

# Central – Wan Chai Bypass and Island Eastern Corridor Link (Trunk Road) 中環灣仔繞道和東區走廊連接路(主幹道)



Existing 現有

Appearance of Causeway Bay Typhoon Shelter and  
ex-Wan Chai Public Cargo Working Area  
銅鑼灣避風塘及前灣仔公眾貨物裝卸區一帶的面貌



Future 將來

## Public Forum

Construction of Trunk Road Tunnel in  
Causeway Bay Typhoon Shelter and  
ex-Wan Chai Public Cargo Working Area

### Seeking Your Views

Date: 19 July 2008

Venue: Auditorium, 5/F North Point Government Offices,  
333 Java Road, North Point, Hong Kong

Time: 2:30 p.m. to 4:30 p.m.

**Your participation is important**

To facilitate arrangement, please register early

For registration: please call 6388 6023 or

e-mail : [cwb@maunsell.aecom.com](mailto:cwb@maunsell.aecom.com)

## 公眾論壇

興建位於銅鑼灣避風塘及  
前灣仔公眾貨物裝卸區的  
一段主幹道隧道

### 你的意見非常重要

日期：二零零八年七月十九日

地點：北角渣華道333號  
北角政府合署  
5樓演講廳

時間：下午2時30分至4時30分

**你的參與非常重要**

為方便活動安排，請預先登記

報名請致電 6388 6023 或

電郵到：[cwb@maunsell.aecom.com](mailto:cwb@maunsell.aecom.com)

## Background

The Central-Wan Chai Bypass and Island Eastern Corridor Link (Trunk Road) is the missing link of the strategic highway along the northern part of Hong Kong Island. It will connect the existing Rumsey Street Flyover in Central and the Island Eastern Corridor at North Point. The need for construction of the Trunk Road has long been identified to alleviate traffic congestion along the existing Connaught Road Central/ Harcourt Road/ Gloucester Road corridor.

The construction of the Trunk Road Tunnel in Causeway Bay Typhoon Shelter (CBTS) and ex-Wan Chai Public Cargo Working Area (ex-PCWA) requires temporary reclamation. The Court of First Instance handed down its judgment on 20 March 2008 stating that the Protection of the Harbour Ordinance (PHO) applies to the proposed temporary reclamation of the Trunk Road project. This public forum is to gather further views from the public on the necessary temporary reclamation<sup>1</sup> for tunnel construction.

1. The need for temporary reclamation for reprovisioning of part of the typhoon shelter is being reviewed separately

## 背景

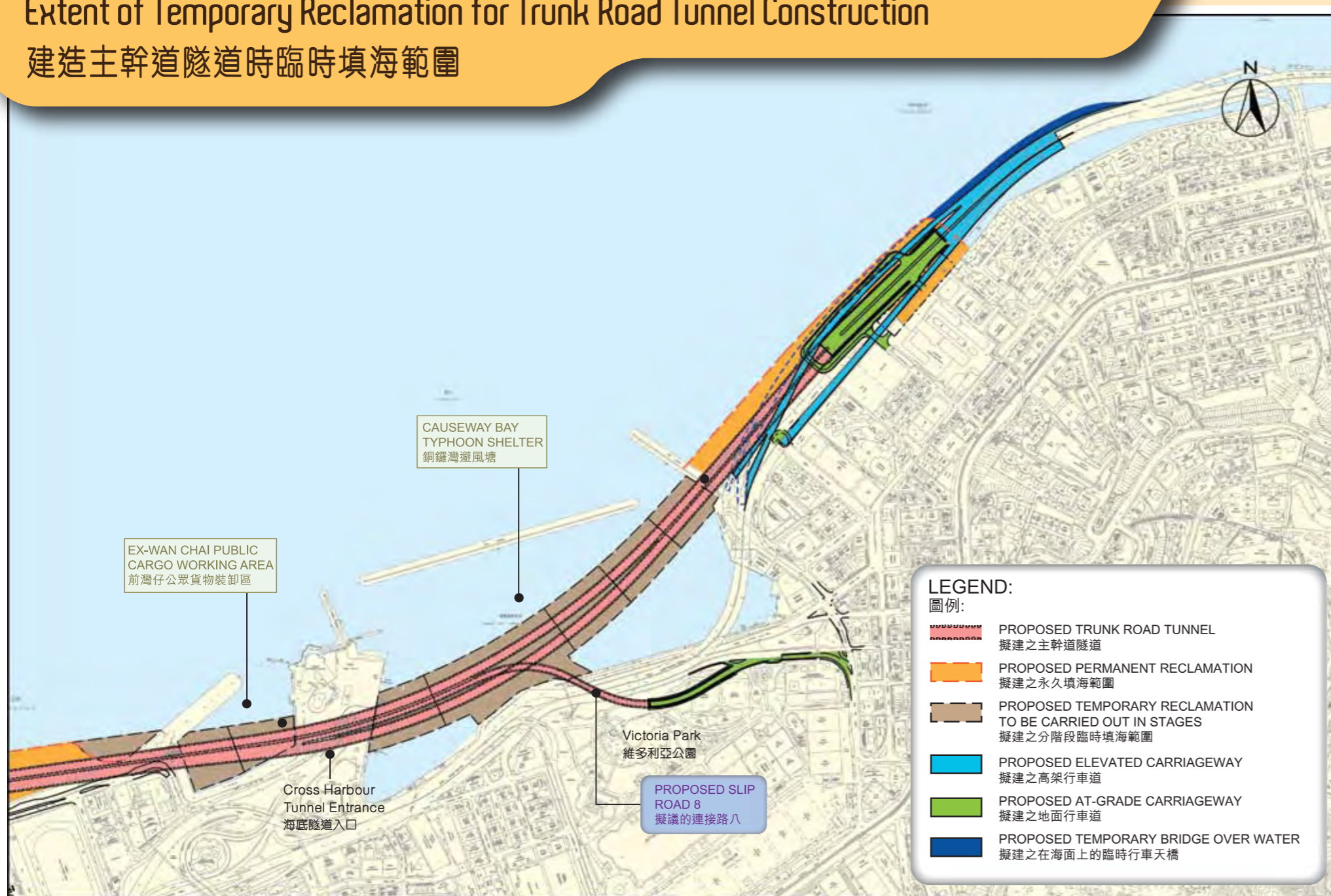
中環灣仔繞道和東區走廊連接路(主幹道)是現時港島北岸的策略性主幹道中「尚欠的一環」，主幹道連接中環的林士街行車天橋至北角的東區走廊。興建主幹道以紓緩現時主要東西行走廊(干諾道中/夏慤道/告士打道)的交通擠塞的需要已早被確認。

