

第三跑道及相關工程 CEEQUAL 「傑出」評級項目 Third Runway and Associated Works CEEQUAL “Excellent” Rated Project



機場管理局(機管局)致力就擴建香港國際機場成為三跑道系統項目採取環保措施，更在一項綠色建設評估中獲得榮譽。三跑道系統項目的第三跑道及相關工程是香港首個大型非建築基建項目，其可持續發展表現獲得第三方認證，並在 Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL) 的 Interim Client and Design Award 中獲得「傑出」(Excellent) 評級。

In the expansion of Hong Kong International Airport into a Three-Runway System (3RS), Airport Authority Hong Kong's (AAHK) environmentally-conscious efforts were recognised with a prestigious green accolade. The Third Runway and Associated Works of the 3RS project has become the first large-scale non-building infrastructure project in Hong Kong that has gained third-party certification of its sustainability performance – an “Excellent” rating under the Interim Client and Design Award of the Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL).



CEEQUAL是由英國土木工程師學會制訂的國際評估工具，旨在提升土木工程及基建項目的可持續發展。評審團根據項目採納的最佳可持續發展措施進行評估，其中包括減廢、資源效益、預期氣候變化帶來的影響的應對措施、項目管理及持份者的參與等。

Developed by the Institution of Civil Engineers from the United Kingdom, CEEQUAL is an international assessment tool used to improve sustainability in civil engineering and infrastructure projects. The evaluation considers the adoption of best sustainability practices including waste minimisation, resource efficiency, responses to predicted climate change effects, project management and stakeholder engagement, among others.

CEEQUAL 認證的主要永久性工程包括：

The main permanent works certified under CEEQUAL include:

- 建造一條 3,800 米長的新跑道及其滑行道系統和相關工程
- 基礎設施工程
- 建造附屬建築物及設施
- 建立各種機場系統
- 所有相關測試和啟用工作
- Construction of a new 3,800m long runway, supporting taxiway systems and associated works
- Infrastructure works
- Construction of ancillary buildings and facilities
- Set up of various airport systems
- All associated testing and commissioning works

在工程其間實施的主要策略包括：

Key strategies applied during the works include:



應對預期氣候變化帶來的影響

Responses to Predicted Climate Change Effects

- 設計過程中已考慮政府間氣候變化專門委員會對未來海平面上升的最新預測。
- The latest projections on future sea level rise by the Intergovernmental Panel on Climate Change have been considered in the design process.



將影響減至最低 Impact Minimisation

- 使用免挖方法，例如深層水泥拌合法進行地質改良工程，以減低對海洋環境的影響。
- Non-dredge methods such as Deep Cement Mixing were used for ground improvement to minimise impact on marine environment.



持份者的參與 Stakeholder Engagement

- 機管局透過專業人員聯絡小組和五個社區聯絡小組積極與主要持份者交流，就有關三跑道系統項目的可持續發展和環境議題保持溝通。
- AAHK actively engages with key stakeholders via the Professional Liaison Group and five Community Liaison Groups, to facilitate communications on sustainability and environmental issues related to 3RS project.



海上交通管理 Marine Traffic Management

- 設立和管理海上交通控制中心，監測工程船隻以減低對生態的影響。
- Set up and manage the Integrated Marine Traffic Control Centre to monitor construction vessels and minimise ecological impact.



資源效益 Resource Efficiency

- 挖出的海泥經水泥拌合和穩定/固化處理後，在工地用作回填物料，避免在工地以外棄置。
- Excavated marine sediment is treated with cement mixing and stabilisation/solidification for reuse on site as backfilling material, avoiding off-site disposal.



提升海洋環境 Marine Environment Enhancement

- 已規劃的北大嶼山海岸公園預計將連接兩個毗鄰的現有海岸公園，在香港國際機場附近形成一個超過 4,500 公頃的海岸公園區域。
- The planned North Lantau Marine Park is intended to connect the two existing and adjoining marine parks to form a marine park matrix of over 4,500 hectares near Hong Kong International Airport.