

## LOCAL VESSELS ADVISORY COMMITTEE

### Expansion of Hong Kong International Airport into a Three Runway System – SkyPier High Speed Ferry Route Diversion and Speed Control

#### Purpose

The purpose of this paper is to provide members with information pertaining to the implementation of “Expansion of Hong Kong International Airport (‘HKIA’) into a Three Runway System – SkyPier High Speed Ferry Route Diversion and Speed Control (‘3RS EIA’)” mitigation measures that involve marine traffic.

#### Implementation details

2. Details of the implementation is attached at *Annex I* reproduced from the letter from the Airport Authority Hong Kong (‘AAHK’) dated 10 March 2016 together with its enclosure regarding the background summary on the “SkyPier High Speed Ferry Route Diversion and Speed Control”.

3. The “Marine Travel Routes and Management Plan for High Speed Ferries (‘HSF’) of SkyPier” (‘The Plan’<sup>2</sup>) was approved by the Environmental Protection Department in November 2015.

4. Pursuant to AAHK, the route diversion and speed control measures have taken effect in respect of all westbound / eastbound HSF operating between SkyPier and Macau / Zhuhai from 28 December 2015.

#### Enquiries

5. For enquiries on this issue, the subject officer is T. F. LI, Senior Marine Officer/Planning and Development(3) (tel: 2852 4386).

Committee Unit  
March 2016

<sup>1</sup> Same content as PAC Paper No. 3/2016.

<sup>2</sup> <http://env.threerunwaysystem.com/ep%20submissions/201511%20MTRMP%20for%20HSF.pdf>



Our Ref. PSU/EIA/O/43

10 March 2016

Local Vessels Advisory Committee  
Marine Department  
21/F., Harbour Building  
38 Pier Road, Central  
Hong Kong

**BY POST & FAX**  
**(FAX: 2541 7194)**

Attn: Mr. Anson M. C. Sinn (Executive Officer – Committee and General)

Dear Sir,

**Expansion of HKIA Into A Three Runway System – SkyPier High Speed Ferry Route Diversion and Speed Control**

It is timely for us to update Local Vessels Advisory Committee in regard to our implementation of an important “Expansion of HKIA into a Three Runway System Environmental Impact Assessment (3RS EIA)” mitigation measures that involves marine traffic.

Airport Authority Hong Kong (AAHK) has consulted the Marine Industry including members of the Local Vessels Advisory Committee on the Marine Traffic Impact Assessment (MTIA) for the Expansion of HKIA into a Three Runway System (3RS) on 5 June 2014. The Marine Industry Consultation covered the findings of the MTIA for both the construction and operations stages of the 3RS Project as well as committed mitigation measures from the 3RS EIA that may affect marine traffic.

This update is in relation to one of the committed mitigation measures from the 3RS EIA, specifically AAHK’s plans for diverting westbound / eastbound high speed ferries (HSF) operating between SkyPier and Macau / Zhuhai away from the original route passing between HKIA and the Sha Chau and Lung Kwu Chau Marine Park (SCLKCMP) to a route going north of the SCLKCMP with a 15-knot speed limit applicable to the section of the diverted route where there is high Chinese White Dolphin (CWD) abundance.

This committed 3RS EIA mitigation measure was covered in the 5 June 2014 Marine Industry Consultation and issues relating to this along with other issues and concerns as raised by attendees were addressed in follow up

correspondence with the Marine Department, or have subsequently been addressed in further meetings with relevant parties.

Since the June 2014 Consultation, AAHK has continued to work with the SkyPier HSF operators on developing the EIA mitigation measure on SkyPier HSF route diversion / speed control. A 25 March 2015 meeting involving AAHK, SkyPier HSF operators and the Marine Department representatives further discussed key issues and paved the way for agreement between AAHK and SkyPier HSF operators on the implementation of the mitigation measure. In the period since March last year a mutually acceptable arrangement for implementing the diversion and speed control was agreed with AAHK and SkyPier HSF operators. Thereafter the SkyPier HSF operators submitted the application for the diverted routes to Marine Department for endorsement in the Permit-To-Operate High Speed Craft.

To meet the Environmental Permit's condition requirement, in July last year we have submitted a "Marine Travel Routes and Management Plan for HSF of SkyPier" (the Plan) to the Advisory Council on the Environment (ACE) for comment and then to the Environmental Protection Department for approval. The Plan provides full details on the SkyPier HSF diversion and speed control section as agreed with the affected HSF operators. The Plan was approved by the Environmental Protection Department in November 2015.

A background summary on the "SkyPier HSF Route Diversion and Speed Control" is attached for you and your members' reference and the Plan can be accessed at <http://env.threerunwaysystem.com/en/ep-submissions.html>.

Please be advised that the route diversion and speed control has taken effect in respect of all westbound / eastbound HSF operating between SkyPier and Macau / Zhuhai from 28 December 2015.

Yours faithfully,



Peter Lee  
General Manager  
Environment, Third Runway  
Airport Authority Hong Kong

Encl.

## SkyPier High Speed Ferry Route Diversion and Speed Control

On 7 November 2014, the Director of Environmental Protection granted to the Airport Authority Hong Kong (AAHK) the Environmental Permit (EP) for the Three-Runway System (3RS) project. The EP sets out a number of conditions, covering environmental mitigation measures, monitoring, and submission requirements during different stages of the project.

The 3RS Environmental Impact Assessment (EIA) concluded that the 3RS project will result in some impacts on the Chinese White Dolphin (CWD) population in Hong Kong waters, mostly related to the loss of CWD habitat; the reduction of the size of CWD travelling areas between the east and west of the airport; and the associated impact on habitat fragmentation and carrying capacity, largely as a result of the new land formation, as well as the SkyPier high speed ferries (HSFs) traffic. Mitigation measures in relation to marine traffic are therefore formulated to reduce the associated acoustic disturbance and risk of injury or mortality.

