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Establishment Subcommittee of the Finance Committee

**Minutes of the 4th meeting
held in Conference Room 1 of Legislative Council Complex
on Wednesday, 22 January, 2020, at 8:30 am**

Members present:

Hon Holden CHOW Ho-ding (Chairman)
Hon CHAN Chi-chuen (Deputy Chairman)
Hon James TO Kun-sun
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung, JP
Dr Hon Fernando CHEUNG Chiu-hung
Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, GBS, JP
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, SBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon CHU Hoi-dick
Hon SHIU Ka-fai, JP
Dr Hon Pierre CHAN
Hon CHAN Chun-ying, JP
Hon Jeremy TAM Man-ho
Hon Tony TSE Wai-chuen, BBS

Members absent:

Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon SHIU Ka-chun
Hon YUNG Hoi-yan, JP

Public Officers attending:

Mr Raistlin LAU Chun	Deputy Secretary for Financial Services and the Treasury (Treasury) 1
Mr Brian LO Sai-hung	Deputy Secretary for the Civil Service 1
Mr Jack CHAN Jick-chi	Under Secretary for Home Affairs
Mr Edward YU Kin-keung	Principal Assistant Secretary (Recreation and Sport)2, Home Affairs Bureau
Mr Joseph LAI Yee-tak	Permanent Secretary for Transport and Housing (Transport)
Ms Angela LEE Chung-yan	Deputy Secretary for Transport and Housing (Transport)5
Miss Vicky CHEUNG	Principal Assistant Secretary for Transport and Housing (Transport)11

Clerk in attendance:

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

Mr Hugo CHIU	Senior Council Secretary (1)4
Ms Alice CHEUNG	Senior Legislative Assistant (1)1
Miss Yannes HO	Legislative Assistant (1)7
Ms Haley CHEUNG	Legislative Assistant (1)10

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The Chairman drew members' attention to the information paper ECI(2019-20)12, which set out the latest changes in the directorate establishment approved since 2002 and the changes to the directorate establishment in relation to the two items on the agenda. He then reminded members that in accordance with Rule 83A of the Rules of

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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. He also drew members' attention to RoP 84 on voting in case of direct pecuniary interest.

EC(2019-20)14 Proposed retention of one supernumerary post of Administrative Officer Staff Grade C (D2) in the Home Affairs Bureau (HAB) with effect from 1 January 2021 or upon approval of the Finance Committee (whichever is later) up to 31 December 2023 to continue to head the Recreation and Sport Division (2) of Recreation and Sport Branch in the HAB

2. The Chairman remarked that the staffing proposal was to retain one supernumerary post of Administrative Officer Staff Grade C (D2) in the Home Affairs Bureau ("HAB") with effect from 1 January 2021 or upon approval of the Finance Committee ("FC") (whichever is later) up to 31 December 2023 to continue to head the Recreation and Sport Division (2) ("RS Division 2") of Recreation and Sport Branch ("RS Branch") in HAB. The Chairman said that discussion of the item was carried over from the Establishment Subcommittee meeting on 8 January 2020.

Land matters relating to sports and recreation

3. Mr CHAN Chi-chuen asked, subsequent to the implementation of the new private recreational leases ("PRLs") policy, how the Administration would oversee compliance by private sports clubs with the new lease conditions, including the further opening-up requirements of the sports and recreational facilities held by the lessees, as well as ensuring the sports contribution rendered by such facilities. He also enquired about the penalties to be imposed on lessees for non-compliance with the conditions of the new PRLs.

4. The Chairman said that in many cases, the tenure of PRLs would be up to 15 years. He asked whether regular inspections would be conducted on the venues during the tenure to ensure that the opening-up requirements were met, and whether the Administration would, prior to renewal of leases, introduce and impose basic penalties on lessees who breached the lease conditions.

5. Dr CHIANG Lai-wan asked if additional provisions would be included when renewal leases were entered into between the Administration and lessees of PRLs, in particular for the purpose of

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improving or upgrading the equipment of relevant private recreational facilities.

