

# 立法會

## *Legislative Council*

LC Paper No. CB(1)2979/10-11  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/EDEV/1

### **Panel on Economic Development**

**Minutes of meeting  
held on Monday, 27 June 2011, at 10:45 am  
in Conference Room A of the Legislative Council Building**

- Members present** : Hon Jeffrey LAM Kin-fung, SBS, JP (Chairman)  
Hon Ronny TONG Ka-wah, SC (Deputy Chairman)  
Dr Hon David LI Kwok-po, GBM, GBS, JP  
Hon Fred LI Wah-ming, SBS, JP  
Hon CHAN Kam-lam, SBS, JP  
Hon Miriam LAU Kin-yee, GBS, JP  
Hon Emily LAU Wai-hing, JP  
Hon Andrew LEUNG Kwan-yuen, GBS, JP  
Hon WONG Ting-kwong, BBS, JP  
Hon CHIM Pui-chung  
Hon Starry LEE Wai-king, JP  
Dr Hon LEUNG Ka-lau  
Hon IP Wai-ming, MH  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon Paul TSE Wai-chun  
Hon Tanya CHAN  
Hon Albert CHAN Wai-yip
- Members absent** : Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP  
Hon Vincent FANG Kang, SBS, JP  
Dr Hon Samson TAM Wai-ho, JP

**Public officers attending** : Agenda item IV

Mr YAU Shing-mu, JP  
Under Secretary for Transport and Housing

Ms Doris CHENG, JP  
Deputy Secretary for Transport and Housing  
(Transport) 5

Ms Jenny CHAN Wai-man  
Principle Assistant Secretary for Transport and  
Housing (Transport)

Agenda item V

Mr Esmond LEE  
Deputy Secretary for Transport and Housing  
(Transport) 4

Mr Y K LEUNG  
Director-General of Civil Aviation (Acting)

Ms Helen CHEUNG  
Chief Treasury Accountant  
Civil Aviation Department

**Clerk in attendance :** Ms Debbie YAU  
Chief Council Secretary (1)6

**Staff in attendance :** Mr Timothy TSO  
Assistant Legal Adviser 2

Mr Ken WOO  
Council Secretary (1)6

Ms Michelle NIEN  
Legislative Assistant (1)6

**I Confirmation of minutes of last meeting**

(LC Paper No. CB(1)2472/10-11 - Minutes of meeting held on 19 April 2011)

The minutes of the meeting held on 19 April 2011 were confirmed.

**II Information paper issued since last meeting**

(LC Paper No. CB(1)2342/10-11(01) - Tables and graphs showing the import and retail prices of major oil products from May 2009 to April 2011 furnished by the Census and Statistics Department)

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

**III Items for discussion at the next meeting**

(LC Paper No. CB(1)2529/10-11(01) - List of outstanding items for discussion

LC Paper No. CB(1)2529/10-11(02) - List of follow-up actions)

3. The Chairman advised that members had agreed at the Panel's special meeting on 10 June 2011 to receive deputations' views on "Hong Kong International Airport Master Plan 2030" (HKIA Master Plan 2030) at the next Panel meeting to be held on 19 July 2011, at 3:00 pm.

4. In response to Miss Tanya CHAN's follow-up on her request made at the special meeting on 10 June 2011 for the Administration to provide all consultant reports relating to HKIA Master Plan 2030, the Chairman said that he would follow up with the Administration after the meeting.

**IV Development of a logistics cluster in Kwai Tsing area**

(LC Paper No. CB(1)2529/10-11(03) - Administration's paper on development of a logistics cluster in Kwai Tsing area

LC Paper No. CB(1)2529/10-11(04) - Paper on the development of a logistics cluster in Kwai Tsing

area prepared by the Legislative Council Secretariat (background brief))

Briefing by the Administration

5. At the invitation of the Chairman, the Under Secretary for Transport and Housing (USTH) briefed members on the progress of the development of a logistics cluster in Kwai Tsing. USTH advised that in view of the logistics industry as one of the economic pillars of Hong Kong and the great number of employment opportunities it offered, the Government had been joining hands with the industry in strengthening Hong Kong's role as the preferred logistics hub in Asia. The Government was committed to gradually making available sites for the development of a logistics cluster in Kwai Tsing in the Policy Address for both 2009-2010 and 2010-2011. Through the disposal of long-term sites with tailor-made lease terms for logistics use, more land could be made available to meet the demand for modern logistics facilities and to attract the anchoring of third party logistics service (3PLs) providers in support of the logistics sector's switch to the high-end market segment.

