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Special meeting of the House Committee on 27 February 2004

Background Brief prepared by Legislative Council Secretariat

**Main issues relating to cooperation between Guangdong and Hong Kong
discussed with the Chief Secretary for Administration**

Background

The topic of cooperation between Guangdong and Hong Kong was discussed with the Chief Secretary for Administration (CS) at the special meetings of the House Committee on 19 April 2002 and 28 February 2003.

2. This background brief summarizes the main issues raised at these meetings and also informs Members of the up-to-date position of some of the issues raised.

Main issues raised

Special meeting on 19 April 2002

3. The following issues were raised at the special meeting on 19 April 2002 -

- (a) co-location of immigration and customs facilities;
- (b) cooperation in operation of control points;
- (c) cooperation in tourism;
- (d) passenger ferry services;
- (e) development of Nansha;
- (f) cooperation in the development of the logistics industry;

- (g) cooperation between the Hong Kong International Airport and Zhuhai Airport;
- (h) work of environmental protection and Dongjiang water quality; and
- (i) construction of the Shenzhen Western Corridor and pedestrian walkway connecting Huanggang in Shenzhen with Lok Ma Chau, and coordination in infrastructure projects.

4. The relevant extract from the minutes of the special meeting of the House Committee held on 19 April 2002 is in **Appendix I** for Members' easy reference.

Special meeting on 28 February 2003

5. The following issues were raised at the special meeting on 28 February 2003 -

- (a) items (a), (c), (f), (g), (h) and (i) in paragraph 3 above;
- (b) cooperation and communication with Guangdong in the exchange of information on infectious diseases and public health matters; and
- (c) cross-boundary legal disputes and criminal activities.

6. The relevant extract from the minutes of the special meeting held on 28 February 2003 is in **Appendix II** for Members' easy reference.

Up-to-date position regarding the issues raised

7. Some of the issues raised at the two meetings have since been discussed or followed up by the relevant committees. Some of them have also been referred to in the Policy Address and/or Policy Agenda booklet in 2003 and/or 2004. Members may wish to refer to **Appendix III** for details.

Related Council questions and motions

8. Since the discussion with CS on 28 February 2003, a number of questions/motions on issues relating to cooperation between Guangdong and Hong Kong have been raised/moved by Members at Council meetings. Further details of these questions/motions are in **Appendix IV**.

9. The issues raised in these questions/motions mainly include -
- (a) communication mechanism on matters relating to medical and health services (paragraphs 2 and 18 of Appendix IV);
 - (b) economic cooperation and integration with the Pearl River Delta region (paragraphs 3, 7, 8, 9 and 21 of Appendix IV);
 - (c) curbing of cross-boundary crimes and crimes committed by Mainlanders (paragraphs 4, 10, 13 and 24 of Appendix IV);
 - (d) immigration and customs facilities and clearance at border control points (paragraphs 5, 19 and 22 of Appendix IV);
 - (e) visit to Hong Kong by individual residents in Guangdong (paragraph 6 of Appendix IV);
 - (f) impact of the construction of highways in Guangdong Province on Hong Kong (paragraph 11 of Appendix IV);
 - (g) cooperation with Guangdong Province in connection with the Mainland/Hong Kong Closer Economic Partnership Arrangement (paragraphs 12 and 14 of Appendix IV);
 - (h) establishment of border industrial zone (paragraphs 15 and 26 of Appendix IV);
 - (i) licences for private cars from Hong Kong/Macau to enter/exit the Mainland (paragraph 16 of Appendix IV);
 - (j) environmental protection and supply of Dongjiang water (paragraphs 17 and 23 of Appendix IV);
 - (k) development of the Pearl River Delta Football League (paragraph 20 of Appendix IV); and
 - (l) cooperation with the Mainland in developing the information technology industry (paragraph 25 of Appendix IV).

**Extract from Minutes of
Special House Committee Meeting held on 19 April 2002**

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I. Chief Secretary for Administration's visits to Beijing and cooperation between Guangdong and Hong Kong

2. The speaking note of CS on the subject is in Appendix I.
3. Mr IP Kwok-him said that some people had expressed reservations about the cost-effectiveness of the construction of a magnetically levitated transportation system (Maglev) between Hong Kong and Shenzhen, given the short distance. He asked whether the Administration would reconsider the proposal.
4. CS responded that the Administration was studying the feasibility and cost-effectiveness, including the possible route and technical issues, of an express rail link between Hong Kong and Guangzhou enroute Shenzhen. CS said that Maglev was only one of the technical options being considered, and he also had reservations as to whether Maglev would be economically beneficial. He pointed out that Germany and Japan were the most advanced countries in developing the Maglev technology, and the first Maglev train to be put to commercial use would be in Shanghai, from Long Yang Road to the Pudong International Airport.
5. CS further said that Hong Kong would need to work with the Guangdong authorities and the Ministry of Railways, as construction of the express rail link was not a decision to be made unilaterally by Hong Kong. CS informed Members that in-depth studies would be carried out, and he expected that more information would be available later to enable a decision to be made on whether Maglev would be used. CS added that the railway project required the funding approval of the Finance Committee, and that the Administration would revert to the Legislative Council (LegCo) in due course.
6. Ms Miriam LAU said that the transport industries had waited for a long time to seek areas of cooperation with the Mainland, particularly in the development of the logistics industry. Ms LAU asked CS whether any such areas of cooperation or business opportunities had been identified and agreed on during his recent visits to the Mainland. Ms LAU also asked whether there were other communication channels, outside the framework of the Hong Kong/Guangdong Cooperation Joint Conference, to follow up the implementation of the agreed projects.

7. CS responded that the Joint Conference was not the only communication channel to discuss areas of cooperation between Hong Kong and the Mainland. CS informed Members that the government officials concerned, in particular, those in the Hong Kong Guangdong Cooperation Coordination Unit were in close liaison with the Mainland officials to follow up the cross boundary development projects. CS pointed out that to enhance the competitiveness of the logistics industry in Hong Kong, the immediate task was to improve the operation of the boundary control points so as to reduce the waiting time for vehicular and passenger clearance. These improvement measures included co-location of the immigration and customs facilities at the control points, extension of the operation hours, and provision of more lanes at Lok Ma Chau for vehicle clearance.

