

立法會
Legislative Council

LC Paper No. CB(1)657/19-20

(These minutes have been
seen by the Administration)

Ref : CB1/PL/DEV

Panel on Development

**Minutes of special meeting
held on Tuesday, 19 November 2019, at 9:00 am
in Conference Room 1 of the Legislative Council Complex**

Members present : Hon Tony TSE Wai-chuen, BBS (Chairman)
Hon LUK Chung-hung, JP (Deputy Chairman)
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon CHAN Kin-por, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon Alice MAK Mei-kuen, BBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Junius HO Kwan-yiu, JP
Hon Wilson OR Chong-shing, MH
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Hon Vincent CHENG Wing-shun, MH, JP
Hon CHAN Hoi-yan

Member attending : Hon Tommy CHEUNG Yu-yan, GBS, JP

Members absent : Hon Abraham SHEK Lai-him, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, 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 LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho

Public officers attending : **Agenda item I**

Ms Doris HO Pui-ling, JP
Deputy Secretary for Development (Planning and Lands)¹

Mr Ray LEUNG Kin-wah, JP
Deputy Director/Survey & Mapping
Lands Department

Agenda item II

Mr Victor CHAN Fuk-yiu
Principal Assistant Secretary (Works)²
Development Bureau

Mr Stephen KWOK Chun-wai
Assistant Secretary (Works Policies 2)¹
Development Bureau

Ms Joyce LAU Yiu-yan
Deputy Project Manager (West)
Civil Engineering and Development Department

Mr WONG Chi-hung
Chief Engineer/West2
Civil Engineering and Development Department

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

Staff in attendance : Mr Raymond CHOW
Senior Council Secretary (1)10

Ms Christina SHIU
Legislative Assistant (1)2

Action

The Chairman said that in anticipation of the serious traffic disruptions in many districts early this morning and having considered the availability of the meeting venue, he decided yesterday evening to change the time of this special meeting from 8:30 am - 10:30 am to 9:00 am - 10:45 am, and directed the Clerk to issue a circular (LC Paper No. CB(1)155/19-20) by email and an SMS message yesterday evening to notify members about the change.

2. Mr Tommy CHEUNG was disappointed about the late notification of the change and shortening of the meeting time. Miss Alice MAK also opined that the notification was issued too late yesterday evening. Mr CHAN Kin-por agreed with the deferral of the starting time of this special meeting to 9:00 am in view of the traffic disruptions, but he considered that members should be notified earlier. Ir Dr LO Wai-kwok said that he received a blank SMS message from the Legislative Council ("LegCo") Secretariat yesterday evening which he believed was the message to notify members on the change of meeting time. He asked if there were technical issues on the delivery of that SMS message.

3. The Chairman took note of members' views and said that he would extend the meeting time beyond 10:45 am where necessary. Moreover, he instructed the Clerk to check with the Information Services Division of the LegCo Secretariat on the delivery problem of the said SMS message.

4. The Chairman then informed members that he and the Deputy Chairman met with the Secretary for Development ("SDEV") and

other officials from the Development Bureau ("DEVB") on 11 November 2019 to discuss the work plan of the Panel for the 2019-2020 session. At the meeting, he had relayed to SDEV members' suggestions on items to be discussed by the Panel at future meetings.

I Proposed creation of two supernumerary posts of one Chief Land Surveyor in Development Bureau and one Government Land Surveyor in Lands Department for rolling out the Common Spatial Data Infrastructure

(LC Paper No. CB(1)134/19-20(01) — Administration's paper on creation of directorate posts in Development Bureau and Lands Department for rolling out the Common Spatial Data Infrastructure)

5. At the invitation of the Chairman, Deputy Secretary for Development (Planning and Lands)¹ ("DS/DEV(P&L)1") briefed members on the proposed creation of the following two posts:

- (a) one supernumerary Chief Land Surveyor ("CLS") (D1) post, to be designated as Chief Land Surveyor/Spatial Data Infrastructure ("CLS/SDI"), for five years up to 31 March 2025, to lead the newly established Spatial Data Office ("SDO") in the Planning and Lands Branch of DEVB in steering and expediting the development of the Common Spatial Data Infrastructure ("CSDI") amongst other things; and
- (b) one supernumerary Government Land Surveyor ("GLS") (D2) post, to be designated as Assistant Director/Mapping Management, for five years up to 31 March 2025, to head the Mapping Management Centre to be established in the Survey and Mapping Office ("SMO") of the Lands Department ("LandsD") for supporting the rolling out of CSDI, and overseeing the work of the Building Information Modeling ("BIM") and land boundary advisory services amongst other things.

Development of Common Spatial Data Infrastructure and three-dimensional digital map

6. Dr Priscilla LEUNG asked about the specific functions and major features of the CSDI portal as a one-stop data supermarket, and its edges over other similar mobile map applications provided by the private sector. To increase the portal's utilization, she considered that the Administration should adopt technologies that were more advanced than those adopted by the mobile map applications available in the market.

7. DS/DEV(P&L)1 said that data in the CSDI portal would be organized in the form of layers. The base layer was actually the map of Hong Kong with built and natural features such as location of public facilities. Comparing to other mobile map applications in the market, the CSDI portal would be based on the most authoritative map of Hong Kong prepared and regularly updated by LandsD and to be upgraded eventually to three-dimensional ("3D") format. It would also release datasets containing spatial data currently unavailable in other mobile map applications and long demanded by the public/industry, such as alignment of underground utility systems.

8. Noting that the Administration would roll out the CSDI portal with about 70 additional datasets in phases, Dr Priscilla LEUNG asked about the implementation details and whether this batch of datasets would contain information currently unavailable in the market. The Chairman enquired whether and when government data other than those held by DEVB's family of departments and private sector data (e.g. real-time traffic information) would also be included in the CSDI portal so as to enhance its functionality as a one-stop portal.

9. DS/DEV(P&L)1 and Deputy Director/Survey & Mapping, LandsD ("DD(SM)/LandsD"), replied that according to the Administration's plan, 70 additional datasets held by DEVB's family of departments would be rolled out to the public by end-2022 when the CSDI portal would be in full operation. The CSDI portal would continue to expand beyond 2022, with the release of more government spatial data outside DEVB's regime. As regards the data held by the private sector including public transport operators and utility companies, it was noted that most of them were generally positive towards releasing their data in recent years. For instance, public bus companies and the MTR Corporation Limited had been providing their real-time bus/train arrival information to the Office of the Government Chief Information Officer for release through the

Public Sector Information Portal. To realize more fully the potential of CSDI in the longer run, it would be one of the major duties of the proposed CLS/SDI post to secure the co-operation of the private sector to make available their spatial data for sharing through the CSDI portal.

10. Mr CHAN Chi-chuen noted that subject to the funding approval of the Finance Committee ("FC"), the Administration would launch four quick-win projects, including the District-based Spatial Information Dashboard ("the Dashboard"), and he asked about the relevant details of the Dashboard, such as the types of spatial information to be collected, how it could help the Administration understand public sentiments, what kind of public sentiments would be analyzed and whether the data would be open for use by the public.

11. DS/DEV(P&L)1 replied that DEVB would work collaboratively with LandsD and other relevant bureaux/departments ("B/Ds") for the design of the Dashboard (one of the four quick win projects). The initial thought was to provide citizen centric data such as district-based information on weather, traffic and public facilities in the Dashboard, which would be tentatively launched in early 2020 for free use by the public. In the long run, DEVB would make reference to overseas successful cases and consider how best the Dashboard could be optimized to improve city management such as soliciting feedback from users directly through the Dashboard.

12. Mr LAU Kwok-fan enquired about the implementation schedule of the 3D digital map, how the development of the 3D digital map would enhance the work efficiency of B/Ds including enforcement actions against unauthorized building works and dangerous signboards, etc., and whether the provision of 3D digital models of new buildings by private developers would be necessary for its development. Mr LAU also considered that the 3D pedestrian network to be shown on the 3D digital map should include detailed road information to bring greater convenience to the public, and he asked about the details, including whether both the urban areas and the countryside would be covered, and whether information on the access right to private roads in the countryside would be included.

