

立法會
Legislative Council

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by the Administration and
Airport Authority Hong Kong)

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**Subcommittee to Follow Up Issues Relating to the Three-runway System at
the Hong Kong International Airport**

**Minutes of the eighth meeting
held on Tuesday, 3 May 2016, at 4:30 pm
in Conference Room 2 of the Legislative Council Complex**

Members present : Hon Andrew LEUNG Kwan-yuen, GBS, JP (Chairman)
Hon Dennis KWOK (Deputy Chairman)
Hon Albert HO Chun-yan
Hon LEE Cheuk-yan
Hon CHAN Kam-lam, SBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Dr Hon LAM Tai-fai, SBS, JP
Hon CHAN Hak-kan, JP
Hon CHAN Kin-por, BBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon Charles Peter MOK, JP
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok
Dr Hon KWOK Ka-ki
Hon Christopher CHEUNG Wah-fung, SBS, JP
Hon SIN Chung-kai, SBS, JP
Dr Hon Elizabeth QUAT, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon TANG Ka-piu, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

Hon Alvin YEUNG Ngok-kiu

Non-Member attending : Hon Alan LEONG Ka-kit, SC

Members absent : Hon Abraham SHEK Lai-him, GBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon Kenneth LEUNG

Public officers attending : Agenda item I

Transport and Housing Bureau

Mr YAU Shing-mu, JP
Under Secretary for Transport and Housing

Mr Wallace LAU Ka-ki
Deputy Secretary for Transport and Housing
(Transport) 4

Miss Grace KWOK Wing-see
Principal Assistant Secretary(AEPCO)

Civil Aviation Department

Mr Raymond LI Kwok-chu
Assistant Director-General of Civil Aviation
(Air Traffic Management)

Mr Raymond NG Che-on
Chief Safety Officer
(Airport & Safety Regulation)

Mr Samuel NG
Senior Evaluation Officer (1)

Airport Authority Hong Kong

Mr Kevin POOLE
Executive Director, Third Runway

Mr William LO Chi-chung
Executive Director, Finance

Mr Peter LEE Chung-tang
General Manager, Environment, Third Runway

**Attendance by
invitation:**

Agenda item I

Airport Development Concern Network

Mr Michael MO Kwan-tai
Spokesperson

Our Bus Terminal

Mr CHAN Ka-long
Chairman

North Kwai Chung Transport Concern Group

Mr LAU Ka-yeung
Chairman

Mr LOUIE Him-hoi

Ms LI Shee-lin

Hong Kong Professionals and Senior Executives
Association

Ms Maxine YAO
Economic Affairs Committee Member

The Democratic Party

Mr CHAI Man-hon

Miss Sammi FU

Island District Council member

Young Civics

Mr Joshua LI Chun-hei
Vice-Chairman

Mr Albert Cleisthenes WONG

Mr WONG Ping-fai

Mr Manuel SUM Siu-wah

The Federation of All Sectors of Tsuen Wan Co. Ltd

Mr CHAN Sai-kwong
Chairman

Islands Youth Association

Mr YIP Kam-hung
Chairman

Hong Kong Association of China Travel
Organisers Ltd

Mr CHAN Lup-chi
Secretary General

Miss WONG Yuk-ting

Civic Party

Mr Jeremy TAM Man-ho
Convener of 3rd Runway Concern Group

Hong Kong Strategy

Miss LAM Wai-shan
Representative

Mr Ringo YU

Vice President (Civil Engineering)
Hong Kong Construction Association

Hong Kong Tourism Association Limited

Mr Timothy CHUI

Mr CHAN Wan-sang

Hong Kong Project Management
Exchange Centre

Mr YIM Kin-ping
Chairman

Mr Jacky LIM
Commentator

Hong Kong Fishermen Consortium

Mr YEUNG Sheung-chun

Democratic Progressive Party of Hong Kong

Mr YEUNG Ke-chong
General Representative

Hong Kong Taxi Owners' Assn. Ltd

Mr WONG Po-keung
Chairman

New People's Party

Mr Isaac YIP Pui-lam
Vice Chair (Policy) of Youth Commission

International Federation of Air Traffic Controllers'
Associations

Mr John Leonard Wagstaff
IFATCA Representative

Clerk in attendance : Miss Mary SO
Chief Council Secretary (4)2

Staff in attendance : Miss Joyce CHING
Senior Council Secretary (4)2

Ms Jacqueline LAW
Council Secretary (4)2

Miss Vivian YUEN
Legislative Assistant (4)2

Action **I. Receiving public views on the Three-runway System Project at the Hong Kong International Airport**

