

# 立法會 *Legislative Council*

立法會CB(3) 51/12-13號文件

2012年10月19日內務委員會會議文件

定於2012年10月24日立法會會議上提出的質詢

提問者：

- (1) 謝偉俊議員 (口頭答覆) (新的質詢)  
(取代其原先提出的質詢)
- (2) 張超雄議員 (口頭答覆)
- (3) 梁耀忠議員 (口頭答覆)
- (4) 鄧家彪議員 (口頭答覆)
- (5) 郭偉強議員 (口頭答覆)
- (6) 蔣麗芸議員 (口頭答覆) (新的質詢)  
(取代其原先提出的質詢)
- (7) 張國柱議員 (書面答覆)
- (8) 馬逢國議員 (書面答覆)
- (9) 莫乃光議員 (書面答覆)
- (10) 譚耀宗議員 (書面答覆)
- (11) 林大輝議員 (書面答覆)
- (12) 陳偉業議員 (書面答覆)
- (13) 陳克勤議員 (書面答覆)
- (14) 馮檢基議員 (書面答覆)
- (15) 謝偉俊議員 (書面答覆)
- (16) 陳健波議員 (書面答覆)
- (17) 黃定光議員 (書面答覆)
- (18) 張國柱議員 (書面答覆)
- (19) 馮檢基議員 (書面答覆) (新的質詢)  
(取代其原先提出的質詢)
- (20) 馬逢國議員 (書面答覆)

註 :

NOTE :

# 議員將採用這種語言提出質詢

# Member will ask the question in this language

## 新郵輪碼頭的交通配套設施

### # (1) 謝偉俊議員 (口頭答覆)

有九龍東、啓德發展區及新郵輪碼頭附近的居民向本人表達關注，在郵輪碼頭於明年啓用後，登岸旅客往返旅遊及購物區的交通配套是否足夠。就此，政府可否告知本會：

- (一) 根據最新的規劃，從遊輪碼頭登岸的旅客前往各旅遊及購物區的交通配套為何；有否評估，眾多旅客同時登岸前往各旅遊及購物區，會否導致九龍東交通擠塞；若有評估，結果為何；
- (二) 有否研究在郵輪碼頭與鯉魚門之間提供較現時便捷的交通安排，以方便旅客、帶旺當區的經濟，以及增加就業機會；鯉魚門區內的各項改善及美化工程能否趕及在郵輪碼頭啓用前完成，供旅客享用；及
- (三) 有否研究利用水上的士提高維多利亞港的暢達性，連繫郵輪碼頭及維多利亞港兩岸的景點和旅遊及購物區？

## Ancillary transport facilities for the new cruise terminal

- (1) Hon Paul TSE Wai-chun (Oral reply)

Some residents in the vicinity of Kowloon East, the Kai Tak Development area and the new cruise terminal have expressed to me their concern whether there will be adequate ancillary transport facilities carrying tourists disembarking at the cruise terminal, which will be commissioned next year, to and from tourist and shopping areas. In this connection, will the Government inform this Council:

- (a) of the ancillary transport facilities under the latest plan for carrying tourists disembarking at the cruise terminal to various tourist and shopping areas; whether it has assessed if a large number of tourists disembarking and heading towards the various tourist and shopping areas at the same time will lead to traffic congestions in Kowloon East; if it has, of the assessment results;
- (b) whether it has studied the provision of transport services which are more efficient than the existing ones to connect the cruise terminal and Lei Yue Mun, so as to make it convenient for tourists, boost the local economy and create more employment opportunities; whether the various improvement and beautification works in Lei Yue Mun can be completed in time before the commissioning of the cruise terminal for the enjoyment of the tourists; and
- (c) whether it has studied the provision of water taxi services to enhance the accessibility of the Victoria Harbour by connecting the cruise terminal with the tourist spots as well as tourist and shopping areas on the two sides of the Victoria Harbour?

## 香港製藥業的發展

### # (6) 蔣麗芸議員 (口頭答覆)

據報，行政長官日前表示，很多人誤以為香港生意“唔憂做”，但近期零售及旅遊業數字有所放緩，本港經濟存在隱憂。他期望在任期後半部分扭轉本港的經濟形勢。有業界人士指出，“香港製造”作為國際品牌，很多外國及內地人士對香港製造的產品甚具信心。為更好發揮香港固有的製造業地位，他們建議香港政府應著力發展產業多元化，特別是發展香港為“製藥中心”，透過《內地與香港關於建立更緊密經貿關係的安排》的優惠政策，吸引世界知名藥廠來香港生產及製造藥物，打進內地龐大市場，而內地藥廠亦可在香港生產及檢測藥物，然後出口至世界各地，從而增加更多就業機會，香港的本地生產總值可以大大增加，政府亦可以因此制訂更多利民措施。就此，政府可否告知本會：

- (一) 過去3年，香港製藥業的生產總值及出口數字為何；
- (二) 現時全港共有多少間製藥公司；當中有多少間在工業邨設有廠房，並按工業邨列出分項數字；該等數字佔有關工業邨內的公司總數的百分比為何；是否知悉製藥公司於過去10多年所面對的困難為何；政府在發展六大優勢產業中的檢測和認證及醫療產業的進度為何；有否進行廣泛推廣及宣傳活動；如有，詳情為何；如否，政府會如何深化該等產業的發展；及
- (三) 未來有何具體政策協助製藥業發展，使香港成為亞太區的製藥中心？

## Development of the pharmaceutical industry of Hong Kong

(6) Dr Hon CHIANG Lai-wan (Oral reply)

