

**For Information
on 31 December 2020**

Legislative Council Panel on Economic Development

**Update on the Development of the Three-Runway System
at Hong Kong International Airport**

Purpose

This paper provides an update on the developments of the Three-Runway System (“3RS”) project since the last reporting to this Panel in June 2020 (LC Paper No. CB(4)710/19-20(01)).

Background

2. This paper presents updates on the overall progress of the 3RS project as well as its key individual aspects: (a) construction; (b) labour supply; (c) construction safety; (d) environmental-related issues; and (e) financial arrangement.

Progress Update on 3RS Works

(a) Construction

3. The construction of the 3RS at Hong Kong International Airport (“HKIA”) comprises different components, including the formation of about 650 hectares (“ha”) of land; the construction of the Third Runway, taxiways and aprons, and the Third Runway Passenger Building (“TRPB”); expansion of the existing Terminal 2 (“T2”); provisions of a new automated people mover (“APM”) system and a high-speed baggage handling system (“BHS”); modification of the existing North Runway; and the construction of airport support infrastructure, utilities and facilities. A layout plan showing the 3RS project scope is at Annex A.

4. As explained in detail in the ensuing paragraphs, notwithstanding the challenges associated with reclamation works and the impact of the Coronavirus Disease (“COVID-19”), the Airport Authority Hong Kong (“AAHK”) has been maintaining the progress of the 3RS construction with a view to commissioning the Third Runway in 2022 and the 3RS in 2024.

(i) Impact of COVID-19 on the 3RS Works

5. In June 2020, Members were briefed on the challenges associated with the project programme due to the strained supply of fill materials for reclamation and the impact of COVID-19. As COVID-19 pandemic continues, related customs clearance issues are still impacting on pelican barge logistics and manufactured sand deliveries from Guangdong. The supply of fill materials from Taiwan, Malaysia and the Philippines is also affected by local authorities’ measures against COVID-19. Apart from the interruption of fill supplies, there has also been some observed disruption to the supplies of plant and materials from the Mainland, such as aggregates; delayed deliveries of precast concrete pipes and steel; and cement barge logistics affecting cement supply for land-based Deep Cement Mixing (“DCM”) works.

6. As regards labour, COVID-19 also continues to cause impact. The deployment of specialist workers/technicians from South Korea and Mainland has been affected by the quarantine requirements. The labour situation will become even tighter in the run up to and after Chinese New Year as the Mainland specialist workers, including those who work on marine vessels, will start returning home for their holidays in January 2021. Many are leaving earlier than before as they have to allow time for the 14-day quarantine upon entering the Mainland. It is anticipated that the delivery of construction materials such as concrete, aggregates, cement, rebar and steel by Mainland vessels will be affected for a period of about five weeks. In collaboration with the Government, AAHK is devising various measures to minimise the impacts envisaged, such as identifying temporary stockpile/storage areas before the suspension of the marine logistics.

7. It remains difficult to assess the full impact of the COVID-19 pandemic, given the surge of local confirmed cases in Q4 2020. That said, despite the impact of COVID-19 on the supply of materials and labour for the reclamation works, AAHK continues to mitigate the impact on the progress of works and the handover of land to follow-on contractors. In short, with the continuing supply of materials from multiple sources and the implementation of mitigation measures, overall the works are anticipated to proceed according to the planned schedule.

(ii) *Land Formation*

8. The main reclamation contractor has been using customised manufactured sand from Guangdong, dredged material from Taiwan, marine sand from Guangxi and Guangdong, and public fill from sorting facilities at Tseung Kwan O fill bank (“TKOFB”) and the Tuen Mun fill bank (“TMFB”) as the main sources of fill materials, supplemented by the surplus materials from other local projects and the spoil materials generated from the foundation/ground improvement works on the reclaimed land. As of November 2020, the intake of around 19.5 million tonnes of public fill from the fill banks since works commencement has met AAHK’s commitment to the Government to date and public fill will continue to be utilised in the coming year. The filling operations for the “T” area (see the dotted “T” area at **Annex B**) are set to be substantially completed in Q4 2020, after which the fill demand in 2021 will be greatly diminished.

9. With the above fill supply, substantial progress on filling operations has been achieved; the marine-based DCM works have been completed; and progress maintained on the land-based ground improvement works proceeding in multiple work fronts on the reclaimed land to ensure the handover of the critical area, i.e. the “T” area at **Annex B**, by Q4 2020. As at November 2020, approximately 424 ha of about 650 ha of reclamation area have reached the required handover level, out of which about 295 ha have been handed over to the follow-on contractors for the construction of the Third Runway, taxiways, foundation and substructure of TRPB, APM/BHS tunnels works, and the establishment of construction support facilities.

