



19 December 2014

Clerk to Panel on Environmental Affairs
Legislative Council Secretariat
2/F Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong

Dear Sir/Madam,

We write in connection with the meeting of the Panel on Environmental Affairs scheduled for 06 Jan 2015 in connection with the "Expansion of Hong Kong International Airport into a Three-Runway System and its related impacts on the environment". We wish to make a written submission to the panel.

Worldwide Flight Services (WFS), based in France, was founded in 1971 and has established itself as a global leader throughout the aviation industry by providing a broad array of quality and reliable ground services. WFS has flourished in scope and presence and now services 145 of the world's major airports. WFS opened its first Asia office in 1996, in Hong Kong.

WFS brief introduction:

- Leader in Cargo Handling with four million tonnes of cargo handled yearly
- Servicing 300 airlines
- Serving 50 million passengers per year
- 2013 Revenue: Euro 580 Million
- Present in 145 airports in 22 countries on five continents
- 14,000 employees

WFS has played a key role at Hong Kong International airport (HKIA) since opening day in 1998 and continues to do so with several operations within HKIA, employing over 600 staff here. We operate as below:

- Aircraft Fuelling Operations
- Baggage Handling System Operations
- Ancillary Passenger Operations
- SkyPier Baggage Operations

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WFS made an informed decision to open its Head Office for Asia in Hong Kong in 1996, believing it to be a key location from which to develop its airport services activities in the region. This was based on the new airport infrastructure development underway at the time, and the belief that Hong Kong would remain at the forefront of development as a regional and global hub. HKIA has been a resounding success because of the combination of Hong Kong's unique economic, legal and political environment, coupled with its willingness and ability to continue to invest to maintain its position. The fortuitous geography of Hong Kong is already in place, with 98% of the population of the region, and more than 50% of the world's population, within a five hour flight. What remains is the needed continuing commitment to maximising these advantages, and ensuring that the needed infrastructure is in place to assure this position.

Reviewing the current situation in the Asia Pacific Region on aviation infrastructure:

- Beijing Capital International Airport: by 2015 4th runway being planned and it will support over 90 million passengers a year, completion of phase one on the new airport in Daxing District by 2018, it will cater over 72 million passengers and 2 million tonnes of cargo per annum. The new Beijing Airport will ultimately have six runways serving around 200 million passengers.
- Shanghai Pudong International Airport : 4th and 5th runway are being constructed and the expansion of Terminal 1 will be completed by 2014.
- Guangzhou Baiyun International Airport : 3rd runway and 2nd Terminal are expected to commence operation in 2014 and 2018. Annual passenger throughput will increase to 100 million while cargo will be 2.5 million tonnes in 2020.
- Seoul Incheon International Airport : completion of 3rd phase development by 2018, it will enhance annual capacity to 62 million passengers and 5.8 million tonnes of cargo
- Singapore Changi Airport : Terminal 4 is under construction and it will increase capacity by additional 16 million passengers per annum.

Failure on the part of Hong Kong to act now ensures that Hong Kong will ultimately be relegated to the bottom of this list. It is not just an operational necessity; it is an economic imperative for Hong Kong.

WFS fully supports the Third Runway expansion plan for HKIA, and recommits itself to continued investment in Hong Kong's aviation and ground services activities.

Yours faithfully,



Barry D. Nassberg
Group Chief Operating Officer