

Annex A

**Reasons for low utilisation of 15 vehicles in Hongkong Post
in 2014-15**

Vehicle type	Vehicle	Utilisation rate	Reasons for low utilisation
Small estate car	1	28%	<ul style="list-style-type: none"> This vehicle served as an inspection car for the management team. Its utilisation rate fluctuated depending on the inspection schedule of the management team. As an electric vehicle, this vehicle was generally used on shorter journeys only to ensure a sufficient power supply.
	2	38%	<ul style="list-style-type: none"> Serving as a reserve car¹ in the Central Mail Centre (CMC) pool until 9 January 2015, this vehicle provided support when the regular fleet was under maintenance so as to avoid service disruption. Given the nature of reserve vehicles, their usage tends to fluctuate. This car was deployed to Shau Kei Wan Delivery Office from 10 January 2015. Taking account of the indoor preparation time and rest breaks of a delivery postman on a normal working day, the normal serviceable duration of the vehicle was 5.5 hours a day, instead of 9 hours under the prevailing formula for calculating the vehicle utilisation rate.
	3	43%	<ul style="list-style-type: none"> Serving as a reserve car¹ in the CMC pool until 22 September 2014, this vehicle provided support when the regular fleet was under maintenance so as to avoid service disruption. Given the nature of reserve vehicles, their usage tends to fluctuate. As an electric vehicle, this vehicle was generally used for shorter journeys only to ensure a sufficient power supply. From 23 September 2014, the vehicle was deployed to support a motorised delivery beat in Aberdeen Delivery Office. The normal serviceable duration of the vehicle was 5.5 hours a day, instead of 9 hours under the prevailing formula for calculating the vehicle utilisation rate. The delivery postman for this beat took 32.5 days of vacation and sick leave from 23 September 2014 to 31 March 2015, and no substitute postman driver was available to cover the absence.

¹ As at 31 March 2015, HKP had 92 small estate cars, 77 of which were deployed to support motorised delivery beats in delivery offices and 15 were allocated to the car pool in CMC to serve as reserve cars (e.g. to cover regular vehicles when they are under maintenance) in order to maintain uninterrupted service provision.

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	4	47%	<ul style="list-style-type: none"> The vehicle was deployed to support a motorised delivery beat in Aberdeen Delivery Office. The normal serviceable duration of the vehicle was 5.5 hours a day, instead of 9 hours under the prevailing formula for calculating the vehicle utilisation rate.
	5	48%	<ul style="list-style-type: none"> This vehicle served as a reserve car in the CMC pool to provide support when the regular fleet was under maintenance so as to avoid service disruption. Given the nature of reserve vehicles, their usage tends to fluctuate.
	6	50%	<ul style="list-style-type: none"> The vehicle was deployed to support a motorised delivery beat in Aberdeen Delivery Office. The normal serviceable duration of the vehicle was 5.5 hours a day, instead of 9 hours under the prevailing formula for calculating the vehicle utilisation rate.
Large van	7	36%	<ul style="list-style-type: none"> This vehicle was deployed to Tsuen Wan Delivery Office for pouch feeding in the morning and other ad hoc operational tasks in the afternoon. To optimise its utilisation, we will redeploy it to the Speedpost Operations Centre at the General Post Office in the first quarter of 2016 and arrange a hired vehicle to take up the pouch feeding duty Tsuen Wan Delivery Office.
	8	37%	<ul style="list-style-type: none"> This vehicle was deployed to Tsim Sha Tsui Delivery Office for pouch feeding in the morning and other ad hoc operational tasks in the afternoon. To optimise its utilisation, we will redeploy it to Kowloon Central Delivery Office in the first quarter of 2016 and arrange a hired vehicle to take up the pouch feeding duty in Tsim Sha Tsui Delivery Office.
	9	43%	<ul style="list-style-type: none"> This vehicle served as a reserve vehicle² when other regular large vans were under maintenance. It is an aged vehicle and is scheduled for disposal without replacement.

² At 31 March 2015, there were 93 large vans in HKP, 30 of which supported mail collection from street posting boxes and conveyance of mail between post offices and mail processing centres while 59 were deployed to various operational units, mainly for feeding mail pouches, collection and delivery of Speedpost items, etc. The remaining 4 were allocated to the car pool in CMC to serve as reserve cars in order to maintain uninterrupted service provision.

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	10	49%	<ul style="list-style-type: none"> This vehicle had already passed its serviceable lifespan and should have been disposed of in 2013. Pending disposal, it served as a reserve vehicle.
Light truck	11	35%	<ul style="list-style-type: none"> The low utilisation of the vehicle was due to a temporary shortage of Postman Drivers at the CMC³.
	12	39%	<ul style="list-style-type: none"> This vehicle was deployed for miscellaneous mail conveyance duty. It also served as a reserve vehicle to support other light trucks when they were under maintenance. The low utilisation of the vehicle was mainly due to a temporary shortage of Postman Drivers at the CMC³.
	13	50%	<ul style="list-style-type: none"> The low utilisation of this vehicle was due to a temporary shortage of Postman Drivers at the CMC³.
	14	50%	<ul style="list-style-type: none"> The low utilisation of this vehicle was due to a temporary shortage of Postman Drivers at the CMC³.
Medium truck	15	34%	<ul style="list-style-type: none"> The low utilisation of this vehicle was due to a temporary shortage of Postman Drivers at the CMC³.

³ The utilisation of these vehicles was temporarily affected as some of the Postman Driver posts in CMC had fallen vacant due to the retirement/promotion of the incumbent drivers.