

**Local Vessels Advisory Committee
Pilotage Advisory Committee
High Speed Craft Consultative Committee
Port Operations Committee**

**Marine Park Study for the Expansion of Hong Kong International Airport
into a Three-Runway System**

1. Purpose

1.1 The purpose of this paper is to brief and seek Members' views on the design and management plan of the proposed marine park for the Expansion of Hong Kong International Airport into a Three-Runway System ("3RS") Project.

2. Background

2.1 The Environmental Impact Assessment ("EIA") Report of the 3RS Project recommended the establishment of a new marine park ("the 3RS Marine Park") of approximately 2,400 hectares as compensation for the seabed habitat and open waters habitat loss associated with the land formation for the 3RS Project. The 3RS Marine Park is proposed to protect and conserve the marine environment around the Hong Kong International Airport from various anthropogenic threats as well as to provide linkage between the current Sha Chau and Lung Kwu Chau Marine Park ("SCLKCMP") and The Brothers Marine Park ("BMP"), resulting in a marine protected area of about 4,500 hectares in the north Lantau waters.

2.2 A Marine Traffic Impact Assessment ("MTIA") was conducted by the Airport Authority Hong Kong ("AAHK"), in parallel with the EIA study of the 3RS Project ("the EIA Study"), to assess the potential marine traffic safety and operational issues associated with the construction and operation of the 3RS Project, including marine traffic risks associated with the 3RS Marine Park and the planned diversion of SkyPier High Speed Ferries. The MTIA identified that:

- a) the marine traffic risk in the future navigable waterspace as a result of 3RS Project (during both construction and operation) falls within acceptable levels, as per Hong Kong Societal Risk criteria; and
- b) navigation simulation workshops concluded that the future waterspace is viable and safe.

2.3 In June 2014, AAHK presented the MTIA findings in a joint consultation to members of the four Marine Department's consultative/advisory committees, namely Local Vessels Advisory Committee, Pilotage Advisory Committee, High Speed Craft Consultative Committee and Port Operations Committee.

2.4 As per the EIA Study and taking into account the MTIA findings, the 3RS Marine Park was included as a mitigation measure in the EIA Report. In November 2014, the Director of Environmental Protection granted AAHK the Environmental Permit ("EP") for the 3RS Project (Permit No. EP-489/2014). The EP stipulated that the 3RS Marine Park shall be about 2,400 hectares in size and identified its location and layout (see **Appendix 1**).

2.5 In accordance with the EP, AAHK is required to advance the preparation works for the designation of the 3RS Marine Park. To this end, AAHK has commenced a detailed study for the 3RS Marine Park design ("the Marine Park Study"). Up to now, AAHK has consulted some relevant stakeholders including government bureaux/departments, professional and community liaison groups, and green groups/non-governmental organizations to solicit their views on the design and management plan for the 3RS Marine Park.

3. Proposed Marine Park Design

3.1 As shown in **Appendix 1**, the 3RS Marine Park shall connect with the adjacent marine parks within Hong Kong waters, namely SCLKCMP and BMP. The 3RS Marine Park shall also be contiguous with the Pearl River Estuary Chinese White Dolphin National Nature Reserve. The extent of the 3RS Marine Park has considered ecological connectivity between known Chinese White Dolphin (CWD) hotspots as identified in the EIA Study, and is considered beneficial for CWD conservation.

3.2 In determining the extent of the proposed 3RS Marine Park, potential implications on marine uses and marine users have been considered. The 3RS

Marine Park will not encroach upon principal fairways including the Urmston Road Fairway and the Castle Peak Fairway (see **Appendix 1**) to enable continued and safe passage of marine traffic, as assessed in the MTIA described in para. 2.2 above.

4. Proposed Marine Park Management Plan

4.1 The 3RS Marine Park will be managed and controlled in a similar manner as the existing marine parks in accordance with the Marine Parks Ordinance (MPO)(Cap. 476) for conservation, recreation, education and scientific research purposes. As the authority under the MPO, the Agriculture, Fisheries and Conservation Department (“AFCD”) will be responsible for the operation, management and law enforcement of the 3RS Marine Park after its designation under the MPO.

4.2 Under the MPO, vessels operating within marine parks are subject to a maximum speed limit of 10 knots. In addition, no person shall moor or anchor a vessel in a marine park except under and in accordance with a permit or at mooring buoys or mooring sites provided by AFCD.

