

PILOTAGE 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’²) 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

¹ Same content as LVAC Paper No. 2/2016.

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



Our Ref. PSU/EIA/O/42

10 March 2016

Pilotage Advisory Committee
Marine Department
21F., 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 Pilotage 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 Pilotage 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

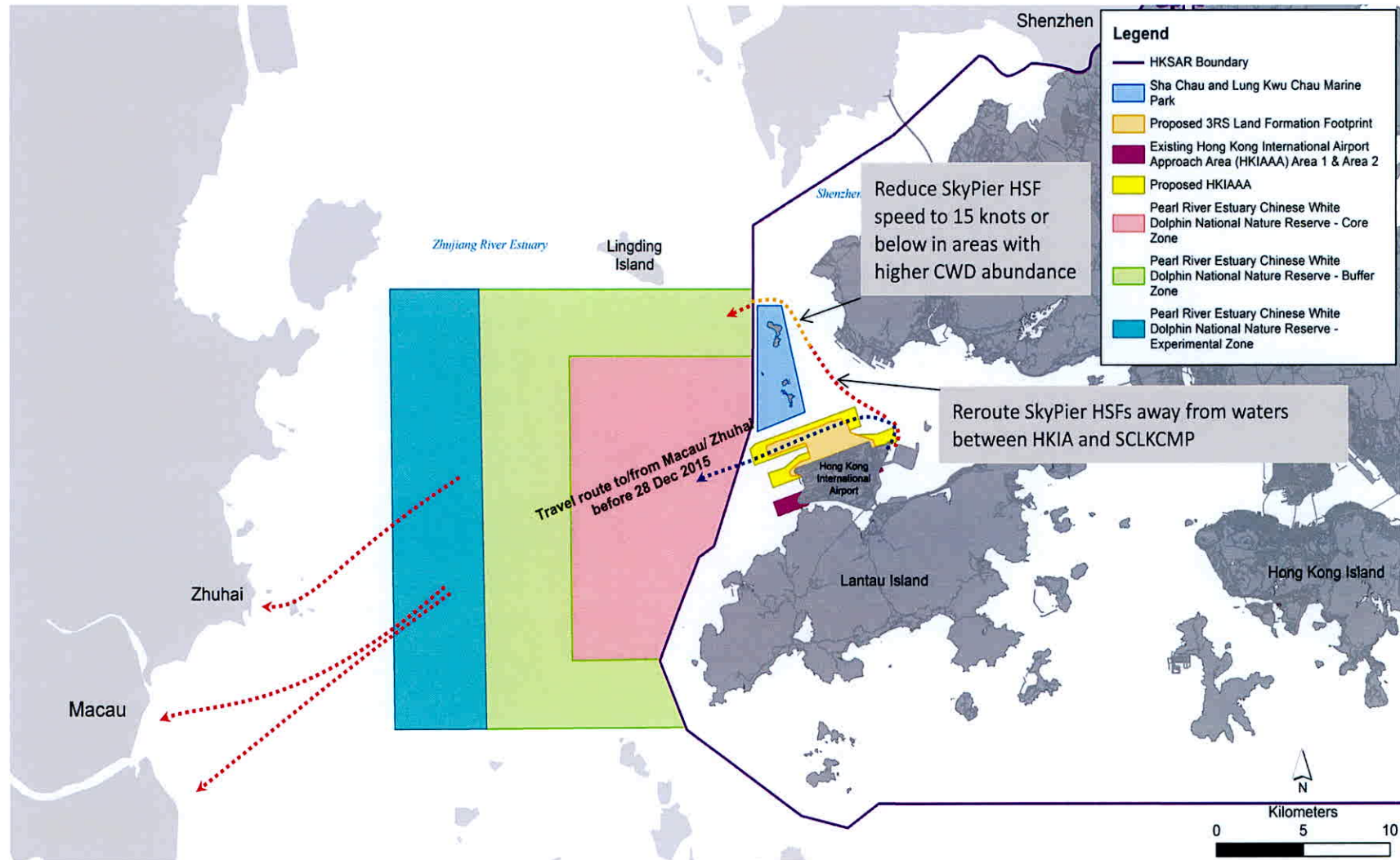
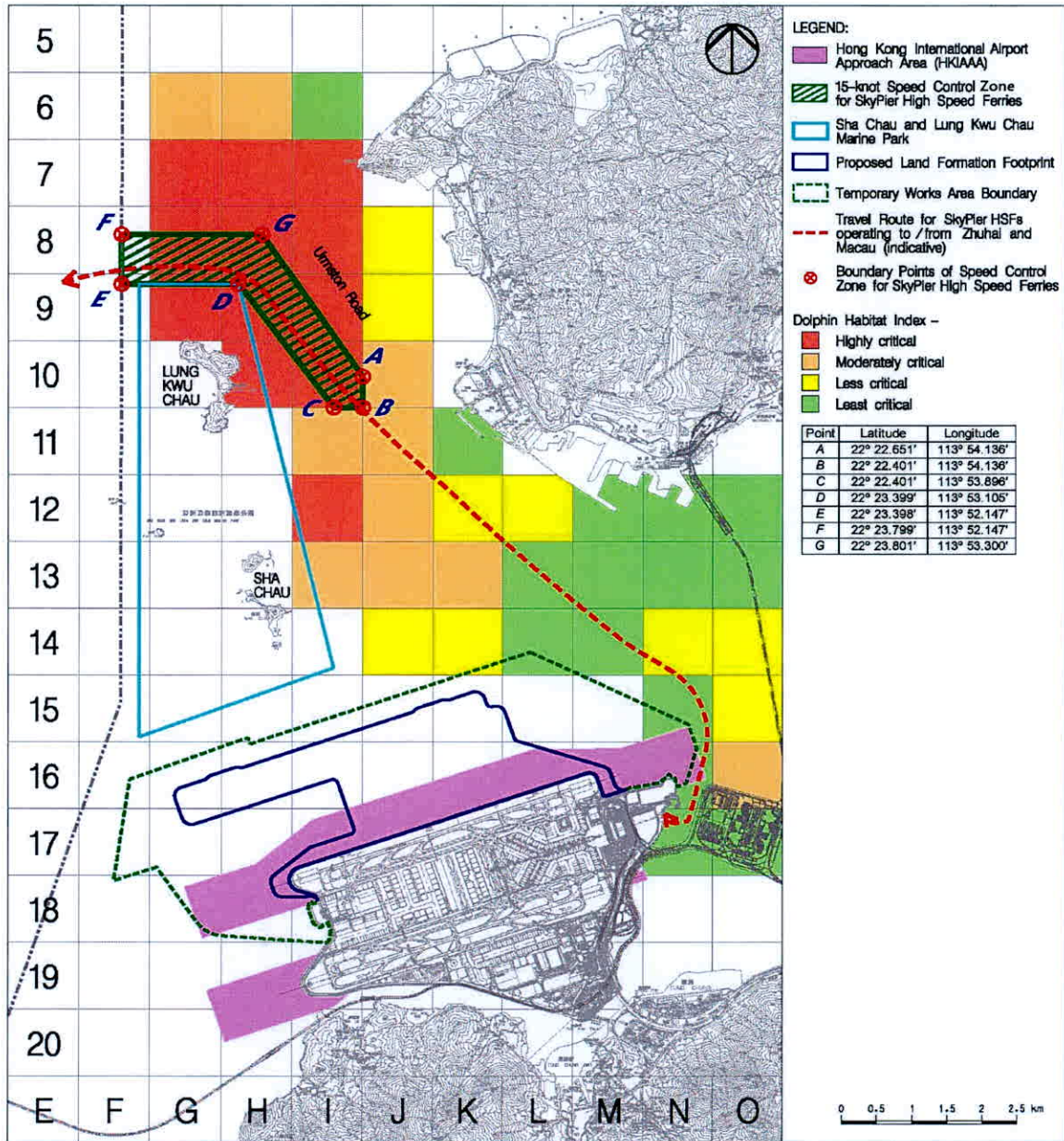


