

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 creation of the following supernumerary directorate post for two years and six months from 1 April 2015 or with immediate effect upon approval of the Finance Committee, whichever the later, in the Transport Branch of Transport and Housing Bureau –

1 Administrative Officer Staff Grade C
(D2) (\$144,700 - \$158,250)

PROBLEM

The Transport and Housing Bureau (THB) will carry out the Public Transport Strategy Study (PTSS). The PTSS comprises two parts, namely the Roles and Positioning Review (RPR) and the Topical Study. The objective of the RPR is to examine the roles and positioning as well as strategic arrangements of public transport services other than heavy rail. The Transport Branch of THB needs dedicated staffing support at the directorate level to oversee and steer the work of the RPR¹.

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¹ The Topical Study can be carried out by the existing staffing resources. Creation of new posts is not necessary.

PROPOSAL

2. We propose to create a supernumerary post of Administrative Officer Staff Grade C (AOSGC) (D2), designated as Principal Assistant Secretary (Transport) (PTSS), to steer the RPR at the policy level and supervise the related consultancy study. The supernumerary post will be for two years and six months from 1 April 2015 or with immediate effect upon approval of the Finance Committee (FC), whichever the later.

JUSTIFICATION

Need for the PTSS

3. The Government conducted three comprehensive transport studies (CTS). The CTS-3 which was completed in 1999 has laid down the broad direction of using railway as the backbone of our passenger transport system, as well as the roles and positioning of various public transport services, i.e. the Light Rail and franchised buses would serve as mass carriers and feeders to the heavy rail, and other public transport services would largely play a supplementary role. Such directions, roles and positioning are still valid. In September 2014, the Government announced the Railway Development Strategy 2014 (RDS 2014). The RDS 2014 reaffirmed the policy of using railway as the backbone of our public transport system and mapped out the development and planning blueprint of our heavy rail network up to 2031. At present, our public transport services have generally been working well. Operating on a commercial basis, public transport operators are able to maintain efficient and quality service and provide multi-modal choices for the community. That said, the expansion of railway network has inevitably brought some impact on other public transport services. In addition to maintaining the efficient operation of the railway which plays a key role in public transport services, we need to enhance the cooperation of various public transport operators (including through interchange arrangements), so as to maximise the potential of the public transport system as a whole.

4. In this connection, the Government will carry out the PTSS. Using the broad directions as laid down through the CTS-3 as the basis, the PTSS will review the roles and positioning of other public transport services. The objectives are to maintain quality and diversified public transport services and draw up strategies conducive to the healthy and sustainable development of the trades, with a view to improving people's livelihood, facilitating development and maintaining efficiency.

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5. Against the background of using the railway as the backbone of our public transport system and taking into account the further expansion of the railway network, the RPR of PTSS will examine the roles and positioning of various public transport services, including franchised buses, public light buses, taxis, non-franchised buses, Light Rail, trams and ferries. The RPR seeks to enhance the existing strategic arrangements of our public transport services so as to ensure the long-term, balanced, efficient, multi-modal and sustainable development of public transport services. The major issues to be covered are at Enclosure 1.

Encl. 1

6. The RPR deals with the long-term development of various public transport services. As it would touch on how the availability of multi-modal choices and delicate balance of the operating environment can be maintained, we would need to take into account a wide range of factors in the course of the study. We will commission a consultancy study to assist. As far as the RPR is concerned, the consultant will invite the public transport trades and the public to express views. After FC has approved the funding required for the proposed post, we will commence the RPR as soon as possible and plan to complete the study in two and a half years.

7. The Topical Study, the second part of the PTSS, will review eight topical issues that are of greater concern to the public transport trades or have been given priority as they are time sensitive (see Enclosure 2). This part will be carried out by THB and the Transport Department (TD) with existing resources. The Administration will collect opinions from the trades on individual topical issues through established channels (such as trade conferences). We will report to the Panel on Transport (the Panel) on individual topical issues starting from the first quarter of 2015, with a view to completing this part of the review in two years. Upon completion of both parts of the PTSS, we will submit a consolidated report to the Legislative Council (LegCo). The workflow of the RPR and the Topical Study is at Enclosure 3.

