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ACE-EIA Paper 4 /2026
For advice on 15 June 2026

Environmental Impact Assessment Ordinance (Cap. 499)
Environmental Impact Assessment Report

Water Recreation and Yacht Bay Development

PURPOSE

This paper presents the key findings and recommendations of the Environmental Impact Assessment (EIA) report for the "Water Recreation and Yacht Bay Development" ("the Project") submitted under Section 6(2) of the Environmental Impact Assessment Ordinance (EIAO) (Application No. EIA-321/2026). Airport Authority Hong Kong (AAHK) ("the Applicant") and its consultants will present the EIA report at the meeting of the EIA Subcommittee.

ADVICE SOUGHT

2. Members' views are sought on the findings and recommendations of the EIA report. The Director of Environmental Protection (DEP) will take into account comments from the public and the Advisory Council on the Environment in deciding whether or not to approve the EIA report under Section 8(3) of the EIAO.

BACKGROUND

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 (HKIA) 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. The Applicant submitted on 13 February 2026 the EIA report for the Project for approval under the EIAO. The DEP, after taking advice from relevant authorities, considered that the EIA report met the requirements of the EIA Study Brief (SB) of the Project (No. ESB-372/2024) and the Technical Memorandum on EIA Process (TM), for the purpose of its exhibition for public inspection under Section 7(4) of the EIAO.

NEED FOR THE PROJECT

6. There is a growing demand for berthing spaces, driven by emerging local and cross-boundary yacht visits or self-guided tours in the GBA, Southeast Asia and other nearby regions. The availability of both short-term and long-term berthing and mooring facilities next to the HKIA will provide the flexibility to accommodate various emerging berthing demands by pleasure boats and yachts.

7. Echoing the recreation and tourism trends identified in the "Recreation & Tourism Development Strategy for Lantau – Feasibility Study" identified, there is a growing momentum in outdoor activities and health-conscious leisure activities. Utilisation of the Project area for water recreation activities will unleash the potential of the water body, enriching the range of recreation and leisure activities in Lantau and Hong Kong for all user types.

DESCRIPTION OF THE PROJECT

8. The Project comprises the construction and operation of (i) approximately 573 berths for pleasure yachts with length from 10 m to 120 m at the proposed Hong Kong Port (HKP) South Berthing Facility (495 berths), HKP East Mooring Space (27 berths) and Tung Chung East (TCE) Marina (51 berths) with the associated breakwaters; (ii) Water Park of 150 hectares (ha) at the waters between HKP, airport island and TCE; (iii) water recreation area at TCE Marina; and (iv) landside facilities including Marina Club and Commercial Use with Ancillary Car Park and Dry Dock Storage and Berth Maintenance at TCE. The Project Layout Plan and the Conforming Scheme of the Project are shown in **Figure 1** and **Figure 2**. The Project construction is scheduled to commence in early 2027 for completion by late 2030.

9. The Project constitutes a Designated Project by virtue of the following items in Schedule 2 of the EIAO: -

(a) Item C.1 – "*Reclamation works (including associated dredging works) more than 5 ha in size*";

(b) Item C.1(1)(a) – "*Reclamation works (including associated dredging works) that are of more than 1 ha in size, and a boundary of which is less than 500 m from the nearest boundary of an existing marine park that is wholly situated on or over any foreshore and sea-bed*";

(c) Item C.12(1)(a) – "*A dredging operation that is with a dredging volume of more than 500 000 m^3*";

(d) Item O.2 – "*A marina designed to provide moorings for more than 30 vessels used primarily for pleasure or recreation*"; and

(e) Item O.8 – "*A theme park or amusement park with a site area of more than 20 ha in size*".

