

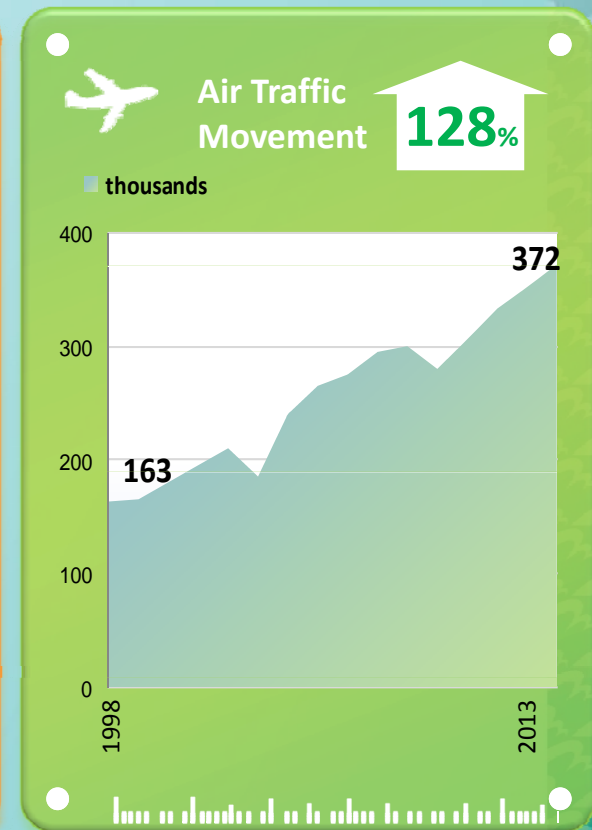
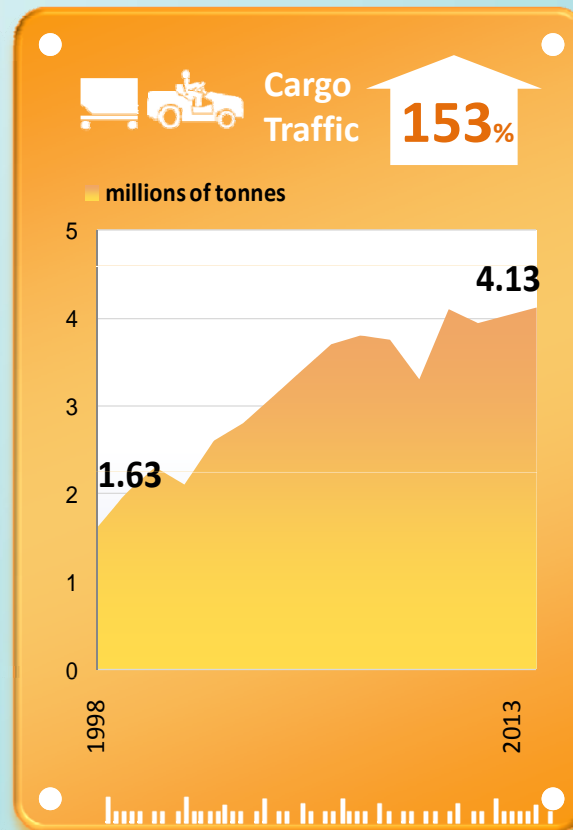
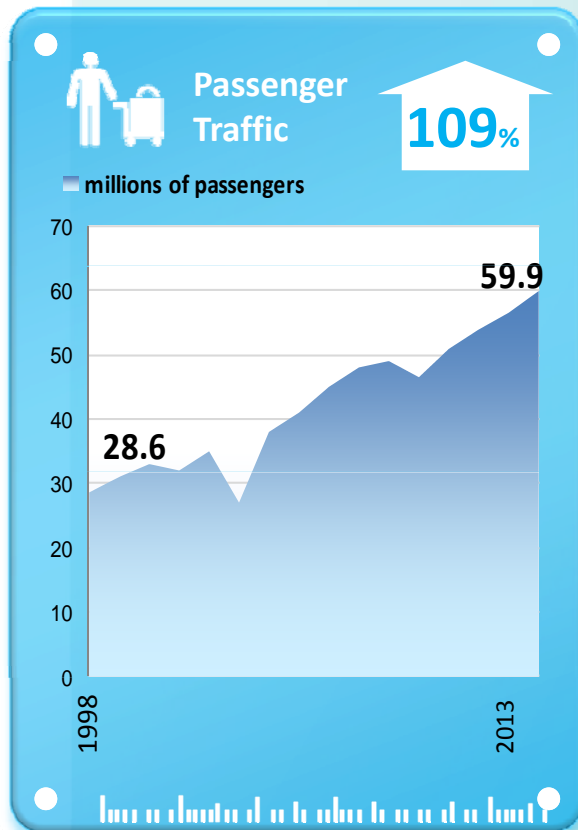


Updates on the Three-Runway System Project at the Hong Kong International Airport

