

**立法會**  
***Legislative Council***

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**Panel on Economic Development**

**Minutes of policy briefing  
held on Tuesday, 26 October 2021, at 10:00 am  
in Conference Room 3 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 Steven HO Chun-yin, BBS, JP  
Hon Frankie YICK Chi-ming, SBS, JP  
Hon YIU Si-wing, SBS  
Hon Elizabeth QUAT, BBS, JP  
Ir Dr Hon LO Wai-kwok, GBS, MH, JP  
Hon CHUNG Kwok-pan  
Hon Jimmy NG Wing-ka, BBS, JP  
Hon Holden CHOW Ho-ding  
Hon SHIU Ka-fai, JP  
Hon Tony TSE Wai-chuen, BBS, JP

**Member attending :** Dr Hon Junius HO Kwan-yiu, JP

**Members absent :** Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon Mrs Regina IP LAU Suk-yee, GBM, GBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon LUK Chung-hung, JP

**Public Officers attending** : Agenda item I

Mr Frank CHAN, JP  
Secretary for Transport and Housing

Ms Mable CHAN, JP  
Permanent Secretary for Transport and Housing  
(Transport)

Dr Raymond SO, BBS, JP  
Under Secretary for Transport and Housing

Ms Carol YUEN, JP  
Director of Marine

Mr Victor LIU, JP  
Director-General of Civil Aviation

Miss Winnie TSE  
Deputy Secretary for Transport and Housing  
(Transport) 4

Ms Christina CHONG  
Deputy Secretary for Transport and Housing  
(Transport) 5

Mr Samson LAM  
Head (Airport Expansion Project Coordination  
Office) Transport and Housing Bureau

Agenda item II

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)

Ms Vivian SUM, JP  
Commissioner for Tourism

Mr Eric CHAN, JP  
Deputy Secretary for Commerce and Economic  
Development (Commerce and Industry)<sup>2</sup>

Ms Betty HO, JP  
Deputy Secretary for Commerce and Economic  
Development (Commerce and Industry)<sup>3</sup>

**Clerk in attendance :** Ms Shirley CHAN  
Chief Council Secretary (4)<sup>5</sup>

**Staff in attendance :** Ms Shirley TAM  
Senior Council Secretary (4)<sup>5</sup>

Ms Carol WONG  
Council Secretary (4)<sup>5</sup>

Ms Zoe TONG  
Legislative Assistant (4)<sup>5</sup>

Miss Mandy LUI  
Clerical Assistant (4)<sup>5</sup>

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Action

**I. Briefing by the Secretary for Transport and Housing on the  
Chief Executive's 2021 Policy Address**

(LC Paper No. CB(4)1633/20-21(01) — Paper provided by the  
Administration)

Declaration of interest

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

Presentation by the Administration

2. At the invitation of the Chairman, Secretary for Transport and Housing  
("STH") briefed members on the policy initiatives of the Transport Branch of  
the Transport and Housing Bureau ("THB"). Details of the briefing were set  
out in LC Paper No. CB(4)1633/20-21(01).

(*Post-meeting note:* The speaking note of STH was issued to members vide LC Paper No. CB(4)1687/20-21(01) on 26 October 2021.)

## Discussion

### *Aviation sector*

3. Mr YIU Si-wing expressed concern that while some overseas jurisdictions had been relaxing their border control measures and reopened/would re-open respective airports, stringent border control measures were still put in place at the Hong Kong International Airport ("HKIA") with passenger traffic remaining sluggish. He called on the Administration to closely monitor the situation in order to sustain Hong Kong's status as an international aviation hub. He also requested the Administration to explore with the Mainland authorities to lift the transit restrictions for flights heading to destinations in the Mainland, and relax the flight suspension mechanism so that the suspension period applied on passenger flights with certain confirmed cases could be reduced from 14 days to seven days.

4. STH advised that the Administration had been working closely with the aviation and related authorities of the Mainland and that passenger flights from the Mainland transiting Hong Kong had been resumed smoothly since mid-2020. The Administration would continue to follow up with the Mainland authorities on allowing flights to the Mainland transiting through Hong Kong to resume at an appropriate juncture on the principle of preventing importation of Coronavirus Disease 2019 ("COVID-19") cases. The flight suspension mechanism was imposed on passenger flights in accordance with the Prevention and Control of Disease (Regulation of Cross-boundary Conveyances and Travellers) Regulation (Cap. 599H), and THB had been communicating closely with the Food and Health Bureau on relevant border control measures. The Administration would also strive to maintain a smooth flow of cargo operations at HKIA.

