

## **ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE**

**HEAD 158 – GOVERNMENT SECRETARIAT:  
TRANSPORT AND HOUSING BUREAU  
(TRANSPORT BRANCH)**

**Subhead 000 Operational expenses**

Members are invited to recommend to Finance Committee the creation of the following permanent post in the Transport Branch of the Transport and Housing Bureau with immediate effect upon approval of Finance Committee –

1 Administrative Officer Staff Grade C  
(D2) (\$171,200 - \$187,150)

### **PROBLEM**

The Transport Branch of the Transport and Housing Bureau (THB) needs to strengthen directorate support to take forward various new initiatives for enhancing public transport services as early as possible and to continuously monitor the situation after implementation as well as reviewing the initiatives when necessary.

### **PROPOSAL**

2. We propose to create a permanent Administrative Officer Staff Grade C (AOSGC) (D2) post in Division 2, Transport Branch of THB with immediate effect upon approval of Finance Committee.

**/JUSTIFICATION .....**

## JUSTIFICATION

### **To provide policy support to take forward various new initiatives for enhancing public transport services**

3. 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 their safety and service quality and provide more comprehensive ancillary facilities that keep up with the times so that the public can travel conveniently. In the 2018 Policy Address and Policy Agenda, the Government proposes a number of new initiatives for further enhancing different public transport services, including franchised buses, public light buses, and ferries, as well as relieving the fare burden of commuters. Details of relevant initiatives are set out in paragraphs 4 to 19.

#### Franchised buses

##### *Further enhancing the operating safety of franchised buses*

4. The Government attaches great importance to the safety of public transport services. To further enhance the operating safety of franchised buses, the Government has proposed in the 2018 Policy Address to set aside about \$500 million<sup>1</sup> to subsidise franchised bus operators for retrofitting 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)<sup>2</sup> 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 stops<sup>3</sup>. The Government proposes to subsidise the franchised bus operators 80% of the relevant costs. The remaining costs and recurrent maintenance expenses 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. The Government will conduct a rigorous cost/benefit analysis in respect of the retrofitting of seat belts on seats in the upper deck of existing buses.

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<sup>1</sup> 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 \$10,000 for installing the speed limiting retarder and \$192,000 for installing seat belts on all seats in the upper deck.

<sup>2</sup> Of the some 6 000 existing franchised buses, the design of about 4 000 buses are suitable for retrofitting ESC and speed limiting retarder. The total subsidy amount for the installation is about \$120 million.

<sup>3</sup> 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 \$380 million.

5. Besides, all franchised bus operators have undertaken that all new double-deck buses procured from July 2018 onwards 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.

6. The Government will keep reviewing the operating safety and service quality of franchised buses. The Chief Executive announced in March 2018 the setting up of an Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) 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 submitted its report to the Chief Executive on 31 December 2018, and the report was released on 8 January 2019. The report put forward a total of 45 recommendations of safety-related measures under 16 areas. The Government already provided comprehensive and positive response to the recommendations, and will, in collaboration with the franchised bus operators, proactively pursue the recommendations with a view to enhancing the operating safety and service quality of franchised buses.

7. Enhancing the operational safety of franchised buses is a continuous and long-term exercise that needs to be reviewed and updated from time to time in response to the actual operating situations and technological developments. Among others, franchised bus operators are developing a comprehensive bus monitoring and control system for more effective management and control of bus fleet through the holistic use of black box data, speed limiter and geo-fencing technology to reduce the potential risks arising from human error. The operators are also conducting trials on different safety devices (e.g. driver monitoring device, collision alert device and lane keeping device). Apart from liaising closely with the franchised bus operators to examine the effectiveness of the systems and devices under trial and to carefully examine the cost-effectiveness of the different possible measures, the Government will also continue to keep abreast of the new measures for enhancing the bus operational safety of other regions in the Mainland and overseas. The Government and operators will further enhance the bus accident analysis and safety performance management (e.g. formulating and refining the safety performance indicators, and formulating or enhancing the guidelines applicable to the work of bus captains) as well as further improving other safety measures for franchised bus operations in accordance with the actual needs and technological developments. THB will continue to steer relevant departments to take forward the tasks mentioned above.