興建位於銅鑼灣避風塘及前灣仔公眾貨物裝卸區的一段主幹道隧道需要臨時填海。根據原訟庭在2008年3月20日的判決指出，《保護海港條例》亦適用於主幹道項目工程中所建議的臨時填海工程。這次公眾論壇是要特別收集公眾對興建隧道所需的臨時填海<sup>1</sup>工程之寶貴意見。

1. 現正另行檢討為重置部份避風塘而應否進行的臨時填海工程

# Extent of Temporary Reclamation for Trunk Road Tunnel Construction

## 建造主幹道隧道時臨時填海範圍



## Benefit to Community

The proposed Trunk Road project is of paramount importance for resolving the serious traffic congestion on the northern part of Hong Kong Island. There is wide public support for the early implementation of the project. Having regard to the wider public interest in proceeding quickly with the Trunk Road, we shall implement the project as early as practicable and in accordance with the law.

You are invited to join the Public Forum to express your views on the subject of temporary reclamation for the construction of the Trunk Road Tunnel in CBTS and ex-PCWA.

If you need more information or you want to express your views, please call or write to us.

### Contact Method

Mail: Highways Department  
3/F, Ho Man Tin Government Offices  
88 Chung Hau Street  
Ho Man Tin  
Kowloon

e-mail: [enquiry\\_cwb.mw@hyd.gov.hk](mailto:enquiry_cwb.mw@hyd.gov.hk)

Tel no.: 1823

## 社會的得益

擬議的主幹道工程對解決港島北岸現時的嚴重交通擠塞至為重要，公眾亦普遍支持政府及早落實有關工程。有見於及早落實中環灣仔繞道工程符合廣泛的公眾利益，我們會在合法的大前提下，在可行範圍內及早落實中環灣仔繞道計劃。

現誠邀請您參與關於為興建位於銅鑼灣避風塘及前灣仔公眾貨物裝卸區的一段主幹道隧道的臨時填海公眾論壇，表達您的意見。

如果您需要更多資料或希望提出寶貴意見，歡迎聯絡我們或以書面提交意見。

### 聯絡辦法

郵遞：香港九龍何文田忠孝街88號

何文田政府合署

路政署

電郵：[enquiry\\_cwb.mw@hyd.gov.hk](mailto:enquiry_cwb.mw@hyd.gov.hk)

電話：1823

## Method of Construction

We have thoroughly examined various construction methods for the Trunk Road Tunnel in the CBTS and ex-PCWA:

- immersed tube tunnel
- bored tunnel
- cut-and-cover tunnel

Cut-and-cover tunnel construction method is recommended since it is a practicable, feasible and safe way for construction of this section of the Trunk Road Tunnel.

Temporary reclamation is necessary for the cut-and-cover tunnel construction. The tunnel construction in the CBTS and ex-PCWA would be carried out in stages. The actual extent of temporary reclamation at any one time in the CBTS would range from 1.8ha to 3.7ha, whilst at the ex-PCWA it would range from 0.7ha to 1.2ha. The extent of temporary reclamation will be kept to the practical minimum, thus satisfying the requirement of the PHO. The temporary reclamation will be removed and the seabed will be reinstated after the construction of the Trunk Road Tunnel.

## 施工方法

我們已詳細研究興建銅鑼灣避風塘及前灣仔公眾貨物裝卸區內的一段主幹道隧道的各種施工方法：

- 沉管隧道式
- 鑽挖隧道式
- 明挖回填式

我們認為明挖回填式的建造方法是興建此段主幹道隧道最實際可行和安全的建造方法。

在進行明挖回填時，臨時填海是必須的。主幹道隧道將以分階段進行。在每一階段工程中，銅鑼灣避風塘內實際臨時填海的面積大約為1.8公頃至3.7公頃；在前灣仔公眾貨物裝卸區則約為0.7公頃至1.2公頃。臨時填海範圍將在可行範圍內減至最小，以符合《保護海港條例》的要求。當隧道工程完成後，臨時填海將會被移走，而海床亦會修復至原貌。