



The Hong Kong Special Administrative Region Government
Civil Engineering and Development Department
Port Works Division

**Decommissioning, Reprovisioning, Construction and Operation of
Affected Oil Depots at Southwest Tsing Yi**

Project Profile

May 2010



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FIGURES

FIG 1 Proposed Container Terminal 10 at Southwest Tsing Yi

FIG 2 Locations of Affected Oil Depots at Southwest Tsing Yi

1 BASIC INFORMATION

1.1 Project Title

1.1.1 Decommissioning, Re provisioning, Construction and Operation of Affected Oil Depots at Southwest Tsing Yi.

1.2 Purpose and Nature of Project

1.2.1 This Project is to modify/decommission some of the existing oil depots to facilitate the implementation of the proposed Container Terminal 10 (CT10) Development and to re provision, construct and operate the affected oil depots within the proposed CT10 Development.

1.3 Name of Project Proponent

1.3.1 Port Works Division, Civil Engineering Office, Civil Engineering and Development Department

1.4 Location and Scale of Project and History of Site

1.4.1 The existing site of southwest Tsing Yi mainly comprises industrial facilities and container related and Government facilities such as oil depots, dockyards, mid-stream sites, godown sites, bus depot, fire station, WSD service reservoir, open storage areas, vehicle repair area and electricity generation station. To enable the implementation of the proposed CT10 Development at Southwest Tsing Yi, all the affected facilities will need to be modified/decommissioned and, if necessary, re provisioned elsewhere. The proposed location of CT10 Development is shown on **FIG 1**.

1.4.2 This project profile is for the 5 numbers of the affected existing oil depots only. The location of the existing oil depots at Southwest Tsing Yi is shown on **FIG 2**. These oil depots will be affected to a certain extent. Some of them will need to be either modified on site or decommissioned and re provisioned within the proposed CT10 Development.

1.4.3 The affected oil depots cover an area of 62 hectares (approx.) at Southwest Tsing Yi in which majority of the land is occupied by fuel tank farms and gas storage facilities. Product storages include aviation fuel, gasoline, ultra low sulphur diesel, LPG, lubes, chemicals, solvents, asphalts, fuel oil and industrial diesel.

- 1.4.4 The scope of the Project includes the following:
- a) Decommissioning and demolition of affected oil depots and associated jetties.
 - b) Decontamination works at existing oil depot sites.
 - c) Re provisioning of affected oil depots involving:
 - Construction/Modification of above-ground tanks and associated plant structures;
 - Construction of filling facilities and associated underground pipelines;
 - Provision of tank truck loading facilities;
 - Modification of the tanker jetties; and
 - Construction of underground rock caverns by drill and blast method, if found necessary for storage purpose, in proximity of the proposed CT10 Development.
 - d) Operation of the modified/re provisioned oil depots.

1.5 Number and Types of Designated Projects to be covered by the Project Profile

1.5.1 The Project includes Schedule 2 Designated Project (DP) under the Environmental Impact Assessment Ordinance (EIAO) and requires Environmental Permits (EPs) to be granted by the Department of Environmental Protection (DEP) prior to the construction and operation. It is expected that the following elements under this Project will be classified as Schedule 2 DPs and are covered in this Project Profile:

- Decommissioning of store for oil with a storage capacity exceeding 200 tonnes; (considered as a DP under Schedule 2, Part II, 16 of the EIAO);
- Decommissioning of store for liquefied petroleum gas with a storage capacity exceeding 200 tonnes (considered as a DP under Schedule 2, Part II, 13 of the EIAO);
- Decommissioning of bulk chemical storage facility (considered as a DP under Schedule 2, Part II, 12 of the EIAO);
- Underground rock caverns (considered as a DP under Schedule 2, Part I, Q.2 of the EIAO);
- Storage, transfer and trans-shipment of liquefied petroleum gas facility with a storage capacity of not less than 200 tonnes (considered as a DP under Schedule 2, Part I, L1 of the EIAO).
- Storage, transfer and trans-shipment of oil facility with a storage capacity of not less than 1,000 tonnes (considered as a DP under Schedule 2, Part I, L4 of the EIAO).