#### *Exempting the toll of tunnels and roads on franchised buses*

8. With operating costs on the rise, franchised bus operators are continuously facing various degrees of fare increase pressure. Among the six franchised bus operators, the Government is processing the fare increase

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applications of three of them and approved fare increase applications from two companies this January<sup>4</sup>. In the 2018 Policy Address, we suggest exempting the toll of government tunnels and roads<sup>5</sup> charged on franchised buses. Each of the franchised bus operators should set up its own dedicated fund account, known as the ‘Franchised Bus Toll Exemption 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, the concerned franchised bus operator would need to use the toll saving exceeding the cap to provide passengers with fare concession.

9. The legislative amendments for exempting the toll of government tunnels and roads on franchised buses came into effect on 17 February 2019. Regarding the two tunnels that are still operating under the ‘Build-Operate-Transfer’ 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 should then set aside such toll saving to their respective ‘Franchised Bus Toll Exemption Funds’ to relieve the fare increase pressure in the next phase<sup>6</sup>.

10. The Government will continuously monitor the implementation of the above initiative to ensure that franchised bus operators have kept the toll saving in the newly set up ‘Franchised Bus Toll Exemption Funds’ in accordance with the Government’s requirements and would use the toll saving exceeding the cap to provide passengers with appropriate and practical fare concession. Meanwhile, we

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<sup>4</sup> Citybus Limited (Franchise for the Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited were approved on 8 January 2019 to increase their fare at 7.0% and 5.6% respectively, having taken into account the mitigating effect of the exemption of tolls charged on franchised buses. The fare increases took effect on 20 January 2019. Kowloon Motor Bus Company (1933) Limited and Long Win Bus Company Limited applied for fare increases of 8.5% in September 2018. New Lantao Bus Company (1973) Limited also applied for fare increase of 9.8% in September 2018. The Government is now processing the fare increase applications in accordance with established procedures.

<sup>5</sup> The revenue foregone by the Government for exempting the toll of government tunnels and roads on franchised buses is about \$280 million per year.

<sup>6</sup> 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 is endorsed and when the Government has reached an agreement with the operator of Tai Lam Tunnel, the Government will seek funding approval from Finance Committee to pay the toll of the two tunnels on behalf of franchised bus operators.

will closely monitor the impact of the initiative concerned on the operational and financial performance of the franchised bus operators. The Government will also keep monitoring the performance of the franchised bus operators so that the public can continue to enjoy an affordable yet efficient franchised bus service.

### Public Light Buses

#### *Providing real-time arrival information for green minibuses*

11. To further facilitate the planning of trips by passengers, the Government proposes in the 2018 Policy Address 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 Transport Department (TD)'s 'HKeMobility' 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 years<sup>7</sup>. TD has set up a working group and organises regular meetings with the GMB trade representatives to listen to their views on the real-time arrival information system. At the same time, TD has engaged a technical specialist to take forward the pilot scheme on the data collection system. The pilot scheme is expected to be completed by the end of 2019 for the selection of the suitable technology to carry out the development of the system in early 2020. TD will install the relevant devices on GMBs as well as conducting field testing and system trial from mid-2020. To allow passengers to benefit from the proposed initiative as soon as possible so as to facilitate their planning of trips, we aim to launch the real-time arrival information mobile application in phases from 2021 with a view to full implementation by 2022<sup>8</sup>. THB will continue to closely monitor the progress of the various tasks mentioned above.

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<sup>7</sup> 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.

<sup>8</sup> 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. It is expected that the works of development and carrying out the technical set-up in phases will take about three years to complete.

