

**Expansion of Hong Kong International Airport into a
Three-Runway System**

Eighth Meeting of Professional Liaison Group

Notes of Meeting

The eighth meeting of the Professional Liaison Group (PLG) was held on 25th June 2019. The Airport Authority Hong Kong (AAHK) and their consultants presented an update on the Expansion of Hong Kong International Airport into a Three-Runway System (3RS) Project, including an overview of the 3RS works progress, a summary of environmental monitoring and audit (EM&A) results since the last PLG meeting, details on the implementation of the Marine Ecology and Fisheries Enhancement Strategy (MEFES) and the 3RS Green Design and Sustainable Construction.

Members present:

Dr Helen CHIU	American Chamber of Commerce in Hong Kong
Ir Gordon CHO	Dashun Policy Research Centre
Prof CHU Ka Hou	School of Life Sciences, The Chinese University of Hong Kong
Prof Jackson HO	Hong Kong Airline Service Providers Association
Dr Brian KOT	Jockey Club College of Veterinary Medicine and Life Sciences, City University of Hong Kong
Prof Alexis LAU	Division of Environment, Hong Kong University of Science and Technology
Ir Kenny WONG Siu Wai	The Hong Kong Institution of Engineers
Dr Simon WONG	Ocean Park Conservation Foundation Hong Kong
Ir Prof Steve WONG	The Environment & Sustainability Committee, The Hong Kong General Chamber of Commerce

Members absent with apologies:

Prof CHENG Li	Department of Mechanical Engineering, The Hong Kong Polytechnic University
Mr Ken CHING	Eco-Education and Resources Centre
Mr CHONG Dee Hwa	Ichthyological Society of Hong Kong
Ms Helen COCHRANE	Environment & Energy Committee, The British Chamber of Commerce in Hong Kong
Ms Suzanne GENDRON	Ocean Park Conservation Foundation Hong Kong
Ms Yvonne HO	International Air Transport Association
Mr Ken LAU	Airports Council International, Asia-Pacific Region
Ir LEE Ping Kuen	The Hong Kong Institution of Engineers
Dr LUI Sun Wing	The Hong Kong Association for the Advancement of Science and Technology
Mr Philip WONG	Ocean Park Corporation
Dr Cynthia YAU	Marine and Fisheries Ecologist

In attendance:

Ir Kevin POOLE	Airport Authority Hong Kong (AAHK)
Mr Peter LEE	Airport Authority Hong Kong (AAHK)
Mr Lawrence TSUI	Airport Authority Hong Kong (AAHK)
Mr Martin PUTNAM	Airport Authority Hong Kong (AAHK)
Mr Eden NGAN	Airport Authority Hong Kong (AAHK)
Mr Eric CHING	Mott MacDonald (MM)
Ms Julia CHAN	Mott MacDonald (MM)
Dr Thomas JEFFERSON	Clymene Enterprises (dolphin expert)
Dr Bernd WÜRSIG	Clymene Enterprises (dolphin expert)
Dr Jasmine NG	Environmental Resources Management (ERM)

1.0 Welcome and Introduction

1.1 Airport Authority Hong Kong (AAHK) welcomed members and thanked them for attending the meeting. AAHK provided an overview and updates on the latest 3RS Project progress. Environmental consultants assisting in various aspects of 3RS Project implementation were also introduced. Particular emphasis was made on the PLG meeting being a two-way communication platform with members encouraged to raise questions and make comments at any time during the presentation.