8. CS further said that the second task was to strive for early implementation of the Shenzhen Western Corridor project to enable faster and greater volume of vehicular traffic flow between Hong Kong and Shenzhen. As regards cooperation in the development of the logistics industry, CS said that discussions had been going on with the Mainland on the setting up of a logistics service network. CS added that he welcomed views and suggestions from the industries, and also undertook to let them know of any information he had obtained regarding cooperation opportunities with the Mainland.

9. Mr LAU Ping-cheung enquired about the opportunities for the industries and professions in Hong Kong to participate in the development of infrastructural projects in the Mainland.

10. CS responded that other than himself, the Financial Secretary (FS) was also involved in exploring opportunities for the industries and professions in Hong Kong to participate in Mainland's infrastructural projects under the framework of the World Trade Organisation. CS pointed out that Hong Kong and the Mainland should explore areas of cooperation in the development of infrastructural projects, and should not duplicate resources in the planning of and investment in such projects. CS cited the Nansha development zone and Yantian container terminal as examples. He further said that there were exchanges of views and information on the development of infrastructural projects under the framework of the Hong Kong/Guangdong Cooperation Joint Conference. CS stressed that such information would be disseminated to the industries and professions in Hong Kong.

11. As regards cooperation between the Hong Kong International Airport (HKIA) and other airports in the Pearl River Delta region, Mr NG Leung-sing asked what would be the most suitable arrangements, i.e. arrangements which would be beneficial to Hong Kong and acceptable to the Mainland.

12. CS responded that it was important that any such cooperation would bring benefits to both sides. He said that there was much room for cooperation in improving the multi-modal connections to facilitate passenger and cargo transport, and logistics operations. He pointed out that the airports in Hong Kong and the Pearl River Delta could play a complementary role to each other. For example, HKIA and the Shenzhen Airport were only 37 kilometres apart, and they provided different types of services. HKIA had scheduled flights to more than 130 destinations, about 90 of which were in overseas countries. The Shenzhen Airport, on the other hand, had scheduled

flights to 56 destinations, 55 of which were Mainland cities. It was possible to increase the passenger and cargo traffic of the two places by providing sea/land/helicopter transport connections between the two airports.

13. CS said that the mode of cooperation between the Hong Kong Airport Authority (AA) and other airport authorities in the Pearl River Delta region could include entering into alliance or other arrangements. It would be a decision for the airport authorities concerned to make. The present proposal of the Administration was to extend the scope of activities of AA to enable any airport-related activity in trade, commerce or industry to be carried out on or from the land leased to AA. CS stressed that strengthening the connectivity between HKIA and the Shenzhen Airport was necessary to enhance Hong Kong's position as a leading international and regional air transportation hub. He hoped that Members would support the relevant legislative proposal to enable AA to undertake such activities as early as possible.

14. Miss CHOY So-yuk asked whether CS had discussed, and also reached consensus, with the Guangdong authorities on any proposal on constructing a new land boundary crossing, such as the Lingdingyang Bridge. She pointed out that as the design and construction process of land crossings was much faster in the Guangdong Province, she was concerned about the interface of these crossings with complementary projects in Hong Kong.

15. CS responded that the Shenzhen Western Corridor project should be implemented as soon as possible, as LegCo had already given funding approval to carry out the detailed design. The Administration was now identifying the most suitable landing point of the Shenzhen Western Corridor on the Hong Kong side. CS pointed out that following the completion of the Shenzhen Western Corridor, there should not be any problem in the vehicular traffic between Hong Kong and Shenzhen in the next few years.

16. As regards the need for another land boundary crossing, CS said that the Administration would need to carefully examine the likely economic benefits to Hong Kong. He further said that as most part of the Lingdingyang Bridge would be within the waters of the Guangdong Province, one would have to liaise with the Guangdong Authorities to discuss the alignment.

17. CS further said that the State Development Planning Commission was coordinating the various proposals on land boundary crossing projects, and there would be continuous discussions at the Mainland/HKSAR Conference on the Coordination of Major Infrastructure Projects.

18. Mr Abraham SHEK asked how investment by AA in the airports in the Pearl River Delta region would attract more passenger and cargo traffic to Hong Kong. He said that it was for the airlines, air freight and cargo handling companies, rather than AA, to promote such business opportunities.

19. CS explained that the investment by AA would be on providing software and ancillary services, and improving the transport connections between HKIA and the other airports in the Pearl River Delta region. The provision of the connection facilities, such as ferry or helicopter services

between HKIA and the Shenzhen Airport, would attract more passenger and cargo traffic, and bring economic benefits to Hong Kong. CS added that if a new passenger ferry pier was to be constructed to connect the major ports in the Pearl River Delta region with HKIA, immigration and customs facilities would need to be provided at the new control points.

20. Mr Abraham SHEK considered that the private sector should participate in providing the transport connection facilities, and it was not necessary to empower AA to extend its scope of activities. CS responded that while the private sector could participate in providing the connection services, it might involve the use of land leased to AA. AA was therefore best placed to coordinate and carry out these activities.

21. Ms Cyd HO asked CS how the "One Country, Two Systems" principle was safeguarded in the process of enhancing cooperation with the Mainland, and how transparency of the process could be ensured. She further asked whether the concept of sustainable development would be applied to the development of cross-boundary infrastructural projects.

22. CS responded that both Hong Kong and the Mainland authorities attached great importance to adhering to the "One Country, Two Systems" principle throughout the discussions. CS said that while it was necessary to have consensus over the technology to be applied to cross-boundary projects, the two places would implement those parts of the projects which were within their respective territories according to their own way of doing things. He added that the Mainland also put great emphasis on sustainable development when pursuing infrastructural projects. As regards dissemination of information, CS assured Members that he would issue press releases and information briefs to Members at the earliest opportunity. He added that any legislative and financial proposals on the projects would be subject to LegCo approval, and the details would be fully explained to Members.

23. Ms Cyd HO asked whether there would be a process for the views of LegCo Members and the public to be reflected and taken into account in the discussions between Hong Kong and the Mainland. CS responded that he would be pleased to brief Members and the public on the progress of the projects under discussion. He would also welcome any views on how the Administration could further improve the dissemination of information and discussion process.

