

立法會 *Legislative Council*

LC Paper No. CB(1)1835/03-04
(These minutes have been seen
by the Administration)

Ref: CB1/PL/ES/1

Panel on Economic Services

**Minutes of meeting held on
Monday, 26 April 2004, at 10:45 am
in Conference Room A of the Legislative Council Building**

Members present : Hon James TIEN Pei-chun, GBS, JP (Chairman)
Dr Hon LUI Ming-wah, JP (Deputy Chairman)
Dr Hon Eric LI Ka-cheung, GBS, JP
Hon Fred LI Wah-ming, JP
Hon CHEUNG Man-kwong
Hon CHAN Kam-lam, JP
Hon SIN Chung-kai
Hon Howard YOUNG, SBS, JP
Hon CHOY So-yuk
Hon LI Fung-ying, JP
Hon Henry WU King-cheong, BBS, JP
Hon LEUNG Fu-wah, MH, JP

Members absent : Hon Kenneth TING Woo-shou, JP
Dr Hon David LI Kwok-po, GBS, JP
Hon Mrs Selina CHOW LIANG Shuk-yee, GBS, JP
Hon HUI Cheung-ching, JP
Dr Hon Philip WONG Yu-hong, GBS
Hon LAU Chin-shek, JP
Hon Miriam LAU Kin-yee, JP
Hon Abraham SHEK Lai-him, JP

**Public Officers
attending** : **Agenda item IV**

Ms Sandra LEE
Permanent Secretary for Economic Development and
Labour (Economic Development)

Ms Eva CHENG
Commissioner for Tourism

Mrs Winifred CHUNG
Assistant Commissioner for Tourism

Mr Y S LEE
Chief Project Manager
Architectural Services Department

Mr Andy LEWIS
Senior Landscape Architect
Architectural Services Department

Mr TONG Nai-piu
Chief Engineer/Technical Services
Civil Engineering Department

Mr LI Yuen-wing
Senior Engineer/Projects
Civil Engineering Department

Agenda item V

Ms Sandra LEE
Permanent Secretary for Economic Development and
Labour (Economic Development)

Mr Raymond FAN
Deputy Secretary for Economic Development and
Labour (Economic Development)

Mr Raymond CHUNG
Chief Assistant Secretary for Economic Development
and Labour (Port, Maritime & Logistics)

Mr Anthony LOO
Assistant Director (Civil)/Port
Civil Engineering Department

Mr TONG Nai-piu
Chief Engineer/Technical Services
Civil Engineering Department

Mr LI Yuen-wing
Senior Engineer/Projects
Civil Engineering Department

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

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

Miss Winnie CHENG
Legislative Assistant 5

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I Confirmation of minutes and matters arising

(LC Paper No. CB(1)1557/03-04 - Minutes of meeting held on 22 March 2004)

The minutes of the meeting held on 22 March 2004 were confirmed.

II Information paper issued since last meeting

(LC Paper No. CB(1)1443/03-04(01) - Tables and graphs showing the import and retail prices of major oil products from March 2002 to February 2004 furnished by the Census and Statistics Department)

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

III Items for discussion at the next meeting scheduled for 24 May 2004

(LC Paper No. CB(1)1558/03-04(01) - List of outstanding items for discussion

LC Paper No. CB(1)1558/03-04(02) - List of follow-up actions)

3. Members agreed that the following items proposed by the Administration would be discussed at the next meeting scheduled for 24 May 2004:

(a) Transport link in Tsim Sha Tsui East; and

(b) Implementation of Harbour Lighting Plan Phase II.

4. Members agreed that the item on "Transfer of certain statutory powers and functions of the Chief Secretary for Administration and the Financial Secretary to the Secretary for Economic Development and Labour" be deferred to the next meeting scheduled for 24 May 2004.

