

**For discussion
on 23 February 2018**

Legislative Council Panel on Transport

**Proposed Creation of two Permanent Principal Transport Officer Posts
and one Permanent Chief Engineer Post in the Transport Department**

PURPOSE

This paper seeks Members' views on a proposal to create three permanent directorate posts in the Transport Department ("TD") with immediate effect upon the approval of the Legislative Council -

- (a) one permanent Principal Transport Officer ("PTO") (D1) post in the Management and Paratransit Branch ("MPB") to strengthen the MPB's 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 the NTRO's work in monitoring public transport services and planning new services so that public transport services can meet 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 the TSB's function in formulating a Smart Mobility development strategy and to steer the efforts to take forward various Smart Mobility projects.

JUSTIFICATIONS

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

2. The 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”). The MSD is headed by the Principal Transport Officer/Management (“PTO/M”), while the FPD does not have any PTO post and its duties are placed under the supervision of eight Chief Transport Officers (“CTOs”) and two Senior Treasury Accountants (“STAs”) who report directly to AC/MP¹.

3. The 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 the FPD are outlined in the following paragraphs.

(a) Coordination and implementation of the recommended measures under the Public Transport Strategy Study (“PTSS”)

4. 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). The FPD is tasked to coordinate and implement the recommended measures in relation to taxis, ferries and PLBs under the PTSS. These measures will have far-reaching implications on the long-term development of the above services and may also

¹ Under a provisional arrangement to enable FPD to cope with its current heavy workload, the PTO in the Urban Regional Office has been temporarily deployed to oversee 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).

affect the delicate balance among various public transport services.

5. The FPD is striving to improve the existing 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. In addition, the FPD is assisting in preparing the legislative work and the subsequent tendering exercise in relation to the introduction of franchised taxis. It will also monitor the operation of franchised taxi service after its introduction. It is a novel attempt to monitor taxi service under a franchise model and the tasks involved will be much more complex and challenging than the regulation of the existing taxi service.

6. 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 of fare increases on passengers. In the mid-term review (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. The 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

² The TD has revamped the Quality Taxi Services Steering Committee, which is now renamed as the CTSQ. The CTSQ will serve as a multi-party platform to strengthen the interaction and cooperation 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.

outcome, the FPD will formulate implementation details for the selected operation model. 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.

7. The legislative amendments for increasing the maximum seating capacity of PLBs from 16 to 19 came into effect on 7 July 2017. The 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 PLB⁴.

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

8. The FPD assists the Labour and Welfare Bureau (“LWB”) in administering the Concession Scheme, including reimbursement of revenue forgone to the participating public transport operators. Meanwhile, the FPD also closely monitors the implementation of the Concession Scheme and strictly enforces the relevant monitoring measures. In 2018-19, the FPD will assist the LWB in conducting a comprehensive review of the Concession Scheme.

9. 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 funding approval from the Finance Committee of the Legislative Council on 2 February 2018, the PTFSS is expected to be implemented within a year. The FPD will be responsible for the

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. The 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.

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. The FPD will need to 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

10. As stated in paragraph 2 above, the FPD is currently not supported by PTO, with AC/MP being required to directly supervise the eight CTOs and two STAs under the FPD in carrying out their duties. This arrangement is unsatisfactory and affects the effective operation of the MPB as a whole.

11. More importantly, it can be seen from paragraphs 4 to 9 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 require prudent monitoring of their operation. In order to allow the FPD to more efficiently cope with the arduous tasks and handle the various new policy initiatives, we see a genuine need to create in the FPD a permanent PTO post to coordinate, monitor, facilitate and handle the complex and urgent tasks mentioned in paragraphs 4 to 9 above, as well as providing better directorate support to the MPB to ensure that various tasks can be carried out effectively.

12. The proposed job description of the proposed PTO/Ferry and Paratransit post is at **Enclosure 1**. The existing organisation chart of the MPB and its organisation chart after the creation of the proposed PTO are at **Enclosure 2**.

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

13. The 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. At present, there are six CTOs directly reporting to the only PTO in the TOD. Among the six CTOs, four oversee district matters, while the other two take care of matters relating to boundary control points and cross-boundary transport matters. The 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 enquires, planning and implementing new transport facilities and services at boundary control points, monitoring cross-boundary passenger services, as well as managing goods vehicle and cross-boundary coach trade.

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

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

15. 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. The TOD will play an active role in

making assessment, planning, implementation and review of these projects at different development stages. During the planning stage of the development projects, the 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 coordination among different public transport modes. During the construction stage, the 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, the TOD needs to closely monitor and review the service level of various public transport services and make adjustments where necessary.

