

立法會
Legislative Council

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Establishment Subcommittee of the Finance Committee

Minutes of the 21st meeting
held in Conference Room 1 of Legislative Council Complex
on Wednesday, 26 June 2019, at 8:30 am

Members present:

Hon Mrs Regina IP LAU Suk-ye, GBS, JP (Chairman)
Hon Holden CHOW Ho-ding (Deputy Chairman)
Hon James TO Kun-sun
Hon WONG Ting-kwong, GBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon CHAN Chi-chuen
Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung, JP
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, SBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon CHU Hoi-dick
Hon HO Kai-ming
Hon SHIU Ka-fai
Hon YUNG Hoi-yan
Hon CHAN Chun-ying, JP
Hon Jeremy TAM Man-ho
Hon AU Nok-hin

Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS

Members absent:

Hon IP Kin-yuen
Hon CHUNG Kwok-pan
Hon SHIU Ka-chun
Dr Hon Pierre CHAN

Public Officers attending:

Ms. Kinnie WONG Kit-yee	Deputy Secretary for Financial Services and the Treasury (Treasury) 1 (Acting)
Mr Brian LO Sai-hung, JP	Deputy Secretary for the Civil Service 1
Mr Victor CHAN Fuk-yiu	Principal Assistant Secretary for Development (Works)2
Mr Wallace TANG Wing-keung	Assistant Secretary for Development (Works Policies 2) 4
Mr Michael LEUNG Chung-lap, JP	Project Manager (East) Civil Engineering and Development Department
Mr Henry CHU Chin-keung	Assistant Director (Administration) Civil Engineering and Development Department
Mr George MAK Kin-ming	Chief Engineer (E5) Civil Engineering and Development Department
Mr Tommy WONG Chi-wai	Senior Engineer (15(E)) Civil Engineering and Development 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

Miss Yannes HO
Ms Haley CHEUNG

Legislative Assistant (1)7
Legislative Assistant (1)10

Action

The Chairman drew members' attention to the information paper ECI(2019-20)6, which set out the latest changes in the directorate establishment approved since 2002 and the changes to the directorate establishment in relation to the item 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 item under discussion at the meeting before they spoke on the item. She also drew members' attention to RoP 84 on voting in case of direct pecuniary interest.

EC(2019-20)11 Proposed creation of two supernumerary posts of one Government Engineer (D2) and one Chief Engineer (D1) in the Civil Engineering and Development Department for a period of about nine years with immediate effect upon approval of the Finance Committee up to 31 March 2028 to lead and support the Kai Tak Office for the overall co-ordination and implementation of on-going and upcoming projects for the Kai Tak Development

2. The Chairman remarked that the staffing proposal was to create two supernumerary posts of one Government Engineer ("GE") (D2) (designated as Head (Kai Tak Office) ("H(KTO)"), and one Chief Engineer ("CE") (D1) (designated as Chief Engineer/East 4 ("CE/E4")) in the Civil Engineering and Development Department ("CEDD") for a period of about nine years with immediate effect upon approval of the Finance Committee ("FC") up to 31 March 2028 to lead and support the Kai Tak Office ("KTO") for the overall co-ordination and implementation of on-going and upcoming projects for the Kai Tak Development ("KTD").

3. The Chairman pointed out that the Administration already consulted the Panel on Development on this staffing proposal on 30 April 2019, and members expressed no objection to the proposal. Since the two proposed supernumerary posts would each last as long as nine years, members' main concern was centered around the specific tasks and targets the post-holders were required to achieve, and how they would take forward the various KTD projects effectively during their respective terms of office. The

Action

Administration subsequently provided supplementary information regarding members' concern. The supplementary information was circulated to all Members vide LC Paper No. CB(1)1085/18-19(01).

The establishment and main duties of the Kai Tak Office

4. Mr Tony TSE expressed support for this staffing proposal. He was concerned that when implementing new development plans, the Administration often placed emphasis on works projects and kept creating engineer posts, without attaching equal importance to other professionals. He requested the Administration to provide information by giving an account of the changes in the number of posts in professional grades (such as engineers, architects and surveyors, etc.) in the directorate establishment of the Development Bureau ("DEVB") (including both permanent and supernumerary posts) over the previous five years; and comparing the establishment of KTO before and after 1 April 2019 (i.e. when the two supernumerary posts of H(KTO) and CE/E4 lapsed), in particular having regard to the impact of this staffing proposal on the type and number of professional grade staff. He also asked whether the H(KTO) post had been held by non-engineers since its creation in 2010.