12. The Government will closely monitor the operation upon full implementation of the initiative and continue to develop data analytic capability for making use of the data to enhance the efficiency of traffic management. We will maintain close communication with the operators and make appropriate arrangements if newly added or replaced GMBs need to dismantle and/or install the global positioning devices. In addition, if system upgrade or system enhancement is considered necessary in the future, we will follow up timely to ensure the sustainability of the system. 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.

*Relaxing the vehicle length restriction of light bus*

13. 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’, the Government notes that the vehicle length of the light bus models with more environmental benefits and/or barrier-free facilities available in the market often exceeds the current statutory restriction<sup>9</sup>. 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 proposal will involve legislative amendments, and our target is to submit the relevant legislative amendments to the Legislative Council (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, on a case-by-case basis, 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)<sup>10</sup>.

14. After the passage of the proposed legislative amendments, the Government will closely keep track of the actual operation of the newly introduced light buses with more environmental benefits and barrier-free facilities. We have

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<sup>9</sup> 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.

<sup>10</sup> 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.

also commenced the regular survey on the market occupancy rate of light buses in the fourth quarter of 2018, which will review the effectiveness of the low-floor wheelchair-accessible light bus trial scheme at the same time. We will continue to implement initiatives for enhancing public light bus services with a view to further improving the operating environment for the trade and providing passengers with better and more efficient services.

### Ferries

#### *Re-commissioning the 'Central-Hung Hom' ferry route and launching a pilot 'water taxi' service*

15. 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 Industry<sup>11</sup>, 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 elements into the Hung Hom (South) Pier. In this regard, during August to September 2018, TD invited submissions for indication of interest in operating the two licensed ferry services and 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 and the views gathered, TD will prepare tender details and carry out a tender exercise for the two ferry services with a view to commencing the services of the 'Central-Hung Hom' route and 'water taxi' as soon as possible. Apart from planning for the introduction of the route and service mentioned above, THB and TD will also consider the proposals for enhancing the Hung Hom (South) Pier and keep liaising with the relevant stakeholders to ensure the pier can complement the development ideas of the Hung Hom Urban Park and the Hung Hom Promenade.

16. Upon the launching of the 'water taxi' service, the Government will continue to monitor its operation as well as the operational and financial performance of the operator, and make necessary adjustments to the service level (e.g. frequency, fare) having regard to the actual circumstances with a view to responding to the needs and expectations of ferry passengers across the harbour as far as possible.

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<sup>11</sup> 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.

### Public Transport Fare Subsidy Scheme

17. The Government implemented 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 actual public transport expenses in excess of \$400, subject to a maximum of \$300 per month. The Scheme covers the Mass Transit Railway, franchised buses, GMBs, ferries, trams, as well as designated routes of red minibuses, Kaitos, non-franchised buses providing residents' services (RS) and employees' services (ES) 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 exempting the toll of tunnels and roads on franchised buses as mentioned in paragraphs 8 and 9 above, can help relieve the fare burden of commuters.

18. The operation of the Scheme has been smooth since its implementation. The Government has been handing out the subsidy for January from 16 February 2019. The total amount of the subsidy is around \$186 million, involving over 2.3 million beneficiaries. Around 90% of the beneficiaries can collect a subsidy equal to or below \$200, and around 10% can collect a subsidy over \$200. Among the beneficiaries collecting over \$200 of subsidy, approximately 20% can collect \$300. As of 12 March 2019, nearly 1.85 million commuters have successfully collected the subsidy, accounting for over 75% of the beneficiaries. In terms of the subsidy amount, over \$160 million has been collected, accounting for nearly 87% of the total subsidy amount. The amount of the subsidy for February which is handed out from 16 March 2019 onwards is around \$120 million, involving over 1.9 million of beneficiaries.

