

立法會
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LC Paper No. PWSC235/16-17

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

**Minutes of the 21st meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 7 June 2017, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon LEUNG Kwok-hung
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP

Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Elizabeth QUAT, JP
Dr Hon CHIANG Lai-wan, JP
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon SHIU Ka-chun
Hon Wilson OR Chong-shing, MH
Hon CHAN Chun-ying
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, MH, JP
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Nathan LAW Kwun-chung
Dr Hon YIU Chung-yim
Dr Hon LAU Siu-lai

Members absent:

Hon Abraham SHEK Lai-him, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon MA Fung-kwok, SBS, JP
Dr Hon Helena WONG Pik-wan
Hon HUI Chi-fung

Public officers attending:

Mr Raistlin LAU Chun, JP

Deputy Secretary for Financial Services and
the Treasury (Treasury)³

Mr HON Chi-keung, JP	Permanent Secretary for Development (Works)
Mr Maurice LOO Kam-wah	Deputy Secretary for Development (Planning and Lands)2
Mr Donald TONG Chi-keung, JP	Permanent Secretary for the Environment
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Thomas CHAN Chung-ching, JP	Deputy Secretary for Development (Planning and Lands)1
Mr LAM Sai-hung, JP	Director of Civil Engineering and Development
Mr Janson WONG Chi-sing	Deputy Project Manager (Hong Kong Island and Islands) Civil Engineering and Development Department
Mr David LO Kwok-chung	Chief Engineer (Islands) Civil Engineering and Development Department
Ms Donna TAM Yin-ping	District Planning Officer (Sai Kung and Islands) Planning Department

Clerk in attendance:

Ms Sharon CHUNG	Chief Council Secretary (1)2
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Staff in attendance:

Miss Rita YUNG	Senior Council Secretary (1)2
Mr Raymond CHOW	Senior Council Secretary (1)6
Ms Christina SHIU	Legislative Assistant (1)2

Ms Christy YAU
Ms Clara LO

Legislative Assistant (1)7
Legislative Assistant (1)8

Action

The Chairman advised that there were nine funding proposals on the agenda for the meeting, involving a total funding of \$29,724.6 million. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, 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 707 – New Towns and Urban Area Development
PWSC(2017-18)3 786CL Tung Chung New Town Extension

2. The Chairman advised that the proposal, i.e. PWSC(2017-18)3, sought to upgrade part of 786CL to Category A at an estimated cost of \$20,568.9 million in money-of-the-day prices for the reclamation works at Tung Chung East ("TCE") and advance works for Tung Chung New Town Extension ("TCNTE"). The Subcommittee had commenced deliberation on the proposal at the meeting on 31 May 2017.

Supply of public and private housing and commercial sites at Tung Chung East Development Area

3. Mr Nathan LAW noted that the respective public/private housing mix at the TCE Development Area in terms of the number of units and occupied areas was 63:37 and 48:52. Mr LAW queried why public housing units occupied a smaller area despite being larger in number. He also requested the Administration to give an account of the current overall public/private housing mix in Tung Chung and the public views on the public/private housing mix in Tung Chung.

4. Deputy Secretary for Development (Planning and Lands)1 ("DS/DEV(P&L)1") replied that public housing occupied a smaller area due to its generally higher development density and smaller average flat size as compared with private housing. He continued that three stages of public engagement were conducted for the TCNTE project between 2012 and 2014, and the public generally supported a balance between public and private housing supply in Tung Chung with the ratio concerned being kept at a level comparable to the current overall public/private housing mix in the district.

The public/private housing mix of TCE Development Area was set at 63:37, which was broadly in line with the current overall public/private housing mix in Tung Chung (64:36) and the target of public/private housing mix (60:40) proposed in the Long Term Housing Strategy.

5. Dr KWOK Ka-ki opined that in order to increase housing supply to meet public demand for housing, the Administration should reduce the area of commercial sites at TCE Development Area and allocate all the public housing sites in the area for public rental housing ("PRH") while converting private housing sites for the construction of subsidized sales flats. Mr Andrew WAN enquired whether the Administration would adjust the public/private housing mix in Tung Chung to at least 70:30, so as to increase the supply of public housing units.

6. DS/DEV(P&L)1 explained that given the proximity of the commercial sites of TCE Development Area to major trunk roads, the Administration considered the sites not suitable for housing development having regard to environmental and noise impacts. The development of the sites for commercial use could instead create local employment opportunities for residents.