6. In a consolidated response, Under Secretary for Home Affairs ("USHA") said that the Administration reported to the Panel on Home Affairs on the outcome and major recommendations of the public consultation on review of policy on PRLs in February 2019. Following the implementation of the new policy on PRLs, consideration would be given to renew the leases of PRL sites based on multiple factors, including the contributions of private sports clubs renting the sites in promoting sports development in Hong Kong and whether these clubs had opened up to eligible outside bodies their sports and recreational facilities. He pointed out that if lessees of the PRL sites breached the lease conditions, it could result in resumption of the relevant PRL sites by the Administration. The Administration also opined that non-renewal of leases with relevant lessees was more practicable, and carried a deterrent effect as well. He advised that the leases of most of the PRL sites held by private sports clubs would expire in 2026-2027, and the Administration would review the lease renewal issues of such PRL sites in due course. He welcomed views from various sectors regarding penalties for breach of lease conditions.

7. Principal Assistant Secretary (Recreation and Sport) 2 ("PAS(RS)2") added that in 2011-2012, when entering into renewal leases with lessees of PRLs upon expiry of original leases, additional provisions had been included, including a requirement for lessees of PRLs to open up their facilities for use by outside bodies up to 50 hours or more per month. Subsequent to renewal of leases, the lessees had to submit quarterly reports on the use of PRL sites for the Administration's reference and record, which covered the types of facilities available on the sites and opening hours, the usage of the sports and recreational facilities, use of the sites by eligible outside bodies, and how hiring applications from eligible outside bodies were processed (including whether any applications were rejected and reasons for rejection, etc.). Furthermore, HAB would conduct spot checks on the relevant PRL sites, take actions and follow-up actions upon receipt of complaints as appropriate. So far, no lessees had been found to be unable to comply with the aforesaid conditions. He added that the new policy also required further opening-up of the sports and recreational facilities held by the lessees, meaning that the lessees had to open up to eligible outside bodies 30% of their total sports and recreational facility capacity and to partner with sports organizations to organize sports programmes that could be open for enrolment by individual members of the public with a minimum of 240 sports programme hours per month. When considering renewal of their leases upon expiry, the Administration would also take into account the contributions of private sports clubs in promoting sports development in Hong Kong, the effectiveness of facility

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management, and whether there was any non-compliance of other lease conditions (e.g. terms and conditions of development and works). Regarding supervision, in addition to on-site inspections and the requirement for submission of quarterly reports, the Administration had uploaded to its website information on the facilities opened up to outside users by the lessees for public reference. He reiterated that consideration could be given to terminating the leases of lessees who repeatedly breached the renewal conditions.

Duties of the Principal Assistant Secretary (Recreation and Sport)² to be retained

8. The Chairman pointed out that, in addition to giving advice on policies and devising a regime for monitoring the operation of the Kai Tai Sports Park ("KTSP"), the PAS(RS)² post to be retained would have to oversee the Five-Year Plan for Sports and Recreation Facilities ("Five-Year Plan"), which involved complex issues such as redevelopment of Hong Kong Stadium and development of another Sports Park at Whitehead. He asked how HAB would balance and coordinate the duties of PAS(RS)² and other directorate officers of the Bureau. The Chairman further asked whether the Principal Assistant Secretary post to be retained could handle the afore-mentioned duties in an effective manner.

9. Mr YIU Si-wing noted that upon completion, KTSP would be operated by a private operator. He asked whether the operator or the Administration would be responsible for deciding the hiring arrangements for the facilities at KTSP and the fees and charges of the facilities. He was also concerned about how the relevant work would be taken forward if KTSP was not completed when the PAS(RS)² post expired at 31 December 2023.

10. In a consolidated response, USHA said that the Commissioner for Sports, who led the RS Branch, was currently underpinned by three directorate officers, namely the permanent Principal Assistant Secretary (Recreation and Sport)¹ ("PAS(RS)¹") post, the supernumerary PAS(RS)² post to be retained, and the supernumerary Project Director (Sports Park) ("PD(SP)") post. PAS(RS)¹ was responsible for the overall coordination of sports policy and strategic initiatives, implementation of sports policies on promoting "Sports for All", and developing elite sports. PAS(RS)² and PD(SP) were both responsible for overseeing the planning of the KTSP project. PAS(RS)² and his/her team were responsible for overseeing the contractual performance of the KTSP operator, and PD(SP), supported by a team comprising professional grade staff such as engineers and surveyors, was responsible for overseeing the construction of KTSP, including ensuring completion of works by the contractor within 54 months as

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scheduled. Considering the overall heavy workload of RS Branch, the Administration would like to secure the retention of the PAS(RS)2 post as soon as possible to facilitate future work arrangements.