Figure 2: Dolphin Habitat Index and Speed Control Zone Associated with the Diverted Route





香港 | HONG KONG
國際機場 | INTERNATIONAL
AIRPORT

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冼銘俊先生

本局檔號：PSU/EIA/O/42

冼先生：

擴建香港國際機場成為三跑道系統— 海天客運碼頭高速船航線改道及船速限制

香港機場管理局（「機管局」）現就推行「擴建香港國際機場成為三跑道系統的環境影響評估」（「三跑道系統環評」）中涉及海上交通的重要緩解措施，向領港事務諮詢委員會提供最新資料。

機管局於 2014 年 6 月 5 日，就擴建香港國際機場成為三跑道系統的海上交通影響評估，諮詢海事業界，其中包括領港事務諮詢委員會成員的意見。有關諮詢包括三跑道系統項目在施工及營運階段的海上交通影響評估結果，以及三跑道系統環評中已承諾的緩解措施可能會對海上交通構成的影響。

為配合三跑道系統環評所載的緩解措施，往來海天客運碼頭與澳門／珠海的西行／東行高速船由原來駛經香港國際機場與沙洲及龍鼓洲海岸公園之間的航行路線，改為經沙洲及龍鼓洲海岸公園北面。高速船在改道航線上駛經位處中華白海豚經常出沒範圍時，船速須限制於 15 節。

以上緩解措施已在 2014 年 6 月 5 日諮詢會上涵蓋，機管局亦已向海事處匯報相關的跟進事宜及出席業界所關注的事項，或已與相關業界人士開會處理。

於 2014 年 6 月進行諮詢後，機管局就海天客運碼頭高速船航線改道／船速限制制訂環評緩解措施，繼續與海天客運碼頭高速船營運商緊密聯繫。於 2015 年 3 月 25 日舉行的會議上，機管局、海天客運碼頭高速船營運商與海事處代表進一步討論各項主要事宜及安排，並為機管局與海天客運碼頭高速船營運商就實行緩解措施訂立協議進行準備工作。自去年 3 月起，機管局與海天客運碼頭高速船營運商就實

施航線改道及船速限制達成雙方接納的安排。其後，海天客運碼頭高速船營運商就改道航線向海事處申請高速船營運許可證書的簽註。

為符合環境許可證條件的要求，機管局於去年 7 月向環境諮詢委員會提交「海天客運碼頭高速船的海上交通路線及管理計劃」，以諮詢其意見，然後再提交環境保護署批准。這項計劃包含了與受影響海天客運碼頭高速船營運商協定的海天客運碼頭高速船航線改道及船速限制範圍的詳細資料，並已於 2015 年 11 月獲環保署批准。

現隨附「海天客運碼頭高速船航線改道及船速限制」的背景資料概要，以供委員會及各委員參考，而有關計劃內容亦已上載至 <http://env.threerunwaysystem.com/tc/ep-submissions.html>。