LC Paper No. CB(4)918/15-16(01) -- Submission from Airport
(*Chinese version only*) Development Concern
Network

LC Paper No. CB(4)918/15-16(02) -- Submission from International
(*English version only*) Federation of Air Traffic
Controllers' Associations

LC Paper No. CB(4)918/15-16(03) -- Submission from Mr WONG
(*Chinese version only*) Ping-fai

LC Paper No. CB(4)918/15-16(04) -- Submission from Mr Manuel
(*Chinese version only*) SUM Siu-wah

LC Paper No. CB(4)925/15-16(01) -- Submission from Hong Kong
(*Chinese version only*) Fishermen Consortium

LC Paper No. CB(4)925/15-16(02) -- Submission from Hong Kong
(*Chinese version only*) Project Management
Exchange Centre

LC Paper No. CB(4)925/15-16(04) -- Submission from Hong Kong
(*Chinese version only*) Professionals and Senior
Executives Association

- LC Paper No. CB(4)918/15-16(05) -- Submission from Miss
(Chinese version only) Melonie CHAU
- LC Paper No. CB(4)918/15-16(06) -- Submission from Mr Daniel
(English version only) TSANG Ying-cheuk
- LC Paper No. CB(4)918/15-16(07) -- Submission from Hong Kong
(English version only) Aircraft Engineering Company Limited
- LC Paper No. CB(4)918/15-16(08) -- Submission from Airport
(English version only) Freight Forwarding Centre Co. Ltd
- LC Paper No. CB(4)918/15-16(09) -- Submission from Mr LAM
(Chinese version only) Chiu-ying
- LC Paper No. CB(4)918/15-16(10) -- Submission from Hong Kong
(English version only) Institution of Highways and Transportation
- LC Paper No. CB(4)918/15-16(11) -- Submission from Mr Singa LO
(Chinese version only)
- LC Paper No. CB(4)918/15-16(12) -- Submission from HongKong
(English version only) Association of Freight Forwarding and Logistics Ltd
- LC Paper No. CB(4)918/15-16(13) -- Submission from The Chinese
(Chinese version only) General Chamber of Commerce
- LC Paper No. CB(4)918/15-16(14) -- Submission from China
(English version only) Aircraft Services Limited
- LC Paper No. CB(4)918/15-16(15) -- Submission from Airline
(English version only) Operators' Committee Hong Kong
- LC Paper No. CB(4)918/15-16(16) -- Submission from Hong Kong
(English version only) Airline Service Providers Association Limited

- LC Paper No. CB(4)918/15-16(17) -- Submission from Hong Kong Air Cargo Terminals Limited
(*English version only*)
- LC Paper No. CB(4)918/15-16(18) -- Submission from Tradeport Hong Kong Limited
(*English version only*)
- LC Paper No. CB(4)918/15-16(19) -- Submission from Worldwide Flight Services
(*English version only*)
- LC Paper No. CB(4)925/15-16(03) -- Submission from Federation of Hong Kong Industries
(*Chinese version only*)
- LC Paper No. CB(4)925/15-16(06) -- Submission from O Brave New Hong Kong
(*English version only*)
- LC Paper No. CB(4)925/15-16(07) -- Submission from 民主新香港
(*Chinese version only*)

The Subcommittee deliberated (index of proceedings attached at **Annex**).

The Administration's response to the views expressed by deputations at the meeting

2. Under Secretary for Transport and Housing ("USTH") said that:
- (a) the Administration and the Airport Authority Hong Kong ("AAHK") had considered the option of constructing an additional airport to handle the projected annual 620 000 air traffic movements ("ATMs") by 2030, and concluded that expanding the Hong Kong International Airport ("HKIA") at Chek Lap Kok from the existing Two-runway System ("2RS") to a Three-runway System ("3RS") was more feasible and cost-effective as the runway capacity of HKIA would reach its practical maximum capacity in 2016 or 2017 and the time required to construct a separate airport would take much longer than that of constructing a Third Runway;
 - (b) the overarching objective of the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" drawn up by the Civil Aviation Administration of China, Civil Aviation Department of Hong Kong ("CAD") and the Civil Aviation Authority of Macao SAR (the Tripartite Working Group ("TWG")) in 2007 ("the 2007 Plan") was to optimize the utilization and management of Pearl River Delta ("PRD") airspace

in a safe and efficient manner for the mutual benefits of the five major airports in the PRD region. Major progress made by the three sides on the implementation of the 2007 Plan had been and would continue to be made public in a timely manner;

