



圖例
NOTATION

ZONES

COMMERCIAL

RESIDENTIAL (GROUP A)

RESIDENTIAL (GROUP B)

VILLAGE TYPE DEVELOPMENT

INDUSTRIAL

GOVERNMENT, INSTITUTION OR COMMUNITY

OPEN SPACE

OTHER SPECIFIED USES

GREEN BELT

SITE OF SPECIAL SCIENTIFIC INTEREST

C

R(A)

R(B)

V

I

GIC

O

OU

GB

SSSI

地帶

商業

住宅 (甲類)

住宅 (乙類)

鄉村式發展

工業

政府、機構或社區

休憩用地

其他指定用途

綠化地帶

具特殊科學價值地點

COMMUNICATIONS

RAILWAY AND STATION

RAILWAY AND STATION (UNDERGROUND)

RAILWAY AND STATION (ELEVATED)

MAJOR ROAD AND JUNCTION

ELEVATED ROAD

鐵路及車站

鐵路及車站 (地下)

鐵路及車站 (高架)

主要道路及路口

高架道路

MISCELLANEOUS

PLANNING AREA NUMBER

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

PETROL FILLING STATION

1

△

P F S

規劃區編號

最高建築物高度 (在主水平基準上若干米)

加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS			
USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	2.50	0.23	商業
RESIDENTIAL (GROUP A)	101.17	9.48	住宅 (甲類)
RESIDENTIAL (GROUP B)	2.89	0.27	住宅 (乙類)
VILLAGE TYPE DEVELOPMENT	17.25	1.62	鄉村式發展
INDUSTRIAL	147.87	13.86	工業
GOVERNMENT, INSTITUTION OR COMMUNITY	43.59	4.09	政府、機構或社區
OPEN SPACE	45.48	4.28	休憩用地
OTHER SPECIFIED USES	180.24	16.89	其他指定用途
GREEN BELT	422.78	39.62	綠化地帶
SITE OF SPECIAL SCIENTIFIC INTEREST	1.05	0.10	具特殊科學價值地點
MAJOR ROAD ETC.	102.21	9.58	主要道路等
TOTAL PLANNING SCHEME AREA	1067.03	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S / T Y / 2 8 的修訂
AMENDMENT TO APPROVED PLAN No. S/TY/28

AMENDMENT EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第 5 條
展示的修訂

AMENDMENT ITEM A

修訂項目 A 項

(參看附表)
(SEE ATTACHED SCHEDULE)

2019年6月14日 按照城市規劃條例第5條展示的
核准圖編號 S/TY/28 的修訂
AMENDMENT TO APPROVED PLAN No. S/TY/28 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
14 JUNE 2019
Fiona LUNG 龍小玉
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的青衣分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
TSING YI - OUTLINE ZONING PLAN
SCALE 1:7500 比例尺
METRES 300 0 200 400 600 800 1000 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD
圖則編號
PLAN No. S/TY/29

**SCHEDULE OF AMENDMENTS TO THE
APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/28
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site to the southeast of Tsing Sheung Road from “Other Specified Uses” (“OU”) annotated “Marine-related Uses” to “OU” annotated “Container Related Uses”, and incorporation of related land and sea areas into the planning scheme area and zoning the areas to “OU” annotated “Container Related Uses”.

II. Amendments to the Notes of the Plan

Deletion of ‘Market’ from Column 1 use of the Notes for “Commercial” zone, and from Column 2 use of the Notes for “Residential (Group B)” zone and Schedule II of “Government, Institution or Community” (“G/IC”) zone, and revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 use of the Notes for “Residential (Group A)” zone and Schedule I of “G/IC” zone.

Town Planning Board

14 June 2019

List of Representers and Commenter in respect of
Draft Tsing Yi Outline Zoning Plan No. S/TY/29

Representers

Representation No.	Name of Representer
TPB/R/S/TY/29-1	Guangdong and Hong Kong Feeder Association Limited
TPB/R/S/TY/29-2	Mary Mulvihill

Commenter

Comment No.	Name of Commenter
TPB/R/S/TY/29-C1	Mary Mulvihill

檔號：HAD K&T DC/13/9/54A/19/Pt.1

葵青區議會
規劃及地區設施管理委員會
第二次會議記錄(二零一九)