23 June 2014



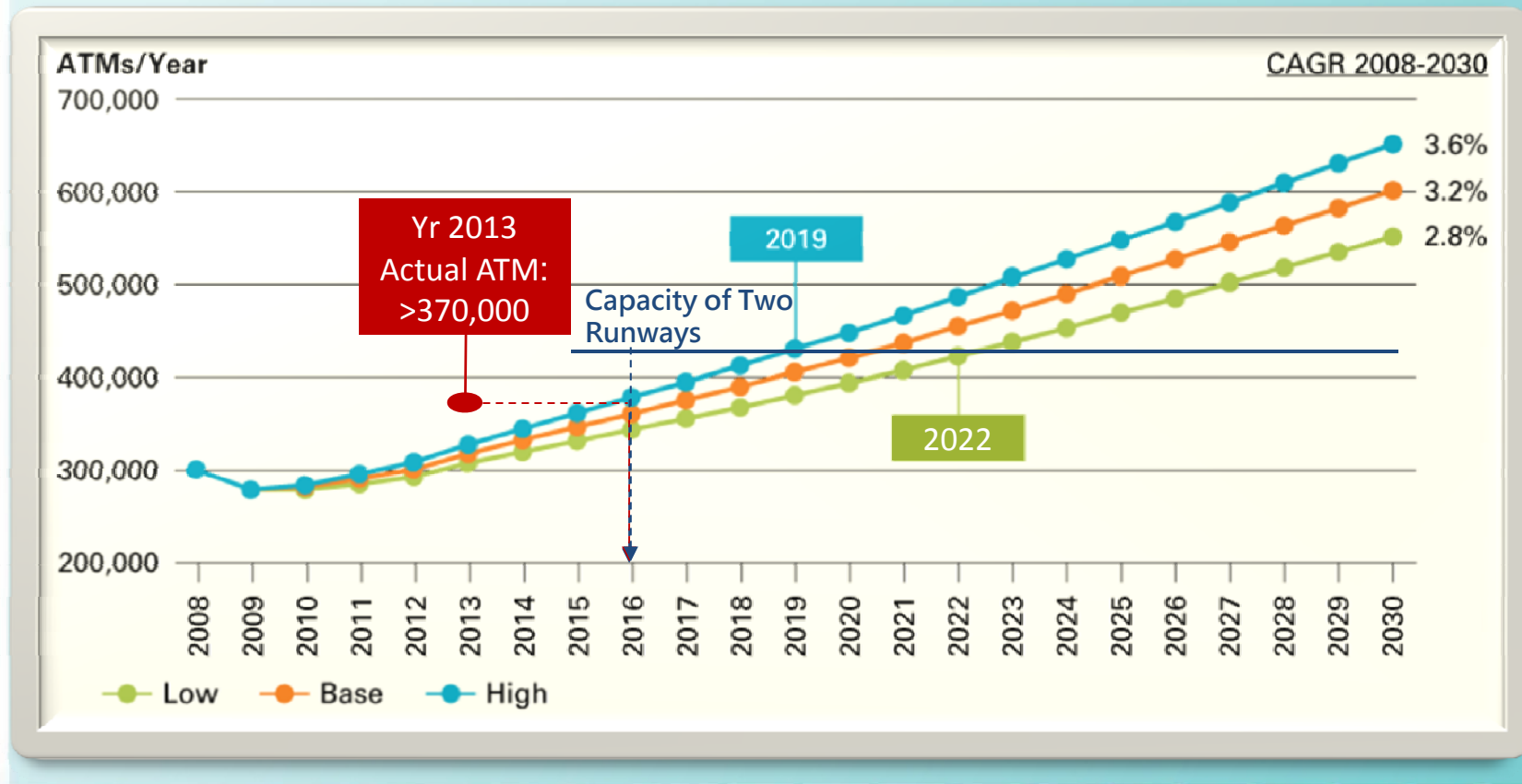
HKIA is the world's busiest cargo airport since 2010; 3rd largest international passenger airport in 2013



* According to the preliminary world airport rankings released by Airports Council International on 31 March 2014

Two-Runway System is expected to Reach Capacity Sooner than Forecast

Actual 2013 air traffic volume ahead of Master Plan 2030 forecast



HKIA does not only Serve the Aviation Industry; It also Supports Hong Kong's 4 Major Economic Pillars

(In 2012)

Employment

% of GDP*

Trading and Logistics

764,900

24.6

Financial services

228,800

15.9

Professional and
Producer Services

483,000

12.8

Tourism

250,900

4.7

Total

1,727,600
(47% of HK Jobs)

