

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 which is made in accordance with Rule 77(14) of the Rules of Procedure of the Legislative Council gives an account of the work of the Panel on Economic Development ("the Panel") during the 2020-2021 legislative session.

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 2020-2021 session, the Panel comprises 16 members, with Hon Christopher CHEUNG Wah-fung and Hon Starry LEE Wai-king elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is in **Appendix II**.

Major work

Airport and aviation services

The Three-Runway system project

4. The Hong Kong International Airport ("HKIA") is an important driver for Hong Kong's economy, and hence, monitoring of the

implementation of the Three-Runway System ("3RS") project at HKIA had always been high on the agenda of the Panel. The Panel was briefed by the Airport Authority Hong Kong ("AAHK") on the developments of the 3RS project at the meeting on 26 April 2021. The Panel was advised that despite the impact of the Coronavirus Disease 2019 ("COVID-19") on the 3RS works, AAHK and its contractors had taken various alternative and contingency measures to help prevent further slippage of the overall 3RS critical works, which remained at approximately eight weeks as reported to the Panel in December 2020. Overall, the 3RS works were anticipated to proceed according to the planned schedule which would support the project programme to commission the Third Runway in 2022 and 3RS in 2024. To better understand the construction progress of the 3RS project, the Panel conducted a visit to the 3RS project site at HKIA on 28 September 2021 and received a briefing by AAHK on the latest development of the project.

5. Noting that AAHK was funding the 3RS project through retaining AAHK's operating surplus, levying airport construction fees ("ACF") and borrowing/raising funds from the market, members expressed grave concern about the financial position of 3RS which was seriously affected due to traffic slump of HKIA and the resultant reduction in AAHK's operating surplus and collection of ACF. AAHK advised that despite it remained AAHK's target to deliver the 3RS project within the budget of \$141.5 billion, AAHK had updated the 3RS financing plan to increase the proportion of external financings to fund the project prudently, with comprehensive consideration of its debt ratio and financial status. According to the latest estimation, AAHK would repay the 3RS-related debts by 2031-2032, which was one year later than initially planned. It was still AAHK's plan to maintain the same level of ACF throughout the collection period and cease collecting ACF when all 3RS-related debts were fully repaid.

6. Expressing concern about the unemployment problem in the construction industry caused by the COVID-19 pandemic, members called on AAHK to prioritize recruiting local workers. Where appropriate, suitable training should be provided to the local workforce so as to enhance their skills to cope with the works requirements of the 3RS project, thereby saving the need of importing workers. AAHK assured members that it was always AAHK's priority to recruit local workers, although skilled labour was imported through the Supplementary Labour Scheme during the early stage of the 3RS project to address a particular labour shortfall in specialized reclamation and marine-related works in Hong Kong. To reach out to local job seekers, AAHK had organized several job fairs in

collaboration with other organizations and cooperated with labour unions to distribute information on job vacancies. In addition, AAHK was also working closely with the Construction Industry Council to provide specific training courses and apprentice schemes to local workers to meet the huge labour demand at HKIA in 2022-2023.

The Intermodal Transfer Terminal development project

7. To reinforce and enhance Hong Kong's competitiveness as an international and regional aviation hub, AAHK was developing the Intermodal Transfer Terminal ("ITT") with a bonded vehicular bridge linking up the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") with HKIA, with a view to providing hassle-free travelling experience for bridge-to-air/air-to-bridge transfer passengers. Members noted that the ITT project would be self-financed by AAHK, and the Administration would provide additional facilities and equipment for the provision of customs, immigration, quarantines and port health control services as well as law enforcement to support the operation of ITT.

8. Members were generally supportive of the ITT project and the relevant government ancillary facilities which would offer greater convenience to transfer passengers travelling between HKIA and Mainland/Macao via HZMB. Some members however were worried that the global passenger traffic volume would not be able to return to the pre-COVID-19 level upon the targeted commissioning of ITT in 2022. The Administration was asked to devise suitable plans to better utilize ITT before the recovery of the aviation industry.

