

**立法會**  
*Legislative Council*

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**Report of the Panel on Economic Development  
for submission to the Legislative Council**

**Purpose**

This report gives an account of the work of the Panel on Economic Development during the 2012-2013 Legislative Council ("LegCo") session. It will be tabled at the meeting of the Council on 10 July 2013 in accordance with Rule 77(14) of the Rules of Procedure.

**The Panel**

2. The Panel was formed by a resolution passed by the Council on 8 July 1998 and as amended on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining Government policies and issues of public concern relating to economic infrastructure and services, including air and sea transport facilities and services, postal and weather information services, energy supply and safety, consumer protection, competition policy and tourism. The terms of reference of the Panel are in **Appendix I**.

3. For the 2012-2013 session, the Panel comprised 20 members, with Hon Jeffrey LAM Kin-fung and Hon CHUNG Kwok-pan elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is in **Appendix II**.

**Major work**

Energy supply

4. In this session, the Panel continued to monitor closely the tariff increases of the two power companies and the town gas company.

*Annual electricity tariff review*

5. In December 2012, the Hong Kong Electric Co. Ltd. ("HEC") and CLP Power Hong Kong Limited ("CLP") announced an electricity tariff increase of 2.9% and 5.9% for 2013 respectively. Members expressed dissatisfaction that the increase was driven by two power companies' motive to maximize the permitted rate of return on their average net fixed assets at 9.99%, passing on all the increase of fuel costs to their customers. In particular, members were dissatisfied with the higher-than-inflation tariff increase proposed by CLP.

6. Members noted with concern that in future, rent and rates special rebate would no longer be available, the supply of cheap natural gas from Yacheng off Hainan Island would deplete, and the use of natural gas in the fuel mix for generating electricity would increase from about 20% to 50%. All these factors would lead to a sharp increase of CLP's electricity tariff. In response to members' concern whether the increase in tariff was mainly a result of the maintenance of a high level of reserve capacity of the two power companies, the power companies advised that the reserve capacity was required to ensure a reliable supply of electricity. According to the power companies, the existing reserve capacity levels were in line with international practice.

7. Members urged the Administration to consider various ways to mitigate the rate of tariff increase in future, such as by controlling the rate of return of the power companies, opening up the electricity market to bring in more competition in supplying electricity, and interconnecting transmission networks of the two power companies. The Government should perform its gate-keeping role to control the tariff increase of the power companies. The Administration advised that all along it had been the Government policy to strike a balance between a reliable, safe and environmentally-friendly supply of electricity and reasonable price, and that it would take into members' views during the interim review of the Scheme of Control Agreements ("SCAs") in 2013 and the long-term review on electricity matters before 2016.

8. The Panel found the higher-than-inflation electricity tariff increase proposed by CLP unacceptable. It passed a motion urging the Administration to press CLP, as a public utility company, to be aware of its social responsibility and strive to suppress the level of tariff adjustment for 2013 so as to ease the financial burden of the general public by making use of every possible means, including adjusting the balances of the Fuel Clause Recovery Account and Tariff Stabilization Fund ("TSF"). The motion also urged the Government to grab the opportunity of the 2013 mid-term review of the SCAs to require the power companies to expand the sources of funds of TSF, such as by allocating certain proceeds from property development to TSF.

*Impact of Second West-East Natural Gas Pipeline on tariff increase*

9. At the meeting on 8 January 2013, the Panel received a briefing by the Administration and CLP on the agreement for the supply of natural gas through China's Second West-East Natural Gas Pipeline ("WEPII") for electricity generation to make up for the fast depleting gas source at Yacheng.

10. Members were concerned that given the higher price of the natural gas supply from WEPII than Yacheng gas, the electricity tariff of CLP would shoot up considerably in the coming years, especially when natural gas would constitute about 50% of the fuel mix for generation of electricity in 2015. CLP explained that the agreement for supply of natural gas from Yacheng was concluded about twenty years ago and since the supply from Yacheng was depleting, a new source of supply of natural gas had to be obtained. The price for the new supply was subject to the prevailing international market price. CLP advised that at present it would not be possible to estimate the impact of the supply of natural gas from WEPII on electricity tariff in 2013 and in the coming years as the new supply from WEPII would progressively replace the existing supply from Yacheng which was depleting over time. The Administration advised that during the interim review of the SCAs in 2013 and the long-term review before 2016, the Government and the two power companies would review the overall arrangements of the electricity supply market, including the supply of various types of fuel and the fuel mix for generation of electricity.

