

**For discussion
on 16 November 2018**

**Legislative Council Panel on Transport
Enhancing Public Transport Services**

Purpose

This paper briefs Members on various new and on-going initiatives proposed by the Government in the 2018 Policy Address for enhancing public transport services and seeks members' views on the proposed creation of a permanent post of an Administrative Officer Staff Grade C ("AOSGC") (D2) to take forward relevant initiatives.

Background

2. The Government has been pursuing a public transport-oriented policy. At present, over 12 million passenger trips are made on public transport services every day, which account for nearly 90% of the total daily passenger trips. We continue to strive to develop public transport services, enhance the safety and service quality and provide more comprehensive ancillary facilities that keep with the time so that the public can travel conveniently. In the 2018 Policy Address and Policy Agenda, the Government proposes a number of new initiatives for different public transport services, including franchised buses, public light buses, personalised and point-to-point public transport services and ferries, as well as relieving the fare burden of commuters. Meanwhile, the Government continues to enhance public transport services through implementing other on-going initiatives. This paper highlights the details of relevant initiatives in paragraphs 3 to 23.

Franchised buses

New initiatives

(a) Waiving the toll of tunnels and roads on franchised buses

3. With the operating costs on the rise, the franchised bus operators are facing various degrees of fare increase pressure. Among the six franchised bus operators, five of them have submitted fare increase applications to the

Government¹. In the 2018 Policy Address, we suggest waiving the toll of Government tunnels and roads² charged on franchised buses. Each of the franchised bus operators should set up its own dedicated fund account, known as the “Franchised Bus Toll Waiver Fund”, for keeping such toll saving. The Fund is reserved for relieving fare increase pressure of the specific franchised bus operator. In other words, when the franchised bus operator applies for fare increase, the magnitude of fare increase to be shouldered by passengers as approved by the Government would be suitably reduced through the application of this Fund. We will also set a cap for the Fund. If the amount of the Fund reaches the cap and the franchised bus operator is still financially healthy without the need to apply for fare increase, the concerned franchised bus operator would need to use the toll saving exceeding the cap to provide passengers with fare concession.

4. The waiving of toll of Government tunnels and roads will involve amendments to subsidiary legislation. Our target is to submit the relevant subsidiary legislation amendments to the Legislative Council (“LegCo”) for the “negative vetting” procedures by the end of this year and implement the proposal early next year. Regarding the two tunnels that are still operating under the “Build-Operate-Transfer” (“BOT”) model (i.e. Western Harbour Crossing (“WHC”) and Tai Lam Tunnel), we propose that, the Government should pay the toll on behalf of the franchised bus operators, and the franchised bus operators would then set aside such toll saving to their respective Franchised Bus Toll Waiver Funds to further relieve the fare increase pressure in the next phase³. Apart from setting up the Fund, the Government will keep monitoring the performance of the franchised bus operators so that the public can continue to enjoy an affordable yet efficient franchised bus service.

¹ Citybus Limited (Franchise for the Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited applied for fare increases of 12% in August last year. Kowloon Motor Bus Company (1933) Limited (“KMB”) and Long Win Bus Company Limited applied for fare increases of 8.5% in September this year. New Lantao Bus Company (1973) Limited also applied for fare increase of 9.8% in September this year. The Government is now processing the fare increase applications in accordance with established procedures.

² The revenue foregone by the Government for waiving the toll of Government tunnels and roads on franchised buses is about \$280 million per year.

³ The relevant arrangement for WHC is part of the overall proposal on rationalisation of traffic distribution among the harbour-crossing tunnels. If such overall proposal could be implemented, the suggestion on paying toll on behalf of franchised buses is expected to take effect on 1 January 2020. Meanwhile, the Government is exploring with the BOT franchisee of Tai Lam Tunnel on the same arrangement for franchised buses using the tunnel (i.e. the Government pays the relevant toll).