13. Dr Priscilla LEUNG called for an early release of 3D digital map showing the topographical features of terrain in country parks to facilitate hikers to locate their positions.

14. DS/DEV(P&L)1 replied that the 3D digital map would show topographical features of terrain and exterior/interior layout of buildings, hence greatly enhanced the work of B/Ds in areas like town planning. The 3D pedestrian network would facilitate pedestrians, in particular the visually impaired, to provide a point to point route from the starting point to the destination. The Administration had planned to (a) publish the 3D pedestrian network covering the whole territory (including roads in the countryside) by early 2020; (b) publish the 3D digital map showing topographical and exterior features of terrain, buildings and infrastructures, covering eventually the whole territory between now and 2023; and (c) extend the 3D digital map to cover the accessible interior of buildings and structures and publish 3D digital map showing the interior layout for 1 250 buildings by end-2023. With the wider use of BIM on new buildings, LandsD could extract the relevant information from BIM to create 3D digital map showing the interior layout of buildings. DD(SM)/LandsD supplemented that the 3D pedestrian network would not contain information on access right to private roads as there were constraints displaying such information on mobile applications.

15. Mr LAU Kwok-fan asked about the interfacing of the building, lands and planning information in the Government's various spatial data platforms. DS/DEV(P&L)1 responded that it was the Administration's target to integrate BIM and the Geographic Information System, and the Administration was in the process of formulating relevant strategy.

16. Dr Priscilla LEUNG urged that the Administration should seek advice from the Office of the Privacy Commissioner for Personal Data ("PCPD") on the data privacy issues that would be involved in the development of the CSDI portal and the 3D digital map. DS/DEV(P&L)1 assured members that the Administration handled the datasets released in the CSDI portal with great care to prevent disclosure of the identity of any individual. As for the 3D digital map showing the interior layout of buildings, they would be based on publicly available information (building plans, sales brochure, etc.) and hence would not have any privacy implications. That said, the Administration would seek advice from PCPD where necessary.

Creation of the proposed two supernumerary posts and other non-directorate posts

17. Mr CHAN Chi-chuen enquired whether the proposed two supernumerary posts would be deleted or extended after 31 March 2025. DS/DEV(P&L)1 anticipated that work would still be required to further

enhance and expand the CSDI portal and 3D digital map after March 2025, and hence DEVB would review the need for extending the proposed two supernumerary posts nearer the time.

18. Mrs Regina IP enquired whether there were any incumbent Land Surveyors in the Government who possessed the required technical competence and professional know-how in spatial technology and hence potentially eligible to fill the proposed CLS post to lead SDO; if not, whether the Administration would conduct an external recruitment exercise to fill the post. Mrs IP also requested that the Panel be updated on the qualifications of the appointee in due course, and be briefed regularly on the progress of work in implementing the CSDI portal.

19. DS/DEV(P&L)1 replied that the proposed CLS post would be filled by internal promotion of the Land Surveyor grade staff in LandsD. Apart from professional topography skills, SMO of LandsD had kept abreast of latest technologies over the years. Colleagues also enhanced their professional knowledge on spatial technology through exchanges with overseas counterparts (e.g. Singapore, the United Kingdom and the United States). Moreover, to tap external experts' advice on the development of CSDI, an advisory committee chaired by the Director of Lands and made up of relevant academics and professionals from the private sector would be established. DS/DEV(P&L)1 also undertook to update the Panel on the information requested by Mrs Regina IP in due course.

20. Ms CHAN Hoi-yan asked about the number of non-directorate posts in the professional, technical, secretarial and/or clerical grades to be created for the development of the CSDI portal and the 3D digital map. The Chairman was concerned whether adequate manpower would be deployed for carrying out the relevant work.

