For discussion **EC(2006-07)3**
on 3 May 2006

ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 186 – TRANSPORT DEPARTMENT

Subhead 000 Operational expenses

Members are invited to recommend to Finance Committee the retention of the following supernumerary post in the Technical Services Branch of the Transport Department with effect from 22 June 2006 for a period of two years up to 21 June 2008 –

1 Chief Engineer
(D1) ($92,650 - $98,300)

PROBLEM

The supernumerary Chief Engineer (CE) (D1) post created in the Technical Services Branch of the Transport Department (TD) on 22 June 2001 to oversee initiatives relating to the application of the Intelligent Transport Systems (ITS) will lapse on 22 June 2006. TD needs the continued support of the directorate post for another two years to oversee the implementation of the Transport Information System (TIS) and Traffic Control and Surveillance Systems (TCSS), as well as the development of information technology (IT) applications under the ITS Strategy.

PROPOSAL

2. We propose to retain the supernumerary CE (D1) post in the Technical Services Branch of TD for a period of two years from 22 June 2006 up to 21 June 2008.

/JUSTIFICATION .....

JUSTIFICATION

Creation of the Post

3. On 22 June 2001, the Finance Committee (FC) approved vide EC(2001-02)11 the creation of the supernumerary CE post, namely, the Chief Engineer/Intelligent Transport (CE/iT) post, for a period of five years up to 21 June 2006 to cope with the increased complexity and volume of work on the development and implementation of ITS. When the post was created in June 2001, major tasks to be dealt with by CE/iT in the five-year tenure included the implementation of key projects under the proposed ITS Strategy, namely TIS, Journey Time Indication System (JTIS), Traffic Management and Information Centre (TMIC) and TCSS facilities on Strategic Road Network; and the promotion of development of ITS applications through public/private collaboration. The job description of the CE/iT post when approved in June 2001 is at Enclosure 1. As it is expected that the outstanding projects under the ITS Strategy can only be completed by 2008, it is necessary to retain the post for another two years.

Encl. 1

Tasks Undertaken by CE/iT since June 2001

4. Since the creation of the post in June 2001, CE/iT has formulated action plans for implementing the key projects under the ITS Strategy, promoted the development of ITS applications through public/private collaboration, co-ordinated and liaised with concerned parties to implement the key projects and planned resources for new initiatives. The tasks completed include the expansion of the traffic condition services on the Internet, provision of the JTIS on Hong Kong Island and the related Traffic Speed Map, establishment of a Traffic Control Centre (TCC) which is a pilot scheme of the TMIC, award of a contract for the implementation of TIS, completion of the Investigation Study on the Expansion of Speed Enforcement Camera System, and planning for the studies on congestion charging and use of advanced technologies in incident management.

5. As far as the TCSS is concerned, the tasks so far completed include the implementation of TCSS for Tsing Yi North Coastal Road, and Hong Kong-Shenzhen Western Corridor/Deep Bay Link; replacement of the TCSS in the Airport Tunnel and Aberdeen Tunnel; and the provision of Closed Circuit Television (CCTV) systems on Tolo Highway between Ma Liu Shui and Tai Po and approach roads to the Disneyland in Penny's Bay. Besides, CE/iT is overseeing the planning and design for the provision of additional CCTV cameras and variable message signs in the urban areas and New Territories; TCSS for Tolo Highway and Fanling Highway between Tai Hang and Yuen Chau Tsai, Tuen Mun Road, Central-Wanchai Bypass, Hong Kong-Zhuhai-Macao Bridge and North Lantau Highway Connection. He is currently monitoring the implementation of TCSS in Tung Chung Road, Route 8 between Sha Tin and Tsing Yi and Route 9 extension in Tsuen Wan.

/**Outstanding** .....

Outstanding and New Tasks

(A) Transport Information System

Original proposal

6. One of the key recommendations under the ITS Strategy is the establishment of a centralised TIS, which is a centralised data warehouse for the collection, processing and dissemination of comprehensive transport information. Two key services, namely the Intelligent Road Network (IRN) and Public Transport Information Services (PTIS) will be provided under the TIS. A brief on the TIS is at Enclosure 2. CE/iT is responsible for managing the TIS project to ensure its timely and satisfactory completion.

