Legislative Council Panel on Transport Subcommittee on Matters Relating to Railways

Creation of Two Permanent Directorate Posts in the Railways Branch of the Electrical and Mechanical Services Department to Enhance Monitoring of Railway Safety

PURPOSE

This paper seeks Members' views on the proposal to create 2 permanent Chief Engineer (Chief Electrical and Mechanical Engineer / Chief Electronics Engineer) (D1) posts in the Railways Branch of the Electrical and Mechanical Services Department ("EMSD") to enhance safety inspection and monitoring of existing railway service and new railway projects.

BACKGROUND

Railway safety

2. Railway is the backbone of Hong Kong's public transport system, the safety of which is of paramount importance. Currently, the MTR system carries more than 5 million passenger trips per day on average, accounting for about 40% of all public transport passenger trips. The MTR train service has been at a consistently high ranking in terms of safety amongst major metro systems around the world in the Community of Metros ("CoMET")¹.

3. Railway is basically a set of enormous and complicated machinery driven by electricity, which comprises hundreds of thousands of various components. The major components include trains, tracks, power supply systems, signalling systems, communication systems and control centre. These components are subject to wear and tear in daily operation. To ensure railway safety, the main focus would be on proper maintenance as a preventive measure to reduce the probability of incidents. When an incident occurs, the first

¹ Currently, major metro systems in CoMET include the Beijing Subway, Berlin U-Bahn, Dehli Metro, Guangzhou Metro, Hong Kong MTR, London Underground, Mexico City Metro, Metro de Madrid, Moscow Metro, New York City Subway, Paris Métro and Paris RER, Metro de Santiago, Singapore MRT, Shanghai Metro, Metro São Paulo and Taipei Metro.

priority is to ensure safety and undertake proper and timely repair. Afterwards, lesson(s) should be drawn and the cause(s) identified to minimise the recurrence of similar incidents. Whether the above work can be properly carried out is largely determined by the implementation of stringent safety and asset management for railway system by the operator; regular and appropriate inspection, maintenance and timely renewal of the components of the railway system; and prompt follow-up in response to railway incidents. On the other hand, a proper regulatory regime for railway safety is also essential to monitor the safe operation of railway service. When a railway system is safe, its service will naturally be more reliable.

4. Worldwide, the essential elements of a regulatory regime for railway safety are (i) conducting safety inspections (including regular and surprise ones) and supervisory audits; (ii) vetting new railway projects and modifications of major facilities and components (e.g. station facilities) of existing railways to ensure compliance with safety standards; and (iii) investigating railway incidents and following up with railway operators on improvement measures.

5. In Hong Kong, the statutory regulatory authority on railway safety is EMSD. The Railways Branch of EMSD regulates and oversees the safe operation of the MTR system in accordance with the Mass Transit Railway Ordinance (Cap. 556) and Mass Transit Railway Regulations (Cap. 556A). Major functions of the Railways Branch include ensuring the adoption of appropriate safety measures by the MTR Corporation Limited ("MTRCL"); assessing and vetting new railway projects and major modifications of existing railway facilities; assessing and following up with MTRCL on improvement measures in respect of railway safety; and investigating railway incidents.

6. In his 2015 Policy Address, the Chief Executive stated that the Government will continue to proactively carry out its duty as the majority shareholder of MTRCL. We will monitor MTRCL and require the Corporation to strengthen its management to ensure proper delivery of the planning and construction of new railway projects, as well as the daily operation of existing service. In the Policy Briefing for the Panel on Transport held on 16 January 2015, the Secretary for Transport and Housing also stated that the Government will strengthen the manpower of EMSD to maintain effective monitoring.

