

立法會
Legislative Council

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Establishment Subcommittee of the Finance Committee

**Minutes of the 10th meeting
held in Conference Room 1 of Legislative Council Complex
on Wednesday, 2 March 2016, at 8:30 am**

Members present:

Hon Mrs Regina IP LAU Suk-yee, GBS, JP (Chairman)
Hon WONG Kwok-kin, SBS (Deputy Chairman)
Hon Albert HO Chun-yan
Hon James TO Kun-sun
Hon CHAN Kam-lam, SBS, JP
Hon LEUNG Yiu-chung
Hon Emily LAU Wai-hing, JP
Hon TAM Yiu-chung, GBS, JP
Hon WONG Kwok-hing, BBS, MH
Prof Hon Joseph LEE Kok-long, SBS, JP, PhD, RN
Hon WONG Ting-kwong, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon Starry LEE Wai-king, JP
Hon CHAN Hak-kan, JP
Hon IP Kwok-him, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon NG Leung-sing, SBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP

Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Kenneth LEUNG
Hon KWOK Wai-keung
Hon Christopher CHEUNG Wah-fung, SBS, JP
Hon SIN Chung-kai, SBS, JP
Dr Hon Elizabeth QUAT, JP
Hon Martin LIAO Cheung-kwong, SBS, JP
Hon POON Siu-ping, BBS, MH
Hon TANG Ka-piu, JP
Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

Members absent:

Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon IP Kin-yuen

Public Officers attending:

Ms Esther LEUNG, JP	Deputy Secretary for Financial Services and the Treasury (Treasury)1
Mr Eddie MAK Tak-wai, JP	Deputy Secretary for the Civil Service (1)
Ms Kitty CHOI, JP	Director of Administration
Mrs Helen CHAN, JP	Government Economist, Financial Secretary's Office
Mr Andrew AU, JP	Principal Economist (1), Financial Secretary's Office
Ms Reddy NG, JP	Principal Economist (5), Financial Secretary's Office
Mr YAU Shing-mu, JP	Under Secretary for Transport and Housing
Mr Raymond CHENG	Principal Assistant Secretary for Transport and Housing (Transport)7
Mr Peter LAU, JP	Director of Highways

Mr Jonathan LEUNG	Government Engineer (Railway Development 1), Highways Department
Mr YEUNG Tak-keung, JP	Commissioner for Sports, Home Affairs Bureau
Ms Linda LAW	Principal Assistant Secretary (Recreation and Sport)2, Home Affairs Bureau
Mrs Alice YU	Project Director 3, Architectural Services Department
Mr Raymond LAU	Senior Project Manager 332, Architectural Services Department

Clerk in attendance:

Ms Connie SZETO	Chief Council Secretary (1)4
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Staff in attendance:

Miss Sharon LO	Senior Council Secretary (1)9
Ms Alice CHEUNG	Senior Legislative Assistant (1)1
Ms Haley CHEUNG	Legislative Assistant (1)9
Miss Yannes HO	Legislative Assistant (1)6

Action

The Chairman said that there were six items on the agenda of the meeting. She drew members' attention to the information paper ECI(2015-16)18 which set out the latest changes in the directorate establishment approved since 2002 and the changes to the directorate establishment in relation to the six items on the agenda. She then reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP"), they should disclose the nature of any direct or indirect pecuniary interest relating to the funding proposals under discussion at the meeting before they spoke on the items. She further drew members' attention to RoP 84 on voting in case of direct pecuniary interest.

EC(2015-16)13 Proposed upgrading the permanent directorate post of Government Economist from the existing D4 to D5 rank and creation of a new rank and permanent post of Deputy Government Economist (D3) in the Economic Analysis and Business Facilitation Unit (EABFU) under the Financial Secretary's Office with effect from the date of approval by the Finance Committee to strengthen directorate support in the EABFU

2. The Chairman remarked that the Administration's proposal was to upgrade the permanent directorate post of Government Economist ("G Econ") from existing D4 to D5 rank, and create a new rank and permanent post of Deputy Government Economist in the Economic Analysis and Business Facilitation Unit ("EABFU") under the Financial Secretary's Office. She pointed out that discussion of the item was carried over from the last meeting on 29 February 2016.

