

ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 186 – TRANSPORT DEPARTMENT Subhead 000 Operational expenses

Members are invited to recommend to Finance Committee the creation of the following three permanent posts in the Transport Department upon approval by Finance Committee –

2 Principal Transport Officer
(D1) (\$138,500 - \$151,550)

1 Chief Engineer
(D1) (\$138,500 - \$151,550)

PROBLEM

The Transport Department (TD) needs dedicated staffing support at the directorate level to spearhead (a) the planning, development, regulation, monitoring and upgrading of the existing ferry and paratransit services; (b) the monitoring and planning of public transport services in the New Territories; and (c) the formulation of Smart Mobility development strategy and its implementation.

PROPOSAL

2. We propose to create the following three permanent directorate posts in TD upon approval by Finance Committee (FC) –

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- (a) one permanent Principal Transport Officer (PTO) (D1) post in the Management and Paratransit Branch (MPB) to strengthen MPB's directorate manpower support in planning, development, regulation, monitoring and upgrading of the existing ferry and paratransit services;
- (b) one permanent PTO (D1) post in the New Territories Regional Office (NTRO) to strengthen NTRO's work in monitoring existing and planning new public transport services for meeting the needs of members of the public in a more effective and efficient manner; and
- (c) one permanent Chief Engineer (CE) (D1) post in the Technical Services Branch (TSB) to strengthen TSB's function in formulating a Smart Mobility development strategy and to steer the efforts to take forward various Smart Mobility projects.

JUSTIFICATION

I. Creation of one permanent PTO (D1) post in MPB

3. MPB of TD, headed by Assistant Commissioner for Transport/Management and Paratransit (AC/MP) (D2), comprises the Management Services Division (MSD) and the Ferry and Paratransit Division (FPD). MSD is headed by the Principal Transport Officer/Management (PTO/M), while FPD does not have any PTO post and is placed under the supervision of eight Chief Transport Officers (CTOs) and two Senior Treasury Accountants (STAs) who report directly to AC/MP¹.

4. FPD is primarily responsible for taking forward and implementing the policy initiatives relating to ferries, taxis and public light buses (PLBs); monitoring the transport services provided for persons with disabilities (PwDs); as well as implementing and monitoring the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (Concession Scheme) and the Public Transport Fare Subsidy Scheme (PTFSS). The major challenges faced by FPD are outlined in the following paragraphs.

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¹ To enable FPD to cope with its current heavy workload, the PTO in the Urban Regional Office (URO) has been temporarily deployed to oversee the operation of the Public Light Bus (PLB) Section of FPD for managing the PLB trade and supervising matters relating to PLB (such as safety and fare adjustment) on top of his/her existing work portfolio.

(a) Co-ordination and implementation of the recommended measures under the Public Transport Strategy Study (PTSS)

5. In June 2017, the Government completed the PTSS which had lasted for two and a half years. It has examined the roles and positioning of public transport services other than the heavy rail (including franchised buses, PLBs, taxis, non-franchised buses (NFBs), Light Rail, trams and ferries). FPD is tasked to co-ordinate and implement the recommended measures in relation to taxis, ferries and PLBs under the PTSS as detailed in paragraphs 6 to 8 below. As these measures will have far-reaching implications on the long-term development of the above services and may also affect the delicate balance among various public transport services, it is essential that adequate directorate steer and guidance is provided to ensure smooth implementation of the recommended measures.

6. One of FPD's responsibilities is to improve taxi service quality. It provides assistance to the newly-formed Committee on Taxi Service Quality (CTSQ)² to take forward various recommended measures for enhancing taxi service quality. These measures include promulgating a new set of taxi service standards and guidelines, providing and enhancing the training courses of taxi services, studying the use of technology and reviewing taxi-related sanction measures in order to improve the existing taxi service quality. FPD's effort to enhance taxi service quality is an on-going process and a permanent PTO to provide proper steer is essential to the smooth implementation of the work. In addition, FPD is assisting in the preparation of legislative work and the subsequent tendering exercise in relation to the introduction of franchised taxis. It will also regulate and monitor the operation of franchised taxi service after its introduction. The regulation of taxi service under a franchise model is a novel concept in Hong Kong, and the tasks involved will be much more complex than the regulation of the existing taxi service.

7. The Government has been providing Special Helping Measures (SHMs) for six major outlying island ferry routes³ since 2011, so as to maintain the operational and financial viability of the ferry services and alleviate the burden

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² TD has revamped the Quality Taxi Services Steering Committee, which is now renamed as CTSQ. CTSQ will serve as a multi-party platform to strengthen the interaction and co-operation with the taxi trade and other stakeholders, to drive changes and to discuss feasible measures in order to enhance the service quality of the existing some 18 000 taxis.

³ The six major outlying island ferry routes include –
 (1) 'Central – Cheung Chau';
 (2) 'Inter-islands' between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau;
 (3) 'Central – Mui Wo';
 (4) 'Central – Peng Chau';
 (5) 'Central – Yung Shue Wan'; and
 (6) 'Central – Sok Kwu Wan' routes.

The Government provides the SHMs to these routes because there is basically no alternative to the ferry services available as a means of public transport, and short of the SHMs, the ferry services cannot be maintained without periodic hefty fare increases.

of fare increases on passengers. In the mid-term review (in the first half of 2019) for the current three-year licence period, the Government will review whether the SHMs would be the most desirable long-term operation model for maintaining the financial viability of ferry services. FPD will provide assistance in the mid-term review, which will cover the long-term operation model for the remaining eight outlying island ferry routes. Subject to the review outcome, FPD will formulate detailed implementation plan for the selected operation model and take follow up actions to ensure its smooth implementation. The above tasks have a bearing on the financial viability and operational arrangements of ferry services and should be undertaken having regard to various factors including the principle of proper use of public money and their implications on the overall public transport policy.

8. The legislative amendments for increasing the maximum seating capacity of PLBs from 16 to 19 came into effect on 7 July 2017. TD will conduct the regular market surveys on the occupancy rates of PLBs in 2018, and will at the same time review the supply and demand as well as the operational conditions of PLBs after the implementation of the new maximum seating capacity. It will also seek views from the trade and the public on various issues including the installation of seat belt sensors and the trial scheme of low-floor wheelchair-accessible PLBs⁴, as well as other issues such as measures to improve the operating environment of PLB trades, and those to enhance safety and operating efficiency of PLB service. All these issues will involve long-term work.

(b) The Government Public Transport Fare Concession Scheme for the Elderly and Eligible PwDs and the New Public Transport Fare Subsidy Scheme

9. FPD assists the Labour and Welfare Bureau (LWB) in administering the Concession Scheme, including reimbursement of revenue forgone to the participating public transport operators. FPD also closely monitors the implementation of the Concession Scheme and strictly enforces the relevant monitoring measures. FPD will assist LWB in conducting a comprehensive review of the Concession Scheme in 2018-19 and implementing any recommendations which may arise from the review.

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⁴ The Government, together with three green minibus operators, will arrange for three low-floor wheelchair-accessible light buses to have trial run on three hospital routes respectively. FPD will monitor the progress of the trial run and review the operational performance of the vehicles, including technical feasibility, repair and maintenance, actual operation on roads, passengers' views, etc. If the trial scheme is proven effective, the Government will discuss with the trade on further promoting the low-floor light buses.

10. The Government proposed in the 2017 Policy Address to introduce a non-means tested PTFSS to relieve the fare burden of commuters who travel on local public transport services for daily commuting and whose public transport expenses are relatively high. After obtaining the necessary funding approval from FC on 2 February 2018, the PTFSS is expected to be implemented within a year. FPD will be responsible for the implementation of the PTFSS. Its duties include carrying out the preliminary preparatory work for implementing the PTFSS (e.g. discussing with service providers the system designs and the modification or installation of relevant facilities, checking whether relevant systems and facilities could meet the Government's requirements, and vetting applications submitted by residents' service, employees' service, red minibus, and *Kaito* operators who are interested in joining the PTFSS, etc.) and implementing monitoring measures in future. FPD will closely monitor the implementation situation and strictly enforce the relevant monitoring measures to ensure smooth operation of the PTFSS and proper use of public funds.

