For discussion **PWSC(2020-21)1**
on 15 April 2020

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS
Law and Order - Police
278LP – Provision of Police facilities to support the Three-Runway System at Hong Kong International Airport

Fitting-out - Others
402IO – Provision of facilities and accommodation for various government departments to support the Three-Runway System at Hong Kong International Airport

Members are invited to recommend to the Finance Committee the upgrading of **278LP** and **402IO** to Category A at estimated costs of $1,866.6 million and $2,624.5 million in money-of-the-day (MOD) prices respectively for the provision of police facilities; and facilities and accommodation for various government departments to support the Three-Runway System (3RS) at Hong Kong International Airport (HKIA).

PROBLEM

To meet the growing air traffic demand and maintain Hong Kong's competitiveness as an international and regional aviation hub, the Airport Authority Hong Kong (AAHK) is taking forward the 3RS project at HKIA. In order to provide adequate security control and facilities to support the smooth and safe operation of HKIA, it is necessary for various government departments, comprising the Customs and Excise Department, the Immigration Department, the Hong Kong Police Force, the Department of Health, the Civil Aviation Department and the Agriculture, Fisheries and Conservation Department, to provide additional customs, immigration,

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quarantines, port health control and law enforcement facilities as well as equipment rooms within the Third Runway Passenger Building (TRPB), the expanded Terminal 2 (T2) and various locations at HKIA to tie in with the implementation programme of the 3RS.

PROPOSAL

2. The Director of Architectural Services, with the support of the Secretary for Transport and Housing, proposes to upgrade the following projects to Category A –

(a) **278LP** at an estimated cost of $1,866.6 million in MOD prices for the provision of police facilities to support the 3RS at HKIA; and

(b) **402IO** at an estimated cost of $2,624.5 million in MOD prices for the provision of facilities and accommodation for various government departments to support the 3RS at HKIA.

3. Details of the above proposals are provided at **Enclosures 1 to 2** respectively.

PROPOSED ENTRUSTMENT TO AAHK

4. In view of the exceptionally high degree of integration required amongst the airport facilities under the 3RS project and various government facilities located at different parts of the 3RS project area, and the critical interfacing issues such as overlapping works sites, construction sequences and programme dependence among the proposed works, we plan to adopt the same arrangement as the first batch of government facilities to entrust the design and construction of the two projects to AAHK. The entrustment approach would enable both the 3RS works and the government facilities at the same location to be designed and constructed in a holistic and timely manner. Such arrangement will not only ensure design integration, enable efficient coordination and facilitate control of construction progress under a single managing party, but also ensure timely commissioning of facilities for safe and efficient operation of the 3RS.

PUBLIC CONSULTATION

5. Government facilities are part and parcel of the 3RS. AAHK has been implementing an extensive public communication and engagement plan to engage stakeholder groups for the 3RS project. Over the years, AAHK has reached out to promote the 3RS project and conduct regular 3RS briefings as well as airport visits for the business and aviation sectors, community leaders, residents groups, professional and industry organisations, Members of the Legislative Council (LegCo) and District Councils, green groups, schools and academic sector and the media. AAHK has also established five Community Liaison Groups for the five districts in the vicinity of HKIA (i.e. Islands, Tuen Mun, Tsuen Wan, Kwai Tsing and Shatin), and a Professional Liaison Group comprising relevant professionals/experts and academia to enhance communications.

6. The Subcommittee to Follow Up Issues Relating to the 3RS at HKIA was set up from 2015 to 2017 under the LegCo's House Committee to study and follow up on issues relating to the 3RS, including the feasibility of the 3RS, its scope and design details, financial arrangement, environmental impacts, and related matters. The construction works of the 3RS commenced in August 2016 and will take around eight years to complete. AAHK will continue to provide progress update to the LegCo Panel on Economic Development (ED) on a half-yearly basis[1].

7. We consulted the LegCo Panel on ED on 10 December 2019. The Panel supported the submission of the two projects to the Public Works Subcommittee. In response to the questions raised by the Panel Members, we provided supplementary information to the Panel on ED on 2 April 2020.

BACKGROUND OF THE 3RS AND GOVERNMENT FACILITIES

8. The 3RS project includes reclamation of some 650 hectares of land north of the existing Airport Island, the construction of a third runway with associated taxiways, aprons and aircraft stands, TRPB, expansion of the existing T2 into a full service processing terminal, a new Automated People Mover (APM) system, a new Baggage Handling System (BHS), as well as related airside and landside works with associated ancillary and supporting facilities. The scale of works is comparable to the construction of a new airport.

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1 The last 3RS progress update was submitted to the LegCo Panel on ED on 24 December 2019.

9. Subsequent to the completion of the statutory gazettal processes in April 2016, AAHK has been progressively taking forward the 3RS project. Construction works of the project commenced in August 2016. As of today, reclamation is on-going, with reclamation filling started in May 2018. Other components, such as the advance works of T2 expansion, the detailed design of TRPB, the design and build contracts for the BHS and APM system, and construction of the third runway and associated works, are proceeding in full swing. Foundation works of TRPB also commenced in February 2020. According to AAHK, the commissioning of the third runway is scheduled for 2022, after which the existing North Runway will be closed for about two years for reconfiguration into a new centre runway. The commissioning of the entire 3RS is targeted in end 2024, by then HKIA will be able to handle around 100 million passengers and 9 million tonnes of cargo annually to meet the air traffic demand at least up to 2030.

10. To cater for the growth in air traffic, the relevant government departments need to enhance their services at HKIA to ensure the safe and efficient operation of HKIA. As stated in previous LegCo documents[2], a number of government facilities and equipment would be required to support the 3RS, and the Government undertook to seek LegCo's funding approval for such works in batches to tie in with the development stages of the 3RS.

11. The first batch of government facilities and equipment to support the 3RS[3], including those for the Civil Aviation Department, the Hong Kong Observatory and the Fire Services Department, are required to fulfil the requirements of the International Civil Aviation Organization in providing air navigation services, aviation weather services as well as rescue and firefighting services respectively to ensure the safe and efficient operation of HKIA. Funding application of these facilities and equipment was approved by the Finance Committee of LegCo on 18 July 2018 at a total cost of about $7.7 billion in MOD prices. The design and construction of the first batch of government facilities were entrusted to AAHK for better integration, and management of interfacing issues. Part of the construction

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2 The LegCo Brief (THB(T) CR2/582/08) issued on 20 March 2015, the minutes of meeting of the LegCo Panel on Economic Development held on 23 March 2015 (LC Paper No. CB(4)1036/14-15) and LegCo Paper (LC Paper No. CB(4)1110/17-18(03)) discussed at the meeting of the LegCo Panel on Economic Development on 28 May 2018 refer.

3 The first batch of government facilities and equipment comprises (i) three Public Works Programme projects **3069GI**, **3070GI** and **3176BF**, for the construction of infrastructure for provision of air traffic control facilities, aviation weather services facilities and fire services facilities respectively; and (ii) the procurement of associated air navigation service equipment and fire services vehicles. The estimated costs of the Public Works Programme projects **3069GI**, **3070GI**, **3176BF** and the procurement of air navigation service equipment are $1,902.9 million, $281.5 million, $2,605.8 million and $2,958.0 million respectively and the funding was approved by the Finance Committee on 18 July 2018. The estimated cost for the procurement of fire services vehicles is about $228 million and the Fire Services Department will seek funding approval according to the established procedures in phases.

works commenced in mid-2019 to dovetail with the construction progress of the airfield works.

12. The second batch of government facilities[4] detailed in Enclosures 1 to 2 is essential for providing the necessary security control at HKIA to cater for the increasing demand arising from the 3RS development, and to strengthen the counter-terrorism capability to ensure sufficient protection to HKIA. Planning for the provision of some other government facilities to support the 3RS, e.g. information technology equipment/systems, vehicles, vessels, offices, is still underway. We will continue to seek the necessary funding approval of the LegCo according to the established procedures when appropriate. The latest total estimated cost of government facilities to support the 3RS remains at about $17.5 billion in MOD prices.

Transport and Housing Bureau
April 2020

4 The estimated project cost for the capital works projects (**278LP** and **402IO)** is about $4,491.1 million in MOD prices. Another capital non-works item at an estimated cost of $271.9 million for the procurement of aviation meteorological systems by the Hong Kong Observatory will be submitted to the Finance Committee of LegCo for funding approval separately.

278LP – Provision of Police Facilities to support the Three-Runway System at Hong Kong International Airport

PROJECT SCOPE AND NATURE

The proposed scope of works comprises the construction of the following police facilities to support the Three-Runway System (3RS) at Hong Kong International Airport (HKIA) –

(a) construction of a new Airport District Operational Base (OB) at the Eastern Support Area (ESA) to be completed by the end of 2024 with the following facilities –

  (i) operational facilities such as a forward holding area and dog kennels for counter terrorism related units;

  (ii) training facilities such as a firing range and a tactics training centre; and

  (iii) offices, facilities for district operation and ancillary facilities such as briefing room, an indoor carpark, a canteen and barracks; and

(b) internal alteration works to the facilities of the existing Airport Police Station (APS).

A location plan, a site plan, floor plans, a sectional drawing and an artist's impression of the proposed OB are at **Annexes 1 to 6 to Enclosure 1**.

2. Subject to the funding approval of the Finance Committee, we plan to entrust the design and construction works of the OB to the Airport Authority Hong Kong (AAHK) for commencing the project as soon as possible so that these facilities could be completed and tied in with the target commissioning programme of the 3RS in end 2024.

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JUSTIFICATION

Increasing Demand for Policing Services

3. The existing APS located at Catering Road West comprises an eight-storey Office Block and a five-storey Barrack Block providing accommodation for police officers responsible for policing HKIA, including general patrols, prevention and detection of crimes, handling emergency incidents, dealing with public reports and enquiries. The existing APS was commissioned in 1998 to accommodate an initial establishment of 433 staff (including 371 police officers and 62 civilian staff) for all relevant police units therein.

4. Over the past 20 years, the passenger throughput and aircraft movements at HKIA have increased almost threefold, and the reports received by Airport District (APTDIST) have also increased threefold. Under the 3RS development, the area occupied by HKIA will increase by 650 hectares (i.e. about 50% of the existing Airport Island). Upon the commissioning of the 3RS, HKIA will be able to handle around 100 million passengers and 9 million tonnes of cargo annually to meet the air traffic demand at least up to 2030. AAHK estimated that the work force at HKIA will also increase by about 58% from 78,000 to 123,000. Based on the growth pattern in the past 20 years, it is therefore reasonable to expect that the demand for policing service will increase proportionately upon the commissioning of the 3RS.

5. The capacity of the APS is saturated. It will not have enough capacity to support the increase in demand for policing service arising from the 3RS. In fact, since the commissioning of HKIA in 1998, the number of officers stationed at the APS has increased by around 16% to 500 (both police officers and civilian staff) to meet the increasing operational needs. The needs for changing area, office area and equipment storage space[1] have increased correspondingly. Despite the expansion in establishment of APTDIST over the years, the accommodation area did not increase correspondingly. In order to cope with APTDIST's additional operational needs upon the commissioning of the 3RS, the proposed OB is designed with a capacity to house about 250 police officers and civilian staff. HKPF will assess the need for additional manpower nearer the time having regard to actual policing needs, the prevailing global landscape, operational challenges and the overall establishment of HKPF at the time. Additional manpower resources will be sought in accordance with the established mechanism.

/Emergency …..

1 The equipment storage space will provide rooms for more space-consuming equipment necessary for counter-terrorism, aviation emergency and security operations.

Emergency Response

6. In an unfortunate event that an aircraft emergency incident such as aircraft crash and aircraft engine failure took place in HKIA, it is crucial that HKPF's emergency response team(s) can arrive at the scene as soon as possible. Any undue delay would not only endanger aviation security and safety of passengers, but also undermine the reputation of Hong Kong as an international and regional aviation hub.

7. At present, the APS is situated at the southeast side of HKIA, which is approximately 8.3 kilometres from the western end of the existing North Runway (i.e. the farthest point). Under the 3RS, the western end of the third runway will become the farthest point, which is around 10.5 kilometres from the APS. To ensure that the emergency response team(s) can respond timely, the proposed OB will be located at a strategic location of ESA, which will be around 5.8 kilometres from the western end of the third runway and with sea frontage. The time needed to reach the western end of the third runway will be substantially shortened for swiftly responding to emergency incidents.

8. Located at strategic spots in the airport island, the synergies of the APS and the proposed OB can provide full security coverage of HKIA, including airfield infrastructure and facilities, passenger and cargo terminals, strategic airport supporting facilities (e.g. aviation fuel tanks). A dual-base approach, comprising the APS and the proposed OB, will allow for more comprehensive, effective and efficient response in the event of aircraft emergency incident with the proposed OB and the APS covering the northern and southern sides of the airport island respectively.

Counter Terrorism

9. Terrorism threatens major cities around the world. Airports, being critical infrastructure, are one of the main targets of terrorists. Over the years, the modus operandi terrorists have evolved. In 1998, aircraft hijacking was the major tactics. The landing time and location of the hijacked aircraft could be ascertained for response and rescue. In recent years, there has been a rise of "lone wolves" attacks targeting crowded locations and transportation hubs to maximise civilian casualties and create mass terror. The terrorists also make use of high velocity ammunition, improvised explosive devices and drones to stage their attacks. Between 2016 and 2019, there were five terrorist attacks[2] on international airports

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2 The five terrorist attacks occurred at Brussels Airport in Belgium (March 2016), Ataturk Airport in Turkey (June 2016), Orly Airport in France (March 2017), Bishop Airport in USA (June 2017) and Mitiga Airport in Libya (January 2018) respectively.

around the world with nearly 700 casualties. As a highly open international city, it is of paramount importance for Hong Kong to remain vigilant to the risk of terrorist attacks at all times. HKPF is duty-bound to protect HKIA from any potential threat of terrorist attack.

