

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

Fifth Meeting of Professional Liaison Group

Notes of Meeting

The fifth meeting of the Professional Liaison Group (PLG) was held on 24th November 2017. 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), reported on environmental monitoring and audit (EM&A) results since the last PLG meeting, updated on coral translocation and transplantation efforts and the implementation of the Marine Ecology and Fisheries Enhancement Strategy (MEFES), and provided latest information on the existing airport enhancement works.

Members present:

Ir Gordon CHO	Dashun Policy Research Centre
Mr CHONG Dee Hwa	Ichthyological Society of Hong Kong
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	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
Mr Steven MOLYNEUX-WEBB	Civic Exchange
Dr Anthony LAU (representing Ms. Suzanne GENDRON)	Ocean Park Conservation Foundation Hong Kong

Members absent with apologies:

Prof CHENG Li	Department of Mechanical Engineering, The Hong Kong Polytechnic University
Mr Ken CHING	Eco-Education and Resources Centre
Dr Helen CHIU	American Chamber of Commerce in 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
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
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

In attendance:

Ir Kevin POOLE	Airport Authority Hong Kong (AAHK)
Mr Peter LEE	Airport Authority Hong Kong (AAHK)
Mr Martin PUTNAM	Airport Authority Hong Kong (AAHK)
Mr Lawrence TSUI	Airport Authority Hong Kong (AAHK)
Mr Eric CHING	Mott MacDonald (MM)
Ms Julia CHAN	Mott MacDonald (MM)
Mr Craig REID	Environmental Resources Management (ERM)
Mr Raymond CHOW	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's Consultants – MM and ERM

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

- Implementation status of the EM&A Programme
- Report on coral translocation and transplantation

2.2 ERM presented the latest information on the MEFES including:

- Progress of the Marine Ecology Enhancement Fund (MEEF) and Fisheries Enhancement Fund (FEF)
- Potential enhancement measures and pilot tests to be implemented during construction phase of the 3RS Project

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 nature of the environmental complaints received for the 3RS Project. The AAHK team responded that some of the complaints were related to the implementation of the dolphin exclusion zone, suspected dark smoke emissions from work barges and suspected spillage into the sea. The Environmental Team (ET) had investigated all environmental complaints according to the Updated Environmental Monitoring and Audit Manual (EM&A Manual) and the Complaint Management Plan. Investigation results had been reported in EM&A Reports.
- 3.3 A question was raised on how AAHK would monitor the compliance of concrete tests and any lesson learnt from the Hong Kong-Zhuhai-Macau Bridge project in relation to the lack of quality control for cement. The AAHK team replied that independent accredited laboratories had been used for the material testing.
- 3.4 A question was raised on whether fishing restrictions would be introduced in the areas in the vicinity of the proposed artificial reef and fish restocking / fish fry release pilot tests. The AAHK team replied that both pilot tests were proposed within the Hong Kong International Airport Approach Area (HKIAAA), which was a restricted area for vessel access and fishing activities.
- 3.5 A member asked if the seawall design had considered future climate change-related extreme weather conditions and projected sea-level rise. The AAHK team replied that the most recent Inter-governmental Panel on Climate Change (IPCC) projections on future sea level rise had been considered in the seawall design along with simulations of extreme tide levels, storm surge and worst-case wave activity.
- 3.6 A question was raised on how to determine whether the exceedances of Action / Limit Levels recorded were project-related or not. The AAHK team responded that any detected exceedances of Action / Limit Levels had been investigated by the ET to find out whether the exceedances were project-related or non-project related (e.g. due to ambient fluctuations) in accordance with the Event and Action Plans stipulated in the EM&A Manual. Information such as spatial / temporal pattern of the monitoring results, water current, site observations, contractors' activities during the monitoring event, and implementation status of the relevant mitigation measures had been taken into account by the ET during the course of investigation.

- 3.7 A member asked what fish species would be chosen for the fish restocking / fish fry release. The AAHK team replied that potential fish species to be released might include groupers, seabreams and croakers. The exact fish species to be deployed would depend on the availability of suitable fish fry from fish hatcheries and had to be determined later.
- 3.8 A question was raised on whether AAHK would consider choosing the prey fish species of Chinese White Dolphin (CWD) for the fish fry release. The AAHK team replied that croakers were being considered, which is a CWD prey species.
- 3.9 A question was raised on the scale of the fish fry release. The AAHK team responded that a relatively small-scale pilot test was planned at this stage. Post-release monitoring would help to assess the effectiveness of the pilot test.
- 3.10 A question was raised on whether local fish hatcheries would be used. The AAHK team replied that fish hatcheries in Hong Kong, Guangdong Province and Taiwan would be considered depending on the availability of the fish species.
- 3.11 A question was raised on how different eco-seawall designs were chosen for certain locations along the new seawall. The AAHK team responded that the selection of different types of eco-seawall designs had factored in local hydrodynamics, e.g. avoiding areas with high sedimentation or high erosion. It was noted that options for eco-seawalls were rather limited in view of aircraft operational safety considerations particularly the avoidance of bird attraction.

4.0 Conclusion

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

Airport Authority Hong Kong
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