Encl. 2

Encl. 3

Need to create a supernumerary AOSGC post

8. The coverage of the RPR is extensive. It touches on a number of issues on which the public has keen interest and would affect the businesses of the various public transport trades. We propose to create a supernumerary AOSGC (D2) post in the Transport Branch to oversee and direct the work of the RPR. Specifically, he/she will steer the RPR at the policy level, including –

- (a) to examine the roles and positioning of various public transport services other than heavy rail so as to enhance the existing strategic

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arrangements in ensuring their long-term, balanced, efficient, multi-modal and sustainable development;

- (b) to oversee the consultancy study and supervise the work progress of the consultant;
- (c) to coordinate comments from bureaux/departments on the study, and analyse the views relating to the roles and positioning of public transport services collected from the public transport trades and the public;
- (d) to assist in the formulation of policy proposals in light of the findings of the RPR to enhance the complementarity of the various public transport services. This is to ensure that the public can enjoy efficient services with reasonable modal choices on one hand, and the public transport services can maintain their quality service and diversity on the other; and
- (e) to prepare discussion and policy papers to report progress, findings and policy proposals to parties including LegCo and to participate in the consultant's consultation with the public transport trades and the public on the RPR as and when necessary, and attend meetings with LegCo and the Transport Advisory Committee, etc.

The proposed supernumerary AOSGC post will report to Deputy Secretary of the Transport and Housing (Transport) 2.

9. The strategic arrangements of public transport are highly intertwined and any single change can tip the delicate balance. The RPR would cover various public transport aspects and touch on a number of issues relating to the operating environment of different public transport services and livelihood of employees in the trades. The coverage is extensive and a large number of people may be affected. During the process, the subject officer must carefully evaluate the implications of individual proposals on various public transport services, having regard to the availability of multi-modal choices and the delicate balance of operating environment which do not come by easily. In this connection, the subject officer would need to take into account a wide range of factors, analyse the views of the trades and the public on individual proposals and their implications, participate in LegCo and stakeholder consultations as necessary, as well as formulating specific policy proposals. These tasks will form the basis for formulating the strategic public transport arrangements and policy for the long-term development of public transport services. These will help maintain the long-term healthy development of our highly-efficient public transport network with comprehensive coverage serving 12 million public transport trips per day. Besides, these arrangements will promote

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the development of the community, new towns and new developments, bring economic benefits and strengthen community ties. As the post-holder would need to possess rich experience in policy formulation and analysis, supervision and steering of consultancy study, and consultation with stakeholders, we consider that the post should be filled by an officer from the Administrative Officer grade. Given the complex job nature with heavy workload, we consider it necessary for the subject officer to have appropriate experience and seniority and should be pitched at the D2 rank. We will commence the consultancy study as soon as possible upon LegCo's approval of the staffing proposal. To tie in with the RPR's timetable mentioned in paragraph 6 above, the duration of this post is proposed to be of two years and six months from 1 April 2015 or with immediate effect upon approval of FC, whichever the later. The responsibilities of the proposed AOSGC post as well as the existing and proposed organisation chart of Transport Branch are at Encl. 4 & 5 Enclosure 4 and 5 respectively.

Non-directorate support

10. Apart from the proposed supernumerary directorate post, five non-directorate posts will be created on a time-limited basis in the Transport Branch and TD to assist in preparing for the tendering of the consultancy study; supervising and monitoring the consultancy study under the RPR; gathering and analysing views from the public transport trades and the public; and assisting in preparing discussion and policy papers.