日期：二零一九年六月十八日

時間：下午二時三十分至三時三十分

地點：葵青民政事務處會議室

<u>出席者</u>	<u>出席時間(下午)</u>	<u>離席時間(下午)</u>
譚惠珍議員, MH (主席)	會議開始	會議結束
朱麗玲議員 (副主席)	會議開始	會議結束
陳笑文議員	會議開始	會議結束
周偉雄議員	二時三十九分	會議結束
許祺祥議員	會議開始	三時十九分
林翠玲議員, MH	二時三十九分	會議結束
林紹輝議員	會議開始	會議結束
劉美璐議員	二時四十四分	會議結束
羅競成議員, BBS, MH	會議開始	會議結束
李志強議員, MH	二時四十三分	會議結束
梁錦威議員	會議開始	會議結束
梁子穎議員	會議開始	會議結束
梁偉文議員, MH	會議開始	會議結束
盧婉婷議員	會議開始	會議結束
鮑銘康議員	會議開始	會議結束
潘志成議員, MH	會議開始	三時十五分
徐曉杰議員	會議開始	會議結束
黃耀聰議員, MH	會議開始	三時十三分
黃潤達議員	二時三十九分	會議結束

列席者

陳宗恩先生	規劃署高級城市規劃師/葵青
劉慧璋女士	規劃署城市規劃師/葵青一
何秀芬女士	康樂及文化事務署總康樂事務經理(新界西)
陳碧卿女士	康樂及文化事務署葵青區康樂事務經理
余永安先生	康樂及文化事務署署任圖書館高級館長(葵青區)
王芬妮女士	康樂及文化事務署高級經理(新界南)文化推廣
江子文先生	土木工程拓展署合約工程項目統籌六(西)
嚴偉雄先生	行政助理/地政(荃灣葵青地政處)
張偉麟先生	水務署工程師/新界西區(分配四)
嚴憶萱女士	葵青民政事務處民政事務助理專員
胡志賢先生	葵青民政事務處高級工程督察(葵青)
黃麗娟女士	葵青民政事務處高級行政主任(地區管理)
周啟聲先生	葵青民政事務處葵涌(中南)聯絡主任主管
梁佩珊女士	葵青民政事務處聯絡主任(常務三)
馮芮女士	葵青民政事務處行政主任(區議會)二
鄧凱文女士(秘書)	葵青民政事務處行政主任(區議會)五

缺席者

陳志榮議員	(沒有告假)
張慧晶議員	(因事告假)
周奕希議員, BBS, JP	(因事告假)
郭芙蓉議員	(沒有告假)
梁志成議員	(沒有告假)
李世隆議員	(沒有告假)
吳家超議員	(沒有告假)
吳劍昇議員	(沒有告假)
黃炳權議員	(沒有告假)

歡迎詞

主席歡迎各委員及政府部門代表出席葵青區議會規劃及地區設施管理委員會(委員會)第二次會議(二零一九)。

2. 委員一致通過張慧晶議員及周奕希議員的請假申請。

諮詢文件

《青衣分區計劃大綱核准圖編號 S/TY/28》的修訂

(由規劃署提出)

(規劃及地區設施管理文件第 10/D/2019 號)

3. 規劃署高級城市規劃師/葵青陳宗恩先生簡介文件。

4. 潘志成議員提出詢問如下：

- (i) 項目 A 計劃主要利用躉船運輸，應對陸路交通影響不大，詢問實際情況會否如此理想，不會對附近交通造成影響。
- (ii) 根據文件圖 2 所示，修訂項目 A 附近的土地有化學廢物處理設施，詢問如何處理安全問題。
- (iii) 長輝路海邊貨櫃場亦利用躉船運輸，詢問該處的最新安排。

5. 羅競成議員提出意見及詢問如下：

- (i) 對能夠運用題述閒置土地表示支持，但貨運行業息微，質疑貨櫃存放場能否得以善用，並建議署方做好監管工作，以免貨櫃存放場變成貨倉。
- (ii) 根據文件資料所示，多處地方用作露天貨倉，詢問是否該些土地的原訂用途。
- (iii) 建議署方考慮善用油庫附近的閒置空地，例如用作臨時泊車場，以免浪費土地資源。

