

# LCQ6: Enhanced Supplementary Labour Scheme

Following is a question by the Hon Shiu Ka-fai and a reply by the Secretary for Labour and Welfare, Mr Chris Sun, in the Legislative Council today (April 10):

Question:

The Enhanced Supplementary Labour Scheme (ESLS), which has accepted applications since September 4 last year, covers 26 job categories normally excluded from the Supplementary Labour Scheme, and such coverage arrangement will last for two years. Under the ESLS, if imported workers are Mainland residents, employers may opt to provide them with accommodation in Hong Kong or on the Mainland, or arrange them to reside in their residential premises on the Mainland. In this connection, will the Government inform this Council:

(1) of the following information on the ESLS to date: the number of applications received and the number of workers involved, the number of applications approved and the number of workers involved, as well as the respective numbers of Mainland workers who are provided with accommodation on the Mainland by their employers and are arranged to return to reside in their residential premises on the Mainland on the same day after work, with a tabulated breakdown by the aforesaid 26 job categories;

(2) in respect of jobs other than the aforesaid 26 job categories, how the numbers of applications made and approved for importation of workers as well as the number of workers involved compare before and after the launch of the ESLS; and

(3) whether it has considered further improving the mechanisms and procedures involved in making applications under the ESLS as well as vetting and approving the ESLS applications; if so, of the details; if not, the reasons for that?

Reply:

President,

To cope with the challenges brought by manpower shortage, the Government has enhanced the mechanism for importation of workers on the premise of safeguarding the employment priority for local workers. Apart from launching sector-specific labour importation schemes for the construction sector, transport sector, and residential care homes for the elderly and residential care homes for persons with disabilities, the Labour Department (LD) has also enhanced the coverage and operation of the Supplementary Labour Scheme (SLS) in the past, including suspending the general exclusion of the 26 job categories (set out at Annex 1) as well as unskilled/low-skilled posts from

labour importation for two years.

The reply to the Member's question is as follows:

(1) Since the launch of the Enhanced Supplementary Labour Scheme (ESLS) on September 4, 2023 and as at March 31, 2024, 3 701 applications seeking to import 37 377 workers were received under the ESLS. Of these applications, 29 190 imported workers intended to take up posts which were generally excluded from labour importation before.

During the same period, 964 applications seeking to import 5 134 workers were approved under the ESLS, including 2 318 were approved to take up posts which were generally excluded from labour importation in the past. A breakdown of the numbers of imported workers applied for and approved, by the above 26 job categories, is at Annex 2. In addition, apart from the approved applications, as at March 31, 2024, 993 applications in respect of those received after the launch of the ESLS had started or completed the local recruitment exercise, seeking to import 11 886 workers. The LD expects that the vetting of most of these applications will be completed in the second quarter of this year, where the exact number approved will depend on the results of local recruitment and the application details of the cases.

If the imported workers are Mainland residents, employers may opt to provide accommodation in Hong Kong or on the Mainland for the imported workers, or allow the imported workers to reside in their residential premises on the Mainland. The LD does not maintain a breakdown of the accommodation arrangement for imported workers.

(2) From January 1, 2023 to September 3, 2023, the numbers of imported workers applied for and approved under the SLS were 8 072 and 2 139 respectively. Since the launch of the ESLS on September 4, 2023 and as at March 31, 2024, applications for importing 8 187 workers taking up posts covered by the SLS in the past were received under the ESLS and 2 816 imported workers were approved. As the ESLS does not accept applications for importation of workers from employers covered by sector-specific labour importation schemes, the above-mentioned figures are not directly comparable with those of the SLS.

(3) The LD has been closely monitoring the operation of the ESLS and striving for continuous improvements on the execution. The LD has launched a dedicated website to introduce the features of the ESLS, and uploaded the "List of Common Posts" covering the median monthly wage, working hours, entry requirements and duties of 156 common posts in different industries for employers' reference. As at March 31, 2024, the LD had organised 44 briefings for employers on the ESLS and the points-to-note about submission of applications.

To further improve the workflow of processing applications, the LD will shortly introduce the following new measures:

(i) an application form for common posts will be introduced next month. If an employer uses the new application form and fills in the information specified

in the "List of Common Posts", the processing time will be shortened;

(ii) apart from briefings for employers, the LD will also organise briefings for employment agencies involved in labour importation matters and explain the application arrangements of the ESLS to facilitate employment agencies to assist employers on the handling of applications;

(iii) the LD will exercise flexibility in the handling of recruitment advertisements placed by employers during local recruitment, and will also remind employers to report to the LD the interview results as soon as possible; and

(iv) through internal deployment of staff, the LD will vet applications submitted by employers as soon as possible and provide advice on information of relevant applications.