(b) Further enhancing the operating safety of franchised buses

5. The Government attaches great importance to the safety of public transport services. To further enhance the operating safety of franchised buses, the Government proposes to set aside \$500 million⁴ to subsidise franchised bus operators for retrofitting three safety devices on appropriate existing buses, including the Electronic Stability Control (“ESC”) which can improve vehicle stability and reduce the risk of rollover, speed limiter with slow-down function (“speed limiting retarder”)⁵ and the installation of seat belts on all seats in the upper deck of buses deployed for long-haul routes which are operated via expressways with relatively fewer bus stops⁶. The Government proposes to subsidise the franchised bus operators 80% of the relevant costs. The remaining costs and maintenance in future will be borne by the franchised bus operators. The subsidy scheme is expected to be rolled out in the 2019-20 financial year.

6. Besides, all franchised bus operators have undertaken that all new double-deck buses procured from July 2018 will be equipped with the ESC and speed limiting retarder. All passenger seats of these newly procured buses will also be installed with seat belts with a view to further enhancing the safety and reliability of franchised bus services in Hong Kong.

On-going initiatives

7. Apart from the new initiatives mentioned above, the Government will continue to pursue rationalisation of bus routes and adjust their services having regard to the changes in passenger demand, thereby reducing unnecessary bus trips, alleviating traffic congestion on busy trunk roads and reducing roadside air pollution. Franchised bus companies may redeploy the resources so saved to introduce routes or increase frequencies which can meet

⁴ Based on the prevailing cost of installing the three safety devices, each double-deck bus will receive a subsidy of around \$20,000 for installing ESC, around \$16,000 for installing the speed limiting retarder and \$192,000 for installing seat belts on all seats in the upper deck.

⁵ Of the total of around 6 000 existing franchised buses, about 3 300 double-deck buses are suitable for installing ESC and speed limiting retarder. The total subsidy amount for the installation is about \$118.8 million.

⁶ According to the information provided by the franchised bus operators, about 2 000 buses are deployed for these routes. The total subsidy amount for installing seat belts on seats in the upper deck of these 2 000 buses is about \$384 million.

passengers' demands with a view to enhancing the efficiency of our franchised bus network. The Government will also continue to consider different facilitating measures for passengers and provide suitable subsidies when necessary, such as providing subsidies to franchised bus companies for their installation of display panels for real-time bus arrival information and seats at suitable bus stops.

8. In addition, the Transport Department ("TD") consulted the relevant District Councils on the trial details of the new franchised bus services (i.e. (i) new long-haul bus services providing more spacious seating and all-seater service with more comprehensive passenger amenities in the bus compartment and fewer stops; and (ii) mid-sized single-deck buses that provide short-haul shuttle services for individual districts in the New Territories which currently have relatively lower population density but with growth potential) in the first half of this year. TD is now discussing the details of the proposals with the relevant franchised bus operator. The trial services are expected to be rolled out progressively in the first half of 2019 when the newly procured buses arrive Hong Kong and complete the relevant inspections.

9. The Chief Executive announced in March 2018 that an Independent Review Committee on Hong Kong's Franchised Bus Service ("IRC") had been set up to comprehensively review the operation and monitoring of franchised buses so as to ensure that public bus services of Hong Kong are safe and reliable. The IRC is expected to submit a report to the Chief Executive by end of this year. The Government will continue to enhance the operating safety and service quality of franchised buses having regard to the views collected and recommendations of the IRC.

Public Light Buses ("PLBs")

New initiatives

(a) Providing real-time arrival information for green minibus

10. To further facilitate the planning of trips by passengers, the Government proposes in the Policy Address this year to fund and develop a data collection system and a mobile application, as well as install global positioning devices on around 3 300 green minibuses ("GMBs") in the territory, so as to enable passengers to get access to the real-time arrival information of GMB routes through TD's website and "e-Mobility" mobile application. The relevant data will also be released in machine-readable format via DATA.GOV.HK for public use. GMB operators can make use of the data for

fleet management with a view to enhancing the operational efficiency, while the Government can apply the data for the purpose of traffic management or transport planning (e.g. making use of big data for analysing patronage behaviour and market demand, etc.) The Government will implement the proposal in the coming three financial years⁷, and it is expected that the real-time information system will be launched officially in early 2022⁸. The Government will also continue to actively encourage and facilitate the further opening up of real-time operating data in machine-readable format by public transport operators to enable broader application.

