

**立法會**  
**Legislative Council**

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**Legislative Council**  
**Panel on Economic Services**

**Minutes of meeting held on**  
**Monday, 28 January 2002, at 10:45 am**  
**in the Chamber of the Legislative Council Building**

- Members present** : Hon James TIEN Pei-chun, GBS, JP (Chairman)  
Dr Hon LUI Ming-wah, JP (Deputy Chairman)  
Hon Kenneth TING Woo-shou, JP  
Hon Eric LI Ka-cheung, JP  
Dr Hon David LI Kwok-po, GBS, JP  
Hon Fred LI Wah-ming, JP  
Hon Mrs Selina CHOW LIANG Shuk-ye, JP  
Hon CHEUNG Man-kwong  
Hon HUI Cheung-ching, JP  
Hon CHAN Kam-lam  
Hon SIN Chung-kai  
Dr Hon Philip WONG Yu-hong  
Hon Jasper TSANG Yok-sing, JP  
Hon Howard YOUNG, JP  
Hon LAU Chin-shek, JP  
Hon Miriam LAU Kin-ye, JP  
Hon CHOY So-yuk  
Hon Henry WU King-cheong, BBS
- Non-Panel members attending** : Hon CHAN Yuen-han, JP  
Hon Albert CHAN Wai-yip

**Public officers  
attending**

**: Agenda Item IV**

Economic Services Bureau

Ms Sandra LEE  
Secretary for Economic Services

Miss Sandy CHAN  
Principal Assistant Secretary for Economic Services

Civil Aviation Department

Mr Albert LAM  
Director-General of Civil Aviation

Mr Simon LI  
Chief Operations Officer (Technical Administration)

**Agenda Item V**

Economic Services Bureau

Ms Sandra LEE  
Secretary for Economic Services

Mrs Rebecca LAI  
Commissioner for Tourism

Mrs Erika HUI  
Assistant Commissioner for Tourism

Planning Department

Mr Augustine NG  
Assistant Director of Planning

**Clerk in attendance** : Mr Andy LAU  
Chief Assistant Secretary (1)2

**Staff in attendance** : Ms Debbie YAU  
Senior Assistant Secretary (1)1

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**I Confirmation of minutes and matters arising**

(LC Paper No. CB(1)852/01-02 - Minutes of meeting held on 18 December 2001)

The minutes of the meeting held on 18 December 2001 were confirmed.

**II Information papers issued since last meeting**

(LC Paper No. CB(1)739/01-02(01) - Tables and graphs showing the import and retail prices of major oil products from December 1999 to November 2001 furnished by the Census and Statistics Department)

2. Members noted the above information paper issued since last meeting.

**III Items for discussion at the next meeting scheduled for 25 February 2002**

(LC Paper No. CB(1)883/01-02(01) - List of outstanding items for discussion; and

LC Paper No. CB(1)883/01-02(02) - List of follow-up actions)

3. Members agreed to discuss the following items at the forthcoming meeting to be held on 25 February 2002 at 10:45 am:

- (a) Approval scheme for domestic gas appliances;
- (b) Hong Kong Wetland Park at Tin Shui Wai - Phase 2 works; and
- (c) Subsidiary Legislation under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548), Merchant Shipping (Safety) Ordinance (Cap. 369) and Shipping and Port Control Ordinance (Cap. 313).

*(Post-meeting note: The Administration had advised that due to unforeseen circumstances, the relevant subsidiary legislation under the Merchant Shipping (Safety) Ordinance (Cap.369) was not yet ready for discussion at next meeting and had to be deferred to a later meeting.)*

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**\*IV Proposal to ban Chapter 2 wide-bodied aircraft operating to and from Hong Kong**

(LC Paper No. CB(1)883/01-02(03) - Information paper provided by the Administration)

4. The Director-General of Civil Aviation (DGCA) introduced the Administration's paper on the subject (LC Paper No. CB(1)883/01-02(03)). He highlighted the following salient points regarding the proposal:

- (a) The International Civil Aviation Organization (ICAO) adopted a resolution in October 1990 on the phasing out of Chapter 2 subsonic jet aircraft (certificated before 6 October 1977) from service for its less stringent noise standards, gradually over a period of not less than 7 years starting from 1 April 1995;
- (b) Aeronautical authorities in Australia, Canada, Germany, Japan, New Zealand, Norway, Singapore and the United Kingdom intended to progressively prohibit the operation of Chapter 2 wide-bodied aircraft in their countries soon after 31 March 2002;
- (c) The Administration proposed to prohibit all Chapter 2 wide-bodied aircraft from landing or taking-off in Hong Kong with effect from 1 May 2002; and
- (d) For the first nine months of 2001, less than 4% of the total movements at the Hong Kong International Airport (HKIA) were operated by aircraft not meeting the Chapter 3 noise standards. All airlines operating scheduled services to and from Hong Kong, the Airport Authority and the aircraft maintenance companies were consulted on the proposal and none had indicated problem with the proposal. The proposal should not have much impact on the industry or the economy.

*Economic Implications*

5. While acknowledging the proposal might benefit residents living along the flight path, Mr SIN Chung-kai was concerned about the impact of the proposal on the economy and enquired about the number of Chapter 2 aircraft arriving Hong Kong last year and whether the Administration had assessed the economic implications on the relevant sectors, including possible laid-off. Ms Miriam LAU also asked whether some air traffic which were originally heading for Hong Kong would be re-directed to nearby airports in Macau or the Mainland as a result of the proposed ban. She enquired whether and when the same policy would be adopted by these places.

6. DGCA reiterated that for the first nine months of 2001, less than 4% of the total

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movements at the HKIA, that was around 4 600 movements, were operated by wide-bodied aircraft not meeting Chapter 3 noise standards. Among these 4 600 movements, 62% carried passengers and 30% carried cargoes. The remaining 8% were Combi, carrying both passengers and cargoes. He assured members that all airlines operating scheduled services to and from Hong Kong were consulted and none of them had indicated problem in complying with the proposal. As a matter of fact, the airlines were aware of the ICAO's resolution made in 1990 and hence should have been well prepared for the phasing out of Chapter 2 wide-bodied aircraft. He believed that the airlines would replace Chapter 2 aircraft operating in Hong Kong and the phased-out aircraft would probably be re-directed to provide service to other places without similar restrictions. Upon members' request, the Administration undertook to provide further information concerning the implementation of the same policy in Macau and the Mainland after the meeting.

*Disturbances caused by aircraft noises to residents*

7. For the purpose of assessing and monitoring aircraft noise on near-by residents, Dr Philip WONG opined that noise measurements should be conducted in areas close to residential areas. Dr WONG also pointed out that there was a need for the Lands Department to alert concerned parties the possible noise disturbances caused by aircraft when it granted or tendered out lands for housing developments near Chek Lap Kok or areas along the flight paths.

8. In response, DGCA explained that noise impact caused by aircraft was assessed on the basis of the internationally accepted "Noise Exposure Forecast (NEF) Contour". The contour was mapped out according to the noise levels recorded and frequency of aircraft movements on a year round basis. The standard currently adopted in Hong Kong was NEF 25 contour, inside which no new noise sensitive developments should be planned. He further clarified that the NEF contour standard represented the total exposure of a location to aircraft noise arising from the operation of an airport and did not refer to a particular aircraft at a particular time.

9. Ms Miriam LAU queried the effect of the proposed ban on reducing aircraft noise on affected residents under the flight paths. DGCA confirmed that the proposed ban was effective in reducing aircraft noise on residents as a Chapter 2 aircraft generally produced louder noise than a Chapter 3 aircraft.

10. Mr Albert CHAN advised that different NEF Contour standards should be adopted during the day and at night. He further pointed out that excessive aircraft noise produced on residents was attributable to a number of factors including not only the type of aircraft but also the flying height, flight direction and operation mode of an aircraft. As such, he considered it necessary for the Administration to enact legislation to regulate aircraft noise generated by individual aircraft with the Environmental Protection Department being the enforcement agency.

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11. Concerning the adoption of NEF Contour in different periods of a day, DGCA clarified that the NEF model had accounted for greater annoyance to the public by aircraft operations at night than during the day. Under the model, the noise impact of a flight movement between 10 pm and 7 am counted as 16 times that of a flight movement during the day.

*Type of aircraft*

12. In response to the Chairman's question about the type of wide-bodied aircraft currently operating to and from Hong Kong, DGCA replied that most of the aircraft operating in Hong Kong such as Airbus A300/A310, A330 and A340; and Boeing 747-300 and 747-400 met the noise standards of Chapter 3.

