

**OFFICIAL REPORT OF PROCEEDINGS****Wednesday, 11 May 1983****The Council met at half past two o'clock****PRESENT**

HIS EXCELLENCY THE GOVERNOR (*PRESIDENT*)  
SIR EDWARD YOUDE, G.C.M.G., M.B.E.

THE HONOURABLE THE CHIEF SECRETARY  
SIR CHARLES PHILIP HADDON-CAVE, K.B.E., C.M.G., J.P.

THE HONOURABLE THE FINANCIAL SECRETARY (*Acting*)  
MR. DOUGLAS WILLIAM ALFRED BLYE, C.M.G., O.B.E., J.P.

THE HONOURABLE THE ATTORNEY GENERAL  
MR. JOHN CALVERT GRIFFITHS, Q.C.

THE HONOURABLE THE SECRETARY FOR HOME AFFAIRS  
MR. DENIS CAMPBELL BRAY, C.M.G., C.V.O., J.P.

THE HONOURABLE ROGERIO HYNDMAN LOBO, C.B.E., J.P.

THE HONOURABLE DAVID AKERS-JONES, C.M.G., J.P.  
SECRETARY FOR DISTRICT ADMINISTRATION

THE HONOURABLE DAVID WYLIE McDONALD, C.M.G., J.P.  
SECRETARY FOR LANDS AND WORKS

DR. THE HONOURABLE HARRY FANG SIN-YANG, C.B.E., J.P.

THE HONOURABLE LO TAK-SHING, C.B.E., J.P.

THE HONOURABLE FRANCIS YUAN-HAO TIEN, O.B.E., J.P.

THE HONOURABLE KENNETH WALLIS JOSEPH TOPLEY, C.M.G., J.P.  
SECRETARY FOR EDUCATION AND MANPOWER

THE HONOURABLE ALEX WU SHU-CHIH, C.B.E., J.P.

THE REVD. THE HONOURABLE JOYCE MARY BENNETT, O.B.E., J.P.

THE HONOURABLE CHEN SHOU-LUM, O.B.E., J.P.

THE HONOURABLE LYDIA DUNN, O.B.E., J.P.

DR. THE HONOURABLE HENRY HU HUNG-LICK, O.B.E., J.P.

THE REVD. THE HONOURABLE PATRICK TERENCE MCGOVERN, O.B.E., S.J., J.P.

THE HONOURABLE ALAN JAMES SCOTT, C.B.E., J.P.  
SECRETARY FOR TRANSPORT

THE HONOURABLE PETER C. WONG, O.B.E., J.P.

THE HONOURABLE WONG LAM, O.B.E., J.P.

DR. THE HONOURABLE THONG KAH-LEONG, C.B.E., J.P.  
DIRECTOR OF MEDICAL AND HEALTH SERVICES

THE HONOURABLE ERIC PETER HO, C.B.E., J.P.  
SECRETARY FOR TRADE AND INDUSTRY

DR. THE HONOURABLE RAYSON LISUNG HUANG, C.B.E., J.P.

THE HONOURABLE CHARLES YEUNG SIU-CHO, O.B.E., J.P.

THE HONOURABLE JOHN MARTIN ROWLANDS, C.B.E., J.P.  
SECRETARY FOR THE CIVIL SERVICE

THE HONOURABLE JAMES NEIL HENDERSON, O.B.E., J.P.  
COMMISSIONER FOR LABOUR

DR. THE HONOURABLE HO KAM-FAI, O.B.E., J.P.

THE HONOURABLE ALLEN LEE PENG-FEI, O.B.E., J.P.

THE HONOURABLE ANDREW SO KWOK-WING, J.P.

THE HONOURABLE GERALD PAUL NAZARETH, O.B.E., Q.C., J.P.  
LAW DRAFTSMAN

THE HONOURABLE HU FA-KUANG, J.P.

DR. THE HONOURABLE JOHN MORRISON RIDDELL-SWAN, O.B.E., J.P.  
DIRECTOR OF AGRICULTURE AND FISHERIES

THE HONOURABLE DONALD LIAO POON-HUAI, C.B.E., J.P.  
SECRETARY FOR HOUSING

THE HONOURABLE WILLIAM CHARLES LANGDON BROWN, O.B.E., J.P.

THE HONOURABLE CHAN KAM-CHUEN, J.P.

THE HONOURABLE JOHN JOSEPH SWAINE, O.B.E., Q.C., J.P.

THE HONOURABLE COLVYN HUGH HAYE, J.P.  
DIRECTOR OF EDUCATION

THE HONOURABLE STEPHEN CHEONG KAM-CHUEN, J.P.

THE HONOURABLE CHEUNG YAN-LUNG, M.B.E., J.P.

THE HONOURABLE MRS. SELINA CHOW LIANG SHUK-YEE, J.P.

THE HONOURABLE MARIA TAM WAI-CHU, J.P.

DR. THE HONOURABLE HENRIETTA IP MAN-HING

THE HONOURABLE PIERS JACOBS, O.B.E., J.P.  
SECRETARY FOR ECONOMIC SERVICES

THE HONOURABLE DAVID GREGORY JEAFFRESON, C.B.E., J.P.  
SECRETARY FOR SECURITY

THE HONOURABLE JOHN WALTER CHAMBERS, J.P.  
DIRECTOR OF SOCIAL WELFARE

THE HONOURABLE HENRY CHING, C.B.E., J.P.  
SECRETARY FOR HEALTH AND WELFARE

THE HONOURABLE LAWRENCE WILLIAM ROBERT MILLS, J.P.  
REGIONAL SECRETARY (HONG KONG AND KOWLOON), CITY AND NEW TERRITORIES  
ADMINISTRATION

#### **ABSENT**

THE HONOURABLE WONG PO-YAN, O.B.E., J.P.