(b) Relaxing the vehicle length restriction of light bus

11. The Government has been promoting the policy objectives of barrier-free transport and green transport. When taking forward the “low-floor wheelchair-accessible light bus trial scheme” (details of the scheme at paragraph 12 below), the Government notes that the vehicle length of the light bus models with more environmental benefits and/or barrier-free facilities available on the market often exceeds the current statutory restriction⁹. Having reviewed the current statutory restriction and the light bus models available in the market, the Government proposes to relax the vehicle length restriction of light bus to 7.5 metres, so as to facilitate the introduction of light buses with more environmental benefits and barrier-free facilities by the trade. The

⁷ The development of data collection system and mobile application (including procurement of hardware and software for the system, etc.) will involve around \$8 million, while the installation of the global positioning devices on around 3 300 GMBs in the territory will involve around \$23 million (the estimated cost of a set of global positioning system device is currently around \$7,000). The total cost is therefore around \$31 million. Furthermore, the estimated annual recurrent cost involved after the system is launched is about \$7.2 million. The recurrent cost is for maintaining the global positioning devices (including the monthly fee for the mobile network required for data transmission), as well as the managing and maintenance of the data collection system and mobile application, etc.

⁸ The works of development and technical set-up is expected to take about three years to complete. The Government will appoint a system contractor through tender, to perform duties including the development, technical set-up and testing of the data collection system and mobile application, as well as the installation of devices on GMBs.

⁹ At present, the statutory vehicle length restriction of light bus is 7 metres. By virtue of the power empowered by regulation 4 of the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A), the Commissioner for Transport may, depending on individual circumstances, exercise her discretion to grant exemption on the vehicle length restriction on a light bus model. When introducing the low-floor light buses, the Commissioner for Transport has already exercised her discretion in this regard.

proposal will involve legislative amendments, and our target is to submit the relevant legislative amendments to the LegCo in the 2019-20 legislative year. Before the passage of the legislative amendments by the LegCo, the Commissioner for Transport will continue to consider individual applications for vehicle type approval of specific light bus models, and exercise her discretion to grant requisite exemption to those light bus models with better environmental benefits (e.g. achieving the prevailing best emission standard or above) and/or barrier-free facilities (e.g. low-floor wheelchair-accessible light bus)¹⁰.

On-going initiatives

12. Meanwhile, the Government continues to actively take forward different measures to improve PLB services, which include implementing the “low-floor wheelchair-accessible light bus trial scheme” on two hospital routes (including routes operating via Queen Mary Hospital and Princes of Wales Hospital respectively) by phases since the first quarter of this year; increasing the maximum seating capacity of PLBs from 16 seats to 19 seats in July 2017 to enhance the overall carrying capacity of PLBs to meet passenger demand, particularly during peak periods; extending the validity period of PLB (and taxi) driver identity plates to 10 years, etc. Moreover, the Government plans to introduce legislative proposals into the LegCo within the 2018-19 legislative year to amend the requirement that an applicant for driving licence for commercial vehicles such as PLBs (and taxis) shall hold a valid driving licence for private car or light goods vehicle for at least three years to one year (i.e. completing the probationary driving period which lasts for at least one year) with a view to relieving the problem of driver shortage faced by the trade.

13. TD will commence the regular survey on the market occupancy rate of light buses in the fourth quarter of 2018 and review the effectiveness of the low-floor wheelchair-accessible light bus trial scheme. The Government will continue to implement initiatives for enhancing PLB services with a view to further improving the operating environment for the trade and providing passengers with better and more efficient services.

Personalised and Point-to-point Public Transport Services

- (a) Continuous enhancement of the service quality and operating environment of taxis

¹⁰ After the passage of the legislative amendments, if any individual model exceeds 7.5 metres but fulfilling specific policy needs, the Commissioner for Transport will continue to consider individual application pursuant to her statutory power.

14. The Government implements various measures through the “Committee on Taxi Service Quality” to improve the service quality and operating environment of taxis, which include updating the taxi service standards and guidelines, enhancing the training courses on in-service taxi drivers’ service quality, and reviewing the existing sanctions for various taxi malpractices, etc. The Government is preparing relevant legislative amendments and target to submit legislative proposals to the LegCo in 2019.