6. 陳宗恩先生綜合回應如下：

- (i) 貨櫃運輸模式已逐漸由陸路貨櫃車運輸轉型至內河運輸，而且集中於葵青貨櫃碼頭。有關修訂項目是配合貨櫃運輸業的轉變，日後運作屬轉運性質，不會為公眾道路帶來額外的交通。
- (ii) 署方將與地政總署聯繫，確保日後地契條款所反映的擬議用途，已反映有關的規劃意向。
- (iii) 圖中所示位於有關用地以北的土地在青衣分區計劃大綱圖上劃作「其他指定用途」註明「與貨櫃有關用途」地帶，現以短期租約形式作露天貯存用途。
- (iv) 圖中所示位於有關用地以西的土地現為環境保護署化學廢物處理中心的相關碼頭設施，用作收集船隻油污及海洋污染廢物，再以渠管運往青尚路的化學廢物處理中心處理。

7. 黃耀聰議員提出詢問如下：

- (i) 該計劃在實施後，經過附近海域的躉船數量會增加多少；躉船主要來自哪些地方。
- (ii) 題述修訂項目是否取替內河碼頭，內河碼頭的貨櫃運輸是否會轉至該項目的駁船泊位及貨櫃存放場。
- (iii) 躉船流量增加，會否造成青衣島一帶空氣污染。
- (iv) 根據文件圖 1 所示，現將街市列入為商業類別，稍候會否於葵涌區的計劃大綱核准圖亦作出相應改動。

8. 潘志成議員提出詢問如下：

- (i) 如何執行註明的土地用途和相關條款及罰則，以有效防止因是次改動而引起的違例泊車問題。
- (ii) 擬議駁船泊位的數量。
- (iii) 貨櫃碼頭的北面沿海土地亦是用作貨櫃運輸用途，詢問該地的用途會否不變。

9. 陳宗恩先生綜合回應如下：

- (i) 內河運輸指於內河航限內來往的船隻，主要指香港的鄰近水域範圍，以及在這範圍內經水路到達廣東省及廣西省的內陸水道。
- (ii) 在整合有關用地、毗鄰的擬議額外貨櫃存放場及九號(南)貨櫃碼頭後，貨櫃主要在貨櫃場內部作過渡性轉運，因此能整體發揮協同效應，不會在公眾道路產生外部交通。
- (iii) 就日後經過附近海域的船隻數量，現未有確實數字，但葵青九號貨櫃碼頭對開的航道相對較闊，相信問題不大。至於在有關用地上可提供的駁船泊位數量，將取決於日後營運者的詳細設計。
- (iv) 署方將與地政處在日後為有關用地制定地契條款時聯繫，以確保土地得以妥善運用。
- (v) 現代街市的經營模式有如一般的零售商店，該次修訂大綱圖《註釋》旨在反映「商店及服務行業」的概括用途已納入「街市」。就此，署方亦將會適時修訂其他個別地區的大綱圖《註釋》。

10. 委員會備悉上述計劃。主席表示如議員欲就上述修訂提出申述，請以書面形式，並須於 2019 年 8 月 14 日或之前送交香港北角渣華道 333 號北角政府合署 15 樓城規會秘書。

(Translation)

**Minutes of the 2nd Meeting of the
Planning and District Facilities Management Committee (2019) of
Kwai Tsing District Council**

Date : 18 June 2019

Time: 2:30 p.m. – 3:30 p.m.

Venue: K&T DO Conference Room

<u>Attendee</u>	<u>Time of Arrival</u> <u>(p.m.)</u>	<u>Time of Departure</u> <u>(p.m.)</u>
Ms TAM Wai-chun, MH (Chairman)	Start of Meeting	End of Meeting
Miss CHU Lai-ling (Vice-chairman)	Start of Meeting	End of Meeting
Mr CHAN Siu-man, Simon	Start of Meeting	End of Meeting
Mr CHOW Wai-hung, Rayman	2:39	End of Meeting
Mr HUI Kei-cheung	Start of Meeting	3:19
Ms LAM Chui-ling, Nancy, MH	2:39	End of Meeting
Mr LAM Siu-fai	Start of Meeting	End of Meeting
Ms LAU Mei-lo	2:44	End of Meeting
Mr LAW King-shing, BBS, MH	Start of Meeting	End of Meeting
Mr LEE Chi-keung, Alan, MH	2:43	End of Meeting
Mr LEUNG Kam-wai	Start of Meeting	End of Meeting
Mr LEUNG Tsz-wing, Dennis	Start of Meeting	End of Meeting
Mr LEUNG Wai-man, MH	Start of Meeting	End of Meeting
Miss LO Yuen-ting	Start of Meeting	End of Meeting
Mr PAU Ming-hong	Start of Meeting	3:15
Mr POON Chi-shing, MH	Start of Meeting	End of Meeting
Mr TSUI Hiu-kit	Start of Meeting	End of Meeting
Mr WONG Yiu-chung, MH	Start of Meeting	3:13
Mr WONG Yun-tat	2:39	End of Meeting