10. Upon the commissioning of the 3RS, HKPF will adopt the dual-base approach for responding to terrorist incidents. On one hand, the existing APS is in close proximity to the South Runway as well as vital installations on the southern side of the island. On the other hand, the proposed OB is in close proximity to the major airfield infrastructure and facilities, as well as passenger terminals. It is also located at a strategic location in the newly reclaimed land with sea frontage allowing for waterborne transport and maritime coverage. The two police facilities will complement each other and provide comprehensive protection and services to HKIA.

11. In fact, some other international airports have also adopted a similar dual-base strategy. For example, the Charles de Gaulle Airport in Paris and Ben Gurion Airport in Israel have already adopted the dual-base approach to maintain airport security. Based on HKPF's understanding from some overseas counterpart, the Singapore Police Force is considering the construction of a second police station at Terminal 5 in Changi Airport.

12. With the implementation of the dual-base strategy, HKPF will be able to maintain reasonable level of operational flexibility during major incidents and terrorist attacks. Based on the risk assessment at the time of operation, normal operational units (such as APTDIST uniformed branch officers, crime officers, Emergency Unit, Police Tactical Unit and traffic police officers) and specialised units (such as the Airport Security Unit (ASU), Special Duties Unit and Police Dog Unit) will be suitably deployed to either or both bases so as to render a comprehensive, efficient and effective coverage of HKIA.

13. To enhance the operational efficiency, the counter-terrorism units based in the existing APS will be relocated to the new OB. The existing office layout and accommodation arrangement at the APS remain unchanged since the establishment in 1998. Upon the relocation of the counter-terrorism units to the new OB, 1/F to 3/F of Office Block of APS will be modified to meet the policing and operational needs of the APTDIST and to accommodate the increased number of staff arising from rapid development and expansion of HKIA in the past two decades. Such modification will enhance the efficiency of units providing public services (e.g. handling public enquiries and processing application of licensing) through better use of available resources.

/Indoor…..

Indoor firing range and tactics training centre

14. Training is of paramount importance to ensuring the operational readiness of specialised units (e.g. ASU). Each ASU officer has to undergo regular training for at least three days every month. Apart from regular training, there will be ad hoc training and joint-unit training devised to address the latest terrorism trend. To meet the specific training needs of the APS, the proposed OB will provide, among others, an indoor firing range and a tactics training centre. The provision of dedicated training facilities in the airport island will enhance the proficiency and readiness of ASU in dealing with any emergency incidents and potential terrorist attacks at HKIA. In response to major or terrorist incidents, the firing range and tactics training centre will be necessary for preparation before operation. This is crucial in tactical planning to maximise operational effectiveness and in turn minimise potential casualties.

15. At present, there are no firing ranges in the airport island. Similar to other operational units, ASU officers have to travel a long way to firing ranges scattered across the territory[3] to undergo firearm training, including high velocity ammunition training, dynamic training and moving target training. The utilisation rate of these training facilities, however, have also reached their limits. All available ranges training sessions are scheduled and allocated to different users, only a few ad hoc idleness of the range when certain unit is not able to attend the training as scheduled due to urgent operational commitment. The time spent on travelling undermines ASU's operational readiness in providing emergency response. Also, there are at present no purpose-built facilities that simulate the airport environment for tactical training of ASU. Training can only be conducted at provisional settings (e.g. in the carparks, assault course training ground and the barrack block of the APS) which undermines the operational effectiveness and capability of ASU in safeguarding HKIA.

16. In view of the rising threat of terrorism worldwide, it is necessary to provide adequate training facilities that can meet the specific training needs of ASU without compromising operational readiness. The proposed OB will provide fit-for-purpose and scenario-based training facilities to ASU for better protection to HKIA. Officers undergoing training at the proposed OB can also be regarded as reserve manpower that can be turned out as reinforcement in the event of major incidents or terrorist attacks.

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3 These firing ranges are located at Lo Wu (42 kilometres from the Airport Island), Smugglers' Ridge (32 kilometres from the Airport Island) and Police Headquarters in Wan Chai (37 kilometres from the Airport Island).

FINANCIAL IMPLICATIONS

17. We estimate the capital cost of the project to be $1,866.6 million in money-of-the-day (MOD) prices, broken down as follows –

		$ million (in MOD prices)
(a)	Site works	11.4
(b)	Piling[4]	164.4
(c)	Building[5]	727.5
(d)	Building services[6]	331.6
(e)	Drainage	17.8
(f)	External works	61.7
(g)	Additional energy conservation, green and recycled features	25.1
(h)	Communication cable and associated works	3.2
(i)	On-cost payable to AAHK[7]	221.5
(j)	Internal alteration works to the existing APS	77.7
(k)	Furniture and equipment [8]	55.0

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4 Piling works cover construction of piles and all related works including testing and monitoring.

5 Building works cover construction of substructure and superstructure of the proposed OB.

6 Building services works cover electrical installation, air-conditioning and mechanical ventilation, fire services installation, lift installation and other specialist installations.

7 The estimated cost (16.5% of the construction cost) is to be charged by AAHK for the design, project management, insurance, construction support and airport on-costs of the proposed OB.

8 The estimated cost is based on an indicative list of furniture and equipment (F&E) required. We plan to entrust the design, procurement and installation of some of the F&E items to AAHK and the estimated on-cost payable to AAHK (capped at 16.5% of the design, procurement and installation cost) has been included.

		$ million (in MOD prices)
(l)	Contingencies	169.7
	Total	1,866.6

18. We plan to entrust to the AAHK the design and construction of the proposed OB which will be carried out in conjunction with the 3RS project in a holistic and timely manner. The total construction floor area (CFA) of the proposed OB is about 19 739 square metres (m^2). The estimated construction unit cost, represented by the building and building services costs, is about $53,655 per m^2 of CFA in MOD prices. Taking into consideration the different design requirement to suit airport operation, we consider this unit cost comparable to similar projects built by the Government[9].

19. Subject to funding approval, we plan to phase the expenditure as follows –

Year	**$ million (MOD)**
2020 – 2021	10.5
2021 – 2022	55.0
2022 – 2023	161.7
2023 – 2024	412.3
2024 – 2025	819.5
2025 – 2026	168.5
2026 – 2027	141.3
2027 – 2028	97.8
	1,866.6

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9 The estimated unit cost has taken into account for the nature of works due to working within airport area to avoid disturbance to the operation of the existing airport; and marine transportation of materials, plants and equipment.

20. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2020 to 2028. The contract will provide for price adjustments.

21. We estimate that the annual recurrent expenditure arising from this project is $20.18 million.

ENVIRONMENTAL IMPLICATIONS

22. The project form part of the designated project "Expansion of Hong Kong International Airport into a Three-Runway System" under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). The Director of Environmental Protection approved the 3RS EIA report on 7 November 2014, with the Environmental Permit (EP) granted on the same day. We will require the contractors to implement the relevant environmental mitigation measures and environmental monitoring and audit requirements specified in the approved 3RS EIA report, and shall comply with relevant conditions under the EP as well as other applicable statutory environmental requirements during the development of the government facilities.

23. During the construction phase, the contractors shall implement effective mitigation measures that are not limited to, where relevant, water spraying in site areas, wheel washing and covering of materials on trucks to reduce dust emissions; use of quality powered mechanical equipment, movable noise barriers and noise enclosures for noise mitigation, and shall ensure full compliance with the construction noise permits and other requirements of the Noise Control Ordinance; installation of sand/silt removal facilities and implement proper treatment of site runoff to meet requirements and standards under the Water Pollution Control Ordinance.

24. At the planning and design stages, we have considered measures to reduce the generation of construction waste. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities[10]. We will encourage the contractor to maximise the use of recycled / recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

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10 Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354 N). Disposal of inert construction waste at public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

25. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations can comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of non-inert construction waste at landfills through a trip-ticket system.

26. We estimate that the project will generate in total about 61 640 tonnes of construction waste. Of these, we will reuse about 59 050 tonnes (95.8%) of inert construction waste. Among of these, we will reuse about 38 380 tonnes of inert construction waste on the project site and also reuse about 20 670 tonnes of inert construction waste in the 3RS reclamation works, provided that the reclamation works are ongoing and there is no surplus filling materials on 3RS site. We will dispose of the remaining 2 590 tonnes (4.2%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at landfill sites is estimated to be $0.5 million for this project (based on a unit charge rate of $200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

27. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

28. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

29. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular –

(a) variable speed drive for chillers;

(b) demand control of supply air;

(c) heat energy reclaim of exhaust air;

/(d) …..

(d) building energy management system; and

(e) photovoltaic system.

30. For greening features, we will provide landscaping, vertical greening, green roofs as well as planting areas for environmental and amenity benefits.

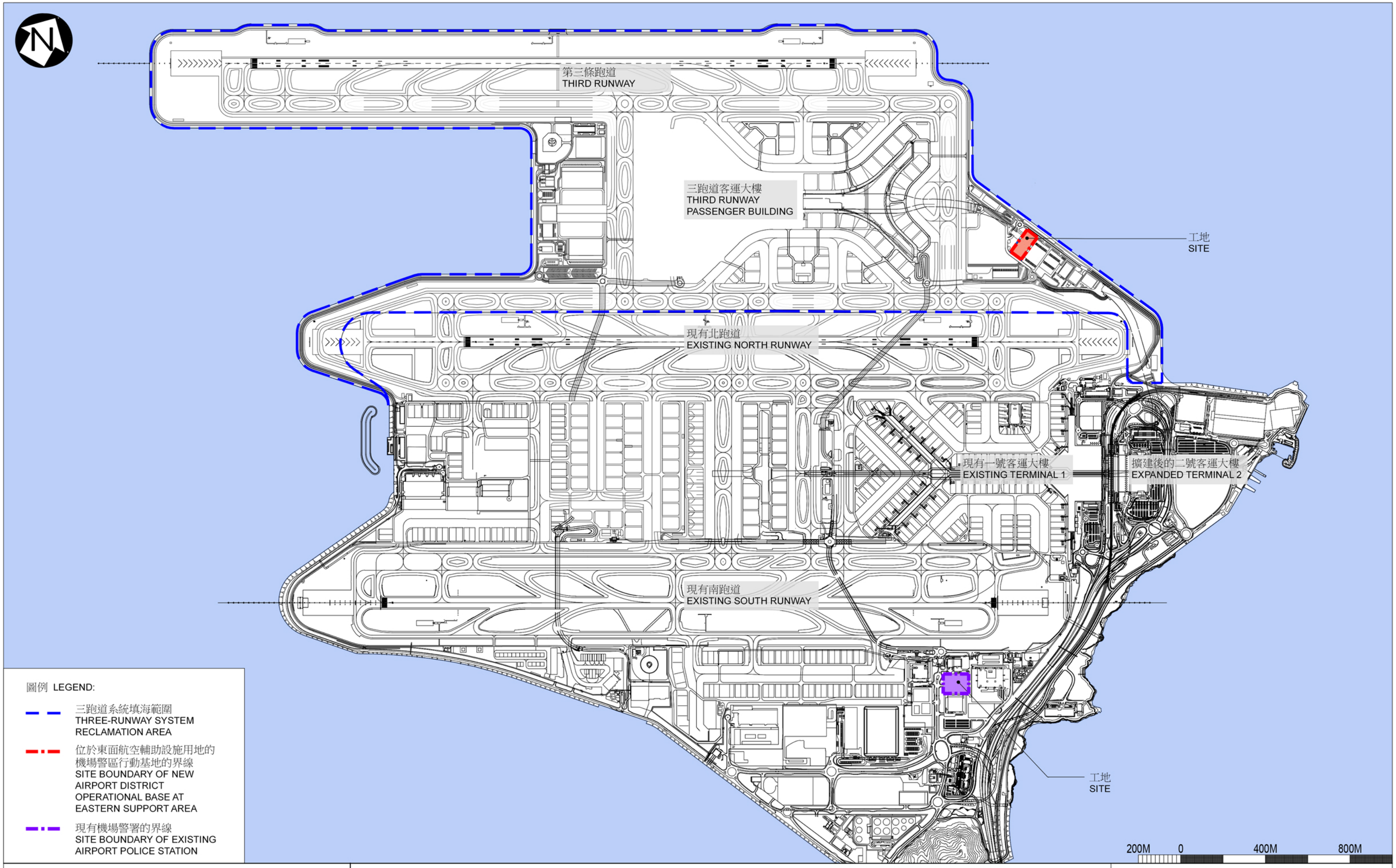
31. The total estimated additional cost for adoption of the above energy conservation and green features is around $25.1 million (including $2.2 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 5.5% energy savings in the annual energy consumption with a payback period of about eight years.

BACKGROUND INFORMATION

32. We upgraded **278LP** to Category B in September 2017. The planning and preliminary design of the project have been completed.

33. No tree will be affected by the internal alteration works to the facilities of the APS. The site of the proposed OB is a newly reclaimed site and thus the proposed works will not involve any tree removal or tree compensation proposal.

34. We estimate that the proposed project will create about 245 jobs (220 for labourers and 25 for professional/technical staff), providing a total employment of 11 700 man-months.



