

Panel on Economic Development**List of follow-up actions**

(position as at 15 December 2014)

Subject (Date of meeting)	Follow-up action required	Administration's response
1. Update on the development of the Kai Tak Cruise Terminal (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 until 31 December 2014 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 provide regular reports on a half-yearly basis in every June and December, and to brief the Panel when necessary.	During the 2013-2014 session, the Administration has updated the Panel on the Kai Tak Cruise Terminal by information notes circulated to members on 21 November 2013 and 9 July 2014 vide LC Paper Nos. CB(1)374/13-14(01) and CB(1)1777/13-14(01) respectively.
2. Safety Oversight Audit of the Hong Kong Civil Aviation System (22 February 2010)	At the request of members, the Administration agreed to provide further information on the final ranking of Hong Kong when the audit programme for all the International Civil Aviation Organization ("ICAO") Contracting States had completed.	The ICAO audit programme will take some time before completion, given the revised audit methodology adopted by ICAO in January 2013 and the different stages of readiness of different member states. So far, Hong Kong is ranked sixth among the 186 audited States and Administrations. There will be no further action on this item at this stage.

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3. Leasing arrangements for the Kai Tak Cruise Terminal (24 January 2011)	The Administration was requested to provide information on the income and expenditure associated with the operation of the Kai Tak Cruise Terminal.	The Administration to provide the written response when ready.
4. Briefing by the Secretary for Commerce and Economic Development on relevant policy initiatives in the Chief Executive's 2011-2012 Policy Address (14 October 2011)	The Administration was requested to provide a paper on how it planned to make use of the following developments to create more business opportunities for Hong Kong, particularly in promoting tourism, and industry and commerce in Hong Kong, so as to enable the relevant trades to make preparations and provide support for the developments – (a) expansion of the Hong Kong Disneyland and of the Ocean Park; (b) the Hong Kong National GeoPark's joining of the Global Geoparks Network; (c) commissioning of the cruise terminal; (d) construction of the Hong Kong-Zhuhai-Macao Bridge; (e) consultation on the third runway of the Hong Kong International Airport; and (f) construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link.	The Administration to provide the written response when ready.
5. Pilot scheme on cross-boundary sailing for pleasure vessels (26 March 2012)	The Administration agreed to provide more information on the pilot scheme on cross-boundary sailing for pleasure vessels reported to the Panel vide LC Paper No. CB(1)1376/11-12(01) issued on 22 March 2012.	The Administration has no plan to pursue this scheme at this stage. Subject to members' view, this item will be removed from the list.
6. Follow-up actions	The Administration was requested to provide a written response to	The Administration updated

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<p>arising from the Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012 (27 May 2013)</p>	<p>the following motion passed by the Panel at the meeting on 27 May 2013:</p> <p>"就南丫島海難事件，調查委員會指出當局執法錯漏百出。本事務委員會對於運輸及房屋局局長及海事處處長遲來的道歉表示極度失望和遺憾。並促請當局必須以獨立及專業的原則進行調查及制度改革，違規官員應承擔責任。此外，政府應向海難死傷者家屬作出賠償。"</p> <p style="text-align: center;"><u>Translation</u></p> <p>"That, with regard to the marine disaster that happened near Lamma Island, the Commission of Inquiry pointed out that there were a lot of errors and omissions on the part of the authorities in taking enforcement actions. This Panel expresses its extreme disappointment with and regret for the belated apologies offered by the Secretary for Transport and Housing and the Director of Marine, and it urges the authorities to uphold the principles of independence and professionalism in conducting investigations and making reforms to the systems and that officials not performing their duties properly should be held responsible. In addition, the Government should provide compensation to families of those who died or were injured in this marine disaster."</p>	<p>the Panel on the follow-up actions taken at the meetings on 22 July and 25 November 2013 and 24 March 2014 (LC Paper Nos. CB(1)1522/12-13(01), CB(1)344/13-14(03) and CB(1)899/13-14(07) respectively).</p> <p>At the meeting on 28 April 2014, the Administration briefed the Panel on the result of the Transport and Housing Bureau's investigation into staff conduct in the Marine Department in relation to the Vessel Collision Incident. As agreed at the work plan meeting of the Panel held on 16 October 2014, this item will be removed from the list.</p>
<p>7. The Transport and Housing Bureau's</p>	<p>The Administration was requested to provide a written response to the following motion passed by the Panel at the meeting on 28 April</p>	<p>The Administration's written response was issued on 16 May</p>

