Agenda

• **Public Views**
  To summarize the views sought in the consultation activities throughout the past months.

• **The Preferred Scheme – Westerly Alignment**
  To update the design development of the SCL Cross Harbour Section.

• **Extent of Reclamation**
  To discuss the extent of reclamation.

• **Q&A**
Immersed Tube Tunnel - Alignment Envelope

- Existing Cross Harbour Tunnel
- Envelope for Cross Harbour Tunnel Options
- Western Alignment Corridor Endorsed at Professional Forum No.1
- Eastern Corridor
- Central Wanchai Bypass (CWB)
- Slip Road No.8
Public views
Consultation activities

Major stakeholders in Causeway Bay Typhoon Shelter (CBTS)
- Private mooring users
- Anchorage area users
- Royal Hong Kong Yacht Club mooring users
- Buildings with sea water intake at CBTS

Professional Groups
- Professional Forums
- Harbour-front Enhancement Committee
- Presentations to professional institutes (including CILTHK, HKCA, HKIA and HKIP)
Consultation activities (cont’d)

General Public
• District Councils
  • Information Paper to all 18 District Councils
  • Presentations to Wan Chai, Eastern, Yau Tsim Mong, North, Kwun Tong and Southern District Councils
• Public Forums at NT, Kowloon and HK Island
• Exhibitions
• Digest
Major views

• The majority of people agreed that there is an overriding public need for the SCL. Many people urged for its early completion.

• The finding that there is no reasonable zero reclamation option is supported.

• The vast majority preferred the Westerly Alignment in view of less impact to the Causeway Bay Typhoon Shelter (CBTS) and more direct route.
Other views

- Some stakeholders suggested that the SCL alignment should avoid passing through the CBTS.

- Some suggested that the CBTS breakwater should be relocated northward to provide more sheltered space such that the construction of the SCL within the CBTS could be expedited.

- Some suggested that the immersed tube tunnel method be adopted in the CBTS to reduce temporary reclamation.
Why Alignment Can’t Avoid CBTS?
Alignment to North Point / Fortress Hill

Fortress Hill / North Point Stations not capable of accommodating interchange passenger movements

Existing buildings form barrier

Principal destination on north shore of Hong Kong Island

Constraint caused by Island Line capacity
Alignment to West of Existing Cross Harbour Tunnel

- No cross platform interchange with NIL
- Very deep alignment to pass under CWB tunnels
- Shared use of existing West Rail tunnel not possible due to capacity constraints
- Clash with Coliseum foundation
- SCL tunnels very deep to pass under Cross Harbour Tunnel in rock
- Very deep Hung Hom Station significant impact on East Rail to the north
Other Views

- Temporary breakwater
- Immersed tube extended into CBTS
Other Views

TEMPORARY BREAKWATER

• For forming more sheltered space to north of CBTS
• Cannot be justified as
  • It requires additional temporary reclamation; and
  • Preferred scheme requires no additional moorings to be moved out of CBTS

IMMERSED TUBE EXTENDED INTO CBTS

• Similar extent of mooring area affected
• A significant section of existing breakwater must be removed to float units into place
Part 2

Design Development
Scheme Presented in Previous Forum
Westerly Alignment - Option 2

Completion of SCL from SVB

Tunnel Structure

Completed Tunnel

TS3(E) & TS3 (W)
Westerly Alignment - Option 2

To be completed after CWB construction

TS3(E) & TS3 (W)

Completed Tunnel
Westerly Alignment - Further Opportunities for Earlier Completion

Can works in this area be completed earlier?
Westerly Alignment - Further Opportunities for Earlier Completion

Requirements for Earlier Completion

• Need to provide sufficient navigation channel and work space in CBTS

• Proposed revised temporary reclamation and mooring arrangement have to be accepted by concerned stakeholders

• Some additional moorings (compared to CWB) may need to be relocated outside CBTS