ENVIRONMENTAL BENEFITS

10. The EIA report concludes that construction and operation of the Project will be fully compliant with EIAO requirements with no adverse residual environmental impacts. Key environmental benefits include:

(i) **Enhancing Local Ecological Resources of the Bay Area**
The Project presents an opportunity to increase local ecological resources. Eco-shoreline will be incorporated into the design of the eastern breakwater of the HKP South Berthing Facility and the breakwater of TCE Marina to increase the local biodiversity of the bay area. These features, proven successful in nearby projects like the Three-Runway System (3RS) and Tung Chung New Town Extension (TCNTE), are designed to enhance marine biodiversity and support ecological functions.

(ii) **Promoting Sustainable Operation**
The proposed marina will be equipped with sustainable infrastructure, including on-shore power supply to reduce emission from visiting yachts and in-slip pump-out systems for transferring sewage and grey water from visiting yachts to the inland sewerage treatment system, to prevent wastewater discharge. Comprehensive Environmental Management Plans (EMP) for both the Marina and the Water Park will implement operational guidelines covering control of vessel speed and travel routes for visiting yachts, wastewater discharge prohibitions, codes of conduct for marine mammal encounters, use of biodegradable sunscreen.

(iii) **Enhancing Community Connection Through a Blue-Green Recreation Network**

The Project will provide the opportunity to bring the water recreational area and the eco-shorelines established under the TCNTE Project together, forming a nature-connected, waterfront destination where visitors could appreciate the coexistence of recreation and ecological conservation.

CONSIDERATION OF ALTERNATIVE OPTIONS

11. The EIA has evaluated alternative design options including project scale, siting, form of breakwaters and piled foundation for marine structures, construction method and sequence to avoid and minimise environmental impacts. Key approaches include:

Avoidance of Impact

12. All marina facilities of the Project have been sited to avoid encroaching on the existing marine parks (i.e. The Brothers Marine Park (BMP) and the North Lantau Marine Park (NLMP)), Site of Special Scientific Interest, other ecologically sensitive receivers (e.g. Tung Chung River cum Bay System) and fisheries sensitive receivers (e.g. important spawning and nursery grounds for commercial fisheries resources and fish culture zones).

Minimisation of Impact

13. Siting of the HKP East Mooring Space has been selected to avoid the need for dredging, thereby minimising potential ecological, fisheries, and water quality impacts. Reclamation extent is also minimised by eliminating breakwater at HKP East Mooring Space and adoption of vertical breakwater at TCE Marina to minimise the habitat loss, adopting vertical breakwater at TCE Marina will also avoid encroachment upon the existing eco-shorelines at TCE.

14. Non-dredged method (i.e. stone column or deep cement mixing (DCM) foundation) will be adopted for the construction of breakwater to minimise seabed disturbances and the associated water quality, marine ecological and fisheries impacts. This also reduces the volume of sediment to be dredged and disposed. Night-time construction works will be restricted and non-percussive piling method will be adopted for the marine piling work to minimise disturbance to marine mammals.

SPECIFIC ENVIRONMENTAL ASPECTS TO HIGHLIGHT

Marine Ecology

15. Marine ecological surveys were conducted over a 6-month period, in accordance with the requirements of the EIA Study Brief and TM. A total of four marine habitat types were identified within the assessment area, including intertidal habitats, subtidal hard-bottom habitats, subtidal soft-bottom habitats, and marine waters. The ecological values of all identified habitats are evaluated as Low / Low to Moderate, except the mangrove eco-shoreline at TCNTE and the marine parks (i.e. the BMP and NLMP), which are evaluated as Moderate and High in ecological value, respectively. In this connection, the Project has been arranged without encroaching onto the mangrove eco-shoreline nor the marine parks. With the implementation of silt curtain and control of dredging rate, the existing mangrove eco-shoreline in TCE will be maintained during the marina construction and operation.