11. Regarding the supervision of KTSP, USHA responded that a high-level Kai Tak Sports Park Advisory Committee would be set up around one year before commencement of operation of KTSP to advise on the strategies, business plans, management of KTSP and the performance of the Kai Tak Sports Park Limited ("KTSP"). The Advisory Committee would comprise representatives from the sports sector, retired athletes, representatives from the entertainment sector, professionals experienced in management and marketing, as well as Members of the Legislative Council and relevant District Council(s). During the operation phase, a Joint Review Committee would be established by HAB and KTSP to review the operation of the Sports Park and contractual performance of KTSP. The Joint Review Committee would meet on a quarterly basis to discuss strategic and major operational issues. Monitoring sub-committee(s) would be set up under the Joint Review Committee and meet on a monthly basis. Management teams of KTSP would report to HAB on specific issues of operation, including venue applications and arrangements, etc.

12. UHS advised that the Five-Year Plan had been taken forward smoothly. FC's funding approval had been given to 10 of the 26 sports and recreational projects under the Plan over the past three legislative sessions, and relevant pre-construction activities/works had commenced. Funding approval would be sought for another six projects within this year, two of which had already secured the support of the Public Works Subcommittee ("PWSC") and pending FC's consideration. The Administration had also consulted the Panel on Home Affairs on the remaining four projects which had supported submission of the proposals to PWSC for consideration.

Hosting sports events in Hong Kong in the future

13. Mr CHAN Chi-chuen noted that some sports events had been cancelled or postponed in 2019 as a result of social incidents. He asked if the Administration anticipated that the major sports events scheduled for 2020 could be held as planned. He was concerned whether the Administration would support and facilitate the hosting of Gay Games in Hong Kong in 2022.

14. USHA responded that at least two "M" Mark events (i.e. Harbour Race and Hong Kong International Dragon Boat Races) had been cancelled last year due to social incidents, while four "M" Mark events (i.e. Kitchee vs Manchester City Football Exhibition Match-Jockey Club Kitchee Centre

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Cup, World Rowing Coastal Championships, Hong Kong Open Badminton Championships and Track Cycling World Cup Hong Kong, China) had proceeded as scheduled. The authorities were confident that Hong Kong could continue to host major sports events as scheduled in the coming year. He added that the Administration welcomed the hosting of Gay Games in Hong Kong, which was in line with the Government's policy on the inclusion and equality for sports. If the Gay Games intended to become an M "Mark" event, an application had to be submitted by a recognized sports association having a key and active role in the hosting of the event. Besides, the event had to reach a world-class standard. The Administration supported the hosting of Gay Games in Hong Kong and had worked with the hosting organization in November 2019 to identify event venues. The Administration would continue to provide assistance as appropriate.

Voting on the item

15. There being no further questions from members, the Chairman put the item to vote. He was of the view that the majority of the members voting were in favour of the item. He declared that the Subcommittee agreed to recommend the item to FC for approval.

16. No members requested that the item be voted on separately at the relevant FC meeting.

EC(2019-20)15 Proposed making permanent of one supernumerary post of Administrative Officer Staff Grade C (D2) in the Transport Branch of the Transport and Housing Bureau with effect from 1 April 2020 or with immediate effect upon approval of the Finance Committee, whichever is later to formulate, implement and oversee initiatives in fostering the sustainable development of the maritime trade in Hong Kong

17. The Chairman remarked that the staffing proposal was to make permanent a supernumerary post of Administrative Officer Staff Grade C ("AOSGC") (D2) (currently designated as Principal Assistant Secretary for Transport and Housing (Transport)11 ("PAS(T)11")) in the Transport Branch of the Transport and Housing Bureau ("THB(TB)") with effect from 1 April 2020 or with immediate effect upon approval of FC, whichever is later to formulate, implement and oversee initiatives in fostering the sustainable development of the maritime trade in Hong Kong.

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18. The Chairman pointed out that the Administration consulted the Panel on Economic Development on this staffing proposal on 26 November 2019. Members were generally supportive of the proposal to support the long-term development of the maritime industry. A member expressed that while he did not oppose to the post, he remained unconvinced on the Administration's justifications for making the supernumerary post permanent. He requested the Administration to provide the specific plans for the long-term development of the maritime trade to justify the need to make the post permanent.