*Interim review of the Scheme of Control Agreements with the two power companies*

11. Under the existing SCAs signed between the Government and the two power companies, the power companies and the Government shall have the right, during the year ending 31 December 2013, to request modification of any part of the SCAs. Any changes to the SCAs, however, require the mutual agreement between the Government and the respective power companies.

12. At the meeting on 26 November 2012, the Panel gave to the Administration its views on the 2013 interim review of the SCAs. On 25 February 2013, the Panel further held a meeting to receive public views on the matter. Members made various proposals for the Administration's consideration in its review of the SCAs. These included the study of the feasibility and implications of opening up the electricity market in 2018, the reduction of the permitted rate of return for the two power companies, the reconsideration of the linkage between the rate of return and the assets of the power companies, the interconnection of the power networks of the two power companies to minimize their investment on new generating units as well as measures to increase the transparency of the annual tariff reviews.

13. On tariff structure, members had dissenting views about whether consumers who used a large amount of electricity should be charged at a higher unit rate of tariff than low-consumption consumers. While some members opined that such a tariff structure could help encourage energy saving and emission reduction, some other members opined that this would adversely affect some businesses particularly those engaged in providing essential services for the society, such as hospitals and the mass transit railway.

14. On the implications of opening up the electricity market, members noted that in the event that the Government implemented a change in the structure of the electricity market in 2018, the power companies would be allowed to recoup from the market stranded costs that could not be mitigated by measures required by the Government, which might include transferring energy supply agreements and selling generation facilities to any new supplier. The Administration advised that during the public consultation on the overall review of the SCAs, the public would also be consulted on the pros and cons of introducing competition to the electricity market. According to the Administration, the opening up of the electricity market in some countries had not brought about lower tariffs for their customers.

15. On nuclear energy, some members were of the view that given the price increase in the supply of natural gas, consideration should be given to increasing the use of nuclear energy for generating electricity. Some members, however, expressed strong opposition to nuclear power as the outcome of a nuclear incident would be disastrous. The Administration advised that there were divergent views among different stakeholders on the use of nuclear energy for generation of electricity, and the Government would carefully assess these views in reviewing the fuel mix with the power companies.

16. Given the significant impact of the Government's policy on the supply of electricity on industries and the economy of Hong Kong, members stressed the importance of consulting the public on various issues in the course of the SCAs interim review, such as tariff structure, change of the fuel mix for electricity generation and the use of nuclear energy.

### *Adjustment of gas tariff*

17. The Panel received a briefing by the Hong Kong and China Gas Company Ltd ("Towngas") on 25 February 2013 on its proposal to increase the average basic tariff by 4.6% with effect from 1 April 2013. Towngas last raised its basic tariff in April 2010.

18. Members expressed concern about the inflationary pressure given rise by the tariff increase being implemented by the public utilities on the small and medium-sized enterprises and the general public. Members queried about Towngas' reasons for increasing gas tariff despite its making huge profits. Towngas explained that apart from natural gas, naphtha constituted about 40% of the fuel mix for generation of town gas and the price of naphtha had increased in recent years. In addition, the operating costs of the company, e.g. provision and maintenance of pipelines, staff salaries and rentals for the customer centres etc., were also on the increase. Members noted that Towngas had provided tariff concession to about 90 000 households, including persons receiving assistance from the Comprehensive Social Security Assistance ("CSSA") Scheme, the elderly and persons with disabilities, and urged Towngas to consider extending the tariff concession arrangement to those low income families which did not benefit from the CSSA Scheme. Towngas undertook to consider members' suggestion.

### Lamma ferry disaster

19. On the night of 1 October 2012, a passenger ferry, the Sea Smooth, collided with a Hong Kong Electric Company Limited launch, the Lamma IV, near Lamma Island. After the collision, the Lamma IV sank quickly and the majority of passengers on board fell into the sea causing the deaths of 39 passengers on board of the Lamma IV.

