

**For discussion
on 26 November 2019**

Legislative Council Panel on Economic Development

**Development of Hong Kong Port and Maritime Industry
cum Staffing Proposal in Support of the Maritime Industry**

Purpose

This paper briefs Members on the initiatives in developing Hong Kong's port and maritime industry and seeks Members' views on the proposal to make permanent one Administrative Officer Staff Grade C ("AOSGC") (D2) supernumerary post in Division 5 of the Transport Branch of the Transport and Housing Bureau ("THB(TB)") in support of the long-term development of the industry.

Overview

2. Hong Kong has a vibrant and full-fledged maritime cluster. In 2018, Hong Kong's freight volume through land, air and water transportation amounted to over 280 million tonnes, among which over 90% are transported by water, reflecting the importance of water transport to our economy. As an important component of the economy, the maritime and port industry directly contributes 1.1% (\$28 billion) to Hong Kong's GDP¹ and provides 87 000 jobs, accounting for 2.3% of the total employment. It also underpins the development of trade and logistics industry, which accounts for 21% of Hong Kong's GDP and 19% of total employment.

Current Development

Hong Kong Port

3. In 2017, the Hong Kong Port ("HKP") sector directly contributed about 0.6% to our GDP with an employment of 44 200. In the past decades, Hong Kong, as the gateway port of the growing manufacturing

¹ For the reference year of 2017.

hinterland in Mainland China, concentrated on handling direct cargo shipment. With the rapid economic and port development of nearby Pearl River Delta (“PRD”) cities, HKP has transformed into a transshipment hub in the region. The HKP is one of the world’s busiest container ports. It enjoys the advantages of a “free port” policy, high cargo handling efficiency, high connectivity and wide coverage of shipping lines (i.e. about 310 weekly liner services sailing to some 450 destinations worldwide), and the Cabotage² requirement implemented by the Central People’s Government.

4. In 2018, HKP handled a throughput of around 20 million Twenty-foot Equivalent Units (“TEUs”). About 61% of the container throughput was transshipment cargo. HKP is also a major hub port in Southern China, with approximately 80% of our laden container throughput related to the Mainland. Amid the uncertainties of the trade relations between Mainland of China and the United States, which are respectively our first and second largest trade partners, the total cargo throughput of HKP recorded a drop of 6.5% in the first nine months of 2019³.

Shipping and Maritime Services

5. Ship owners, operators, managers and commodity traders are key commercial principals in the maritime trade. Together with ship brokers and shipping agents, they form an important core of the shipping cluster and generate business demand for sea-transportation and related maritime services. Being an international financial centre and with a robust foundation of mature professional services, maritime business services are another major component of the Hong Kong maritime industry.

6. Hong Kong has a fair number of commercial principals. We are home to a strong base of ship owners who own or manage over 9%⁴ of the world’s merchant fleet in terms of deadweight tonnage. Over 800 shipping-related companies are operating in Hong Kong, conducting businesses for clients both at home and abroad. Their scope of business spans across ship owning, operation and management; ship broking and agency; maritime-related financial, insurance and legal services, as well as classification societies and surveying.

² Cabotage, which prohibits foreign shipping companies from undertaking domestic transportation, is implemented in many countries, including the United States and Mainland China.

³ Cargo throughput of Hong Kong recorded a year-on-year decline of 6.5%, from 14.64 million TEUs in the first nine months of 2018 to 13.68 million TEUs during the same period of 2019.

⁴ According to figures from Hong Kong Shipowners Association in 2018.

7. In 2017, the shipping sector directly contributed 0.4% to our GDP, with an employment of 38 500. Meanwhile, the maritime services sector accounted for around 0.1% of our GDP and employed around 4 000 persons.

Promotion of Port and Maritime Development

8. The Government is committed to enhancing Hong Kong's position as an international maritime centre. The Government established the Hong Kong Maritime and Port Board ("HKMPB") in 2016 to provide a high-level platform for the Government to work in partnership with the industry. Chaired by the Secretary for Transport and Housing, the HKMPB is composed of a comprehensive representation of the industry. Three Sub-committees, all convened by industry figures, are formed to steer the work in the areas of maritime and port development, manpower development and promotion and external relations.

9. Throughout the years, THB has been working in collaboration with the HKMPB in formulating and implementing policies and initiatives conducive to industry growth. Major measures announced and/or undertaken are outlined in the following paragraphs.

(i) Maintaining the Competitiveness of HKP

10. THB has been implementing various measures to support port operation and enhance port efficiency. The Government has undertaken dredging works to deepen the Kwai Tsing Container Basin and its approaching channel from 15 metres to 17 metres to enable ultra large container vessels to access the container terminals at all tides.