圖例 LEGEND:

- 三跑道系統填海範圍
  THREE-RUNWAY SYSTEM RECLAMATION AREA
- 位於東面航空輔助設施用地的機場警區行動基地的界線
  SITE BOUNDARY OF NEW AIRPORT DISTRICT OPERATIONAL BASE AT EASTERN SUPPORT AREA
- 現有機場警署的界線
  SITE BOUNDARY OF EXISTING AIRPORT POLICE STATION

位置圖
LOCATION PLAN

278LP

香港國際機場三跑道系統的相關警務設施

PROVISION OF POLICE FACILITIES TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

非禁區
LANDSIDE

東面航空輔助設施用地的檢查閘
GATE HOUSE AT
EASTERN SUPPORT AREA

禁區
AIRSIDE

室外停車場
OUTDOOR
PARKING SPACES

大樓
MAIN BUILDING

室外訓練設施
OUTDOOR
TRAINING
FACILITIES

犬舍
DOG KENNELS

航空膳食供應設施
FLIGHT CATERING FACILITIES

貨物檢查大樓
CROSS DOCK

7.5m 0 15m

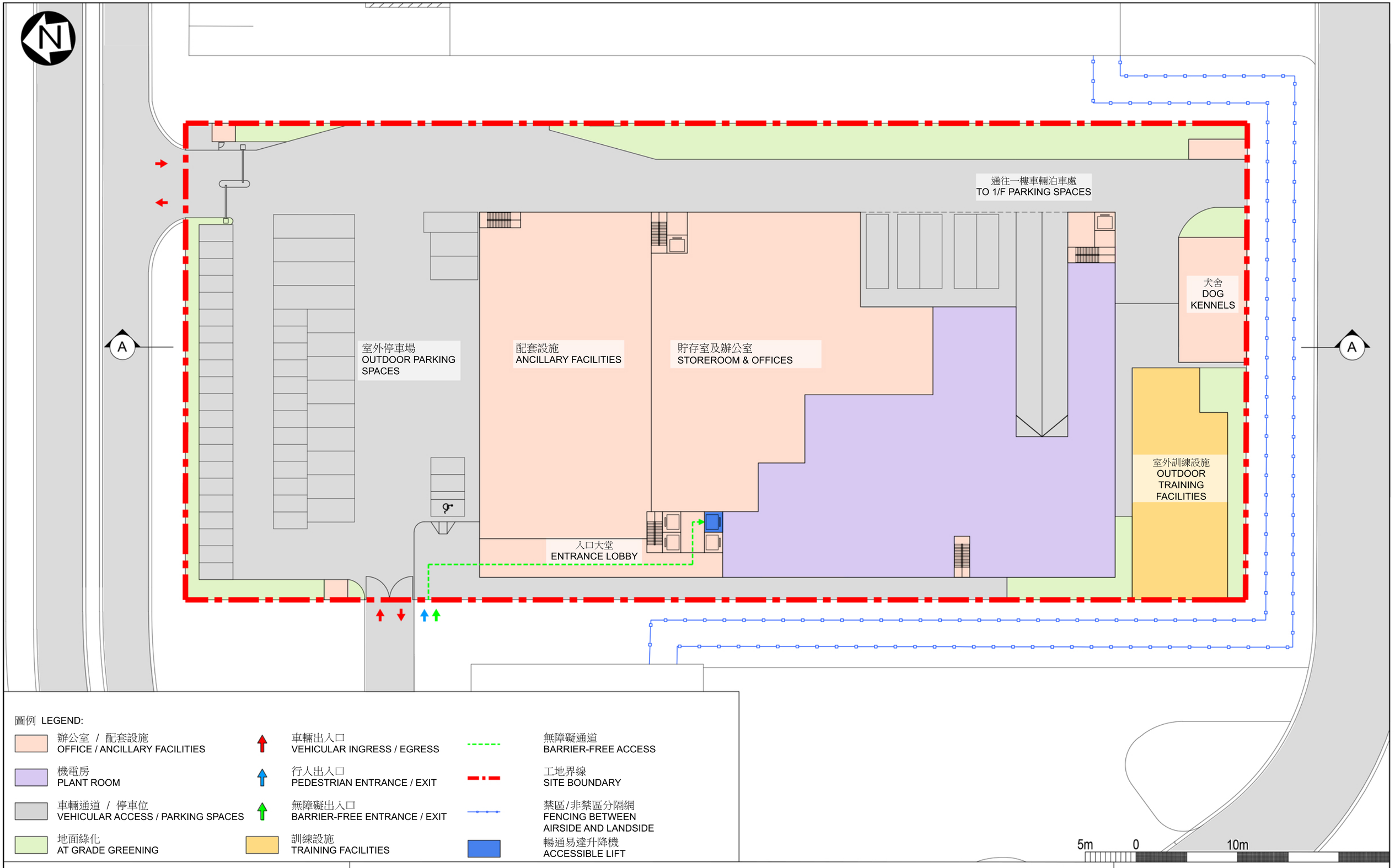
圖例 LEGEND:

- 天台綠化 LANDSCAPED ROOF
- 地面綠化 AT GRADE GREENING
- 車輛出入口 VEHICULAR INGRESS / EGRESS
- 行人出入口 PEDESTRIAN ENTRANCE / EXIT
- 無障礙出入口 BARRIER-FREE ENTRANCE / EXIT
- 工地界線 SITE BOUNDARY
- 禁區/非禁區分隔網 FENCING BETWEEN AIRSIDE AND LANDSIDE

位於東面航空輔助設施用地的機場警區行動基地的工地平面圖
SITE PLAN FOR NEW AIRPORT DISTRICT OPERATIONAL BASE AT EASTERN SUPPORT AREA

278LP
香港國際機場三跑道系統的相關警務設施
PROVISION OF POLICE FACILITIES TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

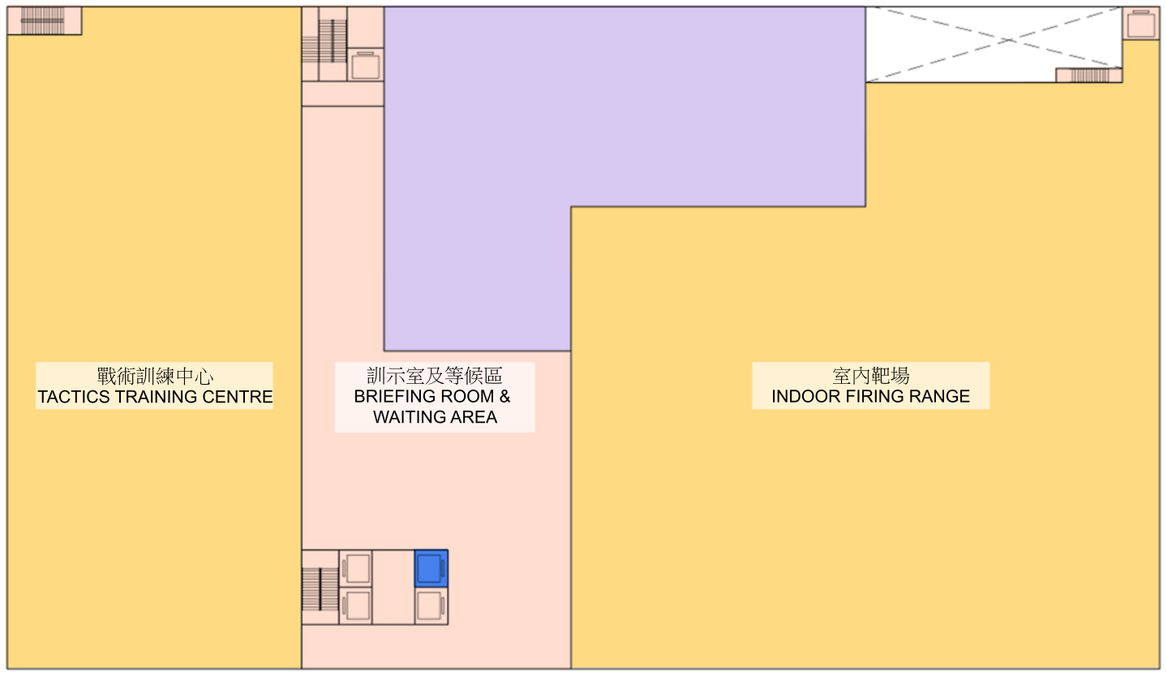
ARCHITECTURAL SERVICES DEPARTMENT 建築署



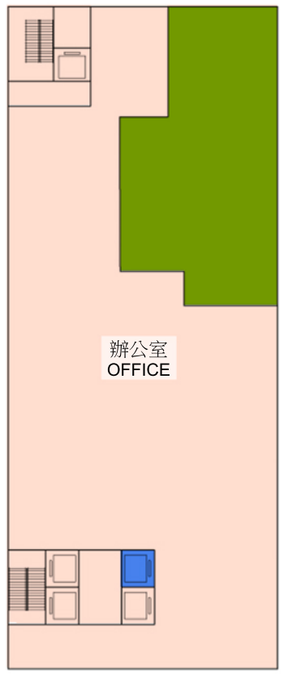
位於東面航空輔助設施用地的機場警區行動基地的地下平面圖
G/F LAYOUT PLAN FOR NEW AIRPORT DISTRICT OPERATIONAL BASE AT EASTERN SUPPORT AREA

278LP
香港國際機場三跑道系統的相關警務設施
PROVISION OF POLICE FACILITIES TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署



二樓平面圖
2/F LAYOUT PLAN



五樓平面圖
5/F LAYOUT PLAN

圖例 LEGEND:

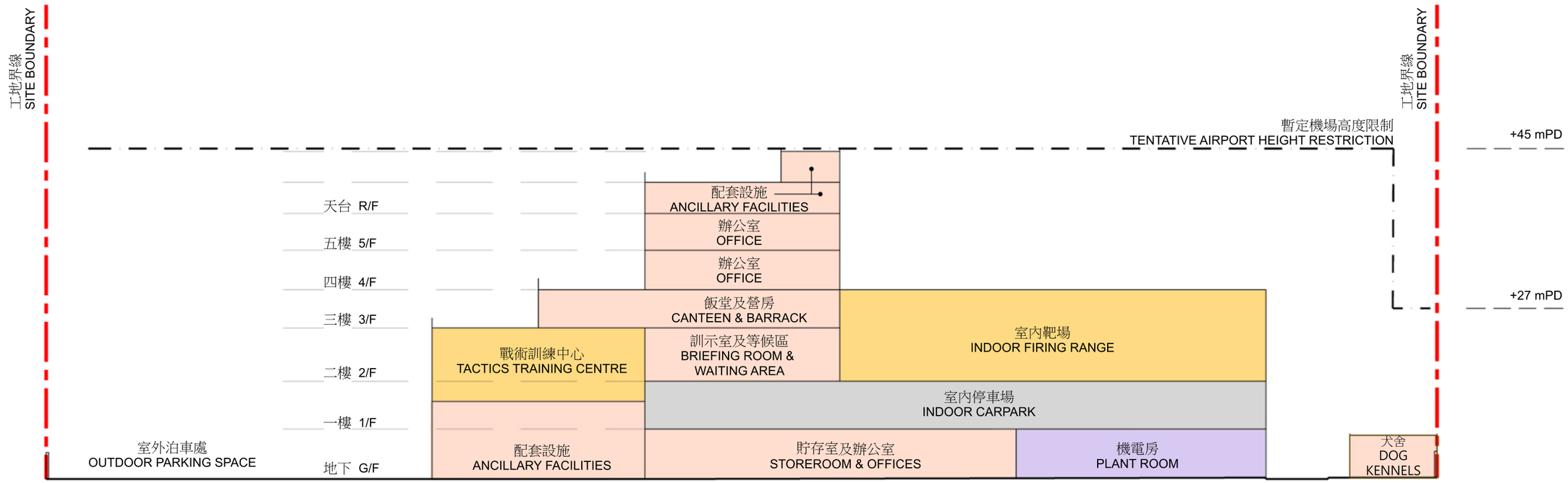
- 辦公室 / 配套設施 OFFICE / ANCILLARY FACILITIES
- 訓練設施 TRAINING FACILITIES
- 機電房 PLANT ROOM
- 天台綠化 LANDSCAPED ROOF
- 暢通易達升降機 ACCESSIBLE LIFT

5m 0 10m

位於東面航空輔助設施用地的機場警區行動基地的二樓及五樓平面圖
2/F & 5/F LAYOUT PLAN FOR NEW AIRPORT DISTRICT OPERATIONAL BASE AT EASTERN SUPPORT AREA

278LP
香港國際機場三跑道系統的相關警務設施
PROVISION OF POLICE FACILITIES TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署



圖例 LEGEND:

- 辦公室 / 配套設施 OFFICE / ANCILLARY FACILITIES
- 訓練設施 TRAINING FACILITIES
- 室內停車場 INDOOR CARPARK
- 機電房 PLANT ROOM

5m 0 10m

位於東面航空輔助設施用地的機場警區行動基地的剖面圖 A-A
SECTION A-A FOR NEW AIRPORT DISTRICT OPERATIONAL BASE AT EASTERN SUPPORT AREA

278LP
香港國際機場三跑道系統的相關警務設施
PROVISION OF POLICE FACILITIES TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

位於東面航空輔助設施用地的機場警區行動基地的構思透視圖
PRESPECTIVE VIEW OF NEW AIRPORT DISTRICT OPERATIONAL BASE AT EASTERN SUPPORT AREA (ARTIST'S IMPRESSION)

構思透視圖 ARTIST'S IMPRESSION	278LP 香港國際機場三跑道系統的相關警務設施 PROVISION OF POLICE FACILITIES TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT	ARCHITECTURAL SERVICES DEPARTMENT 建築署

402IO – Provision of facilities and accommodation for various government departments to support the Three-Runway System at Hong Kong International Airport

PROJECT SCOPE AND NATURE

The proposed scope of works comprises –

(a) fitting out works for the government premises/facilities located inside the Airport Authority Hong Kong (AAHK)'s buildings including the Third Runway Passenger Building (TRPB), the expanded Terminal 2[1] (T2), gate houses and plant buildings at the Eastern Support Area (ESA) and the Western Support Area (WSA), aircraft recovery equipment store at WSA and the new Integrated Airport Centre (IAC) on the existing Airport Island, which include the followings –

(i) customs hall facilities, baggage examination cubicles/baggage handling rooms, an X-ray image interpretation room, detention facilities, command centres, search rooms, dog kennels and related supporting facilities, and other office and operational areas at TRPB and the expanded T2; staff egress checkpoints and search rooms at gate houses at ESA and WSA to be administered by the Customs and Excise Department (C&ED);

(ii) duty offices, secondary examination waiting lounges, computer rooms and other office and operational areas at TRPB and the expanded T2 to be administered by the Immigration Department (ImmD);

(iii) police reporting centres, interview rooms, equipment rooms and other office and operational areas at TRPB and the expanded T2, equipment rooms at plant buildings at ESA and WSA, aircraft recovery equipment store at WSA and the new IAC to be administered by the Hong Kong Police Force (HKPF);

/(iv) …..

