Appendix 1

Project Descriptions of Key SEA Examples

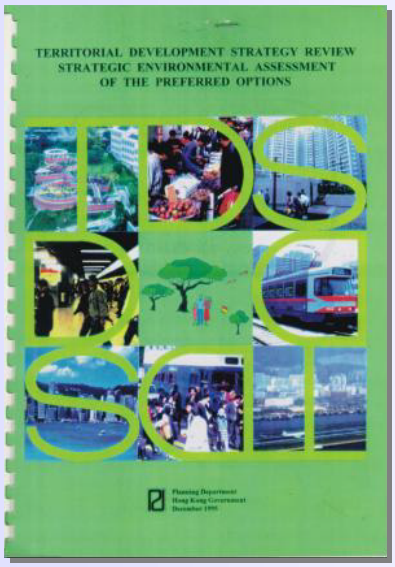
- **Territorial Development Strategy Review (TDSR) (Competed in 1996)**

http://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/sea/territorial_dept.html

To cater for the potential increase of population from 6.4 million in 1996 to about 8.1 million in 2011, TDSR - a comprehensive review of the land use development strategy for the whole of Hong Kong - was conducted and a SEA was also conducted as part of the Review as land use planning would have remarkable influences on people's lives, environmental conditions as well as sustainability.

With a view to maximize environmental benefits, more than 20-plus options were considered and broad-brush assessments were carried out at the initial stage of the SEA, followed by more detailed assessments of short-listed options.

SEA of TDSR – Key Points



- Population from 6.4 to 8.1 million by 2011.
- SEA evaluated 20+ development options.
- Several options discarded or amended.
- Incorporate environmental consideration in the planning process at early stage.

SEA of TDSR – Key Outcomes

- Policy issues raised at the highest level.
- Eliminate environmentally undesirable options.
- Recognize and protect environmentally sensitive areas.

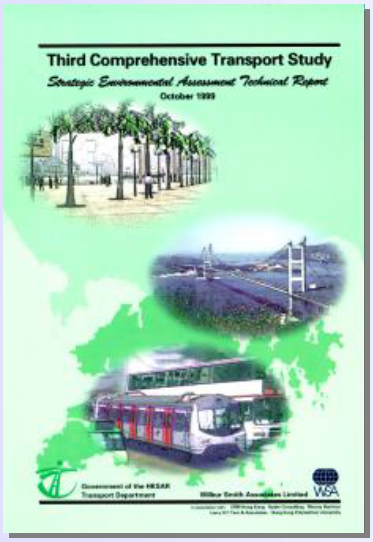
- **Third Comprehensive Transport Study (CTS3) (Completed in 1999)**

http://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/sea/third_comp.html

The study aims to develop a comprehensive territory-wide transportation strategy to meet the short and long-term transport needs of Hong Kong. SEA, as part of the study, intends to assess strategic environmental implications of transportation strategies being proposed during the CTS3 study.

In the SEA, air, noise and ecological implications were evaluated and a range of actions were recommended including integration of land use and transport planning to reduce the need for travel, more extensive rail networks, better co-ordination of different transport modes, pedestrianization and cycling etc.

SEA of CTS3 – Key Points



- 4 population, traffic growth scenarios with range of rail, road and traffic management strategic options considered
- Conduct strategic environmental assessment of alternatives or options
- Attempt to analyse the full cost and benefits : Road vs. Railway
- Consider alterative funding and institutional arrangement

SEA of CTS3 – Key Outcomes

- Evaluate air, noise & ecological implications and recommended potential actions
- Set out SEM&A framework

- **Second Railway Development Strategy (RDS2) (Completed in 2000)**

http://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/sea/second_railway.html

RDS1, completed in 1993, defines the current phase of rail developments in Hong Kong and RDS-2, aims to identify railway development options and improvements to meet the transportation needs up to 2016 while improving the efficiency of railway networks.

The SEA helps formulate environmentally acceptable strategies and ensure that environmental considerations were fully integrated into the overall study, thereby maximizing environmental benefits and avoiding adverse environmental impacts of all the options selected. The SEA compares road vs. rail developments and considers the whole transport networks comprehensively. Alignments going through environmental sensitive areas were avoided. The SEA also quantifies environmental benefits of railway developments which is not captured in the cost and benefit analysis, to facilitate informed decisions. The SEA demonstrates that more environmental advantages would be achieved by developing railways than roads, and highlights that discrepancies existed in the appraisal processes of these two transport modes would make implementations of rail projects become harder so it emphasizes all environmental benefits associated with railway developments should be taken into account and recommends that more emphasis should be placed on environmental aspects during project evaluations.

The findings of RDS2 form a basis for the Government to prepare a railway development strategy in the context of the overall transport plans and policies promulgated in late 1999 following completion of CTS3.