11. To enhance container handling capacity, we are working to expand terminal yard space and provide additional barge berths in Kwai Tsing Container Terminals in phases. Negotiation with the relevant terminal operators in respect of the leases of three sites of around 7.8 hectares is underway. The sites concerned would be granted to relevant container terminal operators after agreements are reached. Besides, two feasibility studies on the development of multi-storey complex for container storage and cargo handling in Tsing Yi and a multi-storey carpark-cum-logistics complex in Kwai Chung respectively have been largely completed. We will release these two sites by phases through public tender for developing multi-storey port back-up and modern logistics facilities, with a view to supporting port and logistics operations.

(ii) Enhancing the Services of Hong Kong Shipping Register

12. The Hong Kong Shipping Register (“HKSR”), administered by the Marine Department (“MD”), performs well in terms of both tonnage and fleet quality. Currently, the HKSR is the fourth largest shipping register in the world in terms of total registered gross tonnage. As at end September 2019, over 2 600 ships with a total gross tonnage of around 128 million were registered with HKSR, representing an increase of 4.5% in gross tonnage from a year ago. Hong Kong registered ships are also among the best performers in the world, with an average port state control detention rate of only 0.82% in 2018, as compared with the global average of 2.68%.

13. To keep up with evolving global maritime industry trends and render better support for shipowners and ship operators of Hong Kong registered ships, THB and MD are actively pursuing the following enhancement measures -

- (a) establishment of seven HKSR Regional Desks in selected overseas or Mainland Economic and Trade Offices by phases to provide more direct and prompt support for ship owners of Hong Kong registered ships and enhance regulation;
- (b) delegation of power currently vested with Director of Marine in issuing exemptions to other officers of the MD; and
- (c) facilitating the use of electronic certificates.

(iii) Developing Hong Kong as a Maritime Services Hub

14. Among the maritime services sector, ship finance, marine insurance and maritime arbitration are businesses with vast potentials for further growth. A package of initiatives was announced in the 2018 Policy Address to facilitate their respective development.

(a) Ship Finance

15. Ship finance is a fast growing business. In the past decade, shipping loans and advances in Hong Kong have surged by an average of 9.3% per year, amounting to HK\$121.2 billion in 2018. Within ship finance, ship leasing is a new business model with growing prevalence in the global shipping industry, particularly in the Mainland of China.

16. To develop Hong Kong as a ship leasing centre in the Asia-Pacific region, we set up a dedicated Task Force on Ship Leasing under the HKMPB in late 2018 to explore how to promote ship leasing in Hong Kong. Upon thorough study and deliberation, the Task Force has devised the details of the relevant tax measures for providing profits tax concessions to qualifying ship lessors and qualifying ship leasing managers so as to attract companies to set up ship leasing business in Hong Kong. Our target is to introduce the legislative amendments to the Inland Revenue Ordinance into the Legislative Council (“LegCo”) in the 2019-20 legislative session.

(b) Marine insurance

17. Shipping is a high risk business because any delay of delivery of cargoes may lead to huge loss, and marine insurance is widely regarded as the oldest form of indemnity. At present, there are close to 90 local and foreign insurance companies offering marine insurance products in Hong Kong. In 2018, the total gross premiums of the overall marine insurance business amounted to about HK\$2,440 million, registering an average annual growth of 8.2% during the past decade.

18. Hong Kong is also a hub for Protection and Indemnity (“P&I”) business. Twelve out of the 13 members of the International Group of P&I Clubs (which underwrite over 90% of the world’s tonnage) are present in Hong Kong, making our city the largest P&I cluster outside London. China P&I Club, which is not yet a member of the International Group of P&I Clubs, is also represented in Hong Kong.

19. To enhance Hong Kong’s competitiveness as an international insurance hub, a 50% profit tax rate concession is proposed for, among others, marine insurance business. The initiative will offer incentive for more eligible insurance companies to start or expand relevant business in Hong Kong. The target is to introduce the relevant Amendment Bill into the LegCo within the 2019-20 legislative session.

(c) Maritime arbitration

20. Maritime arbitration is a commonly adopted dispute resolution mechanism in the shipping industry. It covers dispute resolution in activities including charter-parties, bills of lading, shipbuilding and ship sales, ship management, P&I disputes, etc.

21. With our strategic location at the heart of the Asia-Pacific region and being a common law jurisdiction, Hong Kong is one of the prominent

dispute resolution centres in the region. The Hong Kong Maritime Arbitration Group (“HKMAG”) was set up as a division under the Hong Kong International Arbitration Centre (“HKIAC”) in 2000 to drive the development and wider use of maritime arbitration and mediation services. HKMAG has recently become an independent specialist institution to enhance the competitiveness of Hong Kong’s maritime services. At present, there are 166 maritime arbitrators on HKIAC’s Panel and List of Arbitrators, of them 75 are practising in Hong Kong. There are also 40 arbitrators on HKMAG’s List of Members. According to HKIAC, 369 maritime arbitrations⁵ were handled through HKIAC from 2013 to 2018.