JUSTIFICATIONS

Increased train frequency and expanded railway network

7. The patronage of the MTR system has been rising. The daily average passenger trips have increased from about 4 million in 2008 to over 5 million in In view of the rising patronage, MTRCL has increased its train 2014. frequency from time to time since 2008 to cope with the passenger demand. The total number of train trips of its heavy rail system has increased from around 1.69 million in 2008 to 1.86 million in 2014, an increase of about 10%. Taking Tsuen Wan Line in the urban area as an example, the train frequency during morning peak hours has increased from 28 trains per hour per direction in January 2008 to 30 trains in December 2014. The headway is thus reduced from 2.1 minutes to 2 minutes. As for its service in the New Territories, the train frequency of West Rail Line during morning peak hours has increased from 15 trains per hour per direction in January 2008 to 21 trains in December 2014. The headway is thus reduced from 4 minutes to 2.9 minutes. MTRCL has also suitably increased the train frequency during non-peak hours to enhance its service and to cope with the demand of different passengers. As for Light Rail, the total number of vehicle trips has also increased from about 1 million in 2008 to about 1.06 million in 2014, an increase of about 6%.

8. Apart from the increase in train frequency, the MTR network is also expanding and the total route length has increased from about 211 km in January 2008 to about 220 km in December 2014. This includes the commissioning of LOHAS Park Station of Tseung Kwan O Line in July 2009, the Kowloon Southern Link (i.e. the extension of West Rail Line from Nam Cheong Station to Hung Hom Station) in August 2009, and a westward extension of Island Line to Kennedy Town Station in December 2014.

9. The reliability and safety of the MTR service has been maintained at an internationally-recognised high standard. Despite the increase in train frequency and the expansion of railway network, the number of service disruptions due to equipment failure of the railway system has remained stable in the past few years. From 2008 to 2014, the number of incidents in the MTR network (including heavy rail and Light Rail) caused by equipment failure and resulting in service disruption of 8 minutes or above is set out below:

Year	Service disruptions of 8 minutes or above due to equipment failure (Number of cases)	Service disruptions of 8 minutes or above due to equipment failure (Every million revenue car-kilometres ²)
2008	141	0.51
2009	133	0.48
2010	153	0.54
2011	169	0.59
2012	129	0.44
2013	123	0.41
2014	140	0.45

10. Although the overall statistics do not show that the safety performance of the MTR service has deteriorated, the Government understands that members of the public have high expectation of the MTR service. In this regard, MTRCL should continue to enhance its inspection, maintenance and renewal of various parts of the railway system (particularly the safety critical and service critical components), with a view to maintaining safe and reliable railway service. As the statutory regulatory authority on railway safety, the Railways Branch will also enhance safety inspection and monitoring. Nevertheless, due to the increase in train frequency and expansion of the railway network, the volume of the monitoring work of the Railways Branch is continuously

 $^{^{2}}$ As mentioned in paragraphs 7 and 8 above, due to the expansion of the MTR network and the continuous growth in patronage, train frequency has increased significantly as compared to several years ago, and the total distance travelled by trains has also been increasing. As a result, the risk of railway incidents inevitably increases. An accurate comparison cannot be made of MTRCL's service performance in different years by simply judging from the total number of railway incidents without considering the above factors. "Revenue car-kilometres" is a common concept adopted by railway industry internationally, referring to the total distance travelled by train cars while carrying passengers (for example, if a train with 8 cars travels 100 kilometres while carrying passengers, the total revenue car-kilometres are 800 kilometres). Every million kilometres are equivalent to going around the Earth (along the equator) for about 25 times. Taking 2008 as an example, there was 0.51 incident of service disruption of 8 minutes or above for every million revenue car-kilometres, meaning there was only 1 such incident after a train car travelled for a distance equivalent to going around the The advantage of using the concept of "revenue car-kilometres" is that a Earth for 50 times. more objective comparison can be made by measuring the number of incidents with the same unit (i.e. revenue car-kilometres) even if the train service volume of the railway network varies in different years.

increasing. Under the circumstances, the Government reckons that there is a pressing need for increasing the manpower of the Railways Branch.