7. As for the housing sites at TCE Development Area, DS/DEV(P&L)1 reiterated that the Administration had planned the public and private housing land use in the area based on the public/private housing mix set out in the Long Term Housing Strategy and the overall public/private housing mix in Tung Chung, as well as specific area and site conditions. Nevertheless, a certain degree of flexibility was allowed in the planning of the housing sites. Should there be any changes to the housing policy in future, the land use allocation for public and private housing in Tung Chung would be reviewed and adjusted accordingly.

8. Mr Andrew WAN opined that the Administration should review the land use allocation for public and private housing in Tung Chung immediately instead of waiting until changes were made to the housing policy in future. Mr WU Chi-wai enquired about the mechanism for adjusting the public/private housing mix. Mr WU further pointed out that many people were neither eligible to apply for PRH nor able to purchase private housing units. He considered that the Administration should adjust the public/private housing mix in Hong Kong to increase the supply of subsidized sales flats among public housing developments, so as to meet the home ownership needs of the people.

9. DS/DEV(P&L)1 advised that the Administration updated the long term housing demand projection annually in order to set the housing supply

target for the coming years. The Development Bureau and the Transport and Housing Bureau ("THB") would allocate land for public or private housing development based on the supply target. As for TCE Development Area, the Housing Department proposed initially that the mix of PRH and subsidized sales flats among the public housing development be set at 70:30. He would relay Mr WU's views on increasing subsidized sales flats to THB.

10. Mr CHU Hoi-dick opined that while the Administration could generate enormous revenue from the sale of private housing and commercial sites at TCE Development Area, the public did not have any say in the decision-making process of the land sale. He considered that the Administration should reduce the land area at TCE Development Area for private development purposes and use the land to develop public facilities.

11. DS/DEV(P&L)1 took note of Mr CHU's views. He said that in developing new development areas, it was the Administration's established practice to seek funding for the provision of infrastructural and basic community facilities, while the revenue generated from the sale of private housing and commercial sites would go to the Treasury direct.

12. Mr Nathan LAW requested the Administration to provide data to justify the need of providing more than 800 000 square metres of commercial floor area at TCE Development Area despite the abundant commercial land supply in Hong Kong (e.g. the Airport North Commercial District, the topside development at the Hong Kong boundary crossing facilities ("HKBCF") Island of Hong Kong-Zhuhai-Macao Bridge ("HZMB")) in future. He commented that the area of the commercial sites at TCE Development Area should be reduced in order to release more land for public housing development. The Administration undertook to provide the information requested by Mr LAW after the meeting.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

13. Ms Alice MAK enquired about the expected number of jobs that could be provided by the commercial sites at TCE Development Area for local residents. District Planning Officer (Sai Kung and Islands), Planning Department ("DPO/PD"), responded that more than 40 000 jobs could be provided by the commercial sites. Together with the Hong Kong International Airport Three-Runway System project ("3RS") that could create about 123 000 jobs directly and 165 000 indirectly, the two projects could provide sufficient local employment opportunities for the additional working population (about 72 000 people) arising from the TCNTE project.

Reclamation works techniques

14. Ms Tanya CHAN requested the Administration to illustrate with drawing the details of the non-dredged reclamation method and deep cement mixing ("DCM") method adopted in the TCE reclamation works.

15. Director of Civil Engineering and Development ("DCED") explained that the non-dredged reclamation method, which did not involve removal of marine mud from the seabed, had fewer environmental implications than the dredged reclamation method. For the purpose of strengthening the marine mud for stabilizing the seabed underneath the seawall, the DCM method would be adopted with cement being injected into the seabed and mixed with sea mud to form clusters of DCM columns. This would enhance the strength of sea mud and build up stable seawall foundations. He undertook to provide the illustrated information requested by Ms CHAN after the meeting.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

16. Ms Tanya CHAN enquired whether the non-dredged reclamation method and/or the DCM method was/were also used in the reclamation works of the HZMB project, which was plagued with the problems of drifting of the artificial island and seawall collapse, and the 3RS project.

17. DCED advised that the non-dredged method was adopted in the reclamation works of the HKBCF artificial island and Hong Kong Link Road of HZMB, the 3RS project and the proposed reclamation works at TCE. Moreover, the DCM method was adopted in both the 3RS project and the proposed TCE reclamation works, but not in the reclamation works of the HKBCF artificial island and Hong Kong Link Road of HZMB.

