

Southern District Council
District Development and Environment Committee

Report on Progress of the Shatin to Central Link

Introduction

1. This paper briefs Members on the progress of the Shatin to Central Link (SCL) and the arrangement of setting up an immersed tube tunnel pre-cast units casting yard at the former Shek O Quarry. The above scheme was introduced to Members of the District Development and Environment Committee (DDEC) under the Southern District Council in November 2009, July 2010 and September 2012 by MTR Corporation and relevant Government departments.

Background

2. The construction of SCL started upon the approval of funding for the SCL project by the Finance Committee of the Legislative Council in May 2012. The Tai Wai to Hung Hom Section is expected to be completed in 2018, while the Hung Hom to Admiralty Section which will have to interface with other infrastructure projects, including Wan Chai Development Phase II and Central-Wan Chai Bypass, is expected to be completed in 2020. Upon completion, the SCL will expand the railway network in Hong Kong, providing convenient services to the travelling public in Hong Kong.

Progress Updates

3. The awarding of civil engineering contracts for the Hong Kong Island Section of the SCL started in 2014. The advanced works, including the closure of public facilities and erection of hoardings, are currently in progress.

4. While the tendering of relevant works contracts is underway, the construction of the Cross Harbour Section is expected to commence in end of 2014. The cross-harbour rail

tunnel of SCL in Victoria Harbour will be built by using an immersed tube tunnel comprised of immersed tube units precast at the casting yard at the former Shek O Quarry. Each immersed tube unit is 150 metres long. The finished immersed tube units will be towed to the construction site at Victoria Harbour by sea.

5. The Corporation and relevant government departments have briefed Members on the arrangements of setting up a casting yard at the former Shek O Quarry in 2009 and 2010 respectively. (For details, please refer to the DDEC Paper No. 52/2009 and 22/2010.)

6. According to the abovementioned papers, it was proposed that the future casting yard at the former Shek O Quarry would be co-used by the Corporation and the Civil Engineering and Development Department (CEDD) for the construction of immersed tube pre-cast units for the SCL and Truck Road T2 respectively. Yet, according to the latest updates presented by CEDD at the DDEC meeting on 29 July 2013, the production of immersed tube pre-cast units at the casting yard at the former Shek O Quarry for the Truck Road T2 project is no longer required.

7. The Corporation will construct the immersed tube precast units for the SCL at the casting yard at the former Shek O Quarry from the end of 2014 to 2018 as planned. Upon completion of the construction at the end of 2018, the site will be reinstated as per the request by Lands Department. It is expected that the reinstatement works will take around half a year, and the lot will be returned to Lands Department in 2019. Long term development plans for the lot will be devised by related Government departments.

Advance works for the Immersed Tube Tunnel Casting Yard

8. To facilitate the construction of the casting yard, site preparatory works will be carried out at the former Shek O Quarry, which is a sea bay at the moment, from mid-2014. The inlet will then be widened and deepened to allow for the immersed tube precast units to be towed by sea from the casting yard to Victoria Harbour. It is expected that the casting yard will come into operation at the end of 2014.

Construction Materials and Waste Delivery Route

9. In response to the concerns on road traffic from Members, major construction materials and construction waste will be delivered to and from the casting yard by sea. A barging point and a concrete batching plant will be set up at the casting yard (Please refer to Attachment A). Upon completion of these facilities, major construction materials will be delivered to the casting yard by barges while concrete required for the construction activities could be supplied on site. The number of construction vehicles would then be largely reduced.

10. Before the barging point and the concrete batching plant come into operation, the construction materials would have to be delivered via road, and only a limited number of construction vehicles would be deployed. An assessment on the traffic impact has been commissioned by an independent consultant and the results indicate that the construction traffic would not induce any adverse impact. The Corporation and relevant government departments will closely monitor the traffic and make appropriate enhancement if required.

11. As mentioned in paragraph 8, the finished immersed tube units will be towed to the construction site at Victoria Harbour by sea, and this will not affect road traffic.

Environmental Protection

12. The Corporation will ensure that the above construction works comply with the relevant statutory environmental protection requirements. During the construction, regular site audits will be conducted to carefully monitor the construction impact on the neighbouring environment and water quality. All necessary measures will be implemented, including regular watering to suppress dust at the works site and installation of silt curtains to surround the works area underwater.