The need for creating a PTO (D1) post in FPD

11. As stated in paragraph 3 above, FPD is not supported by any PTO, and AC/MP has to directly supervise the eight CTOs and two STAs under FPD in carrying out their duties. Without a PTO on a permanent basis to cope with the increasing workload in FPD, not only will AC/MP continue to be overstretched, but the CTOs and STAs will also be deprived of proper and timely guidance from their seniors when carrying out their duties. Besides, the temporary redeployment of the PTO in URO to oversee the PLB Section could not be a long-term arrangement without affecting the operation of URO, especially when URO is heavily engaged in assessing, planning and implementing public transport services in connection with the implementation of a number of development projects in urban areas. Hence, the existing situation is unsatisfactory and affects the effective operation of MPB as a whole.

12. More importantly, it can be seen from paragraphs 5 to 10 above that the new tasks and increasingly complex new challenges that lie ahead are multifold with the involvement of different stakeholders. The work involved is on-going in nature and the workload is on an increasing trend. Moreover, schemes such as the Concession Scheme and the PTFSS involve a huge amount of public money and prudent monitoring is essential. In order to allow FPD to more efficiently cope with the arduous tasks and handle the various new policy initiatives, we see a genuine need to create in FPD a permanent PTO post, designated as PTO/Ferry and Paratransit to co-ordinate, monitor, facilitate and handle the complex and urgent tasks mentioned in paragraphs 5 to 10 above, as well as providing better directorate support to MPB to ensure that various tasks can be carried out effectively.

- Encl. 1 13. The proposed job description of the proposed PTO/Ferry and
Encl. 2 Paratransit post is at Enclosure 1. The existing and proposed organisation charts
of MPB are at Enclosure 2.

II. Creation of one permanent PTO (D1) post in NTRO

14. NTRO, headed by Assistant Commissioner/New Territories (AC/NT) (D2), comprises the Transport Operations (NT) Division (TOD), Traffic Engineering (NT East) Division and Traffic Engineering (NT West) Division which are supervised by one PTO and two CEs respectively. TOD is responsible for monitoring the public transport services in the entire New Territories, adjusting and introducing regular public transport services, handling public complaints and enquiries, planning and implementing new transport facilities and services at boundary control points, monitoring cross-boundary passenger services, as well as managing the goods vehicle trade and the cross-boundary coach trade. At present, there are six CTOs directly reporting to the only PTO in TOD with four overseeing district matters, the other two taking care of boundary control points and cross-boundary transport matters.

15. The major challenges faced by TOD are outlined in the following paragraphs.

(a) Supporting new development areas (NDAs) and new town extension projects

16. The Government is making vigorous efforts to take forward the NDAs and new town extension projects, including Kwu Tung North, Fanling North, Hung Shui Kiu NDA and Yuen Long South, to provide additional housing, community facilities, public space and land for economic use. Moreover, according to the Sustainable Lantau Blueprint unveiled in June 2017, the major developments in North Lantau include the Topside Development at the Hong Kong Boundary Crossing Facilities artificial island of the Hong Kong-Zhuhai-Macao Bridge, North Commercial District on the Airport Island, Tung Chung New Town Extension and Siu Ho Wan development. The implementation of the above NDAs and North Lantau projects will drive continuous population growth in the Northwest New Territories and Lantau, which will in turn generate enormous public transport demands. TOD will play an active role in making assessment, planning, implementation and review of public transport services arising from these projects at different development stages. During the planning stage of the development projects, TOD needs to assess the cost effectiveness, operational feasibility, service proposals and patronage forecast of different public transport services, as well as the need for associated transport infrastructure and how to achieve the most desirable co-ordination among different public transport

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modes. During the construction stage, TOD needs to formulate public transport service proposals and consult the trades and local communities. Upon completion of the development projects and the implementation of public transport proposals, TOD needs to closely monitor and review the service level of various public transport services and make adjustments where necessary.

17. In view of the large number of NDAs and new town extension projects undertaken in recent years, TOD has been burdened with substantial assessment, planning, co-ordination work arising from such projects. Such tasks are expected to keep rising with the implementation of the projects. The only PTO in TOD not only needs to monitor the increasing public transport service arrangements in the entire New Territories, but also needs to closely supervise the tasks related to the transport infrastructure and public transport ancillary facilities associated with the NDAs and new town extension projects. The PTO also has to closely liaise with the government bureaux and departments (b/ds) concerned as well as the public transport operators on the new development projects so that meticulous planning and seamless co-ordination can be achieved. Moreover, the PTO needs to draw up proposals that strike a balance among different stakeholders taking into account various demands and concerns at district level.

(b) Planning and implementation of the transport facilities and services of boundary control points

18. With the successive commissioning of new boundary control points (including the Hong Kong-Zhuhai-Macao Bridge and Liantang/Heung Yuen Wai Boundary Control Point) in future, TOD will be required to monitor the transport facilities and services of the six land and two rail-based boundary control points. The tasks involved are demanding and challenging. In particular, with the growing transport demand of residents across the territory for access to various boundary control points, it is necessary to carefully consider during planning stage the domestic transport services, closely keep track of the passenger needs and monitor the actual operation of various transport modes after their implementation, so as to make timely service adjustment for ensuring smooth operation and meeting the demands of local residents and visitors in an effective manner. To tie in with the commissioning of the new boundary control points, TOD is currently planning new franchised bus routes and green minibus (GMB) routes, and arranging for taxis and NFBs to serve the public transport interchanges of the relevant boundary control points. Apart from careful planning, engagement of stakeholders for consultation and discussion, including high-level co-ordination and discussion among government b/ds concerned, in formulating the proposals will also be required.

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(c) *More effective monitoring, co-ordination and enhancement of public transport services*

19. TOD needs to pay close attention to the development of various districts and the corresponding changes in transport demand, as well as monitoring, co-ordinating and enhancing the public transport services in the entire New Territories, including introducing bus and GMB routes and adjusting existing services in a timely manner so as to meet the transport demand of residents. To this end, TOD meets the operators from time to time to discuss issues relating to route planning, service frequencies, service level, operating safety and performance of captains, etc., with a view to enhancing the efficiency of operation and thereby strengthening the competitiveness of various public transport services. Moreover, TOD also assists in scrutinising the Route Planning Programmes of franchised buses, which often requires balancing between meeting residents' needs and enhancing the efficiency of operation. Hence, before formulating any implementation proposal, it is essential to conduct extensive consultation with stakeholders such as District Councils and local organisations with a view to hammering out options that take into account various parties' views as far as possible while effectively meeting the actual needs of the general public. With the continuous population growth (in particular upon the completion of NDAs and the commissioning of new boundary control points), and the community's ever rising expectation for quality public transport services, the relevant consultation, negotiation and conciliation work have become increasingly complicated. At present, there is only one PTO in TOD supervising all these tasks. The arrangement is unsatisfactory and affects the efficiency of the work involved. Therefore, it is operationally essential to create an additional permanent PTO post to share out the heavy workload so as to better monitor, co-ordinate, and enhance the public transport services in the New Territories.

(d) *Enhancing the co-ordination and monitoring of residents' service (RS)*

20. RS is a kind of NFB service which performs a supplementary role in the public transport system by providing services primarily during the peak hours to help reduce the peak-hour demand on franchised buses and GMB, and providing services to residents when regular transport modes are not able to provide the appropriate services. There are currently 300-odd RS routes in the territory, most of which provide service for the residential developments in the New Territories. In recent years, quite a number of requests have been received for introducing RS from new residential developments in the New Territories. In considering the residents' requests, TOD needs to balance carefully RS and regular public transport services to avoid the situation that franchised bus companies are unable to introduce new routes or strengthen existing services, or even have to cut services, as a result of many passengers switching to RS. As the tasks on this front are complicated and controversial, close supervision from a directorate officer is needed.

21. In October 2017, the Audit Commission published the report on ‘Regulation of non-franchised bus and school private light bus services’. The report pointed out that a considerable number of RS did not operate and observe stops according to the scheduled routes and recommended that TD step up its efforts to detect any unauthorised RS operations, ensure that all cases were handled in a timely and proper manner, expedite the review on stop signs for RS, and take follow-up actions against those operators who had erected stop signs on public roads without TD’s approval. TD agreed to the various recommendations made by the Audit Commission and undertook to introduce improvement measures as soon as possible.

