

**Invitation for Expression of Interest**

**for**

**Marina Development**

**at**

**the Expansion Area of  
Aberdeen Typhoon Shelter**

**Invigorating Island South Office**

**Development Bureau**

**January 2025**

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## **I. Introduction**

1. To enhance Hong Kong's appeal as a premier tourism destination, the 2024 Policy Address announced promoting yacht tourism amongst other initiatives, with plans to invite the private sector to construct and operate marinas in the expansion area of Aberdeen Typhoon Shelter ("ATS"), the waterfront area of ex-Lamma Quarry, and the waterfront area of Hung Hom Station. Proposed marina development at the three locations has also been named as a key measure to promote island tourism in the Development Blueprint for Hong Kong's Tourism Industry 2.0 released in December 2024. Yachting is important to the diversification of Hong Kong's tourism and recreation sectors that can bring in high spending visitors and drive the development of the yachting industry ranging from yacht transaction, repair and maintenance, docking to hospitality services.
2. Hong Kong boasts a number of advantages in developing yacht tourism, including our rich natural resources most notably the world-famous Victoria Harbour and about 250 large and small islands, professional yacht management services, and diversified touristic appeals. However, the challenge is lack of berthing spaces. There is a huge demand for sheltered spaces for local pleasure vessels in Hong Kong as the number of licensed pleasure vessels over the last two decades has almost tripled from 4 719 in 2003 to 12 325 in 2024. This has not yet taken into account the demand of visiting pleasure vessels. The proposed marina development at the three locations above will help address the shortfall by increasing the supply of berthing spaces.
3. This document ("Invitation Document") focuses on the proposed marina development site in the expansion area of ATS ("the Site"). Apart from ascertaining market interest towards the proposed marina development, we would also like to tap market views on development parameters and requirements initially proposed for the Site. We will take into account views collected through this Expression of Interest ("EOI") exercise in firming up the development parameters and requirements for undertaking technical assessments before proceeding with necessary statutory procedures in environmental impact assessment, town planning and reclamation, and for finalising the tender document for disposal of the Site.

4. Island South is one of the popular yachting regions for pleasure vessels. It is an upscale and convenient location for local owners and international visitors. It is about 20-minute drive from core business districts in Central and Admiralty, close to Ocean Park and luxury hotels as well as pristine beaches with crystal-clear waters in the Southern District, and overlooking Deep Water Bay and Repulse Bay. It is also home to a number of prestigious private clubs for yachting and golfing.
  
5. The proposed marina development in Island South is made possible by the expansion of ATS, a public works project<sup>1</sup> spearheaded by the Invigorating Island South Office (“IISO”) of the Development Bureau (“DEVB”) to provide more sheltered space for pleasure vessels in particular. The project will extend ATS by about 24 hectares (ha), with construction of two new breakwaters and a floating breakwater (**Plans 1 and 2**). It is intended that the western part of the expansion area will be used for public mooring, while the eastern part near Tai Shue Wan is proposed for marina development (**Plan 1**). Public landing facilities will be provided on the proposed eastern breakwater, which will be connected with the promenade along Ocean Drive by a 240 metres (m) long land access. This project also includes the provision of open spaces on the existing eastern breakwater and the proposed eastern breakwater for public enjoyment. Subject to the completion of detailed design, necessary statutory procedures and funding approval, construction works for the expansion of ATS by the Government would commence in 2026 for completion in 2030. For more details, please refer to [www.iiso.gov.hk/en/studies\\_projects/studies.html](http://www.iiso.gov.hk/en/studies_projects/studies.html) and [https://www.districtcouncils.gov.hk/south/doc/2024\\_2027/tc/committee\\_meetings\\_doc/DPC/25660/DPC\\_2024\\_06\\_TC\\_Annex.pdf](https://www.districtcouncils.gov.hk/south/doc/2024_2027/tc/committee_meetings_doc/DPC/25660/DPC_2024_06_TC_Annex.pdf).

## II. The Site and Its Surroundings

6. The Site for marina development covers –
  - (a) a waterbody of about 9.8 ha made up of about 9 ha of designated berthing area at Tai Shue Wan and about 0.8 ha of designated water space to the immediate north of the existing eastern breakwater; and
  - (b) about 0.3 ha of land on the western side of Shum Wan Road fronting Po Chong Wan (“the landside portion”) for housing a service yard with essential ancillary facilities to support the marina operation.

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<sup>1</sup> Subject to funding approval of the Legislative Council Finance Committee.

Please refer to **Plan 3** for the locations of the designated berthing area, designated water space and the landside portion.

7. For (a), the future developer (“Developer”) may design suitable berthing layout and pontoon arrangements in the designated berthing area shown in light blue on **Plan 3** for different kinds of pleasure vessels of their target clientele. It is preliminarily estimated that the designated berthing area could accommodate about 200 berths for different kinds of pleasure vessels, including superyachts up to 50 m length overall. The water space shown in marine blue on the same plan to the immediate north of the existing eastern breakwater would be designated to the marina to cater for loading/unloading activities along the seafront and possible berthing of small boats, etc.
8. For (b), marina needs landside facilities to support its operation. Such landside facilities may range from the very basic provision such as a service yard to provide repair and maintenance, storage of small boats, etc., to offering amenities such as dine-in restaurants, gyms, spas, shops, etc. to engage boat owners and their friends and families on site. The only possible land in the area that can house such facilities is the Po Chong Wan Temporary Industrial Area (“PCWTIA”) of 1.2 ha along the coastal area to the north of the existing eastern breakwater. The PCWTIA is currently largely occupied by one-storey marine engine workshops, all under short term tenancies (“STT”) issued by the Government, though recent site inspections show that not all workshops are in active operation. Suggestion has been raised from time to time that the PCWTIA site should be put into more gainful uses. To optimise the use of land resources to support the marina development, we propose consolidating the existing marine engine workshops in the PCWTIA and making the land so freed up for landside facilities. Initially, we propose making available 0.3 ha coloured orange on **Plan 3** for a low-rise service yard with associated facilities such as parking spaces, maintenance shed, dry berths, hardstanding and storage compounds, vessel hoists, and water/fuel/electricity supply, etc. We would like to tap market views on whether the proposed 0.3 ha (with assumed plot ratio 1) is enough for the purpose and if not how much larger would be required<sup>2</sup>. We would also like to have the industry feedback whether the market is interested in taking up the remaining PCWTIA site of 0.9 ha coloured brownish yellow (if such is made available after our discussion with the PCWTIA operators) to provide on-site

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<sup>2</sup> Apart from marine engine workshops, the landside portion of the Site is also occupied by the Adventure-Ship’s training base under STT. Subject to policy support, a site would be identified nearby for the reprovision of the training base.

amenities such as retail, dining and entertainment (“RDE”) elements to better serve boat owners and their guests or even incorporate suitable private housing element on the site to provide a stronger financial case for the project. If yes, we would like to know how best the site can be used for the intended purposes while at the same time reserving some space to accommodate consolidated workshops in situ as their continued presence is necessary to support vessels berthed in the ATS<sup>3</sup>.

