

**立法會**  
**Legislative Council**

LC Paper No. CB(4)908/20-21  
(These minutes have been  
seen by the Administration)

Ref : CB4/PL/EDEV

**Panel on Economic Development**

**Minutes of meeting**  
**held on Tuesday, 17 November 2020, at 3:00 pm**  
**in Conference Room 1 of the Legislative Council Complex**

**Members present** : Hon Christopher CHEUNG Wah-fung, SBS, JP  
(Chairman)  
Hon Starry LEE Wai-king, SBS, JP  
(Deputy Chairman)  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon WONG Ting-kwong, GBS, JP  
Hon CHAN Hak-kan, BBS, JP  
Hon WONG Kwok-kin, SBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Steven HO Chun-yin, BBS  
Hon YIU Si-wing, BBS  
Hon MA Fung-kwok, GBS, JP  
Hon Alice MAK Mei-kuen, BBS, JP  
Hon Elizabeth QUAT, BBS, JP  
Hon Martin LIAO Cheung-kong, GBS, JP  
Hon POON Siu-ping, BBS, MH  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Hon CHUNG Kwok-pan  
Hon Jimmy NG Wing-ka, BBS, JP  
Hon Holden CHOW Ho-ding  
Hon SHIU Ka-fai, JP  
Hon YUNG Hoi-yan, JP  
Hon CHAN Chun-ying, JP  
Hon LUK Chung-hung, JP  
Dr Hon CHENG Chung-tai  
Hon Vincent CHENG Wing-shun, MH, JP

**Members absent** : Hon Tommy CHEUNG Yu-yan, GBS, JP  
Hon Frankie YICK Chi-ming, SBS, JP  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS, JP

**Public Officers attending** : Agenda item VI

Transport and Housing Bureau

Mr Wallace LAU, JP  
Deputy Secretary for Transport and Housing  
(Transport) 4

Miss Winsome AU  
Principal Assistant Secretary for Transport and  
Housing (Transport) 8

Customs and Excise Department

Ms NG Kit-ching  
Assistant Commissioner (Boundary and Ports)

Department of Health

Dr LEUNG Yiu-hong  
Chief Port Health Officer

Immigration Department

Mr Benson KWOK  
Assistant Director (Control)

Hong Kong Police Force

Ms Alice LEE  
Chief Superintendent of Police  
Planning and Development Branch

Architectural Services Department

Mr FUNG Chi-fung  
Chief Project Manager 203

Ms FONG Wing-shan  
Senior Project Manager 219

Agenda item VII

Commerce and Economic Development Bureau

Mr Edward YAU, GBS, JP  
Secretary for Commerce and Economic Development

Miss Eliza LEE, JP  
Permanent Secretary for Commerce and Economic  
Development (Commerce, Industry and Tourism)

Mr Joe WONG, JP  
Commissioner for Tourism

**Related  
organization**

: Agenda item VI

Airport Authority Hong Kong

Mr Steven YIU  
Deputy Director, Service Delivery

Mr Collin CHAN  
General Manager, Capital Works Management

**Clerk in attendance :** Ms Shirley CHAN  
Chief Council Secretary (4)5

**Staff in attendance :** Mr Matthew LOO  
Assistant Secretary General 4

Ms Shirley TAM  
Senior Council Secretary (4)5

Ms Lauren LI  
Council Secretary (4)5

Miss Winnie CHENG  
Senior Legislative Assistant (4)1

Miss Emma CHEUNG  
Senior Legislative Assistant (4)3

Ms Zoe TONG  
Legislative Assistant (4)5

Miss Mandy LUI  
Clerical Assistant (4)5

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Action

**I. Election of Deputy Chairman**

Election of Deputy Chairman for the 2020-2021 session

The Chairman invited nominations for the deputy chairmanship. Mr Jeffrey LAM nominated Ms Starry LEE and the nomination was seconded by Mr Steven HO. Ms LEE accepted the nomination. There being no other nomination, the Chairman declared Ms LEE elected as the Deputy Chairman of the Panel for the 2020-2021 session.

**II. Applications for late membership**

(LC Paper No. CB(4)44/20-21(01) — Letter from Dr Hon CHENG Chung-tai dated 16 October 2020 (Chinese version only))

2. Members accepted the application for late membership from Dr CHENG Chung-tai in accordance with rule 23 of the House Rules.