1 The original T2 only provided departure services and was decommissioned temporarily on 28 November 2019 for expansion into a full service terminal providing arrival and departure services.

(iv) health screening rooms, client waiting rooms, consultation rooms, anterooms, isolation rooms and other office and operational areas at TRPB and the expanded T2 to be administered by the Department of Health (DH);

(v) equipment rooms for air navigation service equipment at TRPB and the expanded T2 to be administered by the Civil Aviation Department (CAD); and

(vi) an animal inspection room, interview rooms, an inspection area and other office and operational areas at the expanded T2 to be administered by the Agriculture, Fisheries and Conservation Department (AFCD);

(b) construction of Customs Dog Base at ESA, vehicle control kiosks and vehicle search bays with canopies at ESA and WSA to be administered by C&ED; and HKPF's minor works in the airfield;

(c) construction of underground cable duct systems linking the new premises/facilities of C&ED, ImmD and HKPF with their existing premises/facilities at the Airport Island;

(d) integration of C&ED's inspection facilities with AAHK's Baggage Handling System (BHS); and

(e) refurbishment works at part of the existing premises/facilities of C&ED and ImmD located inside Terminal 1 for connecting with their respective systems under the Three-Runway System (3RS) development.

A location plan and floor plans of TRPB and the expanded T2 where the government premises/facilities are located[2], and the underground cable duct layout are at **Annexes 1 to 12 to Enclosure 2**.

/2. …..

2 Only part of the government premises/facilities are shown in the floor plans with due consideration to the security and operational arrangement at HKIA.

2. Subject to the funding approval of the Finance Committee, we plan to entrust the design and construction works to AAHK for commencing the project as soon as possible for completion in phases and tied in with the target commissioning programme of the 3RS in end 2024.

JUSTIFICATION

3. Upon the commissioning of the 3RS, the capacity of Hong Kong International Airport (HKIA) will be substantially enhanced and it will be able to handle around 100 million[3] passengers annually to meet the air traffic demand at least up to 2030. Under the 3RS, a new TRPB located at the newly reclaimed area will provide transfer, security screening, holding areas and boarding gates for 30 million departing and arriving passengers per year. After the expansion of the existing T2 to provide full-fledged terminal services, passengers departing and arriving HKIA via TRPB will complete their check-in, customs, immigration, quarantine, security processes and handle their baggage at the expanded T2. In view of the long distance between TRPB and the expanded T2, a new high-speed BHS and Automated People Mover System will be provided by AAHK for conveying the baggage and the passengers between the two buildings. Additional gate houses will also be provided by AAHK at strategic locations to segregate the restricted area from the public area.

4. To support the smooth operation of the 3RS with the additional airport facilities and services as mentioned in paragraph 3 above, provision of government premises/facilities for customs, immigration, quarantine and port health control services, and law enforcement at TRPB, the expanded T2, the gate houses, various AAHK's buildings, BHS, etc., is necessary to support relevant government departments to exercise their duties. Details are set out in paragraphs 5 to 12 below.

Customs services

5. To support the daily operations of C&ED in conducting customs clearance, additional customs premises/facilities are provided at strategic locations of the 3RS project. These premises/facilities will enhance the overall capability in detecting contrabands bringing into or carrying out of Hong Kong and facilitating legitimate movement of people, setting up of specialised equipment and other operational systems, such as X-ray checkers, contraband detectors and passive millimeter wave screening system, is required for maintaining effective customs inspection.

/(6) …..

3 HKIA handled 71.3 million passengers in 2019.

6. In order to accommodate the additional customs detector dogs and provide essential trainings to them, a Customs Dog Base at ESA with the operational offices, dog kennels, veterinarian office cum surgical room, training facilities, etc., is required.

Immigration services

7. To exercise effective immigration control and facilitate the visit of tens of millions of travellers each year, ImmD required additional immigration premises/facilities in the expanded T2 and TRPB. Among others, duty offices, secondary examination waiting lounges and associated facilities are required in the expanded T2 to ensure smooth running of the daily operation of ImmD and conduct secondary examination on travellers.

Quarantine services

8. To implement public health measures for prevention of animal diseases and plant pests being introduced into Hong Kong, and to regulate the import and export of endangered species, AFCD requires inspection rooms, operational areas and associated facilities in the expanded T2 for conducting inspections to animals, plants and related parts and derivatives carried by travellers.

Port health control

9. To implement health surveillance measures for the departing and arriving passengers , DH requires additional facilities comprising client waiting rooms, health screening rooms, consultation rooms, isolation rooms and associated ancillary facilities in the expanded T2 and TRPB. To carry out such measures, additional Thermal Imaging Systems should also be in place for body temperature checks of inbound travellers in order to prevent infectious diseases from being introduced into Hong Kong.

Air navigation services

10. To provide safe and efficient air navigation service for aircraft landing at and departing from HKIA, CAD requires additional equipment rooms and associated facilities in the expanded T2 and TRPB for installation of air navigation service equipment.

/Law …..

Law enforcement

11. To handle police reports as well as support the daily patrol and operations by various police units, HKPF requires additional police facilities at various locations at HKIA. The radio communication system will be extended to the newly reclaimed land to cover the entire airport island, which is essential for maintaining a reliable communication network for the day-to-day policing services. The above facilities and equipment are required to fulfil the increased policing demand on commissioning of the 3RS and ensure the security of HKIA as a whole.

12. Apart from the provision of government premises/facilities mentioned in paragraphs 5 to 11 above, dedicated communication cables and underground cable duct systems would be required for CAD[4], C&ED, ImmD and HKPF to ensure the new premises/facilities can be well coordinated and connected with their existing premises/facilities on the Airport Island.

FINANCIAL IMPLICATIONS

13. We estimate the capital cost of the project to be $2,624.5 million in money-of-the-day (MOD) prices, broken down as follows –

		$ million (in MOD prices)
(a)	Building[5]	498.6
(b)	Building services[6]	269.4
(c)	Drainage	2.8
(d)	External works[7]	112.5

/$ million …..

4 The provision of an underground cable duct system for CAD would be provided under Public Works Programme Item **3069GI** – Provision of Air Traffic Control Facilities to support the Three-Runway System at the Hong Kong International Airport and the funding application was approved by the Finance Committee on 18 July 2018.

5 Building works cover fitting out works for the government premises/facilities located inside the AAHK's buildings including TRPB, the expanded T2, gate houses and plant buildings at ESA and WSA, aircraft recovery equipment store at WSA and the new IAC on the existing Airport Island.

6 Building services works cover electrical installation, air-conditioning and mechanical ventilation, fire services installation and other specialist installations.

7 External works cover construction of C&ED's Customs Dog Base at ESA, vehicle control kiosks and vehicle search bays with canopies at ESA and WSA; and HKPF's minor works in the airfield.

		$ million (in MOD prices)
(e)	Additional energy conservation, green and recycled features	6.2
(f)	Refurbishment works[8]	4.6
(g)	Integration of C&ED's inspection facilities with AAHK's BHS[9]	26.2
(h)	Underground cable duct systems[10]	109.6
(i)	Communication cable and associated works[11]	132.3
(j)	On-cost payable to AAHK[12]	186.1
(k)	Furniture and equipment [13]	1,037.6

/$ million …..

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8 Refurbishment works cover enhancement of Information Technology facilities at part of the existing premises/facilities of C&ED and ImmD located inside Terminal 1.

9 The scope of integration works with AAHK's BHS includes the provision of hardware (e.g. baggage conveyors) and software (e.g. interfacing application).

10 The underground cable duct systems cover construction of cable ducts linking the new premises/facilities of C&ED, ImmD and HKPF with their existing premises/facilities on the Airport Island.

11 The communication cable and associated works covers construction of communication cable linking the new premises/facilities of CAD, C&ED, ImmD and HKPF with their existing premises/facilities on the Airport Island and other associated works.

12 The estimated cost (15.5% of the construction cost for the proposed works on the expanded T2 where the construction support facilities for marine transportation of materials, plants and equipment are not required and 16.5% of the construction cost for the proposed works on the remaining area) is to be charged by AAHK for the design, project management, insurance, construction support and airport on-costs of the project.

13 The estimated cost is based on an indicative list of furniture and equipment (F&E) required, including general office furniture and equipment items, as well as specialised operational equipment (e.g. X-ray checkers; baggage tracking system; closed circuit television systems; radio and communication systems; security control system and public address system). We plan to entrust the design, procurement and installation of some of the F&E items to AAHK and the estimated on-cost payable to AAHK (capped at 16.5% of the design, procurement and installation cost) has been included.

		$ million (in MOD prices)
(l)	Contingencies	238.6
	Total	2,624.5

14. We plan to entrust to AAHK the design and construction of the proposed government facilities which will be carried out in conjunction with the 3RS project in a holistic and timely manner. The total construction floor area (CFA) of the proposed fitting out works for the government premises/facilities located inside AAHK's buildings is about 22 233 square metres (m^2). The estimated construction unit cost, represented by the building and building services costs, is about $34,543 per m^2 of CFA in MOD prices. Taking into consideration the nature and complexity of the works involved, we consider this unit cost comparable to similar projects built by the Government[14].

15. Subject to funding approval, we plan to phase the expenditure as follows –

Year	**$ million (MOD)**
2020 – 2021	10.5
2021 – 2022	99.0
2022 – 2023	231.0
2023 – 2024	582.1
2024 – 2025	989.6
2025 – 2026	371.2
2026 – 2027	221.7

/**Year** …..

14 The estimated unit cost has taken into account for the nature of works due to working within airport area to avoid disturbance to the operation of the existing airport; and marine transportation of materials, plant and equipment.

Year	$ million (MOD)
2027 – 2028	119.4
	2,624.5

16. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2020 to 2028. The contract will provide for price adjustments.

17. We estimate that the annual recurrent expenditure arising from this project is $1,361.8 million.

ENVIRONMENTAL IMPLICATIONS

18. The project forms part of the designated project "Expansion of Hong Kong International Airport into a Three-Runway System" under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). The Director of Environmental Protection approved the 3RS EIA report on 7 November 2014, with the Environmental Permit (EP) granted on the same day. We will require the contractors to implement the relevant environmental mitigation measures and environmental monitoring and audit requirements specified in the approved 3RS EIA report, and shall comply with relevant conditions under the EP as well as other applicable statutory environmental requirements during the development of the government facilities.

19. During the construction phase, the contractors shall implement effective mitigation measures that are not limited to, where relevant, water spraying in site areas, wheel washing and covering of materials on trucks to reduce dust emissions; use of quality powered mechanical equipment, movable noise barriers and noise enclosures for noise mitigation, and shall ensure full compliance with the construction noise permits and other requirements of the Noise Control Ordinance; installation of sand/silt removal facilities and implement proper treatment of site runoff to meet requirements and standards under the Water Pollution Control Ordinance.

/20. …..

20. At the planning and design stages, we have considered measures to reduce the generation of construction waste. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities[15]. We will encourage the contractor to maximise the use of recycled / recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

21. At the construction stage, we will require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation measures to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations can comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of non-inert construction waste at landfills through a trip-ticket system.

22. We estimate that the project will generate in total about 20 050 tonnes of construction waste. Of these, we will reuse about 17 650 tonnes (88%) of inert construction waste. Among of these, we will reuse about 13 490 tonnes of inert construction waste on site and also reuse about 4 160 tonnes of inert construction waste in the 3RS reclamation works, provided that the reclamation works are ongoing and there is no surplus filling materials on 3RS site. We will dispose of the remaining 2 400 tonnes (12%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at landfill sites is estimated to be $0.5 million for this project (based on a unit charge rate of $200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

23. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

/ LAND …..

15 Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap 354N). Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

LAND ACQUISITION

24. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

25. This project will adopt various forms of energy efficient features, including –

(a) demand control of supply air;

(b) brushless direct current motor for fan coil units; and

(c) building energy management system.

26. The total estimated additional cost for adoption of the above energy conservation and green features is around $6.2 million (including $4.2 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 11.5% energy savings in the annual energy consumption with a payback period of about eight years.