9. For the waterbody, the designated water space near the landside portion falls within an area shown as ‘Typhoon Shelter’ on the approved Aberdeen and Ap Lei Chau Outline Zoning Plan (OZP) No. S/H15/33 while the designated berthing area is not covered by any OZP. The landside portion of the Site falls within an area largely zoned “Government, Institution or Community” (“G/IC”), with a minor portion shown as ‘Road’ on the OZP, and development of marina landside facilities requires amendment of the OZP. Subject to the views and suggestions collected through this EOI exercise, the Government will propose amendments to the OZP for the consideration of the Town Planning Board and complete the necessary statutory planning procedures.
10. The Site is accessible by vehicles via Shum Wan Road. There are footpaths on both sides of Shum Wan Road providing pedestrian connection between Wong Chuk Hang and Po Chong Wan, and further to the Water World Ocean Park via the footpaths along Ocean Drive. The footpath on the western side of Shum Wan Road along the PCWTIA would be widened by setting back the eastern boundary of the PCWTIA to improve the walking environment and widening works are expected to be completed in 2026.
11. The Site is in close proximity to major attractions including the Water World Ocean Park and the upper park of Ocean Park, as well as high-end hotels. Development of a new adventure zone in the upper park of Ocean Park, leveraging the natural terrain on Brick Hill and the panoramic views of the South China Sea, is expected to complete by 2028. The new adventure zone will be operated with separate ticketing to provide visitors with rich and diversified offerings in coordination with other attractions in Ocean Park. It is the intention of the Government that the marina development at the Site will create synergies with nearby developments and increase the attractiveness of the area for both local and overseas visitors.

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<sup>3</sup> For example, those existing marine engine workshop operators who wish to continue their operations would be given the opportunity to participate in the restricted tenders for STTs of space reserved for them within the site.

### III. Initially Proposed Development Parameters and Requirements

12. The initially proposed development parameters and requirements of the Site are set out below. They will serve as a basis for preparing the EOI submission, while respondents are welcomed to provide suggestions on whether and how the development parameters and requirements should be adapted to render the marina development more attuned to market considerations.

<b>Parameters</b>	<b>The Site</b> (details subject to change)
(a) Site Area	Waterbody: about 9.8 ha Landside portion: about 2 960 m <sup>2</sup>
(b) Gross Floor Area and Plot Ratio	Landside facilities of the marina: about 2 960 m <sup>2</sup> Plot ratio 1
(c) Building Height	Maximum 3 storeys above ground (underground ancillary car park would be allowed)
(d) Estimated Number of Berths	200 (in various lengths overall up to maximum 50 m)
(e) Water Depth	See bathymetry chart at <b>Plan 4</b> .
(f) Internal Transport Facilities	To match with the operational requirements and supported with relevant assessment. Reference could be made to similar marina developments.
(g) Electricity Supply	Existing 11kV, 22kV and low voltage cables are located along Shum Wan Road. An active submarine electricity cable runs along the southern side of the existing eastern breakwater as shown on <b>Plan 4</b> .
(h) Water Supplies	<ul style="list-style-type: none"> <li>i. Fresh water mains of 150 mm nominal diameter are located along Shum Wan Road, with a tee connection of 300 mm nominal diameter from the fresh water mains.</li> <li>ii. Salt water mains of 150 mm nominal diameter along Shum Wan Road.</li> </ul>
(i) Sewerage	The nearest sewer manhole at Shum Wan Road is about 70 m away from the northern boundary of the landside portion of the

	Site.
(j) Other Utilities	The Developer may need to liaise with utility providers for utility connections to the Site.
(k) Road Access	Accessible via Shum Wan Road (single 2-lane carriageway) with possible vehicular access shown on <b>Plan 3</b> . Provision of an on-street layby for public transport as shown on the plan is required.
(l) Others	<ul style="list-style-type: none"> <li>i. The existing seawall along the western boundary of the landside portion of the Site shall be managed and maintained by the Developer. Improvement works on the seawall may be required to cater for the development.</li> <li>ii. The top of the existing eastern breakwater will be turned into a public open space (about 700 m<sup>2</sup>) under the Expansion of ATS project. The Developer would be required to manage and maintain the open space, and formulate suitable access control to the designated berthing area while allowing public access to the open space. The rubble mound of the breakwater above low water mark would also be managed by the Developer.</li> <li>iii. The Developer should allow a 15m wide passageway across the designated berthing area between the possible connections 2 and 3 shown on <b>Plan 3</b> to cater for the sea access right under the lease of RBL 1020RP &amp; Exts granted to the Ocean Park Corporation.</li> </ul>

13. As shown on **Plan 3**, a pedestrian connection is proposed between the landside portion of the Site and the designated berthing area via part of the existing eastern breakwater. Another pedestrian connection is proposed between the southeastern end of the berthing area and the proposed land access with walking level at about 7 m above Principal Datum (mPD). The Developer should consider suitable forms of the connections, while suitable structural loading might be provided for the two relevant landside connection points by the Government under the Expansion of ATS project. It may be possible to allow two more connections to the designated berthing area from Ocean Drive, subject to further liaison with the Ocean Park Corporation. The Developer should allow a 15 m wide passageway across the designated berthing area between these two connections shown as connections 2 and 3 on **Plan 3** to cater for the sea access right under the lease of RBL 1020RP & Exts granted to the Ocean Park Corporation.



14. The top of the existing eastern breakwater will be turned into a public open space (which shall be open to the public during reasonable hours to be agreed by the Government) and the breakwater modified to allow public access under the Expansion of ATS project. The Developer would be required to manage and maintain at its own expense the open space, and formulate suitable access control to the designated berthing area while allowing public access to the open space. The rubble mound of the breakwater above low water mark would also be managed by the Developer.
15. The following initially proposed basic terms in broad terms would be applicable to the Site:

	<b>Draft basic terms in broad terms</b>
(a) Lease Term	50 years from the execution of land grant
(b) Vehicular Access	Vehicular access would be allowed
(c) Restriction on Alienation	Restriction on alienation before compliance with the lease conditions. After compliance, the Developer shall not assign, mortgage or charge the Site and all the building or buildings thereon except as a whole.
(d) Building Covenant	48 months
(e) Deferred Possession	Possession of two parts (hatched purple on <b>Plan 3</b> ) of the designated berthing area shall be given to and taken by the Developer on a date to be specified by the Director of Lands, when the two new breakwaters and the proposed land access are basically in place, and such date to be no later than 12 months from the execution of land grant.

