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16 November 2015

Mr Jason Kong  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong

Dear Mr Kong,

**Establishment Subcommittee**

**Follow-up to meeting on 4 November 2015**

I refer to your letter dated 5 November 2015 enclosing a list of follow-up actions arising from the discussion at the Establishment Subcommittee meeting which was held on 4 November 2015. Please find at **Annex** the response to the list of follow-up actions.

Yours sincerely,

A handwritten signature in blue ink, appearing to be "Winkie Chick".

(Miss Winkie Chick)

for Secretary for Transport and Housing

c.c. Ms Bertille Li, Assistant Secretary for Financial Services & the  
Treasury (Treasury)

**Establishment Subcommittee  
Meeting on 4 November 2015  
Response to Follow-up Actions**

The Transport and Housing Bureau's consolidated reply to the follow-up actions is set out below:

Follow-up action:

- (a) to explain how the Airport Expansion Project Coordination Office ("AEPCO"), in particular holders of the three proposed supernumerary directorate posts, can assist the Airport Authority Hong Kong ("AAHK") in implementing the Three-Runway System project in respect of the major tasks mentioned in paragraph 5 of EC(2015-16)8, including monitoring AAHK in conducting the relevant statutory gazettal processes, delivery of the commitments made in the Environmental Impact Assessment report, conducting detailed project designs, and refining the financial arrangement proposal, and provide examples on the advice given by AEPCO on the various tasks.**

Response:

With the Executive Council's affirmation of the need for the Three-runway System ("3RS") project given on 17 March 2015, the Transport and Housing Bureau ("THB") proposes to create three supernumerary directorate posts for about two years and four months to provide timely and necessary directorate support for the tasks imminently required to take forward the 3RS project. The proposed supernumerary directorate posts in AEPCO will provide advice, assist and monitor the work of AAHK. AEPCO's role in the implementation of the project, together with examples of work, is as follows:

- (i) For the statutory gazettal processes, the proposed reclamation scheme and Chek Lap Kok Outline Zoning Plan amendments for the 3RS project were gazetted under the Foreshore & Seabed (Reclamations) Ordinance ("FS(R)O") (Cap. 127) and the Town Planning Ordinance ("TPO") (Cap. 131) on 8 May 2015. AAHK, as the project proponent of 3RS project, and other relevant government departments are tasked with different roles and responsibilities under the statutory processes. As the 3RS project

involves complex issues relating to design work, environmental impact assessment (“EIA”), legal and land use planning, etc., AEPCO has been actively coordinating the work of AAHK and relevant government departments to ensure that preparation of the gazettal documents and the subsequent gazettal processes could be completed according to schedule. Furthermore, upon the invitation of the Town Planning Board (“TPB”), AEPCO attended the TPB meeting on 10 April 2015 to provide policy support for the 3RS project and brief members of the relevant policy issues related to the project.

During the two-month public consultation period under the statutory procedures (i.e. from 8 May 2015 to 8 July 2015), around 12 000 representations under TPO and 870 objections under FS(R)O were received. TPB exhibited the representations on 18 August 2015 for public inspection and comment. A total of 346 comments were received during the 3-week public inspection period. TPB and Lands Department are processing the representations/comments and objections received. The proposed Head(AEPCO) and Chief Assistant Secretary(AEPCO) will provide advice to AAHK in light of their previous experience in handling the gazettal processes of other large-scale public works projects. They will also co-ordinate with relevant government departments in processing the representations/comments and objections according to legal requirements with a view to completing the work within the statutory time frame (i.e. by April 2016) and seeking timely authorisation under the respective Ordinances so as to enable early commencement of the 3RS reclamation works.

- (ii) Following the Director of Environmental Protection’s granting of the Environmental Permit (“EP”) for the 3RS project in November 2014 and the Executive Council’s affirmation of the need for the project in March 2015, AAHK is actively taking steps to fulfil the EIA commitments and EP conditions. The three proposed supernumerary directorate posts in AEPCO will co-ordinate with relevant bureaux and departments to tie in with the work of AAHK in the timely formulation of implementation plan and details for the environmental mitigation and conservation measures relating to the EIA commitments and EP conditions. One of the examples is to assist AAHK in liaising with the Marine Department for early implementation of the Marine Travel Routes and Management Plan for the high speed



ferries at Skypier in the first quarter of 2016, or even earlier. This is one of the key measures for conservation of Chinese White Dolphins as early as possible. Another example relates to the Marine Ecology Conservation Plan, Fisheries Management Plan and Marine Park Proposal. AAHK is required, under the EP conditions, to formulate proposals on the above before the commencement of the reclamation works. The three proposed directorate officers will assist AAHK in liaising and co-ordinating with relevant government departments on the implementation of conservation measures in waters surrounding the Hong Kong International Airport ("HKIA") and Lantau.

- (iii) On detailed design, 3RS is a large-scale infrastructure project which involves complicated technical issues in planning, design and construction. To comply with relevant statutory procedures, AAHK is required to submit design plans to relevant government departments for approval. AEPCO has been closely assisting AAHK in liaising with the departments, and coordinating their manpower resources so that approval of the design plans can be given according to schedule. Regarding the tasks ahead, the proposed Head(AEPCO) and Chief Assistant Secretary(AEPCO) will provide independent professional advice to AAHK on reclamation technique, airport facilities planning, costing, environmental protection measures, etc. Drawing reference to their experience in managing large-scale public works projects, they will also advise AAHK on issues concerning contract procurement, occupational safety and project management, etc. to ensure that the design and construction of the 3RS project is fit-for-purpose, cost effective and value-for-money.
- (iv) On 3RS financial arrangement proposal, AEPCO has been liaising with relevant government bureaux and AAHK to formulate the financial arrangement plan for the 3RS project. Taking into account AAHK's sound financial position and stable revenue stream, the Government supports AAHK's proposal to self-finance the 3RS project. Regarding the Airport Construction Fee ("ACF"), AAHK originally proposed that the ACF be charged at \$180 per departing passengers across-the-board. The Government considered that AAHK should maximise borrowings from the market with a view to lowering the charging level of the ACF so as to reduce the cost burden of passengers. In light of the Government's advice, AAHK agreed

to substantially reduce the level of ACF to \$90 or less per passenger, and differentiate the charging levels to distinguish long/short haul, premium/economy class, origin/destination and transfer/transit passengers. The proposed Principal Assistant Secretary(AEPCO) will, in consultation with the relevant government departments, provide advice to AAHK on formulating the financial arrangement proposal, including the funding sources and approach of financing. This is to ensure that AAHK's financial arrangement proposal is feasible and practical, and consistent with the overall objectives concerning the development of HKIA and the aviation sector so as to maintain Hong Kong's status as a global and regional aviation hub. In particular, as mentioned in the Legislative Council Brief entitled "Hong Kong International Airport Three-runway System: Airport Construction Fee" dated 29 September 2015, airport charges will be increased in 2016/17 so as to bring the charges back to the level in 2000. The Principal Assistant Secretary(AEPCO) will be responsible for assisting AAHK in taking forward the task.

Follow-up action:

- (b) the exact date of the Executive Council meeting at which in-principle approval was given to AAHK to adopt for planning purpose the option of expanding the Hong Kong International Airport into a three-runway system, and the incumbent Chief Executive at that time.**

Response:

On 20 March 2012, the Executive Council gave in-principle approval to AAHK's recommendation to adopt the option of expanding HKIA into a 3RS as its future development option. AAHK was also asked to proceed with the relevant planning work which included the statutory EIA, the associated design details and the financial arrangements. The incumbent Chief Executive was Mr Donald Tsang Yam-kuen.