5. Principal Assistant Secretary for Development (Works)2 ("PAS/DEV(W)2") said that KTO was a multi-disciplinary team comprising professional grade members, including engineers and architects. KTD was extensive in both coverage and scale. When the H(KTO) post was created in 2010, KTD was at the planning stage, so the emphasis was more on works planning and architectural design, and the post could thus be filled by an engineer or architect. Since KTD had by now progressed from the planning stage to actual implementation, it was more appropriate for the H(KTO) post to be filled by an engineer possessing both a strong background in works/construction contract management and appropriate project management capability, with a view to coordinating and taking forward various on-going and upcoming projects in KTD. Regarding the changes in the establishment of DEVB and KTO, he undertook to provide supplementary information after the meeting.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide LC Paper No. ESC142/18-19(01) on 30 July 2019.)

6. Dr LO Wai-kwok expressed support for this staffing proposal. He pointed out that the creation of the two proposed supernumerary posts was in effect meant as a renewal of the two supernumerary posts that lapsed on 1 April 2019, so as to sustain support for the implementation of various KTD projects. He opined that since KTD had progressed to the stage of

Action

actual implementation, it would be more appropriate for the H(KTO) post to be filled by a GE who could steer and take forward the many challenging and strategic infrastructure projects, including the District Cooling System, the enhancement of greening works, pedestrian accessibility and traffic connections of KTD with the adjoining districts. Since the original two supernumerary directorate posts were already deleted when they lapsed on 1 April 2019, Dr LO enquired how the work concerned would be handled in the interim before the two supernumerary posts could be re-created.

7. Dr CHIANG Lai-wan enquired whether the creation of the two proposed supernumerary directorate posts was meant as a renewal of the H(KTO) and Chief Engineer/Kowloon 3 ("CE/K3") posts that were retained with FC approval in 2013. She urged KTO to conduct prudent and detailed studies/planning prior to any project implementation, and to minimize the impact on nearby residents during the construction period. She also suggested that the Administration should make proper arrangements for the tourism facilities in KTD, so as to reduce the potential nuisance caused by tourists to the daily life of nearby residents.

8. PAS/DEV(W)2 advised that FC already approved the creation of the supernumerary posts of CE/K3 and H(KTO) in 2009 and 2010 respectively, and also endorsed in 2013 their retention up to 31 March 2019. Upon the lapse of the two supernumerary directorate posts, CEDD conducted a review on the operational needs of KTO. The findings showed that KTD had progressed from the planning stage to actual implementation, and the significant challenges ahead were those of coordination and punctual projects completion as scheduled. Taking cognizance of the key engineering challenges in delivering the strategic, time-critical and inter-related projects, CEDD considered it necessary to create a GE post as H(KTO) and a CE post of CE/E4 (CE/K3 had been re-designated as CE/E4 in December 2017) to continue to implement the work on KTD. Prior to the re-creation of the two supernumerary directorate posts, the duties of H(KTO) would be temporarily carried out by Project Manager (East) of CEDD ("PM(E)/CEDD"). Meanwhile, the original duties of CE/E4 would be discharged by other CEs at KTO.

9. Mr AU Nok-hin noted that the duties of H(KTO) included supervising the works-related district administration matters of the Kowloon City and Wong Tai Sin Districts, while CE/E4 would also be responsible for supervising the works-related district administration matters of the Kowloon City District. He enquired about the division of responsibilities between these two directorate officers in district work.

10. PM(E)/CEDD explained that the East Development Office was responsible for serving four District Council constituencies, including

Action

Kowloon City, Wong Tai Sin, Kwun Tong and Sai Kung. District work of Kowloon City and Wong Tai Sin was implemented and coordinated by KTO, while that of Kwun Tong and Sai Kung would be undertaken by Deputy Project Manager (East) of CEDD. He added that the district services provided by CEDD included conveying recommendations on improvement of district traffic to relevant departments for follow-up actions, handling such major incidents as the onslaught of typhoon Mangkhut (e.g. clearing roads blocked by fallen trees), etc.