13. Mr Howard YOUNG probed further on the type of the aircraft as well as the origins, nature and duration of the flights among the above-mentioned 4,600 movements which were not meeting the Chapter 3 noise standards. Simulating a scenario in which a Chapter 2 aircraft was chartered to help export cargoes of an urgent order during Christmas, Mr YOUNG enquired whether special cases as such could apply for exemption from the proposed ban.

14. Concerning the type of Chapter 2 aircraft landing and taking off at HKIA, DGCA recalled that in 2001, some of the passenger flights to Hong Kong by a Japan-based airline were operated by the older version of DC-10 and an aircraft hiring company had also operated some Chapter 2 B747 freighters to Hong Kong. He believed that these aircraft, most of which should have already been fully depreciated, might be withdrawn from service and replaced soon. Regarding special approval for exemption, DGCA confirmed that normally no exemption would be granted for aircraft operating on commercial purpose. However, special consideration would be given to flights operated on humanitarian ground or to particular cases where the services could only be provided by aircraft not meeting the Chapter 3 noise standards.

*Aircraft engines*

15. While anticipating that Chapter 4 or Chapter 5 aircraft of higher noise standards would emerge shortly in parallel with the technology advancement in engine development, Mr CHAN Kam-lam was concerned about the noise level difference between Chapter 2 and Chapter 3 aircraft. He further asked if the local aircraft maintenance companies were able to modify Chapter 2 aircraft engines to meet the Chapter 3 noise standards.

16. In response, DGCA informed members that certain new engines of Airbus A330, A340 and 747-400 already met the Chapter 4 noise standards. The ICAO stipulated that aircraft certificated on or after January 2006 should meet the Chapter 4 noise standards.

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17. The Chief Operations Officer (Technical Administration) (COO/TA) added that before an aircraft was certificated to be serviceable, its noise level at three measuring points (i.e. at taking-off, on landing and beside the runway centraline) would be assessed. The standards of these measurements varied in accordance with the maximum take-off and landing weights of an aircraft. The main differences between Chapter 2 and Chapter 3 aircraft was that the former referred to aircraft certificated before 6 October 1977 whereas the latter referred to aircraft certificated on or after 6 October 1977. Because of technology improvement, Chapter 3 aircraft was generally quieter than Chapter 2 aircraft if the maximum take-off and landing weights were the same. With regard to the noise level difference between Chapter 3 and Chapter 4 aircraft, ICAO required that the total decibel level of the three measuring points for Chapter 4 should be at least 10 decibels less than that of Chapter 3.

18. COO/TA further reported that in converting a Chapter 2 aircraft to meet the Chapter 3 noise standards, husk-kit which was available in the market could be added to the engine. On the other hand, aircraft loading could be limited to help reduce the noise produced by the engine in meeting the Chapter 3 noise standards.

19. Dr David LI declared his interest as the Director of Atlas Air Institution, and member of Rolls-Royce South East Asia Advisory Board. He queried the reference of 'certain engines' as set out in the Annex of the Administration's paper on the subject. DGCA informed members that aircraft engines were mainly produced by three major manufacturers, Rolls Royce, Pratt and Whitney, and General Electric. Depending on the models, these engines might or might not meet the Chapter 3 noise standards. For example, Trent series of Rolls Royce engines currently used by Airbus A330 and A340, and GE90 produced by General Electric would meet the Chapter 3 noise standards. Engines such as RB211 from Rolls Royce and CF6 of General Electric might need to be husk-kitted in order to meet the required noise standards.

*Effective date of implementation*

20. Noting that the ICAO's resolution to implement the restriction not less than 7 years starting from 1 April 1995, Mr SIN Chung-kai opined that it might be necessary to defer implementing the proposed ban beyond 1 May 2002 to allow more time to assess the impact on the industry. However, in view that most overseas authorities intended to implement the same prohibition soon after 31 March 2002, Mr Kenneth TING however considered it desirable to effect the ban as from 1 April 2002.

21. In this regard, the Principal Assistant Secretary for Economic Services explained that different aeronautical authorities might adopt different effective dates in implementing the policy. In consideration of the legislative timetable and internal schedules for implementing the said measure, 1 May 2002 was a suitable effective date for Hong Kong.

