

Provision of a 16-seater Private Light Bus to Shek Kwu Chau Treatment and Rehabilitation Centre

為石鼓洲康復院購買一輛16座小巴

BDF 160048

15 April 2017 – 31 July 2019



康復成長與蛻變 抗毒關愛半世紀

Introduction

Project Goal:

- To provide adequate transportation support to 40 PSA (i.e. psychotropic substance abusers) residents to ensure their timely attendance in various activities and rehabilitation programmes, in particular job skills training and work therapy, within the premises of Shek Kwu Chau Treatment and Rehabilitation Centre.
- These residents are accommodated in two different houses that are located at two far apart areas on the island, about 30-45 minutes' walking distance from the main centre where the training sites are situated. Without sufficient vehicular transportation, it is discouraging for the residents to walk a long distance in order to attend the training classes.



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Project Content

- *Purchase of a 16 seater light bus with 15,000 man-times usage during the first six months of service.
- *Annually 30,000 man-times of residents and staff members of these two houses will be facilitated to their training workshops and work sites.
- *Besides, their attendance in other in-centre recreational events and programmes will also be facilitated.



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Exterior of the light bus (1)



Exterior of the light bus (2)



Interior of the light bus



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Output and Outcome Evaluation

- **Evaluation methods**

1. **Output**

- Utilization of the vehicle as indicated by log book record.

2. **Outcome**

- NA



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Output Benchmarks & Evaluation Results

	Expected Result	Achieved Result
Output Indicator 1	Utilization rate of the vehicle during the first six months of service (15,000 man-times used)	The vehicle was put into service on 1 Feb 2019. Since then, a total usage of 22,639 man-times (151%) was recorded till 31 Jul 2019 .



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Outcome Benchmarks & Evaluation Results

	Expected Result	Achieved Result
Outcome Indicator	NA	NA



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Process Evaluation & Experience Gained

- Delivery of the vehicle to Shek Kwu Chau was delayed since further vehicle modification were required, and the time for type-approval & pre-registration inspection for licensing was longer than estimated.
- For these unforeseeable or uncontrollable factors, closer liaison and coordination with relevant parties might improve the situation.
- Estimation of implementation process should be more realistic.



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Conclusion

- The objective of the project was successfully achieved. A total usage of 22,639 man-times (151%) of the vehicle from 1 Feb 2019 to 31 Jul 2019 was recorded.
- The transportation service had facilitated the residents to attend the training programmes arranged at our main centre.



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End



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