- (c) there was no cause for concern that the target maximum capacity of 102 ATMs per hour under the 3RS operation at HKIA could not be eventually achieved. The 2007 Plan had taken into account the operational need of 3RS at HKIA, as well as the planned development of other key airports in the PRD. The phased implementation of the 2007 Plan, which was agreed by all parties concerned, provided the basis for achieving the eventual target maximum capacity of 102 ATMs per hour under the 3RS operation at HKIA in the long run;
- (d) the whole 3RS project was targeted for completion in 2023-2024; and
- (e) due regard would be given to ensuring marine safety during the reclamation works of 3RS project and full compliance with the conditions stipulated in the Environmental Permit for the 3RS issued by the Director of Environmental Protection in November 2014; and stringent measures would be taken to prevent project delay and/or cost overrun.

AAHK's response to the views expressed by deputations at the meeting

3. General Manager, Environment, Third Runway, AAHK said that:

- (a) with the approval by the Environmental Protection Department in March 2016 on AAHK's Fisheries Management Plan to provide support and assistance to affected fishermen to achieve more sustainable fishing operations, invitation for applications for the Fisheries Enhancement Fund ("FEF") would start before the end of this year. Fishermen's association representatives would be invited to become members of the FEF Management Committee tasked to, amongst others, approve qualifying funding applications;
- (b) the suggestion on having a lenient funding criteria under the FEF would be considered by the Steering Committee to be set up under AAHK to provide overall directional guidance and policies for both the Marine Ecology Enhancement Fund and the FEF;

- (c) apart from deploying artificial reefs and releasing fish fry in the waters of 3RS project site, the incorporation of eco-enhancement design features into suitable sections of the future extended artificial seawall will also be considered for enhancing the fisheries resources in the surrounding water; and
- (d) plan was underway to set up a marine traffic control centre to prevent construction and associated vessels moving to and from the 3RS project site during the construction stage from hitting other vessels.

Discussion

4. Mr TANG Ka-piu asked the following questions:

- (a) why the 2RS' hourly maximum capacity was set at 68 ATMs;
- (b) whether the new Air Traffic Management System ("ATMS"), to be implemented in phases in June 2016, could increase the existing runway capacity at HKIA, and if so, how many ATMs per hour; and
- (c) whether the new ATMS could handle the runway capacity of HKIA under a 3RS.

5. Assistant Director-General of Civil Aviation (Air Traffic Management) responded as follows:

- (a) the maximum capacity of the existing 2RS was mainly constrained by two factors about which the International Civil Aviation Organization ("ICAO") had strict requirements and standards, i.e. (i) the need for safe distance between aircraft due to the spiral air vortex generated by operating aircraft; and (ii) the surrounding terrain near the runways. The practical maximum capacity of 68 ATMs per hour under a 2RS was derived in a study by an independent consultant commissioned by AAHK to assess the runway capacity of HKIA. The result indicated that the existing 2RS at HKIA was unable to operate under an "independent mixed mode". HKIA was currently operated under a "segregated mode", meaning that one runway was exclusively used for departures, and another exclusively for arrivals. Under normal circumstances, the south runway was exclusively for departures whilst the north runway exclusively for arrivals. In order to significantly increase the runway capacity to meet long-term air traffic demand, it was necessary for HKIA to construct the Third Runway

- (b) as the 2RS was mainly constrained by the two factors mentioned in (a) above, the number of ATMs per hour which could be further increased under the 2RS upon the implementation of the new ATMS would be minimal; and
- (c) the new ATMS was fully capable of coping with traffic growth in the future. With the latest electronic technologies adopted, including enhanced flight information and data processing capability, advanced automatic safety net features, and more precise flight trajectory prediction functions, the processing capacity and functions of the new system were better than those of the present one.

6. Responding to the concern raised by Mr Dennis KWOK and the Civic Party that the "delegation of airspace" arrangement would be in breach of Article 130 of the Basic Law ("BL"), Assistant Director-General of Civil Aviation (Air Traffic Management) said that there was no cause for such concern as this arrangement, when implemented, would not in any sense involve the allocation or alienation of civil aviation airspace from Hong Kong to another jurisdiction. In fact, the "delegation of airspace" arrangement was endorsed and encouraged by the ICAO to enhance air traffic management efficiency. According to Chapter two of Annex 11 of the Convention on International Civil Aviation promulgated by the ICAO - Air Traffic Services, the delineation of airspace, wherein air traffic services were to be provided, should be related to the nature of route structure and the need for efficient service rather than to national boundaries.