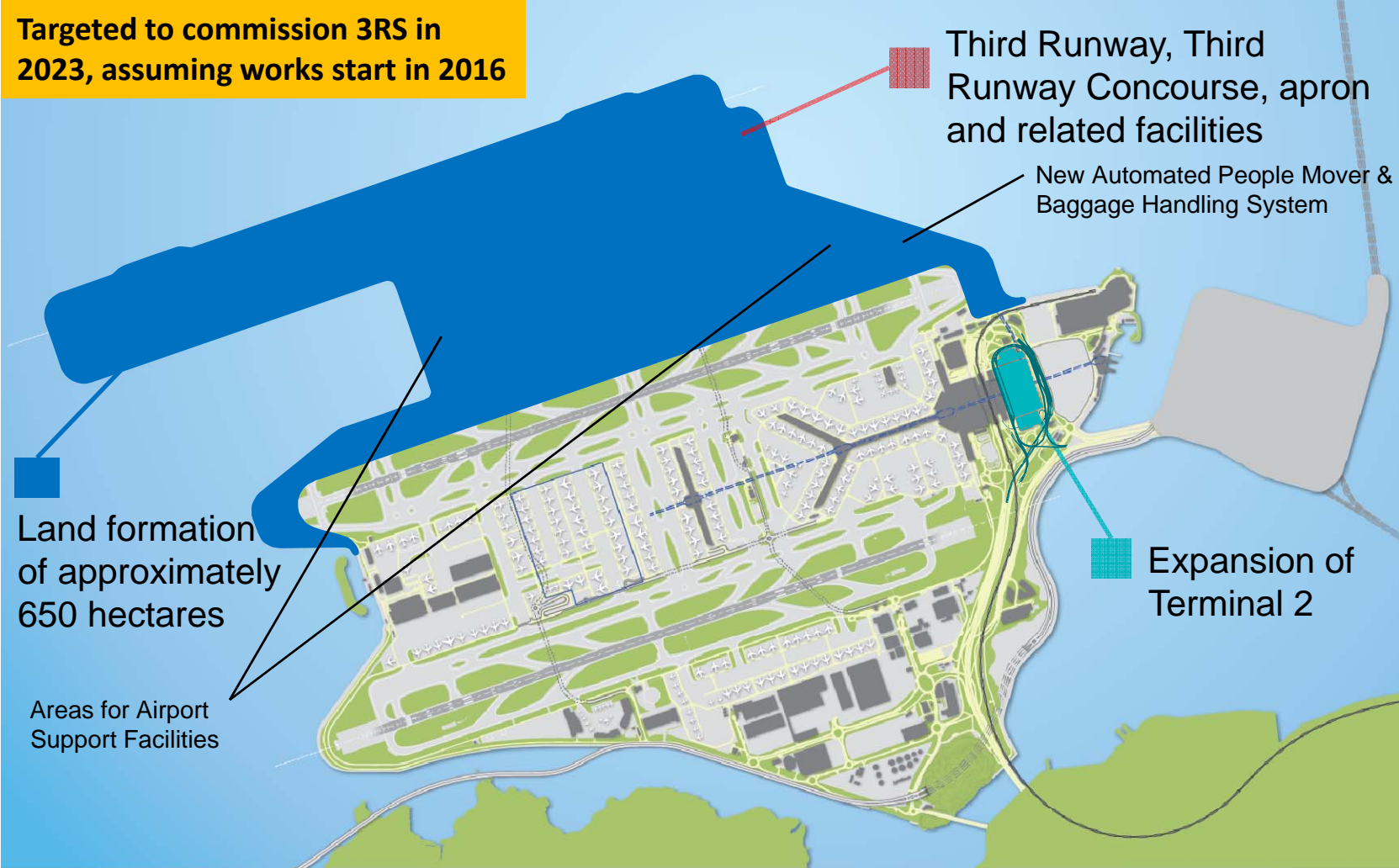
58

... and contributes to other key economic sectors, e.g. retail and catering

* Value added at current prices (HK\$ Million)

Source: Census and Statistics Department

Three-Runway System (3RS) is not just a Runway, it is a Massive Infrastructure Project including...



3RS Project Key Milestones

2008-2010

Preliminary study and compilation of HKIA Master Plan 2030

Jun 2011

Release of MP2030 and start of a 3-month public consultation

Dec 2011

Release of results of public questionnaire, compiled and analysed by SSRC of HKU. 73% of respondents preferred the 3RS option

Mar 2012

Government's in-principle approval for AAHK to adopt, for planning purposes, 3RS as the future development direction

Aug 2012

Receives EIA Study Brief from the Director of Environmental Protection

2013

- Conducting the EIA study
- Engaging and communicating with stakeholders on EIA
- Developing scheme designs for 3RS

Apr 2014

EIA Report submission to EPD

Environmental Impact Assessment (EIA)

- In August 2012, Director of Environmental Protection Department (EPD) issued a Study Brief covering **12 key aspects**
- The statutorily required one-month public inspection period of the EIA Report commenced on 20 June 2014
- In addition to the statutory requirements of the EIAO, AA has also undertaken to conduct a **“HKIA Carbon Emissions Study”**; study soon to be completed. Findings will be announced later.