(b) Introducing “Franchised Taxis”

15. In view of the result of the consultation with the Panel as well as the views of the public, the Government has proposed introducing 600 franchised taxis to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and fare as well as with “online hailing” features. The Government is actively preparing for the bill for the introduction of franchised taxis and target to introduce the bill into the LegCo in 2018-19.

16. The Government will keep reviewing existing taxi services and the upcoming franchised taxi services in response to the needs of the passengers and the public expectation of personalised and point-to-point public transport services, while striving to improve the operating environment to facilitate long-term and healthy development of the taxi trade.

Ferries

(a) Re-commissioning the “Central-Hung Hom” ferry route and launching a pilot “water taxi” service

17. In response to the community’s suggestion of exploring more in-harbour ferry routes and the suggestion of introducing “water taxi” in the Development Blueprint for Hong Kong’s Tourism Industry¹¹, the Government is working towards enhancing vibrancy of the Hung Hom harbourfront, through preparing for re-commissioning the “Central-Hung Hom” ferry route and launching a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central; and through injecting commercial

¹¹ The Commerce and Economic Development Bureau and the Tourism Commission suggest exploring the provision of “water taxi” serving locations with major tourist attractions within harbour, (e.g. Central, West Kowloon, Kai Tak and Tsim Sha Tsui) in the Development Blueprint for Hong Kong’s Tourism Industry.

elements into the Hung Hom (South) Pier. In this regard, TD invited submissions for indication of interest in operating the two licensed ferry services during August – September 2018. TD received two submissions during the specified period. TD is reviewing the submissions and will formulate ferry service proposals with further details for consulting relevant stakeholders. Subject to the consultation progress, TD plans to carry out a tender exercise for the two ferry services in early 2019, with a view to commencing the service of the “Central – Hung Hom” route and “water taxi”¹² around the second quarter of 2019 and the first quarter of 2020 the earliest respectively.

(b) Other on-going initiatives

18. The Government continues to provide special helping measures for the six major outlying island ferry routes in the current three year licence period (2017-20) to maintain the financial viability of the ferry services and alleviate the burden of fare increases on passengers. TD has been closely monitoring the operational and financial situation of outlying island ferry routes and maintaining contact with the trade for studying the most desirable long-term operation model for the outlying island ferry service. It is expected the result of the review will be announced in 2019. Meanwhile, the Government will continue to take forward the pilot project for enhancing existing ferry piers to keep up the exterior design and facilities of the piers with the time.

19. The Government will keep reviewing existing ferry services and the upcoming “water taxi” services in response to the needs and expectations of ferry passengers across the harbour and in the outlying island, while assisting waterborne public transport trade in long-term healthy development.

Relieving the Burden of Public Transport Expenses

(a) Public Transport Fare Subsidy Scheme

20. The Government will implement the non-means-tested Public Transport Fare Subsidy Scheme (“the Scheme”) on 1 January 2019 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. Commuters do not have to apply for the Scheme. Under the Scheme, commuters with monthly public transport expenses exceeding \$400 are eligible for subsidy. The Government will provide subsidy amounting to 25% of the

¹² The gearing up time (and hence the commencement timeframe) of the “water taxi” service might vary depending on the features of the new service.

actual public transport expenses in excess of \$400, subject to a maximum of \$300 per month. The Scheme covers the Mass Transit Railway (“MTR”), franchised buses, GMBs, ferries, trams, as well as designated routes of red minibuses, Kaitos, non-franchised buses providing residents’ services and employees’ services approved by TD. Fares paid by Octopus cards and designated transport tickets (e.g. monthly/day passes) of the abovementioned public transport services purchased by any payment means will be taken into account in the calculation of monthly public transport expenses. The Scheme, together with the new initiative for waiving the toll of tunnels and roads on franchised buses as mentioned in paragraph 3 above, can help relieve the fare burden of commuters.

21. The Scheme will be implemented continuously. The Government will closely monitor the operation of the Scheme upon implementation. As mentioned to the LegCo Panel earlier, we will commence the first review of the Scheme around a year after the Scheme’s implementation to examine its effectiveness and impact on the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data.

