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Clerk to Panel on Economic Development
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Ms Shirley CHAN)

2 April 2020

Dear Ms CHAN,

**Legislative Council
Panel on Economic Development
Meeting on 10 December 2019**

**Resources proposals relating to the government facilities and equipment
to support the Three-Runway System at Hong Kong International Airport**

Supplementary Information

Thank you for your letter of 12 December 2019 to the Transport and Housing Bureau requesting the Government to provide supplementary information on the proposed government facilities and equipment to support the Three-Runway System (3RS) at Hong Kong International Airport (HKIA) as discussed at the meeting of the Panel on Economic Development on 10 December 2019. Having consulted the relevant departments, we would like to provide a consolidated reply as follows.

(a) **Supplementary information in relation to the provision of Police facilities to support the 3RS**

(I) *Projected increase in the manpower establishment of the Hong Kong Police Force (HKPF) in the Airport District (APTDIST) under the dual-base strategy*

2. The existing Airport Police Station (APS), which was commissioned in 1998, provides 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. Currently, about 500 staff, including both police officers and civilian staff, are stationed at the APS.

3. Over the past 20 years, the passenger throughput and aircraft movements at HKIA have increased almost threefold, and the reports received by 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. The Airport Authority Hong Kong (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. However, the capacity of the APS is already saturated. It will not have enough capacity to support the increase in demand for policing service arising from the 3RS.

4. In order to cope with APTDIST's additional operational needs upon the commissioning of the 3RS, the proposed Airport District Operational Base (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.

(II) *Example of international airports adopting a similar dual-base strategy for the provision of police services*

5. Some other international airports such as the Charles de Gaulle Airport in Paris and Ben Gurion Airport in Israel have already adopted the dual-base strategy 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.

(III) Breakdown of the project estimates and construction/floor plans of the proposed OB

6. The breakdown of the project estimates and construction/floor plans of the proposed OB have been finalised. The relevant information will be provided in the discussion paper to be submitted to the Public Works Subcommittee of the Legislative Council.

(b) Cost recovery schedule for the proposed aviation meteorological systems of the Hong Kong Observatory

7. Within the framework of the International Civil Aviation Organization (ICAO), the Hong Kong Observatory (HKO) is the designated meteorological authority and is responsible for the provision of aviation weather services for aircraft taking off/landing at HKIA. In line with the Government's "user pays" principle, HKO will recover the relevant recurrent and depreciation costs for provision of aviation weather services from AAHK. To tie in with the implementation programme of the 3RS, the proposed aviation meteorological systems will commence operation in phases. The amount to be recovered per annum is estimated to be \$1.1 million in 2021-22 when the first batch of systems has been installed and commenced operation, rising to \$37.8 million in 2024-25 when the proposed systems would be in full operation, before gradually dropping to \$14.5 million in 2039-40 taking into account the depreciation of the various proposed systems. Moreover, in setting the airport charges levied on airlines, the AAHK would take into consideration a basket of factors, including the aviation weather services charge to be paid by the AAHK to HKO. Currently, the aviation weather services charge only accounts for a small part of the airport charges levied on airlines by the AAHK.

Yours sincerely,



(W Y N G)

for Secretary for Transport and Housing

c.c.

Secretary for Transport and Housing
Director of Architectural Services
Hong Kong Police Force
Hong Kong Observatory

(Attn: Ms Joyce CHAN)
(Attn: Mr. Andrew FUNG)
(Attn: Ms Alice LEE)
(Attn: Ms Sharon LAU)