Encl. 2

Subsequent development

7. With the funding of $63.6 million approved by FC vide FCR(2001-02)7 on 1 June 2001, TD invited tenders for the implementation of TIS in April 2002 and awarded the contract in May 2003. The project was originally scheduled for completion in December 2004. However, as reported to the Legislative Council (LegCo) Panel on Transport vide the information paper CB(1)2213/04-05(01) in August 2005, TD experienced difficulties with the contractor, which resulted in serious delay in the implementation of the project. The contract was eventually terminated in February 2005. Throughout the period, CE/iT had closely monitored the progress of the project and took actions to deal with the issues raised by the contractor to ensure that the system design would comply with the requirements as stipulated in the contract. Where there were serious disputes between TD and the contractor at the later stage, CE/iT provided professional support and advice to the top management in the efforts to rescue the project on one hand, and to protect the interests of the Government on the other. When considering proposals put forward by the contractor, CE/iT led the project team to conduct detailed analyses and consulted the concerned stakeholders to ensure that the key components and main functions of the system would not be jeopardised.

8. TIS is one of the major projects under the ITS Strategy which will bring about significant benefits both internally for TD's daily operation and externally to the transport operators, value-added service providers and the general public. Despite the set-back in the development of the project described above, the Administration is keen to implement the TIS as soon as practicable so as to realise the benefits the earliest possible. As such, TD re-tendered the contract for the implementation of the TIS in November 2005.

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9. In preparing the new set of tender documents, CE/iT has closely liaised with the Government Logistics Department and Department of Justice on the terms to be included in the contract in the light of the experience in dealing with the last contract, with a view to avoiding recurrence of the incident. It is essential to continue to keep close liaison with all stakeholders to ensure satisfactory completion of the new contract in a timely manner.

Latest position

10. After the serious traffic congestion on 9 May 2005, the Secretary for the Environment, Transport and Works (SETW) appointed a Task Force to review and recommend measures to enhance emergency transport co-ordination. One of the recommendations is to establish a Geographic Information System (GIS) platform for the collection and dissemination of real-time traffic information and incident management. In this connection, IRN, which makes use of GIS, will provide the infrastructure for consolidating and disseminating real-time information collected from other sources, such as the CCTV systems, JTIS and automatic incident detection systems. In view of the need for an IRN that would provide accurate and updated traffic information to the general public and the strong request from service providers for a common IRN platform to facilitate the development of add-on services, we need to put IRN in place as soon as possible.

11. In the light of the above, when tenders for the new TIS contract were invited in November 2005, the focus was on the provision of IRN, while the provision of PTIS would be implemented separately, as detailed in paragraph 12 below. The latest scope and key tasks of the TIS project are at Enclosure 3. Tender evaluation is near its final stage, and the new contract is expected to be awarded before mid 2006. The contract period is 18 months and the system is scheduled for completion by end 2007.

Encl. 3

12. On PTIS, in recent years, public transport operators, academic institutions and the private sector have developed a number of products that provide similar service. To avoid duplication of effort and waste of resources, TD will continue to liaise with the service providers to explore partnership opportunities and the best options to implement PTIS in a timely and cost-effective manner. This will require directorate steer in the development of the service and agreement with the service providers on the Government's participation and financial arrangements, such as viable collaboration model options, division of responsibilities and ownership of data and systems. We plan to implement PTIS by end 2007 when the TIS is ready for launch.

/Need .....

Need for the retention of the CE/iT post

13. To ensure that the TIS project would be implemented smoothly and effectively and commissioned on schedule, a dedicated directorate officer is needed to closely monitor and manage the project plan, including the schedule of key tasks, associated resource requirements, division of responsibilities, collaboration among concerned parties and other related issues. We need to retain the CE/iT post to provide professional advice and direction, and to conduct regular meetings with the senior management of the new contractor to ensure mutual understanding of the requirements, availability of adequate resources and timely resolution of problems, if any, encountered. We consider that a Traffic Engineer at directorate level is required to oversee the business areas of TD and provide the transport expertise to take forward the project on schedule.