5. Ir Dr LO Wai-kwok acknowledged the efforts made by THB and AAHK on the Three-Runway System ("3RS") project as well as the intermodal connectivity between Hong Kong and other cities in the Guangdong-Hong Kong-Macao Greater Bay Area ("GBA"), which paved the way for long-term aviation development. However, he was worried about the dire situation currently encountered by passenger airlines as a result of sluggish passenger traffic. Apart from the Government's investment in Cathay Pacific Airways Limited, he enquired about the measures adopted to sustain passenger airlines if such situation persisted and relevant airlines encountered cashflow problems.

6. STH replied that the Administration understood the adverse situation faced by passenger airlines and had stepped up the anti-epidemic work at HKIA to create an environment safe for handling passenger traffic. Meanwhile, the cargo business at HKIA, which was the major revenue source of airlines at the moment, remained resilient. To maintain this revenue stream, stringent arrangements had been put in place to ensure crew members of cargo flights would stay safe from the virus while outside Hong Kong.

7. The Chairman appreciated the arrangements made by AAHK recently for the Panel and members of the Financial Services Subsector of the Election Committee visiting the 3RS project site respectively. He was confident of the HKIA's development in the long-run in seizing the immense opportunities arising from the development of GBA as well as the implementation of the Airport City blueprint. However, pointing out the significant drop of AAHK's revenue from \$22 billion in 2017-2018 to \$5.9 billion in 2020-2021 and a financial loss of \$4.4 billion recorded in 2020-2021, he enquired whether AAHK would adopt any financial measures, such as issuing RMB bonds or listing the company on the Hong Kong Stock Exchange, in order to raise operation funds.

8. STH advised that the COVID-19 pandemic had led to a significant passenger traffic slump and drop in revenue of AAHK. AAHK had carefully reviewed the financial arrangements for the 3RS project with a view to raising capital from the market to meet funding requirements under uncertain pandemic and geo-political circumstances. AAHK had projected to use different financial instruments to raise capital, including long-dated institutional bond and retail bond, so as to capture the current low-interest rate environment.

9. Mr Tony TSE enquired if measures had been taken to cope with the surge in demand for express air cargo shipment as a result of the pandemic when the expansion of the express air cargo terminal would only be completed by 2022. As for the Intermodal Transfer Terminal ("ITT") at which bonded shuttle bus service would be introduced for bridge-to-air / air-to-bridge transfer passengers from the Zhuhai Port and Macao Port to HKIA, he enquired about the advantages brought by such arrangement to Hong Kong apart from benefitting overseas passengers.

10. Ms Elizabeth QUAT sought the details of AAHK's plan to inject equity in the Zhuhai Airport, such as the timetable and the next steps to be taken upon completion of the equity injection.

11. STH said that HKIA had sufficient capacity to handle the current logistics demand for high-end air cargo and the expansion of the express air

cargo terminal would increase the capacity, thereby addressing future growth in service demand. Meanwhile, the services to be provided for bridge-to-air / air-to-bridge transfer passengers at ITT would, among others, help integrate the domestic Mainland aviation network of the Zhuhai Airport with the extensive international network of HKIA, thereby strengthening the competitive edge of the entire GBA in aviation and allowing Hong Kong's aviation sector to play a key role in the "dual circulation" policy.

#### *Maritime sector*

12. Mr Holden CHOW referred to the recent agreement endorsed by the Group of Twenty to set the global minimum tax rate for corporate income at 15% which targeted mainly at large multinational enterprises. He enquired if such agreement would have any impact on the Administration's proposal to provide half-tax concession (i.e. a tax rate of 8.25%, half of the profits tax rate for corporations at 16.5%) for specific shipping commercial principals and the alternative measures to facilitate the development of the maritime services sector.

13. STH advised that the Administration noted the global concern about the base erosion and profit shifting risks arising from digitalization of economy. In the course of drafting the amendment bill on provision of half-tax concession for specific shipping commercial principals, including ship managers, shipping agents and shipbrokers under a new standalone preferential tax regime, the Administration would carefully review all relevant matters paying due regard to the legal and tax implications arising from the latest global development.

