立法會
Legislative Council

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Report of the Panel on Economic Development
for submission to the Legislative Council

Purpose

This report gives an account of the work of the Panel on Economic Development ("the Panel") during the 2016-2017 Legislative Council session. It will be tabled at the meeting of the Council on 12 July 2017 in accordance with Rule 77(14) of the Rules of Procedure.

The Panel

2. The Panel was formed by a resolution passed by the Council on 8 July 1998 and as amended on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining Government policies and issues of public concern relating to economic infrastructure and services, including air and sea transport facilities and services, postal and weather information services, energy supply and safety, consumer protection, competition policy and tourism. The terms of reference of the Panel are in **Appendix I**.

3. For the 2016-2017 session, the Panel comprises 35 members, with Hon Jeffrey LAM Kin-fung and Hon Alvin YEUNG elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is in **Appendix II**.

Major work

Electricity supply

4. The Panel had been closely monitoring various issues related to electricity supply. In December 2016, the Panel discussed the 2017 electricity tariff review with the Administration and representatives of the

two power companies. It also held a joint meeting with the Panel on Environmental Affairs in April 2017 to discuss the new Scheme of Control Agreements ("SCAs") with the two power companies which set out the rights and obligations of the power companies and provided a framework for the Administration to monitor the power companies' financial affairs and technical performance in the next 15 years.

2017 electricity tariff review

5. As a standing arrangement, the Panel was consulted on the results of the electricity tariff review prior to implementation. For 2017, the net tariff of The Hongkong Electric Company Ltd. would be reduced by 17.2% (or 23 cents per unit) after counting a special rent and rates rebate and a special fuel rebate, while the CLP Power Hong Kong Ltd. would maintain its net tariff at 113.2 cents per unit as in 2016 with a one-off special fuel rebate of 2.3 cents per unit provided to its customers. The Administration pointed out that the special rebates of the two power companies were ad hoc in nature. The outcome of this tariff review should not be taken as a long-term or sustained reduction in tariff, but a reduction in the fuel clause charge and some ad hoc rebates. If there were no special rebates in 2018 and subsequent years, the tariff would return to the normal higher levels, and that should not be viewed as tariff increase.

6. The Panel in general welcomed the rebates of surpluses from the two power companies' Fuel Clause Recovery Accounts ("FCAs"). However, members expressed concern about the increase in the basic tariffs of both companies, and were worried that the net tariff, which was made up of basic tariff and fuel clause charge ("FCC"), would be increased if such special rebates were no longer available in future. Some members commented that the two power companies had always overestimated the fuel prices and the current provision of rebates was indeed returning the overcharged money to customers. They urged the Administration to monitor the FCAs of the power companies and formulate a rebate mechanism for monitoring the rebates of overcharged fuel cost, such as imposing a cap on the FCA balance. The Administration undertook to explore ways to enhance the fuel cost arrangements.

7. The Panel had also expressed concern about the situation that some landlords of sub-divided units ("SDU") of flats were overcharging their tenants on the use of electricity as the latter did not have individual electricity meters. In this respect, a motion urging the Administration to

adopt appropriate measures to help SDU households was passed by the Panel. In response, the Administration advised that the two power companies had introduced different concessionary schemes to help the needy to alleviate their financial burden. Moreover, the Administration would consider if further assistance would be offered to households in need when it negotiated with the two power companies the new SCAs.

The new Scheme of Control Agreements with the two power companies

8. In discussing the new SCAs signed between the Government and the two power companies at the joint meeting with the Panel on Environmental Affairs in April 2017, members had expressed different views on the major terms of the new SCAs.