24. Dr Raymond HO Chung-tai said that according to Mr ZHENG Guobao, Vice Chairman of the State Development Planning Commission, the infrastructural development in the Guangdong Province had shifted southwards to Nansha. As Hong Kong was moving its port development to the west, Dr HO asked whether there was any mismatch between the Hong Kong port development strategy and the recent developments in the Guangdong Province, and whether this mismatch should be rectified.

25. CS responded that he welcomed views and suggestions on how to improve Hong Kong's development strategy. He pointed out that many development plans and projects in the Guangdong Province, such as the Nansha development zone, were still at the preliminary stage. He would provide more information when concrete details of these projects were

available. CS said that there had in fact been more cooperation between the two places, for example, in the development of technology and information technology.

26. Dr Raymond HO Chung-tai asked whether the Administration would consider providing cross-boundary passenger ferry service in Tuen Mun, to enhance the convenience for residents in the New Territories to travel to the Pearl River Delta region.

27. CS responded that the existing cross boundary ferry services had not been used to their full capacity. He informed Members that the Administration had received proposals on an additional cross boundary ferry terminal in Tuen Mun. CS stressed that the Administration would need to carefully examine the economic benefits of the proposal and the staffing and resource requirements to support the proposed new control point at Tuen Mun Pier.

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**Extract from Minutes of
Special House Committee Meeting held on 28 February 2003**

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II. Cooperation between Guangdong and Hong Kong

25. Mr LEUNG Yiu-chung said that the public generally welcomed the implementation of 24-hour passenger clearance at Lok Ma Chau/Huanggang. However, they were also worried that economic integration with the Pearl River Delta (PRD) region might result in Hong Kong losing out. Mr LEUNG asked whether the Administration had conducted any study to assess the positive and negative impacts of economic integration with the PRD region on Hong Kong's economy and the employment situation, so that problems could be identified and dealt with before they became worse.

26. CS responded that more efficient flows of passenger, cargo and capital between Hong Kong and the PRD region would facilitate trading activities between the two places, and contribute to the overall development of Hong Kong's economy. CS further said that when Mainland enterprises set up offices in Hong Kong, it would benefit the financial and property markets, and also create employment opportunities for the people in Hong Kong. CS pointed out that about 6.8 million Mainland visitors came to Hong Kong last year, and each one of them spent an average \$5,000 during their stay. This had benefitted various sectors, including the retail trade and transport industry.

27. CS further said that while the rapidly increasing traffic in people and goods between the two places might put pressure on the transport systems in Hong Kong and give rise to law and order concerns, the overall benefits to Hong Kong's economy would outweigh any possible negative impacts. CS expressed agreement that the Administration should conduct in-depth studies on the impact of economic integration with the PRD region on Hong Kong. CS pointed out, however, that changes in the economy, e.g. Hong Kong industrialists moving their factories to the Mainland, were the result of market forces, and it was neither possible nor desirable for the Government to intervene with market forces.

28. Mr Kenneth TING enquired about the progress of the proposed co-location of immigration and custom facilities at boundary control points. Mr TING commented that the proposed co-location should be implemented as early as possible. CS responded that both sides were actively looking into the legal issues involved and the provision of co-location facilities at the boundary control points.

29. Head, Hong Kong Guangdong Cooperation Coordination Unit (HKGCCU) said that it had already been agreed at the fifth meeting of the Hong Kong Guangdong Cooperation Joint Conference that co-location of immigration and customs facilities would be provided at Huanggang for passenger clearance and, in the longer term, at the new control point at Shenzhen Western Corridor for both passenger and cargo clearance. Head, HKGCCU informed Members that departments concerned had commenced the design work for the co-location facilities at Shekou, and the Security Bureau was also studying the legal issues for a bill to be drafted to cater for co-location of immigration and custom facilities. Head, HKGCCU added that the construction work of the new control point at Shenzhen Western Corridor would be completed before the end of 2005.

30. Head, HKGCCU further said that in view of the rapidly increasing cross-boundary traffic, CE had said that in his 2003 Policy Address that one priority was to improve conditions at the boundary crossings to facilitate the flow of passengers, vehicles and goods between Hong Kong and the Mainland. In this connection, both sides had agreed to actively examine ways to improve boundary crossing infrastructure and supporting facilities, deploy additional staff and streamline clearance procedures. Both sides had started to study the feasibility of building an additional two-way bridge linking Huanggang and Lok Ma Chau, in order to remove the bottlenecks at the control point, separate the cargo and passenger flows, and improve the throughput capacity. This was the priority infrastructure improvement for Lok Ma Chau, Huanggang at the moment.

31. Dr TANG Siu-tong enquired about the progress of the discussion on establishing the Mainland/Hong Kong Closer Economic Partnership Agreement. Dr TANG suggested that Guangdong could be used as the starting point for Hong Kong and Mainland professionals to work together.

32. CS responded that as he was not involved in the discussion, he would pass on Dr TANG's suggestion to the Financial Secretary (FS) and the Secretary for Commerce, Industry and Technology (SCIT). CS also asked Dr TANG to approach FS and SCIT directly regarding details of the discussion.

33. Dr LO Wing-lok said that the Administration should strengthen cooperation and communication with Guangdong in the exchange of information on infectious diseases and public health matters. Dr LO enquired about the emergency arrangements for Hong Kong residents who suffered grave injuries from accidents or who were infected with serious diseases in Guangdong to return to Hong Kong for medical treatment. Dr LO also asked whether the Administration had any plans to promote cross-boundary medical insurance schemes, and to provide greater convenience for visa applications so as to attract people from the Mainland to come to Hong Kong for medical treatment.

34. CS responded that in emergency cases, Hong Kong residents could request for ambulance service to deliver them from the Hong Kong side of the boundary control point to public hospitals in Hong Kong. CS believed that Hong Kong residents were well aware of such arrangements.

35. CS further said that the Administration would welcome business enterprises to promote cross-boundary medical insurance schemes for Mainland residents, as it was essentially a business activity. CS stressed, however, that these schemes must not create additional burden on the public healthcare services in Hong Kong. CS pointed out that non-Hong Kong residents had to pay the full costs for public medical services in Hong Kong. CS added that he did not envisage any problems for Mainland residents to obtain Exit-entry Permits to come to Hong Kong for medical treatment.

36. Mr Howard YOUNG asked whether there would be further relaxation of the restrictions for Mainland residents to visit Hong Kong, following the abolition of the tourist visa quota for residents in Guangdong.

