

**For discussion  
on 25 November 2014**

**Legislative Council Panel on Transport  
Public Transport Strategy Study – Work Plan**

**Purpose**

This paper briefs Members on the work plan for the Public Transport Strategy Study (“PTSS”) and seeks Member’s views on the proposed creation of a supernumerary post of an Administrative Office Staff Grade C (“AOSGC”) (D2) to oversee the work of the PTSS.

**Background**

2. Since 1976, the Government conducted three comprehensive transport studies (“CTS”) to map out the strategic plans for transport planning and overall development, as well as formulate development plans for infrastructures, so as to cater for the socio-economic development of Hong Kong. The mass transit railway system was put into place following the recommendations of the CTS-1 completed in 1976. Subsequently, following the recommendations of the CTS-2<sup>1</sup> completed in 1989, the Government took forward a number of road and railway infrastructural projects because of the airport at Chek Lap Kok, Metroplan and various reclamation studies. These projects include the North Lantau Expressway and Lantau Link, Airport Express/Tung Chung Line, Tseung Kwan O Extension, and West Rail Line.

3. The CTS-3, completed in 1999, has laid down a number of broad directions. Key ones include (1) better use of railway as the backbone of our passenger transport system; (2) provision of better public transport services and facilities; (3) wider use of advanced technologies in transport management; and (4) implementation of more environmentally-friendly transport measures.

4. The CTS-3 also sets out a hierarchy of the roles and positioning of the different public transport services having regard to their efficiency and functions. At the top of this hierarchy is heavy rail. It provides a high-capacity, off-street, less polluting and nearly accident-free service. The next level comprises franchised buses and Light Rail. They serve as mass carriers and provide feeder services to heavy rail. Other public transport

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<sup>1</sup> The study was updated in 1993.

services basically play a supplementary role. For instance, public light buses (“PLBs”) are used for routes with a relatively lower patronage, while taxis offer point-to-point service for commuters who are willing to pay a higher fare.

5. The abovementioned broad directions as well as the roles and positioning remain applicable today. In fact, public transport services are closely related to the daily life of the public. Every day, over 12 million passenger trips (over 90% of the total passenger trips) are made through the public transport system in Hong Kong. Given that Hong Kong is a small and densely-populated city with limited road space, and the public are concerned about the impact of road traffic on air quality, it is appropriate to continue to adopt the policy to use the railway as the backbone of the public transport system for our city. In September 2014, the Government announced the Railway Development Strategy 2014 (“RDS-2014”). The RDS-2014 reaffirmed the policy of using railway as the backbone of our public transport system and mapped out the development and planning blueprint of our heavy rail network up to 2031. Upon completion of the seven recommended projects which are subject to detailed feasibility studies, our railway network will cover areas accommodating some 75% of the local population and some 85% of job opportunities.

6. A highly-efficient railway network with comprehensive coverage would not only facilitate the daily commute of the public and address passenger demand, but also promote the development of the community, new towns and new development areas. This would bring economic benefits and strengthen community ties.

7. In tandem with the further development of the heavy rail network, we consider it necessary to carry out a systematic review on the overall strategic arrangements of the public transport system. To this end, the Government will commence the PTSS to examine the respective roles and positioning of public transport services other than heavy rail to enhance their development. The PTSS will also look into some important topical issues of the public transport sectors in detail, as well as to examine how to enhance the complementarity amongst the various public transport services. This is to ensure that the public can enjoy efficient services with reasonable modal choices on one hand, and the public transport operators can enjoy sustainability within their respective niche area and functions on the other.

## Scope of study and timetable

8. Our public transport services have generally been working well. Operating on a commercial basis, public transport operators are able to maintain efficient and quality service and provide multi-modal choices for the community. In fact, Hong Kong was ranked first in terms of public transport services among 84 cities in an international survey<sup>2</sup>. That said, the expansion of the railway network has inevitably brought some impact on other public transport services. In addition to maintaining the efficient operation of the railway which plays a key role in public transport services, we need to enhance the cooperation of various public transport operators (including through interchange arrangements), so as to maximise the potential of the public transport system as a whole.