18. Dr YIU Chung-yim was concerned that the unit cost of the reclamation works at TCE was higher than that of the reclamation works of the 3RS project. He suggested that the Administration should modify the design of the TCE reclamation works (such as lowering the "seawall length to reclamation area ratio" and downscaling the TCE reclamation works), so as to reduce the reclamation cost. Mr Nathan LAW and Mr KWONG Chun-yu also opined that the TCE reclamation works should be downscaled.

19. DCED explained that as set out in the supplementary information paper ([LC Paper No. PWSC190/16-17\(01\)](#)), the cost estimate of a reclamation project should take full account of various factors. For instance,

the shapes of the reclamation sites at TCE and 3RS were different. The former had a higher unit cost than the latter given its higher "seawall length to reclamation area ratio". However, the Administration considered that the shape and area of the TCE reclamation site could best meet the development needs of the TCNTE project.

20. Mr KWONG Chun-yu urged the Administration to monitor the reclamation works at TCE, so as to ensure the non-occurrence of the problem of seawall collapse facing the HZMB project. DCED said that the Administration would keep a close watch on the situation.

21. Mr CHAN Chi-chuen noted that the Administration planned to use a total of about 26 340 000 tonnes of public fill from the Tseung Kwan O and/or Tuen Mun Fill Banks for reclamation during works implementation. He enquired about the amount of fill from the two fill banks that would be delivered to the TCE reclamation site by land transport.

22. DCED replied that the fill from the two fill banks would be delivered to the TCE reclamation site mainly by sea transport, while only a small amount would be delivered by land transport. Moreover, the Administration would require the contractors to use larger barges for fill delivery, so as to reduce number of barge trips to and from the reclamation site and hence the environmental impact that might be caused by the reclamation works.

23. Ms Tanya CHAN requested the Administration to illustrate with drawing the details of the proposed mangrove and rocky eco-shoreline at the TCE reclamation site. She also enquired whether the Administration had assessed whether the salinity of water body in the vicinity was suitable for mangrove planting.

24. DCED explained that the provision of eco-shoreline at the artificial shoreline after reclamation aimed at mimicking the physical properties of natural inter-tidal shoreline, in order to provide habitat for sea organisms. Deputy Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department ("DPM/CEDD"), supplemented that mangrove eco-shoreline or rocky eco-shoreline would be provided depending on the situation of different sections of the artificial shoreline. Moreover, according to expert advice, the salinity of water body at the TCE reclamation site was suitable for mangrove planting. The Administration undertook to provide the information requested by Ms CHAN after the meeting.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

The proposed development of a marina

25. Members noted that according to the Administration's supplementary information paper ([LC Paper No. PWSC190/16-17\(01\)](#)), there were currently more than 9 700 licensed Class IV vessels (including auxiliary powered yachts, cruisers and open cruisers) in Hong Kong. However, only about 2 280 berthing spaces were provided by marinas particularly for these vessels. Mr LAM Cheuk-ting enquired (a) whether there were sufficient berthing spaces in Hong Kong for the aforesaid licensed Class IV vessels under normal weather conditions and typhoon, and the number and distribution of these berthing spaces (including those located in typhoon shelters, marinas and other locations); and (b) about the current waiting situation of marina berthing spaces.

26. DS/DEV(P&L)1 explained that apart from the 2 280 berthing spaces in marinas designated for licensed Class IV vessels/pleasure vessels, the aforesaid vessels might use the existing typhoon shelters, sheltered anchorages or private mooring areas alongside other local vessels. Under normal weather conditions, such vessels might also be moored at any suitable areas in Hong Kong except some restriction areas (e.g. fairways). During typhoon, they were berthed in places such as typhoon shelters, etc. He undertook to provide the information requested by Mr LAM after the meeting.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

27. Mr LEUNG Kwok-hung and Dr KWOK Ka-ki questioned whether the Administration's proposal to develop the marina at TCE was aimed at providing berthing spaces for Mainland tycoons to berth their pleasure boats.

28. Ms Alice MAK and Mr Andrew WAN urged the Administration to provide a water sports centre at the proposed marina for use by the public. Ms MAK enquired about the Administration's measures to train seafarers for promoting the development of the pleasure boat industry, apart from constructing a marina at TCE.