14. Ms Elizabeth QUAT considered that it was high time for the Administration to conduct a new round of comprehensive study and consultation on developing high value-added maritime services. Supporting the development of Smart and Green Port, she called on the Administration to set a timetable to develop a common platform to facilitate data sharing among stakeholders in the maritime and port industry, and strengthen the use of clean energy for vessels, so as to enhance the competitiveness of the Hong Kong Port.

15. STH said that Hong Kong had been promoting the development of smart port through different measures and a task force consisting of different shareholders of the maritime sector had been formed under the Hong Kong Maritime and Port Board to promote this initiative. Meanwhile, apart from closely following the latest requirements of the International Maritime Organization on environmental protection, Hong Kong had been actively promoting the use of clean energy by ocean-going vessels ("OGVs"), such as examining measures to take forward the adoption of liquefied natural gas in OGVs, with a view to strengthening the competitiveness of the Hong Kong Port.

16. Mr Steven HO raised concern that certain local certificate of competency of coxswains or engine operators ("CoCs") were issued by the Marine Department ("MD") based on a valid Mainland Fishing Vessel Personnel Certificates ("Mainland Certificates"), which would expire when the holder reached the age of 65. The CoCs would therefore be invalidated when the Mainland Certificates expired. Given that vessel operator who had been issued with CoCs not by virtue of the Mainland Certificates might be granted an extension of their CoCs when they reached the age of 65 provided that they were physically fit and pass the eyesight test, Mr HO suggested extending the extension arrangement to vessel operator who had been issued with CoCs by virtue of the Mainland Certificates so as to help alleviate the problem of manpower shortage of coxswains. He also suggested the Administration subsidize the students who would sit for the CoCs examination to attend practical trainings on vessels in order to strengthen their knowledge and experience.

17. STH explained that Hong Kong residents in possession of Mainland Certificates would be issued local CoCs by MD without examination. As the technical knowledge covered by the Mainland Certificates differed from the requirements of the local examinations, such CoCs issued were only valid during the validity period of the Mainland Certificates. If they wanted to continue to hold a valid local CoC after their Mainland Certificates had expired, they must be subject to assessment to ensure that they possessed the experience and knowledge to obtain the local CoC of the same grade. The Marine Department was reviewing the differences between the certificate requirements of the two places with a view to devising a suitable assessment regime. It was expected that the industry would be consulted in early 2022 on the preliminary proposal. Meanwhile, THB had deployed a number of measures under the Maritime and Aviation Training Fund for increasing the manpower of coxswains and engine operators and would continue to review the effectiveness of the measures.

#### *Logistics sector and other issues*

18. Mr Tony TSE noted the Administration's plan to develop a multi-storey complex for container storage and cargo handling at a site in Tsing Yi and a multi-storey heavy goods vehicle carpark-cum-modern logistics complex at another site in Kwai Chung. He sought further information on measures to facilitate the conversion of old factory buildings in Kwai Chung to meet logistics needs and optimize the utilization of the land.

19. Mr Frankie YICK asked about the details of the requirements under the public tender for developing multi-storey port back-up and modern logistics

facilities. He also mentioned that in order to benefit the logistics sectors, the rental of relevant back-up sites should be set at a reasonable and affordable level.

20. STH responded that the two port back-up sites in Tsing Yi and Kwai Chung would be released by phases through public tender and the details of tender requirements would be provided then. The Tsing Yi site had been scheduled for disposal in December 2021. The Administration also welcomed other suggestions that could help address the industry's demand for land including retrofitting industrial buildings for logistics purpose.

21. The Deputy Chairman said that to revitalize the transportation sector including the land, air and sea-based services, it was vital for Hong Kong to resume cross-boundary travel with the Mainland as early as possible. Otherwise, relevant industries would be hard to stay afloat. She called on the Administration to strengthen its work in this regard and continue to liaise with the Mainland authorities. She also asked about the measures to help the sector if resumption of cross-boundary travel between Hong Kong and the Mainland could not be achieved by year end.