12 key assessment aspects

Air



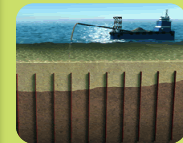
Noise



Hazard to Human



Water



Sewerage



Waste



Land



Ecology



Fisheries



Landscape



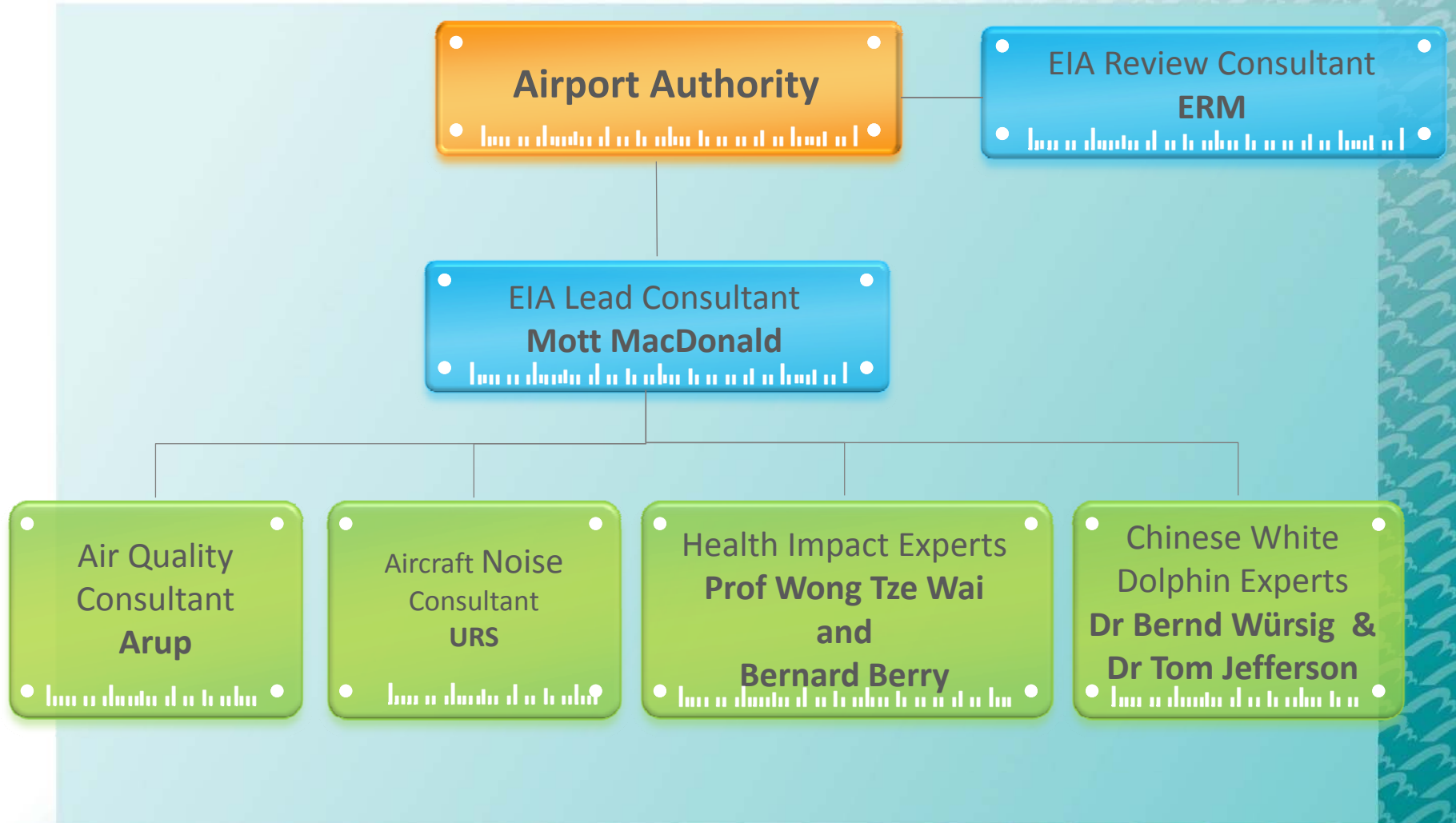
Cultural Heritage



Health



The EIA study was undertaken by a strong team comprising experienced and reputable local and overseas experts



All 12 Aspects assessed and fully complied with the requirements of the EIAO Technical Memorandum and the Study Brief to be "environmentally acceptable"

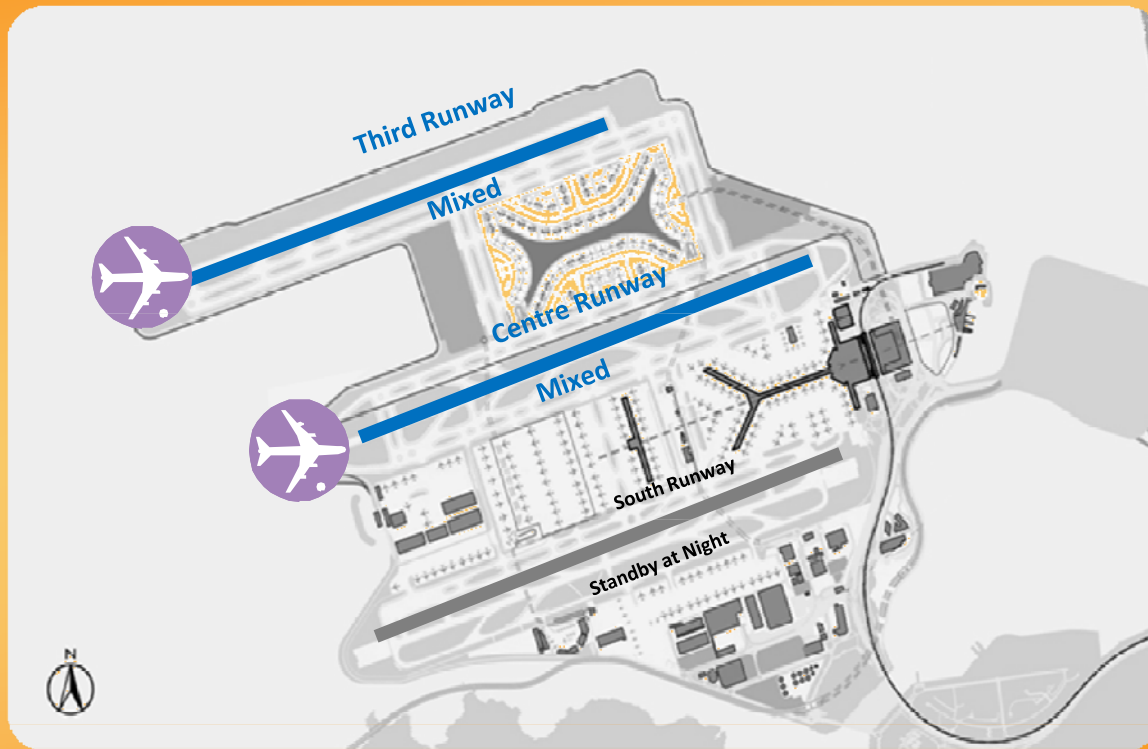
Environmental Aspect	Construction Phase With Mitigation, where applicable	Operation Phase With Mitigation, where applicable
Air Quality	Acceptable	Acceptable
Hazards to Human Life	Acceptable	As low as reasonably practicable
Noise	Acceptable	Acceptable
Water Quality	Acceptable	Acceptable
Sewerage and Sewage Treatment	N/A	Acceptable
Waste Management	Acceptable	Acceptable
Land Contamination	Acceptable	N/A
Terrestrial & Marine Ecology	Acceptable	Acceptable
Fisheries	Acceptable	Acceptable
Landscape and Visual	Acceptable	Acceptable
Cultural Heritage	Acceptable	Acceptable
Health	N/A	Acceptable