14. Apart from project management, the implementation of TIS also entails major changes to the daily operation of TD. We need to retain the CE/iT post to liaise with various stakeholders, including different branches in TD, the public transport operators and relevant government departments. The incumbent will also have to provide guidance in the development of the system architecture for the integration of existing systems containing data on traffic accident, black sites, parking, annual traffic census, car journey time surveys and public transport and common data standards. Many currently stand-alone transaction processes such as the provision of public transport service schedules, transport statistics, traffic light signal data and ad-hoc survey results, will be converted to online processes. A lot of records will be transformed into spatially indexed digital databases. CE/iT will also need to explore with the stakeholders business process re-engineering opportunities to streamline the workflow of relevant business functions, thus enhancing the collection, retrieval and analysis of transport and traffic information. He will also need to provide expert advice on the capabilities and limitations of TIS in terms of traffic and transport data standard, data analysis functions, workflow development, etc., such that a practical approach can be derived. The complexity and sensitivity of the business process re-engineering issues require adequate guidance and prompt decision of a directorate officer.

15. The provision of TIS will facilitate the private sector to develop value-added services, such as public transport and traffic information services and fleet management and car navigation systems, and benefit the public at large. CE/iT is discussing with various telecommunication service providers the arrangements to broadcast real-time traffic information captured by the CCTV systems to mobile phone users. We need to continue to promote collaboration with the private sector and foster the development and provision of value-added services through the use of information generated from TIS. Directorate support is essential for the effective liaison among government bureaux/departments and negotiation with the private sector on partnership opportunities to safeguard the Government's interests in public-private partnership.

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16. Both the TIS and PTIS projects are expected to be completed by end 2007. To allow a few months for tackling possible teething problems after the commissioning of the systems, we propose to retain the CE/iT post up to 21 June 2008 to meet the operational needs.

(B) Traffic Control and Surveillance Systems

Projects to be implemented in the coming years

17. Another key recommendation of the ITS Strategy is the provision of TCSS on all strategic roads to enhance the traffic management framework. TCSS mainly include CCTV cameras, incident detectors, variable message signs, variable speed limit signs and lane control signals. They enable TD to monitor traffic conditions, detect traffic incidents, provide motorists with important traffic information and divert traffic to improve traffic management. If the proposed retention of the CE/iT post is approved, in the coming two years, the incumbent will continue the planning and implementation of those on-going projects listed in paragraph 5 above, including TCSS for Central-Wanchai Bypass, Hong Kong-Zhuhai-Macao Bridge, North Lantau Highway Connection, Tung Chung Road, Route 8 between Sha Tin and Tsing Yi, Tuen Mun Road, etc. He will also carry out the planning of TCSS for Central Kowloon Route. In addition, he will continue to provide guidance on the operation and maintenance of the existing and newly completed TCSS/CCTV systems.

Need for the retention of the CE/iT post

18. In view of the advancement of technologies, TCSS are becoming more complex and their interface with other systems more complicated. The involvement at directorate level is particularly important throughout the planning and implementation stages, especially for cross-boundary routes such as the Hong Kong-Zhuhai-Macao Bridge and North Lantau Highway Connection, the construction of which is under a very tight timeframe and requires close liaison with the Mainland authorities. Continuous directorate support will be required for the on-going TCSS projects. We would review the establishment of TD when the CE/iT post lapses in mid 2008, having regard to the prevailing workload, and explore the possibility of assigning the residual work to other directorate officer(s).