Duties and responsibilities of the Economic Analysis and Business Facilitation Unit

3. Mr CHAN Kam-lam said that the Democratic Alliance for the Betterment and Progress of Hong Kong supported the establishment proposal. He pointed out that given the rapid changes in the international economic landscape, it was necessary for EABFU to closely monitor all significant global and local developments, and provide in-depth economic analyses and assessments to Government bureaux and departments to facilitate their policy formulation and enhancement in services. He considered that in order to maintain Hong Kong's position as an international financial centre, EABFU also needed to examine thoroughly macroeconomic issues, including the downside risks faced by the Mainland economy and factors leading to rising oil prices, in particular their potential implications on the Hong Kong economy.

4. Mr WONG Kwok-hing expressed support for the proposal. He opined that as Hong Kong was a small and external economy, economic research and analyses conducted by EABFU would be vital to the strategic and long-term development of Hong Kong and could assist the Administration in formulating policies in promoting economic growth.

5. The Chairman remarked that "new economic order" included new and high-growth industries with emphases in technology and innovation, and were the driving force for economic growth. She commented that the "new economic order" referred by the Financial Secretary ("FS") in his 2016-2017 Budget Speech involved different concepts, and stressed the need for EABFU

Action

to conduct more independent and professional research and analyses in addition to providing analytical support to FS and Government bureaux and departments.

6. Mr CHAN Chi-chuen and Mr LEUNG Kwok-hung questioned whether EABFU had conducted research and studies on the Belt and Road Initiative before the new initiatives to complement the Belt and Road Initiative was announced in the 2016 Policy Address. Mr CHAN noted that the surge in EABFU's workload in the coming years was attributed to studies relating to the strategies for Hong Kong to complement the Belt and Road Initiative. He was concerned that the majority of EABFU's resources would be used on research and studies related to economic development and the Belt and Road Initiative instead of poverty and welfare issues. He also sought clarification on the meaning of "new normal" as mentioned in paragraph 12 of the Administration's paper (LC Paper No. EC(2015-16)13).

7. G Econ responded that there was a general need for EABFU to conduct more analyses in all policy areas to facilitate evidence-based policy deliberation. For example, the Low-income Working Family Allowance was introduced based on the poverty data analyses under the analytical framework on the official poverty line. Regarding the Belt and Road Initiative, G Econ said that EABFU had conducted detailed analyses on the economic and trade relations between Hong Kong and the Belt and Road regions. The findings had indicated that Hong Kong had strong complementarity with the economies in these regions, and great potential to achieve synergy with them. EABFU would render analytical support as required by the Steering Committee for the Belt and Road and the Belt and Road Office in formulating related strategies and plans for Hong Kong to participate in the Initiative. As regards the concepts of "new normal" and "new economic order", G Econ explained that the global economy had indeed entered into a "new normal" after the 2008 financial crisis. The slow economic growth, low inflation and high unemployment rates experienced by many economies called for even stronger efforts in identifying new markets and new growth spots for sustaining and promoting economic growth. New economic order, on the other hand, was the result of the shift of the global economic gravity towards the East and the breakthroughs in information technology. Recognizing these paradigm shifts, there was a need to nurture innovation and technology in order to sustain Hong Kong's competitive edge.

8. Mr LEUNG Kwok-hung questioned the effectiveness of EABFU's work in updating international competitiveness ranking institutions on Hong Kong's latest economic situation as he noticed that views of such institutions on Hong Kong had been largely affected by their assessments on the Mainland economy. G Econ advised that Hong Kong's rating was AAA under Standard and Poor's credit rating and EABFU would continue to communicate

with the international competitiveness ranking institutions and credit rating agencies with a view to enhancing their understanding of the situations in Hong Kong.

9. Mr WU Chi-Wai enquired whether G Econ would devise her own economic models or analytical frameworks in conducting research and studies on economic issues; and how the Business Facilitation Division ("BFD") of EABFU would help cut red tape in facilitating business operations, for example whether BFD had advised the Transport and Housing Bureau ("THB") on issues relating to the operation of Uber in Hong Kong.