Over 250 initiatives formulated under the EIA to address the environmental issues

Mitigation Commitments on Aircraft Noise (1)

South Runway on standby at night

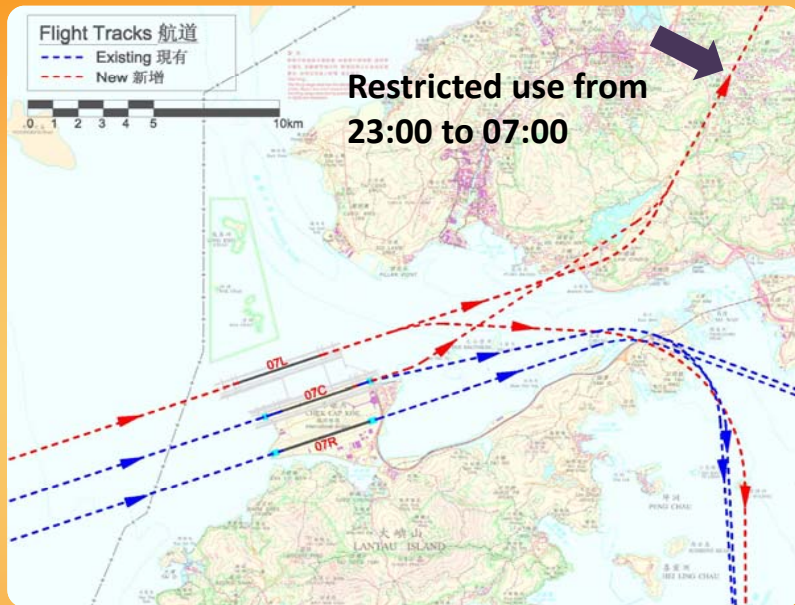
- When practical, south runway will remain on standby at night to minimise impact on North Lantau



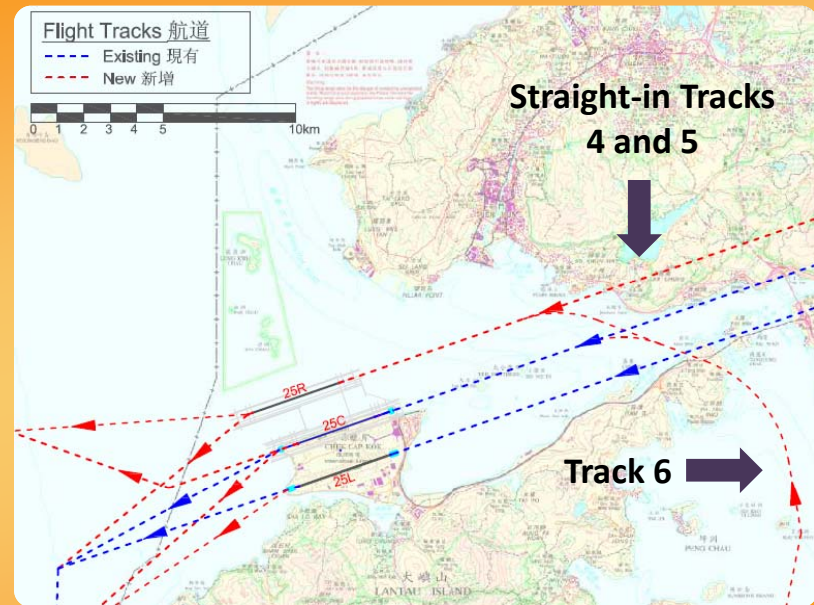
Mitigation Commitments on Aircraft Noise (2)

Adjust flight paths to avoid populated areas at night

East Flow Flight Tracks



West Flow Flight Tracks



Note: Track 6 will be used to the extent practicable at night

Mitigation Commitments on Aircraft Noise (3)

Consider implementing incentive/charging scheme to encourage airlines switching to quieter aircraft

- 40% below relevant limits for Nox
- 25% lower fuel burn and CO₂ emissions
- 14 EPNdB cumulative noise margin below Chapter 4 standard
 - Lighter airframe
 - Optimized efficient wings
 - Latest generation engines