21. DS/DEV(P&L)1 advised that there would be a division of responsibilities between DEVB and LandsD over the development of the CSDI portal and the 3D digital map. DEVB would be responsible for providing policy steer and facilitating cross-bureaux/departmental coordination, whereas LandsD would be responsible for the system development work. To provide necessary support to the proposed CLS post in DEVB and the proposed GLS post in LandsD, seven and 13 non-directorate posts would be created respectively in 2020-2021. With the creation of the proposed directorate and non-directorate posts, the Administration believed that the manpower support for the required development work would be adequate.

Submission of the staffing proposals to the Establishment Subcommittee

22. Dr Priscilla LEUNG, Mr LAU Kwok-fan and Mrs Regina IP expressed support for the staffing proposals. Mr CHAN Chi-chuen advised that he had yet to decide his stance. The Chairman concluded that members in general supported the Administration to submit the staffing proposals to the Establishment Subcommittee for its consideration.

II PWP Item No. 265RS — Cycle tracks connecting North West New Territories with North East New Territories — Sam Mun Tsai extension

(LC Paper No. CB(1)134/19-20(02) — Administration's paper on PWP Item No. 265RS — Cycle tracks connecting North West New Territories with North East New Territories — Sam Mun Tsai extension)

23. At the invitation of the Chairman, Principal Assistant Secretary (Works)2, Development Bureau ("PAS(W)2/DEVB"), briefed members on the funding proposal for upgrading 265RS to Category A, at an estimated cost of \$66.9 million in money-of-the-day prices, for the construction of a new cycle track of about 900 metres in length alongside Sam Mun Tsai Road as a branching off section of the cycle track network connecting North West New Territories ("NT") with North East NT, and a resting station with supporting facilities. With the aid of a powerpoint presentation, Chief Engineer/West2, Civil Engineering and Development Department ("CE(W2)/CEDD"), then briefed members on the project details and the overall progress of the cycle track network in NT.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)158/19-20(01) by email on 19 November 2019.)

24. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure of LegCo, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

Alignment and facilities of the proposed cycle track

25. Mr LAU Kwok-fan enquired whether the footpath on the breakwater of the Shuen Wan Typhoon Shelter would be widened to cope with the increase in visitor flow after the opening of the proposed cycle track. Mr LAU relayed that members of the Tai Po District Council ("DC") supported the proposed project, and further suggested extending the proposed cycle track to the roundabout near Sam Mun Tsai New Village to facilitate cyclists. Mr LAU asked about the Administration's stance towards this suggestion. Ir Dr LO Wai-kwok similarly suggested extending the proposed cycle track to Sam Mun Tsai New Village.

26. PAS(W)2/DEVB and CE(W2)/CEDD replied that having studied the feasibility of extending the proposed cycle track to Sam Mun Tsai New Village as proposed by the local community, the engineering team did not recommend taking forward the idea of cycle track extension given the site constraints that the road connecting to the village was built on a dam which was not wide enough for an additional cycle track, and there was not enough space at the roundabout near the village for providing a resting station with bicycle parking spaces, whilst, under the current proposal, a resting station with facilities such as bicycle parking spaces, seating benches and a toilet could be provided at the end of the cycle track. There were also concerns over the impact of the construction works on the structural integrity of the dam apart from cost consideration. The Administration had explained these considerations to the Tai Po DC and the Tai Po Rural Committee and obtained their support for the current proposal.

27. Ir Dr LO Wai-kwok suggested the Administration to consider installing "1-up-1-down bicycle parking racks" at the resting station to make available more bicycle parking spaces. Expressing concerns over bicycle stealing problems, Dr Priscilla LEUNG urged the Administration to enhance the security arrangements at existing bicycle parking spaces and asked about those to be implemented at the said resting station.

