

\$58m study to take port works into next century

By Franz Leung

A MAJOR step has been taken towards developing western harbour port facilities for the next century.

This follows the commissioning yesterday of the \$58 million Lantau Port Peninsula Development Study.

The study will detail how the five container terminals and four multi-purpose berths proposed by the earlier Ports and Airport Development Strategy can be implemented, according to Port Development Office project manager Au Chi-lau.

The port peninsula will be a reclamation extending from Tsing Chau Tsai on northeast Lantau.

It will comprise terminals, private waterfront, container backup facilities, marine services facilities, warehouses, anchorages and cargo working buoys.

The new facilities on the port peninsula will include 1,500 hectares of general cargo working area, 130 hectares of back

the Victoria Harbour and the port peninsula study will be the first step of shifting ports development into the western harbour, Mr Au said.

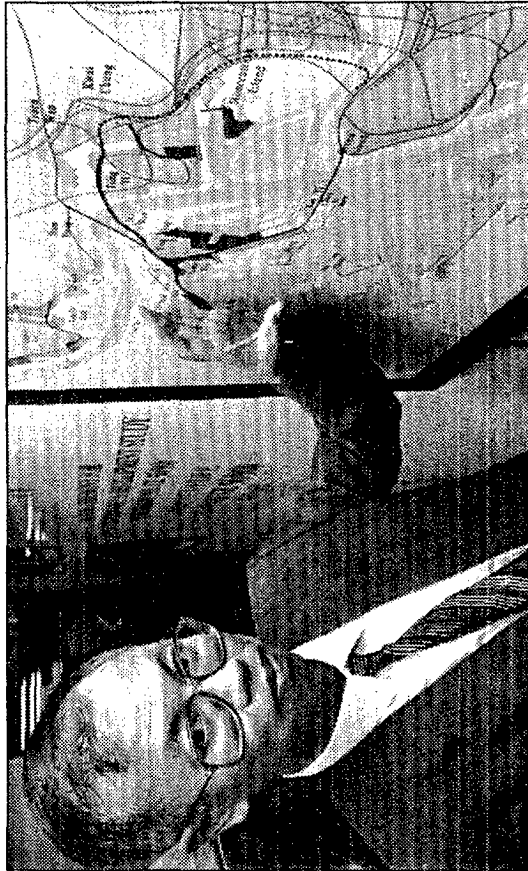
Mr Au said the study covers the Tsing Chau Tsai Peninsula, including Yam O, Penny's Bay and Discovery Bay, together with the islands of Ma Wan and Peng Chau and the adjacent waters.

The consultancy study was awarded to a consortium made up of Acer Consultants, Au Posford Consultants Ltd and Frederic R Harris Inc.

They will take 16 months to prepare a development scheme to meet requirements for port facilities, engineering feasibility and costs of development.

They will also formulate traffic and transport proposals, assess marine and environmental impacts and formulate private participation packages.

Of the \$58 million, \$36 million will be consultant fees and \$22 million will be for site investigations.



■ Au Chi-lau explains the Lantau Island port strategy. Picture: Dicky Ho

up area and 45 hectares of general industry area.

Mr Au said the five container terminals and four berths would be phased in between 1997 and 2011 to cope with the development of Hong Kong's freight industry.

"The Port and Airport Development Strategy earlier projected the growth rate of the har-

bour (freight traffic) to be 8 per cent. But studies by the Ports Development Board projected the growth rate to be 6 per cent.

"The five terminals and four berths would not be completed at one time.

"The consultants would look at whether we should trim down the development scale. But if demand

goes up we would need to add more facilities."

The project would cost about \$25 billion, with 60 per cent coming from the private sector.

Mr Au said the location was chosen because it was close to the East Lamma Channel, the navigation route into Hongkong.

There will be no more space for development in