(C) Other Initiatives under ITS Strategy

19. Apart from TIS and TCSS, ITS Strategy has also recommended the development of other new initiatives, namely JTIS and TMIC. In the past years, CE/iT led the development of these two initiatives. Specifically, JTIS on Hong

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Kong Island and the related Traffic Speed Map were launched in 2003 and 2005 respectively, and a TCC was established in 2003. However, in view of CE/iT's heavy involvement in other major initiatives under the ITS Strategy as mentioned in paragraphs 4 and 5 above, and the relevance of JTIS and TMIS to the work of other CEs in TD, the responsibilities for taking forward these two initiatives further have since been handed over to other CEs, so that CE/iT can concentrate on the implementation of TIS and TCSS projects, as well as development of IT systems/applications under the ITS Strategy. A brief on these two initiatives and their latest developments is at Enclosure 4.

Encl. 4

(D) Other IT Systems/Applications

20. CE/iT is currently supported by the Intelligent Transport Systems Section and the Traffic Control and Surveillance Section in carrying out the tasks mentioned above. If the proposed retention of the post is supported, CE/iT will also oversee the Computer Services Section and Infrastructure Section to ensure that the development of other IT applications within TD would tie in with TIS. He will direct the implementation of the IT strategy and the effective use and maintenance of existing information systems in TD. While he will be supported by a team of professional and technical IT staff, his expertise in transport operation and traffic management is essential to ensure that the operational requirements of TD will be fully met.

21. In particular, CE/iT's input is required for the following items –

(a) the implementation and enhancement of the infrastructure network in order to meet the implementation requirements of TIS;

(b) the development of IT applications to facilitate the dissemination of emergency traffic information to the public via TD's website and mobile phones;

(c) the employment of advanced technologies in the enhancement of the emergency transport co-ordination system to facilitate inter- and intra-departmental communication in the event of emergency traffic incidents; and

(d) the steer and management of the information security policy in TD including the IT security on the ITS applications to CCTV, JTIS, Area Traffic Control (ATC) and the future TIS.

We anticipate that these projects would be completed by mid 2008. We would review the establishment of the Computer Services Section and Infrastructure Section nearer the time, having regard to the prevailing workload, and explore the possibility of redeploying them to come under the supervision of other directorate officer(s) when the CE/iT post lapses.

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22. The revised job description of CE/iT and the existing and proposed organisation chart of TD are at Enclosure 5 and Enclosure 6 respectively.

Encls. 5 & 6

ALTERNATIVES CONSIDERED

23. We have examined critically the possibility of assigning the responsibilities being or to be undertaken by CE/iT as detailed above to the other six CEs in TD but consider this not feasible. CE/Strategic Roads and CE/Priority Railway are fully engaged in overseeing the planning and implementation of strategic road projects and railway projects respectively. CE/Traffic and Transport Survey is looking after various traffic and transport surveys and has taken up the responsibility of overseeing the planning for expansion of the JTIS on Kowloon side. CE/Transport Planning is responsible for the planning of the transport infrastructure. CE/Road Safety and Standards covers road safety and standards issues and provides support to the Road Safety Council in formulating road safety policies and strategies. The remaining CE/Traffic Control deals with the planning and implementation of new ATC systems and CCTV systems for signalised road intersections and the operation and expansion of the existing systems. He will also oversee the setting up of an enhanced Emergency Transport Co-ordination Centre (transformed from the existing TCC) and ATC Centre. The CEs are all fully engaged in their own schedules of duties.

24. We have also considered putting the key tasks concerned under the direct supervision of an Assistant Commissioner for Transport (AC for T) (D2). However, most of the tasks require frequent communication with and intensive involvement in the work of working teams and different stakeholders. It is more appropriate and effective for a directorate officer at CE (D1) level to handle the tasks, thus sparing the AC for T to concentrate on the overall strategy formulation, the monitoring of the progress of the projects, alignment at the top level with counterparts and resource acquisition and management.

FINANCIAL IMPLICATIONS

25. The additional notional annual salary cost at mid-point of the proposal is $1,144,200. The full annual average staff cost of the proposal, including salaries and staff on-costs, is $1,703,000. The additional resources required will be met by internal redeployment of existing resources within the Environment, Transport and Works Bureau. The proposal is covered in ECI(2005-06)6.

/CONSULTATION .....

