

立法會
Legislative Council

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**Public Works Subcommittee of the Finance Committee
of the Legislative Council**

**Minutes of the 13th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 25 March 2020, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon Alvin YEUNG

Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon HO Kai-ming
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Vincent CHENG Wing-shun, MH, JP
Hon Tony TSE Wai-chuen, BBS
Hon CHAN Hoi-yan

Member attending:

Dr Hon KWOK Ka-ki

Member absent:

Dr Hon Junius HO Kwan-yiu, JP

Public officers attending:

Mr Howard LEE Man-sing	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr LAM Sai-hung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)
Ms Maisie CHENG Mei-sze, JP	Permanent Secretary for the Environment

Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Frank CHAN Fan, JP	Secretary for Transport and Housing
Mr Peter MAK Chi-kwong	Principal Assistant Secretary for Transport and Housing (Transport) ⁷
Mr Jimmy CHAN Pai-ming, JP	Director of Highways
Mr Robert CHAN Cheuk-ming, JP	Principal Government Engineer (Railway Development) Highways Department
Mr LEUNG Sai-ho	Chief Engineer (Railway Development) 1-2 Highways Department

Attendance by invitation:

Dr Jacob KAM	Chief Executive Officer MTR Corporation Limited
Mr Roger BAYLISS	Projects Director MTR Corporation Limited
Mr James CHOW	Divisional General Manager (Projects Construction) MTR Corporation Limited
Mr Scott MACKENZIE	General Manager (Procurement & Contracts) MTR Corporation Limited
Mr Lam CHAN	Deputy General Manager (Projects & Property Communications) MTR Corporation Limited

Clerk in attendance:

Ms Doris LO	Chief Council Secretary (1) ²
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Staff in attendance:

Mr Keith WONG	Council Secretary (1)2
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)8
Ms Clara LO	Legislative Assistant (1)9

Action

The Chairman advised that there were four papers for discussion on the agenda for the meeting. All of them were funding proposals carried over from the previous meeting. The four funding proposals involved a total funding allocation of \$12,745.6 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 706 — Highways

PWSC(2019-20)27	61TR	Shatin to Central Link — construction of railway works — remaining works
	62TR	Shatin to Central Link — construction of non-railway works — remaining works

2. The Chairman advised that the proposal, i.e. [PWSC\(2019-20\)27](#), sought to increase the approved project estimates ("APEs") of 61TR and 62TR (hereinafter collectively referred to as "main works of the Shatin to Central Link ('SCL')") by \$8,696.8 million and \$1,367 million respectively (totalling about \$10,063.8 million), bringing the APE of 61TR from \$65,433.3 million to \$74,130.1 million and the APE of 62TR from \$5,983.1 million to \$7,350.1 million in money-of-the-day prices. The Subcommittee had started discussing this paper at its last meeting and would now continue with the discussion.

Meeting arrangements

3. Ms Tanya CHAN, Dr CHENG Chung-tai, Mr CHAN Chi-chuen, Mr WU Chi-wai, Mr Jeremy TAM, Mr Alvin YEUNG, Mr CHU Hoi-dick, Ms Claudia MO, Dr Fernando CHEUNG, Mr HUI Chi-fung and Dr KWOK Ka-ki expressed their discontent with the Chairman's decision to hold the meeting despite the current epidemic. They pointed out that

22 LegCo Members had issued joint letters on 20 and 24 March 2020 regarding the meeting arrangements of LegCo (i.e. Appendices I and II to [LC Paper No. PWSC120/19-20\(01\)](#) (Chinese versions only)), in which they requested that all meetings of LegCo and its committees (including the Subcommittee) should be cancelled if the subject matters of the meetings were not related to fighting the epidemic. They pointed out that even the Council meeting scheduled for later today was cancelled, and a special meeting would be held instead to reduce the meeting time. They expressed grave concern that as the current conditions of the epidemic in and outside Hong Kong were rather serious, the public should reduce social contact by staying at home as far as possible, which was critical for fighting the epidemic effectively. They questioned what urgent grounds the Chairman/the Administration had for holding today's meeting nonetheless. They were worried that holding the meeting would cause the risk of spreading the virus as it brought together a large group of people who were either required to attend the meeting or turn up for supporting duties.

