

Hactl welcomes the positive results of HKIA's third runway consultation

(29 December 2011, Hong Kong:) Hong Kong Air Cargo Terminals Limited (Hactl) – the leading air cargo terminal operator at the world's largest airfreight hub – warmly welcomes the positive findings of the recent consultation on the question of building a third runway at Hong Kong International Airport (HKIA).

The growth of HKIA has been the biggest single factor in the development and prosperity of Hong Kong. The new airport, opened in 1998, has helped to boost tourism and commerce, and has established the city as a major transit point both for passengers and cargo.

In our own sphere of cargo, airlines always have a choice of where they locate their regional hubs. Such choices are based particularly on infrastructure, size of accessible market, and range of destinations served. The latter creates interline opportunities where airlines collaborate to extend their respective networks. Where airport limitations inhibit airlines' own expansion plans, they simply migrate to alternative gateways taking jobs and revenue with them.

HKIA is approaching saturation. A third runway is vital to Hong Kong's development and to make further landing and take-off slots available. Only by providing airlines with space to grow will Hong Kong retain its existing airline base, and also attract new airline customers. If we lose our momentum, other airports in other countries will gain at our expense. And we will not stand still, but slide backwards into decline.

The findings of this report clearly reflect the widespread realisation that HKIA is key to our community's prosperity, and that it must be allowed to develop in a responsible fashion. Hactl totally supports this view.

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About Hactl:

Hactl was launched in 1976 at Kai Tak Airport, where it handled 175,000 tonnes of cargo in its first year of operation. In 1998 it relocated to its famous, custom-designed SuperTerminal 1 at the city's new Chek Lap Kok airport. This is still the world's largest single independent cargo handling facility.

Hactl has more than doubled its tonnage in the 13 years since it moved to SuperTerminal 1, with an all-time record throughput of 2.9 million tonnes in 2010.

Hactl's shareholders are Jardine, Matheson & Co., Ltd (41.67%), Hutchison Port Holdings Ltd (20.83%), The Wharf (Holdings) Ltd (20.83%) and China National Aviation Corporation (Group) Ltd (16.67%).

Key facts:

Hactl:

- Launched 1976
- Handling over 100 airlines including 53 freighter operators
- Added-value services (third party unit build-up/breakdown, Customs clearances, local collection/delivery, scheduled road feeders to/from 6 points in mainland China, X-ray scanning)
- Handles over 70% of total Hong Kong throughput
- Bespoke IT system COSAC-Plus (Community System for Air Cargo) links Hactl with airlines, freight forwarders, agents, Shippers/Consignees, Airport Authority, Civil Aviation Authority, Census and Statistics Department, and Customs and Excise Department

SuperTerminal 1:

- Opened 1998
- 390, 943 sq m floor area
- Airside frontage 1,940 m
- Multilevel truck access and processing
- 3,500 bay, multi-level container storage system, served by 40 fully-automated driverless ATVs

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- Additional storage for 1,573 empty units
- 10,000 bay automated stillage storage/retrieval system for loose cargo (box storage system)
- More than 400 pallet workstations
- 227 truck docks
- 2,700 staff
- Facilities for livestock/bloodstock, perishables (33 dedicated truck docks), valuables (dedicated zone for handling 9 armoured vehicles simultaneously), hazardous/radioactive cargo
- Over 1,000 CCTV cameras throughout; card-controlled access; personnel-free cargo storage zones
- Capacity: 3.5 million tonnes per annum
- All-time record throughput of 2.9 million tonnes in 2010
- Record throughput in one day: 10,184 tonnes
- Initial investment (1998) US\$1 billion

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