

立法會
Legislative Council

LC Paper No. CB(1)179/07-08
(These minutes have been seen
by the Administration)

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Panel on Economic Services

Minutes of meeting
held on Wednesday, 18 July 2007, from 10:00 am
in the Chamber of the Legislative Council Building

- Members present** : Hon Jeffrey LAM Kin-fung, SBS, JP (Chairman)
Hon Abraham SHEK Lai-him, SBS, JP (Deputy Chairman)
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Dr Hon David LI Kwok-po, GBM, GBS, JP
Hon Fred LI Wah-ming, JP
Dr Hon LUI Ming-wah, SBS, JP
Hon CHAN Kam-lam, SBS, JP
Hon SIN Chung-kai, SBS, JP
Hon Howard YOUNG, SBS, JP
Hon Miriam LAU Kin-yee, GBS, JP
Hon Andrew LEUNG Kwan-yuen, SBS, JP
Hon WONG Ting-kwong, BBS
Hon KWONG Chi-kin
Hon TAM Heung-man
- Members absent** : Hon James TIEN Pei-chun, GBS, JP
Hon LAU Chin-shek, JP
Hon Vincent FANG Kang, JP
Hon Ronny TONG Ka-wah, SC
Hon CHIM Pui-chung

**Public officers
attending**

: Agenda Item III & IV

Ms Eva CHENG, JP
Secretary for Transport and Housing

Mr Norman LO, AE, JP
Director-General of Civil Aviation

Mr Francis CHENG
Principal Assistant Secretary for Transport and Housing
(Transport)

Miss Fiona LI
Assistant Secretary for Transport and Housing
(Transport)

Mr Victor LIU Chi-yung
Chief, Flight Standards
Civil Aviation Department

Mr TSANG Yuk-poon
Chief, Airworthiness Standards
Civil Aviation Department

Agenda Item V

Mr Edward YAU Tang-wah, JP
Secretary for the Environment

Ms Anissa WONG Sean-yee, JP
Permanent Secretary for the Environment /
Director of Environmental Protection

Mr Roy TANG Yun-kwong
Deputy Secretary for the Environment

Agenda Item VI

Mr Frederick MA, JP
Secretary for Commerce and Economic Development

Miss Yvonne CHOI, JP
Permanent Secretary for Commerce and Economic
Development (Commerce, Industry and Tourism)

Miss AU King-chi, JP
Commissioner for Tourism

Ms Annie CHOI Suk-han, JP
Deputy Secretary for Commerce & Economic
Development (Commerce & Industry)³

Agenda Item VII

Ms Annie CHOI Suk-han, JP
Deputy Secretary for Commerce & Economic
Development (Commerce & Industry)³

Mr Luke AU YEUNG Ho-lok
Principle Assistant Secretary for Commerce &
Economic Development (Commerce & Industry)
Special Duties

Mr Eric PANG Yiu-hung
Acting Chief Electrical & Mechanical Engineer
Electrical & Mechanical Services Department

Mr CHEUNG Sai-yan
Head of Trade Controls
Customs and Excise Department

Mr SO Tat-foon
Assistant Director (Support)
Office of the Telecommunications Authority

Agenda Item VIII

Miss AU King-chi, JP
Commissioner for Tourism

Ms Kinnie WONG
Assistant Commissioner for Tourism

**Attendance by
invitation**

: Agenda Item VIII

Ocean Park Corporation

Dr Allan ZEMAN
Chairman
Board of the Ocean Park Corporation

Mr Tom MEHRMANN
Chief Executive

Mr Matthias LI
Deputy Chief Executive and Chief Financial Officer

Clerk in attendance : Ms Connie SZETO
Chief Council Secretary (1)6

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

Ms Michelle NIEN
Legislative Assistant (1)9

Action

- I Confirmation of minutes and matters arising**
(LC Paper No. CB(1)2095/06-07 - Minutes of meeting held on
28 May 2007)

The minutes of the meeting held on 28 May 2007 were confirmed.

- II Information papers issued since last meeting**
(LC Paper No. CB(1)2061/06-07(01) - Tables and graphs showing the
(*issued via e-mail on 4 July 2007*) import and retail prices of major
oil products from June 2005 to
May 2007 furnished by the
Census and Statistics
Department)

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

III Meeting with the Secretary for Transport and Housing

3. At the invitation of the Chairman, the Secretary for Transport and Housing (STH) remarked that she fully appreciated the need for the Administration to brief Members of the Legislative Council (LegCo) regularly on the latest development in aviation, maritime and logistics and to consult them on relevant matters with a view to formulating the best policies for the overall interest of Hong Kong. She then highlighted the major areas of work of the Transport and Housing Bureau (THB) in strengthening Hong Kong's position as a premier transportation and logistics hub in Asia and an international maritime centre as follows:

- (a) Given Mainland's robust economic development, and Hong Kong's strategic location in Asia and the provision of comprehensive

supporting infrastructure; there was much room for the development of aviation, maritime and logistics industries in Hong Kong and further co-operation with the Mainland on various fronts. To enhance the competitiveness of Hong Kong's airport and port, the Administration had been taking progressive steps to improve transport infrastructure and networks with the Mainland. The commissioning of Shenzhen Bay Bridge and Shenzhen Bay Port, the proposed Tuen Mun Western Bypass (TMWB) and the access between Tuen Mun and Chek Lap Kok could help expedite the flow of people and goods between the Mainland and Hong Kong.

- (b) To facilitate the integration of the various logistics services in the supply chain, the Administration would step up efforts in providing basic infrastructure conducive to continuous development of the logistics sector. While the feasibility study for the development of the proposed logistic park had reached its final phase, suitable lands near Kwai Tsing Container Terminal had been identified for the development of logistics facilities on a long-term basis. Moreover, to enhance cross-boundary trucking efficiency, the Administration was keen to promote e-logistics. For instance, the Government was sponsoring an On-Board Trucker Information System pilot project which involved the use of such information technology as global positioning system and other wireless communications facilities on board trucks to enhance trucking operations. In addition, the Administration would continue discussion with the Guangdong authorities to lower cross-boundary road haulage cost.

- (c) On aviation, Hong Kong International Airport (HKIA) had time and again been awarded as the best airport in the world. In recent years, three more local airlines had joined the existing three in providing scheduled flight services in Hong Kong. The Administration would continue to implement the progressive liberalization policy in air services and worked with Hong Kong's aviation partners in increasing the capacity. It would also liaise with the civil aviation authorities and airports in the Pearl River Delta (PRD) region on airspace management. As regards hardware, the Civil Aviation Department (CAD) had obtained funding approval for replacing the air traffic control (ATC) system by the end of 2012 to meet the anticipated growth of air traffic. It also planned to seek funding approval for the development of CAD's new headquarters on the Airport Island to house the new ATC system as well as to enhance management efficiency. Moreover, the Airport Authority Hong Kong (AAHK) had earmarked \$4,500 million to develop aviation support facilities to increase the handling capacity of HKIA. It had also been conducting feasibility study of constructing a third runway.