The LD will continue to closely monitor the ESLS, safeguard the employment priority for local workers and improve the processing of applications.

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## **LCQ1: Measures to dovetail with enhanced passenger and cargo handling capacities of airport**

Following is a question by the Hon Frankie Yick and a reply by the Acting Secretary for Transport and Logistics, Mr Liu Chun-san, in the Legislative Council today (April 10):

Question:

It is learnt that the Airport Authority Hong Kong (AAHK) aims to complete the Three-Runway System at the Hong Kong International Airport (HKIA) within this year, to be followed by the progressive commissioning of the relevant facilities in phases, and it is expected that from 2035 onwards, HKIA will be able to handle 120 million passenger trips and 10 million tonnes of cargo annually. In this connection, will the Government inform this Council:

(1) given that HKIA's passenger and cargo handling capacities will be enhanced significantly, of the Government's specific measures in place to attract more airlines to set up their base in Hong Kong and launch more routes plying to and from Hong Kong, so as to strengthen Hong Kong's aviation network;

(2) of the measures in place to ensure sufficient support personnel at HKIA,

including ground crews, baggage handlers, aircraft maintenance mechanics, catering service personnel, etc., to cope with HKIA's passenger and cargo handling capacities which will be enhanced significantly; and

(3) as there are views pointing out that the fees charged by HKIA are high relative to those charged by the airports in neighbouring regions, thus undermining the competitiveness of Hong Kong's air cargo industry, whether the Government will request AAHK to conduct a comprehensive review to see if there is room for downward adjustment of HKIA's current fee levels; if it will, of the details; if not, the reasons for that?

Reply:

President,

Hong Kong is an international aviation hub. This positioning is recognised in the National 14th Five-Year Plan and the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area. To cater for the long-term air traffic demand and to enhance the passenger and cargo capacity, the Airport Authority Hong Kong (AA) is developing the Three-Runway System (3RS) at Hong Kong International Airport (HKIA). The third runway was commissioned in 2022 as scheduled and the target is to commission the 3RS by the end of this year. The AA will open relevant passenger facilities by phases in light of the passenger traffic demand. The expanded HKIA will be able to handle 120 million passengers and 10 million tonnes of cargo per year from 2035 onwards.

In this connection, the Government and the AA have launched a series of measures to implement national strategies and to enhance the long-term competitiveness of Hong Kong's aviation industry. My reply to the question raised by Hon Frankie Yick is as follows:

(1) At present, there are about 120 airlines operating flights between HKIA and some 180 destinations worldwide, with the number of destinations at about 80 per cent of the pre-pandemic level. The daily passenger throughput and the number of flight movements have recovered up to about 80 per cent and 90 per cent of the pre-pandemic levels respectively. As for cargo, HKIA remained as the world's busiest cargo airport in 2022 and we are confident in maintaining this position in 2023.

Leveraging the opportunities brought by the 3RS and our country's support of the "Air Silk Road", the Government will focus on the current major routes and routes along the Belt and Road with potential, including destinations in Europe, Africa, South America and Asia, negotiate and enhance air services agreements and strengthen aviation services between Hong Kong and these regions. While local airlines are actively resuming their services, they are also launching new routes. The Transport and Logistics Bureau (TLB) encourages them to enhance their services in response to market demand and in line with our country's development strategies. The AA has also been discussing with non-local airlines to launch and increase flights to and from Hong Kong, as well as working with relevant parties to step up publicity

efforts so as to boost the demand for travel to Hong Kong for leisure and business purposes.

We also seek to expand HKIA's service catchment in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). On the passenger side, the AA has built the SkyPier Terminal, introduced the "Fly-Via-Zhuhai-HK" passenger service, and set up city terminals in the GBA to make it more convenient for passengers from the GBA to use HKIA for overseas travel. On the cargo side, the AA is working with Dongguan to develop the sea-air intermodal cargo transshipment mode and will actively pursue the provision of cold-chain cargo services in the logistics park set up in Dongguan. The AA will also join hands with Zhuhai to develop international cargo business.

