

## **PILOTAGE ADVISORY COMMITTEE**

### **Proposed Port Back-up/Logistics Development Site at South Tsing Yi Island between Mobil and Esso Oil Terminals**

#### **Purpose**

The purpose of this paper is to seek Members' support to establish a port back-up and logistics development site at the captioned location with suitable marine access conditions incorporated into the tenancy agreement to ensure safe marine operations at south Tsing Yi.

#### **Background**

2. The site was previously part of the Tsing Yi Power Station which was demolished in 1999. In anticipation of the site being returned to Government, Planning Department in 1995 undertook a consultancy study to investigate the feasibility of reclaiming part of the seafront at the site and change the land use to a mid-stream site (MSS). The study concluded that no reclamation was necessary and only 360 metres of the marine frontage should be used for mid-stream cargo operation. It was estimated that there would be 25 berthings (50 movements) including derrick barges, river trade vessels and coasters of about 4,000 dwt and 92m in length would take place at the site per day. The study concluded that the additional vessel traffic would not pose any significant threat to the existing oil facilities on either side.

3. The study findings were presented at the Pilotage Advisory Committee (PAC) in 1996 and 1997. Despite explanations provided by the study consultants, members objected to the MSS proposal because of the potential impact to safe navigation along the fairway into Kwai Chung port.

4. In 2002, about 165 metres seafrontage was allocated to the Highways Department by Temporary Government Land Allocation for stockpiling and transportation of rocks by barges. The current usage generates some six vessel movements per day. The allocation is due to expire by end December 2005.

### **The Present Proposal**

5. Facing stiff competition from neighbouring container ports, the Hong Kong Port Master Plan 2020 Study recommended, inter alia, that more back up land should be made available in the Kwai Tsing area in order to maximize the productivity of the existing container terminals. The 10 hectare site with convenient marine and road access and located closely with the Kwai Chung Container Port (KCCP) is extremely suitable to back up the port and logistics industry. To increase the competitiveness of the port and to cope with industry demand, the Hong Kong Port Development Council and Hong Kong Logistics Development Council, in September 2005, endorsed the site to be used for port back-up and logistics development which include loading, unloading and storage of containers, container freight services and related purposes. Lands Department is formulating the short term tenancy to dispose it by open tender.

### **Marine Safety Measures**

6. In order to enhance the competitiveness of the port, it is important that the site can be operated safely for the proposed purpose. As the site is adjacent to two oil terminals, it is equally important that appropriate measures are to be taken to ensure marine traffic safety in the vicinity. The details of the proposed measures are provided in the following paragraphs :-

#### *Length of Seafront*

The marine access will be limited along a seafront of 225 metres between points A and B as shown in Annex A.

### *Maximum Size of Vessel*

Vessels of 80m or below are permitted to berth at the site.

### *Berthing Frequency*

Twelve berthings (24 movements) per day.

### *Tier of Vessels at Berth*

One tier if there are shore equipment for handling containers across the seafront. Otherwise, not more than two with the vessels berthing adjacent to the seafront used only for lifting purpose.

### *Priority to Vessels with Pilot Onboard*

The tenant will be required to schedule their vessels' movements to avoid causing obstruction to tankers with pilot onboard. To achieve this, the tenant should liaise with the oil terminals to obtain the berthing schedules of tanker with pilot onboard.

### *Other Restrictions*

- (i) No vessels are allowed to wait, loiter or anchor in the waters off the site.
- (ii) No movements when the visibility is less than 1 nautical mile.
- (iii) No vessel is allowed to remain at berth four hours after typhoon signal number 3 or above is hosted. The seafront should remain vacated until typhoon signal number 3 is lowered.

## **Assessment**

7. The shortened seafront permits about 215m clearance from the Esso Terminal to the east and the Mobil Terminal on the south. The berthing frequency is reduced to less than half of the 1997 proposal. The size of vessel is also reduced from 92m to 80m in length which is currently the largest size of river trade vessels berthing at the Kwai Chung Container port. It should be noted at Berth No. 20 of KCCP, a record of 17 river trade vessels (34 movements) and one OGV container vessel had berthed on a single day in November 2005. It shows that a much higher frequency of non-ocean-going vessels can be operated safely concurrently with ocean-going vessels in rather confined waterways. These coupled with the additional restrictions would ensure marine safety for all users at south Tsing Yi.

## **Marine Traffic Impact Assessment (MTIA)**

8. If the tenant in future wishes to increase the activities beyond the proposed restrictions, they will be required to conduct a MTIA and consult the PAC on the assessment results before effecting any changes to the operation.

## **Way Forward**

9. Subject to members endorsement on the proposed restrictions in para 6 and 8, these will be conveyed to the Lands Department to form the lease conditions for the site.