16. Permanent habitat loss of approximately 10 ha is anticipated due to the construction of breakwaters and foundations of the berthing and mooring facilities. These marine habitats are of low ecological importance and are considered small in the context of similar habitats elsewhere in Hong Kong. Hence, the impact of such permanent habitat loss is considered of Minor significance and hence, habitat compensation is considered not necessary. On the other hand, the baseline surveys have identified one hard coral species, *Oulastrea crispata*, at the proposed HKP South Berthing Facility and HKP East Mooring Space areas. However, the percentage cover of the species in the areas is low (<5%) and the species is also commonly found in Hong Kong. Given its low coverage and common status in Hong Kong waters, the potential impacts to the affected coral are considered Minor and translocation of coral is therefore considered not necessary.

17. The Project area is not a key habitat for Chinese White Dolphin (CWD). Rare detections of CWD (ranging from 0.01 detection positive minutes (DMP)/day at the proposed HKP South Berthing Facility area to 0.14 DMP/day at HKP East Mooring Space area) were recorded in the Passive Acoustic Monitoring (PAM) survey, which were much lower than the detections in key CWD habitats at Southwest Lantau Marine Park (55.42 DMP/day) and at Tai O areas (16.12 DMP/day) recorded under the Agriculture, Fisheries and Conservation Department (AFCD) / AAHK's long term PAM survey. The EIA report has reviewed the past CWD monitoring data from AFCD (2013-2024) and from AAHK's 3RS project (2015-2025), which showed minimal CWD sighting within the Project area and in its immediate vicinity. The baseline PAM survey results align with the long-term monitoring data from AFCD and AAHK, confirming the Project area is not a key habitat for CWD. Nonetheless, preventive measures will be implemented, including a 10-knot vessel speed limit similar to Marine Parks, dedicated marine travel routes for construction vessels to minimise passing through the Marine Parks, and marine mammal watching (assisted with smart initiatives) to minimise the potential impact to CWD during construction phase.

18. During the operational phase, underwater sound emitted by yachts and motorised water sports vessels is typically of a low frequency band that does not acoustically interfere significantly with CWD's sensitive hearing range. The estimated average induced marine traffic from the berthing and mooring facilities is about 7 vessel movements per hour. The Marina will incorporate preventive measures, including an advance booking system to manage the vessel movements (e.g. setting out the vessel speed control within the Marina and through marine parks, and suggested vessel travel routes to reduce footprint within marine parks), and code of conduct on marine mammal encounters in the EMP. The booking system links the environmental compliance performance of the users, providing an incentive for compliance. With over 4 500 ha of North Lantau waters designated as marine parks, the risk of vessel collision and disturbance to CWDs and their habitat in Hong Kong waters caused by induced marine traffic from the berthing and mooring facilities is considered insignificant. Motorised water sport vessels will be restricted to the Water Park area, avoiding risk of vessel collision and disturbance to CWDs. Impacts on marine ecological resources, including CWDs, are assessed as Minor.

19. Eco-shorelines are proposed to be incorporated into the eastern breakwater of the HKP South Berthing Facility and at the breakwater of TCE Marina as an enhancement measure. Key elements under consideration include eco-enhanced concrete blocks, oyster baskets / bags filled with recycled oyster shells, and precast tidal pools. After completion, there would be enhanced eco-shorelines along both sides of the Tung Chung Buoyed Channel that would contribute to the enhancement of marine ecological resources in the area.

Water Quality

20. The quantitative assessment of water quality impacts during the construction phase and operation phase has been conducted. The water quality modelling results revealed that the water quality impacts caused by the marine works will be localised and only the water sensitive receivers (WSR) in close proximity of the marine work areas would experience elevated suspected solid levels exceeding the Water Quality Objectives (WQOs). With the implementation of the proposed mitigation measures including deployment of silt curtain, control of dredging rate and placement of sand blanket for DCM, the predicted levels of water pollutants at all identified WSRs would comply with the WQOs and the proposed criteria. To prevent the eco-shorelines established under TCNTE being affected by the marine works at TCE Marina, further reduce dredging rate and deployment of supplementary silt curtain at the eco-shoreline at TCNTE will be adopted.

