



Hong Kong Green Strategy Alliance

香港綠色策略聯盟

Unit G, 7/F, Century Centre, No. 33-35 Au Pui Wan Street, Fotan, Shatin, N.T., Hong Kong.

18 July 2014

Ms. Wong Sean Yee, Anissa

Emails: dep@epd.gov.hk /

Director of Environmental Protection Department

eiaocomment@epd.gov.hk

c/o EIA Ordinance Register Office

Environmental Protection Department,

27th floor, Southorn Centre,

130 Hennessy Road,

Wanchai, Hong Kong

Dear Sir/Madam,

**Views on Environmental Impact Assessment Report**  
**Expansion of Hong Kong Airport into a Three-Runway System**

Hong Kong Green Strategy Alliance (HKGSA) would like to submit comments regarding the Expansion of Hong Kong Airport into a Three-Runway System. Please find enclosed our submission in Appendix for your perusal.

Should you have any queries, please feel free to contact me at 9032 3816 (drwklo@gmail.com) or our Honorary Secretary Ir Kenny Wong at 2788 5647 / 9482 3227 (irkennywong@gmail.com).

Yours sincerely,

Ir Dr. Hon LO Wai Kwok, BBS, MH, JP

Chairman, Hong Kong Green Strategy Alliance

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Hong Kong Green Strategy Alliance  
Views on Environmental Impact Assessment Report  
Expansion of Hong Kong Airport into a Three-Runway System

Hong Kong Green Strategy Alliance (HKGSA) generally supports the development of the Expansion of Hong Kong International Airport (HKIA) into a Three-Runway System (3RS). HKIA is located at the heart of the Asia Pacific region and serves air flight traffic originating or terminating in Hong Kong and transfer traffic of passengers and trans-shipment of cargo around the world with 24-hour continuous operation. The aviation industry and other businesses at HKIA contribute significantly to Hong Kong's economy. The sustainable growth of HKIA is crucial to the economy of Hong Kong and the Asia Pacific region.

The EIA report is available for the public to inspect from 20 June 2014 till 19 July 2014 and HKGSA would like to offer the following views on the captioned assessment for consideration:-

1. The EIA for this project is comprehensive in terms of the types of assessments performed and lists of environmental implications that may arise from this project at the proposed three-runway system site. All the potential impacts arose from the project have been properly addressed.
2. HKGSA agrees about the need and urgency of this project. In order to better communicate with the stakeholders and general public on this particular subject, we suggest more information on issues such as the comparison of social, environmental and economic benefits of the two runway and 3RS be elaborated so as to present a clearer picture of the need of 3RS development. Particularly, there are the concerns about the airport's overestimated passenger capacity to 102 million tons and freight capacity to 8.9 million tons per year by 2030, and that there would be many airports in the Pearl River Delta region. Hence, we trust that a simple and simulation chart can help laymen to realize the needs and benefits of the project.
3. Thanks to the technological advancement, hi-tech equipments are readily available, proven and are often used during the construction phase of projects nowadays. We understand from the EIA report that many of the auditing and monitoring works require the use of hi-tech tools, we suggest the Airport Authority Hong Kong (AAHK) to continue to look for advanced construction tools with due consideration of cost benefit analysis to help minimize the environmental impact during operation and construction phase of this project. EPD should allow flexibility to the adoption of hi-tech equipment to make the EM&A work more effective.
4. As stated in the EIA study, 12 key environmental aspects are carefully studied while air is one of the major environmental concerns. As stated in the document, we understand the future operation of the airfield as well as the 3RS will not impose significant impact on the air quality. It is pleased to note that AAHK has been implementing a number of measures and initiatives aimed at further reducing air emissions from airport activities and operations, such as the use of Electric Vehicles and Aircraft ground power supply are great suggestions in reducing emission. We support these proposed mitigation measures to help keep air emission to a minimum.

5. Noise is known to be another major environmental concern. It is stated in the report that similar to most international airports, AAHK have adopted the cumulative average noise energy metric for noise planning and have one of the most stringent noise requirements among many developed countries, such as, UK, US Canada, Australia, Singapore and etc. In addition, we understand that different operating modes for 3RS will be adopted during different hours of the day, i.e. all three runways will be fully utilized to cater for the high flight demand during daytime, while only two runways (located further away from the residences) shall be used during night hours. We welcome and support these operating arrangements to cater for plane volume and serve as an excellent measure to minimize noise impact to the surrounding residences during night hours.
6. The impacts to Dolphins are deemed to be most controversial during the entire public engagement process. We agree that dolphin's habitat will inevitably be disturbed during the construction phase of this project. However our view is that sea has no boundaries and the construction area constitutes a rather small portion of the total sea area. We support the views of the EIA that it is likely for dolphins to migrate back to the airport area once the construction is over and there will be marine parks nearby. Based on the above, we suggest further studies on the dolphin habitat and migration pattern be conducted to verify findings. If the results are not in line with the findings during the operation phase of EM&A work, a contingency plan should be immediately initiated to review and improve the situation. AAHK should regard this as a commitment to the community at large.

#### Other views on the future development of Lantau Island

7. We understand that planning exercise is currently undertaking to assess the future development of Lantau Island. In order to establish a holistic view of the potential environmental impacts that may be caused by the future development of the area, it is preferable to conduct the strategic impact assessment for the region.. The outcome could provide information for those projects which would come at a later stage.
8. There is always a debate on whether we should conserve first before we develop or vice versa. To address concerns of various stakeholders, we believe that the establishment of an on-going stakeholder liaison group for this specific project can help. This liaison group shall consist of various stakeholders, particularly those who support the development of Marine Park in advance. Through this platform, different views could be expressed, exchanged and finally put into practice in an effective and practicable manner. Really there are successful cases demonstrated from the stakeholder liaison groups for designated projects in Hong Kong. Every stakeholder can play a role and all work as a team to create "win-win" situation which is greatly beneficial to the implementation of project. It is suggested that the on-going stakeholder liaison group should review what have been discussed and implemented, and release the half-yearly report to the public.

18 July 2014

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