9. Some members were of the view that the new permitted rate of return ("RoR"), which was lowered from 9.99% of the total value of the power companies' average net fixed assets ("ANFA") in the current SCAs to 8%, was still high. The Administration advised that the term of the current SCAs with the two power companies was for 10 years, with an option exercisable by the Government to extend the SCAs for five more years after their expiry, i.e. till 2023. If the Government did not exercise the option, the power companies were still permitted to continue to earn, in accordance with the current SCAs, the existing RoR for five more years till 2023. Under the new SCAs, there would be an immediate reduction in RoR from the commencement of the new SCAs in October 2018 and January 2019 respectively. The extent of reduction in tariffs was expected to be above 5% while all other relevant factors remained unchanged, though the actual reduction would depend on factors including the balance of ANFA of the two power companies and their operating costs upon the commencement of the new SCAs. It should also be noted that the increasing use of the more expensive and cleaner natural gas for power generation would exert heavy pressure on tariffs in the next SCA period.

10. Members held diverse views on the lengthening of the term of the new SCAs from the current 10 years to 15 years. While some members considered that it might weaken the bargaining power of the Government in the next regulatory period, some held the view that the move was reasonable as it helped provide a stable environment for the two power companies to make long-term investments. The Administration explained that as all the existing coal-fired generating units would reach the end of their useful life in the next decade, a 15-year term of the new SCAs would provide a more certain environment for the

power companies to make investments to replace the retiring coal plants with generating units using natural gas and non-fossil fuels. This would help maintain a reliable electricity supply and meet the carbon intensity reduction target to combat climate change.

11. The Panel had also examined the incentives for promoting energy efficiency and conservation, and the development of renewable energy ("RE") under the new SCAs. In this regard, members generally welcomed that feed-in tariff and RE certificates would be introduced to promote the development of distributed RE in the community, and incentive schemes would be put in place to encourage the power companies to develop RE and facilitate development of distributed RE.

12. On members' concern about the accumulation of large fuel cost surplus balances by the power companies, the Administration advised that under the new SCAs, a more frequent FCC adjustment would be adopted in order to better monitor the FCAs of the power companies. It would work out the detailed arrangement with the power companies.

13. On the preparation for an open electricity market, the Panel urged the Administration to expedite its preparatory work, including conducting relevant studies in respect of grid access and enhanced interconnection of local power grids as well as requiring the power companies to provide segregated generation and non-generation cost data, during the next SCA period to pave the way for introducing potential new suppliers in future.

Tourism

Hong Kong Tourism Board work plan

14. The Panel received an annual briefing by the Hong Kong Tourism Board ("HKTB") on its work plan for 2017-2018 as well as an overview of 2016 tourism performance. The Panel noted with concern that visitor arrivals to Hong Kong in 2016 decreased 4.5% over 2015 to 56.65 million, mainly due to a drop of visitor arrivals from the Mainland.

15. Members were generally of the view that instead of aiming at visitor growth, the Administration and HKTB should pay more efforts on drawing high-spending overnight visitors to maximize the economic benefits brought by tourism. To map out effective measures towards this target, members urged the Administration and HKTB to conduct studies on the visiting purposes and spending patterns of Mainland

visitors so as to stimulate their spending in Hong Kong. Some members suggested that the Individual Visit Scheme policy should be reviewed in light of Hong Kong's economic and social situations.

16. In view that Hong Kong lacked new tourist attractions, members welcomed the Administration's proposal of providing an additional funding of $12 million and $5 million in 2017-2018 for HKTB to launch pilot schemes to promote tourism projects with local characteristics and in-depth green tourism respectively. Members urged HKTB to collaborate with the trade to develop new tour products with different themes.

17. On members' concern about the discontinuation of the Mega Events Fund, the Administration assured members that it would adopt a new strategy to support relevant events and activities of different scale and nature in Hong Kong.

Operation of The Hong Kong Disneyland Resort in fiscal year 2016

18. The Hong Kong Disneyland Resort ("HKDL") is a long-term investment of Hong Kong in tourism infrastructure in which the Government holds more than half of the shares. The Administration updated the Panel on the operation of HKDL in fiscal year 2016 ("FY16") in February 2017. The Panel noted that in FY16, HKDL received 6.1 million visitors, which was 11% lower than the previous year. Local, Mainland and international visitors respectively accounted for 39%, 36% and 25% of total attendance. In FY16, HKDL's total revenue was $4,750 million, representing a year-on-year decrease of 7%. HKDL recorded a net loss of $171 million after deducting interest, taxes, depreciation and amortization.

