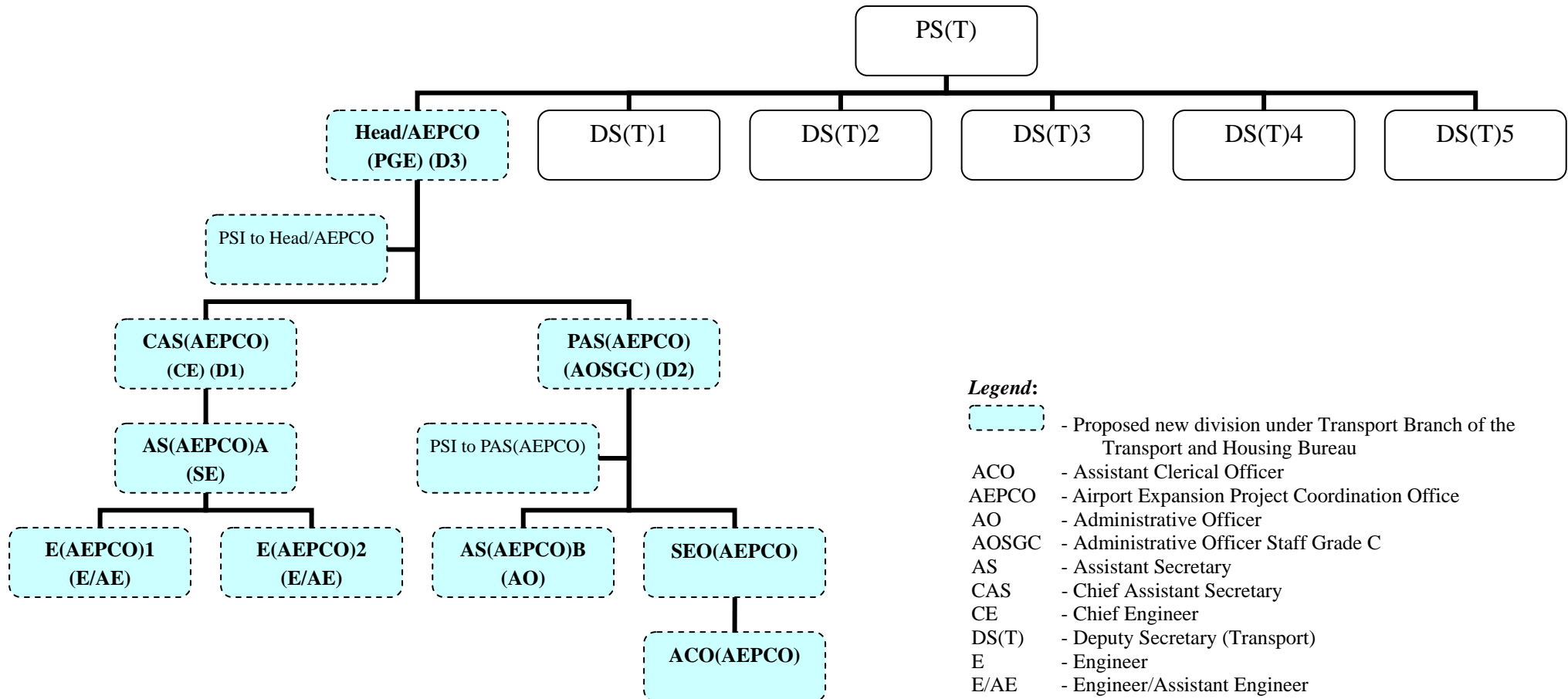


Legend:

 Proposed new division under Transport Branch of the Transport and Housing Bureau

ACO	Assistant Clerical Officer	E/AE	Engineer/Assistant Engineer
AO	Administrative Officer	PAS	Principal Assistant Secretary
AOSGC	Administrative Officer Staff Grade C	PGE	Principal Government Engineer
AS	Assistant Secretary	PSI	Personal Secretary I
CAS	Chief Assistant Secretary	SE	Senior Engineer
CE	Chief Engineer	SEO	Senior Executive Officer
E	Engineer		

Proposed organisation chart of Transport Branch of the Transport and Housing Bureau



Legend:

- Proposed new division under Transport Branch of the Transport and Housing Bureau
- ACO - Assistant Clerical Officer
- AEPCO - Airport Expansion Project Coordination Office
- AO - Administrative Officer
- AOSGC - Administrative Officer Staff Grade C
- AS - Assistant Secretary
- CAS - Chief Assistant Secretary
- CE - Chief Engineer
- DS(T) - Deputy Secretary (Transport)
- E - Engineer
- E/AE - Engineer/Assistant Engineer
- PAS - Principal Assistant Secretary
- PGE - Principal Government Engineer
- PS(T) - Permanent Secretary for Transport and Housing (Transport)
- PSI - Personal Secretary I
- SE - Senior Engineer
- SEO - Senior Executive Officer