THE HONOURABLE IAN FRANCIS CLUNY MACPHERSON, O.B.E., J.P.  
REGIONAL SECRETARY (NEW TERRITORIES), CITY AND NEW TERRITORIES  
ADMINISTRATION

#### **IN ATTENDANCE**

THE CLERK TO THE LEGISLATIVE COUNCIL  
MRS. JENNIE CHOK PANG YUEN-YEE

**Papers**

The following papers were laid pursuant to Standing Order 14(2):—

*Subject* *L.N. No.*

**Subsidiary Legislation:**

Public Health and Urban Services Ordinance. Public Health and Urban Services (Amendment of Fifth Schedule) (No. 2) Order 1983 .....	146
Public Health and Urban Services Ordinance. Public Health and Urban Services (Public Markets) (Designation and Amendment of Tenth Schedule) (No. 4) Order 1983 .....	151
Public Health and Urban Services Ordinance. Declaration of Markets in the New Territories (No. 3) .....	152
Jubilee Sports Centre Ordinance. Jubilee Sports Centre By-laws 1983 .....	153
Antiquities and Monuments Ordinance. Antiquities and Monuments (Declaration of Monument) (No. 7) Notice 1983 .....	154
Road Traffic (Parking and Waiting) Regulations. Designation of Car Parks Notice 1983 .....	155
Factories and Industrial Undertakings (Confined Spaces) Regulations. Factories and Industrial Undertakings (Confined Spaces) (Approval of Breathing Apparatus) Notice 1983 .....	156
Deposit-taking Companies Ordinance. Notice of Exemption from Section 6 .....	157
Public Health and Urban Services Ordinance. Hawker (Permitted Place) Declaration 1983 .....	158

**Old Supreme Court Building**

1. MR. LO asked:—*Will the Government say what progress has been achieved since 11 November 1982 in the evaluation of the proposal that the old Supreme Court building be converted to provide a Council Chamber and associated offices?*

THE CHIEF SECRETARY:—Sir, since the proposal for the conversion of the old Supreme Court building for use as a Legislative Council Chamber and associated purposes was last mentioned by me in this Council on 11 November

last year, the Secretary for Lands and Works has arranged for preliminary studies to be carried out, and these studies have confirmed *first* that the building is still structurally sound and *secondly* that the conversion could be carried out in a way which would retain the unique character of the building while adapting it effectively to its proposed new role.

In addition, illustrative plans and a preliminary schedule of accommodation for the Legislative Council Chamber, the U.M.E.L.C.O. Office and common rooms and office accommodation for U.M.E.L.C.O. and Government supporting staff, have been drawn up and the advice of Executive Council will be sought on these plans very shortly. Thereafter the assistance of Unofficials will be sought to develop the outline plans into a detailed scheme so that it may be fully costed and subsequently written up as a submission to Finance Committee.

Without wishing to pre-empt the advice of the Executive Council or the approval of the necessary funds by the Finance Committee, I envisage that work could start in mid-1984, upon the vacation of the building by the Judiciary, and that the new Chamber could be ready for use in the latter half of 1985.

### **Appeals against convictions for murder**

2. MR. LO asked:—*Does the Government recognize the public's dissatisfaction over the expenditure of public funds in financing hopeless appeals against convictions for murder?*

THE ATTORNEY GENERAL:—Sir, there are Standing Orders which prevent me from making any answer that will relate to any individual case, and what I say I say as a matter of generality. Yes, the Government does recognize the public's dissatisfaction, but there is another side to the question that must be borne in mind. The seriousness of the conviction and sentence for murder and indeed for other serious crimes makes it important that our legal system should ensure that anyone accused of this crime and convicted is given all reasonable opportunity to ensure that his conviction did not arise as a miscarriage of justice. If these persons are not themselves in possession of funds to look into the matter then it is right in a free society such as ours for such funds to be provided at public expense. I would add, so far as 'hopeless' appeals are concerned and dealing with the emotive adjective, those advising appellants, as my honourable and learned Friend is very well aware, are under a legal and a professional duty to put forward only grounds of appeal which they consider afford some real chance of success, and it is the Court of Appeal alone which under the system here may determine whether or not such an appeal is 'hopeless'.

Sometimes, I think honourable Members would recognize, judges do make mistakes and I think it would not be acceptable to anyone in this Chamber to

consider that an innocent man was kept incarcerated for his life or for a substantial period because of a mistake that could occur in the judicial system. Those mistakes have to be guarded against; that is why people are given legal aid in very serious cases to appeal.

### **Sewage treatment facilities for private development in the New Territories**

3. DR. IP asked:—*What steps will Government take to ensure that private building projects, which are growing in number in the New Territories, are provided with proper sewage treatment facilities?*

SECRETARY FOR LANDS AND WORKS:—Sir, as far as the New Towns are concerned new private development will be connected to the comprehensive sewerage systems which have been or are being installed and the effluent will be treated by the sewage treatment facilities provided.

In older established areas within New Town boundaries and also in areas outside the New Towns where existing developments are not at present connected to treatment works, it is intended that wherever it is physically practicable they will be so connected as the sewerage systems are expanded.

In the interim, however, developers of new private buildings are required, as a condition or modification of their lease, to themselves provide either a temporary or permanent treatment or disposal facility.

DR. IP:—*Does Government, and if not already, will Government publish such plans of the existing and expanded sewerage systems in the New Territories, and the proposed dates of their completion in the case of the latter?*

SECRETARY FOR LANDS AND WORKS:—Sir, this is rather complicated. There is a very large scheme for long term distribution for sewerage. At present about 30 new treatment or screening plants are in various stages of being provided throughout the territory. During the past year treatment works have been completed and put into operation in the New Territories in Sha Tin, Tuen Mun, Tai O and Fanling, and others are under construction at Tai Po, Yuen Long and the second stage at Sha Tin.

So far as the long term is concerned, a review of the sewage disposal strategy has been undertaken by the Environmental Protection Agency. In reviewing the sewage disposal programme full consideration will be given to the effects of implementing the various regional planning studies and the long term development strategy, which should be completed about the end of this year, and the strategic implications of all sewage disposal options will then be examined and a comprehensive development programme established.

REVD. JOYCE M. BENNETT:—*Sir, does this reply refer to two recently constructed hotels constructed very close to two beaches, one at Cheung Chau and one at Mui Wo or Silvermine Bay?*

SECRETARY FOR LANDS AND WORKS:—The sewage treatment system at Cheung Chau is connected into the public sewer system. The one at Silvermine Bay is at present approved for connecting into a stream course but this is being re-examined now.

REVD. JOYCE M. BENNETT:—*Sir, am I to understand that the sewerage from these two hotels will be connected with the public sewerage works?*

SECRETARY FOR LANDS AND WORKS:—Sir, I just said the one at Cheung Chau will be, the one at Silvermine Bay is still under examination.

REVD. JOYCE M. BENNETT:—*Sir, if it is not connected at Silvermine Bay with the public sewerage works, how will this affect the health and the sanitary conditions on the beach at Silvermine Bay?*

SECRETARY FOR LANDS AND WORKS:—Sir, the intention would be to adopt a system whereby the effluent from the private plant there would be sufficiently clean to be discharged through a stream course so as not to pollute the beach.