37. CS said that on-going efforts were being made to further relax the current restrictions for Mainland residents to travel to Hong Kong, and provide greater convenience for visa applications. In this connection, the proposals of allowing residents from Guangdong to visit Hong Kong in their personal capacity, and allowing temporary residents of selected cities in Guangdong Province to apply to join Hong Kong group tours at the Guangdong Authority in those cities were under discussion.

38. Mr YOUNG said that there was often confusing information in the Mainland about the restrictions on visiting Hong Kong. Mr YOUNG commented that it was important that clear and accurate information about travelling to Hong Kong should be provided. CS said that information on the eligibility criteria for applications of Exit-entry Permit for Travelling to Hong Kong and Macao, and other useful information for tourists would be made available on the official website of the Guangdong Tourist Authority (活力廣東).

39. Referring to the 1989 Water Supply Agreement which was due to expire in 2004, Mr Fred LI said that he had raised a question on the matter at the Council meeting on 26 February 2003, but the Secretary for the Environment, Transport and Works (SETW) failed to provide a satisfactory reply. Mr LI asked whether negotiations with the Guangdong side should be conducted by government officials at a higher level, as both sides had failed even to reach an agreement on the price of water for 2001.

40. CS said that he was confident that SETW could reach a satisfactory agreement with the Guangdong authorities on the price and supply of Dongjiang water. CS further said that it was normal in business negotiations for agreements to be made at the very last moment. It was important to be patient, as rushing into concluding an agreement would not be in Hong Kong's best interests.

41. Mr LAU Kong-wah said that Mr YU You-jun, mayor of Shenzhen, had talked to the media about stepping up cooperation with Hong Kong in all aspects. Mr LAU asked whether the Administration knew about the plans for such cooperation, and whether there were any difficulties in the communication and cooperation between the two places.

42. CS responded that although there were difficulties in the past, both Shenzhen and Hong Kong were keen on identifying projects for cooperation, and dedicated forums, such as, the Hong Kong Guangdong Cooperation Joint Conference and HKGCCU, had been established. CS further said that since Shenzhen was very close to Hong Kong and the two places shared similar development objectives, there were plenty of opportunities for cooperation.

43. Mr LAU Kong-wah said that people in Hong Kong had the feeling that when Hong Kong and Shenzhen officials talked about cooperation between the two places, they did not talk in concert. He asked whether there were any projects which the two places had worked together from the planning stage.

44. CS responded that there were a number of projects which were the outcome of concerted efforts of the two places, e.g., the Shenzhen Western Corridor linking Shekou and Tuen Mun, and co-location of immigration and custom facilities at boundary control points. CS added that he hoped the media would convey to the public the outcome of cooperation between the two places, and not just focus on the difficulties encountered in the process.

45. Ms Audrey EU said that the growing economic ties between Hong Kong and the Mainland had brought an increase in cross-boundary legal disputes and criminal activities. Citing the shooting case at the Luk Yu Teahouse in Hong Kong, Ms EU asked CS how problems concerning the legal and judiciary systems between the two places were tackled. Ms EU further said that this was not purely a legal matter for the Secretary for Justice, as these problems often had a political dimension.

46. CS said that the autonomy of the legal and judicial systems of the Hong Kong Special Administrative Region (HKSAR) was guaranteed by the Basic Law, and the HKSAR and the Mainland should respect each other's laws and legal systems. CS pointed out that there was close cooperation with the Mainland in exchanging information on cases, arresting suspects and in other operational matters.

47. Ms EU said that a mechanism should be put in place whereby cases which took place in Hong Kong but involved visitors from the Mainland would be dealt with accordingly. Ms EU considered that it was undesirable for the Administration to tackle the problems concerning the legal and judicial systems between the two places on a case-by-case basis.

48. CS responded that the transfer of fugitive offenders between the HKSAR and the Mainland was a highly sensitive issue, and the Security Bureau would need to sort out the principles first. CS suggested that the matter should more appropriately be followed up by the relevant Panel.

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**Main issues relating to cooperation between Hong Kong and Guangdong
discussed with the Chief Secretary for Administration
at the special meetings of the House Committee on 19 April 2002 and 28 February 2003**