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IV Stanley Waterfront Improvement Project

(LC Paper No. CB(1)1558/03-04(03) - Information paper provided by the Administration)

5. At the invitation of the Chairman, the Commissioner for Tourism (C for Tourism) briefed members on the proposed Stanley Waterfront Improvement Project (the Project). She highlighted that the Tourism Commission was tasked to establish and promote Hong Kong as Asia's premier international city, a world-class destination for leisure and business visitors. For that purpose, the Tourism Commission had identified a list of action programmes to spruce up key tourism areas to make Hong Kong more attractive and visitor-friendly. Stanley was one of the most popular tourist districts in Hong Kong. The opening of the Stanley Plaza and the Murray House in Ma Hang Estate in recent years had offered further opportunities to enhance the appeal of Stanley to visitors. As such, Stanley was selected as a priority area for physical enhancement including construction of a public pier, extension of the promenade to create more open space, improvements to landscaping, street paving, furniture and lighting, signage and information board. C for Tourism said that the Stanley waterfront was about 380 metres long with a total area of about 14 350 square metres. It covered the promenade facing the Stanley Bay and extended from the Murray House to the Shui Sin Temple (the Temple) and the Pat Kan Uk sitting-out area.

6. With the aid of PowerPoint, the Senior Landscape Architect of the Architectural Services Department (SLA/ASD) outlined the scope of the Project which comprised the following major elements with proposed construction period stated as below:

- (a) Site A: Construction of a public pier at the waterfront outside Murray House (November 2004 to February 2007);
- (b) Site B: Extension of the promenade and re-alignment of the existing seawall (November 2004 to September 2006); and beautification of Stanley Main Street (October 2006 to June 2007);
- (c) Site C: Streetscape improvement to open space and promenade (July 2005 to December 2005); and improvement to the existing soccer pitch (January 2006 to June 2006); and
- (d) Site D: Beautification of the area surrounding the Temple and improvement to the open space at Pat Kan Uk (September 2004 to July 2005).

He explained that in order to minimize the impact of the construction works on the local and business community, tourist visitation, pedestrian and vehicular traffic, the Project would be implemented by phases.

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The Project

7. In reply to the Chairman, C for Tourism advised that the estimated cost of the Project was \$87.5 million in money-of-the-day prices. To ensure the design of the pier would blend with the architecture of Murray House, the Administration would relocate the Old Blake pier roof in Morse Park, with similar architectural style and historical value, to Stanley.

8. Mr Howard YOUNG expressed his support for the Project and he envisaged that the future Stanley would become a popular tourist spot. He however enquired about the construction method for the realignment of the existing seawall. In reply, SLA/ASD advised that the proposed re-alignment of the existing seawall along the Stanley Main Street involved the construction of a solid vertical wall. Part of the rubble of the existing seawall would be removed for the construction of the new seawall. The rubble would be re-used within the site as backfill behind the new seawall. This was a simple and cost-effective method to gain additional space in the Stanley Main Street which was heavily patronized by visitors and tourists. The new seawall was designed to withstand typhoon conditions.

9. Ms CHOY So-yuk welcomed the proposal. She was pleased to note that most of the suggestions made by the Democratic Alliance for Betterment of Hong Kong (DAB) to enhance the attractiveness of the Stanley waterfront as a popular scenic spot had been accepted by the Administration and incorporated in the present proposal. However, she asked if the Administration was prepared to construct a breakwater to provide a shelter for vessels as suggested by DAB. She also enquired if new travel routings would be developed upon the commissioning of the public pier. Ms CHOY reflected that as certain residents in Pat Kan Uk did not welcome tourists, she was concerned whether the Administration had consulted the affected residents in the area.

10. On the construction of a breakwater, C for Tourism highlighted that the Administration had given careful thought to such proposal but decided not to include the item at this stage in consideration of its visual and safety impacts as well as environmental implications. On the suggestion to introduce a new boat tour service to the Southern District, including Stanley, C for Tourism advised that the Tourism Commission was looking into the feasibility of such ferry service. The Administration would follow up with the travel and transport sectors. C for Tourism further advised that the Administration had consulted the Southern District Council and Stanley Area Committee on the Project, including the general improvements to the open space in the vicinity of Pat Kan Uk and they supported the proposed works. Nevertheless, the Administration would pay extra care in the design of signage so as to avoid prompting tourists to the private premises of Pat Kan Uk. In reply to Ms CHOY's further question, C for Tourism confirmed that the existing Stanley temporary market would be demolished and re-developed.