7. Mr Manuel SUM pointed out that the reason CAD had not discussed with the Mainland authorities concerned on using the Shenzhen airspace at this moment was that at present HKIA could not adopt the independent mixed mode due to the surrounding mountainous terrain near the runways and HKIA had been able to achieve the practical maximum capacity of 68 ATMs per hour under the existing mode of operation.

II. Any other business

Way forward

8. The Chairman suggested deciding at the end of the next meeting scheduled for 21 May 2016 from 9 am to 1 pm to continue to receive public views on the 3RS project whether any further meetings of the Subcommittee should be held; if not, the Secretariat would draft the Subcommittee's report for

members' consideration before submitting the report to the House Committee in June 2016. Members agreed.

9. There being no other business, the meeting ended at 19:05 pm.

Council Business Division 4
Legislative Council Secretariat
28 June 2016

**Subcommittee to Follow Up Issues Relating to the Three-runway System at
the Hong Kong International Airport**

**Proceedings of the eighth meeting
on Tuesday, 3 May 2016, at 4:30 pm
in Conference Room 2 of the Legislative Council Complex**

Time Marker	Speaker(s)	Subject(s)	Action required
Receiving public views on the Three-runway System Project at the Hong Kong International Airport			
Session 1			
000502 – 001111	Chairman	Welcoming remarks	
001111 – 001413	Airport Development Concern Network	<p>Presentation of views set out in its submission (LC Paper No. CB(4)918/15-16(01))</p> <p>Opposed the development of the Three-runway System ("3RS") project at the Hong Kong International Airport ("HKIA") until the Administration had disclosed full information on how the Pearl River Delta ("PRD") region airspace would be used by the aviation authorities of the Mainland, Macao and Hong Kong.</p>	
001413 – 001714	Our Bus Terminal	Suggested constructing a separate airport instead of implementing the 3RS project.	
001714 – 002021	North Kwai Chung Transport Concern Group	<p>Instead of implementing the 3RS project, Airport Authority Hong Kong ("AAHK") should exhaust all means to increase the runway of its existing Two-runway system ("2RS"), such as encouraging airlines to use more wide-bodied aircraft.</p> <p>The implementation of the 3RS project would not help to increasing the handling capacity of HKIA unless the air wall constraint and lack of parking stand for aircraft were address.</p>	
002021 – 002256	Mr LOUIE Him-hoi	Instead of expanding HKIA into a 3RS, more effective use of \$141.5 billion was to construct a separate airport with no terrain restraint as the runway capacity of HKIA under a 3RS would reach its limit after 2030	
002256 – 002528	Hong Kong Professionals and Senior Executives Association	<p>Presentation of views set out in its submission (LC Paper No. CB(4)925/15-16(04))</p> <p>Expressed support for the 3RS project</p>	
002528 – 002835	The Democratic Party	Questioned the meaning of holding this public hearing when the Government had already endorsed AAHK's plan to expand HKIA into a 3RS	

Time Marker	Speaker(s)	Subject(s)	Action required
002835 – 003138	Miss Sammi FU	<p>Presentation of views set out in her submission (LC Paper No. CB(4)939/15-16(05))</p> <p>Expressed support for the 3RS project as the anticipated 123 000 jobs that would be created directly from the 3RS would help to improve the employment of Tung Chung residents.</p> <p>Urged the Administration to improve the transport connectivity between Tung Chung and HKIA, so that Tung Chung residents could benefit from the ample job opportunities that would be created directly from the 3RS.</p>	
003138 – 003440	Young Civics	<p>If the airspace constraints surrounding HKIA could not be addressed, the 3RS project would become a "white elephant" project.</p> <p>The peak of Tai Yam Teng and Fa Peng Teng, which were located at the North East of Lantau, did not need to be completely removed in order to increase the capacity of the 2RS, if the existing air wall constraint could be lifted.</p>	
003440 – 003746	Mr Albert Cleisthenes WONG	<p>Questioned the constitutionality of the proposed "delegation of airspace" arrangement under Article 130 of the Basic Law ("BL"), even if the arrangement was agreed to between Hong Kong and the Mainland, not to mention that Hong Kong's jurisdiction over its Flight Information Region ("FIR") boundary designated by the International Civil Aviation Organization would be handed over to the Mainland under the arrangement.</p> <p>Expressed concern that despite repeated requests for access to the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)", drawn up by the Civil Aviation Administration of China, Civil Aviation Department of Hong Kong ("CAD") and the Civil Aviation Authority of Macao SAR (the Tripartite Working Group ("TWG")), in 2007 ("the 2007 Plan"), by the aviation industry and Members of the Legislative Council, the Administration had repeatedly denied such requests without solid grounds</p>	
003746 – 004031	Mr WONG Ping-fai	<p>Presentation of views set out in his submission (LC Paper No. CB(4)918/15-16(03))</p> <p>Expressed support for the 3RS project and urged for its early implementation.</p>	
004031 – 004339	Mr Manuel SUM Siu-wah	<p>Presentation of views set out in his submission (LC Paper No. CB(4)918/15-16(04))</p>	