- (d) Regarding port development, the Administration would soon complete the Port Cargo Forecast Study and the Ecology Study on Northwest Lantau to work out the optimal timing for constructing Container Terminal 10 and assess the environmental suitability of the location. To ensure the supply of maritime professionals to sustain and further develop the shipping and maritime industry, the Administration had introduced various training incentive schemes for Hong Kong young people, and would implement a scholarship scheme to encourage local and Mainland graduates to take up a marine-related post-graduate programme in Hong Kong and eventually join the shipping and maritime industry.

Discussion

Cross boundary traffic

4. Mr SIN Chung-kai was concerned that despite commissioning of the Hong Kong-Shenzhen Western Corridor in July 2007 and opening of the Lok Ma Chau Spur Line later this year, the new transport infrastructure had lagged behind rapid economic integration between Hong Kong and Shenzhen and growth in cross-boundary traffic. In addition to pursuing the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong-Zhuhai-Macao Bridge (HZMB), Mr SIN enquired about the Administration's further plan in the next five years in developing cross-boundary transport infrastructure to improve the linkage with the Mainland.

5. STH acknowledged that the continuous development of transport infrastructure was key to enhancing the competitiveness of Hong Kong. On the latest development of the HZMB, the Administration, together with the Guangdong and Macao authorities, were pressing ahead with the studies on the location and arrangements of boundary crossing facilities, and on the financing arrangements of the project. The construction of the proposed TMWB and Tuen Mun – Chek Lap Kok Link would serve as a direct link of the Shenzhen Bay Bridge, HZMB and the public transport interchange at HKIA. As regards the Guangzhou-Shenzhen-Hong Kong Express Rail Link, the Administration was actively discussing with the Mainland authorities concerned to take forward the project expeditiously.

Airport and aviation services

6. Noting that there was a plan to construct a third runway in HKIA, Mr Howard YOUNG reflected the industry's view that priority should be given to resolving the problem of airspace congestion in the PRD region. Mr Fred LI also sought information about the measures adopted by relevant authorities for improving air traffic management in the PRD region and the latest progress.

7. STH considered that the feasibility study for constructing a third runway and measures for improving airspace management should be undertaken in parallel. She advised that CAD would continue to liaise with civil aviation authorities of the

Mainland and Macao via the tripartite working group with a view to improving the use of airspace in the PRD region.

8. Noting the difficulties in recruiting pilot trainees from the local market, Mr Howard YOUNG asked whether consideration could be given to relaxing the recruitment criteria so long as they met the international standards. He also urged that THB should liaise with the Security Bureau in facilitating the admission of qualified pilots from overseas under the Quality Migrant Admission Scheme.

9. The Director-General of Civil Aviation (DGCA) recognized the need to ensure the adequate supply of relevant professionals for Hong Kong to maintain its status as an international and regional aviation hub and said that requirements for recruiting and training pilots in Hong Kong were in line with international standards. While CAD was prepared to review and improve the system, he was not aware that airlines operating in Hong Kong had encountered any problem in recruiting pilot trainees.

10. The Chairman was very concerned that the action taken by some taxi drivers blocking roads to the airport in protest against new traffic arrangements might have affected the traffic to the airport and impaired the image of Hong Kong as an international and regional aviation centre.

11. In response, STH considered the action by the taxi drivers inappropriate and unlawful which had affected the smooth operation of the airport. She pointed out that the new transport arrangement was the result of lengthy discussion among relevant parties and the resultant framework had reasonably balanced the interests of all stakeholders. She called on the taxi sector to remain calm and discuss with the relevant parties in making improvement to the arrangement.

Port development and logistics

12. Miss TAM Heung-man expressed concerned about high terminal handling charges (THC) in Hong Kong vis-à-vis Mainland ports, thus undermining the attractiveness of Hong Kong port to many traders. She enquired about measures taken by the Administration in enhancing competitiveness of Hong Kong port.

13. STH acknowledged the importance of port development to the long-term development of Hong Kong. However, she pointed out that due to difference in cost structures between Hong Kong and the Mainland, it was not possible for Hong Kong to compete with the Mainland with a lower cost in handling cargoes. Thus, Hong Kong had specialized in value-added supply chain management services by promoting e-logistics and applying information technology to trucking operation. She re-iterated that to help the development of logistics sector in Hong Kong, the Administration had identified sites for the development of new container terminal as a long-term strategy for port expansion.

14. Mr Abraham SHEK enquired that apart from the development of new cruise terminal facilities at Kai Tak, whether there were other plans to develop similar facilities, such as allocating land for the expansion of the Ocean Terminal.

15. STH clarified that cruise terminal were tourism infrastructure under the purview of the Tourism Commission (TC) overseen by the Secretary for Commerce and Economic Development. Nevertheless, as terminal facilities for cargo and passenger vessels were essential infrastructure conducive to Hong Kong's maritime industry, THB would maintain close liaison and co-operation with TC in developing new cruise terminal facilities.

- IV Proposed amendments to the Air Navigation (Hong Kong) Order 1995**
(LC Paper No. CB(1)2090/06-07(01) - Information paper provided by the Administration)
- LC Paper No. CB(1)2164/06-07(01) - Powerpoint presentation material provided by the Administration)
(*issued via e-mail on 18 July 2007*)

Briefing by the Administration

16. With the aid of power-point, the Chief, Flight Standards of CAD (C, FS/CAD) briefed members on the Government's proposal to amend the Air Navigation (Hong Kong) Order 1995 (Cap. 448 sub. leg. C) (the Order) to implement updated requirements of the International Civil Aviation Organization (ICAO). He said that section 2A of the Civil Aviation Ordinance (Cap. 448) empowered the Chief Executive in Council (CE in C) to make subsidiary legislation to give effect to the Convention on International Civil Aviation and any Annex thereto relating to international standards and recommended practices, and generally for regulating air navigation. The Order was made for the regulation of registration and marking of aircraft, certification of air operators, airworthiness and equipment of aircraft, operation of aircraft, control of air traffic, rules of the air, aerodromes and aeronautical lights, licensing of aviation personnel, documents and records etc. C, FS/CAD further highlighted the following points:

- (a) The purposes of the Order were to implement international Standards and Recommended Practices (SARPs), ensure aviation safety and operational efficiency, and maintain Hong Kong's status as a centre of international and regional aviation;
- (b) ICAO updated its international civil aviation requirements (i.e. ICAO SARPs) from time to time. Hong Kong implemented new SARPs generally through administrative measures for compliance by the aviation industry;

- (c) To ensure that Hong Kong's aviation legislation was in line with international SARPs, it was necessary to incorporate new provisions in the Order. It was proposed to amend the Order to reflect latest SARPs in the areas of airworthiness, aircraft equipment, introduction of safety management, data preservation, personnel licensing and new definitions; and
- (d) Major proposals for amendments included the following (details as set out in LC Paper No CB(1)2164/06-07(01)):
 - (i) Introduction of new requirements to enhance aviation safety;
 - (ii) Revision of definitions for certain terms to tie in with ICAO definitions; and
 - (iii) Deletion of obsolete provisions.

