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ACE Paper 9 /2026
For advice on 13 July 2026

Report on the 165th Environmental Impact Assessment Subcommittee Meeting

Water Recreation and Yacht Bay Development

PURPOSE

The Environmental Impact Assessment (EIA) Subcommittee considered the EIA report on “Water Recreation and Yacht Bay Development” (the Project) submitted under Section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) at the meeting on 15 June 2026. The EIA report was submitted by the Airport Authority Hong Kong (AAHK) (the Project Proponent).

2. Members are requested to note the views of the EIA Subcommittee and advise on whether the EIA report should be endorsed.

BACKGROUND AND NEED FOR THE PROJECT

3. The Project is one of the initiatives under the 2024 and 2025 Policy Address which aimed at developing Hong Kong’s yacht economy and promoting yacht tourism. It forms a significant component of the Airport City Blueprint “SKYTOPIA”. The Project, which includes the provision of berthing and mooring facilities and water recreational activities, works alongside with other SKYTOPIA initiatives for creating an air-ocean tourism hub, and fostering economic development in the Greater Bay Area (GBA). By developing a yacht bay with ancillary facilities, the Project will extend Hong Kong International Airport’s connectivity to overseas yachts / marina users through air-marine transport network, enhancing amenities for the yacht industry and promoting yacht tourism.

4. Aligned with the 14th and 15th Five-Year Plans and the GBA Outline Development Plan, the Project supports marine leisure, coastal tourism and community well-being. It will provide diverse recreational offerings, address emerging berthing demand from local and regional yacht visits, and synergise with

planned marina developments across Hong Kong. By anchoring the GBA yacht economy and integrating with Lantau's tourism blueprint, the Project will enrich quality of life, strengthen connectivity, and establish Lantau as a unified tourism destination, injecting vibrancy into both Hong Kong's and the region's yacht and tourism industries.

5. Please refer to ACE-EIA Paper 4/2026 (*Annex A*) for details of the EIA project.

VIEWS OF THE SUBCOMMITTEE

6. Members noted that the EIA report was made available for public inspection during the period from 30 April 2026 to 29 May 2026 and EPD has received a total of 109 public comments, and 4 late comments were received after the inspection period. All public comments were submitted to Members of the EIA Subcommittee for consideration before its meeting.

7. Relevant extract of the draft minutes of the EIA Subcommittee meeting held on 15 June 2026 is at *Annex B*.

VIEWS OF THE DIRECTOR OF ENVIRONMENTAL PROTECTION

8. The Director of Environmental Protection (DEP), in consultation with relevant authorities, considered that the EIA report has met the requirements of the EIA Study Brief and the Technical Memorandum on EIA Process, for the purpose of its exhibition for public inspection under Section 7(4) of the EIAO.

RECOMMENDATIONS OF THE SUBCOMMITTEE

9. Having regard to the findings of the EIA report and information provided by the Project Proponent and its consultants, the EIA Subcommittee recommended the full Council to endorse the EIA report with the following conditions –

Brief Introduction:

- (a) Eco-shoreline will be provided at the breakwaters under this Project. As stated in the EIA report (EIA S.7.7.2.4 and S.7.7.2.5), an eco-shoreline study report, including recommendations on the types of eco-shoreline, design plans, and the implementation programme would be prepared and submitted to the authority for agreement prior to commencement of construction works. **Condition (1)** is proposed in specifying the types of the eco-shoreline and the implementation plan.

