

**立法會**  
**Legislative Council**

LC Paper No. FC116/10-11  
(These minutes have been seen  
by the Administration)

Ref : CB1/F/1/2

**Finance Committee of the Legislative Council**

**Minutes of the 5<sup>th</sup> meeting**  
**held at the Legislative Council Chamber**  
**on Friday, 14 January 2011, at 3:00 pm**

**Members present:**

Hon Emily LAU Wai-hing, JP (Chairman)  
Prof Hon Patrick LAU Sau-shing, SBS, JP (Deputy Chairman)  
Hon Albert HO Chun-yan  
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP  
Hon LEE Cheuk-yan  
Hon Fred LI Wah-ming, SBS, JP  
Dr Hon Margaret NG  
Hon CHEUNG Man-kwong  
Hon CHAN Kam-lam, SBS, JP  
Hon Mrs Sophie LEUNG LAU Yau-fun, GBS, JP  
Hon LEUNG Yiu-chung  
Hon WONG Yung-kan, SBS, JP  
Hon LAU Kong-wah, JP  
Hon LAU Wong-fat, GBM, GBS, JP  
Hon Miriam LAU Kin-yea, GBS, JP  
Hon Andrew CHENG Kar-foo  
Hon Timothy FOK Tsun-ting, GBS, JP  
Hon TAM Yiu-chung, GBS, JP  
Hon Abraham SHEK Lai-him, SBS, JP  
Hon LI Fung-ying, SBS, JP  
Hon Tommy CHEUNG Yu-yan, SBS, JP  
Hon Frederick FUNG Kin-kee, SBS, JP  
Hon Audrey EU Yuet-mee, SC, JP

Hon WONG Kwok-hing, MH  
Hon LEE Wing-tat  
Dr Hon Joseph LEE Kok-long, SBS, JP  
Hon Jeffrey LAM Kin-fung, SBS, JP  
Hon Andrew LEUNG Kwan-yuen, GBS, JP  
Hon CHEUNG Hok-ming, GBS, JP  
Hon WONG Ting-kwong, BBS, JP  
Hon Ronny TONG Ka-wah, SC  
Hon CHIM Pui-chung  
Hon KAM Nai-wai, MH  
Hon Cyd HO Sau-lan  
Hon Starry LEE Wai-king, JP  
Dr Hon LAM Tai-fai, BBS, JP  
Hon CHAN Hak-kan  
Hon Paul CHAN Mo-po, MH, JP  
Hon CHAN Kin-por, JP  
Dr Hon Priscilla LEUNG Mei-fun  
Hon CHEUNG Kwok-che  
Hon WONG Sing-chi  
Hon WONG Kwok-kin, BBS  
Hon IP Wai-ming, MH  
Hon IP Kwok-him, GBS, JP  
Hon Mrs Regina IP LAU Suk-yea, GBS, JP  
Dr Hon PAN Pey-chyou  
Hon Paul TSE Wai-chun  
Dr Hon Samson TAM Wai-ho, JP  
Hon Alan LEONG Kah-kit, SC  
Hon LEUNG Kwok-hung  
Hon Tanya CHAN  
Hon Albert CHAN Wai-yip

**Members absent:**

Dr Hon David LI Kwok-po, GBM, GBS, JP  
Hon James TO Kun-sun  
Dr Hon Philip WONG Yu-hong, GBS  
Hon Vincent FANG Kang, SBS, JP  
Dr Hon LEUNG Ka-lau  
Hon WONG Yuk-man