20. On 27 May 2013, the Panel received a briefing by the Administration regarding the follow-up actions arising from the report of Commission of Inquiry ("CoI") appointed to inquire into the vessel collision incident. The Secretary for Transport and Housing and the Director of Marine offered their apologies to the families of the deceased, the injured and the public regarding the collision incident. Some members were of the view that the apologies were belated, insincere and involuntary. Members were gravely concerned about the errors committed by the Marine Department as identified in the CoI's report and considered that the collision incident had damaged Hong Kong's status as an international shipping centre. Some members commented that the public had already lost confidence in the Marine Department. They pointed out that the families of the victims of the collision incident had issued an open letter criticizing the Government, and the Marine Department in particular, for failing

to shoulder their responsibilities in the collision incident.

21. Members noted that the Administration would conduct an internal investigation into the collision incident and the investigation would be undertaken by the Transport and Housing Bureau instead of the Marine Department as originally proposed. The findings of the CoI would be taken as the starting point for the internal investigation, which would take a few months to complete. Some members considered that the impartiality of the internal investigation was questionable as it would be conducted by Government officials. They opined that an independent investigation should be conducted to find out the responsibilities of individual Government officers involved and recommend measures to prevent the recurrence of similar collision incidents. Some members commented that the Administration should ensure that the internal investigation procedures were transparent so as to ensure that justice was seen to be done. The Administration assured members that if any breaches of Civil Service Regulations were found, disciplinary proceedings would be pursued against the officer(s) involved, irrespective of the ranking of the officer(s) concerned. In the event that criminal offences were identified in the internal investigation, the case(s) would be referred to the relevant enforcement agencies for action.

22. Some members pointed out that despite the Administration's claim that nearly all passenger vessels inspected by the Marine Department after the collision incident were found to have complied with the structural plans of the vessels and the statutory safety requirements for lifejackets, many members of the public commented that they were not aware of the life-saving equipment on board and the safety procedures to be followed in case of a sea accident. A member was also concerned about the difficulty in locating and retrieving lifejackets on vessels during emergencies. Some members expressed concern that the Government was still conducting consultation on some improvement measures promulgated by the Transport and Housing Bureau regarding the safety arrangements on vessels. They urged the Government to take expeditious actions to implement the improvement measures.

23. At the meeting, the Panel passed a motion expressing its great disappointment and regret towards the belated apologies from the Secretary for Transport and Housing, and the Director of Marine, and urging the Administration to conduct its investigation and system reforms independently and professionally. The motion also urged that public officers who had contravened any regulations should be held fully accountable and that the Administration should make compensation to the families of the victims of the Lamma ferry disaster.

## Tourism

24. In 2012-2013, the Panel had kept various major tourism infrastructure projects under review, and monitored the work and performance of tourism-related organizations.

### *Kai Tak Cruise Terminal*

25. The Panel continued to monitor the progress of construction of the Kai Tak Cruise Terminal. It paid a site visit to the cruise terminal on 22 April 2013 to understand the latest progress of the project. During the visit, members were shown the various facilities of the terminal building including the baggage hall, south waiting hall, immigration hall and the landscaped deck on the roof of the building. Members noted that the terminal building would be ready to receive the first cruise liner, *Mariner of the Seas*, on 12 June 2013.

26. At the briefing by the Administration, members expressed concern about the connectivity of the Kai Tak Cruise Terminal with other parts of Hong Kong. The Administration advised that during the initial stage of operation, a green minibus route would run between the terminal and Kowloon Bay MTR Station. Cruise passengers would normally take coaches arranged by the shipping agent or shore excursion operator to travel between the terminal and attractions in different parts of Hong Kong, instead of relying on public transport services.

27. Members were concerned about the Government's efforts in developing Hong Kong as a home port for cruise travel. The Administration advised that the Hong Kong Tourism Board would continue to strengthen Hong Kong's image as one of Asia's cruise hubs through international events and media visits. It would encourage cruise lines to include Hong Kong in their itineraries and stimulate consumer demand for cruise travel through the co-op marketing fund with cruise lines and consumer promotion activities. It would also encourage the travel and tourism trades to develop new and innovative shore excursion programmes to enhance passenger experience.

28. Some members expressed concern about the impact of the emission from cruise vessels on the air quality in the vicinity of the Kai Tak Cruise Terminal. The Administration advised that the international standards for provision of on-shore power for cruise vessels were only developed in mid-2012, and a study on the technical aspects of providing on-shore power at the new cruise terminal would have to be conducted. The Government would seek funding for provision of the on-shore power facilities from the LegCo in due course.