10. As of November 2020, the slippage of the related critical works was approximately eight weeks, as compared to six weeks as reported in the last update in June 2020, mainly as a result of the continuing impact of COVID-19. To mitigate the impact and maintain project progress, AAHK continues to implement various alternative and contingency plans for the reclamation works, including re-sequencing of works to provide timely access for follow-on contractors to commence works in the critical areas, and optimising the reclamation design to identify more suitable areas for receiving public fill. With the implementation of these measures, the 3RS construction works are anticipated to proceed according to the planned schedule, which will support the project programme to commission the Third Runway in 2022 and the 3RS in 2024.

(iii) Airfield Works

11. Following the progressive phased handover of land parcels to the follow-on contractors in the last 12 months, the construction of the 3 800-metre-long, 60-metre wide new runway and two parallel taxiways has commenced. The first stage of pavement works involves subgrade preparation of the new runway, followed by laying of the crushed aggregate sub base and base course. Installation of marine piles for the runway approach lights at the western end of the new runway has also commenced. In addition to the related pavement works, airfield ground lighting, civil enabling works for underground utilities, the Western Vehicular Tunnel and associated civil infrastructure works are continuing and the Third Runway is targeted for commissioning in 2022 for operation as the new North Runway.

(iv) Building and Infrastructure Works

12. The site works relating to the foundations and substructure of the T2 expansion are continuing with bulk excavation ongoing. The removal of the facade and roof steel trusses of the existing T2 structure is continuing, with good progress maintained. The main works contract for T2 Expansion was awarded in August 2020, with site surveys and ground investigations progressing to support the commencement of the piling works within the existing T2 footprint in Q1 2021. Upon completion in 2024, the expanded T2 will re-open as a fully-fledged terminal.

13. Works are continuing for the foundation and sub-structure contract for the TRPB, with bored piling ongoing. The construction contract for the main works of the TRPB was awarded in November 2020 with start-up preparation in progress. The foundation and drainage works installation are continuing for the new Integrated Airport Centre and construction of the on-grade slab commenced. Design and material submissions of the Integrated Airport Control Systems are also in progress.

14. In addition to the above works, the design-and-build contracts for the highly specialised APM system and the high-speed BHS are in progress. As regards the construction of APM and BHS tunnels on the existing airport island, excavation works continue, whereas ground investigation works are also ongoing under the contract for the APM and BHS tunnels and related works on the reclaimed land as planned.

15. The majority of the licences for the construction support facilities and services, e.g. quay management services, catering and canteen services and medical services, have been awarded to facilitate construction works on the

newly reclaimed land, while the construction of temporary offices and laying of temporary utilities are nearing completion at the Western Support Area. Concrete and asphalt batching plants will commence operation in Q1 2021.

16. Overall, the building and infrastructure support works are continuing to support the target of commissioning the 3RS in 2024. In parallel, to align with the expected slower passenger growth in the wake of COVID-19 pandemic, AAHK has been considering a possible flexible phasing plan for the commissioning of some portions of the 3RS passenger facilities from 2024 onwards. While all the building and infrastructural works for the 3RS will proceed and complete as planned, the possible phased commencement of the 3RS passenger facilities is being considered in light of the passenger demand, which is assessed and updated on a continuous basis.

(v) Government Facilities

17. To ensure better coordination and management of interface issues, AAHK has undertaken the design and construction of essential government facilities¹ for airport operations in connection with the 3RS project for the Government by way of entrustment. Funding approval was obtained in July 2018 from the Finance Committee of the Legislative Council (“LegCo”) for the facilities of the Civil Aviation Department (“CAD”), the Hong Kong Observatory (“HKO”) and the Fire Services Department (“FSD”) (“first batch of government facilities”). Among these, piling and foundation works for the Airside Fire Station in the Western Support Area are ongoing; ground investigation works for some facilities for CAD and HKO are ongoing on the newly reclaimed land; and foundation works for the new Air Traffic Control Tower have also commenced.

18. As regards the second batch of government facilities, including those for customs, immigration, quarantine and port health control and the Police Operational Base, funding approval was obtained from the LegCo Finance Committee on 10 July 2020. Similar to the first batch of government facilities, these facilities will also be entrusted to AAHK for design and construction. AAHK is working with the Architectural Services Department and the relevant government departments on the preparation of Entrustment Agreements for these works.

¹ For example, air traffic control facilities for the CAD; aviation weather services facilities for the HKO; rescue and firefighting facilities for the FSD, customs, immigration, quarantines, port health control and law enforcement facilities.

(vi) *Project Cost*

19. AAHK continues to manage the project expenditure within budget. Members may wish to note that the total value of the major contracts awarded (about HKD92.1 billion), as at November 2020, is within the estimated budget. Details of the construction works contracts are at Annex C. It remains AAHK's target to deliver the 3RS project within the budget of HKD141.5 billion.