1.6 Name and Telephone Numbers of Contact Person

1.6.1 All enquiries regarding the project can be addressed to :

Ms. Alice PANG

Senior Engineer

Port Works Division, Civil Engineering and Development Department

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Homantin, Kowloon

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2 OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

2.1 Project Implementation

2.1.1 It is anticipated that the proposed Environmental Impact Assessment (EIA) for decommissioning, re-provisioning, construction and operation of affected oil depots would commence in mid 2010 for completion in end 2011.

2.2 Interfacing with Other Projects

2.2.1 Interactions with broader programme requirements or other proposed/committed projects (all of which are subject to confirmation by the relevant project proponents) that shall be considered in the EIA Study include:

- CT10 Development at Southwest Tsing Yi;
- Tsing Yi Lantau Link; and
- Harbour Area Treatment Scheme (HATS).

3 POSSIBLE ENVIRONMENTAL IMPACTS DURING CONSTRUCTION

3.1 Air Quality

3.1.1 The decommissioning and re-provisioning of existing oil depots will potentially generate dust and volatile organic compounds (VOCs) emissions and other air pollutants. Soil gas emission during decontamination stage of oil depot sites will be generated from soil excavation.

3.1.2 Possible air quality impacts arising from fugitive dust, measurable as TSP (Total Suspended Particulates) and RSP (Respirable Suspended Particulates) as a result of construction activities including site clearance, excavation and filling, open site erosion, and handling and transportation of construction and demolition material are anticipated. The construction of the rock cavern would involve substantial amount of rock excavation of which majority would be carried out by drill and blast method. Blasting as well as the transport of the excavated material will generate dust impact.

3.2 Noise

3.2.1 There are potential sources of construction noise from demolition works, decontamination, and mobile plants engaged in tank erection, pipe laying works, underwater noise associated with berth demolition. Since the nearest residential noise sensitive receiver (NSR) are more than 1km away from the oil depot sites, generated construction noise impact are expected to be localized and to be within acceptable level with adequate implementation of construction noise mitigation measures in accordance with the requirements of the Noise Control Ordinance (NCO). Blasting associated with the construction of rock cavern will have potential noise impact to the nearby noise sensitive receivers. Blasting will be carried out as far as practicable, outside the sensitive hours (7pm to 7am on Monday to Saturday and any time on a general holiday, including Sunday).

3.3 Water Quality

3.3.1 Decommissioning/decontamination of existing oil depot, re-provisioning of oil depots, would potentially generate construction site runoff, wastewater from various construction and decontamination activities, sewage effluent from construction workforce, accidental spillage, and contaminated ground water during decontamination, which can deteriorate the nearby water environment if not well controlled. Marine works/dredging works required for jetty removal/modification/construction will also result in potential water quality impact.

3.4 Land Contamination

- 3.4.1 Potential land contamination within the existing oil depots are anticipated due to possible historic leakage or spillage of oil products during storage, handling and logistics within the sites.
- 3.4.2 The potential impact arising from the construction of affected oil depots may include health risk of sensitive receivers, such as construction workers, passengers and operational staff, through direct/indirect exposure to contaminants, contaminated soil and groundwater; pollution to surrounding environment, such as groundwater, streams, through migration of contaminants; and high costs for site remediation and handling of contaminated soil and/or groundwater.

3.5 Waste Management

- 3.5.1 Wastes generated by construction works are likely to include site wastes, land waste and marine mud, workforce waste, chemical wastes and construction and demolition materials. The contaminated materials and demolition wastes generated from the decommissioning of existing oil depots require proper treatment, handling, storage and transportation.
- 3.5.2 Demolition of existing jetties might require removal of marine deposit and construction of affected oil depot requires small scale of land formation and may generate small amount of dredged sediments or marine deposits, which will require proper handling and disposal.
- 3.5.3 Significant amount of rock fills and materials such as soft materials and wet spoil would be resulted from the construction of the cavern storage where found required. These materials generated would then be reused as far as practicable on site.