22. Together with the industry, the Government is stepping up efforts in promoting Hong Kong’s arbitration services to the Mainland and overseas maritime community. In March 2019, a HKMPB delegation visited Denmark and Norway. Among other things, a meeting was held with the Baltic and International Maritime Council (“BIMCO”) to share the strengths of Hong Kong’s maritime arbitration services. In August 2019, another Government-industry delegation visited the China Shipowners Association in Shanghai to encourage Chinese shipowners to choose Hong Kong as the place for arbitral proceedings. Separately, the HKMAG has prepared the HKMAG Terms (2017) as a new set of Hong Kong maritime arbitration rules, which are based on the latest 2017 version of the Terms of the London Maritime Arbitrators Association, with a view to further enhancing the arbitration framework to best suit the needs of the shipping enterprises.

(iv) Maritime Manpower Development

23. To build up a pool of diversified maritime and aviation professionals for the sustainable industry development, the Government established the Maritime and Aviation Training Fund (“MATF”) with a commitment of HK\$100 million in April 2014. MATF has sponsored various training and incentive schemes covering the aviation and maritime sectors, benefitting over 7 700 students and in-service maritime and aviation practitioners as at October 2019.

24. To sustain and enhance the implementation of the MATF, we injected an additional funding of HK\$200 million to the Fund in mid-May

⁵ Figure represents arbitration cases handled through HKIAC. Since maritime arbitrations in Hong Kong are mainly conducted on an ad hoc basis and their appointments of arbitrator are often made in private without engaging an arbitral institution, the exact number of maritime arbitration cases handled in Hong Kong should be larger.

2019. Since the injection, we have introduced a number of enhancement measures for existing schemes and new schemes with a view to better addressing the needs of the industry. Take seafarers' training as an example, we have put in place an enhanced Sea-going Training Incentive Scheme earlier this year to provide a special financial subsidy of HK\$3,000 per month (for up to six months) for seafaring cadets when they are preparing for the examination on shore. This measure aims at relieving the financial burden of the cadets when they return on shore from an ocean-going vessel ("OGV") pending taking the Certificate of Competency Class 3 examinations.

25. Besides, in view of the manpower shortage besting the local vessel trade, a new Local Vessel Competency Enhancement Scheme will be rolled out to encourage in-service practitioners to obtain higher professional qualifications. A one-off financial incentive of HK\$12,000 would be granted to holders of local Coxswain Grade 3 or Engine Operator Grade 3 Certificate of Competency ("CoC") who have passed the examination and successfully obtained the relevant Grade 2 CoC. It is anticipated that more Grade 3 CoC holders with sufficient local vessel on-board experience would be incentivised to attain higher qualifications, thus equipping them to perform in a greater variety of jobs in the industry and allowing them better prospect to move up the career ladder.

(v) *Strengthening Promotion and Collaboration with Overseas and Mainland Maritime Economies*

26. THB has been actively promoting the maritime industry in overseas and Mainland markets. The HKMPB has formed delegations to visit a number of destinations, including Athens, London, Hamburg, Tokyo, Shanghai, Beijing, Guangxi, Copenhagen, Oslo and Bergen. We have set up Hong Kong Pavilions in major international maritime exhibitions, including the Posidonia in 2016 and 2018, as well as Marintec China in 2017. Another delegation visit to Shanghai for the Marintec China 2019 will take place from 2 to 4 December 2019.

27. Further to the signing of a Memorandum of Understanding between the HKMPB and a UK maritime organisation, viz. the Maritime London, in September 2017, reciprocal delegation visits to the Hong Kong Maritime Week ("HKMW") 2018 and London International Shipping Week 2019 were organised to forge closer ties and collaboration. In addition, with the concerted efforts of the industry and the Government, one of the most renowned maritime organisations, the International Chamber of Shipping ("ICS"), has recently established its first-ever ICS

(China) Liaison Office in Hong Kong. The setting up of the ICS Liaison Office would help build a closer connection between the international and Mainland shipping community via Hong Kong.

28. External promotion aside, THB has collaborated with the industry in organising the HKMW since 2016 with a view to uniting local maritime industry and showcasing Hong Kong's strengths as a preferred base for operating maritime business. The 2019 HKMW was held from 17 to 23 November with over 40 events staged by local and international maritime bodies.

Future Work Directions

29. The maritime and port industry is a highly competitive global business susceptible to influences of externalities. The evolving international trade and global economic landscape often presents changing challenges as well as opportunities to Hong Kong's maritime sector. This calls for constant review and development of policy initiatives and facilitation measures amidst the increasingly keen competition from other maritime economies in the region and globally. Future work directions to sustain the maritime development in Hong Kong are set out in the ensuing paragraphs.