A key mitigation measure focuses on the SkyPier HSFs traffic. In order to reduce physical threat and high noise nuisance to CWD generated by the HSFs travelling at speeds of over 30 knots across the narrow waters between the airport island and the Sha Chau and Lung Kwu Chau Marine Park (SCLKCMP) during the construction of the project, the SkyPier HSFs travelling to/from Zhuhai and Macau are diverted to the north of SCLKCMP with their speed restricted to 15 knots across areas with high CWD abundance (see **Figure 1**). The Speed Control Zone (SCZ) associated with the diverted route is based on those areas classified as “highly critical” dolphin habitat by dolphin experts (see **Figure 2**). The northerly diversion also prevents SkyPier HSF traffic to directly cross the core zone of the Pearl River Estuary CWD National Nature Reserve thus the disturbance to CWD habitat could be reduced.

SkyPier HSFs travelling to/from Zhuhai and Macau following the diverted route shall avoid the waterway between HKIA and the SCLKCMP; stay within the SCZ; and travel through the SCZ at 15 knots or below. HSF masters shall strictly follow all navigation safety requirements (e.g. local regulations and requirements of the Marine Department) and relevant international practices. HSF masters may decide to follow the relevant navigation safety requirements and deviate from the diverted route in response to an emergency or in the interest of public safety, e.g. in case of adverse sea conditions.

Figure 1: Original and Diverted Routes between SkyPier and Zhuhai / Macau

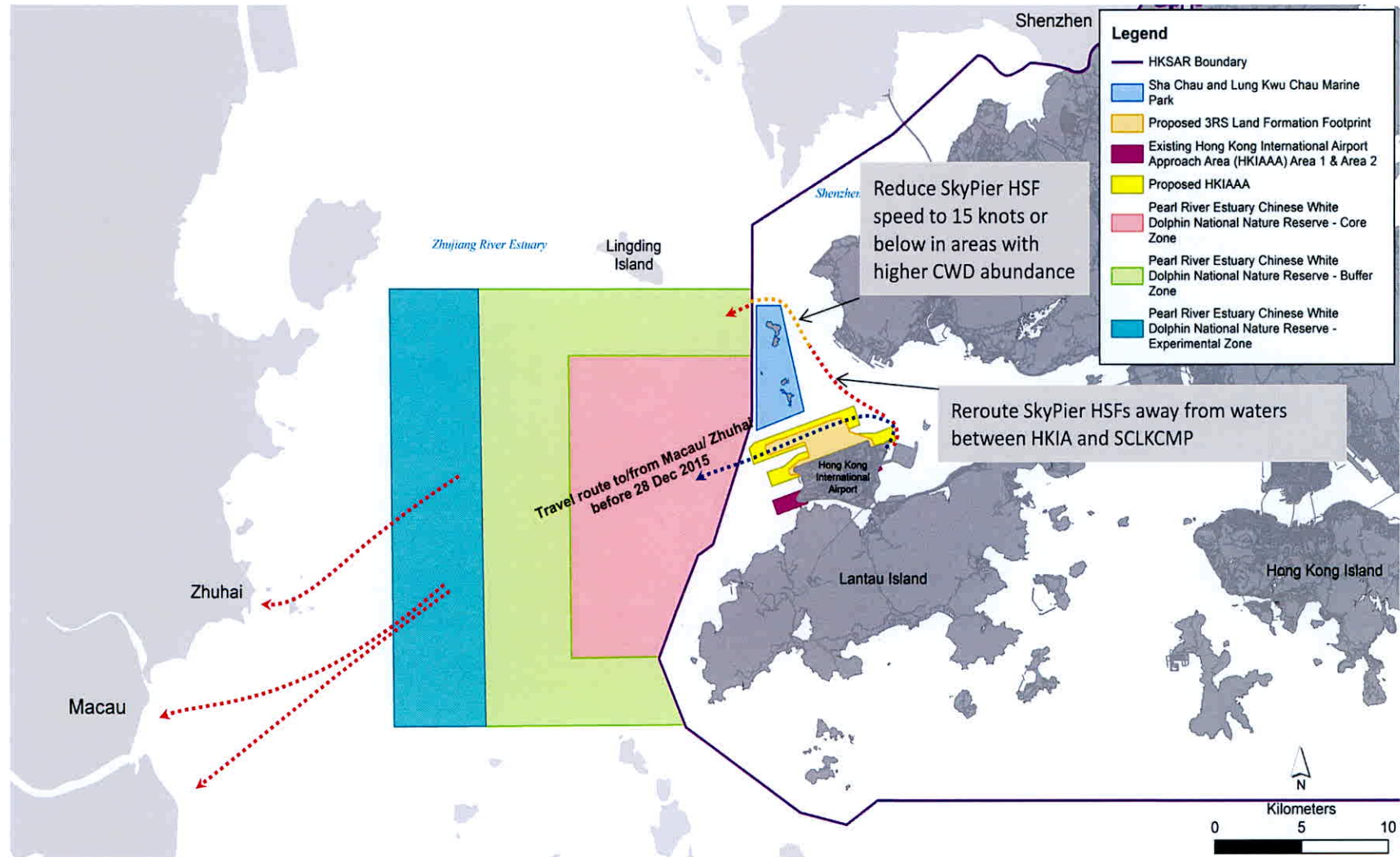


Figure 2: Dolphin Habitat Index and Speed Control Zone Associated with the Diverted Route