**III. Information papers issued since the regular meeting on 22 June 2020**

(LC Paper Nos. CB(4)752/19-20(01) — Letter from Hon WU Chi-wai dated 23 June 2020 regarding the Hong Kong Disneyland Resort (Chinese version only) and the Administration's response and CB(4)867/19-20(01)

- LC Paper No. CB(4)783/19-20(01) — Administration's paper on tables and graphs showing the import and retail prices of major oil products from June 2018 to May 2020
- LC Paper No. CB(4)830/19-20(01) — Administration's response to the letter from Hon WU Chi-wai dated 28 April 2020 on monitoring the auto-fuel market in Hong Kong as set out in LC Paper No. CB(4)516/19-20(02)
- LC Paper No. CB(4)837/19-20(01) — Administration's paper on tables and graphs showing the import and retail prices of major oil products from July 2018 to June 2020
- LC Paper No. CB(4)879/19-20(01) — Administration's paper on tables and graphs showing the import and retail prices of major oil products from August 2018 to July 2020
- LC Paper No. CB(4)908/19-20(01) — Administration's paper on tables and graphs showing the import and retail prices of major oil products from September 2018 to August 2020
- LC Paper No. CB(4)909/19-20(01) — Administration's information note on extension of the Food Truck Pilot Scheme
- LC Paper No. CB(4)55/20-21(01) — Administration's paper on tables and graphs showing the import and retail prices of major oil products from October 2018 to September 2020)

3. Members noted the above papers issued since the last regular meeting.

**IV. Items for discussion at the next meeting**

**V. Proposal to set up of a subcommittee to follow up issues relating to typhoon shelters and sheltered anchorages**

(LC Paper No. CB(4)131/20-21(01) — List of outstanding items for discussion

LC Paper No. CB(4)131/20-21(02) — List of follow-up actions

LC Paper No. CB(4)45/20-21(01) — Letter from Hon Steven HO Chun-yin dated 22 October 2020 (Chinese version only))

4. Members agreed to discuss the following items at the next meeting scheduled for Monday, 14 December 2020 at 2:30 pm –

(a) Briefing by the Bureau Directors on the Chief Executive's 2020 Policy Address and

(b) Proposed amending of the subsidiary legislation under the Merchant Shipping (Safety) Ordinance (Cap. 369) and Merchant Shipping (Prevention and Control of Pollution) Ordinance (Cap. 413) for implementation of the International Convention for the Safety of Life at Sea and the International Convention for the Prevention of Pollution from Ships of the International Maritime Organization.

*(Post-meeting note:* Members were informed via LC Paper No. CB(4)281/20-21 dated 10 December 2020 that as the outbreak of the Coronavirus Disease 2019 ("COVID-19") in Hong Kong had been getting more severe, the Chairman decided to reschedule the above meeting to a later date. Item (a) above was discussed at an informal meeting held on 31 December 2020 whereas item (b) was discussed at the regular meeting on 25 January 2021. Notices of relevant meetings were issued vide CB(4)310/20-21 and CB(4)362/20-21 on 21 December 2020 and 12 January 2021 respectively.)

5. On the items for discussion at the future Panel meetings, the Deputy Chairman requested that the Administration should update the Panel on its actions to address the "rockets and feathers" phenomenon of the auto-fuel prices in Hong Kong, and that the Competition Commission should cover this matter when it reported its work to the Panel in the second quarter of 2021. She also suggested that the Administration should brief members on its follow-up actions on the issue of landlords of sub-divisions of flat units overcharging their tenants for use of electricity.

6. Mr Steven HO withdrew his proposal for setting up a subcommittee to follow up issues relating to typhoon shelters and sheltered anchorages (LC Paper No. CB(4)45/20-21(01)). To follow up on the issues raised in his proposal, he requested the Administration to brief the Panel on the progress made. He also expressed concern about the high tender prices of petrol filling station sites, as well as high vessel fuel prices and lack of bunkering facilities for use by marine practitioners.

7. The Chairman said that he would relay members' concerns and requests to the Administration when he and the Deputy Chairman met with relevant Bureau Directors at the forthcoming meetings to discuss the annual work plan of the Panel for the 2020-2021 session.

(At 3:09 pm, the Chairman directed that the meeting be suspended for 15 minutes.)