The need for creating a PTO (D1) post in TOD

22. The existing PTO post in TOD has a wide span of responsibilities and is already overloaded with the challenging tasks mentioned in paragraphs 16 to 21 above in the face of the community’s growing aspiration for high-quality public transport services. With the implementation of NDAs and new town extension projects, the population and demand for public transport services in the New Territories will be growing and the amount of the abovementioned work will also be increasing. There is a pressing need to create an additional permanent PTO post to effectively handle matters relating to the public transport services in the New Territories.

23. The proposed additional PTO post (to be titled ‘PTO/New Territories 2’) will be responsible for overseeing the district transport matters in Tuen Mun, Yuen Long and the Islands district; planning, implementing and reviewing the public transport services and transport facilities in the NDAs and new town extension projects in the above districts; co-ordinating and monitoring NFB services; as well as planning and implementing the transport facilities and services of boundary control points. The existing PTO post (with post title to be changed from ‘PTO/New Territories’ to ‘PTO/New Territories 1’) will continue to monitor the public transport services of the remaining six districts in the New Territories (namely Sha Tin, Tai Po, North District, Sai Kung, Kwai Tsing and Tsuen Wan), co-ordinate and monitor the franchised bus and GMB services, as well as managing the goods vehicle trade. The proposed job description of the proposed PTO/New Territories 2 is at Enclosure 3. The existing job description of the incumbent PTO and the proposed job description after the creation of the proposed PTO post are at Enclosure 4. The existing and proposed organisation charts of NTRO are at Enclosure 5.

Encl. 3

Encl. 4

Encl. 5

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III. Creation of one permanent CE (D1) post in TSB

24. TSB of TD, headed by Assistant Commissioner for Transport/Technical Services (AC/TS) (D2), is responsible for planning and conducting territory-wide traffic and transport surveys, overseeing and reviewing road safety and standards, as well as monitoring the operation of traffic signals at road junctions in various districts. Such work supports the day-to-day operation of other divisions in TD. TSB comprises the Traffic and Transport Survey Division, Road Safety and Standards Division and Traffic Control Division, which are supervised by three CEs respectively.

The need for creating a CE (D1) post in TSB

25. The Chief Executive's 2017 Policy Address pointed out that 'Smart Mobility' was an important element for Hong Kong's development into a smart city. Through application of technology, Smart Mobility aims to facilitate the public in planning their travel, enable people to make the best use of public transport services and alleviate road traffic congestion. Moreover, the Government published the Smart City Blueprint for Hong Kong in December 2017, putting forward a series of initiatives to promote Smart Mobility. As part of the efforts to this end, TSB is tasked to formulate TD's Smart Mobility development strategy and take forward the planning, design and implementation of the following Smart Mobility projects –

- (a) to integrate TD's existing mobile applications ('HKeTransport', 'HKeRouting' and 'eTraffic News') into an all-in-one mobile application, and to unify and enhance users' interface to facilitate faster and more convenient one-stop search for information such as routes, journey time, fares, etc. of different transport modes by members of the public;
- (b) to install traffic detectors on all strategic routes to collect real-time traffic information for better detection and management of traffic incidents, and to disseminate the consolidated traffic data to the public through different channels, including speed map panels, journey time indication systems, TD's website and mobile applications, as well as the government one-stop Public Sector Information Portal (data.gov.hk);
- (c) to conduct a feasibility study on the installation of in-vehicle units (IVUs) and to formulate publicity and installation plans for the use of IVUs, which are capable of not only collecting traffic data, but also enabling motorists to pay tunnel tolls without stopping the vehicles and parking fees of government car parks;

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- (d) subject to the findings of the feasibility study, to draw up the details of the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas in 2019 and consult the public on the proposed scheme;
- (e) to introduce pilot intelligent traffic signal systems with sensors for pedestrians and vehicles at road junctions in 2021;
- (f) to continue to encourage owners or operators of existing public car parks to provide real-time parking vacancy information using technology solutions so as to facilitate motorists to find parking spaces; and examine practicable measures to require new public car parks to make available real-time parking vacancy information; and
- (g) to progressively extend walking path information on government mobile applications from Causeway Bay and Kowloon East to other districts so as to encourage members of the public to reduce the number of short motorised trips.

26. Apart from the above, TSB will take part in launching the smart lampposts pilot scheme spearheaded by the Office of the Government Chief Information Officer (OGCIO), and take forward the installation of traffic detectors on smart lampposts to collect traffic data.

27. The planning, design and implementation of Smart Mobility initiatives are long term and complicated, involving traffic engineering and different transport services. The initiatives are closely related to the daily life of the public and need to be implemented as soon as possible. As the three existing CEs under TSB are already fully occupied with their respective duties with no spare capacity to handle additional tasks, there is a pressing need to create an additional permanent CE post, designated as CE/Smart Mobility, in TSB so that the related tasks can be overseen by an officer with professional knowledge and leadership skills who is well versed in traffic engineering, transport management and relevant legislation. The proposed CE and the new dedicated Smart Mobility Division (SMD) to be established under his/her charge will be responsible for taking forward Smart Mobility projects to ensure that they are technically feasible and can be rolled out expeditiously. The CE will need to closely liaise with relevant b/ds (including the Transport and Housing Bureau, Development Bureau, Innovation and Technology Bureau, Highways Department, Lands Department, Electrical and Mechanical Services Department and OGCIO, etc.) and various stakeholders. In taking forward various projects, the CE will have to resolve problems and make decisions in a timely manner having regard to

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the latest technological developments and practical needs. We therefore propose to create a permanent CE post who will be tasked to formulate a Smart Mobility development strategy and lead the efforts to take forward various Smart Mobility projects.

Encl. 6 28. The proposed job description of the proposed CE/Smart Mobility
Encl. 7 post is at Enclosure 6. The existing and proposed organisation charts of TSB are at Enclosure 7.

ADDITIONAL NON-DIRECTORATE POSTS

Encl. 8 29. In order to implement the recommended measures under the PTSS more effectively, three additional permanent non-directorate posts of the Transport Officer grade will be created in FPD. Besides, to take up the responsibility of co-ordinating and implementing various Smart Mobility projects, a dedicated SMD under the charge of the proposed CE post will be created. It will comprise 18 permanent non-directorate posts of the Engineer, Technical Officer (Traffic) and Traffic Assistant grades. The proposed organisation chart showing the organisational set-up of TD after the creation of two PTOs in MPB and NTRO and one CE in TSB is at Enclosure 8.

ALTERNATIVES CONSIDERED

Encl. 9 30. We have critically examined the possibility of redeploying other existing directorate officers within TD to take on the work of the proposed posts. As other incumbents are already fully engaged in their respective work schedules, it is operationally not feasible for them to take up the tasks without adversely affecting the discharge of their current duties. The key portfolio of the existing PTO and CE posts are detailed at Enclosure 9. We have also examined but do not consider it appropriate to create supernumerary posts having regard to the ongoing nature of the additional duties involved.

FINANCIAL IMPLICATIONS

31. The proposed creation of the two permanent PTO posts and one permanent CE post will incur an additional notional annual salary cost at mid-point of \$5,295,600 as follows –

/Permanent

Permanent posts	Notional annual salary cost at mid-point	No. of posts
	\$	
PTO (D1)	1,765,200	2
CE (D1)	<u>1,765,200</u>	<u>1</u>
Total	<u>5,295,600</u>	<u>3</u>

The additional full annual average staff cost, including salaries and staff on-cost, is about \$7,618,000.

32. The notional annual salary cost at mid-point for the creation of three additional non-directorate posts under FPD is \$3,112,680. The additional full annual average staff cost, including salaries and staff on-cost, is around \$4,514,000. As for the other 18 additional non-directorate posts for the dedicated SMD, the notional annual salary cost at mid-point is \$11,444,220. The additional full annual average staff cost, including salaries and staff on-cost, is about \$18,157,000. We have included sufficient provisions in the 2018-19 draft Estimates to meet the cost of the proposal and will reflect the resources required in the Estimates of subsequent years.

PUBLIC CONSULTATION

33. We consulted the Legislative Council Panel on Transport on 23 February 2018. Members generally supported the above staffing proposal.