9. Using the broad directions as laid down through the CTS-3, the PTSS will be a comprehensive and systematic review of the roles and positioning of various public transport services to enhance their complementarity. The objectives are to maintain quality and diversified public transport services and to draw up strategies conducive to the healthy and sustainable development of the trades, with a view to improving people's livelihood, facilitating development and maintaining efficiency.

10. The PTSS will comprise two parts, namely the Role and Positioning Review ("RPR") and Topical Study.

11. Against the background of using the railway as the backbone of our public transport system and taking into account the further expansion of the railway network, the RPR will examine the roles and positioning of various public transport services, including franchised buses, PLBs, taxis, non-franchised buses ("NFBs"), Light Rail, trams and ferries. The RPR seeks to enhance the existing strategic arrangements for our public transport services so as to ensure the long-term, balanced, efficient, multi-modal and sustainable development of public transport services. The major issues to be reviewed include:

- (a) to review the extent of which the roles and positioning of various public transport services as laid down by the CTS-3 remains applicable. In the course of the review, we will need to have

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<sup>2</sup> Hong Kong was ranked first in terms of public transport services among 84 cities under The Future of Urban Mobility, a report published in April 2014 by Arthur D Little, a management consultancy. The report is available at:  
[http://www.adlittle.com/downloads/tx\\_adlreports/Arthur\\_D.\\_Little\\_\\_\\_UITP\\_Future\\_of\\_Urban\\_Mobility\\_2\\_0.pdf](http://www.adlittle.com/downloads/tx_adlreports/Arthur_D._Little___UITP_Future_of_Urban_Mobility_2_0.pdf).

regard to the availability of multi-modal choices and the delicate balance of the operating environment;

- (b) in light of the findings of (a) and the prevailing operating environment of various public transport services, to review whether some service adjustment should be made to ensure the long-term, healthy development of the public transport services. The major review areas will include issues previously raised by the Legislative Council (“LegCo”), transport trades and public. The issues are for examples:
- (i) franchised bus service: to promote bus route rationalisation to enhance network efficiency, and, having regard to the implications for other public transport services, to explore whether it is feasible and desirable for franchised buses to attract more passengers by introducing different types of new services (e.g. point-to-point express routes, seat-only service, premium service with additional facilities (such as Wi-Fi)); and to explore whether it is feasible and desirable to install real-time bus arrival information systems for service improvement. During the process, we will carefully evaluate the long-term operational and financial implications of the proposals for the franchised bus trade, and the passenger demand for these new services;
  - (ii) PLB service: having regard to the implications for other public transport services, to explore whether it is feasible and desirable for PLBs to increase the number of passenger seats. We will carefully assess the long-term operational and financial implications for the PLB trade, other public transport services and road traffic. To enable an earlier start for our study, we will include this issue under the Topical Study to examine the present situation and listen to Members’ views;
  - (iii) taxi service: having regard to the implications for other public transport services, to explore whether it is feasible and desirable to introduce new types of taxi service. For example, some Members have suggested the introduction of premium taxi service to meet different passenger demand. However, as there is already an alternative service provided by hired cars, we have to carefully assess the implications for the supply and demand of taxis as well as for other trades;

- (iv) NFB service: there are currently over 7 000 NFBs in Hong Kong, providing different types of service comprising tour service, hotel service, student service, employees' service, international passenger service, residents' service and contract hire service. At present, the fare of NFB service is not subject to regulation, enabling services provided by NFBs to be more flexible in meeting market demand. Whilst the overall operation has been satisfactory, a slightly tight supply of school buses may have occurred. The provision of school bus service will thus be a topic for the Topical Study (Part 2 of the PTSS). As for the other NFB services, the situation of their demand and supply is generally stable. Nonetheless, having regard to the opening of new infrastructures in the pipeline, we will review whether there is a need to allow certain flexibility on NFB operation as appropriate to meet new service demand;
- (v) long-term development of the Light Rail: the Panel on Transport ("the Panel") raised the issue on the long-term development of the Light Rail last year. We will conduct an in-depth review. Major topics to be covered will include (1) the feasibility of increasing carrying capacity with the original design of the system; (2) the feasibility of upgrading the existing system to increase the carrying capacity; (3) the long-term demand of North West New Territories for public transport services; and (4) the roles of various public transport services including Light Rail in meeting such demand; and
- (vi) tram service: to explore whether it is feasible and desirable to introduce modern tram system, vis-à-vis other public transport services, in new development areas.