**VI. The Intermodal Transfer Terminal development project at the Hong Kong International Airport and the associated fitting-out works for Government facilities**

(LC Paper No. CB(4)131/20-21(03) — Administration's paper on the Intermodal Transfer Terminal development project at the Hong Kong International Airport and the associated fitting-out works for Government facilities)

Declaration of interest

8. Ir Dr LO Wai-kwok declared that he was a member of the Board of the Airport Authority Hong Kong ("AAHK").

Presentation by the Administration and AAHK

9. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport) 4 ("DSTH4") briefed members on the Intermodal Transfer Terminal ("ITT") development project at the Hong Kong International Airport ("HKIA") and the proposal to upgrade the Public Works Programme ("PWP") project 3403IO "Fitting-out works for Government facilities associated with Intermodal Transfer Terminal Project at Hong Kong International Airport" to Category A.

10. With the aid of the powerpoint presentation materials, Mr Steven YIU, Deputy Director, Service Delivery of AAHK, briefed the Panel further on the ITT project and the associated fitting-out works for Government facilities. Details of the briefings were set out in the Administration's paper (LC Paper No. CB(4)131/20-21(03)).

*(Post-meeting note: The powerpoint presentation materials provided by AAHK were issued to members vide LC Paper No. CB(4)206/20-21(01) on 18 November 2020.)*

Discussion*Passenger throughput and utilization of ITT*

11. Mr CHAN Chun-ying expressed support for the ITT project which would offer greater convenience to transfer passengers travelling between HKIA and Mainland/Macao via the Hong Kong-Zhuhai-Macao Bridge ("HZMB"). He said that sharp decreases in air and sea passenger throughput had been recorded since the outbreak of COVID-19, and that the aviation industry was expected to recover in 2023 the earliest. As ITT would be commissioned in 2022, he enquired about the latest estimate on passenger throughput of ITT taking into account of the current situation and the development of the pandemic.

12. DSTH4 advised that ITT was a strategic project to meet the long term need. According to the estimate made before the outbreak of COVID-19, ITT would handle about 3 million passengers per year. The impact of the pandemic on passenger throughput should not be long term and AAHK would monitor and promote the ITT usage as part of its recovery plan when travel demand picked up again. As it was anticipated that the demand of transfer passengers from the Guangdong-Hong Kong-Macao Greater Bay Area ("GBA") to travel via HKIA would recover gradually after the pandemic had subsided, it was necessary for the Administration to undertake the works of the ITT project and the associated Government facilities now with a view to meeting the demand in future.



13. Pointing out that the actual passenger throughput at HZMB was much lower than estimated, Dr CHENG Chung-tai was worried that ITT and HZMB would become competitors in future, with ITT negatively affecting the passenger throughput of HZMB. He was also concerned about the cost effectiveness of the ITT project.

14. DSTH4 advised that ITT and HZMB were targeting different markets: the former targeted transfer passengers while the latter targeted visitors who intended to enter Hong Kong.

15. Mr POON Siu-ping expressed support for the ITT project which would enhance Hong Kong's status as an international and regional aviation hub. He said that according to the forecast made by the International Air Transport Association, global passenger traffic would not return to pre-COVID-19 levels until 2024. As ITT was targeted to be commissioned in 2022, he urged the Administration to devise plans to better utilize ITT before the recovery of the aviation industry. In response to Mr POON's enquiry about the maximum capacity of ITT, DSTH4 clarified that 3 million passengers per year was only the estimated passenger throughput of ITT but the figure was not the maximum capacity of the facility. ITT could handle up to 5 million passengers a year.

16. Mr YIU Si-wing considered that the ITT project and the relevant ancillary facilities were worth investing to consolidate Hong Kong's status as a regional aviation hub. Noting that catchment of HZMB could reach as far as Western Guangdong and Guangxi Province, he sought information on the estimated proportion of travellers from these areas ITT could serve. Furthermore, as transfer passengers who arrived at HKIA through ITT might wish to enter Hong Kong to visit SKYCITY in future, he enquired if the ancillary facilities at SKYCITY, for example the immigration facilities, could cater for the need of such travellers.