(b) **Labour Supply**

20. Starting from 2021, the demand for workers is set to rise and will reach the peak level in 2022/23, with approximately 9 000 skilled workers to be deployed in the construction of the major airfield infrastructure works, tunnels and terminal buildings. Employment opportunities generated by the 3RS project for local workers therefore will be made available and the numbers will continue to increase in the years ahead. AAHK will continue to liaise closely with the Government and relevant authorities to project the capacity of the local labour market to ensure the employment opportunities of local workers. Based on AAHK's assessment of the manpower demand of the 3RS project, AAHK envisages sufficient local construction workers in the near to medium term and thus no further labour importation would be required. Notwithstanding the above, AAHK will continue to monitor the market outlook and review the labour requirements for the 3RS project.

21. While AAHK has always been highly cautious in importing skilled workers and will keep enhancing the local recruitment and training efforts for meeting the manpower needs of future works, it is crucial that the progress of reclamation works be maintained in order to ensure that the significant amount of job opportunities for local workers would come on stream according to the envisaged timeline. In April 2018, Labour Department ("LD") approved the Contractor's application for importing 518 skilled workers in the specialised marine trades under the Supplementary Labour Scheme ("SLS"). To continue maintaining the progress of the reclamation works in the run up to 2022, and in view of the significant shortage of local skilled workers in the specialised reclamation trades, the Contractor has imported another 200 skilled workers with LD's approval in January 2020.

22. AAHK, in conjunction with its contractors, continued their efforts in recruiting locally. The local recruitment exercise that already commenced includes placing more job advertisements in newspapers, as well as organising job fairs at trade unions premises and local shopping malls. Following a job fair in a union premise on 15 January 2020, AAHK has encountered difficulties in

arranging job fairs in the community due to COVID-19. Despite that, one job fair was held in a shopping mall in Sham Shui Po in July 2020; however, another job fair originally scheduled for December 2020 in Lok Fu, East Kowloon is being rescheduled to a later date in light of the latest COVID-19 situation. The first online job fair jointly held by LD and AAHK from 12 to 13 November 2020 provided more than 500 airport jobs, which included vacancies offered by the 3RS construction contractors. AAHK would continue to work with contractors to recruit local workers through different means, while keeping in view the adequate supply of skilled labour.

23. Apart from the ongoing recruitment of local workers through various channels, AAHK has been working with its reclamation contractor and the Construction Industry Council (“CIC”) to provide training courses under the “Construction Tradesman Collaborative Training Scheme” (“CTS”) in relation to these specialist marine and reclamation trades for local workers. To date, the reclamation contractor has arranged CTS training courses across 11 different reclamation trades and 8 out of them have been implemented with the CIC.

(c) Construction Safety

24. AAHK is committed to maintaining the highest standard in construction safety. As of November 2020, the 12-month rolling Accident Frequency Rate (“AFR”²) for the 3RS project was 6.8. Although the AFR is higher than that reported in the last progress report (3.8), it remains substantially lower than the accident rate per 1 000 workers of the Hong Kong construction industry of 29.0 in 2019 as released by LD. To reinforce AAHK’s commitment to safety, AAHK has launched a 12-week Safety Stimulation Programme since end November 2020 to boost the safety culture across the 3RS project and to further enhance the safety ownership at AAHK/contractors’ project team level.

25. AAHK and its contractors will continue to accord the highest priority to construction safety. Meanwhile on the education and publicity front, the promotion campaign under AAHK’s “V Commit Safety Programme” continues, with a view to promoting high vigilance among the contractors and workers in maintaining construction safety, and new safety initiatives are promulgated every quarter. Another encouraging aspect is that the contractors have proactively taken on-site precautionary measures against COVID-19.

² AFR is the number of reportable accidents per 1,000 workers per year. This calculation is in accordance with LD and is widely used in the Hong Kong Construction Industry.

(d) Environmental-Related Issues

26. The implementation of the Environmental Monitoring and Audit (“EM&A”) programme for the 3RS project is ongoing. All EM&A information, including monitoring results, implementation status of mitigation measures, events of non-compliance and the corresponding follow-up actions etc., is reported on a monthly basis. The EM&A information together with the finalised Environmental Permit (“EP”) submissions are publicly available on a dedicated website³. The EM&A programme and all the required environmental mitigation measures for the 3RS project have been properly implemented since commencement of construction.