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
1. Co-location of immigration and customs facilities	<p><u>2003</u></p> <p>The Administration will pursue a series of measures to facilitate the movement of people and goods across the boundary including the co-location of immigration and customs facilities as well as preparation for automated passenger clearance and automated vehicle clearance.</p> <p><u>2004</u></p> <p>The Administration will pursue a series of measures to facilitate the movement of people and goods across the boundary including the establishment of a new boundary control point on the Hong Kong - Shenzhen Western Corridor (SWC) and installation of automated</p>	<p>At the joint meeting of the Panel on Transport and Panel on Security held on 6 May 2003, the Administration advised that both the Hong Kong Special Administrative Region (HKSAR) and the Mainland had agreed to keep the plan to implement co-location arrangement at Huanggang under review, until after the implementation of the co-location arrangement at the SWC in the latter half of 2005 and the completion of a new bridge between the Lok Ma Chau Control Point and Huanggang for goods and container vehicles.</p> <p>The funding proposal for the construction of co-location facilities at SWC was approved by the Finance Committee (FC) on 18 July 2003.</p> <p>In its paper on the policy initiatives of the Security Bureau in the 2004 Policy Agenda for the meeting of the Panel on Security on 16 January 2004, the Administration advised that it would proceed with the necessary preparatory work of the construction of the new control point for the SWC.</p> <p>The Administration has also advised that with the authorization of the Central People's Government, a Hong Kong Management Area</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
	passenger, vehicle and cargo clearance systems.	within the co-located site at Shekou would be clearly earmarked, and be managed by HKSAR according to its laws. The existing modus operandi would be basically followed. The respective management areas of the two sides would not overlap so as to avoid any confusion or vacuum in jurisdiction. The Administration would need to introduce legislative amendments to clearly define the Hong Kong Management Area, and to extend the laws of HKSAR to the Hong Kong Management Area.
2. Cooperation in tourism	<p><u>2003</u></p> <p>Further relaxation of current restrictions to facilitate Mainland residents visiting Hong Kong.</p> <p><u>2004</u></p> <p>The Individual Visit Scheme will be extended further and collaboration will be stepped up with the Mainland to promote tourism.</p>	<p>The Individual Visit Scheme was implemented on 28 July 2003 in 10 Mainland cities. The Scheme was further extended to six Guangdong cities with effect from 1 January 2004.</p> <p>On tourism development, the Administration had consulted the Panel on Economic Services in 2003 on its plans to develop and improve tourism infrastructure, and various facilities and products, such as the Tsim Sha Tsui Promenade Beautification Project, Avenue of Star, Tung Chung Cable Car and the preservation of heritage buildings. The Panel was also briefed on the progress of the Global Tourism Revival Campaign and the progress of the Disneyland project.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
3.	Passenger ferry services	<p data-bbox="846 427 869 443">-</p> <p data-bbox="1151 360 2107 751">At the meeting of the Panel on Transport held on 30 January 2004, members noted that following an open tender exercise, the Government signed a tenancy agreement with the Hong Kong North West Express Limited in late December 2003 in regard to the occupation, modification and use of part of the Tuen Mun Ferry Pier for the operation of cross boundary passenger ferry services to Macau and Mainland ports. The Administration advises that it will shortly introduce the enabling legislation to establish the new Tuen Mun Ferry Terminal so that cross-boundary ferry services can be operated.</p> <p data-bbox="1151 802 2107 1155">The Panel on Economic Services was briefed on 18 July 2003 on the plan of the Airport Authority (AA) to develop cross boundary ferry services for transit passengers between the Hong Kong International Airport (HKIA) and major ports in the Pearl River Delta (PRD) Region. The cross boundary ferry service for transit passengers commenced on 29 September 2003 between the HKIA and four PRD ports, including Shenzhen (Fuyong), Dongguan, Shekou and Macau. AA expects that the ferry service will be further extended to three more PRD ports, e.g. Guangzhou, Zhuhai and Zhongshan.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
4. Cooperation in operation of control points	<p><u>2003</u></p> <p>The implementation of 24-hour passenger clearance at Lok Ma Chau/Huanggang with effect from 27 January 2003.</p>	<p>The Panel on Transport and the Panel on Security were briefed in March 2003 on the Administration's decision to implement the trial schemes on 20 March 2003 for allowing urban and New Territories taxis and green minibuses to operate at the Lok Ma Chau Control Point during the extended hours of operation (i.e. from 0000 hours to 0630 hours).</p> <p>In its paper provided for the two Panels in July 2003, the Administration advised that cross-boundary patronage at Lok Ma Chau Control Point had dropped significantly by 20% to 40% during the three-month trials for 24-hour clearance of taxi and green minibus passengers primarily due to the impact of Severe Acute Respiratory Syndrome. Because of the much lower patronage level, the operational mode and arrangements of the trial schemes had not been fully tested. On the other hand, the improvement projects at the control point were still on-going and some of the areas had to remain cordoned off as works sites for a few more months before the projects were fully completed. Access to the taxi and green minibus stands at the control point would be further improved after the completion of the project. Having reviewed the impact on the operations of and demand for public transport services and implications on traffic flow during the initial trial period, the Administration agreed to extend the trial schemes and conduct a further review in February 2004.</p>