In addition, in respect of international air cargo services, the TLB is flexibly approving applications from airlines to operate additional flights, having regard to their operational needs and market demand. On hardware, following the opening of the DHL expanded hub and Cainiao Smart Gateway last year, together with United Parcel Service's new hub facility to be completed by 2028, HKIA by then will be able to handle a total of about 9 million tonnes of cargo each year. The AA will continue to actively attract international cargo forwarders and major global retailers to set up their Asian aviation logistics base in Hong Kong.

(2) In terms of manpower, the Government established the Maritime and Aviation Training Fund in 2014 and supported the AA to set up the Hong Kong International Aviation Academy in 2016 to promote the professional development of the aviation industry and attract more young people to join the industry. At the same time, in collaboration with the airport community, the AA has been actively enhancing the working environment and welfare of practitioners, as well as applying technology and smart techniques in airport services to reduce the pressure on manpower. To support the continual recovery of air traffic after the pandemic, in addition to active local recruitment by the industry, the Government launched a labour importation scheme –specific to the aviation industry in July last year. Regarding the manpower demand after the commissioning of the 3RS, the AA will conduct a fresh round of airport manpower survey this year to review the manpower situation of the airport community.

(3) As for airport charges, an independent international consultancy renowned in the aviation industry conducts a review on the charges of major international airports annually. In the 2023 report on such review in which around 50 major international airports were covered, HKIA's overall airport charges ranked in the mid-tier and were generally lower than many hub airports in Asia and beyond, including London Heathrow Airport, Singapore Changi Airport and Osaka Kansai Airport, etc. Moreover, we believe that airlines and different service providers at HKIA do not only compare charges, but also seek to achieve cost-effectiveness. The AA will continue to closely monitor market development and regularly review airport charge levels.

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## LCQ16: Tackling the issue of subdivided units

Following is a question by Dr the Hon Wendy Hong and a written reply by the Secretary for Housing, Ms Winnie Ho, in the Legislative Council today (April 10):

Question:

The Chief Executive announced in the 2023 Policy Address that a Task Force on Tackling the Issue of Subdivided Units (the Task Force) would be established. The Task Force will conduct study to understand the living environment of subdivided units (SDUs) and the composition of the persons living in SDUs, and listen to the views of different stakeholders when formulating its recommendations. In this connection, will the Government inform this Council:

(1) given that according to the 2021 Population Census, 34.2 per cent of SDU households have a monthly income of \$20,000 or above, which exceeds the income limit in respect of 1-person or 2-person family size for public rental housing (PRH) application, whether the Government will, through the aforesaid study, find out the specific number of SDU households with household income exceeding the income limit for PRH application;

(2) given that according to the Report of the Task Force for the Study on Tenancy Control of Subdivided Units published by the former Transport and Housing Bureau in 2021, 48.6 per cent of SDU households have not applied for PRH, and among them, nearly 35 per cent have cited being "non-permanent Hong Kong residents" as their main reason for not doing so, whether the Government will, through the aforesaid study, find out the number of SDU households with members who are non-Hong Kong residents (e.g. the specific numbers of Mainland residents holding Exit-entry Permits for Travelling to and from Hong Kong and Macao as well as non-refoulement claimants); given that such non-Hong Kong residents are not eligible for applying for PRH, whether the Government will study the options available to them after "bidding farewell to SDUs"; and

(3) given that pursuant to Part IVA of the Landlord and Tenant (Consolidation) Ordinance (Cap. 7), a landlord must submit a Notice of Tenancy (the Notice) to the Rating and Valuation Department (RVD) within 60 days after the term of a regulated tenancy commences, but as at November 14, last year, RVD only received 23 500 Notices from around 110 000 SDUs across the territory, and there are views that such a situation is unsatisfactory, whether the Government will, through the aforesaid study, step up random checks in the course of visiting SDUs and require those landlords who have not yet submitted the Notice to fulfil their obligation as early as possible?

Reply:

President,

The Government of the Hong Kong Special Administrative Region (HKSAR) has all along been paying attention to the housing needs of those who are inadequately housed, and striving to identify land for housing development to increase the overall supply of public and private housing. We have identified sufficient land to meet the public housing supply target of 308 000 units in the coming 10 years, making it an opportune time to tackle the long-standing issue of subdivided units (SDUs).