Time Marker	Speaker(s)	Subject(s)	Action required
		Explained that "delegation of airspace" arrangement would not be in breach of BL130. The 2007 Plan would not undermine "One country, Two systems", as the issues to be worked out by TWG only involved technical matters.	
004339 – 004640	The Federation of All Sectors of Tsuen Wan Co. Ltd	Expressed support for the 3RS project and urged for its early implementation,	
004640 – 004949	Islands Youth Association	Expressed support for the 3RS project	
004949 – 005033	Hong Kong Association of China Travel Organisers Ltd	Expressed support for the 3RS project	
005033 – 005346	Miss WONG Yuk-ting	<p>Expressed concern that in expanding HKIA into a 3RS, Hong Kong's jurisdiction over its FIR boundary would be compromised, as in the case of the co-location arrangements at the Guangzhou-Shenzhen-Hong Kong Express Rail Link West Kowloon Terminus.</p> <p>Unless there was certainty that the implementation of the 2007 Plan would not compromise "One country, Two system", the 3RS project should not be implemented.</p>	
005346 – 005656	Civic Party	The capacity of the 2RS could achieve 86 air traffic movements ("ATMs") per hour if aircraft could immediately fly northwards, i.e. entering the Shenzhen airspace, after taking-off. If the aforesaid flight route could not be adopted now, it was questionable whether the targetted 102 ATMs per hour could be achieved under the 2007 Plan.	
005656 – 005940	Ms LI Shee-lin	Before expanding HKIA into a 3RS, a study should be carried out to examine the costs-and-benefits of constructing an additional airport.	
005940 - 010400	Administration	The Administration's response to deputations' views expressed at the meeting	
010400 - 010916	Mr TANG Ka-piu Administration	<p>Maximum capacity of the existing 2RS</p> <p>Capability of the new Air Traffic Management System to cope with traffic growth in the future</p>	
010916 - 011806	Mr YIU Si-wing Chairman The Democratic Party Mr Manuel SUM Siu-wah Mr CHAN Kam-lam	Suggestion on constructing a separate airport to obviate the need of expanding HKIA into a 3RS	

Time Marker	Speaker(s)	Subject(s)	Action required
011806 - 012542	Mr Dennis KWOK Civic Party Administration Mr Manuel SUM Siu-wah	Airspace issue	
Session 2			
013331 - 013540	Hong Kong Strategy	Expressed support for the 3RS project, and urged the Administration and AAHK to fully comply with the environmental conditions stipulated in the Environmental Permit for the 3RS project granted by the Director of Environmental Protection on 7 November 2014 so as to reduce the noise and other environmental impacts on people living in Ma Wan and North Lautau.	
013540 - 013849	Mr Ringo YU	Expressed support for the 3RS project	
013849 - 014137	Hong Kong Tourism Association Limited	Expressed support for the 3RS project	
014137 - 014450	Mr CHAN Wan-sang	Expressed support for the 3RS project to maintain Hong Kong's status as an aviation hub in the Asia-Pacific region and to complement with "One Belt, One Road".	
014450 - 014707	Hong Kong Project Management Exchange Centre	<p>Presentation of views set out in its submission (LC Paper No. CB(4)925/15-16(02))</p> <p>Expressed support for the 3RS project, and urged the Administration and AAHK to ensure against significant cost overrun as occurred during the construction of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities project and the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project.</p>	
014707 - 015017	Hong Kong Fishermen Consortium	<p>Presentation of views set out in its submission (LC Paper No. CB(4)925/15-16(01))</p> <p>Whilst expressing support for the 3RS project, the Administration was urged to:</p> <ul style="list-style-type: none"> (a) amend the Marine Parks Ordinance (Cap. 476) to allow succession and transfer of marine park fishing permits, so as to promote the sustainable fishing in Hong Kong; (b) minimise the core zone of marine parks to avoid further loss of fishing grounds; (c) step up enforcement against illegal fishing activities in marine parks and other parts of Hong Kong waters; 	