BACKGROUND INFORMATION

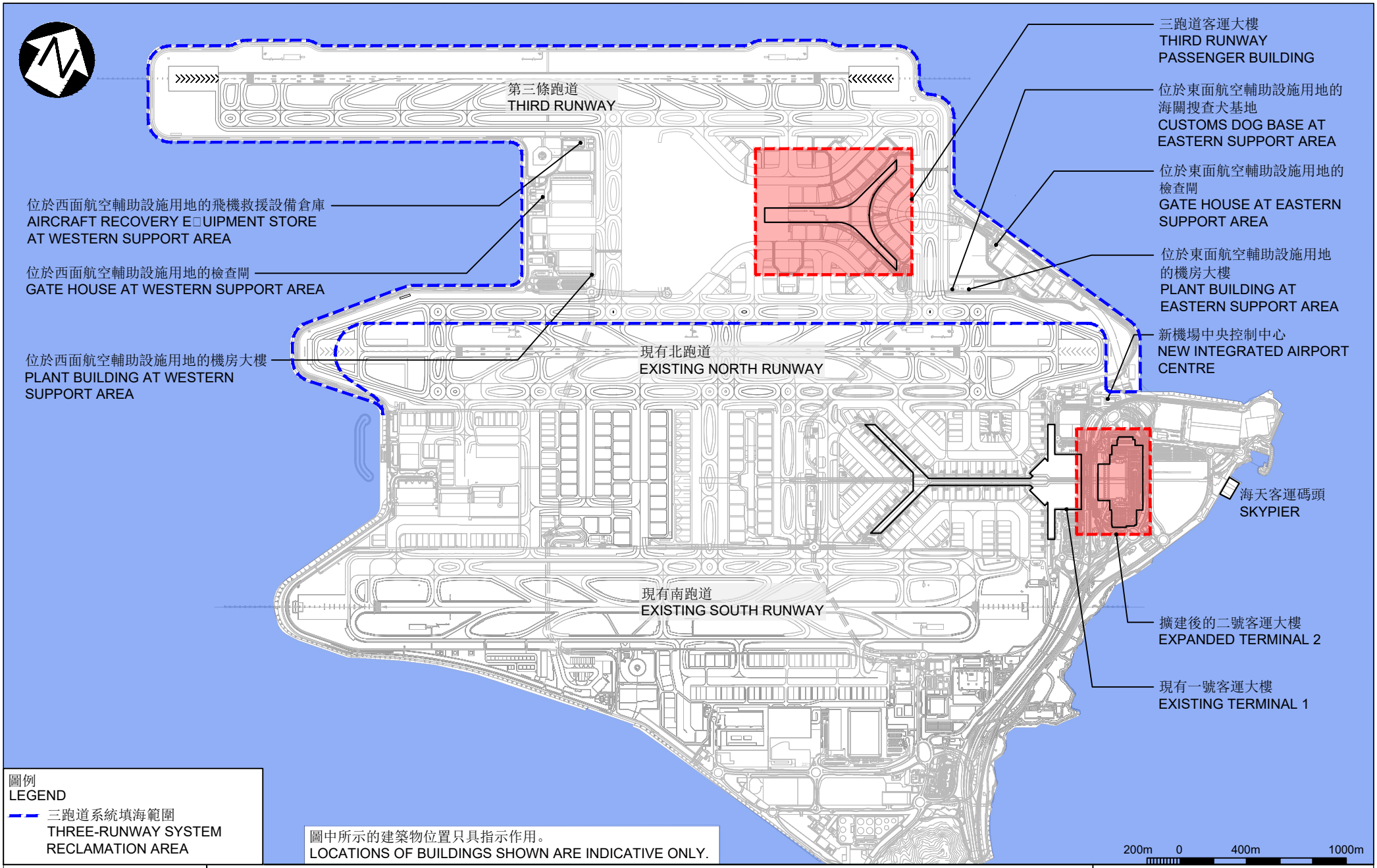
27. We upgraded **402IO** to Category B in September 2017. The planning and preliminary design of the project have been completed.

28. The proposed facilities and accommodation will not involve any tree removal or planting proposal.

29. We submitted the discussion paper (LC Paper No. CB(4)157/19-20(04)) for the proposed project to LegCo Panel on Economic Development in December 2019. The reduction of cost estimate is due to design development and refinement of the user requirements of the proposed project. We consider that the latest estimate has reflected the prevailing market situation and is sufficient for delivery of the proposed project.

/30. …..

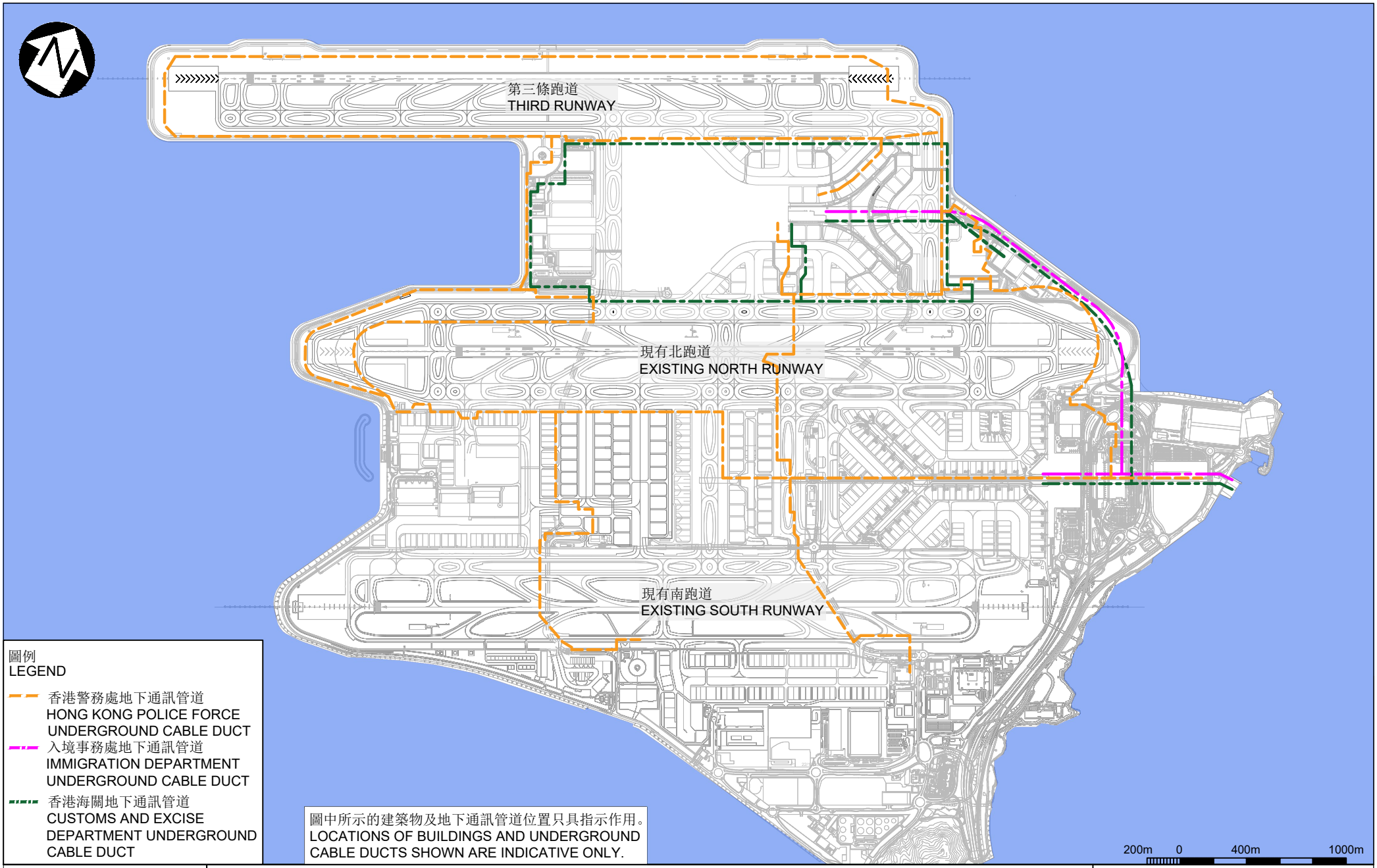
30. We estimate that the proposed project will create about 205 jobs (185 for labourers and 20 for professional/technical staff), providing a total employment of 9 450 man-months.



位置圖
LOCATION PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署



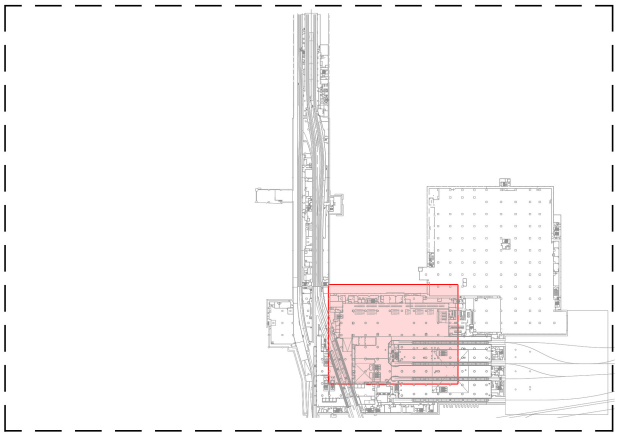
地下通訊管道平面圖
UNDERGROUND CABLE DUCT LAYOUT PLAN

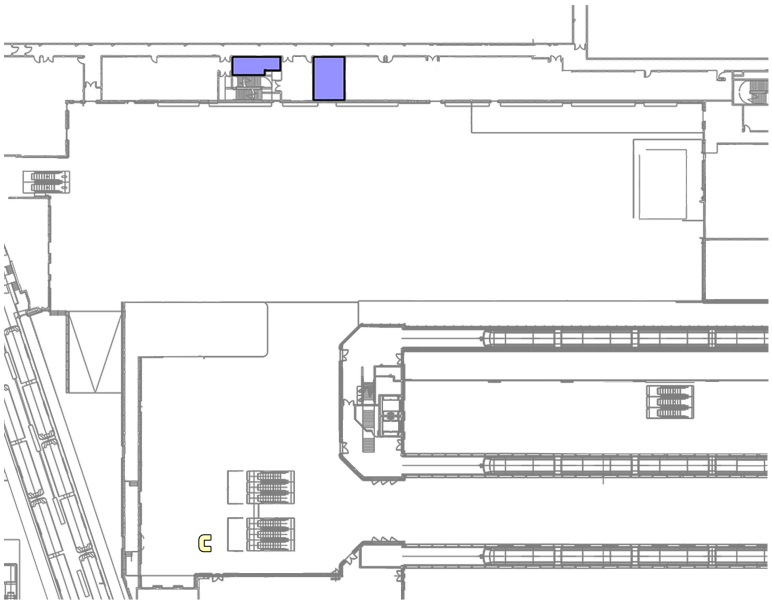
402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN

(未按比例繪製　NOT TO SCALE)





旅客捷運系統

AUTOMATED PEOPLE MOVER (APM)

圖例 LEGEND

香港警務處的設施、辦公和運作地方
HONG KONG POLICE FORCE'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

衞生署的設施、辦公和運作地方
DEPARTMENT OF HEALTH'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。

LOCATIONS OF FACILITIES, OFFICE AND OPERATIONAL AREAS FOR VARIOUS GOVERNMENT DEPARTMENTS SHOWN ARE INDICATIVE ONLY. REMAINING AREAS ARE NON-GOVERNMENT USE.

10m　0m　20m　50m

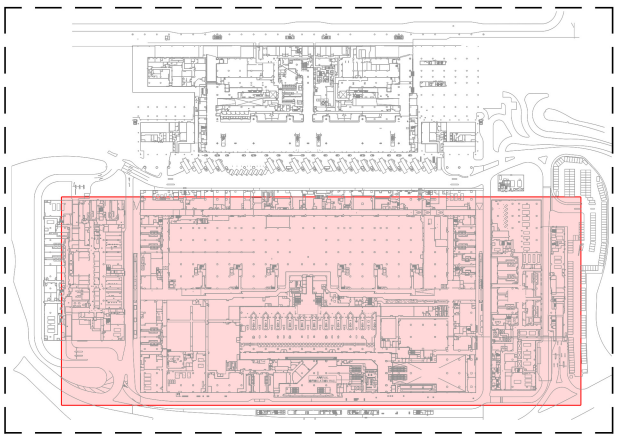
擴建後的二號客運大樓
第一層 樓面平面圖
EXPANDED TERMINAL 2
LEVEL 1 FLOOR PLAN

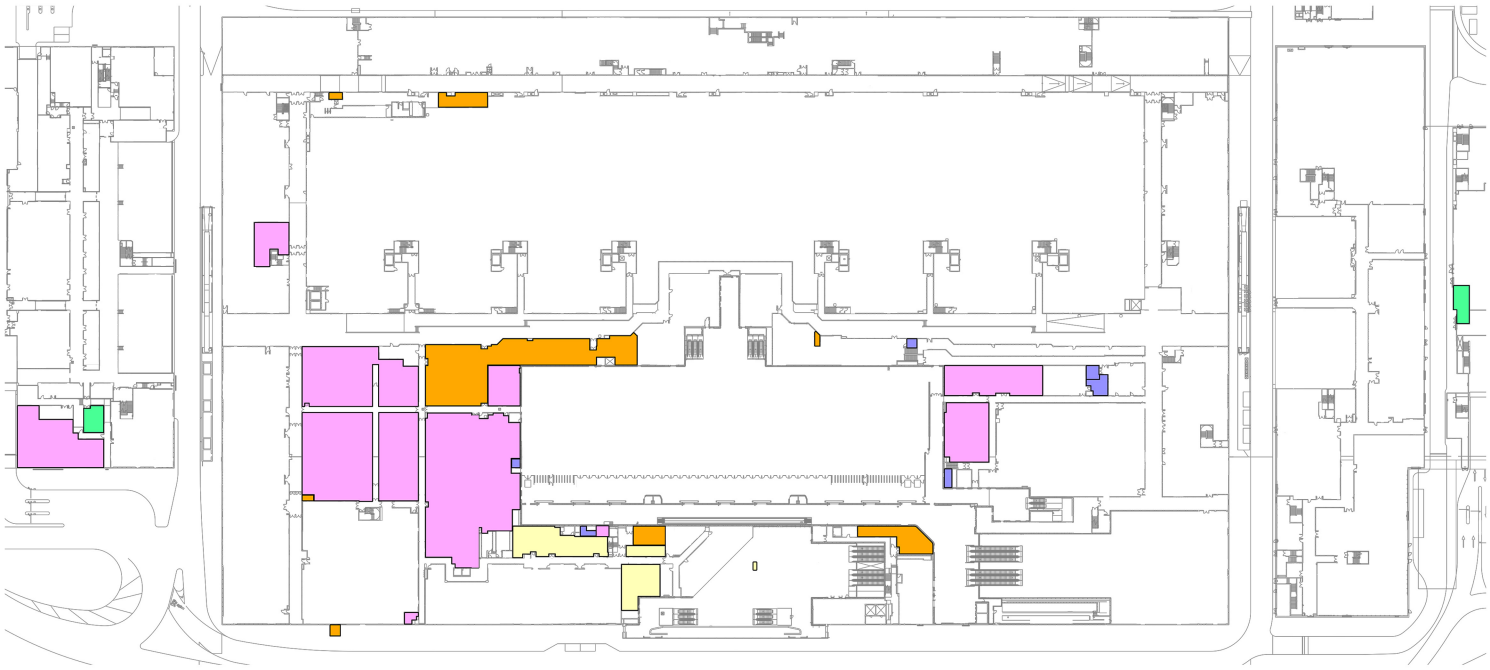
402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN

(未按比例繪製　NOT TO SCALE)





保安及出入境檢查區

SECURITY SCREENING AND IMMIGRATION AREA

圖例 LEGEND

- 香港海關的設施、辦公和運作地方
  CUSTOMS AND EXCISE DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA
- 香港警務處的設施、辦公和運作地方
  HONG KONG POLICE FORCE'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA
- 民航處的設施和運作地方
  CIVIL AVIATION DEPARTMENT'S PREMISES FACILITIES AND OPERATIONAL AREA
- 衞生署的設施、辦公和運作地方
  DEPARTMENT OF HEALTH'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA
- 入境事務處的設施、辦公和運作地方
  IMMIGRATION DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。

LOCATIONS OF FACILITIES, OFFICE AND OPERATIONAL AREAS FOR VARIOUS GOVERNMENT DEPARTMENTS SHOWN ARE INDICATIVE ONLY. REMAINING AREAS ARE NON-GOVERNMENT USE.