ALTERNATIVES CONSIDERED

11. We have critically assessed if the duties of the proposed supernumerary AOSGC post can be absorbed by the existing officers of the same rank (i.e. Principal Assistant Secretaries (PASs)) within the Transport Branch. Apart from the vast amount of routine duties, the Transport Branch has to handle a number of important policy initiatives and legislative exercises in relation to formulation of local and cross-boundary transport policies, development of air services, land and waterborne transport as well as logistics services. The Transport Branch is already heavily loaded. It will not be viable to redeploy the existing PASs, all having a heavy portfolio of their own, to take up the additional duties, without risking the existing duties such as delivery of policy initiatives under their care and emergencies handling. As there is no spare staffing resource to steer and supervise the RPR and associated consultancy study on a full-time basis, the creation of a new supernumerary post is required. The responsibilities of the existing PASs of the Transport Branch are at Enclosure 6.

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FINANCIAL IMPLICATIONS

12. The proposed supernumerary AOSGC (D2) post will bring about an additional notional annual salary cost at mid-point of \$1,843,200. The additional full annual average staff cost, including salaries and staff on-cost, is \$2,503,000².

13. As for the five non-directorate posts as mentioned in paragraph 10 above, the additional notional annual salary cost at mid-point will not exceed \$4,533,840. The full annual average staff cost, including salaries and staff on-cost, is around \$6,067,000². Subject to FC's approval of the above directorate supernumerary post and the passage of the 2015 Appropriation Bill, we will include the necessary provision in the draft Estimates of 2015-16 to meet the staff cost and reflect the resources required in the Estimates of subsequent years.

PUBLIC CONSULTATION

14. We consulted the Panel on 25 November 2014 on the staffing proposal. Members supported the above proposal.

BACKGROUND

15. Since 1976, the Government conducted three CTS to map out the strategic plans for transport planning and overall development, as well as formulating development plans for infrastructures so as to cater for the socio-economic development of Hong Kong.

16. The CTS-3 which was completed in 1999 has laid down a number of broad directions with the key ones including: (1) better use of railway as the backbone of our passenger transport system; (2) provision of better public transport services and facilities; (3) wider use of advanced technologies in transport management; and (4) implementation of more environmentally-friendly transport measures. It also set out a hierarchy of the roles and positioning of the different public transport services having regard to their efficiency and functions. Other than heavy rail, the Light Rail and franchised buses serve as mass carriers, while public light buses, taxis, non-franchised buses and ferries etc. largely play a supplementary role.

17. Our public transport services have generally been working well. Given that Hong Kong is a small and densely-populated city with limited road space, and the public are concerned about the impact of road traffic on air quality, it is appropriate to continue with the policy of adopting the railway as the backbone of

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² The average annual staff cost after the pay adjustment will be updated in due course.

the public transport system for our city. In fact, public transport services are closely related to the daily life of the public. Everyday, over 12 million passenger trips (over 90% of the total passenger trips) are made through the public transport system in Hong Kong. Hong Kong was ranked first in terms of public transport services among 84 cities in an international survey³. Against the above, the broad directions and roles and positioning as laid down by the CTS-3 remain valid. That said, in tandem with the further development of the rail network, we consider it necessary to carry out a systemic review on the overall strategic arrangements of the public transport system. To this end, the Government will carry out the PTSS to examine the respective roles and positioning of public transport services other than heavy rail to enhance their development. The PTSS will also look into some important topical issues of the public transport sectors in detail, as well as examining how to enhance the complementarity amongst the various public transport services. This is to ensure that the public can enjoy efficient services with reasonable modal choices on one hand, and the public transport operators can enjoy sustainability within their respective niche area and functions on the other.

ESTABLISHMENT CHANGES

18. The establishment changes in Transport Branch for the past two years are as follows –

Establishment (Note)	Number of Posts			
	Existing (As at 1 January 2015)	As at 1 April 2014	As at 1 April 2013	As at 1 April 2012
A	20 + (3)*	20 + (3)	20 + (3)	20
B	47	46	48	44
C	108	107	107	100
Total	175 + (3)	173 + (3)	175 + (3)	164

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
- () – number of supernumerary directorate posts
- * – as at 1 January 2015, there was no unfilled directorate post in Transport Branch

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³ Hong Kong was ranked first in terms of public transport services among 84 cities under The Future of Urban Mobility, a report published in April 2014 by Arthur D Little, a management consultancy. The report is available at: http://www.adlittle.com/downloads/tx_adreports/Arthur_D_Little__UITP_Future_of_Urban_Mobility_2_0.pdf.