19. The Scheme will be implemented continuously. TD will closely monitor the operation of the Scheme, including the coverage and usage rate of each of the subsidy collection channels, the status of approval of the applications of RS, ES, red minibus and Kaito operators for joining the Scheme, as well as the public's opinion on the Scheme. At the same time, TD will continue to monitor the stability of the system provided by Octopus Cards Limited to ensure that the public transport data and transaction information related to the Scheme are accurate. TD will also maintain close communication with various public transport operators to keep track of their operational conditions and to formulate relevant auditing standards, so as to strengthen the systems of internal control and to further ensure operators' compliance with the operational requirements under the Scheme. THB will closely monitor the progress of the tasks mentioned above, and will

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commence the first review of the Scheme around a year after the Scheme's implementation (i.e. early 2020) 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.

### **Proposed Creation of a Permanent Post of AOSGC (D2)**

20. At present, Division 2 of Transport Branch of THB is responsible for formulating policies on public transport services in respect of land and waterborne transport. Indeed, the workload of Division 2 has been increasing in recent years owing to the continuous implementation of various on-going initiatives to enhance public transport services. In view of the extensive scope of the new initiatives for enhancing public transport services mentioned above (including the continuous monitoring upon implementation) and the review of the Scheme as set out in paragraph 19, as well as the complexity and continuity of work nature and heavy workload involved, it is necessary for us to strengthen the permanent directorate support in Division 2 to handle the additional workload arising from relevant duties. 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 the implementation of various new initiatives, overseeing the initiatives upon implementation and conducting reviews on the initiatives when necessary.

21. 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. The job description of the proposed AOSGC is at Enclosure 1.

Encl. 1

### **Non-directorate Support**

22. The proposed AOSGC in the Transport Branch will be supported by four non-directorate officers<sup>12</sup>. They will assist in formulating and taking forward the new initiatives; analysing the opinions and data obtained from the public transport

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<sup>12</sup> Relevant posts include one Senior Administrative Officer, one Administrative Officer, one Personal Secretary I and one Assistant Clerical Officer.

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 AOSGC post and supporting staff in the Transport Branch is at Enclosure 2.

Encl. 2

### **ALTERNATIVES CONSIDERED**

23. 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 (PASs)) within the Transport Branch. Since all the existing PASs are fully engaged in their own duties, it is operationally not viable for them to take up the additional duties without affecting their existing work. 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 PASs are at Enclosure 3 and Enclosure 4 respectively.

Encls. 3 & 4

### **FINANCIAL IMPLICATIONS**

24. 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 posts will bring about an additional notional annual salary cost at mid-point of \$3,100,860 and additional full annual average staff cost, including salaries and staff on-cost, of about \$4,124,000.

25. We have earmarked sufficient funding provision to meet the cost of the proposal.

### **PUBLIC CONSULTATION**

26. We consulted the LegCo Panel on Transport on 16 November 2018 on the staffing proposal mentioned above. Members generally supported the proposal in order to take forward the new initiatives for enhancing public transport services as soon as possible and to continuously monitor the situation after implementation.

### **ESTABLISHMENT CHANGES**

27. The establishment changes under Head 158 – Government Secretariat: THB (Transport Branch) for the past three years are as follows –

**/Establishment .....**

| Establishment<br>(Note) | Number of posts                        |                       |                       |                       |
|-------------------------|----------------------------------------|-----------------------|-----------------------|-----------------------|
|                         | Existing<br>(as at<br>1 March<br>2019) | As at<br>1 April 2018 | As at<br>1 April 2017 | As at<br>1 April 2016 |
| A                       | 20+(4)                                 | 20+(4)                | 20+(5)                | 20+(5)                |
| B                       | 62                                     | 57                    | 55                    | 53                    |
| C                       | 122                                    | 121                   | 117                   | 111                   |
| <b>Total</b>            | <b>204+(4)</b>                         | <b>198+(4)</b>        | <b>192+(5)</b>        | <b>184+(5)</b>        |

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
- ( ) – number of supernumerary directorate posts

### **CIVIL SERVICE BUREAU COMMENTS**

28. The Civil Service Bureau supports the proposed creation of a permanent AOSGC (D2) post. The grading and ranking of the proposed post are considered appropriate having regard to the level and scope of responsibilities.