4. The Chairman said that he had made a written reply on 24 March (i.e. [LC Paper No. PWSC120/19-20\(01\)](#) (Chinese version only)) to the above joint letters issued by 22 Members, explaining the factors he had considered in deciding to hold the meeting as scheduled. The Chairman pointed out that he was deeply concerned about the spread of COVID-19 in recent days. However, as the Chairman of the Subcommittee, he must strike a proper balance between the need of fighting the epidemic and the Subcommittee's progress of examining the public works projects. Furthermore, the meeting time of the Subcommittee had already diminished as a number of meetings had been cancelled since February 2020 due to the epidemic. He had considered that the agenda items to be considered were related to people's livelihood and urgent in nature and the scheduling of the Council meeting for later today would mean that many people concerned (including Members, officials, supporting staff and media workers) would turn up at the LegCo Complex for duties. Moreover, he had maintained close liaison with the LegCo Secretariat on the meeting arrangements for the Subcommittee and the necessary disease prevention measures. Appropriate arrangements had also been made by the Secretariat. Upon thorough consideration of the various factors, he decided that the meeting should be held as scheduled. The Chairman hoped that members could make valuable use of the meeting time to consider the public works projects.

5. Secretary for Transport and Housing ("STH") thanked Members for attending the meeting amidst the epidemic and believed that appropriate disease prevention measures had been put in place in the LegCo Complex. He said that the funding proposal for the main works of SCL was of an urgent character. In the event that the funding could not be approved by the

Finance Committee ("FC") within the current legislative session, the works concerned would have to be suspended in October 2020. Apart from rendering the public unable to use the new railway line as scheduled, such suspension would also affect the livelihood of many engineering personnel, thus casting negative impacts on the local economy.

6. Mr CHAN Chi-chuen, Mr Jeremy TAM, Mr Alvin YEUNG and Ms Claudia MO pointed out that the FC meeting originally scheduled for the coming Friday (i.e. 27 March) had also been cancelled. In view of the large backlog of funding proposals awaiting consideration by FC, they questioned the necessity of holding the Subcommittee meeting today and whether all items on the agenda were urgent. They also requested the Administration to advise whether it had planned to accord priority to the submission of the funding proposal for the main works of SCL for FC's consideration after the proposal had been endorsed by the Subcommittee. Mr HUI Chi-fung questioned whether there was suspected conflict of interests in the Chairman's rushed approach to deal with works projects, which put the engineering sector's interests ahead of others'. Ms Tanya CHAN was discontent that the Administration stressed the urgency of the funding proposal for the main works of SCL on the one hand, but had procrastinated in dealing with the project's cost overrun problem on the other and deferred the submission of the funding proposal to LegCo until now. She also questioned whether the decision to hold the meeting regardless of the risk of spreading the epidemic was made by the Chairman or STH. Dr CHENG Chung-tai requested the Chairman and STH to respond whether they could face the frontline healthcare workers battling with the epidemic with a clear conscience. Dr Fernando CHEUNG expressed similar views and condemned the Chairman's decision to hold the meeting today.

7. The Chairman stressed that he decided to hold the meeting as scheduled not solely out of consideration of the engineering sector's interests, and there was no question of conflict of interests. He pointed out that the Subcommittee must fulfill its duty of supporting the work of FC by examining the expenditure proposals for public works projects and making recommendations to FC. The Chairman stressed that while it was important to fight the epidemic vigilantly, the work of LegCo was not brought to a complete stop. Some urgent business must go on, such as the Council meeting to be held later for the purpose of dealing with the Vote on Account Resolution as expeditiously as possible to avoid the need to suspend public services (including medical and health services) due to a lack of resources on the part of the Government.

8. STH said that he and other officials concerned were obliged to attend the meeting as the proposed projects had been included in the agenda of the

meeting. STH said that a halt to the SCL project was against the Government's wish. Should the funding proposal be endorsed by the Subcommittee, the Government would strive to secure its approval by FC before the end of the current legislative session. STH also pointed out that while it was of utmost importance to prevent the spread of the epidemic, the Government had kept holding various meetings to deal with matters on hand, including those related to people's livelihood. As members had had considerable discussion on the urgency of the agenda item, he called on members to make valuable use of the meeting time to consider the funding proposal.

[At 9:15 am, Mr Alvin YEUNG pointed out the absence of a quorum. The Chairman directed that the summoning bell be rung to summon members to the meeting. At 9:18 am, a quorum was present and the meeting was resumed.]

Construction works of Shatin to Central Link

9. Mr WU Chi-wai enquired whether the MTR Corporation Limited ("MTRCL") had assessed the actual impacts to be brought about by the suspension of the SCL project due to the lack of funding.

10. Chief Executive Officer, MTR Corporation Limited ("CEO/MTRCL") said that if the SCL project had to be suspended in October 2020 owing to FC's failure to approve the funding proposal for the proposed projects within the current legislative session, the contractors would have to start preparing for works suspension in July this year, including backfilling the excavated sites and disposing the equipment used for construction. Moreover, the about 2 700 engineering personnel now involved in the SCL project might then move on to engage in other projects. Thus, the contractors of SCL would have difficulties rehiring these personnel who possessed the relevant working experience and training when works of the SCL project resumed in the future.