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**V Tourism development projects**

(LC Paper No. CB(1)883/01-02(04) - Information paper provided by the Administration)

22. The Commissioner for Tourism (C for T) introduced the Administration's paper on the subject (LC Paper No. CB(1)883/01-02(04)), which provided an overview of the development of tourism projects and described the role of the Government departments and other parties concerned in the process. In particular, she outlined the major role of the Tourism Commission (TC) in formulating policies, action plans and strategies for tourism developments. Besides, the TC was also given the responsibility to steer efforts, co-ordinate public resources and act as a facilitator in planning and implementing major projects, events and coordinating the provision of the infrastructure and facilities conducive to tourism development.

**Interdepartmental co-ordination**

*Planning and tourism*

23. Mr Howard YOUNG reflected the appreciation of the tourism industry on the improvement of coordination among Government departments in matters related to tourism since the establishment of the Tourism Commission. As various Government departments such as the Planning Department and Transport Department were not responsible to the Economic Services Bureau (ESB), he queried whether mechanism was in place to ensure that the departments would co-ordinate with the TC before executing their action plans. Citing the example of land use beside Ocean Park, he considered that the TC might need to liaise with the Planning Department, Lands Department and Transport Department on incompatible uses such as the driving school and the bus depot. He saw such co-ordination particularly important for project development in the five major clusters of tourism attractions announced earlier .

24. In response, C for T pointed out that at the macro level, tourism development was one of the seven key planning objectives for the long-term territorial development and land use planning for Hong Kong. For example, it was one of the seven planning objectives identified in the Hong Kong 2030 Study. In formulating these plans, the Planning Department would take into consideration the views of the stakeholders on tourism matters, along with views in relation to other planning objectives, such as transport, housing and other supporting facilities. For planning studies at sub-regional or district level which had a tourism development focus, the TC played a key role in the relevant study steering committees.

25. C for T stressed that regardless of the scale, all land use planning needed to balance the existing social, economic and environmental pressures. She confirmed that the five announced tourism clusters would involve a range of public and private sector projects that complement each other and would add to the range of attractions to be offered to visitors and residents alike. As regards developments at Hong Kong



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Island South, the TC worked closely with the consultants of the Planning Department on the Aberdeen Harbour Study, and reflected the concerns and interests of the relevant sectors. The consultants had also been asked to work closely with Ocean Park to take into account the Park's repositioning plan.

26. While applauding the 5.1% rise in the number of tourists coming to Hong Kong as compared to the equivalent -6.4% for Singapore, Mrs Selina CHOW remarked that new tourists attractions, such as cruise terminal and alfresco dining, set up in an expeditious manner was crucial in retaining overseas visitors. She enquired whether the Planning Department could help speed up the projects with measures such as process engineering.

27. In reply, the Assistant Director of Planning (AD of P) said that the Planning Department always reviewed their work procedures and improved their efficiencies in plan-making process and planning application process such as recent initiatives in the context of the Town Planning Bill. He further pointed out that the time required for plan-making process depended on the complexity of the plans concerned, in addition to the time required for public consultation. In respect of development applications, as made known in the Practice Note for Professional Persons, potential developers were encouraged to consult and discuss with relevant staff of the Planning Department before they submitted their applications. This would help avoid unnecessary delay due to insufficient information attached to project applications. Statutory time limits in both plan-making process and planning application process were clearly stated in the Town Planning Ordinance as well as the Department's performance pledge.

28. In addition to upgrading supporting facilities, Mr CHAN Kam-lam opined that renewal of tourism spots *per se* would make them more appealing to visitors. He thanked C for T for co-ordinating departmental efforts in sprucing up Lei Yue Mun and hoped to see further efforts in revitalizing the area. He sought information from the Planning Department on the number of tourism projects it had been and would be embarking on.

29. In reply, AD of P clarified that the Department had not conducted studies nor made plans related solely to tourism. In making plans, efforts would focus on the long-term needs of Hong Kong's sustainable development, one of which was tourism. Views from the TC, in consultation with stakeholders, relating to the use of lands and basic facilities for tourism would be included in the overall planning. The Secretary for Economic Services (SES) stressed there was a need to balance the diverse interests of the community and different economic needs through the interdepartmental mechanism even in the case of studies which had a clear tourism focus. The recent Aberdeen Harbour Focus Study was an example in point.