10. G Econ explained that the core function of the Economic Analysis Divisions ("EAD") of EABFU was to closely monitor all significant global and local economic developments and analyse their potential impact on the economy. Given that Hong Kong was a small open economy vulnerable to external shocks, these were often time-critical assessments needed to support FS in formulating appropriate strategies to safeguard macroeconomic stability. As regards the work of BFD, G Econ replied that her office had been helping Government bureaux and departments to identify and implement measures to facilitate operation of the business sector. Specifically, 66 licensing process reviews had been completed in collaboration with 24 Government bureaux and departments in the past. The Chairman noted that THB was studying the possibility of introducing premium taxi service in Hong Kong. G Econ said that EABFU would render the necessary assistance to THB if the bureau requested such research support from her office.

11. Mr YIU Si-wing observed that there were apparent differences in the measures and targets in promoting the tourism industry of Hong Kong as proposed by FS and the Economic and Development Bureau ("EDB"). While the focus of the strategy devised by FS was to organize more large-scale mega events in the medium-term, EDB had put emphasis on developing the West Kowloon Cultural District as a major tourist destination. Mr YIU enquired about the work of EABFU in facilitating the development of the tourism industry, including the research and analysis inputs in devising long-term strategies and measures in this regard.

12. G Econ responded that the tourism industry was among the pillar industries of Hong Kong and accounted for around 5% of Hong Kong's Gross Domestic Product and provided about 270 000 employment opportunities. She advised that EABFU had provided the Economic Development Commission with thorough analyses on the structural trends of Hong Kong economy with a view to identifying new growth spots in the key pillar industries. Specifically, for the tourism industry, the direction for its future development would be towards more diversified and high value-added services, such as cruise tourism, conventions and exhibitions related tourism

etc., in gist, to focus on the high spending segment of the tourism sector. EABFU would continue to assist relevant Government bureaux and departments in pursuing various short, medium and long-term measures in order to inject new momentum into the tourism industry in coping with rapid changes in the market and meeting the challenges ahead.

Justifications for upgrading the rank of the post of Government Economist

13. Mr CHAN Chi-chuen sought elaboration on the justifications to upgrade the G Econ post, especially for coping with the increase in the importance of the post, as well as expansion in the scope of responsibilities and complexity of work portfolio of EABFU. Mr Albert CHAN and Mr LEUNG Kwok-hung expressed concern about how the upgrading of the G Econ post could benefit people from the grass-roots, and ensure the allocation of adequate resources for conducting research and analyses in the policy areas of labour, poverty, and welfare. They also expressed disappointment that the grass-roots and under privileged groups could not benefit from economic development in Hong Kong, and income growth of the general public had persistently failed to catch up with inflation.

14. G Econ said that the post of G Econ reported directly to FS and was responsible for providing high-level professional advice and economic assessments to all Government bureaux and departments to facilitate their policy formulation process. She explained that G Econ's key role was to support FS with timely assessments and advice on the various macro risks and on appropriate measures to deal with them, including the formulation of the relief package in the context of the Budget. The scope of EAD's work in support of FS had thus extended well beyond macro monitoring. In the recent years, there was also mounting and enormous demand for EABFU to provide quantitative assessments to enable evidence-based deliberation at high-level committee, for which G Econ had to attend, either as an appointed member or as a member of the research team. The purviews of these high-level committees spanned almost all key policy areas of the Government, covering population and manpower resources, welfare policies and poverty alleviation, land and housing, manpower resources and employment benefits, fiscal sustainability, etc. Sections IV and V of EAD were responsible for conducting economic analyses and research in the policy areas of labour, poverty and welfare, and would continue with their work in these areas. G Econ added that with the roll-out of various poverty alleviation measures in this term of the Government, the post-intervention poverty rate of Hong Kong had been declining over the past few years. She re-iterated that the work of EABFU had expanded significantly in scope in recent years, in particular in relation to the monitoring of macroeconomic risks and situations in the housing market and the associated risks. It was expected that the workload of EABFU would continue to surge.

15. In response to Mr WU Chi-Wai's enquiry about filling of the upgraded G Econ post, Director of Administration said that the post in question was a promotion post, and the Administration would conduct an internal promotion exercise to identify suitable candidate to fill the post. In the event that no suitable candidate could be identified in the promotion exercise, the Administration would consider alternative arrangements, such as in-service appointment or open recruitment, in accordance with the established civil service procedures.

