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15 July 2011

Ms Debbie Yau
Clerk to Panel on Economic Development
Legislative Council Building
8 Jackson Road,
Central, Hong Kong

Dear Ms Yau,

**Panel on Economic Development
Meeting on 19 July 2011**

I refer to your letter of 15 June 2011, which, among other things, conveyed the Panel's request for the full report of the preliminary environmental assessment of building a third runway conducted by Mott MacDonald and all consultant reports relating to the Hong Kong International Airport Master Plan 2030 (HKIA Master Plan 2030).

Airport Authority Hong Kong (AAHK) is responsible for preparing the HKIA Master Plan 2030 and commissioning the associated consultancies. At different stages of these consultancies, the consultants produced various documents for AAHK's consideration, culminating in the production of final reports. Where a final report was not produced, the consultants' work was consolidated into the HKIA Master Plan 2030 Technical Report.

AAHK has reviewed the documents prepared by its consultants and concluded that the reports listed at the **Annex** can be disclosed. The list does not include documents such as working papers which contain information relating to incomplete analysis, research or statistics where disclosure could be misleading. AAHK will deposit a set of the reports listed at the **Annex** at the Legislative Council Secretariat for Members' reference.

It should be noted that as the reports listed at the **Annex** were produced at different times, they may contain outdated or inconsistent contents. The HKIA Master Plan 2030 was not drawn up solely on the basis of the various consultancies commissioned by AAHK. It incorporated input from relevant airport stakeholders as well as AAHK's own input on the basis of its solid experience in airport operations. For any differences between the consultancy reports and the HKIA Master Plan 2030, Members should always refer to the latter and the Technical Report.

Moreover, the reports at the **Annex** are the outcome of preliminary studies carried out at a master planning stage. They are no substitute for the more detailed studies to be conducted at the next stage of work, particularly when it comes to environmental impact assessment which will be carried out in accordance with the prevailing statutory process on the basis of more comprehensive and detailed assumptions and information.

AAHK will continue to engage the public and stakeholders during the ongoing consultation exercise and stands ready to respond to their questions about the HKIA Master Plan 2030.

Yours sincerely,



(Ms Jenny Chan)
for Secretary for Transport and Housing

Encl.

Annex**HKIA Master Plan 2030****List of Reports prepared by Consultants¹**

1. Primary Air Traffic Forecast – Final Report (IATA Consulting)²
2. Airspace and Runway Capacity Analysis – Final Reports (NATS)³
3. Initial Land Formation Engineering Evaluation – Final Construction Options Report (Meindhart)
4. Preliminary Engineering Feasibility and Environment Assessment – Comparative Environmental Assessment (Mott MacDonald)
5. Preliminary Aircraft Noise Impact Analysis – Final Noise Contour Report (URS Corporation)
6. Preliminary Air Quality Impact Analysis – Final Report (Arup)
7. Economic Impact Analysis – Final Report (ESA)
8. Financial Feasibility Assessment – Financial Advisor Final Report (HSBC)

¹ In respect of the consultancy on Airport Facilities Planning by AECOM, the consultant has not prepared a final report. The contents of its papers have been consolidated into the HKIA Master Plan 2030 Technical Report, which is available on the website www.hkairport2030.com.

² Some sections containing commercially sensitive information provided by airlines during interviews with the consultant have been excluded from disclosure as the information has been provided by a third party under an explicit or implicit understanding that it would not be further disclosed.

³ One of the Final Reports has been excluded from disclosure as it contains information provided by a third party under an explicit or implicit understanding that it would not be further disclosed.