27. AAHK continues to fulfil its commitments to enhancing marine ecology and fisheries for the benefit of marine ecology (including the Chinese White Dolphins) and fisheries resources in the vicinity of the project area. Since the setting up of a Marine Ecology Enhancement Fund (“MEEF”) and a Fisheries Enhancement Fund (“FEF”) with a total budget of HKD400 million from AAHK in late 2016, over HKD44 million was granted from the MEEF and FEF to 31 projects since 2017/18. Details of the funded projects for the MEEF and FEF, including the reports of those completed projects, can be found on the dedicated websites⁴. These projects are managed and conducted by universities, research groups, or associations from the fisheries industry.

28. Meanwhile, other than the above two funds, AAHK continues to explore and/or implement several marine ecology and fisheries enhancement measures in Lantau waters beyond the EP requirements. These include:

- (a) the eco-enhancement seawall design for the 3RS reclamation, which incorporates concrete seawall blocks and vertical seawall panels with rough surfaces to facilitate and promote colonisation of epifauna and to increase microhabitat complexity, was completed with the first batch of eco-seawall blocks installed at two vertical seawall sections. The first post-installation monitoring conducted in Q4 2020 recorded a relatively high percentage cover of sessile organisms such as barnacles and mussels on the installed eco-seawall blocks;

³ Dedicated 3RS webpage for environmental-related issues:

<http://env.threerunwaysystem.com/en/index.html>

⁴ Marine Ecology Enhancement Fund webpage:

<http://env.threerunwaysystem.com/en/meef/index.html>

Fisheries Enhancement Fund webpage: <http://env.threerunwaysystem.com/en/fef/index.html>

- (b) the preparatory work for pilot tests on artificial reef (“AR”) deployment, intended to evaluate the effectiveness of AR in the vicinity of the proposed North Lantau Marine Park (formerly known as the 3RS Marine Park), is continuing. The gazette notice for AR deployment pilot test under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) was published on 11 December 2020. Subject to the completion of the statutory authorisation process, the pilot test on AR deployment would commence in the first half of 2021; and
- (c) The first round of fish fry restocking was conducted in Q2 and Q3 2019. Some 8 300 fingerlings were released with about 200 tagged to facilitate the following six months’ post-release monitoring by acoustic telemetry. The monitoring results would facilitate the planning of the next round of fish restocking exercise and assessment of the effectiveness of fish restocking for the proposed North Lantau Marine Park.

29. As recommended in the approved 3RS Environmental Impact Assessment Report, a new marine park (i.e. “the North Lantau Marine Park”) comprising an area of approximately 2 400 hectares will be designated in north Lantau waters before the operation of the 3RS project in 2024. AAHK has consulted various relevant stakeholders, such as relevant Government bureaux/departments, Professional Liaison Group (“PLG”) and Community Liaison Groups (“CLGs”)⁵ of the 3RS project, the Marine Department’s consultative/advisory committees, subsea utility owners/operators, ferry operators, Islands District Council and Tuen Mun District Council, fisheries sectors, green groups, academics, eco-tour operators, to solicit views on the design and management plan for the proposed marine park. The Marine Parks Committee and the Advisory Council on the Environment have also been consulted in July and September 2020 respectively and both have expressed support to the designation of the proposed marine park. The Country and Marine Parks Board was then consulted in October 2020 and its in-principle support on the designation proposal was obtained. The Agriculture, Fisheries and Conservation Department would take forward the statutory procedures in accordance with the Marine Parks Ordinance (Cap. 476) for the designation of the proposed North Lantau Marine Park.

30. Besides, the 3RS project continues to pursue excellence in green building design and sustainable construction. In November 2020, AAHK was recognised for its excellence in management of the DCM works for the 3RS

⁵ Five CLGs were set up in the neighbouring districts of HKIA, namely Islands, Kwai Tsing, Shatin, Tsuen Wan and Tuen Mun.

reclamation project at the CIC Sustainable Construction Award Ceremony where AAHK received a Silver Award under the Organisations Category (Project Owner) and a Top Excellent Award under the Industry Practitioners Category (Construction Manager).

31. To enhance transparency and communication with the community in a proactive way, AAHK continues to engage its stakeholders through meetings with PLG and CLGs, with a view to facilitating communications, enquiries and complaints handling on environmental issues related to the 3RS project. The next round of PLG and CLGs briefings is scheduled for Q1 2021, subject to the pandemic situation.

(e) Financial Arrangements

32. In the last report to this Panel, Members were updated that AAHK's original plan of issuing a 3-year HKD5 billion fixed-coupon retail bond to retail investors in February 2020 was deferred due to the COVID-19 outbreak. Members were also briefed that noting the detrimental impact on the aviation industry due to COVID-19 pandemic, AAHK have provided several rounds of relief packages to support business partners at HKIA.