#### **IV. Statutory Procedures Required**

16. After consideration of the views gathered through the EOI exercise, the Government would carry out various technical assessments and necessary statutory procedures in environmental impact assessment, town planning and reclamation.

17. An environmental permit (“EP”) will be required<sup>4</sup> for the construction and operation of marina in accordance with the Environmental Impact Assessment (“EIA”) Ordinance (Cap. 499). Gazetting under the Town Planning Ordinance (Cap. 131) and the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) will also be required. To provide more certainty, the Government intends to arrange for land sale of the Site upon completion of all necessary statutory procedures. In particular, the Government will conduct the EIA for marina based on a feasible hypothetical development scenario having regard to any relevant input received in this EOI exercise. The EP obtained after the approval of the EIA report will be held in custody before transferring it to the Developer upon the award of the land tender. The Developer should apply for a further EP under the EIA Ordinance for the construction and operation of the marina<sup>5</sup>. Interested Parties are suggested to formulate a suitable development option based on their expertise, including a layout of the berths, for reference by the Government.

## V. Tendering Approach

18. The following land tendering approaches have been considered –

- (a) Simple Cash Tender – Tenderer offering the highest land premium that reaches the reserve price set by the Government will be awarded the site. The reserve price will be determined based on the market value of the site, taking into account the prevailing market situation and other factors which may affect the market condition. This approach is simple and the land use, development parameters as well as other restrictions/requirements are clearly stated in the tender documents to facilitate tenderers’ preparation of premium offers;

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<sup>4</sup> A marina designed to provide moorings for more than 30 vessels used primarily for pleasure or recreation constitutes a designated project under Item O.2 of Part I, Schedule 2 of the EIA Ordinance, which requires an environmental permit for its construction and operation.

<sup>5</sup> The Developer, who takes up the responsibility for the construction and operation of the marina, should apply for a further EP. In case there are design changes to the marina, the Developer should conduct an environmental review to determine whether there is a need for variation of conditions of the EP. If so, the Developer should apply for a variation of the EP (VEP) under the EIA Ordinance. A VEP would be issued without the need for an EIA report if the Director of Environmental Protection is satisfied that there is no material change to the environmental impact of the designated project with the mitigation measures in place and the designated project complies with the requirements in the Technical Memorandum on EIA Process (EIAO-TM). According to Section 6.2 of the EIAO-TM, the environmental impact of a designated project, for which an EP has been issued, is considered to be materially changed if the environmental requirements set out in the EIA report for this project (including relevant documents submitted under the EIA Ordinance for that EIA report) may be exceeded or violated, even with the mitigation measures in place.

- (b) Two-envelope Tender – Tenderers have to submit respective envelopes containing non-premium proposals and premium proposals, which will be evaluated separately. Non-premium proposals will be scored according to a pre-determined marking scheme, while premium proposals with offers above the reserve price will also be scored. By applying a non-price to price weighting to the respective scores, the tenderer with the highest combined score will normally be awarded the site. This approach is beneficial to land sales attaching importance to design merits and effective uses of land to be suggested by tenderers, in addition to premium offers; and
  - (c) Tender with Upfront Payment and Profit Sharing – Instead of making the full payment upfront, this approach allows the successful tenderer to pay a lesser sum of upfront payment and share with the Government a predetermined portion of its profit generated from the sale of properties developed at the site. The level of upfront payment, profit sharing mechanism, and the timing and duration of profit sharing are stated in the tender documents for tenderers' consideration. This approach is beneficial to land sales with longer development period and involving higher costs and risk.
19. For the marina development at the Site, the Government is inclined to adopt the simple cash tender approach given that the land use mix, development parameters as well as other restrictions/requirements can be clearly stated in the tender documents upon finalisation, the development period is not long, and the cost and risk involved are not high on the basis that the Government will carry out the required technical assessments and necessary statutory procedures. Adopting a more straightforward tendering approach will facilitate earlier commissioning of the marina development.

## **VI. Initially Proposed Implementation Timetable**

20. The Government preliminarily plans to firm up the development parameters/requirements and feasible development scenario(s) for the marina development within 2025, taking account of the views and comments received in the EOI exercise, for undertaking various technical assessments, completing the necessary statutory procedures in 2027, and inviting tender in the same year. Assuming a Building Covenant period of 48 months from the date of land grant, the marina development

would be completed in the first half of 2032. As for the expansion of ATS by the Government, construction works would commence in 2026 for completion in 2030, as stated in paragraph 5 above.

## **VII. Invitation for EOI Exercise**

21. Proposed development parameters have been included in this Invitation Document for the sake of facilitating consideration of the subject matters. It should be noted that the particulars contained in this Invitation Document are provided on a non-committal basis and subject to change by the Government without prior notification. For the avoidance of doubt, any received EOIs will serve as a reference only and may or may not be considered or taken into account by the Government during the finalisation of the development parameters and land disposal arrangement.
22. Any party interested in putting forth an EOI submission (“Interested Party”) should make its own independent assessment of the information contained in this Invitation Document after carrying out such investigation and taking such professional and other advice as may be prudent in order to assess the risks and benefits and to prepare the EOI.
23. The submission of any EOI by an Interested Party shall be taken to be an acceptance of the terms of this invitation for EOI (“Invitation”) exercise.
24. The Invitation is not intended to provide the basis of any investment decision and should not be considered as a recommendation by the Government or any of its officers, employees, agents or advisors (collectively “the Persons”) to any Interested Party to submit any EOI.
25. This EOI exercise is not the beginning of a competitive bidding process. Neither this Invitation Document nor any submission received by DEVB in response thereto constitutes an offer or the basis of any contract which may be concluded.
26. This Invitation is not a prequalification exercise to shortlist or prequalify any Interested Party for Government land sale tenders. Parties who do not submit an EOI will not be barred from taking part, or prejudiced against, in the subsequent land disposal arrangement of the Government for the Site.

27. In the case of an Interested Party which is a consortium, it shall nominate and appoint any one lead member (“Lead Member”) to act as the representative to make decisions on behalf of the consortium and serve as a single contact point for the EOI.
28. Interested Parties are not to construe the contents of this Invitation, or any other communication by or for and on behalf of the Government, or any of the Persons, as financial, legal, tax or other advice. Each Interested Party should consult its own professional advisors as to financial, legal, tax or other matters concerning the development of marina.
29. The Government reserves the right, without prior consultation or notice, to change the contents of the Invitation Document at any time.