28. PAS(W)2/DEVB responded that the provision of bicycle parking spaces was based on the guidelines set out under the Hong Kong Planning Standards and Guidelines. At this stage, the Administration considered that providing about 40 bicycle parking spaces at the said resting station was sufficient, but more could be provided later where necessary by enhancing this parking facility. PAS(W)2/DEVB further advised that CEDD had taken into account security issues in designing the bicycle

parking spaces at the said resting station. For existing cycle tracks, many of them were inside parks or alongside promenades where regular patrols were arranged. Notwithstanding that, bicycle owners were advised to ensure the security of their own bicycles. To increase their security awareness, relevant government departments had also issued reminders and relevant information from time to time.

29. Mr Junius HO suggested providing more useful and modernized facilities to cyclists, such as mobile phone charging docks, WiFi connection and refreshment kiosks, at the said resting station. Solar panels should also be installed there to supply power for these facilities. Given that bricks on pavements in many districts were subject to vandalism during the recent social incidents, Mr HO called on the Administration to take into account the safety risk when considering the use of construction materials for the proposed cycle track.

30. CE(W2)/CEDD replied that the Administration would consider providing the suggested facilities at the resting station. As for refreshment kiosks, the Administration had to carefully consider the views of the local community given the possible implications on the business of existing small grocery stores and tuck shops nearby. PAS(W)2/DEVB assured members that the Administration would certainly take into account the proper use of construction materials for the proposed cycle track.

31. The Deputy Chairman noted that the Administration had recently adopted some new cycle-friendly designs to minimize the interruption to cycling due to frequent dismounting at crossings while at the same time ensure cycling safety. He enquired when these designs would be applied to the whole cycle track network in Hong Kong, including the proposed cycle track alongside Sam Mun Tsai Road.

32. PAS(W)2/DEVB and CE(W2)/CEDD advised that at some busy road junctions, cyclists had to dismount and push their bicycles across the roads; whereas at some non-busy road junctions, cyclists were allowed to cross the roads by riding their bicycles at reduced speed. On the proposed cycle track, there would be two junctions along Sam Mun Tsai Road at Yu On Street. As there were many heavy vehicles using Sam Mun Tsai Road to get to the concrete batching plant and wholesale fish market, the Administration would require cyclists to dismount and push their bicycles across the said two junctions for the sake of the safety of road users. CEDD would seek advice from the Transport Department on putting in place suitable traffic signs and road markings for cyclists

and other road users. Junction modification works would also be carried out under the proposed project.

Development schedule and cost of the proposed project

33. Dr Priscilla LEUNG expressed concern on the long lead time required for the development of the comprehensive cycle track network in NT. Likewise, Mr Junius HO criticized the Administration for the low efficiency in and long time taken for implementing the cycle track network in NT after having determined the scope and implementation programme long ago in May 2008. Mr HO found it even more unacceptable that the Administration would need two years to complete the proposed cycle track which was only 900 metres in length, and raised serious concern on its high unit cost at over \$73,000 per metre. He expressed concern that as funding submissions to FC and the approved cost estimates were information available to the public, it was highly likely that tenderers would set their tender prices close to the approved cost estimates, and in other words, a high cost estimate would usually inflate tender prices of public works projects.

34. PAS(W)2/DEVB replied that it took time to deal with the technical issues, site constraints and community views involved in the proposed project, including the need to ensure that Sam Mun Tsai Road could remain open for public during the construction period. Moreover, a retaining wall of 600 metres in length should be constructed together with the proposed cycle track. He stressed that under the established mechanism, the project costs would be determined by open and competitive tender which would reflect prevailing market situation.

35. The Chairman asked about the cost breakdown of the proposed project and requested the Administration to provide the details in the funding proposal to be submitted to the Public Works Subcommittee ("PWSC"). PAS(W)2/DEVB advised that of the project cost estimate of \$66.9 million, about 60% would be used for the construction of the proposed cycle track and the associated retaining wall, about 10% for the construction of the resting station with an area of about 400 square metres, about 10% for contingencies and the remaining some 20% for consultants' fees and remuneration of resident site staff.