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Public facilities

11. On the estimated increase in the number of visitors upon the completion of the Project, C for Tourism anticipated that most of the visitors currently crowded in front of the Stanley Plaza and the Murray House would be attracted to other parts of the promenade, the Shui Sin Temple and the sitting-out area of Pat Kan Uk. She said that public toilets were already available near the Temple and Pat Kan Uk, and additional toilets would be provided in the re-developed market.

12. The Chairman was concerned about the availability of parking space for coaches in Stanley, in particular after the place had been upgraded to attract more tourists and visitors. While supporting the proposal to enhance the attractiveness of Stanley to visitors, Mr Henry WU shared the Chairman's view that there should be adequate parking facilities for coaches.

13. C for Tourism informed members that currently, loading and unloading spaces for coaches were available outside the top floor of the shopping mall in Ma Hang Estate and visitors could make use of the escalators there to go to Stanley Plaza and Murray House. She anticipated that the loading and unloading spaces for coaches would be adequate to cope with the demand in future. For private cars, C for Tourism confirmed that a concrete plan in constructing a carpark with some 200 parking lots had been drawn up. The Chief Project Manager of the Architectural Services Department (CPM/ASD) supplemented that the proposed multi-storey car park was being taken forward under a separate project. The new carpark would be developed at the existing bus terminal in Stanley. It was expected that the construction works would commence in mid 2005 for completion in 2007.

14. While sharing local residents' needs for a soccer pitch, Mr Howard YOUNG pointed out that the site area could be used for holding other functions. As such, the Administration should consider providing multi-purpose facilities there to cater for future need. Mr SIN Chung-kai shared similar view. As it was unlikely for visitors from other parts of Hong Kong and tourists to play football at the pitch, Mr SIN urged the Administration to identify another site for a football pitch and convert the existing pitch into a children amusement park to attract family visitors.

15. In response, C for Tourism and SLA/ASD remarked that the Southern District Council and Stanley Area Committee had strongly requested for a football pitch in the vicinity. The Bureau had tried to find another alternative location for a pitch via the Leisure and Cultural Services Department but no suitable site could be identified within Stanley. As such, the existing soccer pitch would be retained but the Administration would improve the pitch by providing more facilities to cater for multiple functions.

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16. Ms CHOY So-yuk pointed out that the existing soccer pitch was smaller than a standard pitch. As far as she understood, the site opposite Ma Hang Estate was suitable for the development of a soccer pitch and she anticipated that local residents would welcome the arrangement because the new site was located close to their living places. As such, Ms CHOY urged the Administration to consider converting the existing soccer pitch into a multi-purpose venue. Mr Henry WU echoed her view. Noting that local residents might use the area for traditional celebrations and as gathering points before processions, Mr WU also urged that the area should be turned into a multi-purpose venue. To facilitate visitors to capture pictorial views of special events held there, he suggested that spectator stand with seats should be made available within the pitch.

17. CPM/ASD highlighted that at the request of the local residents who needed to use the venue to erect bamboo stage for Cantonese opera in celebrating traditional festivals, the existing soccer pitch would be improved and beautified to serve purposes other than football activities. C for Tourism and SLA/ASD stressed that the design of the pitch had taken members' suggestions into consideration, e.g. the boundary fence and gates would be redesigned in a more flexible manner. Nevertheless, the Administration would continue to address members' concern on the use of the pitch while proceeding to implement the Project by phases.

Summing up

Admin 18. Summing up, the Chairman said that the Panel had to reserve its position as the Administration still had to address members' concern on the availability of parking space for coaches and the use of the existing soccer pitch. He requested the Administration to provide more detailed information regarding the two issues in its submission to the Public Works Subcommittee of Finance Committee.

V Reconstruction of Sha Tau Kok, Wong Shek and Ko Lau Wan public piers

(LC Paper No. CB(1)1558/03-04(04) - Information paper provided by the Administration)

19. With the aid of PowerPoint, the Chief Engineer/Technical Services of the Civil Engineering Department (CE/TS of CED) briefed members on the proposal to reconstruct the public piers at Sha Tau Kok, Wong Shek and Ko Lau Wan. He outlined the justifications for the proposal and the design of the project. Members noted that the Administration planned to submit the proposed project to the Public Works Subcommittee on 9 June 2004.

