

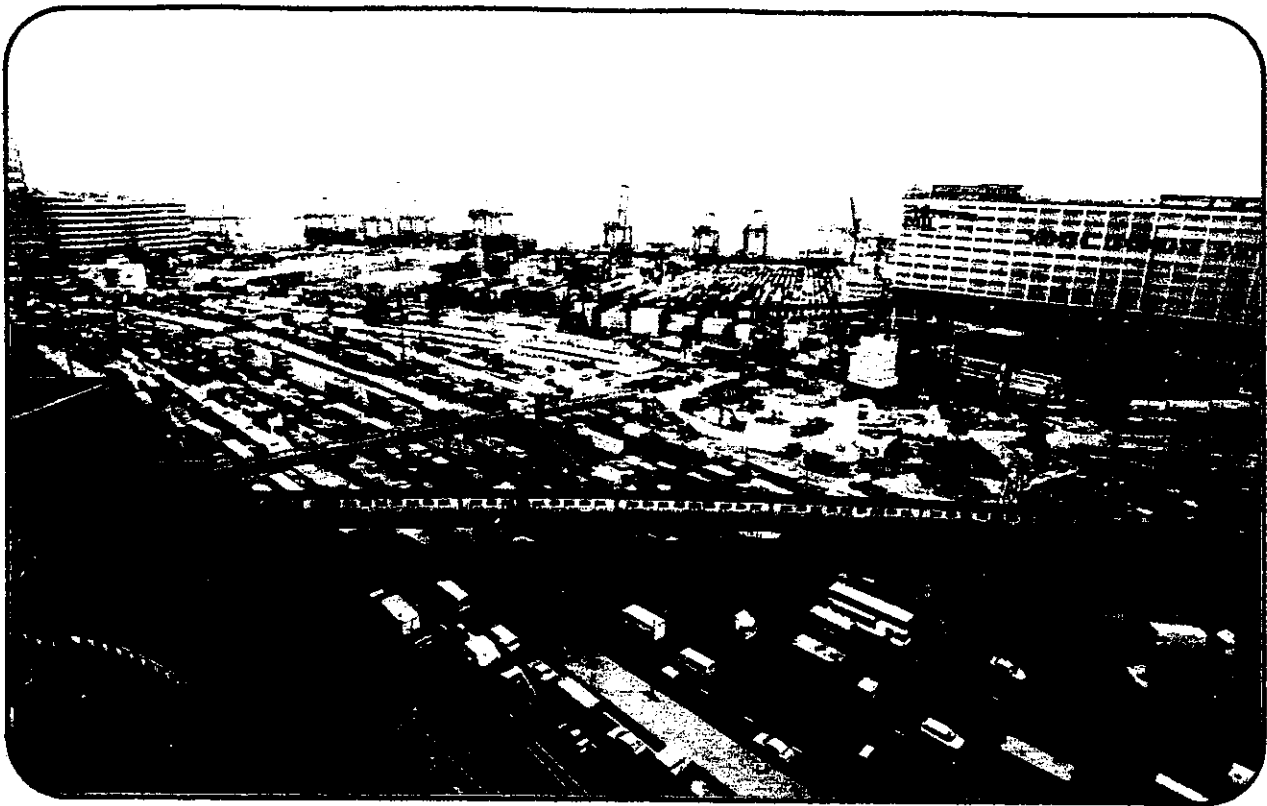
Port Related Activities

Chapter 14



CHAPTER FOURTEEN PORT RELATED ACTIVITIES

1. Strategic demand for port back up and open storage areas for the Refined Preferred Options are summarised in Table 4.7. Port back up areas are assumed to be container sites used for parking, repair, servicing and container storage. Particular environmental issues relating to the provision of port related facilities include the elevation in ambient noise levels and vehicle emissions in addition to visual intrusion especially in the scenic NT. In the development of the port back-up strategies, one of the aims is to rationalise the existing areas, discontinue the use of some areas around Man Kam To and Sheung Shui, and to avoid areas around Sha Tin and Tai Po as being unsuitable for port back up use.
2. San Tin has been identified as a possible port back up area under both scenarios, but will require detailed consideration in terms of environmental and ecological protection. Other areas such as Lantau Port is presently in the detailed design stage for Container Terminal 10 and will be studied in depth for future termini. The proposed port back up areas at San Tin could have a serious impact on neighbouring uses due to noise, vehicle emissions, visual intrusion (may be even floodlighting for 24-hour working) and congestion of local roads by trucks and other trailers transporting goods and containers. Apart from the actual on-site impacts, careful consideration also needs to be given to the identification of off-site impacts and the minimisation of these effects.
3. The present constraint on port development in the Shenzhen Special Economic Zone at Shekou and Chi Wan has been the restrictions of the Ma Wan Channel. Consideration is presently being given to the feasibility of dredging a deep channel (Tongshu Channel) to connect south west Lantau Island with Urmston Road south of Black Point. This concept would open up the port development in Tuen Mun and Shekou areas, utilising the Route Y concept. While this accords with the aim of providing port developments to the west of the Territory, the air quality (traffic related), noise and ecological issues would need to be addressed at an early stage to ensure they are comprehensively evaluated and all necessary mitigation measures incorporated into any development proposals. The potential water quality impacts associated with the Route Y concept previously mentioned will also need to be considered in this connection.
4. Potential off-site impacts are similar to those identified in the foregoing paragraph but they have the potential to affect a far greater sector of the population and need to be put into the global perspective rather than at the local level. The implications of this will need to be encompassed within a separate study.
5. The off-site and cumulative impacts of the Port Development Strategy, and the associated components thereof, need to be addressed in the territorial and regional context in considerable depth, to ensure there is no piecemeal approach to the long term implementation programme which could result in adverse environmental consequences.
6. Proposed open storage areas are primarily located in the NWNT and will be required from 2001 onwards. This area needs to be rationalised to "clean up" the existing problem areas of interfaces, water pollution (spillages into water courses), noise, congestion from vehicles involved in transport of materials/containers to and from these sites. Use of these areas for open storage will need to be manned and controlled such that the interface problems are eliminated and the other environmental issues resolved through detailed EIA at a district level. Similar comments apply in terms of off-site impacts associated with these facilities as for the port back up areas. Other open storage areas proposed under the Scenario B option in the medium to long term include the PFA lagoon at Castle Peak, borrow areas at Black Point, Junk Island, Pillar Point and Castle Peak Firing Range. All of these areas will need detailed