Voting on the item

16. The Chairman put EC(2015-16)13 to vote. At the request of Mr LEUNG Kwok-hung, the Chairman ordered a division and the division bell rang for five minutes. Twenty members voted for and three voted against the item. The Chairman declared that the Subcommittee agreed to recommend the item to the Finance Committee ("FC") for approval. The votes of individual members were as follows –

For

Mr CHAN Kam-lam	Ms Emily LAU
Mr TAM Yiu-chung	Mr WONG Kwok-hing
Mr WONG Ting-kwong	Mr WONG Kwok-kin
Mr IP Kwok-him	Mr NG Leung-sing
Mr Steven HO	Mr YIU Si-wing
Mr MA Fung-kwok	Mr Charles Peter MOK
Mr KWOK Wai-keung	Mr Christopher CHEUNG
Mr SIN Chung-kai	Mr Martin LIAO
Mr POON Siu-ping	Mr TANG Ka-piu
Ir Dr LO Wai-kwok	Mr Christopher CHUNG
(20 members)	

Against

Mr LEUNG Kwok-hung	Mr Albert CHAN
Mr CHAN Chi-chuen	
(3 members)	

Mr Albert CHAN requested that the item be voted on separately at the relevant FC meeting.

EC(2015-16)15 **Proposed retention of one supernumerary post of Chief Engineer (D1) from 1 April 2016 or with immediate effect upon approval of the Finance Committee (whichever is the later) to 31 March 2022, for a maximum period of six years in the Railway Development Office of Highways Department to provide dedicated support for monitoring the completion of the Shatin to Central link project and Kwun Tong Line Extension project by the MTR Corporation Limited**

17. The Chairman said that the proposal was to retain one supernumerary post of Chief Engineer (D1) (designated as Chief Engineer/Railway Development 1-3 ("CE/RD1-3")) from 1 April 2016 or with immediate effect upon approval of FC (whichever was the later) to 31 March 2022, for a maximum period of six years in the Railway Development Office ("RDO") of Highways Department ("HyD") to provide dedicated support for monitoring the completion of the Shatin to Central link ("SCL") project and Kwun Tong Line Extension ("KTE") project by the MTR Corporation Limited ("MTRCL").

18. The Chairman said that the Subcommittee on Matters Relating to Railways was consulted on the proposal on 14 December 2015. Subcommittee members enquired about the reason for retaining the post up to 31 March 2022 given that the target commissioning dates of SCL and KTE were 2021 and third or fourth quarter of 2016 respectively. The Administration responded that the post holder would need to finalize the project accounts and handle relevant claims after completion of the two projects. Subcommittee members supported the Administration submitting the proposal for consideration by the Establishment Subcommittee.

Measures to enhance the monitoring of railway projects

19. Mr TANG Ka-piu noted that the SCL project and the KTE project were implemented under the concession approach and the ownership approach respectively. He enquired whether CE/RD1-3 would have capacity to review the two approaches for implementing railway projects, including the different roles and responsibilities of the Government and MTRCL under the approaches. Noting that the Development Bureau ("DEVB") was studying measures to strengthen cost control in public works projects, Mr TANG and Mr Kenneth LEUNG asked whether THB would adopt the new measures recommended by DEVB to prevent cost overrun in works projects.

20. Director of Highways ("DHy") advised that CE/RD1-3 was responsible for overseeing the construction and cost control of the KTE project

and that for the East West Corridor ("EWC") of the SCL project. While the target commissioning of KTE was in the third or fourth quarter of 2016, the workload of CE/RD1-3 would not be reduced after completion of the project as the construction of SCL was expected to enter the peak phase in 2016, and CE/RD1-3 would need to handle claims from SCL and KTE contractors in relation to the two projects. He added that the Administration had appointed an Independent Expert Panel ("IEP") to review the monitoring mechanism adopted for implementing the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") project. HyD would identify suitable approaches for implementing railway projects in the future taking into account IEP's recommendations. HyD would also keep in view the relevant studies and recommendations of DEVB regarding cost control for works projects.

21. Mr Albert CHAN expressed strong dissatisfaction that almost all projects overseen by HyD had encountered problems of project delay and cost overrun. In respect of the SCL project, he pointed out that the development right was granted to MTRCL in 2001 and the original target of commissioning was by 2008. He opined that the serious delay in the delivery of the project was due to the ineffectiveness of HyD.