Time Marker	Speaker(s)	Subject(s)	Action required
		<p>(d) expedite the disbursement of ex-gratia allowance ("EGA") to fishermen whose livelihood was affected by marine works projects;</p> <p>(e) expeditiously review the existing mechanism for providing EGA to fishermen, in view of the increasing longer time taken to complete a marine works project;</p> <p>(f) expeditiously implement measures to enhance fisheries resources, including deployment of artificial reefs and releasing of fish fry; and</p> <p>(g) examine the speed limit to be imposed on vessels in navigation corridors for safe operation of fishermen in nearby waters.</p> <p>AAHK was urged to:</p> <p>(a) consider lenient funding criteria for the Fisheries Enhancement Fund ("FEF"); and</p> <p>(b) increase funding to the FEF so that more money could be set aside as seed money to generate more income, having regard to the fact that the applications approved under the Sustainable Fisheries Development Fund was on average \$7 million.</p> <p>The Administration and AAHK were urged to take appropriate measures to prevent damages and/or bodily harm caused to fishermen during marine works.</p>	
015017 - 015223	Hong Kong Taxi Owners' Assn. Ltd	Expressed support for the 3RS project	
015223 - 015529	New People's Party	Expressed support for the 3RS project	
015529 - 015841	International Federation of Air Traffic Controllers' Associations	<p>Presentation of views set out in its submission (LC Paper No. CB(4)918/15-16(02))</p> <p>Expressed support for the 3RS project</p>	
015841 - 020216	Administration Chairman AAHK	The Administration and AAHK's responses to deputations' views expressed at the meeting	
020216 - 020703	Mr TANG Ka-piu Administration Chairman Hong Kong Tourism	<p>Runway capacity of the 2RS</p> <p>Capability of the new Air Traffic Management System to cope with traffic growth in the future</p>	

Time Marker	Speaker(s)	Subject(s)	Action required
	Association Limited	Adverse impact on the tourism sector if HKIA was not expanded into a 3RS	
020703 - 021020	Mr Jacky LIM	Opposed the 3RS project, as the 2RS could achieve 82 to 86 ATMs per hour if the Administration and AAHK would implement the various means set out in his submission (LC Paper No. CB(4)939/15-16(01)).	
021020 - 021713	Mr Steven HO Administration	<p>Mr Steven HO's declaration that he was AAHK Board member</p> <p>The Administration and AAHK were urged to expeditiously follow up the requests made by the Hong Kong Fishermen Consortium so as to better promote the sustainable development of the fisheries industry in Hong Kong, and to step up efforts on explaining to the public why the existing 2RS could not achieve 82 to 86 ATMs per hour and hence the need for the 3RS</p> <p>The Administration's explanation about the need to reduce the number of flights at HKIA during the phased implementation of the new ATMS (i.e. a reduction of 8.6% in the first month) so as to allow Air Traffic Control ("ATC") staff to gradually familiarize themselves with the new operating environment, and to minimize the risk of providing full functional services during the typhoon and peak travel seasons which would induce additional workload and pressure on ATC staff.</p>	
021713 - 022110	Mr YIU Si-wing AAHK	<p>Timely completion of the 3RS project</p> <p>Following the gazettal of the approved Chek Lap Kok Outline Zoning Plan and the authorization of the reclamation for the expansion of HKIA into a 3RS under section 9 of the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 29 April 2016, AAHK would shortly release the detailed implementation timetable for the 3RS project.</p>	
022110 - 022710	Mr Frankie YICK Administration Chairman	<p>Mr Frankie YICK's declaration that he was AAHK Board member</p> <p>The Administration and AAHK were urged to step up efforts to explain to the public about the need for the 3RS, such as economic benefits foregone for Hong Kong as a whole with Hong Kong's overall competitiveness as an international business and trading centre and aviation hub adversely affected vis-à-vis its major competitors if the 3RS project was aborted, before and during the 3RS construction.</p>	
022710 - 023010	Democratic Progressive Party of Hong Kong	Considered that the 3RS project should be financed by the Mainland as expanding HKIA into a 3RS was to cater to the future development of the Mainland.	

Time Marker	Speaker(s)	Subject(s)	Action required
Any other business			
023010 - 023345	Chairman CCS(4)2 Mr CHAN Kam-lam	Way forward	

Council Business Division 4
Legislative Council Secretariat
28 June 2016