Justifications for making permanent of the Principal Assistant Secretary for Transport and Housing (Transport)11 post and the duties of the post

19. Mr WU Chi-wai pointed out that the Administration had failed to set out specific performance indicators for the PAS(T)11 post (including specific positioning and division of work of the Hong Kong Port ("HKP") in the Guangdong-Hong Kong-Macao Greater Bay Area ("GBA"), the throughput of HKP and the expected growth of various maritime services). He queried the justifications for making the post permanent, and opined that the Administration should continue to extend the post on a supernumerary basis.

20. Permanent Secretary for Transport and Housing (Transport) ("PS(T)") responded that Hong Kong's maritime industry comprised three sectors, namely the port and related sector, the shipping sector and the maritime services sector. The Administration would implement a number of initiatives for each sector. Among them, developing high value-added maritime services in Hong Kong was a target set by the Government of the last term, and the current term Government would continue to take forward the policy. He added that it was difficult to set out specific performance indicators for the PAS(T)11 post as Hong Kong was an externally-oriented economy susceptible to the influences of the external environment. He stressed that the Administration found it more appropriate to assess the performance of the post by the overall impact of the maritime industry on Hong Kong's economy and the labour market. As illustrated in paragraph 40 of the Administration's paper, the maritime industry had made significant contributions to the economy of Hong Kong.

21. Mr WU Chi-wai noted that the Deputy Secretary for Transport and Housing (Transport) 5 ("DS(T)5") was underpinned by three directorate officers, namely the PAS(T)11 post proposed to be made permanent, and two other permanent posts of the Principal Assistant Secretary for Transport and Housing (Transport)10 and the Chief Assistant Secretary (Transport) ("CAS(T)") (ranked at Principal Marine Officer). As duties of the three posts covered HKP and the maritime industry, he was concerned

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whether there would be overlapping of duties among these posts. He also asked if the duties of PAS(T)11 could be absorbed by the other two permanent directorate posts subsequent to completion of the relevant legislative work. He reiterated that the Administration should continue to extend the PAS(T)11 post on a supernumerary basis.

22. PS(T) and DS(T)5 emphasized that holders of the three posts had their own dedicated work, and there was no question of overlapping duties. DS(T)5 also briefed members on the major duties of the three posts (details as set out in Enclosure 2 of the Administration's paper). She further pointed out that as the maritime industry kept advancing (e.g. application of innovative technologies in the three sectors, i.e. the port and related sector, the shipping sector and the maritime services sector) and new requirements (including those on environmental protection) were being introduced from time to time by the International Maritime Organization to regulate the industry, it was necessary to make the PAS(T)11 post permanent for Hong Kong to keep abreast with the latest international maritime developments. She stressed that PAS(T)11 would be responsible for conducting policy analysis on the overall development of Hong Kong's maritime trade and promoting the industry, as well as conducting cross-bureaux and cross-departmental coordination work.

23. Mr YIU Si-wing enquired about the arrangements of THB(TB) if FC's approval was not given on the staffing proposal before the lapse of the PAS(T)11 post on 1 April 2020.

24. PS(T) replied that if FC's approval was not given on the staffing proposal on time, the work of PAS(T)11 would have to be absorbed by other directorate officers in THB(TB) on a temporary basis. However, this arrangement was unsatisfactory as other directorate officers already had heavy workload and did not have the spare capacity to handle policy matters relating to the long-term development of the maritime trade.

25. Dr CHIANG Lai-wan requested the incumbent PAS(T)11 to explain how she would achieve the work targets of the post, and to assess the effectiveness of her work.

26. Dr Fernando CHEUNG said that the Administration should set key performance indicators ("KPI") for the PAS(T)11 post (e.g. the expected growth of Hong Kong's high value-added maritime services such as ship leasing, marine insurance, and maritime arbitration services in the coming five or 10 years) to assess the cost-effectiveness of the post and the performance of its holder.