20m　0m　40m　100m

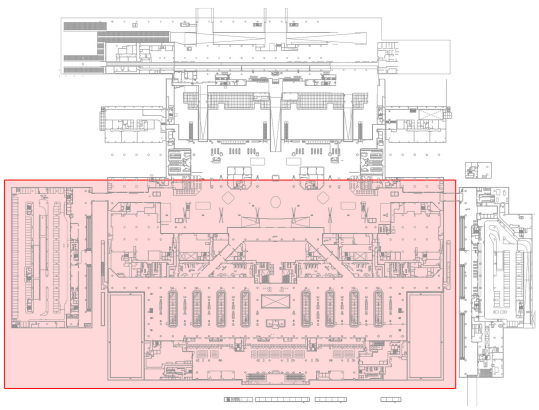
擴建後的二號客運大樓
第三層 樓面平面圖
EXPANDED TERMINAL 2
LEVEL 3 FLOOR PLAN

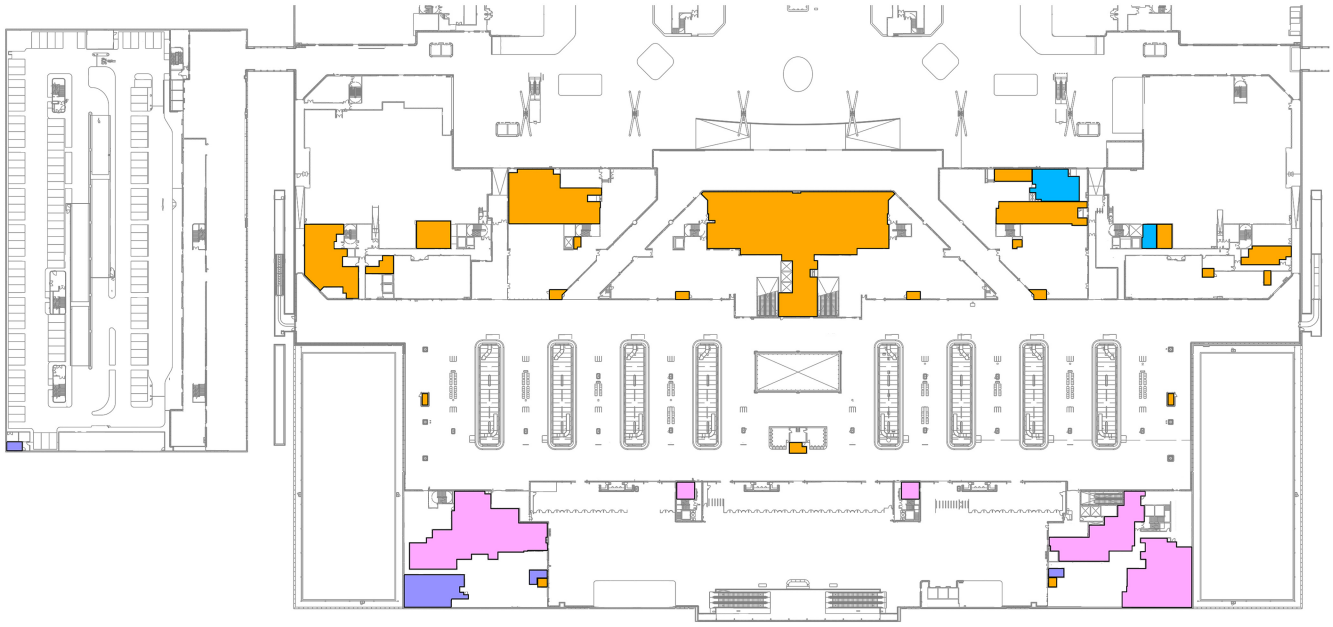
402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN

(未按比例繪製　NOT TO SCALE)





抵港

ARRIVALS

圖例 LEGEND

香港海關的設施、辦公和運作地方

CUSTOMS AND EXCISE DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

漁農自然護理署的設施、辦公和運作地方

AGRICULTURE, FISHERIES AND CONSERVATION DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

香港警務處的設施、辦公和運作地方

HONG KONG POLICE FORCE'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

入境事務處的設施、辦公和運作地方

IMMIGRATION DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。

LOCATIONS OF FACILITIES, OFFICE AND OPERATIONAL AREAS FOR VARIOUS GOVERNMENT DEPARTMENTS SHOWN ARE INDICATIVE ONLY. REMAINING AREAS ARE NON-GOVERNMENT USE.

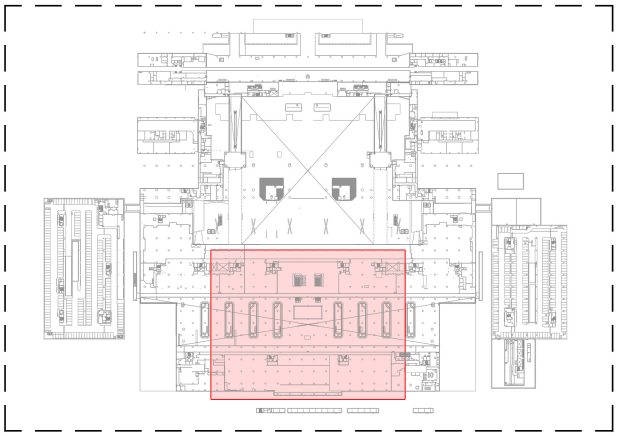
20m　0m　40m　100m

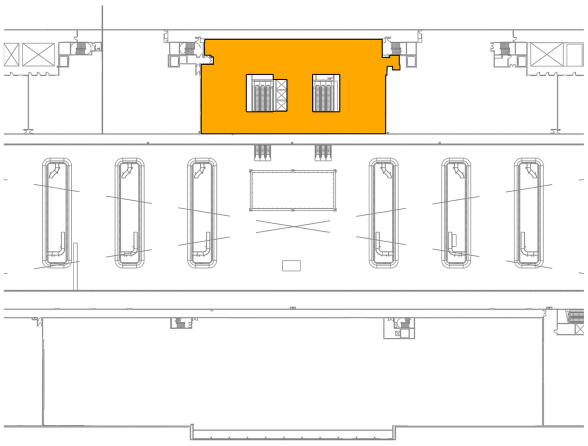
擴建後的二號客運大樓
第五層 樓面平面圖
EXPANDED TERMINAL 2
LEVEL 5 FLOOR PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN
(未按比例繪製　NOT TO SCALE)

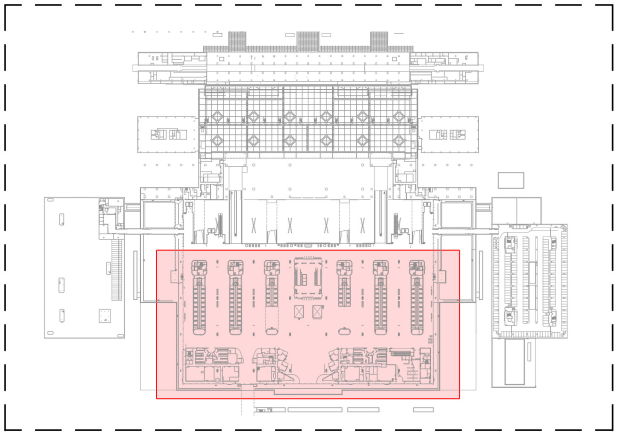


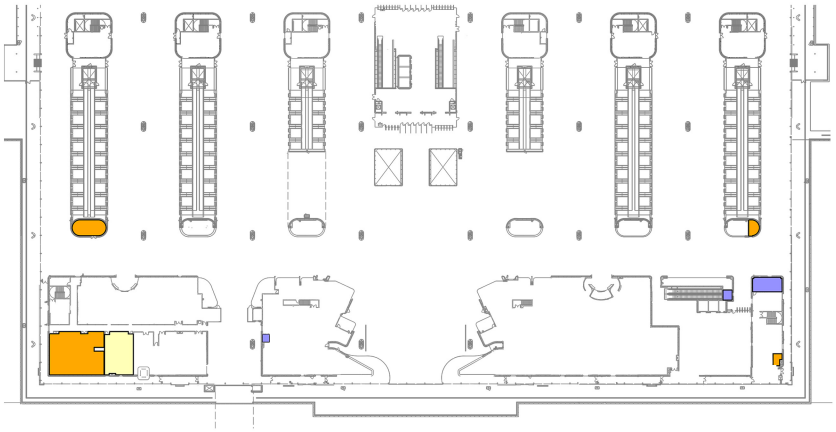


第 六 層
LEVEL 6

行李處理系統
BAGGAGE HANDLING SYSTEM (BHS)

索引圖　KEY PLAN
(未按比例繪製　NOT TO SCALE)





第 七 層
LEVEL 7

離港
DEPARTURES

圖例 LEGEND

香港海關的設施、辦公和運作地方
CUSTOMS AND EXCISE DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

衞生署的設施、辦公和運作地方
DEPARTMENT OF HEALTH'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

香港警務處的設施、辦公和運作地方
HONG KONG POLICE FORCE'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。
LOCATIONS OF FACILITIES, OFFICE AND OPERATIONAL AREAS FOR VARIOUS GOVERNMENT DEPARTMENTS SHOWN ARE INDICATIVE ONLY. REMAINING AREAS ARE NON-GOVERNMENT USE.

20m　0m　40m　100m

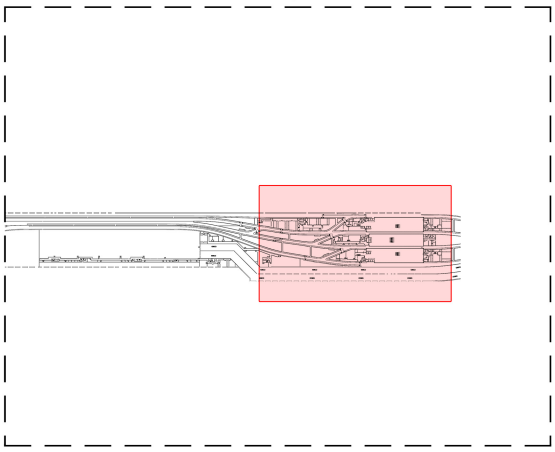
擴建後的二號客運大樓
第六、七層 樓面平面圖
EXPANDED TERMINAL 2
LEVEL 6, 7 FLOOR PLAN

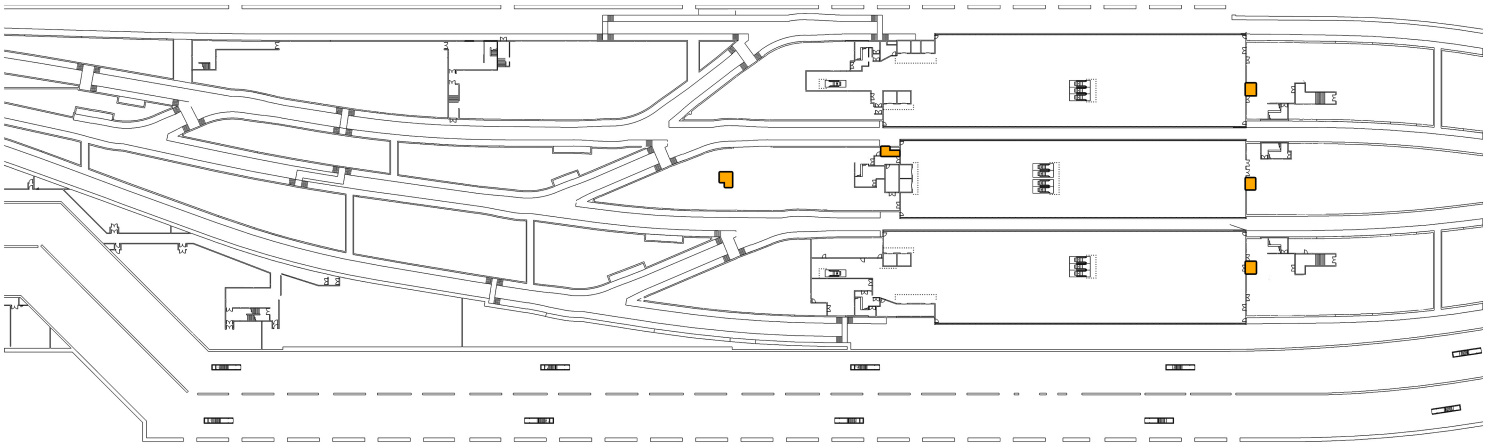
402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN

