

# 香港公路學會

## Hong Kong Institution of Highways and Transportation

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### Panel on Economic Development and Panel on Environmental Affairs Joint Panel Meeting

**"Receiving public views on the Third Runway Project in the Hong Kong International Airport and the relevant Environmental Impact Assessment Report"**

### Written Submission by Hong Kong Institution of Highways and Transportation

Date: 29 September 2014

Time: 2:30pm

Venue: Conference Room 1 – Legislative Council Complex

#### Introduction:

HKIHT believes that the Third Runway System (TRS) shall be built in time to ensure our infrastructures can support the future growth of our economy. A city's economy is contingent upon its connectivity. Hong Kong's healthy economy, enjoyed sustained growth throughout the years, was contributed by its robust connection, externally to other parts of the world and internally to different parts of the city, through the existing international airport and other major highways/public transportation systems, respectively.

#### Current Airport Status:

Hong Kong International Airport (HKIA) has been the major pillar in bringing in international businesses and visitors to Hong Kong, serving over 57 million passengers in 2012-2013. Based on studies published by Airport Authority Hong Kong in 2010, it was forecast the capacity of the airport will be fully utilized between 2019 and 2022. However, actual growth figures from 2010 to 2013 support that previous forecasts were optimistic, and demand will exceed the capacity of the airport by 2016 to 2017. With the TRS scheduled to be completed in 2023, it is critical to carry on the expansion work with interim measures.

#### Interim Measures:

Before the TRS is complete, capacity of the HKIA should be increased to alleviate the potential over capacity between 2016 and 2023 and to provide additional headroom to cater for unexpected and emergency events, such as major typhoons. Airport Authority Hong Kong and the HKSAR Government should work together on various interim measures.

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One measure is the release of the airspace restriction imposed by the PRC government, which currently limits the capacity of the 2-Runway System to 68 air traffic movement (ATM) per hour. Other measures include working with airport from neighboring cities such as Macau and Shenzhen, and making use of the to-be-completed High-speed railway system, to reduce flights between Mainland China and Hong Kong. While HKIA is considered to be the most efficient airport in Asia (awarded by Air Traffic Research Society for 5 consecutive years from 2007 to 2011), Airport Authority Hong Kong should continue to explore measures to improve efficiency.

### Environmental Considerations:

Construction technologies can minimize adverse effects to marine habitats and our environment. The current total development cost of approximately HK\$160 billion is based on the use of non-dredge method for reclamations and deep soil mixing to stabilize marine clay due to environmental concerns. While HKIA should always consider methods to reduce negative effects, HKIA should also balance costs and benefits to achieve optimal results for both public and our environment.

### Other Considerations:

The benefit of the TRS can be fully recognized only if the airspace restrictions, as mentioned previously, is released, and Airport Authority Hong Kong should ensure such restrictions are released timely. More importantly, while the investment of the TRS will provide additional connectivity to cities around the world, additional demands of our services will also increase. Infrastructures and facilities within Hong Kong must be planned and constructed in time to cater for the needs of the additional visitors and businesses as well.