9. The Administration advised that ITT was a strategic project to meet the long-term need. The impact of the COVID-19 pandemic on passenger throughput should not be long term and AAHK would promote 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 fitting-out works for the additional facilities and equipment at this stage with a view to meeting the demand in future.

Redevelopment of the Air Mail Centre of Hongkong Post at HKIA

10. To dovetail with the national plan to develop GBA as a postal and logistics hub for the country, the Administration consulted the Panel on its

proposal to redevelop the Air Mail Centre ("AMC") of Hongkong Post ("HKP") at HKIA, including the related funding proposal. Members in general agreed that Hong Kong should support the overall positioning and the development directions of the postal industry in GBA. While some members were supportive to the proposal and urged the Administration to equip the redeveloped AMC with advanced technologies and up-to-date machineries comparable to that of the leading logistics operators so as to ensure its long-term viability, some members expressed concern about the competitiveness of HKP in providing postal and logistics services over private logistics operators and cast doubt on the cost-effectiveness of the proposal in view of the profound financial implications.

11. The Administration advised that the redevelopment of AMC was pivotal to Hong Kong in fulfilling its important role in the development of GBA, leveraging Hong Kong's edge as an international aviation hub that provided excellent connectivity to places around the world. Under the GBA policy framework, postal administrations of the Mainland, Hong Kong and Macao would work closely together to further strengthen mutual collaboration. Specifically, China Post and HKP would explore promoting "single-window customs clearance" that facilitated customs clearance and tax payment online for inward mail from Hong Kong and Macao. In contrast with private logistics operators which were generally profit oriented, HKP focused on fulfilling the basic postal needs of the Hong Kong community through providing efficient and affordable postal services and serving last mile delivery even for very remote areas. HKP enjoyed competitive advantages in terms of its extensive geographic coverage; ability to keep its prices simple, transparent and reasonable; and simpler customs clearance procedures as well as lower import taxes for international shipment of e-commerce parcels.

12. The Administration also advised that the redevelopment of AMC would create enormous business opportunities for logistics and postal operators in the region, achieving mutual growth and bringing the effect of capacity enhancement. If products from the Mainland could transit directly through Hong Kong to key markets such as European countries and the United States, instead of through other transit points in the region, delivery time could reduce by at least half a day. To accommodate future development, there was a genuine need to enhance the facilities and operational capacity of AMC which was a key infrastructure for handling air postal delivery and e-commerce mails.

Port, logistics and maritime services

13. The Panel was briefed on the latest implementation of the Maritime and Aviation Training Fund ("MATF") which was set up in 2014 to support and encourage students and practitioners of the maritime and aviation sectors to undertake relevant training and pursue professional degree programmes. Members in general expressed support to MATF and other related initiatives launched by the Administration in facilitating the development of the maritime and aviation industries. Some members were worried about unemployment and underemployment in the maritime and aviation industries under the impact brought by the COVID-19 pandemic and called on the Administration to implement measures to incentivize the companies in both industries to retain employees who might otherwise be made redundant until recovery of the industries.

14. The Administration advised that it had put in place a support measure under the Professional Training and Examination Refund Scheme of MATF to incentivize the industry practitioners to upgrade their skills for self-enhancement during the economic downturn. Practitioners who had left job during the COVID-19 pandemic but subsequently re-join the industry would be eligible for seeking reimbursement of fees of courses/examinations completed during the relevant period. As the pandemic had seriously affected the opportunities of securing employment in the aviation sector, three of the aviation-related schemes under MATF provided for an extension of job acquisition time period and allowed continuous education instead of employment.

Tourism

Development of tourism industry

15. The Panel received an annual briefing by the Hong Kong Tourism Board ("HKTB") on its work plan for 2021-2022 as well as an overview of 2020 tourism performance. The Panel was informed that in 2020, as COVID-19 gradually spread around the world, Hong Kong had adopted stringent quarantine measures to curb any import and spread of the virus. These measures had led to a sharp drop in the number of visitors. Unlike visitors in the pre-pandemic period, many people who arrived during the pandemic came to visit family or for essential travel reasons. The number of leisure travellers was reduced to almost zero.