*Supporting facilities and coach parking space*

30. Mr Fred LI noted that there was a lack of parking space for coaches in many

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existing scenic spots such as Lei Yue Mun and Wong Tai Sin Temple. He pointed out that co-ordination among departments like the Transport Department, Lands Department and Highways Department for tourism-related facilities was necessary, in particular before concrete plans were being drawn up for new or re-development sites in the vicinity of the spots. He was also concerned with the criteria in prioritizing districts/regions for tourism enhancement programme. Ms Miriam LAU added that in worst case, there was even no passenger drop-off point for coaches in some tourism spots. She called for a comprehensive review on the supporting facilities in relation to transport and coach parking space.

31. In connection to sprucing up existing tourism attractions, C for T reported that the territory-wide works such as improving the system of information signage by phases throughout Hong Kong had begun. Plans for enhancement programmes at Tsim Sha Tsui Promenade, Stanley waterfront, the Peak and Sai Kung were underway. SES had agreed with bureaux secretaries and heads of departments concerned that efforts should be made to upgrade the standard of tourism-related facilities and services at existing tourism attractions and future developments. She stressed that improvements would be made at selected locations of each district and then extended to other places gradually.

32. As regards parking space and drop-off points at scenic spots, C for T pointed out that due to site constraints, it was impossible to improve the physical conditions of some scenic spots such as the lookout on Stubbs Road or Lei Yue Mun. However, transport management measures would be taken to facilitate tourists visiting these places. Notwithstanding such site constraints, the TC had been reflecting views gathered from the industry to the related departments, and had also started to review with them the requirement for transport facilities at tourist spots. Associated improvement works would commence first in Sai Kung in February 2002 and then in other areas.

*Co-ordination Role of Tourism Commission*

33. In anticipating that short-term and medium-term tourism development projects such as setting up souvenirs selling stalls outside Wong Tai Sin Temple might help alleviate partially the pressing problem of unemployment, Miss CHAN Yuen-han noted with regret that stakeholders were unable to identify the one-stop office which could assume a central co-ordination role among concerned departments. She believed that it was impossible for C for T to oversee the progress of the 5 announced attractions and to cope with the average 5 to 6 requests from each of the 18 districts, including proposals initiated by civil society like seabirds watching or international kite festival in former Kai Tak Airport.

34. In this connection, SES assured members that the ESB communicated frequently with different bureaux and departments at various levels on tourism affairs. One of the responsibilities of the TC was to maintain liaison with the Districts and to

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follow up the progress of funded projects. She and C for T worked closely with Secretary for Home Affairs in promoting district-based tourism programme, including enhancement of supporting facilities. SES also had regular meetings with Secretary for Planning and Lands to discuss tourism issues of mutual concern. However, the Government was unable to shoulder those proposals that were either unacceptable to the community or commercially non-viable.

35. C for T added that the TC also acted as co-ordinator between government and non-government bodies in the planning and implementation process. In general, the TC received positive support from the bureaux and departments. In addressing difficult issues in the process of inter-departmental liaison, apart from co-ordination at the level of policy secretaries, the Financial Secretary also chaired a Tourism Task Force, on which key bureaux and departments were represented. The Force provided the strategic overview on all tourism issues, including development projects. Apart from the 5 announced clusters, C for T would also respond to the needs of selected locations initiated by members of the public, Members of the Legislative Council or the private sector, and follow through those proposals which were suitable for implementation, through the established mechanism. Upon the request of Miss CHAN Yuen-han, C for T would provide members further information tabulating the progress and actions taken for the current projects.

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Tourism hardware

*Tung Chung Cable Car*

36. Mr CHEUNG Man-kwong was gravely concerned about the slow progress of the Tung Chung Cable Car project on Lantau Island. Contrary to the timeframe of two years as reportedly set out in the feasibility study undertaken by the MTR Corporation Limited (MTRC), the project would now need to take a total of eight years for completion since its first announcement by the former Financial Secretary in 1998. Realizing that the project needed to be vetted by various departments, he questioned for the main cause behind the problem.

37. C for T explained that the feasibility study conducted by MTRC was only a preliminary study. Government needed to refine the project scope before inviting proposals for implementing the project. The project involved complex issues, straddling not only the ambit of various Government departments, but involving issues arising from nine pieces of legislation. According to the present schedule, the Build-Operate-Transfer agreement would be granted within this year following the negotiation with short-listed proponents. The successful proponent would be responsible to take necessary steps to satisfy statutory requirements under different legislation. The TC would facilitate the project by helping the successful proponent to complete all the necessary statutory procedures in a smooth manner. C for T pointed out that the proposed implementation timetable was a realistic one, taking into account the time required for planning, tender evaluation and completion of the statutory

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processes, which had not been fully taken into account by MTRC at its feasibility study.