16. In view of the large number of NDAs and new town extension projects undertaken in recent years, the TOD has been burdened with substantial assessment, planning, coordination work arising from such projects. Such tasks will only keep rising with the implementation of the projects. The only PTO in the 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 concerned as well as the public transport operators on the new development projects so that meticulous planning and seamless coordination 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

17. 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, the TOD will be required to monitor the transport facilities and services of the six land boundary control points 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 and implement the domestic transport services during planning, closely keep track of the passenger needs and monitor the actual operation of various transport modes, so as to make timely service adjustment for the sake of ensuring smooth operation and meeting the demands of local residents and visitors in an effective manner. In fact, to tie in with the commissioning of the new boundary control points, the 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. To fulfil the tasks, apart from careful planning, engagement of stakeholders for consultation and discussion, including high-level coordination and discussion in conjunction with government bureaux and departments concerned, in formulating the proposals will also be required.

(c) More effective monitoring, coordination and enhancement of public transport services

18. The TOD needs to pay close attention to the development of various districts and the corresponding changes in transport demand, as well as monitoring, coordinating 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 residents’ transport demand. To this end, the TOD meets the operators from time to time to discuss issues relating to route planning, frequencies, service level, operating safety and performance of captains, etc., with a view to enhancing the efficiency of operation and thereby enhancing the competitiveness of various public transport services. Moreover, the 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 can 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 with the completion of NDAs and the commissioning of new boundary control points), and the community's ever rising aspiration and demand for 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 extremely important to create a PTO post with experience and strategic thinking to share the work so as to better monitor, coordinate, and enhance the public transport services in the New Territories.

(d) Enhancing the coordination and monitoring of residents' service ("RS")

19. 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 cannot provide the needed 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 the new residential developments in the New Territories. In considering the residents' requests, the TOD needs to carefully consider the balance between 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 because most passengers have switched to RS. As the tasks on this front are complicated and controversial, close supervision from a directorate officer is needed.

20. In November 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 the TD should step up its efforts to detect the unauthorised operations of RS, ensure that all cases are handled in timely and proper manner, expedite the review on stop signs for RS, and take follow-up actions against those operators who have erected

stop signs on public roads without TD's approval. The TD agreed with 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

21. The incumbent PTO in TOD has a wide span of responsibilities and is already overloaded with the challenging tasks mentioned in paragraphs 15 to 20 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 add a permanent PTO so that matters relating to the public transport services in the New Territories can be properly handled.

22. The proposed additional PTO (with post title "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; coordinating and monitoring NFB services; as well as planning and implementing the transport facilities and services of boundary control points. The incumbent PTO (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), coordinate 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 organisation chart of the NTRO and its organisation chart after the creation of the proposed PTO post are at **Enclosure 5**.

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

23. The TSB of the 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. The TSB comprises the Traffic and Transport Survey Division (“TTSD”), Road Safety and Standards Division (“RSSD”) and Traffic Control Division (“TCD”), which are supervised by three CEs respectively.

The need for creating a CE (D1) post

24. 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, the TSB is tasked to formulate the TD’s Smart Mobility development strategy and take forward the planning, design and implementation of the following Smart Mobility projects -

- (a) to integrate the 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, the 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;
- (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.

25. Apart from the above, the 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. The TSB will also study the use of IVUs to enable motorists to pay parking fees of government car parks.

26. 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 incumbent permanent CEs under the TSB are already fully occupied with their respective duties with no spare capacity to handle additional tasks, there is a pressing need to create a CE post in the 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 CE and the dedicated division under his 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 bureaux and departments (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 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. The CE post proposed to be created together with the dedicated division under his charge, comprising 18 non-directorate officers, will take up the responsibility of coordinating and implementing various Smart Mobility projects.

27. The proposed job description of the proposed CE/Smart Mobility post is at **Enclosure 6**. The existing organisation chart of the TSB and its organisation chart after the creation of the proposed CE post are at **Enclosure 7**.

28. **Enclosure 8** gives the proposed organization chart showing the organizational set-up of TD after the creation of two PTOs in MPB and NTRO and one CE in the TSB.

ALTERNATIVES CONSIDERED

29. We have critically examined the possibility of redeploying other existing directorate officers within the 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

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

31. The notional annual salary cost at mid-point for the creation of 18 additional non-directorate posts mentioned in paragraph 26 for the dedicated Smart Mobility Division is \$11,444,220. The additional full annual average staff cost, including salaries and staff on-cost, is about \$18,157,000. In addition, in order to implement the recommended measures under the PTSS more effectively, the FPD will have an addition of 18 non-directorate posts, of which 15 of them will be responsible for implementing the PTFSS. These 15 posts were already created in early February 2018⁵, and the other three non-directorate posts to be created in the FPD will incur an additional notional annual salary cost at mid-point of \$3,112,680. The additional full annual average staff cost, including salaries and staff on-cost, is around \$4,514,000. We will include sufficient provisions in the 2018-19 draft Estimates to meet the cost of the proposal and reflect the resources required in the Estimates of subsequent years.