16. Members understood the difficulties faced by HKTB in organizing promotional events under the haze of the COVID-19 pandemic.

Anticipating that cross-border travel would unlikely be fully resumed in the next few months, members in general agreed that the focus of HKTB should be preparation for the reopening of markets and cheerleading domestic consumption to deliver a positive message to source markets. It was important for HKTB to improve Hong Kong's tourism image in becoming tourists' choice to visit when the pandemic subsided.

17. On members' concerns about the unemployment and underemployment situation of the tourism industry, the Administration advised that the Government had all along been assisting the tourism industry through four phases of the Tourism Industry Support Scheme which covered travel agents, tourist guides/tour escorts and tour service coach drivers. To strengthen support to the industry, the end dates of the Travel Agents Incentive Scheme and the Green Lifestyle Local Tour Incentive Scheme had been extended for one year to 31 March 2022.

Air Travel Bubble with Singapore

18. The Panel was informed at its meeting in November 2020 that Hong Kong and Singapore had reached an in-principle agreement in October 2020 in establishing a bilateral Air Travel Bubble ("ATB") arrangement to be rolled out on 22 November 2020. The key features of the agreement included mandatory quarantine to be replaced by mutually recognized COVID-19 tests before departure; no restrictions on traveller's itinerary or purpose of travel; dedicated flights that do not accept transit passengers; and instant review should circumstances change.

19. While some members welcomed the launch of ATB although the actual economic benefits brought to the travel industry was limited, some members considered 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. Some members also worried that the ATB arrangement with Singapore might trigger another wave of imported cases of COVID-19 infection.

20. The commencement of the Hong Kong-Singapore ATB had eventually been deferred a few times in view of the developments of the pandemic in both sides. On 19 August 2021, the Government announced that Hong Kong and Singapore had decided not to pursue further discussions on ATB after taking into account the differences in the anti-epidemic strategies adopted by both sides.

Proposed way forward of Ocean Park

21. Under the Ocean Park Corporation Ordinance (Cap. 388), Ocean Park ("OP") is to be managed by the Ocean Park Corporation ("OPC") as a public recreational and educational park. As OPC was in dire financial situation and on the verge of insolvency, the Administration sought approval from the Finance Committee ("FC") in May 2020 for a funding of \$5.43 billion to support the operation of OP for one year while embarking on a rethink exercise to chart the way forward for OP's future. The Administration briefed the Panel on the future strategy for OP ("the Strategy") as well as the related financial arrangements at the meetings on 25 January and 22 February 2021.

22. Members in general agreed that OP was in need of transformation to cope with the market changes and considered it appropriate for OPC to steer away from the conventional development model of theme parks and re-orient its development focus to conservation and education under the Strategy. Some members, however, considered that the information provided by the Administration/OPC was insufficient to substantiate the assumption that OPC would be able to achieve financial sustainability under the Strategy. They urged the Administration to ensure that the future operation of OP could achieve self-sustainability without requiring further funding from the Government. Some members were also worried that the all-weather year-round Water World might involve a huge expenditure on maintenance and electricity, undermining its financial sustainability. To better understand the proposed way forward of OP put forward by the Administration, the Panel conducted a visit to OP on 20 February 2021.

23. The Administration advised that under the Strategy, OPC would take forward various projects through a mixed mode of operation to generate income. While the non-ticketed retail, dining, and entertainment zone in the lower park area would attract more visitor traffic, outsourcing various facilities in OP would secure additional source of income, including upfront payment and revenue sharing. Coupled with the opening of the Water World which would be operated on a self-financing basis, the offerings of OP would be diverse and appealing. As the financial projections for the Strategy were made on a prudent and reasonable manner, it was considered that OPC would be able to achieve financial sustainability by taking forward the Strategy.

Operation of The Hong Kong Disneyland Resort

24. 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. In May 2021, the Administration updated the Panel on the operation of HKDL in fiscal year 2020 ("FY20") (i.e. from late September 2019 to early October 2020).