**Public officers attending:**

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| Professor K C CHAN, SBS, JP      | Secretary for Financial Services and the Treasury   |
| Mr Stanley YING, JP              | Permanent Secretary for Financial Services and the Treasury (Treasury)                                  |
| Ms Alice LAU, JP                 | Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>1</sup>                        |
| Ms Elsie YUEN                    | Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch) |
| Mr LAI Tung-kwok, SBS, IDSM, JP  | Under Secretary for Security  |
| Ms Sally WONG Pik-ye, JP         | Commissioner for Narcotics  |
| Mr Eric LEE Ka-chun              | Principal Assistant Secretary for Security (Narcotics) <sup>2</sup>                                     |
| Ms Rebecca Carol DRAKE           | Senior Government Counsel (Mutual Legal Assistance / Team 2), Department of Justice                     |
| Mr YAU Shing-mu, JP              | Under Secretary for Transport and Housing   |
| Ms Maisie CHENG Mei-sze, JP      | Deputy Secretary for Transport and Housing (Transport) <sup>1</sup>                                     |
| Mr Fletch CHAN Wai-wai           | Principal Assistant Secretary for Transport and Housing (Transport) <sup>3</sup>                        |
| Mr Peter LAU Ka-keung, JP        | Director of Highways  |
| Mr Henry CHAN Chi-yan            | Principal Government Engineer (Railway Development), Highways Department                                |
| Mr TSANG Tak-sing, GBS, JP       | Secretary for Home Affairs  |
| Mr Raymond YOUNG Lap-moon, JP    | Permanent Secretary for Home Affairs  |
| Mr Jack CHAN Jick-chi            | Acting Head, Asian Games Bid Team, Home Affairs Bureau  |
| Mr Jonathan MCKINLEY, JP         | Deputy Secretary for Home Affairs (2)   |
| Mrs Marigold LAU LAI Siu-wan, JP | Director of Architectural Services  |

**Clerk in attendance:**

Mrs Constance LI

Assistant Secretary General 1

**Staff in attendance:**

Mr Simon CHEUNG

Senior Council Secretary (1)1

Mr Daniel SIN

Senior Council Secretary (1)7

Mr Frankie WOO

Senior Legislative Assistant (1)3

Ms Christy YAU

Legislative Assistant (1)1

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Action

**Item No. 1 - FCR(2010-11)50**

**RECOMMENDATIONS OF THE ESTABLISHMENT  
SUBCOMMITTEE MADE ON 8 DECEMBER 2010**

The Chairman put the item to vote. The Committee approved the funding proposal.

**Item No. 2 - FCR(2010-11)51**

**RECOMMENDATIONS OF THE PUBLIC WORKS SUBCOMMITTEE  
MADE ON 15 DECEMBER 2010**

2. The Chairman put the item to vote. The Committee approved the funding proposal.

**Item No. 3 - FCR(2010-11)52**

**HEAD 151 – GOVERNMENT SECRETARIAT : SECURITY BUREAU**

**Subhead 700 General non-recurrent**

**New Item "Sharing of confiscated drug trafficking proceeds with the  
United States Government – LAW Kin Man Case"**

3. The Chairman advised that the item sought the support of the Finance Committee (FC) to transfer a sum of \$11,912,000 for paying the United States Government as its share of the assets confiscated from a drug trafficker and his associates between 1991 and 2008. The proposal was discussed at the Panel

on Security on 7 December 2010, and members had not raised any objection to the proposal.

4. The Chairman put the item to vote. The Committee approved the funding proposal.

#### **Item No. 4 - FCR(2010-11)53**

### **HEAD 60 – HIGHWAYS DEPARTMENT**

#### **Subhead 700 General non-recurrent**

#### **New Item "Review and Update of the Railway Development Strategy 2000"**

5. The Chairman advised members that the Committee was invited to approve a new commitment of \$43 million to review and update the Railway Development Strategy 2000 (RDS 2000). She said that Tuen Mun District Council (TMDC) and Tsuen Wan District Council (TWDC) had provided a joint submission, which was tabled at the meeting, about a study recommending the construction of a railway link between Tuen Mun and Tsuen Wan.