17. DSTH4 explained that the Zhuhai Boundary Crossing Facilities ("BCF") and Macao BCF of HZMB were connected to HKIA and the Hong Kong BCF of HZMB. With the upstream check-in services available at different cities in the Pearl River Delta ("PRD") region, travellers from as far as Western Guangdong could reach HKIA via Zhuhai BCF or Macao BCF. Noting ITT was a transit facility, patrons of SKYCITY would enter Hong Kong through Hong Kong BCF and proceed to SKYCITY with convenient connections between Hong Kong BCF and the airport island. Mr Steven YIU of AAHK added that currently upstream check-in services were set up at 19 locations in GBA. Passengers from Western Guangdong could depart for HKIA by taking either bus or ferry after checking in at such locations.

18. Mr Holden CHOW expressed support for the ITT project and the Administration's proposal to upgrade the PWP project. He enquired if the Administration had conducted any assessment on the preference of transfer passengers for using ITT and SkyPier. If transfer passengers preferred using ITT over SkyPier after the former's completion, the Administration should consider better utilizing SkyPier taking into account its comprehensive ancillary facilities. He suggested, for example, that SkyPier could be used as an emergency link to HKIA in the event that Tsing Ma Bridge was blocked due to traffic accidents; or SkyPier could be integrated into the local transportation system with a view to easing local traffic.

19. DSTH4 advised that utilization rate of SkyPier had all along been high. He could not rule out the possibility that more transfer passengers from GBA might use ITT instead of taking ferry to HKIA after ITT's commissioning. Nevertheless, the Tuen Mun-Chek Lap Kok Link, which would be commissioned soon, would provide an alternative land link to HKIA.

#### *Benefits and impact*

20. Mr CHAN Chun-ying enquired about the estimate on the benefits, in particular the number of jobs to be created and the income, to be brought about by the ITT project. Sharing a similar concern, Mr POON Siu-ping enquired about the numbers and the types of vacancies to be created with the commissioning of ITT.

21. DSTH4 advised that no such estimation had been made in relation to this development project alone. However, the commissioning of various projects like the three-runway system ("3RS"), the relevant ancillary services at HKIA, as well as the service demand brought by the transfer passengers of ITT would contribute to the creation of plenty of job opportunities. He gave the example of 3RS, and said that it was estimated that after the commissioning of 3RS, there would be a working population of around 120 000 at HKIA compared to 78 000 at present. The number could reach up to 160 000 if indirect employment was included.

22. Considering that attracting more transfer passengers would be important for HKIA to secure its position as a leading aviation hub in Asia, Mr LUK Chung-hung supported the ITT project and the proposal to upgrade the PWP project. He enquired about the connecting time that transfer passengers could save by using ITT and the need to construct the ITT building adjacent to SkyPier, given that SkyPier would be able to accommodate the passengers arrived by the bonded vehicular bridge.

23. DSTH4 advised that currently, GBA transfer passengers had to get on and get off the coach for a total of eight times when they travelled from

their place of departure to HKIA. However, the hassle would be reduced to a total of four times after the commissioning of ITT, and the expected connecting time saved would be at least 30 minutes. The bonded vehicular bridge and the services provided by ITT would attract more GBA travellers to transfer at HKIA.

24. Mr Steven YIU of AAHK advised that AAHK had taken into consideration the existing facilities at SkyPier in designing ITT. The existing Automated People Mover and facilities of the check-in hall at SkyPier would be used at Levels 1 and 3 of the ITT building. Modification would be made to the existing baggage handling system at SkyPier to suit the need of air-to-bridge transfer passengers at Level 2 of the ITT building. In respect of Level 5 of the ITT building, an area for coach drop-off and pick-up would be necessary for passengers using the bonded bus service.

25. Mr SHIU Ka-fai enquired why the Administration was so positive that ITT would attract more GBA travellers to transfer at HKIA. He was worried that ITT might discourage spending by transfer passengers in Hong Kong as they would only stay in Hong Kong for a very short time. He suggested said that the Administration should consider adhering to the current practice that transfer passengers had to enter Hong Kong with a view to encouraging consumption by them and boosting the local economy.

26. In response, DSTH4 advised that HKIA was attractive to GBA travellers because of the international connectivity and frequencies offered at HKIA by our local and foreign carriers as compared with other airports in GBA. ITT would shorten the connecting time and provide a hassle-free travel experience for transit passengers. To encourage consumption by transfer passengers in Hong Kong, he remarked that the retail shops and restaurants at HKIA were considered one of the best among other international airports worldwide, and would certainly be able to cater for the need of transfer passengers.