SEA of RDS2 – Key Points

- Focus on environmental benefits as well as impacts – a balanced approach needed.
- Look at the hidden environmental implications.
- Highlight major implications not reflected in financial analysis.
- Focus on interface with mainstream economic and transport analysis.

SEA of RDS2 – Key Outcomes

- Recommended Railway Project $80 – 100 billion.
- Railway Development Strategy 2000. “Other support for marginally viable projects will be considered on the basis of the need for the individual projects.”

- **Extension of Existing Landfills and Identification of Potential New Waste Disposal Sites (Completed in 2003)**

http://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/sea/waste_disposal_sites.htm

The purpose of the study is to identify both possible extensions to the existing landfills and new sites for waste disposal so that replacement landfills can be planned, developed and opened ready to accept waste.

The SEA process avoided a number of environmentally sensitive sites and identified insurmountable ecological problems by ruling them out during the site selection process. Also, the SEA formed as one key element of an evolving waste management strategy for Hong Kong. The study process allowed numerous important issues or considerations to be looked into at an early stage and therefore allowed the decision makers and stakeholders to have a better overall picture.

SEA of Landfills Extension Study – Key Points

- An investigation to identify new landfill sites and extension of landfills.
- Identifying "Areas of Absolute Exclusion".
- Constraints mapping: environmental, ecological, conservation etc.
- 15 sites were identified for assessment.
- Identified insurmountable environmental problems.
- Discussed the environmental implications of the selected sites.
- Recommended preferred sites and suitable sites for further investigations.
- Proposed a SEM&A programme.

SEA of Landfills Extension Study – Key Outcomes

- The South Cheung Chau is identified as the environmentally preferable site.
- The site is within the current dumping ground, i.e. limited ecological value.
- Minimal far field water quality impacts and the overall changes in flow discharges through the major water channels would be within 0.1%.
- Hydrodynamic changes are unlikely to affect any significant marine ecological resources.

- **Hong Kong 2030 : Planning Vision and Strategy (On-going)**

http://www.info.gov.hk/hk2030/hk2030content/news/cover.htm

In the wake of the previously completed Territorial Development Strategy, the highest tier of land use planning for Hong Kong and the last review of the Territorial Development Strategy, completed in late 1996. The Hong Kong SAR Government launched a study in November 2000 entitled "HK2030: Planning Vision and Strategy" ('the HK2030 Study'), to review the Territorial Development Strategy and bring it up-to-date. Under the overarching goal of adhering to the principle of sustainable development, one of the planning objectives of the HK2030 Study is to provide a good quality living environment.

To achieve this, it is necessary to establish the required environmental targets during the initial stage of the Hong Kong 2030 Study. In view of the environmental problems identified in the last TDSR, it is also necessary to spend more efforts under the Hong Kong 2030 Study on assessing our environmental capital, or budget for use as a basis, among other factors, for deriving development options. Besides setting the targets, as there is increasing demand for environmental resources and their supply is not unlimited, it is also necessary to work out the environmental carrying capacity and the demand that would be generated from the future developments. Apart from the developments in Hong Kong, regional development in Pearl River Delta may also influence Hong Kong's environmental conditions. To address all these issues, an on-going SEA has been/will be carried out to form an integral part of the Hong Kong 2030 Study.

Unlike the conventional approach, some esteemed external members (including the Green Groups, academics, and professionals) have been invited to join the Environmental Study Management Group to form a panel of external specialist advisors for the SEA Study. The HK2030 Study has also adopted a proactive approach to consult and involve the public. In order to foster community consensus on the key issues and promote ownership of the outcome, the public as well as all stakeholder groups have been/will be closely consulted throughout the entire study process. In particular, they have been/will be consulted at each of the following four key stages of the HK2030 Study:

- Stage 1 : Agenda Setting, Baseline Review and Identification of Key Issues;
- Stage 2 : Examination of Key Issues;
- Stage 3 : Formulation and Evaluation of Scenarios and Options; and
- Stage 4 : Formulation of Development Strategies and Response Plans.

In addition to the above proactive public consultation process, several brainstorming sessions, view sharing workshops, and other focus meetings have been/will be held with the external

specialist advisors and the public with a view to collect their views and suggestions on environmental-friendly ideas, options and measures and other environmental initiatives for the SEA study to take on board.

SEA of HK 2030 – Key Points

Strategy Focus and Drivers

- International Benchmarking of Environmental Targets, long time-frame, up to 2030; vision-based.
- Environmental carrying capacity.
- Integrated environmental considerations throughout the study.
- Enhance environmental sustainability and avoid major environmental problems.
- Strategic environmental monitoring and audit.

How HK2030 SEA differs from Others

- Sustainability – driven
- Public Engagement
- Transparency