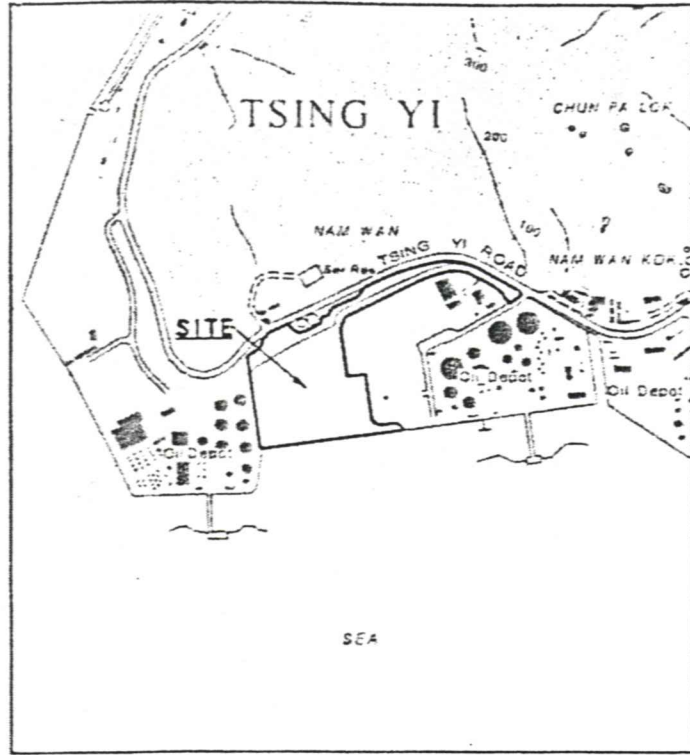
## **Presentation**

10. This paper will be presented by Mr. S M Chung of the Marine Department.

*Planning, Development and Port Security Branch  
Planning Services Division  
Marine Department  
December 2005*



LOCATION

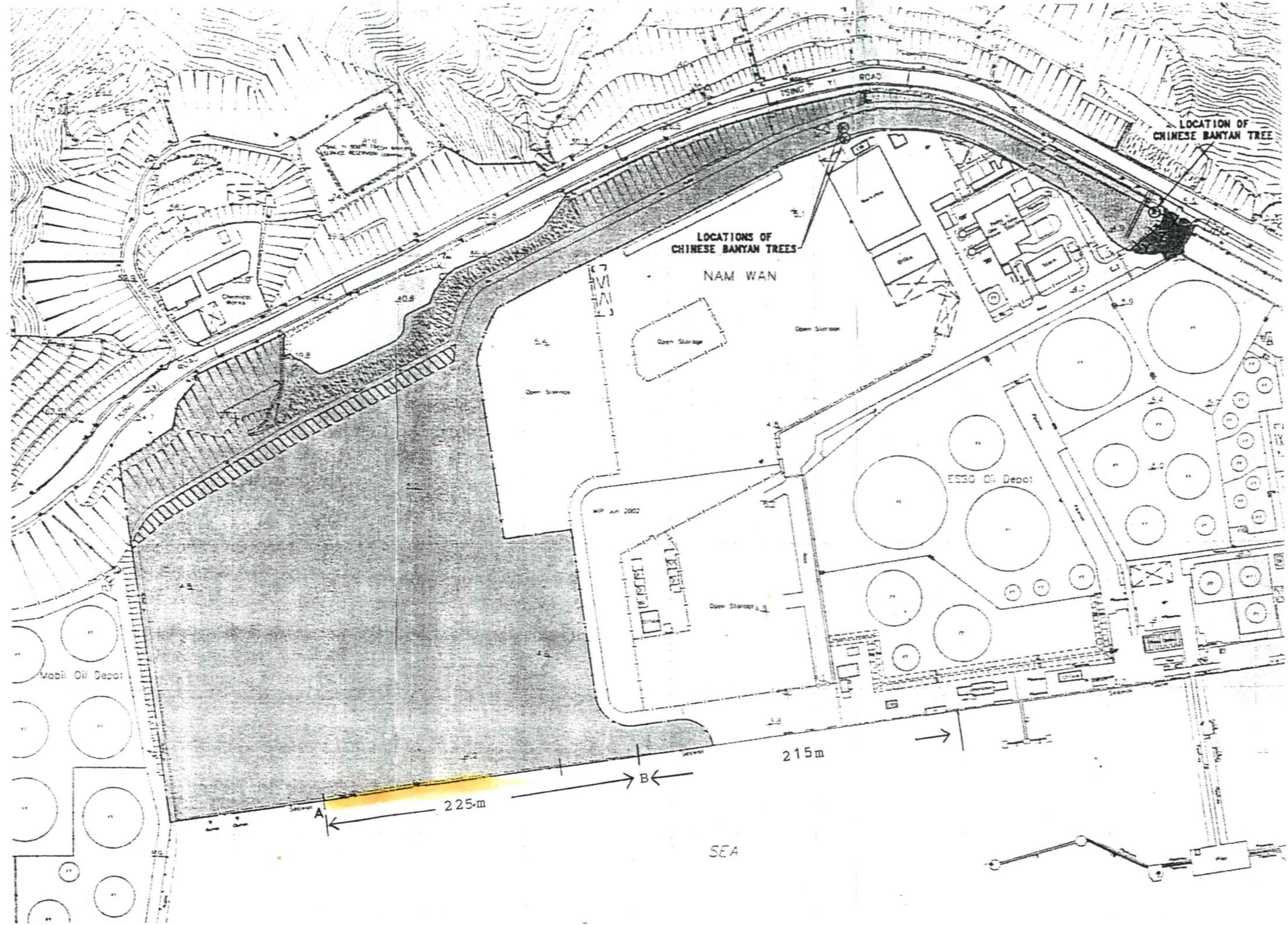
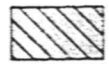


SCALE 1 : 20000

ENGINEERING CONDITIONS

POINTS A & B  
X, Y & Z

EXISTING FRESH WATER MAINS



COLOURED PINK AND PINK HATCHED BLACK AREA 104 000 SQUARE METRES (ABOUT)

SCALE 1 : 3000

METRES 50 0 50 100 150 200 250 300 METRES