

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

Tenth Meeting of Professional Liaison Group

Notes of Meeting

The tenth meeting of the Professional Liaison Group (PLG) was held on 2nd September 2022. 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, updates on the implementation of the Marine Ecology and Fisheries Enhancement Strategy (MEFES), details on carbon management and climate resilience strategies and details on green airport design and sustainable construction.

Members present:

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| Prof CHU Ka Hou | School of Life Sciences, The Chinese University of Hong Kong |
| Dr Brian KOT | Jockey Club College of Veterinary Medicine and Life Sciences, City University of Hong Kong |
| Prof Alexis LAU | Division of Environment and Sustainability, The Hong Kong University of Science and Technology |
| Mr Ken LAU | Airports Council International (ACI) Asia-Pacific |
| Dr LUI Sun Wing | The Hong Kong Association for the Advancement of Science and Technology |
| Ir Kenny WONG Siu Wai | The Hong Kong Institution of Engineers |

Members absent with apologies:

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| Prof CHENG Li | Department of Mechanical Engineering, The Hong Kong Polytechnic University |
| Mr Ken CHING | Eco-Education and Resources Centre |
| Ir Gordon CHO | Dashun Policy Research Centre |
| Mr CHONG Dee Hwa | Ichthyological Society of Hong Kong |
| Prof Jackson HO | Hong Kong Airline Service Providers Association |
| Ms Yvonne HO | International Air Transport Association |
| Ir LEE Ping Kuen | The Hong Kong Institution of Engineers |
| Ms Josephine WONG | Ocean Park Conservation Foundation Hong Kong |
| Mr Philip WONG | Ocean Park Corporation |
| Ir Prof Steve WONG | Environment & Sustainability Committee, The Hong Kong General Chamber of Commerce |
| Dr Cynthia YAU | Marine and Fisheries Ecologist |

In attendance:

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| Mr Tommy LEUNG | Airport Authority Hong Kong (AAHK) |
| Mr Peter LEE | Airport Authority Hong Kong (AAHK) |
| Mr Eden NGAN | Airport Authority Hong Kong (AAHK) |

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| Mr Martin PUTNAM | Airport Authority Hong Kong (AAHK) |
| Ms Kristy TAN | Airport Authority Hong Kong (AAHK) |
| Mr Eric CHING | Mott MacDonald (MM) |
| Ms Julia CHAN | Mott MacDonald (MM) |
| Dr Jasmine NG | Environmental Resources Management (ERM) |
| Mr Wing HO | AECOM |

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 progress of the 3RS Project. 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

- 2.1 MM presented the latest progress on the 3RS Project including:
- Monitoring and implementation status of the EM&A Programme &
 - Update on progress of eco-enhancement seawall design and pilot studies on artificial reef and shellfish reef under MEFES.
- 2.2 ERM presented the latest information on the progress of the Marine Ecology Enhancement Fund (MEEF) and Fisheries Enhancement Fund (FEF) and the 3RS Marine Park Designation.
- 2.3 AAHK presented the latest information on Carbon Management and Climate Resilience.
- 2.4 AAHK and AECOM presented the latest information on Green Airport 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 A question was raised regarding the handling of complaints on aircraft noise. The AAHK team responded that the noise exposure related to interim 2RS (I-2RS) operation would be similar to that of 2RS operation, with the extent of the relevant Noise Exposure Forecast (NEF) 25 noise contour largely contained over water without going into inland major residential areas. Comprehensive forecast and assessment were

conducted at the 3RS EIA stage to ensure that aircraft noise generated during the I-2RS and subsequent 3RS operation at major noise sensitive receivers would be within the NEF 25 noise criterion, as stipulated in the Hong Kong Planning Standards and Guidelines. AAHK is mindful that aircraft noise along the flight paths may cause concerns to some local communities and has been working with the Civil Aviation Department to implement a series of noise mitigating measures.

- 3.3 A question was raised regarding electric car charging facilities at HKIA. The AAHK team responded that a holistic review of the electric charging network at the airport will be conducted. It was noted that AAHK aims to provide more charging facilities in the future to facilitate transition to low carbon transportation.
- 3.4 A question was raised concerning whether the funded projects under the FEF with commercial elements would be sustainable. The AAHK team responded that AAHK aims to support the projects in the incubation phase and encourages project leaders to develop appropriate strategy for the long term viability of such projects.
- 3.5 A question was raised regarding the interpretation of dolphin monitoring data produced by different survey methods. The AAHK team responded that data collected by the conventional vessel line transect method was used for the long-term trend analysis presented in this meeting. A suggestion was raised on exploring means to validate monitoring data produced by different dolphin monitoring methods against the conventional method.
- 3.6 A question was raised on whether there would be any specific long term carbon targets focusing on the aspects on green airport design. A suggestion was raised on setting targets on smart management of energy use without affecting the indoor air quality, such as implementing energy-efficient ventilation and cooling. It was suggested that AAHK could act as a pioneer in this respect and set an example for smaller corporates. Citing the new Weather Forecast for Air-conditioning Control System (Weather FACTS) developed as an innovative energy management at HKIA, and the highest possible BEAM Plus rating targeted for both the Terminal 2 Concourse and Terminal 2 Expansion projects, AAHK responded that the team will continue to explore possibilities to enhance energy efficiency.
- 3.7 A question was raised on whether Scope 3 carbon emissions would be taken into account in HKIA's carbon reduction targets. Another question was raised on whether the target of 55% of absolute carbon reduction by 2035 has taken into account the possibility of carbon trading. The

AAHK team responded that the 29 aviation-related business partners joining the pledge were AAHK's Scope 3 carbon emissions and that this was a significant proportion of the HKIA ground emissions. Regarding reduction initiatives, AAHK aims to prioritise the implementation of numerous initiatives to reduce both direct (Scope 1) and indirect (Scope 2) emissions to reach the midpoint target at 2035 before considering carbon offset or credit.

4.0 Conclusion

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

Airport Authority Hong Kong
September 2022