

Environmental Impact Assessment Ordinance (Cap. 499), Section 6(3)
Environmental Impact Assessment Report No. ESB-223/2014

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

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Item No.	Comments	Responses
1.	Need of the project There is an argument that the existing runway capacity has been under-utilized due to the disproportional deployment of "smaller aircrafts" by airlines. AAHK has addressed this firstly by highlighting the fact that the HK situation is in fact already better than other airports and secondly by arguing the choice of aircraft model is very much in the hands of the industry. Nevertheless, I would like to know:	
(a)	What are the common penalties/incentive used by other airports in inducing deployment of bigger aircrafts?	Based on ICAO guidelines, landing charge is based on aircraft weight and parking charge is based on weight, dimension and length of stay. As far as AA is aware, most airports charge consistent landing and parking fees for both small/ large aircraft.
(b)	Has AAHK adopted all these measures?	HKIA follows ICAO guidelines in its airport charges – Landing charge is based on maximum take-off weights (MTOW), parking is based on length of stay and location/ dimension.
(c)	Any evidence of AAHK's bargaining with Cathay Pacific on this matter? If yes, what is the response of the latter?	Cathay Pacific's fleet is 100% widebody.

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2.	Noise Impact	
	One major noise mitigation measure proposed by AAHK is to put the South Runway on standby where possible at night between 2300 and 0659 when the third runway is in place. Given the fact that aviation matter and air-route control is not entirely a decision of AAHK, is there any agreement with the public authority on this issue? If yes, I would like to see more details of the arrangement.	We have maintained ongoing liaison with CAD throughout the EIA process, and in accordance with the EIA Study Brief requirements, the validity of the direct noise mitigation measures, which include putting the South Runway on standby where possible at night between 2300 and 0659, have been confirmed with CAD as described in Section 7.3.3.12 of the EIA report.
3.	Chinese White Dolphins	
	The proximity of Pearl River CWD Nature Reserve has been singled out as a measure to preserve the habitat for CWD. I would like to know:	It should be noted that the Pearl River Estuary CWD National Nature Reserve is not a proposed mitigation measure for the 3RS. Rather the proposed Marine Park will be contiguous with the PRECWDNR, thereby providing a 'corridor' of protected habitat between Hong Kong and the mainland.
(a)	Details of the regulation of this Reserve--how are these different from the practices in Hong Kong?	The Nature Reserve is divided into three zones: core area (140 km ²) where no ship is allowed to enter and conduct activities that may have negative impact on the resources; buffer area (192 km ²) where all tourism and economic activities are prohibited; and experimental area where tourism and educational tours are allowed after obtaining permit from relevant Authorities (128 km ²). The Administration of Ocean and Fisheries of Guangdong Province is responsible for its management, and send out patrol boats daily to the nature reserve boundary to prevent entry by other vessel. Fishing boats and dredging vessels are also not allowed to operate right outside the Nature Reserve. Artificial reefs are deployed within the Nature Reserve to enhance fisheries resources and supplement prey resources for CWDs. A dolphin rescue center is also set up to rescue stranded or wounded dolphins. Education and public awareness programme is established to raise awareness of the Nature Reserve and CWD protection. Most of these regulations and protection measures are similar to the ones

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		implemented in Hong Kong Marine Parks, except that the zoning plans and activities that are allowed within different zones may vary due to different conservation objectives.
(b)	Data on the effectiveness of this Reserve in preserving CWD and fisheries in general?	<p>There is no available database regarding the temporal changes in the PRE population of the CWDs in the last 20 years in the same way there is for Hong Kong waters and so the trend is not currently known. Regarding the future trend of the PRE population of CWDs, the Huang et al. (2012) study was based on stranding data, which are known to have many significant biases and limitations. The best method of assessing the trend in the PRE population is by long-term assessment of line transect survey estimates of abundance, but to our knowledge this has not yet been done for the PRE population.</p> <p>For fisheries resources, after the establishment of the Marine Protected Areas (MPAs) including Sha Chau and Lung Kwu Chau Marine Park and the PRE CWD Nature Reserve, the fish density outside the MPAs was found to increase significantly, and the spillover effect lasted more than 15 km away from the boundary of the MPAs (Tam et al., 2013).</p>
(c)	To what extent is this Reserve affected by the construction work of HK-Zuhai-Macau Bridge project?	See response above.