ESTABLISHMENT CHANGES

34. The establishment changes in TD for the last two years are as follows –

Establishment (Note)	Number of posts		
	Existing (as at 1 April 2018)	As at 1 April 2017	As at 1 April 2016
A	29+(1) [#]	29	29
B	367	347	339
C	1 280	1 224	1 184
Total	1 676+(1)	1 600	1 552

/Note:

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 April 2018, there was no unfilled directorate post in TD

CIVIL SERVICE BUREAU COMMENTS

35. The Civil Service Bureau supports the proposed creation of three permanent posts, namely two PTO (D1) and one CE (D1), in TD. The grading and ranking of the proposed posts are considered appropriate having regard to the level and scope of responsibilities and the professional inputs required.

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

36. The Standing Committee on Directorate Salaries and Conditions of Service has advised that the grading proposed for the three permanent directorate posts would be appropriate if the posts were to be created.

Transport and Housing Bureau
April 2018

**Proposed Job Description for the Post of
Principal Transport Officer/Ferry and Paratransit**

Rank : Principal Transport Officer (D1)

Responsible to : Assistant Commissioner for Transport/Management and
Paratransit

Main Duties and Responsibilities –

Overall planning

1. To assist in the formulation and review of policy on development of taxi services (including both ordinary taxi and franchised taxi services), ferry services, public light bus (PLB) services, transport services for persons with disabilities (PwDs), the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (Concession Scheme) and the Public Transport Fare Subsidy Scheme (PTFSS).
2. To review and oversee legislative amendments to existing Ordinances and Regulations in connection with taxi, ferry and PLB services.
3. To hold regular meetings with ferry operators, taxi trades, franchised taxi operators, PLB operators and representatives of PwDs.
4. To provide advice to deal with controversial issues or complicated complaints handled by the Ferry and Paratransit Division.
5. To oversee the planning and implementation of the PTFSS and review its effectiveness.
6. To assist the Transport and Housing Bureau in overseeing the progress of implementing the various measures recommended under the Public Transport Strategy Study.

Taxi issues

7. To oversee the drafting of the new legislation and consequential legislative amendments to the existing Ordinances and Regulations to tie in with the introduction of franchised taxi services.

8. To oversee the planning, implementation, development and regulation of the service performance, financial performance and fare adjustments of the three franchisees of franchised taxi services.
9. To oversee the planning and implementation of the work of the Committee on Taxi Service Quality.

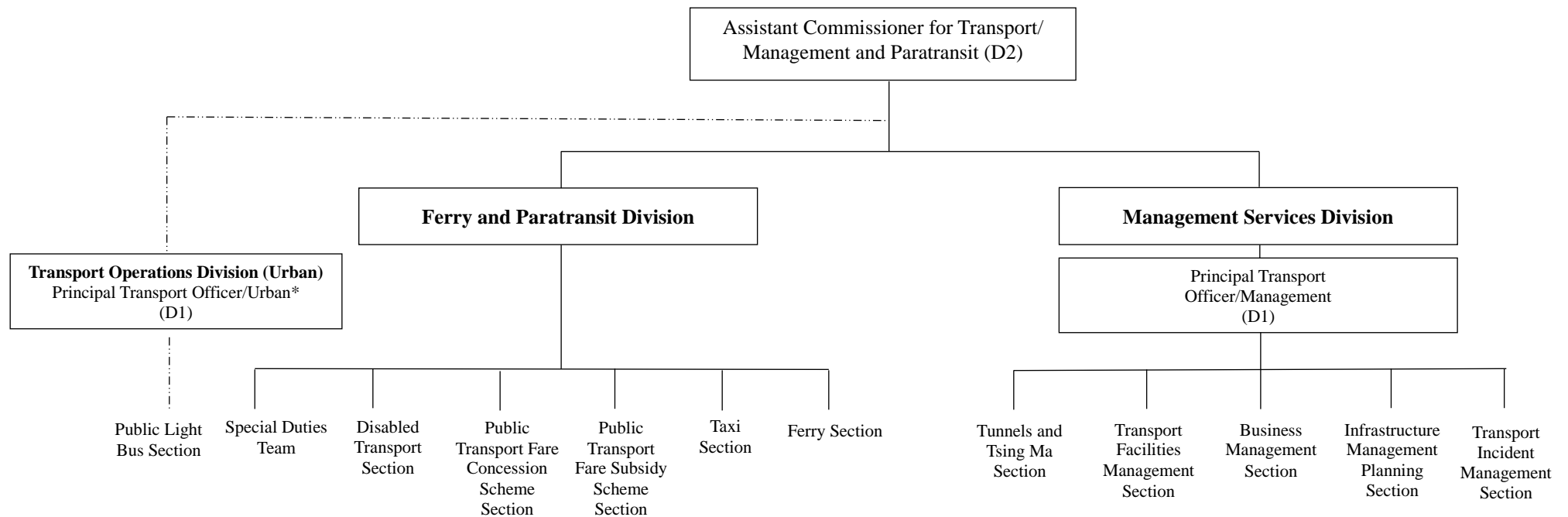
Ferry issues

10. To provide steer in the regulation and monitoring of the operation of franchised and licensed ferry services and give guidance to keep track of the performance of the ferry operators so as to ensure smooth transition in case of a change of ferry operator.
11. To oversee the review on the long-term operation model for maintaining the financial viability of the six major outlying island ferry routes and to consider whether the Special Helping Measures should be extended to cover the remaining eight outlying island ferry routes.

Transport services and Fare Concession Scheme for PwDs/elderly

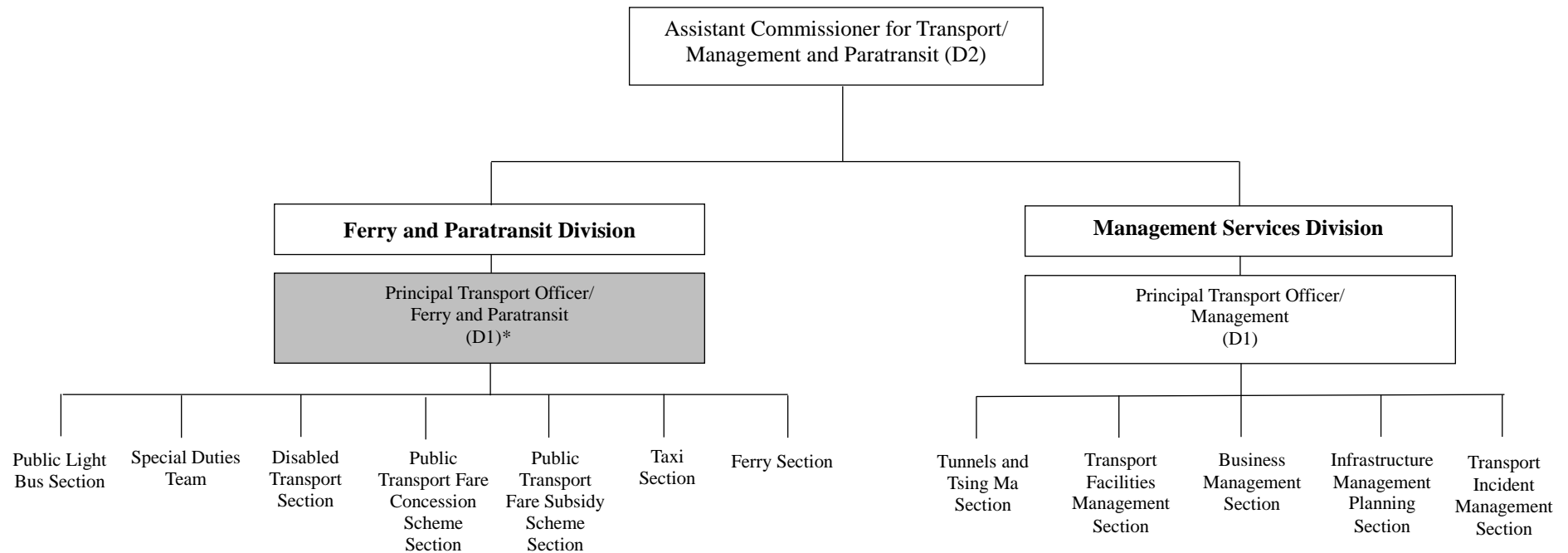
12. To plan and monitor the subvented rebus services operated by the Hong Kong Society for Rehabilitation.
13. To oversee the comprehensive review of the Concession Scheme and review the effectiveness of the trial scheme of low-floor wheelchair-accessible minibuses.