6. Mr Andrew CHENG, Chairman of the Panel on Transport (Transport Panel), said that the Administration's proposal had been discussed on 4 November 2010 by the Subcommittee on Matter Relating to Railways (Railways Subcommittee) formed under the Panel. While Subcommittee members generally supported the proposal, some members expressed doubt about the applicability of the consultancy reports in steering the development of railway network. Referring to Enclosure 3 to the Administration's paper FCR(2010-11)53, Mr CHENG said that the Shatin to Central Link (SCL) reflected there was discrepancy between the present railway network and that planned under RDS 2000. He considered that as in previous consultancy studies, the proposal to review RDS 2000 might end up as another case of "window dressing" serving little practical purpose. He enquired whether the Administration would take on board the views of the Railways Subcommittee that the Administration should defer submitting the proposal on SCL to the Public Works Subcommittee (PWSC). He also disagreed that the current programme providing automatic platform gates/platform screen doors at MTR stations should await the taking forward of the SCL.

7. Ms Miriam LAU, Chairman of the Railways Subcommittee, supplemented that Subcommittee members generally supported the proposal but considered it necessary for the Administration to review the roles of other modes of public transport in complementing the use of mass transit railways. Subcommittee members also suggested providing more park-and-ride facilities

to ease the traffic congestion especially at the cross harbour tunnels, and to include the Northern Link (NOL) and the North Island Line in the RDS study. It was also desirable to release the outcome of RDS study from time to time.

8. Under Secretary for Transport and Housing (USTH) advised that RDS 2000 had mapped out Hong Kong's railway network development up to 2016. Over the past decade, there had been substantial changes in the planning parameters, demographic compositions as well as the aspirations of the community, making it necessary to review and update the railway development for the years ahead. He said that it was important to have an overall railway development blueprint to guide the planning and development of new railway lines. Where necessary, some fine-tuning could be made to the original blueprint for individual lines. As regards the SCL project, further information had been provided to the Railways Subcommittee as requested by members, and the Administration's submission to the PWSC had been slightly deferred.

#### Justifications for a review on RDS 2000

9. Mr WONG Sing-chi and Mr LEE Wing-tat referred to the Consultancy Study on Rationalising the Utilisation of Road Harbour Crossing, and expressed concern about the cost-effectiveness of engaging another consultancy study for the RDS review. These members enquired how the Administration would ensure the quality of the consultancy study for the RDS review.

10. USTH advised that Highways Department would oversee the consultants' work to ensure that the study would not fall short of the prescribed standards. The RDS review would examine the routing of the future railway development, making reference to the Hong Kong 2030 Study which provided a broad planning framework guiding the future development of Hong Kong as a whole up to 2030. The review would also take into account the latest population projections, traffic demands of the New Development Areas (NDAs), external traffic connections and community expectations, and include environmental impact and community needs assessment as well. Having regard to the increased demand for cross-boundary transport services and the needs of the New Territories (NT), the RDS review would accord higher priority to the study on the railway development in NT so that its initial findings would be available earlier. On the monitoring of the quality of the consultancy study, Director of Highways (DHy) supplemented that there was established mechanism for engaging consultants in different kinds of study. During the selection process, due consideration would be given to the relevant experiences, track records and manpower condition of the applying consultants. As for individual study, a steering committee comprising professional staff from

relevant departments would be formed to monitor the progress and the quality of the consultants' work. Throughout the study period, the Administration would continue to solicit views and advice from experts, academics and the general public.

11. Ms Miriam LAU queried why the Administration had decided to work on RDS 2000, instead of carrying out an independent study on the overall transport needs and railway development in Hong Kong in the light of the development in the region. She asked about the relationship between the proposed RDS review and the Comprehensive Transport Study (CTS), and how the Third CTS (CTS-3) would be followed up to map out an overall transport development strategy.