New railway projects

11. Currently, there are four new railway projects being implemented in the territory, including the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"), the Shatin-to-Central Link ("SCL"), the South Island Line (East) ("SIL(E)") and the Kwun Tong Line Extension ("KTE"). These new railways will be commissioned one after the other in the coming five to six years. XRL is about 26-km long and will run from West Kowloon northwards to the boundary of Shenzhen and Hong Kong, where it will connect to the Mainland Express Rail. SCL is a strategic railway project across a number of districts. It will link up the existing Ma On Shan Line and West Rail Line and will also extend the existing East Rail Line from Hung Hom across the harbour to Wan Chai North and Admiralty. There will be a total of ten new or expanded stations. A new signalling system will be installed and new trains will be introduced. SIL(E) will connect the South Horizons in Ap Lei Chau to Admiralty, with a total of five new or expanded stations. There will also be new trains and the adoption of an automatic train operating system. KTE is an extension of the existing Kwun Tong Line from Yau Ma Tei Station to Whampoa via Ho Man Tin.

12. The monitoring work of the Railways Branch for these new railway projects is instrumental in ensuring their full compliance with the safety standards when operation commences. The major responsibilities of the Railways Branch include working in collaboration with other relevant departments (including the Buildings Department, Fire Services Department, Police and Highways Department) in vetting the proposals and plans of these new railway projects submitted by MTRCL, as well as undertaking on-site tests and granting approval for various new systems that are related to railway safety (including signalling systems, trains, tracks, overhead lines, station facilities and control systems, communication equipment and other contingency systems). The departments also scrutinise the contingency plans for emergencies prepared by MTRCL and monitor the drills for simulated emergency incidents. As these new railway projects will enter into the testing and commissioning stage successively, the monitoring authorities will need to undertake a huge volume of safety vetting and on-site tests. In this regard, there is a pressing need to strengthen the manpower of the Railways Branch to maintain effective monitoring of the safety performance of these new railway projects. Similar to other existing railway lines, the Railways Branch needs to monitor the daily operation of these new railway projects when they commence operation. Therefore, the newly added manpower will need to be retained to undertake the daily monitoring duties.

13. In addition, the Railways Branch will provide professional advice on the safety related issues of the recommended railway schemes in the Railway Development Strategy 2014 to the Transport and Housing Bureau and relevant departments.

New elements to strengthen the regulatory regime

14. Apart from stepping up inspection and monitoring as a result of the increased train frequency and expanded railway network, the Railways Branch also plans to introduce new elements to its regulatory regime for a more comprehensive monitoring of the safety performance of MTRCL's train service.

15. Currently, MTRCL has put in place comprehensive safety policies, procedures and instructions, safety workplace and management practices, safety audit systems, risk management systems, safety critical systems, equipment management practices, safety communication and monitoring mechanism, etc. There are detailed guidelines and procedures for compliance by staff of different posts and ranks within MTRCL so as to ensure safety of railway operation. Staff of MTRCL are also requested to produce clear documentation and records when performing the above duties for vetting and review by their supervisory To ensure that MTRCL strictly complies with these established safety staff. mechanisms in practice, the Railways Branch will conduct supervisory audits on these mechanisms. The tasks include deploying professional officers (including electrical and mechanical engineers and electronics engineers) to conduct random check on the working documentation and records of MTRCL and vet whether the established safety guidelines and procedures are closely The Railways Branch will also conduct on-site checking for detailed observed. verification where necessary. In addition, the Railways Branch will require MTRCL to take proper follow-up actions on identified areas for improvement.

Besides, MTRCL has also formulated asset management procedures for various components and equipment of the railway system (including trains, signalling systems, tracks and overhead lines), covering maintenance works, assessments of functions and conditions as well as asset renewal. The Railways Branch will regularly review these asset management procedures to ensure that the various railway components and equipment are properly maintained and timely renewed. On-site checking will be conducted where necessary (such as entering the depots of MTRCL with a view to assessing whether MTRCL strictly complies with established asset management procedures and guidelines in managing the components and equipment of the railway system) to further enhance railway safety. The above regulatory duties should be overseen and coordinated by directorate officers so as to ensure comprehensive and macro monitoring.