Following the Chief Executive (CE)'s announcement of the Policy Address in October 2023, the HKSAR Government has established the interdepartmental Task Force on Tackling the Issue of Subdivided Units (the Task Force), led by the Deputy Financial Secretary, Mr Michael Wong, with the Secretary for Housing, Ms Winnie Ho, as the deputy. The Task Force will put forward proposals on minimum standards of the living conditions for SDUs, eradication of substandard SDUs in an orderly manner, etc. Relevant policy bureaux and departments are now discussing and studying the related matters at full steam. We have also commissioned a consultant to visit different types of SDU households across Hong Kong to collect the relevant data so as to assist the Task Force in understanding the latest situation of existing SDUs and relevant households. Upon completion of the in-depth study, the Task Force targets to come up with a feasible solution that can address the issue of SDUs in an orderly manner, and to present the report to CE in 10 months' time.

Having consulted the Rating and Valuation Department (RVD), the reply to various parts of the question raised by Dr the Hon Wendy Hong is as follows:

(1) to (2) Our consultant is visiting different types of buildings across Hong Kong and interviewing the SDU households therein, with the main objectives of estimating the size and characteristics of the population living in existing SDUs, understanding the living environment of SDUs, as well as collecting the key data of residents, including household size, income, composition, residency status in Hong Kong, etc. Such information will assist the Task Force in putting forward orderly solutions regarding the setting of minimum standards of the living conditions for SDUs, as well as the formulation of strategy, priorities in eradicating substandard SDUs, etc.

The HKSAR Government fully understands that the issue of SDUs involves the accommodation of tens of thousands of families. Therefore, eradicating substandard SDUs is not a short-term target which can be achieved overnight. When the HKSAR Government formulates the relevant policies, the basic principle is not to render the households homeless. During this process, the Government will allow reasonable time for SDU landlords to carry out necessary rectification works for their SDUs to meet the relevant standards, as well as to liaise with tenants on the proper move-out arrangement. Due consideration will also be given to the timing and priorities of the relevant enforcement actions as well as appropriate follow-up arrangements.

(3) Pursuant to Part IVA of the Landlord and Tenant (Consolidation) Ordinance (Cap. 7) (the Ordinance), the landlord must, within 60 days after the term of the regulated tenancy commences, submit a Notice of Tenancy (Form AR2) to notify RVD of the particulars of the tenancy. If the landlord, without reasonable excuse, refuses or neglects to comply with this requirement, the landlord commits an offence, and is liable on conviction to a maximum fine at level 3 (\$10,000), and in the case of a continuing offence, to a further fine of \$200 for each day during which the offence continues. As at end-March 2024, RVD processed a total of 29 354 Forms AR2.

In addition to carrying out publicity and education work and visiting SDU households on a regular basis, RVD has also been taking resolute enforcement actions to remind SDU landlords that they must comply with the requirements under the Ordinance. As at end-March 2024, RVD identified a total of 3 091 cases of suspected contravention of the Ordinance, amongst which 2 880 were proactively identified by RVD through different channels and the remaining 211 were complaint cases. In this regard, RVD successfully prosecuted 201 cases, involving 169 SDU landlords (amongst which 165 cases (involving 165 landlords) were related to contravening the requirement of submission of Form AR2), with fines ranging from \$500 to \$18,600, amounting to a total of \$374,800. There were another 53 cases prosecuted and pending hearing. Apart from prosecuted cases, RVD also issued warning letters to the landlords of 1 423 cases relating to the submission of Form AR2 after consulting the Department of Justice (DoJ). Meanwhile, RVD is investigating 844 cases and seeking advice from DoJ regarding the other 21 cases to determine whether to take further action. As for the remaining 549 cases, prosecution was not warranted due to insufficient evidence upon completion of investigation.

Besides, RVD has set a key performance indicator targeting to check landlords of no less than 1 000 SDU households in 2024-25 on whether they have committed offences for regulated tenancies. Based on the information collected under the Ordinance and that obtained from different government departments, RVD targets at the districts with more SDUs and cases that may involve more serious/a larger number of offences, to identify suspicious landlords and require them to provide tenancy-related information for checking their compliance with the Ordinance. RVD will continue to identify suspected cases of contravening the Ordinance through appropriate channels and means, as well as to promote the Ordinance and the relevant statutory requirements. It is expected that the number of Form AR2 received will gradually increase in view of the enhanced enforcement and publicity efforts.