⁵ The Finance Committee of the Legislative Council approved at its meeting on 2 February 2018 an increase in the ceiling placed on the total notional annual mid-point salary value of non-directorate posts in the permanent establishment of the TD in 2017-18 by \$12,667,380 for the creation of 15 non-directorate civil service posts (including 13 permanent and two time-limited posts) for implementing the PTFSS.

ADVICE SOUGHT

32. Members are invited to comment on the three establishment proposals. Subject to Members' comments, we will seek the necessary approval from the Legislative Council.

Transport and Housing Bureau
Transport Department
February 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.

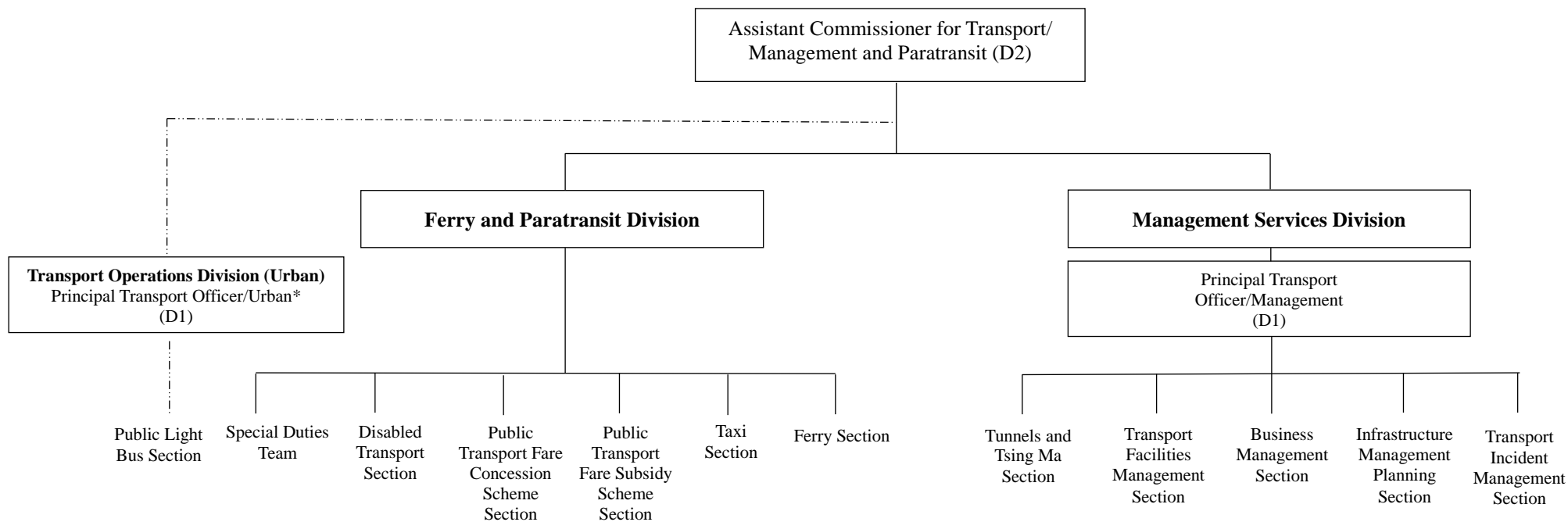
Ferry issues

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

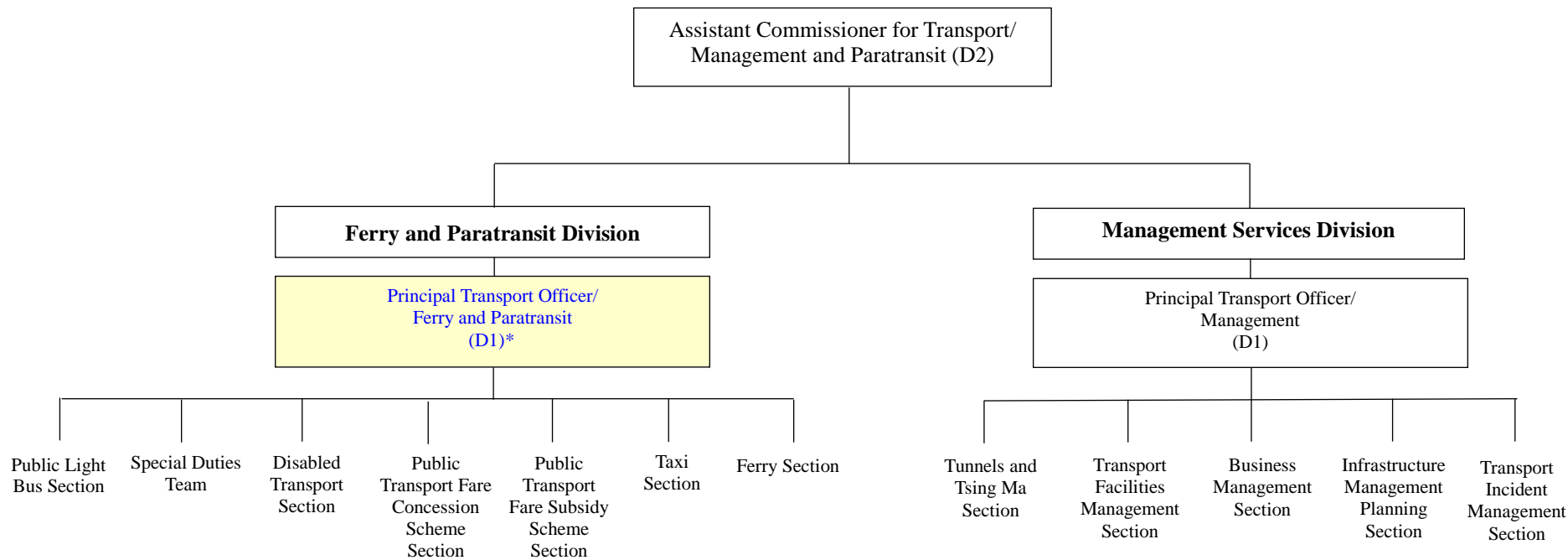
12. To plan and monitor the subvented rebus services operated by the Hong Kong Society for Rehabilitation.
13. To oversee the comprehensive review of the Concession Scheme and review the effectiveness of the trial scheme of low-floor wheelchair-accessible minibuses.

Existing Organisation Chart of Management and Paratransit Branch