12. The RPR deals with the long-term development of various public transport services. As it would touch on how the availability of multi-modal choices and delicate balance of the operating environment can be maintained, we would need to take into account a wide range of factors in the course of the study. We will commission a consultancy study to assist.

13. Public transport services entail a wide range of policy issues. Yet, the PTSS, as its name suggests, will tackle strategic ones. It cannot be all encompassing. We need to be selective in our prioritisation. Against this

principle, the scope of the RPR (Part 1 of the PTSS) will be confined to the more important topics or those of greater concern to the public or the trades. The RPR will not cover policies that have been working well or issues that can be effectively handled under the existing mechanisms. Examples of these policies and issues include the underlying principle for public transport services to be operated on a commercial basis, fare adjustment mechanisms, daily monitoring of railway service, the basic operating boundaries for taxis and PLBs, and transport service arrangements on a regional level. The Transport Department (“TD”) will continue to liaise with the trades on routine operational matters through established platforms, and to seek to make improvements where possible.

14. The Topical Study (Part 2 of the PTSS) will review eight topical issues that are of greater concern to the trades or have been given priority as they are time-sensitive (see Annex 1). This part will be carried out by the Transport and Housing Bureau (“THB”) and TD with existing resources (there may not be a need for any consultancy study). We will report to the Panel on individual topical issue starting from the first quarter of 2015, and plan to complete the study on all topics in two years. If the outcome of an individual topical study can be taken forward independently, the departments will follow up without the need to wait for the completion of the whole PTSS. However, if certain outcome of the Topical Study will impact the work of the RPR, such outcome will be referred to the RPR so that a comprehensive view can be taken; it will not be implemented for the time being. As such, the work of the RPR and the Topical Study may be interactive. The workflow of the RPR and the Topical Study is at Annex 2.

## **Consultation**

15. As far as the RPR is concerned, the consultant will invite the public transport trades and the public to express their views. If deputations are arranged by the Panel, we will send representatives to attend. We will also report to the Panel on the progress of the RPR and canvass Members’ views from time to time. On the Topical Study, the TD will collect opinions from the trades on individual topical issues through the established channels (such as trade conferences). We will report to the Panel on the findings of every topical issue separately.

16. Upon completion of both parts of the PTSS, we will submit a consolidated report to the LegCo.

## **Proposed creation of a supernumerary directorate post**

17. The scope of RPR is extensive. It touches on a number of issues with keen public interest or would affect the business of the public transport trades. We propose to create an AOSGC (D2) in the Transport Branch of THB for two and a half year to oversee and steer the work of the RPR. The proposed AOSGC will report to Deputy Secretary of the Transport and Housing (Transport) 2. He/She is responsible to steer the work of RPR at the policy level; supervise the consultancy study to examine the roles and positioning of various public transport services (other than heavy rail) and to improve the existing strategic arrangements of public transport services so as to ensure their long-term, balanced, efficient, multi-modal and sustainable development; assess the views relating to the roles and position of public transport services collected from the public transport trades and the public; assist the formulation of policy proposals in light of the findings of the RPR to enhance the complementarity of various public transport services as well as maintain service quality and multi-modal choices for the community; and prepare discussion and policy papers to report progress, findings and policy proposals to bodies like the Panel.