17. C, FS/CAD further advised that the proposed amendments had received general support from the Technical Subcommittee of the Aviation Development Advisory Committee, and the aviation industry including the local airlines, maintenance organizations as well as other related organizations such as the Hong Kong Airline Pilots' Association. Members noted that subject to Members' views and the approval of the CE in C, the Administration planned to submit the relevant legislative amendments to LegCo for approval through the negative vetting process in the first quarter of 2008.

Discussion

18. Mr Howard YOUNG expressed support for the proposed amendments to the Order as it was crucial for Hong Kong, as an international aviation centre in the region, to comply with international standards. On the proposal of introducing new requirements on the proper use and functioning of airborne collision avoidance system on aircraft, Mr YOUNG was concerned whether aircraft of the six local airlines, in particular those of smaller scale, were already equipped with such system. He further enquired whether non-local aircraft coming to Hong Kong would be required to install the same system and meet the new requirements.

19. In response, DGCA advised that all local airlines' aircraft exceeding 5 700 kg, including those used for public transport, had already been required to install airborne collision avoidance system. Non-local aircraft overflying the Hong Kong Flight Information Region or landing in Hong Kong were also required to comply with the new requirements.

20. Mr Abraham SHEK was concerned about aircraft safety when there was no requirement of installing airborne collision avoidance system. DGCA highlighted technology advancement in the last two decades when several generations of airborne collision avoidance system had been developed. He added that Hong Kong had been requesting airlines to install the system for aircraft in accordance

with the requirements set by ICAO through administrative measures (i.e. Hong Kong Aeronautical Information Publication).

21. Mr Abraham SHEK enquired about the proposed amendment of introducing a new type of pilot licence. DGCA advised that in addition to the existing three types of pilot licences, viz. private pilot's licence, commercial pilot's licence and airline transport pilot's licence, CAD would introduce a new multi-crew pilot's licence, which was a new ICAO pilot licensing regime. He explained that to tie in with the rapid development of aviation technology in the past decade and the anticipated growth in air traffic in the coming years, many airlines had resorted to using large aircraft with more sophisticated technology in navigation. To meet the industry's demand for more pilots with advanced training, the multi-crew pilot's licence was created to enable a trainee to take up the role of co-pilot after a comprehensive training programme. In reply to Mr SHEK's concern about the possible difficulty for pilots holding overseas licences to operate Hong Kong registered aircraft, DGCA said that it was not easy to ascertain the scope of training and flying standards requirements under which the licences were issued by the overseas authorities. Therefore, overseas licence holders, whilst exempted from taking certain written examinations, were required to obtain Hong Kong pilot licence by passing some written examinations and flying assessment tests.

22. The Chairman enquired about the proposed amendments relating to specifying English language proficiency requirements for pilots and air traffic controllers. DGCA advised that ICAO had promulgated the syllabus and benchmark of the 6-level English proficiency requirements for pilots and air traffic controllers and stipulated that by March 2008, only pilots and air traffic controllers who had attained level 4 English proficiency could continue serving in international flights. CAD had communicated with local airlines on the ICAO's requirements and in response, they had set up training and assessment centres accredited by CAD. Those pilots or air traffic controllers who had been assessed to be qualified would have their attained level of English proficiency specified in the relevant licence.

23. Mr SIN Chung-kai expressed support for the proposal. However, as the proposed amendments involved quite a number of technical issues, he opined that the Administration should consider providing the draft Order for members' consideration before submitting it to LegCo for negative vetting. In reply, DGCA explained that the Department of Justice was currently drafting the proposed amendments. Subject to the approval of the CE in C, the Administration planned to submit the relevant legislative amendments to LegCo for approval in early 2008.

V Meeting with the Secretary for the Environment

Briefing by the Secretary for the Environment

24. At the invitation of the Chairman, the Secretary for the Environment (SEN) briefed members on the work priorities of the Environment Bureau (ENB) which was newly set up with the main objectives to provide quality living environment,

reduce pollution, control emissions, enhance effective use of energy, and reinforce regional cooperation in environmental protection. SEN then highlighted some of the issues which the Panel had expressed concern, including energy and its impact on the environment, review of the electricity market, the Liquefied Natural Gas (LNG) Receiving Terminal proposed by CLP Power (CLP), and sustainable development. The speaking note of SEN (in Chinese only) was attached.

Discussion

Energy and its impact on the environment

25. Mr CHAN Kam-lam was concerned about the progress in introducing competition to the local electricity market and enquired about the current status of an application from a company for supplying electricity to Hong Kong.

26. SEN confirmed that it was the Administration's long-term objective to further open up the electricity market of Hong Kong. The Administration would make the necessary preparation during the next 10 years, including drawing up the proper regulatory framework for other new supply sources to access the existing power grid. On the progress of processing the application from a new power company, SEN said that the proposal only involved supplying electricity to a small area and the Administration had requested the company to provide information demonstrating its capability to maintain a reliable supply at a reasonable cost. With a view to avoiding duplication of network, the Administration had advised the company to consider discussing with the current supplier the option of using the existing grid to supply electricity.

27. On CLP's proposal of constructing a new LNG Receiving Terminal at South Soko Island, Mr SIN Chung-kai urged ENB to take into consideration the opposing views of green groups. He added that as a consumer, he would not support the project as the \$8 billion Terminal would enlarge the asset base for calculating return to CLP and would in turn increase electricity tariff for consumers. Sharing the view, Mr Fred LI was concerned whether the Administration would consider the proposal alongside the discussion with CLP over the new bilateral agreement.

28. On the construction of a new LNG Receiving Terminal at South Soko Island, SEN said that CLP had already proposed measures to mitigate the negative environmental impacts during construction of the Terminal. While CLP had been granted an Environmental Permit for constructing and operating the Terminal, ENB would further consider other factors in examining the proposal, including whether the proposal was the best means to supply natural gas to CLP, the suitability of the selected site, the distribution and development of natural gas in the region etc. SEN added that the Administration would consider the views of the green groups on the proposal. In this connection, he was aware that the Panel on Environmental Affairs (EA) had scheduled a meeting with deputations on this subject on 20 July 2007.

29. Mr SIN Chung-kai highlighted the Government's challenges in enhancing environmental protection in the negotiation with the two power companies on the new bilateral agreements and urged SEN to stand firm in the process, in particular on issues relating to emissions reduction and lowering the permitted rate of return. Recalling that the former Secretary for Economic Development and Labour had stood firm in lowering the permitted rate of return to a single-digit, Mr Fred LI enquired whether SEN would maintain the same firm stance.