* Under a provisional arrangement 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, which is responsible for managing the PLB trade and supervising matters relating to PLB (such as safety and fare adjustment).

Proposed Organisation Chart of Management and Paratransit Branch after Creation of One Principal Transport Officer Post



* Proposed Creation of Principal Transport Officer Post (D1)

**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 coordinate 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 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 coordination and discussions in relation to the transport service arrangements for local areas and boundary control points.
9. To coordinate 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 coordinate 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 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 coordination and discussions in relation to the transport service arrangements for local areas and boundary control points.
10. To coordinate 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 Job Description for the Post of
Principal Transport Officer / New Territories 1 after
Creation of 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 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

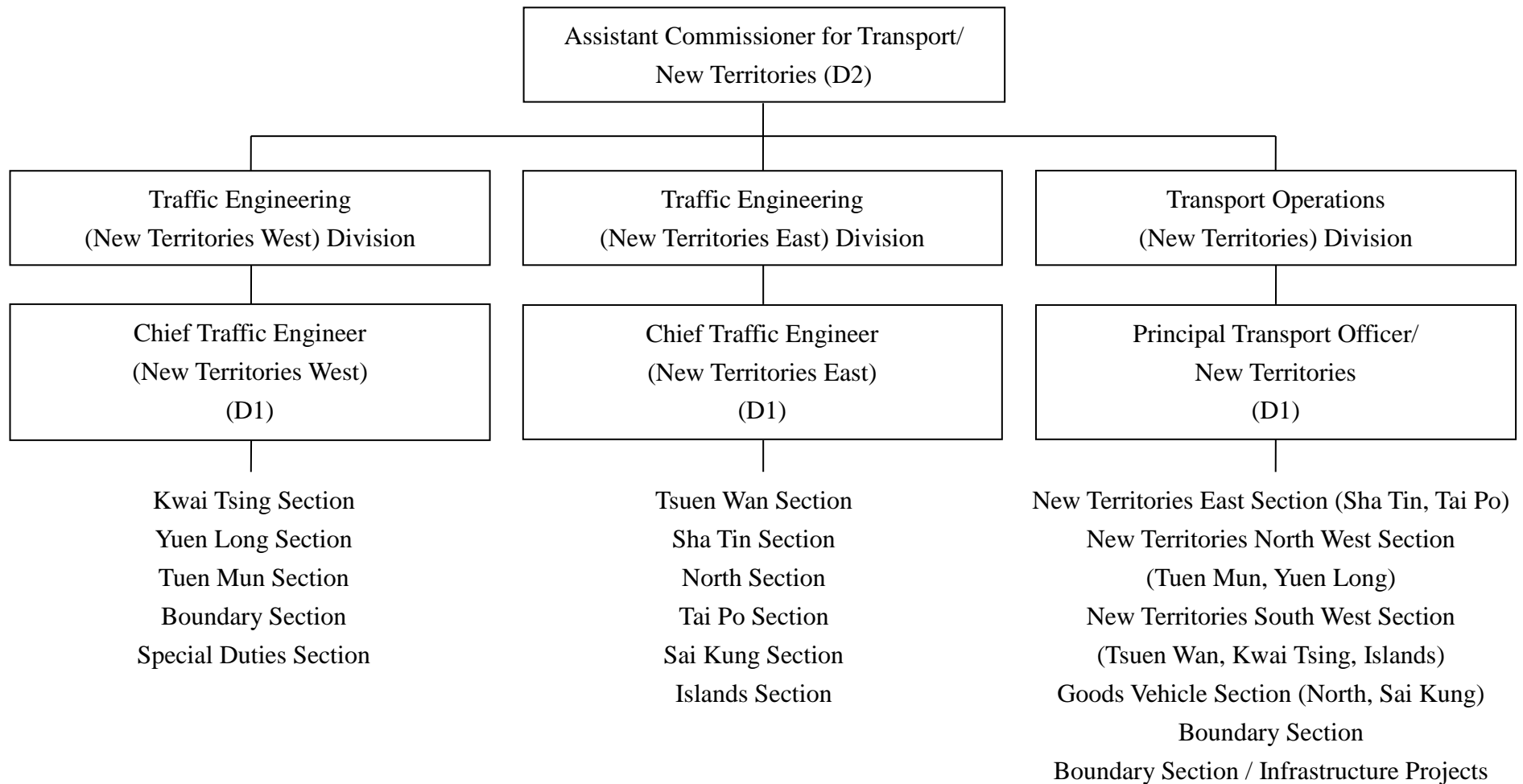
transport services in response to population growth and the needs of community.