18. The RPR would touch on how the availability of multi-modal choices and delicate balance of the operating environment can be maintained. The subject officer would need to take into account a wide range of factors in the course of the study. The work will have a direct bearing on the formulation of long-term development strategy of various public transport services. As the job nature of this post is complex and the workload heavy, we consider it necessary for the subject officer to have appropriate experience and seniority and should be pitched at a D2 officer. We will commence the consultancy study after the LegCo has approved in due course the resources and manpower required under the established procedures. To tie in with the RPR's timetable, the duration of this post is proposed to be of two and a half years. The proposed duties/responsibilities are at **Annex 3**.

### *Other options considered*

19. We have critically assessed if the duties of the proposed AOSGC can be absorbed by existing officers of the same rank (i.e. Principal Assistant Secretaries ("PASes")) within the Transport Branch. Apart from the vast amount of routine duties, the Transport Branch has to handle a number of important policy initiatives and legislative exercises, so as to formulate local and cross-boundary transport policies and facilitate the development of air services, land and waterborne transport as well as logistics services. As the Transport Branch is heavily loaded, it simply has no spare staffing resources to take up the consultancy study. New staffing resources are required. Moreover, the RPR

will require the full-time attention of the proposed subject officer. It will not be viable to redeploy the existing PAses, all having a heavy portfolio of their own, to take up the additional duties, without risking the existing duties such as delivery of policy initiatives under their care and emergencies handling. An existing organisation chart of the Transport Branch and the duties/responsibilities of its existing PAses are at Annex 4 and Annex 5 respectively.

#### *Support by non-directorate officers*

20. The proposed AOSGC in the Transport Branch will be supported by three non-directorate officers. They will assist in supervising and monitoring the consultancy study under RPR; analysing the opinions from the public and public transport trades; and assisting to prepare discussion and policy papers. The organisation chart with the proposed posts in the Transport Branch is at Annex 6. Meanwhile, TD will be supported by two non-directorate officers to provide operational support to the subject officers of the Transport Branch. They will assist in the preparatory work for and monitoring of the RPR; assist the consultant to gather views from the public transport trades; and assist the subject officers of the Transport Branch to develop policy proposals.

#### **Financial Implication**

21. For the staffing proposal for the RPR, the creation of the supernumerary post of an AOSGC (D2) will bring about an additional notional annual salary cost at mid-point of \$1,739,400 and additional full annual average staff cost, including salaries and staff on-cost, of \$2,503,000. Moreover, the creation of five non-directorate posts<sup>3</sup> will bring an additional notional annual salary cost at mid-point of not exceeding \$4,283,040 and the additional full annual average staff cost, including salaries and staff on-cost, of about \$6,067,000. We will include the necessary provision in the 2015-16 draft Estimates and draft Estimates in subsequent financial years to meet the staff cost. We will also include a necessary provision not exceeding \$10,000,000 in the draft Estimates in the financial years concerned for carrying out the consultancy study under RPR.

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<sup>3</sup> The posts as mentioned in paragraph 20, namely 3 non-directorate posts in Transport Branch (including 1 Senior Administrative Officer, 1 Administrative Officer and 1 Personal Secretary I), and 2 non-directorate posts in TD (including 1 Chief Transport Officer and 1 Senior Transport Officer).

## **Way Forward**

22. As mentioned in paragraph 14, we will report to the Panel on individual issues covered by the Topical Study starting from the first quarter of 2015. We will commence the RPR after the LegCo has approved in due course the resources and manpower required under the established procedures.

## **Advice Sought**

23. Members are invited to comment on the work plan of the PTSS, and support the proposed creation of one supernumerary directorate post as mentioned in paragraphs 17-18.

**Transport and Housing Bureau  
November 2014**

**Public Transport Strategy Study  
Issues covered by the Topical Study**

**Estimated  
timeframe for  
reporting to the  
Legislative Council  
and Panel on  
Transport**

1. **Franchised bus service:** to review how franchised bus service can be enhanced through bus route rationalisation and enhanced monitoring of and follow-up on the lost trip situation.