30. In response, SEN explained that the proposals in respect of the duration of the new bilateral agreements and the permitted rate of return as set out in the Government's public consultation document would remain as the starting point for the negotiation with the power companies. While the Administration fully understood the public's aspiration for a reasonable electricity tariff and the need to reduce emissions, it should be noted that the two power companies were listed companies accountable to their shareholders. SEN solicited members' understanding that it was not practicable for the Administration to reveal its negotiation strategy in public. Nevertheless, he undertook that ENB would endeavour to come up with new agreements with the two power companies that were fair and reasonable, and in line with the overall interest of Hong Kong.

31. Mr Abraham SHEK requested the Administration to provide further information on the utilization of the balance in CLP's Development Fund, and the Administration's plans to dispose of the Fund upon the expiry of the Scheme of Control Agreement in 2008. SEN undertook to do so.

(Post-meeting note: The reply from the Administration was circulated to members vide LC Paper No. CB(1)2438/06-07(01) on 5 October 2007.)

Sustainable economic development

32. Noting that the subject of sustainable development straddled across a number of policy areas, inter alia, economic development, manpower, education and health services, Ir Dr Raymond HO stressed the need for ENB to balance the objectives of protecting the environment and enhancing economic development in carrying out its work. In this connection, he was concerned how ENB would promote the concept of sustainable development to other bureaux and departments.

33. Noting that some major projects had been put on hold due to environmental concerns raised by various parties, Mr Abraham SHEK urged SEN to strike a proper balance between protecting the environment and facilitating continuous economic development to achieve a win-win situation. Moreover, he expressed reservation about adopting the "polluter pays" principle in implementing environmental protection programmes as it was the Government's responsibility to protect the environment.

34. SEN acknowledged the need to maintain a proper balance between objectives of protecting the environment and pursuing economic growth. Citing power supply as an example, he said that while using LNG for generating

electricity could certainly reduce emissions, this would have impact on electricity tariff as the cost for LNG was much higher than that of coal. In implementing programmes on environmental protection and energy supplies, ENB would carefully consider the interests of various stakeholders and endeavour to strike a proper balance in the process.

35. Noting that abundant land was available for development in North New Territories (NNT), Mr WONG Ting-kwong sought SEN's view on how to balance the need to conserve the nature and maintain economic development, such as through developing green tourism in NNT.

36. SEN advised that the development of the river-loop area near the border with Shenzhen was under the portfolio of the Development Bureau and ENB would provide inputs in relation to aspects of environmental protection and nature conservation.

Communications with LegCo and the community

37. Miss TAM Heung-man noted with concern that SEN had not attended the meeting of EA Panel on 16 July 2007 which was to meet with deputations for views on the proposal of imposing an environmental levy on plastic shopping bags. She urged that SEN should attend meetings of Panels and other committees of LegCo to hear public views on important issues.

38. SEN stressed the commitment of the third-term of the Government to work closely with LegCo and reach out to the public in formulating and implementing policies. He assured members that while he would endeavour to attend meetings of LegCo and its committees as far as possible to enhance communication with Members and the public, the most suitable officers in the relevant areas would be deployed to attend meetings in order to achieve the best results. In this connection, SEN said that he had attended two LegCo meetings in recent weeks for a motion debate and the resumption of second reading of a Bill. In addition to the meeting of this Panel, he would also attend the meeting of EA Panel to be held on 20 July 2007.

VI Meeting with the Secretary for Commerce and Economic Development

Brief introduction by the Secretary for Commerce and Economic Development

39. At the invitation of the Chairman, the Secretary for Commerce and Economic Development (SCED) highlighted the Administration's commitment to maintaining a close working relationship with LegCo Members. He advised that under the re-organization of the Government structure, the Commerce and Economic Development Bureau (CEDB) would take on, inter alia, the policy areas of tourism development and consumer protection, which were under the purview of ES Panel.

Discussion

Tourism development in Hong Kong

40. While appreciating the Administration's effort in commissioning several large-scale tourism infrastructure in the past years which had helped boost the number of visitors to Hong Kong, Mr SIN Chung-kai considered that the Administration should step up efforts in developing new tourist attractions. He further enquired about CEDB's work in co-ordinating with other relevant bureaux and departments in promoting Hong Kong to overseas tourists and local visitors.

41. In response, SCED acknowledged the important contribution of the tourism sector to the economy of Hong Kong including revenue from tourism expenditure and creation of job opportunities for related industries. In fact, the Administration had spared no effort in enhancing the development of tourism. For instance, on hardware facilities, a number of large-scale new tourism infrastructure such as the Wetland Park and Hong Kong Disneyland (HKD) had been opened in recent years and improvement and re-development projects for existing attractions, like Ocean Park, the Peak, Aberdeen and Lei Yue Mun were underway. In respect of tourism software, Hong Kong had joined hands with the Mainland authorities in launching "Honest and Quality Hong Kong Tours" with a view to enhancing choices for Mainland visitors and protecting their consumer rights. Moreover, relevant parties had also strengthened regulation of trade conduct of the travel industry. Besides the Tourism Commission (TC), Hong Kong Tourism Board (HKTB) would continue to promote a hospitable culture among those working in the tourism industry and in the community at large, and maintain Hong Kong's reputation as "gourmets' paradise" and "shoppers' paradise".

42. Noting the increasing popularity among Hong Kong people spending their holidays in resort areas outside Hong Kong, Mr Andrew LEUNG urged that consideration should be given to developing resort areas in Hong Kong. In this connection, Mr LEUNG sought information on the progress of the Administration's earlier plan to develop spa and resort facilities on South Lantau.

43. In response, SCED pointed out that quite a number of hotels in Hong Kong were already providing spa facilities and he was aware that some investors had indicated interest in developing resort hotels in Hong Kong. He assured members that the Administration would continue to identify new tourism projects to increase Hong Kong's attractiveness to visitors.

44. Given Hong Kong's status as a famous international financial and commercial centre, the Chairman considered that there was much room for Hong Kong to develop "business tourism" which would bring substantial economic benefits. In this connection, he suggested TC and HKTB to partner with the Hong Kong Trade Development Council (HKTDC) in promoting Hong Kong as the premier destination for business travellers.

45. Highlighting the importance of promoting Hong Kong to attract more tourists, SCED stressed that HKTB and TC had spared no effort in marketing Hong Kong to Mainland and overseas visitors. SCED recalled that when promoting Hong Kong's capital market to overseas companies in his former capacity as the Secretary of Financial Services and the Treasury, HKTB and HKTDC had been joining in launching the promotional activities targeting at the high-yield business-cum-leisure and family segments of the market.

46. Miss TAM Heung-man noted with concern that as shown in the July 2007 issue of *Travel and Industry*, Hong Kong had fallen out of the world's top ten in terms of best tourist destinations and its ranking had also dropped from 5th to 7th among all Asian cities. She sought the Administration's measures to enhance the competitiveness of Hong Kong as a premier destination for tourists.