22. Under Secretary for Transport and Housing ("USTH") clarified that the SCL project was originally awarded to Kowloon-Canton Railway Corporation instead of MTRCL and funding for the project was eventually approved by the Legislative Council ("LegCo") in 2012. He pointed out that the current delay of the construction works was mainly attributed to the archeological works and discovery at the project work sites. DHy supplemented that owing to the archaeological and conservation works at To Kwa Wan Station, the construction works of EWC of SCL would suffer a delay of about 11 months, and with an additional cost of about \$4.1 billion. HyD had reported the situations to the Subcommittee on Matters Relating to Railways.

23. The Chairman said that FS had indicated in his 2016-2017 Budget Speech that Government bureaux and departments would consider inviting tenders for less controversial projects before submitting the relevant funding proposals to LegCo so that more accurate project estimates could be provided to facilitate LegCo in considering the proposals. She enquired about the details of the arrangement.

24. DHy said that DEVB would study how to take forward FS's proposal. He added that HyD had stipulated a longer tender validity period (e.g. 9 or 12 months) in recent tenders to avoid the need to re-tender the project and possible resultant cost increase in the event that FC's funding approval was not obtained before expiry of the relevant tender validity period.

25. Ir Dr LO Wai-kwok expressed support for the establishment proposal to continue the monitoring work over MTRCL in completing the SCL project and the KTE project. Noting that both the XRL project and the SCL project had adopted the concession approach for their implementation, Dr LO enquired how HyD could apply the relevant experience from the XRL project (e.g. measures to refine the monitoring system) to avoid the problems of project delay and cost overrun from recurring in the SCL project. Ms Emily LAU expressed similar concerns.

26. USTH said that the "check the checker" mode of monitoring was applied to both the XRL project and the SCL project under which MTRCL would be responsible for the construction and commissioning of the project, and HyD would monitor MTRCL's work. MTRCL had deployed different project teams for managing the two projects and it was observed that no implementation and management problems similar to those encountered in the XRL project were found in the SCL project. DHy added that HyD had adopted the various enhancement measures recommended by IEP to improve the processes and practices for implementing and monitoring the SCL project.

Duties and responsibilities of the proposed post and interim work arrangement for the Railway Development Office

27. Mr Alan LEONG enquired whether there were differences in the duties of CE/RD1-3 in the coming six years and when the post was created in 2009, in particular whether CE/RD1-3's duties would include implementing improvement measures to address inadequacies in the "check the checker" mode of monitoring.

28. DHy explained that CE/RD1-3 was responsible for monitoring the work of MTRCL for completing EWC of the SCL project and the KTE project. The major duties and responsibilities of CE/RD1-3 were similar to those when the post was created, and the duties had been expanded to cover overseeing the implementation of the enhancement measures adopted to strengthen the monitoring of the SCL project. USTH and DHy supplemented that IEP's recommendations on the XRL project could also apply to the SCL project. In this regard, Mr LEONG requested the Administration to provide supplementary information on how HyD would adopt the improvement measures in IEP's report to enhance the monitoring of the SCL project.

[Post-meeting note: The supplementary information submitted by the Administration was circulated to members on 15 April 2016, vide LC Paper No. ESC73/15-16(01).]

29. Noting that the CE/RD1-3 post would lapse on 1 April 2016, the Chairman enquired about the arrangement if approval on the proposal could not be obtained in time. DHy responded that as a stopgap measure, other Chief Engineers in RDO would have to absorb the existing duties of CE/RD1-3. He stressed that such an arrangement would not be sustainable in the long run and would adversely affect the implementation of other railway projects under the purview of RDO.

30. Mr Kenneth CHAN noted from paragraphs 10 and 11 of EC(2015-16)15 that CE/RD1-3 was responsible for scrutinizing claims from SCL contractors, including those arising from modifications to the construction sequences and to the design and construction of temporary and permanent works necessitated by the conservation plan for the archaeological features at To Kwa Wan Station, and a huge sum of about \$1,400 million had been received as at September 2015. He sought details about the mechanism in vetting the claims, and whether there would be any ceiling on the claim amount to be borne by the Administration.

