

Update on the ‘Airport City’ projects At Hong Kong International Airport

Purpose

1. This paper aims to provide the updates on Airport Authority Hong Kong’s (AAHK) ‘Airport City’ projects at Hong Kong International Airport (HKIA), including the development of Hong Kong Port (HKP) Island of Hong Kong-Zhuhai-Macao Bridge (HZMB), SKYCITY and the relevant projects.

Background

2. AAHK put forward the Airport City vision and blueprint in May 2019, which aims to fully capitalise on the unique geographical advantage of HKIA, capture opportunities arising from various new infrastructural developments in Hong Kong, and integrate and achieve greater synergy between the airport and related industries. The core functions of the airport and related industries are organically and seamlessly integrated into the fabric of the Airport City, unleashing a strong synergy. The various mid- and long-term developments in the blueprint will strengthen HKIA as an international aviation hub and create a new landmark for Hong Kong. HKSAR Government supports the vision of Airport City development. As announced in the Chief Executive’s 2020 Policy Address, the Government has accepted a number of proposals put forward by the AAHK in relation to the Airport City strategy.

3. In December 2020, AAHK announced a series of projects at HKIA that are being implemented progressively as part of the “Airport City” development. The ‘Airport City’ project is expected to complete in phases in 10 years. The blueprint entails an investment of over HK\$40 billion in the 10 years by AAHK in enhancing the airport’s capacity and functionality, as well as the competitiveness and attractiveness. The relevant projects include the Three-runway System project, air cargo development, smart airport development and airport facilities enhancement, with a view to transforming HKIA into a new landmark and propelling the economic development of Hong Kong and the region.

4. This paper aims to brief the Islands District Council (the Council) on the updates on the "Airport City" projects at HKIA, including development of the HKP

Island of HZMB, Airportcity Link (ACL), SKYCITY and the development of AsiaWorld-Expo Phase 2.

Development of Hong Kong Port Island of HZMB

5. AAHK was invited by the Government in October 2018 to study the development of the HKP Island, with the aim to further enhance the functions of Hong Kong as an international and regional aviation hub and to drive the economic development of Hong Kong. In the 2020 Policy Address, the Government has accepted a number of proposals put forward by AAHK. The tentative development plan for the HKP Island is shown in **Annex 1**, the relevant proposals are:

- Develop automated car parks
- Take forward the ACL project
- Develop the Hong Kong International Aviation Academy campus and student dormitories
- Reserve some of the land parcels on the HKP Island for the development of air cargo logistics and related supporting facilities for the airport community

Automated Carparks

6. AAHK plans to develop automated car parks on the HKP Island that will provide around 6 000 parking spaces in phases, of which around 3 000 parking spaces will be provided for self-drive transfer passengers coming over via the HZMB to fly out of HKIA (i.e. “Park and Fly”). “Park and Fly” passengers, after leaving their vehicles in the automated car parks, may proceed to the boarding gates directly through the bonded vehicular bridge connected to the SkyPier Terminal located within the restricted area of the airport, without the need to go through Hong Kong’s immigration clearance. This provides a convenient way for transfer passengers to travel to different destinations worldwide.

7. AAHK plans to provide around 3 000 parking spaces in the automated car parks in phases for “Park and Visit” visitors. After leaving their cars in the automated car parks, “Park and Visit” visitors may go through clearance procedures at the Passenger Clearance Building at the HKP to enter Hong Kong, and afterwards go from HKP to SKYCITY or to other parts of Hong Kong via ACL.

8. The car parks will make use of the latest technology for automated parking system, providing convenient services for drivers and enhancing the operational

efficiency. AAHK believes that the automated carparks will attract additional passengers to the airport.

Aviation Academy Campus and Dormitories

9. AAHK plans to construct a new campus and dormitories on the HKP Island for the Hong Kong Aviation Academy, in order to strengthen talent training and attract more young people in Hong Kong to join the aviation industry.

HKP Island and Other Land Uses

10. Land parcels on the HKP Island will be reserved for the development of air cargo logistics and related supporting facilities for the airport community.

11. AAHK's development plan on the HKP Island will further optimise the utilisation of the land adjacent to the airport. It will generate more job opportunities and provide a better living environment for the expanding Tung Chung community, and also inject new development elements and economic vitality into the whole North Lantau.