(i) *FY2020/21 Financing Progress Update*

33. AAHK arranged and completed five-year HKD35 billion loan facilities with 21 local and international banks in June 2020. The facilities were initially launched at HKD20 billion and were upsized to HKD35 billion. The banking community showed their continuous confidence in AAHK and their support in the long-term development prospects of HKIA. The facilities comprised a term loan tranche of HKD17.5 billion and a revolving credit facility tranche of HKD17.5 billion. The all-in pricing of 82 basis points over Hong Kong Inter-Bank Offered Rate ("HIBOR") was among one of the tightest spread for bank loan deals with the same tenor since the outbreak of COVID-19. The term loan portion of the facilities' floating interest rate was swapped into fixed rates subsequently following to AAHK's hedging policy.

34. Apart from this loan financing, up to November 2020, AAHK have issued HKD8.2 billion of bonds with tenors ranging from 5 to 10 years through private placements to institutional investors under AAHK's USD8 billion Medium Term Note ("MTN") programme. The interest rates ranged from 1.6% to 2.3%.

(ii) Financing Roadmap

35. The financial results of HKIA depend largely on the passenger traffic flows through HKIA. As a result of the significant impact of COVID-19 to HKIA traffic, AAHK has revisited and updated the 3RS financing plan. The drop in operating surplus and the collection of airport construction fee (“ACF”) due to traffic slump could reduce their contributions to finance the 3RS project for the next few years. As such, AAHK’s total incremental debt is projected to increase from HKD69 billion under the original funding plan to HKD88 billion (as set out at **Annex D**) to finance the construction, whereas the operating surplus is projected to decrease from the original funding plan’s HKD47 billion to HKD27 billion. The ACF collection is estimated to be around HKD26 billion⁶.

(iii) FY2021/22 Detailed Financing Plan

36. AAHK plans to use the following instruments in FY2021/22 to meet the funding needs:

- a) USD Perpetual Bond: to raise up to USD1.5 billion from the institutional investors. Under the bond structure, there is no legal maturity of the bond, while AAHK as the issuer, will have the option to redeem the bond on a call date designated by AAHK. If AAHK decide not to exercise the call option on the designated date, interest will be reset and stepped up accordingly. The Perpetual Bond is a form of hybrid capital and is expected to be accounted as equity from accounting standards, yet treated as debt from legal and rating perspective. With this structure, it provides maximum flexibility for AAHK to manage the leverage ratio and the debt maturity profile, which is helpful in facing current business uncertainty, furthermore it can diversify AAHK’s bond investor base;
- b) USD Institutional Bond: to raise up to USD2 billion from institutional investors. The USD institutional bond market has great depth in providing funding. To capture the demand and enjoy the current low-interest-rate environment, AAHK intends to issue a dual-tranche USD bond with a 10-year and a 15-year or longer maturity. AAHK will also target to issue an institutional USD Bond in Green format in the latter part of FY2021/22 under the Sustainable Finance Framework;

⁶ Notwithstanding the impact brought by COVID-19, it remains AAHK’s plan to maintain the same level of ACF charges throughout the collection period and cease collecting ACF when all 3RS-related debts are fully repaid.

- c) HKD Retail Bond: initially planned for issuance in February 2020 but was deferred due to the outbreak of the COVID-19. AAHK will target an issuance in second half of 2021 which may coincide with the travel recovery. The terms of the bond will mostly follow the previous approved framework. The issuance will still be subject to market sentiments and the pace of travel recovery;
- d) HKD private placement bonds: AAHK may issue up to HKD10 billion of private placement bonds with tenors up to 10-year through the MTN Programme. HKD private placement has been one of the most efficient and reliable means to raise capital. With the pandemic situation still developing, there may be a need to issue such bonds to provide additional liquidity to meet the funding requirements.