(未按比例繪製　NOT TO SCALE)





旅客捷運系統
AUTOMATED PEOPLE MOVER (APM)

圖例 LEGEND

香港海關的設施、辦公和運作地方
CUSTOMS AND EXCISE DEPARTMENT'S PREMISES
FACILITIES, OFFICE AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。

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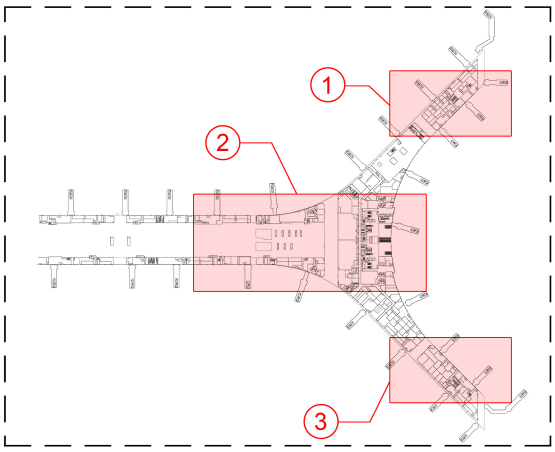
15m　0m　30m　75m

三跑道客運大樓
第一層 樓面平面圖
THIRD RUNWAY
PASSENGER BUILDING
LEVEL 1 FLOOR PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

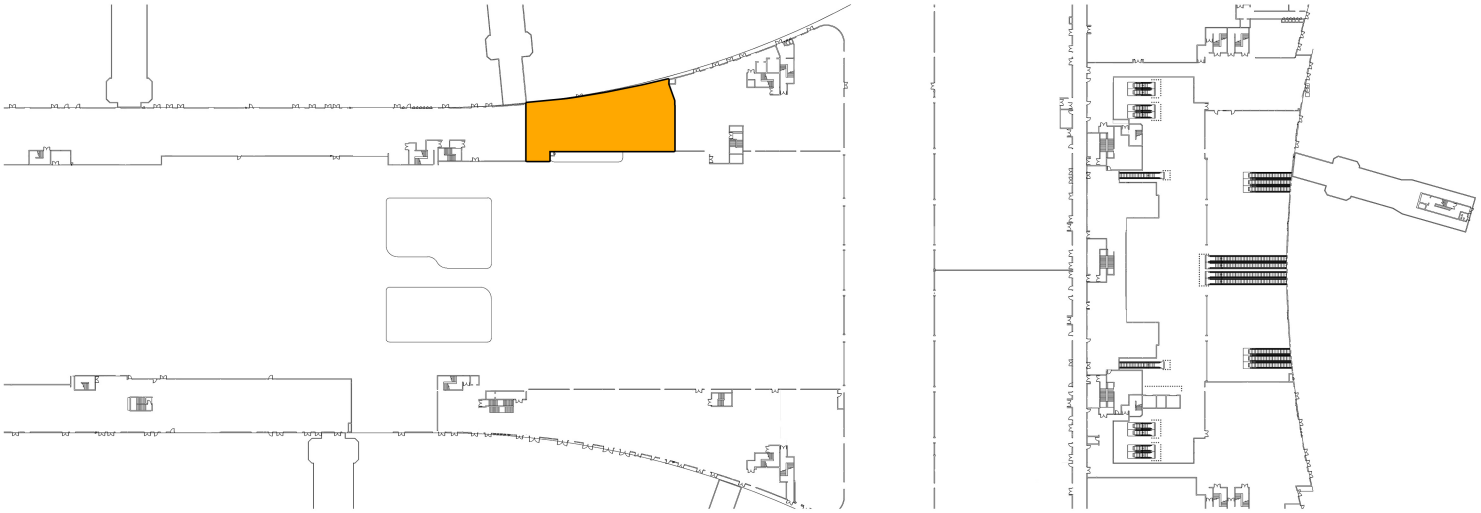
ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN
(未按比例繪製　NOT TO SCALE)



① 第一部份　PART 1

② 第二部份　PART 2



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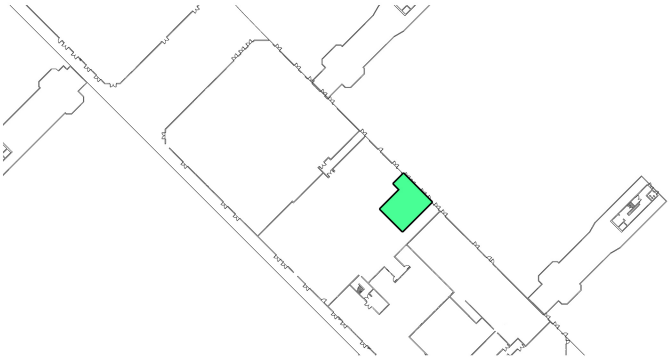


停機坪及行李處理系統
APRON AND BAGGAGE HANDLING SYSTEM (BHS)

圖例 LEGEND

香港海關的設施、辦公和運作地方
CUSTOMS AND EXCISE DEPARTMENT'S PREMISES
FACILITIES, OFFICE AND OPERATIONAL AREA

民航處的設施和運作地方
CIVIL AVIATION DEPARTMENT'S PREMISES
FACILITIES AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。
LOCATIONS OF FACILITIES, OFFICE AND OPERATIONAL AREAS FOR VARIOUS GOVERNMENT DEPARTMENTS SHOWN ARE INDICATIVE ONLY. REMAINING AREAS ARE NON-GOVERNMENT USE.

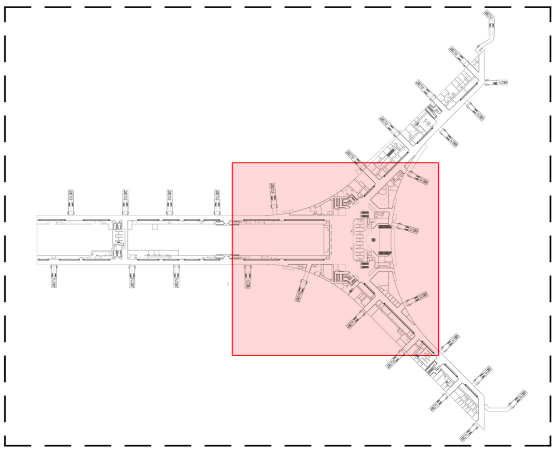
15m　0m　30m　75m

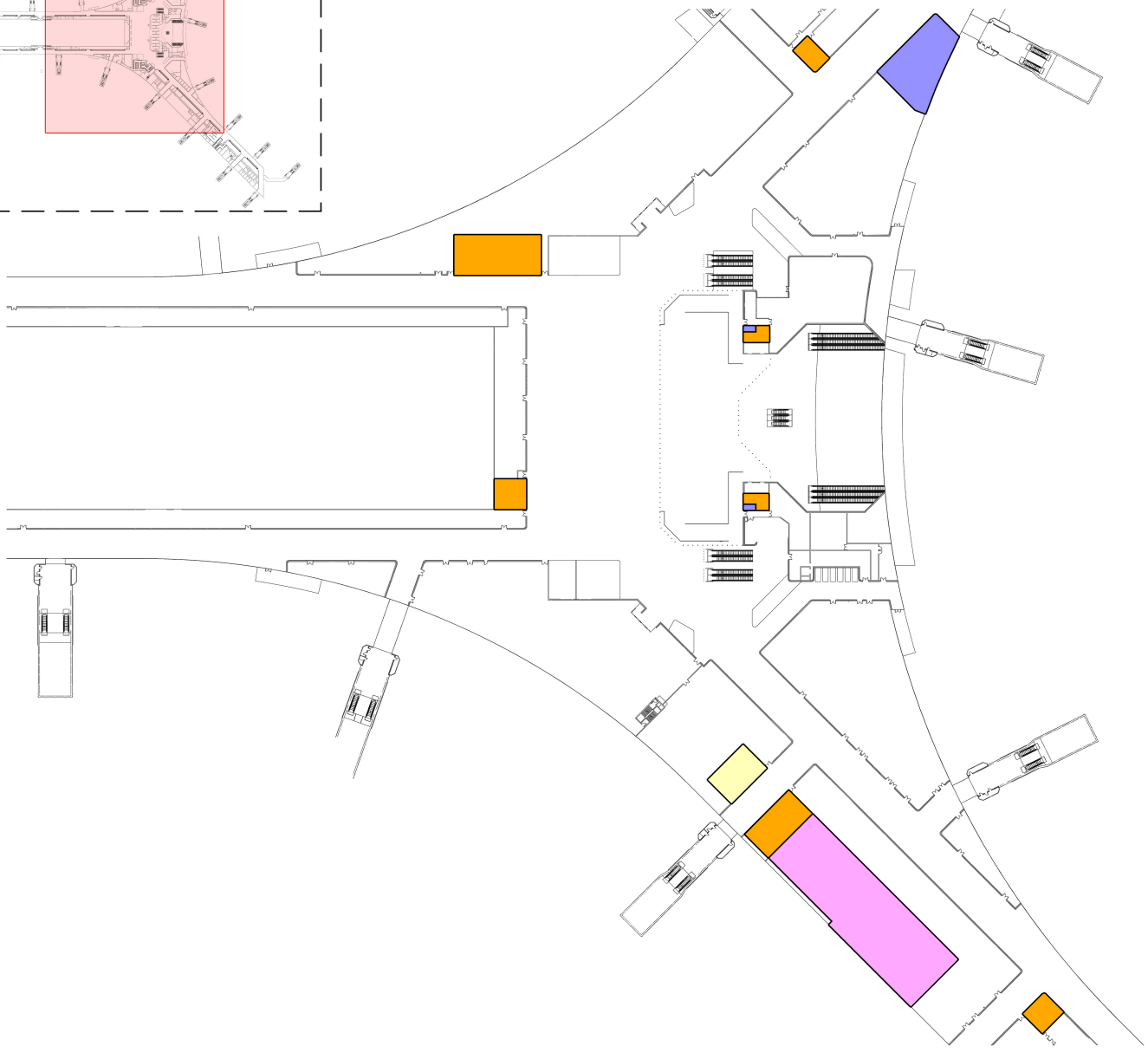
三跑道客運大樓
第四層 樓面平面圖
THIRD RUNWAY
PASSENGER BUILDING
LEVEL 4 FLOOR PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN
(未按比例繪製　NOT TO SCALE)





抵港及轉機區
ARRIVALS AND TRANSFER AREA

圖例 LEGEND

- 香港海關的設施、辦公和運作地方
  CUSTOMS AND EXCISE DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA
- 衞生署的設施、辦公和運作地方
  DEPARTMENT OF HEALTH'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA
- 香港警務處的設施、辦公和運作地方
  HONG KONG POLICE FORCE'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA
- 入境事務處的設施、辦公和運作地方
  IMMIGRATION DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。
LOCATIONS OF FACILITIES, OFFICE AND OPERATIONAL AREAS FOR VARIOUS GOVERNMENT DEPARTMENTS SHOWN ARE INDICATIVE ONLY. REMAINING AREAS ARE NON-GOVERNMENT USE.

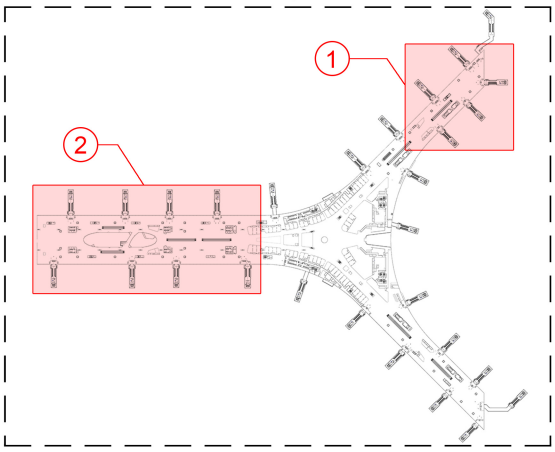
15m　0m　30m　75m

三跑道客運大樓
第五層 樓面平面圖
THIRD RUNWAY
PASSENGER BUILDING
LEVEL 5 FLOOR PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN
(未按比例繪製　NOT TO SCALE)



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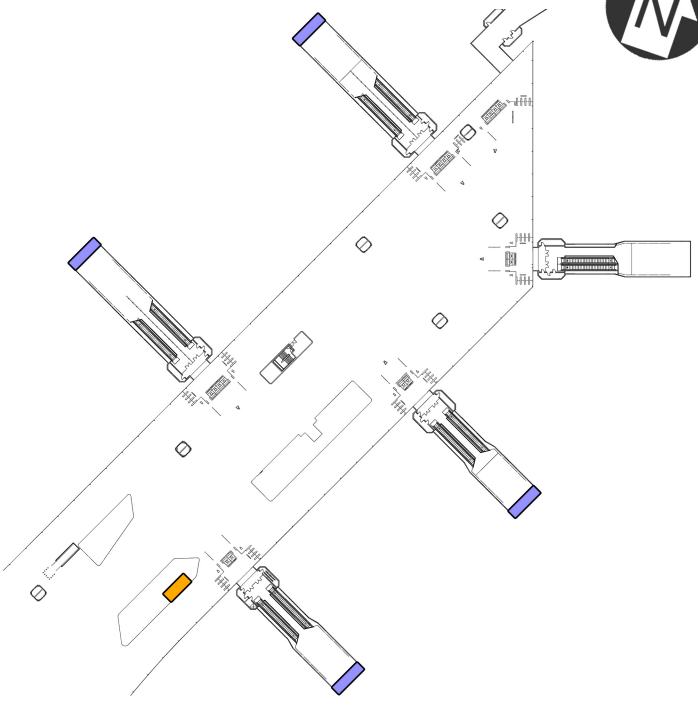