• Timely authorization of SCL
Developments Since Previous Forum

Hung Hom Landfall
• Essentially as presented at Forum No.1

Causeway Bay Typhoon Shelter
• Extensive liaison on integration with Central Wanchai Bypass
  • Extent of SCL works to be carried out by CWB agreed
• Discussion with Stakeholders, Marine Department and Highways Department on
  • Marine construction access
  • Mooring provisions
  • Mitigating impacts on RHKYC operations
Causeway Bay Typhoon Shelter - Further Option development
SCL Works to be Constructed Under CWB Project

- Area of Temporary Reclamation Left by CWB Project at End of Stage 2
- Proposed Extent of SCL Tunnel to be Constructed by CWB
- Shatin to Central Link
- Causeway Bay Typhoon Shelter
- Central - Wan Chai Bypass (CWB)
- Temporary Seawall to be Constructed after the Authorization of SCL Project
- Police Officers’ Club / SVB
- Victoria Park Road
SCL Works with Causeway Bay Typhoon Shelter

- No additional moorings to be relocated out of CBTS
- Exploring potential for previously affected PMA moorings to return to CBTS on completion of CWB works
Minimising Reclamation - Causeway Bay Typhoon Shelter
Temporary Reclamation at Causeway Bay Typhoon Shelter

- Existing breakwater to be removed and then rebuilt after tunnel construction completed
- Temporary seawall cope line
- Temporary piles required for reprovisioning of Royal Hong Kong Yacht Club operating jetty. (Exact location to be agreed with the Yacht Club)
- Interface between CWB and SCL temporary reclamation
- Temporary rock bund to provide transition between temporary seawall / breakwater wall and existing breakwater
- Temporary wall
- Temporary seawall cope line
Cross Section to North of Breakwater

Temporary reclamation width 62m (Approx.)

20m (approx)

20m (approx)

Reinstatement to existing seabed level after tunnel construction completed

Dredge level

SCL Tunnel

Temporary wall

Sea level

Original sea bed
Construction through Breakwater – Stage 1

- Existing breakwater
- Causeway Bay Typhoon Shelter
- Temporary seawall
- Immersed tube tunnel
- Mean sea level
- Cut-and-cover tunnel
- 92m approximately
- Infill with mass blocks (no dredge)
- C&C tunnel to be constructed
- Temporary wall
- Temporary seawall
Reprovisioning of Royal Hong Kong Yacht Club Operating Facilities
Minimising Reclamation At Hung Hom Landfall
Hung Hom Landfall – Cut & Cover Tunnel

- Temporary works area
- Cut-and-cover tunnel
- Immersed tube tunnel

International Mail Centre
To Hung Hom Station
Hung Hom Bypass
Freight Pier

Dimensions:
- 20m approx.
- 93m approx.
- 62m approx.
- 20m approx.
Temporary Reclamation at Hung Hom Longitudinal Section

- Extent of cut-and-cover section dictated by requirement to avoid underwater blasting of rock
- Existing fender pile to be removed and rebuilt after construction
- Existing seawall to be removed and rebuilt
- Fill and armour protection layer on tunnel to match IMT
- Rock head
- Proposed SCL track level
- Existing fender pile to be removed and rebuilt after construction

Fill and armour protection layer on tunnel to match IMT

Cut-and-cover section
Realigned Fender Piles
Reinstatement of Freight Pier

Part of freight pier to be demolished
Summary Reclamation Requirements

PERMANENT
- Relocated fender piles

TEMPORARY

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>APPROXIMATE AREA</th>
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<tbody>
<tr>
<td>Hung Hom Landfall</td>
<td>1.0 Ha</td>
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<tr>
<td>Causeway Bay Typhoon Shelter/Adjacent to Breakwater</td>
<td>2.2 Ha</td>
</tr>
<tr>
<td>Royal Hong Kong Yacht Club Jetty</td>
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CBTS
Conclusions

- There is a clear and present need for the SCL to cross the harbour
- This should follow the Western alignment parallel to the Cross Harbour Tunnel
- Construction will be by Immersed Tube / Cut-and-cover methods
- Reclamation will be required but this has been minimised
Way Forward

• Complete Cogent and Convincing Materials Report
• Gazette the SCL upon completion of the preliminary design and first round of public consultation
• Continue liaison with key interfacing stakeholders