Division of work between the Kai Tak Office and other bureaux/departments

11. Mr WU Chi-wai noted that H(KTO) would continue to supervise and take forward the infrastructure projects of KTD, including Trunk Road T2 and Cha Kwo Ling Tunnel ("T2 project"), GreenWay for share-use for both footway and cycle path ("GreenWay"), Metro Park, the development scheme at Kai Tak Road/Sa Po Road, the infrastructure works for the development at Kwun Tong Action Area and a detailed feasibility study for Environmentally Friendly Linkage System ("EFLS") for Kowloon East, etc. He pointed out that most of the land formation in KTD had been completed, while major works projects had already commenced and were supervised by dedicated departments/project teams, including the Energizing Kowloon East Office ("EKEO") responsible for supervising and monitoring the Kowloon East Development, the Urban Renewal Authority ("URA") responsible for the development scheme at Kai Tak Road/Sa Po Road, as well as Chief Engineer/East 3 ("CE/E3") who implemented the north apron and T2 project. Furthermore, the coordination work was mostly carried out during the planning stage in the early days, and the major works of KTD had now progressed from the planning stage to actual implementation. For this reason, he requested the Administration to give the justifications for creating the H(KTO) post with a term of nine years to coordinate various bureaux and departments, and enquired about the details of the coordination work to be undertaken by the post, especially for the projects of the new acute hospital ("NAH") at KTD Area and Kai Tak Sports Park ("KTSP"), whose open tenders had been completed. He also urged the Administration to clarify whether KTO was just a supporting team which would not be held accountable for any cost overrun or delay of the projects. He further asked whether consideration would be given to changing the terms of the two proposed supernumerary posts from nine to six years.

12. Dr Fernando CHEUNG expressed concern about possible duplication of work among KTO, EKEO and the dedicated teams responsible for individual projects in taking forward the KTD Project.

Action

13. PAS/DEV(W)2 and PM(E)/CEDD responded that the job of H(KTO) was to lead KTO in the overall coordination and implementation of all on-going and upcoming KTD projects. The three CEs in KTO would each head a separate division for handling matters relating to various projects. CE/E3 was now fully committed to taking forward the design and construction of the former north and south apron infrastructure as well as the T2 project; CE/E5 was mainly responsible for implementing works relating to Road D3 (Metro Park Section); and the proposed CE/E4 post was primarily responsible for the development scheme at Kai Tak Road/Sa Po Road, studying the feasibility of enhancing the pedestrian connectivity with the central area of Kwun Tong and conducting a detailed feasibility study for EFLS for Kowloon East. PAS/DEV(W)2 added that the duties of KTO could be broadly divided into three categories, including the implementation of infrastructure projects; centralized coordination for KTD projects and settling cross-bureau/cross-department issues to ensure that the developments in Kai Tak would be taken forward in a coordinated and progressive manner, whilst taking into consideration their relative priorities and readiness to proceed; and provision of district support for matters relating to projects in the Kowloon City District and Wong Tai Sin District. He stressed that the work of KTO was not limited to planning and coordination during the early stage of the projects.

14. Regarding division of work, PAS/DEV(W)2 explained that EKEO was under the purview of DEVB, with responsibility for steering and monitoring the Kowloon East Development to expedite the transformation of Kowloon East (KTD included) into Hong Kong's second Core Business District. Duties of EKEO included studying the traffic connectivity between KTD and adjoining districts (including pedestrian and vehicular access). As a works department, KTO would provide technical assistance and support for the aforesaid tasks. Quoting the development scheme at Kai Tak Road/Sa Po Road, PAS/DEV(W)2 and PM(E)/CEDD further explained that in early 2019, URA proposed to build an underground mall within the area of the redevelopment project to connect with the pedestrian subways of KTD underground shopping streets, with a view to providing direct connectivity facilities between the two areas. The project involved numerous trunk roads (including Prince Edward East), underground facilities (e.g. culverts, sewers, fresh water supply pipes, etc.) and amendments to lease conditions to make such road sections 24-hour walkways. For this reason, the work relating to planning, design and construction was highly complex and required continuous provision of steering and technical support by KTO. In response to the further enquiry by Mr WU Chi-wai, PM(E)/CEDD added that while URA was mainly responsible for the redevelopment of Sa Po Road, the pedestrian linkages outside Sa Po Road would be taken forward by KTO.

