

**Panel on Economic Development**

**List of follow-up actions**  
(position as at 20 May 2008)

| <b>Subject</b>   | <b>Date of meeting</b> | <b>Follow-up action required</b>   | <b>Administration's response</b>   |
|--|------------------------|--|--|
| 1. Transfer of management and re-launching of Ngong Ping 360 | 26.11.2007             | <p>The Mass Transit Railway Corporation Limited (MTRCL) has been requested to provide the following information:</p> <p>(a) Whether the acquisition of Skyrail-ITM (Hong Kong) Limited has included all of the legal liability of the company including that in relation to the incident of dislodgement of a cabin from the Ngong Ping cable car system on 11 June 2007; and</p> <p>(b) Whether MTRCL and/or Ngong Ping 360 Limited (the new company to manage the operation of Ngong Ping 360 cable car system) will be held responsible for the legal liability arising from the aforesaid incident, including liability for compensation from parties, such as the Hong Kong Tourism Board which has incurred cost in engaging overseas promotions for Ngong Ping 360, and the Ngong Ping Village tenants which have suffered from business losses due to suspension of the cable car service.</p> | <p>The supplementary information provided by MTR Corporation was circulated to members vide LC Paper No. CB(1)737/07-08(01) on 30 January 2008. MTR Corporation has been requested to provide further information after the conclusion of the court proceedings.</p> |

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| 2. Proposed shared-use of the Government helipad at the Hong Kong Convention and Exhibition Centre (HKCEC) with commercial operators | 25.2.2008              | <p>To prepare for further discussion on the proposed government helipad at HKCEC and address members' concerns, the Administration is requested to furnish information, consider and provide written response to concerns and views expressed by members at the meeting, as follows.</p> <p>(a) To enable members to better understand the utilization of the proposed helipad at HKCEC by the Government Flying Service (GFS) and commercial helicopter service providers, the Administration is requested to provide:</p> <p>(i) The respective number of GFS flights in recent years using the closed Central Helipad and the existing temporary helipad at the former Wan Chai Public Cargo Working Area, with breakdown on the purposes of the flights and the user departments involved; and the projected growth in GFS flights in the future; and</p> <p>(ii) The respective number of flights by commercial helicopter service providers in recent years using the closed Central Helipad and the closed temporary helipad at West Kowloon Region, with breakdown on the purposes; and the projected growth in</p> | The Administration's response is awaited. |

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|                |                        | <p>commercial flights in the future.</p> <p>(b) Under the shared-use proposal at the proposed helipad at HKCEC, arrangements would be worked out to co-ordinate the uses by GFS and commercial helicopter service providers. The Administration is requested to take the following actions:</p> <p>(i) To provide the justifications for reprovisioning the permanent government helipad within the Central Business District;</p> <p>(ii) To provide details of the shared-use arrangement and how it would be worked out; and</p> <p>(iii) While members agreed that priority should be given to GFS in using the helipad for "emergency flying services", there is no justification for giving priority to GFS in using the helipad for carrying out "essential flying services". In this connection, the Administration is requested to define the two types of services to facilitate the working out of a satisfactory and transparent shared-use arrangement.</p> <p>(c) Noting that the Administration has engaged</p> |                                  |

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|                |                        | <p>the relevant stakeholders in developing the proposed helipad at HKCEC and other helipad facilities in Hong Kong, and stressing the need for the Administration to maintain on-going communication with the helicopter service industry to work out the shared-use arrangement at HKCEC in future, members have requested the Administration to take the following actions:</p> <ul style="list-style-type: none"><li data-bbox="949 692 1561 1050">(i) To provide details of the consultation with the relevant parties and the helicopter service industry on the proposed helipad at HKCEC, including the means through which the consultation has been conducted, the parties which have been consulted, their major views and concerns and the Administration's responses; and</li><li data-bbox="949 1098 1561 1538">(ii) In this connection, the Administration is requested to consider conducting more extensive consultation among the stakeholders including the transport and tourism sectors, relevant trade associations, as well as Government departments and other public bodies, e.g. the Hospital Authority, in developing the proposed helipad at HKCEC and other heliport facilities in Hong Kong.</li></ul> |                                  |

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|                |                        | <p>(d) To meet the forecast growth in demand for domestic helicopter services for tourism purpose, and for cross-boundary helicopter services to Macau and the Pearl River Delta Region, the Administration is requested to provide details of Government's policy and plans in the medium- and long-term on the development of domestic and cross-boundary heliports in Hong Kong.</p> <p>(e) To meet the forecast growth in demand for cross-boundary commercial helicopter services arising from rapid development in tourism and economic growth in the Pearl River Delta Region, the Administration should expedite the development of the proposed commercial heliport at Kai Tak Development area to tie in with the development of cruise terminal at Kai Tak the first berth of which would be available in 2012.</p> |                                  |