4.3 A set of SMART¹ goals and management targets will be developed to ensure the effective management of the 3RS Marine Park. To support the achievement of the SMART goals, a multi-pronged management plan has been recommended in the Marine Park Study. Proposed management measures are referenced from existing marine park management practices in Hong Kong, which include: a) the provision of a zoning scheme; b) park administration; c) fisheries management measures; d) marine ecological and fisheries enhancement measures; e) ecological and environmental monitoring; and f) public use and education. In relation to marine usage and planning measures including “zoning scheme”, “park administration” and “fisheries management measures”, they are described below. Details of the other three measures are included in **Appendix 2** for reference.

¹ SMART refers to the five principles of Specific, Measurable, Achievable, Results-focused and Time-bound.

- (a) **Zoning Scheme:** Possible types of zoning including mooring site(s) or core area(s) will be explored. As the 3RS Marine Park will connect the SCLKCMP and BMP to form a larger marine park matrix, there is an opportunity to explore integrated management of the three marine parks, with the development of the holistic zoning schemes essentially for one large protected area. The feasibility of integrated management will be further investigated through liaison with AFCD and consultation with relevant stakeholders.
- (b) **Park Administration:** Boundary buoys will be used to clearly demarcate the 3RS Marine Park boundary for management and law enforcement purpose. The number and location of boundary buoys to be proposed will be optimized for effective management of the 3RS Marine Park with relevant stakeholders and consultative/advisory committees to be consulted beforehand. Different types of buoys including physical and non-physical alternatives will be explored. Marine park facilities, including marine park information boards/sign boards, will be placed at prominent locations in the vicinity of the 3RS Marine Park in consultation with AFCD and other relevant stakeholders.
- (c) **Fisheries management measures:** The 3RS Marine Park will adopt the fisheries management strategy in marine parks that prevail in Hong Kong at the time of designation. AAHK will discuss with AFCD on the potential ways to assist in the implementation of the corresponding measures, including the use of smart technologies to facilitate efficient monitoring.

4.4 AAHK will take the lead and work together with AFCD in the preparation works for the designation of the 3RS Marine Park. As the authority under the MPO, AFCD will be responsible for the designation, management and operation of the proposed 3RS Marine Park. A Liaison Group involving AAHK and AFCD is proposed to be set up to facilitate direct and ongoing liaison with AFCD with a view to adding value to the management of the 3RS Marine Park after its establishment.