22. STH advised that the Administration was highly concerned about the operation of the transportation sector and had been working closely with the Mainland authorities, including the Civil Aviation Administration of China, to enhance smooth operation of the sector. STH noted that while international passenger transit at HKIA to the Mainland remained closed, passenger flights from the Mainland transiting Hong Kong had been resumed smoothly at HKIA since mid-2020. Meanwhile, the Administration had arranged regular COVID-19 tests for cross-boundary truck drivers and made special arrangements to protect them from infection. The Administration also successfully addressed the threat of suspension of sea-based cargo transportation during the Chinese New Year in 2020. So far, cargo transportation by different modes had been running smooth.

23. Mr Frankie YICK relayed the difficulties faced by cross-boundary truck drivers and river trade operators under the stringent border control measures imposed by the Mainland authorities. Since some truck drivers and crew members of river trade were reluctant to work on cross-boundary routes due to the stringent requirements, resulting in a shortage of manpower, he requested the Administration to explore ways to ensure adequate supply of manpower, such as discussing with relevant Mainland authorities, importing truck drivers, etc. to sustain the development of the industry.

24. STH said that the Administration noted the difficulties faced by the industries due to stringent border control measures imposed in the Mainland,



especially those cross-boundary truck drivers who were resided in the Mainland not allowed to return home during their service in the Mainland. The Administration had been closely communicating with relevant authorities to address the matters.

## **II. Briefing by the Secretary for Commerce and Economic Development on the Chief Executive's 2021 Policy Address**

(LC Paper No. CB(4)1633/20-21(02) — Paper provided by the Administration)

### Presentation by the Administration

25. At the invitation of the Chairman, Secretary for Commerce and Economic Development ("SCED") briefed members on the policy initiatives of the Commerce, Industry and Tourism Branch of the Commerce and Economic Development Bureau ("CEDB"). Details of the briefing were set out in LC Paper No. CB(4)1633/20-21(02).

### Discussion

#### *Support measures to the tourism industry*

26. While acknowledging that the measures rolled out by the Administration had helped avoid a big wave of closure of travel agents and layoffs of practitioners of the tourism industry, Mr YIU Si-wing said that the tourism industry had been on its last legs since the outbreak of the epidemic, and there was no definite time for the resumption of normal traveller clearance between Hong Kong and the Mainland. Quoting the Chief Executive's response to Mr POON Siu-ping's question at the Question and Answer Session on 7 October 2021 that the Administration was in the process of settling the accounts of the Anti-epidemic Fund ("AEF") and that further assistance might be provided to sectors which were adversely affected by the epidemic, Mr YIU asked about the new measures to be put in place to support the tourism industry.

27. SCED said that the Government had been maintaining close liaison with the tourism industry and had rolled out a series of measures to help it tackle the difficult business environment, including providing five rounds of financial support through AEF with the latest round announced in August 2021, targeting different stakeholders in the trade. Apart from providing direct financial support, the Government had also increased the financial commitment for the Travel Agents Incentive Scheme and the Green Lifestyle Local Tour Incentive

Scheme ("GLIS"). Considering the above measures as a whole, the financial support provided by the Government to the tourism industry in the past two years amounted to a cumulative commitment of about \$2.85 billion in total. Furthermore, the Hong Kong Tourism Board ("HKTB") had been leveraging the "Holiday at Home" platform for promotion to support local tourism. Besides a total of five rounds of "Free Tours" and "Staycation Delights" programmes with support of around \$45 million to the tourism industry, HKTB recently launched the West Kowloon neighbourhood programme highlighting the district's rich heritage and the vibrant street life in Yau Ma Tei and Jordan along with the West Kowloon Cultural District. The Administration would continue to support the tourism industry on various fronts and put in place appropriate measures to assist the trade to tide over the current difficult period.

28. Given that GLIS had received good response from the trade, Mr YIU Si-wing suggested the Administration inject additional funding into GLIS and further relax the restrictions on the number of persons for local group tours.

29. Mr Tony TSE showed appreciation for the efforts of the Administration and HKTB in promoting local tourism. He considered that the "Holiday at Home" and "Spend-to-Redeem Free Tours" had benefited businesses of hotels, travel agents and retail outlets, as well as members of the public. He urged the Administration to step up efforts in promoting green tourism and continue discovering more attractions with cultural and historical value. To complement the spatial framework of "Twin Cities, Three Circles" rolled out in the Chief Executive's 2021 Policy Address ("2021 Policy Address"), he suggested the Administration improve the public transportation for accessing remote attractions in the North New Territories, e.g. Yan Chau Tong of Mirs Bay.