Airportcity Link (ACL)

12. AAHK plans to take forward the ACL project, a purpose-built bridge on which a vehicular road and a pedestrian walkway will be provided to connect the HKP Island and SKYCITY. According to AAHK's plan, an autonomous transportation system will operate on ACL.

13. As the next step, AAHK plans to extend ACL's autonomous transportation system to Tung Chung town centre. The roads on the eastern coast of the Airport Island will be integrated into the plan to provide a comprehensive and environmentally-friendly transportation network connecting Tung Chung town centre, the Airport Island and the HKP Island.

Vehicular Bridge and Pedestrian Walkway of Airportcity Link

14. At the Islands District Council Meeting held on 17 December 2018, AAHK briefed Members on "Intermodal Transfer Terminal Bonded Vehicular Bridge and Associated Road Works outside Airport Island" (IDC Paper 126/2018). The project provides a new bonded vehicular bridge to connect the HKP with the Intermodal

Transfer Terminal (ITT) adjacent to the SkyPier, in order to enhance HKIA's intermodal connectivity and catchment in the PRD region. The construction works of the ITT and the associated ITT Bonded Vehicular Bridge have already commenced, with a target to complete the project by the end of 2022. This intermodal service aims to facilitate land-to-air and air-to-land transit via HKIA, providing a hassle-free travelling experience to HKIA transit passengers.

15. The alignment of ACL will be parallel to the ITT Bonded Vehicular Bridge. ACL and the ITT Bonded Vehicular Bridge will serve different functions. ACL is a bridge directly linking SKYCITY with the HKP Passenger Clearance Building, providing a convenient way for inbound passengers to visit SKYCITY, a major integrated development that comprises retail complexes, dining areas and entertainment facilities, whereas the ITT Bonded Vehicular Bridge will be located in the Restricted Area, serving only air transit passengers from Zhuhai and Macao.

16. ACL will be a viaduct in the non-restricted area with a vehicular road and a pedestrian walkway. It will be open to inbound passengers as well as the public. An autonomous transportation system will operate on ACL to provide an environmental and advanced service.

17. Having regard to the expected growth in passengers and visitors, ACL will help relieve the pressure on the traffic of the airport's road network. A location map and an illustrative design concept of ACL bridge are shown in **Annex 2**.

18. According to AAHK's plan, when the relevant approvals are obtained, the roads of ACL that link SKYCITY with the HKP Passenger Clearance Building will be gazetted under Roads (Works, Use and Compensation) Ordinance (Cap. 370) in Q2 2021 the earliest.

Extension of ACL to Tung Chung

19. One of the key elements of the Airport City development is to further enhance the close interaction between the airport and economic activities in the surrounding areas, so as to maximise synergies. The commercial and leisure activities, residential and hotel facilities and transport systems in neighbouring Tung Chung are highly relevant to airport users. Enhancing the transport connectivity will enable the Airport City and Tung Chung to generate further economic synergies.

20. According to AAHK's proposal, the autonomous transportation system will be extended to Tung Chung town centre, forming a comprehensive transport system connecting to the MTR Tung Chung Station for the convenience of visitors. The project includes the development of the road system on the eastern coast of the Airport Island, and the building of a viaduct connecting Tung Chung. A proposed

interchange station will be located on a viaduct in Tung Chung connecting the adjacent shopping mall, from which the MTR Tung Chung Station will be within an estimated 6-minute walk.

21. There will be enroute stops between HKP/ SKYCITY and Tung Chung. With the completion of the autonomous transportation system, the traveling time of land transport between Tung Chung and the airport is expected to be further shortened. The journey time from SKYCITY to HKP is estimated to be 2 to 3 minutes, and from HKP/ SKYCITY to Tung Chung about 8 to 10 minutes. The alignment and the illustrative design of the autonomous transportation system are shown in **Annex 3** and **Annex 4**.

22. AAHK will conduct an Environmental Impact Assessment (EIA) study in accordance with the EIA Ordinance (Cap. 499) for the extension of ACL's autonomous transportation system to Tung Chung as well as the related promenade and bayside facilities. It is expected that AAHK will commence the statutory EIA procedure in 2021 to evaluate the potential environmental impacts.

