

# 香港公路學會

## Hong Kong Institution of Highways and Transportation

Ir Shirley Cheng (Hon. Secretary)  
c/o 5C Hong Kong Spinners Industrial Building, Phase  
1, 601-603 Tai Nam West Street, Cheung Sha Wan,  
Kowloon,  
Hong Kong.



Your reference:

Our reference: YM2014-0412

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

31 Dec., 2014

**Attn: Mr. YS PANG**

Dear Mr Pang,

### **Legislative Council Panel on Environmental Affairs**

#### **Special Meeting on 6 January 2015**

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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In the past 30 months, AAHK have undertaken an environmental impacts and benefits assessment of The Project plus consultation of stakeholders. It has now led to the approval of the EIA Report and the issue of an Environmental Permit on 7<sup>th</sup> Nov., 2014. Besides complying fully the requirements of the Environmental Permit, the following questions would also serve as guidelines for AAHK in achieving a “sustainable development”:

- i) Is there evidence that AAHK and the Designers 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 the Designers prepared a project resource strategy in line with Energy, Water, Materials Sourcing, Reuse & Recycling and Waste Management best practice guidelines?

On a separate but related issue, Hong Kong is facing severe manpower shortage problems in the construction sector. Construction of the 3RS would aggravate the situation. How would the HKSAR Government resolve the problem?

Thank you for your attention.

Yours sincerely,



Ir TSE Pak-kin  
Convener of Publicity Committee  
Hong Kong Institution of Highways and Transportation