

**Expansion of Hong Kong International Airport into a
Three-Runway System
First Meeting of Professional Liaison Group**

Notes of Meeting

The Professional Liaison Group (PLG) met on the 15th October 2015 for their first meeting. The meeting introduced PLG operational arrangements and the Terms of Reference and provided an overview and progress update on the Third Runway (3RS) Project along with initial information on the Marine Park study, the Marine Ecology and Fisheries Enhancement Strategy (MEFES) and the planned Environmental Monitoring and Audit (EM&A) framework. The meeting started at 2:30p.m. and ended at 4:30pm.

Members present:

Mr. Grant Abel	Ocean Park Hong Kong
Ms. Evelyn Chan	International Air Transport Association
Dr. Helen Chiu	American Chamber of Commerce in Hong Kong
Ir. Gordon Cho	Dashun Policy Research Centre
Mr. Dee Hwa Chong	Ichthyological Society of Hong Kong
Ms. Helen Cochrane	Environment & Energy Committee, The British Chamber of Commerce in Hong Kong
Ms. Yvonne Ho	International Air Transport Association
Dr. Brian C W Kot	Department of Applied Biology and Chemical Technology, The Hong Kong Polytechnic University
Prof. Alexis Lau	Division of Environment, Hong Kong University of Science and Technology
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
Ms. Shadow Sin	Ocean Park Conservation Foundation Hong Kong
Ir. Kenny Wong Siu Wai	The Hong Kong Institution of Engineers
Ir Prof. Steve Wong	The Environment & Sustainability Committee, The Hong Kong General Chamber of Commerce
Dr. Cynthia Yau	Marine and Fisheries Ecologist
Dr. Michelle Cheung (Mr. Ken Ching's representative)	Eco-Education and Resources Centre

Members absent with apologies:

Prof. Li Cheng	Department of Mechanical Engineering, The Hong Kong Polytechnic University
Mr. Ken Ching	Eco-Education and Resources Centre
Prof. Chu Ka-hou	School of Life Sciences, The Chinese University of Hong Kong
Ms. Suzanne Gendron	Ocean Park Conservation Foundation Hong Kong
Prof. Jackson Ho	Hong Kong Airline Service Providers Association
Mr. Simon Ng	Civic Exchange

In attendance:

Ir. Kevin Poole	Airport Authority Hong Kong
Mr. Peter Lee	Airport Authority Hong Kong
Mr. Tommy Leung	Airport Authority Hong Kong
Mr. Eden Ngan	Airport Authority Hong Kong
Mr. Martin Putnam	Airport Authority Hong Kong
Mr. Craig A. Reid	Environmental Resources Management

1.0 Welcome and Introduction

1.1 Airport Authority Hong Kong (AAHK) welcomed members and thanked them for joining the PLG. AAHK briefed members on the operation and Terms of Reference for the PLG, and provided an overview and updates on the latest 3RS Project progress. Environmental consultants for the implementation of the project were also introduced. Particular emphasis was made on the PLG being a two-way communication platform where members were invited to raise questions and make comments at any time during the presentation.

2.0 Presentation by AAHK's Consultant – Environmental Resources Management (ERM)

2.1 ERM presented the latest information on the Marine Park study, the MEFES and the EM&A programme including:

- Proposed approach to the Marine Park Study
- Potential management options for the Marine Park
- Potential studies to support the MEFES
- Management committees and tentative establishment timeline of the Marine Ecology Enhancement Fund (MEEF) and Fisheries Enhancement Fund (FEF)
- Purposes of EM&A and relevant requirements
- Planned activities under the EM&A programme