In Attendance

Mr CHAN Chung-yun, Stephen	Senior Town Planner (Kwai Tsing), Planning Department
Ms LAU Wai Cheung, Apple	Town Planner (Kwai Tsing) 1, Planning Department
Ms HO Sau-fan, Fanny	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Ms CHAN Pik-hing, Connie	District Leisure Manager (Kwai Tsing), Leisure and Cultural Services Department
Mr U Wing On, Winston	Senior Librarian (Kwai Tsing) (Atg.), Leisure and Cultural Services Department
Ms WONG Fan-ni, Jasmine	Senior Manager (NTS) Promotion, Leisure and Cultural Services Department
Mr KONG Tze Man, Stephen	Contract Project Coordinator (West), Civil Engineering and Development Department
Mr YIM Wai-Hung	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Mr. CHEUNG Wai Lun	Engineer/ New Territories West (Distribution 4)
Miss YIM Yik-huen, Bonnie	Assistant District Officer (Kwai Tsing), Kwai Tsing District Office
Mr WU Chi-yin, Victor	Senior Inspector of Works (Kwai Tsing), Kwai Tsing District Office
Ms WONG Lai-kuen, Jenny	Senior Executive Officer (District Management), Kwai Tsing District Office
Mr. CHOW Kai Sing, Thomas	Liaison Officer i/c Kwai Chung (C&S), Kwai Tsing District Office
Ms LEUNG Pui-shan, Emily	Liaison Officer (General 3), Kwai Tsing District Office
Miss FUNG Yui, Nicky	Executive Officer (District Council) 2, Kwai Tsing District Office
Miss TANG Hoi-man, Shereen (Secretary)	Executive Officer (District Council) 5, Kwai Tsing District Office

Absent with Apologies

Mr CHAN Chi-wing	(Without prior notice)
Ms CHEUNG Wai-ching, Clarice	(With prior notice)
Mr CHOW Yick-hay, BBS, JP	(With prior notice)
Ms KWOK Fu-yung	(Without prior notice)
Mr LEUNG Chi-shing	(Without prior notice)
Mr LI Sai-lung	(Without prior notice)
Mr NG Ka-chiu	(Without prior notice)
Mr NG Kim-sing	(Without prior notice)
Mr WONG Bing-kuen	(Without prior notice)

Opening Remarks

The Chairman welcomed Members and representatives of government departments to the 2nd meeting of the Planning and District Facilities Management Committee (the Committee) (2019) of Kwai Tsing District Council (K&T DC).

2. The Committee unanimously endorsed the application for absence by Ms CHEUNG Wai-ching, Clarice and Mr CHOW Yick-hay.

Consultation Paper

Amendments to the Approved Tsing Yi Outline Zoning Plan No. S/TY/28

(Proposed by the Planning Department)

(PDFMC Paper No. 10/D/2019)

3. Mr CHAN Chung-yun, Stephen, Senior Town Planner (Kwai Tsing) of Planning Department, introduced the paper.

4. Mr POON Chi-shing put forth enquiries as follows:

- (i) Item A planned to utilize barge transportation, which would not have great impact on the traffic on land. He enquired whether the actual situation would be ideal that the nearby traffic would not be affected.
- (ii) According to Figure 2 shown in the paper, there was a Chemical Waste Treatment Centre near the land of amendment item A. He enquired how the safety issue would be dealt with.
- (iii) The container yards at the seaside of Cheung Fai Road also utilized barge transportation. He enquired the latest arrangement of those container yards.

5. Mr LAW King-shing put forth opinion and enquiries as follows:

- (i) He expressed support for utilizing the subject idle land. However, since the freight industry was on the decline, he questioned whether the container yards could be used and managed properly. He suggested that the department should fulfil its supervision work in order to avoid container yards becoming storage yards.

- (ii) According to the information shown in the paper, multiple places were used as open storage yards. He enquired whether these were the original use of the lands.
- (iii) He recommended the department to consider utilizing the idle land near the oil depots, e.g. temporary parking lot, in order to avoid wasting land resources.