(i) Bolstering Further Growth of High Value-added Maritime Services

30. In the light of the intense competition with neighbouring ports in recent years, relying on the port sector alone can no longer bring strong and sustained impetus for Hong Kong's continued economic growth. Whilst continuing to facilitate the port sector to enhance its operational efficiency, the industry is moving towards developing high value-added maritime services leveraging our edges in professional services. The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area Development ("GBA Outline Development Plan") promulgated in February 2019 also recognises Hong Kong's strengths in driving the development of the professional maritime services in the GBA.

31. The Government will follow up on the on-going initiatives and examine further support measures raised by the industry. As mentioned in paragraph 16 above, we are working on the legislative amendments to introduce tax measure to foster the development of ship leasing business in Hong Kong. When the new tax regime is approved by the LegCo, we will kick-start rounds of promotion to overseas and Mainland enterprises,

ensure the smooth implementation of the new regime, and conduct review on its effectiveness.

32. Separately, reckoning that commercial principals are the important core of the maritime cluster generating business demand for sea-transportation and related maritime services, the Government has taken on board the industry's suggestion and plan to implement tax concessionary measures to encourage more ship owners, operators, managers, etc. to use Hong Kong as their operating base of maritime business.

(ii) Creating a Business-friendly Environment for the Maritime Industry

33. Since maritime business operation often straddle several policy portfolios, THB will continue to coordinate with other relevant bureaux and departments with a view to drawing up suitable facilitation measures for the industry. For example, through inter-departmental cooperation in February 2017, the Government lifted the maximum hours of stay for feeders holding a multiple entry permit. This measure is conducive to river trade business operation. Besides, we have implemented an immigration facilitation arrangements since December 2017 to enable crew of OGV to remain in Hong Kong for more than 14 days through employment visa or entry permit should the concerned vessel need to stay in Hong Kong for more than 14 days due to unforeseeable circumstances.

34. In future, THB will continue to assess the needs of the trade. Where suitable and appropriate, we will explore further trade facilitation in various areas (such as port operation, shipping and customs and clearance) in consultation with relevant bureaux and departments. One upcoming measure is to revise the air draft restriction level at Tsing Ma Bridge ("TMB") currently stipulated in Schedule 5 to the Shipping and Port Control Regulations (Cap.313A).

35. TMB is the only road and rail link connecting the Hong Kong International Airport and other parts of Hong Kong as well as supporting the operation of the Airport Express. The bridge spans over the Ma Wan Channel, which is the principal fairway linking Hong Kong to ports in the western and central parts of the PRD. Since the TMB has commenced operation in 1997, an air draft restriction of 53m above sea level has been set as the maximum height clearance for safe navigation below the bridge span. In view of the increasing use of mega container vessels by the shipping sector, there have been calls for reviewing the existing air draft restriction. Having carefully considered the possibility of relaxing the air draft restriction from both navigation and bridge safety perspective, we are

planning to revise the 53m restriction to 57m to facilitate access of large container vessels to HKP while upholding the integrity of the bridge and navigational safety.

36. THB is now working with the MD and the Highways Department on the operational details of the proposed relaxation, including the setting-up of a communication arrangement between the two departments and approval mechanism. Upon completion of the above preparatory work, we will introduce the relevant legislative amendments into the LegCo to implement the relaxation.

37. In addition, the Government will continue to actively initiate negotiations with other trading partners, with a view to concluding more comprehensive avoidance of double taxation agreements. Among other things, this will help Hong Kong shipping companies to assess their tax liabilities from cross-border economic activities and to resolve double taxation issues.

(iii) Strengthening of Maritime Promotion and Manpower Training

38. Effective promotion and nurturing of maritime talents are paramount to raising Hong Kong's profile as an international maritime centre and sustaining the growth momentum of the maritime industry. On promotion, THB will continue to organise the Hong Kong Maritime Week, participate in international and regional maritime exhibitions and trade fairs as well as arrange delegation visits to overseas and Mainland maritime cities.

39. At the same time, we will work closely with InvestHK, which has set up a dedicated maritime desk to take a more focused approach to reach out to overseas and Mainland maritime companies. THB has been involved in meeting and briefing targeted companies on the overall port and maritime development in Hong Kong, respective government policies and business facilitating measures with a view to attracting them to expand business and/or set up presence in Hong Kong. The experience has affirmed that such external promotional and outreaching efforts need to be conducted in a continual manner in order to achieve the desired results.