CONSULTATION WITH LEGISLATIVE COUNCIL PANEL

26. We circulated an information paper to the LegCo Panel on Transport on 18 March 2006. Members noted the content of the staffing proposal and did not have any comments.

BACKGROUND INFORMATION

27. According to the recommendations of the ITS Strategy Review Study conducted by TD in 2001, a centralised TIS and a more comprehensive traffic management framework should be established to enhance traffic flow and safety of our road network. We took forward the core projects recommended by the ITS Strategy Review and updated Members of the LegCo Panel on Transport on the progress in May 2002 and March 2003. Since then, we have pressed ahead with the various initiatives. In the wake of the serious traffic congestion on 9 May 2005, SETW appointed a Task Force to review and recommend measures to enhance emergency transport co-ordination. The Task Force has completed the review and made 56 recommendations. We have reviewed our ITS Strategy in the light of the recommendations and submitted an information paper to the LegCo Panel on Transport in August 2005 to update Members of the progress of the ITS.

ESTABLISHMENT CHANGES

28. The establishment changes in TD for the past two years are as follows –

Establishment (Note)	**Number of posts**		
	Existing (as at 1 April 2006)	**as at 1 April 2005**	**as at 1 April 2004**
A	26 + (2) #	26 + (2)	26 + (3)
B	268	268	268
C	941	944	980
Total	**1235 + (2)**	**1238 + (2)**	**1274 + (3)**

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 and Model Scale I
( ) – number of supernumerary directorate posts
– as at 1 April 2006, there is no unfilled permanent directorate post in TD.

CIVIL SERVICE BUREAU COMMENTS

29. The Civil Service Bureau is satisfied that the proposed retention of the supernumerary CE post for two years will sustain the directorate input required to oversee the implementation of the major outstanding projects under the ITS Strategy of TD. The grading and ranking of the proposed post is appropriate having regard to the level and scope of responsibilities and the professional input required.

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

30. As the post is proposed on a supernumerary basis, its retention, if approved, will be reported to the Standing Committee on Directorate Salaries and Conditions of Service in accordance with the agreed procedure.

Environment, Transport and Works Bureau
April 2006

Original Job Description for
Chief Engineer/Intelligent Transport
(as shown in Enclosure 5 to EC(2001-02)11 and
approved by the Finance Committee in June 2001)

Rank : Chief Engineer (D1)

Responsible to : Assistant Commissioner for Transport/Technical Services (D2)

Main Duties and Responsibilities –

1. To promote and execute action plans for implementing the key projects under the proposed Intelligent Transport Systems (ITS) Strategy.

2. To promote the development of ITS applications through public/private collaboration.

3. To provide guidance for the implementation of the key projects under the proposed ITS Strategy including Transport Information System, Traffic Management and Information Centre and Journey Time Indication System.

4. To co-ordinate and liaise with other branches in Transport Department, other government departments, transport operators, system suppliers/integrators and service providers for the implementation of the key projects.

5. To plan and co-ordinate resources for new initiatives of ITS applications.

6. To plan and implement the provision of Traffic Control and Surveillance facilities on the existing Strategic Road Network.

7. To provide traffic engineering input for the development of information technology in Transport Department.

8. To consult Transport Advisory Committee, Legislative Council Panel on Transport and other concerned parties, and attend meetings as necessary, on the recommendations of the ITS Strategy Review.

9. To oversee the administration of the Intelligent Transport Division.

Brief on the Transport Information System project

It is the Government's policy to promote wide application of innovation and technology to add value to our services. On the transport front, the Administration will pursue the Intelligent Transport Systems (ITS) to achieve its policy objective. In 2000-01, the Transport Department (TD) conducted an ITS Strategy Review Study with a view to developing a long-term ITS deployment plan for Hong Kong. The Study recommended the establishment of a centralised Transport Information System (TIS) and a more comprehensive traffic management framework to enhance traffic flow and safety of our road network. The Study further suggested that private sector initiatives should be encouraged to make use of these systems to provide tailor-made services to individual road users. The proposed ITS Strategy was presented to Legislative Council (LegCo) Panel on Transport in March 2001 and Members generally supported the Strategy.

