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**Panel on Security**

**Background brief prepared by the Legislative Council Secretariat  
for the meeting on 13 May 2014**

**Replacement of a crash fire tender for the Airport Fire Contingent**

**Purpose**

This paper summarizes past discussions by the Panel on Security ("the Panel") on the Administration's proposal to replace crash fire tenders ("CFTs") for the Airport Fire Contingent of the Fire Services Department ("FSD").

**Background**

2. The Airport Fire Contingent is responsible for fire fighting and emergency rescue in aircraft accidents at the Hong Kong International Airport and its surrounding waters and area. The Airport Fire Contingent's entire airport rescue and fire fighting fleet comprises 14 fire fighting vehicles, two ambulances and eight rescue vessels.

3. The 14 fire fighting vehicles of the Airport Fire Contingent are deployed at two fire stations, namely the Main Airport Fire Station near the midfield of South Runway and the Sub Airport Fire Station near the midfield of North Runway. Each fire station is equipped with an identical fleet of fire fighting vehicles, which includes two Rapid Intervention Vehicles, two CFTs, two Hose Foam Carriers and one Jackless Snorkel.

**Deliberations of the Panel**

4. The Administration briefed the Panel on its proposals to replace one CFT for the Airport Fire Contingent in December 2007 and May 2010 respectively. The deliberations are summarized in the following paragraphs.

### Time involved in the procurement of the replacement CFT

5. Members noted that although the life expectancy of the model to which the replacement CFT belonged was about eight years, the use of CFTs stationed at the airport had been prolonged to over 10 years through regular maintenance. However, since the manufacturer had already ceased the production of that model, FSD had experienced difficulties in finding compatible spare parts in the market. Concern was raised over whether the Administration could further shorten the procurement process which lasted about 18 months so as to expedite the commissioning of the new CFT.

6. According to the Administration, many processes were involved in the procurement of the replacement CFT, which included the bidding of fund, drawing up of design and specifications, tendering and the manufacture and delivery of the vehicle. It would take some time for FSD and the relevant departments to complete the procurement. Nonetheless, the Administration had made new arrangements for the procurement of the new CFT. Notably, FSD had consulted frontline personnel and made an early start in drawing up the design and specifications for the new vehicle. With a view to completing all tendering procedures and securing the approval of the tender board as early as possible, FSD and the relevant departments were already designing and preparing the tender specifications in tandem with seeking funding approval from the Finance Committee of the Legislative Council ("LegCo").

7. Information was sought on whether the replaced CFT would be auctioned or kept as reserve. According to the Administration, the CFT concerned would be retained as backup after the commissioning of the new CFT.

### Emission level of the proposed replacement CFT

8. Members noted that the proposed replacement CFT would be equipped with an engine complying with Euro III emission standard. Information was sought on whether FSD had considered the use of Euro IV or V emission standard engine which was more environmental friendly than a Euro III engine.

9. According to the Administration, it would specify in the tender documents that the replacement CFT should at least comply with the Euro III emission standard. Although the Electrical and Mechanical Services Department had advised that Euro IV and V engines had not been commonly used in such heavy duty vehicles as CFT, FSD would welcome any suppliers to provide a tailor-made CFT equipped with Euro IV or V engine.

Measures to avoid breakdown of CFT in future fire-fighting and rescue operations

10. Concern was raised about the measures that the Administration had adopted in the procurement of the replacement CFT to minimize technical problems and to avoid breakdown in future fire-fighting and rescue operations. According to the Administration, the procurement contract for the replacement CFT would be awarded through invitation of tender. The assessment of the tenders would be made in accordance with the Government's Stores and Procurement Regulations. To ensure that the performance of the new CFT could meet the contractual requirements, FSD would closely monitor the production and liaise with the overseas supplier for carrying out factory acceptance tests thoroughly by FSD's technical staff before the new vehicle was delivered to Hong Kong.

Frequency of turnouts of the existing CFT proposed for replacement

11. Information was sought on the frequency of turnouts of the CFT proposed for replacement. According to the Administration, the CFT had 286 and 86 emergency turnouts in the whole year of 2009 and in the first quarter of 2010 respectively. Its main function was to reach the scene of incident speedily and apply uninterrupted foam to protect the passengers. It could also be used for emergency rescue and fire fighting operations in the surrounding areas of the Hong Kong International Airport which might not involve air crash, such as the fighting of fires involving oil tanks.

Latest developments

12. The Administration will brief the Panel on the proposal to procure a replacement CFT for the Airport Fire Contingent at the meeting on 13 May 2014.

**Relevant papers**

13. A list of the relevant papers on the LegCo website is in the **Appendix**.

**Relevant papers on  
Replacement of a crash fire tender for the Airport Fire Contingent**

<b>Meeting</b>	<b>Date of meeting</b>	<b>Paper</b>
Panel on Security	--	<a href="#">CB(2)696/07-08(01)</a>
Panel on Security	4.5.2010 (Item V)	<a href="#">Agenda</a> <a href="#">Minutes</a>

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