Annex C

MAJOR FINDINGS OF THE STRATEGIC ENVIRONMENTAL ASSESSMENT UNDERTAKEN UNDER THE HK2030 STUDY

In parallel with the undertaking of the HK2030 Study, consultants had been employed in October 2001 to carry out a strategic environmental assessment (SEA), which provides strategic environmental information and suggestions to facilitate the formulation, development and identification of scenarios and development options, which could help meet the over-arching goal of the Study and achieve the targets of developing Hong Kong as Asia's world city.

2. The SEA was undertaken in four stages with a view to providing inputs to each stage of the Study. In particular, during Stage 3 of the Study, the SEA provided a broad-brush and qualitative assessment as well as a comparison of the environmental performance of two development options, i.e. Consolidation Pattern vs. Decentralization Pattern, identified during the course of the Study. The assessment contributed to the identification of key areas of concern, which had been taken into account in the formulation of the Preferred Development Option[1] formulated on the basis of the Reference Scenario in Stage 4, viz. the final stage of the HK2030 Study.

3. During Stage 4 of the HK2030 SEA, the consultants carried out a more detailed performance evaluation of the Preferred Development Option and suggested refinements, where appropriate, before finalization of the option, and drew up strategic environmental action plan and programme for implementation of the development strategy. In addition, the consultants also worked out a sustainable project monitoring and audit plan, which identified, at the strategic level, those actions required to facilitating the development of a preferred strategic project or component option in a sustainable manner. Apart from the above, with a view to facilitating the formulation of response plans under the HK2030 Study to ensure that the recommended strategy is

[1] Preferred Development Option, under the HK2030 Study, concerns about the future spatial development pattern, outlining where, what type and how much development would take place at different planning horizons.

robust enough to cater for different circumstances, "What If" Scenario[2] has also been evaluated as sensitivity test under the HK2030 SEA.

4. For Members' information, views / comments of concerned bureaux / departments on the SEA draft Final Report[3] and Executive Summary have been sought and the Reports were endorsed by the Study Steering Group on 11 June 2007. A copy of the SEA Executive Summary is attached for Members' reference (**Annex E**).

Major Findings and Recommendations of SEA

5. Major findings and recommendations of the development scenarios under the Stage 4 SEA are highlighted below:

- Since the SEA is based on a host of broad assumptions and predictions which are subject to change, the conclusions and findings are broad-brush in nature and are only valid for the set of assumptions and modelling parameters adopted. Further studies and detailed Environmental Impact Assessments (EIAs) on individual proposed developments will need to be conducted to ensure their environmental acceptability and identify mitigation measures during the planning and implementation stages. Nonetheless, the SEA has helped to flag up environmental issues of the proposed developments / projects for further study in future.

- It is anticipated that there would likely be major cumulative on-site and off-site environmental issues including water, air quality, aircraft noise and traffic noise, sewerage infrastructure, ecology, visual impact, hazard, landscape and cultural heritage effects due to the implementation of various major developments such as the proposed NDAs, cross-boundary infrastructure, possible uses of the Closed

[2] For the purpose of the HK2030 SEA, only the "high population growth – high economic growth" alternative scenario, with the future container terminal location assumed at North West Lantau has been selected for sensitivity test as it represents the "worst-case" situation from the SEA points of view.

[3] The endorsed SEA Final Report is available at HK2030 Study website at http://www.hk2030.gov.hk/eng/finalreport/pdf/Final_SEA.pdf.

Area, and the future airport and port developments. Some of these cumulative issues would have territory-wide implications. Some of them might also affect the long-term environmental sustainability of Hong Kong. For example, the cumulative impacts of the future port and airport (possible third runway not taken into account in this study) developments may present environmental problems. At present, the feasibility studies and environmental assessments of the proposed developments are yet to be concluded. Detailed environmental studies are necessary to determine their environmental acceptability.

- The Preferred Development Option formulated on the basis of the Reference Scenario demonstrates that there are general improvements in the air quality in HKSAR with the implementation of the committed control measures. However, the concentrations of some air pollutants in some areas would get worse. More air pollution control measures should be explored. The predicted trend of air quality may only be achieved if many effective improvement measures are materialized.

- The water quality in Hong Kong is expected to improve with the implementation of both the committed and planned projects. Depending on the final decision on the location of the proposed container terminal, it may result in some local water quality impacts and mitigation measures will be required subject to detailed EIA to be carried out.

- With the projected increase in population and traffic volume, the amount of population exposed to excessive road traffic noise level is expected to increase slightly from around 1.15 million under the baseline condition to 1.40 million under the Reference Scenario and 1.47 million under the "What If" Scenario in 2030 respectively. In comparison, the noise impact from the other noise sources is considered insignificant although both the railway and aircraft noise impacts are expected to increase as a result of the additional

rail links and the projected increase in the air traffic volume.

- From the waste treatment and management perspectives, it is found that construction waste will continue to form a significant part of total solid waste generated in Hong Kong and hence additional management facilities will be required in the long-term. On the other hand, the proposed port facilities, no matter where it will be located, are expected to involve significant maintenance dredging and may add further pressure to Hong Kong's already limited marine mud disposal capacity.