

**立法會**  
**Legislative Council**

LC Paper No. CB(1)2199/03-04  
(These minutes have been seen  
by the Administration)

Ref: CB1/PL/ES/1

**Panel on Economic Services**

**Minutes of meeting held on  
Monday, 24 May 2004, at 10:45 am  
in the Chamber of the Legislative Council Building**

**Members present** : Hon James TIEN Pei-chun, GBS, JP (Chairman)  
Dr Hon LUI Ming-wah, JP (Deputy Chairman)  
Hon Kenneth TING Woo-shou, JP  
Hon Fred LI Wah-ming, JP  
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP  
Hon CHEUNG Man-kwong  
Hon CHAN Kam-lam, JP  
Hon SIN Chung-kai  
Hon Miriam LAU Kin-ye, JP  
Hon CHOY So-yuk  
Hon Abraham SHEK Lai-him, JP  
Hon Henry WU King-cheong, BBS, JP  
Hon LEUNG Fu-wah, MH, JP

**Members absent** : Dr Hon Eric LI Ka-cheung, GBS, JP  
Dr Hon David LI Kwok-po, GBS, JP  
Hon HUI Cheung-ching, JP  
Dr Hon Philip WONG Yu-hong, GBS  
Hon Howard YOUNG, SBS, JP  
Hon LAU Chin-shek, JP  
Hon LI Fung-ying, JP

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

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

Ms Miranda CHIU  
Deputy Secretary for Economic Development and  
Labour (Economic Development)

Mr Alex WONG  
Principal Assistant Secretary for Economic  
Development and Labour (Economic Development)

Ms Kinnie WONG  
Assistant Commissioner for Tourism

Ms Judy CHUNG  
Acting Principal Assistant Secretary for Economic  
Development and Labour (Port, Maritime & Logistics)

**Agenda item V**

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 LAM Hon  
Chief Traffic Engineer  
Transport Department

Mr CHEUNG Jin-pang  
Principal Transport Officer  
Transport Department

Mr YUNG Chun-wai  
Senior Project Manager  
Architectural Services Department

**Agenda item VI**

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 K K CHOI  
General Engineering Services Manager  
Electrical and Mechanical Services Department

Mr YUNG Chun-wai  
Senior Project Manager  
Architectural Services Department

**Attendance by invitation :** **Agenda item V**  
**Ove Arup & Partners Hong Kong Limited**  
  
Mr Julian WRIGHT  
Associate

**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)1685/03-04 - Minutes of special meeting held on 2 March 2004; and  
LC Paper No. CB(1)1835/03-04 - Minutes of meeting held on 26 April 2004)

The minutes of the meetings held on 2 March 2004 and 26 April 2004 were confirmed.

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**II Information papers issued since last meeting**

(LC Paper No. CB(1)1704/03-04(01) - Tables and graphs showing the import and retail prices of major oil products from April 2002 to March 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 28 June 2004**

(LC Paper No. CB(1)1848/03-04(01) - List of outstanding items for discussion

LC Paper No. CB(1)1848/03-04(02) - List of follow-up actions)

3. Members noted and agreed to discuss the following items proposed by the Administration at the next meeting scheduled for 28 June 2004:

- (a) Development of modern cruise terminal;
- (b) Hong Kong Disneyland; and
- (c) Temporary golf facility at the Hong Kong International Airport.

**IV 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)

4. At the invitation of the Chairman, the Deputy Secretary for Economic Services and Labour (Economic Development) (DS/EDL(ED)) briefed members on the Administration's proposal to transfer the statutory powers and functions of the Chief Secretary for Administration (CS) and the Financial Secretary (FS) to the Secretary for Economic Development and Labour (SEDL). She outlined the background of the proposal and the scope of the statutory powers and functions to be transferred from the CS and the FS to SEDL (Annexes A and B of the Administration's paper (LC Paper No CB(1)1302/03-04(04))). Members noted that a set of general guidelines governing the relevant review to be conducted by respective Bureaux had been developed by the Administration Wing and the Financial Services and the Treasury Bureau (Annex C of the Administration's paper (LC Paper No CB(1)1302/03-04(04))) and presented to the LegCo Panel on Constitutional Affairs. Members also noted that the Administration intended to move a motion on 16 June 2004 to seek the approval of the Legislative Council (LegCo) to amend the respective sections of the ordinances listed in Annexes A and B to effect the proposed transfer.