SKYCITY

23. The SKYCITY Development is a crucial part of the long-term development of HKIA. It is as a key component of AAHK's vision to transform HKIA from a "city airport" to an "Airport City". Developed in phases, SKYCITY will create synergy with other Lantau's attractions, generate business and employment opportunities, and promote tourism. The initial phase of the SKYCITY Development includes a hotel at Site A1a, and an integrated retail, dining and entertainment development in Site A2 and Site 3. Please refer to **Annex 5** for the overall planning and different sites of SKYCITY.

Hotel Development

24. The first hotel development of SKYCITY occupies a site of about 6 670 square metres with a permissible gross floor area ("GFA") of 33 700 square metres. Construction of the hotel started in 2017 and has been substantially completed. The hotel is a 12-storey building providing 1 200 guest rooms with ancillary facilities.

Retail, Dining and Entertainment ("RDE") Development

25. The RDE development has a total site area of about 79 000 square metres and will provide a maximum GFA of 350 000 square metres. The RDE Development is designed as a dynamic lifestyle attraction, providing experience-

based and advanced family entertainment facilities, as well as diverse retail and dining experience. It also includes office towers. Upon completion, this unique development will be the largest facility of its kind in Hong Kong.

26. In June 2019, AAHK completed the handover of the SKYCITY sites to the developer for construction, which has seen good progress. The three office towers with a total GFA of around 52 000 square metres have been topped out and are scheduled to be completed in 2022. The entertainment, retail and dining facilities are targeted to open from 2023 to 2027 in phases. Please refer **Annex 6** for image of the RDE Development.

27. Located just a short stroll from HKIA's passenger terminals, SKYCITY will be conveniently accessible by rail, road, and a network of footbridges. The footbridge system is intended to connect development parcels within SKYCITY and link SKYCITY with the passenger terminals and the mass transport system serving the airport. Two other footbridges are also planned, connecting SKYCITY with the future AWE Phase 2 Development as well as the new Terminal 2 which is being expanded.