47. In response, SCED highlighted that Hong Kong received over 20 million visitors annually over the past few years. He was confident that Hong Kong would remain a world-class destination for visitors. With concerted efforts of stakeholders to develop new tourism infrastructure, enhance quality service to visitors, and promote Hong Kong at various fronts, he believed that Hong Kong would maintain its status as the Asia's world city.

48. Mr Fred LI enquired about the progress of the investigation into the incident of the falling of a cabin from Ngong Ping (NP) Skyrail and hoped that the cable car service could be resumed as early as possible. Pointing out that shops in NP Village had suffered due to the suspension of cable car service and that some shops had already closed down, Mr Andrew LEUNG sought the Administration's measures to help shop tenants concerned.

49. Referring to his reply to an oral question on the subject at the LegCo meeting on 11 July 2007, SCED advised that the investigation report was expected to be ready before end of September. He stressed that the Administration's priority was to ensure the safe operation of NP Skyrail. Unless its safety had been confirmed, the Administration would not allow NP Skyrail to resume its service. On Village tenants, SCED understood that despite the Mass Transit Railway Corporation Limited (MTRCL) had waived rents for the suspension period, tenants still suffered as they had to bear day-to-day operating expenses. MTRCL was working on other support measures to assist tenants to tide over the difficult period.

50. Citing publicity material he had seen in Guangzhou featuring a 4-day tour to Hong Kong at a very low fare of \$800, Mr Fred LI expressed concern about problems associated with negative- or zero-fare tours to Hong Kong and stressed the need for the relevant parties to join hands in promoting quality Hong Kong tours in the Mainland.

51. C for Tourism said that given Mainland was Hong Kong's largest source market for visitors, HKTB would continue to promote Hong Kong to Mainland visitors as a cosmopolitan city and premier destination in Asia. With the Administration's plan for developing a new cruise terminal at Kai Tak, C for

Tourism advised that she had recently met with the tourism authorities in Guangdong, Hainan, and Fujian provinces to explore opportunities for developing cruise itineraries involving Hong Kong and coastal Mainland cities.

52. Mr CHAN Kam-lam expressed concern over the existing regulatory regime of the travel trade involving different bodies and urged the Administration to coordinate the efforts of different stakeholders in enhancing the effectiveness of the regime. Mr Fred LI said that he had time and again raised concern about the effectiveness of the current self-regulatory regime of the Travel Industry Council of Hong Kong (TIC) and considered that the Administration should undertake a review on the regulatory structure.

53. C for Tourism agreed that to stamp out the malpractices arising from zero- or negative-fare tours, concerted efforts of relevant stakeholders, viz travel agents, tourist guides and retail shops, as well as the enforcement agencies were required. In addition to the launching of "Honest and Quality Tours in Hong Kong", TC, HKTB, TIC and the Consumer Council (CC) would continue to work together to promote smart consumption, educate Mainland visitors on their rights and choices, and curb trade malpractices and misconduct.

Consumer protection

54. Noting that small and medium-sized enterprises (SMEs) had expressed concern regarding introducing a cross-sector competition law in Hong Kong, Miss TAM Heung-man enquired how the Administration would address the concerns. As CC would only deploy two legal advisers to help drafting the new law, she asked whether the Administration would consider allocating more resources to CC for undertaking the task.

55. SCED advised that the Administration had completed public consultation on the way forward for competition policy in Hong Kong and was now working on the drafting of the new competition law. In view of the concerns raised by some SMEs, the Administration fully understood the need to continue engaging SMEs in drafting the new legislation with a view to enhancing their understanding of its content and implementation.

56. The Permanent Secretary for Commerce and Economic Development (Commerce, Industry and Tourism) clarified that the Department of Justice was currently drafting the new competition law. In view of the complexity and wide scope of the legislation, the Department had already engaged overseas experts to support its work. Separately, the Government was pursuing a two-stage approach to enhance the consumer protection regime of Hong Kong. During the first stage, the Administration was taking urgent action to strengthen the regulatory tools to protect consumers. This would involve simple and straight-forward amendments to existing legislation in order to tackle the malpractices of unscrupulous shops and bring charges against them. Meanwhile, CC was conducting a comprehensive review of existing measures under the stage two review to protect consumer rights. As the review covered a wide range of issues and existing legislation, the

Administration was mindful of the need to provide CC with necessary resources for undertaking the task and would liaise further with CC in this respect.

VII Issues relating to safety of mobile phones

(LC Paper No. CB(1)2090/06-07(02) - Information paper provided by the Administration

LC Paper No. CB(1)2121/06-07(01) - Letter dated 9 July 2007 from Hon Fred LI to the Chairman (Chinese version only))

Briefing by the Administration

57. At the invitation of the Chairman, the Deputy Secretary for Commerce and Economic Development (Commerce and Industry)³ (DS/CED) briefed members on the control framework on the safety of mobile phones in Hong Kong. She explained that mobile phones with original batteries as parts integral to the mobile phones were required to comply with the specifications prescribed by the Office of Telecommunications Authority under section 32D of the Telecommunications Ordinance (Cap.106). Mobile phone batteries that were separately sold as optional accessories were consumer goods under the control of the Consumer Goods Safety Ordinance (Cap. 456) enforced by the Customs and Excise Department (C&ED). Chargers used for charging mobile phone batteries were categorized as electrical products and governed by the Electrical Products (Safety) Regulation (Cap. 406G) enforced by the Electrical and Mechanical Services Department (EMSD). In addition, C&ED also took vigorous and sustained enforcement actions under the Trade Descriptions Ordinance (Cap. 362) against counterfeit mobile phones and batteries. She stressed that the three departments would continue to monitor the safety of mobile phones and their accessories available in the market.

Discussion

58. Referring to the recent incident concerning explosion of a mobile phone in the Mainland, Mr Fred LI stressed the need for the Administration to take urgent action to ensure the safety of mobile phone in Hong Kong. In view that the current regulatory regime involved different ordinances enforced by three government departments, Mr LI was concerned about confusion to consumers and problems relating to communication and coordination among different enforcement agencies.

59. In response, DS/CED highlighted the different focus in respect of mobile phone safety under the ordinances concerned. She assured members that CEDB had maintained close liaison with the relevant departments to monitor the enforcement situation. Where necessary, it would consider further measures to protect the safety of consumers in using mobile phones.

60. Noting that over the past weeks, C&ED had taken a series of operations against local retail outlets suspected of selling counterfeit mobile phones and batteries resulting in seizure of about 4 000 such products, Mr Fred LI enquired about enforcement actions taken in respect of genuine and counterfeit mobile phone and batteries, including the number of inspection or surveillance conducted in the past few years, the number of counterfeit products seized, their safety condition and the follow-up actions etc.

61. Mr SIN Chung-kai was concerned that many retail shops might have been selling counterfeit mobile phone batteries and urged C&ED to conduct more frequent operations against local retail outlets. Sharing the concern, Miss TAM Heung-man pointed out that consumers had difficulty in differentiating genuine mobile phone batteries from counterfeit ones.