27. Dr CHENG Chung-tai noted that the ITT project would involve piling works in the seabed, and that the Chinese White Dolphins ("CWDs") in the vicinity would be affected according to the relevant environmental impact assessment ("EIA") report. In this connection, he enquired if any incidents involving CWDs had been recorded since the relevant construction works commenced.

28. Mr Steven YIU of AAHK advised that the environmental permit for the ITT project had been granted, and that an important part of the EIA report involved the impact of the six set of piles of the bonded vehicular bridge on the waters concerned. AAHK had been monitoring CWDs in the vicinity since commencement of the 3RS construction works in 2016.

While AAHK released data relating to CWD monitoring regularly on a website dedicated for placing the environmental monitoring and audit data and project information of 3RS, mitigation measures had also been recommended in the EIA report of 3RS. AAHK would continue to monitor the situation of CWDs.

29. Ir Dr LO Wai-kwok expressed support for construction of facilities that would perfect HKIA's intermodal connectivity. He considered that having a clear positioning was essential for the success of HKIA in the PRD region, and that Hong Kong would be able to maintain its aviation hub status in the PRD region if HKIA could capitalize on its edge of having multiple international destinations and the provision of quality flight service. Besides, the High Speed Rail, given its comprehensive network, could also attract visitors to enter Hong Kong and fly via HKIA.

#### *Cost and related expenses*

30. Dr CHENG Chung-tai sought clarification on the respective costs for the ITT project and the fitting-out works for Government facilities associated with the ITT project.

31. Mr SHIU Ka-fai enquired about the cost of the fitting-out works for Government facilities associated with the ITT project, and whether the fees paid by passengers for the bonded bus service would be counted as revenues of AAHK.

32. DSTH4 advised that the estimated cost for the ITT project, which would be self-financed by AAHK, was around \$3 billion in money-of-the-day prices, while the cost for the relevant fitting-out works of Government facilities was estimated to be about \$380.9 million in money-of-the-day prices.

33. In response to Mr YIU Si-wing's enquiry about who would be responsible for the operating expenses of the ITT building, Mr Steven YIU of AAHK advised that passengers would have to pay a fee for using the bonded bus service. The price of the bus service would depend on the result of the tendering exercise for the bonded bus service operator. DSTH4 added that the operating expenses of ITT were part of the operation cost of HKIA. Bidders of the bonded bus service would have to include the cost of using ITT in their tenders.

#### Conclusion

34. The Chairman concluded that the Panel supported the submission of the proposal under the agenda item to the Public Works Subcommittee and the Finance Committee for consideration.

**VII. Progress of establishing travel bubbles with overseas economies**

(LC Paper No. CB(4)131/20-21(04) — Administration's paper on Hong Kong's progress of establishing travel bubbles with overseas economies

Relevant paper

LC Paper No. ISE05/20-21 — Essentials entitled "Easing of travel restrictions" prepared by the Research Office of the Legislative Council Secretariat)

Presentation by the Administration

35. At the invitation of the Chairman, Secretary for Commerce and Economic Development ("SCED") briefed members on the progress of establishing travel bubbles with overseas economies and the framework of air travel bubble ("ATB") arrangement with Singapore to be rolled out on 22 November 2020. He stressed that to launch the ATB arrangement with Singapore, stringent measures would be put in place to contain the potential risk of spreading COVID-19 virus brought about by the arrangement and safeguard public health. With the aid of the powerpoint presentation materials, Commissioner for Tourism ("C for T") introduced details of the ATB arrangement with Singapore. Details of the briefing were set out in Administration's paper (LC Paper No. CB(4)131/20-21(04)).

*(Post-meeting note: The powerpoint presentation materials provided by the Administration were issued to members vide LC Paper No. CB(4)206/20-21(02) on 18 November 2020.)*

*Details of the ATB arrangement with Singapore*

36. Mr YIU Si-wing welcomed the launch of the ATB arrangement with Singapore which took the first step to resume cross-border travel activities, although the actual economic benefits brought to the travel sector was limited. He enquired if there would be special arrangements for tour groups in respect of the disease prevention measures in the two places. He also suggested the Administration provide clear guidance for outbound Hong Kong travellers concerning the social gathering restrictions in Singapore which were different from that in Hong Kong.