19. Members were generally dissatisfied with the business performance of HKDL in FY16, in particular the declined attendance and the loss recorded. In this connection, they urged the Administration to formulate effective measures to improve HKDL's performance so as to ensure effective use of public funds.

20. During the discussion, the Panel expressed grave concern about the mechanism to derive the royalties and management fees received annually by The Walt Disney Company ("TWDC") which was, in some members' view, rather unfair to the Government, especially when HKDL experienced a financial loss. To ameliorate the unfair agreement terms, the Panel passed a motion urging the Government to discuss with TWDC

for a review of such mechanism, including the waiving of partial royalties and management fees by TWDC as appropriate, and consider changing the calculation basis for the royalties and management fees received by TWDC from the current formula which was linked to earnings before interest, tax, depreciation and amortization (EBITDA) to a formula linked to earnings after interest, tax, depreciation and amortization.

The Hong Kong Disneyland Resort's expansion and development plan

21. The Panel was also briefed on the in-principle agreement reached between the Government and TWDC in respect of an expansion and development plan ("the Plan") at the Phase 1 site of HKDL and the related financial arrangements prior to the submission of the related funding proposal to the Finance Committee ("FC") for consideration. As advised by the Administration, the Plan would cost $10.9 billion which would be funded by the two shareholders of the Hongkong International Theme Parks Limited ("HKITP")[1] through concurrent cash equity injection according to the existing shareholding ratio (i.e. 53% by the Government and 47% by TWDC). In other words, the Government and TWDC would respectively contribute $5.8 billion and $5.1 billion to the project cost.

22. Members in general agreed that there was a need to enhance the appeal and competitiveness of HKDL, they however expressed grave concern about the financial arrangements of the Plan. Some members cast doubts on the projection on the economic benefits brought by the Plan and asked the Administration to explore other options for financing the project. Some members queried the need for the Government to be the majority shareholder of HKITP, and called on the Administration to explore reduction of its shares in HKITP or even withdraw from the joint venture. Members also urged the Administration to take the opportunity to rectify the unfair terms it had entered with TWDC, in particular those concerning the payment of royalties and management fees.

23. The Panel passed three motions concerning the Plan, urging the Administration to set up a fund for the development of tourism with local features while promoting the Plan, defer the Plan until the Government had negotiated with TWDC to improve the current unfair terms and conditions in the agreement, request the Hong Kong Disneyland Management Limited to publish more information and data before

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[1] HKITP is the joint venture set up by the Government and TWDC for the development and operation of the HKDL project.

submitting a funding application for the Plan, and request TWDC to relax height restrictions of developments in the vicinity of HKDL.

24. The Administration advised that HKDL was an important and strategic tourism infrastructure of Hong Kong, and its development had to tie in with the Government's policy to promote tourism industry and overall economic development. Given HKDL's strength in attracting visitors from all over the world, it had been bringing significant economic benefits and employment opportunities, benefitting hotel and other tourism-related trades, as well as retail, food and beverage sectors. The Government's decision to remain as the majority shareholder of HKITP was conducive to the monitoring of HKDL to ensure that the direction and pace of HKDL's development would tie in with the sustainable development of tourism industry in Hong Kong. TWDC, having regard to the views of Panel and in order to show its commitment to Hong Kong and HKDL, agreed to waive HKDL's variable management fees for FY18 and FY19, as part of the arrangement details for taking forward the Plan. TWDC also agreed to explore relaxing the development restrictions in the vicinity of HKDL. The funding proposal was approved by FC on 2 May 2017.