5. To coordinate 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.

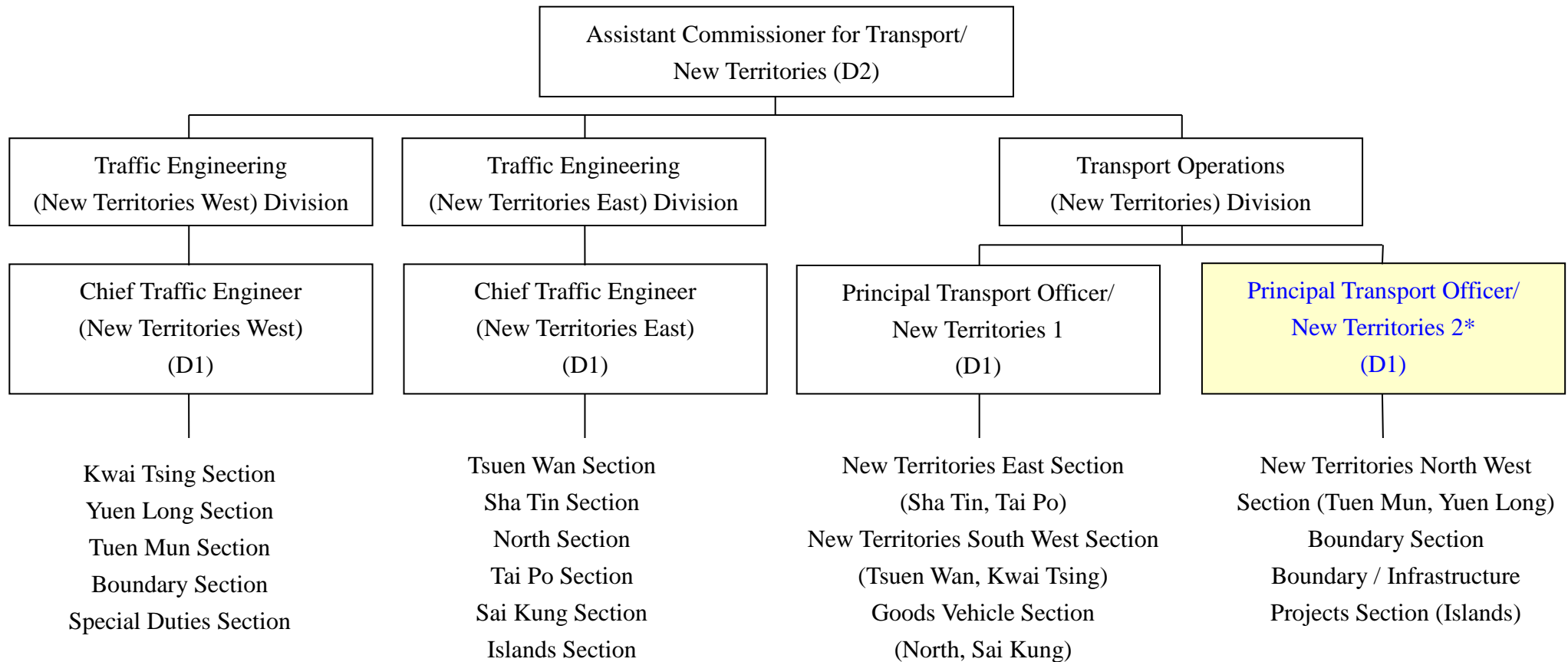
Managing goods vehicle trade

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



Proposed Organisation Chart of New Territories Regional Office after Creation of One Principal Transport Officer Post



