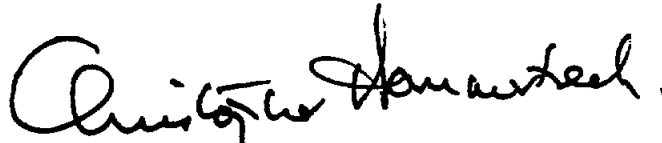


**THE POSITION OF THE BRITISH CHAMBER OF COMMERCE IN HONG KONG
ON THE PROVISION OF A SINGLE CENTRALLY LOCATED HELIPORT IN HONG
KONG**

1. Inescapably given the distances that obtain between cities in the Pearl River Delta and the pace of both local and international investment in this region a case exists for enhanced safe and convenient direct business travel from city centres in the region. The evidence gained from other major international cities of global significance is that that such a capability can only be provided by a centrally located multi role heliport that is conveniently located for businessmen and for use by senior government officials. London is the only major city with that is fortunate to have developed both a centrally located heliport and a city airport suitable for use by STOL airliners.
2. The case which has been made to the government and to the Legislative Council by the private sector is for a centrally placed heliport which will:
 - Provide economies of scale for both government and for the private operators. In effect it will reduce the amount which the government will have to fund towards the operating costs thus reducing the impact on an already tight budget.
 - As a single location it will be safer than an operating from two or three locations in the relatively confined airspace in central Hong Kong.
 - In the event of an emergency the site, which is adjacent to the CEC, provides easy access for emergency services which are in any event conveniently located in Harbour Road.
 - The additional reclamation required we are advised will be acceptable given that it is limited in scope.
 - Since the site is open and not enclosed it is believed that the environmental impact will be limited and not constitute a major nuisance any more than would be the case from the use of the site as already proposed by the GFS.
 - The venue will provide tourists with a further interest close to the Bauhinia Square.
 - The Legislative Council should not allow itself to feel that the earlier decision to restrict the use of the CEC site to GFS cannot be changed given that logic suggests that a single site is what is needed.
3. Given the factors listed above the British Chamber of Commerce in Hong Kong supports the case made by the Hong Kong Regional Heliport Working Group and urges the panel to re examine the whole issue of a single site heliport.



26 January 2005

CJA HAMMERBECK CB
Executive Director