Travel Industry Bill

25. The Panel was briefed on the key components of the Travel Industry Bill ("the Bill") prior to the introduction of the Bill into the Legislative Council. The Bill sought to provide for the establishment of an independent statutory body, the Travel Industry Authority ("TIA"), and the legislative framework for the licensing and regulation of travel agents, tourist guides and tour escorts. The policy objectives were to enhance the professionalism of the travel trade and foster the healthy long-term development of the industry.

26. While welcoming the introduction of the new regulatory regime to combat the unscrupulous business practices of some travel trade members, members expressed concerns on a wide range of matters concerning the proposed regulatory regime including the resultant impact on travel trade members, composition of the TIA Board, effectiveness under the new regulatory regime in regulating on-line travel agents, statutory inspection and investigation powers of TIA, disciplinary mechanism for handling cases of complaint or suspected misconduct, and mechanism for handling appeals against TIA's decisions or disciplinary orders. In view of the problem of "false self-employment" among tourist guides and tour escorts, a motion urging the Administration to

clearly regulate the employment relationship between travel agents and tourist guides/tour escorts so as to protect the legitimate rights of both employers and employees was passed by the Panel.

<u>Aviation services and related matters</u>

Full commissioning of the new Air Traffic Management System

27. The Panel had all along been concerned about issues relating to the planning and commissioning of the new Air Traffic Control ("ATC") System which was implemented by the Civil Aviation Department ("CAD") with the new Air Traffic Management System ("ATMS") as a centerpiece of the system. In the latter half of 2016 prior to and shortly after the full commissioning of the new ATMS on 14 November 2016, there was wide media coverage about the reliability of the new ATMS and the resultant safety implications. The Panel held a meeting in December 2016 to receive a briefing by the Administration and the representative of the National Air Traffic Services of the United Kingdom ("NATS") on the incidents relating to the commissioning of the new ATMS. To better understand the real operation of the new ATMS, the Panel also conducted a visit to the ATC Centre in January 2017.

28. On members' concern about the readiness of the new ATMS for full commissioning, the Administration explained that in preparing for the launch of the new ATC System, CAD had conducted a series of stringent acceptance tests on the new ATMS on par with international aviation safety management standards and formulated a comprehensive training plan for all relevant staff, comprising computer-based training, simulator training, shadowing exercises, etc. As an additional safeguard, an external and independent expert, NATS, had been engaged by the Transport and Housing Bureau ("THB") to advise on safety management and operational readiness of the new ATMS. Based on the advice of NATS and the confirmation of CAD on its readiness in all respects, the Secretary for Transport and Housing endorsed the recommendation of CAD to fully commission the new ATMS on 14 November 2016.

29. On the occurrence of incidents involving the new ATMS, the Administration pointed out that the new ATMS was a large-scale, closely inter-connected and complex integrated computer system. Each part of it had its own unique operating environment. Like all large-scale change/upgrading of complicated computer systems and the introduction of all complex air traffic management systems in other airports, there were occasional occurrences which warranted operational optimization

during the inaugural stage of the new ATMS operation. These occurrences did not affect aviation safety. The ATMS' developer, Raytheon, would undertake optimization work in the light of the actual operations of the system. To this end, CAD had set up an independent Expert Panel, which comprised of local and overseas experts, to offer objective advice to the Director-General of Civil Aviation on the teething issues identified since the new ATMS' commissioning.

30. To restore public confidence in the new ATMS, the Panel passed six motions, which amongst others, urging the Administration to expeditiously complete the short-term enhancement of the new ATMS, strengthen the communication with all CAD staff members, make public the findings of NATS and the Expert Panel, and put in place appropriate improvement measures as recommended by NATS and the Expert Panel, so as to ensure the safety and reliability of the system. The Panel also passed a motion urging the Administration to replace the new ATMS if its performance was still unsatisfactory by late 2017.