### **VIII. Submission**

30. Any Interested Party is invited to submit an EOI by completing the prescribed Reply Form at **Annex 1** and duly signed together with the required information and documents stated therein. The completed Reply Form should be sent to IISO, DEVB by email to **iiso@devb.gov.hk** or by hand to **Unit 703, 7/F, South Island Place, 8 Wong Chuk Hang Road, Hong Kong** by **12:00 noon** (“Closing Time”), **24 April 2025 (Thursday)** (“Closing Date”). Late submissions will not be accepted.
31. In case a tropical cyclone warning signal No. 8 or above is hoisted, or a black rainstorm warning signal or “extreme conditions” announced by the Government is in force at any time between 9:00 a.m. and 12:00 noon (Hong Kong time) on the Closing Date, the specified closing time of the Invitation will be extended to 12:00 noon (Hong Kong time) on the next working day on which no tropical cyclone warning signal No. 8 or above, black rainstorm warning signal and “extreme conditions” announced by the Government is in force for any duration between 9:00 a.m. and 12:00 noon (Hong Kong time).
32. After the Closing Date, the Government may request in writing an Interested Party who has submitted an EOI to provide further information regarding the submission made.
33. The Government reserves its right to proceed, or not to proceed further with this EOI

exercise and/or the tender exercise at the Government's sole and absolute discretion without giving any reasons for the decision. The Government shall not be liable to any party for any loss or damage, costs or expense as a result of such decisions.

34. For any matter relating to this Invitation Document, please write to IISO by email to [iiso@devb.gov.hk](mailto:iiso@devb.gov.hk). Any Interested Party should note that DEVB will only answer questions of a general nature and will not provide legal or other advice in respect of the development parameters relating to the Site.
35. A briefing will be arranged on **6 February 2025 (Thursday)** to help Interested Parties to better understand the proposed development parameters for the Site in this Invitation Document to facilitate their preparation of the EOI. To attend the briefing session, please complete the enrolment form at **Annex 2** and return it to IISO, DEVB by email [iiso@devb.gov.hk](mailto:iiso@devb.gov.hk) by **12:00 noon, 3 February 2025 (Monday)**.
36. It is hereby specifically declared by the Government that any statement, whether oral or written, made and any action taken by any Government officer or employee in response to any enquiry made by an Interested Party shall be for guidance and reference purposes only.
37. By submission of an EOI, each Interested Party gives his consent to the disclosure of the names (including the names of the Interested Party, the Consortium Developer Company (as defined in the Reply Form) and its members, and the Proposed Consortium Developer Company (as defined in the Reply Form) and its parent companies) provided in the EOI submission and accepts and acknowledges that the Government has the right to disclose such information to the public via any means. The Government shall have no liability in respect of any loss, damage, nuisance or disturbance whatsoever caused to or suffered by the Interested Party or any other person whether arising out of, in connection with or incidental to the exercise of the Government's right to disclose the names in the EOI submission as aforesaid, or the use or dissemination of the names by members of the public or otherwise, and no claim whatsoever shall be made against the Government in respect of any such loss, damage, nuisance or disturbance.

## **IX. Disclaimer**

38. Whilst the information contained in this Invitation Document has been prepared in good faith, it does not purport to be comprehensive or to have been independently verified. Neither the Government nor any of the Persons accepts any liability or responsibility as to, or in relation to, the adequacy, accuracy or completeness of the information contained in this Invitation Document or any other written or oral information which is, has been or will be provided or made available to any company or consortium; nor do the Government or the Persons make any representation, statement or warranty, expressed or implied, with respect to such information or to the information on which this Invitation Document is based. Any liability in respect of any such information or inaccuracy in this Invitation Document or omission from this Invitation Document is expressly disclaimed. Images or other related materials enclosed in this Invitation Document are for the purposes of illustration and identification only and are subject to change.
39. This Invitation Document is not intended to provide the basis of any investment decision and should not be considered as a recommendation by the Government or any of the Persons to any company or consortium to submit an EOI. Any Interested Party should make its own independent assessment of the information contained in this Invitation Document and must satisfy itself of the development and business potential of the development and the accuracy, completeness or meaning of any information and/or statement contained in this Invitation Document. No representation or warranty is given as to the achievement or reasonableness of any future projections, estimates, prospects or returns contained in this Invitation Document.
40. Neither this Invitation Document nor any submission received by the Government in response to this Invitation should be taken to constitute or form part of any invitation to tender or tender or contract or binding agreement or understanding by or with the Government. The Government reserves its right to amend, add to or delete any information contained in this Invitation Document at any time without prior notification and without giving any reasons.
41. Any Interested Party shall solely be responsible for the fees, costs and expenses incurred in preparing and submitting its EOI, or subsequent responses or initiatives on the part of the Interested Party, if any. The Government shall under no

circumstances be liable to any Interested Party or consortium for such fees, costs, expenses, losses or damages whatsoever arising out of or in connection with the preparation and submission of its EOI or any subsequent involvement in the tender process, irrespective of whether the Government actually proceeds with the tender or not.

42. The Government may, and reserves the right to (or not to), incorporate in the tender documents for the Site any information received from the Interested Party. All information submitted by the Interested Party will not be returned.
43. This Invitation does not create any legal obligation or liability on the part of the Government. The Government is not obliged to proceed with this EOI exercise and/or the tender exercise for the Site at any time without prior notification and without giving any reasons.
44. Nothing in this Invitation Document or any activities in connection therewith shall result in any legal obligation or liability on the part of the Government.



**Annex 1**

**Reply Form – Expression of Interest for  
Marina Development at the Expansion Area of Aberdeen Typhoon Shelter**

Please send this Reply Form to IISO, DEVB by email to [iiso@devb.gov.hk](mailto:iiso@devb.gov.hk) or by hand to Unit 703, 7/F, South Island Place, 8 Wong Chuk Hang Road, Hong Kong by 12:00 noon, 24 April 2025 (Thursday). You are encouraged to include a detailed proposal with your submission, covering project overview, technical specifications and visual representations. If the provided space is insufficient, please attach additional pages. Supplementary information may also be attached to this Reply Form.