(b) Other on-going initiatives

22. The KMB has introduced a monthly pass applicable to most KMB routes since March 2018 and has enhanced the sales arrangement of the monthly pass by changing its validity period from a calendar month to 30 consecutive days, providing passengers with more flexibility when buying the monthly pass. Besides, the MTR Corporation Limited has introduced interchange discount with GMBs since June 2018, involving around 500 GMB routes.

23. The Government will keep monitoring the operation of the Scheme and, at the same time, continue to liaise closely with all public transport operators and encourage them to introduce suitable fare concession schemes to relieve public transport fare burden of the commuters.

Proposed Creation of a Permanent Post of AOSGC (D2)

24. The scope of the new initiatives for enhancing public transport services mentioned above (including the continuous monitoring upon implementation), as well as the review on the Scheme in paragraphs 20 and 21 is extensive. Given the complexity of work nature and heavy workload involved, the effective discharge of these duties requires a dedicated directorate officer with appropriate experience and seniority. Since an AOSGC possesses the requisite experience in policy administration for formulating and implementing

policies and strategies, as well as engaging stakeholders from different sectors on issues straddling several policy portfolios, we propose to create a permanent post of AOSGC (D2) to assist in implementing various new initiatives and overseeing the initiatives upon implementation. The proposed permanent post of AOSGC will report to Deputy Secretary of the Transport and Housing (Transport) 2. He/She will assist in conducting policy analysis and formulating policy proposals regarding various new initiatives; negotiate with public transport operators and consult relevant stakeholders; seek funding approval from the LegCo for the required resources for implementing the new initiatives; handle work related to legislative amendments; prepare discussion and policy papers to consult LegCo Panel and Transport Advisory Committee; examine the new initiatives upon implementation, conduct review on the new initiatives when necessary and oversee the implementation of the recommendations of the reviews; and examine the Scheme upon implementation and commence relevant review on the Scheme.

25. To implement the new initiatives and examine the situation after implementation as early as possible, and to examine the Scheme upon implementation and commence relevant review, we propose to create the permanent post of AOSGC (D2) from 1 April 2019 or with immediate effect upon approval by the LegCo, whichever is the later. The job description of the post is at **Annex 1**.

Alternatives Considered

26. We have critically assessed if the duties of the proposed post can be absorbed by existing officers of the same rank (i.e. Principal Assistant Secretaries (“PASes”)) within the Transport Branch. Since all the existing PASes are fully engaged in their own duties, it is operationally not viable for them to take up the additional duties without risking the existing duties. Hence, we consider that it is necessary to create a new post dedicated for taking forward the new initiatives to ensure smooth implementation, and to continuously monitor the situation after implementation with a view to reviewing the new initiatives as and when necessary. An existing organisation chart of the Transport Branch and the major duties of its existing PASes are at **Annex 2** and **Annex 3** respectively.

Non-directorate Support

27. The proposed AOSGC in the Transport Branch will be supported by four non-directorate officers. They will assist in preparing and taking forward

the new initiatives; analysing the opinions from the public transport operators and different stakeholders; preparing discussion and policy papers; and overseeing the implementation of the new initiatives so as to conduct reviews on new initiatives when necessary. The organisation chart with the proposed posts in the Transport Branch is at **Annex 4**.

Financial Implications

28. The proposed creation of the permanent post of an AOSGC (D2) will bring about an additional notional annual salary cost at mid-point of \$2,179,800 and additional full annual average staff cost, including salaries and staff on-cost, of about \$3,074,000. Moreover, the creation of four non-directorate posts¹³ will bring an additional notional annual salary cost at mid-point of \$3,100,860 and the additional full annual average staff cost, including salaries and staff on-cost, of about \$4,124,000. We will include the necessary provision in the 2019-20 draft Estimates to meet the required staff cost of the proposal and reflect the required resources in the draft Estimates in subsequent financial years. We will also include necessary provisions in the draft Estimates in relevant financial years to take forward the new initiatives for enhancing public transport services.

Advice Sought

29. Members are invited to comment on the initiatives for enhancing public transport services as mentioned above, and support the proposed creation of a permanent post of AOSGC (D2) as mentioned in paragraphs 24 and 25.

Transport and Housing Bureau November 2018

¹³ Relevant posts include 1 Senior Administrative Officer, 1 Administrative Officer and 1 Personal Secretary I and 1 Assistant Clerical Officer.