Conclusion

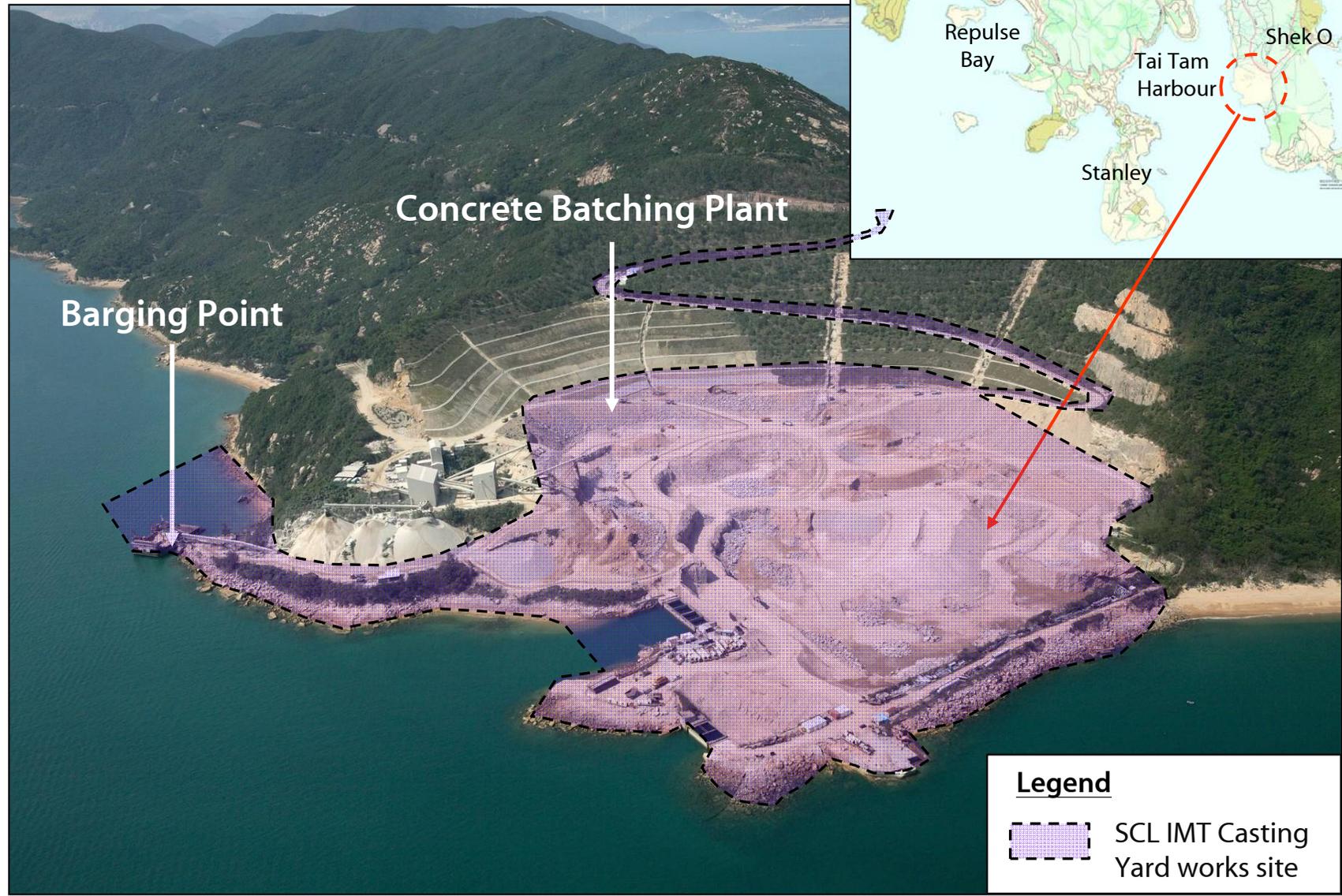
13. Members are invited to note the content of this paper.

Railway Development Office, Highways Department

MTR Corporation Limited

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Location of Shatin to Central Link Immersed Tube Tunnel (IMT) Casting Yard



Legend

 SCL IMT Casting Yard works site