### *Ocean Park*

29. On 25 March 2013, the Panel discussed the Ocean Park's proposal to develop Tai Shue Wan into an all-weather indoor-cum-outdoor waterpark. The Project is scheduled for completion in the second half of 2017. The total project cost is estimated to be \$2,290 million. The Administration proposed that the Government would provide financial support to the Ocean Park in the form of a government loan for taking forward the project.

30. Members were concerned about the impact of Tai Shue Wan Development Project on the environment and whether the proposed waterpark would be built and operated in an environmentally-friendly manner. The Ocean Park advised that the waterpark would be designed to minimize the use of energy, water and waste production. Design and material selection would be carried out with environmental sensitivities in mind. Building Information Modelling techniques would be extensively applied for effective, sustainable, and highly coordinated designs. Efficient building structure design would also reduce both the use of material and the construction time, thereby minimizing the carbon footprint of the project. The internal environment of the waterpark would be enhanced by careful development of the indoor building's shape, its orientation for sunlight and shading, and adoption of natural ventilation.

31. Another concern of members was the impact of the project on the traffic in the vicinity of the Ocean Park. Members noted that according to the preliminary traffic assessment commissioned by the Ocean Park, the waterpark would not induce any significant traffic impact on the Aberdeen and Wong Chuk Hang area. The Panel was advised that at present over 90% of visitors made use of public transport services to and from the Ocean Park. With the opening of the MTR South Island Line, visitors could also choose to use railway service to reach the Ocean Park. The Ocean Park would arrange shuttle bus service between the Park, the MTR Ocean Park Station and the waterpark in future to alleviate the burden on the surrounding road traffic.

### *Hong Kong Disneyland*

32. Hong Kong Disneyland ("HKD") is a long-term investment of Hong Kong in tourism infrastructure in which the Government holds 52% of the shares. The Panel had all along been closely monitoring the performance of HKD and had received annual progress reports on the performance of HKD. In 2011-2012, HKD's attendance reached 6.7 million, a 13% rise over the previous year, with the guest mix of 33% local, 45% Mainland and 22% international. According to the Administration, HKD's total revenue in 2011-2012 was \$4,272 million, 18% higher than the previous year. The earnings before interest, taxes, depreciation and amortization ("EBITDA") were \$876 million, a substantial



improvement from \$506 million in the previous year. The additional spending of all HKD visitors in Hong Kong had also increased to \$12.9 billion, as compared to \$10.9 billion in the previous year. The Panel noted that HKD's expansion works had proceeded as planned and that after the opening of Toy Story Land and Grizzly Gulch in November 2011 and July 2012 respectively, Mystic Point would be open in 2013, marking the full completion of the expansion at this stage.

33. Some members were concerned whether the relatively low profit made by HKD (as compared with that of the Ocean Park) was a result of its high operating expenses or payment of management fees, royalties and interest for the loans attributable to Walt Disney Company ("WD"). HKD and the Administration explained that a substantial amount had to be subtracted from HKD's EBITDA for depreciation and amortization since the development of the HKD had involved an investment of more than \$20 billion. In the past, WD had waived the management fees for the HKD and allowed HKD to defer the payment of royalties. HKD would need to pay the royalties according to an agreed performance-based formula with WD. According to the Administration, the interest charged for the revolving loan provided by shareholders of HKD was relatively favourable.

34. Regarding HKD's business in future, some members were concerned about the impact of the Disneyland in Shanghai on HKD and whether land was indeed available for the continuous expansion of HKD. The Administration reiterated that the Government and HKD had already started the plan for the further expansion of the HKD in order to maintain its competitiveness and attractiveness. In addition, HKD had also enhanced its promotion work in the Mainland, particularly Southern China, and in the Asian region with a view to attracting more visitors to the Park.

#### *Hong Kong Tourism Board Work Plan*

35. The Panel received annual briefing from the Hong Kong Tourism Board ("HKTb") on its work plan as well as an overview of Hong Kong's tourism industry in the current year and the coming year. The Panel noted that visitor arrivals hit a new record of 48.61 million in 2012, representing an annual growth of 16% when compared to 2011. Panel members also noted that HKTb's total proposed marketing budget for 2013-2014 was \$337.87 million, which was \$20 million less than the revised marketing budget for 2012-2013.