Establishment of an independent air accident investigation authority

31. The Panel was consulted on the legislative proposal to amend the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) to establish an air accident investigation authority independent from the civil aviation authority ("independent investigation authority") for undertaking civil aviation accident investigations in order to comply with the new requirement of the International Civil Aviation Organization and the related staffing proposal. As proposed, the new independent investigation authority would be fully segregated from the CAD organisational structure and fall under the purview of THB.

32. Members generally supported the establishment of an independent investigation authority to ensure impartiality of the investigations. However, some members raised question on whether the independent investigation authority warranted having seven full-time inspectors, and whether an *ad hoc* set-up (i.e. one to be convened as and when required) could also serve the purpose. The Administration explained that the new authority had to ensure its readiness for investigation and fulfilment of requirements of Cap. 448B at all times, similar to other emergency services, as and when an accident or serious incident occurred. Thus, a permanent set-up was essential. Besides, it was expected that the authority would be fully engaged in handling the outstanding investigations to be passed on from CAD for follow-up, while handling other key tasks e.g. the on-going review of Cap. 448B to

comply with the latest international standards. The set-up, including the staffing provision, would be reviewed before the expiry of the three-year period on 31 March 2020 in the light of actual experience.

Proposed dedicated tax regime to develop aircraft leasing business in Hong Kong

33. The Panel was consulted on the legislative proposal to amend the Inland Revenue Ordinance (Cap. 112) to create a dedicated tax regime to attract aircraft leasing business to Hong Kong at its meeting on 23 January 2017. Members generally supported the proposal to strengthen the development of offshore aircraft leasing activities in Hong Kong and urged for its early implementation. To ensure sufficient manpower support for the development of this specialized business in Hong Kong, members called on the Administration to strengthen the relevant manpower resources. Some members also urged the Administration to consider providing similar tax incentive schemes to the maritime industry and local enterprises.

<u>Port, logistics and maritime services</u>

34. The Panel had all along been concerned about the long-term development of the Hong Kong Port ("HKP") and maritime services in Hong Kong. In April 2017, the Panel was briefed on the Administration's proposal to rationalize a Principal Assistant Secretary for Transport and Housing (Transport) post by re-grading the permanent post of Assistant Director of Marine to a permanent post of Administrative Officer Staff Grade C in THB to support the development of the logistics and port industries in Hong Kong. The Panel also discussed various enhancement measures adopted by the Administration to maintain the competitiveness of HKP and maritime industry in June 2017.

35. To facilitate the maritime sector's development, the Panel passed a motion urging the Administration to expedite the study on making use of the Hong Kong Economic and Trade Offices to provide various support services to ships flying the flag of the Hong Kong Special Administrative Region during their stay at places outside Hong Kong, and take measures to attract international maritime bodies to set up offices in Hong Kong.

Competition policy

Report on the work of the Competition Commission

36. The Panel received a briefing by the Competition Commission ("the Commission") on the overview of the activities of the Commission since the full commencement of the Competition Ordinance (Cap. 619) ("the Ordinance").

37. Members in general welcomed the efforts made by the Commission in combating anti-competition conduct in Hong Kong. The Panel was particularly concerned about the suspected anti-competitive conduct in certain sectors, namely the monopolistic situation in the public markets managed by the Link Real Estate Investment Trust, the local auto-fuel market, and the residential building renovation and maintenance market in Hong Kong. The Panel urged the Commission to take proactive actions to review the competitive conditions in selected sectors of the economy which were of wide public concern, and make recommendations on how to enhance competition in these sectors through market study and policy advice. The Commission advised that it would continue to explore topics of public concern for conducting market studies.

38. During the discussion, concern had been raised over the adequacy of financial provision allocated to the Commission for taking enforcement actions, conducting market studies and handling litigation. A motion urging the Administration to consider increasing the manpower and financial resources for the Commission was passed. The Panel also suggested that the Administration should consider enhancing the Ordinance by introducing the mechanism of initiating private actions, which would give the public an additional channel to seek justice, as well as safeguard the interests of small and medium enterprises and consumers.