### **Speed limit for the eastern exit of the Airport Tunnel**

4. REVD. JOYCE M. BENNETT asked:—*Would the Government explain its reason for not having yet extended the 40 m.p.h. speed limit from the Northern exit of the Airport Tunnel in Kowloon Bay via the new Elegance Road flyover to the Kwun Tong Road?*

SECRETARY FOR TRANSPORT:—Sir, I believe that Miss BENNETT refers to what is usually known as the eastern exit of the Airport Tunnel, although, like her, I am sometimes not sure which is northern or eastern in this connection.

When a stretch of a major new roadway is opened, it is on road safety grounds the practice to impose a speed limit of 30 m.p.h. for a period of six months while drivers become familiar with it and its intersections. After that period a review including a survey of driving behaviour, is undertaken and the speed limit adjusted upwards, if it seems appropriate.

The section of the Airport Tunnel Road network to which Miss BENNETT refers was opened on 21 April 1983 as she may recall. The 30 m.p.h. limit will therefore be reviewed in October.

### Computer confidentiality

5. MR. CHEUNG YAN-LUNG:—*With the increasing use of computers in the private and public sectors, will the Government say whether it is intended to introduce legislation to protect the confidentiality and prevent the misuse of computerbased data?*

THE CHIEF SECRETARY:—Sir, this question is obviously of importance and concern to all of us who have personal data of one kind or another stored in computers. But it relates to a problem which is not easy to resolve, given the need to balance, on the one hand, what is, these days, a clear need for electronic data processing and, on the other, the rights of the individual to protection against the unwarranted disclosure of his affairs to others.

Nevertheless, the political, administrative and legal difficulties notwithstanding, several countries now have data protection legislation in force while others are contemplating doing so; and the Government has been monitoring experience elsewhere, particularly in Britain where a Data Protection Bill is under discussion.

This monitoring activity has led us to conclude that the time is now opportune to form an *ad hoc* Working Group (under the chairmanship of the Director of the Councils and Administration Branch) to examine the subject in more detail. The findings of this Working Party will, I hope, enable the Government to take a view on whether legislation is required in Hong Kong to protect personal data stored in computers and, if so, what it should contain.

I should perhaps also mention that the Law Reform Commission intends to set up a sub-committee to look at the broader legal issues of privacy protection generally. Privacy protection includes not only the protection of personal data stored in computers, but also relates, of course, to other forms of interference with privacy of a wide variety such as, for example, protection against intrusions by means of electronic surveillance and unsolicited mail. Needless to say, the *ad hoc* Working Group will seek to develop a close liaison with the Law Reform Commission's sub-committee.

### 'Loan sharking' and the Money Lenders Ordinance

6. MR. ANDREW SO asked in Cantonese:—

一九八二年一月六日本人曾在立法局提詢放債人條例，政府可否進一步說明

- (甲) 據悉當時已提出檢控而等候法庭審判的三十二宗案件，結果如何？
- (乙) 其後當局有何進一步的執法行動？
- (丙) 條例所訂的刑罰對高利貸活動是否有阻嚇效果？

(The following is the interpretation of what Mr. So asked.)

*Further to my question in this Council on 6 January 1982 regarding the Money Lenders Ordinance, will the Government state:*

- (a) what were the results of the 32 prosecutions which I was told were pending trial at that time;*
- (b) what further enforcement action has been taken since then; and*
- (c) are the penalties prescribed under the Ordinance effective in deterring 'loan sharking'?*

THE ATTORNEY GENERAL:—Sir, of the 32 prosecutions referred to, 25 resulted in conviction and seven in acquittals. Those who were convicted were sentenced to fines up to \$20,000 per offence and in some cases to prison sentences. So the net result of the prosecutions pending at the time my honourable Friend first asked his question was that 38 convictions resulted, and ten acquittals.

Since that time 37 further individuals have been or are in the process of being prosecuted. Seven have been convicted, five acquitted and the remainder will be coming for trial before too long.

In one case a prison sentence was imposed, and recently on a review at my instigation, the Court of Appeal indicated that, in loan sharking cases, prison sentence immediate of a substantial length of time was the appropriate sentence.

So far as the third part of my honourable Friend's question is concerned, the penalties described in the Ordinance according to the information obtained from the City District Offices do appear to have had a beneficial effect in deterring loan sharking. Prior to the passing of the Ordinance loan sharking was very frequently connected with triad activity and the incidence of this connection according to the Police and the City District Offices has shown a marked decrease. Furthermore, prior to the passing of the Ordinance there was much concern and many complaints voiced by the general public as to loan sharking. Since the implementation of the Ordinance such concern and complaints have decreased significantly.

I think it is right, Sir, that I should publicly pay tribute to the good work that the Royal Hong Kong Police Force have done in achieving that objective.

### **Price of petrol and fuel oils**

7. MISS TAM asked:—*Given that petrol and fuel oils have become essential to our way of life, and that retailers reduce their prices by only a small percentage when world prices drop by over 20%, yet threaten to increase their prices because of a weakened Hong Kong dollar, will Government state whether it has any powers of control over pricing levels for these commodities?*



SECRETARY FOR ECONOMIC SERVICES:—Sir, under section 6 of the Oil (Conservation and Control) Ordinance the Government has the power to control the price of petrol and fuel oils where circumstances so dictate. The section empowers the Director of Oil Supplies to give directions regulating the price at which oil may be supplied or sold.

It is not, however, the Government's policy to make use of this particular provision in normal market conditions. This is because we do not believe in intervention in the operation of a free market unless the goods or services in question are provided under conditions where market forces are not free to operate—that is to say where there is a monopoly or where the right to supply goods or services is restricted to holders of a franchise. In the case of oil products, there is no monopoly, and the products are not sold under the terms of a franchise.

MISS TAM:—*Sir, may I ask the Secretary for Economic Services what are the circumstances relevant to his consideration in dictating or giving direction to the oil company?*

SECRETARY FOR ECONOMIC SERVICES:—Sir, when the Oil and Conservation Control Bill was introduced into this Council in 1979 the then Secretary for Economic Services explained with his customary eloquence the circumstances when these powers would be used. If I may quote, Sir, he said: 'Turning now to the Oil Conservation and Control Bill 1979 introduced into the Council today, this Bill is in effect a bill with enabling powers basically to be used only if the oil supply situation becomes tight.' He went on to say, Sir: 'It is intended, in this instance, that if the Bill now before the Council is enacted, it should remain on the statute books so that swift remedial action can be taken whenever oil supply difficulties arise in the future.' He concluded, Sir, by saying: 'Though it will be apparent that many of the powers provided for in the Bill are far reaching, I can assure this Council that we intend that only such powers as are necessary to deal with the circumstances of a particular moment will be used.'

