

**Expansion of Hong Kong International Airport into a Three-Runway System
Supplementary Information on
Implementation of Marine Travel Routes and Management Plan
for High Speed Ferries of SkyPier**

1. This information note summarizes the implementation status of the Marine Travel Routes and Management Plan for High Speed Ferries of SkyPier (SkyPier Plan) under the Environmental Monitoring and Audit Programme.

BACKGROUND

2. Pursuant to Condition 2.10 of the Environmental Permit (EP) (Permit No.: EP-489/2014) issued to Airport Authority Hong Kong (AAHK) for Expansion of Hong Kong International Airport into a Three-Runway System (3RS Project), the SkyPier Plan had been submitted to the Advisory Council on the Environment (ACE) for comment and subsequently submitted to and approved by EPD in November 2015.

3. In the SkyPier Plan, AAHK committed to implementing the mitigation measure of requiring SkyPier high speed ferries (HSFs) travelling between Hong Kong International Airport (HKIA) and Zhuhai / Macau to start diverting the route, with an associated speed control across an area (i.e. speed control zone (SCZ)) with high Chinese White Dolphin (CWD) abundance by the end of 2015. The route diversion and speed restriction at the SCZ have been implemented since 28 December 2015.

IMPLEMENTATION OF THE SKYPIER PLAN

4. In accordance with the SkyPier Plan, all HSFs using the diverted routes have installed automatic identification system (AIS) transponders to facilitate accurate route tracking and record keeping. Collected AIS signals of HSFs for the system are used to generate alerts of potential deviations.

5. The Environmental Team (ET) of the 3RS Project audits various parameters and information including actual daily SkyPier HSF movements, AIS data, record of potential deviations, and the responses provided by the ferry operators as part of the Environmental Monitoring & Audit (EM&A) programme. The Independent Environmental Checker (IEC) of the 3RS Project has also been performing independent checking on the compliance of the SkyPier Plan requirements as part of the EM&A. The audit outcomes have been reported in the EM&A reports that are published on monthly basis.

6. Potential deviations of HSF movements against the SkyPier Plan would first be identified by the AIS monitoring system, and notices would then be issued to the concerned ferry operators asking for further information and explanation. Upon receiving the explanation and related supporting information from the ferry operators, these are reviewed by the ET and also checked by the IEC against the requirements set out in the SkyPier Plan. The ET would then recommend the follow-up actions required as part of the EM&A process.

7. The SkyPier Plan also requires all ferry operators to comply with the relevant international conventions, and local regulations and requirements of the Marine Department, including but not limited to the following:

- Merchant Shipping (Local Vessels) Ordinance, Cap 548
- The International Regulations for Preventing Collisions at Sea 1972
- The Shipping and Port Control Ordinance, Cap 313
- The Shipping and Port Control Regulations, Cap 313A

8. Public safety is the prime concern of all ferry operations. The SkyPier Plan has respected that vessel captains may decide to deviate from the requirements in response to an emergency or in the interest of public safety, e.g. in case of adverse sea conditions.

STATUS

9. A total of 3,387 HSF movements and over 80,000 AIS data points were recorded between 28 December 2015 and 30 April 2016 under the SkyPier Plan. A summary of the AIS data on instantaneous speed recorded in April 2016 are illustrated in Figures 1 to 3 below:

