



Enclosure

Hong Kong International Airport – Master Plan 2030

Since the airport opening in 1998, the level of throughput in respect of air passenger, cargo and air movements has experienced remarkable growth and the trend is likely to be continual rising. More importantly is the Hong Kong International Airport established role as an international aviation hub should continue as it is proved to be economically vital for the long-term and sustainable growth of Hong Kong. The Hong Kong Institution of Highways and Transportation (HKIHT) supports expansion of HKIA to maintain Hong Kong's global connectivity via efficient flow of people and cargo.

Upon review of the public consultation document, "Hong Kong International Airport Master Plan 2030 – Summary" we are pleased to provide herewith our views and suggestions for your consideration.

1. The Master Plan 2030 should have longer-term provisions to cater for the demands of a reasonable period beyond 2030

We have great doubt on the current planning under the Option 2 – Expanding into A Three-Runway System, which appears to be inadequate despite spending a large sum of HK\$136.2 billion. Option 2 is meant to meet our long-term needs and fully leverage HKIA's connectivity to take Hong Kong's economic development to the next level. If it is meant to meet our long-term needs, it is regretted that this Option 2 can only take us on until 2030 with only a very small capacity surplus of 18,000 annual flight movements. In fact all the additional capacity so created by the Three-Runway System will be consumed in around just 10 years after commissioning in 2020 based on HKIA briefing that planning, design and construction would take 9 years commencing immediately after acceptance of the Option 2 proposal, possibly by end of 2011 or beginning of 2012. This major shortfall in capacity of the "Three-Runway System" poses immediately another question of "What will happen after 2030?".

2. Option 1 – Maintaining the Existing Two-Runway System may have more capacity than stated in the public consultation document.

The stated capacity of 430,000 flights movement per year for the two runways appears to be low. This capacity depicts an average of 575 flights movement per day per runway based on a 365 days year. We believe that if the runways are facilitated to operate independently, a higher capacity than stated could be achieved.

3. Option 1 is not an option to meet long term needs

Given the objective of maintaining the Hong Kong International Airport established role as an international aviation hub, the long-term and sustainable growth of Hong Kong, Option 1 is not an option as obviated from the above views.

4. A more westward third runway to reduce the noise and air quality impact on Tung Chung residents

Noting the concerns of Tung Chung residents, a more westward third runway is always preferred.

5. Extend the existing Northern Runway westward to enhance the flight movement capacity

This is equivalent to constructing the third runway by extending the existing Northern Runway westwards to sufficient length to enable simultaneous landing and departure movements. This concept follows from the previous Kai Tak Runway which was extended to handle both landings and departures at the same time. This arrangement would have obvious advantages including construction in much shallower water, avoidance of contaminated mud pits, less disruption to white dolphins and reduced noise impact to Tung Chung residents. With all these advantages, it is worthwhile to verify the feasibility in terms of air and marine traffic operations.

6. Separate airport for cargo

This is an option of using / building a separate airport for cargo. In this option, choice 1 is to divert the cargo arrivals and departures to Zhuhai airport currently managed by HKIA, and relay the cargo back to Hong Kong via an airside to airside bonded road, in which the proposed Hong Kong Link Road could be considered to form part as it would be built and operational by 2016 / 2017. Choice 2 is to constructing a new airport on south Lantau for cargo only. Construction of supporting infrastructure would be less complicated than Choice 1 as it would implemented within Hong Kong territory. The Institution favours Choice 2 – new cargo airport on South Lantau. We believe this Option would give a big relief in meeting the increasing demands and yet provides a base for longer term and sustainable development beyond 2030.