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5. As the proposed transfer of the statutory powers and functions currently vested in the CS and FS to the Directors of Bureaux responsible for the respective policy portfolios was intended to apply to all bureaux and departments, the Chairman enquired whether the Administration intended to complete the exercise in one batch so as to facilitate members' consideration of the proposals from different bureaux.

6. The Permanent Secretary for Economic Development and Labour (Economic Development) (PS/EDL(ED)) and DS/EDL(ED) referred members to the paper entitled "Twelve-month Report on Implementation of the Accountability System for Principal Officials" which was issued to the Council in July 2003. The paper suggested that in order to effect the proposed transfer of power, respective directors of bureaux would work out their implementation timetables and present proposals to the LegCo in due course. The Panel on Constitutional Affairs also considered such arrangement appropriate. PS/EDL(ED) further said that as the progress of the review made by individual bureaux varied, it was not feasible for Members to consider the proposals presented by respective directors of bureaux at the same LegCo sitting. However, she assured members that the set of general guidelines governing the review could ensure a consistent and coherent approach among the bureaux. DS/EDL(ED) added that the proposed transfer covered all relevant powers under the Economic Development and Labour Bureau (EDLB) portfolio.

7. On implementation, DS/EDL(ED) said that section 54(1) of the Interpretation and General Clauses Ordinance (Cap. 1) provided that the LegCo might by resolution provide for the transfer to any public officer of any functions exercisable by virtue of any Ordinance by another officer. SEDL would move a motion on 16 June 2004 to effect the proposed transfer under the aforesaid provision to seek the LegCo's approval to amend the respective sections of the ordinances listed in Annexes A and B.

8. Noting that the proposed transfer included specific powers for SEDL to consider an objection to a decision of the Director of Marine (D of M) and to appoint members of the Seafarers' Appeals Board, Mr CHAN Kam-lam was concerned that such powers should not be vested within the Economic Development and Labour Bureau (EDLB) since the aggrieved parties might wish their cases be dealt with by officials in the next higher level.

9. In response, PS/EDL(ED) stressed that the transfer only related to procedural or administrative matters. For example, under the proposed transfer, any person aggrieved by a direction, decision or act of the D of M, or any other person, performing or exercising any function, duty or power under the Shipping and Port Control Ordinance (Cap. 313) might appeal to the Chief Executive (CE) against the direction, decision or act by lodging the grounds of the appeal in writing with the SEDL instead of with the CS; and a member of the Seafarers' Appeal

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Board panel might at any time resign from his appointment by notice in writing delivered to the SEDL instead of to the CS, pursuant to the Merchant Shipping (Seafarers) Ordinance (Cap. 478).

10. Mr CHAN Kam-lam did not subscribe fully to the Administration's explanation. He said that appeal boards should be established in a transparent way to enhance their credibility. As such, the appeal boards should continue be appointed by the CS to ensure the fairness of the appeal system. The Chairman shared Mr CHAN's concern that the aggrieved parties might not want to lodge an appeal to SEDL if the subject matter fell under the purview of SEDL.

11. PS/EDL(ED) reiterated that under the proposed transfer, there was no question of transferring the decision-making power on appeal cases which would continue to rest with the CE or the appeal boards. In fact, no matter whether the appeal was lodged with the CS or the SEDL, EDLB would continue to assist the CE or the appeal boards concerned to make the best decisions by providing its recommendation after it had analyzed the case and sought legal views. She stressed that EDLB would act impartially and objectively to handle each appeal case.

12. Referring the power of the CS to consider an objection to a decision of the Director of Marine under section 18(2) of the Merchant Shipping (Pleasure Vessels) Regulations (Cap. 313G), Ms Miriam LAU considered that such transfer had in fact involved the transfer of actual powers. Given the proposal would have impact on the operation of the relevant industries, in particular those provisions involving levies, Ms LAU also enquired if the relevant industrial bodies such as the Provisional Local Vessel Advisory Committee, Travel Industry Council (TIC), etc. had been consulted on the proposal.

13. The Acting Principal Assistant Secretary for Economic Development and Labour (Port, Maritime & Logistics) pointed out that the proposed transfer of powers and functions under Regulation 18(2) of Cap. 313G complied fully with point 1(c) of the general guidelines for the transfer of statutory powers and functions of the CS and the FS.

Admin 14. On consultation, PS/EDL(ED) confirmed that the Administration had consulted relevant bodies such as the TIC. At the request of the Chairman, the Administration would provide further information on the list of industrial bodies consulted and their comments, if any.