First quarter of 2015
2. **Outcome of the review on taxi fuel surcharge:** in considering taxi fare increase applications, the Government would fully consider the changes in various cost and revenue items, including fuel costs. This arrangement has all along been able to take into account and balance the needs of different stakeholders and the actual operating conditions. Nonetheless, changes in fuel costs do put some pressure on taxi operation. Some members of the trade have therefore asked the Government to put in place a fuel surcharge. This can enable taxis to raise fare according to the fluctuation of fuel costs outside the normal fare adjustment mechanism. Yet, as introducing a taxi fuel surcharge will pass the burden to cope with a fluctuating fuel cost directly to passengers, the Government will have to consider very carefully if such an arrangement is appropriate. The community should also be given the opportunity to discuss the issue in detail. Meanwhile, the Transport Department (“TD”) has commenced a study on the experience elsewhere in implementing and not implementing a fuel surcharge, as well as the impact of such a surcharge, if introduced. The Government will consider how to follow up based on the outcome of the study.

First quarter of 2015

**Estimated  
timeframe for  
reporting to the  
Legislative Council  
and Panel on  
Transport**

3. **Taxi service:** to review if the existing supply of taxi service can meet demand, having regard to the implications of any possible increase in supply of taxis for other public transport services, and new demand that may arise from the opening of new railway lines and various major infrastructures.

First half  
of 2015
4. **School service:** to review if the existing arrangements concerning the issue of student service endorsement can meet demand, having regard to the supply and demand of non-franchised buses.

First half  
of 2015
5. **Seating capacity of public light buses (“PLB”):** the trade has earlier proposed to increase the seating capacity of a PLB from 16 to 20 – 24. If the seating capacity of all PLBs increases accordingly, it would represent an increase of 25 – 50% in passenger capacity. This is equivalent to an addition of about 1 087 to 2 175 16-seat PLBs. Any increase in seating capacity will also require legislative amendments. We will assess the present situation and listen to views of Members and the trade as a topical issue under the Topical Study. The views so collected will be analysed under the Role and Positioning Review to see if the proposal is feasible and desirable, having regard to the long-term operational and financial implications for the PLB trade, other public transport services and road traffic management.

First half  
of 2015
6. **Statutory cap on the number of PLBs:** according to the Public Light Buses (Limitation on Number) Notice (Cap. 374R), the number of vehicles which may be registered as PLBs is capped at 4 350. This cap will be in effect until 20 June 2016. Having regard to the implications