Need to strengthen manpower at directorate level

16. Apart from regulating and monitoring the safe operation of the MTR system, the Railways Branch is also responsible for regulating and monitoring the operation of trams, Peak Tramway and the Automated People Mover at the Hong Kong International Airport. The workload is heavy. Currently, the Railways Branch is led by the Assistant Director/Railways ("AD/R"), ranked at Government Electrical and Mechanical Engineer (D2). As the only directorate officer in the Railways Branch, AD/R is responsible for coordinating and supervising the work of the Branch, including monitoring railway safety from a macro and holistic perspective and supervising MTRCL in enhancing its safety preventive measures. AD/R also handles inter-departmental work in vetting new railway projects and major modification works for existing railway system, so as to ensure the railway operator's compliance with all safety requirements, and coordinates relevant departments in enhancing the efficiency of the vetting Moreover, AD/R maintains close liaison with overseas railway safety process. regulators to observe best practices and safety standards of other countries, so as to ensure that the regulatory regime of Hong Kong meets international standards. In addition to railway, AD/R also needs to supervise the safe operation of trams, Peak Tramway and the Automated People Mover at the Hong Kong International Airport. In view of the justifications set out from paragraphs 7 to 15 above on increased train frequency and expanded railway network, implementation of new railway projects and introduction of new elements to the existing regulatory regime, AD/R, as the only directorate officer in the Railways

Branch, can hardly absorb the extra supervisory duties.

17. In this regard, the Government reckons that there is an urgent need to strengthen the manpower of the Railways Branch to share the supervisory duties of AD/R and provide professional advice from a holistic and macro perspective with regard to the monitoring of railway safety, including supervising the daily work of other professional and technical supporting staff, reviewing the mechanism of the Railways Branch for monitoring railway safety and new railway projects of MTRCL from a macro and strategic perspective, as well as explaining the Government's regulatory regime and specific work undertaken to the Legislative Council, the media and the public where necessary. In view of the importance and complexity of the railway system, and the public's concern and expectation on the safety and reliability of railway service, we have to ensure that such high-level duties are undertaken by full-time directorate officers with excellent professional knowledge, experience on public administration and As such, the Government suggests that two permanent Chief leadership. Engineer (Chief Electrical and Mechanical Engineer / Chief Electronics Engineer) posts be created in the Railways Branch to serve as Chief Engineer/Railways 1 ("CE/R1") and Chief Engineer/Railways 2 ("CE/R2"). In view of the equal importance of the safety performance of existing railway system and new railway projects, we suggest that the two Chief Engineers supervise the work of the Railways Branch in these two fields respectively.

18. CE/R1 will be responsible for assisting AD/R in overseeing the safety performance of the existing railway system. Major duties include supervising and vetting the safety measures adopted by MTRCL for the daily operation of its railway system, supervising the Railways Branch's supervisory audits on MTRCL's safety and asset management work, assisting the coordination and holding of inter-departmental meetings to vet the proposals and plans submitted by MTRCL which are relevant to railway safety, and attending the meetings of the Panel on Transport of the Legislative Council or its Subcommittee on Matters Relating to Railways where necessary.

19. CE/R2 will be responsible for assisting AD/R in overseeing the safety performance of new railway projects (including XRL, SCL, KTE, SIL(E)). Major duties include supervising the safety inspections, testing and commissioning of new railway projects during their construction periods, as well as their safe operation upon commencement of service, holding the

inter-departmental working group on safety of the new projects, monitoring the interface works between the new railway projects and the existing railway system, and attending the meetings of the Panel on Transport of the Legislative Council or its Subcommittee on Matters Relating to Railways where necessary. When the new railway projects commence operation, CE/R2 will continue to monitor their safety performance in the daily operation. As such, this post should be retained as a permanent post. Besides, CE/R2 will also provide professional advice on the safety related issues of the recommended railway schemes in the Railway Development Strategy 2014 to the Transport and Housing Bureau and relevant departments.

20. The job descriptions of the two proposed directorate posts are set out at **Annex I**.

21. Upon the creation of the two directorate posts, AD/R, as the head of the Railways Branch, will be responsible for overall supervisory work. He will have the capacity to monitor the safety performance of railway, trams, Peak Tramway and Automated People Mover at the Hong Kong International Airport from a marco and strategic perspective, as well as maintaining close liaison with the management of MTRCL, directorate officers of the Mainland and overseas railway regulators, so as to ensure that the Government's monitoring work can be effectively carried out and our regulatory regime maintained at international standards.