Action

15. On the construction of NAH at KTD Area, PM(E)/CEDD responded that KTO undertook to steer and take forward the T2 project as well as to coordinate with the construction of NAH at KTD Area. Considering that NAH at KTD Area and the T2 project both involved 15-metre deep excavation works, KTO had to coordinate the relevant work (e.g. proper control of the underground water level and transportation arrangement for excavated materials). On the KTSP construction, Chief Engineer (E5), CEDD ("CE(E5)/CEDD") advised that KTO was tasked to steer and implement the design and construction of Road D3 (Metro Park Section) in the east of KTSP. Vehicular entrances were necessary at this road section. Furthermore, it was also necessary to build pedestrian linkages to the recreation area of KTSP at the elevated carriageway of this road section. While the detailed designs of these two projects were undertaken by the relevant contractors, KTO was responsible for building a pedestrian linkage connecting KTSP with the Kai Tak Station of the Shatin to Central Link in the former north apron infrastructure project. Hence, KTO was required to coordinate and complement the designs and construction of relevant projects.

Planning, facilities and works progress of the Kai Tak Development

Planning and transfer of land

16. Dr KWOK Ka-ki criticized that since the relocation of the Kai Tak Airport in 1998, the progress in land development and transfer in KTD had been slow, with over half of the projects still pending completion. He was concerned about the Government's current governance, and that the Executive Council was unable to discharge its duty of assisting the Chief Executive in decision-making. He queried whether the KTD Project could still be taken forward as scheduled and whether it was necessary to create two supernumerary posts with nine-year terms. He was also dissatisfied that the KTD Project might have to take nine more years to complete.

17. Dr Fernando CHEUNG expressed concern over the slow progress of the KTD Project. He asked why most of the land transfer and projects were still pending completion albeit the Kai Tak Airport had been relocated for over 20 years, and about the ways to ensure that construction delay would not recur in the coming nine years upon the re-creation of the H(KTO) post.

18. PAS/DEV(W)2 said that the Government started planning for KTD as soon as the Kai Tak Airport was relocated in 1998. The preliminary planning included a reclamation plan. However, in view of the public concern about harbour protection, the Government conducted a

Action

comprehensive review on the planning and construction of the KTD Project. After numerous rounds of public engagement activities, it was suggested that the planning principle of "zero reclamation" should be adopted. Then, the suggestions raised in the review were incorporated into the statutory Kai Tak Outline Zoning Plan, which did not involve any reclamation recommendations and obtained approval of the Chief Executive in Council in 2007.

19. In response to the further enquires by the Chairman and Dr KWOK Ka-ki, PAS/DEV(W)2 advised that according to the court's decision on the judicial reviews filed after the commencement of the Protection of the Harbour Ordinance, the Kwun Tong typhoon shelter fell within the scope of the Ordinance. He pointed out that KTD was a mega urban development plan that occupied over 300 hectares of land. At the planning stage, public engagement/consultations were necessary for soliciting public support for project implementation, while each of the projects had to be phased in orderly. In fact, from 2007 to the present, many public and private housing units had been delivered, and many government and commercial facilities had also been inaugurated. H(KTO) and each CE would continue to coordinate and take forward the on-going and upcoming projects of KTD. He added that the expected completion of the on-going projects would approximately fall within the period between 2025 and 2029.

20. Mr YIU Si-wing pointed out that a master development plan was drawn up for KTD in 2009, but the development progress had been slow particularly in the case of land transfer. As of today, the residential and commercial land being transferred only took up a domestic gross floor area ("GFA") of approximately 1.54 million square metres and a commercial GFA of around 330 000 square metres respectively. He asked whether the two proposed supernumerary directorate posts could handle all land transfer issues and tackle the slow progress issue within their nine-year terms.