21. The hydrodynamic simulations indicated that during the operational phase, the changes in hydrodynamics due to the marine structures are negligible and the water quality model predicted no adverse water quality impacts at the WSRs due to the change in hydrodynamic regime. For maintenance dredging that may be required in future, it would be infrequent and the scale will be less than capital dredging. Impact from future maintenance dredging, when needed, upon WSRs

would be less than capital dredging and would comply with the WQOs and the proposed criteria. With full implementation of the recommended good practices, such as prohibiting vessel cleaning and maintenance in the Marina and wastewater discharge from the vessels to the sea, connecting land based facilities to public sewerage system and encouraging Water Park users to use ocean friendly sunscreen, as well as the fact that use of toxic organotin biocides / cybutryne in antifouling paint is banned by international / local regulations, adverse water quality impact from the operation of the Project is not anticipated.

Cultural Heritage

22. A suspected ancient wooden shipwreck with size of approximately 25 m x 9 m, was identified buried 0.1 m - 1.5 m below seabed within the proposed HKP South Berthing Facility area during the geophysical survey for Marine Archaeology Investigation. Subsequent laboratory testing of the recovered plank suggests that it may be from a wooden Chinese shipwreck, dating from the Ming to the early Qing Dynasty (16^{th} to 17^{th} century). Based on the current information, the significance of this asset is classified as high and the overall significance of effect from the Project is considered major. Therefore, the Applicant has proposed the establishment of an Archaeological Exclusion Zone (AEZ) of 50 m radius as a mitigation measure to preserve the suspected ancient wooden shipwreck in-situ. Within the AEZ, construction activities including reclamation, dredging and marine piling, and vessel movement will be prohibited. With the implementation of the AEZ, the overall significance of effect shall be acceptable. A pre-construction survey will be conducted before the commencement of marine works.

23. Given the suspected ancient wooden shipwreck was identified within the proposed HKP South Berthing Facility area, the berthing layout of the HKP South Berthing Facility was modified such that no permanent structures, berths or navigation channels are sited in the AEZ. The modified berthing layout of the HKP South Berthing Facility is shown in **Figure 3** (Alternative Scheme). The EIA report has included an assessment on the environmental implication of the Alternative Scheme and concluded that no adverse environmental impacts are anticipated for the Alternative Scheme.

Other Environmental Aspects

24. The potential impacts of other environmental aspects including air quality, noise, waste management, fisheries and visual have also been assessed in the EIA report. With the implementation of recommended mitigation measures, the Project will comply with the relevant requirements of the SB and the TM and no adverse environmental impacts is anticipated.