2. TIS is one of the major projects under the ITS Strategy. It is a computerised system which integrates transport and traffic data into a common, structurally formatted central database to enable information sharing and data analysis in an efficient and effective manner. It will collect, process, analyse and disseminate comprehensive transport information including traffic conditions, progress of road works, traffic diversion measures, public transport services and traffic incidents. TIS will provide two key services, namely, the Intelligent Road Network (IRN) and the Public Transport Information Service (PTIS). IRN will provide up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc. Upon completion of the IRN, value-added service providers in the private sector, including telecommunication companies, fleet and freight operators, logistic and information technology organisations, can make use of the information for the development of ITS applications such as car navigation, fleet management systems and personalised information services to the public. PTIS is intended to be a service on the Internet providing transport and traffic information to public transport users and motorists for pre-trip planning. It will allow public transport passengers to search for their optimum routes based on distance, cost and number of interchanges. Motorists can search for their optimum driving routes on the digitised map based on options such as distance and toll.

3. The LegCo Panel on Transport supported the TIS proposal at its meeting on 18 May 2001 and the Finance Committee approved the funding of $63.6 million for the implementation of TIS at its meeting on 1 June 2001. The Administration invited tenders for the implementation of TIS in April 2002 and awarded the contract in May 2003, which was scheduled for completion in December 2004. However, TD experienced difficulties with the contractor during the course of the contract, which resulted in serious delay in implementation. The contract was eventually terminated in February 2005.

Scope and Key Tasks for the Implementation of the Transport Information System

Scope

There are over 200 transport and traffic datasets in various formats in the offices of the Transport Department (TD) located at seven main locations. The scope for the implementation of the Transport Information System is as follows –

(a) build a central data warehouse of transport and traffic data to unify the business functional modules into a common browser-based user interface over a departmental portal to facilitate the day-to-day operation of TD;

(b) build an application module from the data warehouse for Traffic and Transport Information Services into a common browser-based user interface over a public portal through a website to display traffic and transport information to the general public;

(c) build a service package of updated information from the data warehouse to support provision of an Intelligent Road Network to value-added service providers;

(d) make available on-line access to other government departments: Highways Department for co-ordination with its maintenance programme and strategic project implementation; Hong Kong Police Force and Fire Services Department for the provision of transport and traffic information for their dispatch management systems; and

(e) provide the data, communication and application interface protocol standards for the industry to provide a conducive environment for promoting Intelligent Transport Systems applications in Hong Kong.

Key tasks

Chief Engineer/Intelligent Transport and his project team would be responsible for managing the contractor and liaising with concerned parties with respect to the following tasks to ensure the timely and successful delivery of the system –

(a) perform project management and quality assurance for the successful implementation of the system within the specified implementation plan and approved budget;

/(b) .....

(b) supervise and co-ordinate the implementation services including system analysis and design, application development, data standardisation, conversion and migration, network design and configuration, system acceptance testing and commissioning, training, documentation, etc.;

(c) arrange for site preparation, supply, delivery, installation, interfacing and integration of hardware and software, disaster recovery facilities, communication cabling and other equipment;

(d) liaise with government departments and transport operators to agree upon data exchange and sharing;

(e) conduct business process re-engineering and formulate the implementation plan; and

(f) arrange on-going system support and maintenance services.

Initiatives under the Intelligent Transport Systems (ITS) Strategy undertaken by other Chief Engineers in Transport Department

Journey Time Indication System (JTIS)

JTIS is designed to advise motorists of the estimated journey time for travelling from Hong Kong Island to Kowloon via the three cross-harbour tunnels. Chief Engineer/Intelligent Transport has successfully implemented such a system on Hong Kong Island by installing digital journey time indicators at critical traffic diversion points in 2003 and launching a Traffic Speed Map on the internet in 2005. The digital indicators and the Traffic Speed Map have been operating satisfactorily. We plan to expand the JTIS system to major approach roads to the road-harbour crossings on the Kowloon side to provide more information to the motorists. As the technologies involved in the JTIS are also applicable to surveys on journey time, traffic speed, traffic flow, etc., the new JTIS project on the Kowloon side has been taken up by Chief Engineer/Traffic and Transport Survey, who is currently looking after traffic and transport survey matters in the department, with a view to optimising the use of resources.