**Proposed Job Description for
Principal Assistant Secretary (Transport) (12)
Transport Branch, Transport and Housing Bureau**
*(Post from 1 April 2019 or with immediate effect upon approval by the
Legislative Council, whichever is the later)*

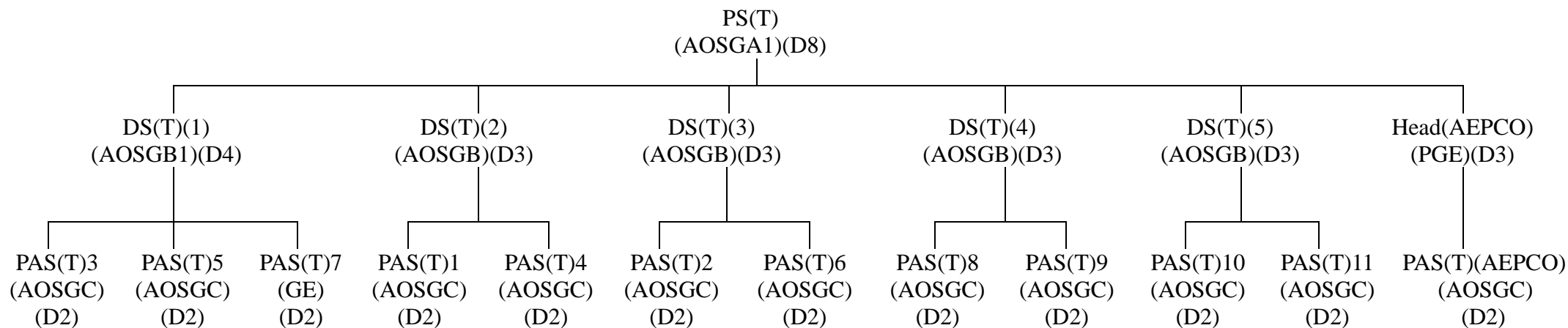
Rank : Administrative Officer Staff Grade C (D2)

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

Main Duties and Responsibilities –

1. To conduct policy analysis and formulate policy proposals of implementing new initiatives for enhancing public transport services, which include waiving the toll of tunnels and roads on franchised buses, further enhancing the operating safety of franchised buses, providing real-time arrival information for green minibuses, re-commissioning the “Central-Hung Hom” ferry route and launching a pilot “water taxi” service and relaxing the vehicle length restriction of light bus;
2. To negotiate with public transport operators and consult different stakeholders for the implementation of the new initiatives mentioned in item (1);
3. To seek funding approval from Legislative Council (“LegCo”) for the resources required for implementing the new initiatives mentioned in item (1) ;
4. To prepare discussion and policy papers on the new initiatives mentioned in item (1) and consult the LegCo Panel and Transport Advisory Committee;
5. To examine the implementation of the new initiatives, conduct reviews on the new initiatives as and when necessary and oversee the implementation of recommendations of the reviews; and
6. To examine the implementation of the Public Transport Fare Subsidy Scheme and commence relevant review on the Scheme.

Existing Organisation Chart of Transport Branch
Transport and Housing Bureau

**Legend**

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

Note: Supernumerary directorate post for six months is not included

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

All the Principal Assistant Secretaries in the Transport Branch (“PAS(T)s”) of the Transport and Housing Bureau are fully engaged in their respective duties (major duties/responsibilities and work priorities of the PAS(T)s are summarised in the ensuing paragraphs) and have no spare capacity to take up the additional duties of the proposed directorate post of an Administrative Officer Staff Grade C (“AOSGC”)(D2).

Under DS(T)1

PAS(T)3

2. PAS(T)3 assists DS(T)1 in providing policy input into various strategic and regional transport planning studies and dealing with all town planning matters, and in handling policy work relating to the planning and implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the proposed Hong Kong-Shenzhen Western Express Line. He is also responsible for policy matters concerning transport planning and tourism, and coordination of the overall transport policy as well as Legislative Council business.