**A. Information of the Interested Party**

1. Company Name:

(In English):	
(In Chinese):	

2. Name and Post Title of Contact Person:

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3. Contact Phone No:

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4. Contact e-mail:

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**B. Background of the Interested Party and members or parent companies of the (or Proposed) Consortium Developer Company (as the case may be)**

5. Core business (please include concise history and years of experience):

6. Details of any marina developed and/or operated in or outside Hong Kong:

**C. Submission of Views**

**Marina development at the Site**

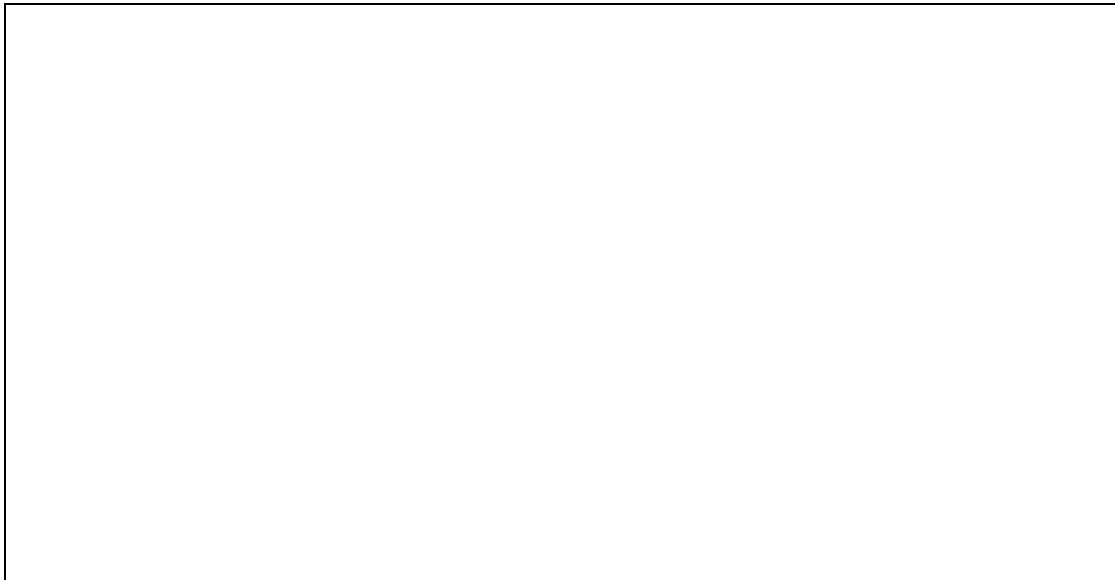
7. Do you have interest in developing the Site for marina at the expansion area of Aberdeen Typhoon Shelter?

Yes       No

8. Please share your views on suitable berthing arrangements for the Site, including number and proportion of different kinds of pleasure vessels, berthing layout, pontoon and gangway arrangements, connections between the landside portion and the designated berthing area, and connections between Ocean Drive/proposed land access and designated berthing area, etc. Plans could be attached to your Reply Form.

9. While the Government acknowledges that the PCWTIA site should be put into more gainful uses, to what extent the site can be redeployed to support the marina development can only be ascertained after discussion with the existing operators. Pending determination of the area to be released, we would like to know the ancillary facilities which in your view are really essential for supporting the operation of the marina at the Site, having regard to the availability of ship repair, dining and entertainment facilities nearby? Do you think the proposed 0.3 ha for the landside portion (with assumed plot ratio 1) is enough to accommodate your intended essential ancillary facilities? If not, please advise the additional area required.

10. Please share your preliminary ideas of the proposed service yard to be provided at the landside portion of the Site, including such information as the gross floor areas for different facilities, layout, height and disposition of buildings, etc. Plans could be attached to your Reply Form.



11. Assuming the entire PCWTIA site of 1.2 ha can be made available for the marina development, will you be interested in taking up the whole site? If yes, please share with us how you intend to make the most out of it to support the marina development and make available space for accommodating some existing PCWTIA operators in situ. Apart from housing the service yard, what possible RDE uses will be introduced to enhance boat owners' experience and create synergy with the tourism, leisure and recreation facilities in the surroundings? Will your interest in pursuing the marina development be increased if private housing is allowed on the site and what additional benefits can the housing element be brought to the marina development? Please share your preliminary ideas on the gross floor areas of different uses and facilities, indicative layout, height and disposition of buildings, etc., assuming a total gross floor area of about 18 800 m<sup>2</sup> and a maximum building height of 75 mPD may be considered. Please explain how your proposal can optimise site utilisation and provide a good balance between meeting the servicing and other needs of boats berthed in the Site, providing amenities for better enjoyment of boat owners and their guests, while making available space for accommodating some existing PCWTIA operators in situ. Plans could be attached to your Reply Form.



12. (a) Do you consider it beneficial to include the management and maintenance of the public open space to be provided on the top of the modified eastern breakwater under the Expansion of ATS project in the land sale for the Site, given that the Developer will be required to allow public access to the open space during reasonable hours to be agreed by the Government? Do you have any ideas or suggestions on the possible design and uses of the public open space that would create synergies to the use of the Site and the adjoining developments? Please provide reasons for your views.



(b) Do you consider it beneficial to include the designated water space as shown in marine blue on **Plan 3** and the management of the rubble mound of the modified eastern breakwater above low water mark in the land sale for the Site? Do you have any ideas or suggestions on the possible uses of this water space that could create synergies to the use of the Site and the adjoining developments? Please provide reasons for your views.

***Development programme***

13. Please share your comments/views on the Building Covenant period (e.g. whether it can be shortened) and estimated time for the development of the following:
- (a) the Site (marina and ancillary uses including the berthing facilities); and
  - (b) the combined site referred to in Question 11 above, if interested.

14. There will be greater certainty from the Developer’s perspective for the Government to complete statutory procedures before the Site is put to tender. However, apart from the Government-led approach stated in paragraphs 16 and 17 above, please share with us whether there is any alternative approach that can expedite implementation, e.g. whether implementation can be advanced by inviting and awarding the tender before technical assessment and subsequent statutory procedures? Under this approach, the successful tenderer will, after award of tender, commence design for the water body and landside portion, conduct technical assessments, and then seek necessary statutory approvals with Government’s support.

15. Do you have any comments on the tendering approach stated in paragraphs 18 and 19 above? Please share your views and suggestions.

**Other related matters**

16. Please share your views and suggestions on how the Government could facilitate further development of the yacht industry in Hong Kong, such as arrangements for yacht registration and crew licensing, immigration procedures, and requirements for related supporting facilities. We will relay them to the relevant government bureaux and departments for consideration.