25. The Panel noted that HKDL's business performance was adversely affected by the tourism downturn arising from the social unrest in the first quarter of FY20, and the COVID-19 pandemic in the remainder of FY20. As part of the Government's anti-epidemic measures, HKDL closed its theme park for about seven months in FY20. The park attendance in FY20 dropped by 73% year-on-year to 1.7 million and the average hotel occupancy was 15%. HKDL's total revenue in FY20 dropped by 76% to \$1.4 billion, as compared with that in the previous fiscal year. Notwithstanding the fixed costs involved to maintain HKDL's operations, HKDL implemented various cost containment measures to sustain its financial position, including one-day-per-week unpaid leave for all staff, cancellation and scaling down of seasonal and marketing events, etc. Despite all the efforts made, earnings before interest, taxes, depreciation and amortization were negative \$1.5 billion, and a net loss of \$2.7 billion was recorded in FY20.

26. Members in general considered that the net loss of HKDL in FY20 was within expectation given that HKDL was closed for nearly 60% of the calendar days in the year. However, members were worried about HKDL's financial sustainability in the long run, taking into account its repeated net losses over the past years. In view of the deteriorating financial situation, some members were concerned about the progress of the expansion and development plan at the Phase 1 site of HKDL ("the Expansion Plan").

27. HKDL advised that for HKDL's business recovery, it was important to resume cross-border travel so that HKDL could receive both local and non-local visitors. Currently, HKDL focused on attracting local visitations, and the average daily number of local visitors during the operating days in the first half of FY21 surged by 46% over the same period in FY20 together with spending increase. HKDL was optimistic about the long-term business potential upon resumption of travelling between Hong Kong and the Mainland and other overseas economies. It would roll out marketing campaigns in different source markets and focus on GBA market to capture the opportunities brought by the well-developed cross-boundary

transport infrastructure. The Third Runway of HKIA to be commissioned shortly was also expected to bring more visitors from the international market. The Panel was also informed that overall, the Expansion Plan was still within budget and HKDL had no plan to seek additional funding from the Government to finance the Plan.

28. Regarding members' concern about the utilization of the vacant site reserved for the Phase 2 development of HKDL ("the Site") which was no longer reserved for expansion of HKDL, the Administration advised that at present, the Site was being used as temporary quarantine facilities. It was expected that such arrangement would last for some time. The Government would review the long-term planning of the Site in an open-minded manner.

Upgrading of facilities of the Hong Kong Wetland Park

29. In April 2021, the Panel was briefed on the Administration's proposal of upgrading the facilities of the Hong Kong Wetland Park ("HKWP") with a view to enhancing its appeal as an eco-tourism attraction.

30. Noting that the permanent exhibition and visitor facilities of HKWP have been used over 14 years, members expressed support for the funding proposal to enhance HKWP's tourism appeal and maintain its precious ecological resources. To enrich visitors' experience and maximize patronage, members suggested that HKWP should make better use of information technology, such as putting in place interactive visit-planning kiosks, enabling the public to plan their routes via the online platform before their visits, providing interactive and seasonal information on the exhibits to visitors during visits through mobile application, implementing online ticketing by different visit sessions, etc. Since HKWP was located far away from the city and parking spaces were limited therein, members also suggested providing information on nearby parking facilities through mobile application to facilitate visitors.

Electricity supply

31. The Panel was briefed in November 2020 on the results of the 2021 electricity tariff review prior to implementation. Members noted that for 2021, the electricity net tariffs for 2021 would be frozen at the 2020 level amid the challenges faced by the community due to the COVID-19 pandemic. The net tariff of the Hongkong Electric Company Ltd. would be frozen at 126.4 cents/kWh, while the net tariff of CLP Power Hong Kong Ltd. would be maintained at 121.8 cents/kWh.

32. Members in general were disappointed that the Administration was unable to persuade the two power companies to reduce electricity tariffs in the midst of the pandemic and the economic hardship. In their opinion, as the two power companies still enjoyed good profit with no significant drop in their tariff revenues during the pandemic, they should shoulder more responsibilities for the overall interest of the community by reducing their tariffs. Members also requested the Administration to continue to provide electricity subsidies to help the public tide over the financial difficulties.