6. With a site of about 2.4 hectares in Tsing Yi awarded in December 2010 (Site B1 at Annex to the Administration's paper (CB(1)2529/10-11(03)) and another site of about 2.4 hectares in Tsing Yi planned to be released in the fourth quarter of 2011 (Site B2), USTH advised that the Government had recently updated the traffic impact assessment (TIA) to take into account the latest planned and committed developments in the Kwai Tsing area. The study confirmed that there should be sufficient traffic capacity to cater for the proposed logistics development at Site B2 subject to certain road junction improvement works to smoothen the traffic flow particularly at peak hours.

7. USTH further advised that some members of the Hong Kong Logistics Development Council (LOGSCOUNCIL) were concerned about earmarking three other sites in Kwai Chung (Sites A2, A3 and 2B) for long term logistics development as Kwai Chung was already fairly congested with the concurrent operation of several container terminals and the proposed logistics developments might cause serious traffic problems. The preliminary TIA findings showed that considerable traffic issues would arise from the proposed logistics developments and substantial improvement works would be required to mitigate the impacts. Further assessment was being carried out to examine if the proposed traffic improvement works were feasible and cost-effective.

8. In response to LOGSCOUNCIL's request for identifying suitable sites for logistics developments in other parts of the territory, USTH advised that

as the travelling time between Tuen Mun and the airport would be significantly reduced upon the commissioning of the Tuen Mun – Chek Lap Kok Link, the Administration found that Tuen Mun West had good potential for logistics development and it should be well-positioned to serve as another base to provide logistics services, especially for the airfreight sector. Having obtained LOGSCOUNCIL's support on the proposal, the Administration was consulting relevant departments to better assess the feasibility of the land use proposal in Tuen Mun West with a view to identifying suitable sites for the development of 3PLs.

## Discussion

### *Supply of land for logistics use*

9. Declaring that she was a member of LOGSCOUNCIL, Ms Miriam LAU opined that the issue of inadequate supply of land for logistics use had dragged on for some 20 years. She noted that the logistics industry had been competing lands with operators of container terminals and the maritime industries. However, only about 4.7 hectares of sites in Kwai Tsing had been awarded since 2008 for logistics use. Noting the examples of the Mainland and Singapore in providing sufficient lands for logistics development, Ms LAU expressed concern that the inadequate supply of land for logistics use would discourage the provision of 3PLs locally.

10. In response, USTH advised that the Administration was dedicated to facilitating the development of a logistics cluster and high value-added third party logistics services in Hong Kong by making available suitable sites in Kwai Tsing and this had been clearly spelt out in the Policy Address for both 2009-2010 and 2010-2011. The Administration was also considering the impact on the operators of container terminals, such as traffic congestion and insufficient land supply to cater for their development, if the sites currently used for port back-up land in Kwai Chung were to be allocated for logistics use. The fact that a total floor area of 3.42 million square meters of warehousing space scattered around the territory as at the end of 2010 had provided important land resource for the development of logistics industry.

11. Mrs Regina IP observed that there was also competition for lands between operators of conventional logistics services and value-added 3PLs. She asked whether the provision of 3PLs would attract foreign investment and the timeframe for the logistics sector to switch to the high-end market segment. Ms Miriam LAU further enquired about the Administration's action plan in complementing the initiatives under the National 12th Five-Year Plan for supporting Hong Kong to develop into a high-value goods inventory management and regional distribution centre.

12. USTH responded that the importance of the logistics industry was recognized in the National 12th Five-Year Plan and Hong Kong was also well-positioned to develop into a high-value goods inventory management and regional distribution centre, which was complemented by the many advantages Hong Kong now enjoyed, including geographical advantage, well-established entrepot with extensive intermodal transport network and trade connections, effective customs and legal system and so on. All these would be conducive to attracting the anchoring of 3PLs and leading brands in support of the logistics sector's switch to the high-end market segment. In view that 3PLs possessed professional expertise and knowledge to provide customized logistics services for the high value goods, their presence and operation in Hong Kong would help enhance Hong Kong's attraction as the base for supply chain management. To achieve this end, sites at Kwai Tsing and Tuen Mun West had been identified for logistics development as these sites were in close proximity to the container terminals and the airport and would further facilitate the operations of 3PLs.