17. Any other views



We understand that the Government is under no obligation to invite any person, company or consortium which has submitted an EOI to submit a tender and any person, company or consortium who does not submit an EOI will not be barred from taking part, or prejudiced against, in the subsequent land disposal arrangement of the Government for the Site. We acknowledge and give our consent to the Government for the disclosure of our names (including the names of the Interested Party, the Consortium Developer Company (as defined in the Reply Form) and its members, and the Proposed Consortium Developer Company (as defined in the Reply Form) and its parent companies) provided in the EOI submission to the public via any means. We also acknowledge that the Government reserves the right to cancel this EOI exercise and/or the tender exercise and/or to change the contents of this Invitation at any time without prior notification and without giving any reasons at the Government’s sole and absolute discretion. In submitting this Reply Form, we acknowledge and agree with all the terms contained in the Invitation, particularly the Disclaimer made by the Government therein.

We acknowledge and agree that we shall comply with all the conditions (specified in the Invitation Document) for the submission of the EOI. The information of our company / consortium is set out below –

	<b>Interested Party*</b>	<b>Consortium*</b>		
		<b>Lead Member</b>	<b>Other Members of Consortium / Company</b>	
<b>Name:</b>				
<b>Address:</b>				
<b>Telephone/Fax:</b>				
<b>Email Address:</b>				
	Yours faithfully,	Yours faithfully,	Yours faithfully,	Yours faithfully,
<b>Authorised Signature:</b>				
<b>Name of Authorised Signatory:</b>				
<b>Capacity of Authorised Signatory:</b>				

\* For submission by an Interested Party other than by a consortium, the Interested Party shall complete and sign the “Interested Party” column only. For submission by a consortium (“Consortium Developer Company”) which has been formed at the time of submitting the EOI, the Consortium Developer Company shall complete and sign the “Interested Party” column and all the members of the Consortium Developer Company shall complete and sign the respective sub-columns under the heading of “Consortium”. For submission by a consortium (“Proposed Consortium Developer Company”) which has not been formed at the time of submitting the EOI, all the parent companies of the Proposed Consortium Developer Company shall complete and sign the respective sub-columns under the heading of “Consortium” only.

Date: \_\_\_\_\_

**Annex 2**

**Enrolment form for Briefing Session**

Date : **6 February 2025 (Thursday)**

Time : 3:00 pm – 4:30 pm

Venue : Auditorium, G/F, Central Government Offices,  
2 Tim Mei Avenue, Tamar, Hong Kong

Language : Cantonese with English terminology

Please provide the name of company and information (including email address) of each representative.

**Name of Company:**

(In English):	
(In Chinese):	

**Information of Representative(s)**

Name	Post Title	Email Address	Contact Phone No.
Each company can register <b>no more than two</b> representatives for the briefing session.			
1			
2			

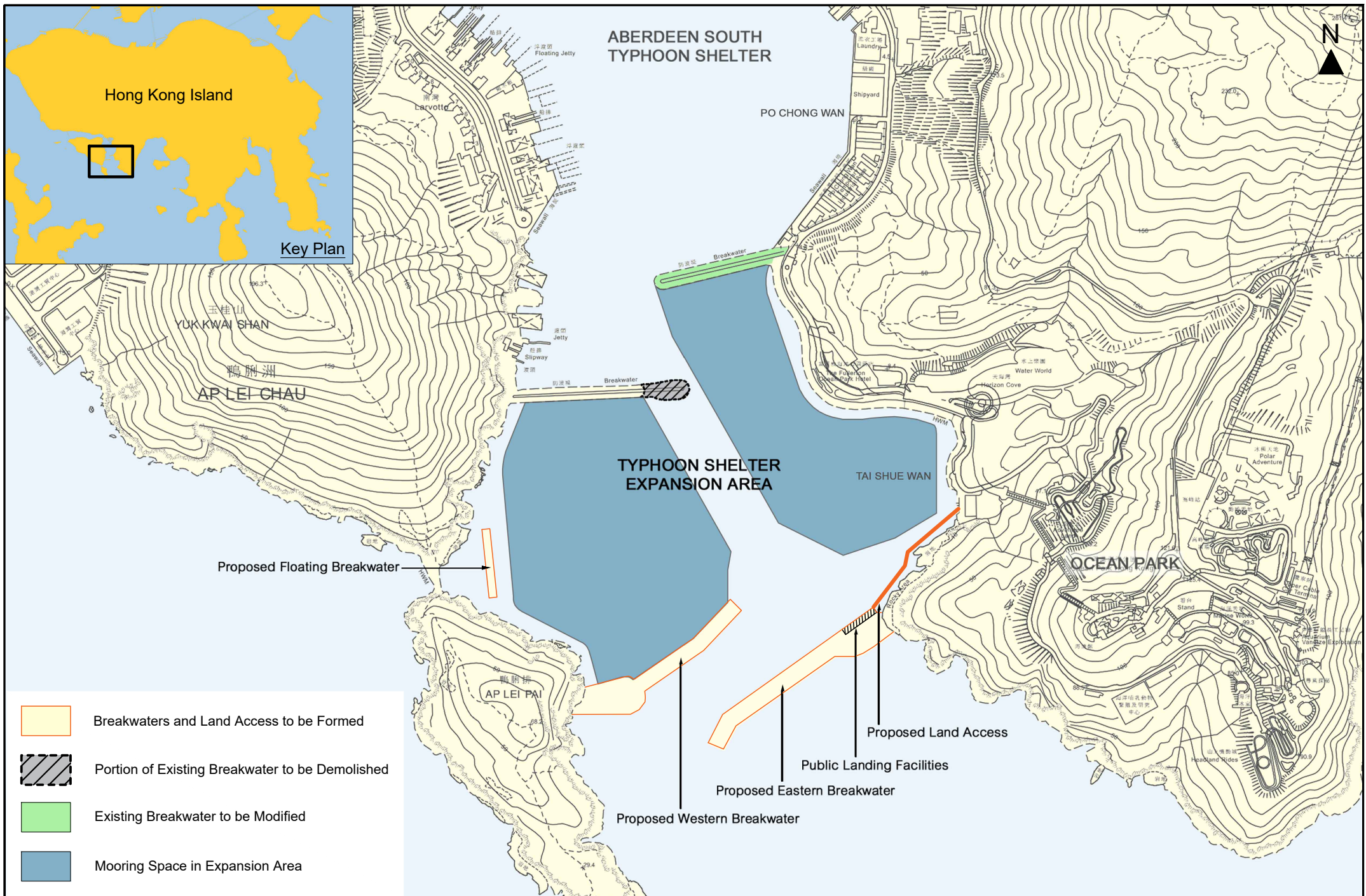
1. Please return the completed enrolment form by email to [iiso@devb.gov.hk](mailto:iiso@devb.gov.hk) no later than **12:00 noon, 3 February 2025 (Monday)**.
2. Confirmation email of registration will be issued to the Interested Party upon receipt of the enrolment form. Late registration may not be accepted.
3. The Government reserves the right of not accepting the registration of any party.