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

29. The Standing Committee on Directorate Salaries and Conditions of Service has advised that the grading proposed for the permanent directorate post is appropriate.

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Transport and Housing Bureau  
March 2019

**Proposed Job Description for the Post of  
Principal Assistant Secretary (Transport) (12)**

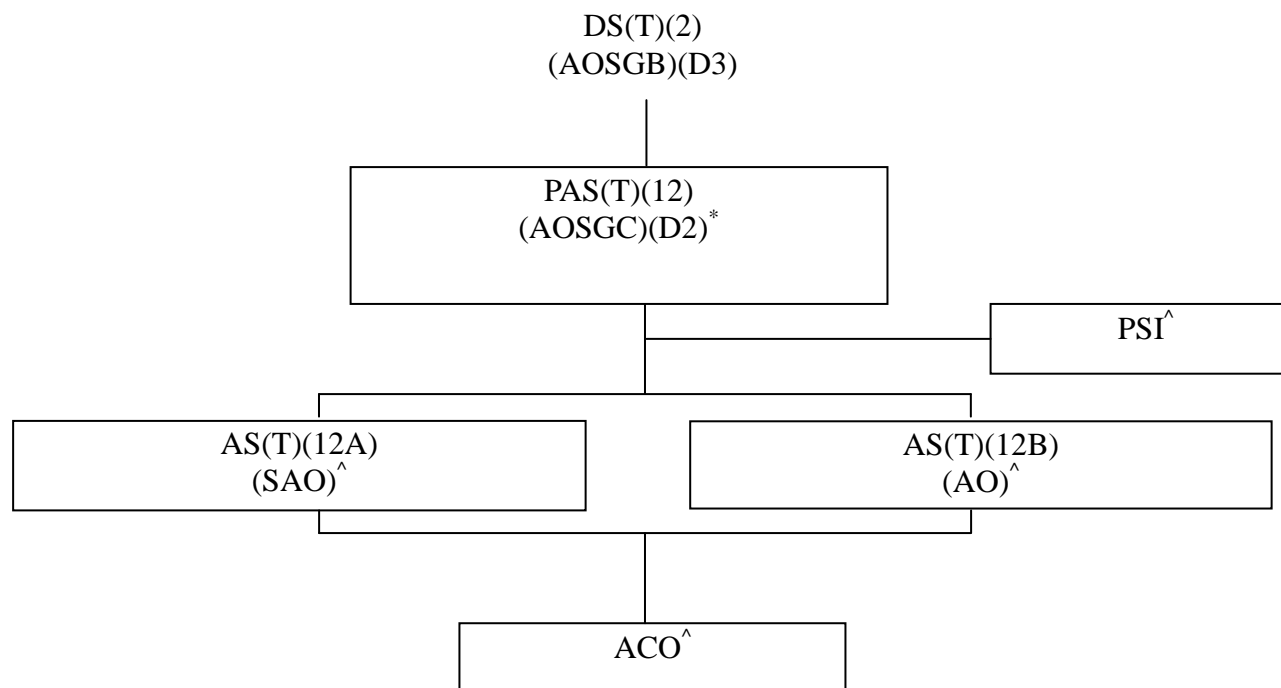
**Rank** : Administrative Officer Staff Grade C (D2)