13. In reply to Ms Miriam LAU's further enquiry, the Deputy Secretary for Transport and Housing (Transport)5 (DSTH(T)5) remarked that, as discussed with LOGSCOUNCIL, the three sites in Kwai Chung (Sites A2, A3 and 2B) earmarked for long-term logistics development would not be ready for release in the short run. She took Site 2B as an example and pointed out that the site would only be made available after the biological sewage treatment plant was built underground by the Environmental Protection Department. In this connection, the Administration had taken heed of the suggestions made by LOGSCOUNCIL on identifying suitable sites for logistics developments in other parts of the territory, and had preliminarily found Tuen Mun West a potential area. DSTH(T)5 advised that for the two sites awarded in Kwai Tsing, the relevant logistics facilities would be commissioned for Site A1 and Site B1 at end 2011/early 2012 and 2014 respectively.

14. Ms Miriam LAU was supportive of the Administration's proposal to position Tuen Mun West as another base to provide logistics services for the airfreight sector. She opined that Tuen Mun West was more preferred than Kwai Tsing in the light of the toll saved from using the Tsing Ma Bridge. However, she said that the sector would not be confident about the proposal unless the Administration was able to commit the land use of the sites identified in Tuen Mun West for the relevant development.

15. USTH replied that the Administration had been working towards the release of sites in Kwai Tsing on a fifty years lease term with a view to attracting and facilitating the anchoring of 3PLs. He also advised that a site in Tuen Mun West had been identified for the purpose of logistics

development and the relevant interdepartmental consultation was underway to assess the feasibility of the land use proposal. The Administration was positive about the development and it expected to inform LOGSCOUNCIL of the site search result in 2012.

16. Referring to a recent case in which an incumbent operator of a logistics site in Kwai Tsing under a short lease term had failed to secure renewal of the lease agreement, Ms Miriam LAU urged the Administration to offer assistance to the operator concerned and to award the sites for logistics development on a long lease term instead to facilitate the long term investment of the operators. DSTH(T)5 understood that the Lands Department would extend the short term tenancy of logistics sites from three to five years as far as possible when those sites were re-tendered in order to better meet the operational needs of the industry.

17. Mr Albert CHAN said that the issue on the lack of back-up land for the logistics industry had been a matter of concern for the past 20 years. The Government should make available sufficient land in Kwai Tsing for the relevant development while ensuring the traffic and the residential communities there would not be seriously affected. He also criticized the Administration for failing to take on board members' suggestions for rezoning the BMX Park at Gin Drinkers Bay as a back-up land for the container terminals or logistics industry in view of its low usage as an ex-landfill site.

18. While pointing out that the Administration would spare no effort in making available suitable sites for the development of the logistic industry according to the outline zoning plan, USTH advised that sites of about 30 hectares originally used as works areas for the construction of Route 8 were gradually released since end 2010 for port back-up uses under short term tenancies. He further remarked that up to May 2011, over 85 hectares of land in Kwai Tsing had already been granted under short term tenancies for port back-up uses, and this spoke for itself the Administration's sustained effort in meeting the land requirements of operators of container terminals and the logistics industry.

19. Concurring with other members' views that insufficient supply of land would hinder Hong Kong from developing into a high-value goods inventory management and regional distribution centre, the Chairman was concerned that the sites to be released bit by bit for logistics development under the current approach might further push up the land price and lead to property speculation, and this might in return raise the operation costs of the logistics operation.

20. Addressing the Chairman's concerns, USTH explained that in awarding the sites for logistics development, there would be special provisions in the lease term designating the awarded sites to be used by logistics services providers for the operation of logistics and freight forwarding activities only, such as inventory management, packaging, consolidation and distribution of goods, and quality assurance. The leasing arrangements between developers of the sites and the logistics operators were a commercial matter and should be determined by the parties concerned.

21. In evaluating the potential of Tuen Mun West for logistics development, Miss Tanya CHAN asked whether scholars had been invited to give views and whether the relevant findings could be made public to facilitate discussions.