3.6 Ecology and Fisheries

- 3.6.1 No adverse direct impact on terrestrial ecology will be anticipated during the decommissioning and re-provisioning of oil depots. However, indirect impacts on the nearby woodland and associated wildlife due to changes in noise, dust, water pollution from any possible land-based works, and glare and light pollution are anticipated.

3.6.2 South Tsing Yi Site of Special Scientific Interest (SSSI) is a steep slope of woodland harbouring a population of Hong Kong Croton (*Croton hancei*), which is endemic to Hong Kong. It is located right below the ridgeline of the mountain adjoining Tsing Yi road, however, fronting northeast towards Kwai Chung. In addition, it is located more than 500 m away from the project site at southwest Tsing Yi. Therefore, no direct environmental impact and no insurmountable indirect environmental impact to the SSSI are anticipated.

3.6.3 Land formation and other marine/dredging works for reprovisioning of affected oil depots will pose direct loss and indirect impacts on intertidal and subtidal habitats and associated fauna due to changes in water quality and increased sedimentation. Permanent/temporary loss of fishing ground of low fisheries production and temporary indirect water quality impact to nearby fisheries resources due to land formation and other marine/dredging works are also envisaged.

3.7 Cultural Heritage

3.7.1 No cultural heritage resource is identified at or in the vicinity of the existing oil depot sites and the Southwest Tsing Yi. No adverse impact on terrestrial archaeology and built heritage is therefore expected.

3.7.2 Marine works will be required for the reprovisioning of affected oil depots. However, the existing seabed around southwest Tsing Yi has not been subjected to any Marine Archaeological Investigation (MAI), thus no information on marine archaeological potential of the seabed is available. In order to ascertain the marine archaeological impact, a marine archaeological investigation or review will be carried out in case marine works are proposed in seabed area not yet disturbed before.

3.8 Landscape and Visual Quality

3.8.1 Disturbance to adjacent trees during oil depot construction would pose potential impacts upon landscape resources which are expected to be insignificant.

3.8.2 Potential landscape and visual impacts are anticipated from demolition of superstructure, construction activities for oil depot reprovisioning and presence of construction machinery, temporary on-site accommodation offices & structures, importation and storage of equipment and materials. A detailed LVIA will be undertaken, with visual illustration where found appropriate, during EIA Study to assess its potential impact, which are expected to be insignificant.

3.9 Hazard to Life

- 3.9.1 Existing oil depots are classified as Potentially Hazardous Installations (PHIs). The PHI consultation zone will impinge upon CT10 Development and area of industrial uses.
- 3.9.2 During the construction of oil depots, there will be likely increase in population and also increased activities that could, if not managed correctly, lead to ground/water contamination or fatality injury to personnel and possible loss of life. Potential change of individual and societal risk is also anticipated arising from an increase in population in the vicinity and construction/decommissioning activities for and/or in vicinity of PHIs and other hazard sources.

4 POSSIBLE ENVIRONMENTAL IMPACTS DURING OPERATION

4.1 Air Quality

4.1.1 Potential operation phase air quality impact may arise from VOCs emission (including odour) from organic liquid storage tanks and fuel using equipment; fugitive hydrocarbon release from oil depot operation, including leakage of storage tanks, thermal combustor, and associated valves/seals; and emission from the marine-based vessels using the re provisioned depots.

4.2 Noise

4.2.1 No adverse noise impact is expected during the operation phase of the re provisioned oil depots as no representative receivers are identified within 300m of the site. Cumulative noise impacts with adjacent developments such as CT9 and CT10 will be considered insignificant with the implementation of proper noise mitigation measures specified under the Noise Control Ordinance (NCO).

4.3 Water Quality

4.3.1 Oil depot operation can generate domestic sewage effluent from workforce, wastewater from the petroleum product working and fuel storage areas, contaminated surface runoff and accidental oil spillage.

4.4 Waste Management and Land Contamination

4.4.1 Potential waste types generated from the operational activities are likely to include chemical wastes generated from regular maintenance of oil interceptors and accidental spillage; and general refuse from workforce.