31. Mr CHAN Chi-chuen remarked that claims from contractors in relation to the SCL project might be caused by ineffective performance of CE/RD1-3 and the poor work of the Administration in monitoring the project. He called on the Administration to review the monitoring mechanism for works projects and study the causes of the claims to identify measures to prevent claims in projects in the future. He also requested the Administration to provide supplementary information on the details of claims made by contractors of the SCL project, including the number of claims received, their respective reasons and amounts, whether they had been resolved, and the amounts already paid by MTRCL to the contractors concerned; and comparison on the number and amount of claims made under the SCL project with those of other railway projects of similar scale.

32. USTH advised that the claim situation had already been reported in the quarterly report submitted to the Subcommittee on Matters Relating to Railways in February 2016. As at 31 December 2015, the total amount of claims received was about \$1,401.3 million, and 20 cases had been resolved with about \$20.2 million awarded. Unfavourable ground conditions and the archaeological and conservation works at To Kwa Wan Station were the major causes in the majority of the claims. It was common for mega-scale infrastructure projects to have variations and enhancements in construction methodologies and design changes during the construction stage in order to cater for the actual site conditions and various unforeseen circumstances. On claim assessments, USTH and DHy said that MTRCL would examine each claim in a prudent manner and assess the amount concerned having regard to their justifications, the terms and conditions in the relevant contracts, etc. CE/RD1-3 had to scrutinize the reports submitted by MTRCL carefully,

review the validity, principles and culpability of the claim assessments, and comment on the claim assessments in a professional manner. The Government could also file claims against MTRCL according to the Entrustment Agreement if the Government suffered financial loss due to MTRCL's act.

[Post-meeting note: The supplementary information submitted by the Administration was circulated to members on 15 April 2016, vide LC Paper No. ESC73/15-16(01).]

Target commissioning date of the Kwun Tong Line Extension project

33. In response to Mr Kenneth LEUNG's enquiry, USTH advised that the target commissioning date of EWC of SCL was in 2019 whereas that of the North South Corridor ("NSC") of SCL was in 2021.

34. Ms Emily LAU expressed concern about the commissioning of SCL. She enquired whether the large metal object found on the seabed within the reclamation area of the Wan Chai Development Phase II ("WDII") project was the remains of HMS Tamar, and whether this would affect the progress of NSC of SCL. She also enquired about whether approval had been given on the topside development of the convention centre at Exhibition Station.

35. DHy advised that the identity of the object found at the WDII works site was yet to be confirmed. He explained that discovery of the large metal object had affected the progress of the relevant reclamation works, and the hand-over of the site from the Civil Engineering and Development Department to MTRCL had been deferred for seven months as a result, and hence the target commissioning of NSC was deferred to 2021. As regards the topside development of the convention centre at Exhibition Station, DHy said that the enabling works at Exhibition Station had taken into account the need to provide flexibility in the design and construction for the convention centre and other topside developments at the station.

36. The Chairman enquired if high-rise buildings would be constructed over the Exhibition Station. DHy advised that the site above the Exhibition Station would be developed according to the height limit applicable to the project site.

Voting on the item

37. The Chairman put EC(2015-16)15 to vote. At the request of Mr CHAN Chi-chuen, the Chairman ordered a division and the division bell rang for five minutes. Twenty-six members voted for and one voted against the item. The Chairman declared that the Subcommittee agreed to

recommend the item to FC for approval. The votes of individual members were as follows:

For

Mr Albert HO
Ms Emily LAU
Prof Joseph LEE
Ms Starry LEE
Mr WONG Kwok-kin
Mr NG Leung-sing
Mr WU Chi-wai
Mr Charles Peter MOK
Mr Kenneth LEUNG
Mr Christopher CHEUNG
Dr Elizabeth QUAT
Dr CHIANG Lai-wan
Mr CHUNG Kwok-pan
(26 members)

Mr CHAN Kam-lam
Mr TAM Yiu-chung
Mr WONG Ting-kwong
Mr CHAN Hak-kan
Mr IP Kwok-him
Mr Steven HO
Mr YIU Si-wing
Mr CHAN Han-pan
Mr KWOK Wai-keung
Mr SIN Chung-kai
Mr POON Siu-ping
Mr Dr LO Wai-kwok
Mr Christopher CHUNG

Against

Mr CHAN Chi-chuen
(1 member)

Mr CHAN Chi-chuen requested that the item be voted on separately at the relevant FC meeting.

38. There being no other business, the meeting ended at 10:25 am.

Council Business Division 1
Legislative Council Secretariat
3 May 2016