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**[TD to invite applications for Taxi](#)**



# Fleet Licence

The Transport Department (TD) today (April 10) announced that the department will invite interested parties to apply for the Taxi Fleet Licence from this Friday (April 12), with a deadline of noon on May 31. Having considered the response of the trade and balanced the need to ensure the quality of taxi fleets, no more than five taxi fleet licences are intended to be issued in this invitation.

The Government earlier launched a series of measures to enhance the overall quality of personalised point-to-point transport services, including the introduction of a taxi fleet regime. The relevant legislation has come into force since December 22 last year.

A Government spokesman said, "We hope that through the introduction of the taxi fleet regime, taxi fleets providing quality service will set a leading and exemplary role in the trade and foster healthy competition among different taxi fleets, as well as taxi fleets and non-fleet taxis, and gradually change the trade's ecology through market evolution. This will encourage the taxi trade to strive for excellence, and enhance the standard of services and the image of the trade for the benefit of passengers, drivers and society as a whole."

Under the taxi fleet regime, the TD will issue Taxi Fleet Licences and regulate the operation and management of taxi fleets through licensing conditions, including the requirements in relation to fleet size, age of vehicles and services to be provided by fleet licensees, such as the provision of online booking channels (including mobile applications and websites) and e-payment means, as well as the installation of CCTV systems and technological devices to enhance driving safety inside the compartments. The taxis must not be more than 3 years old when they join the fleets and must not be more than 10 years old throughout the license period. As regards the fleet size, a mixed or urban taxi fleet shall have 300 to 1 000 taxis, while a New Territories taxi fleet shall have 100 to 350 taxis.

The spokesman continued, "To encourage participation of the trade, the TD will implement a number of measures to facilitate the operation of taxi fleets. In terms of fares, taxi fleets are allowed to set their own fares for booked trips, which may be in the form of a pre-agreed booking fee on top of the metered fare, or a lump sum fare agreed with the passenger before the journey starts. Fleet licensees are also allowed to design the livery and marking of their fleet taxis (subject to the approval of the Commissioner for Transport). The Government will also publicise the licensed taxi fleets through its official channels and designate a few dozen fleet taxi stopping places at the airport, some of the boundary control points (including the Heung Yuen Wai Port, the Shenzhen Bay Port and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port), the West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, some of the Airport Express Stations, the Kai Tak Cruise Terminal, the Hong Kong Disneyland, etc, to facilitate fleet taxis' picking up of passengers who have booked a journey. The TD will

continue to identify suitable locations for setting up more designated stopping places for fleet taxis."

Also, the Government has identified two sites in Tsing Yi and Tai Po respectively and plans to grant the sites on a short-term basis for co-use by taxi fleet licensees for purposes such as parking and basic maintenance. This will help the fleet licensees provide better maintenance and management for their fleet taxis and enhance service quality.

Moreover, the Government will encourage the taxi fleets to conduct research and apply technology to enhance the safety and quality of taxi services through the Smart Traffic Fund. The Management Committee on Smart Traffic Fund has earlier agreed in principle to set up a new "Research and Application" project type under the fund for fleet licensees to apply for funding. Fleet licensees will be required to set out the research objectives of their project in the application for approval by the Management Committee, and undertake to use the funded equipment (e.g. fleet management systems and technological devices) to collect operational and driving safety data of their fleet taxis and conduct analysis, with a view to enhancing the quality of taxi services, improving driving safety of the drivers and enhancing operational efficiency of taxi services. The maximum amount of grant for each fleet licensee is \$10 million, with the maximum percentage of subsidy being 70 per cent of the estimated cost of the project. The duration of the funded project should normally not exceed two years. The details will be announced separately.

Application details and conditions for the taxi fleet licence are subject to the invitation documents. Interested parties can obtain the invitation documents from the office of Taxi Section of the Transport Department on 14/F South Tower, West Kowloon Government Offices, 11 Hoi Ting Road, Yau Ma Tei, Kowloon (Tel.: 3842 5820; Fax: 2824 2176) during office hours from 11am on April 12 (Friday), or download them from the TD website ([www.td.gov.hk/en/transport\\_in\\_hong\\_kong/public\\_transport/taxi/index.html](http://www.td.gov.hk/en/transport_in_hong_kong/public_transport/taxi/index.html)).