33. The Administration explained that Hong Kong was in the course of coal-to-gas transition, and the two power companies were required to make more investments in new gas-fired generating units. This would place huge pressure on the companies to increase tariffs by using cleaner but more expensive natural gas to generate electricity. The Administration had persuaded the two power companies for the net tariff freeze which had struck a balance to address the current economic situation and strived for environmental protection. To alleviate the impact of tariff increase on households, the Administration had started to provide each residential customer with a monthly relief of \$50 since 2019 under the Electricity Charges Relief Scheme, which would save as much as 20% of a typical household's average monthly electricity expenditure. The monthly relief would be continued until 2023.

34. The Administration also advised that in addition to a tariff freeze for 2021, the two power companies would continue using their Community Energy Saving Funds to assist the disadvantaged groups and promoting energy efficiency and conservation to help customers lower their electricity expenses. The two power companies would launch a series of community support and energy-saving programmes, including distributing retail and catering coupons and helping families living in subdivided units to replace or install electrical appliances in order to enhance energy efficiency.

Work of the Competition Commission and auto-fuel market in Hong Kong

35. In July 2021, the Panel received a briefing by the Competition Commission ("the Commission") on its work. At the same meeting, the Panel also received a briefing by the Administration on the results of the Government's review of the local auto-fuel market.

36. Noting that the Commission had received around 5 000 complaints and enquiries since the full commencement of the Competition Ordinance (Cap. 619) in December 2015 and that the Commission had so far brought seven cases to the Competition Tribunal ("the Tribunal"), some members expressed concern about the low proportion of cases brought to the Tribunal among the total number of complaints and enquiries received by the Commission.

37. The Commission advised that in accordance with the Commission's guidelines on complaints and investigations, all complaints and enquiries received were carefully considered and those which warranted further assessment were escalated to the initial assessment and/or investigation phase(s) according to the priorities set out in the Commission's Enforcement Policy. In addition to the information received from complaints and enquiries, the Commission also gathered market intelligence by looking into other sources from time to time, such as its own research and monitoring, or referrals from Government departments or enforcement agencies. Such investigations had also resulted in enforcement actions.

38. Some members considered that the Commission might fall short of the public's expectations as the Commission did not bring significant impact on any industries since its establishment and the judgements handed down by the Tribunal might not have sufficient deterrent effect. To safeguard market competition and consumer welfare, members suggested that the Commission should proactively look into the potential anti-competitive practices of certain industries by conducting investigations and strengthen public awareness of the Competition Ordinance through advocacy. On the auto-fuel market in Hong Kong, members in general considered it unsatisfactory that the situation of high auto-fuel prices had no improvement. They called on the Commission to conduct an investigation on the "rocket and feather effect" of auto-fuel prices in Hong Kong.

39. The Commission advised that the prices of auto-fuel products were affected by various factors. The mere existence of parallel pricing or the situation of two competitors in the market having the same or similar prices for a product could not be taken as hard evidence of price-fixing. The Commission would not hesitate to conduct investigations if it had reasonable cause to believe that there was anti-competition conduct in the auto-fuel market.

40. The Administration advised that all auto-fuels sold locally were imported refined oil products. In a free-market economy, retail prices of auto-fuels in Hong Kong were determined by oil companies having regard to commercial principles and their operating costs. The role of the Government was to ensure a stable fuel supply, maintain an open market and remove barriers to market entry, and at the same time improve the transparency of prices of auto-fuel products. The Administration had been monitoring the changes in local retail prices of auto-fuels and comparing them with the trend movements of international oil prices. It was noticed that the increases in both the import and retail prices of unleaded petrol were generally in line over the past year. To enhance the transparency of auto-fuel prices, the Administration had commissioned the Consumer Council to launch the new "Oil Price Watch" for consumers to compare the retail prices of auto-fuel products among different retailers.

41. The Administration further advised that as announced in the 2020 Policy Address, Hong Kong would strive to achieve carbon neutrality before 2050 in order to combat climate change. To reach this goal, the Administration would examine various means to reduce carbon emissions, which included promoting zero-carbon vehicles and other green transportation.