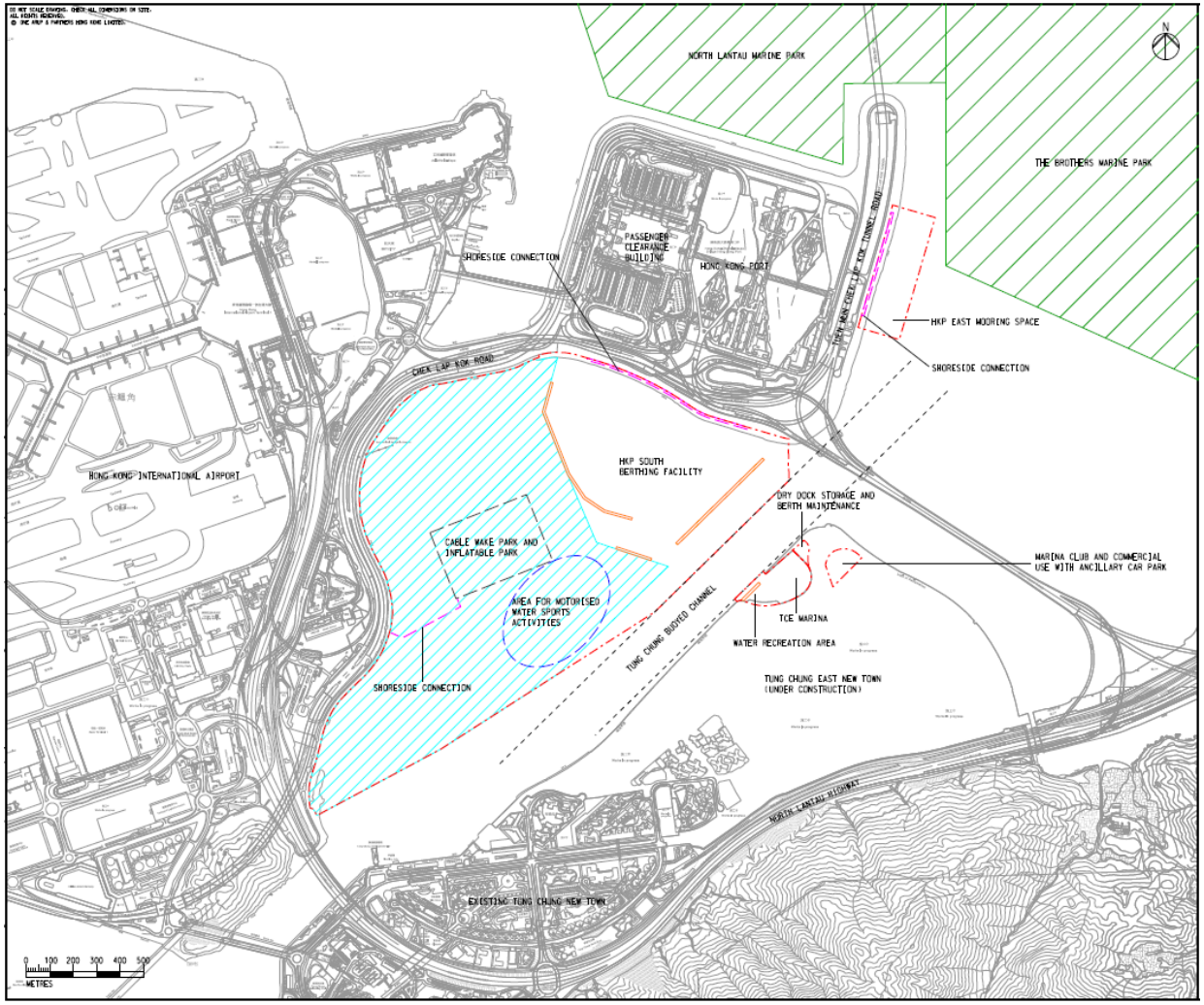
ENVIRONMENTAL MONITORING AND AUDIT

25. The EIA report has included an Environmental Monitoring and Audit (EM&A) Manual, which recommends an EM&A programme for the Project, including continuous construction dust monitoring, noise monitoring and water quality monitoring during construction phase as well as site audit for air quality, noise, water quality, ecology and visual aspects. For the operational phase, the EM&A programme has covered the submission of Fixed Noise Management Plan which includes a commissioning test to demonstrate noise compliance and Cultural Heritage Mitigation Measure Plan to set out monitoring and audit requirement based on the findings of the pre-construction survey.