36. The total marketing budget for source markets would be \$176.6 million. In respect of market investment, HKTb would focus investment in 20 key markets worldwide, increase investment in non-Southern China regions,

strengthen promotional effort in short-haul markets, maintain market presence through public relations and digital promotions in the long-haul markets and continue investment to nurture long-term potential to accelerate the development of emerging markets. HKTb would continue to utilize the "Hong Kong • Asia's World City" marketing platform for its worldwide promotions.

37. Some members were concerned that while the number of visitors from the Mainland had increased considerably in recent years, the number of visitors from Europe, the United States and other emerging markets had dropped. Members noted that the HKTb spent about \$50 million respectively for long-haul markets, short-haul markets and the Mainland in promoting Hong Kong as a tourist destination. However, owing to the weak economies in Europe and the United States, there was a sluggish increase in visitors from these markets. The increase in visitors in short-haul travels, i.e. visitors from other Asian countries, was also minimal. The major influx of visitors in recent years mainly came from the Mainland, in particular, Southern China.

38. Members opined that the Government should expedite its review on the capability of Hong Kong in handling an increasing number of visitors bearing in mind the need to enable Hong Kong to receive more visitors while at the same time the need of local people could be met. The Administration advised that the Government and the HKTb had endeavoured to enhance the capacity of the existing tourist spots and increase the number of tourist attractions in order to meet the needs of overseas visitors and local people. The Government was assessing the overall capacity of Hong Kong to receive an increasing number of visitors. The study areas included the handling capacity of the boundary control points, the receiving capacity of tourist attractions and the public transport system, the supply of hotel rooms, etc. with a view to striking a balance between the economic development brought about by a thriving tourist industry and its impact on the daily life of local residents.

### Consumer protection

#### *Enforcement of the fair trading provisions in the Trade Descriptions Ordinance (Cap. 362)*

39. The Panel had all along been concerned about the need to strengthen the consumer protection regime in Hong Kong. It received a briefing by the Administration on 11 December 2012 on the progress of the preparatory work for the commencement of the Trade Descriptions (Unfair Trade Practices) (Amendment) Ordinance 2012 ("TD(A)O"), the public consultation exercise on the draft enforcement guidelines, and other enforcement matters in respect of the fair trading provisions in the TD(A)O.

40. Some members were concerned that the TD(A)O did not cover the provision of cooling-off period which, to these members, would best protect the interest of the consumers. As regards members' enquiry about the Administration's plan regarding the proposal to introduce legislation for provision of a cooling-off period, the Administration advised that given the divergent views on the matter, further study was needed before addressing it by legislation.

41. Another concern of the members was about the co-ordination of work among enforcement agencies in enforcing Trade Description Ordinance ("TDO"), particularly the arrangements on referral of cases among the various enforcement agencies. The Administration advised that the respective responsibilities of the Customs and Excise Department ("C&ED") and the Office of Communications Authority ("OFCA") in enforcing TDO were clearly defined. They would enter into a memorandum of understanding, with details to be publicized in due course, regarding the arrangements for enforcing the TDO after the enactment of the TD(A)O. According to the Administration, C&ED, OFCA, the Police and the Consumer Council had maintained close liaison in enforcing the TDO, and the existing co-operation arrangements had proved to be effective. From time to time, C&ED and the Police carried out joint operations. The Consumer Council mainly played the role of an arbitrator and would refer cases which involved criminal offences to the Police or C&ED. In anticipation of an increase in reports of undesirable trade practices as a result of the implementation of the TD(A)O, the Administration would establish an electronic platform for referral of cases between the Consumer Council and C&ED.

#### *Imposing concentration limits of phthalates in children products*

42. Phthalates are commonly used as plasticizers in polyvinyl chloride (PVC) products. There are concerns over the health hazards posed to young children by phthalates. At its meeting on 26 November 2012, the Panel discussed the Administration's proposal to impose concentration limits of phthalates in toys and child care products by amending the Toys and Children's Products Safety Ordinance (Cap. 424).