62. DS/CED advised that recognizing the potential safety problems of counterfeit mobile phone batteries, C&ED had been stepping up surveillance against these products in addition to regular spot checks at retail shops. She undertook to provide the relevant information requested by members after the meeting. While admitting the difficulties in differentiating counterfeit mobile phone batteries which had been modeled closely on products of genuine brand names, DS/CED said that C&ED would continue to work closely with trademark owners to enhance the surveillance of counterfeit mobile phones and batteries sold in the market. In reply to the Chairman on the safety of the counterfeit mobile phone batteries seized in the first half of 2007, DS/CED remarked that they were under safety testing and the results were yet to be available.

(Post-meeting note: The information provided by the Administration in respect of genuine and counterfeit mobile phone batteries was circulated to members vide LC Paper No. CB(1)2263/06-07(01)) on 10 August 2007.)

63. Miss TAM Heung-man enquired about operations against batteries sold separately as optional accessories to mobile phones. DS/CED advised that these were optional accessories and were not counterfeit products. So far, C&ED had only received two complaints relating to such products. However, the follow-up investigations revealed no evidence suggesting that the concerned products were unsafe. In previous safety testing of samples taken from the market, none of the samples were found unsafe.

64. Mr SIN Chung-kai noted that improper use of electrical and electronic products, such as ipod, might cause danger to users. He considered that EMSD should promulgate safety guidelines educating users proper ways in using the relevant products. Mr Fred LI echoed the view. Given the high penetration rate of mobile phones in Hong Kong, he further highlighted the need to educate the public in choosing safe mobile phones and accessories.

65. The Acting Chief Electrical & Mechanical Engineer, EMSD advised that EMSD had published a booklet containing safety tips on using mobile phone chargers for reference of consumers. Moreover, EMSD had also publicized safety

messages on mobile phone charger to the public through various channels such as newspaper column and safety talks.

VIII Update on the redevelopment plans of Ocean Park

(LC Paper No. CB(1)2090/06-07(03) - Information paper provided by the Administration

LC Paper No. CB(1)2164/06-07(02) - Powerpoint presentation
(issued via e-mail on 18 July 2007) material provided by the Ocean Park Corporation

LC Paper No. CB(1)2165/06-07(01) - The booklet provided by the Ocean Park Corporation)

Briefing by the Administration and the Ocean Park Corporation

66. At the invitation of the Chairman, C for Tourism updated members on the progress of the redevelopment plans of the Ocean Park which had commenced in end 2006 comprising more than 70 attractions to be delivered in eight phases from 2007 to 2012-13 with an estimated cost of \$5.55 billion. She added that TC had helped secure statutory approval from various government departments with a view to ensuring the smooth progress of the redevelopment works.

67. Upon invitation by the Chairman, Dr Allan ZEMAN, Chairman, Board of the Ocean Park Corporation (OPC) and Mr Tom MEHRMANN, Chief Executive of OPC highlighted the operation of Ocean Park since its inception in 1977 with aid of a power-point presentation. Mr MEHRMANN pointed out that the annual attendance for Ocean Park had risen steadily over the years and reached its first peak of 3.8 million in 1996-97. Having been operating for 30 years, Ocean Park had created good memories for many kids and produced generational value as they had grown up and brought their own kids to the Park. In recent years, Ocean Park had maintained good relationship with key stakeholders, viz the government, vendors, and employees; and paid attention to differential product qualities, such as introducing new attractions including SkyFair and new baby pandas. To enhance the attractiveness of Ocean Park to local residents as well as overseas tourists, OPC had launched new promotions such as HKID promotion, birthday promotion, photo promotion and weddings, as well as renewed the animal characters and fostered "Love animals, Love Ocean Park" concept through interactivity opportunities. Ocean Park had also staged five special events, i.e. Summer Splash, Halloween Bash, Christmas Sensation, Chinese New Year and Easter Animal Encounter, which had become annual attractions to visitors. As a result of the above efforts, the annual park attendance had risen to 4.38 million in 2006. Dr Allan ZEMAN expected that the park attendance would reach nearly 5 million in 2007.

68. Mr Tom MEHRMANN further advised that the redevelopment project for Ocean Park was on schedule and on budget. The phased redevelopment had allowed the Park to remain open throughout the period. The first attraction,

SkyFair (which comprised helium and cold air balloons together with retail, food, games and entertainment) was opened in February 2007. The redevelopment plans would move forward with several new initiatives and attractions. On financial arrangement, Mr MEHRMANN informed members that OPC was able to secure 75% of the project cost, i.e. \$4.2 billion, from commercial loans with 25 banks.

Discussion

Performance of Ocean Park

69. While appreciating OPC's effort in running and promoting Ocean Park which had brought great success for the Park in various fronts, Mr Howard YOUNG asked whether reference had been made to experiences in the development of similar theme parks around the world, such as the Ocean World in Brisbane.

70. Dr Allan ZEMAN pointed out that while there were many theme parks in different parts of the world and a number of new theme parks were being developed in China, Ocean Park had been very unique as it had offered visitors with a combination of educational, conservation and entertainment experiences. It had also put in place new attractions to motivate people to re-visit the Park. Mr Tom MEHRMANN added that Ocean Park was also unique in its location. It was a park made by Hong Kong and grew in parallel with the city.

71. Mr Fred LI congratulated OPC on its success in revitalizing Ocean Park since 2001 resulting in substantial increase in annual attendance figures. It was envisaged that visitor numbers would further surge with completion of the redevelopment plans. Given the unsatisfactory park attendance of Hong Kong Disneyland (HKD), Mr LI saw an opportunity for Ocean Park and HKD to explore collaboration and complement each other in creating synergy, such as launching joint annual pass to both parks.

72. Dr Allan ZEMAN welcomed the suggestion of initiating partnership between the two theme parks to help attract more tourists to visit Hong Kong. While the management of HKD might need to be bounded by rules and regulations of its parent company in the United States, OPC maintained an open attitude to any suggested ways of collaboration.

73. C for Tourism highlighted the healthy competition between the two theme parks resulting in improvements on the performance of both parks. The Administration was pleased to see OPC's efforts in enhancing the attractiveness of the Park to local residents and tourists, and the experience gained by HKD in promoting the Park to different markets. In order to promote the two important tourism infrastructure to Mainland visitors, HKTB had included both theme parks in the itinerary of "Honest and Quality Hong Kong Tours". Moreover, surveys conducted by HKTB revealed that about 50% of overnight tourists had visited one of the theme parks while 10% of them had visited both. This had demonstrated

that the theme parks were "must-see" destinations for tourists, in particular for family visitors.

74. The Chairman enquired about the changes to the park attendance and in-park spending arising from the arrival of the two new baby pandas "Le Le" and "Ying Ying". In response, Dr Allan ZEMAN indicated that guests had shown strong interest in "Le Le" and "Ying Ying" and merchandizes featuring the new baby pandas had also been well-received. As a result, both park attendance and in-park spending had continued to rise during the previous month.