Alternatives considered

22. We have carefully examined the feasibility of sharing the duties of the two proposed Chief Engineer posts amongst the incumbent officers of the same rank in the EMSD's Regulatory Services arm. As the current workload, covering regulatory work in respect of electrical safety, gas safety, mechanical safety and energy efficiency, of these officers is very heavy, they do not have spare capacity to further absorb the additional workload of the proposed Chief Engineer posts. The current organisation chart of the EMSD's Regulatory Services arm and the duties of its Chief Engineers are set out in <u>Annexes II and III</u> respectively.

Non-directorate support

23. Apart from the 2 directorate posts, the Government will also create 9 non-directorate officer posts in the Railways Branch so as to strengthen our safety inspection and monitoring of both existing railway service and new railway projects, including 7 professional and technical support staff and 2 clerical staff. The organisation chart of the Railways Branch, with all new posts fit in, is at <u>Annex IV</u>.

FINANCIAL IMPLICATIONS

24. The proposed creation of 2 Chief Electrical and Mechanical Engineer / Chief Electronics Engineer posts will incur an additional notional annual salary cost at mid-point of \$3,105,600 as follows –

Directorate post	Number of posts	Notional annual salary cost at mid-point (\$)
Chief Electrical and	2	3,105,600
Mechanical Engineer /		
Chief Electronics		
Engineer (D1)		

The additional full annual average staff cost, including salaries and staff on-cost, for the two posts is about $4,087,000^{-3}$.

25. Besides, the proposed creation of 9 non-directorate posts will bring about an additional notional annual salary cost at mid-point of not exceeding \$5,521,020. The additional full annual average staff cost, including salaries and staff on-cost, is about \$8,653,000³.

26. We have included the necessary provision in the 2015/16 draft Estimates to meet the staff cost of this proposal and will reflect the resources required in the Estimates of subsequent years.

³ The average annual staff cost after the pay adjustment will be updated in due course.

ADVICE SOUGHT

27. Members are invited to support the proposal of creating two permanent directorate posts as set out in paragraph 17 above.

28. Subject to the support of this Subcommittee, we will seek the funding support of the Establishment Subcommittee and Finance Committee in due course.

Transport and Housing Bureau Electrical and Mechanical Services Department March 2015

Job Description Proposed Chief Engineer/Railways 1 Railways Branch, Electrical and Mechanical Services Department

Rank: Chief Electrical and Mechanical Engineer / Chief Electronics Engineer (D1) Responsible to: Assistant Director/Railways

Aim of the Post:

To lead the teams under the Railways Branch in ensuring the safe operation of the existing railway system, and assist Assistant Director/Railways in developing policies and strategies with regard to railway safety.

Main Duties and Responsibilities:

- 1. To oversee the safe operation of existing railway lines (including Island Line, Kwun Tong Line, Tseung Kwan O Line, Tsuen Wan Line, West Rail Line, East Rail Line, Ma On Shan Line, Airport Express, Tung Chung Line, Disneyland Resort Line and Light Rail), the Automated People Mover at the Hong Kong International Airport, trams and Peak Tramway;
- 2. To lead the Railways Branch in executing the regulatory functions in accordance with the relevant Ordinances, Regulations and Operating Agreement;
- 3. To oversee investigations of railway incidents and the improvement measures of the railway operator;
- 4. To supervise the safety preventive measures on railway operaton by MTRCL;
- 5. To supervise the supervisory audits conducted by the Railways Branch on MTRCL's safety and asset management work;
- 6. To maintain close liaison with the railway operator's management to give guidance and advice on railway safety matters and major modifications of all existing railway lines;
- 7. To assist with the inter-departmental coordination work with regard to railway safety and security;

- 8. To provide the Transport and Housing Bureau with professional advice and technical support in respect of railway safety matters; and
- 9. To attend meetings of the Panel on Transport of the Legislative Council or its Subcommittee on Matters Relating to Railways in respect of safety matters of existing railway sytem.

Job Description Proposed Chief Engineer/Railways 2 Railways Branch, Electrical and Mechanical Services Department

Rank: Chief Electrical and Mechanical Engineer / Chief Electronics Engineer (D1) Responsible to: Assistant Director / Railways

Aim of the Post:

To lead the teams under the Railways Branch in overseeing safety related matters of the new railway projects and monitor the safety performance of these new railways after they commence operation.