22. DSTH(T)5 explained that the Planning Department was closely involved in identifying suitable sites for logistics development. The Government had also worked closely with LOGSCOUNCIL, the membership of which comprised representatives from the trade and academia, to review the development needs of the industry and to implement relevant initiatives to promote the industry's sustainable development.

23. Mr CHAN Kam-lam expressed support for the development of a logistics cluster in Kwai Ching. In anticipation of the continued growth in the volume of cargo throughput, he asked whether the Administration had any plan for providing more sites to cater for the increasing demand from the logistics industry.

24. DSTH(T)5 advised that while the Administration had been identifying suitable sites for logistics developments in other parts of the territory, it was aware of the cases in which old industrial buildings were revamped for logistics use by private developers. While Site A1 to be commissioned at end 2011/early 2012 would provide an area of 64 500 square meters for logistics facilities, DSTH(T)5 advised that there were other logistics facilities to be developed in Kwai Tsing by the private sector. Mr CHAN Kam-lam requested the Administration to provide detailed information on the planned developments within the sites provided for the use of the logistics industry in Kwai Tsing, such as the service areas available and the logistics facilities to be provided.

Admin

*Change of land use*

25. The Chairman asked whether the Administration would consider converting the site currently occupied by the Asia World-Expo (AWE) for logistics use in view of its low usage. Miss Tanya CHAN however



considered it inappropriate as in doing so, the "one show, two venues" arrangement for giant trade fairs entailing the use of both the Hong Kong Convention and Exhibition Centre and AWE would be made impossible. Changing the land use of AWE might also discourage investments on the local exhibition industry.

26. USTH stressed that while the Administration would spare no effort in identifying suitable sites for logistics use, altering land use of existing developments for the purpose would require serious consideration. Noting the Administration's response, the Chairman highlighted the need for inter-departmental deliberation such that existing developments with good potential for logistics use could still be considered for such purpose.

*Traffic impact of the proposed logistics developments*

27. Noting that three sites (Sites A2, A3 and 2B) had been earmarked for logistics development in Kwai Chung, the Chairman was gravely concerned about the relevant traffic arrangements for the next 10 years as the district was already fairly congested with the concurrent operation of several container terminals. He also asked whether the timetable for the commissioning of the Tuen Mun – Chek Lap Kok Link would be in tandem with logistics development in Tuen Mun West.

28. USTH advised that TIA for the proposed logistics developments in Kwai Chung had taken heed of the views of the operators of the container terminals. The preliminary findings showed that considerable traffic issues would arise and further assessment was being carried out to examine if the proposed traffic improvement works were feasible and cost-effective.

29. Mr Albert CHAN expressed dissatisfaction about the lack of information on cargo demand forecast in the Administration's paper. He commented that the drop in the ranking of Hong Kong from the first in the 1990s to the fourth in 2010 in the Logistics Performance Index announced by The World Bank was a result of misgovernance and bureaucracy of the Administration. He further remarked that as short lease terms might push up the price of logistics sites, comprehensive planning in respect of the provision of lands along with other favourable considerations, such as the provision of designated lands and concessions on leasing and taxation, would enhance the competitiveness of the local logistics industry locally.

30. USTH explained that the Administration's paper aimed to brief members on the progress of the development of a logistics cluster in Kwai Tsing. He further advised that in facilitating the development of a logistics cluster and high-end market segment in Hong Kong, the Administration had

been disposing long-term sites with tailor-made lease terms for logistics use in order to attract the anchoring of 3PLs. These would be conducive to supporting the logistics sector's switch to the high-end market segment and enhancing its competitiveness as a logistics hub. DSTH(T)5 added that the container throughput recorded an average growth rate of 3.7% from 2004 to 2008. While the container throughput for 2009 dropped 14% to 21 million TEUs (20-foot equivalent units) due to the global financial crisis, the container throughput for 2010 and the first five months of 2011 were 23.7 million and 9.5 million TEUs respectively, representing a year-on-year growth rate of 12.6% and 1.2%.

31. Mr CHAN Kam-lam highlighted the need to take forward the "Study on Strategic Plan for Hong Kong Port 2030" (the Study) timely in order to catch up with the commissioning of the Hong Kong-Zhuhai-Macao Bridge in 2016. He considered that the major competitors in logistics development around Hong Kong should be brought under the Study.