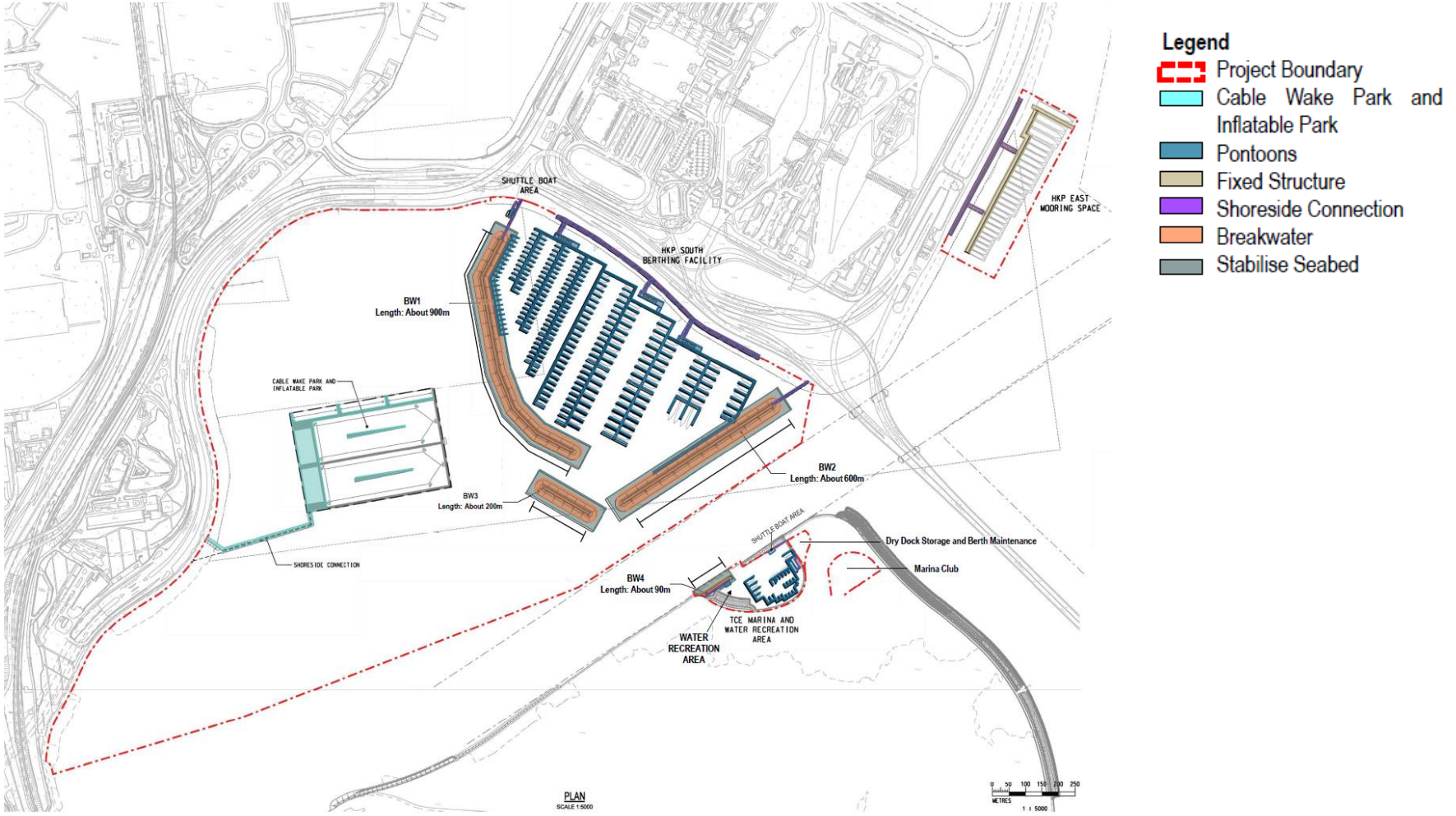
PUBLIC CONSULTATION

26. The Applicant has made the EIA report, EM&A Manual and Executive Summary available for public inspection under the EIAO from 30 April 2026 to 29 May 2026. A summary of all the public comments received by the Environmental Protection Department during the public inspection period and a gist of the main concerns raised in the public comments will be provided separately.

June 2026
Environmental Assessment Division
Environmental Protection Department



Project Title:	**Water Recreation and Yacht Bay Development**	**EIA Application No.: EIA-321/2026**	
Figure 1	**Project Layout** [Remark: This figure is prepared based on Figure 1.1 of the EIA report]		



Project Title:	**Water Recreation and Yacht Bay Development**	**EIA Application No.: EIA-321/2026**	
Figure 2	**Conforming Scheme of the Project** [Remark: This figure is prepared based on Figure 2.4 of the EIA report]		