CIVIL SERVICE BUREAU COMMENTS

19. The Civil Service Bureau supports the proposed creation of a supernumerary post of AOSGC to provide directorate support to steer and supervise the RPR at the policy level. The grading and ranking of the post are considered appropriate having regard to the level and scope of responsibilities.

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

20. As the directorate post is 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.

Transport and Housing Bureau
January 2015

**Public Transport Strategy Study –
Issues covered by the Roles and Positioning Review**

Against the background of using the railway as the backbone of our public transport system and taking into account the further expansion of the railway network, the Roles and Positioning Review will examine the roles and positioning of various public transport services. They include franchised buses, public light buses (PLBs), taxis, non-franchised buses (NFBs), Light Rail, trams and ferries. The major topics include –

- (a) to review the extent to which the roles and positioning of various public transport services as laid down by the Third Comprehensive Transport Study remains applicable. In the course of the review, we will need to take into account the availability of multi-modal choices and the delicate balance of the operating environment;
- (b) in light of the findings of (a) and the prevailing operating environment of various public transport services, to review whether some service adjustment should be made to ensure the long-term and healthy development of the public transport services. The major review areas will include issues previously raised by the Legislative Council (LegCo), transport trades and the public such as –
 - (i) **franchised bus service:** to promote bus route rationalisation to enhance network efficiency, and having regard to the implications for other public transport services, to explore whether it is feasible and desirable for franchised buses to attract more passengers by introducing different types of new services (e.g. point-to-point express routes, seat-only service, premium service with additional facilities (such as Wi-Fi)); and to explore whether it is feasible and desirable to install real-time bus arrival information systems for service improvement. During the process, we will carefully evaluate the long-term operational and financial implications of the proposals for the franchised bus trade, and the passenger demand for these new services;
 - (ii) **PLB service:** having regard to the implications on other public transport services, to explore whether it is feasible and desirable for PLBs to increase the number of passenger seats. We will carefully assess the long-term operational and financial implications for the PLB trade, other public transport services and road traffic. To enable an earlier start of our study

on this topic, we will include this issue under the Topical Study to examine the present situation and listen to Members' views;