30. SCED assured members that the Administration would sustain its efforts in the promotion of cultural, heritage, green and creative tourism through enhancing local tourism resources and assisting the trade to upgrade and transform their business focus from shopping to the mentioned aspects. For example, the Yim Tin Tsai Arts Festival, which had been organized by the Tourism Commission ("TC") in the village of Yim Tin Tsai in Sai Kung for three years, brought to participants new experience integrating arts, religion, culture, heritage and green elements. He also noticed that the Hong Kong Geopark and Marine Parks had gained popularity in recent years among local visitors. To complement the "North Metropolis Development Strategy", the Administration would explore measures to improve the accessibility of areas in the North New Territories.

31. Mr Holden CHOW welcomed the resumption of "cruise-to-nowhere" ("CTN") itineraries which had served around 35 000 passengers. He enquired

about the number of job positions created by these cruise trips. Moreover, he was pleased to learn that the Government had extended the Convention and Exhibition Industry Subsidy Scheme for six months to the end of 2022, in response to the demand from the convention and exhibition ("C&E") industry. He hoped that the revival of the C&E industry could bring more job opportunities to the grassroots population.

32. SCED replied that while the number of new jobs created by cruise companies were limited as their services were mainly provided by crew members on board of the cruise ships, many travel agents were involved in the ticketing services and hence benefited from business opportunities created by the resumption of CTN itineraries. In the long run, cruise tourism, as an important global tourism product, would complement the multi-destination journeys with neighbouring cities in the GBA. Regarding major events of the C&E industry, SCED advised that apart from the around 60 local conventions and exhibitions held this year, RISE, Asia's largest technology conference, would be held in Hong Kong in the coming five years. As it was expected that business visitors would be the first batch of travellers coming to Hong Kong after the resumption of cross-boundary people flow with the Mainland, the C&E industry would be one of the industries that could recover at a faster pace.

33. Mr Tony TSE was worried that the manpower of the tourism industry might be inadequate once cross-border travel resumed as many front-line practitioners of the tourism industry had been forced to change their field of work to make a living during the epidemic. He asked whether the Administration had conducted a survey on the current employment situation of this group of people.

34. Ms Elizabeth QUAT asked about the Administration's measures to assist the tourism industry, in particular the front-line practitioners, to tide over the storm before cross-boundary travel resumed. Mr Holden CHOW enquired if the Administration would further create more short-term job positions for the practitioners of the tourism industry, in addition to the 2 000 short-term jobs created for these practitioners to be responsible for the operation and administrative work at community vaccination centres.

35. SCED said that it was noted that some of the frontline practitioners of the tourism industry might have changed their jobs in order to make a living. However, the Government did not see a significant decrease in the number of licensed travel agents. He believed that most of the travel agents had decided to keep their licences in order to restart business quickly when the epidemic stabilized. To help frontline practitioners of the tourism industry to tide over the current challenging period, apart from the 2 000 short-term jobs created

under AEF for managing some vaccination centres, the Labour and Welfare Bureau had also, through the Employee Retraining Board, launched targeted training programmes which would provide subsidies and training opportunities to such practitioners. He also noted that enterprises were eager to hire ex-employees of aviation companies taking into account their level of interpersonal skills.

36. Mr Frankie YICK expressed appreciation of the Administration's effort in promoting cruise tourism, including the construction of the Kai Tak Cruise Terminal. He suggested the Administration relax the restrictions on cruising along the Victoria Harbour and explore the feasibility of allowing cruising in the Victoria Harbour during non-peak hours, with a view to enriching visitors' travel experience of cruise passengers. SCED said that the Administration would study Mr YICK's suggestion with consideration of related impact on marine traffic.

*Resumption of normal traveller clearance between Mainland and Hong Kong*

37. Ms Elizabeth QUAT considered that resumption of normal traveller clearance between Mainland and Hong Kong was crucial to the revival of the tourism industry. She pointed out that the Government's current quarantine exemption arrangement for certain groups of people arriving from overseas was a loophole for imported cases and an obstacle in the discussion of opening up borders with the Mainland authorities. In order to expedite resumption of normal traveller clearance between Hong Kong and the Mainland, she suggested tightening up the current quarantine exemption arrangement and launching the Hong Kong Health Code. Mr Holden CHOW shared a similar view with Ms QUAT. He suggested the Administration launching a local Health Code with a tracing function.