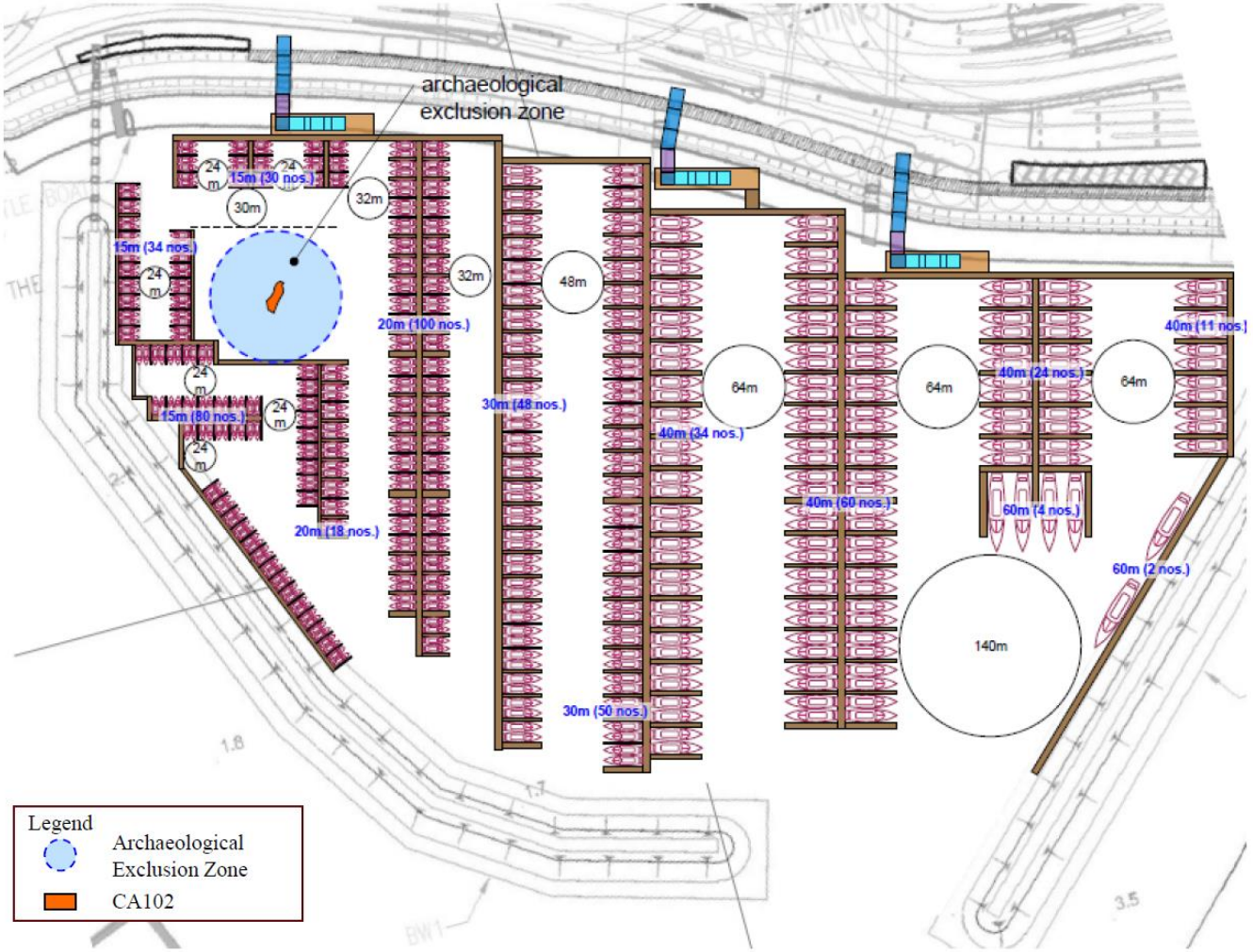


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Figure 3	**Alternative Scheme for the HKP South Berthing Facility** [Remark: This figure is prepared based on Appendix 10.3 of the EIA report]		