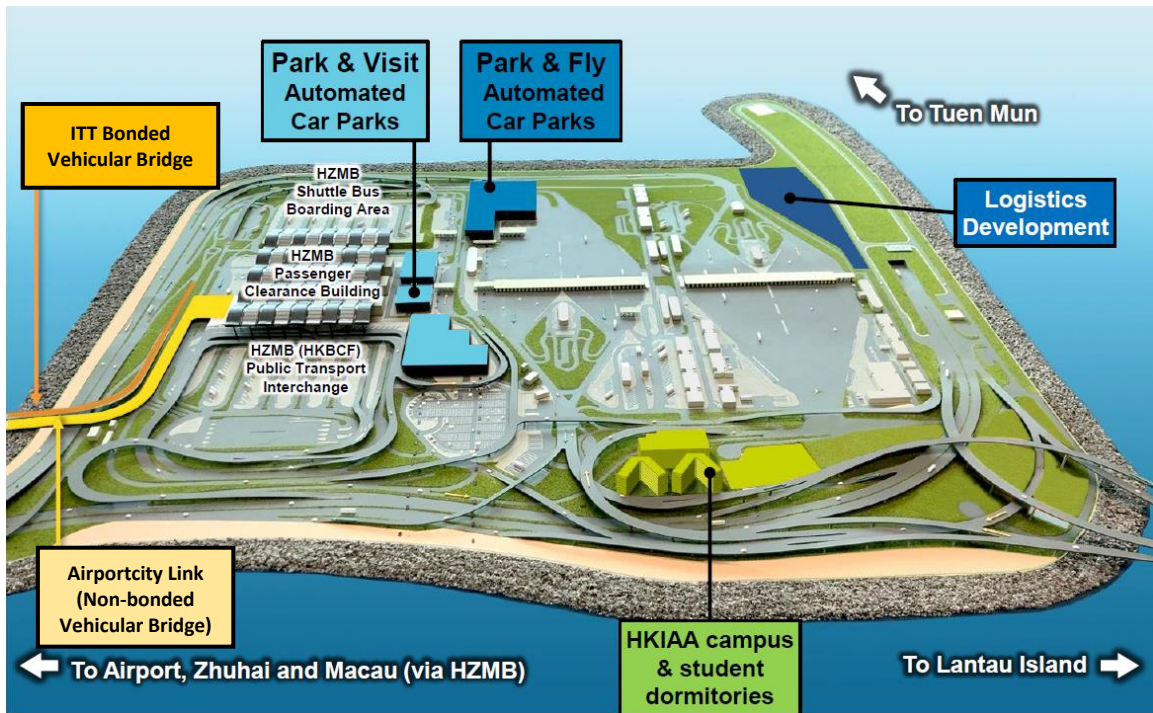
AWE Phase 2 Development

28. AAHK has started planning for the AWE Phase 2 Development. Adjacent to the existing AWE facilities, the Phase 2 development will enable AWE to develop into one of the major venues for international events in Hong Kong. The existing and new facilities of AWE will complement airport facilities as well as SKYCITY, creating maximum synergy. The site of AWE Phase 2 measures approximately 41 000 square metres and is about one-third of the site size of the existing AWE facilities. Upon the completion of AWE Phase 2, it will be one of the largest indoor performance venues in Asia, and the total floor area of the exhibition facilities will be increased to 100, 000 square metres. Due to COVID-19 pandemic, the site of AWE Phase 2 is now temporarily used for "The North Lantau Hospital Hong Kong Infection Control Centre" as part of the Government's anti-pandemic strategy. Taking into account the latest situation and practicalities, AAHK will consider the development and schedule for AWE Phase 2 in a prudent manner.

Advice Sought

29. Members are invited to note the above.

Development plan of Hong Kong Port Island



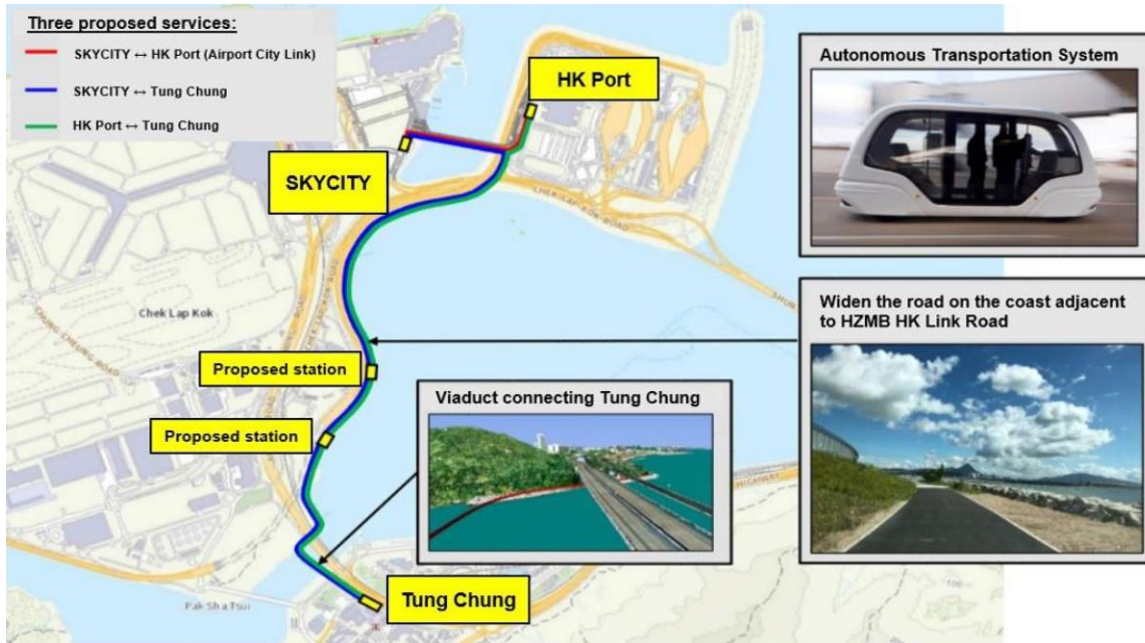
Airportcity Link – bridge location and the illustrative design concept



Airportcity Link – the design concept of bridge and view in computer simulation



Airportcity Link Autonomous Transportation System – the alignment of system



Airportcity Link Autonomous Transportation System – illustration design



The overall planning and different sites of SKYCITY



The image of the RDE Development