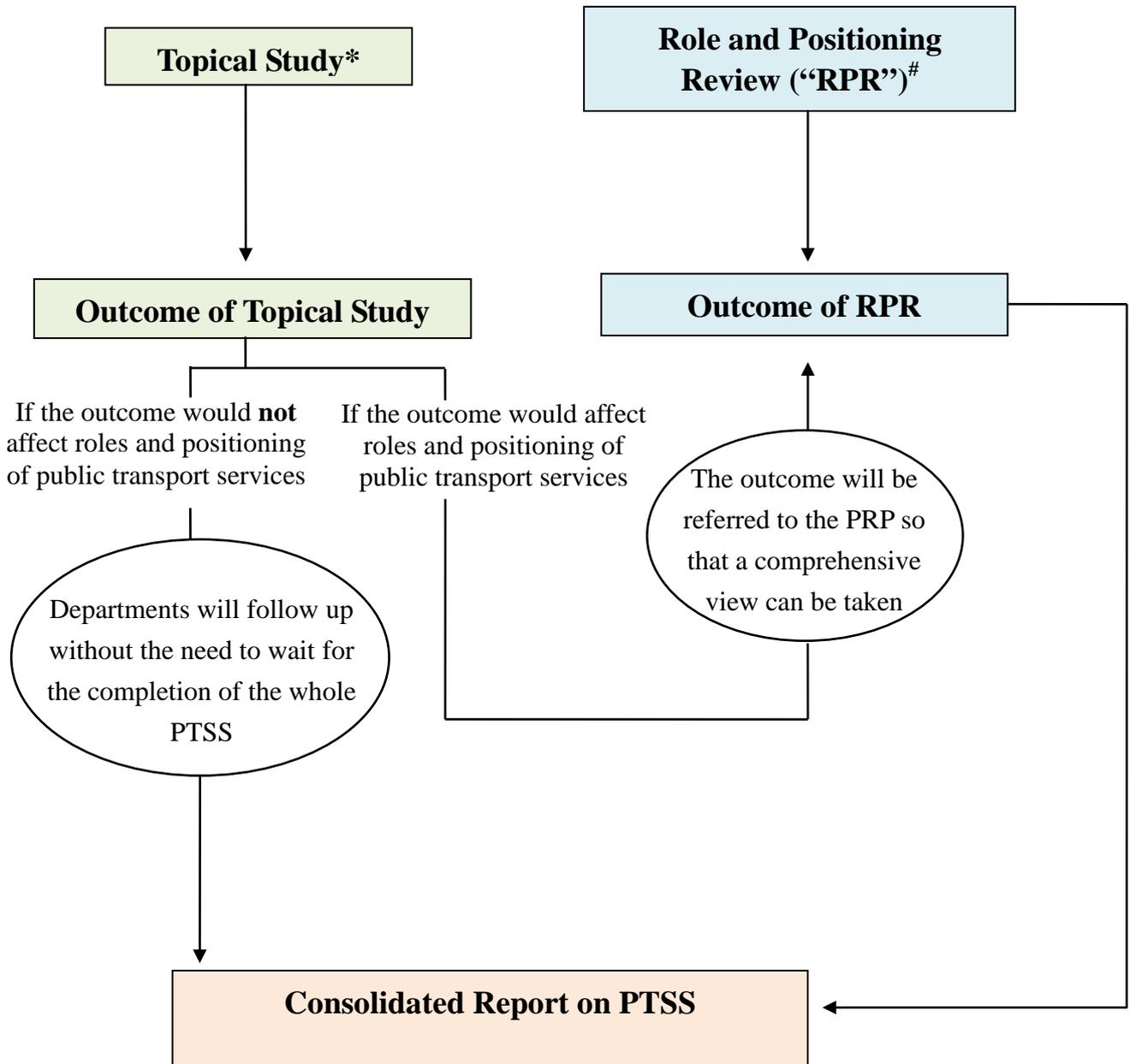
2015/16  
legislative year

**Estimated  
timeframe for  
reporting to the  
Legislative Council  
and Panel on  
Transport**

for the other public transport services and taking into account the seating capacity of each PLB, we will assess the supply and demand of PLBs and determine if the statutory cap should be adjusted.

- |  |                             |
|--|-----------------------------|
| 7. <b>Role and long-term financial viability of ferries:</b> to conduct a mid-term review on the provision of special helping measures for the six major outlying island ferry routes during the three-year licence period from mid-2014 to mid-2017. In the course of this review, we will examine the role of ferries vis-à-vis other public transport services and possible ways to maintain their long-term financial viability. | 2015/16<br>legislative year |
| 8. <b>Accessible transport facilities for people with disabilities (“PwDs”):</b> to review how PwDs’ access to public transport services can be further enhanced, having regard to the actual operating situation and environment (including compartment size and loading capacity of vehicles), as well as long-term financial viability.   | 2015/16<br>legislative year |

**Work flow of the  
Public Transport Strategy Study (“PTSS”)**



\* We will report the outcome of individual issues covered by the Topical Study starting from the first quarter of 2015.

# The RPR will be commenced after the LegCo has approved in due course the resources and manpower required under the established procedures.