	<p style="text-align: center;">Policy Address/ Policy Agenda booklet</p>	<p style="text-align: center;">Up-to-date position</p>
<p>5.</p>	<p>Cooperation with the Mainland in the development of the logistics industry</p> <p><u>2003</u></p> <p>The development of the PRD Region into a major modernised economic region which will be, among others, a centre of logistics services.</p> <p><u>2004</u></p> <p>The Administration will evaluate the findings of the Mainland - Hong Kong Logistics Cooperation Study and, in consultation with the industry and the authorities in the PRD Region, identify initiatives for implementation to reap maximum benefits from the logistics-related provisions under Closer Economic Partnership Arrangement.</p>	<p>At the meeting of the Panel on Economic Services held on 15 January 2004, the Administration advised that the Mainland-Hong Kong Logistics Cooperation Study jointly commissioned by the Hong Kong Government and the National Development and Reform Commission confirmed the need for and strategic importance of cross boundary cooperation in logistics development. The Study recommended that both sides should continue to build on existing liaison channels and promote logistics cooperation through specific projects such as logistics pipelines and inland freight villages. The Administration also advised that the preparation of the study report was in its final stage. The Administration would carefully evaluate the recommendations of the study and in consultation with industry players and the authorities in the PRD Region, identify initiatives for implementation to reap the full benefits of cross boundary logistics cooperation.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
<p>6. Cooperation between the Hong Kong International Airport and Zhuhai Airport</p>	<p><u>2003</u></p> <p>The Administration will assist the AA in developing intermodal connections such as transit passenger ferry service between the HKIA and the PRD Region.</p> <p><u>2004</u></p> <p>The Administration will assist the AA to expand intermodal connections such as transit passenger ferry service between the HKIA and the PRD Region.</p>	<p>In discussing the policy initiatives of the Economic Development and Labour Bureau at the meeting of the Panel on Economic Services on 15 January 2004, the Administration said that it would assist AA to expand intermodal connections such as transit passenger ferry service between the HKIA and the PRD Region. To this end, transit passenger ferry services between the HKIA and four ports in the PRD, namely Dongguan, Shenzhen (Fuyong), Shekou and Macau commenced operation on 29 September 2003. The ferry services would be extended to three more PRD ports including Zhuhai, Zhongshan and Guangzhou at a later stage.</p> <p>Initiatives would also be taken to extend the HKIA's passenger and cargo catchment area through cooperating with other airports in the PRD Region.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
7. Work of environmental protection and Dongjiang water quality	<p><u>2003</u></p> <p>Introduction of a pilot emissions trading scheme among power plants in Hong Kong and Guangdong to optimize the use of resources in the reduction of emissions in the same air shed as part of the current programme with the Guangdong Provincial Government to improve air quality in the PRD Region.</p> <p><u>2004</u></p> <p>The Regional Air Quality Management Plan will be implemented with the Guangdong Provincial Government including the introduction of a pilot emissions trading scheme among power plants in Hong Kong and Guangdong to optimize the use of resources in the reduction of emissions in the same air shed to improve air quality in the PRD Region.</p>	<p>At the policy briefing by the Secretary for the Environment, Transport and Works on 14 January 2004, the Panel on Environmental Affairs was informed that the regional air quality management plan had been drawn up. The plan includes the introduction of enhanced air pollution control measures, the compilation of an inventory of the air pollution emissions in the PRD Region and the setting up of a regional air quality monitoring network.</p> <p>On emission trading, the Administration has obtained the support of the State Environmental Protection Administration for introducing an emission trading pilot scheme among the power stations in Hong Kong and the rest of the PRD Region. Relevant issues relating to the pilot scheme are being worked out with the Guangdong counterparts with a view to establishing the scheme within three years.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
<p>8. Construction of the Shenzhen Western Corridor and co-ordination in infrastructure projects</p>	<p>(a) <u>Proposed express rail link 2003</u> The feasibility of a new express railway linking Hong Kong, Shenzhen and Guangzhou would be studied.</p> <p><u>2004</u> The Administration will discuss with the Mainland on how to proceed with the proposed express rail link connecting Hong Kong, Shenzhen and Guangzhou upon finalization of the relevant feasibility study.</p>	<p>At the meeting of the Panel on Transport held on 15 January 2004, members noted that the Expert Group set up by the Mainland authorities and the HKSAR Government to conduct the preliminary feasibility study of the Guangzhou-Shenzhen-Hong Kong Express Rail Link had confirmed the strategic value of the rail link in Stage I of the study. The Technical Group under the Expert Group had embarked on Stage II of the study, which would look at issues such as rail technology, crossing points, alignments, and cost and benefit analysis. The Administration expects the Expert Group to complete the study in a few months.</p>
	<p>(b) <u>Shenzhen Western Corridor / Deep Bay Link 2003</u> The Administration will begin the construction of the Shenzhen Western Corridor/Deep Bay Link and accelerate the construction of the SWC for completion in the latter half of 2005.</p>	<p>At the meeting of the Panel on Transport held on 15 January 2004, members noted that construction works for Shenzhen Western Corridor/Deep Bay Link, which were commenced in August and June 2003 respectively, were progressing smoothly. Both projects were scheduled for completion by end 2005.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
	<p><u>2004</u></p> <p>The Administration will construct the Hong Kong - Shenzhen Western Corridor/Deep Bay Link for completion by end 2005.</p>	
	<p>(c) <u>Lok Ma Chau / Huanggang Bridge</u></p> <p><u>2003 and 2004</u></p> <p>A new bridge to connect Lok Ma Chau and Huanggang is being pursued.</p>	<p>At the meeting of the Panel on Transport held on 23 May 2003, the Administration briefed members on the plan to construct a new vehicular bridge to connect Lok Ma Chau and Huanggang to the east of and immediately adjacent to the existing boundary bridge. The related funding proposal was endorsed by the Public Works Subcommittee on 25 June 2003 and approved by the Finance Committee on 18 July 2003.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
	<p>(d) <u>Bridge linking Hong Kong, Macau and Zhuhai</u></p> <p><u>2003 and 2004</u></p> <p>A bridge linking Hong Kong (Lantau Island), Macau and Zhuhai is being pursued as a priority target.</p>	<p>The Panel on Transport held two meetings in September/October 2003 to follow up the related issues arising from the proposed construction of the Hong Kong-Zhuhai-Macao Bridge (the Bridge). Members noted that in accordance with the approval of the State Council given in August 2003, the governments of Hong Kong, Macao and Guangdong had set up a Hong Kong – Zhuhai - Macao Bridge Advance Work Coordination Group (Coordination Group) to take forward the preparatory work for the project. The first and second meetings of the Coordination Group were held in August and October 2003. The meetings agreed to set up a project office in Guangzhou for undertaking the advance planning for the Bridge, and to commission a research institute to undertake the feasibility study of the Bridge. The Administration envisaged that the Coordination Group would set up the Project Office and commence the feasibility study in early 2004.</p> <p>Separately, the Finance Committee endorsed a related funding proposal put forward by the Administration on 5 December 2003 to employ consultants to undertake an investigation study for the section of the proposed Bridge between the boundary of HKSAR and the landing point at Northwest Lantau, i.e. Hong Kong Section, and the connecting road with the North Lantau Highway, i.e. North Lantau Highway Connection, and to develop a conceptual design for the Hong Kong Section of the Bridge as well as a preliminary design for the North Lantau Highway Connection.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
<p>9. Cooperation and communication with Guangdong in the exchange of information on infectious diseases and public health matters</p>	<p><u>2004</u></p> <p>Regular data reporting systems and collaboration on controlling infectious diseases within the PRD region will be developed.</p>	<p>The Administration informed the Panel on Health Services in May 2004 that expert groups from Guangdong and Hong Kong met in April 2003 and agreed to enhance the SARS notification mechanism for regular exchange of latest information, including statistics, clinical treatment, epidemiology and progress on research. Further meetings were held with the participation of Macao Health Bureau since May. The list of notifiable diseases was expanded to cover seven infectious diseases, namely SARS, AIDS, dengue fever, influenza, tuberculosis, cholera and malaria. The list was further expanded in June 2003 to include Japanese encephalitis when cases of such disease were reported in Guangdong. In August 2003, Guangdong, Hong Kong and Macao agreed to enhance collaboration in the following areas -</p> <ul style="list-style-type: none"> (a) exchanging information about the statutory notifiable diseases of the three places on a monthly basis. The three places also agreed to expand the list of notifiable diseases to cover infectious diseases of concern as and when necessary; (b) promptly reporting to the other two places sudden upsurge of any infectious diseases of unknown nature or of public health significance; and (c) establishing a point-to-point information exchange mechanism.