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

**Main Duties and Responsibilities –**

- (i) To conduct policy analysis and formulate policy proposals of implementing new initiatives for enhancing public transport services, which include exempting 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, relaxing the vehicle length restriction of light bus, etc.;
  - (ii) To negotiate with public transport operators and consult different stakeholders for the implementation of the new initiatives mentioned in item (i);
  - (iii) To prepare discussion and policy papers on the new initiatives mentioned in item (i) and consult the Legislative Council (LegCo) Panel and Transport Advisory Committee;
  - (iv) To seek funding approval from LegCo for the resources required for implementing the new initiatives mentioned in item (i) and handle the legislative amendments;
  - (v) 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
  - (vi) To examine the implementation of the Public Transport Fare Subsidy Scheme (the Scheme) and conduct relevant review of the Scheme.
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**Organisation Chart of Proposed AOSGC Post and Supporting Staff  
Transport Branch, Transport and Housing Bureau**



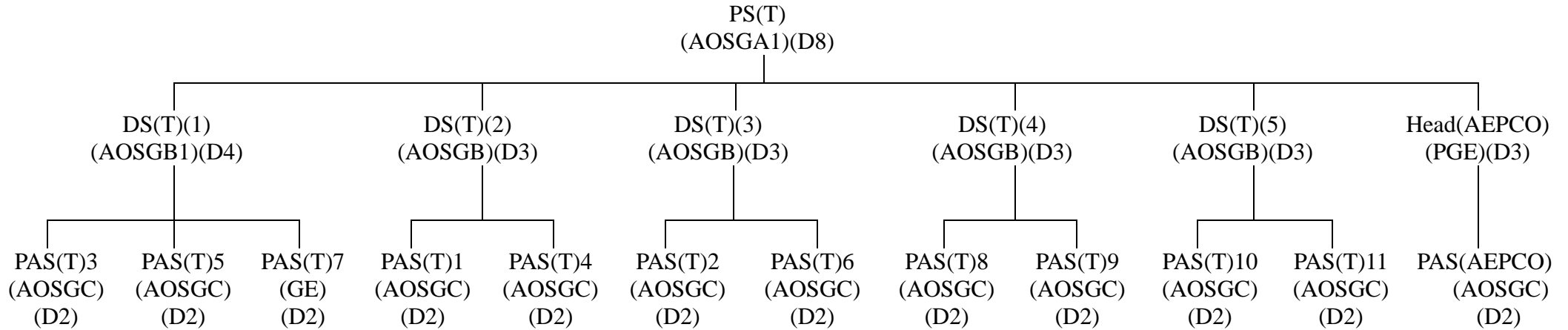
**Legend**

- ACO - Assistant Clerical Officer
- AO - Administrative Officer
- AOSGB - Administrative Officer Staff Grade B
- AOSGC - Administrative Officer Staff Grade C
- AS(T) - Assistant Secretary for Transport and Housing (Transport)

- DS(T) - Deputy Secretary for Transport and Housing (Transport)
- PAS(T) - Principal Assistant Secretary for Transport and Housing (Transport)
- PSI - Personal Secretary I
- SAO - Senior Administrative Officer

\* AOSGC post proposed for creation in this paper  
 ^ Non-directorate posts to be created to support the proposed AOSGC post

**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 portfolios 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 (D2).

***Under Deputy Secretary for Transport and Housing (Transport) (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/She is also responsible for policy matters concerning transport planning and tourism, and co-ordination 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/She 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/She is also in charge of the implementation of approved projects and assisting in resolving difficulties. Besides, he/she 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 .....**

## **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/She also oversees the model updates of the Third Comprehensive Transport Study and the Second Railway Development Study. He/She 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. He/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. He/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 the Mass Transit Railway Corporation Limited. He/She 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/She is responsible for the policy work on road safety, traffic management, and the application of information technology to traffic management. He/She 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 .....**



## **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. He/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. He/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). He/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. He/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 Co-operation, Organisation for Economic Co-operation and Development and the World Trade Organisation. He/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. He/She is also responsible for providing secretariat support for the Hong Kong Logistics Development Council.

**/PAS(T)11 .....**

**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. He/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. He/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 (Airport Expansion Project Coordination Office) (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. He/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. He/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.

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