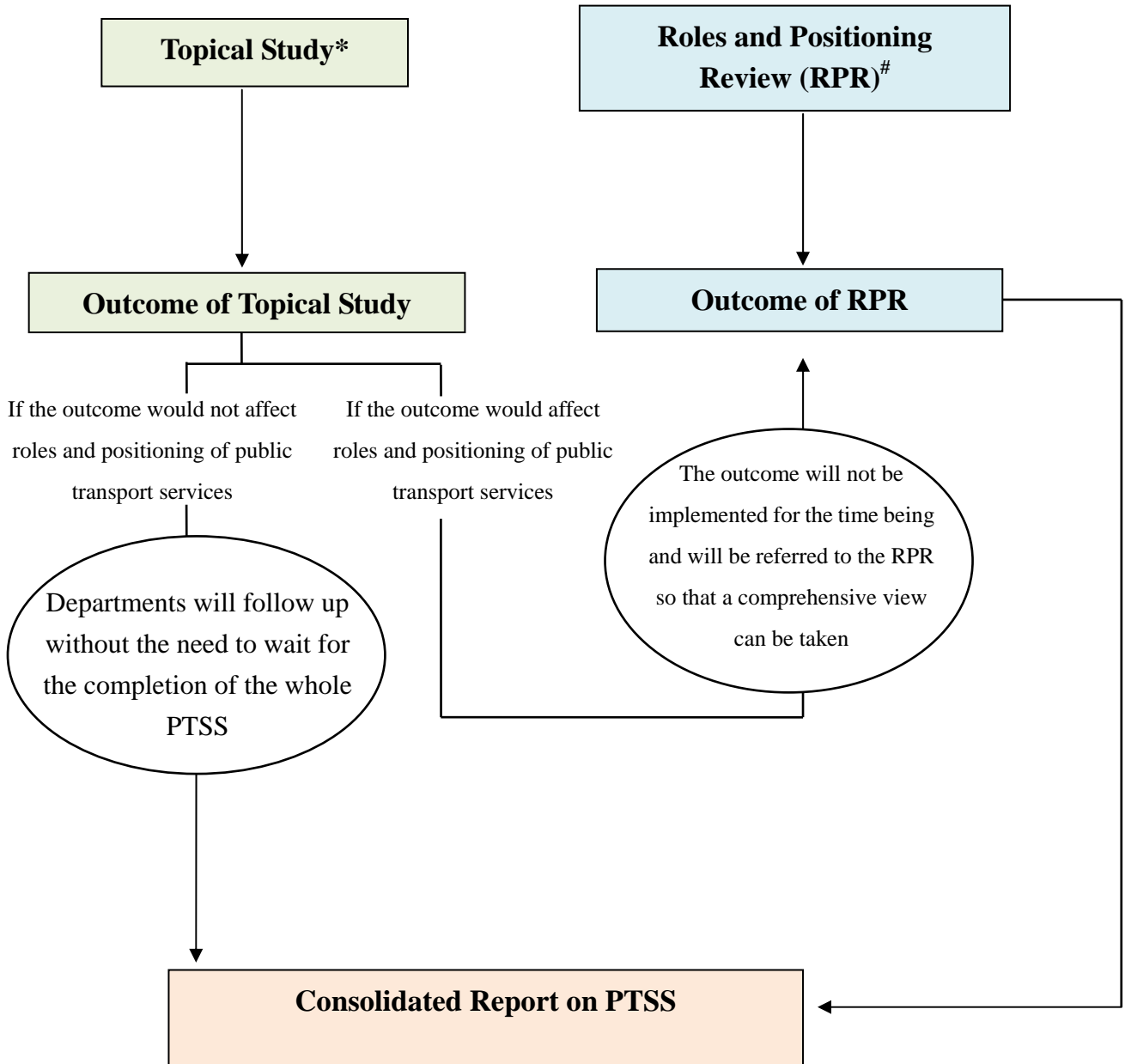
- (iii) **taxi service:** having regard to the implications on other public transport services, to explore whether it is feasible and desirable to introduce new types of taxi service. For example, some LegCo Members have in the past suggested the introduction of premium taxi service to meet different passenger demands. However, as there is already an alternative service provided by hired cars, we have to carefully assess the implications on the supply and demand of taxis as well as for other trades before deciding whether the suggestion is feasible and desirable;
- (iv) **NFB service:** there are currently over 7 000 NFBs in Hong Kong, providing different types of service comprising tour service, hotel service, student service, employees' service, international passenger service, residents' service and contract hire service. At present, the fare of NFB service is not subject to regulation, enabling services provided by NFBs to be more flexible in meeting market demand. Whilst the overall operation has been satisfactory, a slightly tight supply of school buses may have occurred. As such, we will look into the issue of school bus service in detail under the Topical Study. As for the other NFB services, the situation of their demand and supply is generally stable. Nonetheless, having regard to the commissioning of new infrastructures in the pipeline, we will review whether there is a need to allow certain flexibility on NFB operation as appropriate to meet new service demands;
- (v) **long-term development of the Light Rail:** the LegCo Panel on Transport raised the issue on the long-term development of the Light Rail before. We will conduct an in-depth review. Major topics to be covered will include (1) the feasibility of increasing carrying capacity with the original design of the system; (2) the feasibility of upgrading the existing system to increase the carrying capacity; (3) the long-term demand of North West New Territories for public transport services; and (4) the roles of various public transport services including Light Rail in meeting such demand; and
- (vi) **tram service:** to explore whether it is feasible and desirable to introduce modern tram system, vis-à-vis other public transport services, in new development areas.