32. DSTH(T)5 explained that in the light of the impact of the global financial crisis and in order to better plan for the future development and the infrastructural requirements of the logistics and port sector, the Transport and Housing Bureau would commission a consultant to take forward the Study to be commenced in July 2011 for completion in around a year. Specifically, the Study would evaluate the port facilities and land requirements, the trend on the mode of transport, and the impact of the new infrastructures on the development of the logistics industry up to 2030. The major competitors of Hong Kong, especially those at the Pearl River Delta region, would also be covered under the Study.

### Conclusion

33. Summing up, the Chairman urged the Administration to identify more sites, preferably those situated in close proximity to the container terminals and the airport, to facilitate the operation of the industry. There was also a need for providing modern logistics facilities to enhance the development of high value-added logistics services locally and to complement the National 12th Five-Year Plan for supporting Hong Kong to develop into a high-value goods inventory management and regional distribution centre. Highlighting that the comprehensive transport network to be provided at Tuen Mun made it an ideal choice for the provision of sites for logistics development, the Chairman urged the Administration to expedite the relevant assessment of the feasibility of the land use in Tuen Mun West. The Government should also gauge the views of the industry players through LOGSCOUNCIL in mapping out the future development of the logistics industry.

**V Proposed revisions of fees and charges under Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312 sub. leg. A) and Hong Kong Air Navigation (Fees) Regulations (Cap 448 sub. leg. D)**

(LC Paper No. CB(1)1657/10-11(05) - Administration's paper on proposed revision of fees and charges under Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312A) and Hong Kong Air Navigation (Fees) Regulations (Cap 448D)

LC Paper No. CB(1)2529/10-11(05) - Administration's paper on proposed revisions of fees and charges under Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312A) and Hong Kong Air Navigation (Fees) Regulations (Cap 448D)

LC Paper No. CB(1)2529/10-11(06) - Paper on proposed revisions of fees and charges under Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312A) and Hong Kong Air Navigation (Fees) Regulations (Cap 448D) prepared by the Legislative Council Secretariat (background brief))

Briefing by the Administration

34. At the invitation of the Chairman, the Deputy Secretary for Transport and Housing (Transport)4 (DSTH(T)4) briefed members on the supplementary information paper provided in response to members' request at the Panel meeting on 28 March 2011 on the proposed revisions of fees and charges under the Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312 sub. leg. A) and the Hong Kong Air Navigation (Fees) Regulations (Cap 448 sub. leg. D). In gist, DSTH(T)4 explained that although a comparison of the proposed fees and charges of the Civil Aviation Department (CAD) and those of other neighbouring civil aviation authorities was provided in the supplementary information paper (CB(1)2529/10-11(05)), the fees and charges relating to civil aviation varied from place to place, depending on the specific regulatory requirements and cost structure. It was

thus difficult to conduct a comparison on a like for like basis. DSTH(T)4 further advised that CAD's fees would only represent less than 1% of the aircraft operator's total operating expenses in the case of a smaller aircraft operator in Hong Kong with less than 10 aircraft in its fleet, and that the percentages would be even smaller in the case of some larger aircraft operators in Hong Kong. As such, the fee proposals would not have a significant impact on the aviation industry, nor would they undermine Hong Kong's competitiveness as an aviation hub in the region.

### Discussion

#### *Comparison with neighbouring civil aviation authorities*

35. Ms Miriam LAU expressed concern that the proposed increases in CAD's fees and charges might be passed on to the consumers. Referring to the ranking of the Airport Charges Index 2010 (the Index) compiled by Leigh Fisher Management Consultants in Annex B to the Administration's supplementary information paper in which Hong Kong was ranked 48th among the 50 major international airports (the 50th rank being the most competitive), Ms LAU enquired about the basis for such ranking and asked whether the levels of the airport charges as well as the fees and charges relating to civil aviation had been taken into consideration in compiling the Index.