Traffic Management and Information Centre (TMIC)

2. The ITS Strategy has also proposed to set up a TMIC that would have direct control of all the Area Traffic Control (ATC) systems and Traffic Control and Surveillance systems; and provide real-time traffic information to the media and the public via the Transport Information System. As a pilot scheme, a Traffic Control Centre (TCC) was set up in TD's Headquarters in August 2003, comprising the Emergency Transport Co-ordination Centre (ETCC) and the control centre of the ATC and Closed Circuit Television (CCTV) systems for the New Territories. In the light of experience in operating the TCC and taking the advantage of the latest communication technology, we have revised our plan for the TMIC project. Instead of accommodating all the traffic control facilities in a single TMIC, we plan to set up two separate centres, viz. an enhanced ETCC and an Area Traffic Control Centre (ATCC), each with their own distinct functions. The enhanced ETCC, transformed from the existing TCC, will specialise in handling emergency transport incidents, including dissemination of incident information. The ATCC, on the other hand, will accommodate and control the day-to-day operation of all the traffic control facilities in the territory. The facilities of the two centres will be inter-connected to maximise their respective functions. It would be more appropriate for Chief Engineer/Traffic Control to oversee the setting up of these two centres as he is currently responsible for the ATC and CCTV systems including planning and construction of the associated control centres.

Revised Job Description for Chief Engineer/Intelligent Transport

Rank **:** Chief Engineer (D1)

Responsible to **:** Assistant Commissioner for Transport/Technical Services (D2)

Main Duties and Responsibilities –

1. To promote the development of Intelligent Transport Systems (ITS) in Hong Kong through public/private collaboration.

2. To manage the implementation of the Transport Information System (TIS).

3. To co-ordinate and liaise with other branches in Transport Department, other government departments, transport operators, system suppliers/integrators and service providers for the implementation of ITS including TIS.

4. To plan and implement the provision of Traffic Control and Surveillance Systems on the existing and future Strategic Road Network under major road projects.

5. To provide advice and guidance for the development of information technology (IT) in Transport Department.

6. To supervise the effective use and maintenance of existing information systems and infrastructure in Transport Department.