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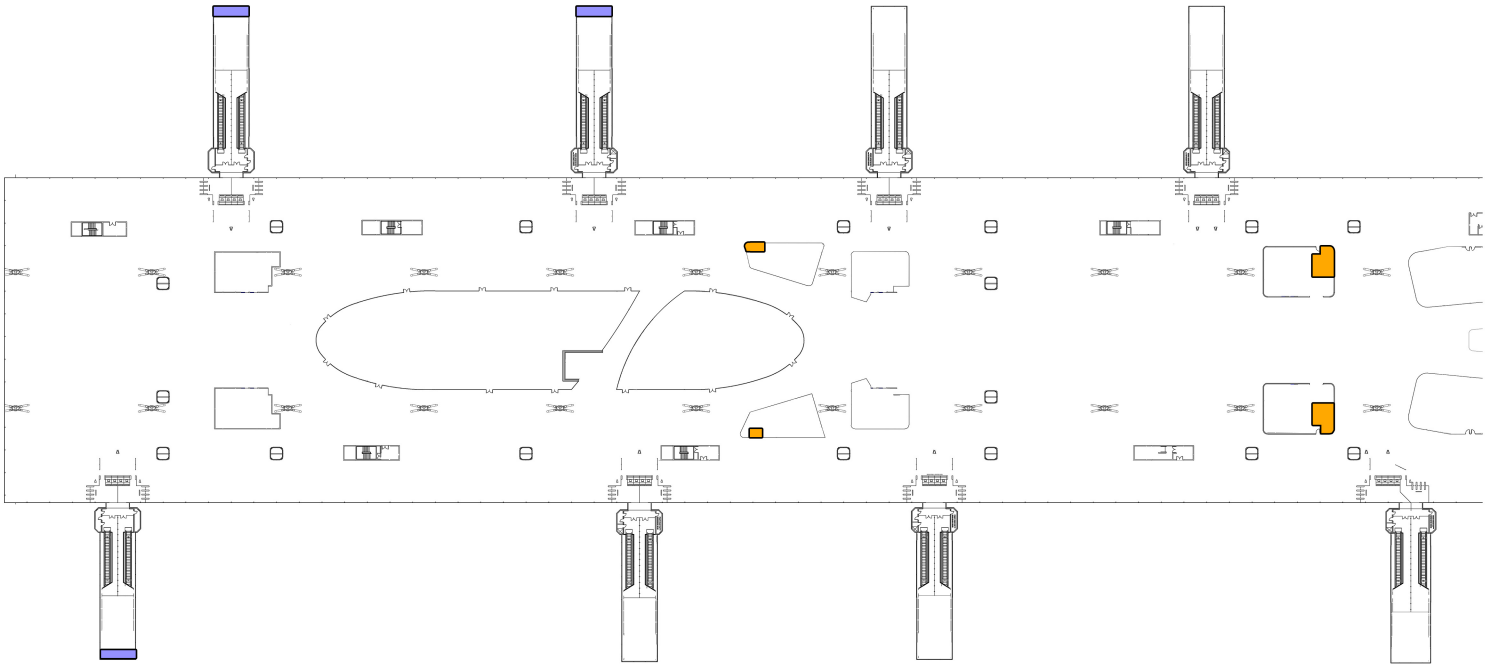

離港登機區
DEPARTURES BOARDING ZONE

圖例 LEGEND

香港海關的設施、辦公和運作地方
CUSTOMS AND EXCISE DEPARTMENT'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

香港警務處的設施、辦公和運作地方
HONG KONG POLICE FORCE'S PREMISES FACILITIES, OFFICE AND OPERATIONAL AREA

圖中所示的相關政府部門設施、辦公和運作地方之位置只具指示作用，其他地方供非政府部門使用。
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15m　0m　30m　75m

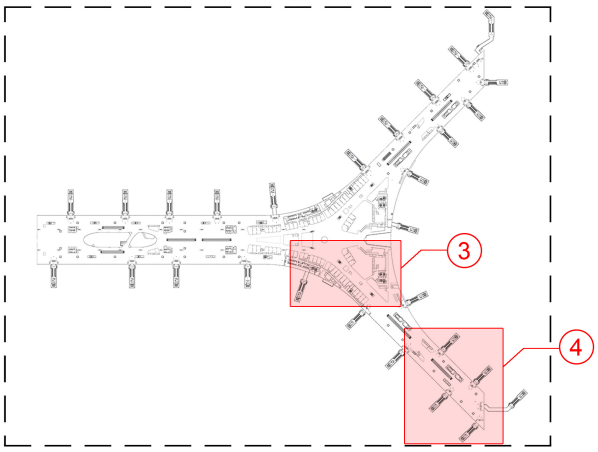
三跑道客運大樓
第六層 樓面平面圖
THIRD RUNWAY
PASSENGER BUILDING
LEVEL 6 FLOOR PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN

(未按比例繪製　NOT TO SCALE)



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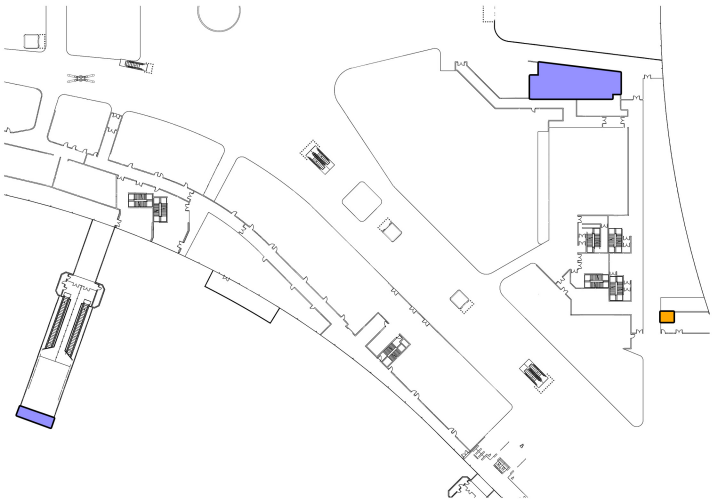

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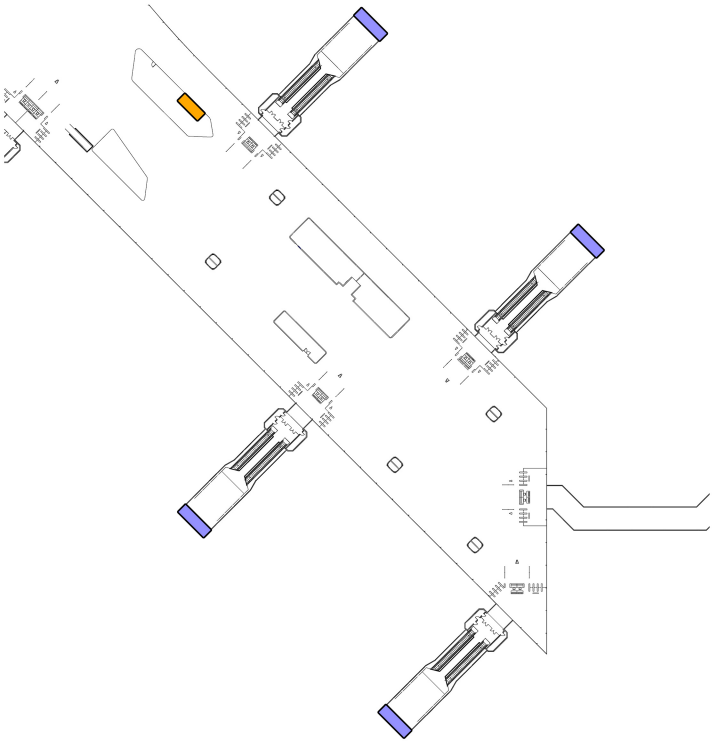

離港登機區

DEPARTURES BOARDING ZONE

圖例 LEGEND

香港海關的設施、辦公和運作地方
CUSTOMS AND EXCISE DEPARTMENT'S PREMISES
FACILITIES, OFFICE AND OPERATIONAL AREA

香港警務處的設施、辦公和運作地方
HONG KONG POLICE FORCE'S PREMISES
FACILITIES, OFFICE AND OPERATIONAL AREA

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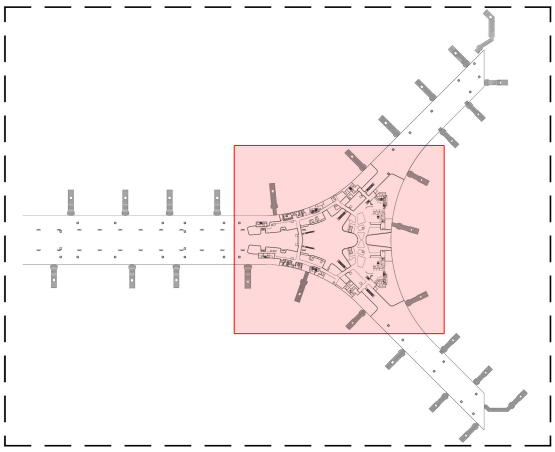
15m　0m　30m　75m

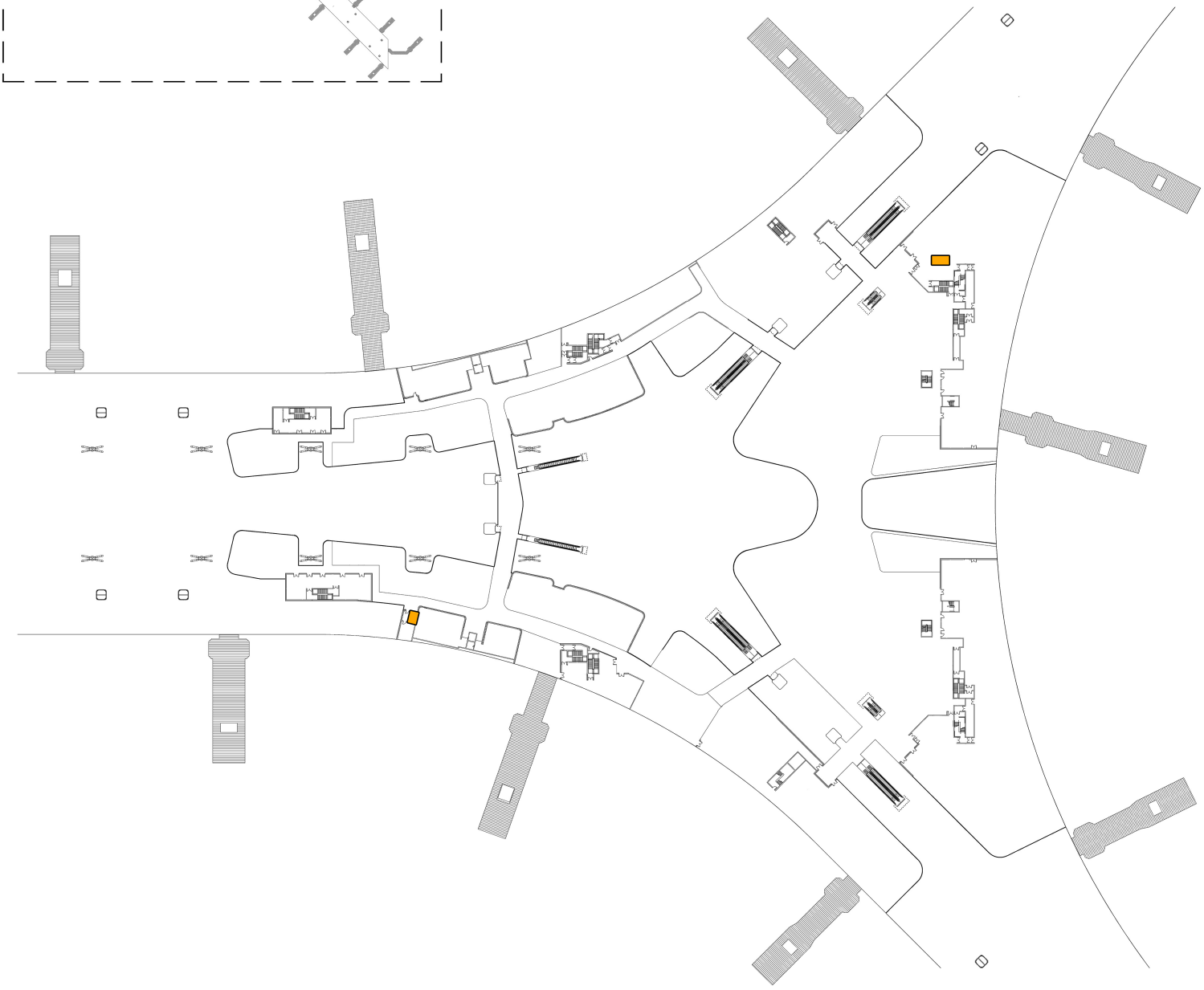
三跑道客運大樓
第六層 樓面平面圖
THIRD RUNWAY
PASSENGER BUILDING
LEVEL 6 FLOOR PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署

索引圖　KEY PLAN
(未按比例繪製　NOT TO SCALE)





離港
DEPARTURES

圖例 LEGEND

香港海關的設施、辦公和運作地方
CUSTOMS AND EXCISE DEPARTMENT'S PREMISES
FACILITIES, OFFICE AND OPERATIONAL AREA

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15m　0m　30m　75m

三跑道客運大樓
第七層樓面平面圖
THIRD RUNWAY
PASSENGER BUILDING
LEVEL 7 FLOOR PLAN

402IO
香港國際機場三跑道系統的相關政府部門設施及辦公地方
PROVISION OF FACILITIES AND ACCOMMODATION FOR VARIOUS GOVERNMENT DEPARTMENTS TO SUPPORT THE THREE-RUNWAY SYSTEM AT HONG KONG INTERNATIONAL AIRPORT

ARCHITECTURAL SERVICES DEPARTMENT 建築署