6. Mr CHAN Chung-yun, Stephen gave a consolidated response as follows:

- (i) The mode of container freight gradually shifted from land-borne to river-borne, and it was concentrated at the Kwai Tsing Container Terminal. The relevant amendment item was in concern with the transformation of the container freight industry. The future operation would be transshipment in nature, hence, would not bring additional traffic to public roads.
- (ii) The department would be in contact with the Lands Department, to ensure the proposed usage stated on the future land lease would reflect relevant planning intentions.
- (iii) The land located at the north of the relevant land zoned as "Other Specified Uses", annotated as "Container Related Uses", on the Draft Tsing Yi Outline Zoning Plan was currently used for open storage under a short term tenancy.
- (iv) The land located at the west of the relevant land was currently the relevant facilities of the Chemical Waste Treatment Centre of the Environmental Protection Department. The facilities collected polluted oil from ships and maritime pollution waste, which were then transported to the Chemical Waste Treatment Centre at Tsing Sheung Road by sewers.

7. Mr WONG Yiu-chung put forth enquiries as follows:

- (i) The increase in the number of barges that would pass the nearby sea territory after the implementation of the project; and where these barges would mainly come from.

- (ii) Whether the River Trade Terminal would be replaced by the subject amendment project. Whether the container freight of River Trade Terminal would be transferred to the barge berth and container yards of the project.
- (iii) Whether the increasing flow of barges would cause air pollution to the Tsing Yi Island area.
- (iv) According to Figure 1 shown in the paper, markets were currently classified as “Business”. Whether relevant changes would also be made on the Approved Kwai Chung District Outline Zoning Plan later.

8. Mr POON Chi-shing put forth enquiries as follows:

- (i) How the stated land use and related terms and penalties would be implemented, in order to effectively prevent illegal parking caused by this change.
- (ii) The estimated numbers of barge berth available.
- (iii) The north coastal land of the container terminal was used for container freight. He enquired whether the use of the land would remain unchanged.

9. Mr CHAN Chung-yun, Stephen gave a consolidated response as follow:

- (i) River transport means vessels that travel within river trade limits, mainly refers to adjacent waters of Hong Kong, and inland waterways that could reach Guangdong Province and Guangxi Province by water within this area.
- (ii) After the integration of the relevant lands, the adjacent proposed additional container yard and Container Terminal 9 (South), containers would be mainly for transitional transshipment within the container yard. Therefore, the synergy effect could be achieved as a whole and this would not bring external traffic on public roads.
- (iii) Regarding the number of vessels passing through the nearby sea area in

the future, a definite figure could not be provided at the moment. However, the waterway across from the Kwai Tsing Container Terminal 9 was relatively wide. There should not be serious problem. The number of barge berths provided by the relevant lands would depend on the detailed design of the operator in the future.

- (iv) The department would later contact the District Lands Office when making the land lease policy for the relevant lands to ensure the lands would be used properly.
- (v) The business mode of modern markets was similar to general retail shops. The “Notes” of the above-mentioned amendment plan intended to reflect that the broad use of “stores and services industries” had been adopted into “markets”. In this regard, the department would also amend the “Notes” in the Outline Zoning Plan of other districts in due course.

10. The committee noted the above-mentioned plan. The Chairman said if Members wished to make representation to the above amendments, please did so in writing, and submitted it to Town Planning Board Secretary, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong on or before 14 August 2019.



香港中環德輔道中 161-167 號
香港貿易中心 1 樓 102 室
Unit 102, 1/F., Hong Kong Trade Centre,
161-167 Des Voeux Road Central,
Hong Kong.

TPB/R/S/TY/29-1
電話 Tel : (852) 2137 9351
傳真 Fax : (852) 3585 3009
電郵 Email : info@ghkfal.org
電郵 Email : ghkfal@netvigator.com
網址 Website: www.ghkfal.org

本函檔號(Our Ref.): GHKF/LTR/19253

August 1, 2019

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong
Email : tspd@pland.gov.hk

Dear Sirs,

With reference to the Gazette (Government Notice No. 3777) published on 14 June 2019, I am writing on behalf of the Guangdong and HK Feeder Association Limited to support the rezoning of a site to the southeast of Tsing Sheung Road from "Other Specified uses" ("OU") annotated "Marine-related Uses" to "OU" annotated "Container Related Uses", and incorporation of related land and sea areas into the planning scheme area and zoning the areas to "OU" annotated "Container Related Uses".