11. In response to Mr WU Chi-wai's enquiry about the disease prevention measures at the works sites, CEO/MTRCL said that MTRCL had put in place disease prevention measures at various works sites of SCL, including the requirement for engineering personnel to have their body temperature checked when they turned up for work.

Reasons for increase in the project cost

Additional archaeological work

12. Ms Tanya CHAN noted from the Government's submission that the additional project cost due to the additional archaeological work at Sung Wong Toi Station amounted to around \$3 billion. She sought a breakdown of the expenditure.

13. CEO/MTRCL said that the archaeological investigation and excavation work cost around \$1,900 million, and the in-situ preservation of most of the archaeological discoveries at Sung Wong Toi Station cost around \$1,000 million. The cost of reinstating Well J2 and the associated water channel at the original position was around \$8 million. He added that the alignment of one exit of Sung Wong Toi Station had to be changed for the sake of preserving the archaeological discoveries. Such change also contributed to the increase in the project cost of SCL.

Topside developments above railway stations

14. Mr Abraham SHEK noted from the Government's submission that additional works for topside developments above railway stations were a contributing factor to the project cost increase of SCL. He requested the Administration to provide supplementary information to explain why the topside developments above Exhibition Centre Station and Diamond Hill Station of SCL were not set out specifically in the Administration's funding submission for the main works of SCL in 2012. In addition, he also requested the Administration to provide the dates and details of the statutory procedures (including town planning procedures) that had been undertaken for such topside developments.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC127/19-20\(01\)](#) (Chinese version only) on 15 April 2020.)

15. Director of Highways ("DHy") explained that the development proposals for the topside developments above Exhibition Centre Station and Diamond Hill Station of SCL were implemented only after 2012. Therefore, no provisions were made for supporting the topside developments above the two stations in the cost estimate of the original project proposal.

Adjustment to fees for the monitoring and verification consultant

16. Mr Tony TSE noted from the Government's submission that the Administration appointed Pypun-KD & Associates Limited as the monitoring and verification ("M&V") consultant in 2012 to assist the Government with the monitoring and verification work of the SCL project. He enquired whether the current increase in the project cost included any additional expenditure incurred for the appointment of the M&V consultant by the Highways Department ("HyD").

17. DHy replied that due to the lengthened construction time of SCL and HyD's need to step up the work of the M&V consultant for the SCL project, the consultancy fee for the M&V consultant needed to be increased for carrying out the monitoring and verification work. The total additional consultancy fee involved was about \$44 million. He added that the M&V consultant, engaged and managed directly by HyD, was not in the line of command of MTRCL.

18. Ms Tanya CHAN pointed out that MTRCL had confirmed at a meeting of LegCo's Subcommittee on Matters Relating to Railways that some of the Request for Inspection and Survey Checks Forms ("RISC Forms") for the works at Exhibition Centre Station were missing. She enquired whether the missing of some RISC Forms would affect the review conducted by the Administration for the SCL project, and when the Administration would complete the review of the works at Exhibition Centre Station.

19. STH said that some stations of SCL had been completed and commissioned for service. The Administration had completed the review of the works at these stations. As for the works at Exhibition Centre Station, the review was not yet completed. He also pointed out that the Government was concerned about the missing of the RISC Forms for the construction sites of some SCL stations. The Government was willing to provide Members with more information on the subject at the meetings of the Subcommittee on Matters Relating to Railways.

Procurement of more rolling stock for the Tuen Ma Line

20. Mr Alvin YEUNG requested the Administration to explain why the total additional cost due to the modifications made in response to the feedbacks and requirements of stakeholders topped more than \$2,200 million.

21. DHy said that the Administration had set out in detail the reasons for the additional cost required in paragraphs 20 to 23 of Enclosure 1 to [PWSC\(2019-20\)27](#). Among them was the need to procure additional train

cars and replace the seven-car trains on the Tuen Ma Line ("TML") with eight-car trains in order to enhance the carrying capacity of the entire TML.

22. Mr Jeremy TAM requested the Administration to provide supplementary information to explain whether it had adjusted its estimate of patronage on TML when it decided to deploy eight-car trains on TML in place of the seven-car trains in advance. If the Administration had adjusted its estimate, he requested the Administration to include in the supplementary information the time of and the justifications for adjusting the estimate of patronage, and the estimated patronage before and after the adjustment.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC127/19-20\(01\)](#) (Chinese version only) on 15 April 2020.)

