

Appendix 11.3.2

***Assumptions of the Hazard Assessment for the
Existing Kwun Tong Dangerous Goods Vehicular
Ferry Pier (DGVFP)***

Appendix 11-3-2 – Assumption of QRA modeling for DGVFP

Item No.	Item	Assumption
1	Types of DG Delivery	Cat.1 (explosives) Cat 2 (LPG, Chlorine) Cat 5 (petrol/diesel)
2	Petrol Tanker (9-ton) Delivery Frequency	17 veh/day (daytime) + 4 veh/day (night-time)
3	Diesel Tanker (9-ton) Delivery Frequency	17 veh/day (daytime) + 4 veh/day (night-time)
4	LPG Road Tanker (9-ton) Delivery Frequency	12 veh/day (daytime) + 10 veh/day (night-time)
5	LPG Cylinder Wagon Delivery Frequency (Assume 50Kg cylinders are delivered by the Wagons)	12 veh/day (daytime) + 10 veh/day (night-time)
6*	Chlorine Quantity (Cylinders) per Truck delivery to Silvermine Bay WTW (In case that the new Tung Chung Road is banned for chlorine transport after relocation of Chlorine Dock, Fall back option to deliver cylinders to Silvermine Bay WTW via KTDGVFP is needed)	70 x 50kg cylinders
7*	Chlorine (Cylinders) Delivery Frequency to Silvermine Bay WTW (In case that the new Tung Chung Road is banned for chlorine transport after relocation of Chlorine Dock, Fall back option to deliver cylinders to Silvermine Bay WTW via KTDGVFP is needed)	15 trucks/year (daytime)
8	Chlorine Quantity (Cylinders) per Truck to WTWs in HK Island	35 x 50kg cylinders
9	Chlorine (Cylinders) Delivery Frequency to WTWs in HK Island	24 trucks/year (daytime)

10	Explosives Truck (200kg) Delivery Frequency (up to end of 2008)	56 trucks/year (daytime)
11#	Explosive Delivery to Hong Kong Island after Year 2008	2200 kg (NEQ) per day (daytime) Max. 3 Ferry Transits per day

Notes:

* - It is assumed that no chlorine delivery via KTDGVFP to Silvermine Bay WTW will be required after relocation of Chlorine Dock. It was proposed to use the new Tung Chung Road to deliver Chlorine to Silvermine Bay. In case that this proposal is not approved in the future, a fall back plan was considered to deliver chlorine cylinders via KTDGVFP. The assumption "6*" and "7*" will be used to estimate the risk with this fall back plan in place. The quantities of chlorine cylinder and delivery frequency are derived based on the consumption of chlorine (51MT) in year 2016 as documented in Atkins report and the maximum cylinder loading (70 cylinders) per truck.

- Source from latest CEDD estimation (Reference: MQ 2B/8/1 dated 18 Jan 2008).