43. One of members' concerns was that parents might not be aware whether individual children products met the safety standards. They considered that wide publicity should be made on the concentration limits of phthalates for different children's products. According to the Administration, the proposed new legislation would commence several months after it was passed by the LegCo so that the importers and retailers could make the necessary arrangements to comply with the new legislation. The Government, in particular the C&ED, would launch a publicity programme to assist the parties

concerned to comply with the requirements and an education programme to advise the public on the requirements. As to the concern of some members that phthalates were also found in other consumer products other than toys and children products, such as healthcare products and cosmetics, the Administration advised that phthalates in these consumer products were controlled under the Consumer Goods Safety Ordinance (Cap. 456). C&ED regularly conducted sample checks on consumer goods to ascertain if they contained excessive phthalates, and so far the products were found to have complied with the statutory standards.

### Port development and marine services

#### *Implementation of the Maritime Labour Convention 2006 in Hong Kong*

44. The Panel was consulted on 11 December 2012 on the policy aspects of the Merchant Shipping (Seafarers) (Amendment) Bill 2013 which sought to implement certain requirements of the Maritime Labour Convention, 2006 ("MLC"). MLC, adopted by the United Nations' International Labour Organization, provides a comprehensive set of global standards for protecting seafarers' rights to decent employment. While supporting in general the legislative proposals, some members expressed concern about the absence of seafarers' right to collective bargaining and retirement protection in the proposal. The Administration explained that the proposal was in line with international standards, which did not require legislation on the right to collective bargaining and that seafarers' retirement protection would be based on the relevant legislation of the ships' flag state. A member was of the view that the procedures of inspection for the renewal of the Maritime Labour Certificate should be streamlined in order to facilitate operation of the ships.

#### *Pilotage (Amendment) Bill 2013*

45. The Panel was consulted on 26 November 2012 on the Administration's proposals in the Pilotage (Amendment) Bill 2013 to amend the Pilotage Ordinance (Cap.84) ("the Ordinance") and its subsidiary legislations in respect of the licensing of pilots, pilotage requirement and matters to improve the operation of the Ordinance and subsidiary legislation. Members in general supported the legislative proposal. Some members expressed concern about whether there would be sufficient replacement for retiring pilots to meet the future demand of pilotage service and whether the Administration would re-consider the proposed lifting of compulsory pilotage requirement for vessels of less than 3,000 gross tonnage proceeding to and from the Kwai Tsing container terminals. The Administration explained that the lifting of the requirement was proposed after taking into account the incident-free record in the Kwai Tsing container terminals and good performance of the coxswains of

river trade vessels. The Bill was passed by the LegCo on 22 May 2013.

Panel meetings

46. From October 2012 to end June 2013, the Panel held a total of 10 meetings. The Panel has scheduled a meeting on 22 July 2013 to receive updates by the Administration on the follow-up actions arising from the Lamma ferry disaster and on the new regulatory regime for the tourism sector in Hong Kong. In addition, it will discuss the operation and regulation arrangements of the Kai Tak Cruise Terminal, and the protection of the interest of consumers using telecommunication services.

Council Business Division 1  
Legislative Council Secretariat  
4 July 2013

**Legislative Council**

**Panel on Economic Development**

**Terms of Reference**

1. To monitor and examine Government policies and issues of public concern relating to economic infrastructure and services, including air and sea transport facilities and services, postal and weather information services, energy supply and safety, consumer protection, competition policy and tourism.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy areas prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

**Legislative Council**  
**Panel on Economic Development**

**Membership list for 2012 - 2013 session**

<b>Chairman</b>	Hon Jeffrey LAM Kin-fung, GBS, JP
<b>Deputy Chairman</b>	Hon CHUNG Kwok-pan
<b>Members</b>	Hon Andrew LEUNG Kwan-yuen, GBS, JP Hon WONG Ting-kwong, SBS, JP Hon Ronny TONG Ka-wah, SC Dr Hon LEUNG Ka-lau Hon Paul TSE Wai-chun, JP Hon Albert CHAN Wai-yip Hon Michael TIEN Puk-sun, BBS, JP Hon James TIEN Pei-chun, GBS, JP Hon Frankie YICK Chi-ming Hon WU Chi-wai, MH Hon YIU Si-wing Hon CHAN Han-pan Hon Dennis KWOK Hon Christopher CHEUNG Wah-fung, JP Dr Hon Fernando CHEUNG Chiu-hung Hon SIN Chung-kai, SBS, JP Dr Hon Elizabeth QUAT, JP Hon TANG Ka-piu  (Total: 20 members)
<b>Clerk</b>	Mr Derek LO
<b>Legal Adviser</b>	Ms Clara TAM