**Job Description for Head of
Airport Expansion Project Coordination Office (AEPCO)**

Rank : Principal Government Engineer (D3)

Responsible to : Permanent Secretary for Transport and Housing (Transport)
(under existing establishment)

Main Duties and Responsibilities –

1. As head of AEPCO, to lead, supervise, provide strategic direction and steer the operation of AEPCO in taking forward the Hong Kong International Airport Master Plan 2030.
2. To oversee all aspects of the work of AEPCO, facilitate AEPCO's work as the focal point for coordinating all interfacing work between the Government and Airport Authority Hong Kong (AAHK), advise relevant bureaux/departments on matters related to the airport expansion plan.
3. To formulate consultation plans and mechanism with AAHK and participate in regular and ad hoc meetings, with particular involvement in Executive Council and Legislative Council meetings relating to the project.
4. To monitor and give steer on critical technical and policy issues which could potentially affect the project delivery, environment, quality of works and any other issues which might have bearing on the public interest.
5. To chair project coordination meetings with AAHK and other parties to identify pressure points, project priorities and forthcoming tasks as to foster inputs to the project by respective parties and secure relevant bureaux/departments' support to the implementation of the project.
6. To represent Transport and Housing Bureau in relevant project management meetings and high-level steering committee for close monitoring of the project.

Job Description for Principal Assistant Secretary (AEPCO)

Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Head/AEPCO

Main Duties and Responsibilities –

1. To assist Head/AEPCO to formulate overall development strategy and develop project control and reporting system for the works to be undertaken by Airport Authority Hong Kong (AAHK).
2. To provide advice on the interfacing issues affecting the implementation of the airport expansion plan.
3. To assume the role of the Secretary to the high-level steering committee to be formed for supervising AAHK's implementation of the airport expansion plan.
4. To coordinate with AAHK, relevant Government bureaux/departments and stakeholders in taking forward the initial stage of work.
5. To assist in formulating necessary consultation plans and mechanism and participate in regular and ad hoc meetings, with particular involvement in public forums and consultations with District Councils etc. relating to the project.
6. To review and formulate the financial arrangement with AAHK to take forward the Hong Kong International Airport Master Plan 2030.

Job Description for Chief Assistant Secretary (AEPCO)

Rank : Chief Engineer (D1)

Responsible to : Head/AEPCO

Main Duties and Responsibilities –

1. To provide professional support and advice on engineering and project management matters.
2. To lead the technical team to coordinate with other departments to assist Airport Authority Hong Kong (AAHK) in resolving key environmental impacts arising from the project.
3. To coordinate with relevant bureaux/departments to steer and closely monitor the work relating to the preparation of the associated design details to ensure that the design is cost-effective and compatible with the design of Government's associated public works as well as the relevant technical standards.
4. To vet technical proposals and provide technical advice to facilitate AAHK in resolving key issues in relation to the reclamation works.
5. To monitor the financial, quality, scope and programme aspects of the works and monitor the expenditure of these works and their timely completion.
6. To steer and provide support on the conduct of public engagement activities in addressing public concerns on technical issues arising from the project.

**Schedule of Responsibilities of
the Existing Directorate Officers in the Administrative Officer and
Professional Grades
in the Transport Branch of the Transport and Housing Bureau**

All the existing directorate officers in the Administrative Officer (AO) and professional grades in the Transport Branch of the Transport and Housing Bureau (THB(TB)) are fully engaged in their respective duties –

- (a) Deputy Secretary (Transport) 1 (DS(T)1), assisted by Principal Assistant Secretaries (Transport) 3, 5 and 7, are committed in –
 - (i) formulating the overall legislative programme and overseeing the policy commitments in respect of the transport portfolio;
 - (ii) steering long-term and strategic planning, reviews on transport matters and major transport studies and providing policy input to studies with significant transport implications;
 - (iii) overseeing the planning and progress of land transport infrastructure projects; overseeing the formulation of land transport infrastructure and railway development strategies;
 - (iv) monitoring the implementation of new railway projects; providing overall policy guidance on land transport links with the Mainland;
 - (v) providing input on acquiring and deploying resources to support the implementation of transport policies and delivery of related services; and
 - (vi) overseeing resource management matters of THB(TB).

- (b) Deputy Secretary (Transport) 2 (DS(T)2), assisted by Principal Assistant Secretaries (Transport) 1 and 4, and Chief Treasury Accountant (Transport), are committed in –
 - (i) formulating policies on public transport services in respect of land and waterborne transport;
 - (ii) overseeing the overall coordination and provision of services among different modes of public transport;
 - (iii) overseeing the evaluation of fare adjustment applications from public transport operators;
 - (iv) overseeing the negotiations on new franchises and licences for public transport services; and
 - (v) overseeing the overall policy on railway safety and provision of railway services.