21. PM(E)/CEDD responded that H(KTO) and each CE were tasked to take forward various infrastructure projects to cope with land development needs, with a view to ensuring that relevant land could be made available in the market as scheduled. For instance, CE/E4 was responsible for the design and construction supervision of roads and drainage services at the former north apron to facilitate future housing development; and CE/E5 would be committed to implementing the design and construction of infrastructure at the former south apron to facilitate future commercial development.

Action

22. Mr YIU Si-wing asked whether KTO would take part in studying the feasibility of enhancing the pedestrian connectivity with the central area of Kwun Tong, and also the recommendation on conducting reclamation in the Kwun Tong typhoon shelter.

23. Mr HO Kai-ming expressed support for this staffing proposal, so as to continuously provide necessary high-level construction supervision of various on-going and upcoming projects for KTD, coordinate projects implemented by various bureaux and departments, and improve the planning for KTD and its adjoining districts. He conveyed the views of the Kwun Tong District Council on enhancing the accessibility to the central area of Kwun Tong, including recommendations on increasing car parking spaces and building a footbridge that connected Kwun Tong Station with the central area, with a view to alleviating the serious pedestrian and vehicular congestions. He urged CE/E4 to maintain close communication with the Kwun Tong District Council and proactively explore the feasibility of the aforesaid recommendations.

24. PM(E)/CEDD remarked that CE/E4 would assist EKEO in rationalizing the traffic in the central area of Kwun Tong and implement the necessary infrastructure projects, including improving vehicular accesses at Kei Yip Street and Kei Yip Lane in Kwun Tong Action Area, diverting traffic away from the Wai Yip Street/Hoi Yuen Road roundabout and turning such roundabout into a signalized road junction. The aforesaid improvement works would help increasing the traffic flow in the central area of Kwun Tong. On enhancing the connectivity between Kwun Tong Station and the central area, he explained the technical challenges of and points to note for relevant works with examples, including the potential serious impacts on the traffic flow at nearby roundabouts, the impacts on nearby buildings located on slopes and underground facilities (e.g. drains and pipes), as well as the requirement that the construction should be carried out without affecting the MTR operation.

Tourism facilities

25. Mr YIU Si-wing said that since its commissioning in 2013, the Kai Tak Cruise Terminal ("KTCT") had been facing a serious shortfall of public transport services. He enquired about the Administration's concrete plan and timetable for enhancing various public transport services of the peripheral areas of KTCT. Furthermore, he requested the Administration to clarify whether KTO or the Tourism Commission was responsible for taking forward the Kai Tak Tourism Node scheme, and to explain the roles of the two proposed supernumerary directorate posts in implementing the scheme, as well as the progress of the scheme (including the tendering exercise).

Action

26. Mr AU Nok-hin criticized the serious shortfall of transport facilities at KTCT, which had led to under-utilization of the terminal facilities (including retail shops). Besides, construction works on the land of the peripheral areas had not yet commenced. He asked about the future development plan for KTCT and its peripheral areas; and how CE/E4, who was tasked to plan and organize public engagement activities/consultations, would solicit public support for the future development of KTCT.

27. Mr HO Kai-ming opined that KTCT faced a shortage of public transport connectivity and car parking spaces, and this had led to insufficient visitor flows. He suggested that discussion be held between H(KTO) and the Commerce and Economic Development Bureau to explore improvement plans, including increasing the car parking spaces and the provision of more public transport for the convenience of the public, with a view to raising the visitor flows in the area and the utilization of various facilities at KTCT.

28. PM(E)/CEDD said that KTO was now taking forward a number of works projects to improve the transport facilities at KTCT, including widening Shing Cheong Road and Shing Fung Road from single two-lane carriageways to dual two-lane carriageways, with a target completion date of 2019; and commencing the construction of Road D3 (Metro Park Section) to connect Shing Kai Road with KTCT and the Hong Kong Children's Hospital, with a target completion date around 2022 to 2023. The aforesaid road works, in addition to the T2 project (with a target completion date around 2025), would be beneficial to the Kai Tak Tourism Node development and traffic arrangements in the future. He advised that the Administration would convey Mr HO's recommendation to increase the car parking spaces at KTCT to the Tourism Commission.

Traffic and transport infrastructure

29. Mr HO Kai-ming requested the Administration to provide a concrete construction timetable for the proposed EFLS at KTD; and details of developing the GreenWay, in particular, whether it could connect with the Kwun Tong District and the harbourfront area.

