

**Panel on Economic Development**

**List of follow-up actions**  
(position as at 20 May 2009)

<b>Subject (Date of meeting)</b>	<b>Follow-up action required</b>	<b>Administration's response</b>
<p>1. Proposed shared-use of the Government helipad at the Hong Kong Convention and Exhibition Centre (HKCEC) with commercial operators  (25 February 2008)</p>	<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 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</p>	<p>The Administration's written response was circulated to members vide LC Paper No. CB(1)1661/08-09(01) on 20 May 2009.</p>

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	<p>is requested to take the following actions:</p> <ul style="list-style-type: none"><li>(i) To provide the justifications for reprovisioning the permanent government helipad within the Central Business District;</li><li>(ii) To provide details of the shared-use arrangement and how it would be worked out; and</li><li>(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.</li></ul> <p>(c) Noting that the Administration has engaged 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>(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>(ii) In this connection, the Administration is requested to consider</li></ul>	

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	<p>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.</p> <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>	
<p>2. Update on the development of a new cruise terminal at Kai Tak  (24 October 2008)</p>	<p>At the meeting of the Panel on Economic Services (the Panel) on 24 October 2008, the Panel was consulted on the proposal for retention of a supernumerary post of an Administrative Officer Staff Grade C in the Tourism Commission to oversee the implementation of the cruise terminal project at Kai Tak. When the Establishment Subcommittee (ESC) considered this staffing proposal at its meeting on 26 November 2008, ESC members asked the Administration to review the need for retaining the post through regular reports to the Panel on the progress of the cruise terminal project. The Administration has been requested to</p>	<p>The Administration to provide regular reports on a half-yearly basis in every June and December, and to brief the Panel when necessary.</p> <p>The Administration will update the Panel on the development of the cruise terminal project at the</p>

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	provide regular reports on a half-yearly basis in every June and December, and to brief the Panel when necessary.	meeting on 25 May 2009.
3. Collection of air passenger departure tax and fuel surcharge by travel agents  (23 February 2009 and 30 March 2009)	At the meeting on 23 February 2009, members urged the Administration to conduct a review on the current arrangement in respect of the collection of air passenger departure tax and fuel surcharge by the travel agents. It was agreed that the Panel could follow up the issue at future meetings after members had perused the Administration's written responses to the concerns and issues raised at the meeting. The Administration's written responses had subsequently been circulated to members on 24 March 2009. At Hon Paul TSE's suggestion raised at the meeting on 30 March 2009, the Administration has been requested to provide further written responses to the issues in question.	The Administration's written response were circulated to members vide LC Paper Nos. CB(1)1437/08-09(02) and (03) on 28 April 2009.
4. Bunker Oil Pollution and (Liability and Compensation) Bill  (27 April 2009)	The Administration has been requested to provide the following:  (a) Full version of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (the "Bunker Oil Convention") which had entered into force on 21 November 2008; and  (b) Justification for providing exemption to local vessels operating exclusively within the river trade limits from the compulsory insurance requirement, including assessment of the compliance cost (e.g. additional insurance fees).	The Administration's written response was circulated to members vide LC Paper No. CB(1)1599/08-09(01) on 15 May 2009.