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27. PS(T)11 replied that THB(TB) had set three directions of work for the development of the maritime industry, namely: (a) study how Government policies and law could facilitate the development of the maritime trade, as well as maintain liaison with the industry to understand their needs; (b) promote the advantages of Hong Kong as a maritime services hub and (c) enhance talent training for the maritime and port industry. She also briefed members on the details of the three directions of work as set out in the Administration's paper. Regarding work effectiveness, DS(T)5 and PAS(T)11 remarked that if LegCo would pass the bills on profits tax concessions for ship leasing and marine insurance, the share of Hong Kong in the global ship finance business was expected to increase from the current 4.3% to 12% within ten years; more marine insurance companies would station in Hong Kong, thereby increasing the demand for relevant positions, attracting commercial principals from different countries to use Hong Kong as their operating base, and driving the development of the entire maritime cluster. PS(T) added that the PAS(T)11 post would be taken up by an officer of the Administrative Officer ("AO") grade. As AO grade officers were subject to posting arrangements on a regular basis, the post of PAS(T)11 could be taken up by another officer in the future.

28. Mr Alvin YEUNG said that since the creation of the supernumerary post of PAS(T)11 in November 2015, both the throughput and world ranking of HKP had declined. He queried the cost effectiveness of the proposed post.

29. PS(T) said that impacted by external factors, HKP's throughput saw a downward trend in recent years. The Administration had introduced a number of initiatives to maintain HKP's competitiveness, including: (a) conduct dredging at the Kwai Tsing Container Basin of the Kwai Tsing Container Terminals ("KTCT") and its approach channel from the previous depth of 15 metres to 17.5 metres below Chart Datum, thereby enabling ultra-large container ships getting in and out of KTCT at all tides; (b) explore the feasibility of relaxing the air draft restriction at Tsing Ma Bridge to facilitate access of large ocean-going vessels; and (c) implement and review a number of measures on service enhancement of the Hong Kong Shipping Register.

30. Regarding the enquiry by Mr WU Chi-wai on the duties of PAS(T)11 at the Hong Kong Maritime and Port Board ("HKMPB"), DS(T)5 remarked that HKMPB had been receiving secretariat support from PAS(T)11 since its preparatory stage. Meanwhile, PAS(T)11 would provide policy advices to HKMPB in light of international development, and receive views from the industry.

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Development of Hong Kong port and the maritime industry

31. Mr YIU Si-wing noted that PAS(T)11 was mainly responsible for fostering the sustainable development of Hong Kong's maritime industry. He enquired about the development of HKP and maritime industry in recent years, and whether PAS(T)11 would explore if GBA would bring about more development opportunities or challenges to HKP and maritime industry and formulate relevant corresponding measures.

32. PS(T) reiterated that the decline in the throughput of HKP over the past few years was due to changes of the external environment. However, Hong Kong remained competitive in a number of areas, including efficient clearance, free capital flow and availability of frequent container vessel services on a weekly basis connecting HKP with various destinations around the world. Furthermore, efforts had been made by the Administration in developing high value-added maritime services with good potential, and certain achievements had been attained. For instance, the International Union of Marine Insurance had set up its Asian hub in Hong Kong in 2016, the International Chamber of Shipping ("ICS") had established its first-ever ICS (China) Liaison Office in Hong Kong in 2019, and the Baltic and International Maritime Council ("BIMCO") had announced in early December 2019 its decision to list Hong Kong as the fourth arbitration venue in the standard dispute resolution clause of its maritime contract. Furthermore, the Administration had submitted earlier legislative proposals on tax concession for ship leasing and marine insurance to LegCo. On the impact of GBA's marine and port development on Hong Kong, DS(T)5 remarked that GBA had three major ports, and each port could focus on its area of expertise. Hong Kong would continue to focus on the development of transshipment. Regarding maritime services, Hong Kong would capitalize on its advantages in professional services to provide other GBA cities with maritime services. The policy addresses in recent years had introduced a number of relevant measures.

33. Given the huge development potential for the marine insurance sector of Hong Kong, the Chairman asked whether the Administration had conducted any assessment on the estimated growth of Hong Kong's share in the global marine insurance business after the PAS(T)11 post was made permanent. The Chairman also pointed out that if the Administration planned to develop Hong Kong's ship leasing business, relevant auxiliary services including marine insurance and maritime arbitration had to be developed as well. He asked whether the Administration had assessed the growth of Hong Kong's ship leasing business, including the number of relevant companies to be stationed in Hong Kong, as well as the demand for relevant talent.