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<p>investigation into staff conduct in the Marine Department in relation to the Vessel Collision Incident near Lamma Island on 1 October 2012 (28 April 2014)</p>	<p>2014:</p> <p>"運輸及房屋局("運房局")曾就 2012 年 10 月 1 日南丫島附近撞船事故對海事處人員的行為進行調查，有關的調查報告("調查報告")已在 2014 年 3 月 31 日提交運房局局長。本委員會促請政府將該份調查報告交予立法會供議員經保密協議後省覽。"</p> <p style="text-align: center;"><u>Translation</u></p> <p>"The Transport and Housing Bureau conducted an investigation into staff conduct in the Marine Department in relation to the vessel collision incident near Lamma Island on 1 October 2012, and the relevant investigation report was submitted to the Secretary for Transport and Housing on 31 March 2014. This Panel urges the Administration to submit the investigation report to the Legislative Council for perusal by Members under a confidentiality agreement."</p>	<p>2014 vide LC Paper No. CB(1)1443/13-14(1).</p> <p>The Administration will revert with detailed arrangements for members' perusal of the investigation report.</p>
<p>8. Hong Kong International Airport Master Plan</p>	<p>The Administration agreed to take the following actions –</p>	<p>The Administration and AAHK have briefed the Panel</p>

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<p>2030 (26 March 2012)</p>	<p>(a) explore new methods and technologies that would help reduce land development cost associated with the construction of the third runway, and report back on the outcomes; and</p> <p>(b) list out in the relevant funding proposal to be submitted to the Finance Committee all major views and concerns expressed by members at the meeting as well as the Administration's responses thereto. To assure members that the relevant environmental impact assessments ("EIAs") would be properly conducted, the Administration should in particular provide details on the relevant training and experience of the three officers to be seconded to fill the three supernumerary directorate posts concerned that qualified them for the task, and on the measures taken to ensure that the Airport Authority Hong Kong ("AAHK") would engage world-recognized experts to conduct the EIAs.</p>	<p>on the development of 3RS at the meeting on 23 June 2014, and attended the joint meetings of this Panel and the Panel on Environmental Affairs on 30 September and 7 October 2014 to receive the views of the public and depositions on 3RS and the relevant EIA Report. The Administration and AAHK will provide the requested information shortly.</p> <p>This Panel will also be briefed further on the progress of the planning work of the 3RS project when ready, tentatively in the first quarter of 2015.</p>
<p>9. Updates on the Third Runway Project in the Hong Kong International Airport (23 June 2014)</p>	<p>The Administration/AAHK was requested to provide details and a map on the region of Noise Exposure Forecast 25 contour of the Hong Kong International Airport.</p>	

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<p>10. Receiving public views on the Third Runway Project in the Hong Kong International Airport and the relevant Environmental Impact Assessment Report (joint meetings with the Panel on Environmental Affairs on 30 September and 7 October 2014)</p>	<p>The Administration/AAHK was requested to provide the following information –</p> <p>(a) an overall response to the views and concerns expressed by Panel members and deputations/individuals at the meetings and in the submissions received for the public hearings –</p> <p><u>Agenda:</u></p> <ul style="list-style-type: none"> – http://www.legco.gov.hk/yr13-14/english/panels/e/dev/agenda/e/dev20140930j.htm; and – http://www.legco.gov.hk/yr13-14/english/panels/e/dev/agenda/e/dev20141007j.htm <p><u>Minutes:</u> (to follow)</p> <p>(b) the measures proposed to be implemented to address the environmental impact concerns raised by green groups and the reasons for not addressing some of such concerns;</p> <p>(c) ways to ensure that the key mitigation and enhancement commitments set out in the Environmental Impact Assessment Report would be undertaken by AAHK;</p> <p>(d) information about the practical maximum runway capacity of the two runways at the Hong Kong International Airport</p>	

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	<p>("HKIA") per hour as set out in the New Airport Master Plan in 1992, and the consultancy reports issued in 1994 and 1998 (including the 49 improvement measures proposed by the 1998 consultancy report to increase the capacity set out in the 1994 consultancy report)*;</p> <p>(e) whether the Government could provide the green groups updated figures in relation to the operation and expansion of HKIA with a view to narrowing the differences on the development of the Three-Runway System ("3RS");</p> <p>(f) whether the Government could develop a dedicated website to set out the public inquiries on the 3RS Project and the Government/AAHK's responses; and</p> <p>(g) the estimated cost of the 3RS project in money-of-the-day prices.</p> <p>(*AAHK clarified on 10 December 2014 that one of the independent studies was conducted in 2008 instead of 1998, and that the studies had introduced 46 enhancement measures instead of 49.)</p>	