12. USTH advised that CTS-3, completed in September 1999, had adopted a number of guiding principles for future transport framework including:

- (a) integrating land-use transport and environmental planning;
- (b) according priority to railways;
- (c) co-ordinating and enhancing transport services;
- (d) providing transport infrastructure in a more timely fashion;
- (e) managing transport with new technologies;
- (f) giving more emphasis to pedestrian needs; and
- (g) alleviating the environmental impact of transport to an acceptable level.

13. USTH further advised that CTS-3 had laid down a sound foundation for the development of public transport up to the present date. The Administration regarded railways as the backbone of the future passenger transport network and acknowledged that the development of rail stations should synchronize with land-use development. CTS-3 had led the Administration to embark on a major public transport plan transforming railways into a major passenger carrier capable of handling about 40% to 50% of the public transport patronage. CTS-3 also led to the publication of RDS 2000 which mapped out a blueprint for the expansion of railway network proposing to bring in six new railway lines up to 2016. Given the changes in the transport needs of a growing population, NDAs and cross-boundary

connection, the Administration found it necessary to review and update RDS 2000 for long term planning purposes.

14. Ir Dr Raymond HO opined that although railways had been adopted as the backbone of Hong Kong's passenger transport system, it would still be necessary for the Administration to extend the scope of the review to cover other means of public transport. He shared Ms Miriam LAU's views that the Administration should carry out a comprehensive and independent study rather than a touch-up review on RDS 2000. Furthermore, the Administration should spare no time examining the railway development in northern NT and also the rail link between Tuen Mun and Tsuen Wan, Port Rail Line (PRL) as well as cross-boundary railway linkage. Mr Abraham SHEK expressed similar views about the need for a fresh RDS to look into railway network development up to 2031. He stressed that the study should examine the future strategic transport development and allow more choices for commuters.

15. Dr PAN Pey-chyau considered that it was opportune to review RDS 2000, given that there was considerable development after 10 years. He opined that the review should also look into causes of the aggravating surface traffic conditions, and the possibility of extending railway network to the newly developed areas and other areas on Hong Kong Island not currently served by railway.

16. USTH agreed that apart from railway, other means of public transport would also have roles to play to complement the railway network. He said that the mass transit railway systems were already fairly well developed in most urban areas. While the RDS review would cover urban areas, priority would be accorded to the railway development in NT. He stressed that the update and review of RDS 2000 would be a comprehensive and substantial task touching on different aspects, rather than a fragmented exercise as envisaged by some members.

#### Railway projects under consideration or construction

##### *Railway linkage between Tuen Mun and Tsuen Wan*

17. Referring to the study conducted by TMDC and TWDC, Mr WONG Kwok-hing commented that the study recommendation was worth supporting. He believed that a railway linking Tuen Mun and Tsuen Wan would boost the economic development in the western and north-west areas in the NT. Mr TAM Yiu-chung expressed similar views, and urged the Administration to seriously study taking forward the Tuen Mun-Tsuen Wan railway line as soon as practicable.



18. USTH advised that previous studies commissioned by the Administration had not found the proposed construction of a railway between Tuen Mun and Tsuen Wan viable. Nevertheless, the Administration would consider the submission of TWDC and TMDC in the context of RDS study. The Administration's consultants would certainly meet with the two DCs to discuss and exchange views on the proposed rail line.

19. Mr Abraham SHEK declared that he was a non-executive director of MTRCL. Mr SHEK said that according to his understanding, the previous Kowloon-Canton Railway Corporation (KCRC) had long affirmed the feasibility of a railway between Tuen Mun and Tsuen Wan, but a study was not carried out for the project.

#### *Northern Link*

20. Mr WONG Sing-chi and Mr WONG Kwok-hing urged the Administration to consider advancing the construction of NOL. USTH responded that the Administration noted the districts' views about early implementation of the NOL. The Administration would review the planning of NOL in the light of the North East NT NDA Planning and Engineering Study.