38. Noting that the Chief Executive had just announced that the quarantine exemptions for most of the categories of people entering Hong Kong would be cancelled to strengthen the prevention of importation of cases, which would be effective from November 2021, the Chairman expressed support to this decision. He considered that this decision was made in response to the common aspiration of Hong Kong people and could foster favourable conditions for resuming cross-boundary travel with the Mainland which was vital to the revival of Hong Kong's economy. He enquired about the implementation of this decision and requested the Administration to be mindful that the cancellation of quarantine exemptions should not adversely impact on Hong Kong's status as an international financial centre.

39. SCED reiterated that the Administration adopted a unified and consistent policy on quarantine exemptions. Under such a policy, quarantine exemptions, under the Compulsory Quarantine of Certain Persons Arriving at Hong Kong Regulation (Cap. 599C) and the Compulsory Quarantine of Persons Arriving at Hong Kong from Foreign Places Regulation (Cap. 599E), were proposed by different policy bureaux and decided taking fully into account scientific analysis from health professionals. After the implementation of stringent border control and social distancing measures, Hong Kong's epidemic situation had been under control with almost zero local cases every day since April 2021. The Government's priority was to resume quarantine-free cross-boundary travel with the Mainland so as to bring the greatest benefits to the economy of Hong Kong. Having considered the global epidemic situation and the differences in the anti-epidemic strategies adopted by overseas jurisdictions, the Government had decided to adopt stringent quarantine measures. In fact, CEDB did not pursue further discussions on bilateral quarantine-free travel arrangements with jurisdictions which were no longer regarded as low-risk places. The Government would review the quarantine exemption arrangement from time to time in response to global development of the epidemic.

40. Mr Frankie YICK was concerned about the financial hardship of operators of cross-boundary passenger services as they had to meet the repair and maintenance costs of their conveyances during the epidemic when cross-boundary passenger services had almost been at a standstill. As extra capital would be required to repair the conveyances which had been left idle for a long time to ensure traffic safety when cross-boundary activities resumed, he called on the Administration to provide assistance to these operators to help them cope with the financial difficulties. SCED replied that THB would formulate suitable measures to assist the cross-boundary passenger transport trade with a view to ensuring the smooth operation of cross-boundary passenger services when they resumed.

#### *Re-organizing the Government structure*

41. Dr Junius HO considered it undesirable that different Government bureaux/departments ("B/Ds") were responsible for different areas of work concerning tourism which might result in poor coordination among B/Ds. He gave the examples that although CEDB was responsible for tourism promotion, the issuance of licences of hotels and guesthouses was under the purview of the Home Affairs Bureau ("HAB") and the management of country parks was under the purview of the Agriculture, Fisheries and Conservation Department ("AFCD"). In order to enhance the efficiency of policy implementation, he suggested that CEDB should be responsible for all matters relating to tourism promotion.

42. SCED advised that HAB was the authority under the Hotel and Guesthouse Accommodation Ordinance (Cap. 349) for issuing licences for hotels and guesthouses, and perform relevant enforcement duties which included ensuring the fire and building safety of such premises. Meanwhile, TC set up under CEDB was responsible for formulating and coordinating implementation of policies, strategies and plans for tourism development. TC coordinated the work of other B/Ds on policies and initiatives which had an impact on tourism development. For example, TC had been working with AFCD to enhance some hiking trails in country parks with tourism appeal. In the 2021 Policy Address, the Chief Executive proposed to set up a Culture, Sports and Tourism Bureau to consolidate the culture portfolio and the creative industries and tourism portfolio currently under HAB and CEDB respectively, thereby facilitating the development of Hong Kong as an East-meets-West centre for international cultural exchange. Moreover, the Government had been proactively following up on the directions set out in the Culture and Tourism Development Plan for GBA which concerned the overall cultural and tourism development of the GBA.

### **III. Any other business**

43. The Chairman said that this meeting was the last of the current legislative session. He expressed thanks to members for their contribution to the work of the Panel, and to the Secretariat staff for their support during the past year.

44. There being no other business, the meeting ended at 11:37 am.