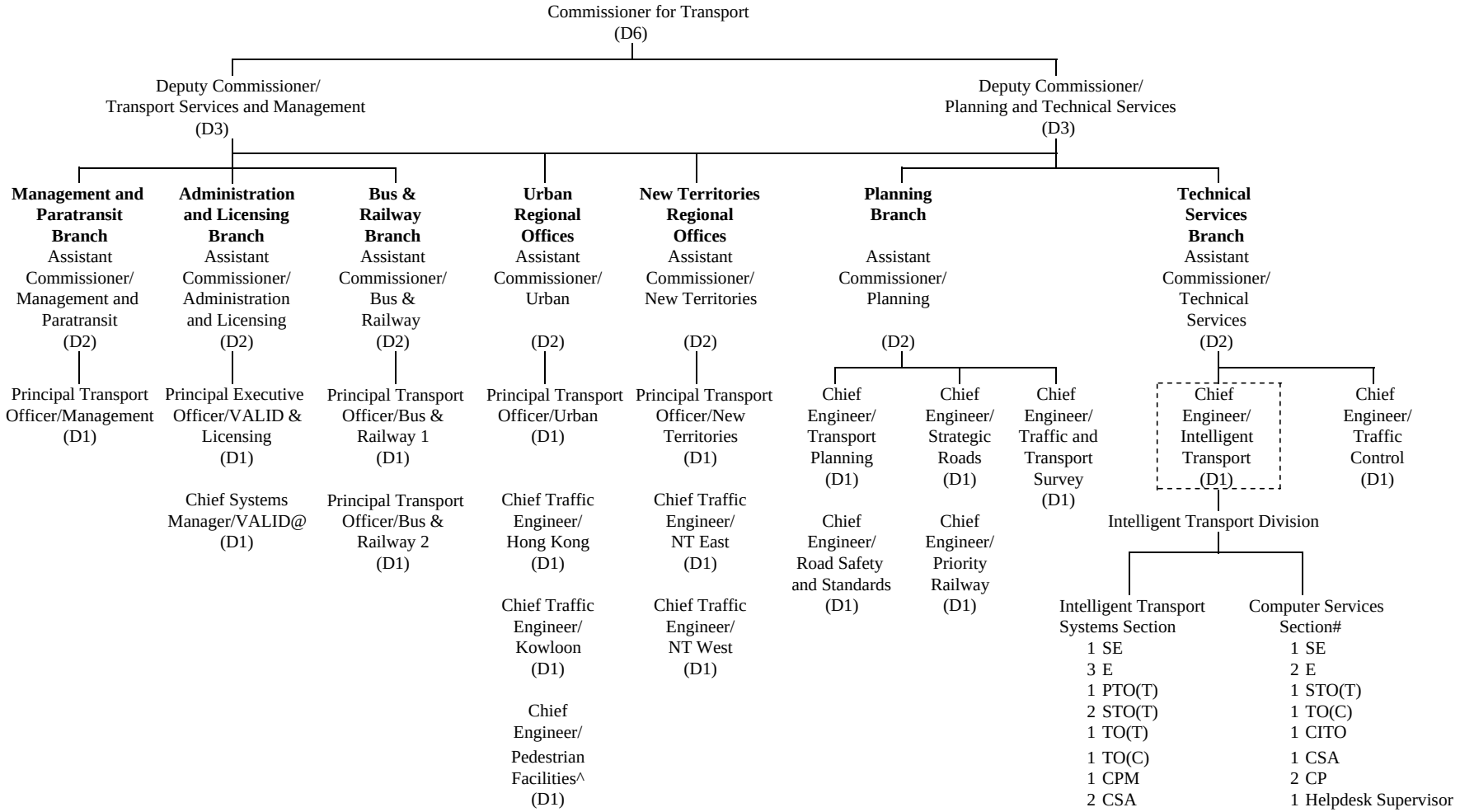
7. To plan and co-ordinate resources for new initiatives of ITS and IT applications.

8. To consult Transport Advisory Committee, Legislative Council Panel on Transport and other concerned parties, and attend meetings as necessary, on the development of ITS in Hong Kong.

9. To oversee the administration of the Intelligent Transport Division (comprising the Intelligent Transport Section, Traffic Control and Surveillance Section, Computer Services Section and Infrastructure Section).

Enclosure 6 to EC(2006-07)3

Existing and Proposed Organisation Chart of the Transport Department



Legend:

- ⬚ Supernumerary CE post proposed to be retained up to 21 June 2008
- @ Supernumerary CSM post created for 6 months from 1 January 2006 to 30 June 2006
- ^ Supernumerary CE post created for 5 years from 6 July 2001 to 5 July 2006
- # The Computer Services Section and Infrastructure Section will be placed under the Chief Engineer/Intelligent Transport w.e.f. 22 June 2006.

SE	- Senior Engineer	CITO	- Contract Information Technology Officer
E	- Engineer	CSA	- Contract Systems Analyst
EE	- Electronics Engineer	CP	- Contract Programmer
PTO(T)	- Principal Technical Officer (Traffic)	ACO	- Assistant Clerical Officer
STO(T)	- Senior Technical Officer (Traffic)	CA	- Clerical Assistant
TO(T)	- Technical Officer (Traffic)	OA	- Office Assistant
TO(C)	- Technical Officer (Civil)	TSA I	- Transport Services Assistant I
SSM	- Senior Systems Manager	VALID	- Vehicles & Drivers Licensing Integrated Data
CPM	- Contract Project Manager	NT	- New Territories