29. Mr Steven HO was concerned about the impacts of the proposed reclamation works on the fishery industry in Hong Kong. He opined that the Administration had failed to give due regard to the shortage of typhoon sheltered space and support facilities for the local fishing industry when planning the proposed marina. He suggested that the Administration should

take into account the relevant support facilities for the fishing industry when making new planning for other locations in future. Mr HO also urged the Administration to ensure the provision of sufficient berthing space for fishing vessels in various districts for use by local fishermen. Mr Andrew WAN concurred with Mr HO, and opined that the Administration should consider allowing fishing vessels to berth at the proposed TCE marina during the passage of typhoons.

30. DS/DEV(P&L)1 replied that from time to time, the Marine Department conducted assessments on the supply and demand of typhoon sheltered space for local vessels to ensure that there was sufficient sheltered space within Hong Kong waters suitable for local vessels to take refuge during the passage of typhoons. Furthermore, as there was still ample time before the implementation of the marina development, the Administration would collect and consolidate views from members and the community on the proposed marina (such as providing a water sports centre and berthing spaces for fishing vessels) in order to work out a concrete proposal for consultation. DS/DEV(P&L)1 undertook to relay to relevant government departments Ms MAK's concern about the development of the pleasure boat industry.

31. Mr Jeremy TAM enquired whether the Administration was required to submit an application to the Town Planning Board ("TPB") for revising the outline zoning plan ("OZP") if it eventually decided to replace the proposed marina with a water sports centre or change the location of the berthing space of the marina.

32. DPO/PD said that the OZP of TCE Development Area was gazetted and approved by the Chief Executive-in-Council. Apart from stipulating the always permitted uses of the land use zones and uses that required application to TPB, the OZP allowed a certain degree of flexibility in respect of ancillary facilities (e.g. water sports centres or ship repair facilities) related to the main use. Besides, mechanisms were put in place under the Town Planning Ordinance to allow the revision of OZPs when necessary (e.g. planning changes). The berthing spaces of the marina were in the waters and hence not covered by the OZP.

Implications of aircraft noise on the Tung Chung East Development Area

33. Dr Junius HO said that he supported the proposed reclamation works in principle, but was concerned about the implications of aircraft noise on the future residents in TCE Development Area. Mr CHAN Chi-chuen expressed similar concern. Mr CHAN opined that the Administration should consider downscaling the reclamation works at TCE, so as to keep

TCE away from the Noise Exposure Forecast ("NEF") 25 contours. He further enquired about the remedial measures to be taken in case some dwellings in TCE fell within the NEF 25 contours.

34. DS/DEV(P&L)1 said that the aircraft movement mode would be changed when 3RS was put into operation, so that the NEF 25 contours would be shifted away from TCE Development Area. The Administration considered the scale of the proposed reclamation works appropriate, taking into account the increase in land supply brought about by the works concerned and that the reclamation site would not be subject to aircraft noise. Moreover, the Administration would work closely with the Airport Authority Hong Kong ("HCAA") to monitor the aircraft noise situation in the course of the TCNTE project. DCED supplemented that an environmental impact assessment covering the impact of aircraft noise on TCE was conducted for the reclamation works, and the assessment report was also approved by the Environmental Protection Department.

35. Mr CHAN Chi-chuen requested the Administration to provide supplementary information on how the aircraft movement mode would be changed when 3RS was put into operation, so that the NEF 25 contours would be shifted away from TCE.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

Impact of the reclamation works on marine environment

36. Mr LEUNG Che-cheung and Mr KWONG Chun-yu requested the Administration to provide supplementary information on the details of the mitigation measures to be put in place to minimize the disturbances caused by the proposed reclamation works to Chinese White Dolphins. Mr LEUNG asked whether the aforesaid measures would include restricting the number and time of works vessels to and from the site during reclamation and whether such measures would also apply to other types of vessels (such as pleasure vessels) sailing to and from the waters concerned.

37. DPM/CEDD replied that the proposed reclamation site at TCE was located at the area with lowest use of Chinese White Dolphins within North Lantau Waters. Nonetheless, the Administration would implement various mitigation measures stipulated in the Environmental Permit to reduce the potential impact of the reclamation works on Chinese White Dolphins, such as implementing a dolphin exclusion zone of 250 metres around the reclamation site.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

Community support facilities

38. Mr Holden CHOW and Dr KWOK Ka-ki urged the Administration to strengthen the staffing support of specialist services in North Lantau Hospital ("NLTH") to address the manpower shortage which had rendered comprehensive specialist services not possible.

