

Thank you for the invitation to the Hong Kong International Airport Master Plan 2030 meeting scheduled for Tuesday 19th July 2011 and held by the LegCo Panel on Economic Development. We shall not be attending the meeting. At the same time we are most concerned about the content of the recently published HKIA 2030 Master Plan as it takes nothing more than business-as-usual economic growth projections into account to the exclusion of land use, planning and environmental protection concerns, as well as the need to reduce Hong Kong's carbon footprint. Nor has it escaped us that the so called Deep Cement Soil Mixing (DCSM) reclamation approach being proposed for the third runway option has not been applied before to the same depth and extent anywhere else in the world, and it has never been applied in situations where contaminated mud pits have to be capped while at the same time avoiding releases of contaminated mud into the marine environment. Singularly and quite misleadingly the Airport Authority (AA) lists DCSM as a "green measure" in the HKIA 2030 Master Plan.

The HKIA 2030 report contains no information on the sources of the large volumes of sand that would be required for third runway construction other than mentioning that the sand "would have to be imported from the Pearl River Delta or beyond, which would drive up the land formation cost significantly". Sand is an abundant material and yet it is also part of river and estuary ecology. It is difficult to see how large volumes of sand can be obtained in an environmentally acceptable manner.

There is also serious concern that the greater number of flights that a third runway would facilitate will increasingly rely on deforestation biofuels, as it is the intention of a number of airlines including Cathay Pacific to start using this damaging and unsustainable form of fuel as soon as it becomes commercially available, which could be very soon. This move is being planned in spite of the knowledge that forest biomass worldwide is already being over-exploited and that primary forest conversion to biofuel uses has become the main

driver behind forest destruction worldwide, especially in the tropics.

The AA and the airline companies over-preoccupation with continued economic growth at the further expense of planetary ecosystems biodiversity and global climate integrity represents a questionable attitude to environmental and hence also to economic sustainability that we hope LegCo will decline to support.

Grateful is you would circulate these brief comments to Panel members.

Yours sincerely
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