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
		<p>Following the recent avian flu outbreaks in the Mainland, avian flu in human was also added to the list of notifiable diseases on 29 January 2004.</p> <p>Due to a delay in notifying Hong Kong of the fourth SARS case in Guangdong by the Guangdong authorities, the Panel on Health Services urged the Administration, at its meeting on 9 February 2004, to request the Guangdong authorities to promptly report to Hong Kong all suspected SARS cases. The Administration advised that the Department of Health had written to the Ministry of Health in Beijing and the Guangdong Province Health Department to remind them of the need to inform Hong Kong of all suspected and confirmed SARS cases. The Administration would continue to liaise with the Mainland authorities for the betterment of the notification mechanism.</p> <p>The Administration has advised that, to strengthen the surveillance network, a disease surveillance information system with focus on infectious diseases in the PRD Region will be developed by the planned Centre for Health Protection. Plans are also in hand to collaborate jointly with Guangdong and Macao health departments to develop a customised electronic HIV epidemiology platform that is readily accessible by public health professionals in the PRD Region.</p>

Issue	Policy Address/ Policy Agenda booklet	Up-to-date position
10. Cross-boundary legal disputes and criminal activities	<u>2004</u> The Administration will continue discussions with the Mainland and other jurisdictions on bilateral cooperation in criminal matters relating to Mutual Legal Assistance, Surrender of Fugitive Offenders, and Transfer of Sentenced Persons, and in reciprocal enforcement of judgments in civil matters.	The Administration briefed the Panel on Administration of Justice and Legal Services at the meeting on 27 May 2002 on the findings of a consultation exercise conducted in March 2002 on the proposal to establish arrangements for the reciprocal enforcement of judgments in commercial disputes between the HKSAR and the Mainland. The Administration updated the Panel in writing in October 2003 that it was discussing with the Mainland authorities on the proposed mechanism.

**Related Council questions/motions raised/moved by Members
since 28 February 2003**

Since the discussion on cooperation between Guangdong and Hong Kong with the Chief Secretary for Administration at the special House Committee meeting on 28 February 2003, a number of questions/motions have been raised/moved by Members in Council on issues relating to cooperation between Guangdong and Hong Kong.

Questions

Written question raised by Hon Cyd HO on the communication mechanism with Guangdong on matters relating to medical and health services on 5 March 2003

2. At the Council meeting on 5 March 2003, Hon Cyd HO asked, among other things, about the effectiveness of the communication mechanism with Guangdong Province in respect of matters relating to medical and health services, particularly relating to public health and prevention of the spread of diseases. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0305ti-translate-e.pdf>.

Oral question raised by Hon Ambrose LAU on the economic integration with Pearl River Delta on 19 March 2003

3. At the Council meeting on 19 March 2003, Hon Ambrose LAU asked, among other things, about the measures in place to enhance the understanding and cooperation between the relevant public officers of Hong Kong and Guangdong in tackling the mutual problems of the two places concerning economic integration. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0319ti-translate-e.pdf>.

Written question raised by Hon LAU Kong-wah on the Shenzhen-Hong Kong Land Boundary Police Cooperation Scheme on 2 April 2003

4. At the Council meeting on 2 April 2003, Hon LAU Kong-wah asked, among other things, about the effectiveness of the Shenzhen-Hong Kong Land Boundary Police Cooperation Scheme which came into operation on 19 January 2003. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0402ti-translate-e.pdf>

Written question raised by Hon Eric LI on passenger clearance procedures at boundary crossings on 9 April 2003

5. At the Council meeting on 9 April 2003, Hon Eric LI asked about the measures in place to achieve the target of completing normal clearance procedures for passengers at the boundary between Hong Kong and Mainland within 30 minutes during the Easter holidays, as well as the Mainland's Labour Day and National Day holidays in 2003. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0409ti-translate-e.pdf>.

Oral question raised by Hon NG Leung-sing on visit to Hong Kong by individual residents in Guangdong on 30 April 2003

6. At the Council meeting on 30 April 2003, Hon NG Leung-sing asked, among other things, whether the Government had formulated any measures to strengthen the efforts against illegal residence and black market labour, to tie in with allowing individual Guangdong Province residents to visit Hong Kong. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0430ti-translate-e.pdf>.

Written question raised by Hon LAU Kong-wah on economic integration among Hong Kong, Macao and Pearl River Delta region on 30 April 2003

7. At the Council meeting on 30 April 2003, Hon LAU Kong-wah asked, among other things, about the number of discussions held between the Hong Kong Special Administrative Region (HKSAR) Government and the Macau Special Administrative Region Government on the promotion of economic integration among Hong Kong, Macau and the Pearl River Delta (PRD) Region in the past 12 months, and the topics covered in these discussions. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0430ti-translate-e.pdf>.

Written question raised by Hon LAU Kong-wah on the opening up of service sector of Guangdong Province to Hong Kong on 7 May 2003

8. At the Council meeting on 7 May 2003, Hon LAU Kong-wah asked, among other things, whether the Government had taken the initiative to communicate with the Guangdong Provincial Government regarding the opening up of its service sector to Hong Kong. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0507ti-translate-e.pdf>.

Oral question raised by Hon CHOY So-yuk on coordination of port development in Hong Kong and PRD on 21 May 2003

9. At the Council meeting on 21 May 2003, Hon CHOY So-yuk asked, among other things, about the cooperation between the port of Hong Kong and the Nansha Port, Yantian Port and other ports along the PRD. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0521ti-translate-e.pdf>.

Written question raised by Hon LAU Kong-wah on curbing of cross-boundary drug-trafficking activities on 25 June 2003

10. At the Council meeting on 25 June 2003, Hon LAU Kong-wah asked, among other things, about the difficulties encountered by law enforcement departments in combating cross-boundary drug-trafficking activities, and whether concrete measure had been formulated to step up efforts to curb such activities. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0625ti-translate-e.pdf>.

Written question raised by Hon HUI Cheung-ching on the highway construction plan of the Guangdong Province on 9 July 2003

11. At the Council meeting on 9 July 2003, Hon HUI Cheung-ching asked, among other things, whether the Government had assessed the impact of the Yamen to Gongbei section of the Guangdong West Coast Expressway on Hong Kong in attracting freight and passenger transport from the western part of Guangdong Province. The question and the reply are available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0709ti-translate-e.pdf>.

Oral question raised by Hon Mrs Selina CHOW on assisting local business community benefiting from the Mainland/Hong Kong Closer Economic Partnership Arrangement (CEPA) on 22 October 2003

12. At the Council meeting on 22 October 2003, Hon Mrs Selina CHOW asked, among other things, how the authorities would, upon implementation of CEPA, assist the local business community in streamlining the complicated administrative procedures they had to go through when doing business in the Mainland. The question and the reply are available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1022ti-translate-e.pdf>.

Oral question raised by Hon WONG Yung-kan on crimes committed by Mainland visitors and sentences passed on 22 October 2003

13. At the Council meeting on 22 October 2003, Hon WONG Yung-kan asked, among other things, about the number and breakdown of crimes in which the suspects were Mainland visitors, and the number of Mainland visitors convicted of criminal offences and the sentences passed on them. The question and the reply are available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1022ti-translate-e.pdf>.

