

政府總部
運輸及房屋局
運輸科

香港添馬添美道 2 號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat

Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 OUR REF.:
來函檔號 YOUR REF.:

電話 Tel. No.: 3509 8181
傳真 Fax No.: 2136 8017

6 December 2016

Secretary General
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn.: Ms Macy NG)

By Email and Fax
(Fax. no.: 2978 7569)

Dear Ms Ng,

**Legislative Council Panel on Transport
Meeting on 18 November 2016
Universal Accessibility (UA) Programme**

Supplementary Information

At the captioned meeting, some Members requested the Government to provide information on the following three items. Our reply is set out below -

- (a) **whether the Government had examined users' feedbacks after completion of lift installations under the UA Programme; if yes, the relevant feedbacks; if not, please collect and provide the relevant information to the Panel before submitting the funding proposal to the Finance Committee**

According to the contract requirements, upon completion of the lift retrofitting works, the contractor would be liable for the maintenance period of one year. During the maintenance period, the contractor would conduct routine maintenance inspections on weekly basis as well as comprehensive maintenance inspections on monthly, quarterly and yearly basis to ensure proper operation of the lifts with the design requirements met. During the maintenance periods of the items completed under the UA Programme, 16 feedbacks on the lift operation

have been received. The contractors have already taken immediate actions to follow up and the feedbacks have been addressed properly.

Upon the expiry of the maintenance periods, the Electrical and Mechanical Services Department (EMSD) would engage qualified contractors to continue with the aforementioned maintenance tasks. In the meantime, EMSD would also closely monitor the operation of the lifts and gather users' feedbacks through various channels, including the Government hotline 1823 and the 24-hour hotline numbers displayed at the lifts, with a view to enhancing the operation of the lifts.

As of end October 2016, for items completed under the UA Programme and maintained by EMSD, no report on major lift incident has been received. Only three reports on minor incidents related to jamming of lift car doors by foreign objects were received, all of which were followed up within the committed response time of one hour under the relevant performance pledge. For certain lift retrofitting items, compliments in the form of thank you letters from District Council members have been received, showing that the locals are largely satisfied with the lift retrofitting works.

The concerned departments would continue to monitor the operation of the lifts completed under the UA Programme and follow up on the users' feedbacks timely.

- (b) whether independent cost evaluation or cost control have been conducted for projects under the UA Programme; if yes, please provide details of the evaluation of each project; if not, whether the Administration will engage independent quantity surveyors to carry out the above work**

Once a lift retrofitting works item is confirmed, similar to the implementation of other public works projects, the Highways Department (HyD) and the Civil Engineering and Development Department (CEDD) would take forward the item according to the established project management procedures, striving to address stakeholders' concerns in the design of the works and to implement the lift retrofitting works in a cost-effective manner through fair tendering system and stringent control on the quality of works.

HyD and CEDD have been following the guidelines under the "Project Administration Handbook for Civil Engineering Works" issued by CEDD with coordinated inputs from the concerned works departments in the implementation of the lift retrofitting works items. The two departments would require the engineering consultants to make

reference to recent tender price information in preparing estimates for the works contracts during the design stage. These estimates would form a benchmark for tender assessment, so as to ensure that the tender price is reasonable before awarding the contract for prudent use of public funds. The two departments mentioned above have also been following the relevant guidelines to conduct vetting on the engineering consultants' cost estimates for each lift retrofitting works item to ensure that the cost evaluation exercise was properly conducted according to the above guidelines. Under the UA Programme, the engineering consultants' project teams are formed by professionals from various disciplines, including professional quantity surveyors.

HyD and CEDD have all along been following fair, open and clear tendering procedures to obtain conforming and competitive tenders, from which the most advantageous and cost-effective one was determined and selected. After awarding the contract, the two departments would strive to ensure the works would be carried out in accordance with the contract requirements as well as with stringent control on cost and quality. In this regard, resident site staff of various disciplines, including professional quantity surveyors, have been engaged to closely monitor the progress, quality and cost of the lift retrofitting works items. As of end October 2016, none of the retrofitting works item under the Block Allocation Subhead 6101TX for UA Programme has exceeded the ceiling of \$75 million.

(c) the types of lift (e.g. electric traction lift, hydraulic lift, gearless lift) adopted under the UA Programme and information on the performance of the respective lift type

In general, there are two types of lifts, namely, traction lift and hydraulic lift. Traction lift can be further divided into geared traction lift and gearless traction lift.

Modern gearless traction lifts do not require the installation of gear box. When compared to geared traction lift, gearless traction lifts would require less space and lower maintenance cost. For hydraulic lifts, while they have a higher loading capacity, they consume more electricity and operate with a slower speed.

We would determine the type of lift to be used for each individual lift retrofitting works item based on the actual site conditions (e.g. the available space, the available headroom, the travelling height of the lift, etc.), as well as other factors such as electricity consumption and future maintenance cost.

Since the lift retrofitting works under the UA Programme are mostly carried out at densely populated areas or in the vicinity of heavily trafficked roads, we are currently adopting the gearless traction lift design to reduce the space requirement, power consumption and future maintenance cost.

Yours sincerely,

(Jocelyn NG)
for Secretary for Transport and Housing

C.C.

Director of Highways (Attn.: Mr W K NG)

(Fax. no.: 2714 5198)