20. In reply to the Chairman's enquiry on the availability of parking spaces and public toilets at the three public piers, CE/TS of CED advised that parking facilities

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were available in the vicinity of the public piers at Sha Tau Kok and Wong Shek but not at Ko Lau Wan as the latter was not accessible by vehicles. He also confirmed that public toilets were provided near the piers.

21. While appreciating the Administration's effort in ensuring the roof cover design of individual public piers would blend in well with the surrounding environment, Mr LEUNG Fu-wah urged the government to consider soliciting more designs through a design competition for future pier reconstruction projects.

22. In response, the Assistant Director (Civil)/Port of the Civil Engineering Department (AD(C)/P of CED) pointed out that CED had completed the design of the piers taking into account cost-effectiveness, aesthetics, durability and affordability of materials. The relevant district councils and rural committees supported the proposed designs during consultation. Nevertheless, the Administration would consider Mr LEUNG's view.

23. Whilst expressing support for the proposed reconstruction, Ms LI Fung-ying expressed concern about the berthing needs at Sha Tau Kok, bearing in mind the possible demand generated by the proposed relaxation of boundary restrictions and the development of eco-tourism in the area.

24. The Permanent Secretary for Economic Development and Labour (Economic Development) (PS/EDL(ED)) advised that the Administration was mindful of the potential for tourism development at Sha Tau Kok. On-going discussions were being held with the Security Bureau to explore the feasibility of allowing a small number of tourist groups organized by travel agents to visit Sha Tau Kok during weekends. On berthing needs, she said that two additional berths for the new Sha Tau Kok Public Pier would be constructed to cope with the demand.

25. Regarding the berthing needs at the other two piers, AD(C)/P of CED said that the Administration had reviewed the usage pattern. An additional berth would be provided at the reconstructed Wong Shek Public Pier to cope with the heavy demand. Regarding Ko Lau Wan, the Administration would maintain the existing number of berths at the new pier.

26. The Chairman was concerned about the adequacy of the berthing facilities to cope with the future demand for the next 20 to 30 years. AD(C)/P of CED remarked that the Administration would need to ensure the cost-effectiveness of the proposals, bearing in mind the utilization rate of the facilities which would only concentrate in week-ends and public holidays. In case a vessel could not find a berthing space, passengers on board the vessel could still pass between vessels to go ashore.

27. Noting that Wong Shek Public Pier was a prohibited zone for vehicles, Mr SIN Chung-kai enquired whether the Administration was prepared to open the road

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to public use and, if necessary, a charge might be imposed on motorists.

28. CE/TS of CED said that Wong Shek Public Pier was inside a country park which required vehicles, except public transportation, to enter with permits. PS/EDL(ED) advised that for environmental reasons, it would be more desirable to keep traffic to an absolute minimum.

29. Given there were frequent marine traffic between Wong Shek and Tap Mun via Ko Lau Wan, Mr LEUNG Fu-wah considered that the Tap Mun Public Pier should also be reconstructed to promote tourism. The reconstruction works, if any, should preferably be carried out as soon as practicable so that its completion could tie in with that of the Wong Shek Public Pier.

30. AD(C)/P of CED confirmed that, subject to the availability of funds, the Tap Mun Public Pier would be reconstructed within the next five years because its structural elements were also in poor condition. The project was at the design stage and the reconstruction works was expected to start in 2 to 3 years.

31. In response to Mr Howard YOUNG, PS/EDL(ED) agreed to consult the diving associations on the need to modify the piers to facilitate their members in taking part in diving activities.

32. Summing up, the Chairman expressed the support of the Panel for the proposed reconstruction.

VI Transfer of certain statutory powers and functions of the Chief Secretary for Administration and the Financial Secretary to the Secretary for Economic Development and Labour

(LC Paper No. CB(1)1302/03-04(04) - Information paper provided by the Administration)

33. As members needed to attend to the National People's Congress Standing Committee's decision on constitutional issues, the Chairman suggested and members agreed to defer the discussion of the item to the next meeting.

VII Any other business

34. There being no other business, the meeting ended at 12:00 noon.