PAS(T)5

3. PAS(T)5 assists DS(T)1 in handling policy work relating to transport capital projects, in particular the planning and implementation of the Hong Kong-Zhuhai-Macao Bridge and related Hong Kong infrastructure projects. He is responsible for the house-keeping of the Highways Department and securing resources for highway infrastructure projects by overseeing the Capital Works Reserve Fund - Resource Allocation Exercise submissions and project feasibility studies and presenting items to Public Works Subcommittee/Finance Committee for funding approval. He is also in charge of the implementation of approved projects and assisting in resolving difficulties. Besides, he is also responsible for the administration of the Secretary for Transport and Housing’s responsibilities under the Roads (Works, Use and

Compensation) Ordinance and overseeing the Northwest New Territories Traffic and Infrastructure Review.

PAS(T)7

4. PAS(T)7 assists DS(T)1 in formulating Transport and Railway Development Strategies, providing policy input on the implementation of Railway Development Strategy 2000 and overseeing progress of railways projects under planning or construction and the review on strategic highway projects. He also oversees the model updates of the Third Comprehensive Transport Study and the Second Railway Development Study. He is also in charge of the overall administration of Railways Ordinance and dealing with objections under Railways Ordinance.

Under DS(T)2

PAS(T)1

5. PAS(T)1 assists DS(T)2 in overseeing the transport policies on franchised buses, public light buses, taxis and trams. She is responsible for overseeing the fare adjustment arrangement for the above mentioned public transport services and policy issues relating to the fare adjustment applications from these public transport operators. She is also in charge of the transport policy on non-franchised public bus services and the co-ordination of services among different modes of public transport and the implementation of measures under the Public Transport Strategy Study.

PAS(T)4

6. PAS(T)4 assists DS(T)2 in overseeing and monitoring the transport policies and administrative matters concerning the operation of and services provided by MTR Corporation Limited. He is also responsible for overseeing the transport policies on railway safety, ferries, Octopus and the Park and Ride Scheme.

Under DS(T)3

PAS(T)2

7. PAS(T)2 assists DS(T)3 in overseeing matters relating to the Transport Advisory Committee and the Transport Complaints Unit, and in house-keeping and evaluating policy matters relating to toll roads, Build-Operate-Transfer tunnels and Government tunnels. He is responsible for the policy work on road safety, traffic management, and the application of information technology to traffic management. He is also in charge of the co-ordination of the Bureau's inputs on transport-related environmental issues and house-keeping of the Transport Department.

PAS(T)6

8. PAS(T)6 assists DS(T)3 in overseeing policy matters relating to vehicle and driver licences, driver training, the quota regime on cross-boundary coaches, hire cars and private cars. She oversees cross-boundary vehicular traffic at land crossings, cross-boundary ferry services and operation of cross-boundary ferry terminals, and co-ordinates the Bureau's inputs on cross-boundary transport-related issues. She also oversees matters relating to the Transport Tribunal.

Under DS(T)4

PAS(T)8

9. PAS(T)8 assists DS(T)4 in overseeing policy matters relating to airport development and house-keeping the Airport Authority Hong Kong ("AAHK"). She is also responsible for taking charge of air services negotiations/air transport policy in relation to Africa, other parts of China, Europe, Central Asia, Indian Sub-continent, and the Middle East.

PAS(T)9

10. PAS(T)9 assists DS(T)4 in handling policy matters relating to civil aviation management and house-keeping Civil Aviation Department. She is in charge of air services negotiations/air transport policy in relation to Southeast and Northeast Asia, Australasia and America; and overflight agreements and air transport related matters in

Asia-Pacific Economic Cooperation, Organisation for Economic Cooperation and Development and the World Trade Organization. She is also responsible for providing secretariat support to the Air Transport Licensing Authority.

Under DS(T)5

PAS(T)10

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

PAS(T)11

12. PAS(T)11 assists DS(T)5 in overseeing policy matters relating to maritime development, promotion and implementation of related initiatives. She is responsible for providing secretariat support for the Hong Kong Maritime and Port Board and its Committees and serving as Secretary to the Maritime and Port Development Committee. She is also responsible for providing secretariat support for the Sub-group on Maritime under the Working Group on Transportation of the Economic Development Commission and following up on its deliberations.