15. Mr SIN Chung-kai expressed the support of the Democratic Party on the proposal. However, he considered it necessary for the Administration to address Mr CHAN Kam-lam's concern that whether the director of a bureau was appropriate to handle complaints/appeals against the acts/decisions of a department head under the purview of the director. He pointed out that there should be an overall policy to deal with the procedures in handling complaints and appeals.

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Admin PS/EDL(ED) undertook to reflect members' concerns to the Director of Administration.

16. Given the proposal was resulted from the implementation of the Accountability System for Principal Officials, Mr LEUNG Fu-wah was concerned that whether the LegCo would be asked to pass another similar resolution should future developments of the political system necessitated the re-transferring of the relevant powers and functions to the CS and the FS. In this regard, PS/EDL(ED) advised that she would revert to the Panel on this matter.

Admin 17. In view of time constraint and that a number of issues required further clarification by the Administration, the Chairman suggested and members agreed to continue discussion on the item at a special meeting. He requested the Administration to provide supplementary information on members' concerns raised at the meeting to facilitate discussion.

**V Transport link in Tsim Sha Tsui East**

(LC Paper No. CB(1)1848/03-04(03) - Information paper provided by the Administration)

18. At the invitation of the Chairman, the Commissioner for Tourism (C for Tourism) briefed members that the proposed Transport Link in Tsim Sha Tsui (TST) East included the construction of a new public transport interchange (PTI) in Wing On Plaza Garden (WOPG) and the improvement of pedestrian links between the TST Promenade, TST East and the TST hinterland. The PTI in WOPG would replace the existing PTI at TST Star Ferry Pier to make way for the development of an open plaza. It was also proposed that the WOPG would be reprovisioned on the deck of the new PTI, where a covered viewing terrace would be constructed to facilitate visitors to enjoy the beauty of the Victoria Harbour.

19. With the aid of PowerPoint, the Assistant Commissioner for Tourism (AC for Tourism) highlighted that TST was an important tourist, leisure and entertainment district in Hong Kong. It was a priority tourism node where a number of tourism-related projects were planned or under way to further enhance its attractiveness. Projects in the pipeline included the development of the Former Marine Police Headquarters for tourism-themed uses, the TST Promenade Beautification Project, improvement of the Centenary Garden and the development of the Salisbury Garden into a cultural square. To enhance pedestrian linkages between the new PTI, the TST promenade, the East TST Station (ETS) of the Kowloon-Canton Railway Corporation (KCRC) and Middle Road Children's Playground, two footbridges would be constructed across Chatham Road South and Salisbury Road. Once completed, the transport link would be an important facility that would help improve and enhance TST as a popular and prominent tourist district in Hong Kong. The Senior Project Manager of the Architectural Services Department (SPM/ASD) briefed members on the scope and design of the

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project including the supporting facilities such as toilets; planting proposals; and the pedestrian and vehicular circulation in the area.

Transportation arrangements

20. Ms Miriam LAU was very concerned about the design of the new PTI at WOPG as no provisions had been made for taxis, public light buses and coaches. Such arrangement would not be conducive for railway passengers to interchange with other public transport modes and vice versa. She enquired whether the Administration had consulted the Panel on Transport and the transport trades on the proposed relocation of the PTI at TST Star Ferry Pier.

21. The Chief Traffic Engineer of the Transport Department (CTE/TD) and the Principal Transport Officer of the Transport Department (PTO/TD) advised that a 90-metre long replacement taxi stand would be provided at Canton Road near Hong Kong Hotel. The new taxi stand could accommodate a maximum of 14 taxis. Passengers could also make use of the new taxi stand at the future ETS and the existing one outside Shangri-La Hotel in TST East.

22. Regarding public consultation, PTO/TD informed members that the Town Planning Board (TPB), the Tourism Strategy Group[A1] and the Yau Tsim Mong District Council had been consulted on the design of the new PTI, and future traffic and transport arrangements. They were generally in support of the proposal.

23. Mr CHAN Kam-lam was concerned about the bus-ferry interchange arrangement upon the relocation of the PTI to WOPG and whether the business of Star Ferry would be significantly affected.

24. C for Tourism explained that whilst the PTI at TST Pier would be relocated, a number of bus routes would still serve the vicinity of Star Ferry Pier and an en-route bus stop would be provided near Star Ferry Pier for boarding and alighting purposes. As such, it was not envisaged that passengers interchanging for Star Ferry would be unduly affected. On the other hand, due to improvement to the surrounding environment, it might help attract additional patronage to use the ferry service.