Existing Organisation Chart of Management and Paratransit Branch, Transport Department



- * To enable the Ferry and Paratransit Division (FPD) to cope with its current heavy workload, the Principal Transport Officer in the Urban Regional Office has been temporarily deployed to oversee the operation of the Public Light Bus (PLB) Section of FPD for managing the PLB trade and supervising matters relating to PLB (such as safety and fare adjustment) on top of his/her existing work portfolio.

Proposed Organisation Chart of Management and Paratransit Branch, Transport Department



* Permanent post proposed for creation in this paper

**Proposed Job Description for the Post of
Principal Transport Officer/New Territories 2**

Rank : Principal Transport Officer (D1)

Responsible to : Assistant Commissioner for Transport/New Territories

Main Duties and Responsibilities –

Monitoring public transport services

1. To oversee matters relating to the public transport services and the provision of transport facilities in Tuen Mun, Yuen Long and Islands Districts with a view to taking account of the demand for and the development of public transport services.
2. To assess, plan, implement and review matters relating to public transport services and facilities to tie in with the development of the new development areas and new town extension projects in the aforesaid Districts in order to ensure that public transport services can meet passenger demands.
3. To attend high-level inter-departmental meetings, assist in and oversee the progress of development projects of the aforesaid Districts, plan and steer enhancement measures on public transport services, as well as formulate the strategy for district-level consultation.
4. To maintain close liaison with various stakeholders (including local community and public transport operators, etc.), monitor development and trends of transport demand of the concerned Districts, and adjust public transport services in response to population growth and the needs of community.
5. To co-ordinate and monitor the non-franchised bus services in the New Territories.
6. To monitor the handling of enquiries and complaints in relation to the aforesaid Districts, and provide guidance on complex and sensitive issues.

/Planning

Planning and monitoring transport services of boundary control points

7. To plan and monitor the local and cross-boundary transport services for existing and new boundary control points.
8. To collaborate with the government bureaux and departments concerned and engage in high-level co-ordination and discussions in relation to the transport service arrangements for local areas and boundary control points.
9. To co-ordinate the provision of transport services and associated transport facilities to meet passenger demands in response to the growth of cross-boundary tourists.
10. To hold regular meetings with representatives of the cross-boundary coach trade, maintain liaison with the trade and take timely measures to provide assistance to the trade.

**Existing Job Description for the Post of
Principal Transport Officer/New Territories**

Rank : Principal Transport Officer (D1)

Responsible to : Assistant Commissioner for Transport/New Territories

Main Duties and Responsibilities –

Monitoring public transport services

1. To oversee matters relating to the public transport services and the provision of transport facilities in the New Territories with a view to taking account of the demand for and the development of public transport services.
2. To assess, plan, implement and review matters relating to public transport services and facilities to tie in with the development of the new development areas and new town extension projects in the New Territories in order to ensure that public transport services can meet passenger demands.
3. To attend high-level inter-departmental meetings, assist in and oversee the progress of various development projects, plan and steer enhancement measures on public transport services, as well as formulate the strategy for district-level consultation.
4. To maintain close liaison with various stakeholders (including local community and public transport operators, etc.), monitor district development and trends of transport demand, and adjust public transport services in response to population growth and the needs of community.
5. To co-ordinate and monitor the services of franchised bus, green minibus and non-franchised bus in the New Territories.
6. To monitor the handling of enquiries and complaints, and provide guidance on complex and sensitive issues.

/Managing

Managing goods vehicle trade

7. To manage the goods vehicle trade, maintain liaison with the trade and take timely measures to provide assistance to the trade.

Planning and monitoring transport services of boundary control points

8. To plan and monitor the local and cross-boundary transport services for existing and new boundary crossing facilities.
9. To collaborate with the government bureaux and departments concerned and engage in high-level co-ordination and discussions in relation to the transport service arrangements for local areas and boundary control points.
10. To co-ordinate the provision of transport services and associated transport facilities to meet passenger demands in response to the growth of cross-boundary tourists.
11. To hold regular meetings with representatives of the cross-boundary coach trade, maintain liaison with the trade and take timely measures to provide assistance to the trade.

/Proposed

**Proposed Job Description for the Post of
Principal Transport Officer/New Territories 1**

Rank : Principal Transport Officer (D1)

Responsible to : Assistant Commissioner for Transport/New Territories

Main Duties and Responsibilities –

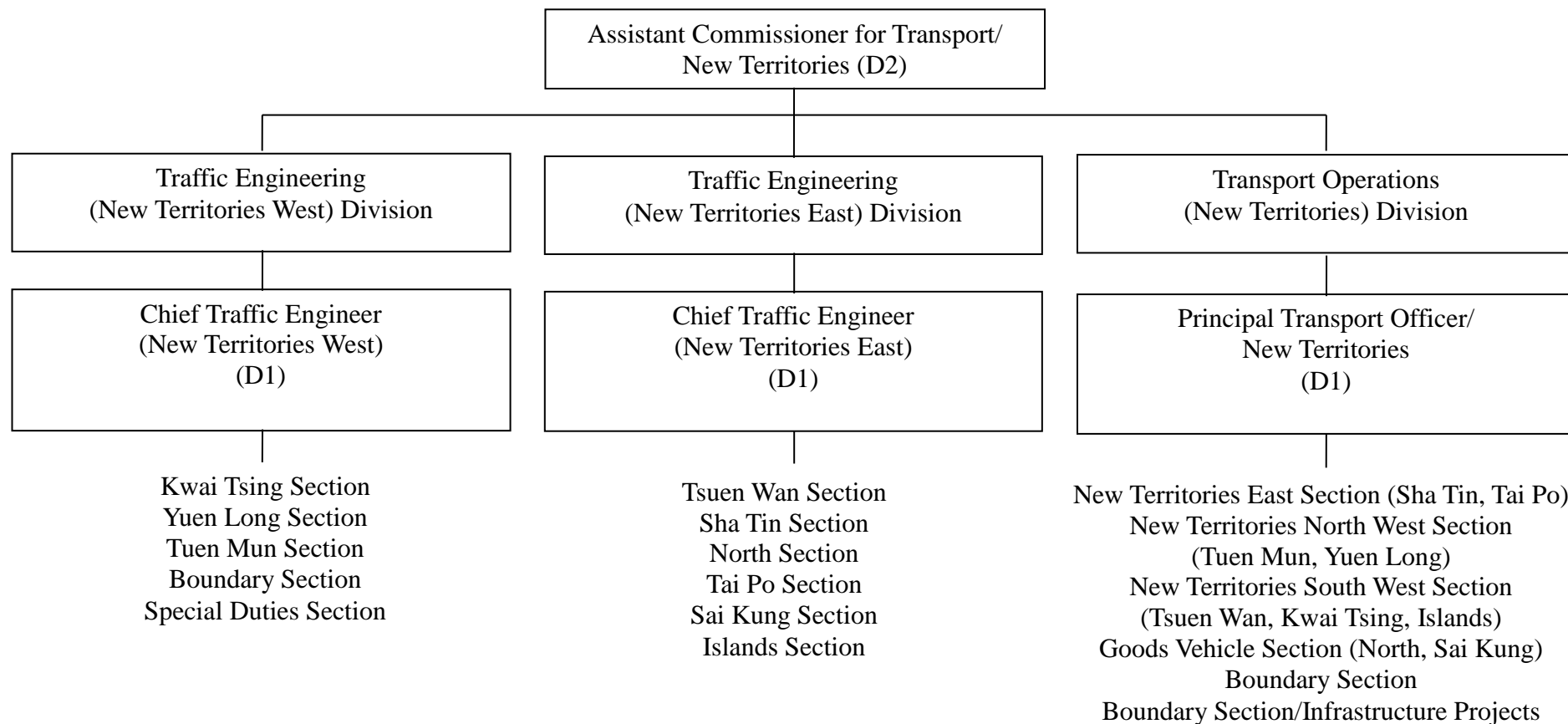
Monitoring public transport services

1. To oversee matters relating to the public transport services and the provision of transport facilities in Sha Tin, Tai Po, Tsuen Wan, Kwai Tsing, Sai Kung and North Districts with a view to taking account of the demand for and the development of public transport services.
2. To assess, plan, implement and review matters relating to public transport services and facilities to tie in with the development of the new development areas and new town extension projects in the aforesaid Districts in order to ensure that public transport services can meet passenger demands.
3. To attend high-level inter-departmental meetings, assist in and oversee the progress of development projects of the aforesaid Districts, plan and steer enhancement measures on public transport services, as well as formulate the strategy for district-level consultation.
4. To maintain close liaison with various stakeholders (including local community and public transport operators, etc.), monitor development and trends of transport demand of the concerned Districts, and adjust public transport services in response to population growth and the needs of community.
5. To co-ordinate and monitor the services of franchised bus and green minibus in the New Territories.
6. To monitor the handling of enquiries and complaints in relation to the aforesaid Districts, and provide guidance on complex and sensitive issues.