**Proposed Job Description for  
Principal Assistant Secretary (Transport) (Public Transport  
Strategy Study)  
Transport Branch, Transport and Housing Bureau  
(Post from April 2015 to September 2017)**

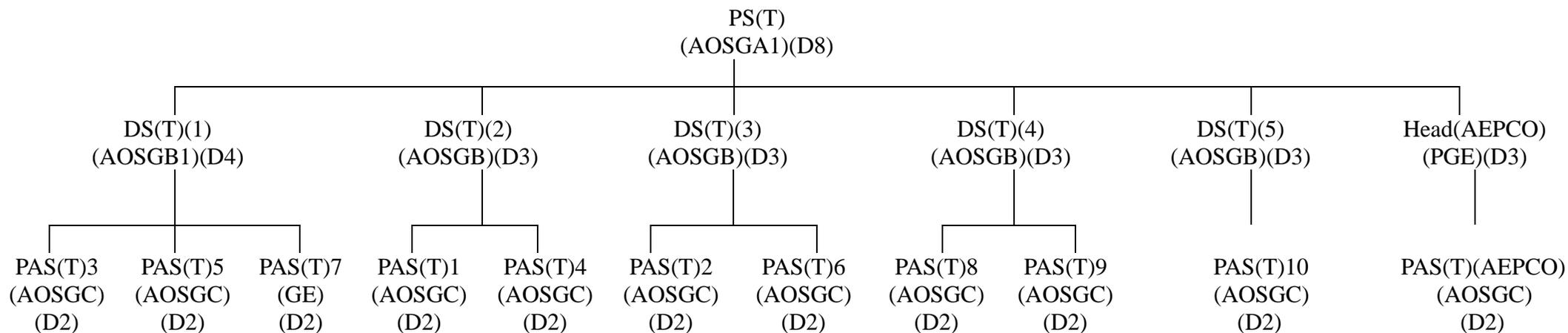
**Rank** : Administrative Officer Staff Grade C (D2)

**Responsible to** : Deputy Secretary for Transport and Housing (Transport) 2  
("DS(T)2")

**Main Duties and Responsibilities –**

1. To assist in overseeing and steering the work of the Role and Positioning Review ("RPR") from the policy perspective. With the assistance of an external consultant, to examine the roles and positioning of various public transport services (including franchised buses, public light buses, taxis, non-franchised buses, Light Rail, trams and ferries), in light of the established policy to use railway as the backbone of the public transport system and the further expansion of the railway network. The RPR seeks to enhance the existing strategic arrangements for public transport services so as to ensure the long-term, balanced, efficient, multi-modal and sustainable development of public transport services.
2. To analyse the views relating to the roles and positioning of various public transport services from the public transport trades and the public collected by the consultant.
3. To formulate policy proposals taking into account the recommendations of the RPR to enhance the complementarity of various public transport services. The public should continue to enjoy efficient services and reasonable modal choices, and the public transport trades should enjoy sustainable development.
4. To assist in preparing discussion and policy papers to report the progress, outcome and policy proposals to bodies such as the Panel on Transport and Transport Advisory Committee.
5. To coordinate with the Transport Department, and if necessary, other bureaux/departments on the work of the RPR.

**Organisation Chart of Transport Branch**  
**Transport and Housing Bureau**



**Legend**

- AOSGA1 - Administrative Officer Staff Grade A1
- AOSGB1 - Administrative Officer Staff Grade B1
- AOSGB - Administrative Officer Staff Grade B
- AOSGC - Administrative Officer Staff Grade C
- AEPCO - Airport Expansion Project Coordination Office
- 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)

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

Major duties/responsibilities and work priorities of the Principal Assistant Secretaries in the Transport Branch (“PAS(T)s”) are summarised in the ensuing paragraphs.

*Under Deputy Secretary for Transport and Housing (Transport) 1 (“DS(T)1”)*

**PAS(T)3**

2. PAS(T)3 assists DS(T)1 in providing policy input to various strategic and regional transport planning studies and formulating railway development strategy. She handles the policy work relating to the planning and implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, as well as the proposed railway projects under the Railway Development Strategy 2014. She is also responsible for co-ordinating policy matters relating to transport infrastructure planning, dealing with town planning-related matters which are related to transport, and coordination of Legislative Council business for the Transport and Housing Bureau (Transport Branch).