Boeing 747-8 Freighter

- 17% more fuel efficient
- 52% below relevant limits for NOx
- 30% smaller noise footprint



Airbus A350-900

Commitment to Reduce Emissions



- **By end 2014:** Ban the use of APU for all aircraft at frontal stands
- **Now:** Around 80% airlines are using fixed ground power and pre-conditioned air systems



- **By end 2017:** ALL airside saloon vehicles as electric vehicles
- **Now:** 50 electric vehicles (EVs)



- **By end 2018:** totally 290 charging stations for EVs and electric ground support equipment
- **Now:** 90 charging stations



- **Providing the cleanest diesel and gasoline at the airfield**

Mitigation Commitments to Minimise Impacts on Chinese White Dolphins (1)

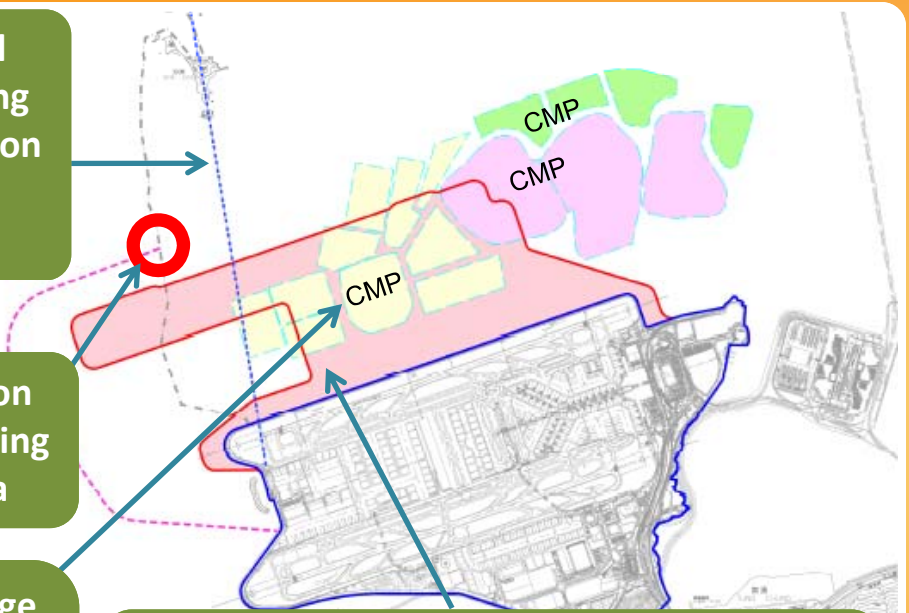
- Advanced Technology to be Implemented

Use of Horizontal Directional Drilling (HDD) Construction Method for fuel pipeline

Field joint location outside the existing marine park area

Use of non-dredge methods during land formation e.g. Deep Cement Mixing

Minimisation of land formation area to 650 ha by considering alternative layout options

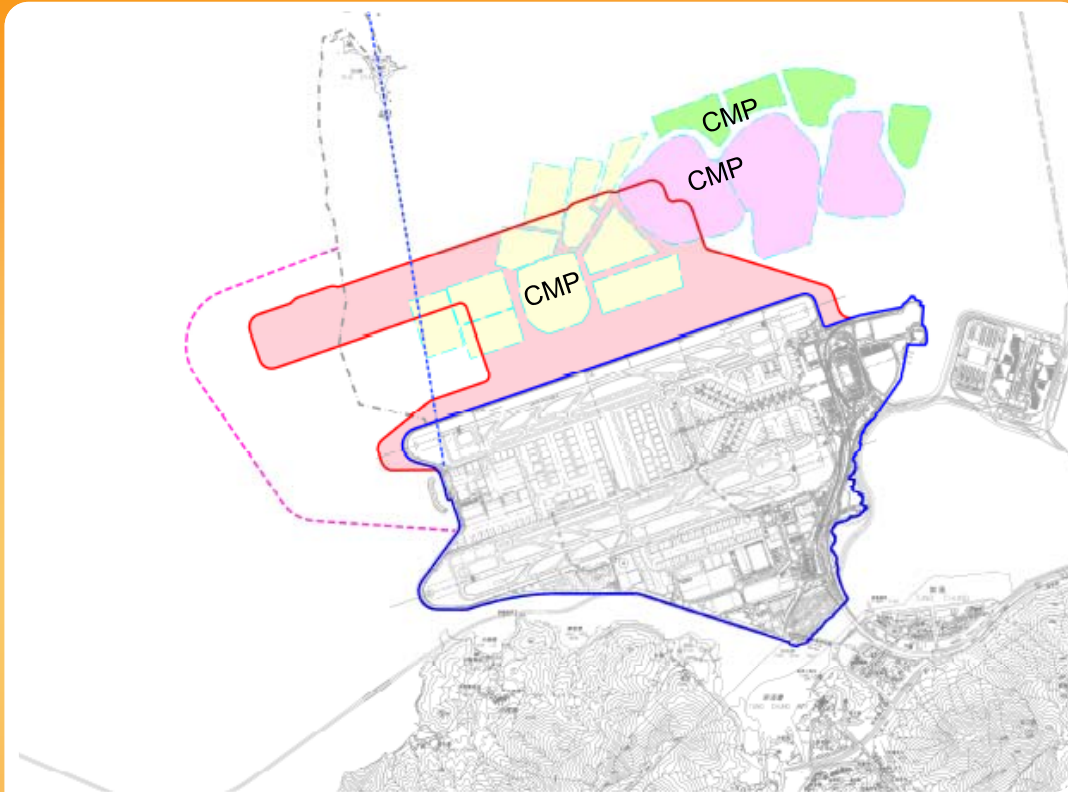


LEGEND:

- POTENTIAL LAND FORMATION FOOTPRINT FOR THE PROPOSED AIRPORT EXPANSION
- EXISTING AIRPORT ISLAND
- EXISTING SUBMARINE CABLE
- PROPOSED SUBMARINE AVIATION FUEL PIPELINE
- PROPOSED SUBMARINE 11kV CABLE

Mitigation Commitments to Minimise Impacts on Chinese White Dolphins (2)

- Measures to be Undertaken during Construction

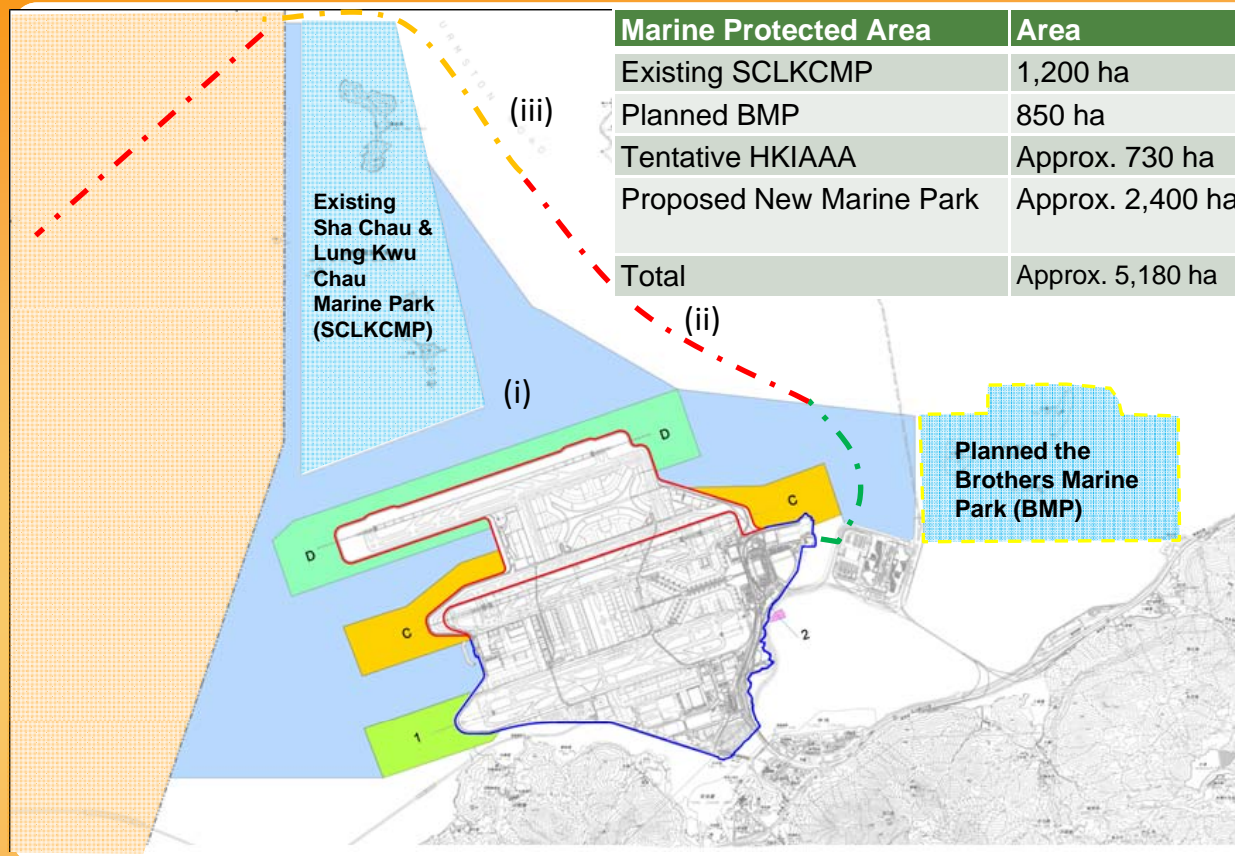


- Avoidance of peak calving season for CWDs during bored piling
- Implementation of water quality mitigation measures (filling behind seawall, good construction site practices and silt curtains)
- Control the speed (<10 knots) of construction vessels within works area
- Establishment of 250m dolphin exclusion zones
- Re-routing of SkyPier ferries

LEGEND:

- POTENTIAL LAND FORMATION FOOTPRINT FOR THE PROPOSED AIRPORT EXPANSION
- EXISTING AIRPORT ISLAND
- - - EXISTING SUBMARINE CABLE
- · · · · PROPOSED SUBMARINE AVIATION FUEL PIPELINE
- · - · - PROPOSED SUBMARINE 11KV CABLE

Mitigation Commitments to Minimise Impacts on Chinese White Dolphins (3)