Cycle track network in the New Territories*Tsuen Wan to Tuen Mun Section*

36. Dr Priscilla LEUNG declared that she was residing in NT West. Expressing safety concerns over the shared use of roads by bicycles and other vehicles, she looked forward to an early completion of the whole cycle track network in NT to address the safety issue, and she asked about the implementation schedule and alignments of the remaining sections of the cycle track network in NT, in particular in NT West. The Deputy Chairman also urged the Administration to expedite the development of the Tsuen Wan and Tuen Mun section ("TW—TM section").

37. PAS(W)2/DEVB advised that the TW—TM section would be the backbone section of the cycle track network in NT West. Given the steep road and hilly terrain in some of the locations along the TW—TM section, CEDD had been communicating closely with stakeholders over the past few years with a view to identifying a feasible and continuous alignment with a design that was cost-effective and acceptable to local community. In view of the site constraints and technical difficulties encountered, the relevant DCs had agreed with the approach of tackling the simple issues first before the difficult ones in developing the TW—TM section. Pursuant to this approach, a funding proposal was submitted to and approved by FC in June 2018 for the construction of the Advance Works to first provide a section of cycle track of about 2.3 kilometres ("km") in length from Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan and the Advance Works was expected for completion by 2020. CEDD would continue to proceed with the remaining cycle track of the TW—TM section, including Stage 1 (from Bayview Garden to Ting Kau), Stage 2A (from Tuen Mun to So Kwun Wat) and Stage 2B (from So Kwun Wat to Ting Kau) Works. Among the remaining stages, the alignment options of Stage 2A would be ready for consultation with the relevant DCs in 2020.

38. Mr Michael TIEN expressed grave concern on the prolonged delay in implementing the TW—TM section. He noted that the main difficulties encountered by the Administration included the inadequate space along the existing roads from Bayview Garden to So Kwun Wat (i.e. Stage 1 and Stage 2B Works) for the construction of the cycle tracks and strong objections from the local community on the construction of a new sea bridge for the proposed cycle track in terms of noise, visual

impact, etc. To work out a feasible alignment of the TW—TM section, Mr TIEN suggested building a new sea bridge for part of the section or an underground tunnel section underneath Castle Peak Road near Sham Tseng. Mr TIEN asked about the technical difficulties and financial implications (e.g. respective unit cost per km for the construction of a sea bridge and a tunnel) of his suggested options.

39. PAS(W)2/DEVB responded that the engineering team had been studying various possible alignment options for the TW—TM section, including those suggested by Mr TIEN, and would seek stakeholders' views in order to identify a feasible alignment. Deputy Project Manager (West), CEDD, supplemented that constructing a tunnel below the existing retaining wall underneath Tuen Mun Road would pose serious technical challenge to the project, whereas constructing a tunnel underneath Castle Peak Road, subject to study of its technical feasibility, would involve a long tunnel to be constructed and hence higher cost. She did not have a reasonable estimate on the unit cost per km for the construction of a sea bridge or a tunnel in hand, as the technical feasibility of various options was yet to be established. She added that while the Administration would keep an open mind on various possible alignment options for the TW—TM section, it was unlikely that the construction cost would be low for any of the options to be adopted at last.

Sheung Shui to Ma On Shan Section

40. Ir Dr LO Wai-kwok welcomed the opening of the Sheung Shui to Ma On Shan section of the cycle track network in NT for public use. Mr LAU Kwok-fan pointed out that while the Sheung Shui to Ma On Shan section had been open, certain segments were then temporarily closed to give way to various road projects (e.g. the widening of Fanling Highway). With the completion of these road projects, Mr LAU was concerned about the re-opening arrangements of these segments.

Submission of the funding proposal to the Public Works Subcommittee

41. The Deputy Chairman, Dr Priscilla LEUNG, Mr LAU Kwok-fan, Mr Junius HO and Ir Dr LO Wai-kwok expressed support for the funding proposal. The Chairman concluded that members in general supported the submission of the funding proposal to PWSC for its consideration.

[At 10:44 am, the Chairman proposed to extend the meeting time until the completion of the discussion on the item. Members raised no objection.]

III Any other business

42. There being no other business, the meeting ended at 10:48 am.

Council Business Division 1
Legislative Council Secretariat
19 May 2020