Submitted by (signature) : \_\_\_\_\_  
(Name in block letters) ( )

Email address : \_\_\_\_\_

Phone number : \_\_\_\_\_

Date : \_\_\_\_\_

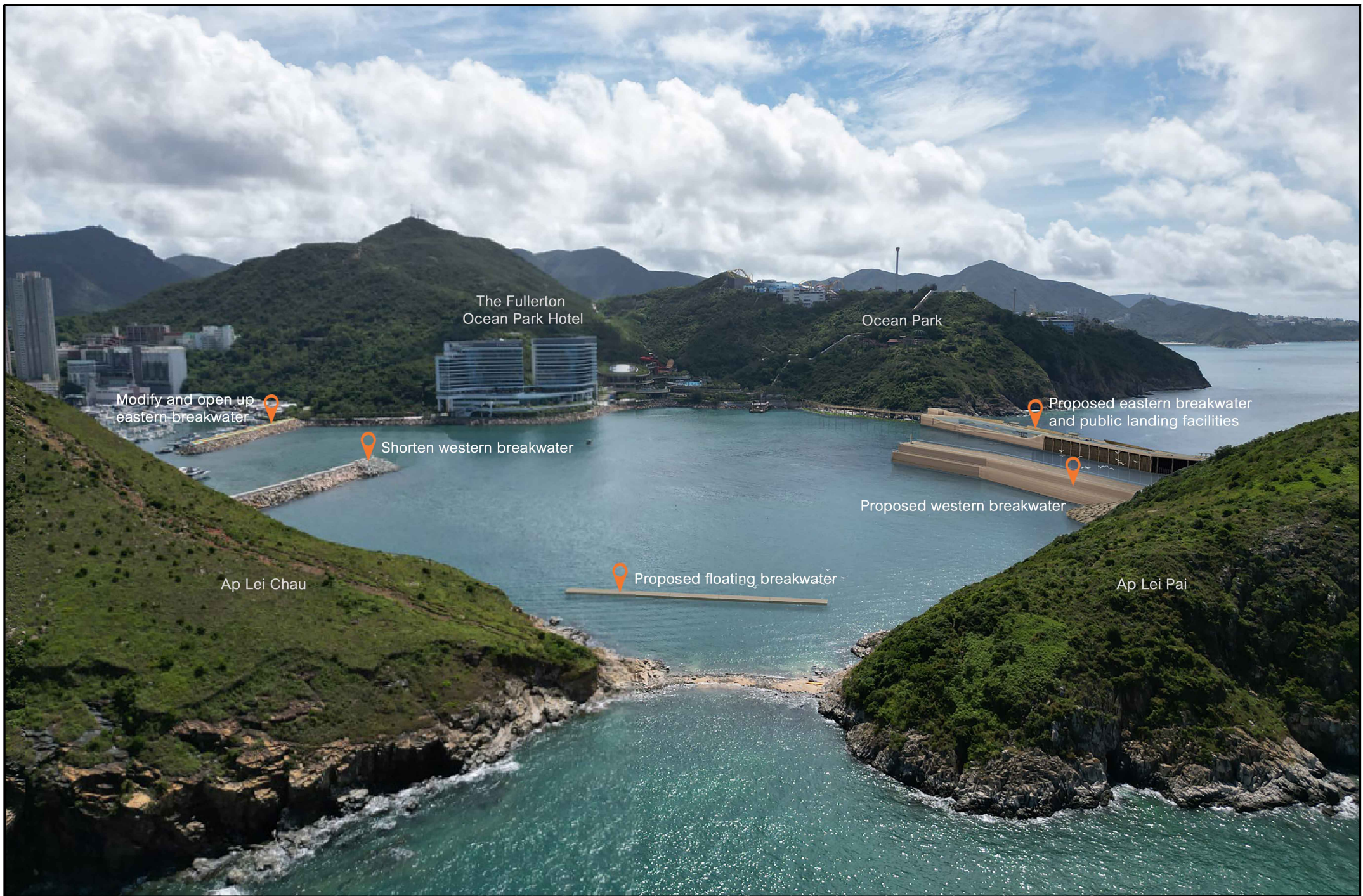


PLAN 1

Expansion of Aberdeen Typhoon Shelter

SCALE (A4):