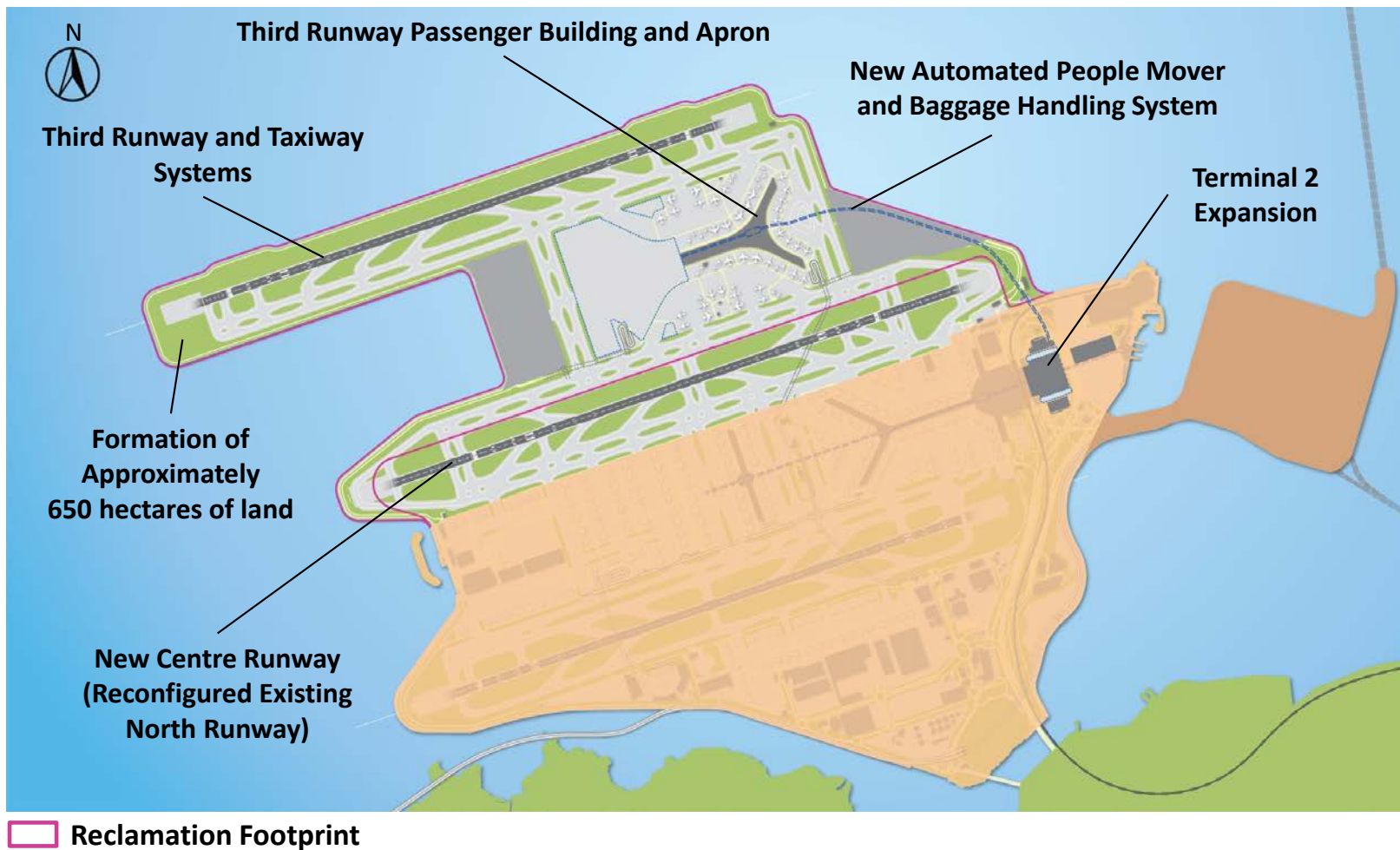
(iv) ***Timetable***

37. Although the above financing plan is for FY2021/22, to capture the current ample liquidity in the market and to enhance AAHK's liquidity reserve, AAHK has already started the execution recently. In early December 2020, as the market environment was conducive, AAHK has issued a dual-tranche perpetual bonds with (i) USD750 million non-call 5.5-year and (ii) USD750 million non-call 7.5-year. It was the first ever USD senior perpetual offering in the public market from an airport globally and the overwhelming response from the global investor community is a testimony to the market's confidence in HKIA business recovery when the pandemic subsides. The funding exercise will be followed by a dated USD Bond for institutional investors in the first half of 2021. If the market condition allows, AAHK plans to issue the HKD Retail Bond in second half of 2021, and then to prepare for issuance of the Green Bond. The private placements under the MTN Programme may be issued throughout the year if AAHK observes any need for the funding. The actual timing of the financings will depend on the cash flow position after considering the operation and capital expenditure and the market condition.