30. PAS/DEV(W)2 advised that KTO was very concerned about the transport facilities at KTD, and had been overseeing the relevant traffic and transport infrastructure projects to cope with the needs of developing other facilities (e.g. housing, schools and hospitals, etc.) within the district. The Transport Department ("TD") would also provide bus routes at KTD for internal and external travel in the light of needs. KTO would closely communicate with TD and help it gauge public opinions. On EFLS for

Action

Kowloon East, PAS/DEV(W)2 pointed out that the system was extensive and complex. KTO was conducting the second-phase detailed feasibility study and would draw reference from the latest development of Environmentally Friendly Transport technologies on the Mainland/overseas to establish the feasibility of the system.

31. Mr CHAN Chi-chuen noted from the Administration's paper that CEDD was conducting a detailed feasibility study for EFLS for Kowloon East and would seek solutions to issues arising therefrom. It would generally take over 10 years to implement such EFLS. He enquired whether H(KTO) would be responsible for supervising and taking forward the construction of EFLS for Kowloon East; a Light Rail Transit system was only one of the proposals being studied; and the Administration would, if EFLS was constructed, set a target for the capacity and put a cap on the construction cost. He also requested the Administration to disclose the progress of the feasibility study and an implementation timetable.

32. Dr KWOK Ka-ki opined that the construction cost of the proposed EFLS for Kowloon East was high, and the estimated cost would keep rising. He requested the Administration to explain the reasons for not considering other alternative ELFS proposals (including widening cycle tracks, constructing pedestrian linkages and promoting the adoption of electric buses).

33. PAS/DEV(W)2 advised that H(KTO) was tasked to steer and supervise the overall implementation of the feasibility study for EFLS for Kowloon East, while CE/E4 was responsible for managing, planning and supervising the entire study. The feasibility study covered systems of various modes (including at-grade, elevated and mixed modes), with a view to establishing the feasibility of the proposed EFLS on the premises of connecting KTD and its adjoining areas in an environmentally-beneficial and effective way. Regarding the technological challenges, PM(E)/CEDD pointed out that considering the proposed EFLS alignment at Hoi Yuen Road in Kwun Tong, Kowloon Bay and the Kwun Tong typhoon shelter, the Administration had to take cognizance of the safety distance between EFLS and the buildings on the two sides of Hoi Yuen Road, so as to meet the fire safety requirement of aerial ladder operation. Furthermore, taking into account the height and operation of the Kowloon Bay section of the MTR Kwun Tong Line, such EFLS section should reach a height of 35 metres and the construction should be carried out at night. For the Kwun Tong typhoon shelter, the construction of this section was required to meet the overriding public need test under the Ordinance. Given the above, it was a reasonable estimation that the implementation of the EFLS project would take at least 10 years counting from the establishment of the feasibility of the project.

Action

Voting on the item

34. There being no further questions from members, the Chairman put the item EC(2019-20)11 to vote. At the request of members, the Chairman ordered a division, and the division bell rang for five minutes. Seventeen members voted for the item, seven against it, and one abstained. 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 WONG Ting-kwong	Mr WONG Kwok-kin
Mr Steven HO	Mr YIU Si-wing
Mr KWOK Wai-keung	Mr Christopher CHEUNG
Dr Elizabeth QUAT	Mr Martin LIAO
Mr POON Siu-ping	Dr CHIANG Lai-wan
Ir Dr LO Wai-kwok	Mr HO Kai-ming
Mr Holden CHOW	Mr SHIU Ka-fai
Ms YUNG Hoi-yan	Mr CHAN Chun-ying
Mr Vincent CHENG	
(17 members)	

Against

Mr WU Chi-wai	Mr CHAN Chi-chuen
Dr KWOK Ka-ki	Dr Fernando CHEUNG
Mr Alvin YEUNG	Mr CHU Hoi-dick
Mr AU Nok-hin	
(7 members)	

Abstain

Mr Tony TSE
(1 member)

35. Mr WU Chi-wai requested that the item be voted on separately at the relevant FC meeting.

36. There being no other business, the meeting ended at 10:22 am.