**PAS(T)5**

3. PAS(T)5 assists DS(T)1 in overseeing the implementation of the Hong Kong-Zhuhai-Macao Bridge and related local infrastructure projects, as well as handling related policy matters. She is also responsible for co-ordinating resources allocation works in relation to highway infrastructure projects and pedestrian environment improvement schemes, and applying for funding from the Legislative Council for these projects and schemes, as well as overseeing the implementation of approved projects and schemes. She also takes charge of the administration of the Secretary for Transport and Housing’s responsibilities under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), as well as housekeeping of the Highways Department.

**PAS(T)7**

4. PAS(T)7 (ranked at Government Engineer) assists DS(T)1 in handling the policy issues in relation to the implementation of the West Island Land, the South Island Line (East), the Kwun Tong Line Extension, and the Shatin to Central Link and overseeing the review of strategic highway projects. He is also overseeing the updates on the strategic transport model and is responsible for the overall administration of the Railways Ordinance (Cap. 519) including dealing with objections under the Railways Ordinance.

***Under Deputy Secretary for Transport and Housing (Transport) 2 (“DS(T)2”)***

**PAS(T)1**

5. PAS(T)1 assists DS(T)2 in overseeing the policies on franchised buses, public light buses, taxis, trams, Peak Tramway and non-franchised buses. She is responsible for overseeing the fare adjustment arrangement for public transport services and policy issues relating to the fare adjustment applications from public transport operators. She also takes charge in coordination of services among public transport services.

**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 Deputy Secretary for Transport and Housing (Transport) 3 (“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, housekeeping and evaluating policy matters relating to toll roads,

Build-Operate-Transfer tunnels and Government tunnels. She is also responsible for overseeing policy work on road safety, traffic management, and the application of information technology to traffic management. She also coordinates the Bureau's inputs on transport-related environmental issues and housekeeps 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 coordinates the Bureau's inputs on cross-boundary transport-related issues. She also oversees matters relating to the Transport Tribunal.

***Under Deputy Secretary for Transport and Housing (Transport ) 4  
("DS(T)4")***

**PAS(T)8**

9. PAS(T)8 assists DS(T)4 in overseeing policy matters relating to airport development and housekeeping Airport Authority. She services as the Secretary to the Airport Transport Licensing Authority. She also takes 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 overseeing policy matters relating to civil aviation management and housekeeping the Civil Aviation Department. She serves as the Secretary to the Aviation Development Advisory Committee. She also takes charge of 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 Organisation.

***Under Deputy Secretary for Transport and Housing (Transport) 5  
("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, housekeeping of the Marine Department and handling marine and logistics related legislations. She is also responsible for providing secretariat support for the Hong Kong Logistics Development Council.

***Under Head (Airport Expansion Project Coordination Office)  
("AEPCO")***

**PAS(T)AEPCO**

12. PAS(T)(AEPCO) will assist Head(AEPCO) in formulating the overall strategy for the development and implementation of the airport expansion project under Master Plan 2030. She serves as the Secretary to the high-level steering committee on the airport expansion project. She also assists in coordinating with the Airport Authority ("AAHK"), relevant Bureaux/Departments and stakeholders in the planning and implementation of the airport expansion project, and formulating of public consultation plans and participating in public engagement exercise for the development and implementation of the airport expansion project. She also reviews AAHK's financial proposals, advises AAHK on the financial arrangements for the smooth delivery of the airport expansion project and assists in monitoring the expenditure of the works undertaken by AAHK.

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



**Legend**

- |       |   |   |        |   |   |
|-------|---|---|--------|---|---|
| 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                      | PTSS   | - | Public Transport Strategy Study                                     |
| AS(T) | - | Assistant Secretary for Transport and Housing (Transport) | SAO    | - | Senior Administrative Officer                                       |
| DS(T) | - | Deputy Secretary for Transport and Housing (Transport)    |        |   |   |

Proposed supernumerary posts