40. On manpower development, in addition to the management of the MATF, THB will keep monitoring the latest manpower situation of the industry through surveys conducted by the trade and stakeholder engagement. We will, having regard to the needs of the industry, suitably encourage and facilitate provision of various types of education and

training programmes. Manpower promotion work will also be carried out as on-going measures to attract more young people to pursue a maritime career, such as arranging career seminars and publicising the scope and prospects of various jobs among secondary schools and tertiary students.

(iv) Supporting the Operation of the HKMPB

41. The HKMPB serves as a tripartite platform among the Government, the maritime and port sectors, as well as industry associations/institutions. Since its inception, the main Board, together with its three Subcommittees, have been operating smoothly. They enable the Government to work closely with the trade, to grasp the latest development trends and future prospects of the industry in a timely and accurate manner, and to devise policy directions and measures that suit the needs of specific sectors. THB will continue to provide administrative and technical support to the HKMPB to ensure its continued effective operation.

Proposal to Turn a Supernumerary AOSGC (D2) Post in THB into a Permanent Post

42. As mentioned in paragraph 29 above, the international political and economic landscape often presents changing challenges and opportunities to the maritime industry. Meanwhile, the maritime industry comprises many subsectors that cut across a wide spectrum of issues and concerns. Sustained Government policy support and measures are thus required to ensure that the Hong Kong maritime trade as a whole evolves in tandem with global changes and that specific needs of different maritime segments are catered for.

43. Most of the work described in the preceding paragraphs are carried out the holder of an existing supernumerary AOSGC (D2) post in THB(TB), and the post is due to lapse on 1 April 2020. Given the extensive scope of work, complexity of work nature and heavy workload involved in the initiatives and directions highlighted in preceding sections above, long-term full-time attention of a dedicated directorate officer with appropriate administrative and management experience and seniority is essential and suitable for the effective discharge of these duties. An AOSGC possesses the requisite policy vision and capability in formulating and implementing policies, the necessary experience in rendering intensive policy and legislative inputs; and the political acumen in engaging a broad range of stakeholders on issues straddling across various policy portfolios.

In view of the above, we propose making permanent the existing supernumerary AOSGC post to assist in formulating and implementing various initiatives and overseeing their implementation.

44. The supernumerary post, designated as Principal Assistant Secretary for Transport and Housing (Transport) 11 (“PAS(T)11”), was created upon Finance Committee (“FC”)’s approval with effect from 27 November 2015, on a time-limited basis up to 31 March 2020. Apart from taking forward the establishment of the HKMPB and overseeing its operation in the initial years, the post was tasked to handle other policy work in maritime development, including the formulation of maritime-related strategies under the National 13th Five Year Plan and the Belt and Road Initiative; and offering support to the monitoring and the administration of the MATF. The post holder reports to the Deputy Secretary for Transport and Housing (Transport)5 (“DS(T)5”), ranked at the Administrative Officer Staff Grade B (“AOSGB”)(D3) level, who also serves as the Commissioner for Maritime and Port Development.

45. The proposed permanent AOSGC post will keep the title of PAS(T)11. He/she will assist in conducting policy analysis and formulating policy proposals regarding the long-term development of the maritime and port industry; consult and liaise with industry players and other stakeholders on various initiatives; handle work related to legislative amendments and LegCo Panel consultation; oversee the implementation and review the effectiveness of measures; and provide continued secretariat support for the HKMPB. The job description of PAS(T)11 is at **Annex I**.

Non-directorate Support

46. The proposed permanent post of PAS(T)11, if approved, will continue to be underpinned by its existing team which comprises 11 non-directorate civil service posts (including seven permanent posts and four time-limited posts to be made permanent in 2020-21). They will assist in planning and carrying out on-going and new policy initiatives, stepping up work on trade facilitation and promotion, serving the HKMPB Secretariat, and stakeholders engagement.

Alternatives Considered

47. We have carefully reviewed the current directorate support within Division 5 of THB(TB) and consider that the workload of PAS(T)11 cannot be absorbed by PAS(T)10, the other AOSGC officer; or Chief Assistant

Secretary for Transport and Housing (Transport)(“CAS(T)”), the D1 officer in the Division.

48. PAS(T)10 provides administrative support on policy matters pertaining to the logistics and port development. Specifically, PAS(T)10 assists DS(T)5 in working towards the policy goal of maintaining Hong Kong’s position as a preferred regional logistics hub; making available suitable sites for the development of modern logistics and port back-up sites for container terminal use; facilitating logistics industry development in terms of application of technology, supporting the Hong Kong Logistics Development Council and its committees and organising related marketing and promotion activities. In addition, PAS(T)10 is responsible for housekeeping the MD and taking forward legislative proposals to enhance marine safety, as well as to fulfil Hong Kong’s international obligation by incorporating international conventions endorsed by the International Maritime Organization and the International Labour Organization into local legislation. The existing full schedule of PAS(T)10 does not allow the incumbent any spare capacity to take on additional duties.