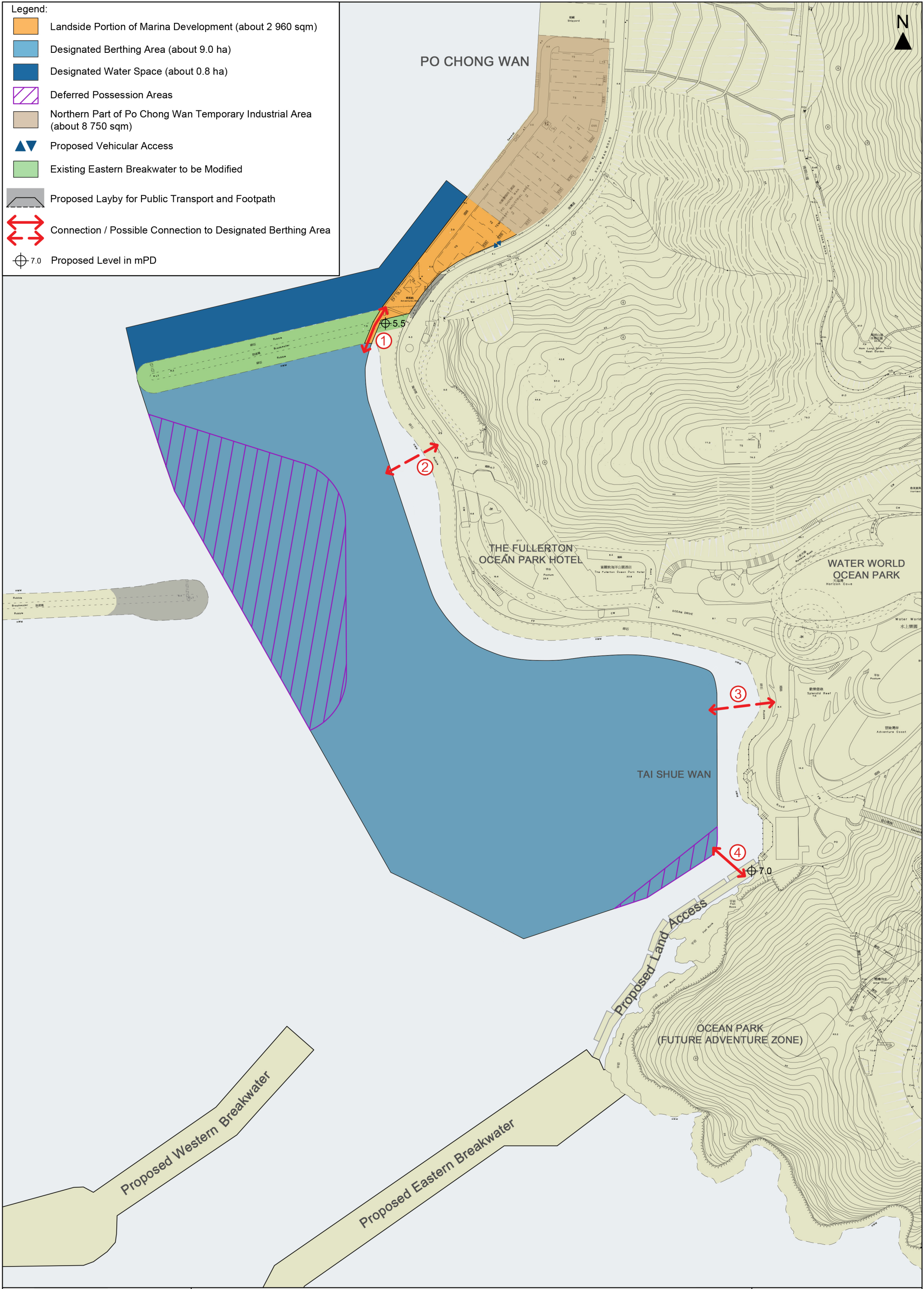
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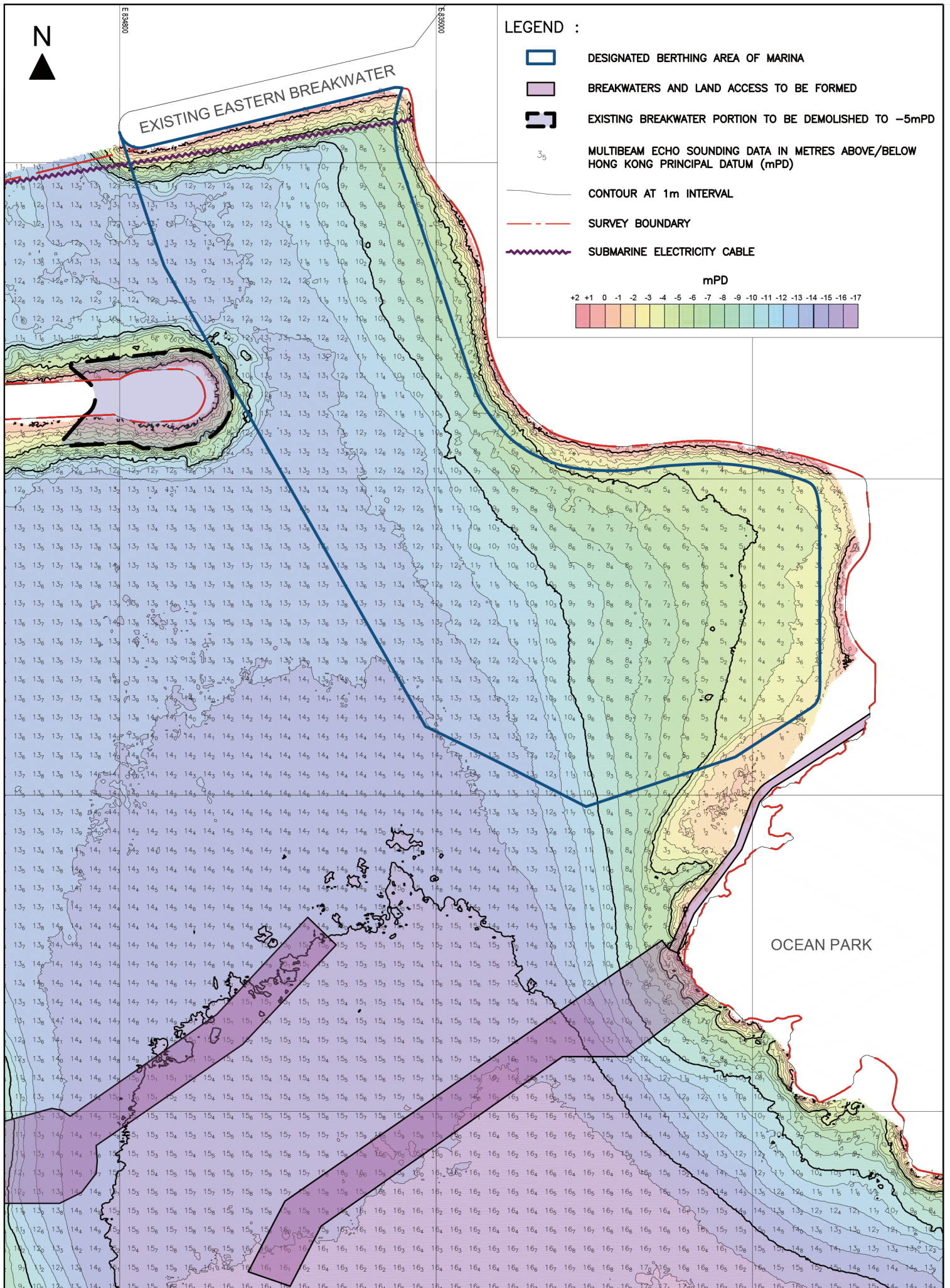


PLAN 2

Conceptual Design of Expansion of Aberdeen Typhoon Shelter

- Legend:**
- Landside Portion of Marina Development (about 2 960 sqm)
  - Designated Berthing Area (about 9.0 ha)
  - Designated Water Space (about 0.8 ha)
  - Deferred Possession Areas
  - Northern Part of Po Chong Wan Temporary Industrial Area (about 8 750 sqm)
  - Proposed Vehicular Access
  - Existing Eastern Breakwater to be Modified
  - Proposed Layby for Public Transport and Footpath
  - Connection / Possible Connection to Designated Berthing Area
  - ⊕ 7.0 Proposed Level in mPD





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EXISTING EASTERN BREAKWATER

OCEAN PARK

PLAN 4

Expansion of Aberdeen Typhoon Shelter - Bathymetry Chart

SCALE (A4): 1 : 3000