

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
<p>1. Update on the development of the Kai Tak Cruise Terminal (24 October 2008) (27 October 2014)</p>	<p>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 on a half-yearly basis.</p> <p>At the meeting on 27 October 2014, the Administration was requested to provide the following information:</p> <p>(a) in respect of the Administration's effort of consolidating Hong Kong's status as the Asia cruise hub, the definition of "cruise hub" in terms of, for instance, the number of cruise berthings, passenger throughputs, and/or economic benefits, and the target year by which the status as the Asia cruise hub would be achieved;</p> <p>(b) the current and target ranking of Hong Kong in respect of its cruise terminal service ;</p> <p>(c) the number of cruise passengers from overseas, Mainland and</p>	<p>Information papers issued include CB(1)2141/07-08(01), CB(1)749/09-10(01), CB(1)2545/09-10(01), CB(1)2674/10-11(01), CB(1)569/11-12(01), CB(1)102/12-13(01), CB(1)374/13-14(01) and CB(1)1777/13-14(01) .</p> <p>The Administration's written response was issued to members vide LC Paper No. CB(4)234/14-15(01) on 8 December 2014.</p> <p>Secretariat's remark:</p> <p>As the said post will lapse by 31 December 2014 and the Administration has provided the response as requested, with the concurrence of the Panel Chairman, this item will be</p>

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	<p>local markets patronizing the Kai Tak Cruise Terminal ("KTCT") since the commissioning of its first berth in mid 2013, and the strategies to be adopted by the Government to attract more passengers from each of these markets to use KTCT;</p> <p>(d) whether the Administration would consider encouraging the transport service providers, particularly taxi and coach service providers, to use electric vehicles in KTCT to showcase Hong Kong as an environmental-friendly city; and</p> <p>(e) the progress of the provision of on-shore power facilities at KTCT.</p>	<p>removed from the list.</p>
<p>2. Leasing arrangements for the Kai Tak Cruise Terminal (24 January 2011)</p>	<p>The Administration was requested to provide information on the income and expenditure associated with the operation of the Kai Tak Cruise Terminal.</p>	<p>The Administration to provide the written response when ready.</p>
<p>3. Safety Oversight Audit of the Hong Kong Civil Aviation System (22 February 2010)</p>	<p>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.</p>	<p>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</p>

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		<p>and Administrations. There will be no further action on this item at this stage. With the concurrence of the Panel Chairman, this item will be removed from the list.</p>
<p>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)</p>	<p>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 –</p> <ul style="list-style-type: none"> (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. 	<p>The Administration to provide the written response when ready.</p>

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<p>5. The Transport and Housing Bureau's 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>The Administration was requested to provide a written response to the following motion passed by the Panel at the meeting on 28 April 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>The Administration's written response was issued on 16 May 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>6. Hong Kong International Airport Master Plan 2030 (26 March 2012)</p>	<p>The Administration agreed to take the following actions –</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>The Administration and AAHK have briefed the Panel on the development of 3RS at the meeting on 23 June 2014, and attended the joint meetings</p>

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	<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>of this Panel and the Panel on Environmental Affairs on 30 September and 7 October 2014 to receive the views of the public and deputations on 3RS and the relevant EIA Report. The written response from the Administration and AAHK has been issued to members vide LC Paper No. CB(4)259/14-15(02) on 15 December 2014.</p> <p>This Panel will also be briefed further on the progress of the planning work of the 3RS project when ready.</p>
<p>7. 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>	
<p>8. 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</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>	

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Panel on Environmental Affairs on 30 September and 7 October 2014)	<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: (to follow)</u></p> <ul style="list-style-type: none">(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;(c) ways to ensure that the key mitigation and enhancement commitments set out in the Environmental Impact Assessment Report would be undertaken by AAHK;(d) information about the practical maximum runway capacity of the two runways at the Hong Kong International Airport ("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)*;(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	

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	<p>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>	

Council Business Division 4
Legislative Council Secretariat
15 December 2014