Main Duties and Responsibilities:

- 1. To oversee safety related matters of the new railway projects (including XRL, SCL, SIL(E) and KTE);
- 2. To chair the inter-departmental working group on safety matters of new railway projects;
- 3. To support the various working groups of the XRL project on operation, electrical and mechanical, construction and safety matters;
- 4. To assist with the inter-departmental coordination work with regard to railway safety and security;
- 5. To oversee the interface between existing railway system and new railway projects;
- 6. To oversee the safety inspections, tests and trial-runs of new railway projects, and to oversee their safety performance after they commence operation;
- 7. To provide the Transport and Housing Bureau with professional advice and technical support in respect of new railway projects;
- 8. To provide the Transport and Housing Bureau and relevant departments with professional advice on the safety related issues of the recommended railway schemes in the Railway Development Strategy 2014; and
- 9. To attend meetings of the Panel on Transport of the Legislative Council or its Subcommittee on Matters Relating to Railways in respect of safety matters of new railway projects.

Existing Organisation Chart of the Electrical and Mechanical Services Department (Regulatory Services)



Annex III

Main Duties and Responsibilities of the Existing Chief Engineers in the Regulatory Services of the Electrical and Mechanical Services Department

Major duties / responsibilities of the Chief Engineers in the Regulatory Services of the Electrical and Mechanical Services Department are summarised in the following paragraphs.

Under Assistant Director / Electricity and Energy Efficiency ("AD/EE")

Chief Engineer / Energy Efficiency Division A ("CE/EEA")

2. CE/EEA assists AD/EE in providing professional support and advice to the policy bureau on the formulation of policies, strategies and initiatives on energy efficiency and conservation and the application of renewable energy. He develops the Voluntary and Mandatory Energy Efficiency Labelling Scheme for electrical and gas appliances / equipment, and promote public awareness on the use of energy-efficient appliances. He is responsible for the administration and enforcement of the Energy Efficiency (Labelling of Products) Ordinance He promotes the adoption of energy-efficient technologies, (Cap. 598). renewable energy, energy audits and the best practices in the public and private sectors as well as the application of new and emerging energy efficiency He is also responsible for coordinating policy bureaux, technologies. government departments and private organisations for the promotion of energy programmes promulgated by international / regional / local energy organisations such as APEC and participating in their activities.

Chief Engineer / Energy Efficiency Division B ("CE/EEB")

3. CE/EEB assists AD/EE in providing professional support and advice to the policy bureau on the formulation of policies, strategies and initiatives on energy efficiency and conservation and the application of renewable energy. He promotes wider use of Water-cooled Air Conditioning System in Hong Kong. He is responsible for the administration and enforcement of the Building Energy Efficiency Ordinance (Cap. 610) as well as the implementation of the District Cooling System at the Kai Tak Development. He provides support in the drafting of the District Cooling Services Bill and administers and enforces the Bill after it is enacted. He is also responsible for the regulation of improperly maintained or contaminated fresh water cooling towers under the Public Health and Municipal Services Ordinance (Cap. 132).

Chief Electrical and Mechanical Engineer / Electricity Legislation ("CEME/EL")

4. CEME/EL assists AD/EE in the management and administration of the regulatory functions related to electricity safety. He oversees the enforcement of the Electricity Ordinance (Cap. 406) to ensure that proper actions are taken in respect of non-compliance and against offenders. He introduces and implements new legislative proposals / legislative amendments and codes of practice / guidance notes for the purpose of improving safety standards of the electrical industry and enhancing electricity safety of the public. He assists AD/EE in providing support to the Director of Electrical and Mechanical Services in the Daya Bay Contingency Plan and related technical advice on nuclear power safety. He is also responsible for maintaining liaison with outside organisations / government departments for the promotion of electricity safety and new / existing legislation.