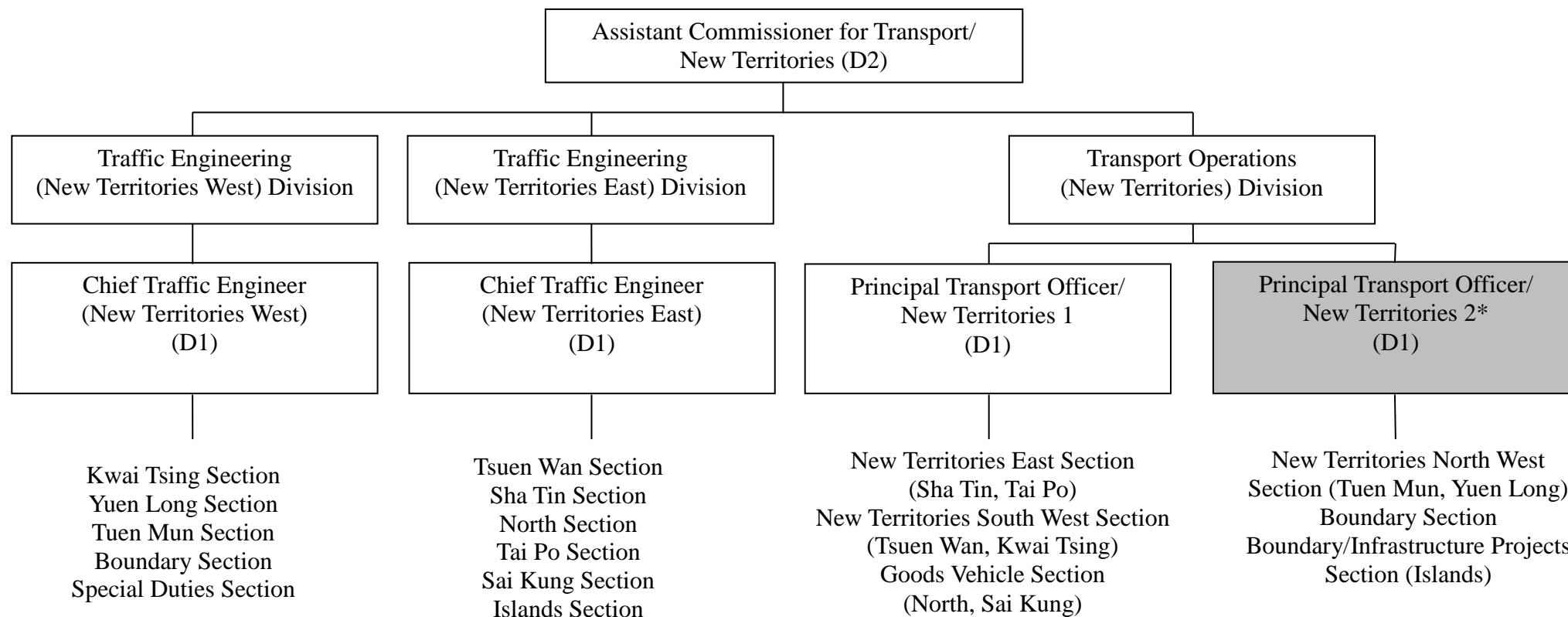
Managing goods vehicle trade

7. To manage the goods vehicle trade, maintain liaison with the trade and take timely measures to provide assistance to the trade.

**Existing Organisation Chart of New Territories Regional Office
Transport Department**



**Proposed Organisation Chart of New Territories Regional Office,
Transport Department**



* Permanent post proposed for creation in this paper

**Proposed Job Description for the Post of
Chief Engineer/Smart Mobility**

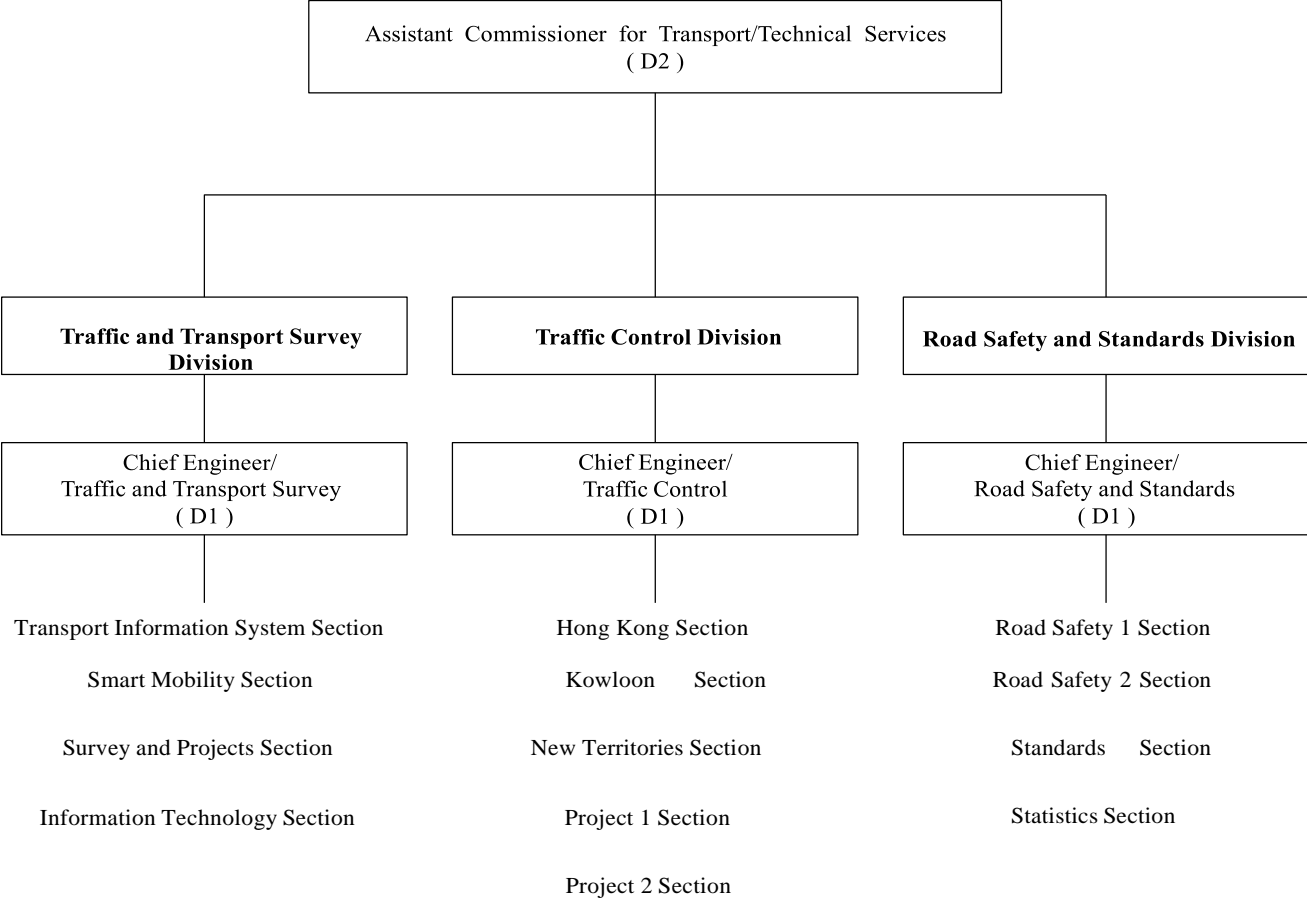
Rank : Chief Engineer (D1)