#### *Railway linkage between Tuen Mun and Hong Kong International Airport*

21. Mr WONG Kwok-hing considered that the proposal to construct a railway bridge to link up Tuen Mun with the Hong Kong International Airport (HKIA) was worth supporting. Given the rapid development of express rail lines in the Mainland, he suggested the Administration consider providing also a railway line for the Hong Kong-Zhuhai-Macao (HKZM) Bridge.

22. Director of Highways (DH<sub>y</sub>) advised that the Administration's plan was to construct a road tunnel between the two places. Given the gradient of the coasts of the Lantau Island and NT, there were technical difficulties for the tunnel project to include a railway in it. The same problem would arise in the HKZM Bridge project, since part of the bridge would be constructed under sea level in the form of a tunnel. The inclusion of a railway in the bridge would significantly complicate the technical complexity of the project and increase the construction costs. Responding to Ir Dr Raymond HO, DH<sub>y</sub> advised that the Administration had already conducted detailed study to look into the possibility of including railway in the tunnel, and the idea was dropped because of the steep gradient and other technical concerns.

*Port Rail Line*

23. Mr Albert HO expressed concern about the shelving of PRL which was intended for transporting goods directly from the Mainland to the Kwai Tsing Container Terminals (KTCT) in an environmental-friendly and cost-effective manner. He commented that the increase of sea and truck freight volume over the years could in fact be a result of the absence of PRL. Mr Abraham SHEK remarked that with the disestablishment of the former KCRC, the best time for Hong Kong to construct PRL was gone.

24. Mr LEUNG Kwok-hung considered it illogical for Hong Kong to give up PRL which was intended to be a dedicated railway for conveying goods across the border to KTCT. He said that the Administration's decision not to proceed with PRL was another example of collusion with the business sector to protect a large-scale investment of a Hong Kong-based consortium in the Port of Yantian.

25. USTH responded that despite studies conducted by MTRCL on the PRL, the volume of rail freight had been on the decline in the past 10 years. In view of the low demand from users who tended to prefer point-to-point delivery from factories in the Mainland to KTCT by trucks, it was decided not to pursue PRL on cost-effectiveness considerations.

*Shatin to Central Link*

26. Mr LEE Wing-tat said that while he supported the Administration's proposal to implement SCL as soon as possible, he felt strongly that MTRCL should not use installation of automatic platform gates in MTR stations as a trade-off for obtaining members' funding support for SCL.

27. USTH assured members that the Administration would not coerce or threaten Members to support any particular railway project. The installation of platform gates would be followed up by the Railways Subcommittee at its meeting on 20 January and members' views were welcome.

Railway development strategy

28. Mr Frederick FUNG noticed that most of Hong Kong's railways were operating in a north-south direction. He asked if railways lines could also be provided in an east-west direction, running between Tseung Kwan O and Tuen Mun, and between Ngau Tau Kok and Tai Kok Tsui. As mass transit railways were the most environmental-friendly means of transport, he urged the

Administration to consider extending railways into NDAs, which would attract residents to move in, and stimulate growth and development of these areas.

29. USTH pointed out that the planned SCL could be seen as a means to link up NT East and NT West through a number of MTR stations in Kowloon. He agreed that railways provided impetus for new town development, and the Administration would duly examine the use of railway transport in the development of NDAs.

30. Mr Albert CHAN expressed concern that the Administration had all along concentrated railway development in urban areas and the eastern NT, while neglecting the needs of NT West. He urged the Administration to take concrete steps to rectify such disparity.

31. USTH clarified that as laid down in paragraph 2 (iii) of the Administration's paper, the RDS review would examine the feasibility of a railway between Tuen Mun and Tsuen Wan as well as putting up new stations along the existing rail lines. Deputy Secretary for Transport and Housing (Transport)<sup>1</sup> supplemented that in view of the development of NDAs in NT, the Administration would start off studying railway development in NT ahead of urban areas. In this regard, public consultation at district level would be carried out. The Administration was aware of the concerns of members and the general public about the adequacy of rail stations in NT, and was examining ways to address the concern.