4.5 Ecology and Fisheries

4.5.1 Potential indirect impacts on intertidal and subtidal fauna and fisheries resources arising from water quality deterioration by accidental oil spillage and any effluent discharge during the operation of the oil depots are anticipated.

4.5.2 No adverse direct impact on terrestrial habitats, including South Tsing Yi SSSI and wildlife would be anticipated. However, indirect impacts on the terrestrial wildlife arising from glare and light pollution are envisaged at operation stage.

4.6 Cultural Heritage

- 4.6.1 No cultural heritage resource is identified at or in the vicinity of the Southwest Tsing Yi. No adverse impact on terrestrial archaeology and built heritage is therefore expected.

4.7 Landscape and Visual Quality

- 4.7.1 Potential impact upon visual sensitive receivers (VSRs) during operation may arise from the presence of permanent fuel depot infrastructure and night lighting at operating depots. A detailed LVIA will be undertaken, with visual illustration where found appropriate, during EIA Study to assess its potential impact, which are expected to be insignificant.

4.8 Hazard to Life

- 4.8.1 The existing oil depots are classified as Potentially Hazardous Installations (PHIs). The PHI consultation zone for the re-provisioned depots will impinge upon CT10 Development and area of industrial uses. During the operation of the re-provisioned oil depots, the population adjacent to the depot facilities and their associated marine transportation activities will be exposed to the potential risk from these re-provisioned PHIs.

5 MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

5.1 Existing and Planned Sensitive Receivers and Sensitive Parts of the Natural Environment

5.1.1 Major existing and planned sensitive receivers have been identified in accordance with the Technical Memorandum on EIA Process (TM-EIA) and summarized below. The list of sensitive receivers is not exhaustive and will be reviewed during the EIA stage.

- Existing offices and factories for industrial uses;
- Cooling water intakes and WSD flushing water intakes along the waterfront of Rambler Channel, West Kowloon and eastern Hong Kong Island;
- HATS' submarine sewage outfall at Stonecutters Island;
- Gazetted beaches in Tsuen Wan District and at Ma Wan;
- Secondary contact recreation subzones at Tsuen Wan coast;
- Workforces in oil depots, dockyards and CT10 Development that may expose to PHI risks;
- Residents at Tsing Yi, Kwai Chung, Ma Wan Island, Tsuen Wan, Ting Kau and along south coast of Tuen Mun which are visually sensitive;
- Woodland area adjoining existing Tsing Yi Road; and
- Ma Wan Fish Culture Zone.

5.2 Major Elements of Surrounding Environment and Land Uses

5.2.1 The major elements of the surrounding environment and existing and planned land uses that may affect the area in which the project is proposed to be located, may include:

- Proposed CT10 Development at Southwest Tsing Yi;
- Proposed Tsing Yi Lantau Link;
- Existing/Reprovisioned dockyards;
- ENVIROPAC Chemical Waste Treatment Centre (CWTC);
- Dow Chemicals/Tien Chu Industrial Centre;
- Tsing Ma Bridge; and
- Container Terminal 9.

6 ENVIRONMENTAL PROTECTION MEASURES TO BE INCORPORATED IN THE DESIGN AND ANY FURTHER ENVIRONMENTAL IMPLICATIONS

6.1 General

6.1.1 Potential measures are outlined below to minimise environmental impacts. These measures will be further reviewed during the EIA process.

6.2 Construction Phase

Air Quality Impact

6.2.1 Potential air quality impacts can be alleviated by practical measures, such as use of regular watering, with complete coverage, to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather; covering of demolished items with impervious sheets or placed in an area sheltered on the top and the 3 sides within a day of demolition; adoption of non-percussive piling method for foundation construction; provision of concrete paved main haul road with water spraying facilities.

Noise Impact

6.2.2 In order to alleviate the potential construction and operational noise impacts on the nearby NSRs, mitigation measures such as use of low noise construction plants and equipment where possible, use of noise barriers/enclosure for noisy equipments/activities are suggested to be considered in the EIA Study.