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34. Regarding marine insurance, PS(T) pointed out that the Administration introduced a bill on profits tax concessions for insurance-related businesses (marine insurance inclusive) into LegCo in December 2019 offering a 50% profits tax rate concession. The Administration expected that the passage of the bill would facilitate the development of Hong Kong's marine insurance industry. PS(T) added that in the long run, the development of ship leasing and marine insurance would rely on attracting more commercial principals (including ship operators, managers and agencies) to use Hong Kong as their operating base to drive the demand for various facilitation services. As such, one of the major duties of PAS(T)11 was to explore and follow up on how to attract more commercial principals to operate their business in Hong Kong through tax concession measures.

35. Dr KWOK Ka-ki said that while he did not oppose this staffing proposal in principle, credit rating agency Moody's Investors Service had downgraded Hong Kong's long-term issuer rating in January 2020, which reflected that Hong Kong's system and governance capability had failed to live up to previous expectation. He was concerned that the rating downgrade would affect the Government's efforts in creating a convenient business environment for the maritime industry and making it difficult for Hong Kong to attract international maritime companies or commercial principals to station in Hong Kong. Dr KOWK opined that the Administration should, as a matter of priority, improve its governance and respond to the five demands of the society in a positive manner to restore the confidence of people and international investors in Hong Kong (and in the rule of law in particular). Sharing Dr KWOK's view, Dr Fernando CHEUNG pointed out that another credit rating agency Fitch Rating had also downgraded Hong Kong's credit rating in 2019.

36. PS(T) said that PAS(T)11's duty was to foster the long-term development of Hong Kong's maritime industry, of which the vision and determination would not be affected by changes in Hong Kong's economy or in the external environment. In discussing with stakeholders the development of Hong Kong's maritime industry, the Administration noted that they agreed Hong Kong continued to maintain a number of competitive edges. He reiterated that relevant international organizations including ICS and BIMCO had recently enhanced cooperation with Hong Kong in maritime business. He said that the Administration had already responded to the downgrade of rating by Moody's and he had nothing to add further.

37. Ir Dr LO Wai-kowk expressed support for this staffing proposal, and pointed out that the maritime industry was an integral part of Hong Kong's economy. To his understanding, people from Hong Kong were

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taking part in managing the container terminals in many cities around the globe. Ir Dr LO also asked if the Administration had put in place any measures to facilitate the nurturing of talents for Hong Kong's maritime industry.

38. DS(T)5 remarked that the shipping sector were mainly divided into ocean-going lines and the local shipping industry. Recruitment for the former had no restriction in terms of nationality, and recruitment of Hong Kong people was not necessary. To enhance the overall training of talents for the maritime industry, the Government had injected an additional funding of 200 million into the Maritime and Aviation Training Fund in May 2019 so as to launch scholarship programmes and provide more internship placements. For instance, the Local Vessel Competency Enhancement Scheme was introduced recently to further cultivate the talent of the local shipping industry. The Administration would maintain close communication with Maritime Services Training Institute and other training institutions on the introduction of various types of training programmes as appropriate.

39. The Chairman enquired about the progress of the legislative work on delegation of power in issuing exemptions currently vested in the Director of Marine to other officers of the Marine Department. PS(T) advised that the Administration planned to table the relevant subsidiary legislation at LegCo in the first quarter of 2020.

Work of the Transport Branch of the Transport and Housing Bureau

40. Mr Tony TSE expressed support for this staffing proposal. He noted that PS(T) was underpinned by a number of directorate officers, including five DS, one Head (Airport Expansion Project Coordination Office) ("Head(AEPCO)") and 12 PAS, each of whom was responsible for an extensive scope of work. He was concerned whether the work between directorate officers was distributed evenly, and whether THB was able to handle its heavy workload in an effective manner. Mr TSE also opined that THB(TB) should be more forward-looking when submitting proposals for creation of directorate posts. As such, THB should enhance manpower for overall strategic studies, and commence the fourth comprehensive transport study.

41. PS(T) noted the views of Mr Tony TSE. He pointed out that THB(TB) had a heavy workload, and other directorate officers did not have any spare capacity to absorb the duties of PAS(T)11. In addition, the directorate officers at THB(TB) were capable of coping with their duties, which were similar both in terms of workload and level of complexity. He stressed that the Government was prudent in submitting proposals on

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creation of directorate posts.

42. The Chairman remarked that as some members were still waiting for their turn to ask questions, the Subcommittee would continue the discussion on this item at the meeting on 12 February 2020.

43. The meeting ended at 10:30 am.

Council Business Division 1
Legislative Council Secretariat
23 March 2020