It has been reported that the Chief Executive has indicated earlier that despite many people's mistaken belief that business in Hong Kong is always thriving and there is no need to worry, there has been a decline in the retail and tourism figures recently, showing that there are hidden worries in Hong Kong's economy. He hopes that he can reverse the economic situation of Hong Kong in the latter half of his term of office. Some members of the trade have pointed out that as "Made in Hong Kong" is an international brand name, many foreigners and mainlanders are very confident in the products made in Hong Kong. In order to enhance the inherent position of the manufacturing industry of Hong Kong, they have suggested that the Hong Kong Government should strive to develop diversification of industries and, in particular, develop Hong Kong into a "pharmaceutical centre", as well as attract world-renowned pharmaceutical manufacturers through the preferential policy under the Mainland and Hong Kong Closer Economic Partnership Agreement to produce and manufacture pharmaceutical products in Hong Kong in order to enter the vast mainland market, and mainland pharmaceutical manufacturers may have their pharmaceutical products produced and tested in Hong Kong for export to various places in the world. As a result, more job opportunities will be created and the Gross Domestic Product of Hong Kong will increase significantly, which will allow the Government to formulate more measures that benefit the people. In this connection, will the Government inform this Council:

- (a) of the gross value of production and export figures of Hong Kong's pharmaceutical industry in the past three years;
- (b) of the total number of pharmaceutical manufacturers in Hong Kong at present; among such manufacturers, the number of those which

have set up production plants in industrial estates, broken down by industrial estate; the percentages of such numbers in the total numbers of companies in the industrial estates concerned; whether it knows the difficulties faced by pharmaceutical manufacturers in the past 10-odd years; the progress made by the Government in developing the testing and certification industry and the medical services industry, which are among the six industries being developed by the Government; whether it has conducted extensive promotion and publicity campaigns; if it has, of the details; if not, how the Government will enhance the development of such industries; and

- (c) of the specific policies to be put in place in the future to facilitate the development of the pharmaceutical industry, so as to develop Hong Kong into the pharmaceutical centre of the Asia Pacific Region?

## 長者及合資格殘疾人士公共交通票價優惠計劃

### # (19) 馮檢基議員 (書面答覆)

上屆政府提出向65歲或以上長者及合資格殘疾人士提供以每程2元乘搭車船的優惠計劃，已於本年6月28日推出。該計劃首先涵蓋港鐵的本地服務，然後在8月5日擴展至4間專營巴士公司的巴士服務，並預期於明年年初推展至大嶼山的巴士及20多條渡輪航線的服務。就此，政府可否告知本會：

- (一) 計劃實施至今，平均每日的受惠人次及向各交通營辦商提供的補貼額，並分別按交通工具及星期一至星期日列出平均每日的受惠人次和補貼額；現時預計每年的受惠總人次和公帑開支為何；
- (二) 有否就計劃的實施情況進行初步檢討；若有，結果為何；鑒於有報道指出，有長者投訴在計劃推行後他們付出的車資較以往為多，當局有否收到有關的投訴和瞭解該情況；該情況是否涉及計劃未有與現有轉乘計劃配合；有否交通營辦商在計劃推行後取消原先提供的轉乘和其他優惠，令長者多付車資及藉此收取更多政府補貼金；當局如何跟進該情況；及
- (三) 當局會否重新考慮擴闊計劃的受惠對象(例如包括殘疾程度較低的人士和12歲以下的殘疾兒童)和涵蓋更多交通工具(例如專線小巴)；若會，當局預計當中涉及的技術、數據處理和設立結算平台等所需時間為何，以及預計最快可於何時實施？



Public Transport Fare Concession Scheme for the Elderly  
and Eligible Persons with Disabilities

(19) Hon Frederick FUNG Kin-kee (Written Reply)

The concessionary fare scheme (“the scheme”) put forward by the Government of the last term for elderly people aged 65 or above and eligible persons with disabilities which enables them to travel on trains, buses and ferries at a concessionary fare of \$2 per trip was launched on 28 June this year. The scheme initially covered MTR’s domestic services and was extended to the bus services provided by four franchised bus companies on 5 August; it is expected to extend to the services of the Lantau buses and over 20 ferry lines early next year. In this connection, will the Government inform this Council:

- (a) of the daily average number of person-trips benefitting from the scheme and the daily average amount of subsidies provided to the various public transport operators since the implementation of the scheme, with a breakdown by mode of transportation from Monday to Sunday; the expected annual number of person-trips benefitting from the scheme and the amount of public expenditure incurred annually;
- (b) whether an initial review has been conducted on the implementation of the scheme; if so, of the result; as it has been reported that some elderly people have complained that after the implementation of the scheme they have to pay more for the fares, whether the authorities have received related complaints and looked into such situation; whether the situation involves the scheme’s failure to dovetail with the existing interchange concession schemes; whether any public transport operators have, after the implementation of the scheme, cancelled the interchange concessions and other concessions previously provided, resulting in the elderly

people having to pay more for the fares, and taken advantage of the opportunity to obtain more government subsidies; how the authorities will follow up such situation; and

- (c) whether the authorities will consider afresh extending the scheme to cover more target beneficiaries (e.g. covering people with a lower degree of disabilities and disabled children aged below 12) and more modes of transportation (e.g. green mini-bus); if so, of the lead time required, according to the estimation of the authorities, for applying the technologies, as well as putting in place the data management and settlement platform involved, and the expected time for implementing the extended scheme at the earliest?