MR. LO:—*Sir, does the Government in Hong Kong co-operate with American authorities in administering American anti-drugs laws for this purpose?*

HIS EXCELLENCY THE PRESIDENT:—I am not sure this question is relevant, did you say 'for this purpose'?

MR. LO:—*In this connection, Sir?*

SECRETARY FOR ECONOMIC SERVICES:—Sir, I saw the Attorney General leap to his feet. (*laughter*) Perhaps he would like to answer that question?

THE ATTORNEY GENERAL:—Sir, it was in order to leave the Chamber (*laughter*). The answer, Sir, is that we do have discussions with some of the American authorities. ‘Co-operation’ is I think too high a word to use.

MISS TAM:—*Does that mean as the law now stands that there is in fact no control if the oil companies increase the price although the supply is not in fact tight?*

SECRETARY FOR ECONOMIC SERVICES:—Sir, the law is there but, as I have explained, the policy at the moment is not to use the law for that particular purpose. We don’t intervene in a free market.

### **Vietnamese refugees**

8. MISS DUNN asked:—*Would the Government*

- (a) comment on reports that security forces had to be put on standby at the closed camp at Chi Ma Wan as a precaution against an outbreak of violence between North and South Vietnamese on the occasion of the anniversary of the fall of Saigon;*
- (b) agree that Hong Kong’s willingness to accept all Vietnamese on arrival, regardless of doubts as to their status as refugees, involves a substantial commitment in financial and other terms;*
- (c) further agree that, in these circumstances, unruly behaviour thereby adding to the problem of looking after them is intolerable; and*
- (d) state what sanctions are available under the rules governing closed camps to punish and discourage trouble makers?*

SECRETARY FOR SECURITY:—

- (a) Sir, I can confirm that the Government did step up its normal security precautions in the closed centres at Chi Ma Wan and Hei Ling Chau for a few days at the end of April, including 30 April the anniversary of the fall of Saigon. These additional precautions included the deployment of additional Correctional Services officers to Chi Ma Wan as standby reinforcements. In the event, the anniversary passed without incident.*
- (b) The answer to the second part of my honourable Friend’s question is yes, Sir. We have recently completed an assessment of the full costs which our role as a place of first asylum for refugees has imposed on us. From 1 December 1978 to 2 July 1982 when we introduced closed centres, the cost to the Government of maintaining refugees in Hong Kong was \$272 million. In addition, UNHCR spent \$113 million and voluntary agencies a further \$42 million. From 2 July 1982 to 31 January 1983, the cost to the Government was \$63 million, while UNHCR spent a further \$13 million and voluntary agencies \$4 million. The projected annual cost for 1983 based on the present level of population is \$114 million of which UNHCR is expected to contribute approximately \$20 million.*

- (c) The answer to the third part of my honourable Friend's question is yes, Sir.
- (d) And the answer to the fourth part is, under the closed centre rules, made under the Immigration Ordinance, the Superintendent of a closed centre may order a detainee who commits any act against discipline to be punished by either or both of the following punishments—
- (i) separate confinement for any period not exceeding 28 days;
  - (ii) forfeiture of the limited privileges available (such as access to books, newspapers and sporting facilities) for any period not exceeding three months.

In addition under the Immigration Ordinance the Commissioner of Correctional Services has power to transfer a detainee from one closed centre to another. He does use this power in the interests of maintaining law and order in the centres.

MISS DUNN:—*Sir, how often have the punishments described by the Secretary for Security been applied and have they proved to be effective deterrents?*

SECRETARY FOR SECURITY:—*Sir, since 2 July 1982 there have been a total of 144 awards of punishment in closed centres. 101 of these resulted in the imposition of periods of separate confinement, and 43 offenders forfeited their privileges. There have also been occasions on which the Commissioner of Correctional Services has moved refugees from one closed camp to another. Our belief is that these punishments are having an appropriate deterrent effect.*

MISS DUNN:—*Sir, is Hong Kong likely to end up with a hard-core of undesirable elements unacceptable for settlement in other countries held in closed camps with no hope whatsoever in life?*

SECRETARY FOR SECURITY:—*Sir, a trend in that direction is an obvious danger but I wouldn't put it in quite such extreme terms as my honourable Friend.*

REVD. JOYCE M. BENNETT:—*Can the Secretary for Security explain the projected reduction in 1983 of the contribution of the UNHCR?*

SECRETARY FOR SECURITY:—*No, Sir, it isn't actually a reduction in proportion. The point is that what I was talking about is costings, not expenditure. In other words we were including the lost rent from land, the amortization of capital expenditure, in the total cost. What UNHCR does is contribute to our direct expenditure.*

MISS DUNN:—*Sir, going back to the answer to my supplementary question, what are the implications of such a situation to the community and what options are available to the Government to deal with such a situation?*

SECRETARY FOR SECURITY:—Sir, I must stress in answer to my honourable Friend that Hong Kong has accepted a role as a place of first asylum. The implications of this is that we accept refugees as they arrive. But it is absolutely conditional on other countries taking them off our hands for the purposes of resettlement. If we felt we were building up a hardcore that none of the resettlement countries appeared to be prepared to accept, then with the aid of UNHCR we would put as much pressure as we possibly could on resettlement countries and just continue applying this pressure to them. We have ourselves in Hong Kong already absorbed 14 000 people from Vietnam since the fall of Saigon, and in world terms per head of population my guess is that this is the best performance so far of anywhere. I do not think we could in any way be expected to absorb any more into our own community.

MR. CHARLES YEUNG:—*Sir, in respect of the term of refugees, since the Secretary's reply to the second part of the question was that there were some arrivals from Vietnam who are not actually refugees by status, would Government consider repatriating such elements back to Vietnam?*

SECRETARY FOR SECURITY:—I do not actually recall at any stage saying that none of these people from Vietnam were refugees. The fact of the matter is that returning the refugees to Vietnam is fraught with enormous difficulties. Nevertheless in conjunction with the British Government we are looking at further methods of trying to encourage the Vietnamese Authorities to reduce the number coming to Hong Kong or seeking asylum by sea, hopefully reducing it to zero. I might add that in this connection the British Government is urgently consulting other governments and the UNHCR on how this might be achieved.