Written question raised by Hon TAM Yiu-chung on CEPA on 29 October 2003

14. At the Council meeting on 29 October 2003, Hon TAM Yiu-chung asked, among other things, whether, in connection with CEPA, the Government had formulated measures to encourage and help Hong Kong businessmen to develop the domestic market of the Mainland. The question and the reply are available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1029ti-translate-e.pdf>.

Written question raised by Hon Mrs Sophie LEUNG on studies on establishment of border industrial zone on 12 November 2003

15. At the Council meeting on 12 November 2003, Hon Mrs Sophie LEUNG asked, among other things, whether the Government, when conducting studies or assessments on the utilization or development of the border areas, had taken into account the views of Guangdong Provincial Government, the Shenzhen Municipal Government and the relevant departments. The question and the reply are available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1112ti-translate-e.pdf>.

Written question raised by Hon NG Leung-sing on licences for private cars from Hong Kong/Macao to enter/exit the Mainland on 12 November 2003

16. At the Council meeting on 12 November 2003, Hon NG Leung-sing asked, among other thing, whether the Government had looked into the issues such as the Guangdong authorities' procedure for granting licences for private cars from Hong Kong/Macau to enter/exit the Mainland, application eligibility and adequacy of the number of licences granted to meet the cross-border economic and trade needs, and presented its views to the Guangdong authorities. The question and the reply are available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1112ti-translate-e.pdf>.

Oral question raised by Hon Margaret NG on cross-border cooperation measures to reduce air pollution on 10 December 2003

17. At the Council meeting on 10 December 2003, Hon Margaret NG asked, among other things, about the progress of the discussions with the Mainland authorities on the pilot emissions trading scheme among power plants in Hong Kong and Guangdong to reduce emissions, and other cross-border cooperation measures which were currently or would be put in place to reduce air pollution. The question and the reply are available at <http://www.legco.gov.hk/yr03-04/chinese/counmtg/floor/cm1210ti-confirm-c.pdf>.

Written question raised by Hon Michael MAK on preventing spread of infectious diseases on 14 January 2004

18. At the Council meeting on 14 January 2004, Hon Michael MAK asked, among other things, whether the Administration would enhance its connection with neighbouring areas or nations and those currently affected by an outbreak of infectious disease, and release information to the public on strengthening protection against infectious diseases as soon as there were signs of such an outbreak in Hong Kong. The question and the reply are available at <http://www.legco.gov.hk/yr03-04/chinese/counmtg/floor/cm0114ti-confirm-c.pdf>.

Written question raised by Hon LAU Kong-wah on the clearance delays arising from completing health declaration forms in border control points on 4 February 2004

19. At the Council meeting on 4 February 2004, Hon LAU Kong-wah asked, among other things, whether, since the implementation of the "Individual Visit Scheme" for Mainland travellers visiting Hong Kong, the Government had measures to resolve the problem of clearance delays encountered by Mainland travellers in entering Hong Kong and returning to the Mainland caused by the requirement for completing health declaration forms. Please refer to the draft record of proceedings of the meeting for the question and the reply. The record of proceedings will be available at <http://www.legco.gov.hk/yr03-04/chinese/counmtg/floor/cm0204ti-confirm-c.pdf> by early March 2004.

Written question raised by Hon Frederick FUNG on the development of the Pearl River Delta Football League on 11 February 2004

20. At the Council meeting on 11 February 2004, Hon Frederick FUNG asked, among other things, about the progress of the organization of the Pearl River Delta Football League, and the public consultation conducted on this plan. Please refer to the draft record of proceedings of the meeting for the question and the reply. The official record of proceedings will be available at <http://www.legco.gov.hk/yr03-04/chinese/counmtg/floor/cm0211ti-confirm-c.pdf> by early March 2004.

Motions

Motion moved by Hon Ambrose LAU on exploring new areas of cooperation between Hong Kong and Guangdong on 14 May 2003

21. At the Council meeting on 14 May 2003, Hon Ambrose LAU moved a motion on the above subject matter. The motion was passed. The record of proceedings of the debate on the motion is available at <http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0514ti-translate-e.pdf>.

Motion moved by Hon Miriam LAU on the boundary crossing arrangements for Mainlanders visiting Hong Kong individually on 15 October 2003

22. At the Council meeting on 15 October 2003, Hon Miriam LAU moved a motion on the above subject matter. The motion, as amended by Hon James TO, was passed. The record of proceedings of the debate on the motion is available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1015ti-translate-e.pdf>.

Motion moved by Hon TAM Yiu-chung on reducing gas, electricity and water charges on 29 October 2003

23. At the Council meeting on 29 October 2003, Hon TAM Yiu-chung moved a motion on the above subject matter. The motion, as amended by Hon Fred LI, was passed. The record of proceedings of the debate on the motion is available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1029ti-translate-e.pdf>.

Motion moved by Hon YEUNG Yiu-chung on combating the problem of Mainlanders engaging in illegal employment and prostitution in Hong Kong on 5 November 2003

24. At the Council meeting on 5 November 2003, Hon YEUNG Yiu-chung moved a motion on the above subject matter. The motion, as amended by Hon James TO and Hon Frederick FUNG, was passed. The record of proceedings of the debate on the motion is available at <http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1105ti-translate-e.pdf>.

Motion passed by Hon SIN Chung-kai on the Digital 21 Strategy on 17 December 2003

25. At the Council meeting on 17 December 2003, Hon SIN Chung-kai moved a motion on the above subject matter. The motion, as amended by Hon Howard YOUNG, was passed. The record of proceedings of the debate on the motion is available at <http://www.legco.gov.hk/yr03-04/chinese/counmtg/floor/cm1217ti-confirm-c.pdf>.

Motion moved by Hon Mrs Sophie LEUNG on border industrial zone on

11 February 2004

26. At the Council meeting on 11 February 2004, Hon Mrs Sophie LEUNG moved a motion on the above subject matter. The motion, as amended by Hon SIN Chung-kai, was passed. Please refer to the draft record of proceedings of the meeting for the proceedings of the debate on the motion. The official record of proceedings will be available at <http://www.legco.gov.hk/yr03-04/chinese/counmtg/floor/cm0211ti-confirm-c.pdf> by early March 2004.