23. DHy said that the design of TML (including the West Rail section) was built up with extra provisions to cater for the replacement of seven-car trains with eight-car trains. According to the original patronage estimate, seven-car trains would suffice on the West Rail Line after its commissioning. However, patronage growth on the West Rail Line had taken place earlier than originally expected as a result of the rapid population growth in New Territories West in recent years. For that reason, West Rail Line had already deployed eight-car trains in place of seven-car trains under the SCL project.

Coordination work with other projects at Wan Chai North

24. Ms Claudia MO enquired why the works delay at Exhibition Centre Station had given rise to the additional cost of about \$1,200 million. She also enquired whether the above cost had been double counted as the additional cost for the topside development above Exhibition Centre Station.

25. DHy explained that during construction of SCL, there were various large-scale infrastructure projects being carried out concurrently in the Wan Chai North area. Some of the works sites had to be handed over to the SCL project after completion of the projects concerned. Owing to the late handover of the works sites of some of these other projects due to unforeseeable conditions, MTRCL had to implement additional works in order to continue with the works at Exhibition Centre Station and the associated works, resulting in an increase in the project cost. He added that the additional cost in this regard was a cost item independent of the additional cost incurred for the topside development above Exhibition Centre Station.

Contingencies reserved for the remaining works

26. Referring to the Government's submission, Mr WU Chi-wai pointed out that provisions of contingencies totalling around \$1,700 million were made in the increased entrustment cost estimate, and the provisions would be used for, among other things, meeting the additional payment that might be required for contractors' claims after they were established. He questioned whether \$1,700 million was sufficient for paying up all the claims. Ms Claudia MO requested MTRCL to give an account of the number of claims received and the total amount claimed.

27. DHy explained that the contingencies provisions were not designated for paying contractors' claims. He pointed out that the revised estimate of the entrustment cost had covered the amount required for claims on which agreement had been reached between MTRCL and the contractors, as well as contractors' claims considered by MTRCL as substantiated but for which the sums had not yet been awarded. The contingencies provisions, on the other hand, would be used for meeting contractors' claims that were pending processing by MTRCL and those yet to emerge.

28. General Manager (Procurement & Contracts), MTRCL said that MTRCL had received about 1 000 claims from contractors. It would process the claims in accordance with the contractors' contract terms, including trying to reach agreement with contractors by such means as negotiation, mediation and arbitration. Claims on which agreement could not be reached would be dealt with in the court. He added that MTRCL would endeavour to minimize the amount payable for the claims. However, MTRCL would not disclose the total amount claimed out of consideration of business confidentiality and in fear that the disclosure of excessive information would prompt contractors to make more claims.

Calculation method of the increase in the project cost

29. Referring to paragraphs 7 and 8 of [PWSC\(2019-20\)27](#), Mr CHU Hoi-dick said that MTRCL and the Government had been negotiating on the entrustment cost of the main construction works of SCL since December 2017. In the meantime, the total amount of the entrustment cost worked out had been adjusted several times. He queried that the negotiation between the Government and MTRCL had been a "black box operation" and requested the Administration to make public the negotiation process with MTRCL over the years to assure that the amount currently worked out was an accurate one.

30. STH denied that the negotiation between the Government and MTRCL had been a "black box operation". DHy explained that after MTRCL had submitted the revised entrustment cost estimate to the Government in 2017, the Government examined the costs of each and every works contract of SCL project based on the provisions of the entrustment agreement, and found that there was room for reduction in the estimated costs of some works. Moreover, many works contracts that were not completed originally had been completed or were approaching completion since 2017, removing the uncertainty factor in some risk estimates made before. Hence, it was now possible to make a more accurate estimate of the project cost and identify areas where expenses could be reduced. Based on the above, the Government had eventually adjusted the revised entrustment cost estimate to around \$81,600 million.

31. CEO/MTRCL supplemented that only about 80% of the SCL project had been completed when MTRCL submitted the revised entrustment cost estimate in 2017. By now, about 90% of the project had been completed. Further completion of the construction works would enable MTRCL and the Government to calculate the entrustment cost estimate more accurately.

Additional project management cost proposed by MTRCL

32. Ms Claudia MO requested the Administration to advise when it would reach an agreement with MTRCL on matters relating to the additional project management cost.

33. STH said that in accordance with the entrustment agreement signed between the Government and MTRCL, the senior management of the two parties would first attempt to reach an agreement through negotiation. If consensus could not be reached, the matter would have to be dealt with through legal proceedings. He added that the Government had confidence in reaching an agreement with MTRCL on matters relating to the additional project management cost through negotiation in good faith.