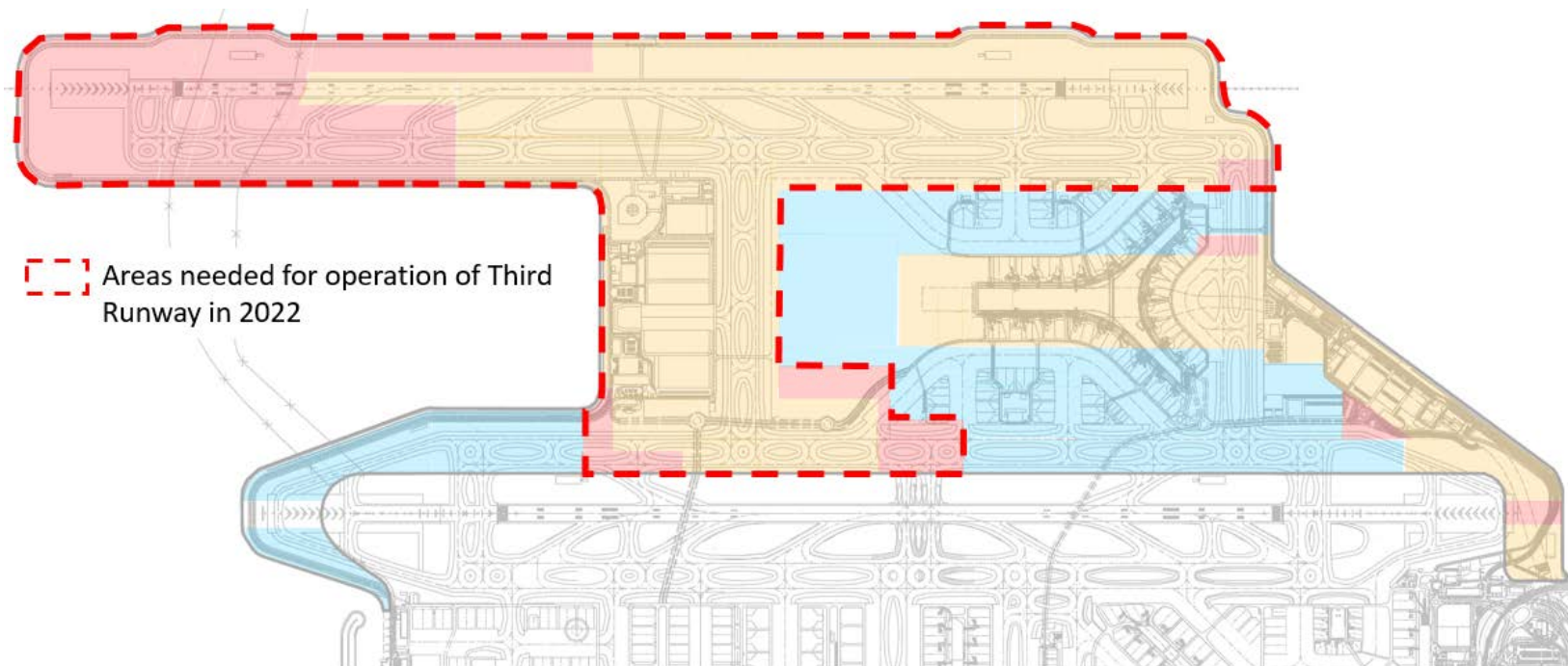
Advice Sought


38. Members are invited to note the above.

Three-Runway System Layout Plan Illustrating the Project Scope



Updated 3RS Reclamation Phasing Plan
(as at end November 2020)