32. Ms Cyd HO commented that as a lot of changes had taken place in the past 10 years, the proposed review based on RDS 2000 would not bring fruitful results. She considered that the RDS study should be driven by an overall development blueprint with clear future direction for Hong Kong in moving ahead. For example, there should be a strategic plan on the number of city centres and their locations, and how these would complement the development in the region. The public should also be engaged in the process. Given that the term of the current Government would lapse in 18 months, she was worried that it would not have sufficient determination and interest to take forward railway planning effectively.

33. USTH advised that the review and update of RDS 2000 would take account of the latest development of the society, as well as changes in the planning parameters including the Hong Kong 2030 Study, population projections, planning of NDAs and external transport connections. The study would also examine how best to meet public demands and aspirations. He added that the development framework mentioned by Ms Cyd HO already existed for mapping out railway network development up to 2031.

34. Mr Alan LEONG enquired whether the Administration had already formulated strategic policies for railway development in Hong Kong, or was counting on public transport consultants for their recommendations. He also asked about the approach for gauging public views.

35. USTH said that Hong Kong's railway network development was based on a sustainable public transport policy using railways as the backbone of its passenger transport system, and the community's persistent pursuit for a quality living environment. While a policy was in place, highly technical input would still be required from the consultants to examine the strategies for improving the existing railway networks, such as the inter-relationship between railways and the priority for construction of the planned rail lines. As regards public consultation, Deputy Secretary for Transport and Housing (Transport)<sup>1</sup> advised that consultation would be carried out by stages to tie in with the publication of the reports and it would be an interactive process throughout the study.

36. Mr Alan LEONG and Mr WONG Sing-chi urged the Administration to expedite the implementation of the park-and-ride schemes at MTR stations to relieve surface traffic congestions. Their views were noted by the Administration.

37. The Chairman put the item to vote. The Committee approved the funding proposal.

#### **Item No. 5 - FCR(2010-11)54**

### **HEAD 53 – GOVERNMENT SECRETARIAT : HOME AFFAIRS BUREAU**

#### **Subhead 700 General non-recurrent**

38. The Chairman advised that FC was invited to accept in principle the financial implications of Hong Kong hosting the Asian Games in 2023 and the 2023 Asian Para Games.

39. The Secretary for Home Affairs (SHA) explained that if FC supported the proposal, it would give formal support to the Sports Federation and Olympic Committee of Hong Kong, China (SF&OC) to submit a formal bid to the Olympic Council of Asia (OCA) and the Asian Paralympic Committee (APC) to host the 2023 Asian Games and Asian Para Games. The direct cost of hosting the games was estimated to be in the region of \$6 billion. The

detailed budget would have to be worked out if the bid was successful, and a more realistic funding proposal would then be submitted to FC. SHA said that hosting the Asian Games played a pivotal role in Hong Kong's sports development, and Hong Kong as a major international city had the capabilities and conditions for hosting the Asian Games. It was also in the long term interest of Hong Kong to organize the Games, and this was supported by many sectors of the community.

40. SHA further said that there had been considerable debate in the community on the merits of hosting the 2023 Asian Games in Hong Kong. The LegCo Panel on Home Affairs had held five meetings to discuss the issue, and Members also had a motion debate in the previous year on the subject. The Administration had provided further information and justifications to facilitate members' deliberation of the matter. SHA added that the Administration noted the community's concerns that, given the cost involved, the organization of the Games might divert public resources away from other areas. He stressed that the Chief Executive had earlier pledged to spend no less than \$2,000 billion on education, medical and welfare programmes in the next 12 years, irrespective of whether Hong Kong organized the Asian Games. Organizing the 2023 Asian Games in Hong Kong would promote the healthy development of our next generation and was conducive to promoting a healthy lifestyle in the community.

41. The Chairman drew members' attention to the Administration's supplementary information notes tabled at the meeting responding to queries from Mr KAM Nai-wai and Ms Tanya CHAN.