34. Mr CHAN Han-pan opined that the Administration's negotiation with MTRCL in good faith would not be enough to make MTRCL give up on recovering the additional project management cost from the Government. Pointing out the numerous instances of fare increase by MTRCL in the past years, he commented that it was difficult for the Administration to reach consensus with MTRCL on matters involving MTRCL's revenue.

35. STH said that while committed to negotiating in good faith on the additional project management cost, the Government and MTRCL should

also deal with the issue in accordance with the contract provisions. The matter of fare adjustment, on the other hand, had always been dealt with by the Government and MTRCL in accordance with the relevant fare adjustment mechanism.

36. The Chairman reminded members that since the matter of railway fare adjustment involved wider policy issues on transport, members should discuss the matter at a relevant Panel.

Reprovisioning of and improvement to facilities of the Police Force

37. Mr KWONG Chun-yu questioned why the SCL project included the reprovisioning of police facilities near Causeway Bay Typhoon Shelter and improvement to the Police Sports and Recreation Club at Boundary Street. He considered the arrangement a waste of public money.

38. STH and DHy said that the Government was required to reprovision the facilities affected by the SCL project, including the former Police Officers' Club near Causeway Bay Typhoon Shelter, and ensure a comparable level of service provided by the facilities after the reprovisioning. Details of the reprovisioning works were set out in the Administration's funding submission to the Public Works Subcommittee in April 2012 for the SCL project ([PWSC\(2012-13\)2](#)).

39. Dr KWOK Ka-ki requested the Administration to give an account of the costs of those works related to the facilities of the Hong Kong Police Force ("HKPF") and advise whether the floor area of the HKPF's facilities in Causeway Bay would be increased after the reprovisioning. In addition, Dr KWOK and Ms Tanya CHAN pointed out that they had made written enquiries with the Administration separately requesting supplementary information on the reprovisioning of HKPF's facilities and other matters relating to the SCL project. However, the Administration had not yet provided a satisfactory reply.

40. DHy said that the cost of works related to the HKPF's facilities amounted to around \$900 million. Regarding the written enquiries raised by Dr KWOK Ka-ki and Ms Tanya CHAN, including their question as to whether the floor area of the HKPF's facilities in Causeway Bay would be increased after the reprovisioning, the Government was collecting and collating the relevant information and would furnish a reply to Members after verification of the information. STH also said that the Government attached great importance to requests of members for supplementary information and

would provide them with the relevant information as expeditiously as possible.

41. Dr KWOK Ka-ki asked whether the Administration was spending a lot of public money on improving the recreational facilities at the Police Sports and Recreation Club. Mr Andrew WAN also enquired whether facilities within the former Police Officers' Club were retained during demolition of the building, and whether the recreational facilities being added to the Police Sports and Recreation Club would be relocated to the new Police Officers' Club during the latter's reprovisioning exercise.

42. DHy said that the project cost of improving the Police Sports and Recreation Club totalled around \$300 million, including about \$2 million for improving the recreational facilities. He also pointed out that the facilities within the former Police Officers' Club were left to the disposal of HKPF when the building was demolished. The Government would explore the possibility of relocating the additional recreational facilities of the Police Sports and Recreation Club to the new Police Officers' Club for them to be used continuously after the latter's reprovisioning.

[At 10:26 am, the Chairman asked members whether they agreed to extend the meeting for 15 minutes to 10:45 am, and no members raised objection.]

Other matters relating to railways

43. Mr LUK Chung-hung was worried that after the commissioning of the cross-harbour section of SCL, the entire North South Corridor would operate with nine-car configuration in place of the 12-car trains currently used, resulting in a substantial decrease in the carrying capacity on the railway line and its inability to cope with the passenger load.

44. CEO/MTRCL said that due to geographical constraints, the new SCL stations on Hong Kong Island could only accommodate nine-car train platforms. The North South Corridor would therefore need to adopt the arrangement of operating with nine-car configuration after its full commissioning. Although the number of cars on each train was reduced, the train frequency could be increased as the train length was reduced and a new signalling system was adopted. Moreover, platform screen doors would be installed at stations along the North South Corridor. This was expected to achieve more effective control of the boarding and alighting passenger flows and thereby reduce the stopping time of trains at stations.

45. The Chairman said that the Subcommittee would continue to discuss this item at the next meeting. The Chairman also directed that members who intended to move any motions on the current agenda item under paragraph 32A of the Public Works Subcommittee Procedure should submit the wording of their proposed motions to the Secretariat by 5:00 pm on 27 March. He would not deal with any motions proposed by members after the deadline.

46. The meeting ended at 10:44 am.

Council Business Division 1
Legislative Council Secretariat
26 May 2020