39. A member relayed the concerns expressed by some professional associations on the advisory bulletin published by the Commission regarding the competition concerns arising from the codes of conduct of these professional associations. Members of these professional associations were concerned about the dilemma that they were required to comply with both the law and the respective codes of conduct under conflicting circumstances. The Panel passed a motion urging the Commission to enhance liaison with professional bodies and professionals and develop practice notes to assist them in changing their traditions of operation and codes of conduct.

Competition Commission's study into the auto-fuel market

40. Hong Kong's petrol prices being highlighted as the highest in the world have brought the state of competition in the local auto-fuel market into focus. In view of public concern, the Commission conducted a study into the market and released a report on 4 May 2017. The Panel was briefed on the findings of the study at its meeting in May 2017. The report identified a number of issues which the Commission believed to be hindering competition and which would likely have contributed to high auto-fuel prices in the territory. The report also made recommendations on how to address these issues with the aim of furthering competition in the market.

41. The Panel in general supported the recommendations of the studies, in particular the re-introduction of RON 95 petrol and review of tendering system for petrol filling station ("PFS") sites. A member suggested that the Administration should consider introducing a pricing adjustment mechanism similar to the ceiling prices adjustment mechanism adopted for liquefied petroleum gas ("LPG") at dedicated taxi LPG filling stations. Members were generally of the opinion that in order to facilitate analysis on adjustments of auto-fuel prices, oil companies should be urged to provide more information on the inventory levels and sales figures of their oil products. The Panel would continue to follow up on the Government's review of the tendering system for PFS sites and its exploration of various structural options to further competition in the auto-fuel market in its future meetings.

Other issues

42. During the current legislative session, the Panel received briefings from the Administration on the relevant policy initiatives of the Commerce and Economic Development Bureau, THB and the Environment Bureau featured in the 2017 Policy Address.

43. Apart from the legislative, financial and staffing proposals mentioned in the report, the Panel has also discussed the following legislative proposals –

(a) amendments to the Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap. 312A) and the Hong Kong Air Navigation (Fees) Regulations (Cap. 448D);

(b) amendments to the Shipping and Port Control Regulations (Cap. 313A) and the Merchant Shipping (Local Vessels) (General) Regulation (Cap. 548F);

(c) amendments to subsidiary legislation under the Merchant Shipping (Safety) Ordinance (Cap. 369) for implementation of the latest requirements under the International Convention on Load Lines and the International Convention for the Safety of Life at Sea; and

(d) amendments to subsidiary legislation under the Merchant Shipping (Prevention and Control of Pollution) Ordinance (Cap. 413) and the Merchant Shipping (Limitation of Shipowners Liability) Ordinance (Cap. 434) to implement the International Convention for the Prevention of Pollution from Ships and the Convention on Limitation of Liability of Maritime Claims.

Panel meetings

44. From October 2016 to the end of June 2017, the Panel held a total of 10 meetings. The Panel has further scheduled a meeting in July 2017 to discuss the legislative amendments relating to the carriage of dangerous goods by air and the reprovisioning of Hongkong Post's Headquarters, as well as to receive views on the Administration's proposal to establish a new principal fairway (with different names in three sections — Urmston Road Fairway, Castle Peak Fairway and Ha Pang Fairway).

Council Business Division 4
Legislative Council Secretariat
4 July 2017

Appendix I

Legislative Council

Panel on Economic Development

Terms of Reference

1. To monitor and examine Government policies and issues of public concern relating to economic infrastructure and services, including air and sea transport facilities and services, postal and weather information services, energy supply and safety, consumer protection, competition policy and tourism.

2. To provide a forum for the exchange and dissemination of views on the above policy matters.

3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy areas prior to their formal introduction to the Council or Finance Committee.

4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.