37. C for T replied that Singapore was one of the top ten visitor source markets of Hong Kong in 2018 and could contribute to considerable

number of visitor arrivals. He explained that under the ATB arrangement, both Hong Kong and Singapore would continue to adopt suitable preventive measures based on respective situations and ATB travellers should duly comply with the local requirements as appropriate. Local group tours having complied with specific requirements were currently exempted from the group gathering restrictions as stipulated under the Prevention and Control of Disease (Prohibition on Group Gathering) Regulation (Cap. 599G). The exemption however was not applicable to cross-boundary group tours at the moment. Concerning the restrictions imposed in Singapore, the Administration would relay the views of the travel sector in Hong Kong to Singapore if necessary.

38. Dr CHENG Chung-tai expressed objection to launch the ATB arrangement given the severity of the disease in overseas and the recent increase of unlinked cases in Hong Kong. He also enquired about the medical care for Hong Kong travellers in case of infection in Singapore and availability of insurance products to cover ATB arrangement both during and after travelling while the incubation period of the disease might last longer than 14 days. Pointing out the great differences of the preventive measures in the two places, for example, violating the social distancing restriction in Singapore might be imprisoned immediately, he urged the Administration to remind outbound Hong Kong travellers accordingly to avoid them from breaching the Singapore law inadvertently.

39. C for T said that travel insurance products covering travel under the ATB arrangement were available in the market, and travellers were encouraged to take out suitable travel insurance based on their own needs. He added that in fact, any travel insurance covering infectious disease would have to address whether a traveller had contracted the disease during the travel or upon return, and he considered that the ATB arrangement would not complicate such issue. SCED added that any travellers who were found to contract the disease would be treated according to the prevailing local policy. Outbound Hong Kong travellers would be reminded to strictly follow the preventive measures and rules in Singapore.

40. Mr Vincent CHENG acknowledged the Administration's efforts in rolling out the ATB arrangement. He requested the Government to also step up efforts in strengthening the local economy and mitigating the unemployment situation. He also sought further information about the arrangements for inbound Singapore travellers taking COVID-19 polymerase chain reaction ("PCR") nucleic acid test upon their arrival at HKIA, the time required, and the mechanism to trigger the suspension of the ATB arrangement. Mr YIU Si-wing raised similar enquiries.

41. C for T advised that HKIA would implement measures to segregate inbound ATB travellers arriving at Hong Kong by designated flights from other travellers at the Airport. A designated testing facility would be set up for them so that they could get the testing results in about four hours before leaving HKIA. On the suspension mechanism, he said that if the latest seven-day moving average of the daily number of unlinked local cases, or commonly referred as local cases with unknown infection source, was more than five for either Singapore or Hong Kong, the ATB arrangement would be suspended for two weeks. The Administration would closely monitor the epidemic situation and adjust the mechanism as appropriate.

42. Mr YIU Si-wing enquired further about the timeline and target economies for expanding the travel bubble arrangement. SCED advised that the Administration had endeavoured in exploring with target economies the proposals of establishing travel bubbles. Hong Kong had initially approached 11 economies including Singapore since mid-June 2020. Some other economies had also approached Hong Kong to explore similar arrangement. However, it had yet to strike another travel bubble deal with other economies due to various reasons such as the upsurge of COVID-19 cases in certain places. Hong Kong stood ready to continue with the relevant discussion once the circumstances allowed.

43. Mr Vincent CHENG was concerned how to expand the travel bubble arrangement given that many overseas economies still had a high number of new infected cases every day. He enquired about the way forward of the travel bubble arrangement. SCED advised that in identifying the places which were suitable partners for establishing travel bubbles, the Administration adopted a prudent approach, taking into account their local epidemic situations, the effectiveness of their disease prevention and control measures, as well as their economic and trade relations with Hong Kong.

44. Mr CHAN Chun-ying enquired about the negotiations with other economies the travel bubble arrangements and the suspension mechanism. In particular, he asked about the thresholds for triggering the mechanism if the arrangement was made with the economies which were much different from Hong Kong in terms of geographical area, population, etc. SCED responded that any new travel bubble arrangement and suspension mechanism would be formulated on a case-by-case basis depending on the specific situation of the target economies and the bilateral discussions.