/(c)

- (c) Deputy Secretary (Transport) 3 (DS(T)3), assisted by Principal Assistant Secretaries (Transport) 2 and 6, are committed in –
- (i) formulating policies and strategies on toll roads and tunnels, and steering through relevant legislative proposals;
 - (ii) formulating policies and strategies on road safety, traffic management and licensing of vehicles/drivers and steering through relevant legislative proposals;
 - (iii) formulating policies and strategies on cross-boundary traffic management and transport services, including ferry services;
 - (iv) handling policy matters relating to Build-Operate-Transfer franchises, including processing of toll increase proposals and formulating measures to rationalise utilisation of the concerned roads/tunnels;
 - (v) overseeing support for the Transport Advisory Committee and its subcommittees, appointment and operation of Transport Tribunals, as well as the operation of Transport Complaints Unit; and
 - (vi) overseeing the Bureau's input regarding transport-related environmental issues.
- (d) Deputy Secretary (Transport) 4 (DS(T)4), assisted by Principal Assistant Secretaries (Transport) 8 and 9, are committed in –
- (i) overseeing policy matters relating to civil aviation and airport development;
 - (ii) overseeing the negotiation and conclusion of air services agreements and related arrangements, serving as Hong Kong Special Administrative Region (HKSAR)'s chief negotiator in important air services negotiations;
 - (iii) handling housekeeping matters relating to the operations of the Airport Authority Hong Kong (AAHK) and the Civil Aviation Department (CAD);
 - (iv) overseeing HKSAR's participation in multilateral organisations, such as the International Civil Aviation Organization, in respect of matters relating to international air services and their development;
 - (v) overseeing the provision of administrative support for the Aviation Development Advisory Committee and the Air Transport Licensing Authority; and
 - (vi) coordinating policy matters relating to air logistics.

/(e)

- (e) Deputy Secretary (Transport) 5 (DS(T)5), assisted by Principal Assistant Secretary (Transport) 10 and Chief Assistant Secretary (Transport), are committed in –
- (i) formulating policies on matters relating to Hong Kong's role as an international maritime centre, a leading hub port, and a regional logistics hub;
 - (ii) formulating and implementing proposals and measures to promote Hong Kong's maritime, port and logistics services overseas and locally;
 - (iii) overseeing marine policy and handling housekeeping matters relating to the Marine Department (MD);
 - (iv) overseeing legislative exercise relating to the marine and logistics portfolios;
 - (v) overseeing HKSAR's participation in the International Maritime Organization; and
 - (vi) serving as Secretary to the Hong Kong Logistics Development Council, the Hong Kong Maritime Industry Council and the Hong Kong Port Development Council.

2. The major duties/responsibilities and work priorities of the Principal Assistant Secretaries (PASs), Chief Assistant Secretary (CAS) and Chief Treasury Accountant (CTA) are summarised in the ensuing paragraphs.

Under DS(T)1

PAS(T)3

3. PAS(T)3 assists DS(T)1 in providing policy input into various strategic and regional transport planning studies and formulating railway development strategy, and handling policy work relating to the planning and implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, the proposed Hong Kong-Shenzhen Western Express Line and the review and update of the Railway Development Strategy 2000. He is also responsible for policy matters concerning transport planning and tourism, dealing with all town planning matters, and is the coordination point for overall transport policy as well as Legislative Council business.

/PAS(T)5

PAS(T)5

4. PAS(T)5 assists DS(T)1 in handling policy work relating to transport capital projects, in particular the planning and implementation of the Hong Kong-Zhuhai-Macao Bridge and related Hong Kong infrastructure projects. He is responsible for the housekeeping of the Highways Department and securing resources for highway infrastructure projects by overseeing the Capital Works Reserve Fund - Resource Allocation Exercise submissions and project feasibility studies and presenting items to Public Works Subcommittee/Finance Committee for funding approval and responsible for the implementation of approved projects and assisting in resolving difficulties. He is also in charge of the administration of the Secretary for Transport and Housing (STH)'s responsibilities under the Roads (Works, Use and Compensation) Ordinance (Cap. 370).

PAS(T)7

5. PAS(T)7 (ranked at Government Engineer) assists DS(T)1 in formulating transport development strategy, overseeing progress of railways projects under planning or construction (including the West Island Land, the Shatin to Central Link, the South Island Line (East) and the Kwun Tong Line Extension) and overseeing the review on strategic highway projects. He also oversees the Third Comprehensive Transport Study and the administration of STH's responsibilities under Railways Ordinance (Cap. 519).