Barge throughput is one of the major throughput sector to drive the throughput growth of Kwai Tsing Port in the past two decades. Barge operators play a vital role in this throughput sector. Due to insufficient dedicated barge berths in the port, our barges are always required to wait a long time for berthing. This leads to long barge idle time, affecting cost-effectiveness and the competitiveness of the barge operator in Hong Kong. While ports in the Mainland China who are in competition with Hong Kong have implemented different government incentives and building more barge berths to attract more barge throughput, it is important for Kwai Tsing Port to upgrade the barge handling capacities to maintain the competitive edge. We therefore welcome the initiative of Hong Kong Government to convert more quay fronts of Kwai Tsing Port to dedicated barge berths to improve barge handling efficiency.

Yours Sincerely,

CHUNG Chi Ho Ellis



Chairman

Guangdong and Hong Kong Feeder Association Ltd.

tpbpd

寄件者: [REDACTED]
寄件日期: 11日08月2019年星期日 4:37
收件者: tpbpd
主旨: TSING YI OUTLINE ZONING PLAN NO. S/TY/28

AMENDMENTS TO TSING YI OUTLINE ZONING PLAN NO. S/TY/28

Item A – Rezoning of a site to the southeast of Tsing Sheung Road from “Other Specified Uses” (“OU”) annotated “Marine-related Uses” to “OU” annotated “Container Related Uses”, and incorporation of related land and sea areas into the planning scheme area and zoning the areas to “OU” annotated “Container Related Uses”.

Dear TPB Members,

You must question why additional space be given to ‘Container Related Uses’ when it is common knowledge that our port business in in decline.

Hong Kong has been gradually losing business to mainland ports, and rightfully so. Trucking goods all the way here when they can be dispatched from ports closer to production lines is more efficient, environmentally friendly and economically sound.

China will build ever more highways, railways, bonded and free trade zones, so the role of Hong Kong in the port business can only head further south.

Hongkong International Terminals, Modern Terminals, COSCO-HIT Terminals (Hong Kong), and Asia Container Terminals announced an alliance to offer their berths together under a common terminal operating system. The four operators will share revenue and expenditures. If this proposal is accepted there will also be efficiencies in the use of facilities and less demand for GFA.

Discussion on alternative uses for the site in question would be welcome.

Mary Mulvihill
[REDACTED]

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



Re: TSING YI OUTLINE ZONING PLAN NO. S/TY/28
11/09/2019 02:21

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
FileRef:

Dear TPB Members,

Again I am disappointed by the lack of response to this OZP.

The board should consider holding back on OZP while the city is in turmoil. The public spends more time commuting due to frequent transport issues and there are constant distractions. Many districts have been subject to tear gas and other impacts on public health.

In such a conditions it is obvious that many people have no time or energy to engage in public consultations and plans may be approved without under going scrutiny from district councils and the community.

This is not desirable.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Sunday, August 11, 2019 4:37:23 AM
Subject: TSING YI OUTLINE ZONING PLAN NO. S/TY/28

AMENDMENTS TO TSING YI OUTLINE ZONING PLAN NO. S/TY/28

Item A – Rezoning of a site to the southeast of Tsing Sheung Road from "Other Specified Uses" ("OU") annotated "Marine-related Uses" to "OU" annotated "Container Related Uses", and incorporation of related land and sea areas into the planning scheme area and zoning the areas to "OU" annotated "Container Related Uses".

Dear TPB Members,

You must question why additional space be given to 'Container Related Uses' when it is common knowledge that our port business in in decline.

Hong Kong has been gradually losing business to mainland ports, and rightfully so. Trucking goods all the way here when they can be dispatched from ports closer to production lines is more efficient, environmentally friendly and economically sound. China will build ever more highways, railways, bonded and free trade zones, so the role of Hong Kong in the port business can only head further south.

Hongkong International Terminals, Modern Terminals, COSCO-HIT Terminals (Hong Kong), and Asia Container Terminals announced an alliance to offer their berths together under a common terminal operating system. The four operators will share revenue and expenditures. If this proposal is accepted there will also be efficiencies in the use of facilities and less demand for GFA.

Discussion on alternative uses for the site in question would be welcome.

Mary Mulvihill