

香港貨櫃碼頭商會新聞稿

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香港貨櫃港口業促政府推行下一階段的後勤用地舉措以恢復本地港口競爭力

（香港）香港政府於 2015 年年中提出一系列《善用葵青區港口後勤用地建議》，業界一致認為，該建議為恢復港口競爭力踏出重要的第一步；然而，現階段政府只推出業界所要求的土地面積約五分之一。香港貨櫃碼頭商會於今天舉行的午宴上與各持份者及政府官員保持溝通，敦請政府加快實行有關建議，及推出下一階段的舉措。

自 70 年代起，葵青貨櫃碼頭營運商持續投資設備、設施及新技術，為顧客提供世界級服務，並引領航運業的長遠經濟發展。這些投資確保香港貨櫃碼頭與時俱進，具備足夠的能力處理將於明年投入服務，可裝載 21,000 個標準箱的超大型貨船。

香港貨櫃碼頭商會主席鍾惠賢在午宴時指出，「世界航運市場的結構性變化、船舶大型化、聯盟整合及轉口貨量增加，使香港在過去十多年營運日趨複雜。葵青港的遠洋貨櫃船轉口貨量由 2005 年的 44.9% 增長至 2015 年的 58.7%；而往來珠江三角洲的河運量更由 2005 年的 200 萬個標準箱，提升至 2015 年的 280 萬個標準箱，大量來自躉船的貨物及轉運要求，導致處理貨物的時間比一般使用陸路運抵碼頭的貨物更長，更需要足夠的躉船泊位及後勤用地，以提高處理能力。」。

業界促請政府加設躉船泊位設施及後勤用地，以恢復本港港口競爭力。第一階段的舉措將貨櫃碼頭堆場與泊位比例，由現時的每個泊位對應 11.6 公頃堆場增加至 12.4 公頃。目前，貨櫃碼頭堆場與泊位比例遠低於國際標準的 25 公頃，而每寸土地直接影響營運效率。因此，業界提出的土地優化及基建提

升舉措能增加總儲存區域及總處理能力至每年 300-400 萬個標準箱，相等於新增設 3-4 個貨船泊位。

香港港口和相關航運業是香港主要的經濟支柱。香港貨櫃碼頭及相關產業總值達 240 億元，佔香港生產總值 1.2%，提供 92,000 個就業職位，佔全港勞動人口 2.5%。

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Hong Kong Container Terminal Operators Association press release

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The Container Port Industry Urges the Government to Proceed to the Next Phase of Land Optimisation to Restore the Competitiveness of Hong Kong Port

(Hong Kong) Hong Kong government's "Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing" released in mid-2015 was aligned to the industry's consensus on the need for land use rationalisation. The proposals, however, are only the first positive step to restore the competitiveness of the Port by addressing around one-fifth of the land optimization requested by the industry. The Hong Kong Container Terminal Operators Association (HKCTOA) held a luncheon meeting today to continue the dialogue with industry stakeholders and government officials on expediting the implementation of the current proposals and on the next phase of initiatives that have been promised by the government.

Ever since the development of Kwai Tsing Container Terminals (KTCT) in early 1970's, the operators have continued to make substantial investments in facilities, equipment and technologies to deliver first class services to their customers and drive the long term economic development of Hong Kong's marine industries. Their investments ensure that Hong Kong Port is able to handle the largest container vessels afloat, even when the next generation of 21,000 TEU units commences operations in 2017.

"The structural changes in the world's shipping market and the ongoing changes in the throughput mix handled in Hong Kong over the past decade have been particularly challenging to the Kwai Tsing Container Port. More ultra-large vessels berthing, alliance restructuring and additional transshipment volumes have increased the operational complexity that we all face. Kwai Tsing Container Port has seen the rise of vessel-to-vessel transshipment volumes from 44.9% in 2005 to 58.7% in 2015

and the increase in river-based container traffic in the Pearl River Delta from 2 million TEUs in 2005 to 2.8 million TEUs in 2015,” said Miss Jessie Chung, Chairperson of the HKCTOA, at the industry luncheon, “There is an urgent need for additional barge berths and back-up land for handling the high barge and transshipment volumes, which occupy space in the terminals for longer periods of time than truck based cargo.”.

There is an industry-wide consensus to urge the government to rationalize the land use and provide additional barge berths and back-up land to restore the competitiveness of KTCT. The Government’s proposals, released in mid-2015, outlined the first phase in raising the yard to berth ratio of Kwai Tsing Container Port from 11.6 ha to 12.4 ha, per berth. The current yard to berth ratio is far below the international standards, in this regard, every bit of land is particularly important to our operational efficiency.

The land optimisation and other infrastructure initiatives that the industry originally proposed will enlarge the total storage area and provide for an increase in annual capacity of 3-4 million TEUs, equivalent to an additional 3 or 4 new container berths.

The port remains an important pillar of Hong Kong’s economy. The maritime and port industries contribute 1.2% (HK\$24 billion) to HK’s GDP, and provide 92,000 jobs contributing to 2.5% of total employment in HK.

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