Water Quality Impact

6.2.3 Possible water mitigation measures for impact arising from land based construction activities include implementation of practices outlined in ProPECC PN 1/94 Construction Site Drainage; treatment of wastewater and sewage effluent; maintenance of well site drainage and avoidance of accidental spillage.

6.2.4 Possible water mitigation measures for impact arising from marine based construction activities include use of closed grab dredger; use of “least impact” dredging and back-filling technology; and putting limits on dredging volume per day.

Land Contamination Implications

6.2.5 Typical contaminants associated with oil depot operation can be controlled with the use of best practice storage and handling methodologies, including bunding and having on site appropriate oil spill control kits.

- 6.2.6 In order to minimize environmental impacts arising from handling and treating of contaminated materials, remediation strategy and appropriate remediation options should be detailed in a Remediation Action Plan to be prepared during the EIA study.

Waste Management

- 6.2.7 General categories of mitigation measures for waste management implications includes good site practices during construction activities; waste reduction measures; prevention of the generation of dust and pollution of water from temporary stockpile of excavated materials; re-use and recycling of construction and demolition wastes; proper waste disposal of chemical waste; minimizing water quality impact from dredging activities; and “Zero-discharge policy” from the jetty and quay frontage.
- 6.2.8 If asbestos is present in oil depot facilities, a registered Asbestos Consultant should be employed to conduct asbestos surveys before the demolition works according to the Air Pollution Control Ordinance, and submit the Asbestos Investigation Report and Asbestos Abatement Plan before the commencement of asbestos abatement works to EPD for approvals. Asbestos waste shall be handled, collected, transported and disposed in accordance with the Regulation and the Code of Practice on the Handling, Transportation and Disposal of Asbestos Waste.

Ecological and Fisheries Impact

- 6.2.9 No direct terrestrial ecological impact is anticipated. Possible mitigation measures to reduce the potential indirect impacts (e.g. noise, dust, water pollution, glare) on nearby woodland and terrestrial wildlife during construction phase include good site practices, dust suppression measures, use of low noise construction plants/equipment, use of noise barrier/enclosure for noisy equipment/activities, adequate construction site drainage, provision of sediment removal facilities, and control of lighting systems, etc. Possible mitigation measures to reduce direct/indirect impacts on marine ecological resources include optimization of land formation extent and undertaking marine works during spawning season of fisheries should be avoided.

Cultural Heritage Impact

- 6.2.10 Should archaeological potential was established, site specific mitigation measures could be developed to minimize any potential impact on marine archaeological resources.

Landscape and Visual Impact

- 6.2.11 Possible mitigation measures to alleviate potential landscape and visual impacts during construction of the affected oil depots involve minimisation of construction areas and contractor's temporary works areas; mesh screens or construction hoardings around works areas; protection and retention of existing trees within boundaries of works as far as possible and transplanting of trees where found unavoidable.

Hazard to Life Impact

- 6.2.12 Risk mitigation measures will be developed during the course of Quantitative Risk Assessment (QRA) aims to reduce the risk associated with the modification/construction of the oil depots. Risk mitigation measures expected during the course of construction include maintenance of emergency/evacuation plan for response to potential fuel leakage events when construction is to be taken place in close proximity to operating depot; and management of construction activities to minimize potential impact on operating facilities.

6.3 Operational Phase

Air Quality Impact

- 6.3.1 Potential air quality impacts can be alleviated by practical measures, such as installation of vapour control system at filling facilities for Class 1 organic liquid road tanker; provision of suitable seals in transfer pumps, valves and couplers to avoid leakages for transferring and handling volatile organic liquids; regular programme for inspection and maintenance on the couplers, pumps, valves and seals as well as cargo handling equipments powered by diesel fuel so as to achieve a high degree of emissions control. In addition, mitigation measures such as option to provide on-shore power supply to the berthed marine vessels will be explored in order to reduce the marine vessels emissions.