25. Noting that a shuttle bus service serving between the PTI at WOPG and the future open plaza would be introduced, Ms Miriam LAU sought further details on its mode of operation. PTO/TD said that the service would likely be served by single-deck buses operating at appropriate frequency to accommodate the anticipated demand. New bus bay would be provided outside Hong Kong Cultural Centre (HKCC) on Salisbury Road to facilitate operation of this route.

26. Mr CHAN Kam-lam enquired about the availability of parking spaces for coaches along Salisbury Road. AC for Tourism replied that ten loading and unloading bays for coaches would be provided at the entrance of the Avenue of



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Stars at Salisbury Road near TST East by end 2004/early 2005 and another four would be provided outside the HKCC in mid 2006. If drivers wished to park their coaches, they could proceed to a vehicle holding area at Canton Road near Jordan where sufficient parking spaces would be available. Noting that the said carpark at Canton Road was only a temporary carpark, Mr CHAN urged the Administration to consider developing a permanent carpark in the vicinity.

27. Mr Abraham SHEK supported the proposal since the transport link would become a gateway to TST East in its own right and bring more people to visit the place. However, he was concerned about the unsatisfactory traffic conditions within TST East and urged the Administration to take the opportunity to improve the situation. C for Tourism agreed with Mr SHEK that the project would bring more people to TST East and noted his concern on the traffic conditions there.

28. In this connection, the Chairman said that the traffic and transport arrangement upon the development of the proposed link should be discussed and considered by the Panel on Transport. Panel members should however consider the proposal from a tourism and economic development's perspective.

## Project design

29. Mrs Selina CHOW expressed her support on the proposal which could enhance tourism development by improving the pedestrian links between the TST Promenade, TST East and TST hinterland. However, she was gravely concerned about the poor design of the project. Referring to the artist's impression at the enclosures attached to the Administration's paper (LC Paper No. CB(1)1848/03-04(03)), Mrs CHOW pointed out that the over-use of concrete for the footbridges and the new PTI had made the whole area unappealing and lack of modern feel. Notwithstanding occupying a prime site, the podium garden was short of artistic decorations that it could hardly attract any visitors. Citing the footbridges in Central District, she considered that the future footbridges should also be designed to blend in with the environment instead of just serving a functional purpose. Given TST was one of Hong Kong's top stops for visitors, Mrs CHOW urged the Administration to re-think on the design of the project with a view to beautifying the area to attract more tourists.

30. C for Tourism highlighted the limitation of the site. She pointed out that the concrete structures at the WOPG site were in fact the ventilation shafts of the ETS beneath the new PTI. She assured members that efforts had been made in the current design to minimize the adverse impact of these shafts on the podium garden. She also explained that the artist's impressions as presented at the enclosures had not fully portrayed the details of the actual design. In fact, plants and grassland would be provided in the podium garden. The design would also include a viewing terrace, water features, sheltered seats and a refreshment kiosk.

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31. SPM/ASD said that the project works had been entrusted to KCRC to ensure proper interface with the construction of the ETS. Hence the project was designed by Ove Arup & Partners Hong Kong Limited and Rocco Design Limited commissioned by KCRC. It was understood that in designing the footbridges, reference had been made to examples overseas and also those built by the private sector in the Central with a view to ensuring that the new footbridges would be of a modern design. Notwithstanding this, SPM/ASD said that the Administration would take note of members' views and further improve the design.

32. Mr Abraham SHEK agreed with Mrs Selina CHOW that the design had left too much to be desired. In his opinion, the Administration should consider entrusting the project, in particular project design, to experienced private developers. He also considered that KCRC should be requested to improve the design of the station ventilation shafts to the satisfaction of the Administration. He asked if the future open plaza to be developed outside the Star Ferry Pier would be a permanent enhancement. In reply, C for Tourism stressed that the future open plaza would be a permanent landmark which would be developed to blend in well with the environment.

## Pedestrian circulation

33. Noting that only lifts were available at the promenade end of the future footbridge across Salisbury Road, Dr LUI Ming-wah cautioned that lift alone was not effective to help direct pedestrian flow, in particular during special holidays. He remarked that escalators should also be made available. He also enquired about the arrangement for improving the pedestrian flow between the northern and southern sides of Salisbury Road.