75. Noting that the Ocean Park Academy - Hong Kong (OPAHK) had organized many useful courses with fees ranging from \$50 to over \$1,000 for primary and secondary school students to explore the nature, Mr Fred LI opined that these were good activities for kids and enquired whether OPC would consider assisting children with financial hardship in joining the courses.

76. In reply, Mr Tom MEHRMANN advised that to encourage students' participation in the courses, OPAHK had offered sponsorship covering the full course fees for students in need of financial aid. Moreover, OPAHK had also been running a number of free outreach programmes for schools.

Re-development plans for Ocean Park

77. Mr SIN Chung-kai enquired about the progress of building new hotels in Ocean Park under the re-development plans. Referring to his experience of attending a conference held in a hotel inside a zoo, during which participants could visit the zoo during lunch breaks, he considered that Ocean Park could explore similar business opportunities.

78. Dr Allan ZEMAN confirmed that the re-development plans for Ocean Park included a separate proposal to build three hotels. OPC had submitted the proposal to the Government which was examining the details. He welcomed Mr SIN's suggestion of organizing conferences inside or near the Park to allow participants to enjoy the beauty and relaxing atmosphere of the Park during their free time.

79. C for Tourism supplemented that by 2012, the Park would be redeveloped into a world-class marine theme park with more than 70 attractions. The three planned themed hotels would further enhance the attractiveness of the Park as an overnight destination for tourists. In reply to Mr SIN's further enquiry, she said that the Government was studying the proposal including related issues concerning planning and land use. While the hotel proposal was in line with the planning concept, it was necessary to ascertain that the design, building and operation of the hotels could complement the role of the Park as an educational, conservation and entertainment facility for Hong Kong. She added that the hotel project would be offered to the market through an open tender with land premium set at market rate.

80. While appreciating the success of Ocean Park in attracting more tourists to Hong Kong and the Administration's plan to re-develop the Aberdeen harbour into a "Fisherman's Wharf", Miss TAM Heung-man saw the need for the Administration to devise measures to address concerns about increased traffic flow on the transportation networks of Southern District. In this connection, she sought information on the progress of the proposed construction of the South Island Line (SIL).

81. C for Tourism acknowledged the importance of enhancing transportation linkage in developing tourist attractions. She advised that as indicated in the consultancy report of Ocean Park's redevelopment plans, the direction of visitor flow to the Park would be different to that of residents in Wong Chuk Hang and Aberdeen during peak hours. Moreover, additional coach parking and pick-up/drop-off points would also be provided under the redevelopment plans. It was therefore envisaged that the present transportation networks in Southern District could meet the anticipated increase in visitor flow. On the Aberdeen Tourism Project, C for Tourism said that the Administration planned to re-develop and revitalize both sides of the Aberdeen harbour under the theme of "Fisherman's Wharf" and developing exhibition facilities to unfold the history and story of Aberdeen as a traditional fishing harbour. As regards the development of SIL, C for Tourism understood that MTRCL had reviewed the need for SIL and forwarded the study report to THB. The report was under examination by a cross-departmental taskforce. She advised that in taking forward tourism projects in Southern District, TC would highlight the advantage of mass transportation to the various attractions.

82. In forecasting the use of SIL by visitors to Ocean Park, Mr Howard YOUNG considered it useful to make reference to the patronage of Disney Resort Line by visitors to HKD. C for Tourism said that roughly, more than 70% of guests visiting HKD had travelled by Disney Resort Line.

83. Mr Howard YOUNG was concerned whether the projected patronage to the Park after re-development had taken into account the construction of SIL and hotels. Dr Allan ZEMAN advised that the patronage and revenue projections had discounted the effect of SIL and hotels which, if taken forward, would be bonus bringing additional economic benefits to the Park.

84. Mr CHAN Kam-lam pointed out that local residents were a major source of visitors to Ocean Park. He noted that most local residents took either private car or buses to the Park while tourists usually used coaches. He sought information on the transportation used by different visitors and measures to attract more local residents to the Park such as by reducing the bus fares to or parking fees at the Park.

85. In response, Mr Tom Mr MEHRMANN advised that about 90% of visitors came to the Park by buses or tour coaches while the remaining 10% used private cars. In fact, most local people took buses or taxis to the Park. The parking facilities for private cars, which charged reasonably low fees, only overflowed for five days in a year. Under the redevelopment plans, the number of parking spaces

for private cars would be doubled and there would be additional coach parking spaces as well. Mr Matthias LI, Deputy Chief Executive and Chief Financial Officer of OPC supplemented that many local residents travelled to the Park by buses usually took those routes of lower fares, for example, getting off at the Aberdeen Tunnel exit and walking to the Park. Dr Allan ZEMAN stressed that at present, transportation and parking did not pose any problem to the Park. He agreed that the construction of SIL would surely provide much convenience to visitors.

86. Ms Miriam LAU commended the good performance of Ocean Park. She believed that the Park, being the only one of its kind in South East Asia, would be even more attractive to visitors after completion of the redevelopment plans. As to the projected visitor numbers to the Park, she considered the forecast annual attendance of about 5.8 million by 2012-13 given in the paper a bit conservative given the attendance figure had been growing at 8% annually over the past few years. Ms LAU was concerned whether the attendance was constrained by the capacity of the Park.

87. In response, Dr Allan ZEMAN said that in projecting park attendance, OPC had taken into consideration the worst case scenario. Indeed, it was out of anyone's expectation for the Park to hit an annual attendance of over 4 million during the renovation period. He further said that in addition to park attendance, visitors' spending in merchandizes and catering was also an important indicator of the Park's performance. On the concern about the capacity of the Park, Dr ZEMAN and Mr Tom MEHRMANN advised that the Park had been designed with a daily capacity of 35 000 visitors. Currently, the Park usually received 10 000 to 15 000 visitors per day. It was expected that upon completion of the redevelopment plans, the Park would take on more visitors daily and allow longer stay for visitors to enjoy the various attractions.

88. Summing up, the Chairman said that the Panel hoped that the redevelopment of Ocean Park could be completed sooner to attract more tourists to Hong Kong.