38. Believing some statutory procedures could be processed in parallel, Dr Philip WONG queried which legislation involved the longest duration. C for T agreed that some procedures would be undertaken in parallel. She advised that a key requirement on the successful proponent was to produce an Environmental Impact Assessment (EIA) Report. As part of the EIA process, it is necessary for an ecological survey of not less than 9 months to be conducted since the alignment of the cable car straddled the country park.

### *Casino and Eco-tourism*

39. Miss CHOI So-yuk considered the recent proposal of building a Las Vegas-style casino and entertainment city worth further exploration. She urged the Administration to conduct a feasibility study and assess its social and economic impacts if it was also open to local residents. She was also concerned when the routes regarding eco-tourism would be available to meet the United Nation's theme of 2002 International Year of Ecotourism.

40. In response, C for T opined that overseas visitors were usually attracted by Hong Kong's unique culture and heritage. Feasibility study would normally be conducted for mega projects built on existing foundation or advantage after the Government confirmed its initial interest with public support. Regarding the development of eco-tourism, C for T informed members that relevant routes were already available and that the TC and the Agriculture, Fisheries and Conservation Department would work out more routes in eco-tourism. C for T said that the Administration had no plan for gambling establishments. SES said that, as far as she was aware, the Administration had no plan to review the gambling policy to permit the operation of casino in Hong Kong.

### Tourism software

#### *Tourist statistics and accessing Hong Kong*

41. Noting that there was a v-shape rebound of 13-million tourists visiting Hong Kong in 2001, Mr CHEUNG Man-kwong cautioned that 35% of them were transit travellers stopping over without spending in Hong Kong. He also pointed out that the numbers of visitors from Europe, the United States and Japan were dropping, reflecting probably a declining appeal of Hong Kong's attractions to them. Mr Fred LI observed that there was an increase of visitors from the Mainland and was concerned whether their favourite tourism spots and products might vary from or be in conflict with those preferred by overseas visitors

42. C for T said that the TC was aware of the situation and special efforts would

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continue to be made to promote interest in Hong Kong among long-haul visitors. In addition, the launch of the iPermit Scheme by the Immigration Department in March/April 2002 would make it more convenient for Taiwanese visitors to come in to Hong Kong for short visits over the weekends. Market surveys conducted by the Hong Kong Tourism Board (HKTB) indicated that the popular tourist spots had been appealing to both Mainland or overseas visitors. The TC would monitor the trends and preferences of visitors as reflected by the market surveys and address the market needs continuously.

*Private sector incentives*

43. Given private sector initiatives might accelerate tourism development and hence provide employment opportunities for low-skilled labour, Mr Eric LI called for Government's concession in form of tax, rent or regrant premium as incentives for private sector to engage in these high-risk but slow return projects. He considered such financial arrangement as essential in supporting the overall planning for tourism development.

44. C for T responded that being equitable and open, the Government did not select proponents based merely on monetary return. Instead, the Government would consider whether innovative proposals were involved and whether these private sector initiatives would add value to tourism development. Having learnt about the example of only a symbolic HK\$100 licence fee was charged for setting up a booth in the Arts Fair, Mr Eric LI advised that such discretionary financial concession should be made known to the private sector.

*International Events Fund*

45. Upon the query on the progress and effect of the International Events Fund raised by Mr HUI Cheung-ching, C for T informed members that probably due to the prevalent low interest rate and the low response of sponsors, this interest-borne fund was relatively inactive last year. The HKTB was currently reviewing the effectiveness of the Fund.

*Tourism websites*

46. Mr Sin Chung-kai advised that the website of the TC should be more fully utilized to provide additional information to visitors as well as tourism industry. He suggested that projects at the conceptual stage could be listed and open in the website for further input.

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**VI Enhancing the protection of Hong Kong tourists visiting the Mainland**  
(LC Paper No. CB(1)883/01-02(05) - Information paper provided by the Administration)

47. Due to time constraints, members agreed to defer discussion of the item.

**VII Any other business**

48. There being no other business, the meeting ended at 12:50 p.m.

Legislative Council Secretariat  
20 February 2002