34. C for Tourism pointed out that apart from the two sets of lift, stairs would also be made available at the promenade end of the said bridge. She explained that according to the Architectural Services Department, part of the TST Promenade was la marine deck and could not support the construction of escalators unless extensive structural strengthening works were to be carried out. C for Tourism also drew members' attention to the situation in TST East where some access ramps for footbridges had already been replaced by lifts to avoid obstructing the magnificent harbour view. If escalators were built, they might again block the harbour view as in the case of the footbridge ramps. CTE/TD added that the northern and southern parts of Salisbury Road were mainly linked by subways. However, footbridges had been provided across Salisbury Road to serve pedestrians traveling between TST East and the promenade.

35. Unconvinced of the Administration's explanation, Mrs Selina CHOW criticized the lack of escalators on the footbridge, which were provided even in wet markets. She was very concerned about the user-friendliness of the project.

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36. Mr SIN Chung-kai expressed his support for the proposal. He suggested that apart from linking the western side, the podium garden should also be linked to other buildings to the east. He also proposed that to facilitate more visitors to capture the harbour view, the covered viewing terrace could be built in cascade design.

37. In response, C for Tourism said that the Administration might consider connecting the podium garden to Signal Hill via the Middle Road Children's Playground. She noted member's suggestion on the design of the viewing terrace.

## Financial arrangement

38. Members noted that KCRC had undertaken to reprovise the WOPG, currently used as a works area for KCRC East Railway Extensions project, based on a design approved by the then Urban Council. With the relocation of the TST Pier PTI to WOPG site, the works in relation to the reinstatement of WOPG at ground level by KCRC would no longer be required. KCRC would refund the cost of the original reinstatement to the Government, which was estimated to be \$21.6 million. The Government intended to entrust the construction and supervision of works for the proposed link to KCRC at an on-cost of \$25.4 million payable to KCRC. Mr Henry WU queried why the Government did not request KCRC to reprovise the WOPG above the new PTI at its own cost instead.

39. C for Tourism clarified that in order to avoid abortive work and shorten the construction period to minimize disruption to the public, it was considered appropriate to entrust the project to KCRC. She added that the arrangement of KCRC refunding the Government the original reinstatement cost, and Government paying KCRC the cost for the entrustment works, was in line with Government's accounting procedures.

40. Summing up, the Chairman requested the Administration to address members' concerns raised at the meeting, including arrangements for public transport facilities, the design and user-friendliness of the project etc.

## **VI Implementation of Harbour Lighting Plan Phase 2**

(LC Paper No. CB(1)1848/03-04(04) - Information paper provided by the Administration)

41. At the invitation of the Chairman, C for Tourism introduced the presentation by highlighting the importance of developing more new tourism products in Hong Kong. She remarked that since its launch in January 2004, "A Symphony of Lights" (the Show), a multi-media light and sound show staged every night, had been very well received by the tourism trade, visitors and local community. According to the tourism sector, this new tourism product had had a direct positive impact on business, in particular for the sight-seeing ferries, hotels

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and restaurants on the harbour front. The general consensus was that the Show should be further expanded to cover more buildings on both sides of the Harbour. C for Tourism advised that the Administration was actively recruiting other suitable buildings to join and it was estimated that the total number of participating buildings for phase 2 would increase from 18 to 33.

42. With the aid of PowerPoint, AC for Tourism said that as in the case of phase 1 of the Harbour Lighting Plan, energy-saving high efficiency lighting systems would be used for phase 2. These included flood lights, fibre optics, LED lights, search lights and lasers. An overall multi-media system with expanded capacity would be set up to control the movement, colour and intensity of the individual lighting systems installed in all Phase 2 buildings, and also the interfacing between these lights and the music and narrative, to create a new Show. The General Engineering Services Manager of the Electrical and Mechanical Services Department supplemented that to complement private sector involvement and to demonstrate the Government's continued commitment, three government buildings located near the waterfront in Kowloon, viz, Hong Kong Cultural Centre (HKCC), Hong Kong Museum of Art and Hong Kong Coliseum would be included in phase 2 of the Plan.

43. Mrs Selina CHOW declared that she was the Chairman of the Hong Kong Tourism Board (HKTb). She commended the efforts of the Tourism Commission in developing this world-class multi-media light and sound show. She said that the HKTb was actively promoting the Show to potential visitors in all short and long haul markets. There had been extensive and positive coverage in the media, both locally and outside Hong Kong. While the Show and the newly opened Avenue of Stars were able to attract more visitors, Mrs CHOW pointed out that if the Show coupled with pyrotechnics in the end could be held more frequently, it might even help draw more visitors to Hong Kong. However, due to the lack of financial support, pyrotechnic displays could only be held during special holidays such as the Golden Week. Given most visitors would stay in Hong Kong for four days, displaying the pyrotechnics once a week might help retain the visitors to stay in Hong Kong for one more night. Mrs CHOW urged the Administration to seek commercial sponsorship to support the displays of pyrotechnics for at least once a week.

