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7 November 2014

By Registered Post & Fax: 2182 8168

Airport Authority Hong Kong, HKIA Tower

**Environmental Impact Assessment (EIA) Ordinance, Cap. 499
Application for Approval of EIA Report**

**Expansion of Hong Kong International Airport into a Three-Runway System (the Project)
(Application No: EIA-223/2014)**

I refer to your application received by us on 17 April 2014 for approval of the EIA report for the Project under Section 6(2) of the EIA Ordinance and our letter of 12 June 2014 advising you to exhibit the EIA report for public inspection in accordance with Section 6(4) of the EIA Ordinance.

Having considered the public comments received during the public inspection period, the comment from the Advisory Council on the Environment given to us on 19 September 2014, and the further information submitted to us under Section 8(1) of the EIA Ordinance on 10 October 2014, I now advise you under Section 8(3) of the EIA Ordinance that the EIA report as exhibited under Section 7(1) is approved.

Your particular attention is drawn to the detailed implementation requirements set out in Annex 1, which shall be imposed, together with other relevant requirements, as conditions in the Environmental Permit for carrying out of the Project. In addition, the recommendations from the Advisory Council on the Environment are contained in Annex 2 for your onward action.

It should be noted that the approval of the EIA report shall not relieve you of the responsibility to comply with other legislation or Government requirements for implementing the Project.

Under Section 15 of the Ordinance, the approved EIA report (Register No.: AEIAR-185/2014) will be placed on the EIA Ordinance's Register. The approved EIA report will also be placed on the EIA Ordinance website (www.epd.gov.hk/eia) maintained by the Environmental Protection Department.

Should you have any query concerning the above application, please contact my colleague Mr Lawrence NGO at 2835 1751.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Louis P.L. Chan', written in a cursive style.

(Louis P.L. CHAN)
Principal Environmental Protection Officer
(Regional Assessment)
for Director of Environmental Protection

c.c. w/encl.

Secretary of ACE EIA Subcommittee (Attn: Miss Evelyn LEUNG) Fax No: 2872 0603

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

Reference of the Approved EIA Report in the Register: AEIAR-185/2014

**Detailed Implementation Requirements to be Imposed as Conditions in the
Environmental Permit for Carrying Out of the Project**

- (a) The project proponent shall advance the preparatory work for the designation of the marine park as recommended in the EIA report, including a study on the details of the designation, consultation with stakeholders and incorporation of enhancement measures such as deploying artificial reefs, releasing fish fry, etc., on the understanding that the designation of the marine park shall be completed before the operation of the Project.
- (b) The project proponent shall, in consultation with the Agriculture, Fisheries and Conservation Department (AFCD), submit the marine park proposal including the proposed size and management plan of the marine park as recommended in the EIA report to the Advisory Council on the Environment (ACE) for comment before the commencement of reclamation works.
- (c) The project proponent shall establish an independent Marine Ecology Enhancement Fund (The Fund) which shall be substantial enough to meet its conservation objectives in a long-term and sustainable manner. A detailed Marine Ecology Conservation Plan (The Plan) shall be formulated for the conservation of marine life particularly the Chinese White Dolphins (CWD) within the Hong Kong and the Pearl River Estuary (PRE) waters. The Plan shall cover the relevant marine parks and other important marine habitats in Hong Kong to enhance their carrying capacity, “dolphin friendly” activities, the recovery of fisheries resources, and scientific research for the overall benefits of marine mammals, particularly CWD, in the PRE during the construction and the operation of the Project. A management committee shall also be set up for The Fund with members from different stakeholders including relevant academics, green groups and dolphin experts for effective implementation of The Plan. The project proponent shall submit The Plan and the set up of The Fund to ACE for comment before making the submission to the Director of Environmental Protection (DEP) for approval before implementation.
- (d) The project proponent shall devise a Marine Traffic Routes and Management Plan (The Plan) for high speed ferries (HSF) of the SkyPier. The Plan shall include the imposition of a speed limit within Hong Kong waters which are hotspots of the CWD during the construction phase so as to minimize chances of collision and disturbance to the CWD, and to cap the number of SkyPier HSF at the current level of operation (i.e. an annual daily average of 99) prior to designation of the

proposed marine park. The Plan shall also explore the feasibility of imposing a daily cap on the number of HSF leaving the SkyPier and imposing further speed restrictions at different spots along the marine routes after detailed study. The Plan for HSF shall be submitted to ACE for comment prior to submitting to DEP for approval before commencement of the construction works.