Noise Impact

- 6.3.2 In order to alleviate the potential operational noise impacts, mitigation measures such as use of quieter plant and location of fixed plant in walled plant rooms are suggested to be considered in the EIA Study.

Water Quality Impact

- 6.3.3 Possible water mitigation measures include maintenance of well site drainage and avoid accidental spillage; minimization of risk of fuel spillage associated with storage, transfer and trans-shipment of fuel through proper operational practice; and maintenance of emergency response plan.

Ecological and Fisheries Impact

- 6.3.4 Possible mitigation measures for minimizing indirect water quality, noise and air quality and glare and light pollution impact from operational activities should be implemented.

Landscape and Visual Impact

- 6.3.5 To alleviate potential landscape and visual impacts during operation phase of the re-provisioned oil depot, mitigation measures such as provision of tree planting screen along the site boundary; careful detailing in terms of form, colour and finishes of the external appearance of depot boundary edges and above ground tanks; avoidance of excessive height and bulk of structures and buildings; sensitive architectural and chromatic treatment of new buildings, superstructures and tanks; and control of night-time lighting and glare by hooding all lights are expected subject to further development in the EIA Study.

Hazard to Life Impact

- 6.3.6 Risk mitigation measures will be developed during the course of Quantitative Risk Assessment (QRA) aims to reduce the risk associated with the re-provisioned oil depots. Risk mitigation measures such as good management practices including safety, environmental and process management systems; maintain emergency plan for response to potential fuel leakage events, undergrounding/caverning of the oil storage tanks are expected subject to further development in the EIA Study.

6.4 Severity, Distribution and Duration of Environmental Effects

- Land contamination, water quality, ecology as well as landscape and visual impacts will be most severe during decommissioning and construction of affected oil depots;
- The level of archaeological impact will need to be ascertained subject to detailed marine cultural heritage assessments; and
- Subject to investigation on risk impact, risk mitigation measures will be implemented to keep the risk impact to an acceptable level.

6.5 Further Implications

- The Executive Summaries of the Study on Hong Kong Port – Master Plan 2000 and the Study on Hong Kong Port Cargo Forecasts 2005/2006 have been posted in the website of Hong Kong Port Development Council. Also, the Project Profile and the EIA Study Brief for CT10 Development at Southwest Tsing Yi have been posted in the website of Environmental Protection Department; and
- Close liaison will be maintained with the oil depot operators, to address and resolve potential interfacing problems and cumulative effects arising from the construction and operation of the affected oil depots.