45. The Deputy Chairman said that without the resumption of people flow with the Mainland, the local economy would hardly be restored simply by the implementation of the ATB arrangement with Singapore. Expressing grave concerns about the travel sector which was hard hit by the

outbreak of COVID-19, she enquired if there were any effective measures to sustain the sector if the cross-border restriction continued and the sluggish economy was not recovered in a short-term. She urged the Government to step up assistance provided to the sector such as helping the relevant practitioners to switch to work in other industries and maintaining a close communication with the trade to help them tide over the difficulties.

46. SCED said that as there were no restriction on travel purposes under the ATB arrangement with Singapore, it would not only benefit the travel sector, but also enable resumption of cross-border travel for various purposes like business activities, official visits, family reunion and study, thereby enabling Hong Kong's economy to recover gradually amid the long-drawn battle against COVID-19.

47. SCED added that to support the travel sector, assistance had been provided under the Employment Support Scheme and the Anti-epidemic Fund since the end of 2019. The funding allotted to the travel sector under three rounds of the Fund amounted to \$1.7 billion. The Commerce and Economic Development Bureau ("CEDB") had coordinated the reopening of the two local theme parks, collaborated with the Environment Bureau to roll out the Green Lifestyle Local Tour Incentive Scheme, and administered the exemption for local group tours from the group gathering restriction subject to a set of requirements. The Labour and Welfare Bureau had provided suitable assistance to those intended to switch to work in other industries.

#### *Tracing arrangements for ATB travellers*

48. Mr SHIU Ka-fai appreciated the Administration's efforts in putting forward the ATB arrangement, but pointed out that the support measure most wanted by the retail sector was the resumption of inbound tourism from the Mainland which was the major source of visitor spending in Hong Kong. Noting that under the ATB arrangement with Singapore, Hong Kong travellers would be required to download and register the TraceTogether app so that they would be traced after arrivals at the Singapore airport whereas Singapore travellers coming to Hong Kong would not be subject to similar tracing, he enquired whether the Hong Kong travellers' information collected by the TraceTogether app would be kept by the Singapore government, and whether inbound Singapore travellers would be required to use the LeaveHomeSafe app in Hong Kong.

49. C for T said that according to his understanding, ATB travellers in Singapore needed to scan a Quick Response ("QR") code with the TraceTogether app when entering certain public venues and the relevant data would be stored in the mobile phones. Travellers were required to keep the app and the data stored in their mobile phones for up to 14 days



after leaving Singapore to facilitate the tracing of travellers concerned if any related infection was found afterwards. In fact, all visitors to Singapore, regardless of whether they were travelling under the ATB arrangement, would be required to use the app. As for the new LeaveHomeSafe app in Hong Kong which was launched recently, the Administration would review the need to require travellers to use the app.

50. Mr CHAN Chun-ying enquired about the rationale for adopting a different approach for this bilateral ATB arrangement with Singapore such that outbound Hong Kong travellers would be required to apply for the Air Travel Pass before departure and make use of the TraceTogether app during the trip while inbound Singapore travellers would not be subject to similar requirements in Hong Kong. He said that according to the findings of the Polytechnic University, the exclusion of certain inbound people from the mandatory COVID-19 tests might be the cause of the third wave of the disease in Hong Kong. Hence, more measures should be put in place to curb the spreading of the disease due to inbound people.

51. SCED said that procedures for travelling under the ATB arrangement with Singapore, similar to other disease prevention and control measures, would not be totally the same in Hong Kong and Singapore because of the need to cater for respective local situation. For example, travellers going to Singapore would only be required to take a pre-departure COVID-19 PCR nucleic acid test whereas travellers to Hong Kong would be required to take not just a pre-departure test but also another COVID-19 PCR nucleic acid test upon arrival and would only be allowed to leave HKIA after obtaining a negative result for the PCR nucleic acid test. HKIA would also implement measures to segregate such travellers. Hence, the health protection measures imposed by Hong Kong were relatively more stringent. Other measures included the use of designated flights for ATB travellers, and that all air crew serving on those flights to Hong Kong must take and pass the COVID-19 PCR nucleic acid test within 72 hours prior to the flight departure and would not be allowed to serve on other non-designated flights after obtaining a negative test result and before serving on the designated flights. In fact, all inbound travellers were highly encouraged to use the LeaveHomeSafe mobile app when they were in Hong Kong and they must comply with the prevailing disease prevention and control measures.