42. Mr KAM Nai-wai said that Members belonging to the Democratic Party objected to the funding proposal. He commented that the Administration's recent reduction of project estimates from more than \$40 billion to \$6 billion within a short period of time had weakened the public's confidence on the accuracy of such estimates. Mr KAM alleged the Administration twisted the public view to its favour, as the Chinese University of Hong Kong's public opinion survey commissioned by the Government had in fact revealed that the majority of respondents had reservations on the proposal. Mr KAM further criticized that the Administration's sports development efforts were only piecemeal, and the community had expected the Administration to put in more resources for stepping up training and development of elite athletes, and promoting wider public participation in sports. He considered that the Administration should first cultivate an environment for sports so that Hong Kong would acquire the capability to host the Asian Games in future.

43. Regarding the Chinese University's opinion survey, SHA advised that the survey covered the period up to 1 December. The survey findings were presented to the LegCo Panel on Home Affairs Panel on 6 December 2010, without the subsequent interpretation made by the research team. The interpretation presented to the Panel was actually based on the statistics gathered in the survey.

44. Mr LEUNG Kwok-hung said that he did not support the funding proposal, as there were other more pressing priorities such as caring for the elderly and introducing a retirement protection scheme for the whole community. He considered it ironical for the Administration to be preoccupied with a fanfare when so many elderly were still subsisting on old age allowance or meagre income from scavenging activities. He commented that the level of sports in Hong Kong could not be substantially raised without improving the athletes' remuneration.

45. Mr Frederick FUNG said the community was particularly disappointed that the Administration's priorities and policies tended to slant towards the large business groups. While he considered that Hong Kong had the resources and capability to host a successful Asian Games, he was of the view that Hong Kong neither had a sporting culture nor a well-formulated sports policy that commensurate with hosting a major sports event. He commented that since the last failed attempt to bid for hosting the Asian Games a decade ago, the Administration had still not fully implemented the improvements to sport facilities, nor had it made significant progress in promoting the community's participation in sports. He said that the Administration could not convince the community that it had the determination and tenacity to organize the Asian Games 13 years away. The community was also very concerned that the event would be substantially over-spent as in the case of many infrastructure projects.

46. Mr Abraham SHEK expressed support for the funding proposal. While he agreed that the services for the disadvantaged should be improved, he considered that the resources committed to the hosting of the Asian Games could help create jobs and provide impetus for economic development. He pointed out that the construction of current major infrastructural development projects would reach a peak in 2015, and new projects would be needed to sustain the economy. The Asian Games, which required new sports venues and facilities to be built, would offer new opportunities for economic growth.

47. Mr LAM Tai-fai commented that the community's apathy towards the proposal of bidding to host the Asian Games was attributable to the Administration's failure to cultivating a sporting culture within the community.

Action

He criticized the Administration for not having learnt the lesson from the lost Asian Games bid 10 years ago, and it had not made sufficient efforts to address the deficiencies in sport facilities, training and support for elite athletes and promoting students' participation in sports. He said that members would be willing to support the Administration's attempt to bid for hosting the Asian Games when the conditions were ripe. He considered that the Administration should formulate a comprehensive sports policy and cultivate a sporting culture, and a sports development council should be set up to steer sports development in Hong Kong.

48. SHA responded that the Administration in fact had a sports policy, and he or his colleagues had explained the policy many times over the years. Nevertheless, the Administration was ready to listen to the community's views and members' advice, in order to refine the policy and sports development and promotion programmes. SHA advised that the Administration had been able to control the budget in organizing the 2009 East Asian Games, and with such experience, he did not anticipate that the organization of the Asian Games would become a money pit.

49. The Chairman said that the meeting would end at 5:00 pm, and discussion of the item would continue in the subsequent meeting starting 5:05 pm.

50. The meeting was adjourned at 5:00 pm.