Applicants must complete and submit the form of application, service proposal and relevant supporting documents (one original and seven legible photocopies) in accordance with the terms and conditions of the invitation documents. The application should be submitted in a sealed envelope with "Application for Taxi Fleet Licence 2024" clearly marked on the envelope. Applications must be deposited in the Transport Department Tender Box situated at the reception counter of the Transport Department Headquarters on 10/F South Tower, West Kowloon Government Offices, 11 Hoi Ting Road, Yau Ma Tei, Kowloon, before noon on May 31, 2024 (Friday). Late applications or applications not deposited in the Transport Department Tender Box will not be accepted.

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## LCQ19: Broadcasting major sports events

Following is a question by the Hon Chan Yung and a written reply by the Secretary for Culture, Sports and Tourism, Mr Kevin Yeung, in the Legislative Council today (April 10):

Question:

The Paris Summer Olympic Games (Olympic Games) will be held from July 26 to August 11 this year. There are views pointing out that the Olympic Games, as an international event which attracts worldwide attention and showcases athletes' spirit of training hard and struggling with perseverance, is a good opportunity to tell the stories of China and Hong Kong, China well, and it is also necessary to make preparations for the production of Olympic programmes. On broadcasting major sports events, will the Government inform this Council:

(1) as there are views that the Government's acquisition of the television broadcasting rights of the Tokyo Olympic Games in 2021 for broadcast by television stations aroused a wave of sports fervour, in order to attract members of the public to indulge in the competition atmosphere when the Paris Olympic Games is hosted, whether the Government has planned ahead for the broadcasting arrangements of the events concerned, such as arranging live broadcast free of charge, promoting acquisition of the relevant broadcasting rights by the Hong Kong Jockey Club, or strategically acquiring the broadcasting rights of some of the events (particularly the events in which the national team and the Hong Kong team participate); and

(2) as there are views pointing out that promoting sports development has a positive impact on both the development of the soft power of Hong Kong and the country as well as national education, whether the Government will more actively consider cooperating with the China Central Television to make group purchases of the broadcasting rights of large-scale sports events at more affordable prices?

Reply:

President,

The Olympic Games (OG) and the Paralympic Games (PG) are among the highest-level major international sports events in the world. The 2024 Paris OG and PG will take place from July 26 to August 11, 2024 and from August 28 to September 8, 2024 respectively. Hong Kong athletes are gearing up in full swing to prepare and obtain qualifications for participation in these two Games. As of the end of March 2024, Hong Kong athletes have already obtained qualifications for 15 events in five sports of the Paris OG and 12 events in three sports of the Paris PG. We hope that more Hong Kong athletes will be qualified for these two Games in the coming two months. To help them achieve

good results, the Government will provide comprehensive support to Hong Kong athletes competing in these two Games.

My reply to the questions raised by the Hon Chan Yung is as follows:

(1) Of late, the Government has been closely monitoring the negotiations in the local market concerning the broadcasting rights for the Paris OG and PG. At the same time, there have been calls from the community that the Government should procure the broadcasting rights for the OG and PG again in order for members of the public to watch the Paris OG and PG free of charge. Considering the unfavourable market environment for commercial broadcasters to invest substantially in the broadcasting rights for the Paris OG, and the tremendous social value brought by the prior broadcasting of the Tokyo OG, the Government decided to enter into negotiations with the two companies which hold the broadcasting rights for the Paris OG and PG early this year. We have recently reached agreement with these two companies. By procuring the broadcasting rights for these two Games in Hong Kong, members of the public will be able to enjoy the Paris OG and PG on television free of charge, and to cheer for Mainland and Hong Kong athletes.

We have secured the support of three local licensed television broadcasters and the Radio Television Hong Kong to broadcast the Paris OG and PG. The broadcasting arrangements will largely follow those for the Tokyo OG and PG, i.e. the Government will cover the full cost of the broadcasting rights for these two Games, while the participating broadcasters are required to shoulder the full production costs and take up certain responsibilities and obligations, including the production of publicity/promotional programmes for the Paris OG and PG as well as for promoting sports development in Hong Kong. Detailed arrangements will be announced after they have been firmed up.

(2) Broadcasting rights of major international sports events in Hong Kong have always been awarded through competitive bidding among broadcasters, taking into account market and commercial considerations. The procurement of the broadcasting rights for the Tokyo OG and the Paris OG were special arrangements of the Government. We will closely monitor the broadcasting of major international sports events and make suitable arrangements.