52. Ms Elizabeth QUAT remarked that the only way to revitalize the economy was to reduce the number of infected cases to zero so as to resume the cross-boundary people flow between Hong Kong and the Mainland as well as Macao. She said that the ATB arrangement with Singapore was not the primary concern of the public and called on the whole Government step up efforts on the prevention and control measures

making reference to those in the Mainland. Stressing the importance to prevent the virus from being imported from overseas, she considered the Government ought to request all inbound ATB travellers using the LeaveHomeSafe app so as to better control the outbreak.

53. Mr Holden CHOW expressed concern whether the ATB arrangement with Singapore might trigger another wave of imported cases of COVID-19 infection. In particular, he worried that control measures might be inadequate if there was no tracing arrangement for inbound travellers in Hong Kong. He enquired if the Administration had ever requested the mandatory use of the LeaveHomeSafe app by inbound travellers when it entered the bilateral ATB agreement with Singapore. Mr Vincent CHENG shared a similar concern.

54. SCED replied that the Government had been sparing no efforts in containing the spread of COVID-19 through a multi-pronged approach. It would continue to step up control of the outbreak and prevent transmission of the virus on all fronts, so as to resume people flow between the Mainland and Hong Kong as early as possible. While the LeaveHomeSafe app was just launched for a while, the Administration would review its application in Hong Kong. He stressed that a number of precautionary measures would be implemented under the ATB arrangement with Singapore so as to strengthen the confidence of local community and travellers.

55. Mr Jeffrey LAM said that the key step to recover the local economy was hinged on the resumption of people flow between the Mainland and Hong Kong under stringent prevention measures. Concerning the ATB arrangement with Singapore, he enquired about whether additional restrictions would be imposed on the itineraries of ATB travellers in Hong Kong, so as to keep the epidemic under control and lower the risk of spreading. He also suggested imposing a mandatory use of the Hong Kong Health Code by inbound travellers in Hong Kong.

56. SCED stressed that the Administration would only establish travel bubbles with economies where their epidemic situation was comparable to, or of lower risks than, Hong Kong's. Such arrangement would not bring additional public health risk to Hong Kong. While it was not necessary to impose restrictions on the itineraries of ATB travellers in Hong Kong, they were still required to comply with the prevailing local disease prevention and control measures. Advice from the health authorities had been sought with a view to minimizing the risks brought about by the ATB arrangement. Currently the Innovation and Technology Bureau ("ITB") was in preparation for the Hong Kong Health Code and had just launched the LeaveHomeSafe app, whereas CEDB had been working with ITB and other relevant stakeholders to explore the use of QR code to facilitate the presentation and checking of the nucleic acid test results of ATB travellers.

57. Dr CHENG Chung-tai suggested deferring the ATB arrangement with Singapore as he was concerned that tracing people's activities in Singapore and possibly in Hong Kong later might have a detrimental effect on the freedom of people.

58. SCED said that with the launch of the LeaveHomeSafe app, the Government aimed to leverage technology to combat the epidemic and encourage the public to keep a more precise record of their whereabouts, minimizing the risk of further transmission of the virus and protect Hong Kong together. The Government would strive to promote wider use of the app so as to facilitate contact tracing.

59. Miss Alice MAK pointed out that to facilitate the epidemiological tracing work, the Singapore government would impose a mandatory requirement in December 2020 that people entering public venues such as restaurants, cinemas, etc. be mandatorily required to check in with the TraceTogether app. This requirement formed part of the Phase 3 measures under a published plan formulated by the Singapore government to ease COVID-19 lockdown arrangement and reopen its economy. Miss MAK called on the Government to make reference to the Singapore's approach and devise a comprehensive road map and measures to manage the disease, such as imposing a mandatory use of the LeaveHomeSafe app and setting a timeline to reach zero infected case. These issues were more important than rolling out the ATB arrangement with Singapore.

60. SCED said that the whole Government had strived to curb the disease. In fact, the Food and Health Bureau had been dedicating efforts in this regard and implemented a number of measures, such as the universal community testing programme supported by the Central People's Government and setting up community testing centres to provide self-paid testing services to the public. The Government highly encouraged the public to use the LeaveHomeSafe app to better trace the transmission and curb the spread of the disease.

### **VIII. Any other business**

61. There being no other business, the meeting ended at 5:27 pm.