Responsible to : Assistant Commissioner for Transport/Technical Services

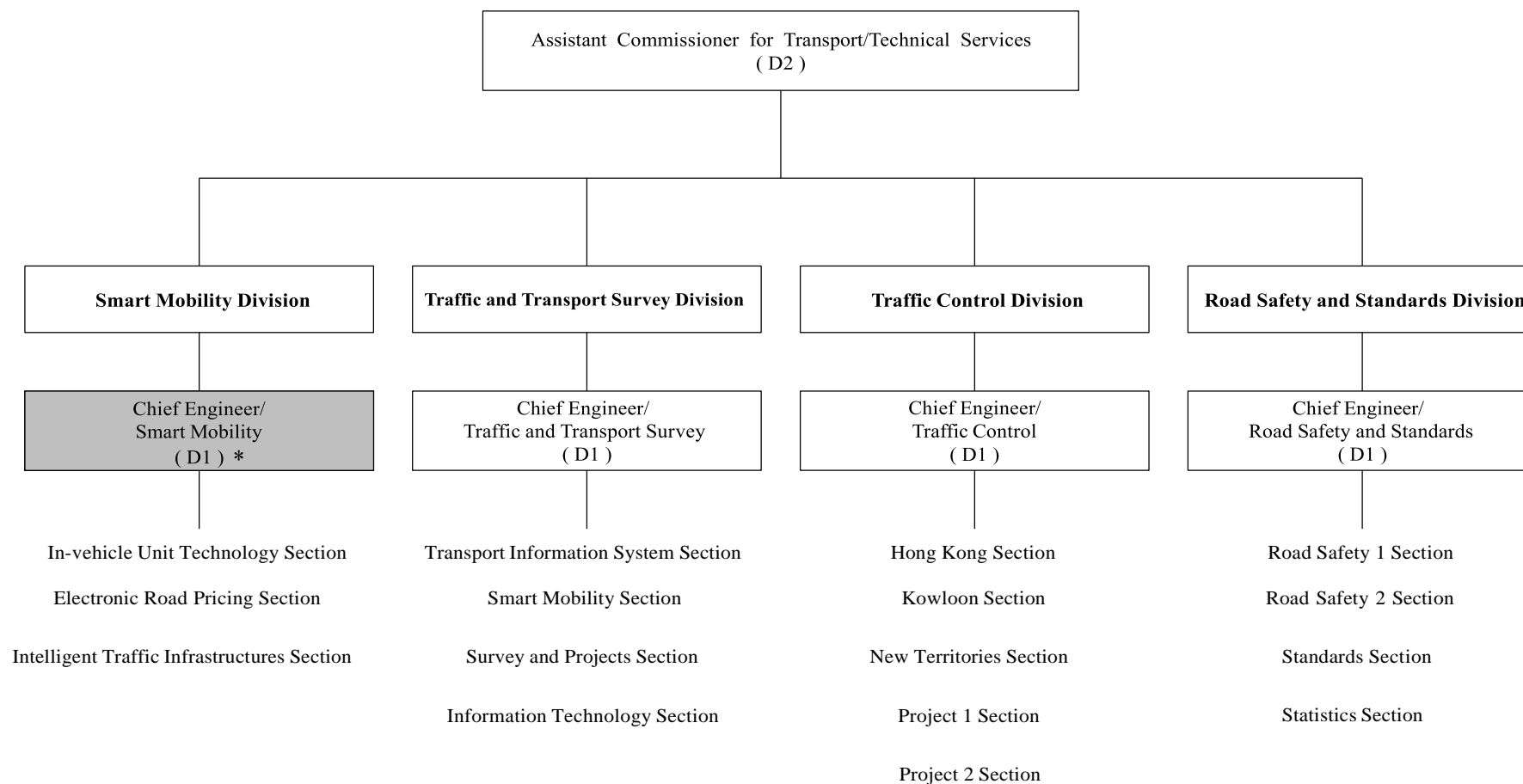
Main Duties and Responsibilities –

1. To formulate Smart Mobility development strategy.
2. To lead consultation for Smart Mobility projects.
3. To plan, design and implement Smart Mobility projects.
4. To oversee procurement, management, operation and maintenance of Smart Mobility projects.
5. To collaborate with relevant government departments to take forward Smart Mobility projects.
6. To review the effectiveness of Smart Mobility projects, update the Smart Mobility development strategy and timely refine the implementation of Smart Mobility projects.

**Existing Organisation Chart of Technical Services Branch,
Transport Department**

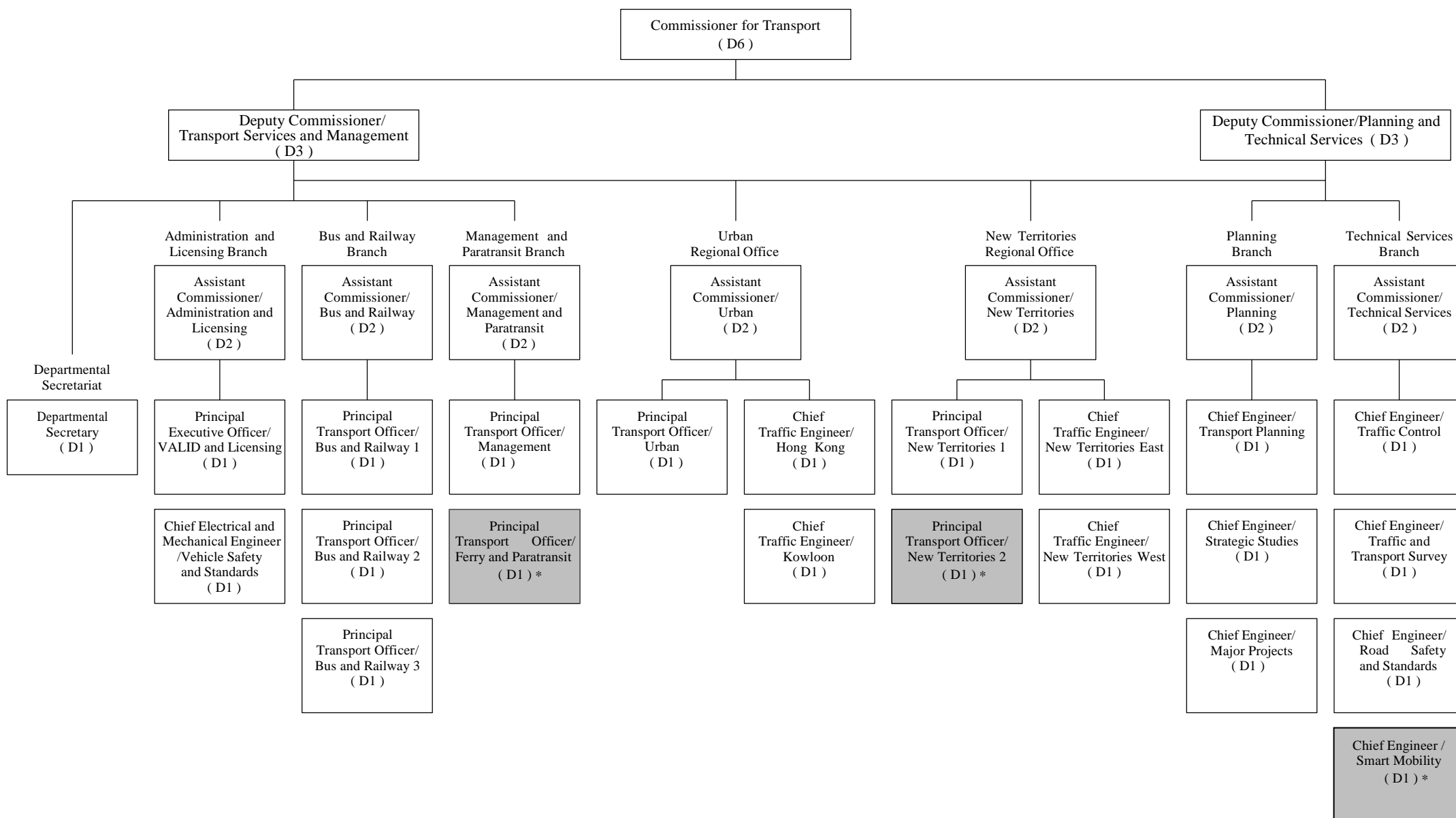


**Proposed Organisation Chart of Technical Services Branch,
Transport Department**



* Permanent post proposed for creation in this paper

Proposed Organisation Chart of Transport Department



* Permanent posts proposed for creation in this paper

Major Duties of Existing Principal Transport Officers (PTOs) and Chief Engineers (CEs) of Transport Department (TD)