44. Taking note of members' view, C for Tourism remarked that the Administration had spared no effort in soliciting commercial sponsorship for pyrotechnic displays to enhance the Show.

45. Referring to some past criticisms on the profile of the HKCC's architecture, the Chairman reminded the Administration to pay special attention in designing the lighting system for HKCC. Mrs Selina CHOW pointed out that the facade of HKCC was found to serve well as a natural display screen for projection programmes. She urged the Administration to consider launching special projection programmes to enhance the night vista of Hong Kong to attract more

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tourists. Echoing Mrs CHOW's view, Mr Kenneth TING opined that the Administration should utilize the display quality of HKCC's facade to its fullest to promote tourism.

46. C for Tourism assured members that as one of the prominent and visually attractive buildings in key positions along the harbour front, HKCC would certainly play a key role in adding a new vibrancy to the spectacular night view of the Harbour. Recalling the successful implementation of a lighting demo-show projected onto the façade of HKCC during the Chinese New Year of 2003, C for Tourism said that the Administration would further exploit the advantage of HKCC's facade to stage light shows.

47. On the technical aspects of the Show, Mr Kenneth TING asked about the means by which the spectators of the Show could enjoy the music and narration of the Show. Dr LUI Ming-wah suggested that the Administration might make use of lasers to bring out positive messages on the night sky.

48. In reply, C for Tourism said that the music and narration of the Show were broadcast every night along the Avenue of Stars. Spectators could also listen to the same soundtrack by tuning to designated FM channels or via mobile phones. As regards Dr LUI's suggestion of projecting messages to the sky with lasers, C for Tourism undertook to convey the idea to the designer of the new Show. She added that apart from the technical issues, the approval of the Director of Civil Aviation might also be required.

49. Noting that the annual recurrent expenditure for the three government buildings involved in the lighting plan would be \$170,000, Mr Henry WU believed that owners of the private participating buildings would also need to finance the maintenance of the lighting systems installed in their buildings. He considered it necessary to commend the contribution of these participating buildings. Mr WU was also concerned that in case the lighting system of a participating building went out of order, whether the existing electricity supply system in that building would be affected.

50. C for Tourism said that the names of each participating building formed part of the narration of the Show, and were also covered in all promotion materials. She stressed that the lighting systems installed in the participating buildings were energy-saving high-efficiency systems. These systems could reduce the overall power consumption by 10% to 50% in comparison with traditional lighting installation. C for Tourism assured members that the lighting system was independent of the existing electricity supply system of individual buildings. There was no question of affecting the electricity supply systems in the participating buildings by the lighting systems.

51. Mr Henry WU enquired if the Show did help attract visitors to stay longer in Hong Kong. Mr CHAN Kam-lam was concerned that whether Hong Kong

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could cope with the increasing number of arrivals, in particular following the launching of new tourism projects. He asked about the projected number of arrivals upon the opening of Hong Kong Disneyland (HKD).

52. C for Tourism advised that as projected by the HKTb, the number of visitors to Hong Kong in 2004 was expected to be about 20.5 million. Assuming 5% of them stayed one more night in Hong Kong for the Show, the total additional expenditure by this group of visitors was about \$1.1 billion. C for Tourism further said that the Administration was mindful of the need to strengthen tourism facilities to cope with the increasing number of arrivals. She undertook to report the projected number of visitors to Hong Kong when the Panel considered the progress of HKD at its meeting in June 2004.

53. Mr SIN Chung-kai expressed the support of the Democratic Party on the proposed plan. Noting that improvements had been carried out along the harbour front on the Kowloon side, Mr SIN pointed out that the waterfront on the Hong Kong side also needed beautification. Noting members' concern, C for Tourism said that the Tourism Commission was planning to beautify the Golden Bauhinia Square as part of its on-going programme to enhance popular tourist areas.

**VII Adjustments in oil prices**

(LC Paper No. CB(1)1890/03-04(01) - Information paper provided by the Administration)

54. In view of the time constraint, the Chairman suggested and members agreed to defer the discussion of the item to a special meeting scheduled to be held on Monday, 31 May 2004.

**VIII Any other business**

55. There being no other business, the meeting ended at 12:50 pm.