

(For reference only)

(Translation)

(Letterhead of the Democratic Party)

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From: Hon LEE Wing-tat, member of the Select Committee

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Scope of inquiry of the Select Committee proposed by the Democratic Party

- 1. The decision making process of fixing 6 July 1998 as the opening date of the new airport.** Which organization(s)/department(s) determined the opening date of the new airport? Was it the Chief Executive of the SAR, the Executive Council, the Airport Development Steering Committee (ADSC), the Airport Authority (AA), or the New Airport Projects Co-ordination Office (NAPCO)? What factors were considered by the relevant organization(s)/department(s) in determining the opening date of the new airport? Were the visits of President Jiang Zemin and the US President Bill Clinton the major considerations to open the new airport? In the entire decision making process, were adequate considerations being given to whether conditions for opening the new airport had matured?
- 2. Whether relevant organization(s)/department(s) had considered opening the new airport by phases (that is, during the initial period of the commencement of operation of the new airport, passengers and air cargoes would be handled by the new airport and the Kai Tak Airport respectively).** If so, who made such a proposal? What were the details of the proposal? Who rejected the proposal at last? Why was the proposal rejected? If not, why not?
- 3. The reasons for commencing the operation of the air cargo terminal on 6 July.** As the air cargo terminal was originally scheduled to commence operation in August 1998, who made the final decision of commencing the operation of the air cargo terminal on 6 July to coincide with that of the new

airport? At that time, what were the justifications of the Hong Kong Air Cargo Terminals Limited (HACTL), the ADSC and the AA for being so confident that the air cargo terminal could provide normal service on 6 July?

4. **Was the computerized information system of the air cargo terminal fully tested before coming into operation?** What were the details of the testing reports? Did the ADSC, the NAPCO and the AA monitor the testing procedures of the computer system of the HACTL? Did the ADSC, the NAPCO and the AA know and understand the details, progress and results of those tests?
5. **The decision making process of postponing the opening date of the new airport from April to July.** Who decided on the postponement? What were the factors for consideration? During the three-month interval, what were the further efforts made by the ADSC, the NAPCO, the AA and its business partners?
6. **AA's "Airport Operational Readiness Programme"** aims at making the airport and the required facilities ready for operation in July as scheduled. Apart from the AA, the participating organizations include at least 17 Government departments and 80 business partners of the AA. Who was responsible for this programme? What were the details of this programme? What were the reports of the programme? Did the reports indicate that all the facilities were ready for operation? If so, why were there chaos upon the opening of the new airport? If not, did anyone deliberately withhold the facts stated in the reports?
7. **Have the ADSC, the NAPCO and the AA made any contingency plans for the new airport?** If so, what are the plans? If not, is there any maladministration?
8. **What were the responsibilities of the ADSC?** What role should it play during the preparation stage of the entire new airport project? Did it perform its responsibilities?
9. **To clarify the responsibility for compensation.**