- Mitigation Measures**
- (i) Designation of 2,400 ha of marine park;
 - (ii) Re-routing of SkyPier ferries; and
 - (iii) Speed reduction of SkyPier ferries close to SCLKCMP

Strategies to Enhance Marine Ecology and Fisheries

Establishing a Marine Ecology and Fisheries Enhancement Strategy with associated funding to support initiatives that can

- enhance habitats for marine ecology and fishery resources, promote a sustainable fisheries industry
- encourage scientific research and studies
- promote environmental education and eco-tourism



Over 1000 engagement activities since 2008

	Pre-PCE* (Nov 2008) – Before start of EIA	Start of EIA process – mid June 2014	Planned engagement activities
Total**	476	570	56

Engagement channels/activities

Four Technical Briefing Groups (TBG)***

Noise , Air Quality, Chinese White Dolphins and Marine Ecology & Fisheries

Five Community Liaison Groups (CLG)***

Kwai Tsing, Islands, Shatin, Tsuen Wan, Tuen Mun

Public forum

- Two sessions held on 3 & 4 August 2011
- To hold two sessions on 28 June 2014

Media workshops

Green groups and stakeholders briefings

Communication materials

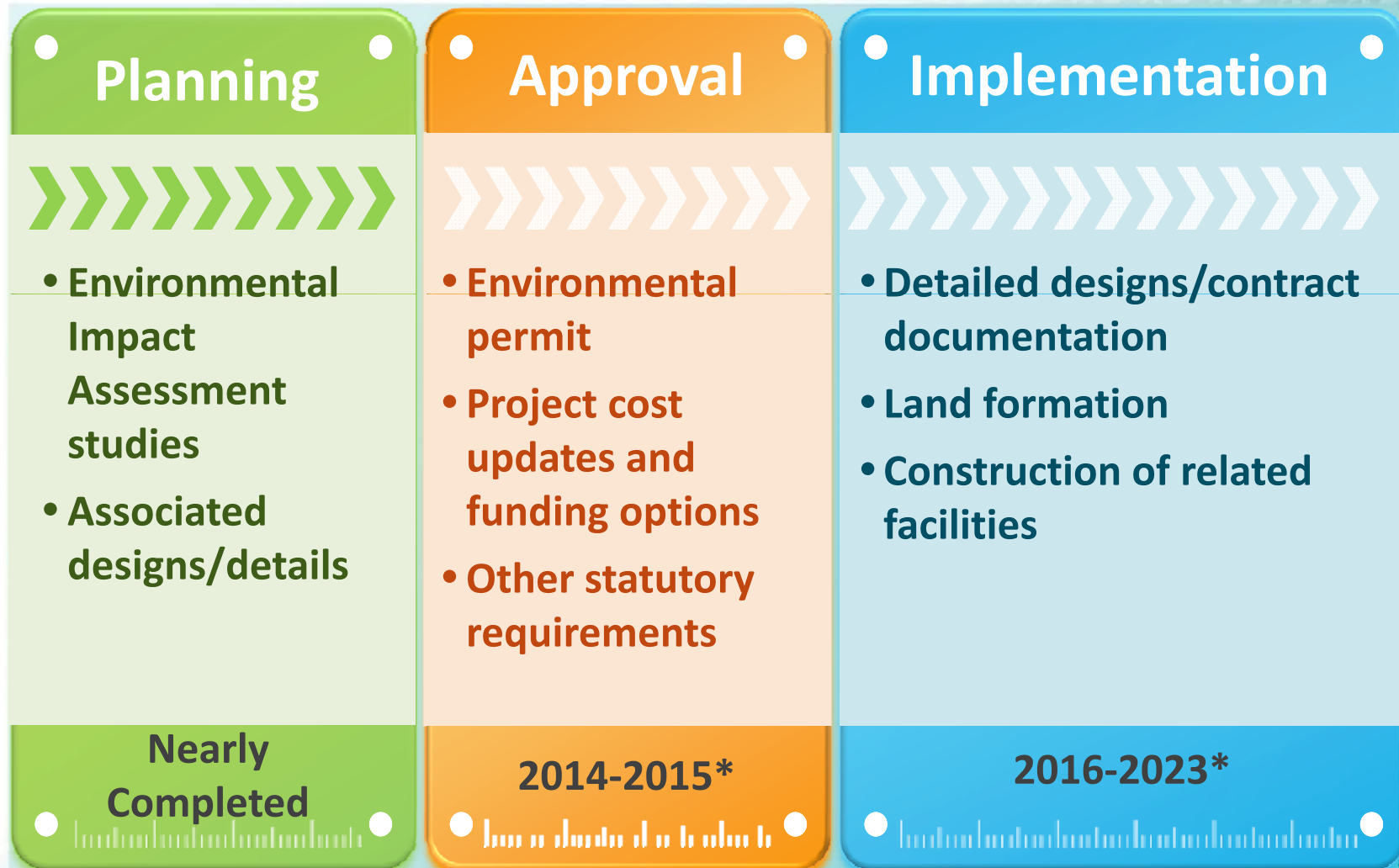
Dedicated 3RS website, exhibitions, videos, *3RS Bulletin* etc

* Public Consultation Exercise

** As at 16 June 2014

*** Three rounds of TBG and CLG meetings were held in Q4 2012, Q2 2013 and Q4 2013 respectively

Target to commission 3RS in 2023



*Indicative timeline that is subject to changes



Thank You