Under DS(T)2

PAS(T)1

6. PAS(T)1 assists DS(T)2 in overseeing the transport policies on franchised buses, public light buses, taxis, trams and Peak Tramway. She is responsible for overseeing the fare adjustment arrangement for these public transport services and policy issues relating to the fare adjustment applications from these public transport operators. She is also in charge of the transport policy on non-franchised public bus services and the coordination of services among different modes of public transport.

PAS(T)4

7. PAS(T)4 assists DS(T)2 in overseeing and monitoring the transport policies and administrative matters concerning the operation of and services provided by MTR Corporation Limited. He is also responsible for overseeing the transport policies on railway safety, ferries, Octopus and the Park and Ride Scheme.

/CTA(T)

CTA(T)

8. CTA(T) assists DS(T)2 in leading the Financial Monitoring Section to monitor the financial affairs of major transport operators including franchised buses, ferries, trams, railways and Build-Operate-Transfer tunnels, provide financial assessment on fare/toll adjustments of these operators, as well as accounting and financial advice on issues relating to monitoring and regulation of these operators, including renewal of franchises and fare adjustment mechanisms.

Under DS(T)3

PAS(T)2

9. PAS(T)2 assists DS(T)3 in overseeing matters relating to the Transport Advisory Committee and the Transport Complaints Unit, housekeeping and evaluating policy matters relating to toll roads, Build-Operate-Transfer tunnels and Government tunnels. She is also responsible for overseeing policies on road safety, traffic management, and the application of information technology to traffic management. PAS(T)2 also coordinates the Bureau's inputs on transport-related environmental issues and housekeeps the Transport Department.

PAS(T)6

10. PAS(T)6 assists DS(T)3 in overseeing policy matters relating to vehicle and driver licences, driver training, the quota regime on cross-boundary coaches, hire cars and private cars. She oversees cross-boundary vehicular traffic at land crossings, cross-boundary ferry services and operation of cross-boundary ferry terminals and coordinates the Bureau's inputs on cross-boundary transport-related issues. She also oversees matters relating to the Transport Tribunal.

Under DS(T)4

PAS(T)8

11. PAS(T)8 assists DS(T)4 in overseeing policy matters relating to airport development and housekeeping AAHK. PAS(T)8 has been over-stretched as tremendous workload has been built up from the preliminary assessment, post-public consultation wrap-up and financial consultancy study of the third runway project. She is also responsible for overseeing and handling interfacing issues relating to AAHK's other development initiatives such as the midfield development project etc. to safeguard the interests of the airport and the public in general. PAS(T)8 is also responsible for taking charge of negotiations of air services agreements and arrangements in respect of Europe, Africa, the Middle East, the Indian Subcontinent, Central Asia, the Mainland, Macau and Taiwan. Upon the

/setting

setting up of Airport Expansion Project Coordination Office (AEPCO), PAS(T)8 will continue to oversee the overall policy for development of the airport, with emphasis on the operation of AAHK.

PAS(T)9

12. PAS(T)9 assists DS(T)4 in housekeeping CAD as well as the management and negotiations of air services agreements and arrangements in respect of the Americas and the Asia Pacific Economies. She is also in charge of providing secretariat support to the Aviation Development Advisory Committee and the Air Transport Licensing Authority and making preparations for the implementation of the new regulatory regime for the Authority. This Section is also committed to reviewing the Model Text of our Air Services Agreement to ensure that the provisions are up to date and in line with international practice.

13. With the environmental impact assessment and detailed design of third runway project now gradually progressing to its full swing, the workload is expected to increase substantially. There is no spare capacity at the directorate level under DS(T)4 from the existing establishment to take on the work relating to the new third runway project.

Under DS(T)5

PAS(T)10

14. PAS(T)10 assists DS(T)5 in overseeing policy matters relating to logistics development, promotion and implementation of related initiatives, housekeeping of MD and handling marine and logistics related legislation. She is also responsible for providing secretariat support for the Hong Kong Logistics Development Council.

CAS(T)

15. CAS(T) (ranked at Principal Marine Officer) assists DS(T)5 in overseeing policy matters relating to port development, maritime and shipping, and the promotion and implementation of related initiatives and providing secretariat support for the Hong Kong Maritime Industry Council and the Hong Kong Port Development Council.

16. All in all, all directorate officers in the AO and professional grades in THB(TB) are fully committed under the current set-up and have no spare capacity to take up the whole or part of the additional duties and responsibilities of the proposed Head/AEPCO, PAS(AEPCO) and CAS(AEPCO) posts in support of the Hong Kong International Airport Master Plan 2030.