IX Any other business

89. There being no other business, the meeting ended at 1:05 pm.

環境局局長立會發言全文（只有中文）

以下為環境局局長邱騰華今日（七月十八日）在立法會經濟事務委員會會議的發言全文：

主席、各位委員：

多謝今日給我們機會在這委員會裏講解我們的工作。提升香港市民的生活質素，改善環境，是新一屆特區政府的一項重要工作目標，這個目標也貫穿行政長官在競選政綱中的很多政策綱領裏。新成立的環境局，首要的工作就是落實這些政綱，致力為市民提供優質的生活環境，減少染污，管制排放，促進有效使用能源，希望進一步加強區域合作，在香港鼓勵市民與各團體積極參與環境保護工作。我很高興可以在這個委員會與大家討論在新一屆政府裡，就環境工作的重點。上任後我已開始走訪不同環境的團體，我相信這個委員會或立法會，以及其他相關委員會是一個很好平台去討論話題。因應經濟事務委員會工作範圍及一貫關心的問題，我可以重點提出幾個大家關心的話題，當然這不代表是所有議題，我先提出，看大家有否意見，可作為日後參考。

（一）環保與能源

在新的環境局中，除環境工作外，亦做能源政策工作，環境保護與能源息息相關，因為在本地，能源是透過發電，發電為本港超過九成的二氧化硫排放以及半數氮氧化物和懸浮子的污染源頭。因此，能源是可持續發展及環保的一個重要切入點。環境局亦將能源及環保工作視為工作重點之一，在處理這問題，我們嘗試透過三方面，即由技術創新、規管措施，以及提高市民認知，以減少發電過程的能源耗用以及由此而產生的污染問題，並確保能源供應穩定及價格合理。

同時，在使用能源上，香港作為一個人口稠密，工商服務業繁盛的城市，我們很有機會在節約能源，及提高能源使用效能，以達致減少能源浪費的工作上，我們有着一些空間合力去做，這方面相信是我局的工作重點之一。

（二）電力市場檢討

過往大家在委員會已討論過這問題，政府與兩間電力公司簽訂的《管制計劃協議》將於二〇〇八年下半年屆滿。我們在較早前就「香港電力市場未來的發展」完成了兩輪公眾諮詢，並已向立法會經濟事務委員會匯報諮詢結果並作討論。

現階段，我們剛與兩間電力公司就二〇〇八年後的規管安排進行磋商及討論，我們會盡力減低電力公司的現有的回報以期使電費可以相應下降，與及減低電廠的

排放，這亦是行政長官在“競選政綱”中的承諾，以往亦有過討論。

我們會採取有效措施，以確保二〇〇八年後的規管安排能符合香港整體利益。

另外，我們將於下一個規管期內（即二〇〇八至二〇一八年），開始準備工作，這包括：訂出市場開放模式和有關的技術和規管安排等。政府的目標是在市場條件能配合時，盡早為電力市場引入競爭。由於現時政府正與兩間電力公司開始就二〇〇八年後的規管安排進行討論及談判，至於談判的細節等，委員明白政府會直接與兩間電力公司討論，但我們會在適當時候，再與立法會及公眾討論及諮詢。

（三）中電擬興建液化天然氣接收站的建議

委員會關心的第三個問題是中電擬興建液化天然氣接收站的建議。大家都知道，中電向政府提出了興建液化天然氣接收站，以取代它可能於二〇一〇年後會耗盡的崖城天然氣氣田供應的天然氣；政府和電力公司開始商量。政府的立場，從中電的立場和環保的角度，我們鼓勵使用天然氣，因為相對使用燃煤發電而言，排放污染物相對少一點。

當然，在處理這個工作的同時，除了環保方面之外，我們還要從能源角度去商量，中電在這方面下過一些工夫，他們已經做了一個環評報告，提出了這方面的要求，這亦符合我們在法律上規定的要求，環境局亦已批出環境許可證。當然亦有些附帶條件，使他們無論在設計及將來施工時，必須採取一些舒緩措施，以減低對環境的影響。

由於現時能源政策及環保政策同屬一個局，我們要考慮除了由中電先做環評工作，我們亦會整體從能源角度考慮這工作，考慮因素包括中電建議在區域內天然氣資源分佈及發展、崖城氣田的供氣情況、預計未來的電力需求、環保要求、開支預算以及對電費的影響等因素，我們均會一併考慮。我們亦會同時考慮區內其他天然氣／液化天然氣項目可向香港供氣的可行性，至於時間表、環評及價格等，我們也會一併考慮，這工作我們會與相關公司搜集資料去討論。

（四）可持續發展的議題

第四項是可持續發展的議題。大家都知道，改組後成立的新環境局，除了主理環保事務、能源政策及自然保育外，亦涵蓋可持續發展的政策工作。大家也知道由鄭維建先生作主席的可持續發展委員會正就一些長遠性的可持續發展話題，進行公眾諮詢。所以我期望在適當時間聯同可持續發展委員會一起就有關問題向立法會有關委員會一起商討。

(五) 其他議題

除了以上四個話題外，我相信大家心目中可能還有其他話題，包括跨境合作。我亦看到主席先生在今日報章上的文章談到兩地合作推動環保。這方面無論是工商界或市民都會關心，如何令香港與珠三角地區一方面合力發展，另一方面提高保育的情況，我們會與內地有關單位繼續合作。

另外，如何拓闊環保工業在香港的發展空間，以增加循環再造再用，以至再生能源等問題，兩星期前我剛上任時鄭志堅議員亦提出這方面的動議辯論，這方面的工作如果和這個委員會有關，我亦樂意去進一步商討。

每年施政報告提出的新項目，或新的撥款項目要提交立法會，我們亦會透過這個委員會和大家商討。

主席，容許我再談談我們如何去處理環保問題。在議會裡提出的環保問題，與年俱增，這個委員會在〇六、〇七年未有太多這類話題，但綜合來看，其實過往幾年環保的話題或者在來年，我們相信這個話題會愈來愈多，反映市民關心程度及關注保護環境的態度。

不過，環保問題的出現，往往不是單一而獨立，而是與經濟發展，又或民生和市民生活結連一起。例如我們討論空氣污染的排放，就涉及發電廠的營運，與及電費所帶來的利潤和收費。又如果我們提出廢物收集和處理，我們不能不談如何令市民協助進行廢物源頭分類，又或涉及一些地區問題，例如在哪一區建設一些有必要但未必受歡迎的廢物處理系統或設施。

一些保護環境的措施，要有效執行，部分必須透過立法，因此和立法會是有合作的關係才可推行，例如訂立一些排污標準，又或是實行污染者自付的收費方式等。不過，不少的環保問題，若要透過立法推行，少不免會引起不同界別、不同區域的公眾或市民的討論，有不同意見。我可以預見，當政府提出意見，包括我們將可能討論的停車熄匙、膠袋徵費等問題時，立法會將成爲一個熱鬧的討論區，相關的法例需要一些時間或互相的討論磋商才可進行。

不過，無論我們預計的議題如何富爭議性，市民意見如何參差甚或對立，我們希望這些辯證和討論會在客觀的環?下進行，我相信在市民和世界日益關心我們環境和生活質素的大前提下，是很難避免的。

因此，我期望環境局和我的同事會充份利用立法會不同相關的委員會，和大家商

討我們的議題，多聽取大家的意見。經濟事務委員會有好的條件，環保工作和經濟發展是息息相關，甚至帶來商機，我們希望在這個平台可討論出雙贏或大家協調的工作。我相信基於這個原則和精神，主席、各位委員，我希望在將來的日子可以同心合力，為香港的環保、能源及可持續發展的工作一起努力。

完

2007年7月18日（星期三）

http://www.enb.gov.hk/tc/news_events/speeches_presentations/speeches_070718a.html