MR. CHARLES YEUNG:—*Sir, as a matter of clarification may I refer to the question of Miss DUNN which says 'would the Government agree that Hong Kong's willingness to accept all Vietnamese on arrival, regardless of doubts as to their status as refugees', and the answer to it is 'yes, Sir', so that I think 'yes, Sir' refers to that status of non-refugees coming to Hong Kong.*

SECRETARY FOR SECURITY:—Sir, if my honourable Friend's statement can be interpreted as a question I would now like to put in a reservation as regards my 'yes, Sir'. I was giving a general answer to a general point. There is no doubt in terms of the United Nations' definition of refugee that these people are refugees. If there *are* any doubts, they are doubts in *our* minds frankly as to whether they are fleeing from persecution or simply coming here seeking a better economic life, but they still accord with the United Nations' definition.

### **Crime within the family**

9. MRS. CHOW asked:—*Will Government inform this Council*

- (a) how many crimes committed within the family have been reported to the Police in the last twelve months;*
- (b) whether there is any marked increase in number and seriousness of these crimes as compared to those of the same category reported during the previous twelve months;*
- (c) is Government looking into the cause of such crimes; and*
- (d) whether efforts are made by Government to prevent the eruption of violence within the family?*

DIRECTOR OF SOCIAL WELFARE:—Sir, the format in which crime statistics are kept by the Royal Hong Kong Police does not always enable us to identify which crimes are committed within the family. However in certain major categories it is possible to make reasonable assumptions about the number of offences which fall within this definition.

For example one of the classifications of homicide cases is ‘family affairs including disputes’. In 1982, of the 93 homicide cases reported to the Police, seven were in this category, representing 7.5% of the total. In 1981 the corresponding figures were six or 5.7% out of a total of 105 homicide cases. As far as serious assaults are concerned, in 1982, out of a total of 7 265 cases, 513 or 7.1% were classified as being due to disputes of a domestic nature. This compared with 457 or 7.3% out of a total of 6 231 such cases in the previous year. Cases involving cruelty to children totalled 51 in 1981 and 59 in 1982.

These figures do not indicate any significant increase in crime within the family, particularly if the statistics for the first quarter of the present year are taken into account—these show that one homicide, 99 serious assaults and seven cases involving cruelty to children can be said to fall within this category.

No specific investigation of the causes of crimes within the family as such has been carried out, but I understand that the Police Force analyses crime statistics by groups, recent arrivals, juveniles, etc. if there is reason to suspect a trend. No particular trend is discernible in the statistics I have just given. The experience of the family services centres of the Social Welfare Department shows that crimes committed within the family may be due to a wide variety of reasons, ranging from personality problems, financial worries, communication difficulties between parents and children and drug addiction to indulgence in alcohol, mental disturbance and marital discord.

The main object of all our family welfare activities is to maintain harmony within the family and to preserve and strengthen the family as a unit. This is what family life education is all about. In addition, cash assistance in the form of public assistance and special needs allowances, and a range of direct services

are available to meet the needs of vulnerable groups and to relieve the pressures on families in coping with their problems. As Members are aware, one specific area which has been the cause of public concern recently is that of ex-mental patients. A working group has been appointed to review the prevalence of criminal violence amongst ex-mental patients as well as the existing aftercare services, and to make appropriate recommendations. This working party is expected to report shortly.

MRS. CHOW:—*Although the figures given do not indicate any sudden increase in crime within the family, nevertheless, there seems to be a steady growing trend in that area. May I ask what efforts are made to study the social causes and to identify the specific vulnerable groups thereby preventing domestic tragedies, and what steps are taken when these specific vulnerable groups are identified?*

DIRECTOR OF SOCIAL WELFARE:—Sir, I think if the figures which I gave for the first quarter of this year are annualized, it will be seen that it is difficult to say that there is in fact a steadily increasing trend. However, be that as it may, I would not like to give the impression that we are not concerned about crimes committed within the family. As I have pointed out, the Police do analyse the statistics to see if trends are emerging and, of course, our case workers are continually dealing with difficulties of this kind, and whenever in a particular family a problem appears to be arising, steps can be taken to deal with this. I think perhaps the best example of what happens when a particular general problem arises I referred to in my earlier answer dealing with ex-mental patients. This is something which has come very much to the attention of the public because of a particular case and if similar cases arise or similar situations in other areas, we will take the same action to set up a group to try and find out what is the problem and what we can do about it.

MRS. CHOW:—*May I ask the question again on the specific vulnerable groups that the Director of Social Welfare has referred to in his reply. Who are these specific vulnerable groups that he mentioned in his last paragraph?*

DIRECTOR OF SOCIAL WELFARE:—Sir, of course the most obvious vulnerable groups are broken families of one kind or another, single parent families, divorced families, and that, I think, is perhaps the best example I can give of a specific vulnerable group.

REVD. JOYCE M. BENNETT:—*Sir, I note that the Director of Social Welfare has only referred to homicide, serious assaults and cruelty to children. What is the situation concerning the crime of incest?*

DIRECTOR OF SOCIAL WELFARE:—Sir, I understand from the Police records that in 1981 there was one case of incest reported to the Police, three in 1982 and one in the first quarter of this year. This, of course, may well not be a real indication of the size of the problem because of the nature of this offence.

### Television advertising of smoking

10. MR. PETER C. WONG asked:—*With reference to cigarette advertisements on television and cinema screens, will Government consider requiring the health warning to be read out as well?*

SECRETARY FOR HOME AFFAIRS:—Yes, Sir. This proposal can be considered when television advertising of smoking is reviewed in about two years' time. The question of cinema displays could be looked at then also. I should say that there appear to be considerable practical difficulties in getting a verbal warning included within the time span of these very short advertisements.

### Parking facilities for goods and other commercial vehicles

11. MR. S. L. CHEN asked:—*What plans does Government have to improve parking facilities, such as provision of multi-storey car parks, for goods and other commercial vehicles particularly in industrial areas?*

SECRETARY FOR TRANSPORT:—Sir, the Government has an existing programme of measures to provide more parking facilities for commercial vehicles.