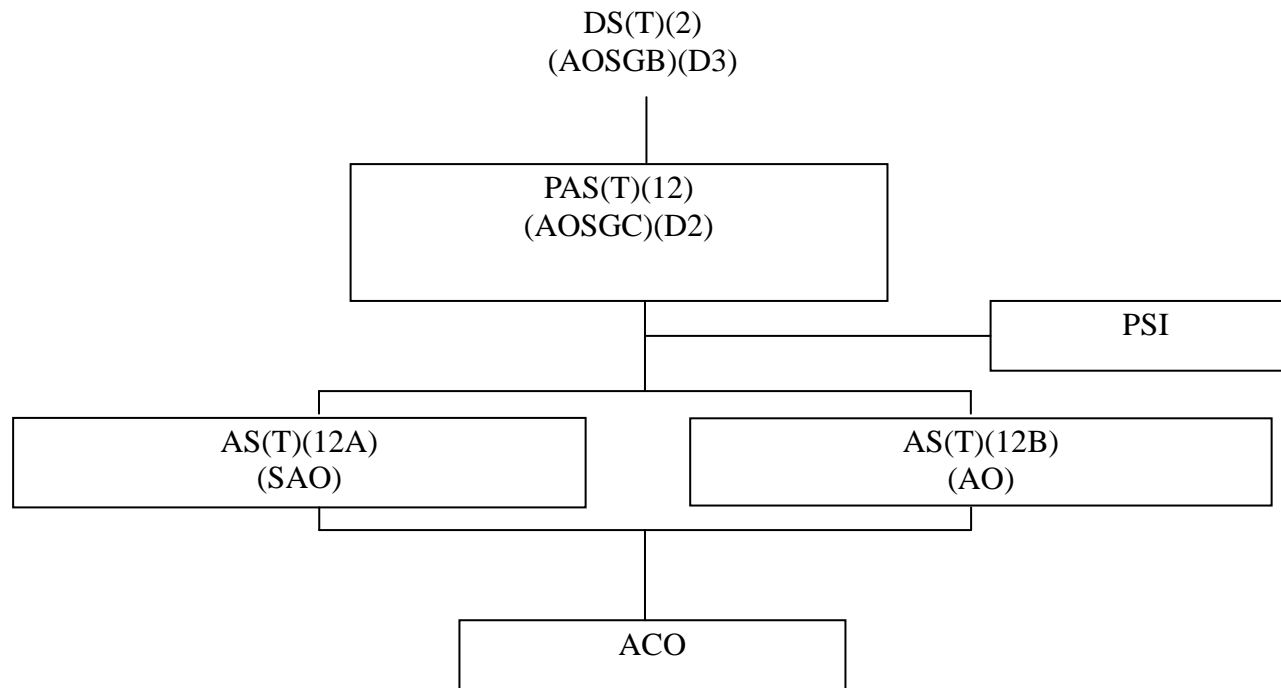
Under Head(AEPCO)

PAS(AEPCO)

13. PAS(AEPCO) assists Head(AEPCO) in formulating the overall strategy for the development and implementation of the Three-Runway System Project and providing support for seniors' participation in various meetings related to the Three Runway System Project. She is responsible for co-ordinating with AAHK, relevant Bureaux/Departments and stakeholders in the planning and implementation of the Three-Runway System Project, formulating public consultation plans and participating in public engagement exercise for the development and implementation of the Three-Runway System Project.

She is also responsible for reviewing AAHK's financial proposals, advising AAHK on the financial arrangements for the smooth delivery of the Three-Runway System Project and assisting in monitoring the expenditure of the works undertaken by AAHK.

**Organisation Chart of Proposed Permanent Posts
Transport Branch, Transport and Housing Bureau**



Legend

- | | | | | | |
|-------|---|---|--------|---|---|
| ACO | - | Assistant Clerical Officer | DS(T) | - | Deputy Secretary for Transport and Housing (Transport) |
| AO | - | Administrative Officer | PAS(T) | - | Principal Assistant Secretary for Transport and Housing (Transport) |
| AOSGB | - | Administrative Officer Staff Grade B | PSI | - | Personal Secretary I |
| AOSGC | - | Administrative Officer Staff Grade C | SAO | - | Senior Administrative Officer |
| AS(T) | - | Assistant Secretary for Transport and Housing (Transport) | | | |