49. CAS(T) assists DS(T)5 in maritime manpower development and facilitation of the local vessel trade operation. CAS(T) has to oversee the administration of the MATF, work in partnership with numerous industry stakeholders and education institutions in reviewing and devising new initiatives for manpower resources development of the maritime industry and support the HKMPB’s Manpower Development Committee. With the new funding injection into the MATF, the scope and types of schemes under the Fund as well as the related administrative work have expanded expand, leaving CAS(T) with no spare capacity to absorb other additional duties. The organisation chart of Division 5 is at **Annex II**.

50. For other AOSGC officers in THB(TB), they are already fully committed to duties on different subject areas, including land transport and planning, railway and highway development, public transport services, traffic management, licensing and cross-boundary issues, air services, airport development and civil aviation management, etc. We consider that redeployment of PAS(T)11’s portfolio to another PAS is not operationally feasible without adversely affecting the discharge of their own schedule of duties. The responsibilities of other PASs in THB(TB) are at **Annex III**. The existing and proposed organisation chart of THB(TB) showing the post of PAS(T)11 is at **Annex IV**.

Financial Implications

51. The proposal of making permanent the supernumerary AOSGC post will bring about an additional notional annual salary cost at mid-point of \$2,179,800. The additional full annual average staff cost, including salaries and staff on-cost, is about \$3,074,000. Moreover, making permanent four non-directorate general grades posts as mentioned in paragraph 46 will entail an additional notional annual salary cost at mid-point of \$3,233,820 and an additional full annual average staff cost, including salaries and staff on-cost, of about \$4,782,000. We have earmarked sufficient funding provision to meet the cost of the proposal.

Advice Sought

52. Members are invited to note THB's efforts in enhancing Hong Kong as an international maritime centre and comment on the staffing proposal. Subject to Members' views, we will submit the staffing proposal to the Establishment Subcommittee for endorsement and FC for approval accordingly.

Transport and Housing Bureau
November 2019

**Job Description for
Principal Assistant Secretary (Transport) 11
Transport Branch, Transport and Housing Bureau**

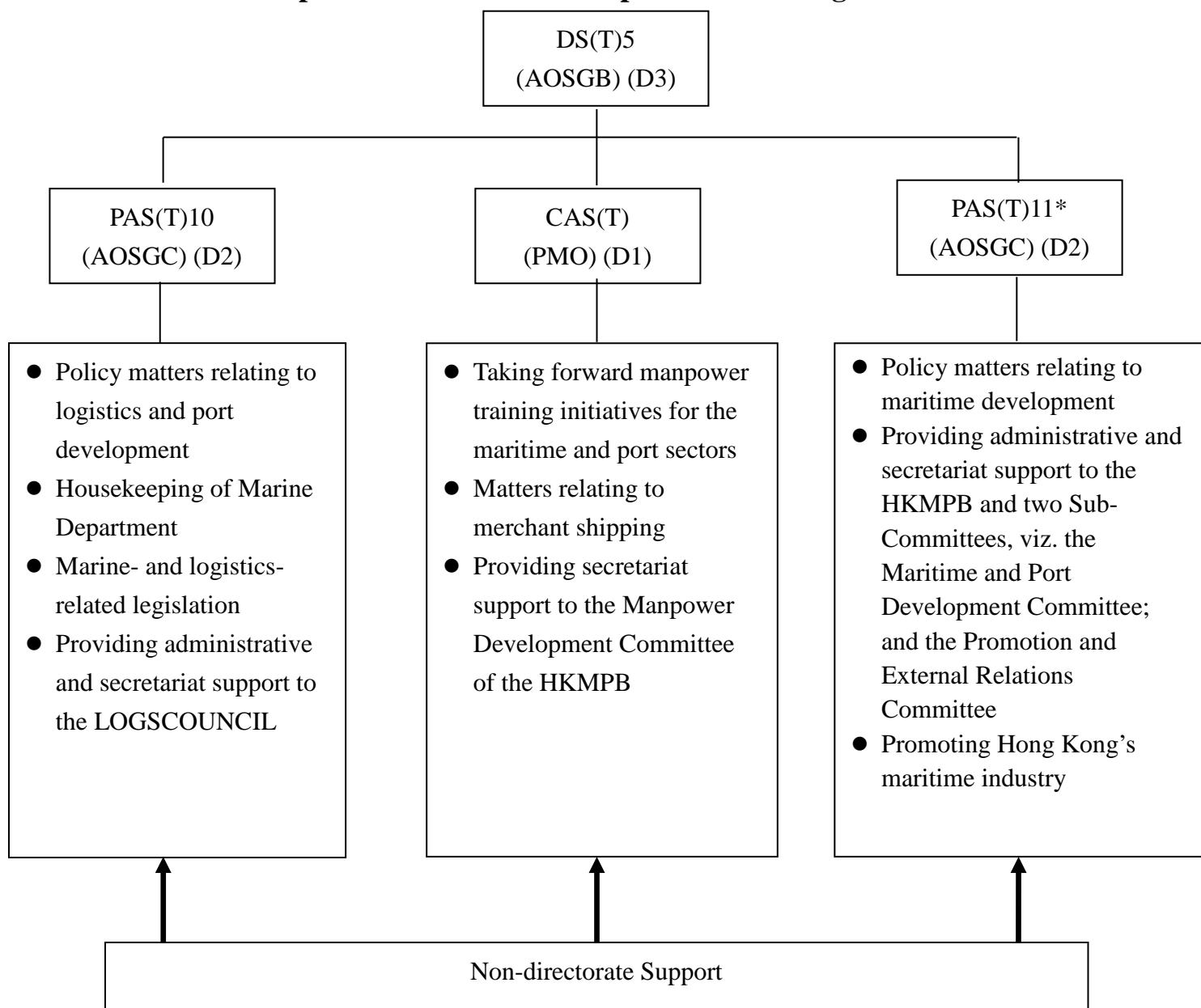
Rank : Administrative Officer Staff Grade C (D2)