Short term measures include identifying and allocating more sites for off-street temporary open air lorry parks in industrial areas. For instance, 600 more spaces for trailers and containers have been provided in the Tsuen Wan/Kwai Chung area in the last six months; new lorry parks are planned on the Sham Shui Po reclamation, in Hing Wa Street, at the Tai Hom fire site and in Ko Chiu Road. More on-street spaces in industrial areas are being redesignated for lorry parking only.

For the longer term, developers of all new industrial estates are required to make provision for goods vehicle parking. Parking standards for commercial vehicles are under review (the review of residential parking standards having been completed).

Parking for commercial vehicles is provided on the ground floors of some multi-storey car parks but a multi-storey park for the use of goods vehicles *only* is commercially not viable.

The matter of goods vehicle parking is included in the brief of a comprehensive study into the economic and transport aspects of the trucking industry, to which I have referred recently in this Council.

MR. S. L. CHEN:—*Sir, when can the outcome of the comprehensive study be expected?*

SECRETARY FOR TRANSPORT:—Approximately 12 months from now, Sir.

### **Traffic Accident Victims Assistance Scheme**

12. DR. HO asked:—*Is Government satisfied with the operation of the Traffic Accident Victims Assistance Scheme giving the fact that applications for assistance were received from only 58% of the victims who sustained serious injuries in traffic accidents during 1981-82?*

DIRECTOR OF SOCIAL WELFARE:—Sir, the short answer to Dr. HO's question is yes.

One of the main reasons for the apparently low percentage of victims who sustain serious injuries and who subsequently apply for help from the Traffic Accident Victims Assistance Scheme (TAVAS) lies in the definition of 'serious injuries', which includes all those who are detained in hospital for 12 hours or more. To be eligible for help from the Scheme however, an accident victim must have lost his earning capacity for at least seven days if the accident occurred before 6 January 1982 or three days if it happened after that date.

A study of TAVAS cases in 1980-81 indicated that 46.7% of the accident victims who were classified as having received serious injuries, but who did not apply for assistance under the Scheme were in fact ineligible under the seven-day rule which is in force at that time. If we assume that a similar situation obtained in 1981-82 and adjust the 58% quoted by Dr. HO so as to eliminate the ineligible cases we arrive at a take-up rate of 72% which is a considerable improvement.

Moreover applications for assistance have shown a steady increase each year since the Scheme was introduced in May 1979, and I expect that this trend will continue with the relaxation of the seven-day rule and sustained publicity.

DR. HO:—*With regard to those traffic accident victims who have sustained serious injuries, do the officers of the Social Welfare Department give these victims adequate advice or assistance in respect of their chance of claim for damages or compensation?*

DIRECTOR OF SOCIAL WELFARE:—Sir, we do try to ensure that, as far as possible, everyone who is involved in a traffic accident is aware of the existence of the TAVAS scheme. In addition to publicity through the usual channels of radio and television, we do make sure that leaflets and application forms are available at all Police investigation sections and hospital casualty departments, and whenever there is a particularly serious accident which is reported in the press, our staff go out to contact the people who are injured, and once we have made contact with them, our staff ensure that they are given the best possible advice on making applications.



**Leaded and unleaded petrol**

13. DR. IP asked:—*What is the percentage of cars now registered in Hong Kong, which can function (with or without minor adaptation) on low octane (lead free) petrol?*

SECRETARY FOR HEALTH AND WELFARE:—Sir, I am advised that about 40% of all petrol-driven cars now registered could be operated on, or could be made with minor adaptation to operate on, what is referred to as unleaded petrol. That represents rather less than 90 000 cars.

DR. IP:—*Sir, in general is low octane unleaded petrol cheaper than high octane leaded petrol?*

SECRETARY FOR HEALTH AND WELFARE:—My understanding, Sir, is that unleaded petrol is more expensive than leaded petrol.

DR. IP:—*Sir, if and when a substantial number of car owners subscribe to low octane lead free petrol, would it then be cheaper to run a car on this than on high octane lead-containing petrol?*

SECRETARY FOR HEALTH AND WELFARE:—Sir, that is a hypothetical question and is difficult to answer. A great deal depends on the source of the petrol. It is by no means a foregone conclusion that unleaded petrol would be available for our purposes.

DR. IP:—*Sir, would Government consider some policies so as to encourage the use of lead free low octane petrol for the sake of (i) the reduction of atmospheric lead pollution, and (ii) for the possible users' economy based on my previous experience that in the days where in Hong Kong there had been provided two choices of either the regular or the super or premium brand, the regular then cost less than the super brand?*

SECRETARY FOR HEALTH AND WELFARE:—Sir, we do not yet know if it would be practical to move towards the use of unleaded petrol in Hong Kong nor is it clear at this time that it is either necessary or advantageous that we should do so, but we are studying this option. We need to be very careful to weigh up the advantages of the health and environmental benefits against the economic consequences. But I think I should probably explain, Sir, that we do monitor and we have been monitoring for some time the lead levels in Hong Kong and results so far show that airborne lead levels remain below internationally accepted standards. I am not sure, therefore, that I would necessarily agree that there is a problem here. Nonetheless, to the extent that the use of leaded petrol could contribute to the level of airborne lead and to the extent that airborne lead could have a direct effect on health, the Government is anxious that the safety margin should be improved wherever possible. To that end steps have

already been taken with the full co-operation of the oil companies to reduce the lead level in petrol available in Hong Kong and we hope, indeed, to make further reductions if this is feasible.

DR. IP:—*Would Government comment on the proposed figure that possibly there has been a release of 237 tons of lead released in air based on the amount of petrol that has been used in 1981, and also whether it is more expensive to import high octane petrol containing non-lead additives such as benzene, toluene and other carbon 8 aromatic compounds, or is it cheaper to import low octane lead free petrol?*

SECRETARY FOR HEALTH AND WELFARE:—Sir, I am afraid I can't answer the first question because I am not aware of this particular statistic. As to the second question again, as I said earlier, it is not possible to say whether it would be cheaper. It depends on whether, in fact, there is a source of supply.

