

Hactl Gives FULL SUPPORT

for Hong Kong's Third Runway

香港空運貨站 **全力支持**
本港興建第三條跑道



As Hong Kong kicked off a three-month consultation of the city's third runway, there were fierce debate on whether the city needs it. As the world's and the city's number one air cargo terminal, we believe that a highly efficient and well-connected Hong Kong International Airport (HKIA) plays a vital role in driving Hong Kong's economic growth that underpins the well-being of our customers. This is key to the continuing growth of our business.

We believe that building the third runway is a critically important investment in Hong Kong's future. Our airport is approaching its practical maximum runway capacity. If we fail to allow sufficient extra capacity, the effect will be to reduce economic growth, decrease employment opportunities, and undermine our overall competitiveness.

現時香港正為興建第三條跑道進行為期三個月的公眾諮詢，引起全城熱烈討論新跑道的必要。作為全球及本港首屈一指的空運貨站，我們深信效率超卓、與各地緊密連繫的香港國際機場一直肩負促進本港經濟增長的重要角色，支持貨站客戶的業務穩健發展。這正是我們業務得以持續增長的關鍵。

我們相信，興建第三條跑道是關乎香港未來的一項極為重要的投資。我們的機場跑道容量快將達到實際應用的極限，若我們未能提供充足之額外容量，勢必削弱本港之經濟增長及減少就業機會，並有損香港的整體競爭力。

Two options are outlined for HKIA's future development under the HKIA Master Plan 2030 drawn up by Airport Authority Hong Kong (AAHK) –

香港機場管理局(機管局)在《香港國際機場2030規劃大綱》中，提出兩個香港機場未來發展的方案 –

The First Option 第一個方案：

Maintaining the existing two-runway system with facility enhancement.

維持現時的雙跑道系統並進行設施提升工程。

The Second Option 第二個方案：

Building a third runway and its associated facilities to increase the airport's capacity to meet its demand forecast for 2030.

興建第三條跑道及相關設施，以提高機場容量來配合2030年的預測需求量。

Hong Kong is well-positioned to continue to capture opportunities and build upon our valuable position as one of mainland China's key gateway cities. But it does depend on taking the decision now to build the third runway to ensure Hong Kong remains at the forefront of economic development.

It is recognized that there are environmental issues to take into consideration if a third runway is to be built. These are, however, being sympathetically addressed by the AAHK in its proposals.

Individuals are encouraged to understand the issue through the highlights of the Master Plan (which is printed on the back of this leaflet), the AAHK's website and/or other media, and submit feedback online.

香港作為中國內地主要的門戶城市之一，有條件繼續把握此優勢帶來的機遇，不斷邁步向前。然而，為確保香港繼續站在經濟發展的最前方，現在便必須當機立斷，興建第三條跑道。

社會人士對興建第三條跑道有機會引起的環保事宜表示關注。對此，機管局表示認同，並已在建議書中提出對策。

歡迎大家參閱附上的機場規劃大綱摘要(已印於此單張背面)、機管局的網頁及/或其他媒體，以進一步瞭解大綱內容，並踴躍透過互聯網表達意見。

Online feedback questionnaires 網上問卷：

English version 英文版：

<http://www.hkairport2030.com/en/listen/comments.html>

Chinese version 中文版：

<http://www.hkairport2030.com/tc/listen/comments.html>

HKIA Master Plan 香港國際機場2030規劃大綱摘要

2030 Highlights

Hong Kong International Airport's (HKIA's) competitive edge is its **air connectivity** to and from about 160 destinations around the world. Airport Authority Hong Kong's (AAHK's) connectivity sustains Hong Kong's status as a thriving international business centre and aviation hub.

Asia Pacific and the Mainland are increasingly driving regional and global **economic growth**, bringing great growth opportunities for Hong Kong's economic development.

香港國際機場的競爭優勢來自其連繫全球約160個目的地之航空網絡。全賴香港機場管理局(機管局)的航空網絡，香港得以維持其作為增長迅速之國際商業中心和航空樞紐的領導地位。

亞太區和中國內地持續推動地區和全球經濟增長，為本港經濟發展帶來更多發展機會。

The two options under the HKIA Master Plan 2030:

The First Option: maintaining the existing two-runway system with facility enhancement. This option requires a smaller investment of HK\$23.4 billion (in 2010 dollars). However it would only help meet Hong Kong's aviation demand up to 2020, serving a maximum of 74 million passengers and 6 million tonnes of cargo a year.