All the PTOs and CEs of TD are fully engaged with their respective duties. The details are as follows –

Principal Transport Officer/Management (PTO/M)

2. PTO/M assists the Assistant Commissioner for Transport/Management and Paratransit (AC/MP) in supervising the operation of five sections, including the Transport Incident Management Section (TIMS), Transport Facilities Management Section (TFMS), Tunnels and Tsing Ma Section (TTMS), Infrastructure Management Planning Section (IMPS) and Business Management Section (BMS). TIMS is responsible for the overall operation of the 24-hour Emergency Transport Coordination Centre. TFMS oversees and monitors the contractors' performance on the management, operation and maintenance of parking meters, government car parks, the Central to Mid-Levels Escalator System and the Austin Road Cross Boundary Coach Terminus. TTMS is responsible for overseeing and monitoring contractors' performance on the operation, repair and maintenance of all the government tunnels, Tsing Ma Control Area and Tsing Sha Control Area. IMPS provides inputs on the legislative, management and operational aspects of new major highways, bridges and tunnels. BMS is responsible for handling tendering matters relating to management contracts of the abovementioned government transport facilities and services, as well as re-tendering of existing contracts due to expire.

Principal Transport Officer/Bus and Railway 1 (PTO/BR1)

3. PTO/BR1 assists Assistant Commissioner for Transport/Bus and Railway (AC/BR) in formulating policies for the six bus franchises and planning of the services concerned, which include conducting bus network reviews and pursuing bus route rationalisation, so as to promote the efficiency of the bus service network and improve service quality; exploring to provide more diversified bus services; monitoring the financial performances of the bus companies; handling bus fare adjustments; and monitoring the safety and regulation of bus services, etc.

/Principal

Principal Transport Officer/Bus and Railway 2 (PTO/BR2)

4. PTO/BR2 assists AC/BR in monitoring the existing railway services and related operations; managing the non-franchised bus trade; monitoring the tram service; implementing the measures for improving the environment of public transport interchanges (PTIs); and following up on pilot projects which seek to improve the exterior design and facilities of existing covered PTIs.

Principal Transport Officer/Bus and Railway 3 (PTO/BR3)

5. PTO/BR3 assists AC/BR in providing advice on the monitoring of various new railways (including the new railway network recommended in the Railway Development Strategy 2014) and the preparatory matters before the commissioning of the railway projects; formulating performance indicators for the new railways; studying and implementing public transport re-organisation plans relating to the commissioning of the new railways; and regulating and monitoring the daily operation of the new railways after their commissioning. PTO/BR3 is also responsible for conducting overall assessment of the operational performance of bus companies.

Principal Transport Officer/New Territories (PTO/NT)

6. PTO/NT assists Assistant Commissioner for Transport/New Territories in overseeing matters relating to public transport services in the entire New Territories, which include providing appropriate transport facilities with a view to taking account of the demand for and the development of public transport services; assessing, planning, implementing and reviewing public transport services and facilities to tie in with the development of new development areas and new town extension projects in the New Territories; co-ordinating and steering the services of franchised bus, green minibus and non-franchised bus in the New Territories; monitoring the handling of enquiries and complaints in the New Territories; managing the goods vehicle trade; and planning and monitoring the transport services of boundary control points.

Principal Transport Officer/Urban (PTO/U)

7. PTO/U assists Assistant Commissioner for Transport/Urban in overseeing matters relating to public transport services in the entire Urban Region, which include providing appropriate transport facilities with a view to taking account of the demand for and the development of public transport services; assessing, planning, implementing and reviewing public transport services and facilities to tie in with the development and re-development in the Urban Region; co-ordinating and steering the services of franchised bus, green minibus and non-franchised bus in the Urban Region; monitoring the handling of enquiries and

/complaints

complaints in the Urban Region. In addition, under a provisional arrangement to enable the Ferry and Paratransit Division (FPD) to cope with its current heavy workload, PTO/U has been temporarily deployed to oversee also the operation of the Public Light Bus (PLB) Section of FPD, which is responsible for managing the PLB trade and supervising matters relating to PLB (such as safety and fare adjustment).

Chief Engineer/Traffic Control (CE/TC)

8. CE/TC assists Assistant Commissioner for Transport/Technical Services (AC/TS) in overseeing the work of the Traffic Control Division; monitoring the traffic signal systems and closed circuit television systems at road junctions across the territory; monitoring the operation of traffic lights in real-time through the Area Traffic Control Systems installed at three Traffic Control Centres; and making timely adjustments to ensure smooth traffic flow in various districts.

Chief Engineer/Traffic & Transport Survey (CE/TTS)

9. CE/TTS assists AC/TS in overseeing the work of the Traffic and Transport Survey Division. CE/TTS is responsible for planning and conducting traffic and transport surveys in various districts of Hong Kong; managing TD's Transport Information System and traffic surveillance systems; and providing motorists with real-time traffic information through mobile applications as well as speed map panels and journey time indication systems installed on major roads.

Chief Engineer/Road Safety & Standards (CE/RSS)

10. CE/RSS assists AC/TS in overseeing the work of the Road Safety and Standards Division. CE/RSS is responsible for handling matters relating to road safety and design standards; providing technical advice on road safety to the Road Safety Council and its Committees; analysing traffic accidents and formulating corresponding traffic engineering improvement measures; and taking forward road safety publicity programmes, etc.

Chief Engineer/Transport Planning (CE/TP)

11. CE/TP assists Assistant Commissioner for Transport/Planning (AC/P) in overseeing the work of the Transport Planning Division. CE/TP is responsible for providing technical support for the formulation of transport policies; reviewing the development of major road infrastructure; developing and improving transport

/planning

planning and engineering assessment tools; managing the Base District Traffic Models for evaluating local traffic conditions; providing technical support for territory-wide transport planning; preparing traffic forecasts for proposed major roads under different land uses and socio-economic scenarios, and co-ordinating various public works items undertaken by TD.

Chief Engineer/Strategic Studies (CE/SS)

12. CE/SS assists AC/P in overseeing the work of the Strategic Studies Division. CE/SS is responsible for advising on traffic engineering and management matters in relation to the planning, design and commissioning of strategic transport infrastructure projects; planning and steering the studies on supply of parking spaces; managing and co-ordinating the compilation of information on parking spaces; assisting in the formulation and implementation of parking policy; and planning and steering the feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas.

Chief Engineer/Major Projects (CE/MP)

13. CE/MP assists AC/P in overseeing the work of the Major Projects Division. CE/MP is responsible for advising on traffic engineering and traffic management matters in relation to the planning, design and implementation of new railway and major highway projects; assisting in the preparation of gazette notices on railway and major highway projects and participating in resolving traffic-related objections to such projects; examining and monitoring traffic diversion schemes and other traffic matters arising from the implementation of railway and major highway projects as well as handling complaints; providing technical support for the installation of traffic control and surveillance systems (TCSSs) under new major highway projects; planning and implementing TCSSs in existing major road network; and managing the maintenance works for TCSSs.

Chief Traffic Engineer/Hong Kong (CTE/HK), Chief Traffic Engineer/Kowloon (CTE/K), Chief Traffic Engineer/New Territories East (CTE/NTE), Chief Traffic Engineer/New Territories West (CTE/NTW)

14. The CTEs assist Assistant Commissioner for Transport/Urban and Assistant Commissioner for Transport/New Territories to devise and implement road improvement works, traffic management measures, pedestrian facilities improvement measures and other proposals in the districts under their purview so as to ensure effective use of road space, promote road safety and cope with various development projects. They are also responsible for providing professional advice on traffic engineering and transport matters relating to land

/development

development and planning proposals of the districts; planning and implementing special traffic and transport arrangements to facilitate the holding of major events; and maintaining regular liaison with District Councils and other public bodies to ensure the safety and order of pedestrians and motorists.