**Public Transport Strategy Study –
Issues to be covered by the Topical Study**

1. **Franchised bus service:** to review how franchised bus service can be enhanced through bus route rationalisation and enhanced monitoring of and follow up on the lost trip situation.
2. **Outcome of the review on taxi fuel surcharge:** in considering taxi fare increase applications, the Government would fully consider the changes in various cost and revenue items, including fuel costs. This arrangement has all along been able to take into account and balance the needs of different stakeholders and the actual operating conditions. Nonetheless, changes in fuel costs do put some pressure on taxi operation. Some members of the trade have therefore asked the Government to put in place a fuel surcharge. This will enable taxis to raise fare in tandem with the fluctuation of fuel costs outside the normal fare adjustment mechanism. Yet, as introducing a taxi fuel surcharge will pass the burden to cope with a fluctuating fuel cost directly to passengers, the Government will have to consider very carefully if such an arrangement is appropriate. The community should also be given the opportunity to discuss the issue in detail. Meanwhile, the Transport Department has commenced a study on the experience elsewhere in implementing and not implementing a fuel surcharge, as well as the impact of such a surcharge, if introduced. The Government will consider how to follow up based on the outcome of the study.
3. **Taxi service:** to review if the existing supply of taxi service can meet the demand, having regard to the implications of any possible increase in supply of taxis for other public transport services and the commissioning of new railway lines and various major infrastructures.
4. **School service:** to review if the existing arrangements concerning the issue of student service endorsement can meet the demand, having regard to the supply and demand of non-franchised buses.
5. **Seating capacity of public light buses (PLB):** the trade has earlier proposed to increase the seating capacity of a PLB from 16 to 20 – 24. If the seating capacity of all PLBs increases accordingly, it will represent an increase of 25 – 50% in passenger capacity. This is equivalent to an addition of about 1 087 to 2 175 16-seat PLBs. Any increase in seating capacity will also require legislative amendments. We will assess the present situation and listen to the views of LegCo Members and the trade as a topical issue under the Topical Study. The views so collected will be analysed under the Roles and Positioning Review to see if the proposal is feasible and desirable, having regard to the long-term operational and financial implications on the PLB trade, other public transport services and road traffic management.

6. **Statutory cap on the number of PLBs:** according to the Public Light Buses (Limitation on Number) Notice (Cap. 374K), the number of vehicles which may be registered as PLBs is capped at 4 350. This cap will be in effect until 20 June 2016. Having regard to the implications on the other public transport services and taking into account the seating capacity of each PLB, we will assess the supply and demand of PLBs and determine if the statutory cap should be adjusted.
7. **Role and long-term financial viability of ferries:** to conduct a mid-term review on the provision of special helping measures for the six major outlying island ferry routes during the three-year licence period from mid-2014 to mid-2017. In the course of this review, the Government will examine the role of ferries vis-à-vis other public transport services and possible ways to maintain their long-term financial viability.
8. **Accessible transport facilities for people with disabilities (PwDs):** to review how PwDs' access to public transport services can be further enhanced, having regard to the actual operating situation and environment (including compartment size and loading capacity of vehicles), as well as long-term financial viability.

**Work flow of the two parts under the
Public Transport Strategy Study (PTSS)**



* We will report the outcome of individual issues covered by the Topical Study to the Panel on Transport of the Legislative Council (LegCo) starting from the first quarter of 2015.

The RPR will commence after the LegCo has approved the manpower resources required under the established procedures in due course.

**Proposed Job Description for
Principal Assistant Secretary (Transport) (Public Transport
Strategy Study)**

Transport Branch, Transport and Housing Bureau

(Tenure from 1 April 2015 or with immediate effect upon approval of the Finance Committee (whichever the later), for two years and six months)