- (b) Other potential ecological enhancement features, such as artificial reefs, oyster shell reefs, restocking of fish fries / shellfishes and translocation of corals, will also be explored to further enhance the marine ecological resources and support ecological functions during the detailed design, taking into account the marine conditions, exposure of wave and storm surge, bathymetry, substrate and adjacent usage and activities (EIA S.7.7.3.1). **Condition (2)** is proposed in specifying the types of ecological enhancement features to be adopted and the implementation plan.
- (c) According to EIA S.7.7.2.2, smart initiatives will be adopted to monitor the travel speed and travel routes of the visiting yachts with an aim to minimise the interaction with the adjacent marine parks so as to minimise disturbance to marine mammals. S. 7.4.1.4 and S.7.7.2.2 of the EIA also state that a prebooking and registration arrangement that link booking priority with compliance performance on relevant environmental practices including vessel speed control, vessel travel routes to reduce footprint within marine parks will be implemented. **Condition (3)** is proposed in specifying the relevant controls accordingly.
- (d) As stated in EIA S.2.11.1.1, the project proponent has conducted a series of consultation activities to collate comments from different stakeholders. For continuing the public engagement, **Condition (4)** is proposed for setting up an Environmental Committee (EC) to advise on the preparation of the Eco-shoreline Implementation Plan (Condition 1), Ecological Enhancement Plan (Condition 2) and Marine Traffic Management Plan (MTMP) (Condition 3).
- (e) An Environmental Management Plan for Water Park (EMPWP) will be developed prior to the operation to control activities in the Water Park, covering operation guidelines and details such as demarcation of Water Park boundary, provision of positioning devices for water sports vessels, vessel speed control, code of conduct on marine mammal encounter, no wastewater discharge, promotion of use of biodegradable and ocean friendly sunscreen, and Special Events arrangement at Water Park and its preventive measures, etc. (EIA S.2.3.1.5). **Condition (5)** is proposed in specifying the environmental practices to be implemented in the Water Park.
- (f) As stated in EIA S.7.5.2.14, with the implementation of good site practice following the prevailing regulations, impacts due to antifouling agents or paints from the yachts and marine vessels would be minor. To safeguard the impact to marine life from the potential release of antifouling agents or paints from marine vessels during operation, **Condition (6)** is proposed in specifying sediment monitoring requirement.

Conditions of Endorsement

The Project Proponent shall –

- (a) no later than 3 months before commencement of construction of the eco-shoreline, submit an Eco-shoreline Implementation Plan (ESIP) to the DEP for approval. The ESIP shall include recommendations on the types, design and extent of eco-shoreline to be implemented at each proposed breakwater (i.e. the proposed three breakwaters at Hong Kong Port South Berthing Facility and the proposed vertical breakwater at Tung Chung East Marina) and the implementation programme;
- (b) no later than 3 months before commencement of construction of the Project, submit an Ecological Enhancement Plan (EEP) to the DEP for approval. The EEP shall provide (i) the types of ecological enhancement features to be adopted, including artificial reefs, oyster shell reefs, restocking of fish fries / shellfishes; (ii) the design, location and quantity of the ecological enhancement features; and (iii) the implementation programme of the ecological enhancement features;
- (c) no later than 3 months before commencement of operation of the proposed Marina, in consultation with the Agriculture, Fisheries and Conservation Department (AFCD), submit a MTMP, to the DEP for approval. The MTMP shall include (i) the imposition of speed limit for the vessels under the Project and the visiting yachts, (ii) the suggested vessel travel routes; (iii) the set-up of the real-time vessel tracking system including data integrity measures and the smart initiatives to be adopted; (iv) the mechanism to alert the concerned vessels in case of deviation; and (v) the implementation arrangement of the compliance performance linked booking and registration system with a view to minimising disturbance to the adjacent marine parks. The Project Proponent shall review the marine traffic movement data and submit the data bi-monthly to EPD and AFCD and also report annually to the ACE on the effectiveness of the MTMP for the first two years of operation of the Project;
- (d) set up an EC no later than 4 months before the commencement of construction of the Project. The EC shall be consulted to advise on the preparation of the ESIP, the EEP and the MTMP and review the effectiveness of implementation of the proposed requirements and ecological enhancement / preventive measures of the Project according to the EIA report and the approved ESIP, EEP and MTMP. The EC should have a wide representation including representatives of relevant government departments (including AFCD), green groups and academics. The list of members and terms of reference of the EC shall be submitted to the DEP for approval;

- (e) no later than 3 months before commencement of operation of the Project, submit an EMPWP, to the DEP for approval. The EMPWP shall include the environmental practices to be implemented in the Water Park, including the demarcation of Water Park boundary, area for motorised water sports and means to track the position of the motorised water sport vessels, vessel speed control, promotion of use of biodegradable and ocean friendly sunscreen, and the arrangement, types of Special Events to be held at Water Park and the preventive measures; and
 - (f) no later than 3 months before commencement of operation of the Project, in consultation with AFCD, submit a Sediment Monitoring Plan (SMP), to the DEP for approval. The SMP shall identify appropriate locations for sediment monitoring, propose sampling methods, monitoring parameters and frequency and mechanism of reporting monitoring results to EPD and AFCD, with a view to monitoring any potential impacts on sediment quality of the seabed arising from anti-fouling agents or paints released from marine vessels during the operation of the Project.
10. The Project Proponent would be required to attend the subsequent ACE meeting to present and explain the project details to the full Council.

EIA Subcommittee Secretariat
July 2026