* Proposed Creation of Principal Transport Officer Post (D1)

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

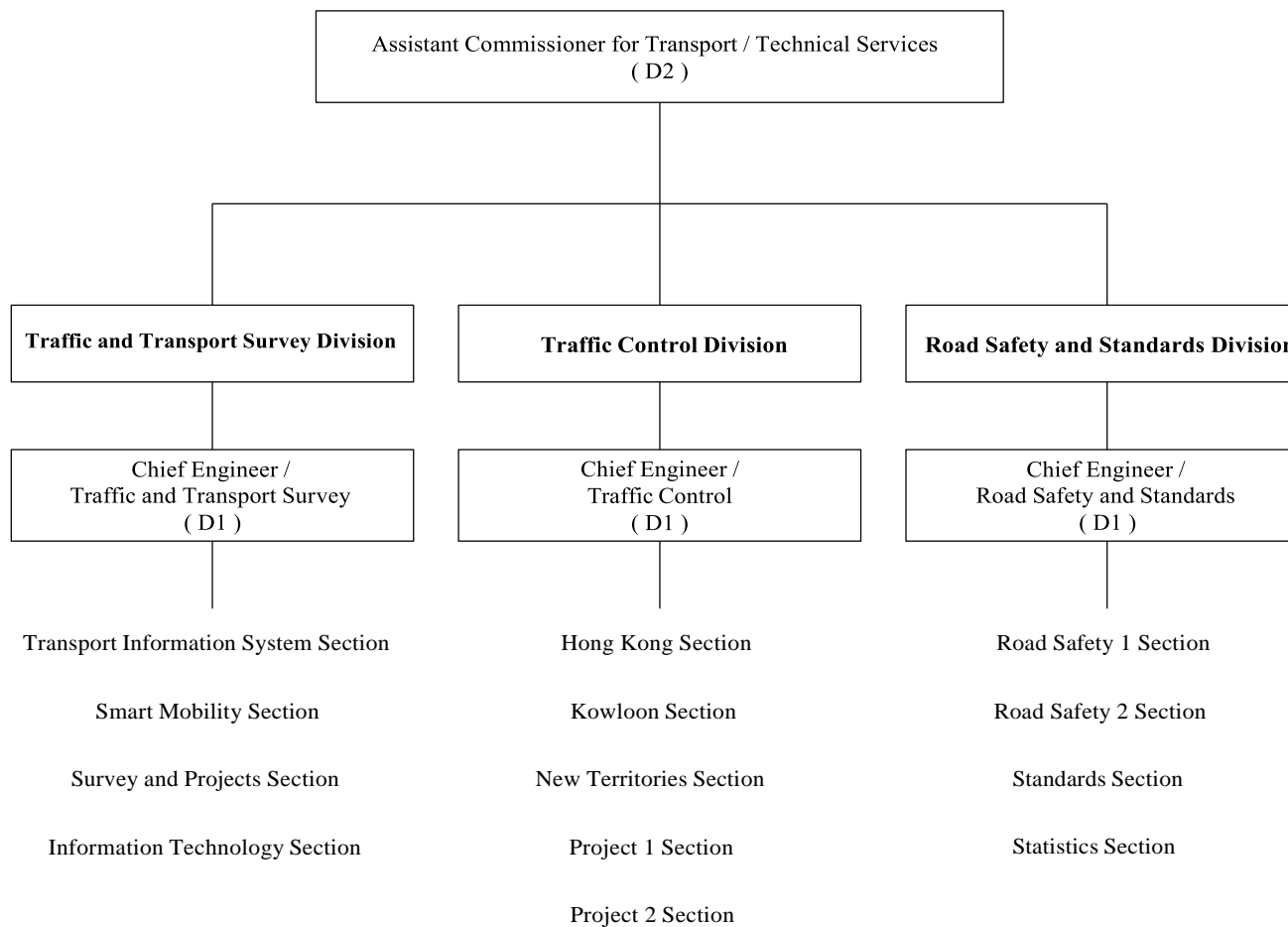
Rank : Chief Engineer (D1)

Responsible to : Assistant Commissioner / Technical Services (D2)