## **Government business**

### **Motions**

#### **PENSIONS (INCREASE) ORDINANCE**

THE SECRETARY FOR THE CIVIL SERVICE moved the following motion:—That the second schedule to the Pensions (Increase) Ordinance be amended with effect from 1 April 1983—

- (a) in Part I by adding the following—  
‘16. The adjusted pension under paragraph 15 may be further increased by 9 per cent.’;
- (b) in Part II by adding the following—  
‘15. The adjusted pension under paragraph 14 may be further increased by 9 per cent.’;
- (c) in Part III by adding the following—  
‘15. The adjusted pension under paragraph 14 may be further increased by 9 per cent.’;
- (d) in Part IV by adding the following—  
‘14. The adjusted pension under paragraph 13 may be further increased by 9 per cent.’;
- (e) in Part V by adding the following—  
‘13. The adjusted pension under paragraph 12 may be further increased by 9 per cent.’;
- (f) in Part VI by adding the following—  
‘12. The adjusted pension under paragraph 11 may be further increased by 9 per cent.’;

- (g) in Part VII by adding the following—  
‘11. The adjusted pension under paragraph 10 may be further increased by 9 *per cent.*’;
- (h) in Part VIII by adding the following—  
‘10. The adjusted pension under paragraph 9 may be further increased by 9 *per cent.*’;
- (i) in Part IX by adding the following—  
‘8. The adjusted pension under paragraph 7 may be further increased by 9 *per cent.*’;
- (j) in Part X by adding the following—  
‘7. The adjusted pension under paragraph 6 may be further increased by 9 *per cent.*’;
- (k) in Part XI by adding the following—  
‘6. The adjusted pension under paragraph 5 may be further increased by 9 *per cent.*’;
- (l) in Part XII by adding the following—  
‘5. The adjusted pension under paragraph 4 may be further increased by 9 *per cent.*’;
- (m) in Part XIII by adding the following—  
‘4. The adjusted pension under paragraph 3 may be further increased by 9 *per cent.*’;
- (n) in Part XIV by adding the following—  
‘3. The adjusted pension under paragraph 2 may be further increased by 9 *per cent.*’;
- (o) in Part XV by adding the following—  
‘2. The adjusted pension under paragraph 1 may be further increased by 9 *per cent.*’;
- (p) by adding the following—

‘PART XVI

*Applicable to a basic pension based  
on a salary in force from 1 April 1982  
to 31 March 1983 inclusive*

“1. The basic pension may be increased by 9 *per cent.*”.

He said:—Sir, I move the first motion standing in my name on the Order Paper.

As Members will recall it is the Government’s policy to maintain the original purchasing power of civil service pensions, including pensions payable under the Widows and Orphans Pension Scheme and under the Widows’ and Children’s Pensions Scheme. This is achieved by periodic pension adjustments so as to reflect changes in the cost of living.

During the latest review period, from 1 April 1982 to 31 March 1983, the moving annual average of the Consumer Price Index (A) rose by 11.60 points, that is, by 9.55 per cent. Having regard to the budgetary and economic situation

now facing us, it is proposed that pensions in payment on 1 April 1983, including previous increases already approved, should be increased by 9 per cent with effect from the same date.

The total cost of increasing pensions by this amount is estimated at \$37.8 million during a full year. Sir, this is a statutory charge which may be authorized by resolution of this Council under the appropriate Ordinances. Accordingly, I beg to move.

*Question put and agreed to.*

### **WIDOWS AND ORPHANS PENSION (INCREASE) ORDINANCE**

THE SECRETARY FOR THE CIVIL SERVICE moved the following motion:—That the Schedule to the Widows and Orphans Pension (Increase) Ordinance be amended by adding the following—

- ‘34. The pension calculated on the total contributions up to 31 March 1982 inclusive plus the total increases in pension up to 31 March 1983 may be increased by 9 *per cent* with effect from 1 April 1983.
35. The pension calculated on contributions from 1 April 1982 to 31 March 1983 inclusive may be increased by 9 *per cent* with effect from 1 April 1983.’

He said:—Sir, my speech on the first motion standing in my name on the Order Paper covers also the subject of the second motion standing in my name. I therefore beg to move.

*Question put and agreed to.*

### **First reading of bill**

### **AIR PASSENGER DEPARTURE TAX BILL 1983**

*Bill read the first time and ordered to be set down for second reading pursuant to Standing Order 41(3).*

### **Second reading of bills**

**AIR PASSENGER DEPARTURE TAX BILL 1983**

THE FINANCIAL SECRETARY moved the second reading of:—‘A bill to impose a tax on passengers departing by air from Hong Kong and for purposes connected therewith’.

He said:—Sir, I move that the Air Passenger Departure Tax Bill 1983 be read a second time.

The introduction of this Bill was foreshadowed by the Financial Secretary on 23 February last when he moved the second reading of the Appropriation Bill 1983.

As Members will recall, on that occasion he stated that the potential deficit in the 1983-84 financial year must be met by the use of reserves and by increased taxation.

As Members will also recall, the imposition of an air passenger departure tax was one of eleven proposals for increasing revenue.

No increase in the level of an existing tax or the introduction of a new tax is ever met with universal acclaim and this proposal is no exception to that rule. During the course of the second reading debate on the Appropriation Bill, I believe three Members themselves expressed reservations about the consequences of the introduction of such a tax in place of the existing passenger service charge, and they questioned the level of the increase or suggested that the burden of this tax might be more widely spread. Similar representations were made by travel agents, airlines and sectors of the tourism industry. There were also suggestions that if there had to be a tax, it should be related to the distance to be travelled or to the cost of the ticket.

Due account was taken of all these points and the Financial Secretary dealt carefully and comprehensively with them in concluding the debate on the second reading of the Appropriation Bill. He went to some length to explain—

- that the principle of levying a charge on departing passengers is well established;
- that the proposed tax whilst high is not the highest of its kind in the world;
- that a variable tax related to distance or fare would be totally impracticable and lead to endless argument as to the correct amounts payable; and that this would seriously inconvenience passengers; thus the tax should be kept simple; and lastly
- that alternative measures of raising revenue, particularly in the context of passengers departing by other means from Hong Kong, had been seriously considered, and the Financial Secretary was at some pains to explain why they had been rejected.

I take this opportunity to remind Members that the Financial Secretary concluded his remarks by saying that he would not now propose to substitute the present \$20 passenger service charge with a departure tax of \$100 if matching revenue could be fairly secured from other sources.

At the end of the day, I believe Members broadly accepted that this new tax was necessary. Accordingly, the Air Passenger Departure Tax Bill 1983 is introduced into this Council, after due consideration by the Executive Council.

The Bill is a comparatively short and simple measure. Its main purpose, under clause 3, is to impose a tax on passengers departing by air from Hong Kong International Airport.