- (e) The project proponent shall develop a Coral Translocation Plan which shall include information of coral colonies to be translocated, the recipient area, translocation methodology and monitoring of transplanted coral colonies.
- (f) The project proponent shall not use underwater percussive piling for the Project.
- (g) The project proponent shall establish an independent Fisheries Enhancement Fund (The Fund) and submit a detailed Fisheries Management Plan (The Plan) in collaboration with fishermen for supporting the fishing industry and enhancing fisheries resources in the western Hong Kong waters especially the Lantau waters. A management committee shall also be set up for The Fund with members from fishermen and relevant stakeholders for effective implementation of the fisheries management plan. The project proponent shall submit The Plan to ACE for comment before making the submission to DEP for approval before implementation.
- (h) The project proponent shall develop an Egretty Survey Plan which shall include pre-construction survey(s) during the breeding season to update the latest boundary of the egretty with a view to confirming the daylighting location. The daylighting point shall be kept to the minimum in size and be situated as far away from the latest egretty boundary as practicable.
- (i) The project proponent shall devise a Silt Curtain Deployment Plan which shall include the construction programme and details on the design, operation and maintenance of silt curtains to be deployed during construction.
- (j) The project proponent shall draw up detailed technical guidelines to avoid adverse water quality impacts for compliance of contractors over the operation of barges and construction vessels to be deployed in the project area.
- (k) The project proponent shall formulate a Landscape and Visual Plan for submission to DEP to specify quality criteria on the overall landscape and visual environment of the Project with broad-brush targets to be achieved for greening and planting as benchmarked against international standards and best practices.
- (l) The project proponent shall adopt a waste minimization strategy and develop a detailed Waste Management Plan (The Plan) setting out measures to minimize waste generation through avoidance, minimization, recovery, recycling and reuse of different categories of waste, for construction and operation phases of the Project.

As part of The Plan, the project proponent shall maximize the use of construction and demolition (C&D) materials for the land formation work during the

construction phase of the Project. The project proponent shall critically review the scheduling of surcharge operations to avoid, or otherwise, minimize generation of residual C&D materials requiring disposal during and at the end of the land formation work.

As part of The Plan, the project proponent shall incorporate the infrastructural design of the Project, suitable facilities to effect separation, storage, recovery, recycling and reuse of different categories of waste generated during operation phase of the Project.

- (m) The project proponent shall develop clear and enforceable action and limit levels and the associated event action plans with clear rationale for CWD, air, noise, water quality and waste monitoring for approval by DEP prior to the commencement of construction works. These plans shall include provisions for stopping the relevant parts of works if the respective limit levels are exceeded.
- (n) The project proponent shall, as a part of the Environmental Monitoring and Audit (EM&A) programme, devise a Marine Mammal Watching Plan (The Plan) for approval by DEP prior to the commencement of marine works. The Plan shall include regular inspection of silt curtains, visual inspection of the waters around silt curtains and the works areas, and a response plan to cope with any unpredicted incidents such as any marine mammal including but not limited to CWD found within the waters surrounded by silt curtains or the works areas.
- (o) The project proponent shall draw up a Spill Response Plan (The Plan) with details on the actions to be taken in the event of accidental spillage of oil, unexpected release of large amount of suspended solids or other hazardous chemicals during construction and operation of the Project. The Plan shall include vessels operating for the Project, with specific provisions for protecting the water quality and marine ecology as well as for the neighbouring residents.
- (p) For the purpose of confirming that the actual aircraft noise performance meets the Noise Exposure Forecast (NEF) Contour 25 predicted in the EIA report, the project proponent shall update the NEF Contour 25 for submission to DEP with actual operational data after a full year of operation of the Project. Thereafter the project proponent shall review the operational data annually and update the NEF if there are major deviations from the assumptions adopted in the EIA report.
- (q) The project proponent shall, before the operation of the Project, confirm with the Civil Aviation Department (CAD) on the implementation of restrictions on specific aircraft types to follow the guidelines laid down by the International Civil Aviation Organization to tackle aircraft noise problems at source. The project proponent shall also develop an Aircraft Noise Monitoring Plan (The Plan) to monitor aircraft noise at representative locations in Tung Chung, Ma Wan, Tsing Yi, Tsuen Wan, Ting Kau, Siu Lam and Tuen Mun. The Plan shall make use of the available aircraft noise and flight track monitoring data including measured noise levels in terms of dB(A) and their distribution, flight tracks, aircraft fleet mix data and other relevant information at these locations. The Plan shall include an action plan, as approved by CAD, to review the noise data to assess the effectiveness of the

mitigation measures and to take appropriate actions with reference to the prevailing internationally recognized standards in aircraft noise mitigation.

- (r) The project proponent shall set up community and professional liaison groups respectively comprising members of the affected communities and relevant professionals/experts to facilitate communication, enquiry and complaint handling on environmental issues related to the Project. A detailed Complaint Management Plan including a dedicated complaint hotline and an email channel shall be established for timely response to complaints.

-END-

**Environmental Protection Department
November 2014**

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

Reference of the Approved EIA Report in the Register: AEIAR-185/2014

**Recommendations from the Advisory Council on the Environment
for Carrying Out of the Project**

- (a) The project proponent should further discuss with the relevant authorities in Hong Kong and the Mainland to adopt a reduced speed limit for high speed ferries operated by the SkyPier and other operators when navigating in important Chinese White Dolphins (CWD) habitats in Hong Kong and Pearl River Estuary (PRE) waters which is one of the core areas for CWD; and should make efforts to avoid entering the core area of PRE CWD National Nature Reserve.
- (b) The project proponent should target for the BEAM Plus Platinum certification taking into account its pledge to develop the Hong Kong International Airport as the world's greenest airport.
- (c) The project proponent should consider further waste minimization and recycling strategy and develop a Food Waste Management Plan for food & beverage outlets managed by his tenants in the Airport facilities.
- (d) The project proponent should draw up a Relics and Antiques Rescue Plan to resurrect items of conservation value/significance in the event of archaeological discovery during construction of the project.

-END-

**Environmental Protection Department
November 2014**