

**Panel on Economic Development**  
**List of follow-up actions**  
 (position as at 8 October 2018)

<b>Subject (Date of meeting)</b>	<b>Follow-up action required</b>	<b>Response from relevant parties</b>
1. Resources proposals relating to the Government facilities and equipment to support the three-runway system at the Hong Kong International Airport (28 May 2018)	<p>The Administration was requested to provide the following information –</p> <p>(a) as the Government would recover the cost for the Civil Aviation Department ("CAD") to provide air navigation service from airlines and the Airport Authority Hong Kong ("AAHK") under the "user pays" principle, how CAD would determine the related en-route navigation charges and Air Traffic Control ("ATC") services charges in future in connection with the provision of additional ATC facilities to support the three-runway system ("3RS") at the Hong Kong International Airport ("HKIA");</p> <p>(b) given that AAHK had already committed some \$141.5 billion in money-of-the-day prices to finance the 3RS project on its own, some members queried the need of and justifications for the Administration to spend another some \$8 billion out of the public purse to support the operation of 3RS. In this regard, the Administration was requested to provide a table showing the usage of the proposed expenditures, to be broken down into (i) fund to be spent on upgrading/replacement of existing equipment regardless of whether there was 3RS; and (ii) fund to be spent mainly for supporting the operation of 3RS;</p>	The Chinese and English versions of the Administration's response were issued to members vide LC Paper No. CB(4)1286/17-18(01) on 21 June and 7 September 2018 respectively.

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	<p>(c) projected air traffic demand and maximum runway capacity at HKIA by 2024 and 2030; and</p> <p>(d) detailed breakdown of the cost estimates of \$350 million for the provision of 19 Controller Working Positions, and whether the related expenditures could be lowered.</p>	
<p>2. 2018-2023 Development Plans and 2019 Tariff Review of the two power companies (4 July 2018)</p>	<p>The Administration/two power companies were requested to provide the following information –</p> <p>(a) the assumptions and basis for the Administration's remark that the proposed electricity charges relief ("ECR") could cover the projected cumulative tariff increase over the new development plan period for about half of the residential accounts in Hong Kong;</p> <p>(b) provide a response to a member's view that instead of providing \$8.7 billion for implementing the proposed ECR, the Administration should provide direct investment in the development of advanced metering infrastructure and construction of an offshore liquefied natural gas ("LNG") terminal for use by the two power companies so as to reduce the capital expenditure of the two power companies and the resultant increase in tariffs in the long run;</p> <p>(c) provide a response to a member's view that the Administration should explore ways to maintain the annual tariff increase to less than 2% in the long run by controlling the fuel costs of the two power companies and providing ECR to offset the difference;</p>	<p>The Administration's response was issued to members vide LC Paper No. CB(4)1387/17-18(01) on 16 July 2018.</p>

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	<ul style="list-style-type: none"> <li>(d) respective share of funding/ownership between the two power companies in the construction of an offshore LNG terminal (or the floating storage regasification unit) in Hong Kong;</li> <li>(e) planning details of the CLP Power Hong Kong Limited's proposed enhancement of Clean Energy Transmission System network with the China Southern Power Grid and Daya Bay Nuclear Power Station, including the safety consideration and relevant capital expenditure; and</li> <li>(f) measures to promote energy savings and reduce the demand for electricity consumption.</li> </ul>	
<p>3. Update on the tendering system for petrol filling station sites and follow-up to the auto fuel study conducted by the Competition Commission (17 July 2018)</p>	<p>The Administration was requested to provide the following information –</p> <ul style="list-style-type: none"> <li>(a) the annual consumption of petrol and diesel in Hong Kong in the past three years;</li> <li>(b) conduct a study on the reasons for local oil companies importing refined oil products mainly from Singapore, and devise a mechanism to ensure that the oil companies would import from the cheapest source; and</li> <li>(c) review on the feasibility to reduce the Government duty imposed on petrol so as to lower its retailing price.</li> </ul>	<p>The Administration's response was issued to members vide LC Paper No. CB(4)1495/17-18(01) on 21 August 2018.</p>

<b>Subject (Date of meeting)</b>	<b>Follow-up action required</b>	<b>Response from relevant parties</b>
4. Proposed creation of one supernumerary post of Senior Principal Executive Officer in the Tourism Commission in support of setting up the Travel Industry Authority (17 July 2018)	The Administration was requested to provide a timetable for the establishment and initial operation of the Travel Industry Authority with details of the major preparatory tasks to be undertaken by the incumbent of the proposed Senior Principal Executive Officer post.	The Administration's response was issued to members vide LC Paper No. CB(4)1519/17-18(01) on 31 August 2018.

Council Business Division 4  
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