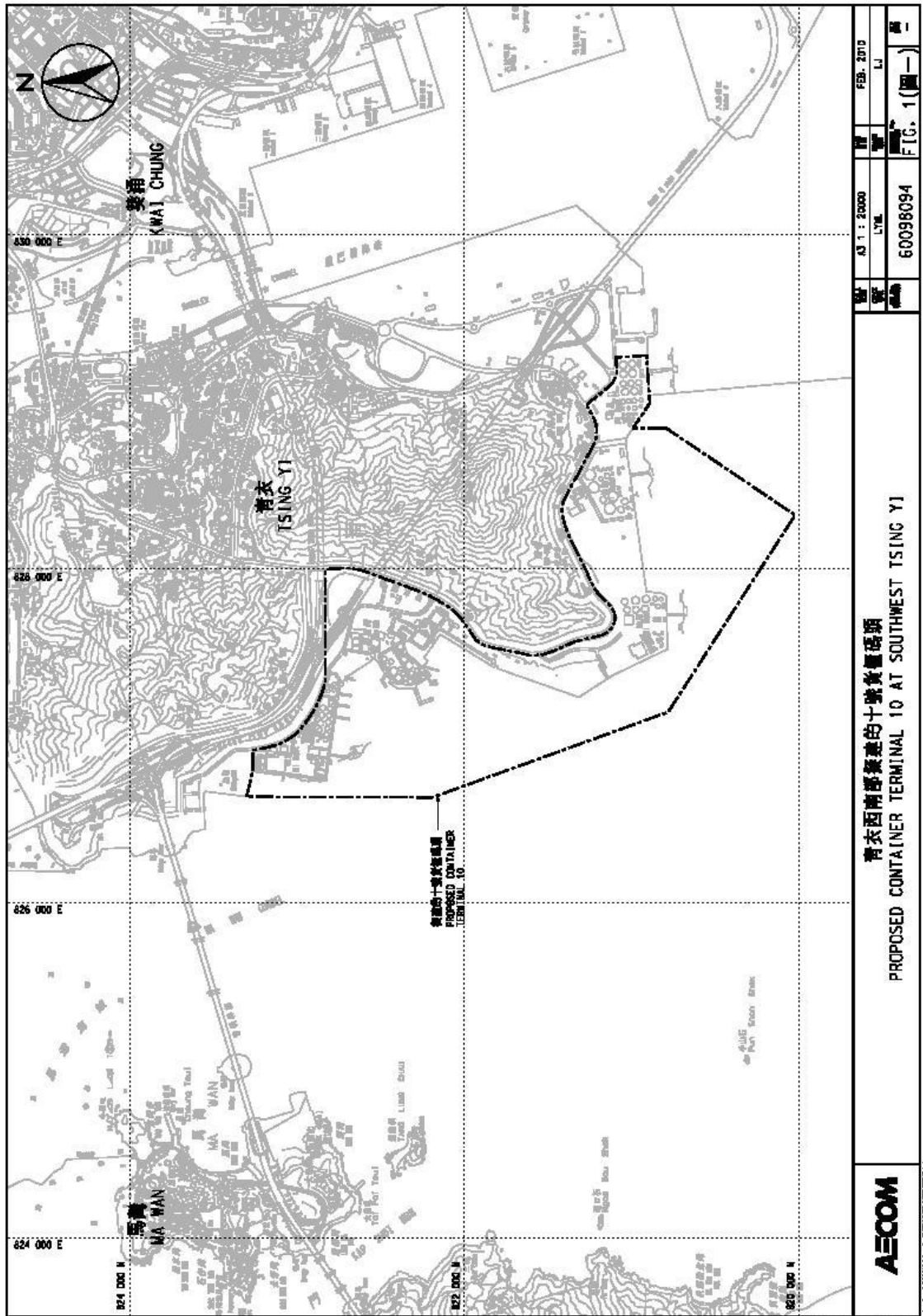
7 USE OF PREVIOUSLY APPROVED EIA REPORTS