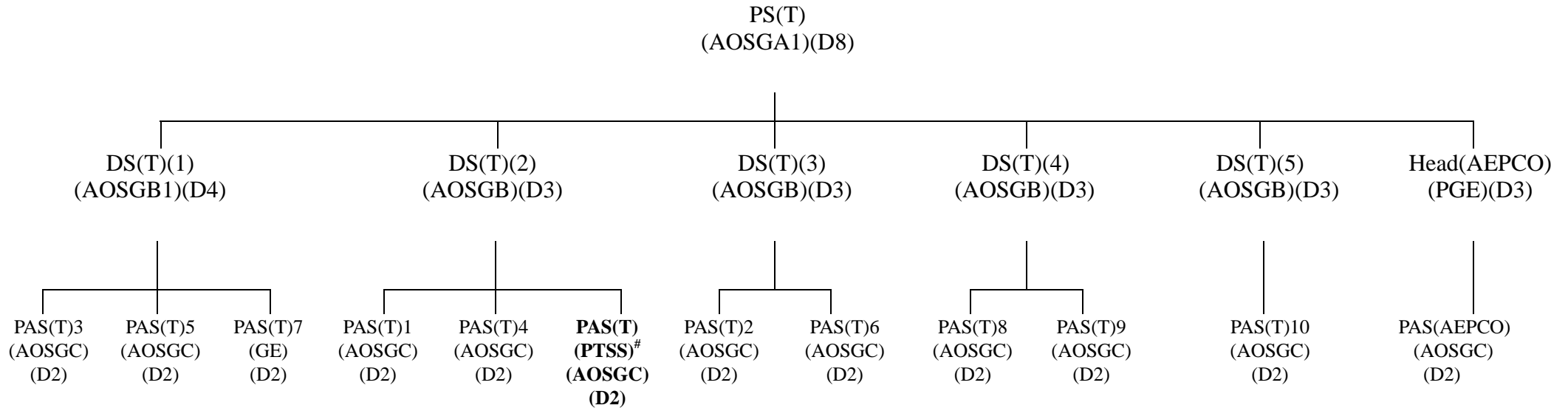
Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary for Transport and Housing (Transport) 2 (DS(T)2)

Main Duties and Responsibilities –

1. To assist in steering and supervising the work of the Roles and Positioning Review (RPR) from the policy perspective. With the assistance of an external consultant, to examine the roles and positioning of various public transport services (including franchised buses, public light buses, taxis, non-franchised buses, Light Rail, trams and ferries), in light of the established policy to use railway as the backbone of the public transport system and the further expansion of the railway network. The RPR seeks to enhance the existing strategic arrangements for public transport services so as to ensure the long-term, balanced, efficient, multi-modal and sustainable development of public transport services.
2. To analyse the views relating to the roles and positioning of various public transport services from the public transport trades and the public collected by the consultant.
3. To formulate policy proposals taking into account the findings of the RPR to enhance the complementarity of various public transport services, with a view to providing the public with efficient services and reasonable modal choices and ensuring the sustainable development of the public transport trades.
4. To prepare discussion and policy papers to report the progress, outcome and policy proposals to bodies such as the Legislative Council Panel on Transport and Transport Advisory Committee.
5. To coordinate with the Transport Department, and if necessary, other bureaux/departments on the work of the RPR.

**Existing and Proposed Organisation Chart of Transport Branch,
Transport and Housing Bureau**



Legend

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|--------|---|--|--------|---|---|
| AOSGA1 | - | Administrative Officer Staff Grade A1 | GE | - | Government Engineer |
| AOSGB | - | Administrative Officer Staff Grade B | PAS(T) | - | Principal Assistant Secretary for Transport and Housing (Transport) |
| AOSGB1 | - | Administrative Officer Staff Grade B1 | PGE | - | Principal Government Engineer |
| AOSGC | - | Administrative Officer Staff Grade C | PS(T) | - | Permanent Secretary for Transport and Housing (Transport) |
| AEPCO | - | Airport Expansion Project Coordination Office | PTSS | - | Public Transport Strategy Study |
| DS(T) | - | Deputy Secretary for Transport and Housing (Transport) | | | |

Note

Proposed supernumerary post of an AOSGC

**Responsibilities of the
Existing Principal Assistant Secretaries
in the Transport Branch of the Transport and Housing Bureau**