36. In response, DSTH(T)4 advised that Leigh Fisher Management Consultants, which was an internationally recognized consultancy firm based in the United States, studied and compared the airport charges levied by 50 major international airports and published the Index on an annual basis. DSTH(T)4 remarked that the competitiveness of Hong Kong's aviation industry depended on a host of factors, including CAD's fees and charges, the airport charges, the airport infrastructure and the policy in promoting the aviation industry. The proposed reduction in the fee for the renewal of the Certificate of Airworthiness was an example of enhancing the competitiveness of the local aviation industry.

37. Ms Miriam LAU asked why the fees and charges levied by CAD were different from those of the neighbouring civil aviation authorities, such as Singapore and South Korea.

38. DSTH(T)4 explained that the differences in the regulatory requirements and cost structure, such as salaries and wages, between the different places had accounted for the differences in the fees and charges levied by the respective civil aviation authorities. DSTH(T)4 assured members that CAD would regularly review its work procedures to keep the

cost of its services to a minimum.

39. Noting that it was the Government's policy to set fees and charges at a level sufficient to recover the full cost of providing the services, Mr Albert CHAN agreed that a comparison of CAD fees and charges with those of neighbouring civil aviation authorities would not be necessary.

*The fee proposals*

40. Mr Albert CHAN noted with concern that a large airline being an Air Operator's Certificate (AOC) holder had to pay about \$34 million per annum for the cost of investigations incurred by CAD, and he queried the justification for the fees charged. He also asked whether the Administration had received complaints from any AOC holders who considered the fees unreasonable.

41. The Director-General of Civil Aviation (Acting) (DGCA(Atg)) clarified that the fee to be paid by an AOC holder would be the full cost of investigations, and \$34 million was just the estimated total cost that might be payable by a large airline per annum. Of the nine AOC holders, five would be affected by the proposed fee adjustment. DSTH(T)4 further clarified that under the existing law, AOC holders were required to pay the full cost of investigations incurred by CAD subject to a maximum amount calculated in accordance with the formula set out in the law, and the maximum amount for one AOC holder was different from that for another AOC holder. DSTH(T)4 also advised that all airlines had been consulted and they raised no objection to the fee proposals.

42. In view of the shortage in the supply of aircraft maintenance staff, Mr IP Wai-ming opined that organizations running the relevant training courses, like the Hong Kong Institute of Vocational Education, should be encouraged to provide more such courses to groom sufficient staff to meet the market demand. As such, he urged the Administration to consider lowering the fee for the approval of the relevant courses.

43. DGCA(Atg) advised that training courses had previously been provided in-house by the airlines, and the costs of approving the courses were subsumed under the AOC fees in the past. In the past decade, the airlines had contracted out training services to independent third-party organizations and therefore CAD could not recover the costs direct from these third-party organizations. Given this development, CAD proposed to take out the cost item from AOC fees and make it a standalone fee item.

*Regulating aircraft noise*

44. Mr IP Wai-ming said he understood that with newer models of aircrafts coming into service, it was common for airlines to retrofit old and noisy aircraft to become air freighters. As these freighters were normally scheduled to fly at night, he asked whether CAD would consider imposing higher charges for the operation of aircraft causing higher level of noise nuisance in view of the rising concerns of the affected residential communities. Mr IP anticipated that the problem would become worse upon the commissioning of the third runway proposed under the Hong Kong International Airport Master Plan 2030 (HKIA Master Plan 2030).

45. DSTH(T)4 replied that under the fee proposals, the grant of a noise certificate at a prevailing rate of \$1,105 was proposed to be reduced to a rate of \$505 based on the full cost recovery principle. There was however no existing policy of imposing higher charges for the operation of noisier aircraft. In reply to Mr IP Wai-ming's further enquiry, DSTH(T)4 reiterated that the Administration currently had no plan to legislate in this regard. The Administration was however concerned about the potential noise impact of the proposed developments under the HKIA Master Plan 2030 and the impact would be addressed in the statutory environmental impact assessment which would be carried out in accordance with the Environmental Impact Assessment Ordinance (Cap 499).

### Conclusion

46. Summing up, the Chairman said that members supported the fee proposals. He urged the Administration to explore ways in which the fees and charges levied by CAD could be further reduced to enhance the competitiveness of Hong Kong among its neighbouring competitors, and consider imposing higher charges for the operation of noisier aircraft to address the concerns of the public.

### **VI Any other business**

47. There being no other business, the meeting ended at 12:17 pm.