Figure 1

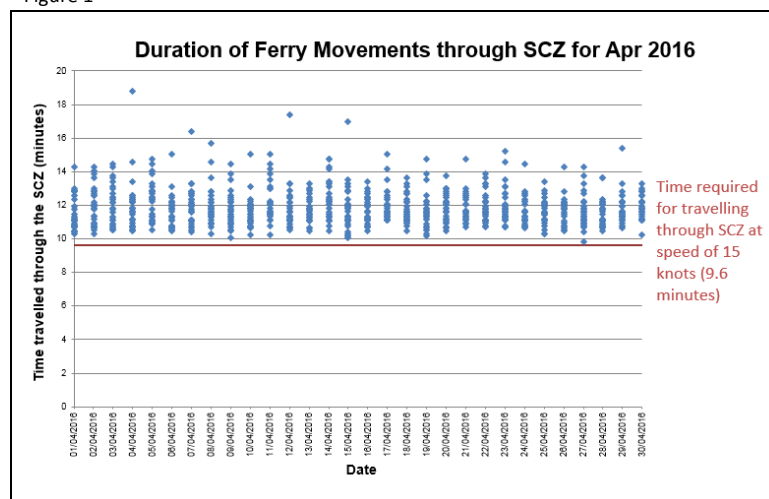


Figure 2

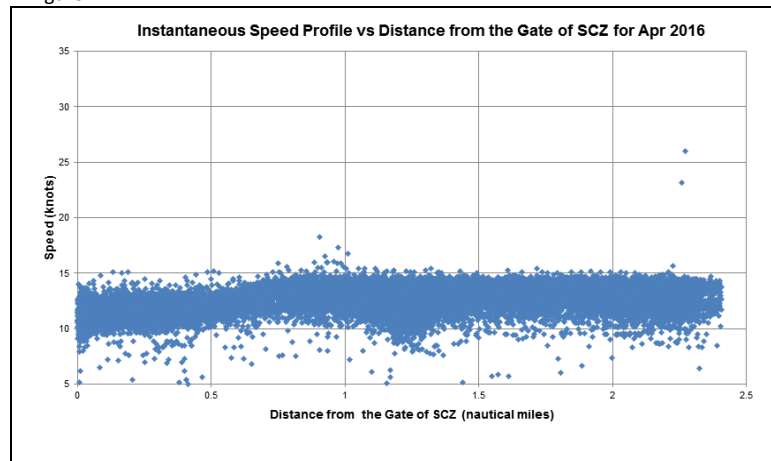
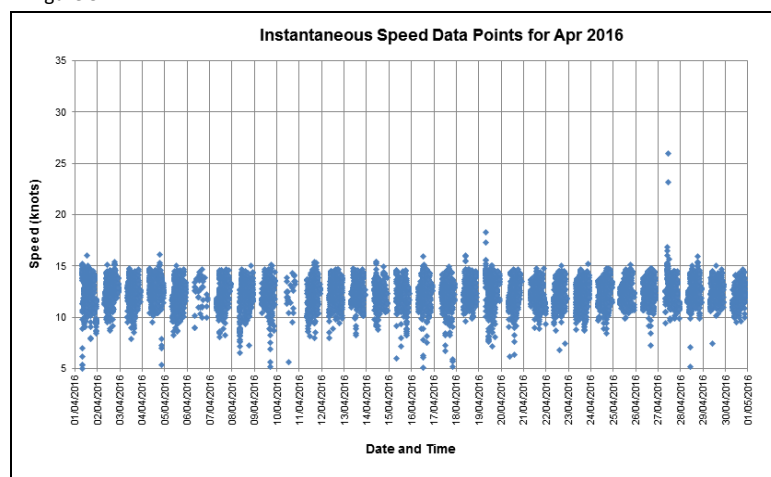


Figure 3



10. Taking into account the speed control requirements, the minimum time required for ferries to travel through the SCZ can be calculated to be approximately 9.6 minutes. As shown in Figure 1, it can be noted that all HSF have travelled through the SCZ using more than 9.6 minutes, indicating that the required speed control within the SCZ have been observed by all ferry operators. From the individual data points that are illustrated in Figures 2 and 3 by plotting the instantaneous speed profile of ferries versus distance from the gate, or at different date and time respectively, it can also be calculated that the more than 99% of data point are below 15 knots.

SUMMARY

11. AAHK is firmly committed to implementing all the requirements, including the speed restrictions and route diversion, as stipulated in the SkyPier Plan. AAHK continues to liaise with ferry operators on the implementation details to ensure compliance with requirements.