3.0 Questions and comments from PLG members

- 3.1 Members raised questions during and after the presentation. Discussion items are summarized below.
- 3.2 A question on the potential deployment of artificial reefs (ARs) was raised, in particular whether the effectiveness of ARs on different substratums would be assessed, noting that AR deployment on soft-bottom substratum may not result in ecological benefits. The AAHK team responded that appropriate designs and deployment locations would be determined by undertaking a feasibility study on artificial reefs and after consultations with relevant stakeholders. The effectiveness of artificial reefs would be reviewed against the proposed enhancement objectives.
- 3.3 A concern was raised on the effects of marine traffic on habitat usage by Chinese White Dolphins (CWDs) and if this should be considered as one of the key aspects in the Marine Park Study. The AAHK team responded that the latest available CWD data would be considered in the Marine Park Study, including all available information on CWD behavior around vessels.
- 3.4 A concern was raised on the effectiveness of some of the proposed mitigation measures, in particular the route diversions and speed controls proposed for some High Speed Ferries (HSFs) diverting north of the existing marine park. The AAHK team responded that a number of possible marine traffic management measures intended to reduce impacts on CWDs had been explored. EIA assessments identified that HSFs operating at speed pose the most significant risk to CWDs. Because AAHK has control of SkyPier HSFs, a key EIA mitigation is to divert all SkyPier HSFs operating between SkyPier and Zhuhai and Macau away from the stretch of water between HKIA and the existing Marine Park via a diverted route going north of Lung Kwu Chau with a 15-knot speed limit imposed on the part of the diverted route crossing high abundance CWD waters. The proposed speed control and route diversion is further detailed in the Marine Travel Routes and Management Plan for HSFs of SkyPier which was submitted to the Advisory Council on the Environment (ACE) for comment. The effectiveness of this and other mitigation measures would be monitored closely after implementation.

- 3.5 A question was raised on whether the proposed Marine Park would be implemented during the construction period. The AAHK team responded that due to Marine Park regulatory controls, it was not feasible to implement the proposed Marine Park during the construction period. Nevertheless, a range of construction phase mitigation measures, including use of predefined and regular routes for construction vessels, 10 knot speed limits for construction vessels operating in the 3RS works area and the establishment of dolphin exclusion zone(s) around certain noisy marine works would all be implemented during the construction period prior to the establishment of the proposed Marine Park.
- 3.6 Questions were raised on the arrangements of the MEEF and FEF. The AAHK team responded that guidelines for the funding applications would be further developed in due course and comments on the arrangements from members were welcome in the future. AAHK would also refer to Agriculture, Fisheries and Conservation Department experience in establishing the Sustainable Fisheries Development Fund.
- 3.7 A question was raised on the possibility of making full reference to historical data for CWDs in North Lantau waters so that changes in the long-term trends of CWD habitat use and abundance is appropriately recognised in the EM&A programme. The AAHK team responded that historical data would be taken into account in developing and implementing the EM&A programme.
- 3.8 A member shared her observations on the shift of fishing methods from trawling to increased gill-netting activity after the Hong Kong wide trawling ban came into effect at the end of 2012. She opined that there may be a need for monitoring of such fishing activities due to increased gill-netting activity posing a growing threat to CWDs and their use of North Lantau waters. The AAHK team responded that monitoring changes in fishing activities to assess relationships with CWD data, if any, would be considered during the further development of the CWD EM&A programme.
- 3.9 A question was raised on overall project management, and how AAHK would support their sub-contractors to achieve full compliance with all EM&A, Environmental Permit (EP) and other relevant environmental protection and mitigation requirements. AAHK responded that they would be diligent in incorporating environmental requirements during the detailed design phase and in construction works contracts. Audits of compliance with EM&A, EP and other relevant EIA and other requirements would be carried out during all

stages of the project.

- 3.10 A question was raised on energy initiatives for the Project and whether the target for energy reduction could be achieved in time. AAHK responded that AAHK has historically committed to achieving a 25% carbon emissions reduction by end 2015, and a longer term target for energy reduction for the Hong Kong International Airport was now under development.
- 3.11 A question was raised on whether the results of the Deep Cement Mixing (DCM) trial could be shared with members in the next PLG meeting. AAHK responded that a DCM Trial had been conducted successfully with satisfactory environmental monitoring results, and another larger scale DCM trial was in progress. AAHK would consider sharing the DCM trial results with members in upcoming PLG meetings.
- 3.12 A question was raised on the approach and the target for Green Building design. AAHK expressed that they targeted to achieve the BEAM Plus Platinum level. Appropriate design requirements/ energy efficiency and energy saving measures would be taken into account in project designs.
- 3.13 A question was raised on the arrangement of the Terminal 2 (T2) expansion. It was noted that the design was now being further reviewed and the existing T2 structure would be retained as far as practicable.
- 3.14 Suggestions were made on setting up an interim forum to share the upcoming EM&A results with the members. The suggestions were well noted and would be considered by AAHK.

4.0 Conclusion

- 4.1 AAHK shared with members some possible upcoming discussion items for the PLG and thanked them for their attendance, expert insights and recommendations. AAHK and their environmental consultants would seriously consider members' comments and suggestions.

Airport Authority Hong Kong
December 2015