現時往來海天客運碼頭與澳門／珠海的所有西行／東行高速船航線改道及船速限制措施已於 2015 年 12 月 28 日起生效。

三跑道項目環境事務總經理
香港機場管理局
李仲騰

2016 年 3 月 10 日

附件

海天客運碼頭高速船航線改道及船速限制

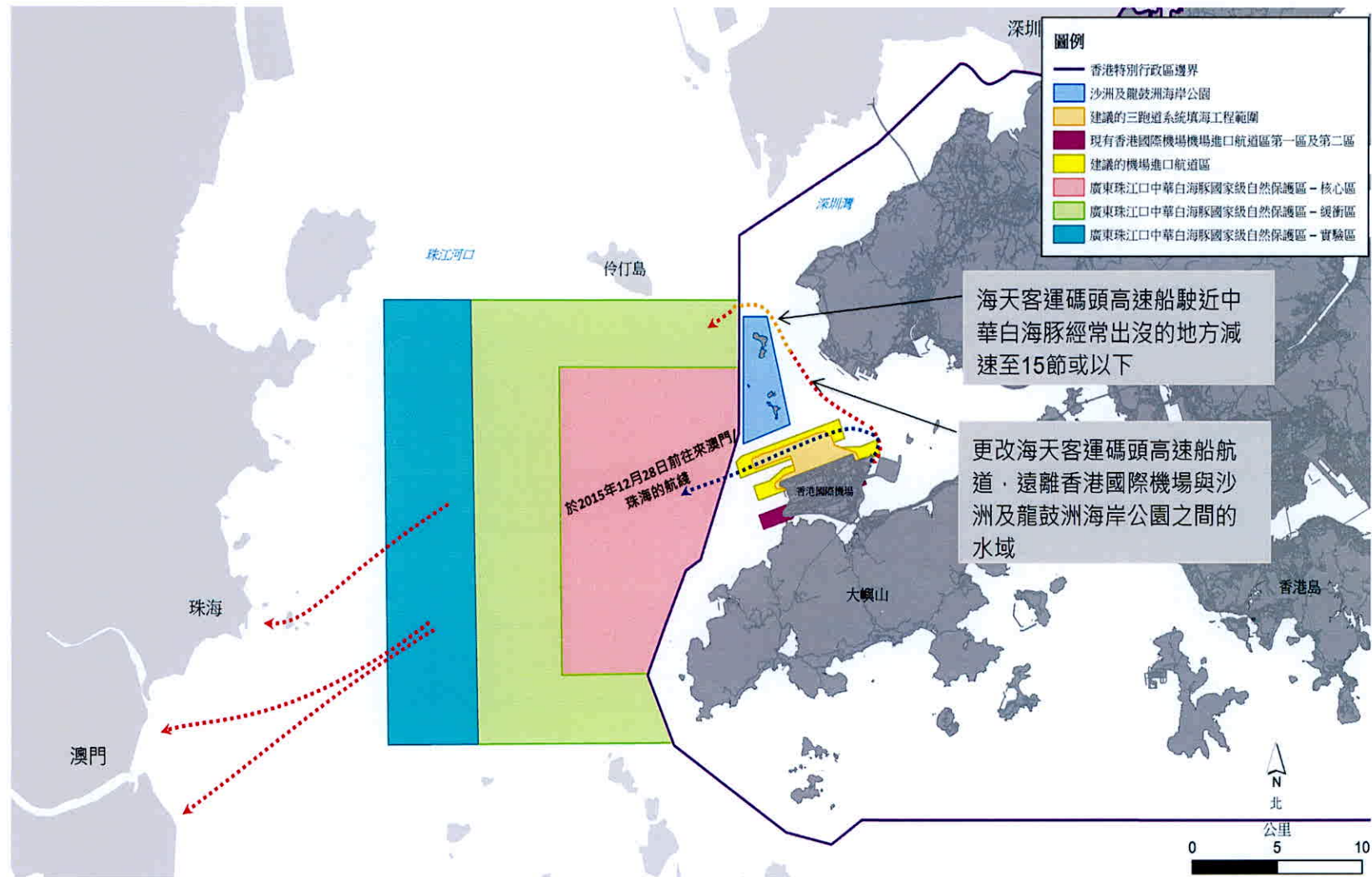
於2014年11月7日，環境保護署署長就三跑道系統項目向香港機場管理局發出環境許可證，當中附有多項條件，涵蓋環境緩解措施、監察工作及在項目不同階段需要提交的資料。

三跑道系統環境影響評估的結論指出，三跑道系統項目將會對香港水域的中華白海豚種群造成一些影響，主要包括中華白海豚棲息地損失、香港國際機場東面及西面之間的中華白海豚游弋範圍縮小，以及對生境的相關影響。這些影響主要是由於開拓新土地及海天客運碼頭的高速船交通所致，亦因此制訂海上交通相關緩解措施，以減低對中華白海豚的聲音滋擾、受傷或死亡風險。

其中一項主要緩解措施集中應對海天客運碼頭的高速船交通。在項目施工期間，往來珠海及澳門的海天客運碼頭高速船，必須改為經沙洲及龍鼓洲海岸公園北面航行，此外，當駛經中華白海豚經常出沒的指定範圍時，船速將限制於15節（見圖一），以減低高速船以30節以上航速在機場島與沙洲及龍鼓洲海岸公園之間的狹窄水域行駛對中華白海豚所帶來的受傷風險及聲音滋擾。與改道航線相關的船速限制區是按照海豚專家評定為「非常關鍵」的海豚棲息地（見圖二）所劃定。航行路線北移亦可避免相關高速船直接穿越於珠江口的中華白海豚國家級自然保護區核心區，從而減少對中華白海豚棲息地造成的干擾。

依照改道航線，往來珠海及澳門的海天客運碼頭高速船，須避免使用香港國際機場與沙洲及龍鼓洲海岸公園之間的水道；並須在船速限制區範圍內行駛，以及在船速限制區以不超過15節的船速航行。高速船船長須嚴格遵守所有航海安全規定（例如本港規例及海事處規定）及相關國際慣例。高速船船長可因應緊急或符合公眾安全的情況下（例如在惡劣的海面情況），按有關的航海安全規定作出偏離航線的決定。

圖一：海天客運碼頭高速船來往珠海及澳門的改道航線及廣東珠江口中華白海豚國家級自然保護區



圖二：海豚棲息地指標及改道航線與相關的船速限制區