39. DS/DEV(P&L)1 said that the Administration would relay members' concern about the specialist services in NLTH to the Food and Health Bureau and the Hospital Authority for follow-up. Dr LAU Siu-lai requested the Administration to provide information on the plan to expand the specialist services in NLTH, including the timetable of service commencement.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

40. Dr LAU Siu-lai also asked whether the Administration would expand NLTH or develop a new hospital in TCE to address the problem of inadequate medical services in Tung Chung. DS/DEV(P&L)1 replied that the Administration had reserved a site adjacent to NLTH for the Phase 2 development of NLTH. The Administration considered it more desirable to have a dedicated district hospital (i.e. NLTH) to centrally provide medical services for Tung Chung residents.

41. Dr LAU Siu-lai commented that the Phase 2 development of NLTH, even if implemented, was not sufficient to cope with the future population increase arising from the TCNTE project. She requested the Administration to provide supplementary information on whether the Administration would consider Phase 3 development of NLTH in addition to the Phase 2 development plan.

(Post meeting note: The supplementary information provided by the Administration ([LC Paper No. PWSC192/16-17\(01\)](#)) was tabled at the meeting on 10 June 2017.)

42. Dr LAU Siu-lai urged the Administration to ensure that the commissioning of the community facilities in TCE (e.g. schools and welfare facilities) could match the timetable of population intake of the area, so that

the people moving into TCE in future could make use of such facilities as soon as possible. Mr LEUNG Kwok-hung also requested the Administration to provide sufficient community facilities for future TCE residents.

43. In response, DS/DEV(P&L)1 said that the Administration would reserve sufficient land at TCE Development Area for the development of community support facilities. The proposed Sustainable Lantau Office would also strengthen coordination among various government departments so that the commissioning of community facilities could match the timetable of population intake of the area.

44. Mr Jeremy TAM requested the Administration to explain the differences in land use between the land zoned for district open space and those zoned for regional open space under the Recommended Outline Development Plan of TCE.

45. DPO/PD explained that under the Hong Kong Planning Standards and Guidelines, the standard for provision of local open space (located near the residential households) was one square metre per person, and that of district open space (provided for the wider district population) was one square metre per person, i.e. a total of two square metres of open space per person. Apart from the aforesaid standards, the Administration would provide additional regional open space at strategic locations to serve local population and visitors.

Transport support facilities

46. Ms Alice MAK was concerned whether the MTR TCE Station and Tung Chung West ("TCW") Extension could be completed earlier to tie in with the timetable of population intake of the development areas at TCE and TCW. She also enquired about the details of external transport connection of TCE Development Area in future, including the connection with the Airport Island and TCW.

47. DCED advised that under the Railway Development Strategy 2014, the indicative implementation window for the TCW Extension was from 2020 to 2024. As for the TCE Station, the TCNTE Study proposed a commissioning date of 2026. Moreover, the connection among Tung Chung, the Airport Island and HKBCF was also examined in the context of the planning, engineering and architectural study for topside development at HKBCF island of HZMB – feasibility study. HKAA had also embarked on a consultancy study to review the technical feasibility, financial viability and operation strategy for a shuttle service running between TCE and the Airport

Island using the spare capacity of the existing Airport Express Line ("AEL") tracks.

48. Mr Michael TIEN requested the Administration to update members on the progress of the study on the provision of shuttle service running between TCE and the Airport Island using the spare capacity of AEL tracks, and the Administration's stance on the proposed shuttle service.

49. DCED explained that the relevant feasibility study conducted by HKAA was completed and the findings were forwarded to THB for consideration. Given that the scale of engineering works involved in the proposal of using the spare capacity of AEL tracks was smaller than that of other proposed options (such as providing a light rail system) and the strong demand from local communities for strengthened transport connection between TCE and the Airport Island, the Administration would follow up on the proposal vigorously.

50. Mr Holden CHOW opined that apart from the proposed TCE Station, the Administration should discuss with MTR Corporation Limited ("MTRCL") on how to increase the train frequency on the MTR Tung Chung Line, so as to cope with the transport needs of Tung Chung residents commuting to and from the urban area during peak hours.

51. DCED replied that the passenger loading of the section between Hong Kong Station and Tsing Yi Station on the MTR Tung Chung Line during peak hours had reached 85%. The Administration would discuss with MTRCL on how to increase the train frequency of the railway lines concerned.

52. The Chairman advised that the Subcommittee would continue to discuss this item at the next meeting. The meeting ended at 10:30 am.