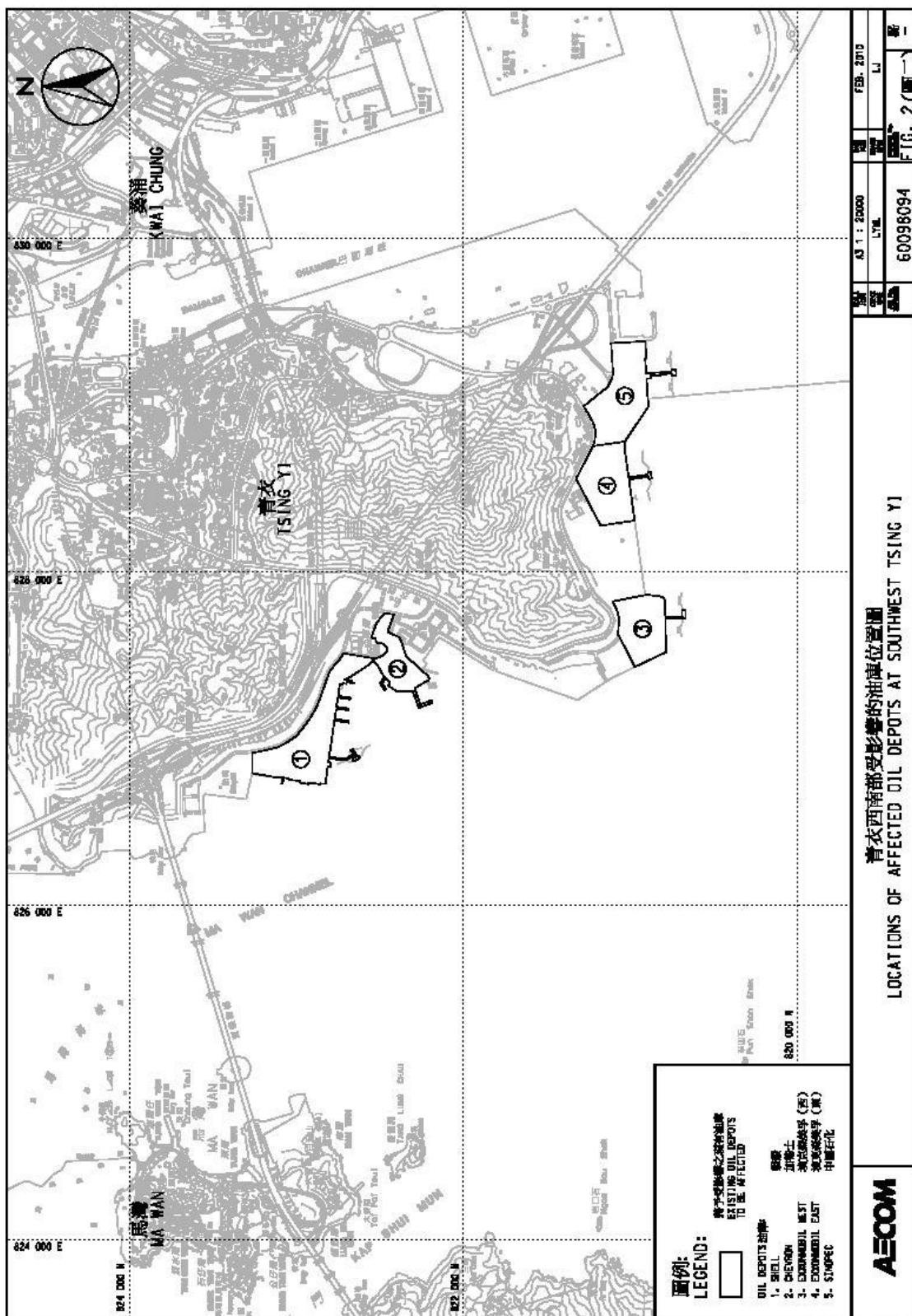
7.1.1 No previously approved EIA reports exist for the proposed project. However, the following studies are relevant and will be made reference to in the course of the Study for this Project:

- Study on Hong Kong Port – Master Plan 2020 (Completed in 2004);
- Tsing Yi Lantau Link – Feasibility Study (Completed in 2008);
- Planning and Engineering Feasibility Study for Container Terminal No. 9 (Completed in 1991);
- Harbour Area Treatment Scheme (HATS) Stage 2A (Completed in 2008);
- Harbour Area Treatment Scheme (HATS) - Provision of Disinfection Facilities at Stonecutters Island Sewage Treatment Works (Completed in 2007);
- South-East Tsing Yi Port Development Planning and Engineering Feasibility Study for Container Terminal No. 9 (Completed before 1998);
- Permanent Aviation Fuel Facility for Hong Kong International Airport (PAFF) (Completed in 2007);
- Development of a Biodiesel Plant at Tseung Kwan O Industrial Estate (Completed in 2009);
- Liquefied Natural Gas (LNG) Receiving Terminal and Associated Facilities (Completed in 2007);
- Dredging Works in Kwai Tsing Container Basin and its Approach Channel (Ongoing); and
- Reports of the Study of the Potential Use of Underground Space (SPUN) (Ongoing).

~ END ~

[The English Version of this Project Profile shall prevail
wherever there is a discrepancy between the English version and the Chinese version.]





青衣西南部受影響的油庫位置圖
 LOCATIONS OF AFFECTED OIL DEPOTS AT SOUTHWEST TSING YI

圖號	60098094	圖名	青衣西南部受影響的油庫位置圖
比例尺	AS 1 : 20000	日期	FEB. 2010
圖則	LVL	圖則	L1

AECOM