The Second Option: building a third runway and its associated facilities to increase HKIA's capacity even further, helping the airport meet its demand forecast for 2030 of 97 million passengers and 8.9 million tonnes of cargo a year. It will require a bigger investment of HK\$86.2 billion (in 2010 dollars) and have more environmental impact.

香港國際機場2030規劃大綱的兩個方案：

第一個方案：維持現時的雙跑道系統，並進行基礎設施提升工程。該選項的投資額較低，約為234億港元(按2010年價格計算)，工程完成後機場每年最多可以服務7,400萬名旅客及處理600萬公噸貨物，只能滿足至2020年本港航空交通之需求。

第二個方案：興建第三條跑道及相關設施，提高機場容量至足以服務每年9,700萬名旅客及890萬公噸貨物，能夠應付2030年的預測需求量。該方案的投資額較高，約為862億港元(按2010年價格計算)，對環境的影響亦較大。

The consequences of not building a third runway are serious:

- Put a halt to further increases in flight movements, likely resulting in the shrinking of HKIA's aviation network, longer flight delays, and higher ticket fares.
- Traffic may be lost to other GPRD airports with increasing connectivity.
- The foregone economic benefits due to constrained passenger and cargo throughput will in turn translate into fewer employment opportunities, lower economic contribution and its associated industries, and it would ultimately affect Hong Kong's GDP growth and the city's overall competitiveness as a world city.

不興建第三條跑道的後果嚴重：

- 令航機升降量無法進一步增加，很可能導致香港國際機場的航空網絡萎縮、航機延誤增加及機票價格提高。
- 各地航空網絡日趨緊密，本港流失的空運流量可能會轉移至鄰近大珠三角地區的其他機場。
- 因為旅客和處貨量受到限制而失去的經濟效益將會減少業界及其相關行業的職位和經濟貢獻，最終影響香港的本地生產總值，而本港作為國際都會的整體競爭力亦會下降。

Building a third runway would generate huge long term economic benefits – with the Economic Net Present Value (ENPV) to the tune of HK\$912 billion (in 2009 dollars). The three-runway option will lead to direct employment reaching 141,000 in 2030 as compared to the 101,000 under the two-runway option.

The third runway option will bring **more environmental impact**, i.e. noise, air quality and Chinese White Dolphin, given that it requires reclamation of 650 hectare of sea bed.

Diverting traffic to neighbouring Greater Pearl River Delta (GPRD) airports to address the capacity constraint problem is not practical as they are building more runways of their own to meet rising demand.

The impact of cross-boundary infrastructure projects such as Guangzhou-Shenzhen-Hong Kong Express Rail Link, Hong Kong-Shenzhen Western Express Line and Hong Kong-Zhuhai-Macau Bridge is not expected to be significant. Experience in Europe and Japan has shown that the introduction of high speed rail can increase people's willingness to travel and increase the overall market size for both rail and air transportation markets.

There are three funding options for AAHK: government equity injection, commercial loans, and airport user charges (landing charges and etc.)

興建第三條跑道將可產生龐大的長遠經濟效益 – 經濟淨現值(Economic Net Present Value, ENPV)可達9,120億港元(按2009年價格計算)。興建第三條跑道的方案，將會於2030年直接創造141,000個職位，較雙跑道方案所直接提供的101,000個職位為多。

興建第三條跑道的方案，必須進行650公頃填海工程，因此對環境的影響較大，包括噪音、空氣質素及中華白海豚的棲息處等。

將香港國際機場的航空交通分流至鄰近大珠三角地區的機場並非可行方案，因為當地機場亦正在興建更多跑道以配合其與日俱增的航空交通需求。

跨境基礎建設項目如廣深港高速鐵路、香港與深圳西部快線及港珠澳大橋等，預料不會產生顯著影響。根據歐洲及日本的經驗顯示，引入高速鐵路能夠提高大眾的旅遊意欲，並提升鐵路及航空交通市場之整體增長。

機管局提出了三個融資方案，包括政府注資、商業貸款及向用戶徵收費用(起降費及其他費用)。