Under Assistant Director / Gas and General Legislation ("AD/GGL")

Chief Engineer / Gas Standards A ("CE/GSA")

5. CE/GSA assists AD/GGL in monitoring the performance of Hong Kong and China Gas Co. Ltd. to ensure that its gas production plants and notifiable gas installations are operated to the highest possible standards and that the requirements of the Gas Safety (Gas Supply) Regulations are fully complied with. He is responsible for the operation of registration scheme for gas contractors and installers and manages the quality assurance of Towngas and cylinder liquefied petroleum gas ("LPG") installation work in all market sectors. He manages the investigation, preparation and processing of cases for prosecution under the Gas Safety Ordinance (Cap. 51). He is also responsible for the processing of complaints from members of the public and representative groups concerned with the safe supply and use of gas. He gives expert advice to professional agencies in both public and private sectors on the supply and use of cylinder LPG and town gas premises and coordinates activities associated with the promotion of gas safety. He is responsible for developing, introducing and monitoring new training packages for the gas industry in conjunction with training establishments in the private and public sectors.

Chief Engineer / Gas Standards B ("CE/GSB")

6. CE/GSB assists AD/GGL in administering the Gas Safety Ordinance (Cap. 51) and subsidiary regulations on behalf of the Gas Authority and the Oil (Conservation and Control) Ordinance (Cap. 264) on behalf of the Director of Oil Supplies. He monitors the performance of gas supply companies to ensure that oil / LPG terminals, gas production plants and notifiable gas installations are operated to the highest standards and that the requirements of the Gas Safety (Gas Supply) Regulations are fully complied with. He also assists AD/GGL in advising the Secretary for the Environment on aspects of gas supply on behalf of the Gas Authority. He monitors the implementation of the voluntary Code of Practice with the major oil companies and the Hong Kong and China Gas Co. Ltd. on strategic reserve of gas oil and naphtha respectively. He also represents the Gas Authority on the Coordinating Committee on Land Use Planning and Control relating to Potentially Hazardous Installations.

Chief Electrical and Mechanical Engineer / General Legislation ("CEME/GL")

7. CEME/GL assists AD/GGL in administering the Lifts and Escalators Ordinance (Cap. 618), the Aerial Ropeways (Safety) Ordinance (Cap. 211), the Amusement Rides (Safety) Ordinance (Cap. 449) and the Builders' Lifts and Tower Working Platforms (Safety) Ordinance (Cap. 470). He oversees the enforcement of the legislation in respect of the safety of lifts and escalators, aerial ropeways, amusement rides, builder's lifts and tower working platform and other general mechanical installations and to ensure that proper actions are taken in respect of non-compliance and against offenders. He is also responsible for the introduction and implementation of new legislative proposal / legislative amendment and codes of practice / guidance notes for the purpose of improving safety standards and enhancing public safety. He administers the registration schemes and the development of a regulatory regime for the vehicle maintenance trade. He maintains liaison with outside organisations and government departments for the promotion of safety and new / existing legislation of a mechanical nature.

<u>Under Deputy Secretary for the Environment ("DS(E)") and Deputy</u> <u>Director / Regulatory Services ("DD/RS")</u>

Chief Electrical and Mechanical Engineer / Electricity Team ("CEME/ET")

8. CEME/ET was created as part of EMSD's establishment and attached to the Environment Bureau. He assists DS(E) and DD/RS in providing professional advice and proposals for the formulation of policies and strategies relating to the future development of the electricity market in Hong Kong. He coordinates relevant government departments, utilities and relevant parties for the formulation of the future regulatory regime. He is responsible for liaising and coordinating with South China regulatory agencies and electricity supply organisations on issues relating to the development of South China electricity market and supply reliability in the region. He directs the operation and management of the Electricity Team for monitoring the performance of the power companies under the Scheme of Control Agreements ("SCAs"), especially in respect of Auditing Review, Tariff Review and Development Plan Assessment and provides professional advice for the regulation of the power companies under the SCAs. He is responsible for attending meetings of the Legislative Council and the Energy Advisory Committee to explain Government's objectives and proposals and meetings with the power companies on their activities under the SCAs. He is also responsible for managing consultancy studies on relevant issues related to electricity market development and regulation as well as the monitoring of power companies' technical performance.

Proposed Posts to be Created in the Railways Branch of the Electrical and Mechanical Services Department

