

香港公路學會

Hong Kong Institution of Highways and Transportation

Ir Shirley Cheng (Hon. Secretary)
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1, 601-603 Tai Nam West Street, Cheung Sha Wan,
Kowloon,
Hong Kong.



Your reference:

Our reference: HKIHTCS2016-0002

Clerk to Subcommittee
to Follow Up Issues Relating to the Three-runway System
at the Hong Kong International Airport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong

22 April 2016

Attn: Mr. Chris CHAN, Clerk to Subcommittee

Dear Mr Chan,

Three-runway System at the Hong Kong International Airport

For the long term development of Hong Kong as a World Class City, the Hong Kong Institution of Highways and Transportation (HKIHT) support in principle the construction of the Three Runway System (3RS) project (The Project).

The sustainability of a major infrastructural project requires the achievement of economic success, social success and high environmental quality at the same time. For best practice, HKIHT have the following comments for AAHK to consider:-

The Project Team consists of the Client (AAHK), the Designer and the Constructor. For the Project to be a sustainable development, it would depend on how the Project Team have related The Project to:

- 1) the interests and concerns of the communities in which it is to be constructed and operated
- 2) the wider sustainability issues such as social, economic and environmental impacts at a scale beyond those local to The Project and the narrow interests of AAHK
- 3) the design and construction strategies that have been adopted – not only to perform well on environmental, economical and social issues but also whether The Project can be characterized as a “sustainable development” in the long-term.

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The following questions would also serve as guidelines for AAHK in achieving a “sustainable development”:

- i) Is there evidence that AAHK and the Designer have actively adopted the principles of sustainable development in the planning and design of The Project?
- ii) Is there evidence that AAHK have undertaken an economic impacts and benefits assessment of The Project on a wider scale than just AAHK’s interests?
- iii) Is there evidence that AAHK have undertaken a social impacts and benefits assessment of The Project on a wider scale than just AAHK’s interests?
- iv) Is there evidence that the Project Team has actively adopted a sustainability-driven strategy for the construction stage to be set alongside implementation of the design in achieving social, economical as well as environmental benefits?
- v) Have AAHK and / or the Designers prepared a project resource strategy in line with Energy, Water, Materials Sourcing, Reuse & Recycling and Waste Management best practice guidelines?

Thank you for your attention.

Yours sincerely,

Ir Shirley Cheng
Hon. Secretary
Hong Kong Institution of Highways and Transportation