2.0 Presentation by AAHK and their Consultants – MM and ERM

2.1 MM presented the latest progress on the 3RS Project including:

- Monitoring and implementation status of the EM&A Programme
- 2018 Annual Review Findings of Chinese White Dolphin (CWD) Monitoring

2.2 ERM presented the latest information on the MEFES including:

- Update on progress of the Marine Ecology Enhancement Fund (MEEF) and Fisheries Enhancement Fund (FEF)
- Update on progress of the measures and pilot tests under MEFES

2.3 AAHK presented the latest information on the 3RS Green Design and Sustainable Construction including:

- An overview of the Green Airport Design Strategy
- 3RS Green Design and Sustainable Construction

3.0 Questions and comments from PLG members

3.1 Members raised questions after the presentation and the discussion items were summarised as follows.

- 3.2 As regards dolphin sightings from vessel line transect surveys recorded at Northeast Lantau area, a question was raised whether the dolphins sighted were within Dolphin Exclusion Zones (DEZ) near the marine works areas. The AAHK team clarified that DEZs were implemented at marine works areas within the 3RS Project work site, and that the various line transect survey areas are outside the 3RS Project work site.
- 3.3 A question was raised regarding the lesser number of CWD sightings in the area south of Sha Chau, which was previously a CWD hotspot. The dolphin experts noted that the usage of the area south of Sha Chau by CWDs had decreased in the past ten to fifteen years, in which the construction of the Hong Kong-Zhuhai-Macao Bridge could be a factor and it remained to be seen if CWDs would shift back to using this area after the completion of marine construction activities and the establishment of the future 3RS marine park.
- 3.4 A question was raised on whether there were any impacts of SkyPier's High Speed Ferries (HSF) on CWDs. The AAHK team responded that based on the findings of the CWD surveys undertaken as part of the 3RS EM&A, no adverse impacts on CWDs were observed.
- 3.5 A question was raised on the acceptance process by the relevant authorities on the use of closed-circuit television (CCTV) system to conduct DEZ monitoring. The MM team responded that a series of trials were conducted during both day and night by the contractor. The performance of the proposed system was reviewed by the Agriculture, Fisheries and Conservation Department (AFCD), the Environmental Protection Department (EPD), the Environmental Team (ET) and the Independent Environmental Checker (IEC) and considered to be capable of spotting CWDs effectively before allowing its implementation.
- 3.6 A suggestion was made on the use of artificial intelligence in CWD monitoring. The AAHK team responded that the application of video analytics on CWD monitoring is worth considering in the future.
- 3.7 On the use of CCTV system for DEZ monitoring, a question was raised on the qualifications of the operators. The AAHK team replied that the operators were all trained marine mammal observers.
- 3.8 A question was raised on whether the theodolite tracking for CWD monitoring could detect and identify non-SkyPier's HSFs going over 15 knots at the Speed Control Zone. The AAHK team responded that the land-based CWD theodolite tracking would identify and record positions of sighted CWDs and the nearby moving vessels, including HSFs and

other marine vessels.

- 3.9 As regards the reporting of work progress, it was suggested to also update the meeting with the latest high-level construction programme. The AAHK team responded that AAHK has been maintaining the progress of the 3RS construction and continues to proceed with the target to commission the Third Runway as planned by 2022 and the entire 3RS by 2024.
- 3.10 A question was raised on the performance of eco-enhanced seawall in terms of biodiversity. The AAHK team responded that post-installation surveys would be formulated and carried out to monitor the performance of different eco-seawall designs.
- 3.11 In relation to 3RS green design, a question was raised whether AAHK would try to achieve net zero carbon emissions. The AAHK team responded that the Hong Kong International Airport (HKIA) was already accredited to the optimisation level under the Airport Council International's Airport Carbon Accreditation Scheme, and AAHK had been continuing to further reduce the airport's carbon emissions. The key would be to institute relevant, practicable and measurable targets. Accordingly, AAHK has established the HKIA Carbon Reduction Programme to provide a platform for the airport community to measure, reduce and report carbon emissions. Since then, AAHK, together with airport business partners, have made two pledges to reduce HKIA's airport-wide carbon emissions.

4.0 Conclusion

- 4.1 AAHK thanked PLG members for their attendance, expert insights and recommendations.

Airport Authority Hong Kong
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