 Areas needed for operation of Third Runway in 2022

Target Completion Time of Reclamation



Q4 2020

2021 / 2022

Progress Status

Completed

Being handed over for follow-on works in phases

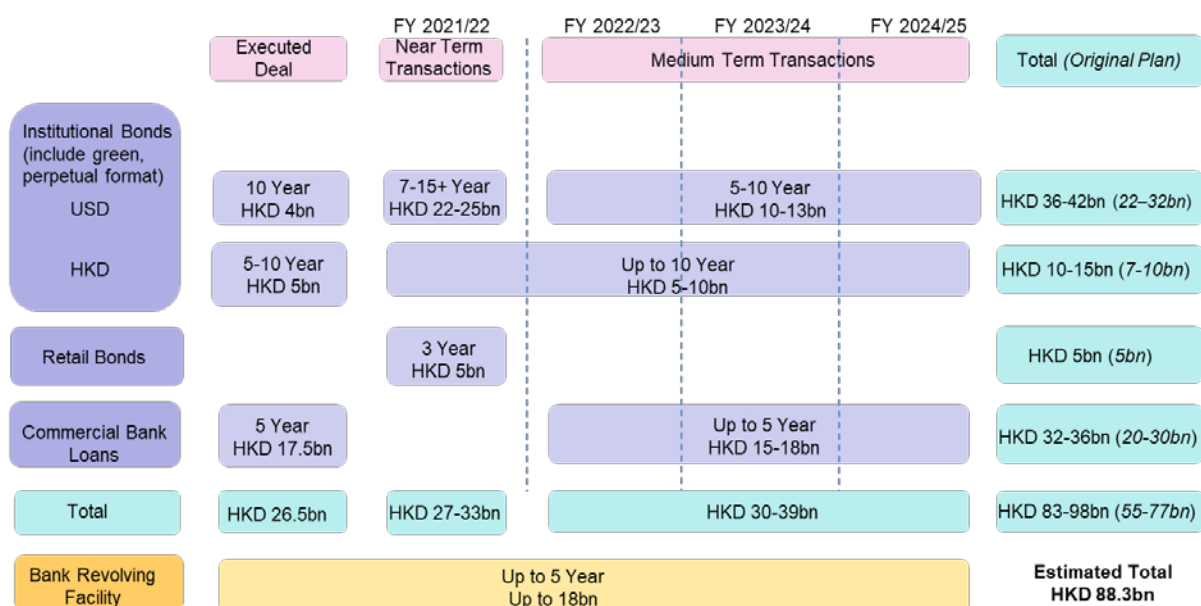
In progress

**Three-Runway System Project
An Overview of the Major Construction Works
(as at November 2020)**

	Construction Works Contract	Works Contract Award Date	Awarded Contract Sum (HKD)
1.	Contract No.: P560(R) Aviation Fuel Pipeline Diversion Works	29 July 2015	1,289,000,000
2.	Contract No.: 3201 Deep Cement Mixing Works (Package 1)	28 July 2016	3,686,890,096
3.	Contract No.: 3202 Deep Cement Mixing Works (Package 2)	28 July 2016	2,813,918,000
4.	Contract No.: 3203 Deep Cement Mixing Works (Package 3)	28 July 2016	2,120,914,933
5.	Contract No.: 3204 Deep Cement Mixing Works (Package 4)	28 July 2016	1,800,000,000
6.	Contract No.: 3205 Deep Cement Mixing Works (Low Headroom)	27 September 2016	3,314,806,000
7.	Contract No.: 3206 Main Reclamation Works	27 September 2016	15,263,960,097
8.	Contract No.: 3602 Existing APM System Modification Works	30 March 2017	843,430,000
9.	Contract No.: 3301 North Runway Crossover Taxiway	3 April 2017	356,277,178
10.	Contract No.: 3501 Antenna Farm and Sewage Pumping Station	9 June 2017	67,628,000
11.	Contract No.: 3601 New Automated People Mover System (TRC Line)	13 June 2017	1,668,324,457
12.	Contract No.: 3801 APM and BHS Tunnels on Existing Airport Island	14 June 2017	2,370,896,942
13.	Contract No.: 3503 Terminal 2 Foundation and Substructure Works	28 November 2017	2,435,123,581
14.	Contract No.: 3603 3RS Baggage Handling System	28 November 2017	3,076,491,885
15.	Contract No. : 3402 New Integrated Airport Centres Enabling Works	30 October 2018	59,151,346
16.	Contract No.: 3302 Eastern Vehicular Tunnel Advance Works	28 November 2018	682,000,000
17.	Contract No.: 3303 Third Runway and Associated Works	8 April 2019	6,273,725,171
18.	Contract No.: 3305 Airfield Ground Lighting System	1 August 2019	835,760,167

	Construction Works Contract	Works Contract Award Date	Awarded Contract Sum (HKD)
19.	Contract No.: 3403 New Integrated Airport Centres - Building and Civil Works	9 August 2019	440,698,000
20.	Contract No.: 3404 Integrated Airport Control Systems	9 August 2019	172,345,000
21.	Contract No.: 3721 Construction Support Infrastructure Works	16 August 2019	488,477,541
22.	Contract No.: 3713 Third Runway Concourse and Infrastructure Site Investigation Works	25 September 2019	127,388,888
23.	Contract No.: 3306 Observation Facility Control Systems Supporting Interim 2RS and 3RS	21 October 2019	767,210,058
24.	Contract No.: 3722A Western Support Area - Site Office	13 December 2019	103,929,300
25.	Contract No.: 3722B Western Support Area - Canteen, Safety Induction Centre and Medical Centre	13 December 2019	59,988,000
26.	Contract No.: 3722C Western Support Area - Material Testing Laboratories	13 December 2019	64,064,500
27.	Contract No.: 3722D Western Support Area - Typhoon Shelter, Vehicle Maintenance Facility and Fuel Storage Facility	30 January 2020	74,557,290
28.	Contract No.: 3405 Third Runway Concourse Foundation and Substructure Works	6 February 2020	4,639,777,000
29.	Contract No.: 3307 Fire Training Facility	23 March 2020	301,450,000
30.	Contract No.: 3802 APM and BHS Tunnels and Related Works	25 May 2020	7,202,948,752
31.	Contract No. 3508 Terminal 2 Expansion Works	5 August 2020	12,886,000,000
32.	Contract No. 3726 Construction Support Facilities Maintenance Services	4 August 2020	37,217,240
33.	Contract No. 3308 Foreign Object Debris Detection System	23 October 2020	179,055,829
34.	Contract No. 3408 Third Runway Concourse and Apron Works	3 November 2020	15,611,738,390
			\$92,115,143,641

**Indicative Implementation Timeline of Updated 3RS Financing Plan
(as at November 2020)**



Major Changes:

1. Total Funding size increased from HKD55-77bn to HKD83-98bn
2. Issue a perpetual bond, which was completed in early Dec 2020
3. Issue a long-dated (15 years+) bond