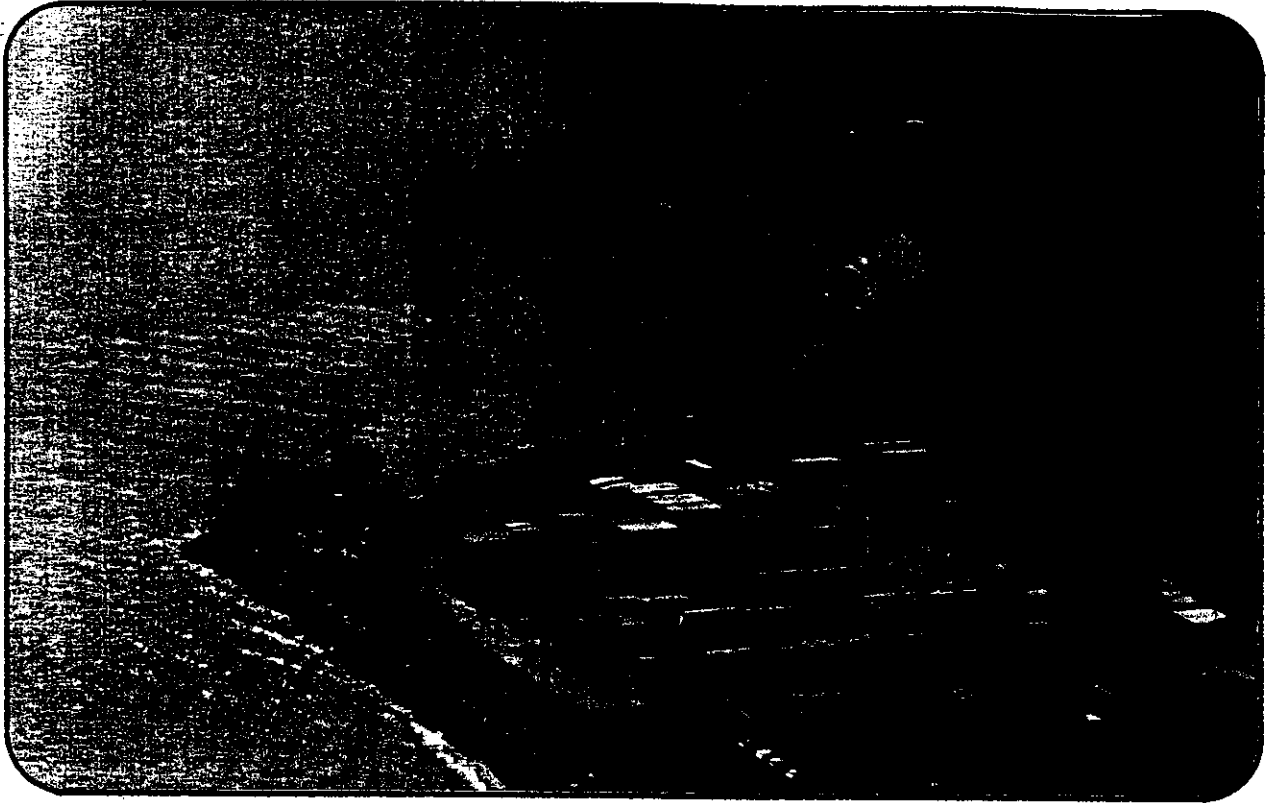
Port activities could have serious impacts on
traffic and neighbouring environment
(Credit : Hong Kong Economic Times)



Possible open storage area at
the Castle Peak PFA lagoon

study to ensure there are no interface problems, engineering difficulties (hazards from the Firing Range) and noise related problems at a local level.

7. The proposal made under the PADS Study to provide river trade facilities at Tuen Mun was to reduce the number of vessels using the Ma Wan Channel (for the distribution of goods for trans-shipment). River trade facilities are also now proposed for the Lantau Port and if the Route Y concept is carried forward then opportunity also exists for the provision of river trade centres on Neilingding Island or Lung Kwu Chu (especially if the proposed deep water channel is dredged). The proposal for a river trade centre could reduce the number of goods vehicles on the Tuen Mun roads as well as in Metro area. There could thus be a benefit in terms of reduction in air and noise pollution. These proposals, would need detailed assessment to ensure that all of the potential issues are fully addressed.



Existing river trade facilities at Tuen Mun



River trade facilities are proposed at Lantau Port