Responsible to : Deputy Secretary for Transport and Housing (Transport) 5 (DS(T)5)

Main Duties and Responsibilities:

1. To assist DS(T)5 to lead and manage the secretariat for the Hong Kong Maritime and Port Board (HKMPB), and follow up on initiatives endorsed by the HKMPB and its committees, including local and overseas marketing and promotional events/visits, holding seminars and exhibitions, and organising community awareness events.
2. To assist DS(T)5 in formulating and implementing policy initiatives for the development of high value-added maritime services in Hong Kong and to enhance Hong Kong's development of a maritime cluster and position as an international maritime centre (IMC), including industry consultation, seeking approvals from Legislative Council etc., and overseeing the related work.
3. To assist DS(T)5 in conducting thematic studies related to development trends of the maritime industry in the international and Mainland markets, and supporting the HKMPB to conduct consultancy studies/policy research etc.
4. To oversee the implementation of related initiatives to promote Hong Kong's maritime industry, such as the Hong Kong Maritime Week and overseas promotional visits, with a view to strengthening Hong Kong's role as an IMC.

**Organisation Chart of Division 5 of the
Transport Branch of the Transport and Housing Bureau**



Remarks

* Supernumerary directorate post proposed to be made permanent

Legend

AOSGB Administrative Officer Staff Grade B
 AOSGC Administrative Officer Staff Grade C
 PMO Principal Marine Officer

DS(T) Deputy Secretary for Transport and Housing (Transport)
 PAS(T) Principal Assistant Secretary for Transport and Housing (Transport)
 CAS(T) Chief Assistant Secretary for Transport and Housing (Transport)

LOGSCOUNCIL Hong Kong Logistics Development Council
 HKMPB Hong Kong Maritime and Port Board

**Main Duties and Responsibilities of
other 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. Their major duties and work priorities are set out in the following. They have no spare capacity to take up the additional duties of the proposed directorate post of an Administrative Officer Staff Grade C (“AOSGC”)(D2).

PAS(T)1

- Overseeing the transport policies on franchised buses, public light buses, taxis and trams
- Overseeing the fare adjustment arrangement for the above mentioned public transport services and policy issues relating to fare adjustment applications from these public transport operators
- Overseeing the transport policy on non-franchised public bus services
- Overseeing the transport policy on the co-ordination of services among different modes of public transport
- Overseeing the coordination of the implementation of measures under the Public Transport Strategy Study

PAS(T)2

- 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
- Dealing with policy work on road safety
- Dealing with policy work on traffic management
- Overseeing the application of IT to traffic management
- Co-ordination of Bureau's inputs on transport-related environmental issues
- Housekeeping of Transport Department

PAS(T)3

- Policy input into various strategic and regional transport planning studies and dealing with all town planning matters
- Policy input on the implementation of Railway Development Strategy 2014 (projects in North West New Territories and South Island Line (West))
- Policy work relating to the outstanding works of the Guangdong-Shenzhen-Hong Kong Express Rail Link, and the planning of the proposed Hong Kong-Shenzhen Western Express Line
- Transport planning and Tourism
- Overall transport policy coordination
- Coordination of LegCo Business

PAS(T)4

- Overseeing and monitoring the transport policies and administrative matters concerning the operation of and services provided by MTR Corporation Limited
- Overseeing the policy on railway safety
- Overseeing the transport policies on ferries
- Overseeing transport policy issues relating to Octopus
- Overseeing the policy and implementation of the park and ride scheme