The tax to be paid is set out in the First Schedule, from which it can be seen that passengers under 12 years of age will pay \$50 and that no tax at all will be charged in respect of passengers less than two years of age. Clause 12 provides for certain exemptions; proposed exempt categories of person are detailed in the Second Schedule which may be amended by the Governor in Council. These categories are founded on common sense, practicality, and international practice and obligations. There is also provision (clause 13) for waiver by the Chief Secretary where he is satisfied that payment of the tax by a passenger would entail or has entailed serious hardship or that it would in any particular circumstances be inequitable or contrary to public interest to impose the tax.

Under clause 4, the duty of collecting the tax is placed on the operators of the aircraft on which the passenger departs. Clause 10 empowers the Financial Secretary to pay a fee for the collection of the tax.

The remaining clauses of the Bill are largely concerned with the mechanics of collection and accounting for the tax, and the usual penalty provisions.

If this Bill is enacted, it is proposed that it shall come into operation on 1 June 1983. As already mentioned by the Financial Secretary in his Budget Speech, the estimated additional yield to revenue (after allowing for the abolition of the passenger service charge) will be some \$230 million in 1983-84.

Sir, I beg to move that the debate on this motion be adjourned.

*Motion made. That the debate on the second reading of the Bill be adjourned—*THE FINANCIAL SECRETARY.

*Question put and agreed to.*

## **BETTING DUTY (AMENDMENT) BILL 1983**

### **Resumption of debate on second reading (27 April 1983)**

*Question proposed.*

*Question put and agreed to.*

Bill read the second time.

*Bill committed to a committee of the whole Council pursuant to Standing Order 43(1).*

### **COMPANIES (AMENDMENT) (NO. 2) BILL 1983**

#### **Resumption of debate on second reading (27 April 1983)**

*Question proposed.*

*Question put and agreed to.*

Bill read the second time.

*Bill committed to a committee of the whole Council pursuant to Standing Order 43(1).*

### **ROAD TRAFFIC (DRIVING LICENCES) REGULATIONS (AMENDMENT) BILL 1983**

#### **Resumption of debate on second reading (27 April 1983)**

*Question proposed.*

*Question put and agreed to.*

Bill read the second time.

*Bill committed to a committee of the whole Council pursuant to Standing Order 43(1).*

### **ROAD TRAFFIC (REGISTRATION AND LICENSING OF VEHICLES) REGULATIONS (AMENDMENT) BILL 1983**

#### **Resumption of debate on second reading (27 April 1983)**

*Question proposed.*

*Question put and agreed to.*

Bill read the second time.

*Bill committed to a committee of the whole Council pursuant to Standing Order 43(1).*

## **MOTOR VEHICLES (FIRST REGISTRATION TAX) (AMENDMENT) BILL 1983**

### **Resumption of debate on second reading (27 April 1983)**

*Question proposed.*

DR. FANG:—Sir, I have pleasure in supporting the Motor Vehicles (First Registration Tax) (Amendment) Bill 1983, and welcome whole-heartedly the proposal to exempt disabled drivers from paying first registration tax.

While we are happy about the measures now proposed, which would benefit some 400 disabled persons, let us not forget that there is a much greater number of disabled people in Hong Kong, who because of their disabilities are not able to afford or drive their own car are still having great problems in their daily journeys to schools, to work, and to other social and recreational activities. We do need some more comprehensive arrangements. I am aware that a survey is being planned on the special transport needs of the disabled and hope that remedial measures will be taken by Government when and where shortfalls in provisions are identified.

I am also glad to note that the Secretary for Education and Manpower, in moving the second reading of this Bill on 27 April 1983, quoted from the Rehabilitation International's Charter for the 80s to reaffirm Government's commitment in the integration of disabled people into the community. This goes to show that Hong Kong is, and will continue to be, even by world standards, a truly caring society.

Sir, with these remarks, I support the motion.

*Question put and agreed to.*

Bill read the second time.

*Bill committed to a committee of the whole Council pursuant to Standing Order 43(1).*



**LEGAL AID (AMENDMENT) BILL 1983****Resumption of debate on second reading (27 April 1983)**

*Question proposed.*

*Question put and agreed to.*

Bill read the second time.

*Bill committed to a committee of the whole Council pursuant to Standing Order 43(1).*

**Committee stage of bills**

Council went into Committee.

**BETTING DUTY (AMENDMENT) BILL 1983**

Clauses 1 to 5 were agreed to.

**COMPANIES (AMENDMENT) (NO. 2) BILL 1983**

Clause 1

THE FINANCIAL SECRETARY:—I move that clause 1 be amended as set out in the paper circulated to Members.

*Proposed amendment*

**Clause 1**

That clause 1 be amended by deleting '(No. 2)'.

The amendment was agreed to.

Clause 1, as amended, was agreed to.

Clause 2 was agreed to.

**ROAD TRAFFIC (DRIVING LICENCES) REGULATIONS (AMENDMENT) BILL 1983**

Clauses 1 and 2 were agreed to.

Schedule was agreed to.

**ROAD TRAFFIC (REGISTRATION AND LICENSING OF VEHICLES) REGULATIONS (AMENDMENT) BILL 1983**

Clauses 1 and 2 were agreed to.

**MOTOR VEHICLES (FIRST REGISTRATION TAX) (AMENDMENT) BILL 1983**

Clauses 1 to 6 were agreed to.

**LEGAL AID (AMENDMENT) BILL 1983**

Clauses 1 to 7 were agreed to.

Schedule was agreed to.

Council then resumed.

**Third reading of bills**

The Attorney General reported that the

BETTING DUTY (AMENDMENT) BILL

ROAD TRAFFIC (DRIVING LICENCES) REGULATIONS (AMENDMENT) BILL

ROAD TRAFFIC (REGISTRATION AND LICENSING OF VEHICLES) REGULATIONS (AMENDMENT) BILL

MOTOR VEHICLES (FIRST REGISTRATION TAX) (AMENDMENT) BILL and the

LEGAL AID (AMENDMENT) BILL

had passed through Committee without amendment and the

COMPANIES (AMENDMENT) (NO. 2) BILL  
(enacted as Companies (Amendment) Ordinance 1983)

had passed through Committee with an amendment and moved the third reading of each of the Bills.

*Question put on the Bills and agreed to.*

Bills read the third time and passed.

**Adjournment and next sitting**

HIS EXCELLENCY THE PRESIDENT:—In accordance with Standing Orders I now adjourn the Council until 2.30 p.m. on Wednesday 25 May 1983.

*Adjourned accordingly at thirty-five minutes past three o'clock.*