The existing Principal Assistant Secretaries in the Transport Branch (PAS(T)s) of the Transport and Housing Bureau (THB) are having a heavy portfolio of their own –

Under Deputy Secretary for Transport and Housing (Transport) 1 (DS(T)1)

PAS(T)3

2. PAS(T)3 assists DS(T)1 in providing policy input to various strategic and regional transport planning studies and formulating railway development strategy. She handles the policy work relating to the planning and implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, as well as the proposed railway projects under the Railway Development Strategy 2014. She is also responsible for co-ordinating policy matters relating to transport infrastructure planning, dealing with town planning-related matters which are related to transport, and coordination of Legislative Council business for the Transport Branch of THB.

PAS(T)5

3. PAS(T)5 assists DS(T)1 in overseeing the implementation of the Hong Kong-Zhuhai-Macao Bridge and related local infrastructure projects, as well as handling related policy matters. She is also responsible for co-ordinating resources allocation works in relation to highway infrastructure projects and pedestrian environment improvement schemes, and applying for funding from the Legislative Council for these projects and schemes, as well as overseeing the implementation of approved projects and schemes. She also takes charge of the administration of the Secretary for Transport and Housing's responsibilities under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), as well as housekeeping of the Highways Department.

PAS(T)7

4. PAS(T)7 (ranked at Government Engineer) assists DS(T)1 in handling the policy issues in relation to the implementation of the West Island Land, the South Island Line (East), the Kwun Tong Line Extension, and the Shatin to Central Link

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and overseeing the review of strategic highway projects. He is also overseeing the updates on the strategic transport model and is responsible for the overall administration of the Railways Ordinance (Cap. 519) including dealing with objections under the Railways Ordinance.

Under Deputy Secretary for Transport and Housing (Transport) 2 (DS(T)2)

PAS(T)1

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

PAS(T)4

6. 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.

Under Deputy Secretary for Transport and Housing (Transport) 3 (DS(T)3)

PAS(T)2

7. 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 policy work on road safety, traffic management, and the application of information technology to traffic management. She also coordinates the Bureau's inputs on transport-related environmental issues and housekeeps the Transport Department.

PAS(T)6

8. 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

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ferry terminals and coordinates the Bureau's inputs on cross-boundary transport-related issues. She also oversees matters relating to the Transport Tribunal.

Under Deputy Secretary for Transport and Housing (Transport) 4 (DS(T)4)

PAS(T)8

9. PAS(T)8 assists DS(T)4 in overseeing policy matters relating to airport development and housekeeping Airport Authority Hong Kong (AAHK). She services as the Secretary to the Airport Transport Licensing Authority. She also takes charge of air services negotiations/air transport policy in relation to Europe, Africa, the Middle East, Indian Sub-continent, Central Asia and other parts of China.

PAS(T)9

10. PAS(T)9 assists DS(T)4 in overseeing policy matters relating to civil aviation management and housekeeping the Civil Aviation Department. She serves as the Secretary to the Aviation Development Advisory Committee. She also takes charge of services negotiations/air transport policy in relation to Southeast Asia, Northeast Asia, Australasia and America; and overflight agreements and air transport related matters in Asia-Pacific Economic Cooperation, Organisation for Economic Cooperation and Development and the World Trade Organization.

Under Deputy Secretary for Transport and Housing (Transport) 5 (DS(T)5)

PAS(T)10

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

Under Head (Airport Expansion Project Coordination Office) (AEPCO)

PASAEPCO

12. PAS(AEPCO) will assist Head(AEPCO) in formulating the overall strategy for the development and implementation of the airport expansion project under Master Plan 2030. She serves as the Secretary to the high-level steering committee on the airport expansion project. She also assists in coordinating with

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the AAHK, relevant Bureaux/Departments and stakeholders in the planning and implementation of the airport expansion project, and formulating of public consultation plans and participating in public engagement exercise for the development and implementation of the airport expansion project. She also reviews AAHK's financial proposals, advises AAHK on the financial arrangements for the smooth delivery of the airport expansion project and assists in monitoring the expenditure of the works undertaken by AAHK.