PAS(T)5

- Policy work relating to transport capital projects
- Policy work relating to the planning and implementation of the Hong Kong-Zhuhai-Macao Bridge and related Hong Kong infrastructure projects
- 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
- Implementation of approved projects and assisting in resolving difficulties
- Administration of the Secretary for Transport and Housing's responsibilities under the Roads (Works, Use and Compensation) Ordinance
- Overseeing the Northwest New Territories Traffic and Infrastructure Review
- Housekeeping of Highways Department

PAS(T)6

- Overseeing policy matters relating to vehicle and driver licences and driver training
- Overseeing the quota regime on cross-boundary coaches, hire cars and private cars
- Overseeing cross-boundary vehicular traffic at land crossings
- Co-ordination of Bureau's inputs on cross-boundary transport related issues
- Overseeing cross-boundary ferry services and operation of cross-boundary ferry terminals
- Overseeing matters relating to the Transport Tribunal

PAS(T)7

- Formulating Transport and Railway Development Strategies
- Policy input on the implementation of Railway Development Strategy 2014 (projects in urban area and on Lantau Island)
- Policy input on the outstanding work under the West Island Line project
- Overseeing the implementation of the Shatin to Central Link project
- Overseeing the review of strategic highway projects
- Overseeing the Third Comprehensive Transport Study (CTS-3) and Second Railway Development Study (RDS-2) model updates
- Overall administration of Railways Ordinance and dealing with objections under Railways Ordinance

PAS(T)8

- Assisting in policy matters relating to airport development, and housekeeping of the Airport Authority.
- 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

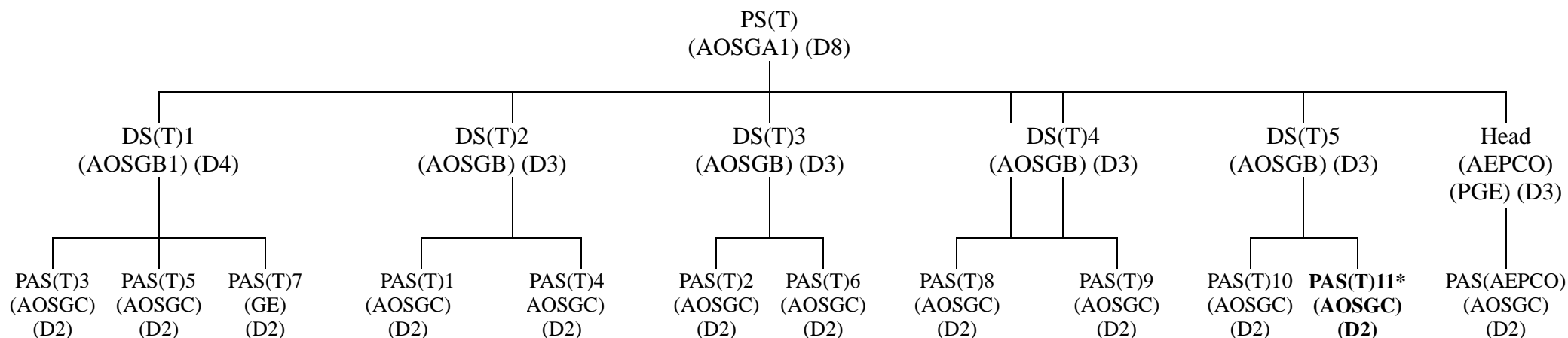
- Assisting in policy matters relating to civil aviation management, and housekeeping of the Civil Aviation Department
- Taking charge of air services negotiations/air transport policy in relation to Southeast and Northeast Asia, Australasia and America; and overflight agreements and air transport related matters in Asia-Pacific Economic Cooperation, Organisation for Economic Cooperation and Development and the World Trade Organisation
- Serving as Secretary to the Air Transport Licensing Authority

PAS(AEPCO)

- Assisting in the formulation of the overall strategy for the development and implementation of the Three-Runway System Project
- Co-ordinating with AAHK, relevant Bureaux/Departments and stakeholders in the planning and implementation of the Three-Runway System Project
- Assisting in the formulation of public consultation plans and participating in public engagement exercise for the development and implementation of the Three-Runway System Project
- 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
- To provide support for seniors' participation in various meetings related to the Three Runway System Project

Note: Major duties of PAS(T)11 and PAS(T)10 under Division 5 are set out at **Annexes I and II**.

**Existing and Proposed Organisation Chart of
Transport Branch, Transport and Housing Bureau[#]**



Legend

- AOSGA1 - Administrative Officer Staff Grade A1
- AOSGB - Administrative Officer Staff Grade B
- AOSGB1 - Administrative Officer Staff Grade B1
- 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)

Note

- [#] Excluding posts below D2 level
- * Supernumerary AOSGC post proposed to be made permanent