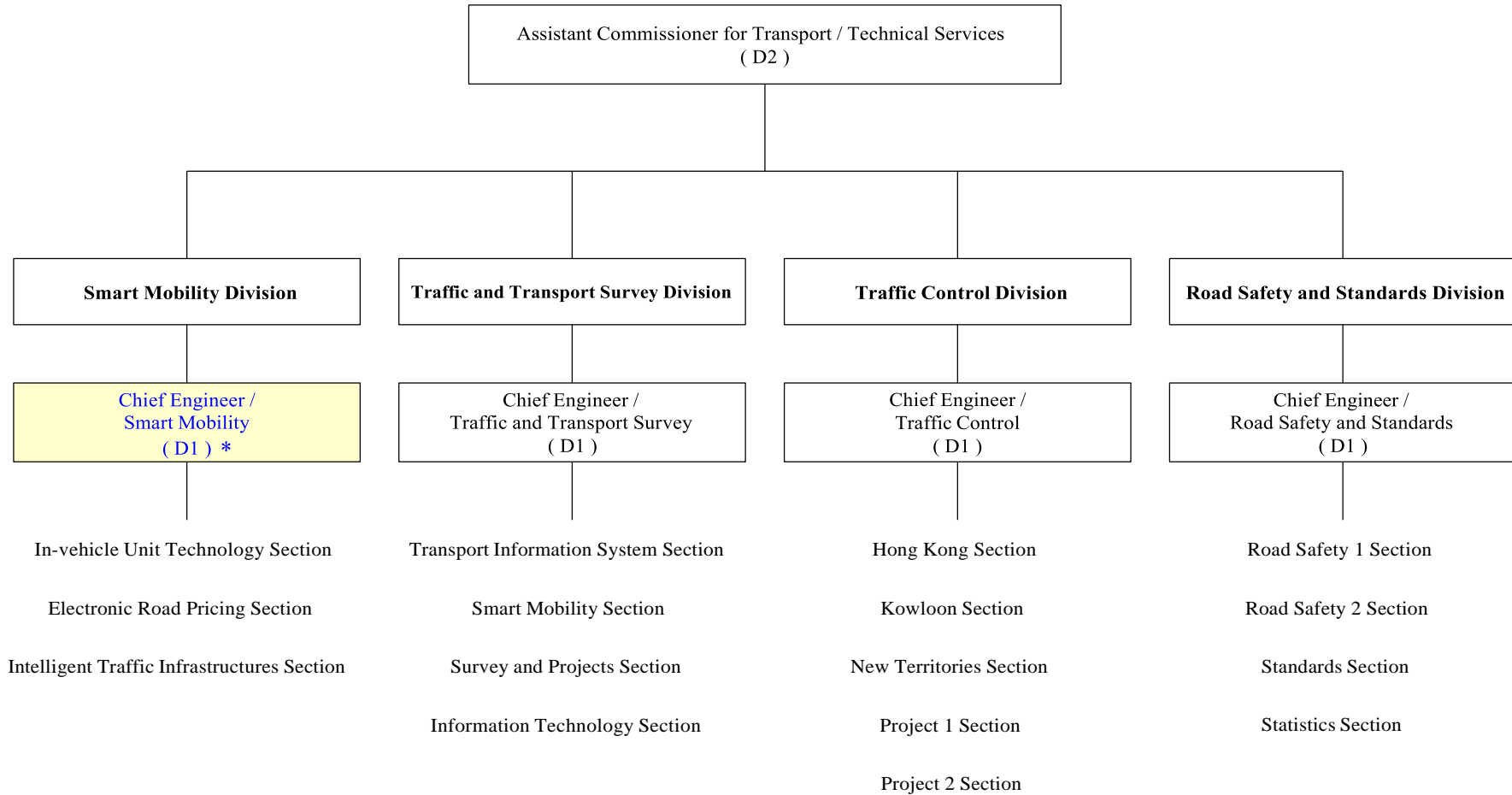
Main Duties and Responsibilities –

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

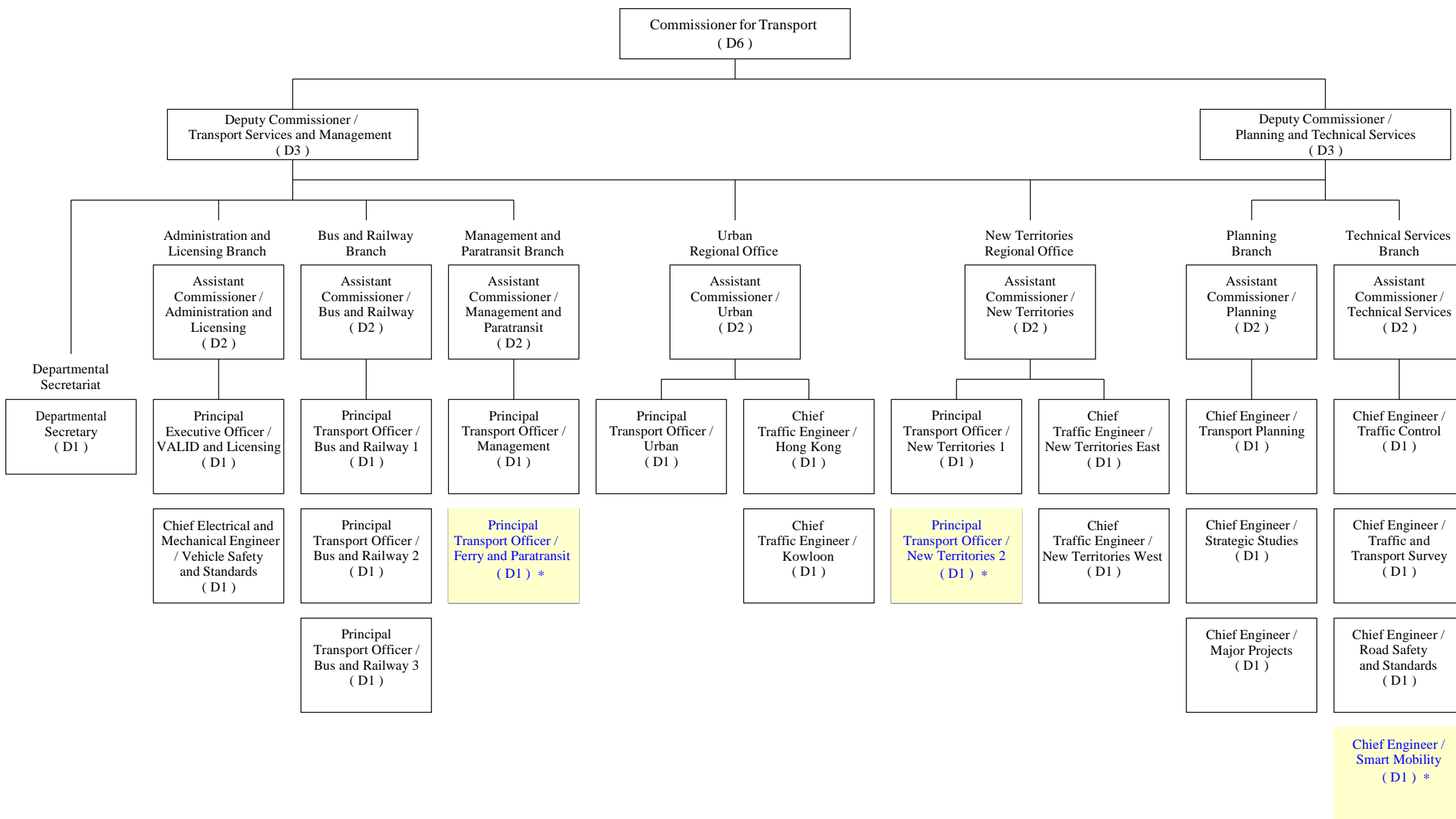


Proposed Organisation Chart of Technical Services Branch after Creation of One Chief Engineer Post



* Proposed Creation of Chief Engineer (D1) Post.

Proposed Organisation Chart of Transport Department



* Proposed Creation of Principal Transport Officer (D1) and Chief Engineer (D1) Posts.

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

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

Principal Transport Officer/Management (“PTO/M”)

2. The 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”). The TIMS is responsible for the overall operation of the 24-hour Emergency Transport Coordination Centre. The 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. The 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. The IMPS provides inputs on the legislative, management and operational aspects of new major highways, bridges and tunnels. The 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 the 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 Transport Officer/Bus and Railway 2 (“PTO/BR2”)

4. PTO/BR2 assists the 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. The PTO/BR3 assists the 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. The PTO/BR3 is also responsible for conducting overall assessment of the operational performance of bus companies.

Principal Transport Officer/New Territories (“PTO/NT”)

6. The PTO/NT assists the 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; coordinating 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 good vehicle trade; and planning and monitoring the transport services of boundary control points.

Principal Transport Officer/Urban (“PTO/U”)

7. The PTO/U assists the 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; coordinating and steering the services of franchised bus, green minibus and non-franchised bus in the Urban Region; monitoring the handling of enquiries and 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, the PTO/U has been temporarily deployed to oversee 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 the Assistant Commissioner/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 the 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 the Transport Department’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 the 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 the Assistant Commissioner/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 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 coordinating various public works items undertaken by the Transport Department.

Chief Engineer/Strategic Studies (“CE/SS”)

12. CE/SS assists the 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 coordinating 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 the 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 the Assistant Commissioner/Urban and Assistant Commissioner/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 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.