5. Stakeholder Consultation

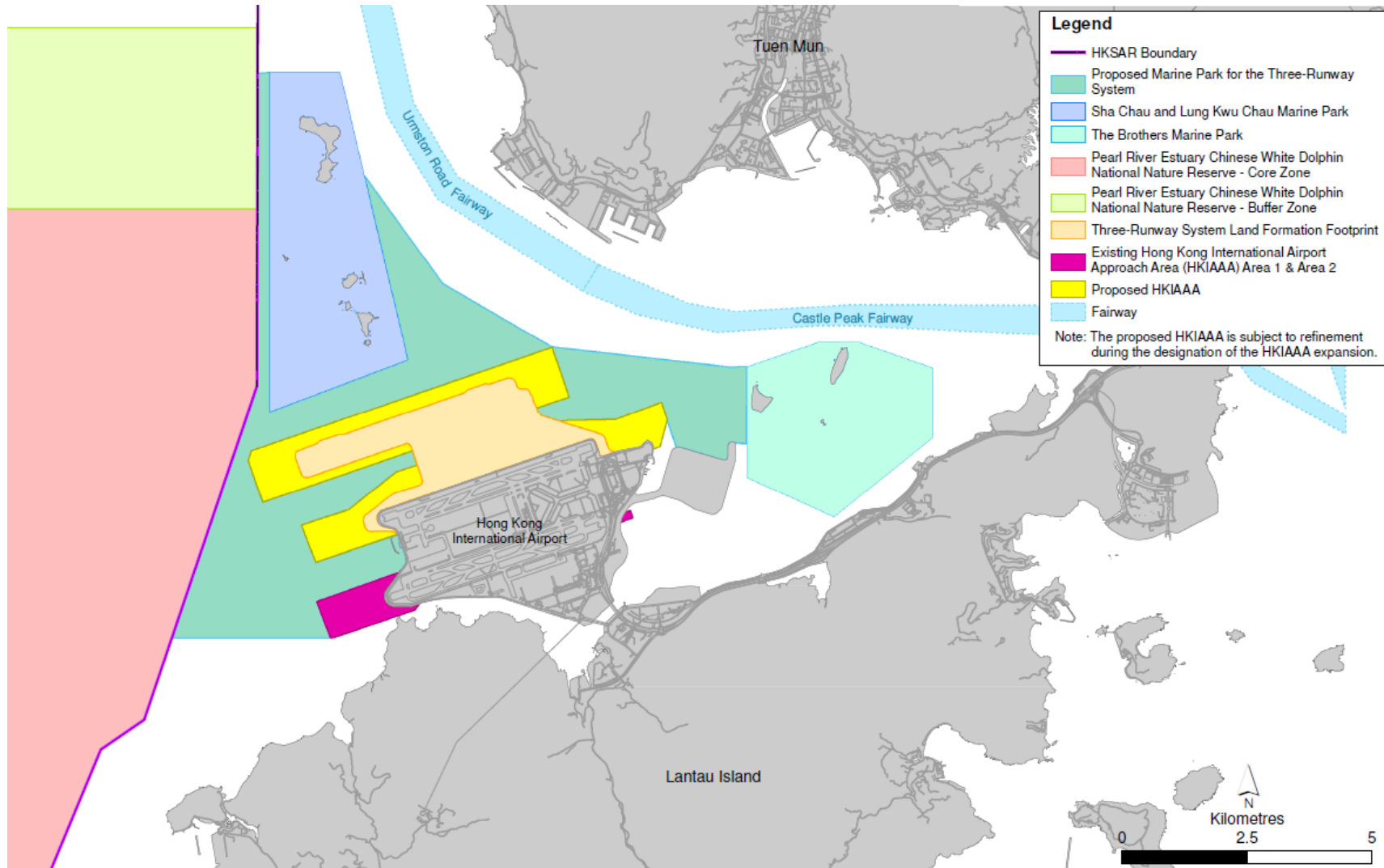
5.1 AAHK has launched consultations with stakeholders since 2016 to solicit their views on the design and management plan for the 3RS Marine Park. In addition to consulting the Marine Department's consultative/advisory committees, AAHK will consult stakeholders including relevant government bureaux/departments, fisheries sector, marine industry, ferry operators, relevant District Councils, Rural Committees, advisory boards/committees (e.g. Country and Marine Parks Board, Marine Parks Committee, etc.), recreational fishers, green groups/non-governmental organizations and community groups.

6. Way Forward

6.1 Subject to Members' comments and feedback received during the consultations, AAHK will proceed to finalize the design and management plan of the 3RS Marine Park. Subsequently, the final design and management plan of the 3RS Marine Park would be presented to the Country and Marine Parks Board and endorsement from the Board will be sought before proceeding with the statutory procedure for designating the 3RS Marine Park under the MPO. Designation will tie in with the full operation of the 3RS Project targeted in end 2024.

Airport Authority Hong Kong
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Appendix 1 – Extent and layout of the 3RS Marine Park



Appendix 2 – Details of management measures “Marine ecological and fisheries enhancement measures”, “Ecological and environmental monitoring” and “Public uses and education”

Management measure	Details
Marine ecological and fisheries enhancement measures	<p>a) Feasibilities of the following enhancement measures within the proposed 3RS Marine Park will be assessed:</p> <ul style="list-style-type: none"> ○ Artificial reef deployment ○ Fish fry restocking <p>b) Other enhancement measures will also be explored to enhance its ecological and conservation values in consultation with stakeholders.</p>
Ecological and environmental monitoring	<p>a) An ecological and environmental monitoring programme will be developed to evaluate the effectiveness of the marine park management plan.</p> <p>b) Monitoring components, including water quality, CWD and fisheries resources would be considered within the 3RS Marine Park and adjacent waters.</p> <p>c) Use of smart technologies to facilitate efficient monitoring will be explored.</p>
Public uses and education	<p>a) To promote education and public awareness of the marine environment, educational materials (such as leaflets, exhibition boards, booths) will be considered.</p> <p>b) Short-term exhibitions at HKIA on issues such as CWD conservation and the background of the 3RS Marine Park will be considered.</p> <p>c) Other activities, such as eco-tours, eco-guide training, education and publicity programmes, will also be considered.</p>