5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

Appendix II

Panel on Economic Development

Membership list for 2016-2017 session*

Chairman	Hon Jeffrey LAM Kin-fung, GBS, JP
Deputy Chairman	Hon Alvin YEUNG
Members	Hon James TO Kun-sun Hon WONG Ting-kwong, GBS, JP Hon Starry LEE Wai-king, SBS, JP Hon WONG Kwok-kin, SBS, JP Hon Mrs Regina IP LAU Suk-yee, GBS, JP Hon Paul TSE Wai-chun, JP Hon LEUNG Kwok-hung Hon Claudia MO Hon Michael TIEN Puk-sun, BBS, JP Hon Steven HO Chun-yin, BBS Hon Frankie YICK Chi-ming, SBS, JP Hon WU Chi-wai, MH Hon YIU Si-wing, BBS Hon Charles Peter MOK, JP Hon Kenneth LEUNG Dr Hon KWOK Ka-ki Hon Dennis KWOK Wing-hang Hon Christopher CHEUNG Wah-fung, SBS, JP Dr Hon Elizabeth QUAT, BBS, JP Hon Martin LIAO Cheung-kong, SBS, JP Dr Hon CHIANG Lai-wan, JP Ir Dr Hon LO Wai-kwok, SBS, MH, JP Hon CHUNG Kwok-pan Hon CHU Hoi-dick Hon Jimmy NG Wing-ka, JP Dr Hon Junius HO Kwan-yiu, JP Hon Holden CHOW Ho-ding Hon SHIU Ka-fai Hon CHAN Chun-ying Hon LUK Chung-hung Hon Kenneth LAU Ip-keung, BBS, MH, JP Hon Jeremy TAM Man-ho Dr Hon YIU Chung-yim (Total : 35 members)

Clerk	Ms Shirley CHAN
Legal Adviser	Mr Bonny LOO

* Changes in membership are set out in **Annex to Appendix II**

Panel on Economic Development

Changes in membership

Member	**Relevant date**
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP	Up to 23 October 2016
Prof Hon Joseph LEE Kok-long, SBS, JP	Up to 6 November 2016
Hon Alice MAK Mei-kuen, BBS, JP	Up to 8 November 2016
Hon KWOK Wai-keung, JP	Up to 8 November 2016
Hon HO Kai-ming	Up to 8 November 2016
Hon YUNG Hoi-yan	Up to 8 November 2016
Hon CHAN Hak-kan, BBS, JP	Up to 15 November 2016
Dr Hon LAU Siu-lai	Up to 15 November 2016
Hon Andrew WAN Siu-kin	Up to 17 November 2016
Hon Tanya CHAN	Up to 21 November 2016
Hon LAM Cheuk-ting	Up to 23 November 2016
Hon IP Kin-yuen	Up to 24 November 2016
Hon LEUNG Yiu-chung	Up to 27 November 2016
Hon CHAN Han-pan, JP	Up to 29 November 2016
Hon LEUNG Che-cheung, SBS, MH, JP	Up to 29 November 2016
Hon LAU Kwok-fan, MH	Up to 30 November 2016
Hon SHIU Ka-chun	Up to 13 December 2016
Dr Hon Helena WONG Pik-wan	Up to 2 January 2017
Hon Wilson OR Chong-shing, MH	Up to 16 January 2017
Hon CHEUNG Kwok-kwan, JP	Up to 19 January 2017
Hon KWONG Chun-yu	Up to 23 January 2017
Hon HUI Chi-fung	Up to 7 February 2017
Hon CHAN Kin-por, GBS, JP	Up to 13 March 2017
Hon Abraham SHEK Lai-him, GBS, JP	Up to 14 March 2017
Hon MA Fung-kwok, SBS, JP	Up to 16 March 2017
Dr Hon Fernando CHEUNG Chiu-hung	Up to 19 March 2017
Hon CHAN Chi-chuen	Up to 27 March 2017
Hon Nathan LAW Kwun-chung	Up to 4 April 2017