Other issues

42. During the current legislative session, the Panel also discussed the following proposals prior to their introduction into the Legislative Council or FC –

- (a) a series of legislative proposals to implement the latest requirements under various conventions of the International Maritime Organization;
- (b) legislative proposal to implement the latest standards promulgated by the International Civil Aviation Organization for the safe transport of dangerous goods by air in Hong Kong; and
- (c) funding proposal for replacement of two existing long-range Light Detection and Ranging Systems and procurement of new wake turbulence detection equipment of the Hong Kong Observatory for the existing North and South Runways.

Panel meetings

43. From October 2020 to September 2021, the Panel held a total of 11 meetings, including a joint meeting with the Panel on Manpower on the Government's counter measures in response to the recent lay-offs and subsequent developments in the aviation industry as well as an informal meeting for receiving briefings by the Administration on the relevant policy initiatives featured in the 2020 Policy Address by videoconferencing. The Panel has further scheduled a meeting for 15 October 2021 to receive briefings by the Administration on the relevant policy initiatives featured in the 2021 Policy Address.

Council Business Division 4
Legislative Council Secretariat
6 October 2021

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.

Panel on Economic Development

Membership list for 2020-2021 session*

Chairman	Hon Christopher CHEUNG Wah-fung, SBS, JP
Deputy Chairman	Hon Starry LEE Wai-king, SBS, JP
Members	Hon Jeffrey LAM Kin-fung, GBS, JP Hon Mrs Regina IP LAU Suk-ye, GBM, GBS, JP Hon Paul TSE Wai-chun, JP 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 LUK Chung-hung, JP Hon Tony TSE Wai-chuen, BBS, JP

(Total : 16 members)

Clerk Ms Shirley CHAN

Legal Adviser Mr Mark LAM

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

Panel on Economic Development

Changes in membership

Member	Relevant date
Hon HUI Chi-fung	Up to 18 October 2020
Hon IP Kin-yuen	Up to 20 October 2020
Hon SHIU Ka-chun	Up to 20 October 2020
Dr Hon Fernando CHEUNG Chiu-hung	Up to 21 October 2020
Hon LAM Cheuk-ting	Up to 29 October 2020
Prof Hon Joseph LEE Kok-long, SBS, JP	Up to 10 November 2020
Hon Charles Peter MOK, JP	Up to 10 November 2020
Hon Jeremy TAM Man-ho	Up to 11 November 2020
Hon James TO Kun-sun	Up to 12 November 2020
Hon Claudia MO	Up to 12 November 2020
Hon WU Chi-wai, MH	Up to 12 November 2020
Dr Hon Helena WONG Pik-wan	Up to 12 November 2020
Hon Andrew WAN Siu-kin	Up to 12 November 2020
Hon KWONG Chun-yu	Up to 12 November 2020
Dr Hon CHENG Chung-tai	Since 17 November 2020
Hon Tommy CHEUNG Yu-yan, GBS, JP	Up to 17 November 2020
Hon YUNG Hoi-yan, JP	Up to 1 December 2020
Hon CHAN Chun-ying, JP	Up to 1 December 2020
Hon Kenneth LAU Ip-keung, BBS, MH, JP	Up to 1 December 2020
Hon Abraham SHEK Lai-him, GBS, JP	Up to 2 December 2020
Hon POON Siu-ping, BBS, MH	Up to 2 December 2020
Hon WONG Kwok-kin, SBS, JP	Up to 3 December 2020
Hon MA Fung-kwok, GBS, JP	Up to 3 December 2020
Hon Alice MAK Mei-kuen, BBS, JP	Up to 3 December 2020
Hon Martin LIAO Cheung-kong, GBS, JP	Up to 6 December 2020
Hon WONG Ting-kwong, GBS, JP	Up to 8 December 2020
Hon Vincent CHENG Wing-shun, MH, JP	Up to 11 January 2021
Hon CHAN Hak-kan, BBS, JP	Up to 21 January 2021
Dr Hon CHENG Chung-tai	Up to 25 August 2021

For **changes in LegCo Membership**, please refer to the link below:

(<https://www.legco.gov.hk/general/english/members/yr16-20/notes.htm>)